AIRSPACE CO-ORDINATION NOTICE

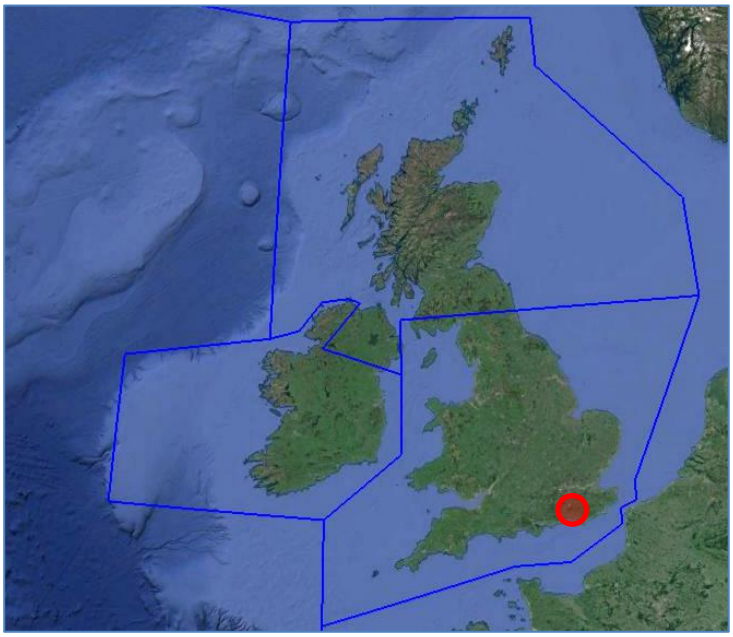
Safety and Airspace Regulation Group

ACN Reference:	Version:	Date:	Date of Original
2021-02-0171	2.0	**22/02/2021**	**11/02/2021**

ILS CALIBRATION
FARNBOROUGH – RUNWAY 24

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	**Times (ALL TIMES UTC)**
22nd February 2021 – 31st December 2021	07:00 – 22:00 (Mon-Fri)
Vertical Limits:	**Allocated Mode 3A (SSR):**
SFC – 3,000 AGL (AD Elevation 238ft)	Tactically Issued by ATC
Aircraft Details:	**NDS Approved:**
Type: DA42 Callsign: DCT *xx* (Airtask *xx*)	**Yes**
Event Sponsor(s):	**Aircraft Operator(s):**
Farnborough Airport Farnborough Hampshire GU14 6XA	RADIOLA (Attn: Evelyn Sissingh) Gamston Airport Retford Nottinghamshire DN22 0QL United Kingdom 07446 951204 evelyns@radiola.co.nz
ATS Units/ Controlling Agencies:	**Geographical Limits:**
Farnborough 01252 256023/17 Heathrow Tower 0208 750 2610 Swanwick (LTC) – SWA 01489 612478	
Airspace Reservations:	
EG D132 Ash Ranges EG D133 A&B Pirbright	
Departure/Destination Aerodrome(s)	**ACN Issued by:**
TBC	AS3

SECTION 1: CO-ORDINATION ARRANGEMENTS (GENERAL)

1. The pilot/operator is requested to telephone the ATC authorities on the cover prior to departure in order to notify or update the sortie details including area(s) of operation and planned levels (quoting the ACN Reference). A minimum of 24 hours' notice should be given unless specified in Section 2.

2. There may be other aircraft and/or activities outside Controlled/Regulated Airspace unknown to ATC.

3. The carriage and operation of a serviceable transponder (including Mode 'C') has been specified.

4. The pilot will be responsible for obtaining all necessary ATC clearances and for maintaining R/T contact with appropriate ATC authorities.

5. The pilot/operator will be responsible for obtaining prior clearances to enter any UK Danger Areas affected by the flight profile from the appropriate Range Control Authority unless this is specifically detailed in Section 2.

6. Other Unusual Aerial Activities (UAAs) may be notified to the CAA Safety and Airspace Regulation Group (SARG) and may take place within the airspace encompassed by this survey. The pilot/operator is to ensure that UK Daily NOTAM Nav Warnings are consulted prior to each flight.

7. All flights within Controlled Airspace are subject to the requirements of a Flight Plan in accordance with UK AIP ENR1.10. The ACN Reference should be entered into Field 18 of the Flight Plan together with any relevant 'special handling' codes.

8. Flight prioritisation and Non-Deviating Status is in accordance with the information specified on the ACN Cover. Such status may be afforded to part or all of the flight – see Section 2.

9. Availability of an ATS from Plymouth(Mil), Swanwick(Mil) or Western Radar is subject to unit capacity, priorities and limitations of radar and radio coverage. Minimum pre-flight notification as per UK AIP ENR 1.6 unless otherwise specified in Section 2 of this ACN.

10. The CAA actively encourages the use of Moving map technology in the planning and flying phases of flights to reduce the risk of airspace infringements.

PUBLICATIONS AND CHANGES

11. The activity area may lie within Controlled and Uncontrolled Airspace as well as airspace reserved for military use. Aircrew are to thoroughly familiarise themselves with UK airspace structures and procedures, in particular those laid down within the UK Aeronautical Information Publication (UK AIP), ENR 1.1 and be fully conversant with UK Flight Information Services in accordance with UK CAP 493 (MATS Pt 1).

