AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

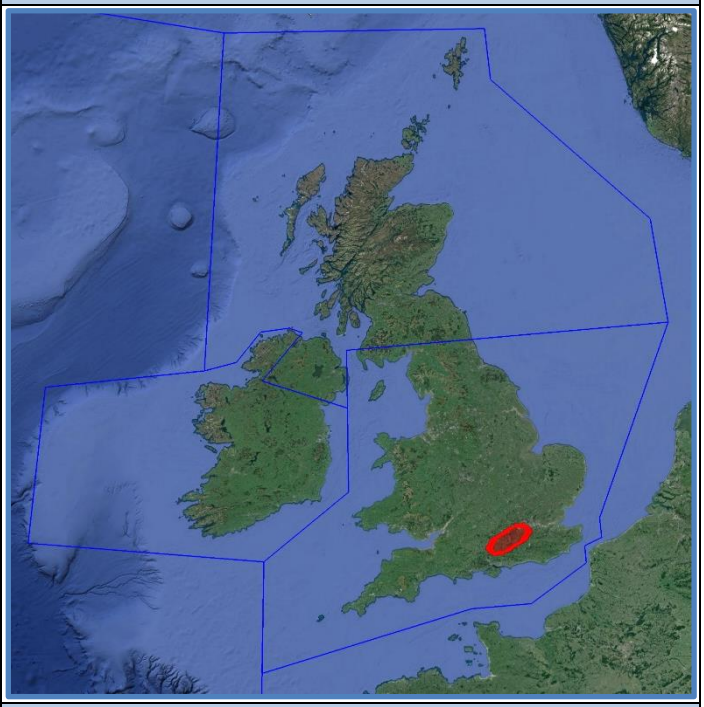
Civil Aviation Authority

ACN Reference:	Version:	Date:	Date of Original
AR-2025-2352	1.0	07/04/2025	07/04/2025

NAVAID CALIBRATION FARNBOROUGH ILS

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times - ALL TIMES UTC[1]
7th Apr 2025 – 31st May 2027	08:00 – 21:00 *(07:00 – 20:00)*
Vertical Limits:	**Allocated Mode 3A (SSR):**
SFC – 3,500ft AMSL	0024
Aircraft Details:	**NDS Approved:**
Type: B200, DA42 Callsign: CLB*xxx*	**Yes** – *Subject to the conditions in Section 2*
Event Sponsor(s):	**Aircraft Operator(s):**
Farnborough Airport Farnborough Hampshire GU14 6XA	Thales Flight Inspection Service Hangar 3 Teesside International Airport Darlington DL2 1NL 01325 335346
ATS Units/ Controlling Agencies:	**Geographical Limits:**
Farnborough 01252 526017 Southampton 02380 625875 Swanwick TC Desk ATSA 02380 401110 *Info: Battersea, Boscombe Down, Fairoaks, Heathrow Tower, Lasham, Northolt, Odiham*	
Airspace Reservations:	
EG D133 (All) Pirbright 01483 798304	
Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGLF, EGNV	AU3

[1] AIS Temporal Reference System: *Daylight saving time is UTC plus 1 hour. The expression "summer period" indicates that part of the year in which "daylight saving time" is in force. The other part of the year is named the "winter period". Times applicable during the "summer period" are given in brackets.*

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 calibration of the ILS, to both runways, at Farnborough.

16. **This ACN supersedes the following ACNs:**

a. **2023-04-0072 ACN V1.0 NAVAID Calibration – Farnborough ILS (Thales)**

17. **Time.** Due to the potential impact to Heathrow, the calibration should only take place when Heathrow are on westerlies. In addition, the time of the calibration will be dictated by the alternation programme[2] and is unlikely to be permitted whilst aircraft are landing on RWY 27L.

18. **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.

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 in order to make best use of the airspace, or to reduce overall delays.

20. **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.

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

22. **Interaction with Other ATC Units.** Farnborough ATC, as the primary controlling authority, are responsible for conducting all tactical coordination with the adjacent ATS Units

23. **Special Use Airspace (SUAs).** Access to any SUA is subject to military requirements and access is not guaranteed. The sponsor is to engage with the SUA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours. Should either range not be contactable, ATC are to coordinate directly with Longmoor Ops (01420 483405).

[2] The Heathrow alternation programme can be accessed via this link.

24. **Serials.** The serials listed below are expected to be flown, with heights in relation to the threshold elevation. It is expected that they will be flown in the order listed, although the starting runway is subject to discussion with ATC on the day:

Runway 06

Serial Number	Manoeuvre	Height	Start	End	Comments
01	Localiser Arc ±35˚/CL	1,500ft	7nm		ILS Protection required ±10˚
07	Localiser Range Run (Level)	2,000ft	25nm	15nm	
02	Level Slice – Centreline	1,750ft	12nm	THLD	
05	Level Slice – 8º Left of Centreline	1,750ft	12nm	8nm	
06	Level Slice – 8º Right of Centreline	1,750ft	12nm	8nm	
03	Centreline Flydown	2,000ft – 1,700ft	7nm	0.5nm	ILS Protection Required
03	Centreline Flydown	2,000ft – 1,700ft	7nm	0.5nm	ILS Protection Required
04	Centreline Flydown	3,000ft	10nm	THLD	ILS Protection inside 5nm
01	Localiser Arc ±35˚/CL	1,500ft	7nm		ILS Protection required ±10˚
02	Level Slice	1,750ft	12nm	THLD	
03	Centerline Flydown	2,000ft – 1,700ft	7nm	0.5nm	ILS Protection Required
03	Centerline Flydown	2,000ft – 1,700ft	7nm	0.5nm	ILS Protection Required
04	Centerline Flydown	3,000ft	10nm	THLD	ILS Protection inside 5nm

