

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-02-0028	1.0	20/01/2023	13/01/2023

NAVAID CALIBRATION BENBECULA (BEN) VOR/DME

NDS

Subject to NOTAM: No

Date(s) of activity/Validity: **Times - ALL TIMES UTC¹**

16th February 2023 – 31st August 2023 09:00 – 18:00 (08:00 – 17:00)

Vertical Limits: **Allocated Mode 3A (SSR):**

3,100ft – 10,000ft AMSL 0024

Aircraft Details: **NDS Approved:**

Type: DA62
Callsign: VORxx
Yes – Subject to the conditions in Section 2

Event Sponsor(s): **Aircraft Operator(s):**

NATS CTC 4000 Parkway Whiteley Fareham PO15 7FL 01489 616246 Nicola.Gunn@nats.co.uk	Flight Calibration Services Calibration House 17-19 Cecil Pashley Way Shoreham Airport West Sussex BN43 5FF 01243 538245 operations@flight-cal.com
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ATS Units/ Controlling Agencies: **Geographical Limits:**

Benbecula 01870 604804 Hebrides ² 01870 604449 Prestwick ACC 01294 655300 Swanwick Mil (78 Sqn) – North 01489 612943	
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Airspace Reservations:

EG D701 Hebrides 01870 604449 A, B, C, E, Y EG D704 Hebrides 01870 604449 NSGA 1 Scotland See Para 28	
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Departure/Destination Aerodrome(s) **ACN Issued by:**

EGPL 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.

² ATC Provided by QinetiQ within an active Danger Area 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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to conduct a routine calibration of the Benbecula (BEN) VOR/DME.

16. **This ACN replaces ACN 2018-02-0059.**

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. The actual start time for the calibration will be subject to ATC approval.

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. At all other times, the flight is categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*), and attracts no priority.

19. **Serials.** The aircraft is required to conduct the following serials. Serial A1 must be completed before any other serial, however the subsequent order is non-specific:

<u>Serial No</u>	<u>Description</u>	<u>Altitude</u>	<u>Notes</u>
A1	20NM anti-clockwise Orbit	3,500ft	2 x Orbits (PL QNH)
A2	R150 From BEN to 60D	10,000ft	
A3	Benbecula VOR/DME RWY06 IAP	3,100ft	(PL QNH)
A4	Benbecula VOR/DME RWY24 IAP	3,100ft	(PL QNH)

20. **Orbit.** The start point for the orbit is subject to ATC requirements and should be confirmed in the pre-note call.

21. **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.

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

- a. Hebrides Range *On Request³*
- b. Prestwick ACC *On Request*
- c. Swanwick Mil – North 134.300 MHz

23. 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.

24. **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

³ Subject to prior arrangement and within an Active Danger Area only.

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)

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

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. **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.