12. The CAA VFR 1:500,000 and 1:250,000 charts and the UK AIP ENR 5 depict some, but not all aviation activity sites and amendments should also be checked. Please refer to http://www.nats-uk.ead-it.com

13. This ACN details specific coordination essential to the activity taking place and does not remove the need for aircraft operators to comply with national flight planning and notification procedures. Pilots and ANSPs are required to ensure that all related aviation sites are aware of this planned activity and of subsequent changes not captured within this document.

14. The Sponsor or Event Organiser should co-ordinate any changes to this ACN with SARG quoting the ACN Reference at the top of the page.

Airspace Regulation (Utilisation) – AS3
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the airspace and flight profiles required to facilitate a check of the Runway 24 ILS at Farnborough (EGLF). This ACN replaces ACN 2015-00-0088.

16. **Notification.** 5 working days prior to the planned calibration, the sponsor shall inform the following agencies of the flight and its anticipated timings:

a. Fairoaks ATC

i. Phone 01276 857300

b. Farnborough ATC Ops

i. Phone 01252 566021

c. Heathrow ATM Procedures & Development

i. Phone 0208 750 2623 Email LHROps@nats.co.uk

d. EG D132 / 3 (Ash / Pirbright)

i. 01483 798304 / 07795264944 Email Jim.Sharp926@mod.gov.uk

ii. 07789 220325 Email jim.douglas105@mod.gov.uk

e. Swanwick ATM Procedures

i. Phone 01489 444 181 Email 1allATCprocedures@nats.co.uk

17. 24 hours prior to the calibration, the sponsor/operator is responsible for contacting the ATS agencies on the front page to confirm the serials and coordinate a suitable time to commence the calibration. The Sponsor/Operator is responsible for highlighting if any certain profiles must be done in a certain order.

18. Farnborough ATC are responsible for coordinating directly with both Fairoaks and Ash/Pribright Ranges. Should no answer be available on the numbers listed at Para 16d, then confirmation of range activity can be made via Longmoor Ops (H24) 01420 483405 or 07484 516900.

19. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst within controlled airspace and established on a measured run only. In order to reduce the impact to other airspace users, the controlling authority may request that the pilot hold, or accept radar vectors in order to make best use of the airspace, or to reduce overall delays.

20. In order to minimise the impact to operations at Heathrow, the sponsor should only conduct a calibration flight of RWY24 when Heathrow are operating on RWY27. Requests to deviate from this will be subject to negotiation between Heathrow Airport, Swanwick (LTC) and Farnborough Airport, but are not guaranteed and subject to the prevailing traffic situation and overall impact.

21. **Height/Altitude.** The details profiles of the calibration will be flown AGL based on the Farnborough elevation, however the operator is required to express all values to ATC in reference to altitude. The operators has sole responsibility for this calculation and notification.

22. **Profiles.** The profiles expected are shown in section 3. For the duration of this ACN, the Long Alpha will not be flown.

