

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-5930	1.0	04/09/2024	04/09/2024

## NAVAID CALIBRATION BOSCOMBE DOWN TACAN

### NDS

**Subject to NOTAM: No**

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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11 <sup>th</sup> September 2024 – 31 <sup>st</sup> August 2026	Day or Night
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Vertical Limits:	Allocated Mode 3A (SSR):
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3400ft AMSL (QNH)	0024
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Aircraft Details:	NDS Approved:
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Type: B200 / DA42 Callsign: CLBxxx	<b>Yes – Subject to the conditions in Section 2</b>
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Event Sponsor(s):	Aircraft Operator(s):
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Thales Flight Inspection Service Attn: The Operations Officer Teesside International Airport Darlington County Durham DL2 1LU 01325 335346	Thales Flight Inspection Service Teesside International Airport Darlington County Durham DL2 1LU 01325 335346
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ATS Units/ Controlling Agencies:	Geographical Limits:
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Boscombe Down                      01980 663246 Bournemouth                            01202 364150 Bristol <sup>1</sup> 01275 473714 Farnborough                              01252 526017 Odiham                                     01256 367276 Southampton                              02380 625875 Yeovilton                                  01935 455243  Info: Benson, Brize Norton, Compton Abbas, Lee-on-the-Solent, Middle Wallop, Swanwick LTC	
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Airspace Reservations:
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D123 Imber                                01980 674710 D124 Lavington                            01980 674710 D125 Larkhill                              01980 674710 D128 Everleigh                            01980 674710 R101 Aldermaston                        SI 1003/2016
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Departure/Destination Aerodrome(s)	ACN Issued by:
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EGDM, EGNV	AU3
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<sup>1</sup> ATS Provision immediately prior to and initially on leaving CAS only.

## 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](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

**SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)**

15. This ACN details the flight profiles required to complete a flight calibration of the MoD Boscombe Down Tactical Air Navigation (TACAN) system. The calibration is broken into three elements: the orbit, radials and the approach. This ACN only covers the orbits and potential radials as the approach element can be conducted under normal ATM procedures.

16. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 24 hours 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. Boscombe Down ATC are responsible for conducting any necessary coordination with adjacent impacted Air Traffic Service (ATS) Units (ATSUs).

18. **Times.** This calibration can be conducted during the day, subject to agreement with Bournemouth and Southampton. In the event that a significant impact to ATC operation is unavoidable, the sponsor may have to conduct this calibration at night.

19. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst established on a measured run only and within 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 other times, the aircraft is categorised as CAT Z, (CAP 493 – Section 1, Ch4, Para 10c refers,) and attracts no priority.

20. **Levels.** The sponsor has requested to fly a constant altitude of 3400ft AMSL, based on the Boscombe Down (DM) QNH.

21. **Orbit.** Two orbits are expected to be flown at 3400ft (DM QNH) at a range of 20nm from the antenna however, more may be required subject to engineering requirements. The orbits can be flown either clockwise or anti-clockwise.

22. **Radials.** Radials from 30nm to 10nm may be required to be flown in any sector that fails to meet the required specification. As per para 21, NDS only applies when on a measured run and ATS providers may request the aircraft hold or delay planned legs to reduce the overall impact to GAT operations at Bristol, Bournemouth, Farnborough & Southampton.

23. **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.

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

- |                             |             |                            |
|-----------------------------|-------------|----------------------------|
| a. Boscombe Down            | 126.705 MHz | Primary Controlling Agency |
| b. Bournemouth              | 119.480 MHz |                            |
| c. Farnborough              | 125.250 MHz |                            |
| d. Southampton <sup>2</sup> | 120.230 MHz |                            |

25. Availability of an ATS service 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.

<sup>2</sup> ATS Provision immediately prior to and initially on leaving CAS only.

26. 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.

27. **Special Use Areas (SUAs)**<sup>3</sup>. Access to any SUAs 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. Activity within the Salisbury Plain Training Area (SPTA) DA complex is routinely conducted during the following times/hours, meaning access may be very restricted:

- a. Mon, Wed, Fri                      08:00 – 17:00
- b. Tue & Thu                            08:00 – 21:00 (Winter) 08:00 – 23:00 (Summer)
- c. Weekends:                            Please contact SPTA Air Ops if there is a requirement to conduct flights during a weekend as there are periods during the year when live firing takes place on a weekend.

