

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2017-00-0149	1.1	16/03/2017	16/03/2017

Civil Aviation
Authority

DIRECTFLIGHT LTD - MET RESEARCH/ ATMOSPHERIC POLLUTION SAMPLING DAY & NIGHT FLIGHTS - AROUND LONDON

CAT E

Subject to NOTAM: No

Date(s) of activity/Validity:

As Required

Times (ALL TIMES UTC)

H24

Vertical Limits:

Surface – FL100 (See Section 2 for details)

Allocated Mode 3A (SSR):

NA

Aircraft Details:

BAe 146 – 301

NDS Approved:

Not Applicable.

Event Sponsor:

Mr Barney Black
ARA Operations Co-ordinator
Directflight Ltd
Building 146
Cranfield Airport
Bedfordshire
MK43 0AL

01234 817930/07464549161

Ara.ops@airtask.com

Aircraft

Directflight Ltd
BAe 146- 301
G-LUXE
Callsign METMAN

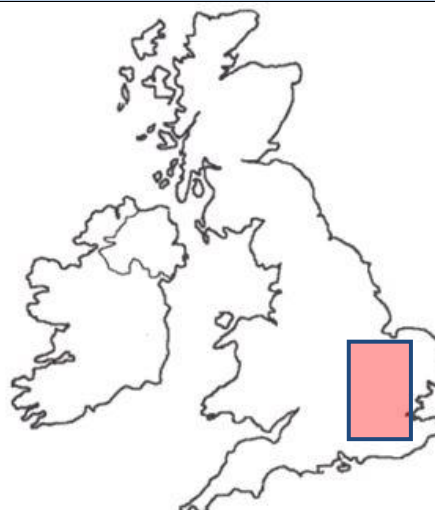
ATS Units/

Controlling Agencies:

LTC (Swanwick) - Gp Supervisor Airports

02380 401106

Geographical Limits:



Airspace Reservations:

CAT E whilst in Controlled Airspace

Departure/Destination Aerodrome(s)

Cranfield/East Midlands

ACN Issued by:

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



Documents

Document Sharing Hub

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 operating from Cranfield or East Midlands Airports. The activity may necessitate day & night flights around London to assess pollution and will include flight down to 50ft agl (via a low approach) at certain selected airfields close to London. Flights will take place during high-pressure weather situations which sample air pollution close to the surface.

10. Individual sorties will be pre-notified, by the Sponsor, to the Control Authorities detailed by 1600(L) the day prior.

11. **Vertical Limits:**

- a. Height block required: 50ft agl (at selected airfields) to FL100.

Minimum heights:

- b. By day: 2,300 ft amsl.
- c. By night 2,400 ft amsl.

12. The operating profile/ route are shown in Section 3. The route follows the outskirts of London whilst avoiding areas of particularly high traffic density at low level.
13. The flight profile will be as follows:
14. Take off from Cranfield Airport (or East Midlands Airport for night flights) with an ETD 1100-120hrs or 2000 to 2200 hrs (L), routing via Westcott NDB climbing with Luton Radar, as permitted, up to FL100 for the first anti-clockwise circuit via way-points A, B, C, D, E, F (see Annexes A & B). The pilot understands that, whilst this is the desired routing, the crew may have to accept heading changes to facilitate other air traffic. On completion of this circuit, the aircraft will pick up the standard ILS arrival procedure into RAF Northolt. An ILS approach will be flown down to 50 ft at RAF Northolt in order to capture the pollution data in the heart of London.
15. The aircraft will depart RAF Northolt on a northerly SID climbing to 2,300ft amsl (2,400ft amsl at night (QNH)) picking up the route again at Point F for a complete circuit at this altitude. Altitudes will be chosen after discussion with LTC (Swanwick) to avoid the penetration of CAS in a very busy area and to reduce the impact on departures and arrivals to the London airfields.
16. On the second low-level circuit (at 2,300ft or 2,400ft amsl), the aircraft will make another approach to 50ft agl at either Gatwick, Southend or Luton before resuming its low-level route.
17. On the third low-level circuit (at 2,300ft or 2,400ft amsl) the aircraft will make another approach to 50ft agl to one of the airports above before departing on a SID to position for a final circuit at FL100 finishing at Point F. It will then return to Cranfield or East Midlands for landing between 1530-1700 hrs or 0200 to 0400 hrs (L).
18. The airfields chosen on circuits 2 and 3 at low level will depend on the wind direction over London and the aim will be to acquire data for air flowing into and out of London. The airfields will be chosen by scientists by 1500 hrs (L) the day before and the crew will coordinate with the various ATC agencies to ensure that all are aware before 1600hrs (L). This will be followed up by a final call just before departure on the day to confirm the plan with ATC Supervisors.
19. **Control Authorities**
- LTC (Swanwick) have agreed to provide radar control/ ATSOCAS service on request and will tactically co-ordinate with adjacent ATSUs under normal ATC procedures. Control frequencies will be allocated tactically on the day. Contacts are as follows:
- LTC (Swanwick) - Gp Supervisor Airports.
- Tel: 02380 401106
20. The Pilot/ Sponsor is to telephone the ATC authorities detailed above quoting this ACN activity number. This will ensure that information is readily available to Controllers without the need for lengthy interrogation of the Pilot on R/T.
21. LTC (Swanwick), as the agency most likely to control the aircraft operating within CAS, will endeavour to coordinate the sortie through CAS by the most appropriate means. This will be by Cleared Flight Path (CFP) or by tactical coordination. Due to the nature of this activity the aircraft is granted **CAT 'E' Status** whilst on task within CAS. The aircraft will attempt to minimise disruption by accepting directed headings wherever possible. The aim is to encircle London and, provided this is done, variations to the route are acceptable for data gathering purposes at FL100.
22. The Pilot/ Sponsor is responsible for obtaining prior clearance to enter UK Danger /Restricted Areas from the appropriate Control Authority.
23. The Pilot/ Sponsor should note that there may be aircraft below or outside controlled airspace and radar cover which are unknown to ATC. The aircraft routing around London (see Annexes A & B) has been modified to avoid, where possible, the direct penetration of Airfield ATZs and areas of high traffic density.