AIRSPACE CO-ORDINATION NOTICE

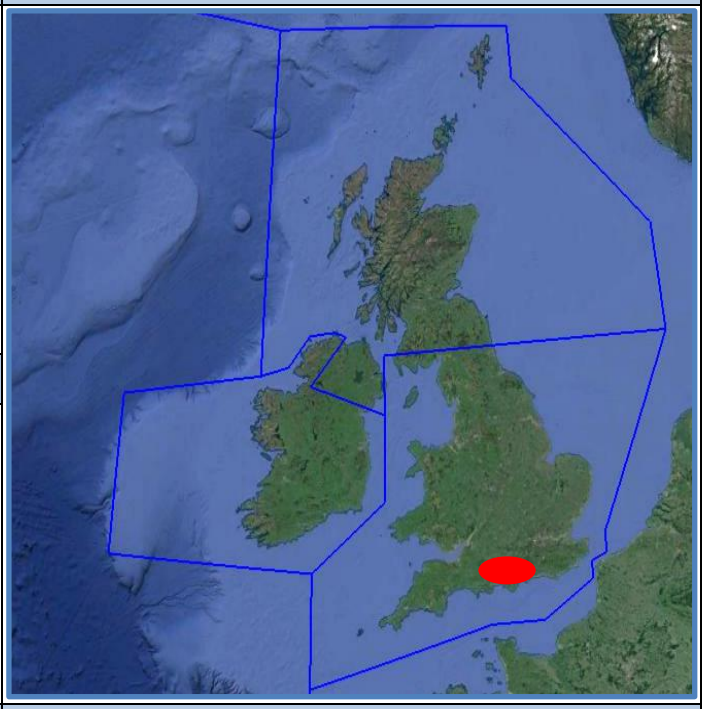
Safety and Airspace Regulation Group

ACN Reference:	Version:	Date:	Date of Original
2023-08-0051	1.0	**05/10/2023**	**26/09/2023**

Bournemouth Radar Commissioning Checks

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	**Times - ALL TIMES UTC[1]**
5 Oct 23 – 31 Mar 24	0600-2000z
Vertical Limits:	**Allocated Mode 3A (SSR):**
1000ft – FL240	0024
Aircraft Details:	**NDS Approved:**
Type: PA31 Callsign: Flight Cal 01	Yes – see Section 2
Event Sponsor(s):	**Aircraft Operator(s):**
Mark Dulling GROUP AIR TRAFFIC ENGINEERING MANAGER Regional & City Airports Ltd Exeter Devon EX5 2BD 01392 354956 / 07831 676399 Mark.dulling@rca.aero	Flight Calibration Services Calibration House 17-19 Cecil Pashley Way Shoreham Airport Shoreham-by-Sea West Sussex BN43 5FF 01243 538245 operations@flight-cal.com
ATS Units/ Controlling Agencies:	**Geographical Limits:**
Bournemouth 01202 364150 Southampton/Solent Radar 023 8062 5875 Boscombe Down 01980 663246 Plymouth Mil 01752 557808 Yeovilton 01935 455243 Bristol 01275 473714 SWK ACC 01489 612420	
Airspace Reservations:	
Nil	
Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGHH	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 ACN details flight profiles for the Radar Commissioning Checks for Bournemouth.

16. **The sponsor is responsible for obtaining any required permits to fly within UK airspace; this ACN does not constitute approval to fly in UK airspace, but only outlines the coordination process/contacts to facilitate the flight.**

17. **Dates.** 5 Oct 23 – 31 Mar 24. The sponsor has indicated this flight check may be flown w/c 9 Oct 23.

18. **Notification of Calibration Flight.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 week prior to the planned calibration. In addition, the pilot is to contact the appropriate agencies at least 24 hours prior to confirm that the flight will still take place and again at least 1 hours prior to departure to provide final details, agree a start time and confirm availability of an Air Traffic Service (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*). Outside CAS and in between runs, the aircraft is categorised as CAT Z, (CAP 493 – Section 1, Ch4, Para 10c refers) and attracts no priority. 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. **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.

a.	Swanwick ACC	On Request

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

a.	Bournemouth	119.480 MHz
b.	Southampton/Solent Radar	120.230 MHz
c.	Boscombe Down	126.700 MHz
d.	Plymouth Mil	124.150 MHz
e.	Yeovilton	127.350 MHz
f.	Bristol	125.650 MHz

22. Availability of an ATS from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations. 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.

23. **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.	EGTTZFZC	Western Radar

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

25. 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.

26. **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.

27. **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.

28. **Non-SSR Gliding Areas.** The sponsor should exercise caution when operating in these areas, as gliders without transponders may be encountered up to FL195. For info see the UK AIP: *ENR 1.1 (Para 1.12), ENR 5.2 (NSGA) and ENR6-63.*

29. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).

SECTION 3

Area of Operation

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

Table 1 – Flight Check Profiles by Serial

Serial No	Description	Altitude/ FL	Notes
1	Fly over radar head on True North for a minimum 10NM beyond the radar	6,000ft	
2A	Position at 5NM, 225°T from radar. Fly overhead radar on 045°T to 30NM from radar	1,000ft	
2B	Turn and fly the reverse of 2A from 30NM to overhead the radar and then 12NM 225°T to edge of danger area	1,000ft	
3A	Position at 5NM 225°T from radar. Fly overhead the radar and outbound on 045°T to 35NM from radar	2,000ft	Coordinate with Southampton
3B	Turn and fly the reverse of 3A from 35NM. Overhead radar continue outbound on 225°T to a range of 35NM	2,000ft	Coordinate with Plymouth Mil
4A	Position at 5NM, 300°T from radar. Fly overhead radar on 120°T to 45NM from radar	4,000ft	Coordinate with Southampton
4B	Turn and fly the reverse of Serial 4A from 45NM	4,000ft	Coordinate with Plymouth Mil
5A	Position at 5NM, 300°T from radar. Fly overhead radar on 120°T to 35NM from radar	2,000ft	
5B	Turn and fly the reverse of Serial 5A from 35NM	2,000ft	
6A	Position at 10NM, 150°T from radar. Fly overhead radar on 330°T from radar to 45NM	4,000ft	Coordinate with Plymouth Mil, Southampton, Bristol and Yeovilton
6B	Turn and fly the reverse of Serial 4A from 60NM	4,000ft	Coordinate with Southampton and Plymouth Mil
7A	Position at 10NM, 150°T from radar. Fly overhead radar on 330°T for 60NM	6,000ft	Coordinate with Airways
7B	Turn and fly the reverse of Serial 5A from 60NM	6,000ft	Coordinate with Airways

8A	Position at 10NM, 150°T from radar. Fly overhead radar on 330°T from radar to 60NM	FL120	Coordinate with Airways
8B	Turn and fly the reverse of Serial 6A from 60NM	FL120	Coordinate with Airways

9A	Position at 10NM, 150°T from radar. Fly overhead radar on 330°T for 60NM	FL180	Coordinate with Airways
9B	Turn and fly the reverse of Serial 6A from 60NM	FL180	Coordinate with Airways
10A	Position at 15NM, 150°T from radar. Fly overhead radar on 330°T for 60NM	FL240	Coordinate with Airways
10B	Turn and fly the reverse of Serial 7A from 60NM	FL240	Coordinate with Airways
11	Fly 360° orbit of radar head at 5NM anti-clockwise	1,000ft	Coordinate with Bournemouth

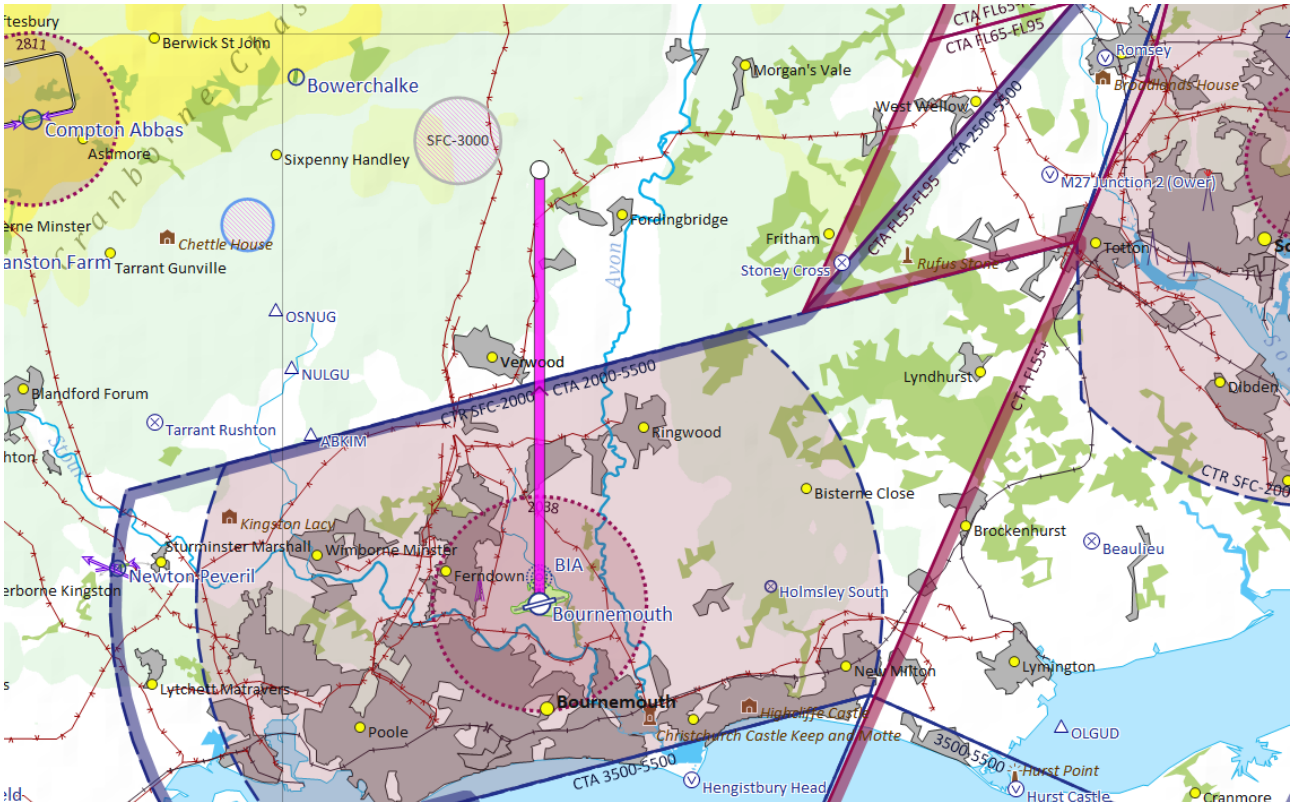
12	Fly 360° orbit of radar head at 40NM anti-clockwise	5,000ft	Coordinate with Plymouth Mil, Farnborough, London Control, Brize, Bristol, Yeovilton
13	ILS/NDB/DME Approach for RWY26 from >10NM and full missed approach		Coordinate with Southampton
14A	Carry out IFR Departure to THRED, climbing FL100	THD - FL100	Coordinate with Airways
14B	From the NE arrival, carry out descent under radar vectors for ILS/NDB/DME RWY26, conduct missed approach procedure and enter the BIA hold.	FL100 descending	Coordinate with Airways and Southampton
15A	Fly IFR departure towards SAM, climbing FL100	THD - FL100	Coordinate with Airways and Southampton

15B	From SAM carry out radar vectored approach RWY08 descending to 2000ft	FL100 – 2000ft	Coordinate with Airways and Southampton
16A	Fly IFR departure towards GIBSO, stepped climb	THD – FL150	Coordinate with Southampton and Airways
16B	Carry out IFR Departure to GWC, climbing FL100	THD - FL100	Coordinate with Southampton and Airways
17A	Carry out IFR departure to NW, climbing FL150	THD - FL150	Coordinate with Airways
17B	Carry out join from the South from FL120, enter BIA hold at 4000ft, one complete hold	FL120 - THD	Coordinate with Airways and Southampton

	after entry and one complete procedural approach RWY08		

18A	Within 15NM of the radar and <4000ft, and as directed by ATC, perform a crossover with another aircraft at 1NM spacing and at a safe vertical separation of a cooperating aircraft	<4000ft	
18B	Between 35NM and 40NM from the radar, over an area of clutter and as directed by ATC, perform a crossover at 1NM spacing and at a safe vertical separation of a cooperating aircraft	>FL100	Coordinate with Airways
19	Position at 5NM, 150°T from radar head, fly over radar to 5NM the other side	FL150	Coordinate with Airways and Southampton

