

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-03-0385	1.0	18/03/2022	17/03/2022

## NAVAID CALIBRATION FARNBOROUGH ILS

### NDS

Subject to NOTAM: No

Date(s) of activity/Validity:

25<sup>th</sup> March 2022 – 01<sup>st</sup> April 2022

Times (ALL TIMES UTC)

10:00 – 18:00 See Para 18

Vertical Limits:

1,500ft (LF QNH)

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: DA62

Callsign: VOR09 "FlightCal"

NDS Approved:

Yes – Subject to the conditions in Section 2

Event Sponsor(s):

Farnborough Airport  
Farnborough  
Hampshire  
GU14 6XA

Aircraft Operator(s):

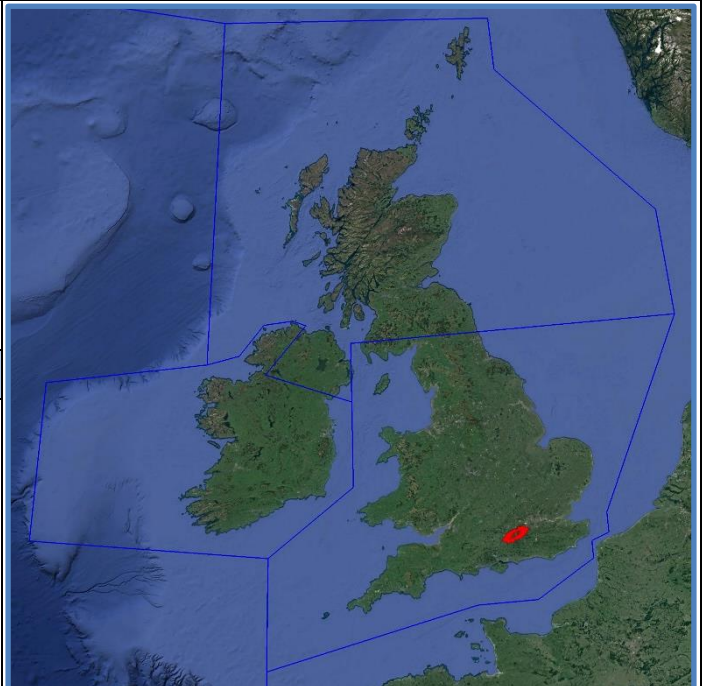
Flight Calibration Services  
Calibration House  
17-19 Cecil Pashley Way  
Shoreham Airport  
West Sussex  
BN43 5FF  
01243 538245  
[ops@flight-cal.com](mailto:ops@flight-cal.com)

ATS Units/  
Controlling Agencies:

Farnborough 01252 526017  
Swanwick LTC – SWA<sup>1</sup> 02380  
401110

Info: Fairoaks, Heathrow Tower, Lasham, Odiham

Geographical Limits:



Airspace Reservations:

EG D133 (All) Pirbright 01483 798304

Departure/Destination Aerodrome(s)

EGKA, EGLF

ACN Issued by:

AS3

<sup>1</sup> For Heathrow Radar

## **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 flight. 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 Military, Swanwick Military (78 Sqn) 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](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

## SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to complete a calibration of the ILS, to both runways, at Farnborough. **This is a reduced calibration to facilitate a short extension of the facility, until the full calibration can be arranged.**

16. **This ACN supersedes ACN 2021-02-0171.**

17. **Dates.** This calibration will be flown on Friday 25<sup>th</sup> March 2022, with the existing certification due to expire on the 26<sup>th</sup> March 2022.

18. **Time.** Due to the potential impact to Heathrow, the RWY24 Serial 14 runs may need to be completed after the alternation at 15:00.

19. **Notification.** For this calibration only, the 1 week notice period is waived and the sponsor is to notify the agencies listed on page one of this ACN at least 24 hours prior to undertaking the task. In addition, the pilot is to contact the appropriate agencies at least 2 hours prior to departure to confirm final details and availability of an ATS.

20. Farnborough ATC are responsible for coordinating directly with Fair Oaks and Pirbright Ranges. Should the range not be contactable, ATC are to coordinate directly with Longmoor Ops (01420 483405).

