

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-7396	2.2	13/01/2025	25/10/2024

Civil Aviation
Authority**MILITARY PJE
POOLE AREA****MILITARY ACTIVITY****Subject to NOTAM: Yes (by Airspace Regulation)****Date(s) of activity/Validity:**18th November – 19th Decmeber 2025**Times - ALL TIMES UTC**

0900 – 0000

Vertical Limits:

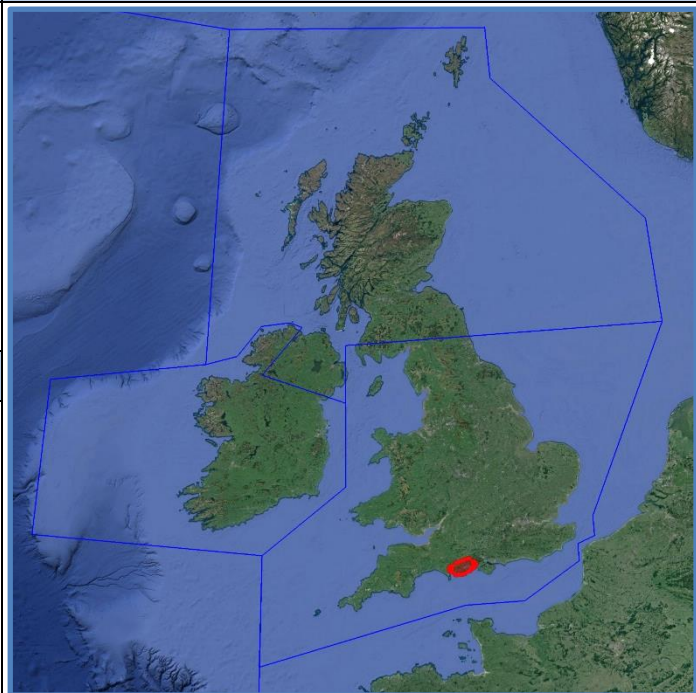
SFC – 18,000ft AMSL

Allocated Mode 3A (SSR):0033*¹**Aircraft Details:**Type: *TBN on the Day*
Callsign: *TBN on the Day***NDS Approved:**

Not applicable

Event Sponsor(s):ADW (Attn: OC B Flight)
Para Cell
Hamworthy Barracks RM Poole
BH15 4NQ
kyle.futers100@mod.gov.uk
07403198165**Aircraft Operator(s):**

Ministry of Defence

ATS Units/**Controlling Agencies:**Bournemouth
Southampton01202 364150
02380 625875**Geographical Limits:****Airspace Reservations:**D015 Bovington 01929 403765
D021 Portland 01752 557550
D026 Lulworth 01929 404712
D031 Portland 01752 557550**Departure/Destination Aerodrome(s)**

EGHH, EGVN, Local Sites

ACN Issued by:

AU3

¹ The Mode A code and associated Mode C pressure-altitude reporting data must be considered unvalidated and unverified. (UK AIP ENR 1.6 Refers).

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 drop zones and coordination required to facilitate Military para training activity at six sites in the vicinity of the Bournemouth Airport and Poole.

16. **This ACN is a repeat event of ACN 2023-06-0183.**

17. **Notification.**

- a. First Jump of the Day. The sponsor shall contact the Bournemouth ATC at least 1 hour prior to the first estimated departure to confirm if the airport is closed and if open, discuss the planned activity and arrange estimated drop windows based on the requirement to reduce the impact to operations at Bournemouth. In addition, the sponsor is to inform Southampton ATC (if open) about the approx. timings for jumps at Poole Drop Zones (DZs).
- b. Subsequent Jumps. The sponsor should contact all open ATC agencies no later than 30 minutes prior to the estimated departure of the aircraft, based on the schedule agreed in principle during the first call of the day to confirm the time to drop is still viable.
- c. Should, following the initial agreement in principle, the ATC discover a potential conflict that would require the schedule to change, they are requested to contact the Sponsor to discuss further options.
- d. Note: The minimum turn around between jumps is 1 hour. The Skyvan takes approx. 30 minutes from notification to go, to being wheels up.
- e. The sponsor is to provide a contact number for the Ops Team to Bournemouth ATC. This number is to be continuously monitored throughout the operating window, regardless if Bournemouth ATC are open or not.