28. **EG R101 (Aldermaston)**. In accordance with [The Air Navigation \(Restriction of Flying\) \(Nuclear Installations\) Regulations 2016](#) – Statutory Instrument No.1003/2016, access to the restricted airspace of Aldermaston is subject to a separate specific approval from the CAA.

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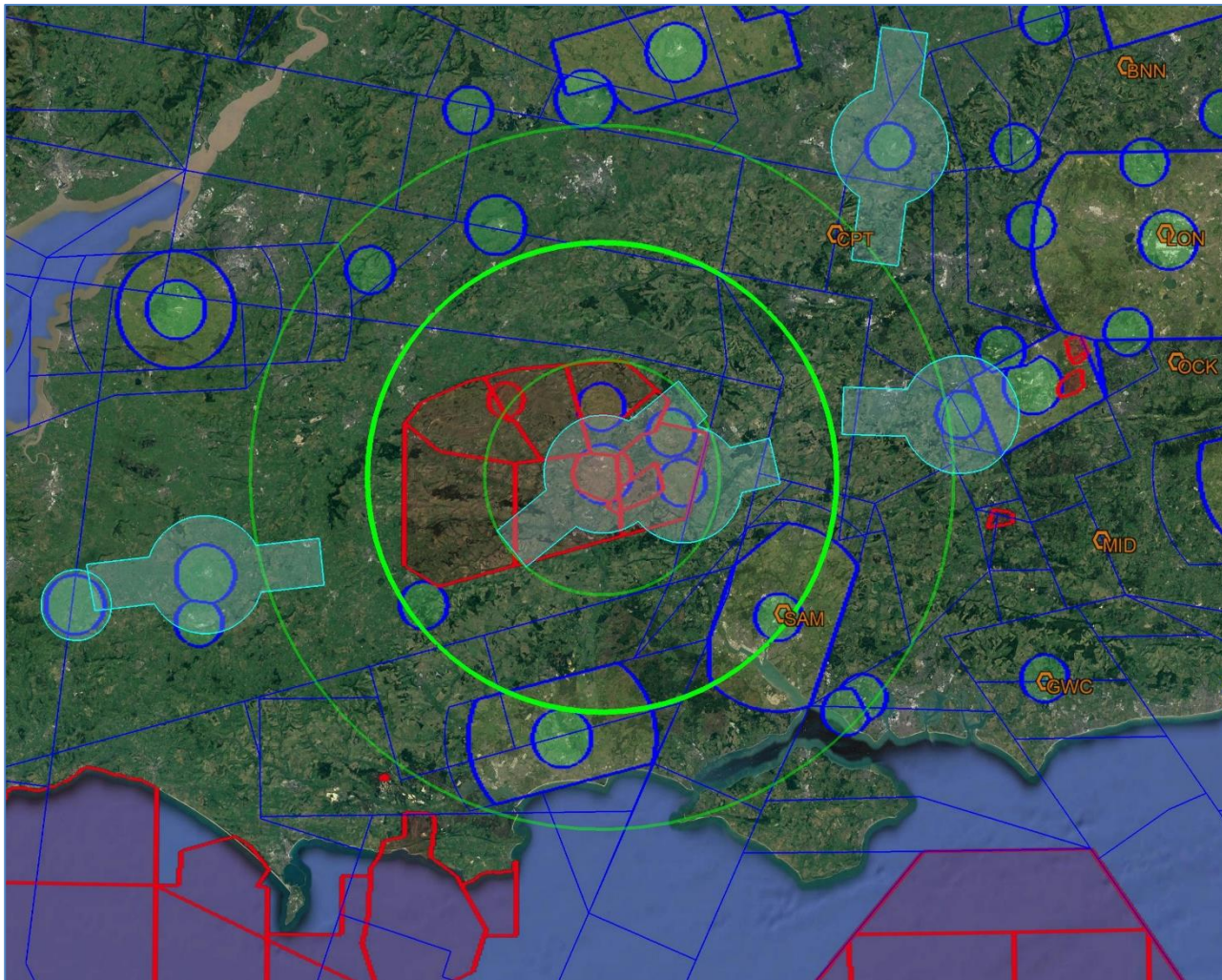
<sup>3</sup> Previously known as Danger Areas

