

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
-----------------------	-----------------	--------------	-------------------------

AR-2024-4672	1.0	29/07/2024	16/07/2024
---------------------	------------	-------------------	-------------------

Civil Aviation Authority

Aerial Survey Hawaden, Liverpool and Manchester - 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):

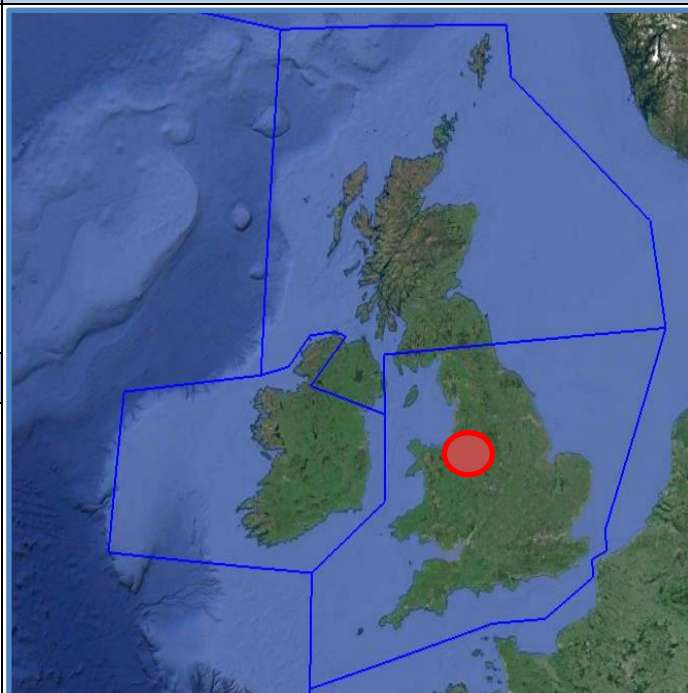
APEM Limited
Unit 3 and 4a
Aviation Business Centre
Aviation Park
Flint Road
Saltney Ferry
Chester
CH4 0GZ
Tel: (01244) 520 460
ops@apemltd.co.uk

Aircraft Operator(s):

Bioflight
ROSKILDE AIRPORT
HANGARVEJ E12
4000 ROSKILDE
DENMARK
+45 53 73 83 60
fyf@bioflight.dk

ATS Units/**Controlling Agencies:**

Hawaden ATC	01244 522012
Liverpool ATC	0151 907 1530
Manchester ATC	0161 209 2836
Manchester Barton	0161 789 1362

Geographical Limits:**Airspace Reservations:**

R311 - Capenhurst
Llantisilio Glider Site

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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles for an aerial survey south and east of Liverpool and West and South of Manchester. Flight lines shown in Section 3 do not include a 5km procedural teardrop turn at the end of each run. This survey can be conducted by day or night, subject to ATC requirements.

16. **The sponsor is responsible for obtaining any required permits to fly within UK airspace; this ACN does not constitute approval to fly in UK airspace, but only outlines the coordination process/contacts to facilitate the flight.**

17. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 4 hours prior to departure to confirm final details and availability of an Air Traffic Service (ATS).

18. **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.

19. **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.

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

- | | |
|------------------|----------------|
| a. East Midlands | Freq – 134.180 |
| b. Shawbury | Freq – 133.150 |
| c. Warton | Freq – 129.530 |

21. 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.

22. **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.

23. **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.*

24. **EG R311 (CAPENHURST).** In accordance with [Statutory Instrument \(SI\) No.1003/2016: The Air Navigation \(Restriction of Flying\) \(Nuclear Installations\) Regulations 2016](#) – access to the airspace of CAPENHURST is subject to separate application and approval from the UK CAA.

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