Serial 1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ABKIM
Verwood
CTR SFC-2000
CTA 2000-5500
Ringwood
Kingston Lacy
Sturminster Marshall
Wimborne Minster
Newton Peveril
Ferndown
BIA
Bournemouth
Lytchett Matravers
Poole
Fordingbridge
Avon
Morgan's Vale
West Wellow
CTA FL65-FL95
CTA 2500-5500
Romsey
Broadlands House
M27 Junction 2 (Ower)
Fritham
Stoney Cross
Rufus Stone
Totton
Lyndhurst
CTA FL55-FL95
Bisterne Close
Holmsley South
Brockenhurst
Beaulieu
Dibden
CTR SFC-2000
New Milton
Lymington
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OLGUD
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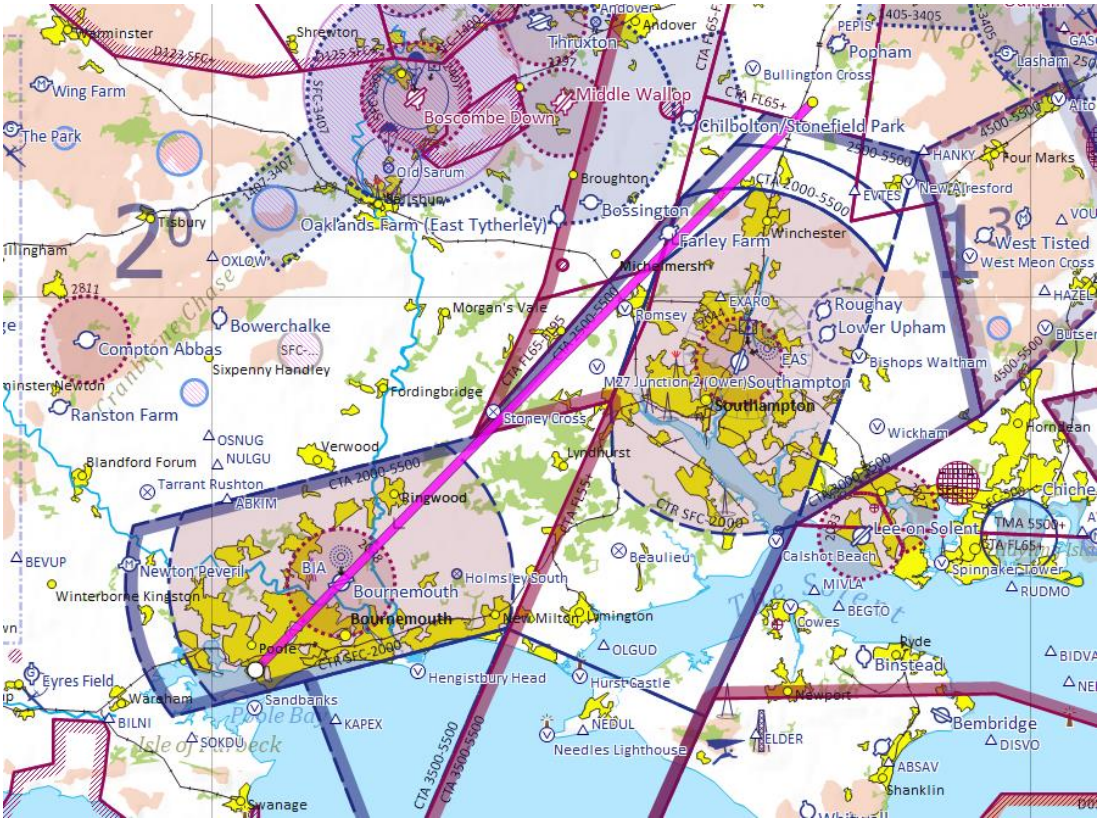
Hengistbury Head
CTA 3500-5500

Serial 2A



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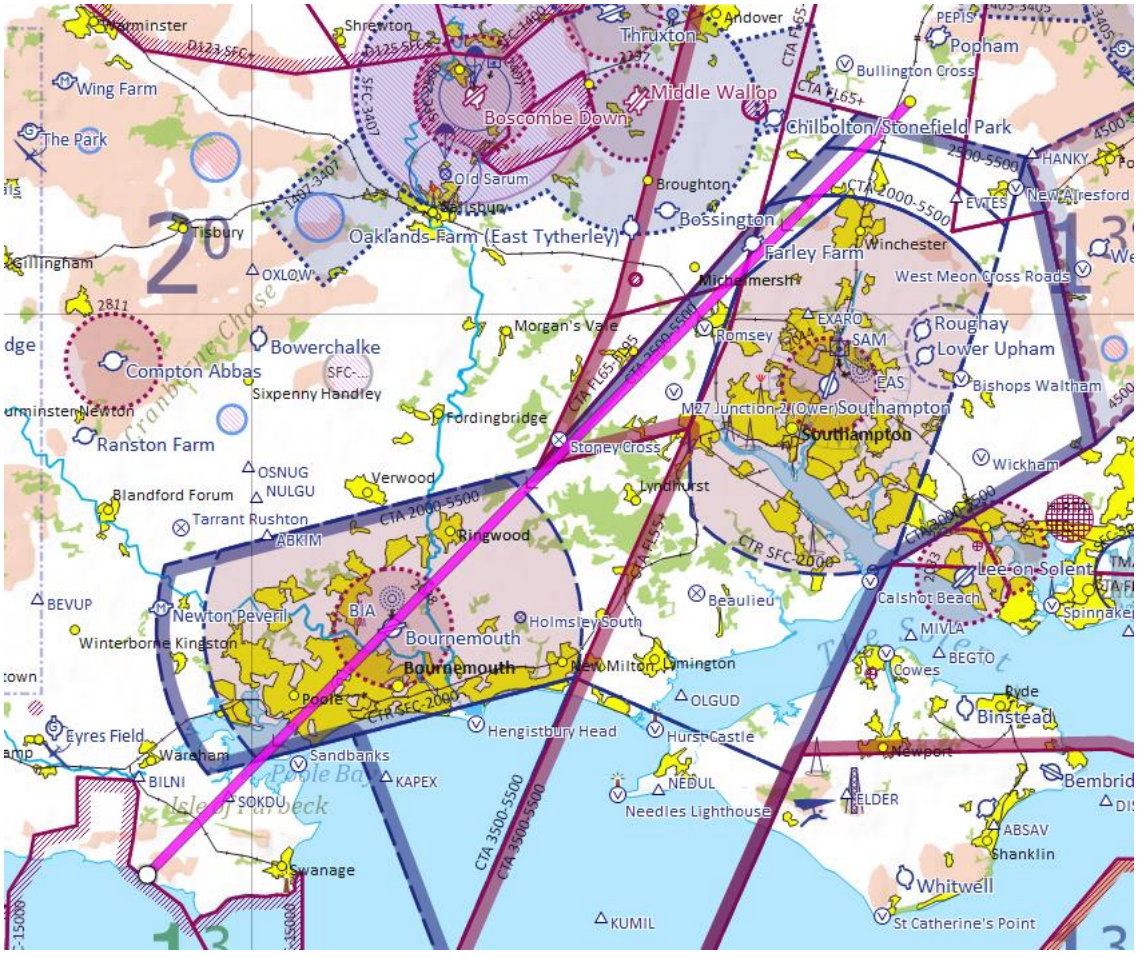

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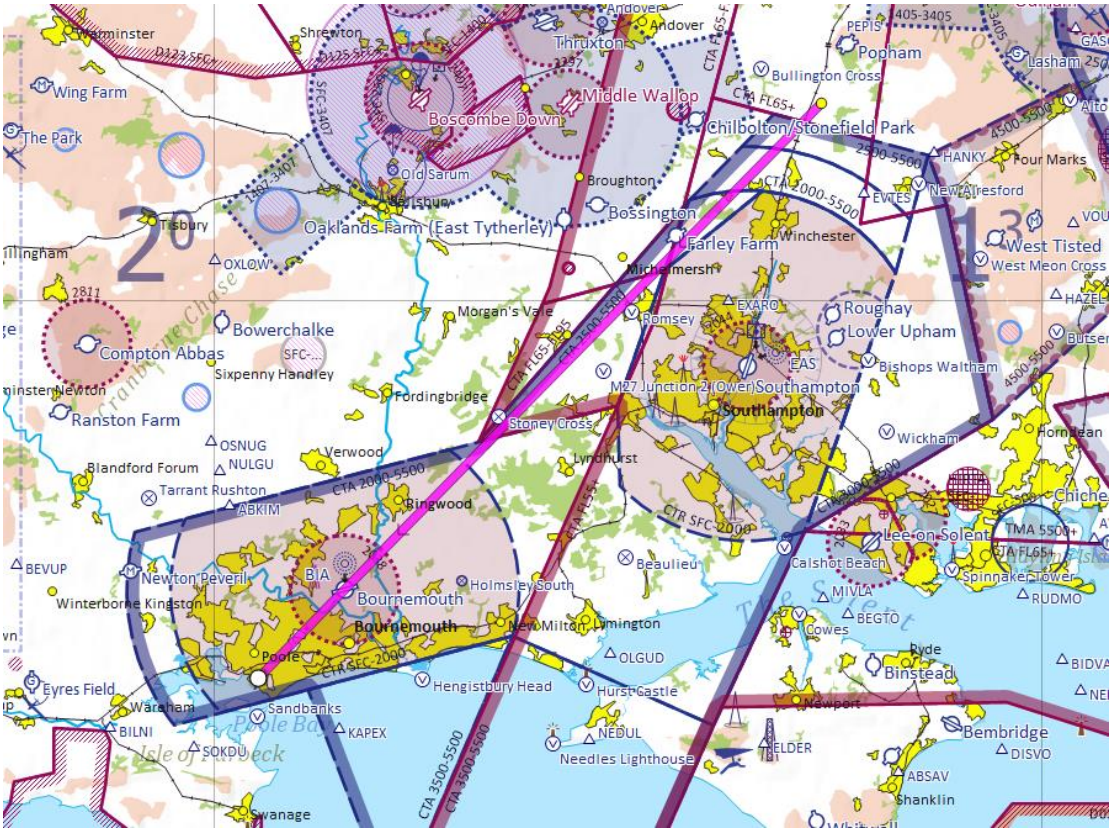

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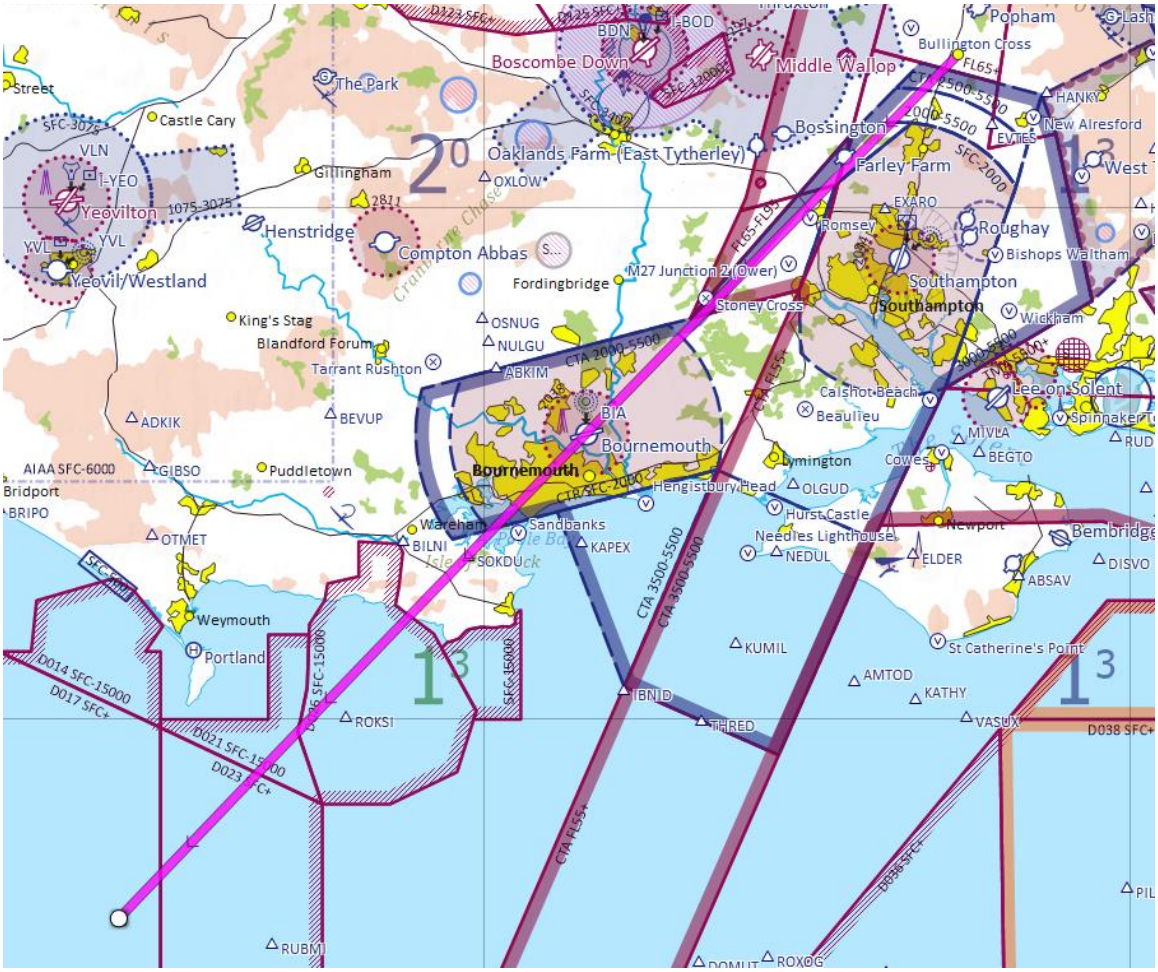

