AIRSPACE CO-ORDINATION NOTICE

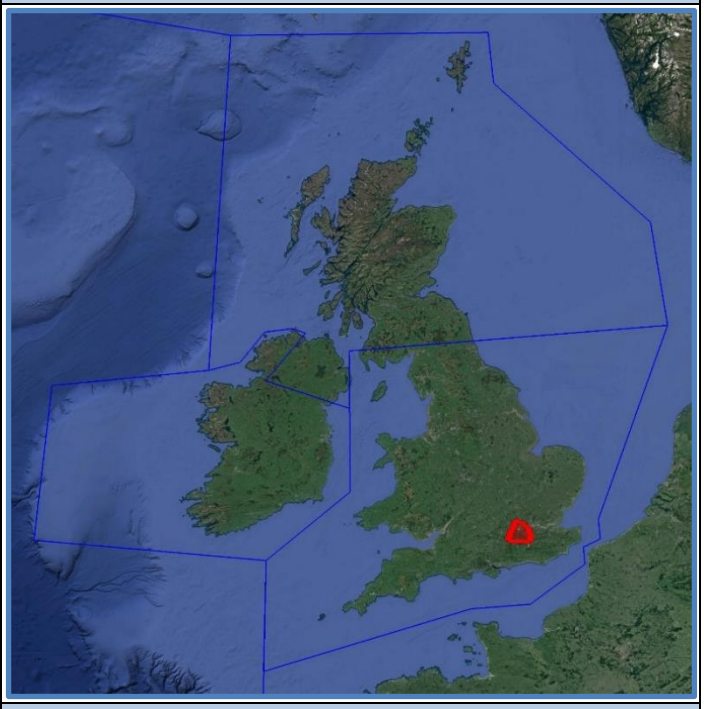
Safety and Airspace Regulation Group

ACN Reference:	Version:	Date:	Date of Original
2022-09-0273	1.0	**15/09/2022**	**07/09/2022**

NAVAID CALIBRATION
FARNBOROUGH RWY24 ILS COMMISSIONING

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	**Times - ALL TIMES UTC**
21st September 2022 – 29th October 2022	08:00 – 22:00
Vertical Limits:	**Allocated Mode 3A (SSR):**
SFC – 4,500ft AMSL	0024
Aircraft Details:	**NDS Approved:**
Type: DA62 or PA31 Callsign: VORxx "FlightCal"	**Yes** – *Subject to the conditions in Section 2*
Event Sponsor(s):	**Aircraft Operator(s):**
Farnborough Airport Farnborough Hampshire GU14 6XA	Flight Calibration Services Calibration House 17-19 Cecil Pashley Way Shoreham Airport West Sussex BN43 5FF 01243 538245 ops@flight-cal.com
ATS Units/ Controlling Agencies:	**Geographical Limits:**
Farnborough 01252 526017 Swanwick LTC (SWA[1]) 02380 401110 *Info: Battersea, Fairoaks, Heathrow Tower, Northolt, Odiham, Redhill,*	
Airspace Reservations:	
EG D133A Pirbright 01483 798304 EG D133B Pirbright 01483 798304	
Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGLF	AS3

[1] Heathrow Radar, via the London Terminal Control (LTC) Senior Watch Assistant (SWA)

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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to complete a commissioning calibration of the ILS, to runway 24, at Farnborough.

16. **Dates.** Whilst the flight check is planned to take place on the 21st of September 2022, this ACN is valid until the end of October 2022 to cater for engineering delays.

17. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 week prior to undertaking the task. In addition, the pilot is to contact the appropriate agencies at least 4 hours prior to departure to confirm final details and availability of an ATS.

18. **Time.** For the planned calibration on the 21st September, the calibration shall start no earlier than 14:15 UTC. This is to allow for the alternation to take place first. For calibrations after the 25th September, the start time shall be agreed with Heathrow Tower with consideration to the planned published landing runway.

19. **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.

20. **Interaction with Other ATC Units.** Farnborough ATC, as the primary controlling authority, are responsible for conducting all tactical coordination with the adjacent ATS Units, including agreeing a deconfliction plan with Fairoaks.

21. **Serials.** The following serials will be flown **VFR**, with heights in relation to the threshold elevation. Subject to engineering requirements, some serials may need to be repeated and the pilot will inform ATC of the serial required in reference to the Profile ID**.**

22. To reduce impact to Heathrow, the serials that will interact with Heathrow traffic shall be grouped together and the order notified to the ATS units during the pre-departure prenote.

23. **Air Traffic Service (ATS) Provision – Controlled Airspace (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. **Danger Areas (DAs).** Access to any DA is subject to range 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.

Runway 24

Profile ID	Profile Number	Manoeuvre	Height	Start	End	Comments
A	14	Level Slice	1,500ft	12nm	THLD	CHARTS - PAGE 13
B	01	Centreline	3,300ft	12nm	50ft THLD	**ILS Protection required from 5nm** CHARTS - PAGE 7
C	12	Top Edge	1,800ft	6nm	0.5nm	CHARTS - PAGE 11
D	13	Bottom Edge	1,500ft	6nm	0.5nm	CHARTS - PAGE 11
E	15	8˚ Left of CL Slice	1,500ft	9nm	6nm	CHARTS - PAGE 15
F	16	8˚ Right of CL Slice	1,500ft	9nm	6nm	CHARTS - PAGE 15
G	04	Localiser Arc ± 35˚ / CL	1,500ft	6nm *from LOC*		**ILS Protection required ±10˚** CHARTS - PAGE 8
H[2]	04	Localiser Arc ± 35˚ / CL	4,500ft	6nm *from LOC*		High Angle Clearance **ILS Protection required ±10˚** CHARTS - PAGE 8
I	04	Localiser Arc ± 35˚ / CL	1,500ft	6nm *from LOC*		Width Wide Alarm **ILS Protection required ±10˚** CHARTS - PAGE 8
J	04	Localiser Arc ± 35˚ / CL	1,500ft	6nm *from LOC*		Width Narrow Alarm **ILS Protection required ±10˚** CHARTS - PAGE 8
K	14	Level Slice	1,500ft	8nm	1nm	Width Narrow Alarm CHARTS - PAGE 8
L	14	Level Slice	1,500ft	12nm	1nm	Width Wide Alarm CHARTS - PAGE 13
M	14	Level Slice	1,500ft	12nm	1nm	Width Wide & Angle Low CHARTS - PAGE 13
N	01	Centreline	1,500ft	6nm	50ft THLD	GP Angle High/Low Alarm. **ILS Protection required from 5nm** CHARTS - PAGE 7
O	01	Centreline	1,500ft	6nm	50ft THLD	LOC L/R Alarm. **ILS Protection required from 5nm** CHARTS - PAGE 7
P[3]	14	Level Slice	2,000ft	26nm	THLD	Polarisation +/- 10° CHARTS – PAGE 14
Q[4]	04	Localiser Arc ± 35˚ / CL	2,000ft	17nm *from LOC*		**ILS Protection required ±10˚** CHARTS - PAGE 9
R[5]	04	Localiser Arc ± 35˚ / CL	2,000ft	25nm *from LOC*		**ILS Protection required ±10˚** CHARTS - PAGE 10
S	01	Centreline	3,300ft	12nm	50ft THLD	**ILS Protection required from 5nm + AGL Check** CHARTS - PAGE 6
T	14	Level Slice	1,500ft	12nm	THLD	TX2 CHARTS - PAGE 13
U	12	Top Edge	1,800ft	6nm	0.5nm	TX2 CHARTS - PAGE 11
V	13	Bottom Edge	1,500ft	6nm	0.5nm	TX2 CHARTS - PAGE 11
W	15	8˚ Left of CL Slice	1,500ft	9nm	6nm	TX2 CHARTS - PAGE 15
X	16	8˚ Right of CL Slice	1,500ft	9nm	6nm	TX2 CHARTS - PAGE 15
Y	04	Localiser Arc ± 35˚ / CL	1,500ft	6nm *from LOC*		TX2 **ILS Protection required ±10˚** CHARTS - PAGE 8
Z	01	Centreline	3,300ft	12nm	50ft THLD	TX2 **ILS Protection required from 5nm + AGL Check** CHARTS - PAGE 6

