

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-486	1.0	06/02/2024	29/01/2024

NAVAID Calibration Beacon Hill (Boscombe Down) STAR NG Engineering Flight Trial & Commissioning Flight Check

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times
1 Mar 24 – 31 May 25	08:00 – 20:00 Z

Vertical Limits:	Allocated Mode 3A (SSR):
1500ft – 30000ft RVN plus/minus D Value correction then converted to a Flight Level.	0024

Aircraft Details:	NDS Approved:
Type: B200 Callsign: CLBxxx	Yes – Subject to the conditions in Section 2

Event Sponsor(s):	Aircraft Operator(s):
The Operations Officer Thales Flight Inspection Service Teesside International Airport Darlington DL2 1LU 01325 335346	The Operations Officer Thales Flight Inspection Service Teesside International Airport Darlington DL2 1LU 01325 335346

ATS Units/ Controlling Agencies:	Geographical Limits:																				
<table border="0"> <tr><td>Boscombe Down</td><td>01980 663246</td></tr> <tr><td>Bournemouth</td><td>01202 364150</td></tr> <tr><td>Bristol</td><td>01275 473714</td></tr> <tr><td>Brize Norton</td><td>01993 897878</td></tr> <tr><td>Exeter</td><td>01392 354918</td></tr> <tr><td>Plymouth Mil</td><td>01752 557808</td></tr> <tr><td>Southampton</td><td>02380 625875</td></tr> <tr><td>Swanwick Mil West</td><td>01489 612417</td></tr> <tr><td>Swanwick GW West via SWA</td><td>01489 612420</td></tr> <tr><td>Yeovilton</td><td></td></tr> </table>	Boscombe Down	01980 663246	Bournemouth	01202 364150	Bristol	01275 473714	Brize Norton	01993 897878	Exeter	01392 354918	Plymouth Mil	01752 557808	Southampton	02380 625875	Swanwick Mil West	01489 612417	Swanwick GW West via SWA	01489 612420	Yeovilton		
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Airspace Reservations:	
<p>D012 01752 557550 Plymouth Ops D013 01752 557550 Plymouth Ops D017 01752 557550 Plymouth Ops D021 01752 557550 Plymouth Ops D023 01752 557550 Plymouth Ops</p>	<p>D120 01980 663246 Boscombe Down D122 01980 663246 Boscombe Down D123 01980 674710 or 674730 SPTA D124 01980 674710 SPTA D125 01980 674710 or 674730 SPTA D126 01980 674710 or 674730 SPTA D127 01980 663246 Boscombe Down D128 01980 674710 or 674730 SPTA</p>

Departure/Destination Aerodrome(s)	ACN Issued by:
EGNV, EGDM	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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to undertake the Beacon Hill (Boscombe Down) STAR NG Engineering Trial & Commissioning Flight Check.

16. **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.

17. **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. Outside CAS, the flight is CAT Z, however Air Traffic Service (ATS) providers are requested to try and afford the flight a non-deviating track where possible.

18. **Radials.** The radials required by the aircraft are subject to wind speed and direction and may vary between subsequent days. Maximum radial range 60nm. Whilst the sponsor may opt for any radial, the expected radials are listed below:

- a. Primary: 242° or 270°
- b. Back Up: 215° - 226° or 230° - 242° or 331° - 343°

ENGINEERING FLIGHT TRIAL

19. **Levels and Radial Range (all ranges from Beacon Hill):** The aircraft will be required to operate at the following vertical altitudes & heights. The D Value 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. 30,000ft 60nm-35nm x2
- b. 30,000ft 60nm-radar overhead x2
- c. 10,000ft, 60nm-35nm x2
- d. 10,000ft 60nm-radar overhead x2
- e. 5,000ft 60nm-35nm x4
- f. 3,000ft 60nm-30nm x4

20. **Orbits.** No orbits will be flown for the engineering flight trial.

COMMISSIONING CHECK

21. **Levels and Radial Range (all ranges from Beacon Hill):** The aircraft will be required to operate at the following vertical altitudes & heights. The D Value 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. 30,000ft 60nm-35nm x4
- b. 30,000ft 60nm-radar overhead x2

- | | | | |
|----|----------|---------------------|-----|
| c. | 10,000ft | 60nm-35nm | x10 |
| d. | 10,000ft | 60nm-radar overhead | x2 |
| e. | 5,000ft | 60nm-35nm | x6 |
| f. | 3,000ft | 60nm-30nm | x6 |
| g. | 1,500FT | 45nm-8nm | x6 |
22. **Orbits.** 5000ft 15nm Orbit x1
23. **RVSM Status.** The calibrator is Negative RVSM (**RVN**) for the duration of the activity.
24. **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.
25. **ATS Provision – Outside CAS.** The calibration area is within the coverage of the following units:
- | | | |
|----|--------------------|-------------|
| a. | Boscombe Down | 126.700 MHz |
| b. | Bournemouth | 119.480 MHz |
| c. | Bristol | 125.650 MHz |
| d. | Brize Norton | 124.275 MHz |
| e. | Exeter | 128.980 MHz |
| f. | Plymouth Mil | On Request |
| g. | Southampton/Solent | 120.230 MHz |
| h. | Swanwick Mil West | On Request |
| i. | Yeovilton | 127.350 MHz |
26. 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.
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.