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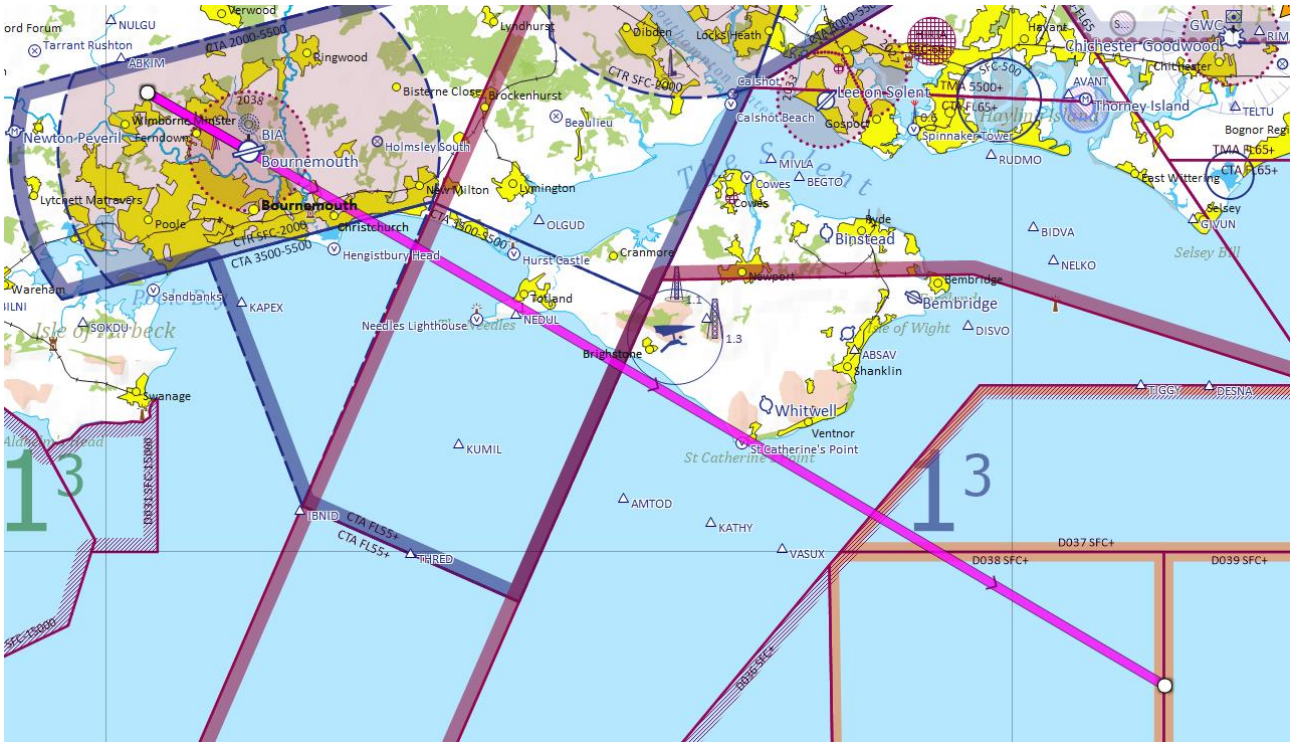

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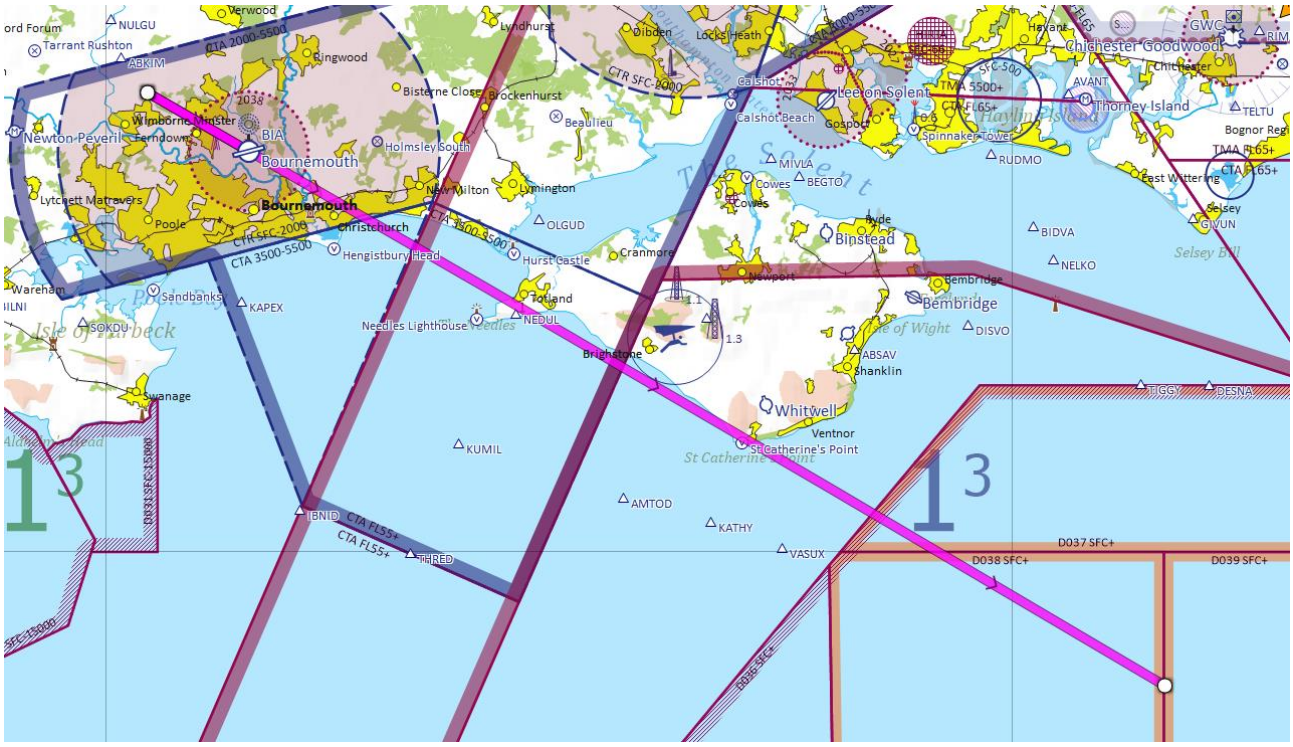

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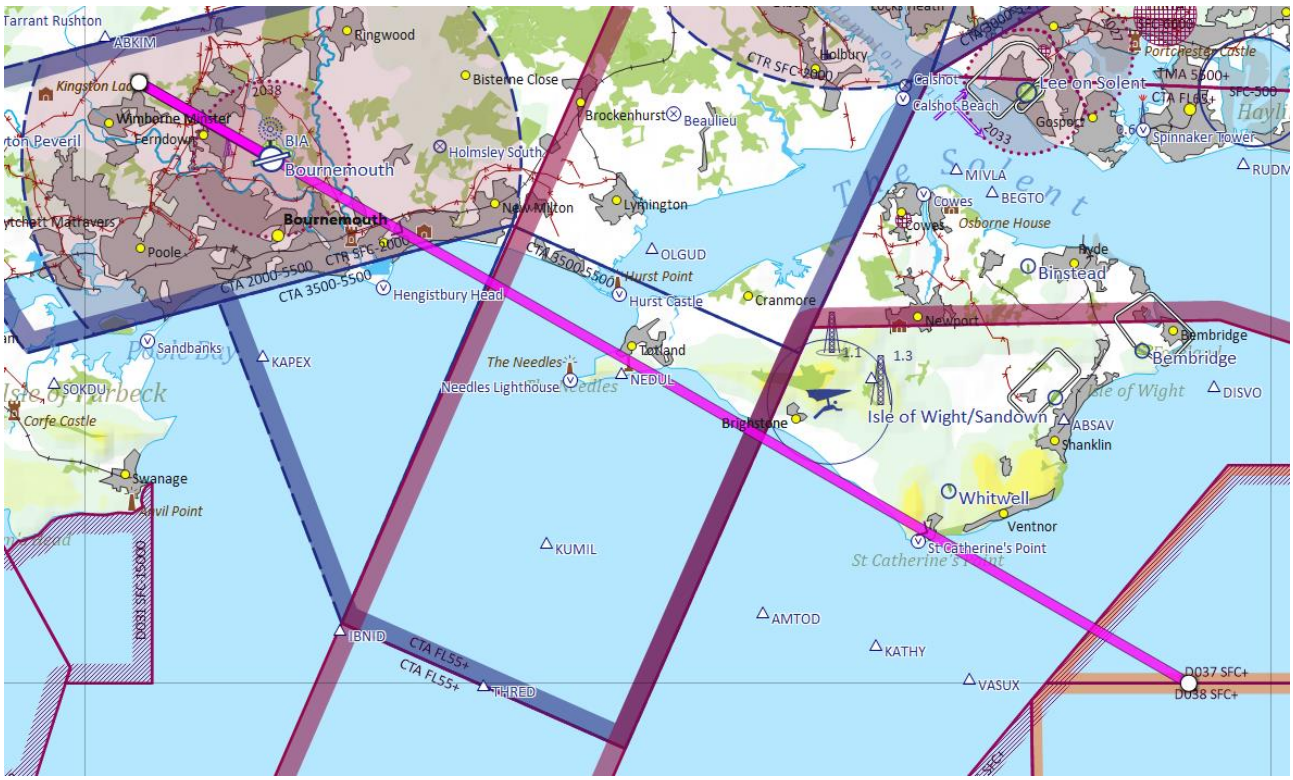