Runway 24

Serial Number	Manoeuvre	Height	Start	End	Comments
01	Localiser Arc ±35˚/CL	1,500ft	7nm		ILS Protection required ±10˚
05	Level Slice – 8º Left of Centreline	1,750ft	12nm	8nm	
06	Level Slice – 8º Right of Centreline	1,750ft	12nm	8nm	
03	Centerline Flydown	2,000ft – 1,700ft	7nm	0.5nm	ILS Protection Required
03	Centerline Flydown	2,000ft – 1,700ft	7nm	0.5nm	ILS Protection Required
04	Centerline Flydown	3,000ft	10nm	THLD	ILS Protection inside 5nm
05	Level Slice – 8º Left of Centreline	1,750ft	12nm	8nm	
01	Localiser Arc ±35˚/CL	1,500ft	7nm		ILS Protection required ±10˚
02	Level Slice	1,750ft	12nm	THLD	Level Slice
03	Centerline Flydown	2,000ft – 1,700ft	7nm	0.5nm	ILS Protection Required
03	Centerline Flydown	2,000ft – 1,700ft	7nm	0.5nm	ILS Protection Required
04	Centerline Flydown	3,000ft	10nm	THLD	ILS Protection inside 5nm
07	Localiser Range Run (Level)	2,000ft	25nm	15nm	Annual Runs Only

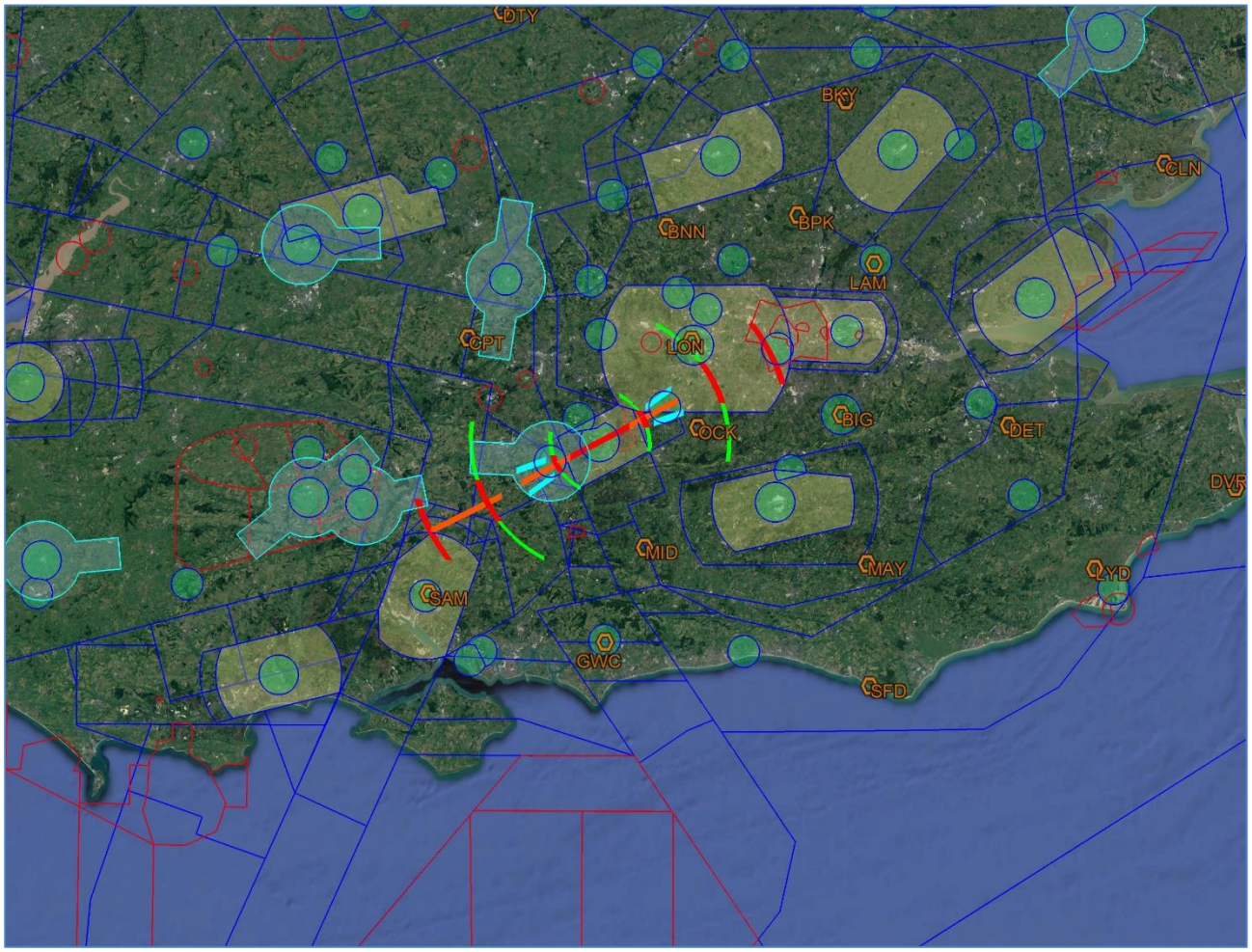
25. Whilst the list above is the expectation, any serial may be requested in any order, including Serials 8 & 9 which are shown in the charts below.