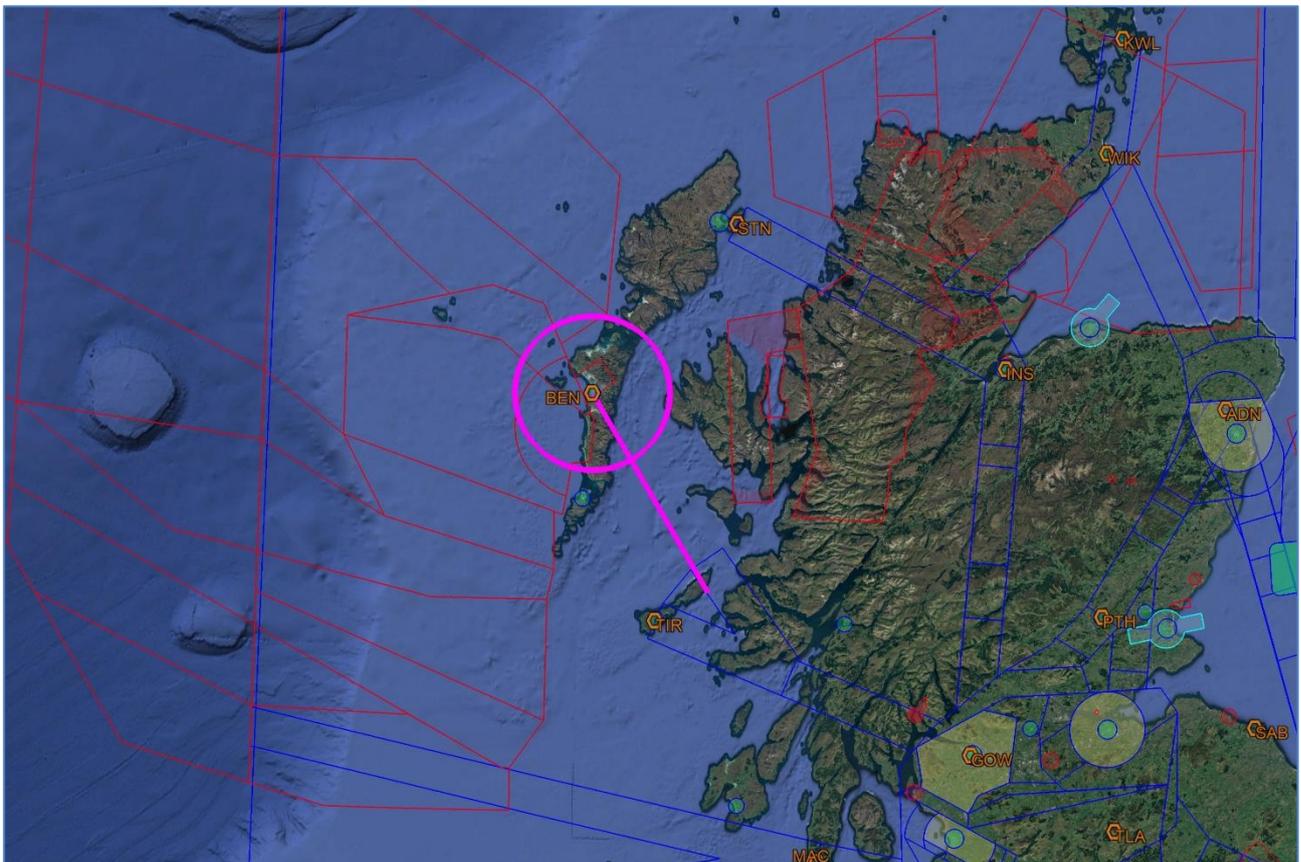
28. **Non-SSR Gliding Areas.** The sponsor should exercise caution when operating in these areas, as gliders without transponders may be encountered up to FL195. For info see the UK AIP: *ENR 1.1 (Para 1.12), ENR 5.2 (NSGA) and ENR6-63.*

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 – Serial A1 – 3,500ft (PL QNH)
20nm Anti-Clockwise Orbit