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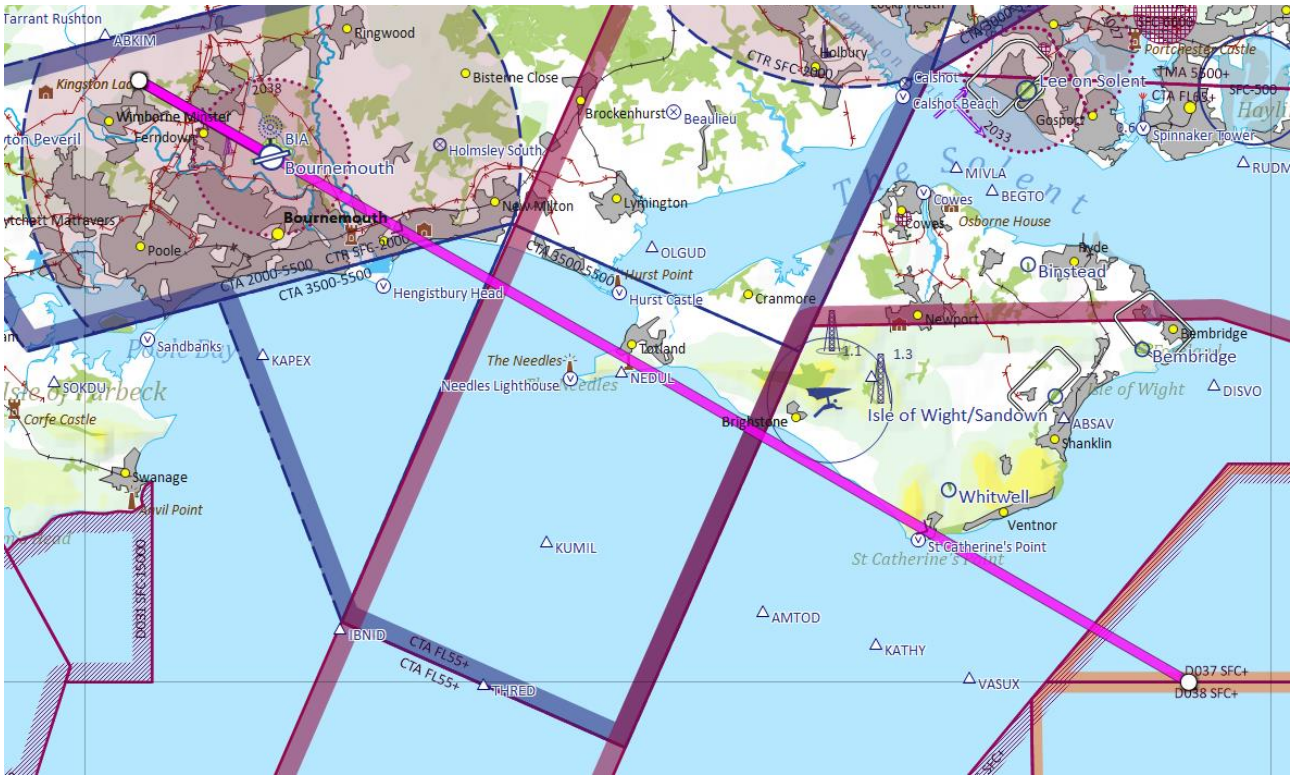

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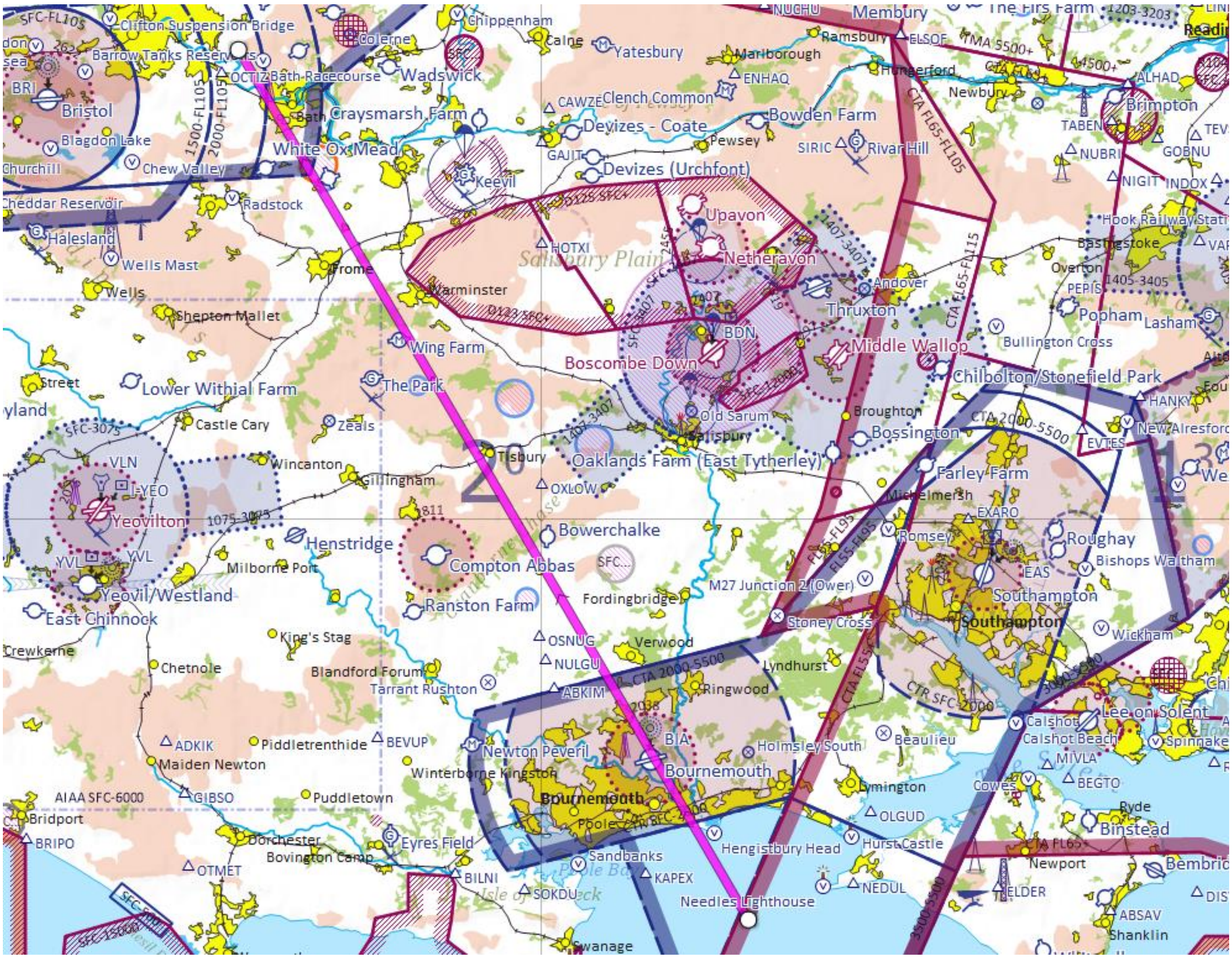

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Bristol
Blagdon Lake
Chew Valley
Cheddar Reservoir
Halesland
Wells Mast
Wells
Shepton Mallet
Radstock
Frome
Bath
Bath Racecourse
OCTIZ
Colerne
Wadswick
Chippenham
Calne
Yatesbury
Craysmarsh Farm
White Ox Mead
Keevil
Devizes - Coate
Devizes (Urchfont)
Clench Common
Marlborough
ENHAQ
Pewsey
Bowden Farm
Rivar Hill
Membury
Ramsbury
Hungerford
Newbury
Brimpton
Upavon
Netheravon
Salisbury Plain
HOTXI
Warminster
Wing Farm
The Park
Boscombe Down
BDN
Old Sarum
Salisbury
Andover
Thruxton
Middle Wallop
Chilbolton/Stonefield Park
Bullington Cross
Popham
Basingstoke
Overton
Lower Withial Farm
Castle Cary
Zeals
Wincanton
Gillingham
Tisbury
Oaklands Farm (East Tytherley)
Broughton
Bossington
Farley Farm
Mottisfont
Romsey
Roughay
Bishops Waltham
Yeovilton
VLN
YEO
YVL
Yeovil/Westland
East Chinnock
Crewkerne
Milborne Port
Henstridge
Compton Abbas
Ranston Farm
Bowerchalke
Fordingbridge
M27 Junction 2 (Ower)
Stoney Cross
Southampton
Wickham
King's Stag
Chetnole
Blandford Forum
Tarrant Rushton
OSNUG
NULGU
ABKIM
Verwood
Ringwood
Lyndhurst
Beaulieu
Calshot
Calshot Beach
Lee on Solent
ADKIK
Maiden Newton
Piddletrenthide
BEVUP
Newton Peveril
Winterborne Kingston
Bournemouth
Holmsley South
Lymington
Cowes
BEGTO
MIVLA
GIBSO
Puddletown
Bridport
BRIPO
Dorchester
Bovington Camp
Eyres Field
OTMET
Poole
Sandbanks
BILNI
SOKDU
KAPEX
Hengistbury Head
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ELDER
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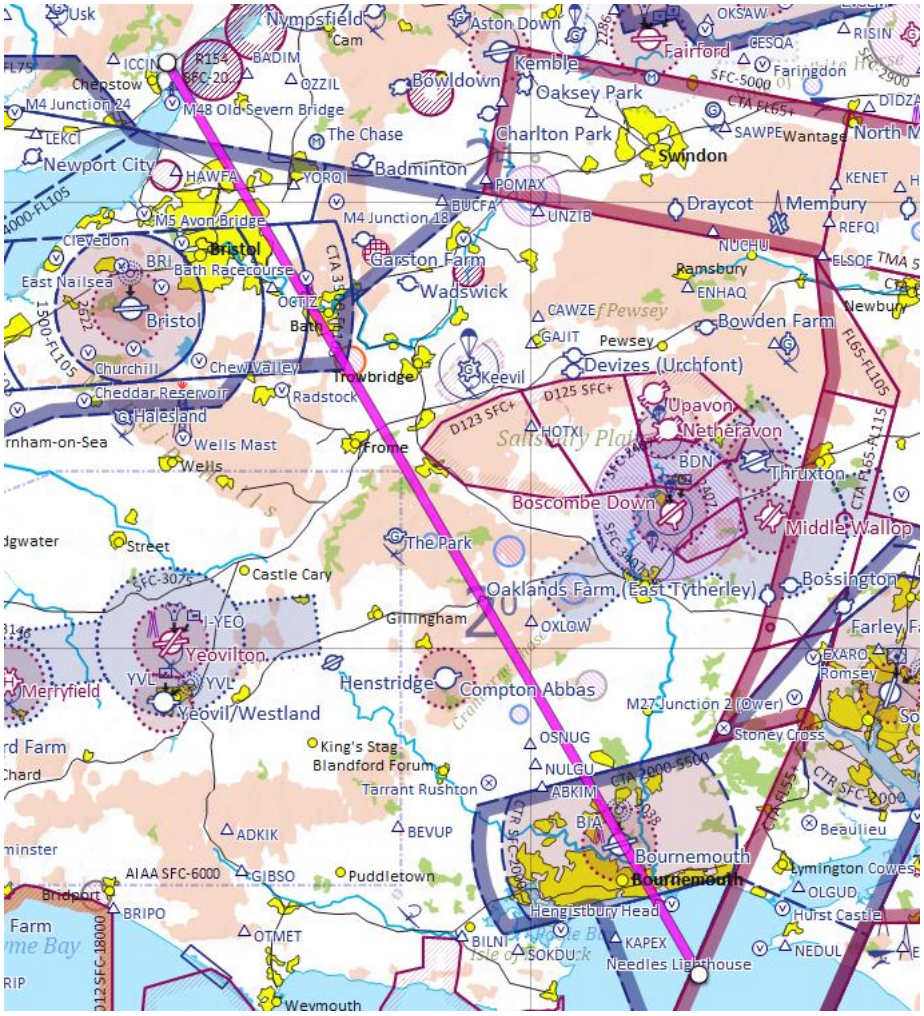
ABSAV
Shanklin
Swanage