SECTION 3

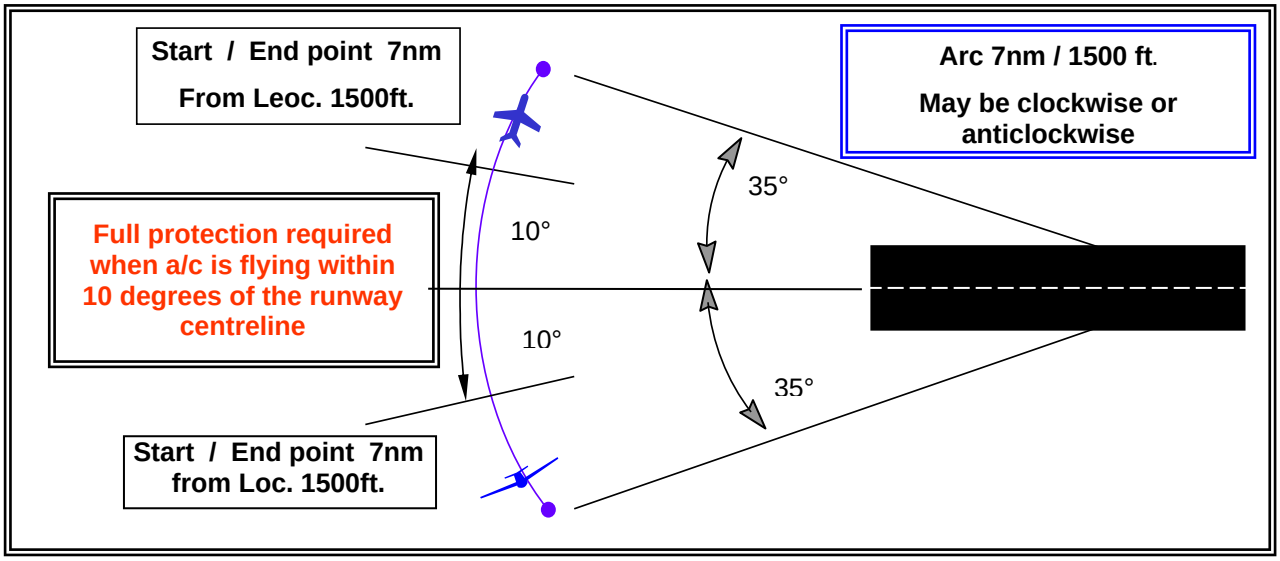
Area of Operation

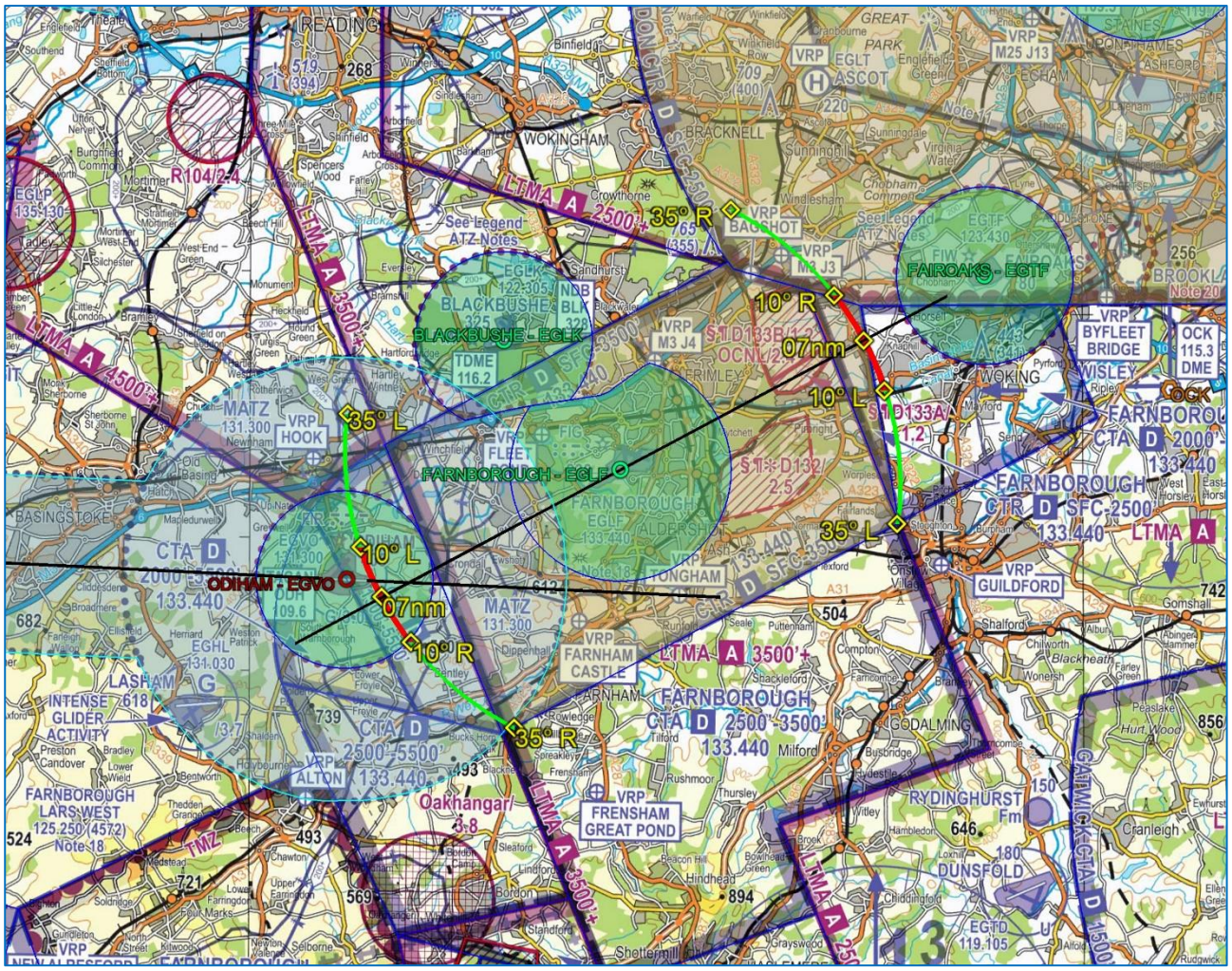
26. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