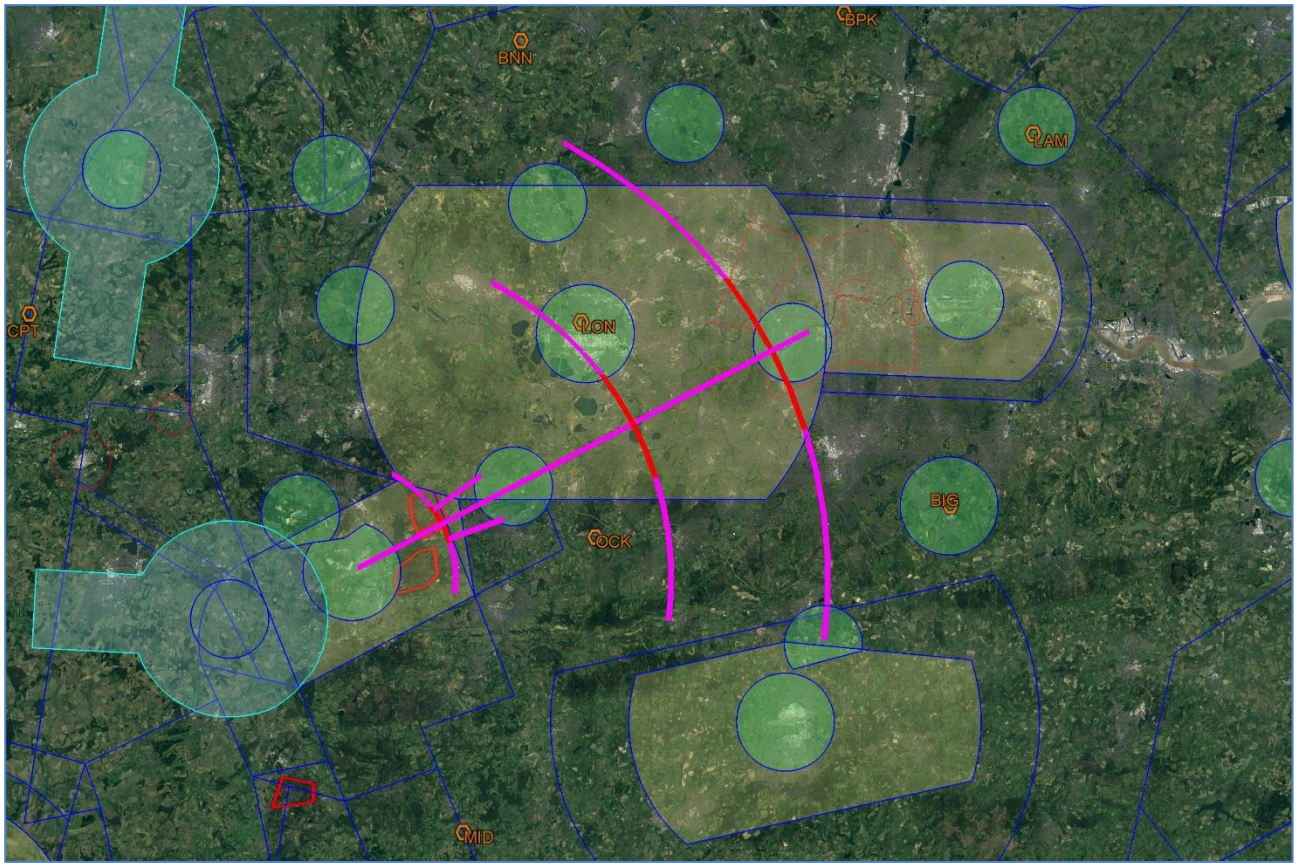
[2] Subject to agreement with Swanwick LTC.
[3] Subject to agreement with Swanwick LTC.
[4] Subject to agreement with Swanwick LTC & Northolt.
[5] Subject to agreement with Swanwick LTC, Northolt & Battersea.

SECTION 3

Area of Operation

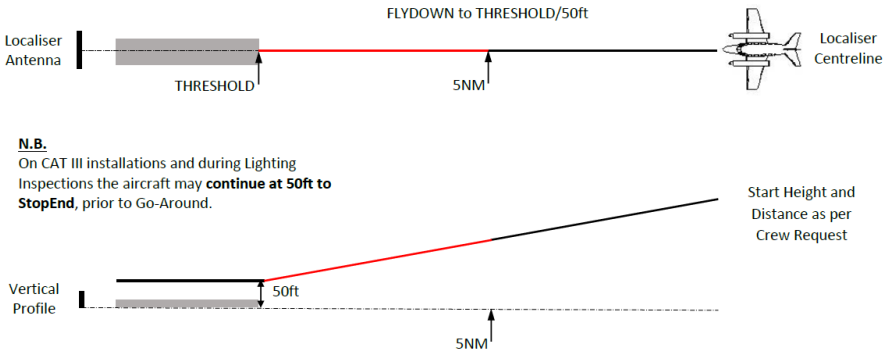
26. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

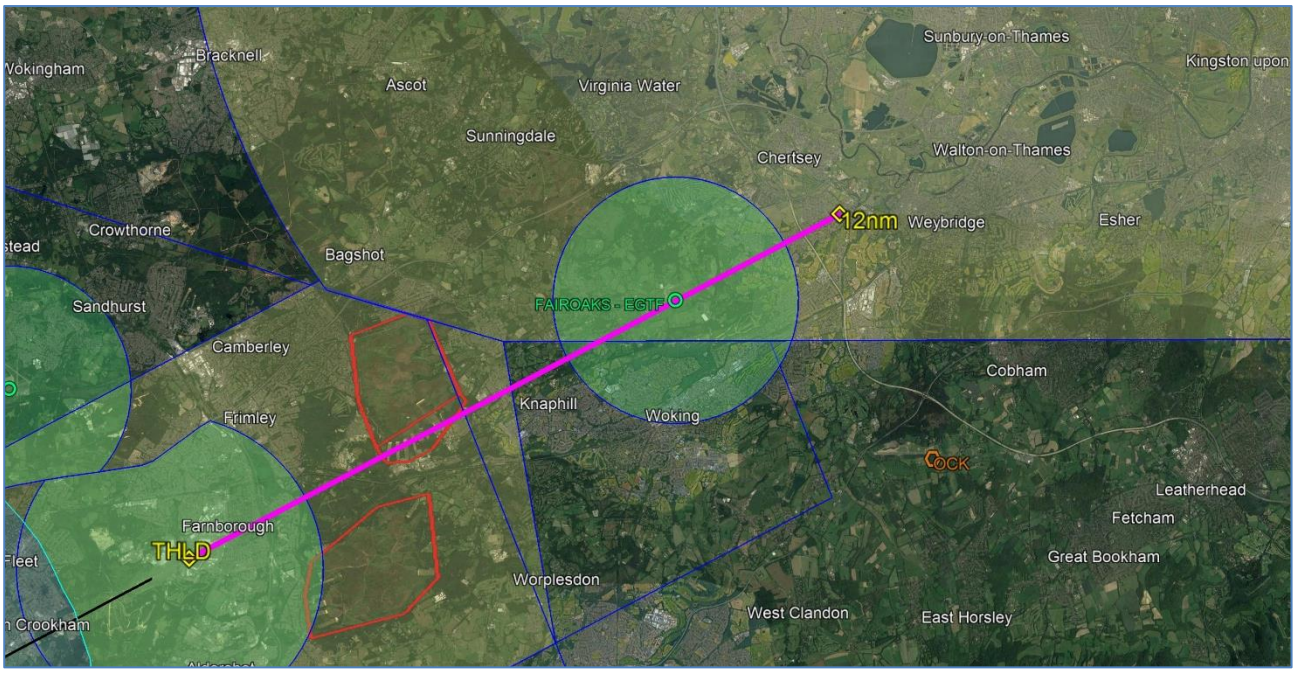
Chart 1 – Overview

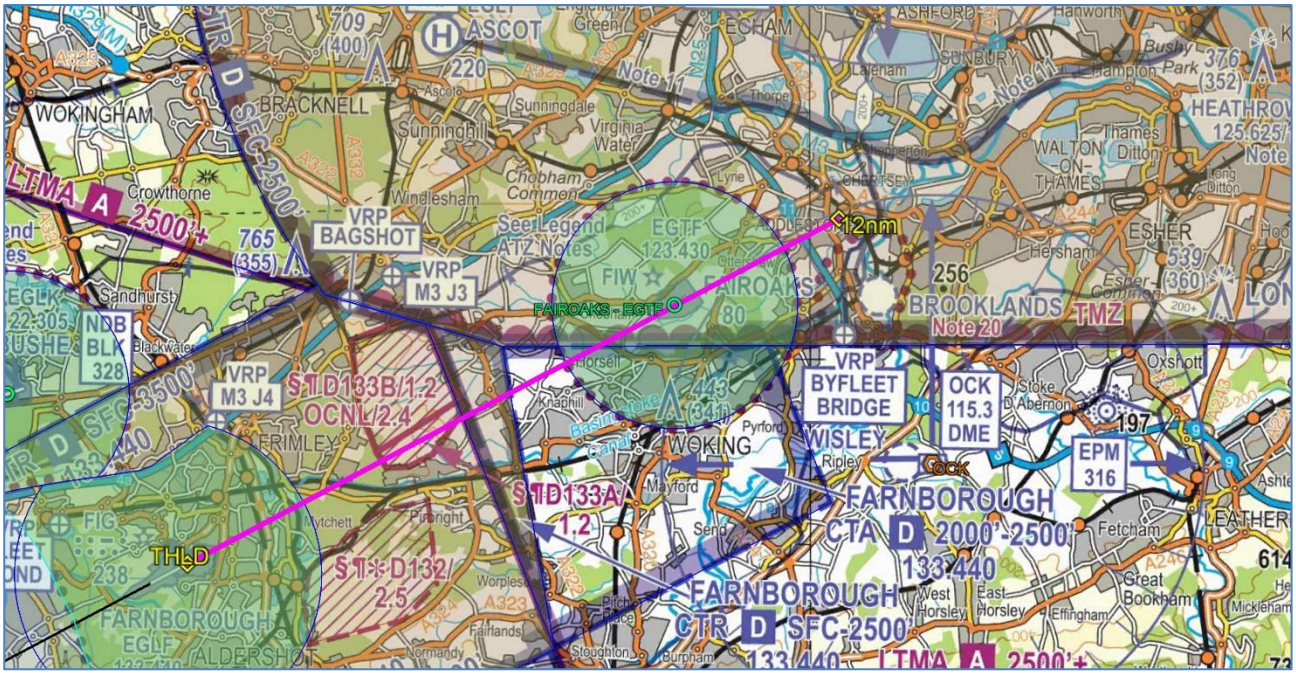


Charts 2 & 3 – Runway 24
PROFILE 01 (12nm – THLD)

