

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-4654	1.0	29/07/2024	16/07/2024

Civil Aviation Authority

## Aerial Survey Benson Area Bioflight

# CAT Z

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

1 August 2024 – 31 December 2025

**Times**

Day or Night (No cloud below requested altitude)

**Vertical Limits:**

1200ft-1700ft AMSL

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

Tactically Issued by ATC

**Aircraft Details:**

Type: P68C or P68 Obs 2  
Callsign: Bio xx

**NDS Approved:**

Not applicable

**Event Sponsor(s):**

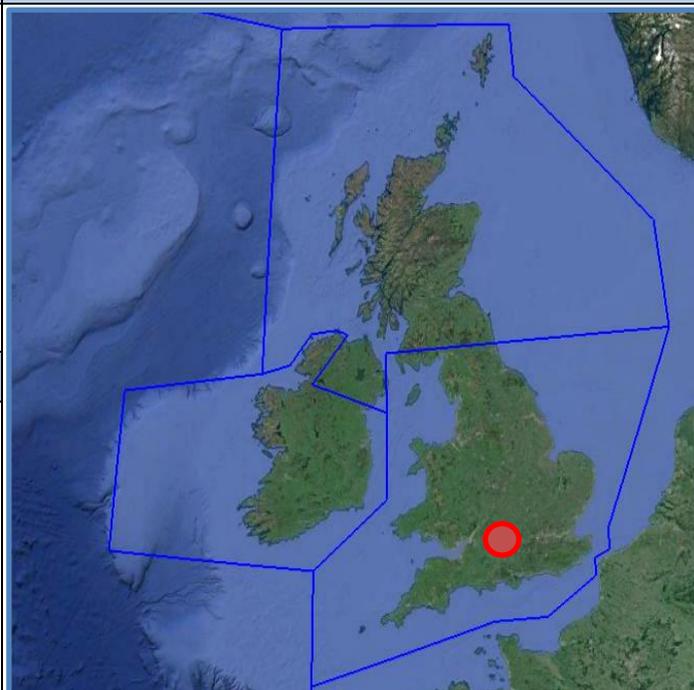
APEM Limited  
Unit 3 and 4a  
Aviation Business Centre  
Aviation Park  
Flint Road  
Saltney Ferry  
Chester  
CH4 0GZ  
Tel: (01244) 520 460  
[ops@apemltd.co.uk](mailto:ops@apemltd.co.uk)

**Aircraft Operator(s):**

Bioflight  
ROSKILDE AIRPORT  
HANGARVEJ E12  
4000 ROSKILDE  
DENMARK  
+45 53 73 83 60  
[fyf@bioflight.dk](mailto:fyf@bioflight.dk)

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

Benson ATC	01491 827017
Brize Norton TATCC	01993 897878
Oxford ATC	01865 290650

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

Nil

**Departure/Destination Aerodrome(s)**

EGNR or EGGP

**ACN Issued by:**

AU3

## 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 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. Flight lines do not include a 5km procedural teardrop turn at the end of each run.

Chart 1 – Survey runs