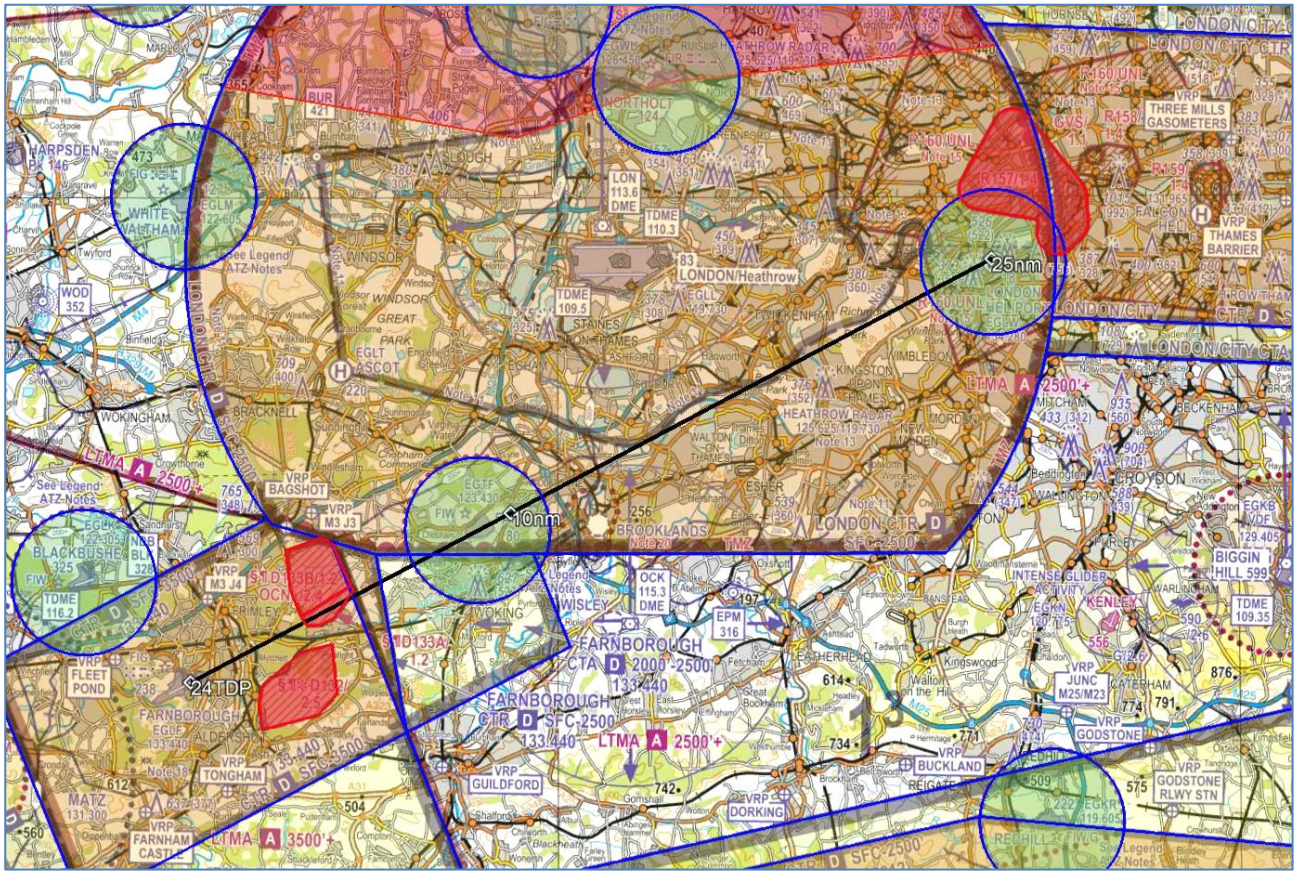
SECTION 3

Area of Operation

23. Charts highlighting the various areas of operation is shown on the subsequent pages. This is for illustrative purposes only and not for operational planning.

Chart 1 – RWY 24 - Profile: Alpha

Alpha – 10nm to THLD - ~~Long Alpha – 25nm to THLD~~



PROFILE 'ALPHA'

Normal approach to 50ft