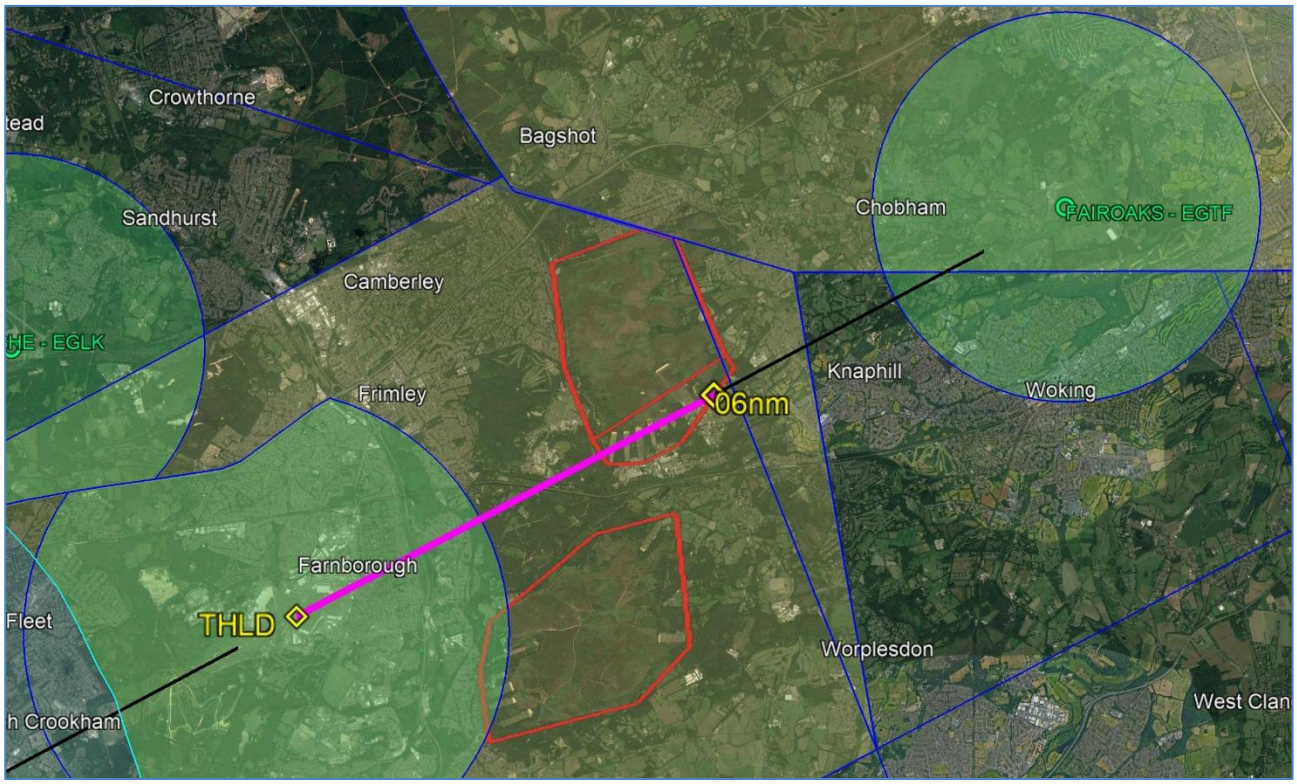
FULL ILS PROTECTION REQUIRED
WHEN THE AIRCRAFT IS WITHIN
5NM OF THRESHOLD

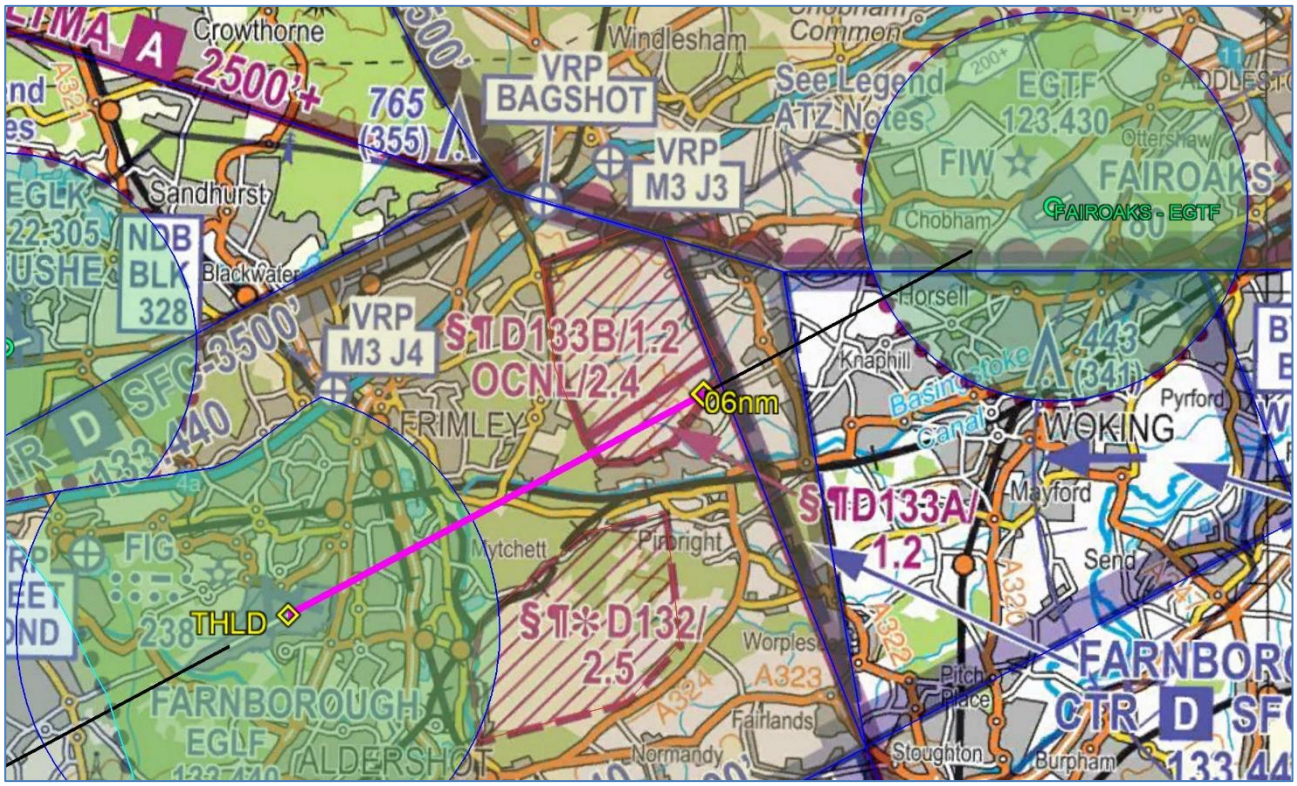






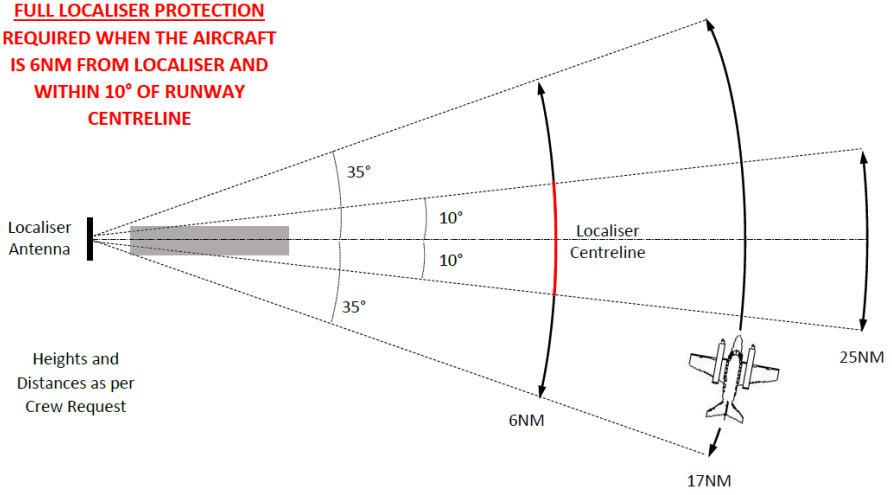
Charts 4 & 5 – Runway 24
PROFILE 01 (06nm – THLD)