Chart 1 – Overview



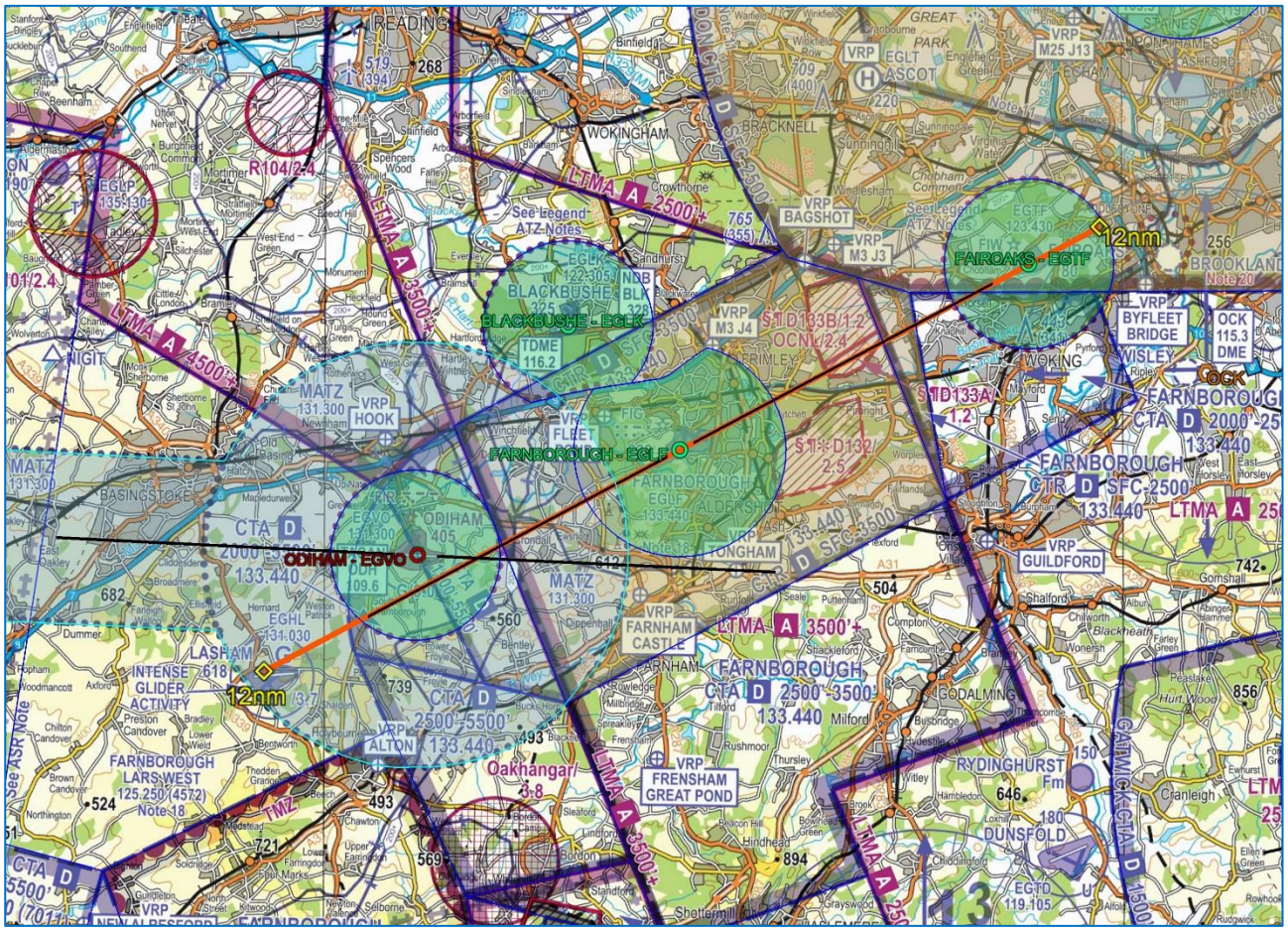
SERIAL 1


Start / End point 7nm
From Leoc. 1500ft.
Arc 7nm / 1500 ft.
May be clockwise or anticlockwise
Full protection required when a/c is flying within 10 degrees of the runway centreline
10°
10°
35°
35°
Start / End point 7nm from Loc. 1500ft.


READING
WOKINGHAM
BRACKNELL
ASCOT
BAGSHOT
FAIROAKS - EGTF
WOKING
BYFLEET BRIDGE
FARNBOROUGH - EGLF
BLACKBUSHE - EGLK
ODIHAM - EGVO
ALTON
FARNBOROUGH CTR
FARNBOROUGH CTA
GUILDFORD
GODALMING
RYDINGHURST
DUNSFOLD
FRENSHAM GREAT POND
FARNHAM CASTLE
TONGHAM
LASHAM
Oakhangar
BASINGSTOKE
LTMA A 2500'+
LTMA A 3500'+
35° R
10° R
07nm
35° L
10° L
MATZ 131.300
TMZ
R104/2-4
INTENSE GLIDER ACTIVITY
FARNBOROUGH LARS WEST 125.250 (4572)
Note 18
Note 20

SERIAL 2

(no protection reqd.)
Centreline Slices/Level Run,
Level 1750 ft. respectively.