If engineering requirements dictate, the aircraft may then fly at 50ft along the runway before climbing away.

Full ILS protection required when the aircraft is within 5NM of threshold.

Profile	Range	Start Height (QFE)
Alpha	10NM	3000'
~~Long Alpha~~	~~25NM~~	~~3000'~~

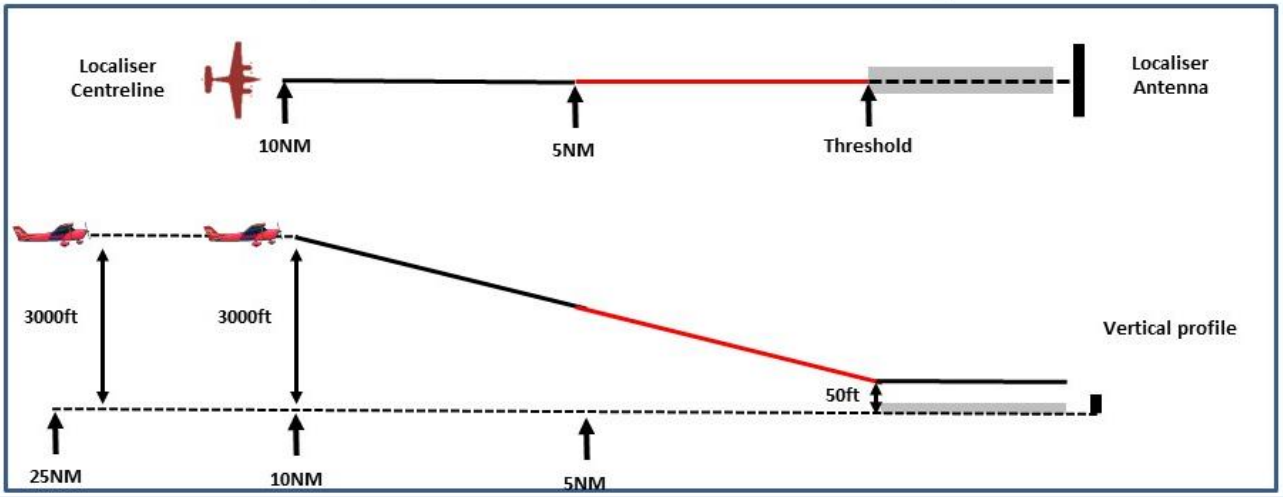
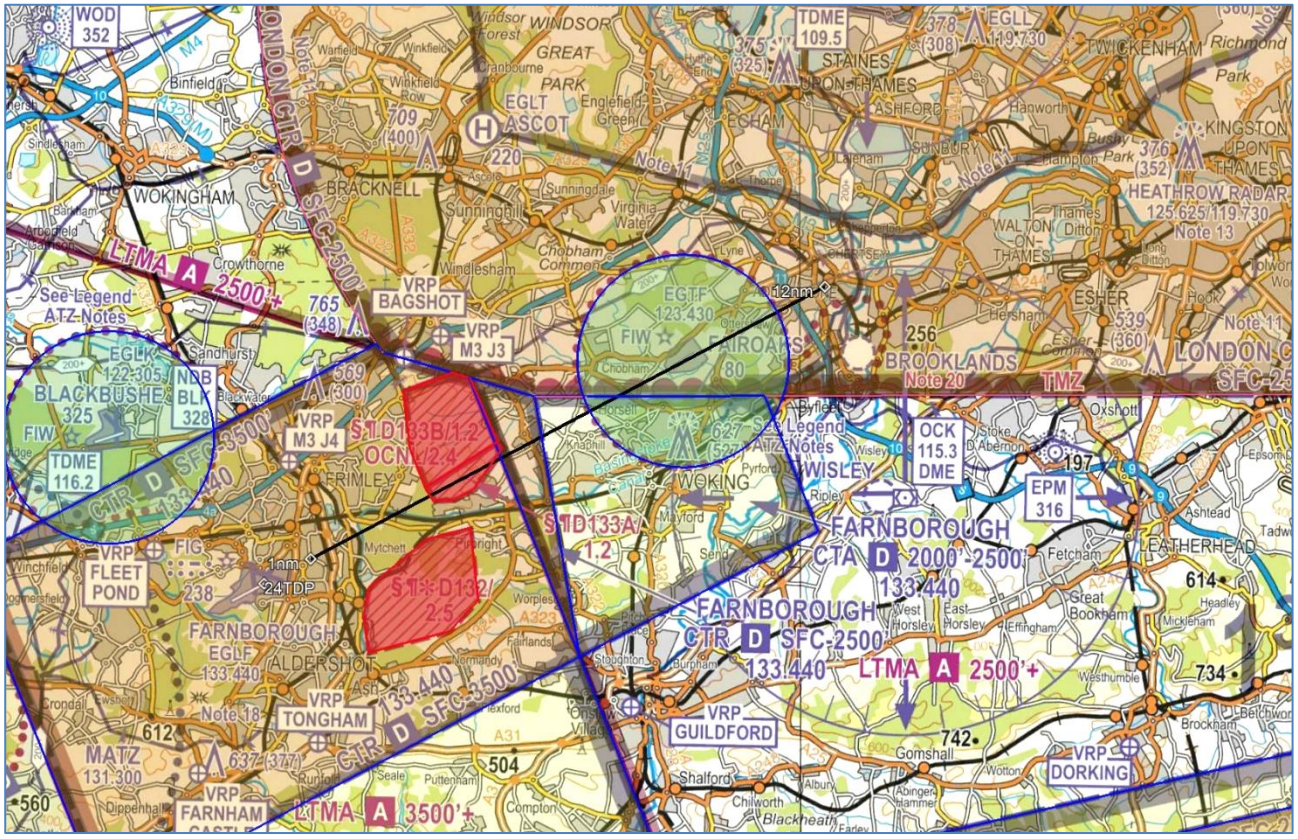


