

AERONAUTICAL INFORMATION CIRCULAR Y 023/2022

UNITED KINGDOM



UK Aeronautical Information Services
NATS Swanwick
Room 3115
Sopwith Way
Southampton SO31 7AY
aissupervisor@nats.co.uk
<http://www.nats.aero/ais>
023-80329544
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MARINE POLLUTION FROM OIL AND OTHER HARMFUL SUBSTANCES - RE-ISSUE OF AIC Y 142/2019

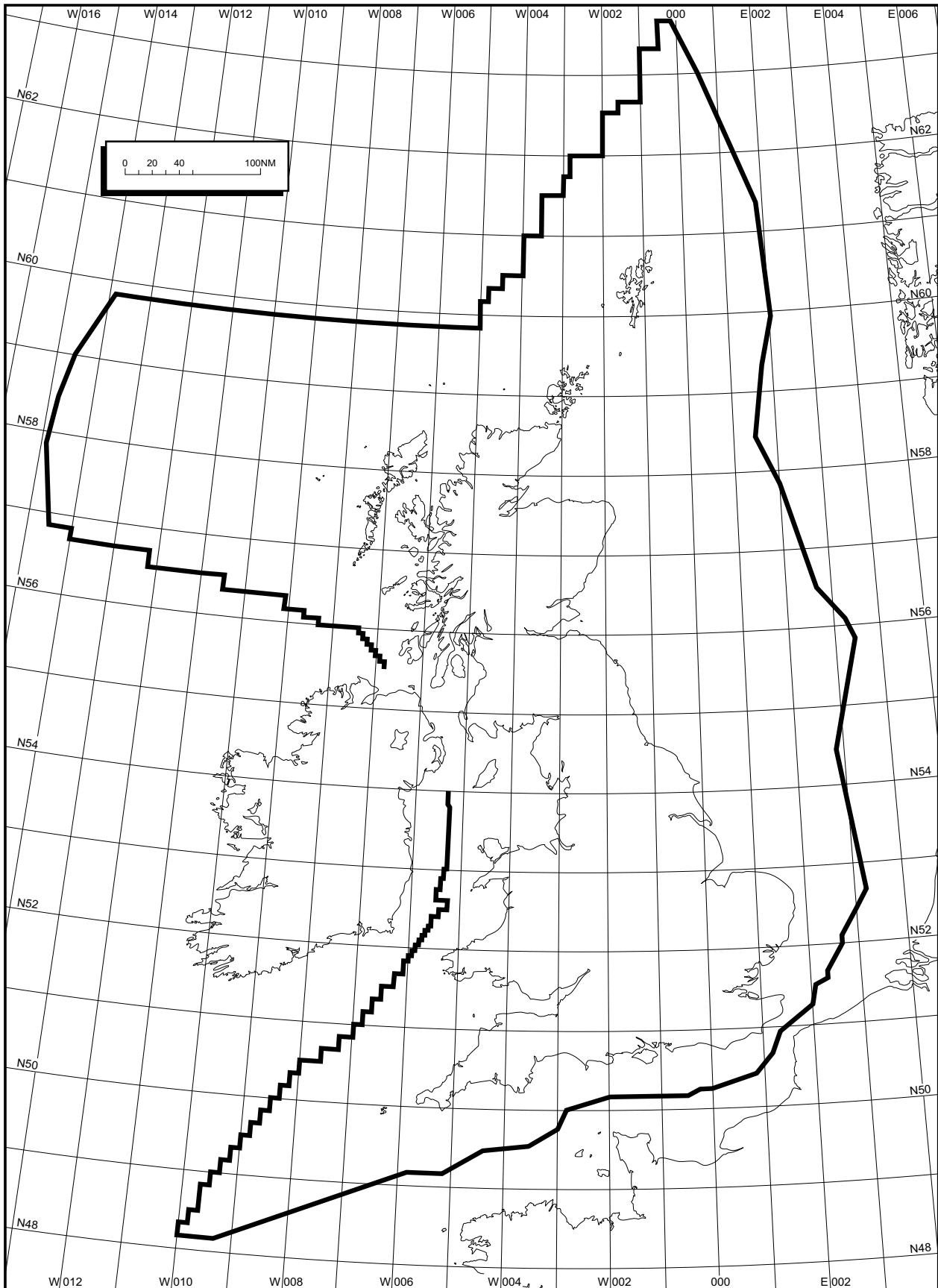
- 1 The United Kingdom Government is signatory to the Bonn Agreement with the Governments of the United Kingdom, Belgium, Republic of Ireland, France, Spain, Germany, The Netherlands, Denmark, Norway and Sweden, and the EU. This Agreement provides for the protection of the Greater North Sea and its Approaches through cooperation in detecting and dealing with spillages of oil and other hazardous substances. The Agreement calls for ships and aircraft to report the sighting of oil spills in particular in these areas, as well as any other visible indications of pollution by other substances.
- 2 The United Kingdom Government is signatory to the Oil Pollution Preparedness and Response Co-operation Convention (OPRC) 1990 of the International Maritime Organisation. The United Kingdom Government is committed to establishing a reporting format for sightings of oil in their Controlled Waters. (The limits of United Kingdom Exclusive Economic Zone are detailed in the map as shown at the Annex to this Circular). Ships and aircraft are requested to report sightings of suspected pollution in these areas.
- 3 In addition the Marine Environment Protection Committee of the International Maritime Organisation has recommended that Member States should issue appropriate instructions to ships masters, pilots of aircraft and other persons who may observe, or be involved in the spillages of oil or other harmful substances at sea, anywhere in the world.
- 4 Pilots of aircraft observing substantial patches of oil or other potential pollution (by other substances) on the surface of the sea adjacent to the coast of any country should report the sighting as soon as possible using the procedures set out in the following paragraphs:
 - 4.1 **Incidents or sightings in sea areas surrounding the United Kingdom, including the Bay of Biscay**