18. It is anticipated that 3 to 4 jumps per day will be undertaken.

19. **Drop Duration Timings.** The sponsor is required to calculate the planned time from troop dispatch to the ground and pass this information to the controlling ATC agency, as this will factor in deciding the most appropriate drop time. The max stop time is expected to be approximately 6 minutes; all paratroops (8 per jump) will have comms and the dispatching aircraft will follow the jumpers down, informing ATC when all assets are accounted for on the ground.

20. **Aircraft.** The activity can be conducted from any of the following aircraft types:

- a. N3 (RW)
- b. Chinook (RW)
- c. Skyvan (FW)
- d. C-17 (FW)
- e. A400M (FW)

21. **NOTAM Action.** The Sponsor, through ADW Ops, is to submit all NOTAM requests to AR Ops, 48 Hrs prior to each drop, via the [Portal](#). Back copies will be sent to both the Sponsor and Bournemouth ATC. NOTAM requests should include the following remark:

AIRSPACE COORDINATION NOTICE AR-2024-7396 REFERS

22. **Priority.** This flight has been categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*) and attracts no priority. Subject to the prevailing traffic conditions on the day, there may be level

restrictions, or the aircraft may be provided vectors / requested to hold to allow most efficient use of airspace.

23. **Pressure Datum.** Vertical references in all communications shall be altitude and shall be based on the Bournemouth QNH.

24. **Drop Zones (DZ).** There are two areas that the activity will take place:

- a. Bovington HLS DZ
 - i. 504246N 0021328W
- b. Poole Camp
 - i. 504306N 0020123W
- c. Chapel Gate Rugby Pitch
 - i. 504701N 0015181W
- d. Chapel Gate Cricket Pitch
 - i. 504692N 0015184W
- e. Poole Grammar DZ
 - i. 504518N 0015875W
- f. Dorset Gliding Club
 - i. 504250N 0021315W

25. The dimensions of the airspace required will depend on the type of jump being conducted, as a guide the anticipated volume will be 18,000ft AMSL and 11nm.

26. When approved by ATC the delivery aircraft shall position in relation to the DZ in use. Prior to releasing parachutists, the pilot shall confirm with ATC approval to commence the jump. After dispatch, the aircraft shall follow the parachutists down and confirm to ATC once all parachutists are on the ground.

27. **Timings.** The drop times are subject to a number of factors including, length of duty period, ATC restrictions and aircraft availability, but are expected to be between 0900 and 0000 UTC daily.

28. **Access to Controlled Airspace (CAS) & Air Traffic Service (ATS) Provision.** Access to CAS is subject to the traffic situation and controller workload. The pilot is responsible for obtaining a clearance to enter controlled airspace prior to penetration.

29. **ATS Provision – Outside CAS.** The event is within the coverage of the following units:

- a. Bournemouth 119.480 MHz

30. 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.

31. **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 Unit 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)

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

33. 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.

