

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



<b>ACN Reference:</b>	<b>Version:</b>	<b>Date:</b>	<b>Date of Original</b>
-----------------------	-----------------	--------------	-------------------------

<b>AR-2026-904</b>	<b>1.0</b>	<b>15/05/2026</b>	<b>25/02/2026</b>
--------------------	------------	-------------------	-------------------

Civil Aviation Authority

## AERIAL RADAR DEMONSTRATION FARNBOROUGH AIRSHOW

### AIRSHOW

**Subject to NOTAM: No****Date(s) of activity/Validity:**

1 Jul 26 – 31 Jul 26

**Times - ALL TIMES UTC**

06:00 – 20:00

**Vertical Limits:**

6,000ft – 8,000ft AMSL/FL80

**Allocated Mode 3A (SSR):**

Tactically Issued by ATC

**Aircraft Details:**

Type: BE20

Callsign: BROxx (*Broadsword*)**NDS Approved:**

Not Applicable

**Event Sponsor(s):**

2Excel Aviation  
Hangar 3  
Doncaster Airport  
DN9 3GE  
01302 230 486  
[ops@2excel.uk](mailto:ops@2excel.uk)

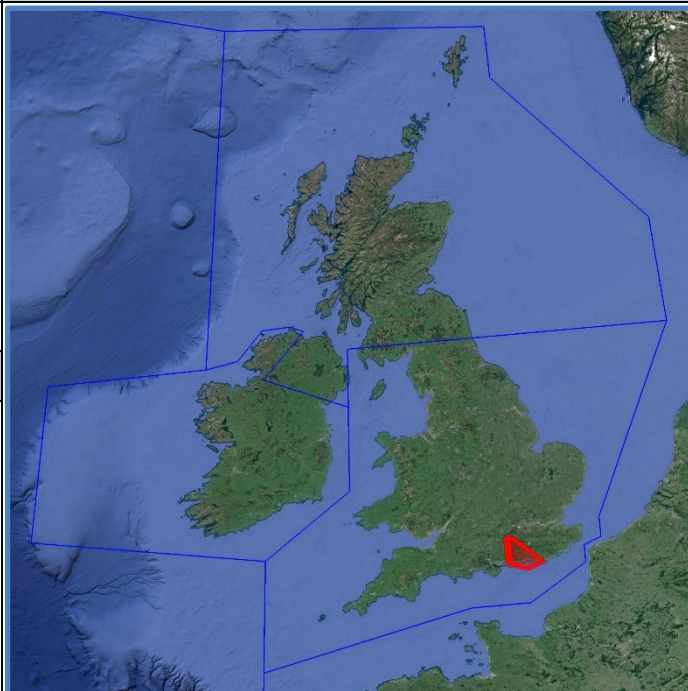
**Aircraft Operator(s):**

2Excel Aviation  
Hangar 3  
Doncaster Airport  
DN9 3GE  
01302 230 486  
[ops@2excel.uk](mailto:ops@2excel.uk)

**ATS Units/****Controlling Agencies:**

Farnborough  
Swanwick LTC  
*Info: Southampton*

01252 526017  
02380 401110

**Geographical Limits:****Airspace Reservations:**

Nil

**Departure/Destination Aerodrome(s)**

EGLF

**ACN Issued by:**

AU3

## 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) – AU3  
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 conduct a demonstration of a Land and Maritime radar capability at the Farnborough International Airshow (FIA) 2024.

16. **Planned Flights.** All flights will be coordinated through FIA Operations and will last approx. one (1) hour in duration.

17. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 2 hours prior to departure to confirm final details and availability of an ATS. ATC are encouraged to identify and discuss with the operator if a specific time would be more easily accommodated.

18. **Priority.** This flight has been categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers,*) and attracts no priority over IFR traffic within controlled Airspace (CAS).

19. **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.

20. **ATS Provision – Outside CAS.** The activity area is within the coverage of the following units:

- a. Farnborough                      123.225 MHz

21. **Altitudes.** The aircraft has requested the altitudes shown below in the table, however for ATM purposes, they may not be possible, and the aircraft may be asked to operate at a differing Altitude/Level. Whilst 8,000ft has been requested, above the TA, FL80 is acceptable.