SECTION 3

Area of Operation

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

Chart 1 – 215° Radial

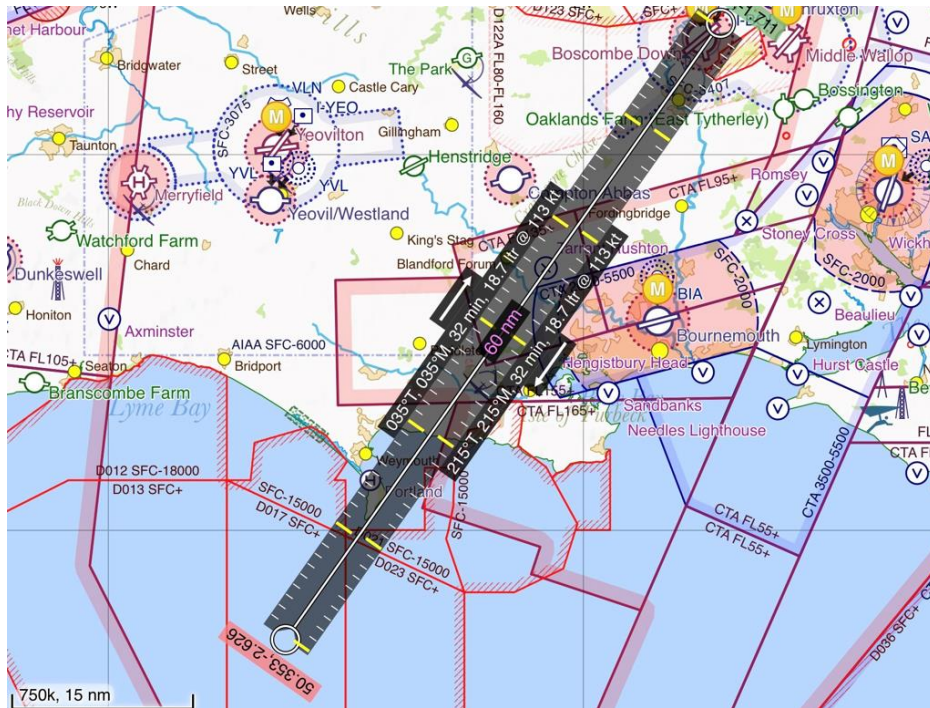


Chart 2 – 226° Radial



Chart 3 - 230° Radial