21. **Serials.** The following serials will be flown **VFR**, with heights in relation to the threshold elevation:

### **Runway 06**

Profile ID	Profile Number	Manoeuvre	Height	Start	End	Comments
A	04	Localiser Arc $\pm 35^\circ$ /CL	1,500ft	6nm		ILS Protection required $\pm 10^\circ$
B	14	Level Slice	1,500ft	12nm	1	
C	04	Localiser Arc $\pm 35^\circ$ /CL	1,500ft	6nm		ILS Protection required $\pm 10^\circ$
D	14	Level Slice	1,500ft	12nm	1	

### **Runway 24**

Profile ID	Profile Number	Manoeuvre	Height	Start	End	Comments
A	04	Localiser Arc $\pm 35^\circ$ /CL	1,500ft	6nm		ILS Protection required $\pm 10^\circ$
B	14	Level Slice	1,500ft	12nm	1	
C	04	Localiser Arc $\pm 35^\circ$ /CL	1,500ft	6nm		ILS Protection required $\pm 10^\circ$
D	14	Level Slice	1,500ft	12nm	1	Aircraft to join from the south only

22. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst established on a measured run only and within Controlled Airspace (CAS), (*UK AIP ENR 1.1 (4.2) & CAP 493 – Section 1, Ch4, Para 17 refers*). In order to reduce the impact to other airspace users, the controlling authority may request that the pilot hold, or accept radar vectors between runs in order to make best use of the airspace, or to reduce overall delays.

23. **Air Traffic Service (ATS) Provision – CAS.** Access to controlled airspace is subject to the prevailing traffic situation and controller workload. The pilot is responsible for obtaining a clearance to enter controlled airspace prior to penetration.

24. **ATS Provision – Outside CAS.** Farnborough Radar will provide ATS outside CAS.

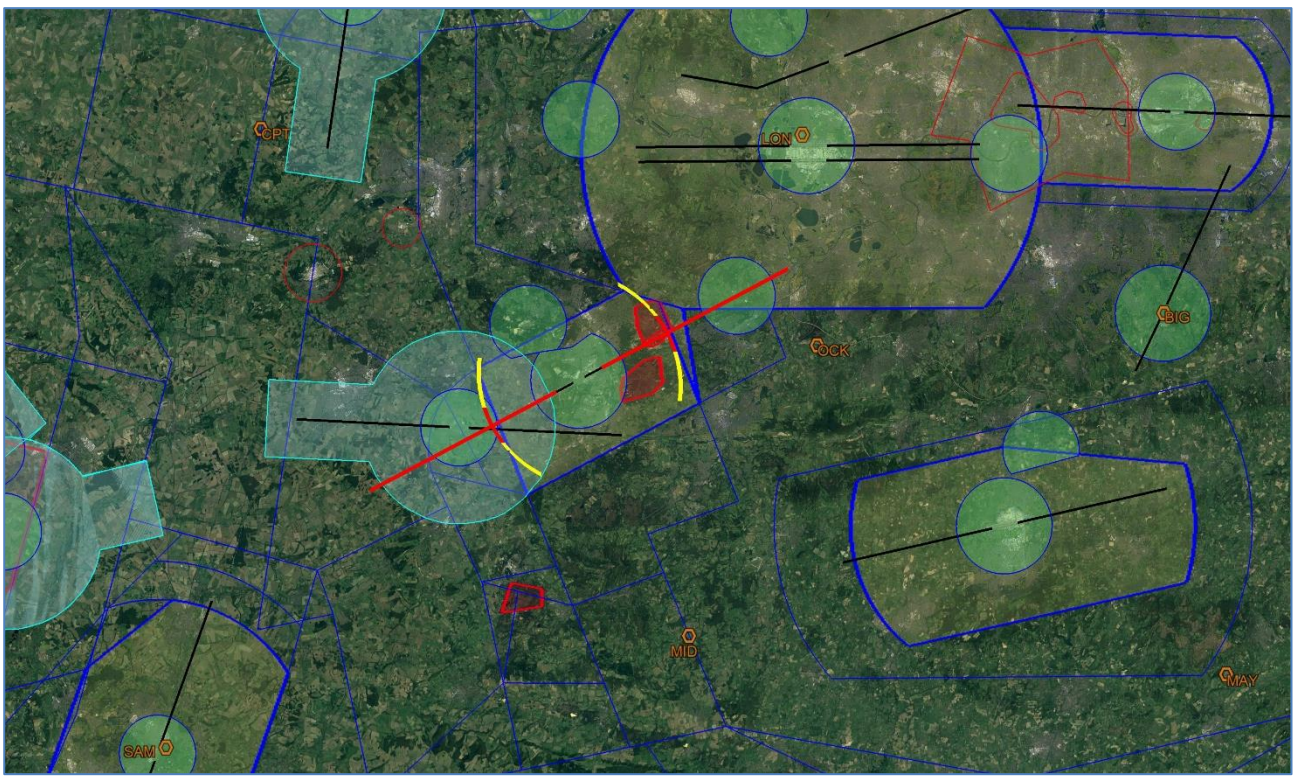
25. **Interaction with Other ATC Units.** Farnborough ATC, as the primary controlling authority, are responsible for conducting all tactical coordination with the adjacent ATS Units
26. **Danger Areas (DAs).** Access to any DA is subject to military requirements and access is not guaranteed. The sponsor is to engage with the DA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.

