

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2025-8952	1.0	14/11/2025	03/08/2023

Civil Aviation
Authority**OIL SPILL RESPONSE****CAT E****Subject to NOTAM: Yes (by Airspace Regulation)****Date(s) of activity/Validity:**

14th November 2025 – 4th November 2026

Times (ALL TIMES UTC)

H24

Vertical Limits:

SFC – FL350

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:

Type: PA31 / B727

Callsign: BRO60 / BRO27 or BRO28

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

Oil Spill Response Ltd

Lower William Street
Southampton

02380 331551

southampton@oilspillresponse.com<https://www.oilspillresponse.com/>**Aircraft Operator(s):**

2Excel Aviation

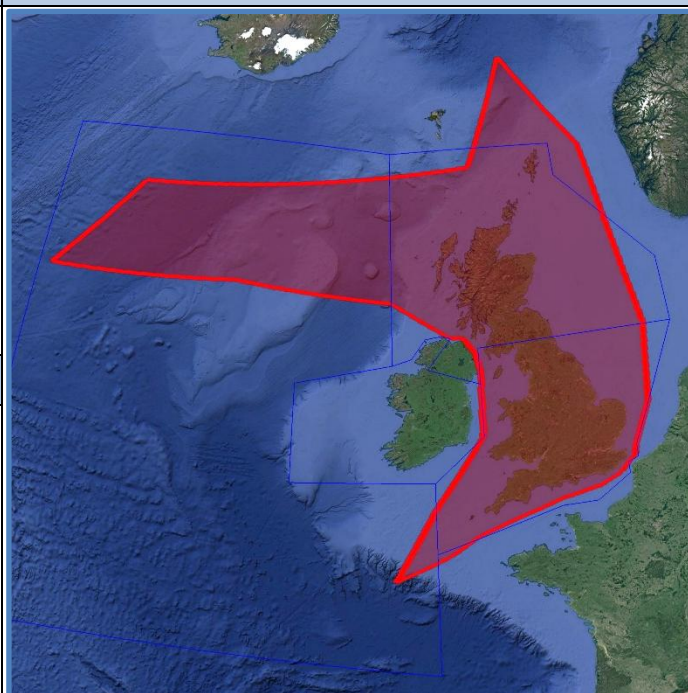
Hangar 3
Doncaster Airport
DN9 3GE

01302 230 487

ops@2excel.uk**ATS Units/****Controlling Agencies:**

Prestwick ACC	01294 655300
Shannon ACC ¹	+35361366148
Swanwick ACC	02380 612420
Swanwick LTC	02380 401110
Swanwick Mil (78 Sqn) - East	01489 612408
Swanwick Mil (78 Sqn) - North	01489 612943
Swanwick Mil (78 Sqn) - West	01489 612417
Western Radar	01489 585511

Info: UK NOTAM Office

Geographical Limits:**Airspace Reservations:**

Various

Departure/Destination Aerodrome(s)

EGNJ, EGMC

ACN Issued by:

AU7

¹ For flight within / below the Northern Oceanic Transition Area (NOTA).

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). For training flights, a minimum of 24 hours' notice should be given.
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(Mil), Swanwick Mil (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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. 2Excel Aviation Ltd is contracted by the Oil and Gas Industry to satisfy a UK Government requirement to attend “oil spills” within the UK and neighbouring FIRs. The operational requirement specifies a rapid response with aircraft expected to be airborne within 1 hour of notification.

16. **This ACN is a re-issue of ACN 2023-08-0265.**

17. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN as follows:

- a. Actual Spills. 2Excel are to inform the appropriate agency at the earliest opportunity, but no later than before departure.
- b. Training Flights. At least 24 hours prior notice is required to ensure that an ATS is available.

18. For actual spills, the routes and the altitudes to be flown are usually ad hoc and may involve complex search patterns and the short notice penetration of Controlled Airspace (CAS). **In all instances, the pilot is responsible for obtaining a clearance to enter controlled airspace prior to penetration.**

19. The area of operation will depend upon the sea area affected; however, for ATC planning/co-ordination purposes, the most likely flight profile would be a cruise climb departure on direct track to the search area. On arrival, the flexibility to fly any heading/track within 30nms radius of a specified point at or below a specified level would assist in the timely and successful completion of the task.