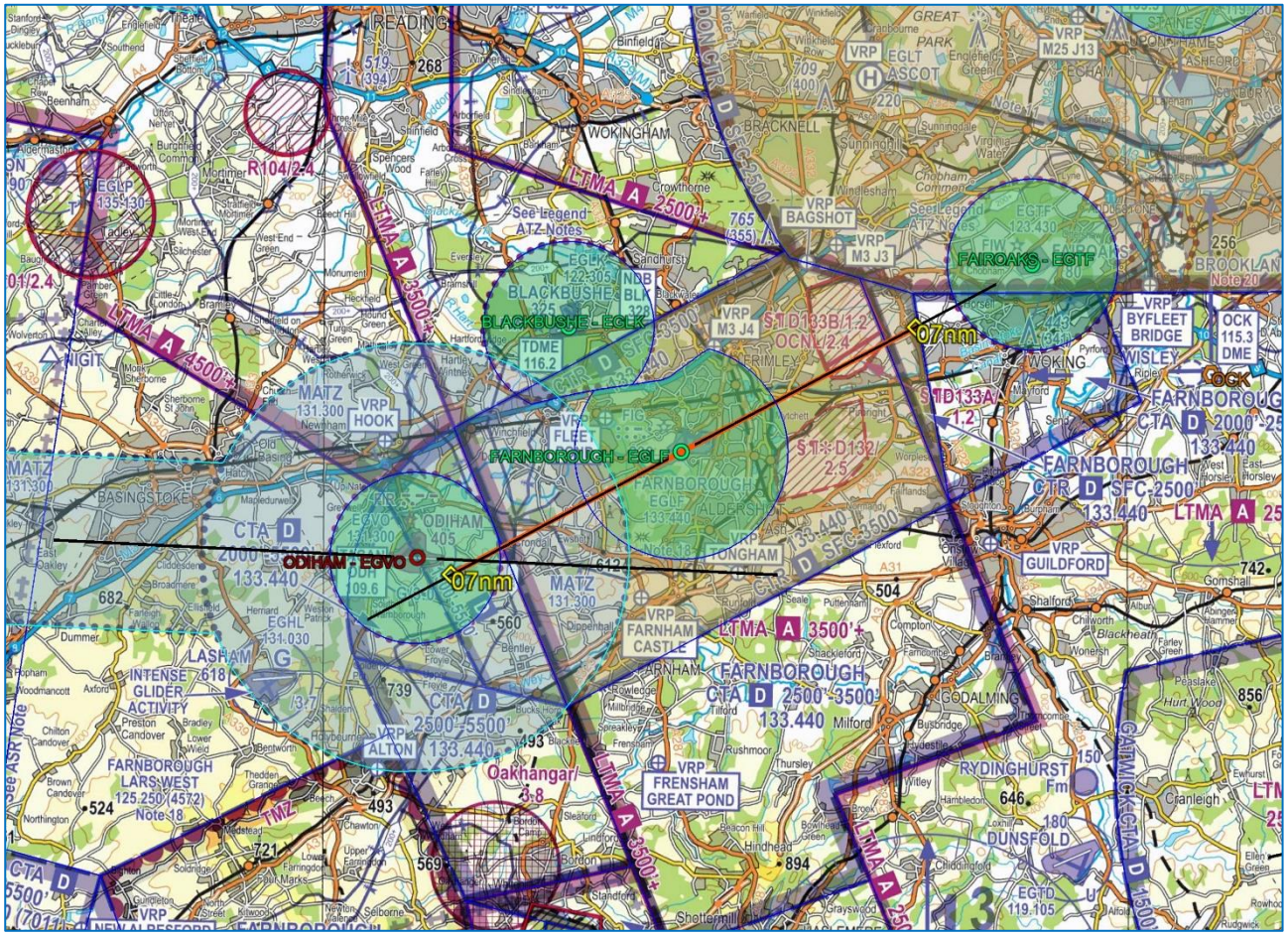


SERIAL 3

Flydown from 7 nm / 1700 ft - 2000 ft. to 0.5 nm.

Full protection. Exceptionally, protection only required between a/c and glidepath aerial.

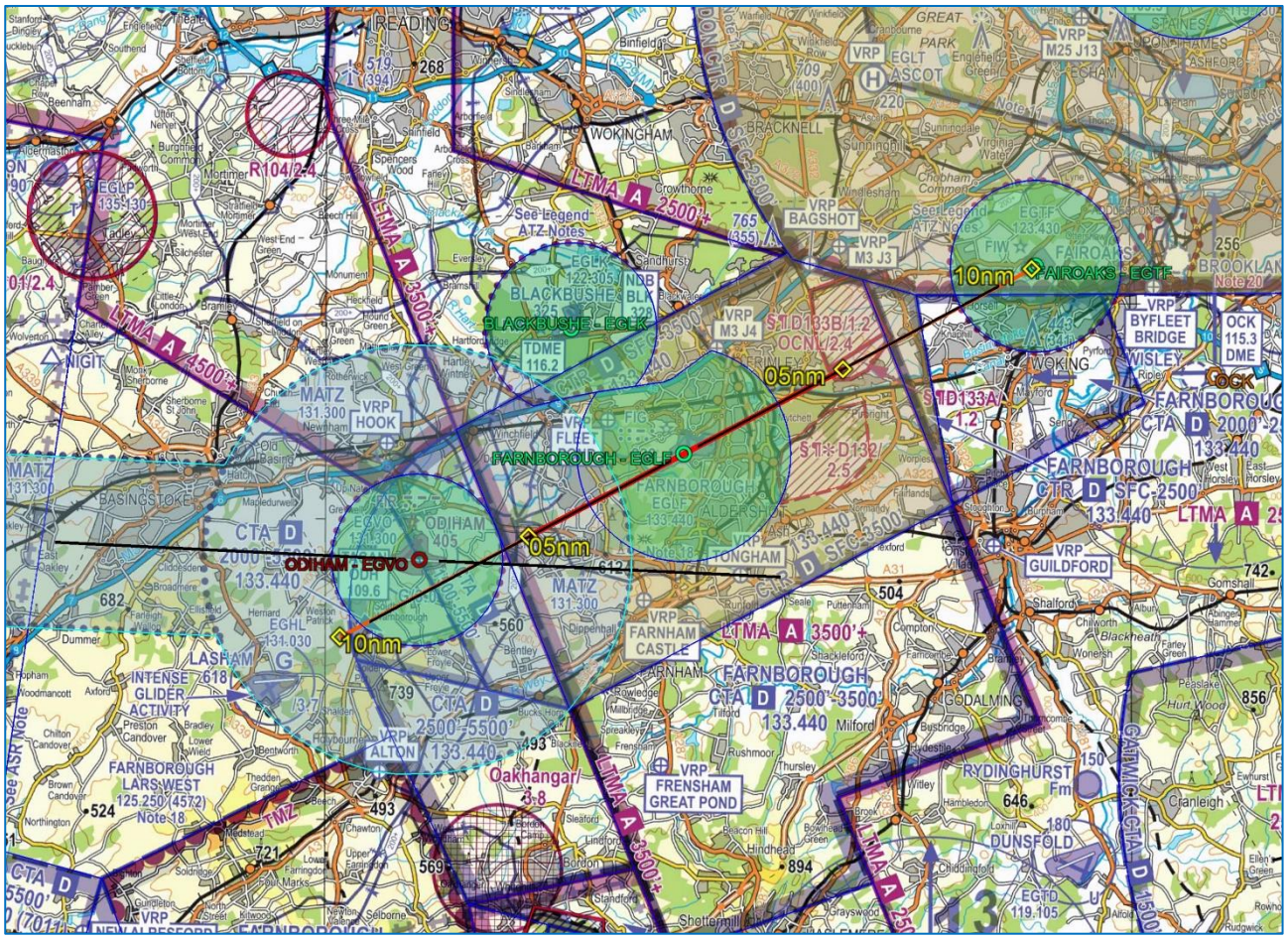
Crew to advise prior to run if requested by ATC.