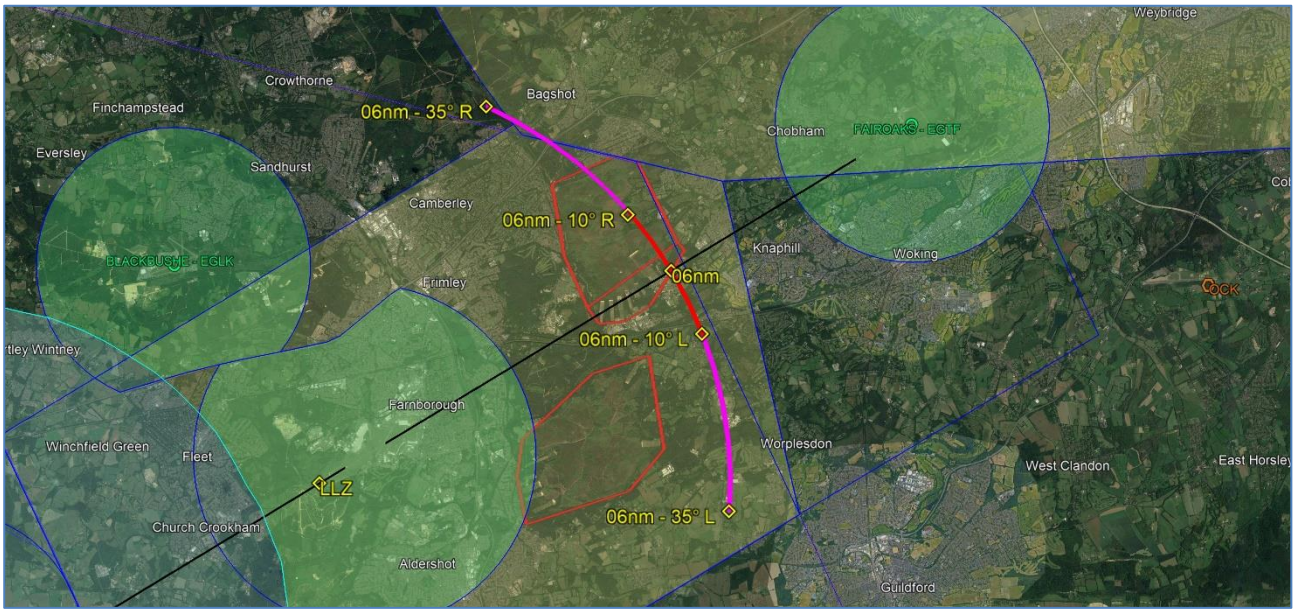


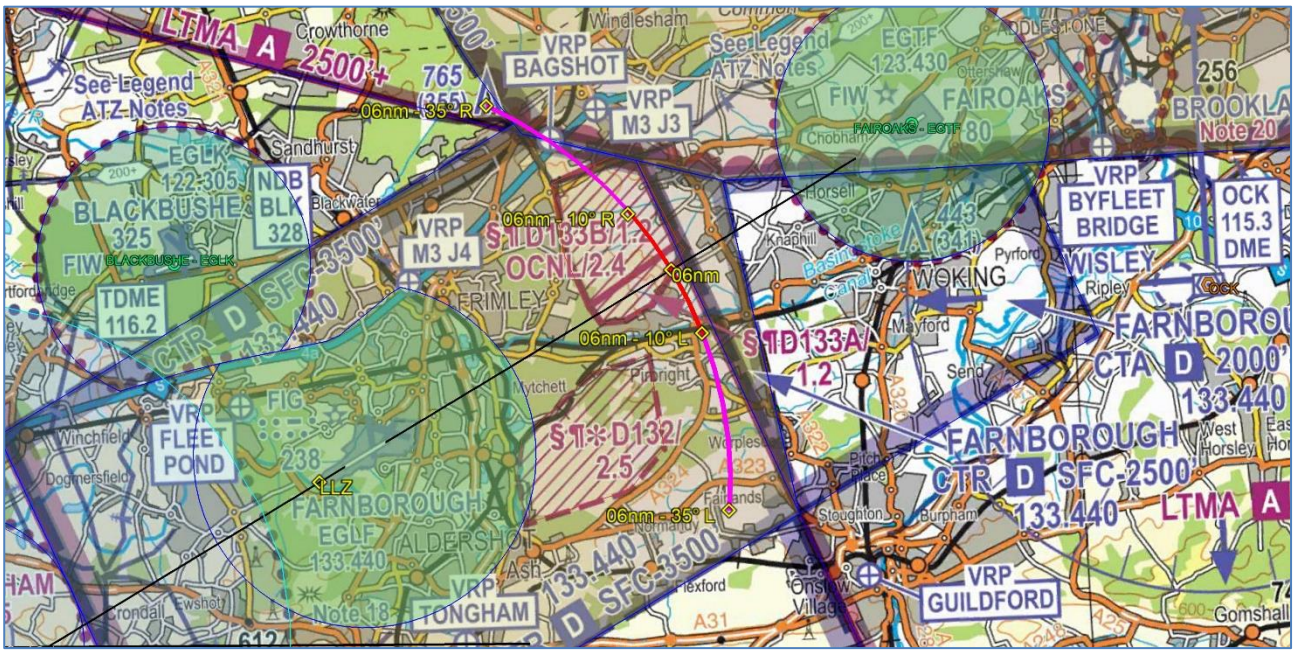


Charts 6 & 7 – Runway 24
PROFILE 04 (6nm)

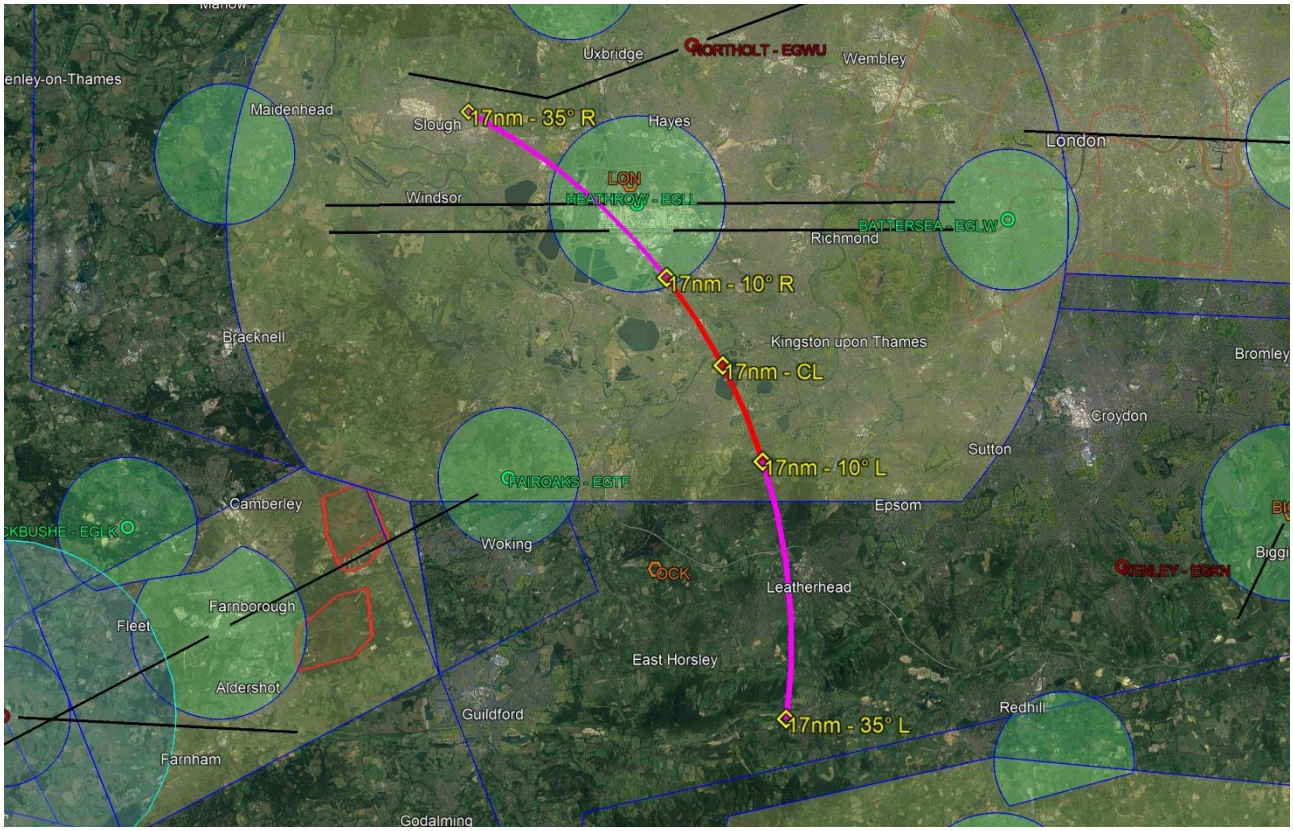
FULL LOCALISER PROTECTION REQUIRED WHEN THE AIRCRAFT IS 6NM FROM LOCALISER AND WITHIN 10° OF RUNWAY CENTRELINE