### SECTION 3

#### Area of Operation

29. 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 – 20nm Orbit Clockwise or Anti-Clockwise

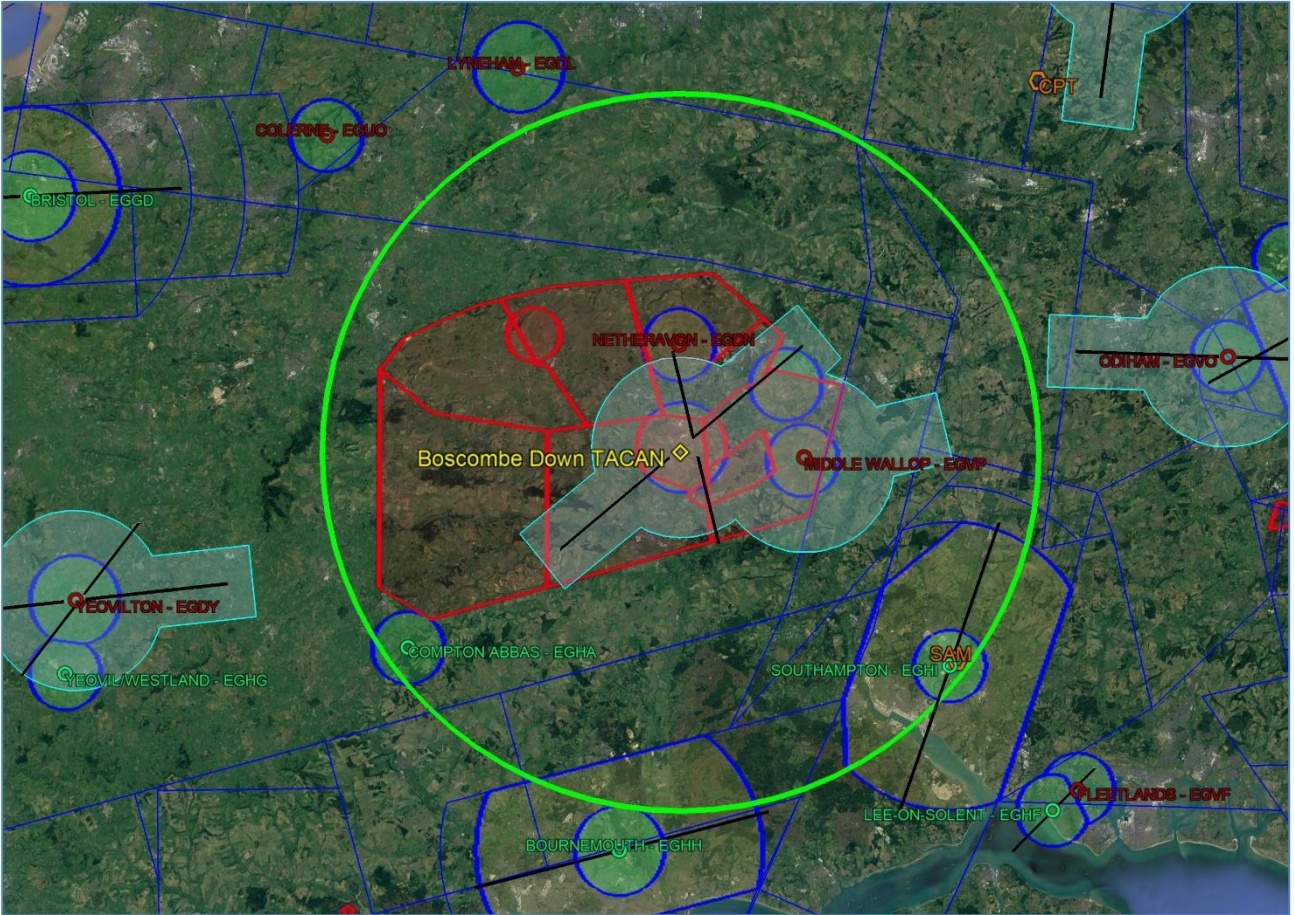