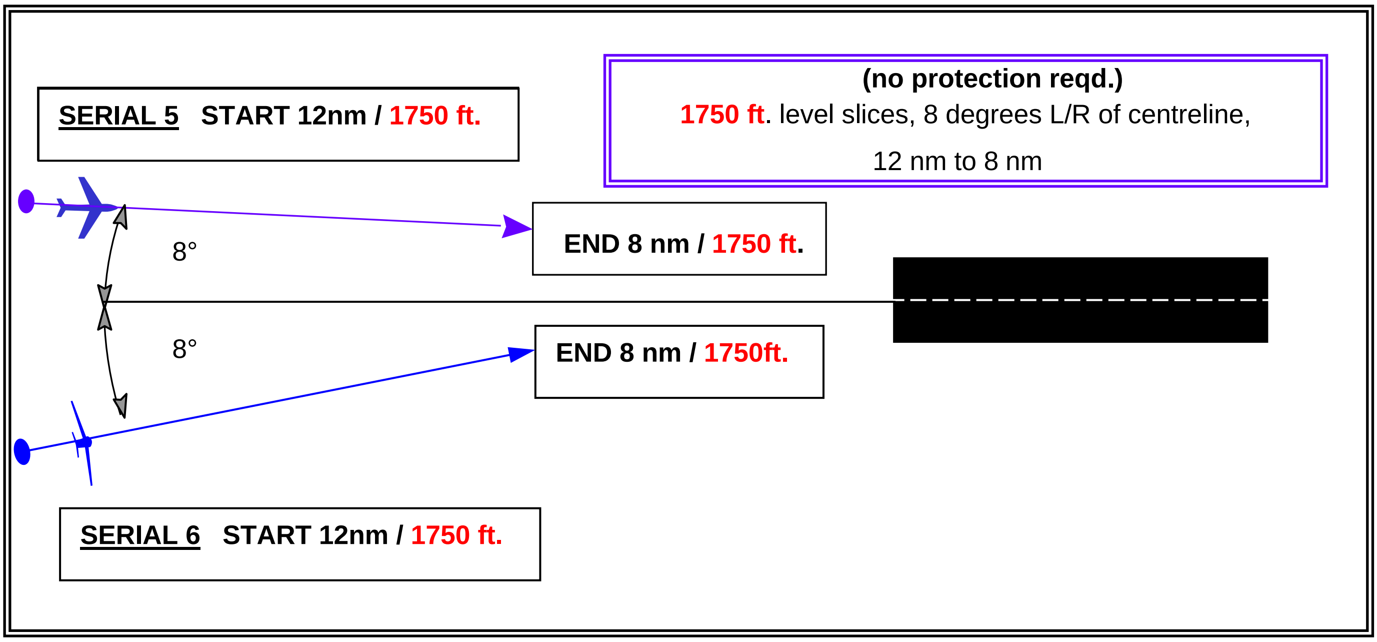
SERIAL 4

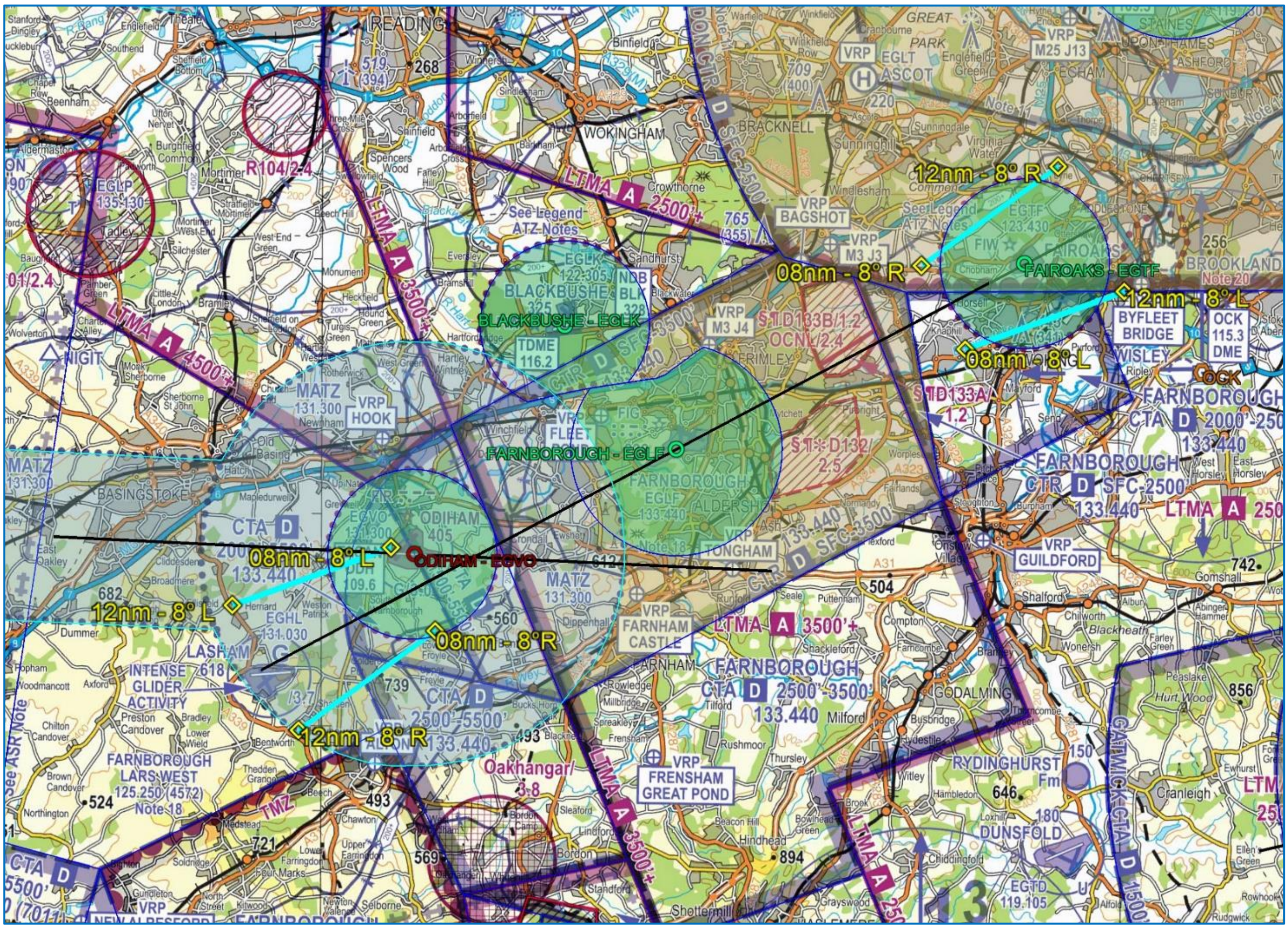
Flydown from 10 nm / 3000 ft. to threshold.

NB On CAT III installations, and during lighting inspections, a/c may continue at 50 ft. to the stop end, prior to go-around.



SERIALS 5 & 6


SERIAL 5 START 12nm / 1750 ft.
(no protection reqd.)
1750 ft. level slices, 8 degrees L/R of centreline,
12 nm to 8 nm
END 8 nm / 1750 ft.
8°
8°
END 8 nm / 1750ft.
SERIAL 6 START 12nm / 1750 ft.