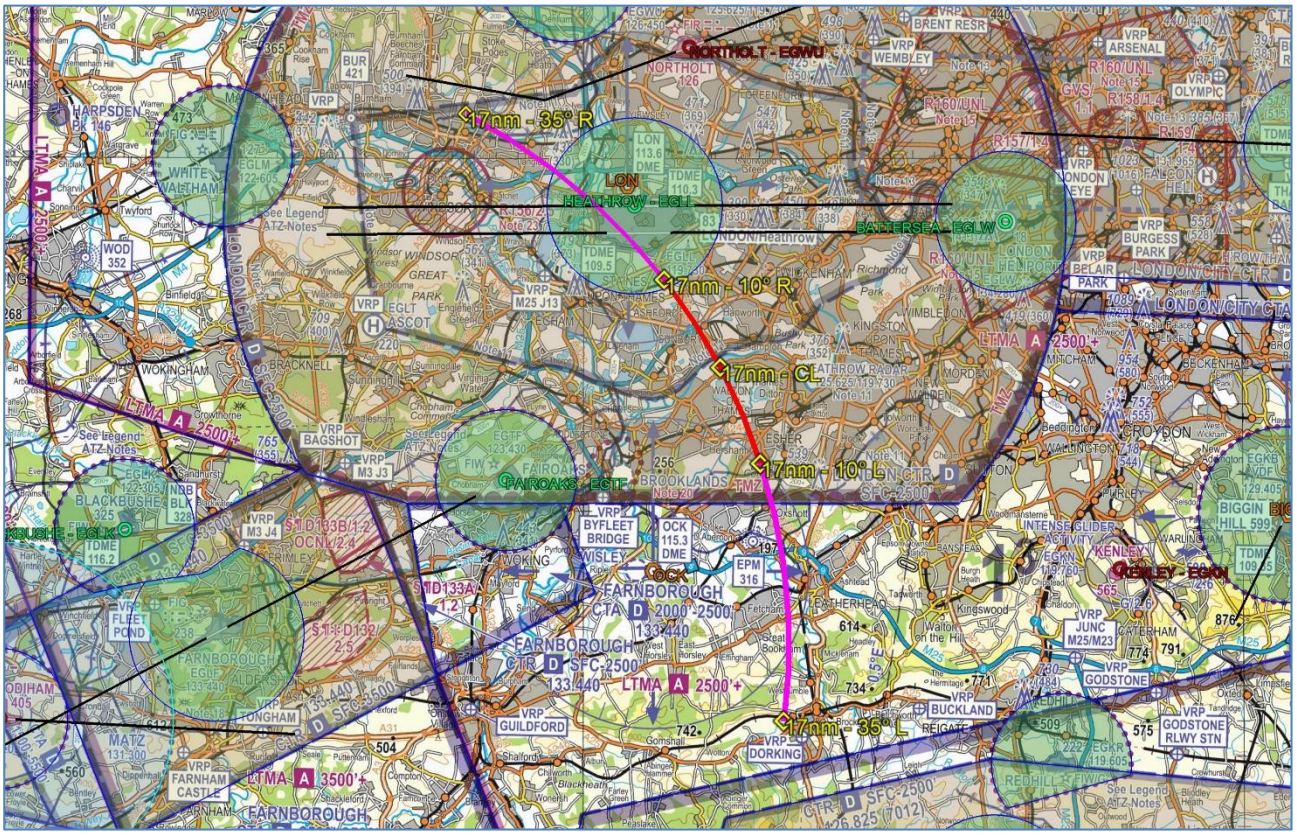




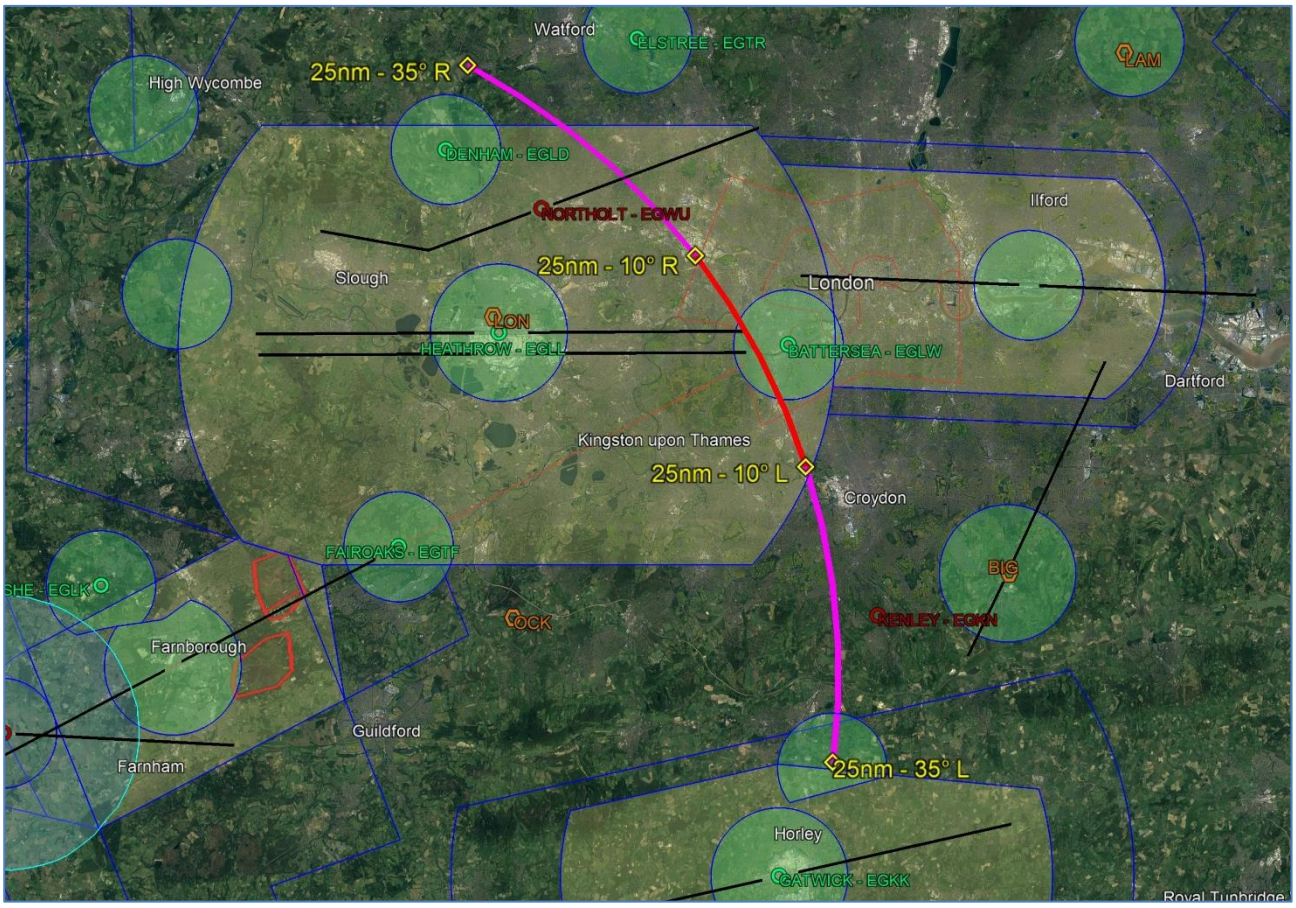


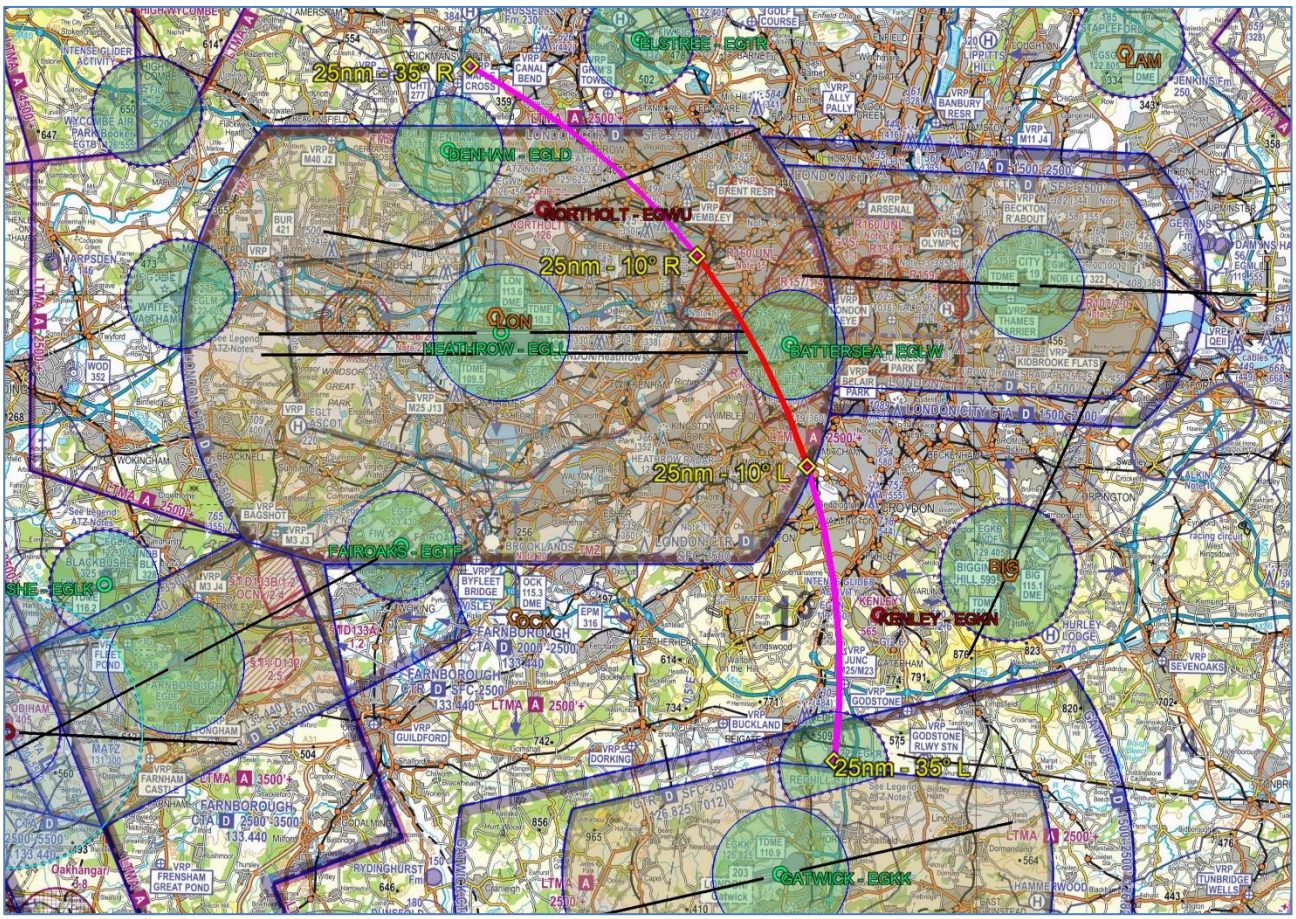
Charts 8 & 9 – Runway 24
PROFILE 04 (17nm)