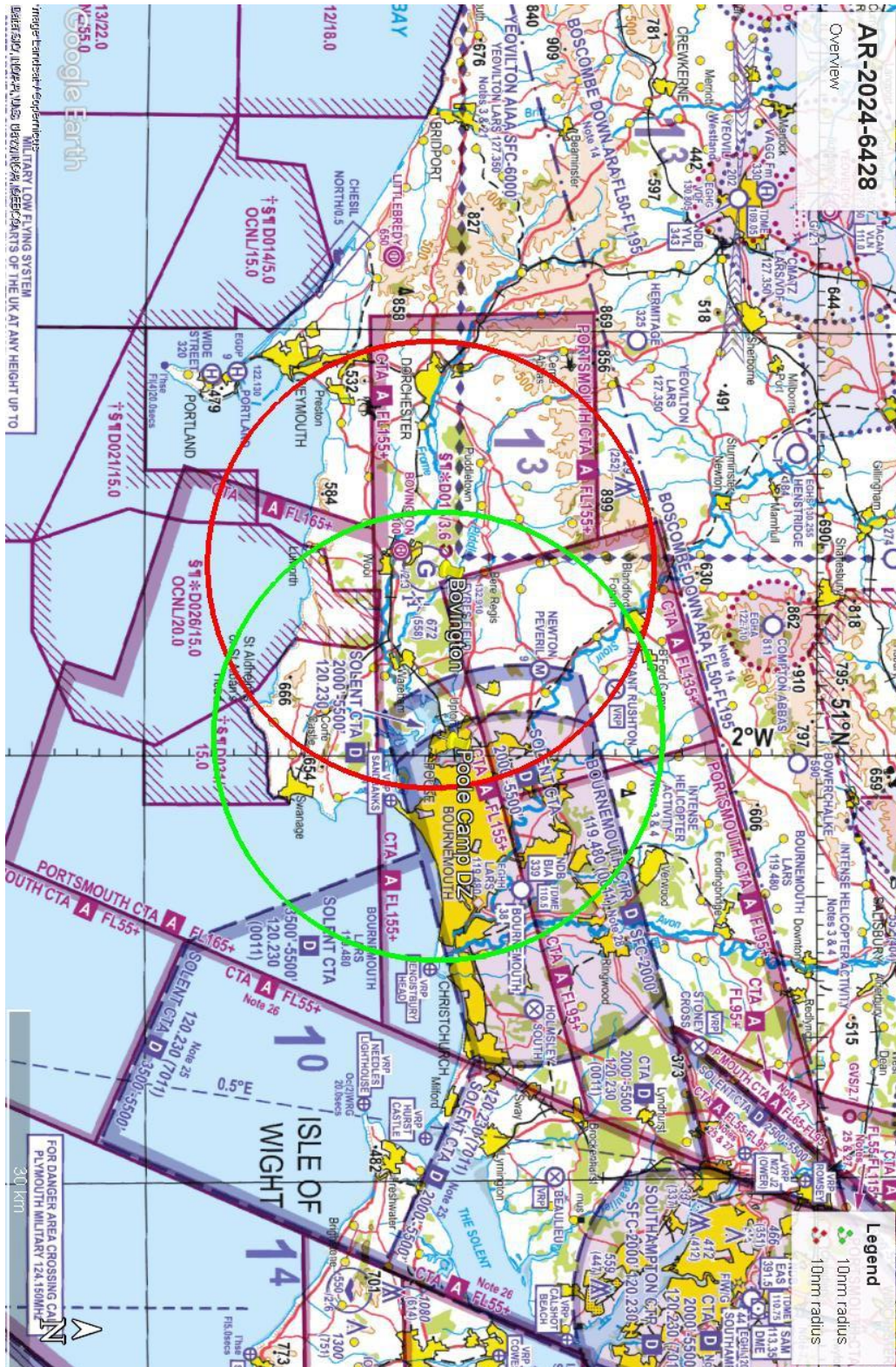
34. **Special Use Areas (SUAs).** Access to any SUA is subject to range requirements and access is not guaranteed. The sponsor is to engage with the SUA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.