Chart 4 – 30nm / 10nm rings showing extent of radial operations

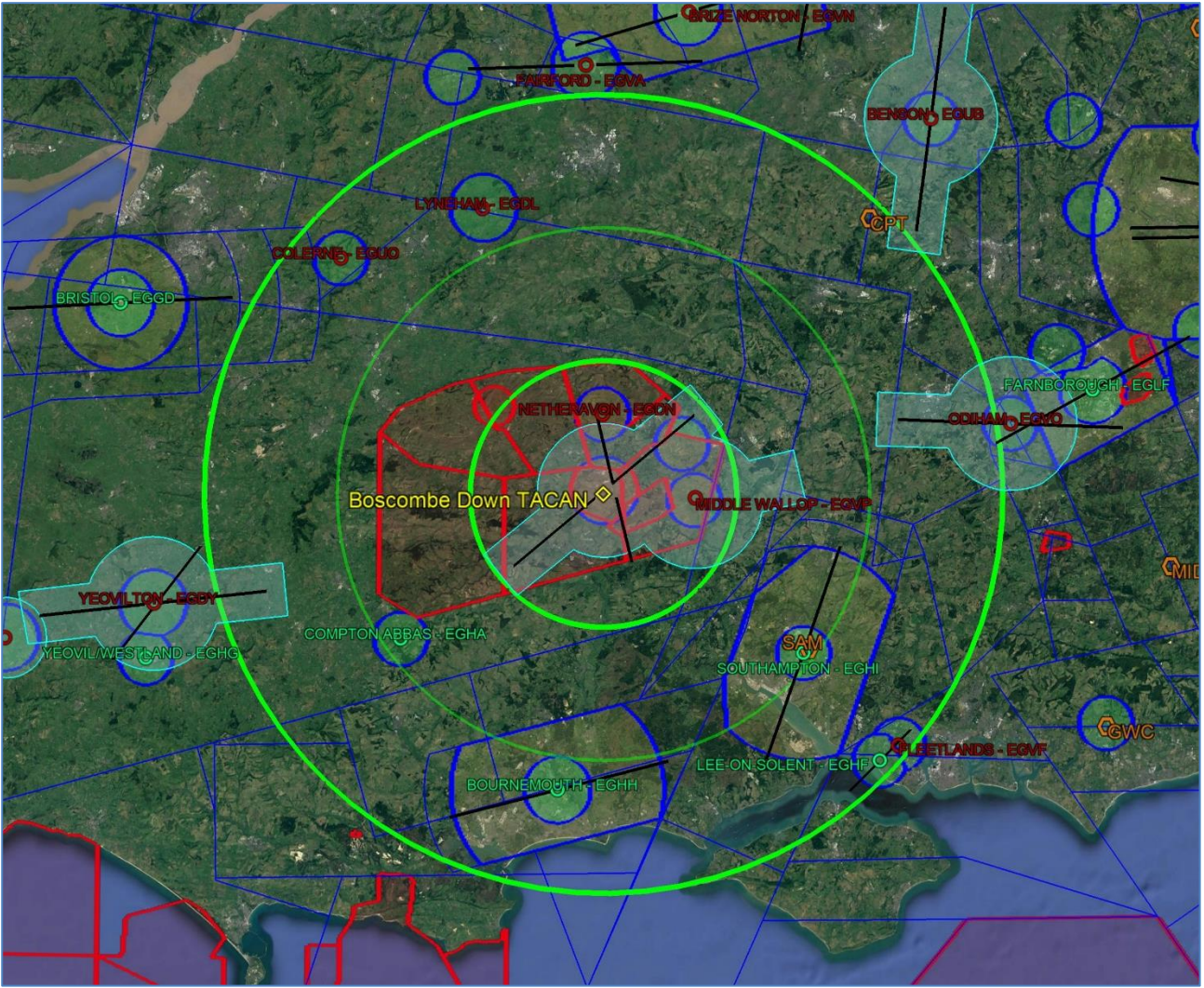


Chart 5 – 30nm /10nm rings showing extent of radial operations