**SECTION 3**

**Area of Operation**

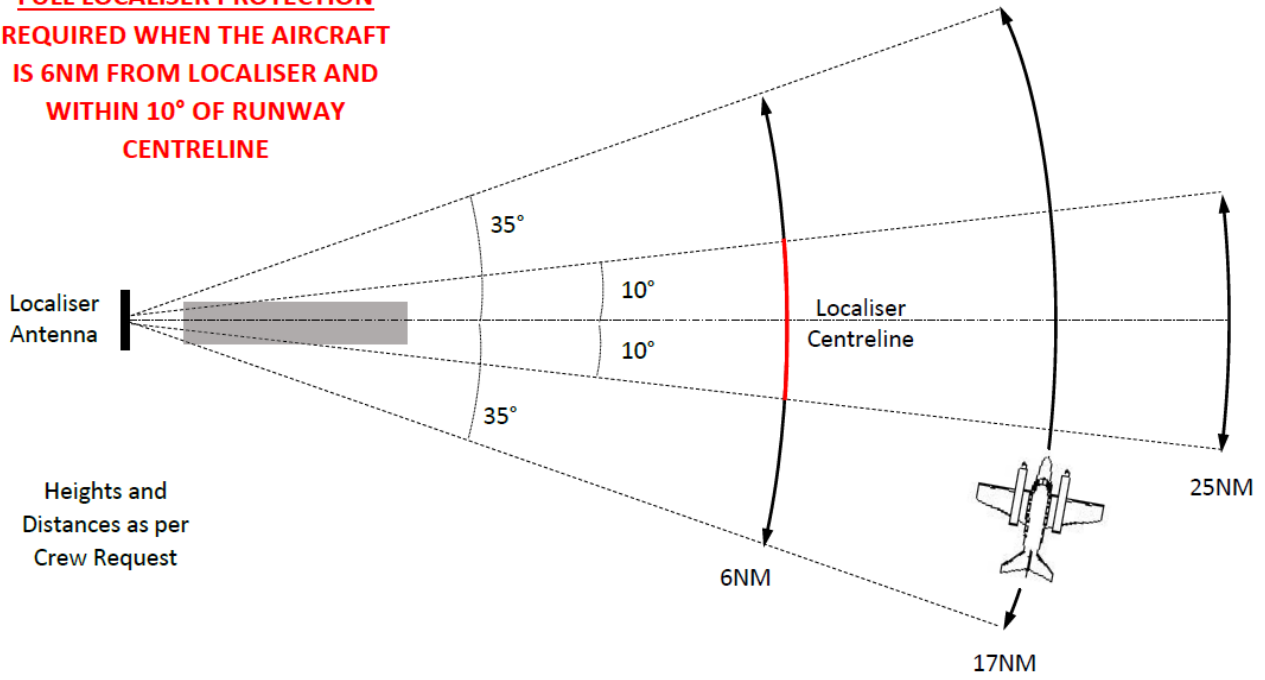
27. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

