

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:

Version:

Date:

Date of Original

2017-00-0122

1.1

20/03/2017

20/03/2017

Civil Aviation
Authority

MET RESEARCH / RADAR FLIGHT TRIAL CHILBOLTON RADAR

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:

Times (ALL TIMES UTC)

As Required

As Required (H24)

Vertical Limits:

Allocated Mode 3A (SSR):

Surface – FL350

NA

Aircraft Details:

NDS Approved:

BAe 146-301

Yes

Event Sponsor:

Aircraft Operator:

Mr Barney Black
ARA Ops Co-ordinator
Directflight Ltd
Building 146
Cranfield Airport
Bedfordshire
MK43 0AL
Tel: 01234 81790/ 07464549161
Ara.ops@airtask.com

Directflight Ltd

BAe 146-301
Registration G-LUXE
Callsign METMAN

ATS Units/
Controlling Agencies:

Geographical Limits:

Swanwick (Mil) West Supervisor.
Tel: 01489 612417.

Boscombe Down ATC Supervisor.
Tel: 01980 662114.

Airspace Reservations:

NIL



Departure/Destination Aerodrome(s)

ACN Issued by:

Cranfield/Cranfield

Sqn Ldr M M Lee, Airspace Regulator

Civil Aviation Authority, 45-59 Kingsway, London WC2B 6TE
Direct Dial: 0207 453 6599 Fax: 020 7453 6593
Email: AROps@caa.co.uk

SECTION 1: CO-ORDINATION ARRANGEMENTS (GENERAL)

1. The pilot/operator is requested to telephone the ATC authorities at Section 2 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 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.
4. Other Unusual Aerial Activities (UAAs) may be notified to SARG and may take place within the airspace encompassed by this survey. The pilot/operator is to ensure that UK Daily NOTAM Nav Warnings are consulted prior to each flight.

PUBLICATIONS AND CHANGES

5. 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).
6. 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>
7. 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.
8. No changes shall be made to this ACN by any party without first consulting SARG. If any changes are agreed, relevant parties will be informed and SARG will reissue the ACN and/or the associated NOTAM(s).

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

9. Met research flights will be conducted by Directflight Ltd utilising a BAe 146-301 aircraft based at Cranfield Airport. The activity will necessitate over-flight of the instrumented Chilbolton Radar site, Hampshire at certain levels between 500ft agl and FL350 and along specific tracks where weather conditions of interest have been identified. The operating profile is at Section 3. Flight operations will be conducted in accordance with the CAA Permissions & Exemptions where appropriate.
10. This activity requires the over-flight of the Chilbolton Radar site, from West and East at differing levels between 500 ft agl and FL350, depending on the amount of cloud. The runs into the site will entail manoeuvring and will commence from the West. Once established inbound, straight and level flight will be required. Due to the proximity of CAS/ Airways, the aircraft will initiate a left turn after Chilbolton (heading towards PEPIS), followed by a right turn to regain straight and level flight before a reciprocal run over the site.
11. Swanwick (Mil) will provide an Air Traffic Service for any runs above FL100. Boscombe Down ATC have agreed to provide an Air Traffic Service for runs below FL100, subject to their opening hours. These agencies will tactically coordinate with adjacent ATSUs under normal ATC procedures as necessary. Control frequencies will be allocated tactically on the day.