

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-11-0420	1.0	23/12/2021	20/03/2017

## MET RESEARCH RADAR FLIGHT TRIAL CHILBOLTON RADAR

### NDS

**Subject to NOTAM: No**

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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23 <sup>rd</sup> December 2021 – 31 <sup>st</sup> December 2022	Day or Night
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Vertical Limits:	Allocated Mode 3A (SSR):
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SFC – FL350	Tactically Issued by ATC
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Aircraft Details:	NDS Approved:
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Type: BAe146-301 Callsign: METMAN 1 (G-LUXE)	<b>Yes</b> – <i>Subject to the conditions in section 2</i>
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Event Sponsor(s):	Aircraft Operator(s):
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Directflight Ltd ARA Ops Co-ordinator (Attn: Mr B. Black) Building 146 Cranfield Airport Bedfordshire MK43 0AL 01234 817930 / 07464549161 <a href="mailto:ara.ops@airtask.com">ara.ops@airtask.com</a>	Directflight Ltd Building 146 Cranfield Airport Bedfordshire MK43 0AL 01234 817930 <a href="mailto:ara.ops@airtask.com">ara.ops@airtask.com</a>
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ATS Units/ Controlling Agencies:	Geographical Limits:
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Boscombe Down 01980 663246 Bournemouth 01202 364150 Swanwick Mil (78 Sqn) – West 01489 612417 Western Radar 01489 445560 Yeovilton 01935 455243 <i>Info Only:</i> Swanwick ACC – GS West, Swanwick LTC	
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Airspace Reservations:
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EG D122 (All) Wessex 01980 663246 EG D127 Porton 01980 663246 PARA Boscombe Down 01980 663051 PARA Middle Wallop 01264 784848
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Departure/Destination Aerodrome(s)	ACN Issued by:
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EGTC	AS3
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## **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(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) – AS3  
Email: [AROps@caa.co.uk](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

## SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to conduct meteorological research flights which require flight over and in the vicinity of the Chilbolton Radar site in Hampshire (510842N 0012618W). This ACN does not infer any approval to deviate from the ANO, Rules of the Air, or the issued AOC. Should flight operations require an exemption or specific permission from the regulations, the sponsor shall ensure that these are obtained from the relevant CAA department prior to the flight taking place. It is the sponsor's responsibility for ensuring the validity of any such exemption or permission.

16. **Validity.** This ACN replaces ACN 2017-00-0122 and is valid as stated on page one of this ACN. In order to ensure the accuracy of the information in this document, the validity is no longer open ended and the sponsor is responsible for requesting any update or reissue, at least 2 months prior to its expiration.

17. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 24 hours prior to undertaking the task of their intention to conduct a flight. In addition, the pilot is to contact the appropriate agencies at least 4 hours prior to departure to confirm final details and availability of an ATS.

18. Additionally, 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 (78 Sqn) require at least two weeks prior notice in order to obtain an ATS in support of this task.

19. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst established on a measured run only and within Controlled Airspace (CAS), (*UK AIP ENR 1.1 (4.2) & CAP 493 – Section 1, Ch4, Para 17 refers*). In order to reduce the impact to other airspace users, the controlling authority may request that the pilot hold, or accept radar vectors between serials in order to make best use of the airspace, or to reduce overall delays.

20. **Air Traffic Service (ATS) Provision – 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.

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

- |                          |                                   |
|--------------------------|-----------------------------------|
| a. Boscombe Down         | 126.700 MHz                       |
| b. Bournemouth           | 119.480 MHz (Primary radial only) |
| c. Swanwick Mil (78 Sqn) | 135.150 MHz (South West ICF)      |
| d. Western Radar         | 132.300 MHz                       |
| e. Yeovilton             | 127.350 MHz                       |

22. 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 COVID-19, operations reasons or unit closure). 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.

23. **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 (78 Sqn) |
| b. EGTTFZC  | Western Radar         |

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

25. **Nominated ATS Providers.** For the purposes of this activity, Swanwick Mil (78 Sqn) have agreed in principle to provide an ATS at and above FL100, whilst Boscombe Down have agreed in principle to provide an ATS below FL100 subject to their operating hours. Should Boscombe Down be unavailable, Western Radar (subject to operating hours) may be able to provide an ATS, however below FL70, this is likely to be limited to a Basic Service.

26. **Flight Plan & Routing.** The aircraft shall route from EGTC through controlled airspace via CPT and SAM to join the required profile. The sponsor is responsible for submitting a flight plan at least 3 hours prior to departure (following the final notification call). In addition, the following text shall be inserted into Field 18:

RMK/NON-DEVIATING STATUS APPROVED

RMK/AIRSPACE COORDINATION NOTICE 2021-11-0420 REFERS

27. **Danger Areas (DAs).** Access to any DA is subject to military 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.

28. **Height/Level.** The aircraft is required to conduct the serials stated at various heights/levels between 500ft AGL and FL350. As the altitude increases, the radius of turn will also increase. To enable timely planning for ATC, the pilot is responsible for informing ATC of the anticipated radius and direction or turn in advance of each manoeuvre.

29. Sawtooth runs are continuous climbs and descents to assess the vertical structure of a cloud formation or aerosol band; for the purposes of this ACN, the height change during the profiles would be between 2000ft and 4000ft.