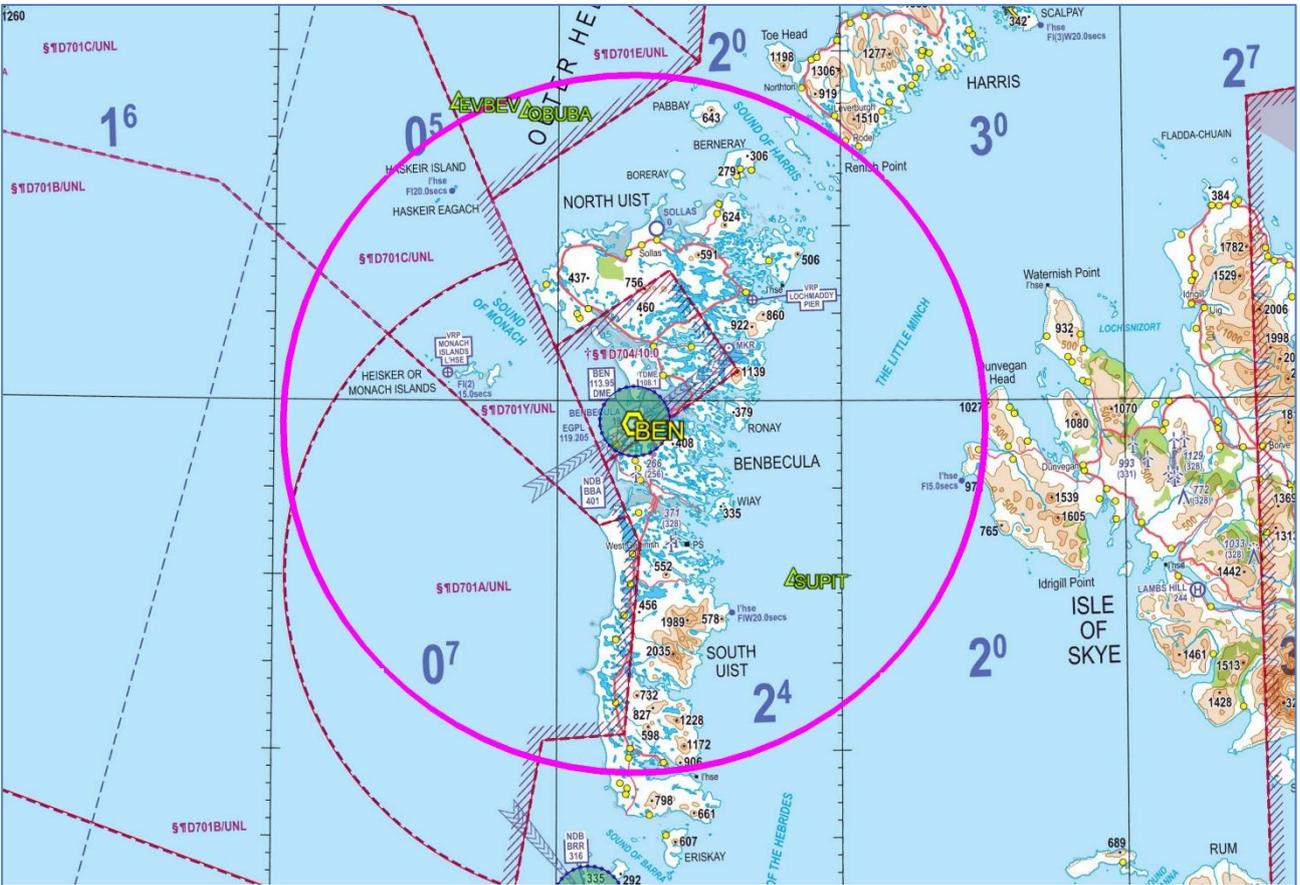
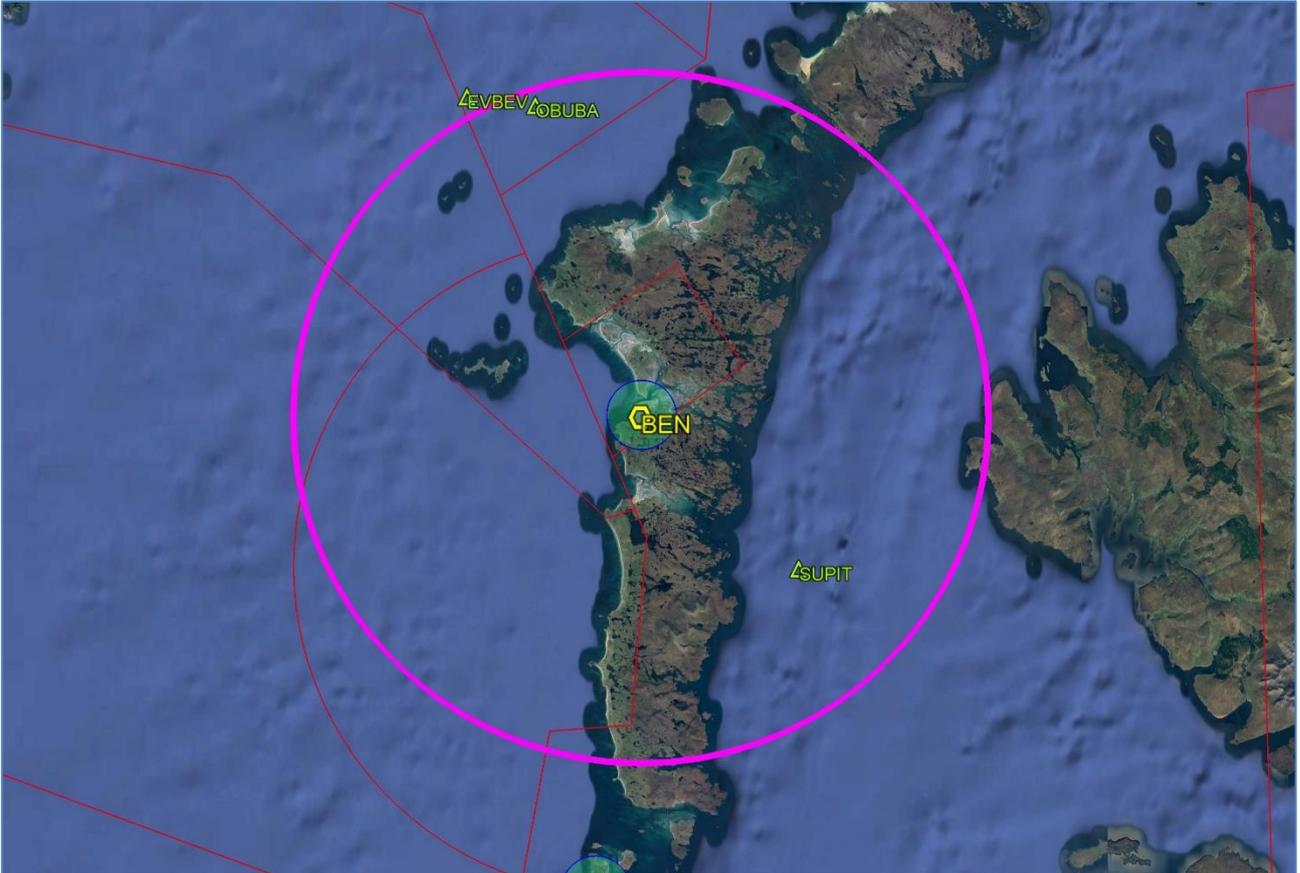