Chart 2 – RWY 24 - Profile: Bravo

12nm to 1nm



PROFILE 'BRAVO'

Level run at 1000ft

Profile	Start Range	Stop Range	Height (QFE)
Bravo	12 NM	1 NM	1000'

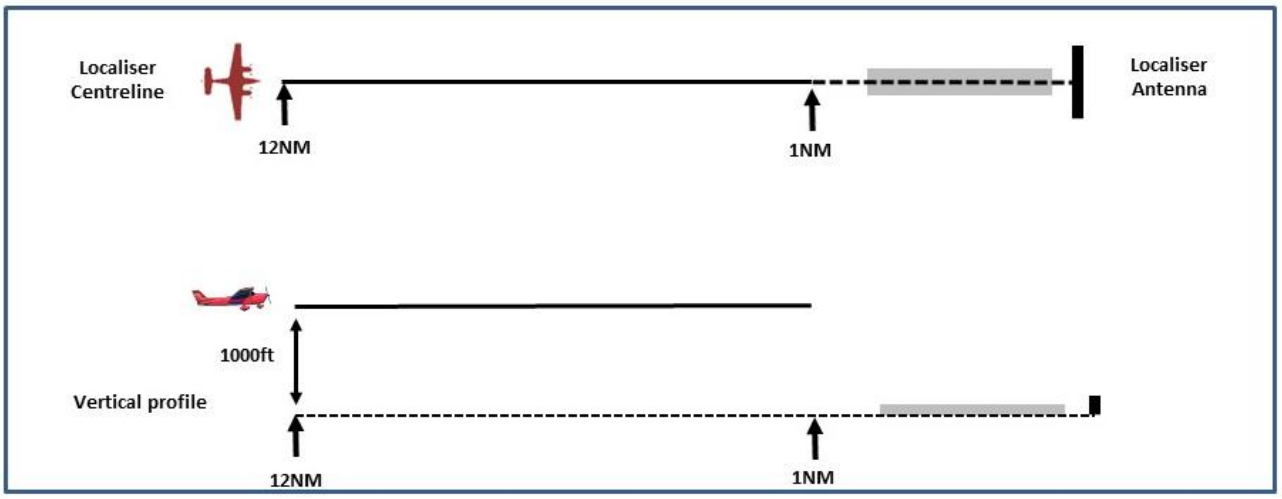
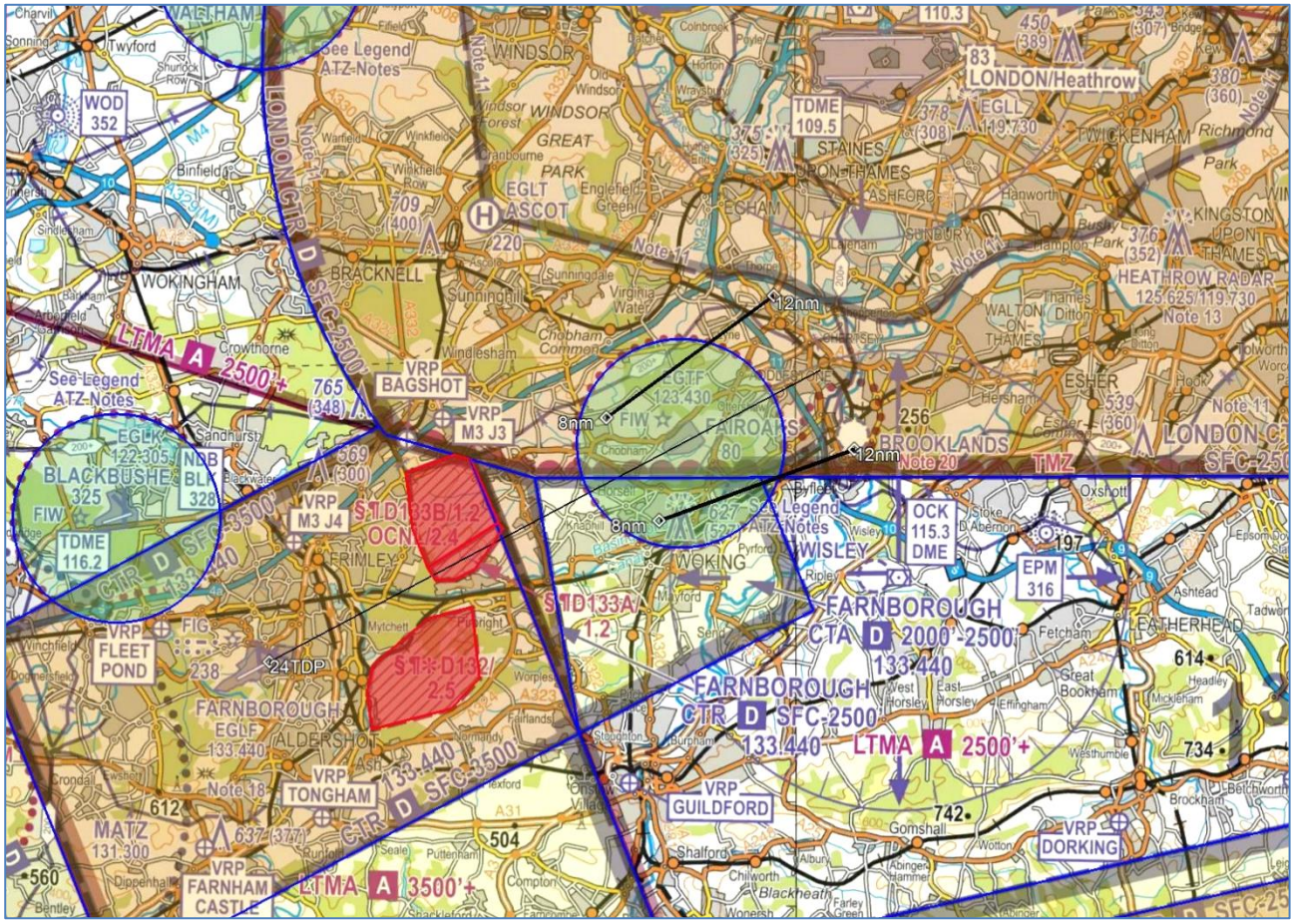


Chart 3 – RWY 24 - Profile: Left/Right Bravo

12nm to 8nm



PROFILE 'LEFT/RIGHT BRAVO'

Level run at 1500ft 8 degrees left and right of the localiser centreline

Profile	Start Range	Stop Range	Height (QFE)
L/R Bravo	12 NM	8 NM	1500'