SECTION 3

Area of Operation

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

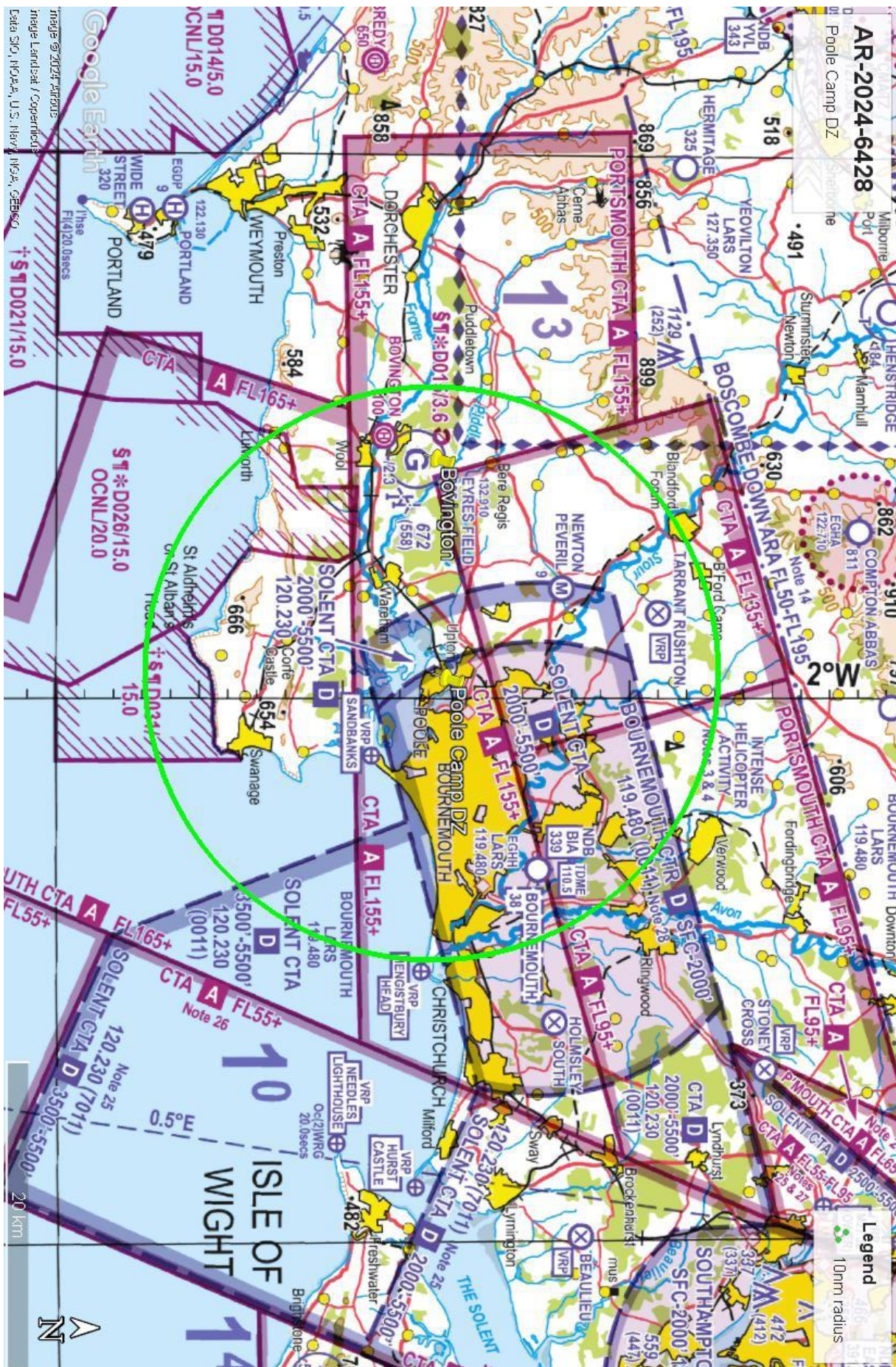
Chart 1 – Overview



Charts 2 – Bovington and Dorset Gliding Club HLS DZ



Charts 3 – Poole Camp DZ



Charts 4 – Chapel Gate (Rugby and Cricket Pitch) and Poole Grammar DZ