Serial 6B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Kemble
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Oaksey Park
The Chase
Charlton Park
Swindon
Wantage
Newport City
HAWFA
YORQI
Badminton
POMAX
Draycot
Membury
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M4 Junction 18
BUCFA
UNZIB
Clevedon
Bristol
Garston Farm
NUCHU
Ramsbury
East Nailsea
Bath Racecourse
Wadswick
ENHAQ
Bristol
OGTIZ
Bath
CAWZE
Pewsey
Bowden Farm
Newbury
GAJIT
Devizes (Urchfont)
Churchill
Chew Valley
Trowbridge
Keevil
Cheddar Reservoir
Radstock
Upavon
Netheravon
Halesland
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Blandford Forum
OSNUG
NULGU
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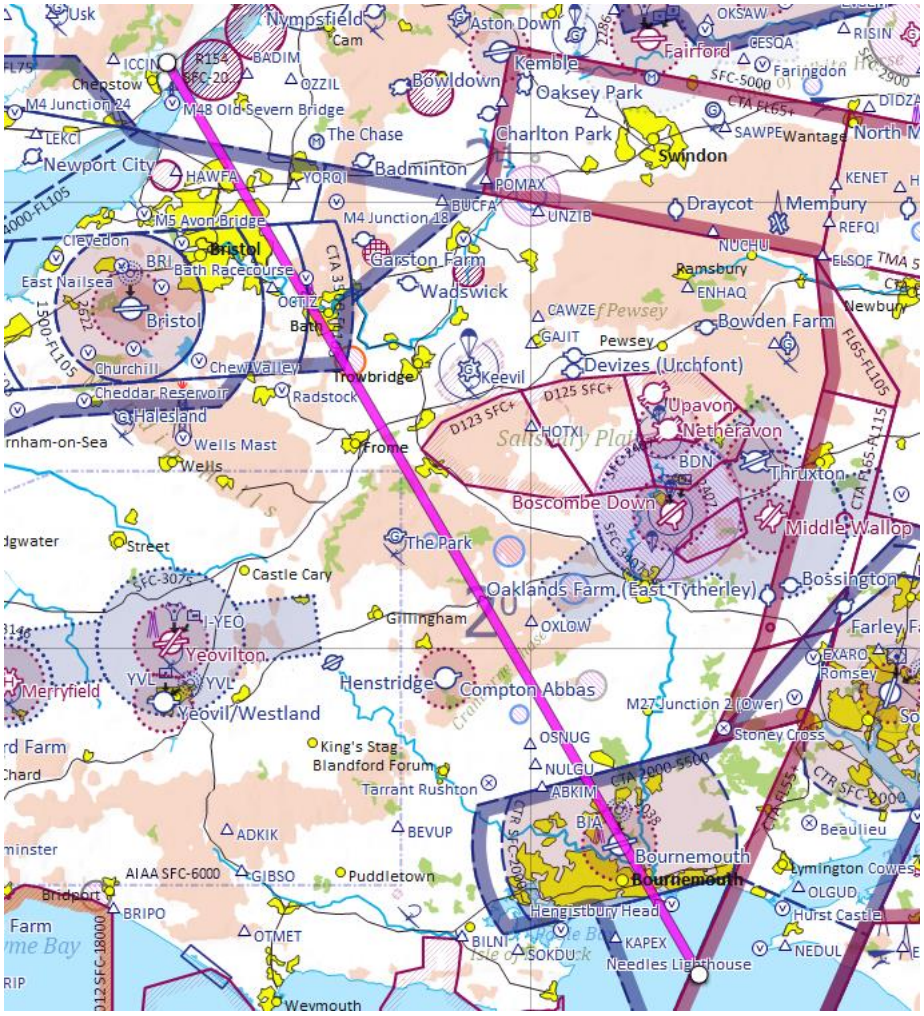
Weymouth

Serial 7A



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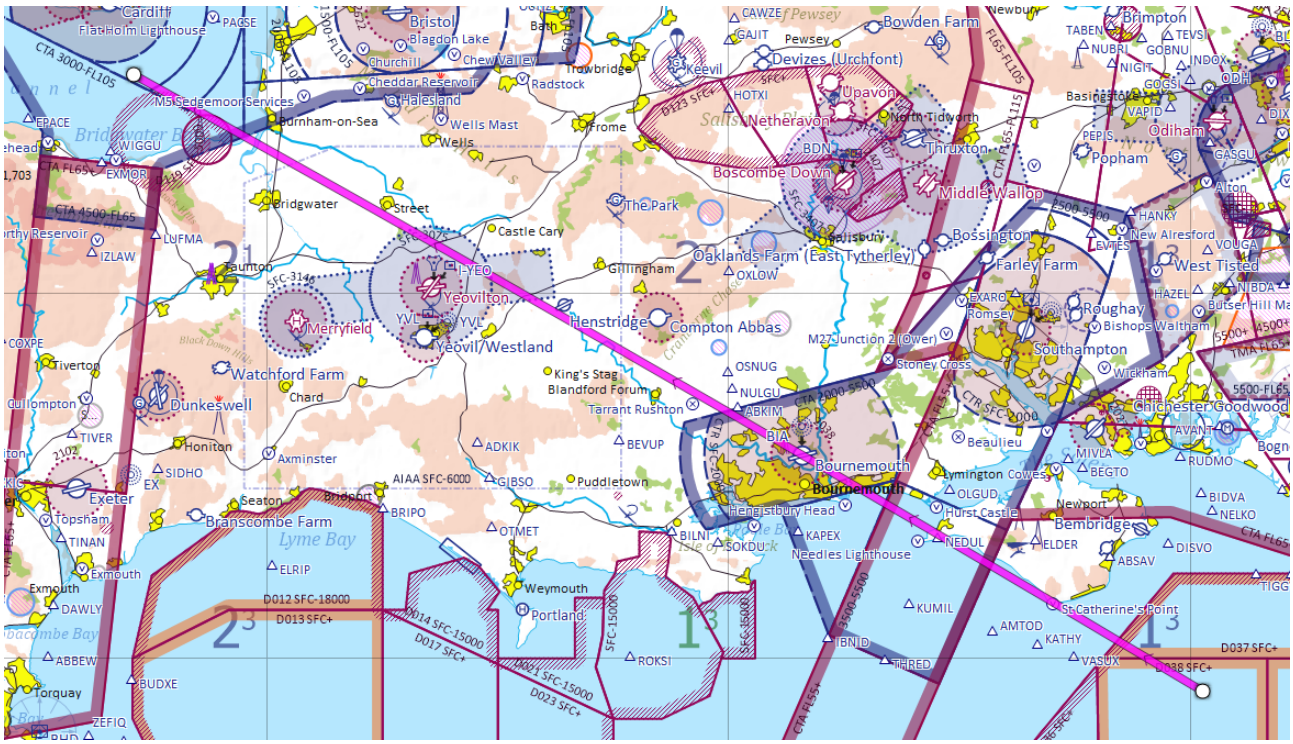

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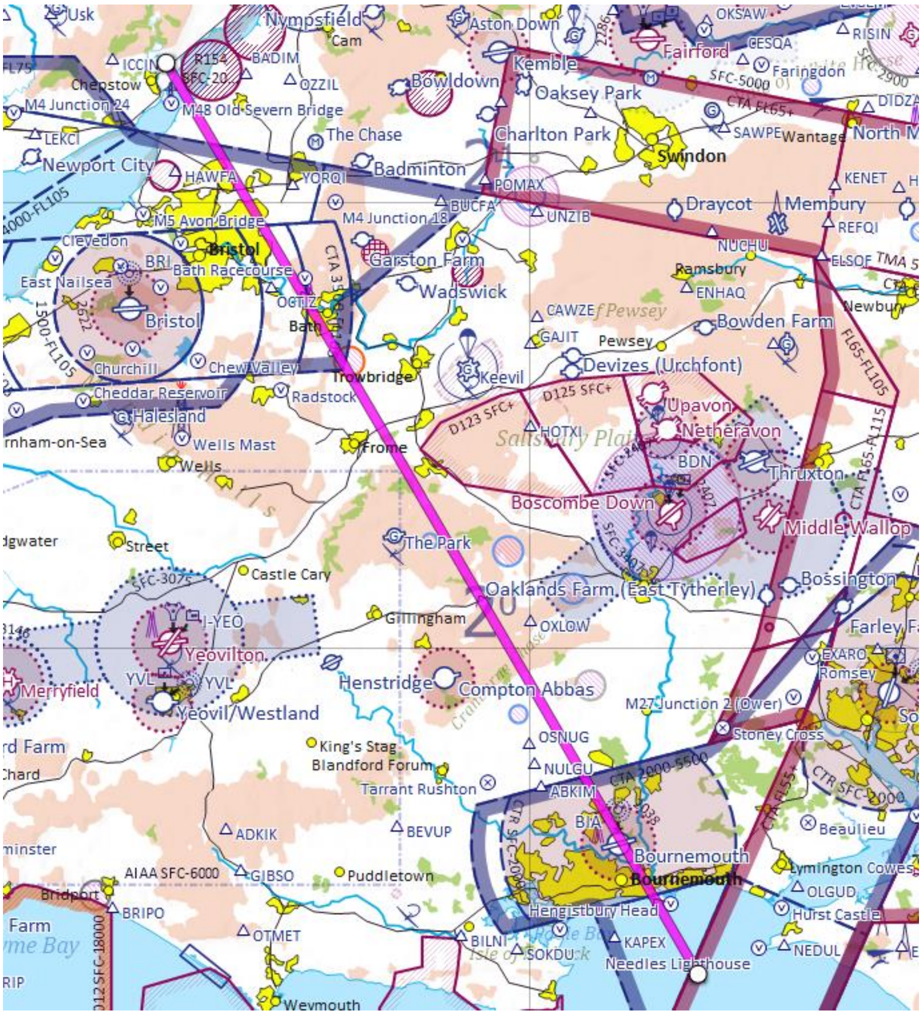

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Cam
Kemble
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Chepstow
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HAWFA
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YORQI
POMAX
Draycot
Membury
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UNZIB
REFQI
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NUCHU
East Nailsea
BRI
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Ramsbury
ELSOF
Wadswick
ENHAQ
Newbury
OGTIZ
CAWZE
Pewsey
Bowden Farm
Bath
GAJIT
Churchill
Chew Valley
Trowbridge
Devizes (Urchfont)
Cheddar Reservoir
Radstock
Keevil
D125 SFC+
Upavon
Halesland
D123 SFC+
HOTXI
Netheravon
Wells Mast
Frome
Salisbury Plain
BDN
Thruxton
Wells
Boscombe Down
Middle Wallop
Street
The Park
Castle Cary
Oaklands Farm (East Tytherley)
Bossington
Gillingham
OXLOW
Farley
I-YEO
Yeovilton
EXARO
Romsey
Merryfield
YVL
Henstridge
Compton Abbas
Yeovil/Westland
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OSNUG
Stoney Cross
King's Stag
Blandford Forum
NULGU
Tarrant Rushton
ABKIM
Beaulieu
ADKIK
BEVUP
BIA
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AIAA SFC-6000
GIBSO
Puddletown
Lymington
Cowes
OLGUD
Bridport
BRIPO
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OTMET
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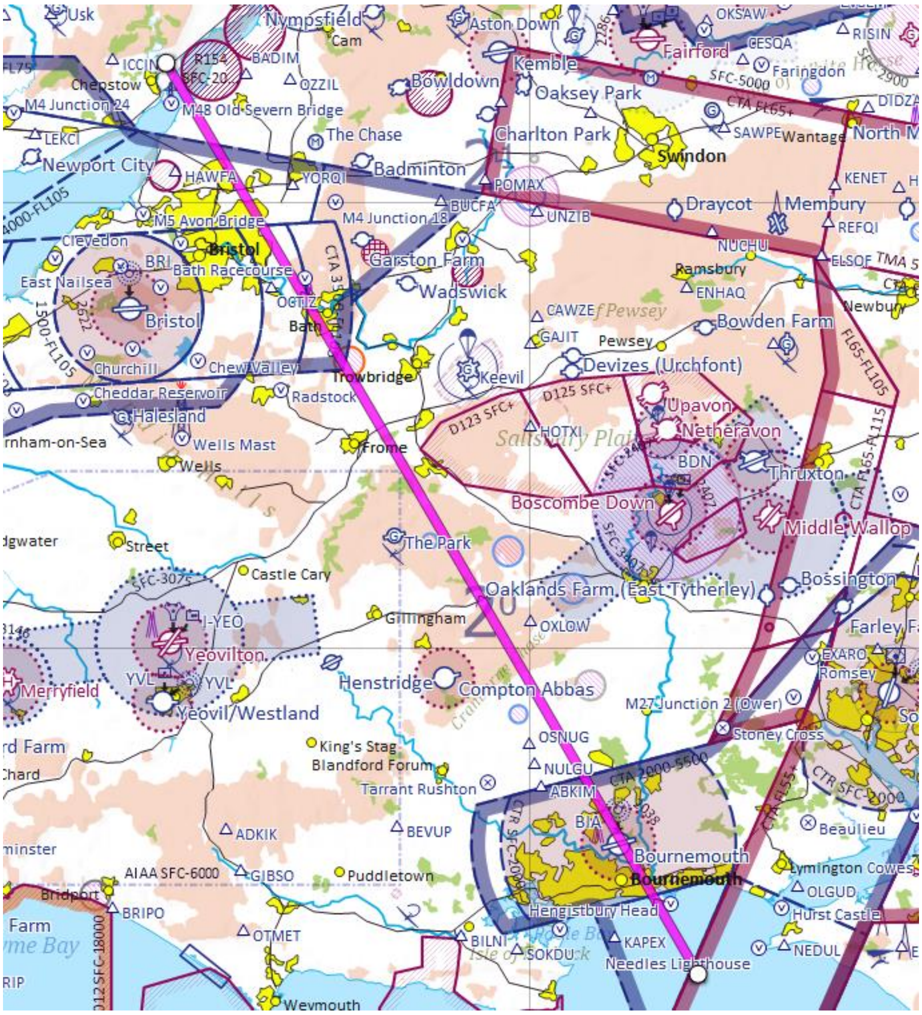
KAPEX
SOKDU
Needles Lighthouse
NEDUL
Weymouth