Chart 6 – Serial A3 – 3,100ft (PL QNH)
Benbecula VOR/DME RWY06 IAP

INSTRUMENT APPROACH CHART - ICAO

**BENBECULA
VOR/DME
RWY 06**
(ACFT CAT A,B,C,D)

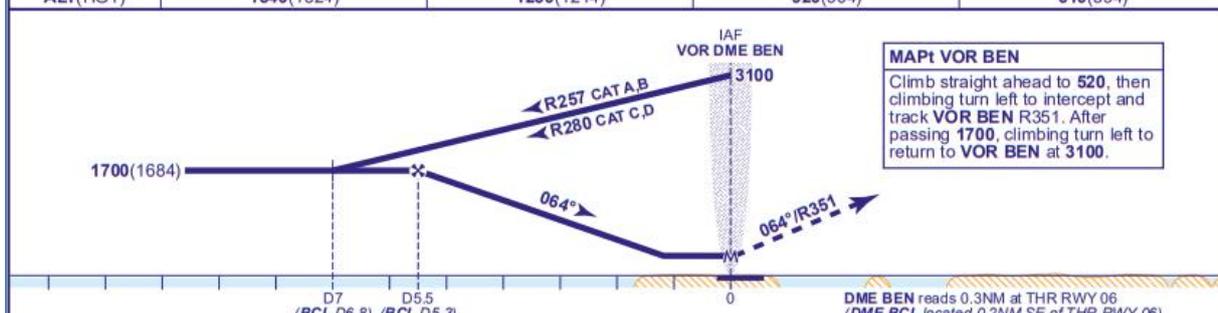
	APP 119.205	BENBECULA APPROACH	AD ELEVATION 19
	TWR 119.205	BENBECULA TOWER	THR ELEVATION 16
	AFIS 119.205	BENBECULA INFORMATION	OBSTACLE ELEVATION 79 AMSL (63) ABOVE THR
	ATIS 113.950	BENBECULA INFORMATION	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 3000



VAR 3.2°W - 2022
N
Annual Rate of Change 0.24°E

RECOMMENDED PROFILE Gradient 5.1%, 310FT/NM

DME BEN (BCL)	5(4.8)	4(3.8)	3(2.8)	2(1.8)
ALT(HGT)	1540(1524)	1230(1214)	920(904)	610(594)



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH) Procedure	360(344)	360(344)	360(344)	360(344)		FT/MIN	830	720	620	520	410
VM(C)OCA (OCH AAL) Total Area	470(451)	710(691)	810(791)	810(791)							

ALTERNATIVE PROCEDURE (PROCEDURE TURN REVERSAL)
Overhead VOR DME BEN (IAF) at 3100, fly outbound on R244 descending to 1700(1684). At BEN DME 5 (BCL D4.8) procedure turn right onto extended FAT. When established, continue as for main procedure.

- NOTES**
- FAT is offset 4.3° from RWY 06 C/L.
 - Procedures interact with Danger Areas EG D701A, 701B, 701C, 701Y and D704. Procedures available subject to ATC permission.
 - Base Turn and Procedure Turn for CAT C and D aircraft are based on 250KIAS to accommodate military aircraft.

CHANGE (422): VOR/DME PROCEDURES COMBINED. NE MSA. MAG VAR. ANNUAL RATE OF CHANGE.
AERO INFO DATE 09 FEB 22 AD 2-EGPL-8-1

Chart 7 – Serial A4 – 3,100ft (PL QNH) Benbecula VOR/DME RWY24 IAP

