

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2023-4117	1.0	17/11/2023	17/11/2023

AERIAL SURVEY ISLE OF MAN

CAT Z

Subject to NOTAM: No

Date(s) of activity/Validity:

1 Dec 23 – 31 May 24

Times - ALL TIMES UTC

Day or Night (*subject to weather*)

Vertical Limits:

1,300ft – 1,500ft AMSL

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:

Type: P68
Callsign: BIOxx

NDS Approved:

Not Applicable

Event Sponsor(s):

APEM Limited
Unit 3 and 4a
Aviation Business Centre
Aviation Park
Flint Road
Saltney Ferry
Chester
CH4 0GZ
01244 520460
r.sheehy@apemltd.co.uk

Aircraft Operator(s):

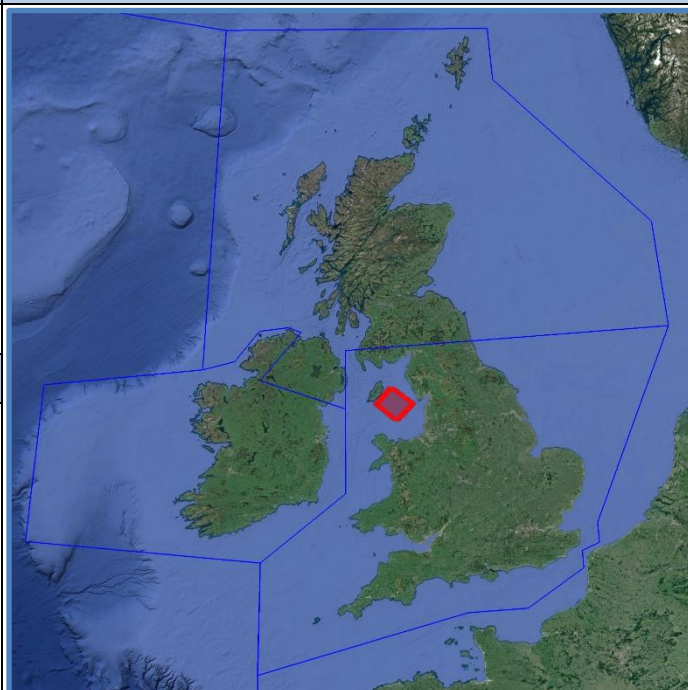
Bioflight
Roskilde Airport
Hangarvej E12
4000 Roskilde
Denmark
+45 31191873
teb@bioflight.dk

ATS Units/

Controlling Agencies:

Blackpool 01253 472527
Isle of Man 01624 827548
Swanwick ACC – WAS¹ 01489 612420

Geographical Limits:



Airspace Reservations:

EG D406 Eskmeals 01229 712245

Departure/Destination Aerodrome(s)

EGBT, EGTK or EGNR

ACN Issued by:

AS3

¹ London Information via the London Aera Control Centre (ACC) Watch Assistant Supervisor (WAS)

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 for an aerial survey over the sea, southeast of the Isle of Man flown at 120 kts.

15. **This replaces ACN 2023-01-0114.**

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. **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.

18. **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.

19. **ATS Provision – Outside CAS.** Due to its location and altitude, should no service be available from Ronaldsway Approach (135.905 MHz), then the sponsor is encouraged to seek a Basic Service from London information (125.475 MHz).

20. **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.

21. **Morecambe Gas Field.** The survey penetrates the notified area surrounding the gas field, as such the sponsor is encouraged to coordinate their flight in advance with Blackpool. Due to the altitude of the survey, it is unlikely that Blackpool Approach will be able to provide an ATS.

Area of Operation

Chart 1 – Overview