Serial 8B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Faringdon
Chepstow
Bowldown
Oaksey Park
SFC-5000
DIDZA
M4 Junction 24
M48 Old Severn Bridge
CTA FL65+
LEKCI
The Chase
Charlton Park
SAWPE
Wantage
Newport City
HAWFA
YORQI
Badminton
Swindon
KENET
POMAX
Draycot
Membury
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BUCFA
UNZIB
REFQI
Clevedon
Bristol
NUCHU
Garston Farm
ELSOF
East Nailsea
BRI
Bath Racecourse
Ramsbury
ENHAQ
OGTIZ
Wadswick
CAWZE
Pewsey
Newbury
Bristol
Bath
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1500-FL105
GAJIT
Churchill
Chew Valley
Trowbridge
Devizes (Urchfont)
FL65-FL105
Keevil
Cheddar Reservoir
Radstock
D125 SFC+
Halesland
D123 SFC+
HOTXI
Upavon
Netheravon
Wells Mast
Frome
Salisbury Plain
BDN
Wells
Thruxton
Boscombe Down
Middle Wallop
Street
The Park
Castle Cary
Bossington
Oaklands Farm (East Tytherley)
I-YEO
Gillingham
OXLOW
Farley
Yeovilton
EXARO
Romsey
Merryfield
YVL
Henstridge
Compton Abbas
Yeovil/Westland
M27 Junction 2 (Ower)
OSNUG
Stoney Cross
King's Stag
Blandford Forum
NULGU
CTA 2000-5500
Tarrant Rushton
ABKIM
CTR SFC-2000
BIA
Beaulieu
ADKIK
BEVUP
Bournemouth
AIAA SFC-6000
GIBSO
Puddletown
Lymington
Cowes
Bridport
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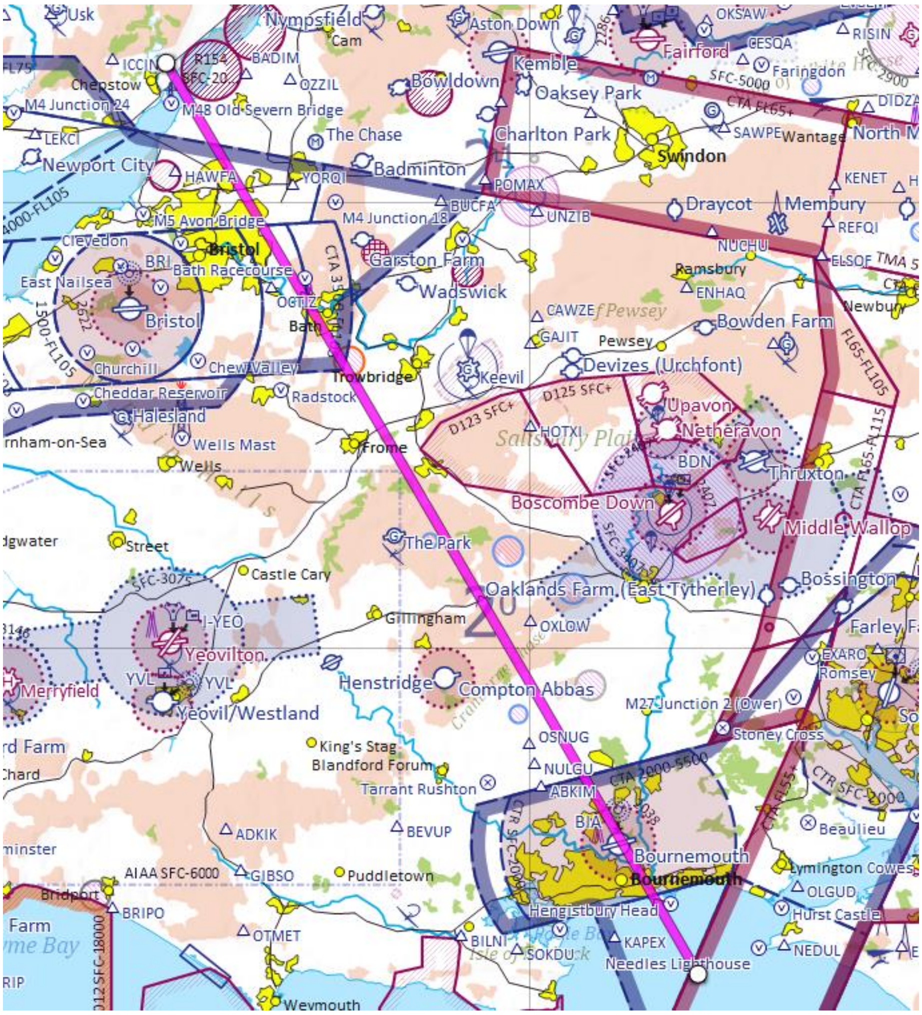
SOKDU
Needles Lighthouse
Weymouth

Serial 9A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Fairford
GESQA
Faringdon
DIDZA
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LEKCI
The Chase
Charlton Park
SAWPE
Wantage
Swindon
Newport City
HAWFA
YORQI
Badminton
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KENET
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Clevedon
Bristol
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Bath Racecourse
Garston Farm
Ramsbury
ENHAQ
ELSOF
East Nailsea
OGTIZ
Wadswick
CAWZE
Pewsey
Newbury
Bath
GAJIT
Bowden Farm
Churchill
Chew Valley
Trowbridge
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Devizes (Urchfont)
Cheddar Reservoir
Radstock
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D123 SFC+
Upavon
Halesland
HOTXI
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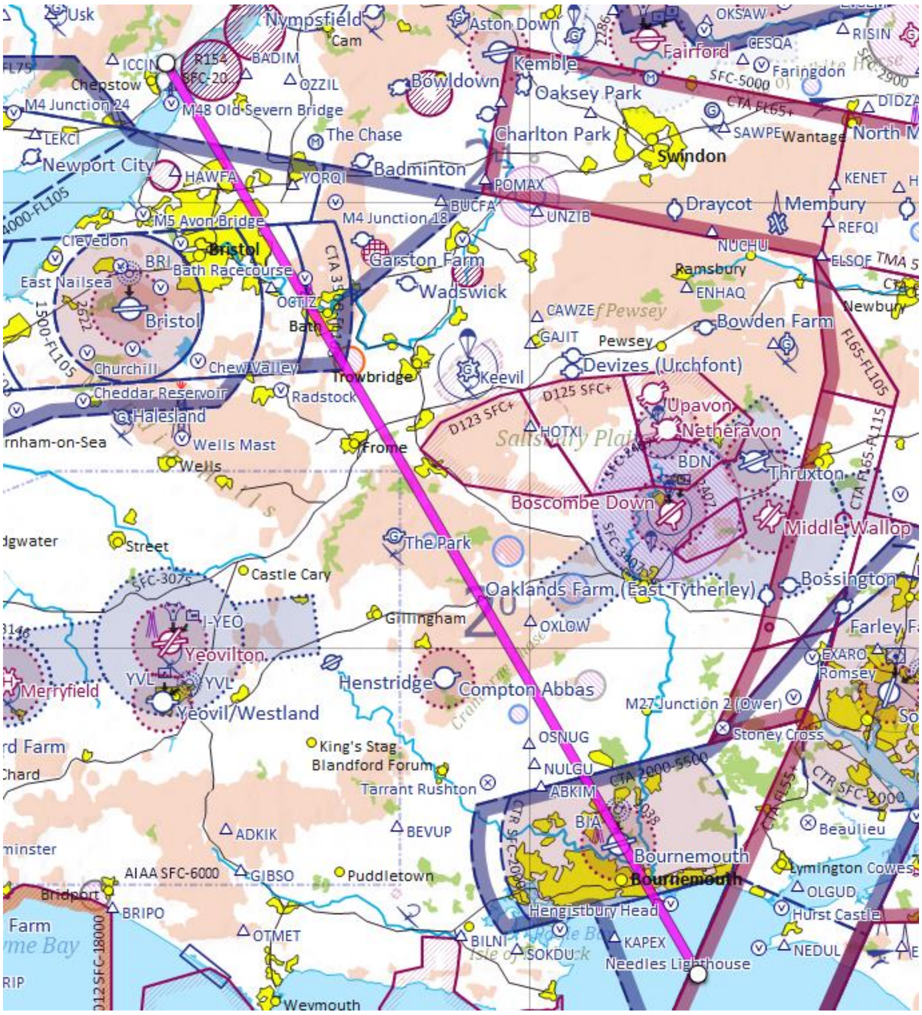
Needles Lighthouse
Weymouth

Serial 9B



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Faringdon
Chepstow
Bowldown
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SFC-5000
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CTA FL65+
LEKCI
The Chase
Charlton Park
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Newport City
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YORQI
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POMAX
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Membury
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Bath Racecourse
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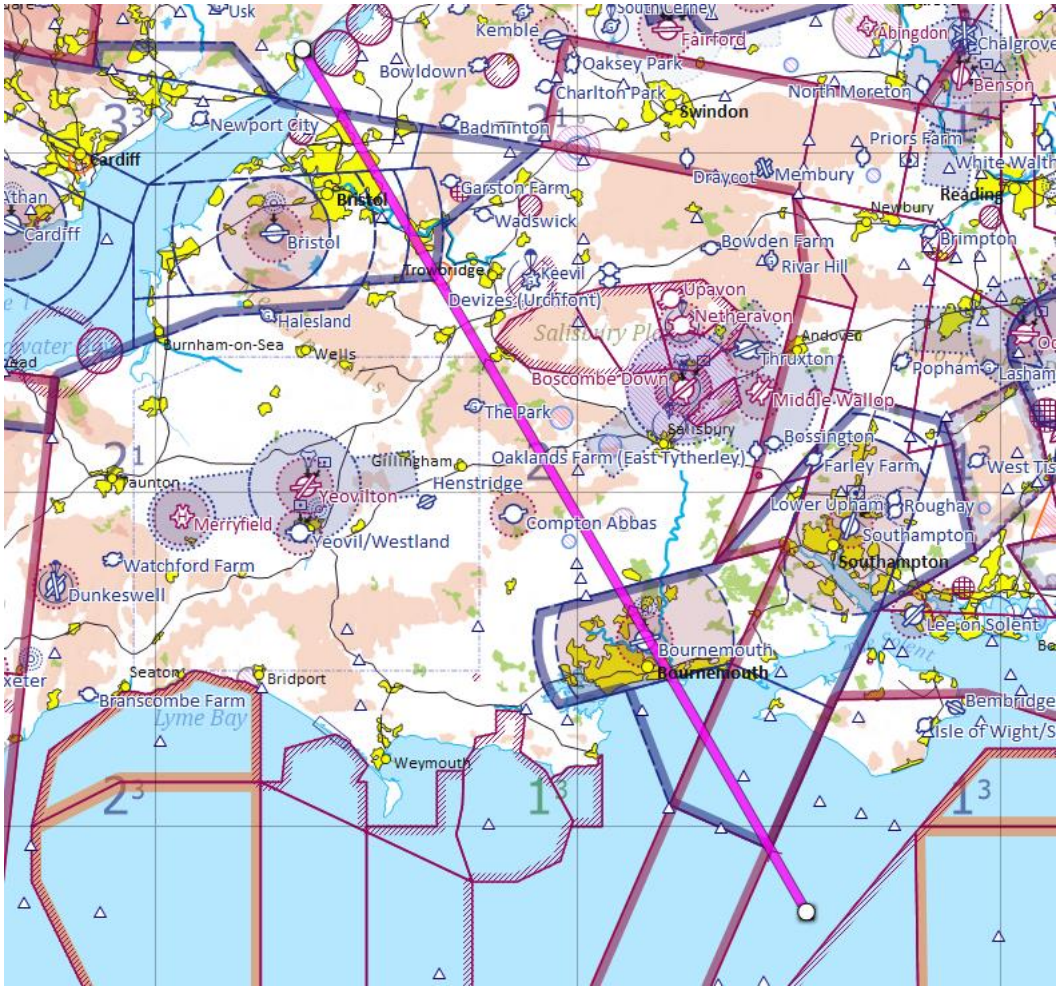
Weymouth

