

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2025-2780	1.0	17/04/2025	17/04/2025

Civil Aviation  
Authority

## RADAR CALIBRATION BENBECULA ADR

NDS

**Subject to NOTAM: No****Date(s) of activity/Validity:**

Valid until 31 Mar 26

**Times - ALL TIMES UTC<sup>1</sup>**

22:00 – 05:00 (21:00 – 04:00)

**Vertical Limits:**FL330 **RVN****Allocated Mode 3A (SSR):**

0024

**Aircraft Details:**

Type: B200

Callsign: CLBxxx

**NDS Approved:****Yes – Subject to the conditions in Section 2****Event Sponsor(s):**

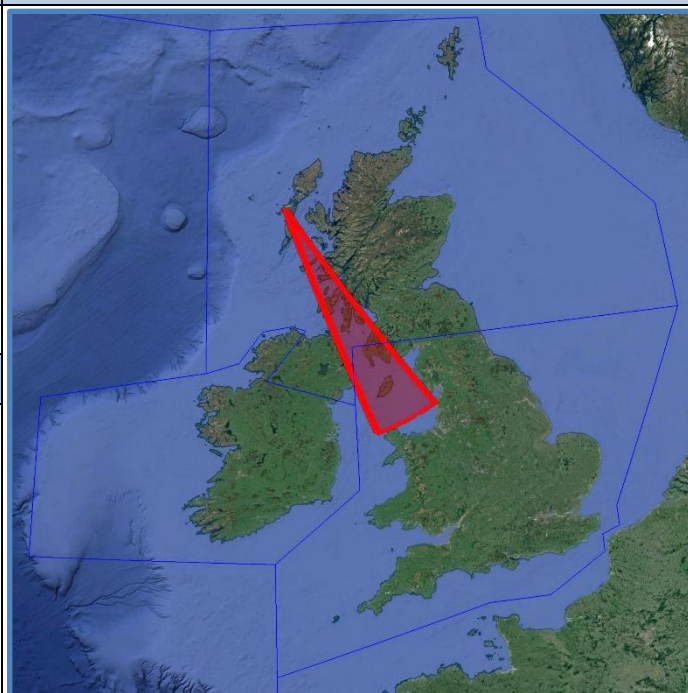
Ministry of Defence

**Aircraft Operator(s):**

Thales (Attn: The Operations Officer)  
 Flight Inspection Service  
 Main Terminal Building  
 Durham Tees Valley Airport  
 Darlington  
 DL2 1LU  
 01325 335346

**ATS Units/****Controlling Agencies:**

CRC Boulmer (19 Sqn) – FA	01665 608011
Prestwick ACC	01294 655300
Swanwick Mil (78 Sqn) – North	01489 612943
Swanwick Mil (78 Sqn) – West	01489 612417

**Geographical Limits:****Airspace Reservations:**

EG D403B	Luce Bay	01776 888930
EG D405	Kirkcudbright	01412 248520
EG D406 (All)	Eskmeals	01229 712245
EG D509	Campbeltown	01923 956371

**Departure/Destination Aerodrome(s)**

EGNV

**ACN Issued by:**

AU3

<sup>1</sup> [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.

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

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

15. This ACN details the flight profiles required to calibrate the Benbecula Air Defence Radar (ADR). The radar is located at [573705N 0072647W](#), at the RAF Remote Radar Head (RRH) Benbecula, on North Uist.

16. **This ACN replaces ACN 2022-10-0044 and ACN 2023-38355**

17. **Notification.** Notwithstanding the OOH requirements listed in below, the sponsor is to notify the agencies listed on page one of this ACN at least five working days prior to the planned calibration taking place. 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. For flights 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.

19. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst established on a measured run 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.

20. Should the radar certification period approach its expiration, defined as within 30 days before being declared as OOS, (including any extensions) and where the flight has not been possible due to airspace restrictions, the sponsor is to apply to the CAA for an increase in priority. Any such application should include evidence of to support the request.

21. **Operating Hours.** This calibration is planned to take place between the hours specified on page one of this ACN, however subject to airspace and controller availability, the sponsor may request that the check starts earlier in the evening.

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. **Danger Areas (DAs).** The sponsor is responsible for contacting the appropriate range authority to arrange booking of the required DAs. The aircraft is able to operate non-segregated.