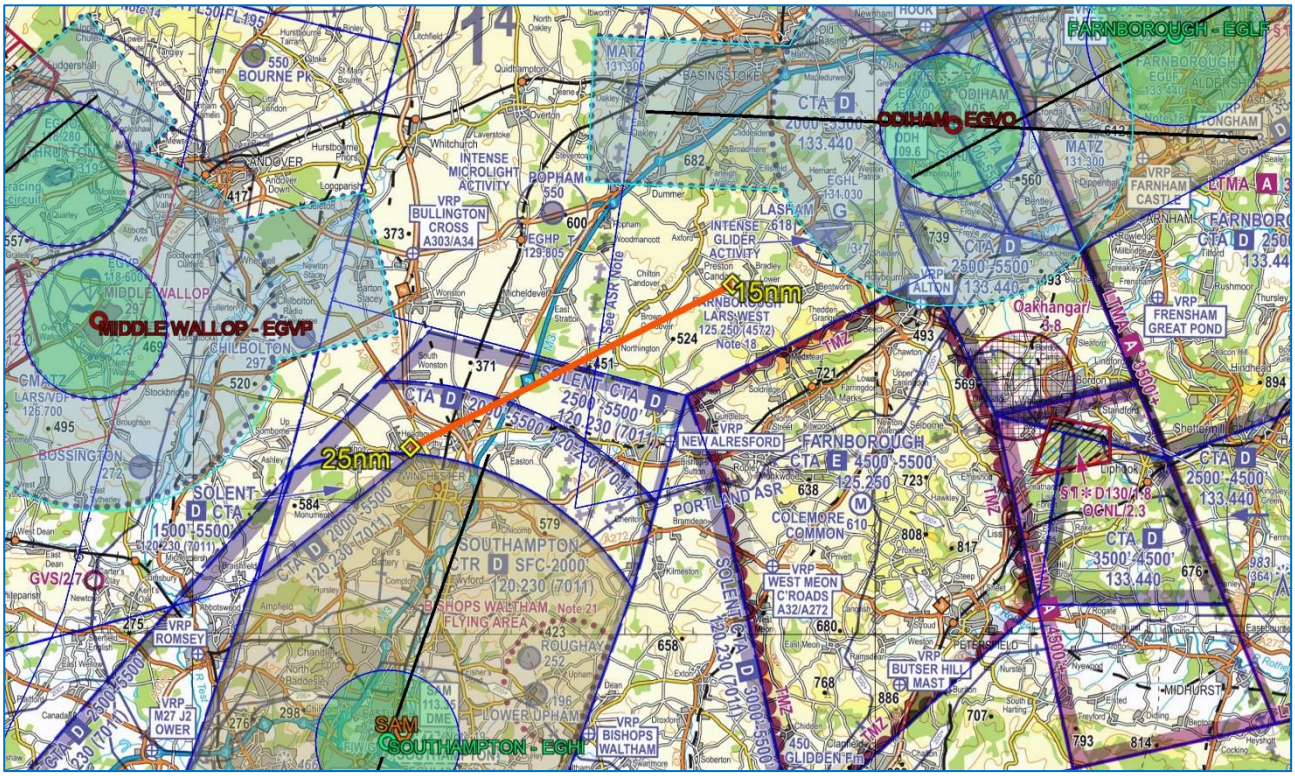

12nm - 8° R
08nm - 8° R
12nm - 8° L
08nm - 8° L
08nm - 8° L
12nm - 8° L
08nm - 8°R
12nm - 8° R
FARNBOROUGH - EGLF
ODIHAM - EGVO
BLACKBUSHE - EGLK
FAIROAKS - EGTF

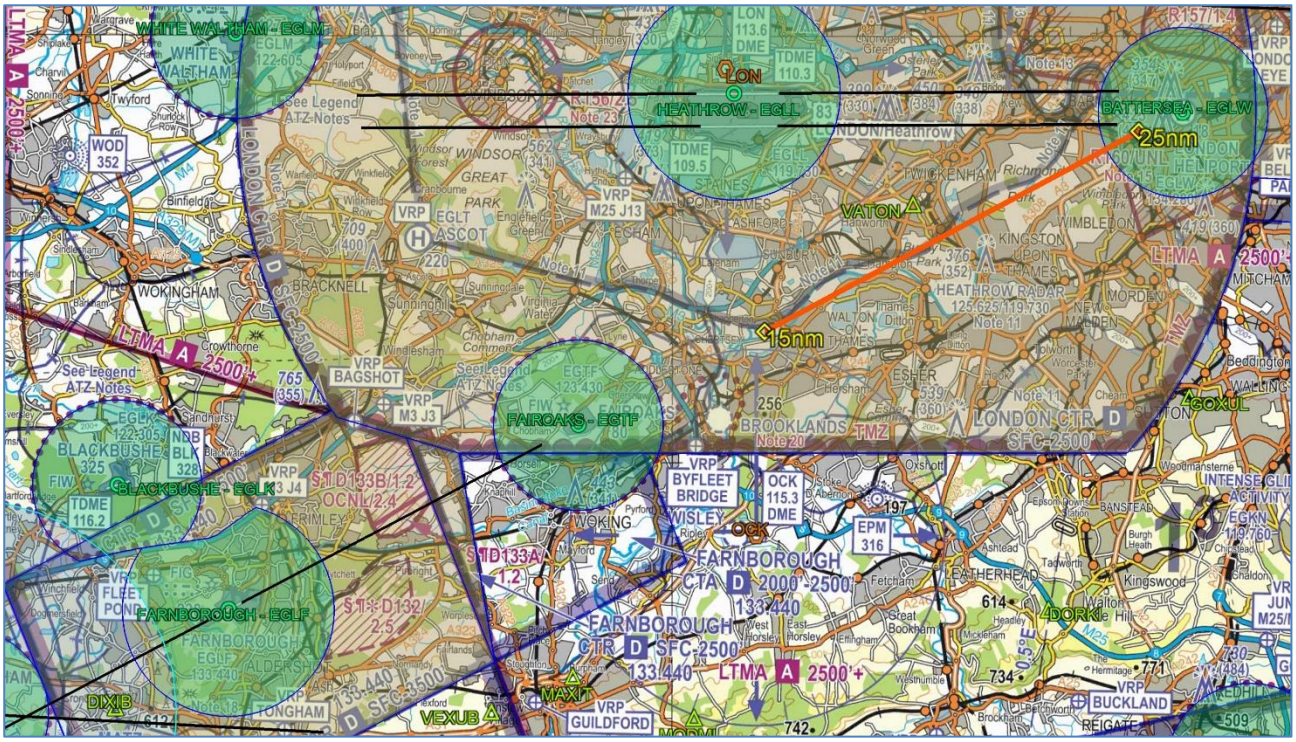
SERIAL 7

(NO PROTECTION REQUIRED)

Localiser range run, level 2000 ft. from 25 nm to 15nm or G/P intercept.