20. **NOTAM Action.** A NOTAM for the operating area should be raised by email and followed up by a phone call, as follows:

- | | | |
|-------------------------------------|-----------------------|--------------|
| a. <u>08:30-16:30 M-F (Excl BH)</u> | CAA AR Ops | 01293 983880 |
| b. <u>OOH</u> | Swanwick Mil (78 Sqn) | 01489 612447 |

21. The CAA (Airspace Regulation (Utilisation)) authorise 2Excel Operations to submit OOH NOTAMs for actual spill response activity only. This request is to be made to swanwickmilitary-assistant@nats.co.uk from ops@2excel.uk. The Swanwick Military Assistant is requested to action OOH requests, and include the following text as the final item in Field E of the NOTAM:

FOR INFO: AIRSPACE COORDINATION NOTICE AR-2025-8952 REFERS.

22. **Priority – Spill Responses.** This flight has been afforded CAT E with non deviating status, whilst engaged in actual Oil Spill responses, (*UK AIP ENR 1.1 (4.2) & CAP 493 – Section 1, Ch4, Para 10c refers.*). This priority only applies within the London/Scottish FIR/UIRs and the Oceanic FIR.

23. **Priority – Training Flights.** During training flights, the aircraft will only be afforded CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers.*). 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.

24. **Other FIRs.** Access to any other FIR is subject to standard flight planning and clearance applications. For flight within (or below) the Northern Oceanic Transition Area (NOTA), the sponsor shall contact the Station Manager at Shannon ACC prior to departure.

25. **Air Traffic Service (ATS) Provision – Inside Controlled Airspace (CAS).** Access to controlled airspace for training flights is subject to the prevailing traffic situation and controller workload.

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

a. Aberdeen	119.055 MHz	
b. Aberporth Radar	120.835 MHz	(ivo EG D201 / 701 Complexes)
c. Anglia Radar	125.275 MHz	
d. Bournemouth	119.480 MHz	
e. Cardiff	119.155 MHz	
f. Coningsby	119.205 MHz	
g. Culdrose	134.055 MHz	
h. Exeter	128.980 MHz	
i. Humberside	119.130 MHz	
j. Isle of Man	135.905 MHz	
k. Leuchars	126.505 MHz	
l. Lossiemouth	119.575 MHz	
m. Newcastle	124.380 MHz	
n. Newquay	133.405 MHz	
o. Norwich	119.355 MHz	
p. Plymouth(Mil)	121.255 MHz or 124.150 MHz	
q. Southend	130.780 MHz	
r. Teesside	118.855 MHz	
s. Valley	125.230 MHz	
t. Warton	129.530 MHz	
u. Western Radar	132.300 MHz	
v. West Wales Radar	127.090 MHz	

27. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations (due to operations reasons). 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. In addition, a Basic Service is available from either London or Scottish Information.

28. **ATS Provision above FL100.** This service is available to all aircraft flying outside Controlled Airspace in the UK FIRs between FL100 and FL190, and within active TRAs and is subject to Unit capacity. The Units 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 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)
- b. EGTTFZC Western Radar

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

30. 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) require at least two weeks prior notice in order to obtain an ATS in support of training flights.

31. **Danger Areas (DAs).** For actual spills, the appropriate ATC supervisor is requested to liaise with any danger areas in the impacted area to facilitate aircraft access. Danger Area Authorities are requested to cease activities when requested to facilitate live operations. For training flights, 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.

32. **Emergency Restriction of Flying Regulations.** For actual oil spill responses, the Duty Distress & Diversion (D&D) Controller or UK CAA Duty Airspace Regulator, acting on behalf of the Secretary of State, may impose additional airspace restrictions² under Article 239 of the Air Navigation Order³ (as amended), in order to maintain safety during the operation.

² Within the London, Scottish or Shanwick FIR/UIRs.

³ [UK Statutory Instrument 765/2016 : The Air Navigation Order 2016](#)

SECTION 3

Area of Operation

33. A chart highlighting the various areas of operation are shown below. This is for illustrative purposes only and not for operational planning. An interactive chart can be accessed via (full path required):

Chart 1 - Overview