**Chart 1 – Overview**

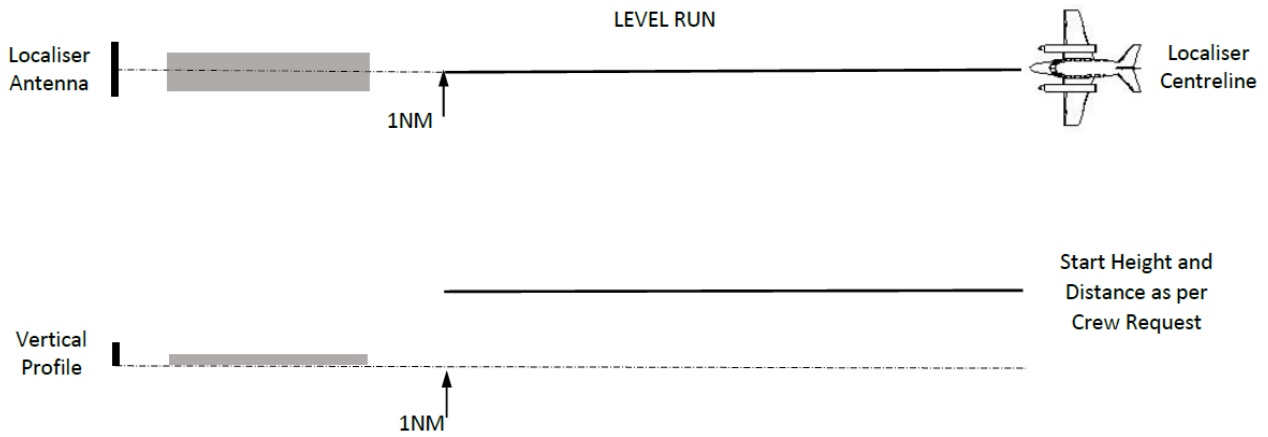


**Chart 2 – Profile 04**  
 1,500ft (LF QNH)

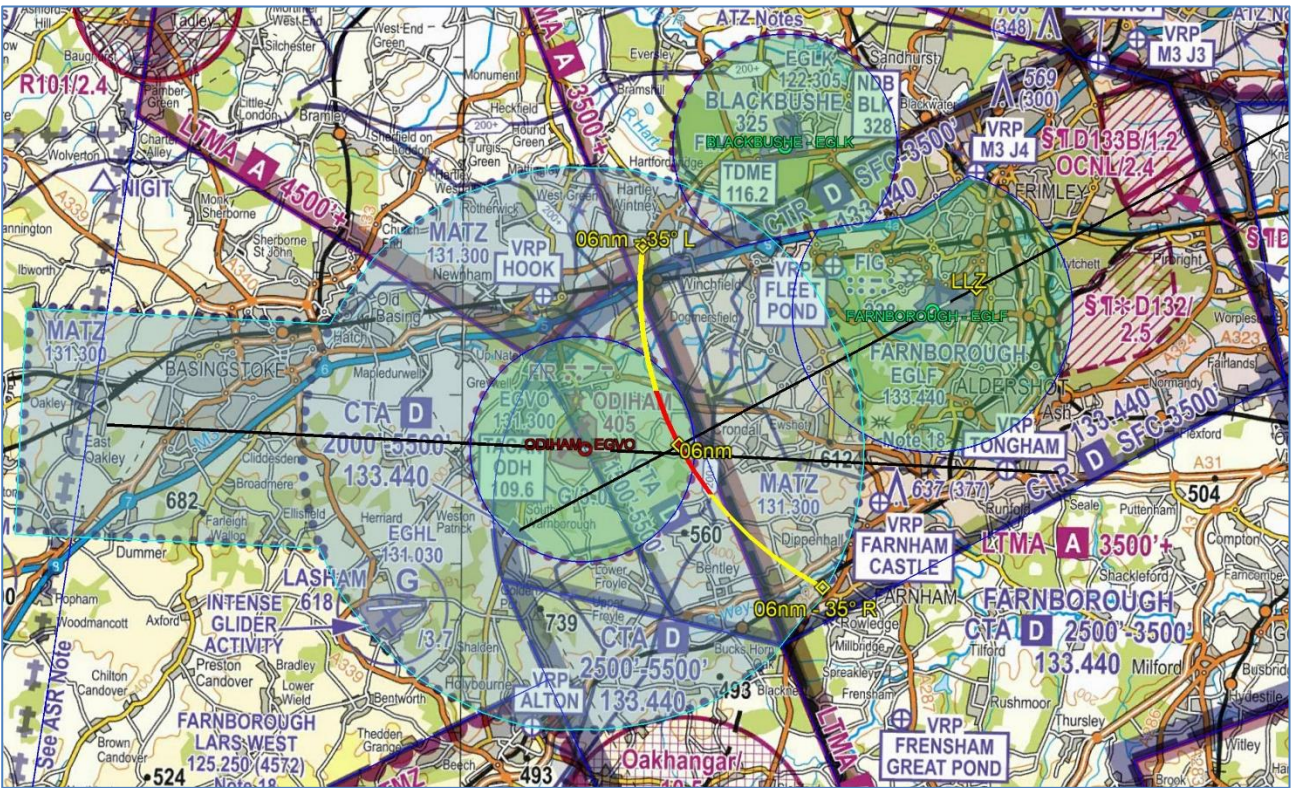
