

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-06-0105	2.0	09/06/2023	15/05/2023

RADAR CALIBRATION BOSCOMBE DOWN PSR (WATCHMAN)

NDS

Subject to NOTAM: No

Date(s) of activity/Validity: **Times - ALL TIMES UTC¹**

09th June 2023 – 30th June 2025 08:00 – 17:00 (09:00 – 18:00) **See Para 20**

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

8,000ft – 22,000ft AMSL 0024

Aircraft Details: **NDS Approved:**

Type: B200
Callsign: CLBxxx **Yes – Subject to the conditions in Section 2**

Event Sponsor(s): **Aircraft Operator(s):**

Thales Flight Inspection Service Hangar 3 Teesside International Airport Darlington DL2 1NL 01325 335346	Thales Flight Inspection Service Hangar 3 Teesside International Airport Darlington DL2 1NL 01325 335346
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ATS Units/ Controlling Agencies: **Geographical Limits:**

Boscombe Down 01980 663246 Bristol 01275 473714 Cardiff 01446 712562 Swanwick ACC – West 01489 612413 Swanwick Mil (78 Sqn) – West 01489 612417 Western Radar 01489 585511 Yeovilton 01935 455243 <i>Info: Bournemouth, Exeter</i>	
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Airspace Reservations:

EG D123 Imber 01980 674710 EG D125 Larkhill 01980 674710 EG D122A-C Wessex (All) 01980 663246 AARA 10 SW Overland (East) 01489 612495	
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Departure/Destination Aerodrome(s) **ACN Issued by:**

EGDM, EGNV AS3

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 This ACN details the serials required to conduct a calibration of the Primary Search Radar (PSR) (Watchman) at MoD Boscombe Down. The radar is located within the aerodrome boundary.

16. **This ACN replaces ACN 2022-05-0363.**

17. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least one 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. Boscombe Down are requested to inform Bournemouth and Exeter of details of the flight check, subject to the radial to be flown.

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. At all other times, flight has been categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers,*) and attracts no priority.

20. **Interaction with Bristol & Cardiff.** Whilst this calibration has been requested to take place within the hours listed on page one of this ACN, the sponsor should note that the use of radials between 271 °T and 290 °T (north of the EXMOR waypoint) may not be possible and is subject to agreement with both Bristol and Cardiff. If the flight is not able to be accommodated by both units and the radial in this band is required, then the check is approved to take place outside of the time stated on the ACN².

21. **Levels.** The aircraft will be required to operate at the following vertical altitudes & heights. The D Value³ will then need to be added or subtracted, (value to be confirmed by the sponsor prior to departure), and the converted to a flight level (if above the transitional altitude). The sponsor is responsible for this conversion and confirm the exact requirement with the controlling agency prior to each run:

- | | |
|-------------|---|
| a. 8,000ft | Boscombe Down, Cardiff, Yeovilton, Swanwick Mil |
| b. 14,000ft | Boscombe Down, Cardiff, Yeovilton, Swanwick Mil |
| c. 16,000ft | Boscombe Down, Yeovilton, Swanwick Mil |
| d. 22,000ft | Swanwick Mil |

22. **Radials.** The radials required by the aircraft are subject to wind speed and direction and may vary. The expected radials are listed below:

- | | |
|-------------|---|
| a. Primary: | A single radial between 248°T and 290°T |
|-------------|---|

23. The aircraft is required to conduct six runs at each level, operating between 30nm and 70nm from the radar head. 6 runs will be required at each level. The final run (at 22,000ft), will continue to the radar overhead.

24. **Orbits.** No orbits will be flown for this check.

25. **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.

² Noting the notification period for Swanwick Mil.

³ D' Values are corrected from ICAN standard atmosphere to actual conditions, thus aircraft on inbound leg may be unable to maintain whole Flight Levels

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

- a. Boscombe Down 126.700 MHz
- b. Cardiff 119.155 MHz
- c. Swanwick Mil – West 135.150 MHz
- d. Western Radar 132.300 MHz
- e. Yeovilton 127.350 MHz

27. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations (due to COVID-19 or operations reasons). Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.1, AD2 or UK Military AIP, shall be notified via NOTAM.

28. **ATS Provision above FL100.** This service is available to all aircraft flying outside Controlled Airspace in the UK FIRs between FL 100 and FL 190, and within active TRAs and is subject to Unit capacity. The Units providing this service together with their boundaries are depicted within the UK AIP on the chart ENR 6-12. ENR 1.6 (4.2) lists their hours of operation, the RTF operating frequency on which this service is normally provided and a telephone number for pre-flight contact. A FPL should be filed and include the following addresses:

- a. EGZYOATT Swanwick Mil (78 Sqn)
- b. EGTTFZC Western Radar

29. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.