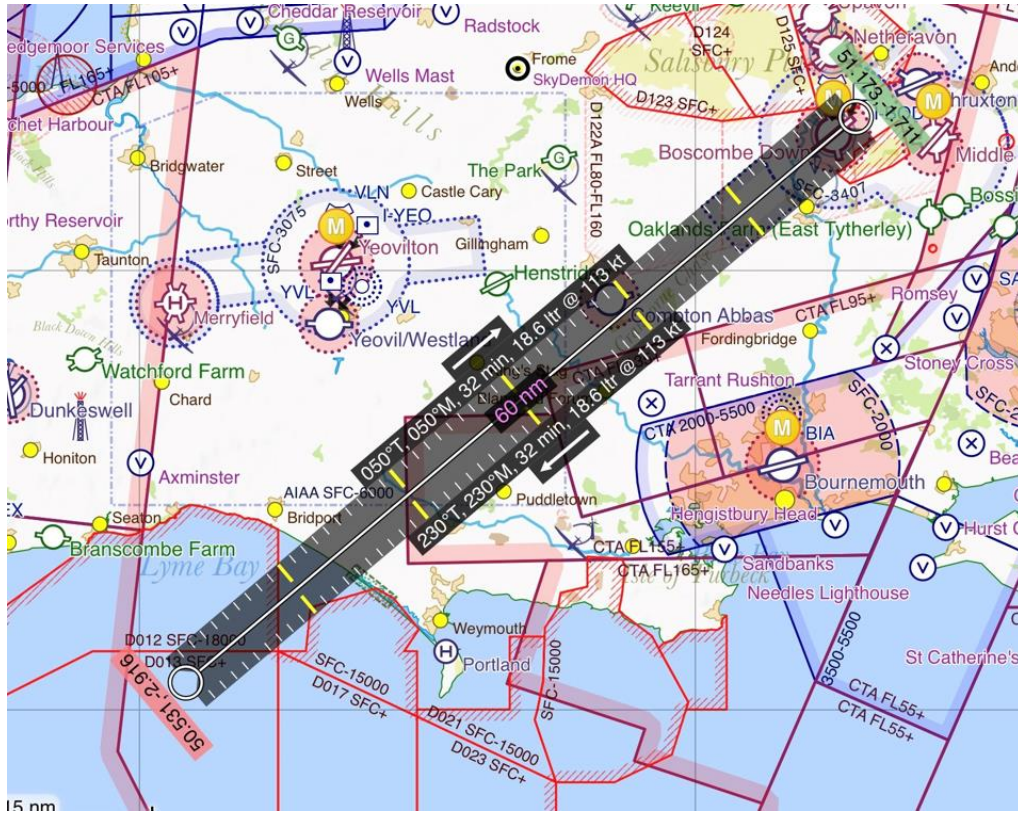


Chart 4 - 242° Radial

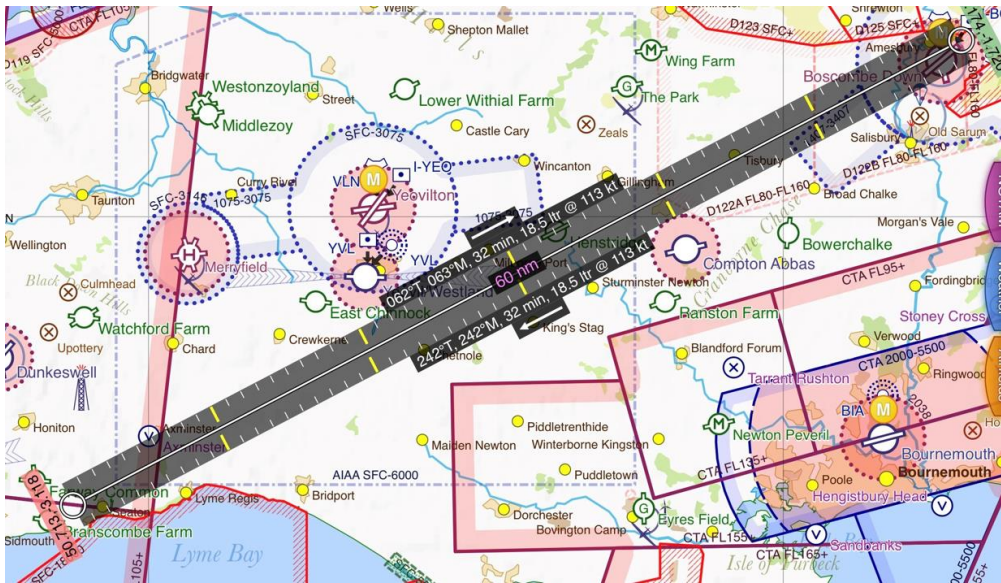


Chart 5 – 270° Radial

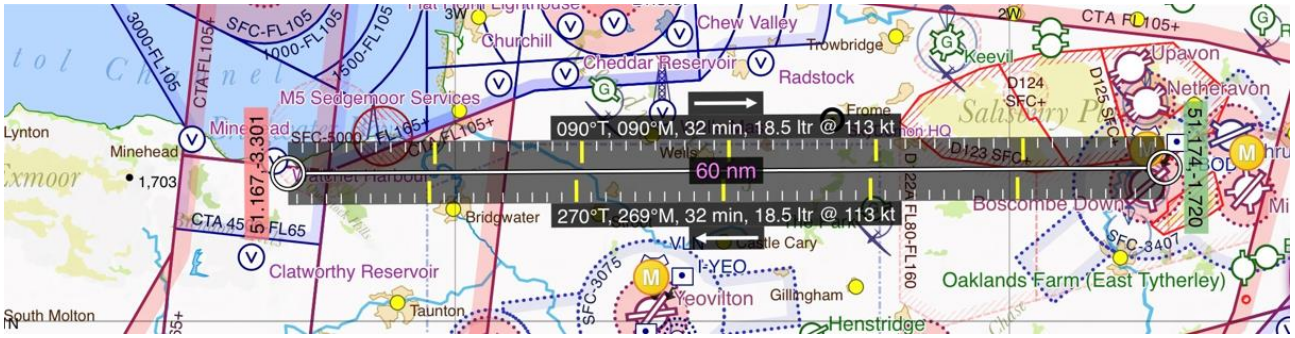


Chart 6 – 331° Radial



Chart 7 – 343° Radial