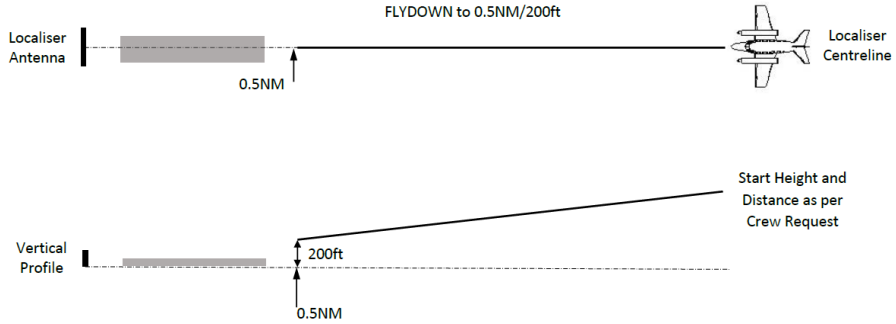


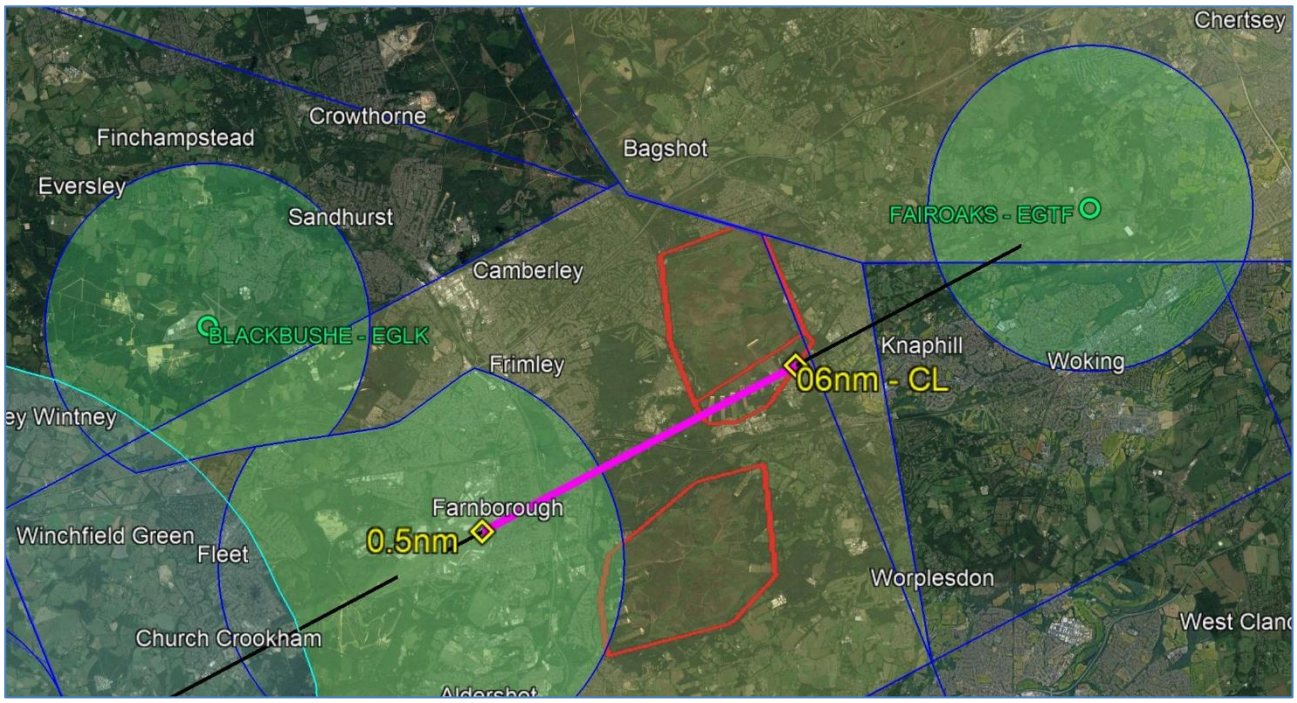
Charts 10 & 11 – Runway 24
PROFILE 04 (25nm)

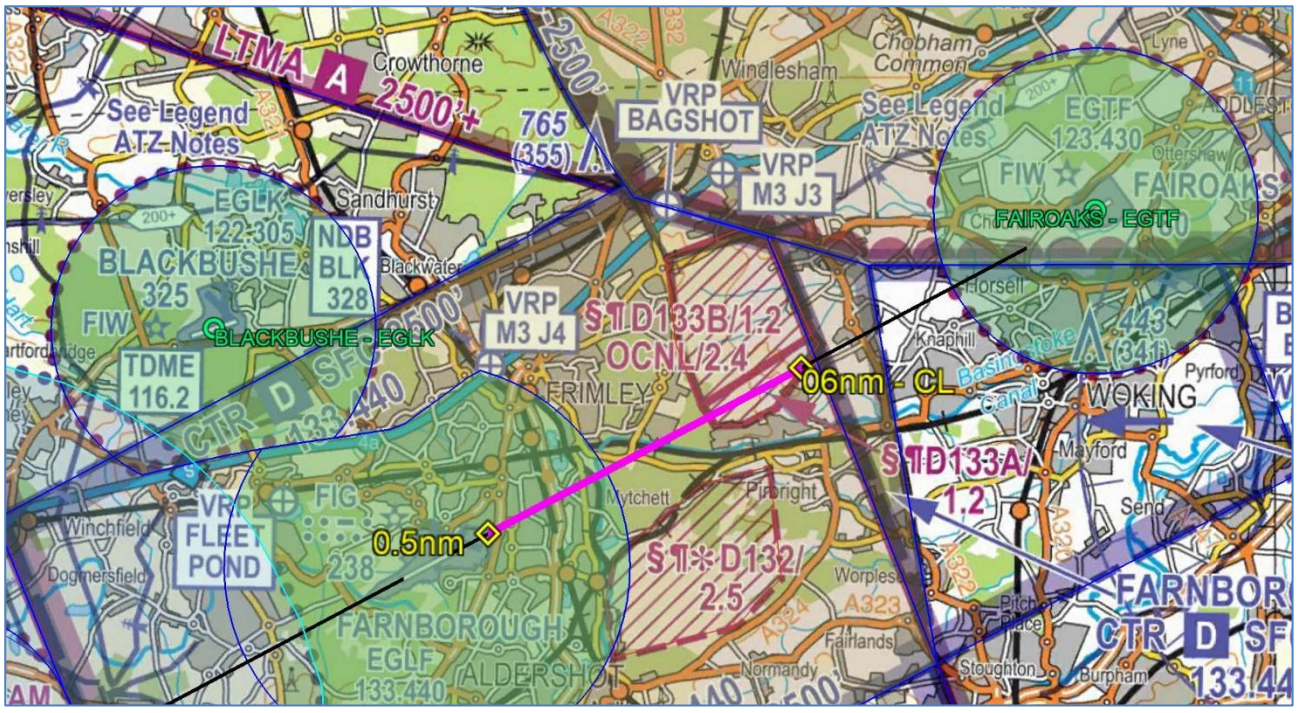




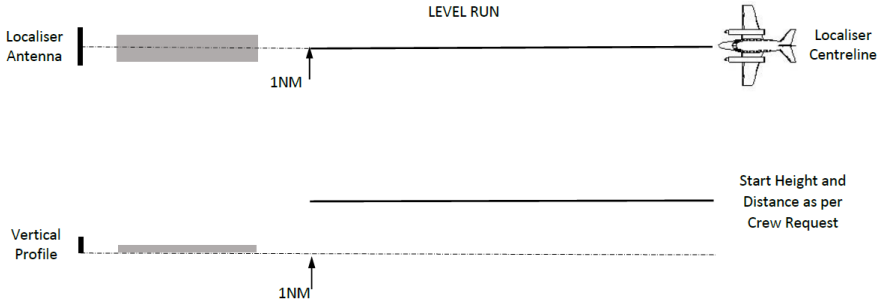
Charts 12 & 13 – Runway 24
PROFILES 12 & 13