Serial 10A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Garston Farm
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Trowbridge
Keevil
Devizes (Urchfont)
Upavon
Netheravon
Halesland
Burnham-on-Sea
Wells
Andover
Thruxton
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Oaklands Farm (East Tytherley)
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Compton Abbas
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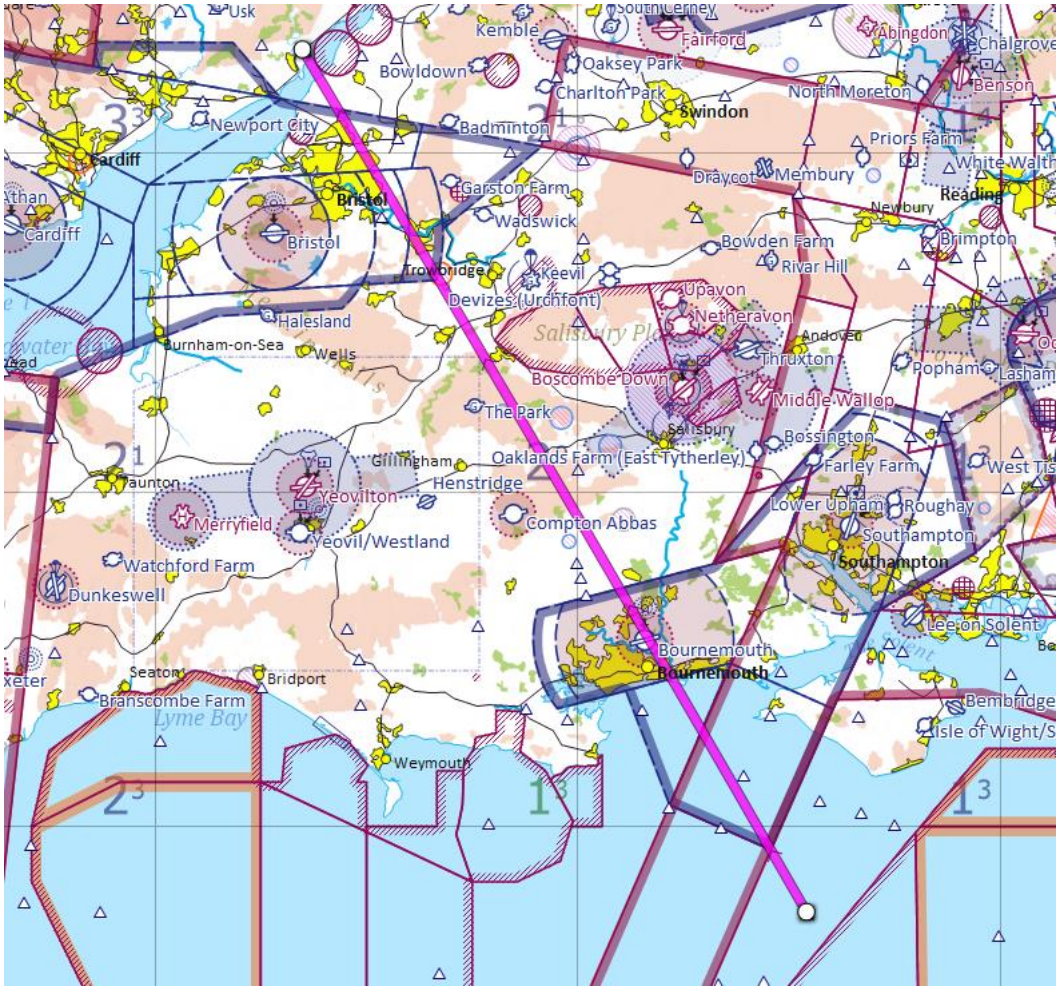
Serial 10B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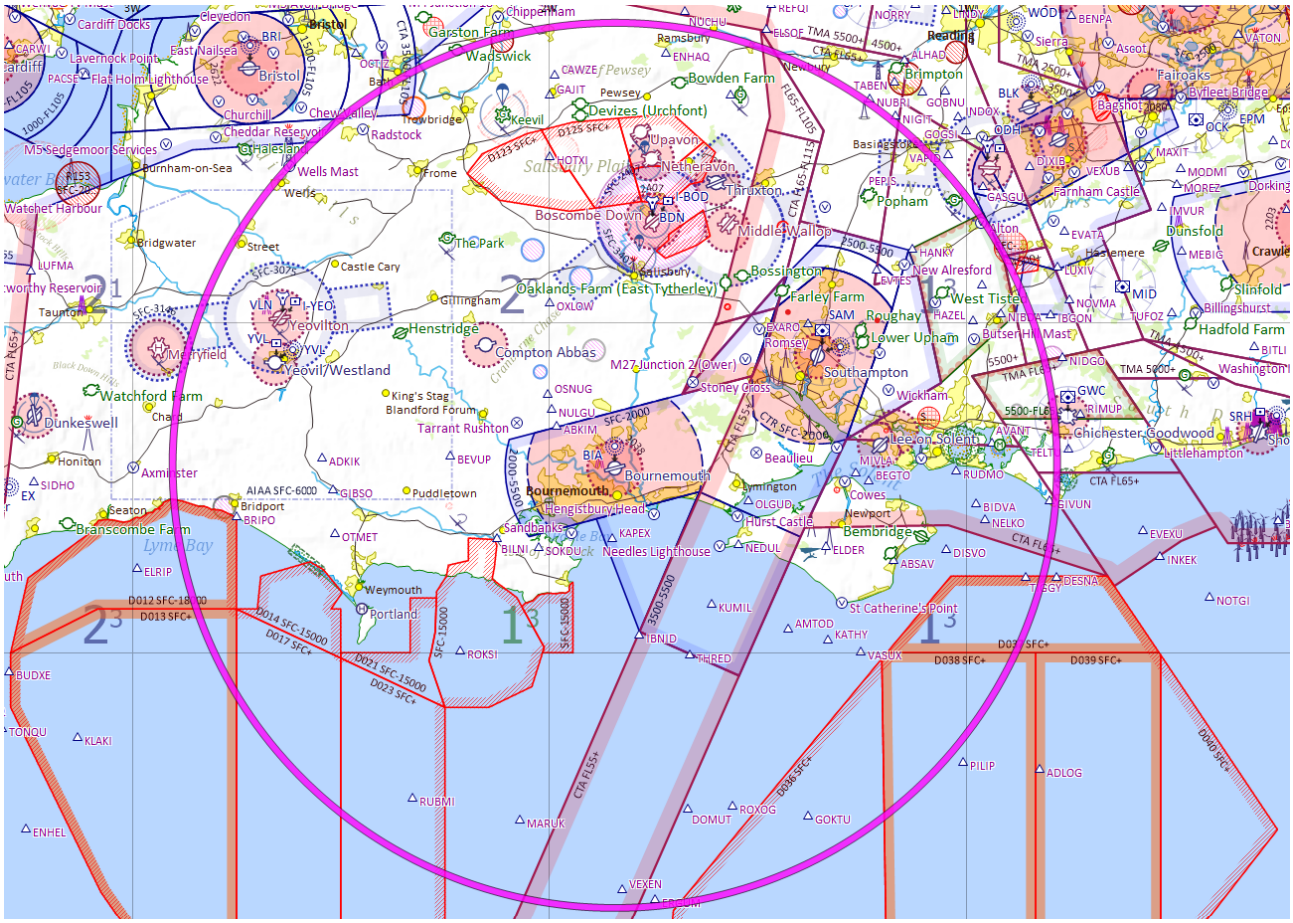
Weymouth

Serial 11

Serial 12



Serial 13

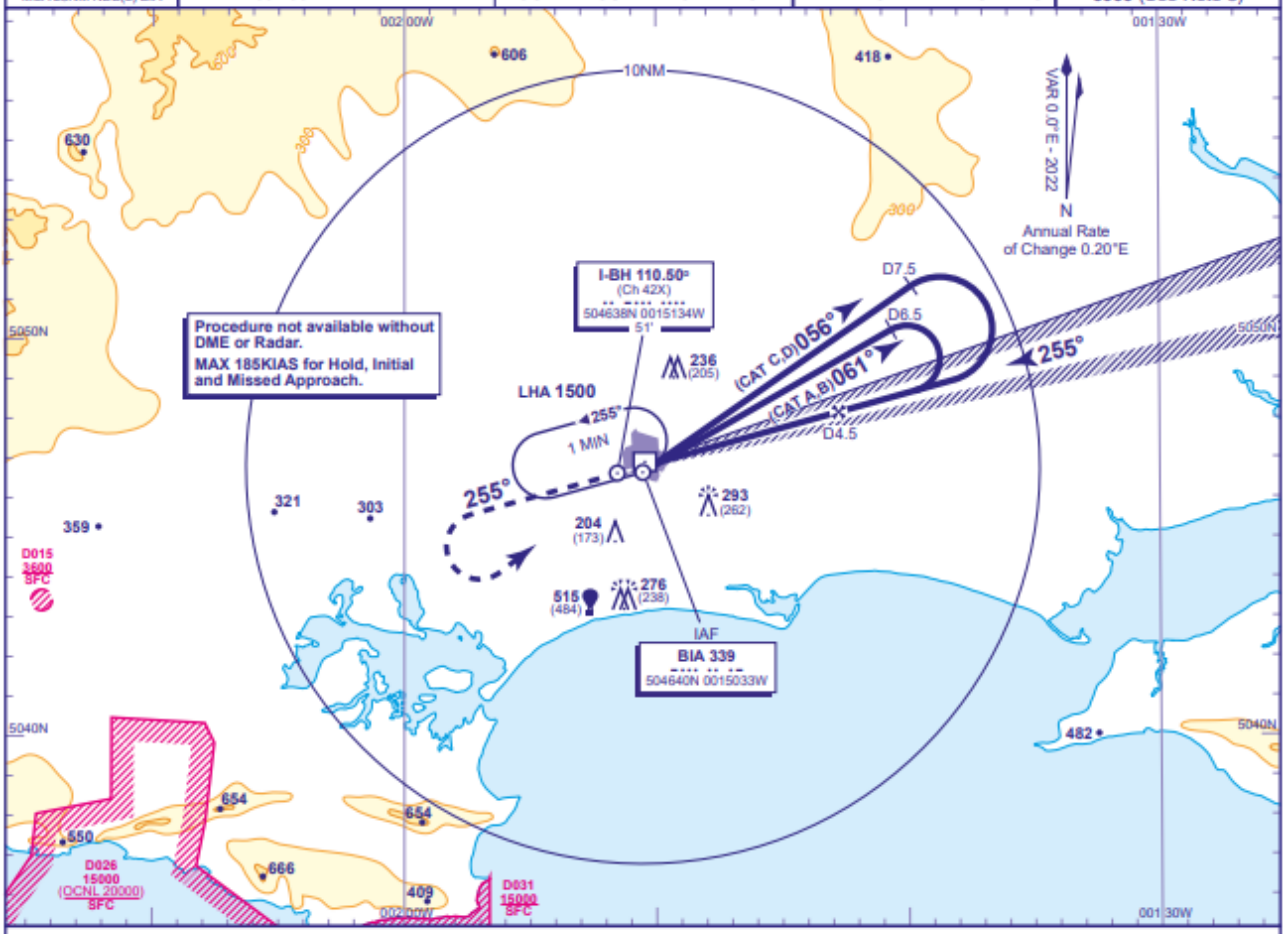
INSTRUMENT APPROACH CHART - ICAO

BOURNEMOUTH ILS/DME/NDB(L) RWY 26
(ACFT CAT A,B,C,D)