NOT REQUIRED for Farnborough Rwy 24 Routine Inspections – Only required for Annual.





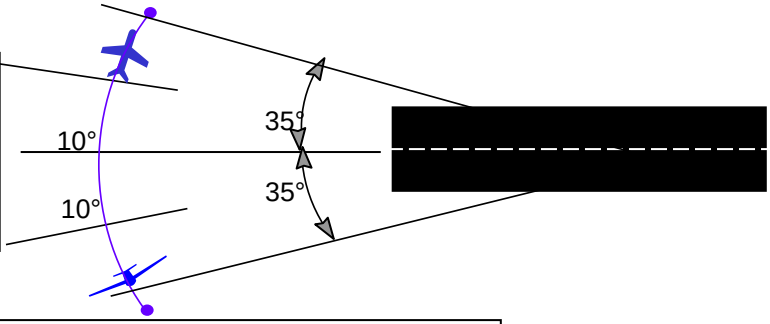
SERIAL 8

Protection reqd. within 10 degrees of runway centreline

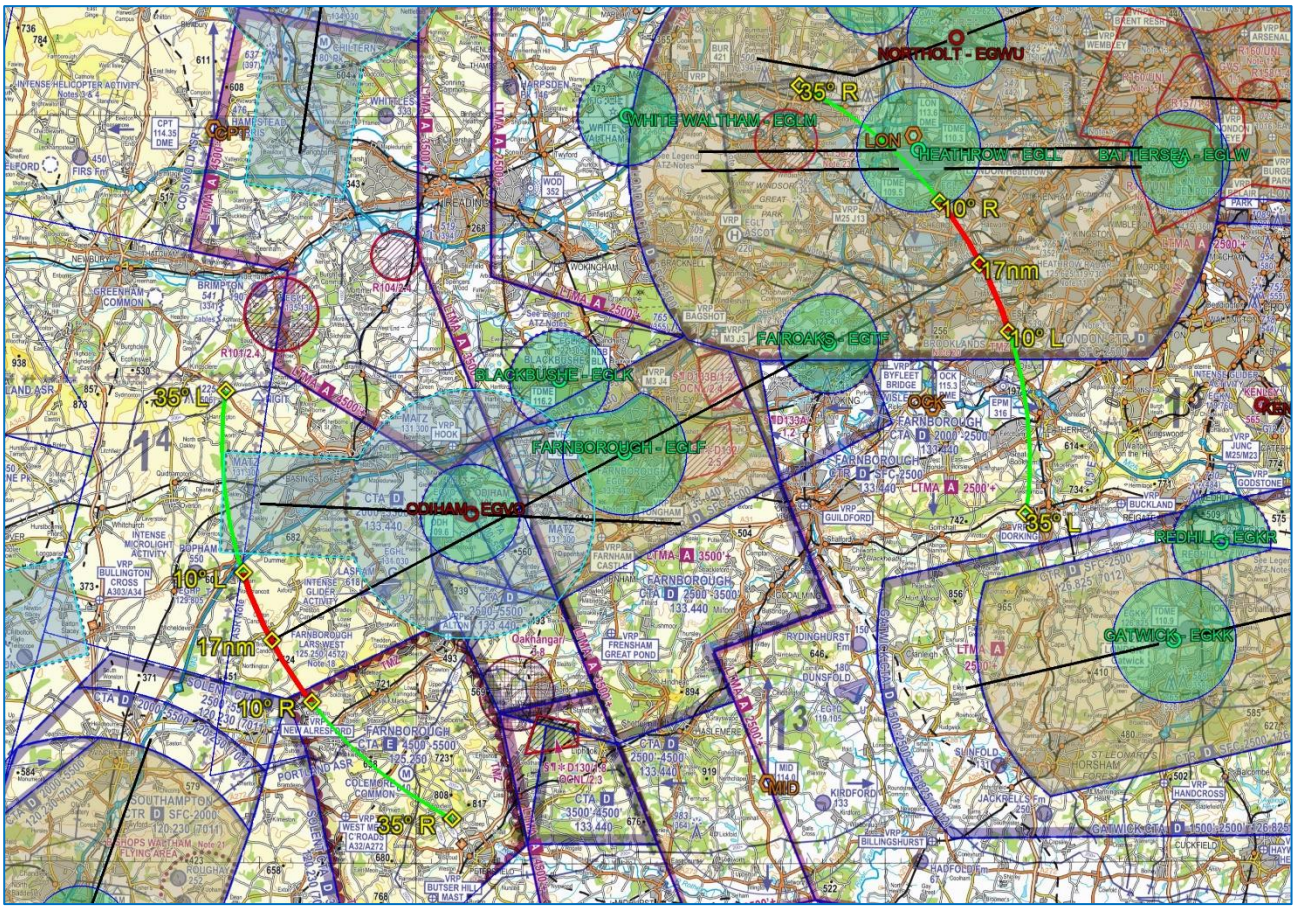
-Arc ± 35° of centreline at 17nm from the Loc. / 2000ft.

START / END POINT 17nm from Loc. 2000ft.

LOC PROTECTION REQUIRED WHEN AIRCRAFT IS FLYING WITHIN 10 DEGREES OF RUNWAY CENTRELINE.



START / END POINT 17nm from Loc. 2000ft.



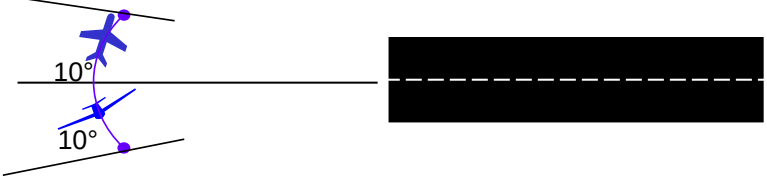
SERIAL 9

Protection reqd. within 10 degrees of runway centreline

Arc ± 10° of centreline at 25nm from the Loc. / 2000ft.

START / END POINT 25nm from Loc. 2000ft.

LOC PROTECTION REQUIRED WHEN AIRCRAFT IS FLYING WITHIN 10 DEGREES OF RUNWAY CENTRELINE.



START / END POINT 25nm from Loc. 2000ft.