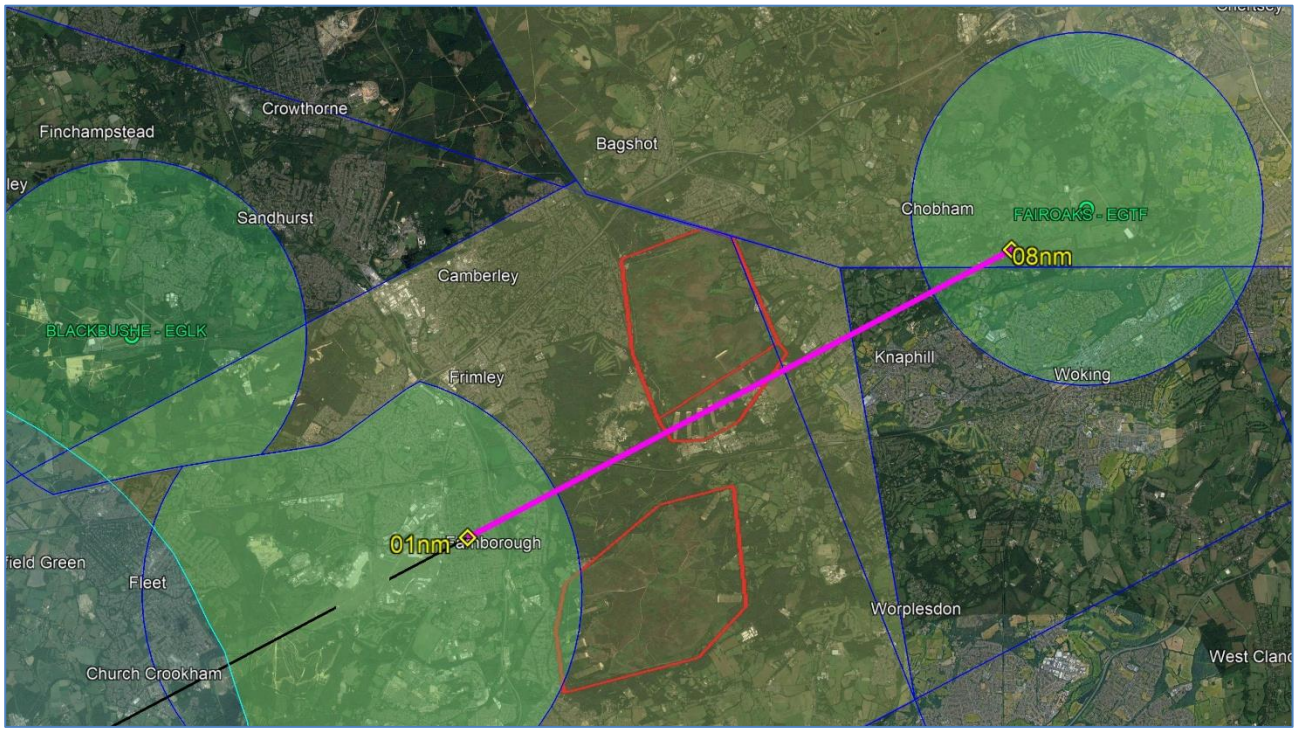


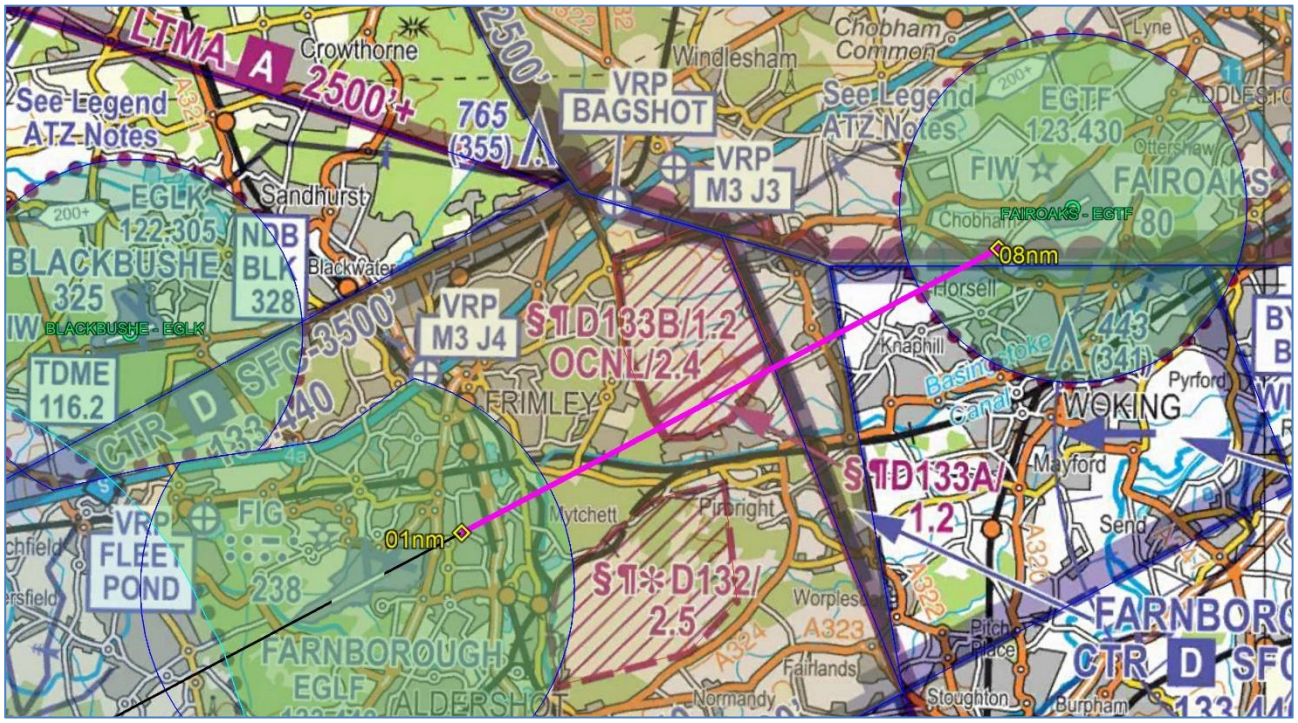




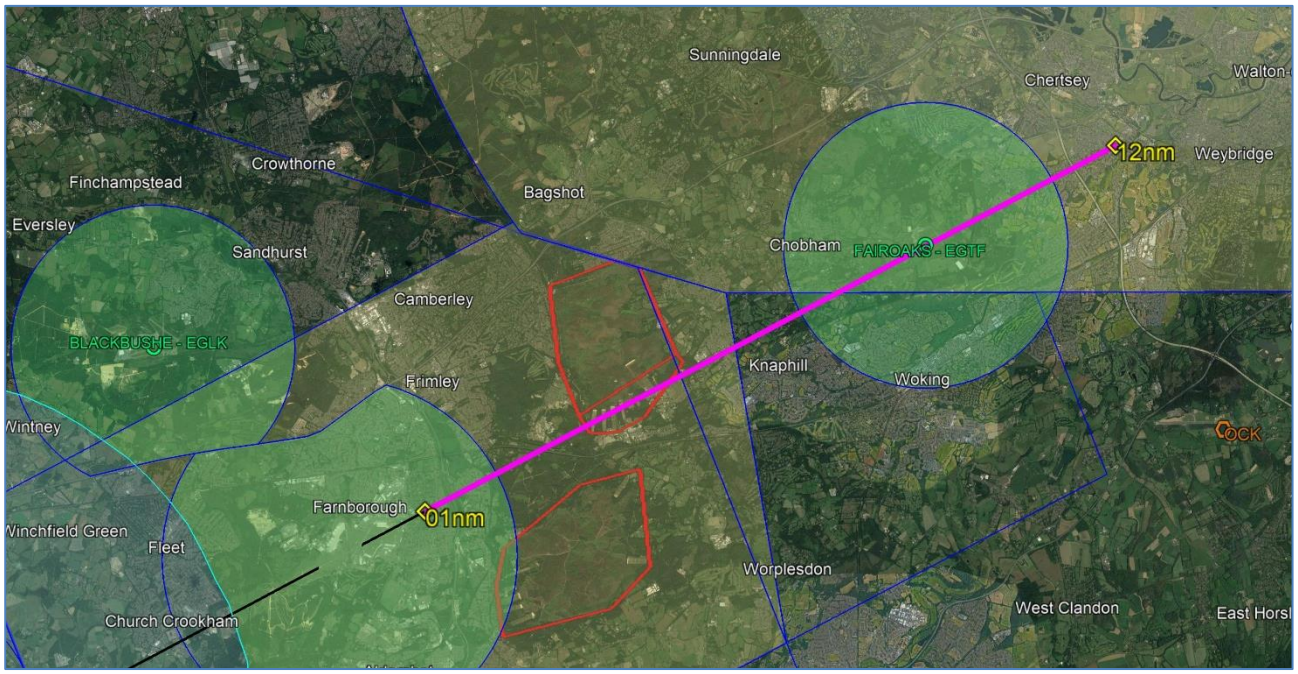
Charts 14 & 15 – Runway 24
PROFILE 14 (8nm – 01nm)