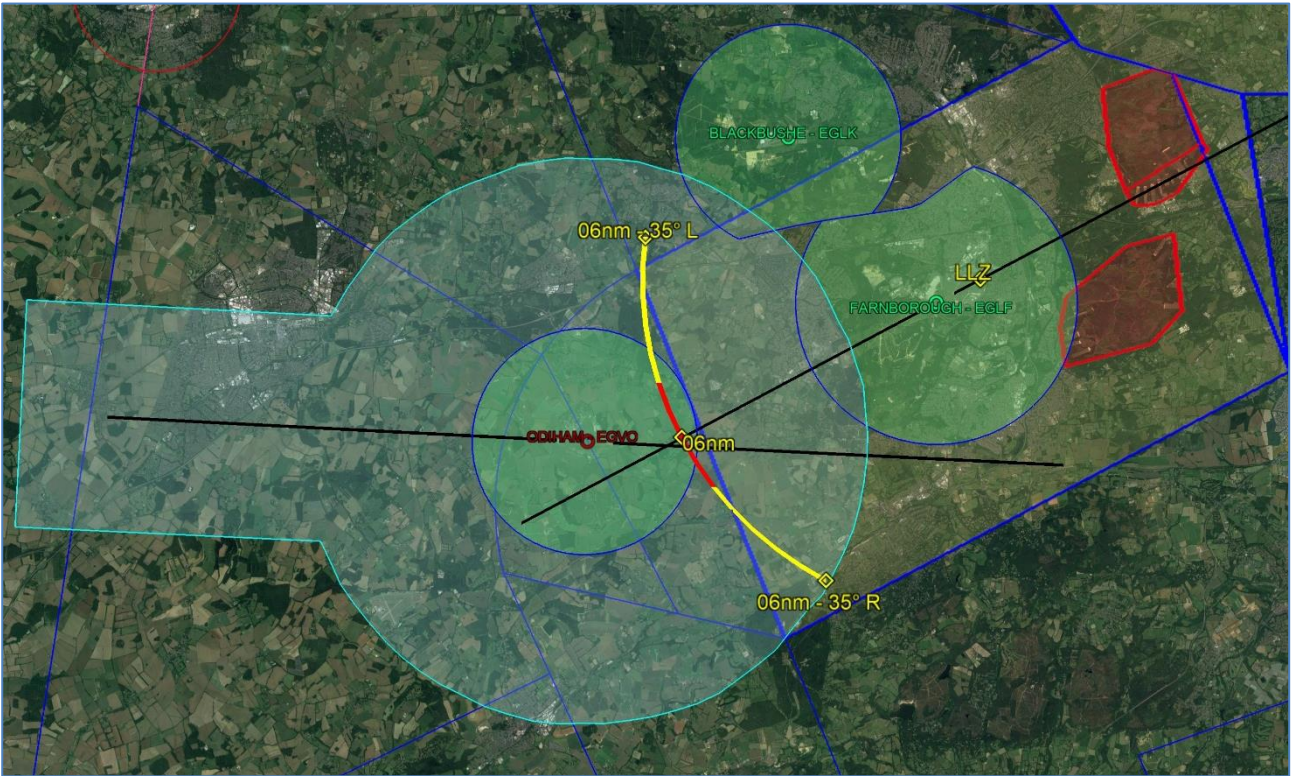
**FULL LOCALISER PROTECTION  
 REQUIRED WHEN THE AIRCRAFT  
 IS 6NM FROM LOCALISER AND  
 WITHIN 10° OF RUNWAY  
 CENTRELINE**