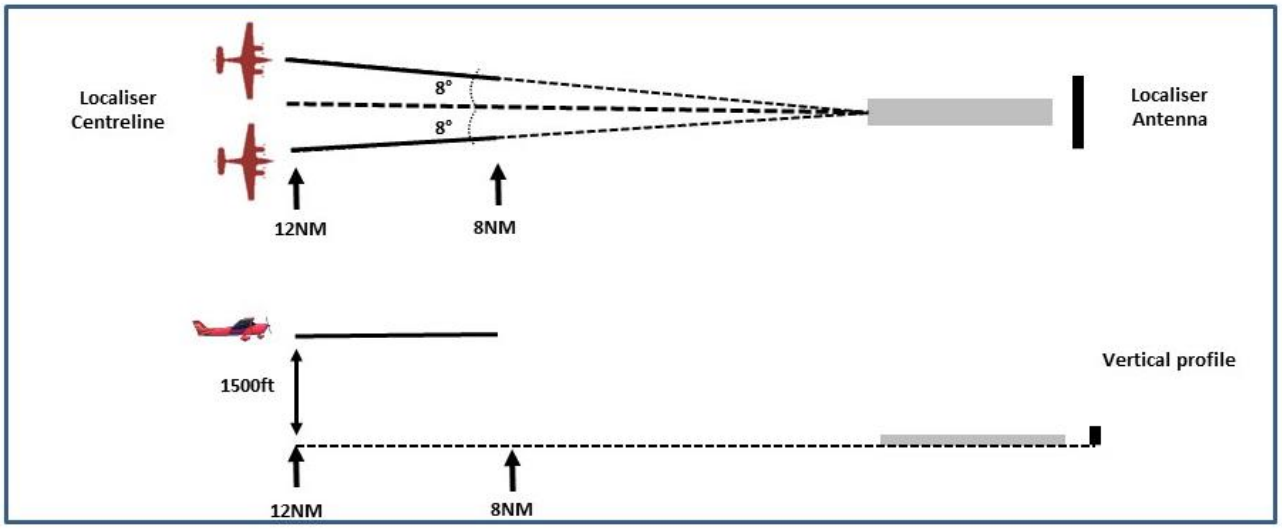
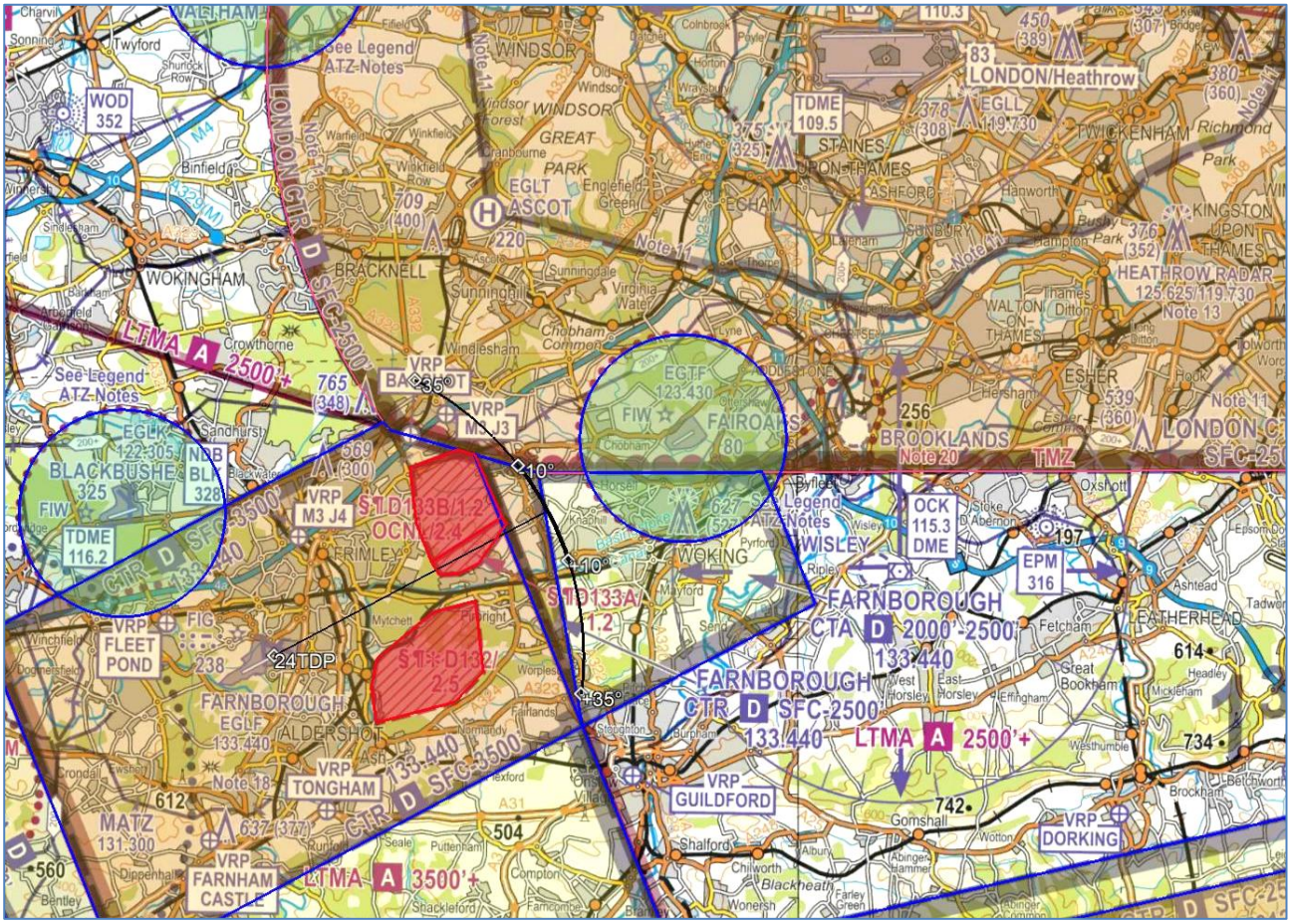


Chart 4 – RWY 24 - Profile: Charlie

6nm Partial Orbit



PROFILE 'CHARLIE'

Part orbit at 6NM

Full ILS protection required when the aircraft is within 10° of runway centreline

Profile	Range	Arc	Height (QFE)
Charlie	Approx. 6NM	±35°	1500'