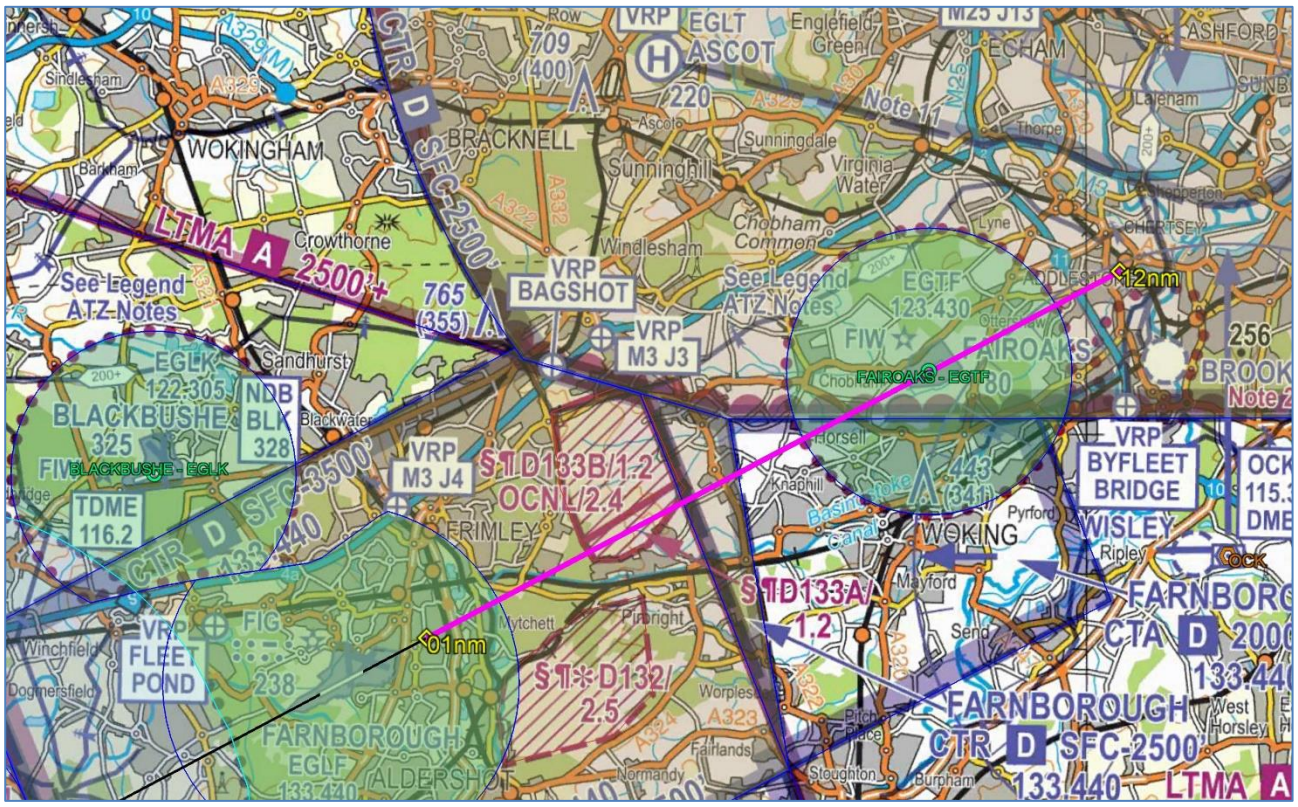




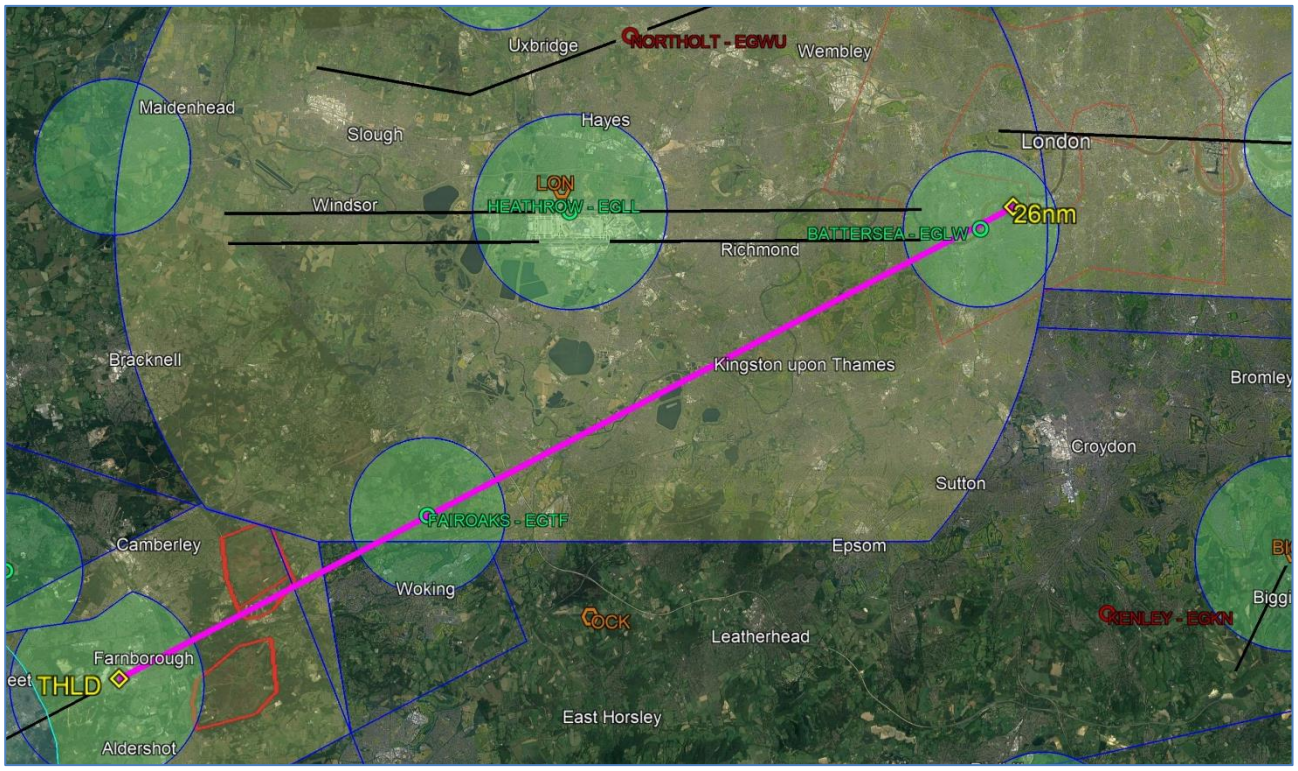


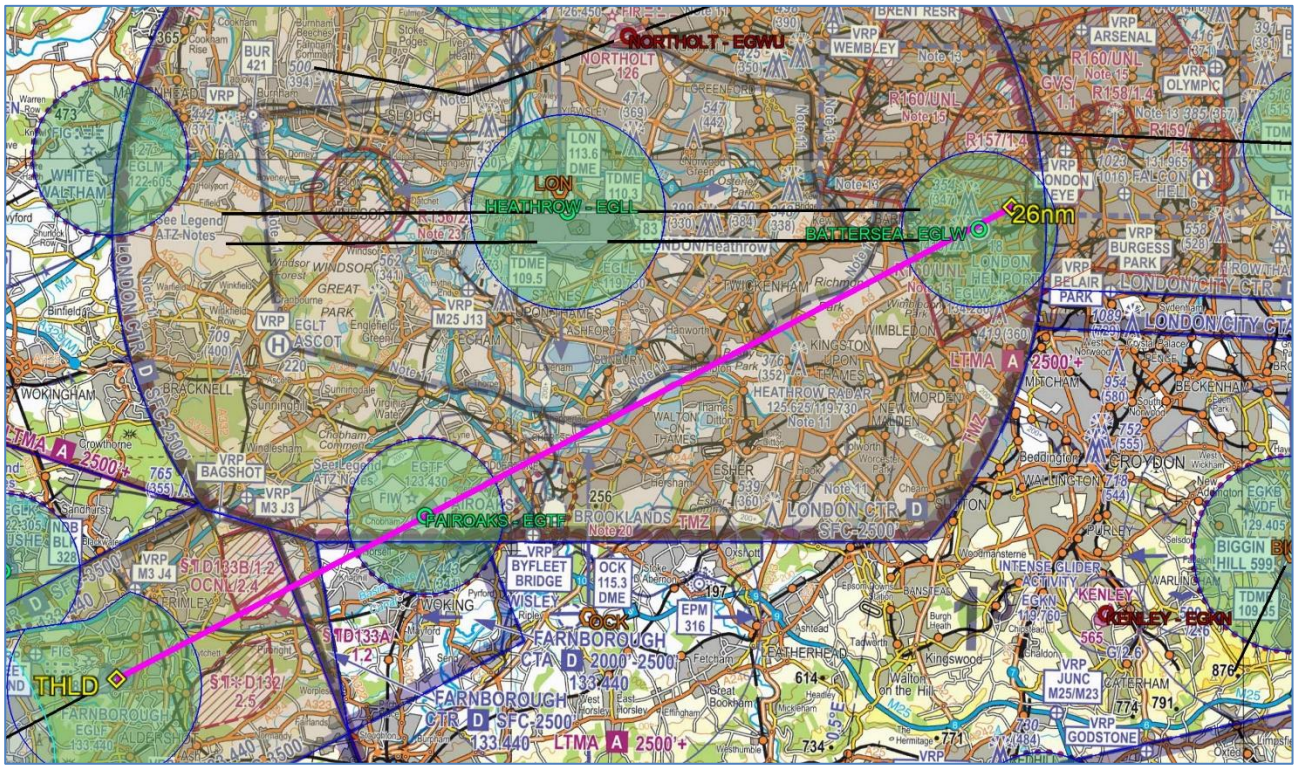
Charts 16 & 17 – Runway 24
PROFILE 14 (12nm – 01nm)





Charts 18 & 19 – Runway 24
PROFILE 14 (26nm – THLD)





Charts 20 & 21 – Runway 24
PROFILES 15 (L) & 16 (R)