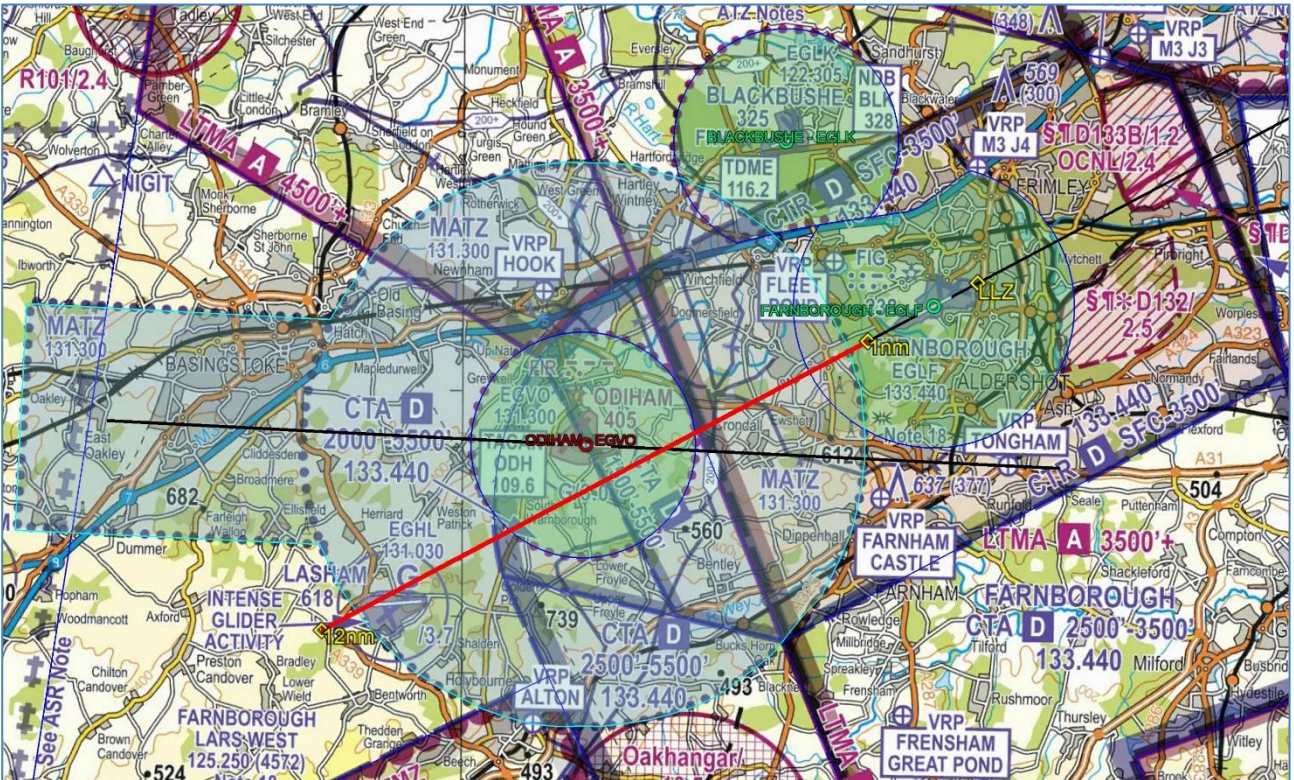
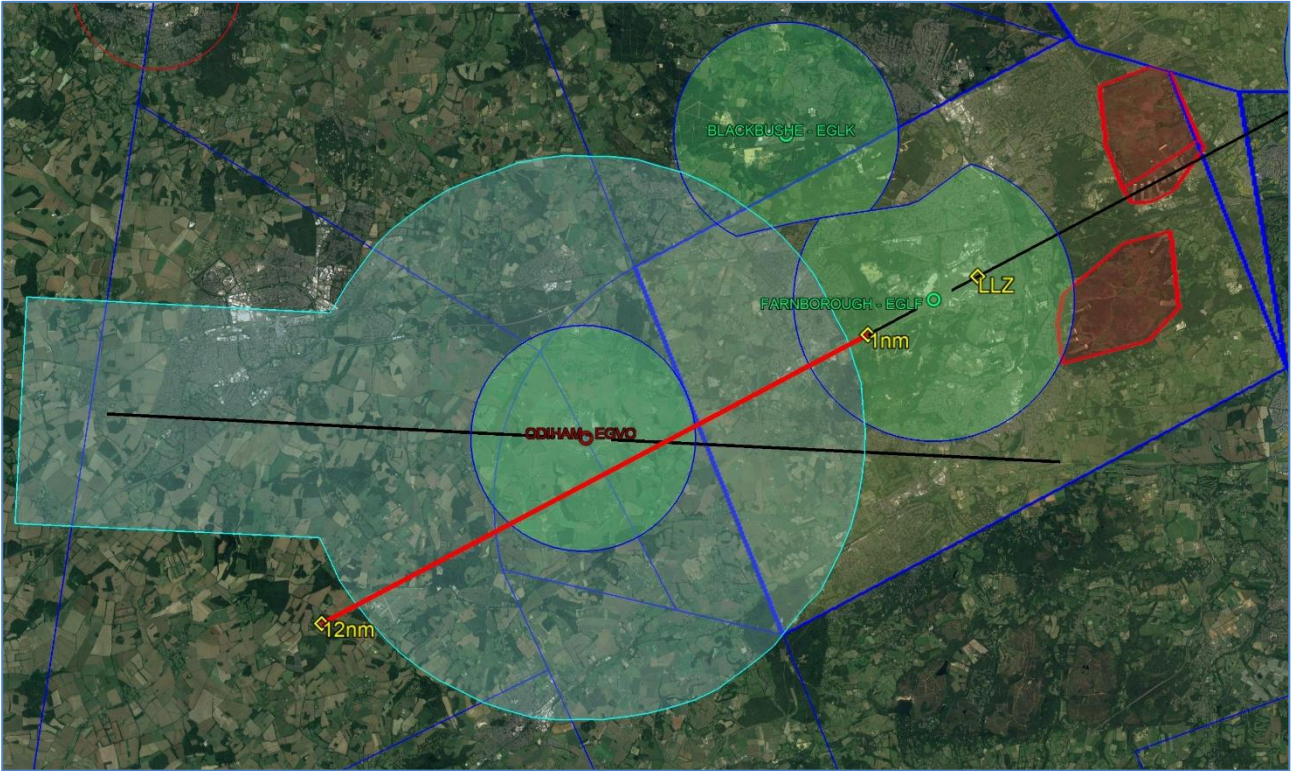
**Chart 3 –Profile 14**  
 1,500ft (LF QNH)