 - 4.1.1 Pilots of radio equipped aircraft should call the nearest ACC on the frequency the aircraft is already working, or on the appropriate FIS frequency. Reports should be prefixed 'OIL POLLUTION REPORT' or 'POLLUTION REPORT' if other polluting substance other than oil is suspected.
 - 4.1.2 Pilots of non-radio equipped aircraft should, as soon as possible after landing, telephone one of the following authorities:
 - a) the nearest HM Maritime Rescue Co-ordination Centre (MRCC) or the Joint Rescue Co-ordination Centre (JRCC), and
 - b) the Watch Supervisor at the nearest ACC; or
 - c) any Air Traffic Service Unit.
 - 4.1.3 On receipt of any such reports, ACC or HMCG will immediately inform Maritime and Coastguard Agency - Counter Pollution and Salvage who will initiate an investigation and determine the need for any additional response, including referral for prosecution where appropriate.
 - 4.2 **Incidents or sightings in areas near any other country**
 - 4.2.1 A call should be made to the most convenient ATC authority in that country. Again, reports should be prefixed 'OIL POLLUTION REPORT' or '...POLLUTION REPORT' if other polluting substance other than oil is suspected.
 - 4.2.2 Pollution Reports (POLREPS) should contain as much as possible of the following information in the format below:
 - A: **CLASSIFICATION** of report: (i) Doubtful, (ii) Probable, (iii) Confirmed;
 - B: **DATE** and **TIME** pollution observed/reported, and identity of aircraft reporting;
 - C: **POSITION** and **EXTENT** of pollution;
 - D: **TIDE, WIND** speed and direction;
 - E: **WEATHER** conditions;
 - F: **CHARACTERISTICS** of pollution;
 - G: **SOURCE** and **CAUSE** of pollution (eg from a vessel). If possible give name, type, size, nationality and port of registry, or description, including any distinctive markings, also assessment of course and speed of vessel and whether any pollution observed ahead of the discharging ship and the estimated length of pollution in her wake;
 - H: Details of **VESSELS IN THE AREA**;
 - J: Whether **PHOTOGRAPHS** have been taken;

N: CONTACT NAME and TELEPHONE NUMBER of reporting person.

5 Pilots of aircraft are urged to co-operate to their fullest extent in reporting spills from any source. By doing so, they will be playing an important part in the worldwide efforts to reduce pollution at sea.

6 Annex.

U.K. Exclusive Economic Zone



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