22. **Routing.** The requested routing is as follows:

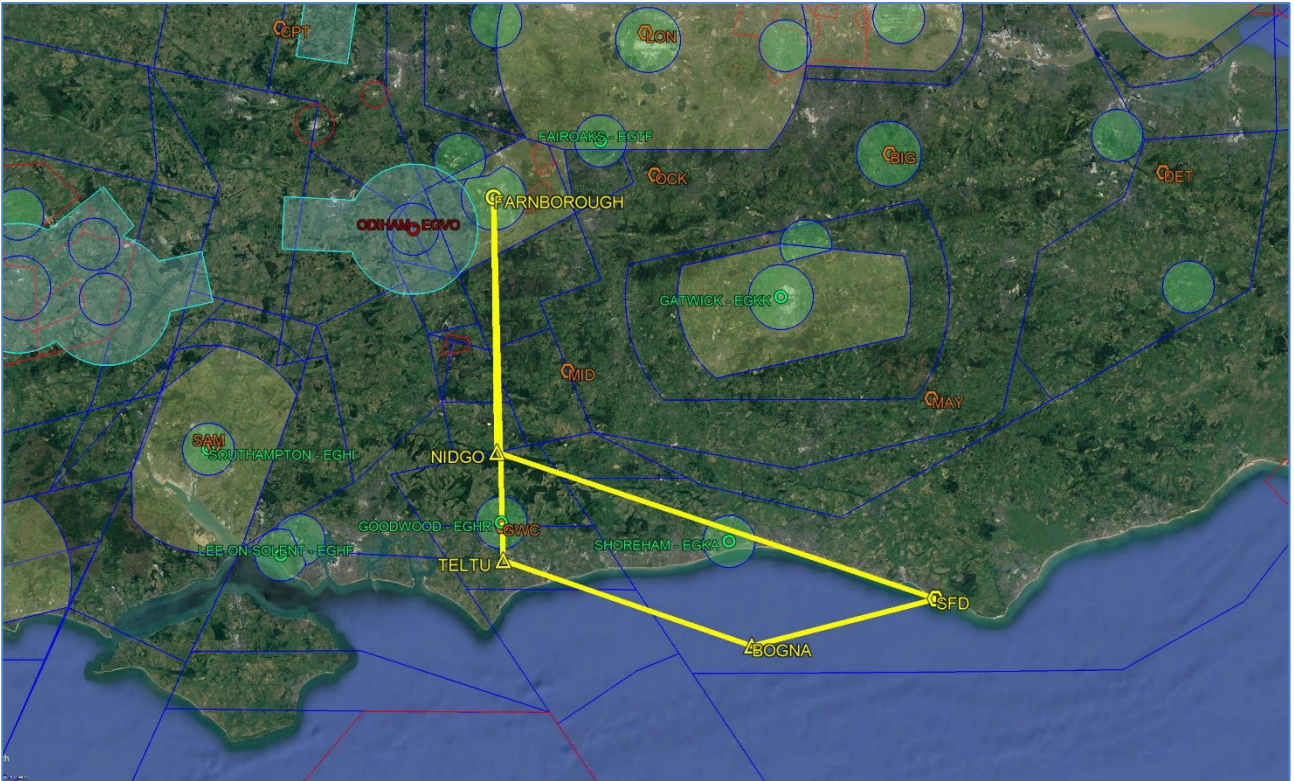
<u>Waypoint</u>	<u>Requested Altitude</u>
Farnborough (EGLF)	6,000ft
NIDGO	6,000ft ↗ 8,000ft (FL80)
SFD (VOR/DME)	8,000ft (FL80)
BOGNA	8,000ft (FL80)
TELTU	8,000ft (FL80) ↘ 6,000ft
Farnborough (EGLF)	6,000ft

### SECTION 3

#### Area of Operation

23. 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 - Close In