MSA 25NM NDB(L) BIA

APP	119.480 (120.230 SOLENT)	BOURNEMOUTH APPROACH	AD ELEVATION	38
TWR	125.605	BOURNEMOUTH TOWER	THR ELEVATION	31
	121.705	BOURNEMOUTH GROUND	OBSTACLE ELEVATION	
RAD	119.480 (118.655 DIRECTOR)	BOURNEMOUTH RADAR	293 AMSL (262) (ABOVE THR)	
ATIS	133.730	BOURNEMOUTH INFORMATION	BEARINGS ARE MAGNETIC	

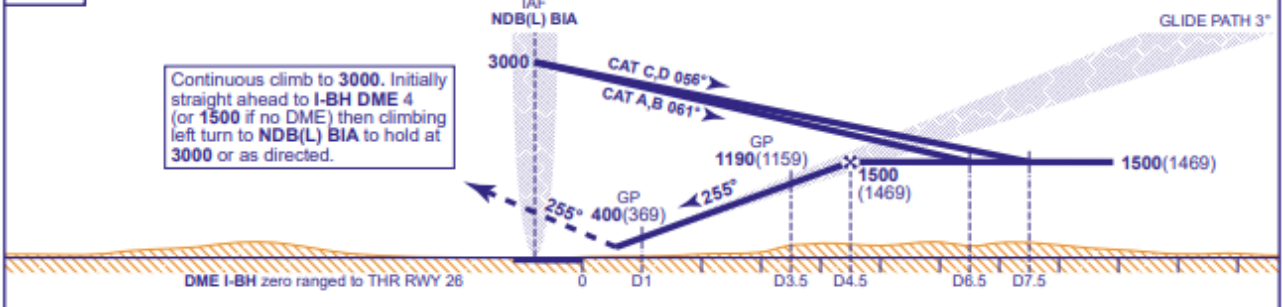
TRANSITION ALTITUDE **6000** (See Note 3)



RECOMMENDED PROFILE GLIDEPATH 3°, 318FT/NM

DME I-BH	4	3	2	1
ALT(HGT)	**1350**(1319)	**1040**(1009)	**720**(689)	**400**(369)

RDH 51



Continuous climb to **3000.** Initially straight ahead to **I-BH DME** 4 (or **1500** if no DME) then climbing left turn to **NDB(L) BIA** to hold at **3000** or as directed.

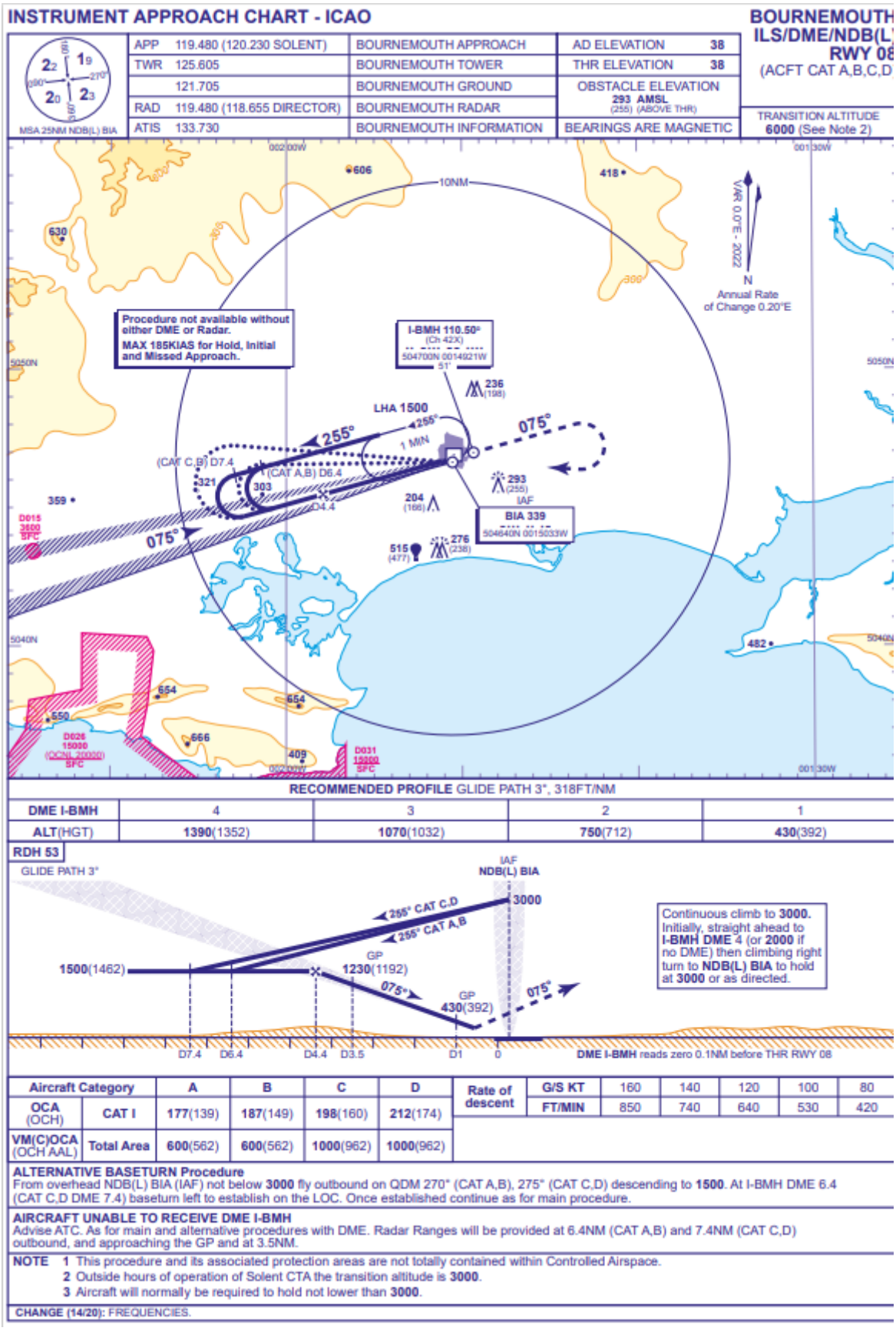
Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**195**(164)	**202**(171)	**210**(179)	**220**(189)
	CAT II	**90**(59)	**101**(70)	**112**(81)	**125**(94)
VM(C)OCA (OCH AAL)	Total Area	**600**(562)	**600**(562)	**1000**(962)	**1000**(962)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

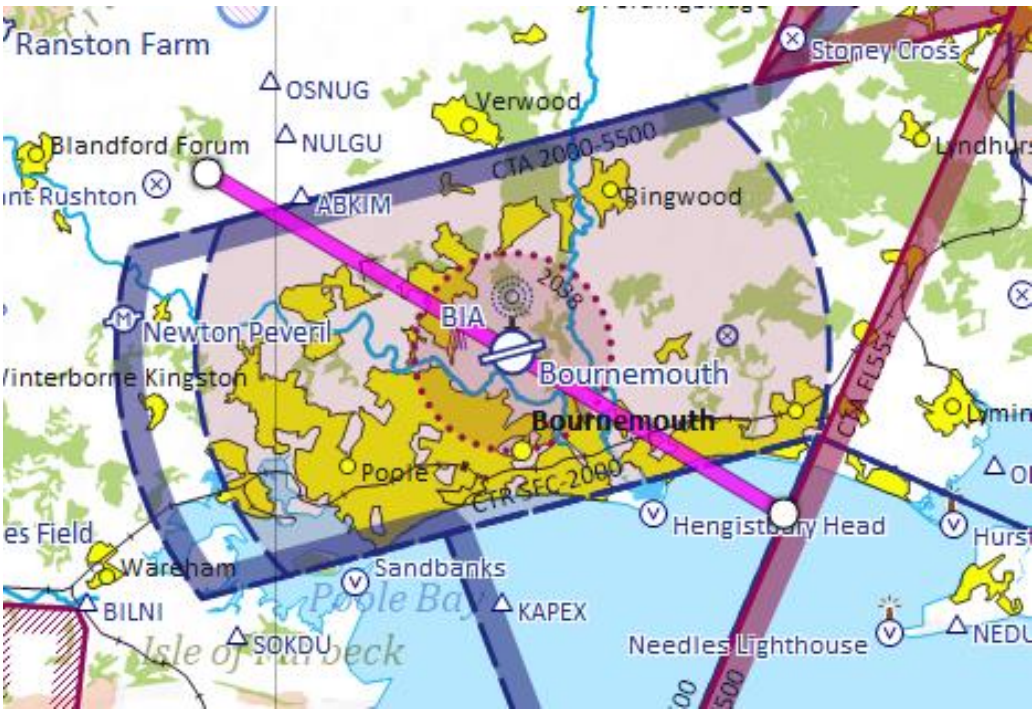
AIRCRAFT UNABLE TO RECEIVE DME I-BH
Advise ATC. Radar Ranges will be provided at 6.5NM (CAT A,B) and 7.5NM (CAT C,D) outbound and at 4.5NM and 3NM inbound.

NOTE **1** Aircraft will normally be required to hold not lower than **3000.**
2 This procedure and its associated protection areas are not totally contained within Controlled Airspace.
3 Outside hours of operation of Solent CTA the transition altitude is **3000.**

Serial 17B


INSTRUMENT APPROACH CHART - ICAO
BOURNEMOUTH
ILS/DME/NDB(L)
RWY 08
(ACFT CAT A,B,C,D)
APP 119.480 (120.230 SOLENT) BOURNEMOUTH APPROACH
TWR 125.605 BOURNEMOUTH TOWER
121.705 BOURNEMOUTH GROUND
RAD 119.480 (118.655 DIRECTOR) BOURNEMOUTH RADAR
ATIS 133.730 BOURNEMOUTH INFORMATION
AD ELEVATION 38
THR ELEVATION 38
OBSTACLE ELEVATION
293 AMSL
(255) (ABOVE THR)
BEARINGS ARE MAGNETIC
TRANSITION ALTITUDE
6000 (See Note 2)
MSA 25NM NDB(L) BIA
Procedure not available without either DME or Radar.
MAX 185KIAS for Hold, Initial and Missed Approach.
I-BMH 110.50°
(Ch 42X)
504700N 0014921W
LHA 1500
255°
075°
1 MIN
(CAT C,D) D7.4
(CAT A,B) D6.4
D4.4
IAF
BIA 339
504640N 0015033W
10NM
VAR 0.0°E - 2022
N
Annual Rate of Change 0.20°E
RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM
DME I-BMH 4 3 2 1
ALT(HGT) 1390(1352) 1070(1032) 750(712) 430(392)
RDH 53
GLIDE PATH 3°
IAF
NDB(L) BIA
3000
255° CAT C,D
255° CAT A,B
GP
1230(1192)
1500(1462)
075°
GP
430(392)
Continuous climb to 3000. Initially, straight ahead to I-BMH DME 4 (or 2000 if no DME) then climbing right turn to NDB(L) BIA to hold at 3000 or as directed.
D7.4 D6.4 D4.4 D3.5 D1 0
DME I-BMH reads zero 0.1NM before THR RWY 08
Aircraft Category A B C D
OCA (OCH) CAT I 177(139) 187(149) 198(160) 212(174)
VM(C)OCA (OCH AAL) Total Area 600(562) 600(562) 1000(962) 1000(962)
Rate of descent G/S KT 160 140 120 100 80
FT/MIN 850 740 640 530 420
ALTERNATIVE BASETURN Procedure
From overhead NDB(L) BIA (IAF) not below 3000 fly outbound on QDM 270° (CAT A,B), 275° (CAT C,D) descending to 1500. At I-BMH DME 6.4 (CAT C,D DME 7.4) baseturn left to establish on the LOC. Once established continue as for main procedure.
AIRCRAFT UNABLE TO RECEIVE DME I-BMH
Advise ATC. As for main and alternative procedures with DME. Radar Ranges will be provided at 6.4NM (CAT A,B) and 7.4NM (CAT C,D) outbound, and approaching the GP and at 3.5NM.
NOTE 1 This procedure and its associated protection areas are not totally contained within Controlled Airspace.
2 Outside hours of operation of Solent CTA the transition altitude is 3000.
3 Aircraft will normally be required to hold not lower than 3000.
CHANGE (14/20): FREQUENCIES.

Serial 19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Verwood
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Newton Peveril
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Bournemouth
Poole
CTR SEC 2000
Hengistbury Head
Wareham
Sandbanks
BILNI
KAPEX
SOKDU
Needles Lighthouse
NEDU