30. Between the hours of 18:00 to 08:00 (local time) on a weekday, at any time on a weekend or during a UK public holiday, Swanwick Mil (78 Sqn) require at least two weeks prior notice in order to obtain an ATS in support of this task.

31. **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.

32. For EG D123 & EG D125, access may be restricted in the period:

- a. Mon, Wed, Fri 08:00 – 17:00
- b. Tue & Thu 08:00 – 21:00 (Winter) or 08:00 23:30 (Summer)
- c. Weekends: Please contact SPTA Air Ops by 12:00 on Friday

33. **Air-to-Air Refuelling Areas (AARAs).** For details of the AARAs see the UK AIP – ENR 5.2. Activation is by NOTAM, and when active, information can be obtained from Swanwick Mil.

SECTION 3

Area of Operation

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

Chart 1 – Overview

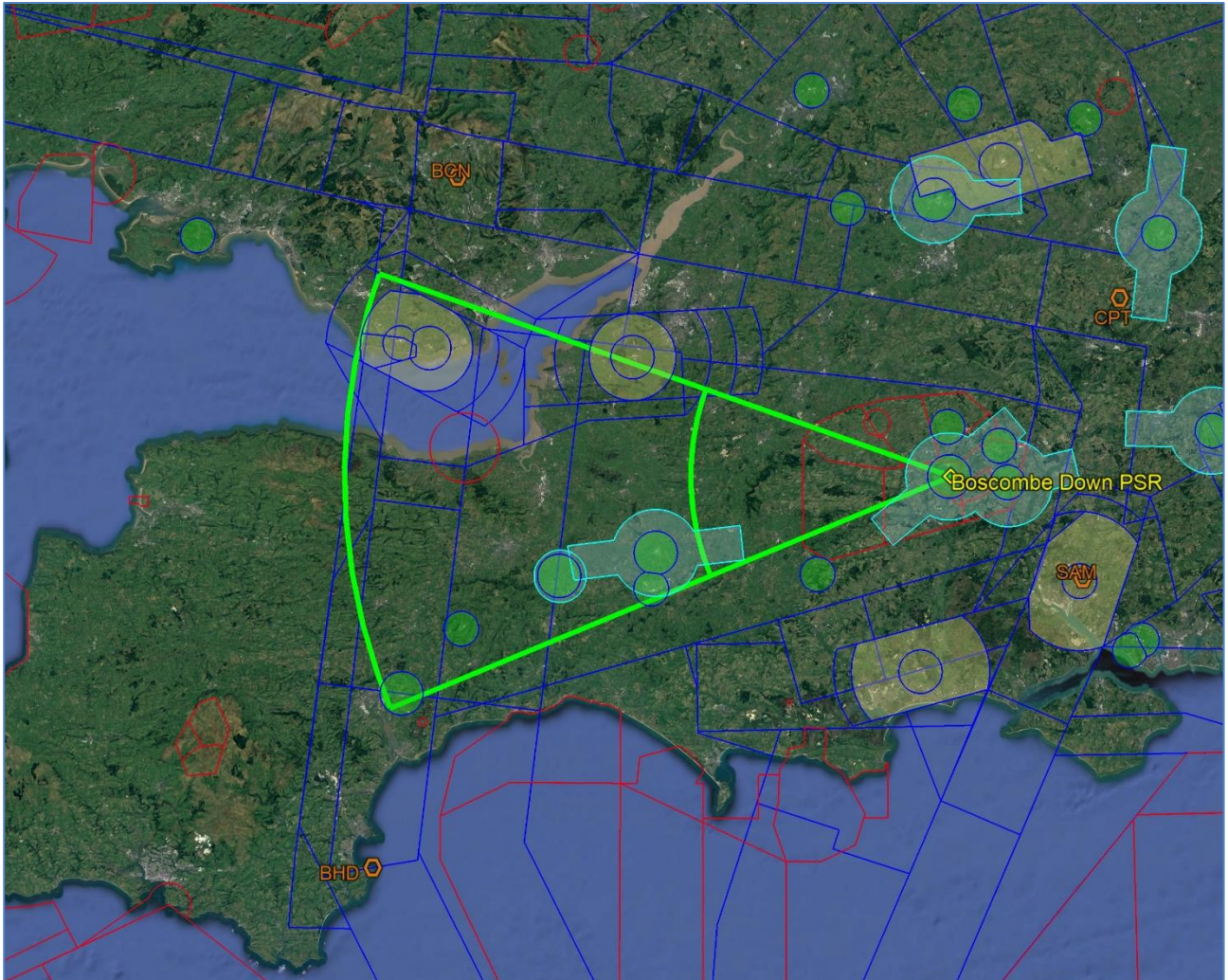


Chart 3 – Radials