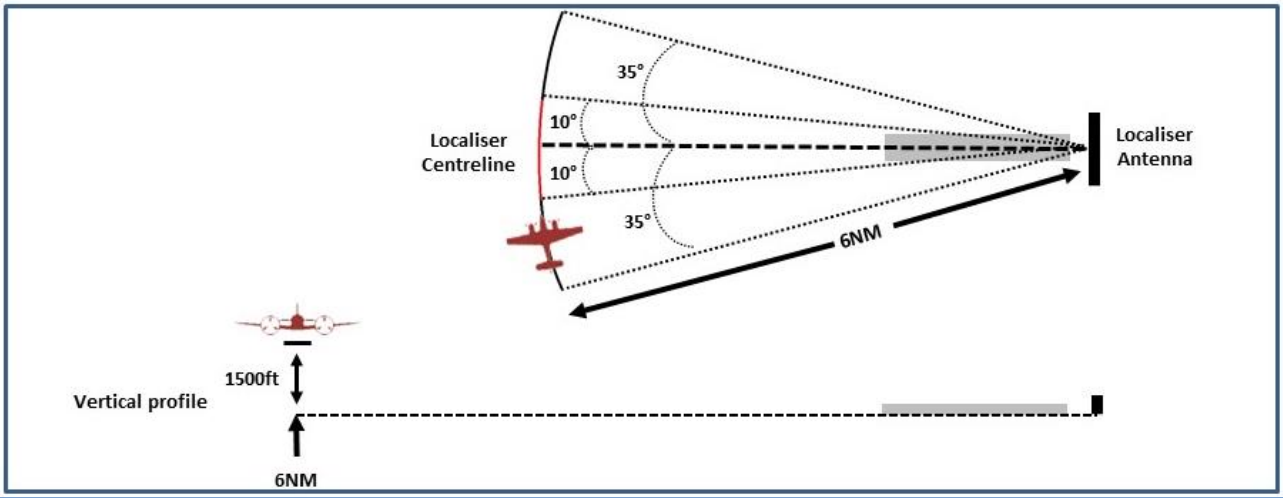
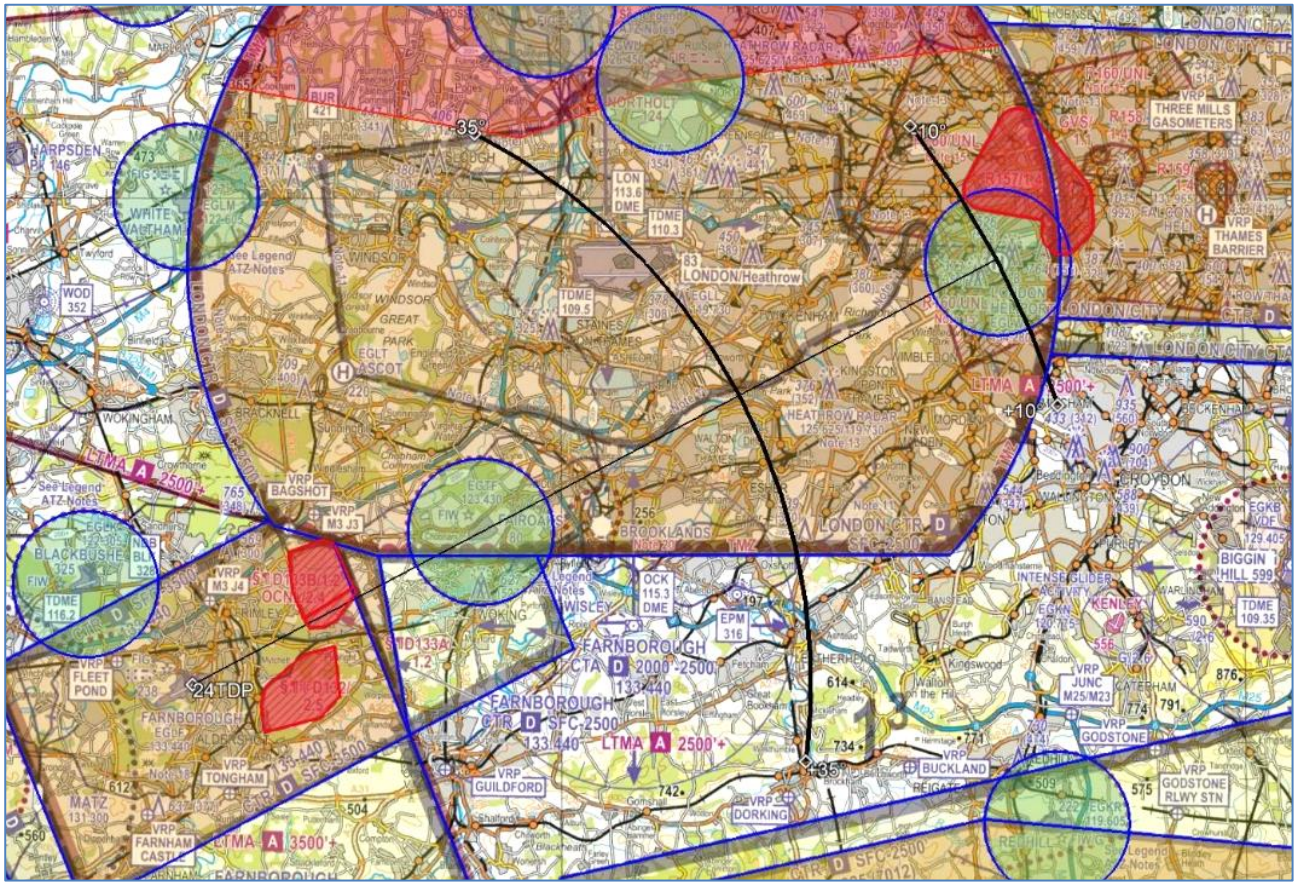


Chart 5 – RWY 24 - Profile: Long Charlie

17nm & 25nm Partial Orbits



PROFILE 'LONG-CHARLIE'

Coverage orbit

Profile	Range	Arc	Height (QFE)
17 Mile Charlie	Approx. 17NM	±35°	2000'
25 Mile Charlie	Approx. 25NM	±10°	2000'