24. **Profiles.** The profiles listed below will be flown, however the exact number of runs required will depend on the results obtained:

- a. On a radial from/to the radar overhead to 270nm range. The radial will be between 145°T and 160°T and will be notified by the sponsor during the final prenote.
- b. The flight will be conducted at FL330 **RVN**.



## SECTION 3

### Area of Operation

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

Chart 1 – Overview

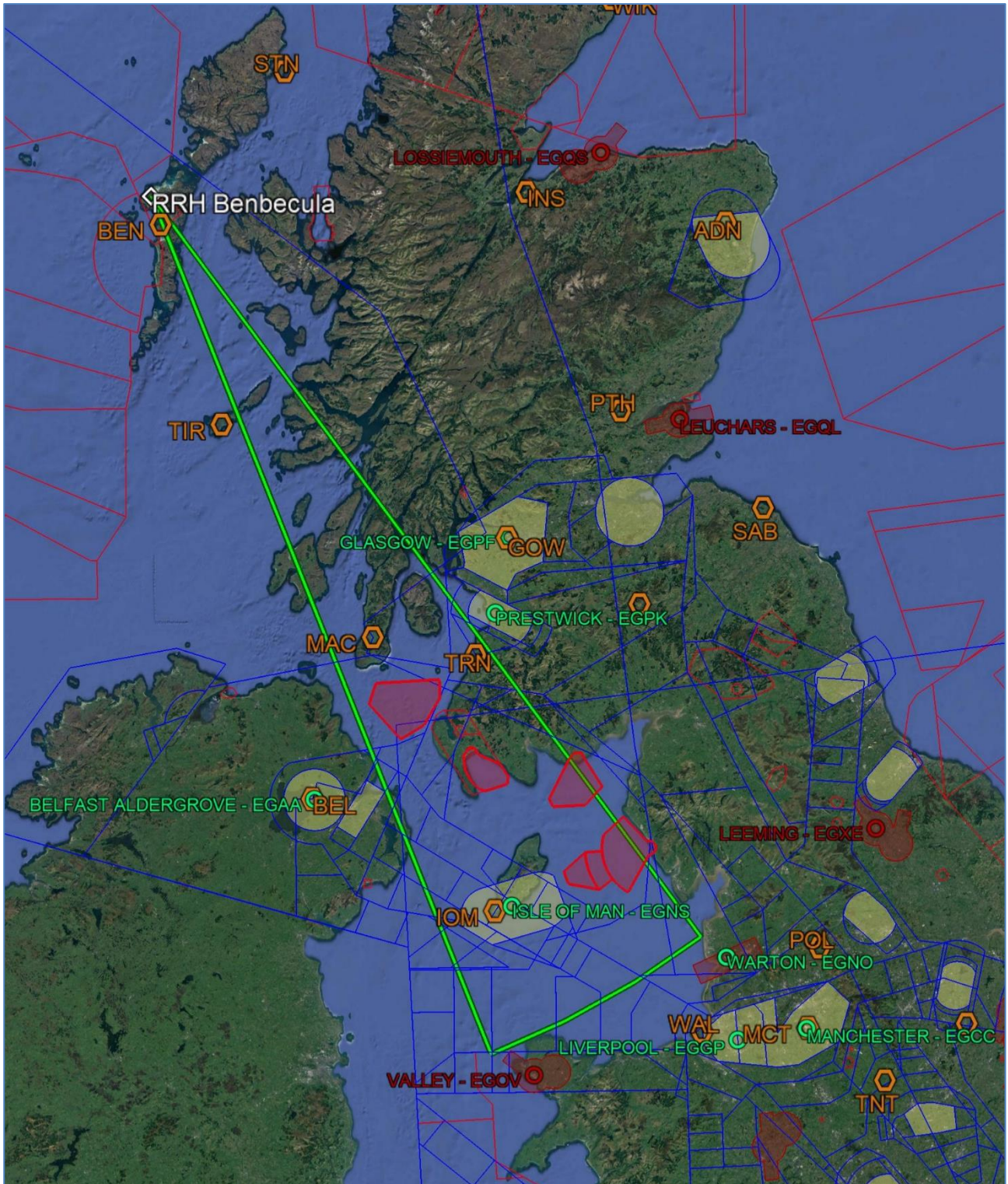




Chart 2 – Overview