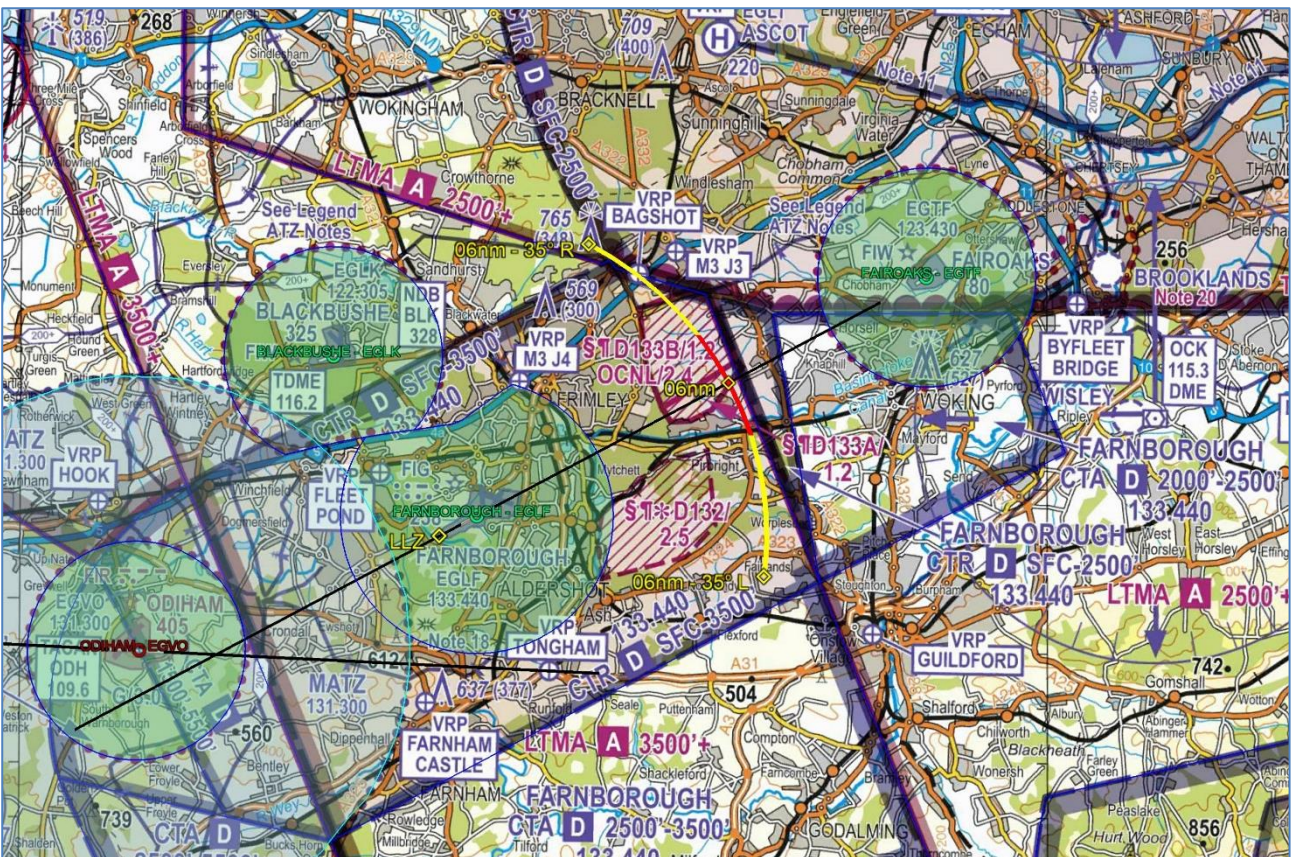
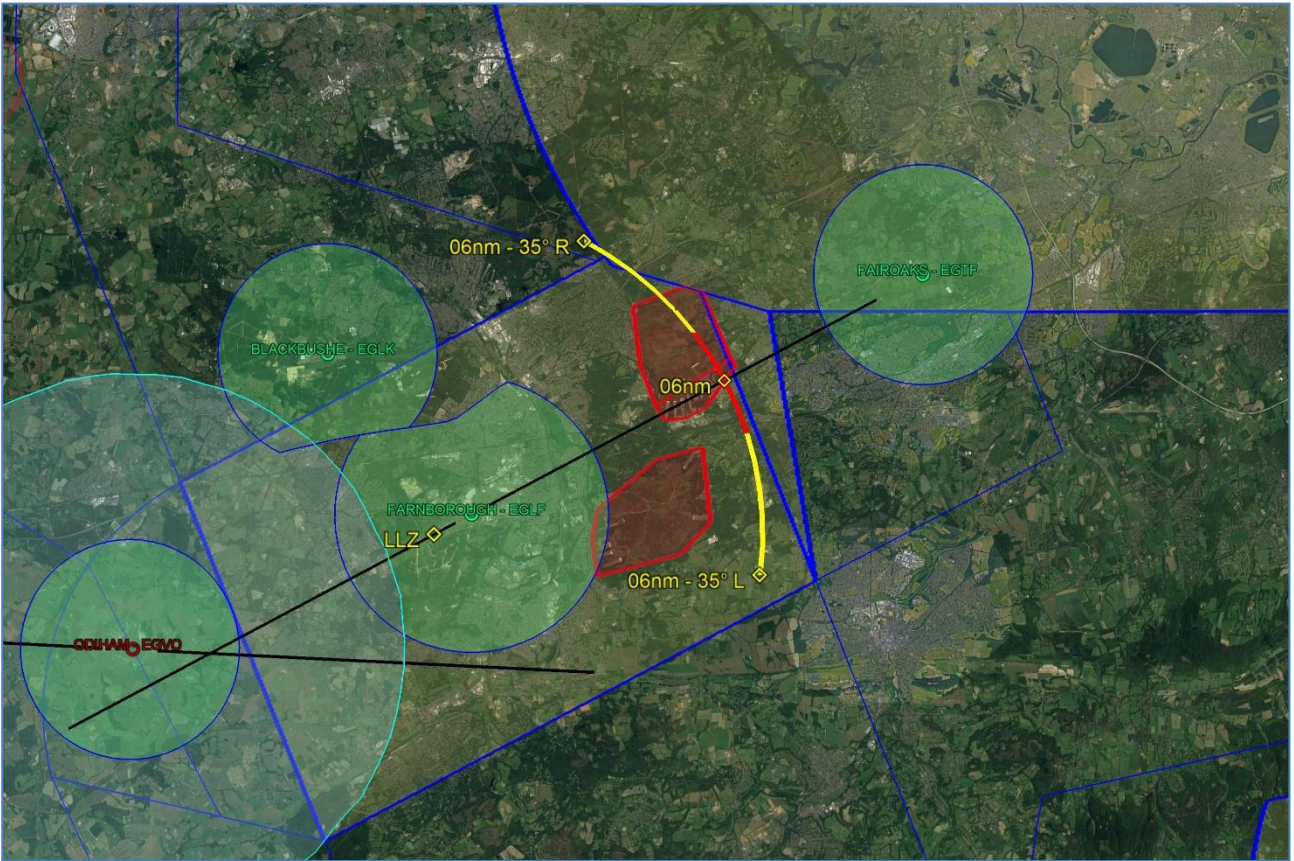
**Charts 4 & 5 – RWY06 – Profile 04**  
 Part Orbit – Level Run | 6nm @ 1,500ft (LF QNH)  
 Protection required within 10° of the centreline (shown in red)



**Charts 6 & 7 – RWY06 – Profile 14**  
 Slice – Level Run | 12nm to 1nm @ 1,500ft (LF QNH)



**Charts 8 & 9 – RWY24 – Profile 04**  
**Part Orbit – Level Run | 6nm @ 1,500ft (LF QNH)**  
**Protection required within 10° of the centreline (shown in red)**





**Charts 10 & 11 – RWY26 – Profile 14**  
Slice – Level Run | 12nm to 1nm @ 1,500ft (LF QNH)  
*Aircraft is only permitted to join the run from the south.*