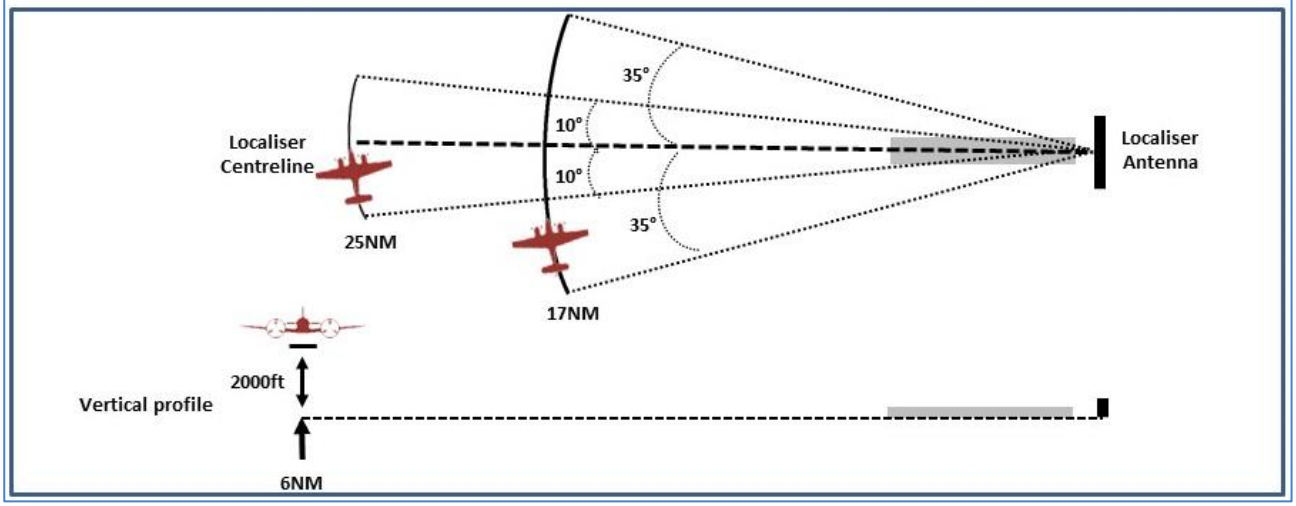
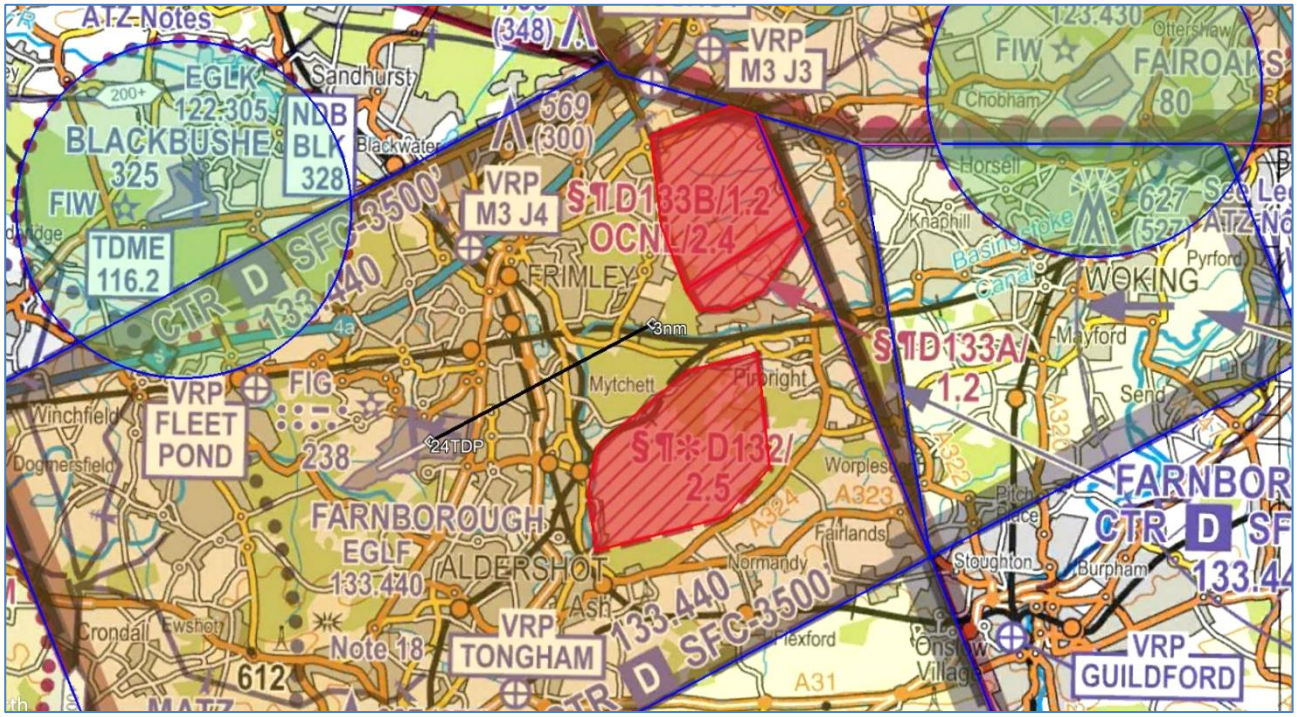


Chart 6 – RWY 24 - Profile: PAPI Calibration

3nm to THLD



PAPI RUN

Level run at 500ft

Profile	Start Range	Stop Range	Height (QFE)
PAPI	3NM	Threshold	500’