

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2026-5360	1.0	30/09/2026	23/09/2026

NAVAID CALIBRATION BEACON HILL (BOSCOMBE DOWN) STAR NG ROUTINE FLIGHT CHECK (THALES)

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:

01 Oct 26 – 30 Oct 27

Times

08:00 – 20:00 Z

Vertical Limits:

5000 – 20,000 ft amsl **RVN**
plus/minus D Value correction then converted to a Flight Level.

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: B200
Callsign: CLBxxx

NDS Approved:

Yes – Subject to the conditions in Section 2

Event Sponsor(s):

The Operations Officer
Thales Flight Inspection Service
Teesside International Airport
Darlington
DL2 1LU
01325 335346

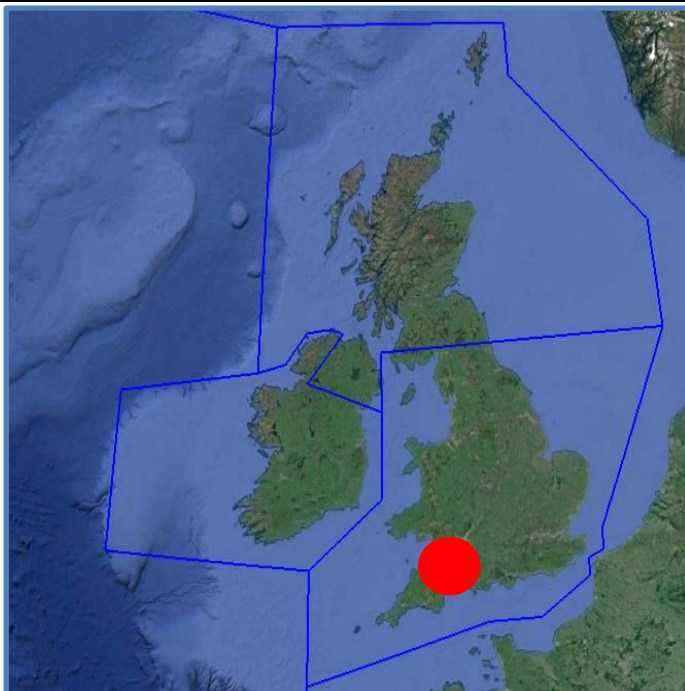
Aircraft Operator(s):

The Operations Officer
Thales Flight Inspection Service
Teesside International Airport
Darlington
DL2 1LU
01325 335346

**ATS Units/
Controlling Agencies:**

Boscombe Down	01980 895935
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	

Geographical Limits:



Airspace Reservations:

D012 01752 557550 Plymouth Ops
D013 01752 557550 Plymouth Ops
D014 01752 557550 Plymouth Ops
D017 01752 557550 Plymouth Ops
D021 01752 557550 Plymouth Ops
D023 01752 557550 Plymouth Ops

D120 01980 663246 Boscombe
Down
D122 A/B 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
D128 01980 674710 or 674730
SPTA

Departure/Destination Aerodrome(s)

EGNV, EGDM

ACN Issued by:

AU8

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)
Email: AROps@caa.co.uk

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

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

16. This is a re-issue of ACN **AR-2025-3878 ACN V1.0 NAVAID Calibration Beacon Hill (Boscombe Down) STAR NG**.

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. **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.

19. **Radial chosen will depend on wind direction and speed on the day. Primary radials between 242°-270°, Back-up radials 215°-226° or 230°-242° or 331°-343°. Maximum radial range is 60nm.** 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. 5,000ft, | 58nm-88nm | x3 |
| b. 10,000ft | 58nm-28nm | x3 |
| c. 20,000ft | 58nm-28nm | x2 |
| d. 20,000ft | 58nm-radar overhead | |

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

21. **RVSM Status.** The calibrator is Negative RVSM (**RVN**) for the duration of the activity.

22. **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.

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

- | | |
|----------------------|------------|
| a. Boscombe Down | 126.705 |
| b. Bournemouth | 119.480 |
| c. Brize Norton | 124.280 |
| d. Exeter | 128.980 |
| e. Plymouth Mil East | 124.155 |
| f. Swanwick Mil West | On Request |
| g. Yeovilton | 127.355 |

24. 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.

25. **Special Use Airspace (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

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

Chart 1 – Overview