30. **RVSM Status.** The aircraft is RVSM approved, including whilst engaged on measured runs.

31. **Tracks.** The aircraft will follow the profiles listed below, however the aircraft may request minor deviations in order to achieve the best results. In all cases, the aircraft shall not change level or heading without the explicit approval of ATC when within CAS, or without prior notification when outside CAS. The aircraft shall pre-notify ATC of all expected procedural turns and the direction of travel required. It is expected that, after passing overhead the radar site, the aircraft shall commence a procedural turn initially to the left, then to the right, in order to re-established on the reciprocal track prior to re-passing the radar site.

32. The runs into the site will require the aircraft to conduct some manoeuvring turns to align with the run and will commence from the West. Once established inbound, straight and level flight will be required. However, occasional 'sawtooth (see below)' runs may be requested by the crew to rapidly identify cloud structure and ice layers. Any such requirement shall be notified and approved by ATC prior to commencement of the profile and level flight should normally be regained 10nm to the West of Chilbolton inbound.

33. **The aircraft shall be operated so as to remain West of the London TMA (LTMA13) at all times.** For ease of identification, this can be taken as to remain west of a line through NIGIT and EVTES.

34. The operating profiles are shown in Section 3 and are broken down as follows:

- a. Primary Track. 246°T radial from Chilbolton to the Wardon Hill Observatory, Dorset (504910N 0023323W).
- b. Secondary Track. 270°T radial from Chilbolton to Glastonbury, Somerset (510815N 0024541W).

## SECTION 3

### Area of Operation

35. Charts highlighting the various areas of operation are shown below. These are for illustrative purposes only, not for operational planning and do not show all possible procedural turns.

Charts 1 & 2 – Overview

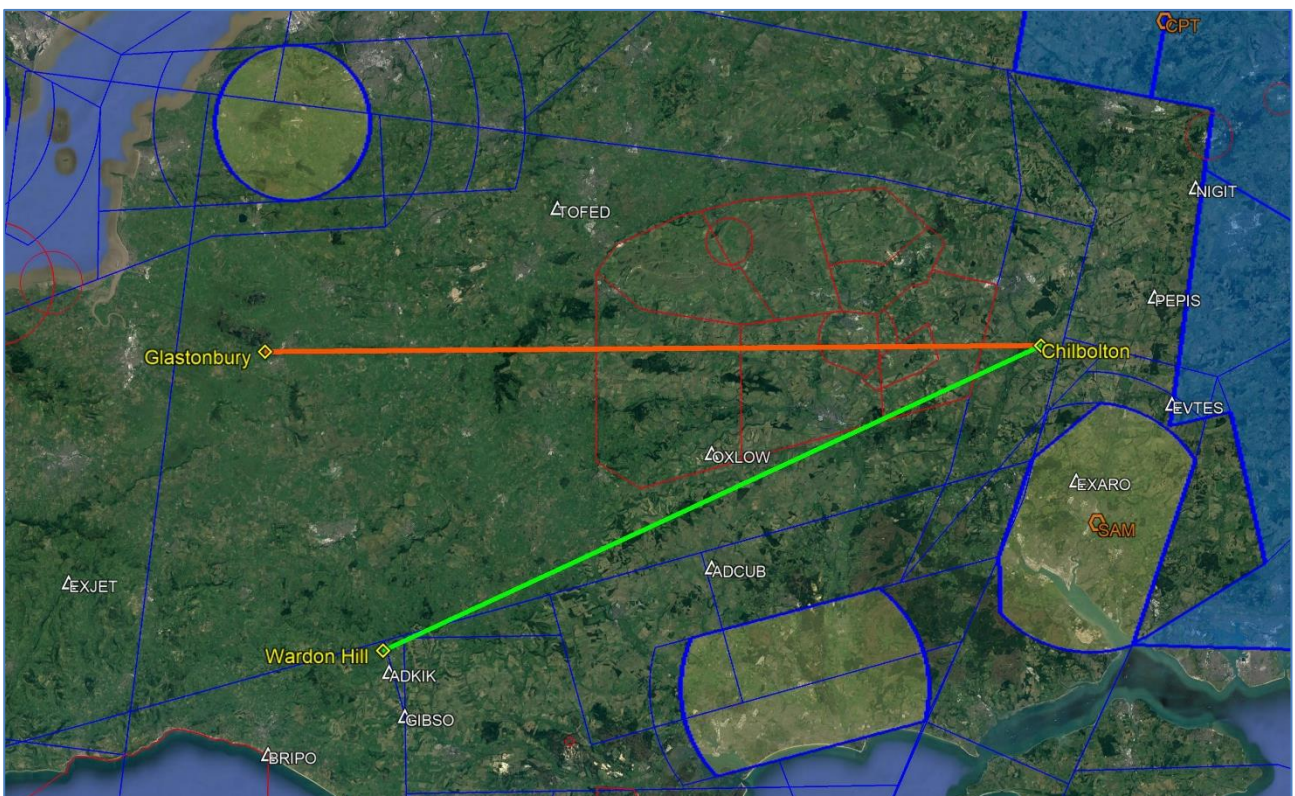
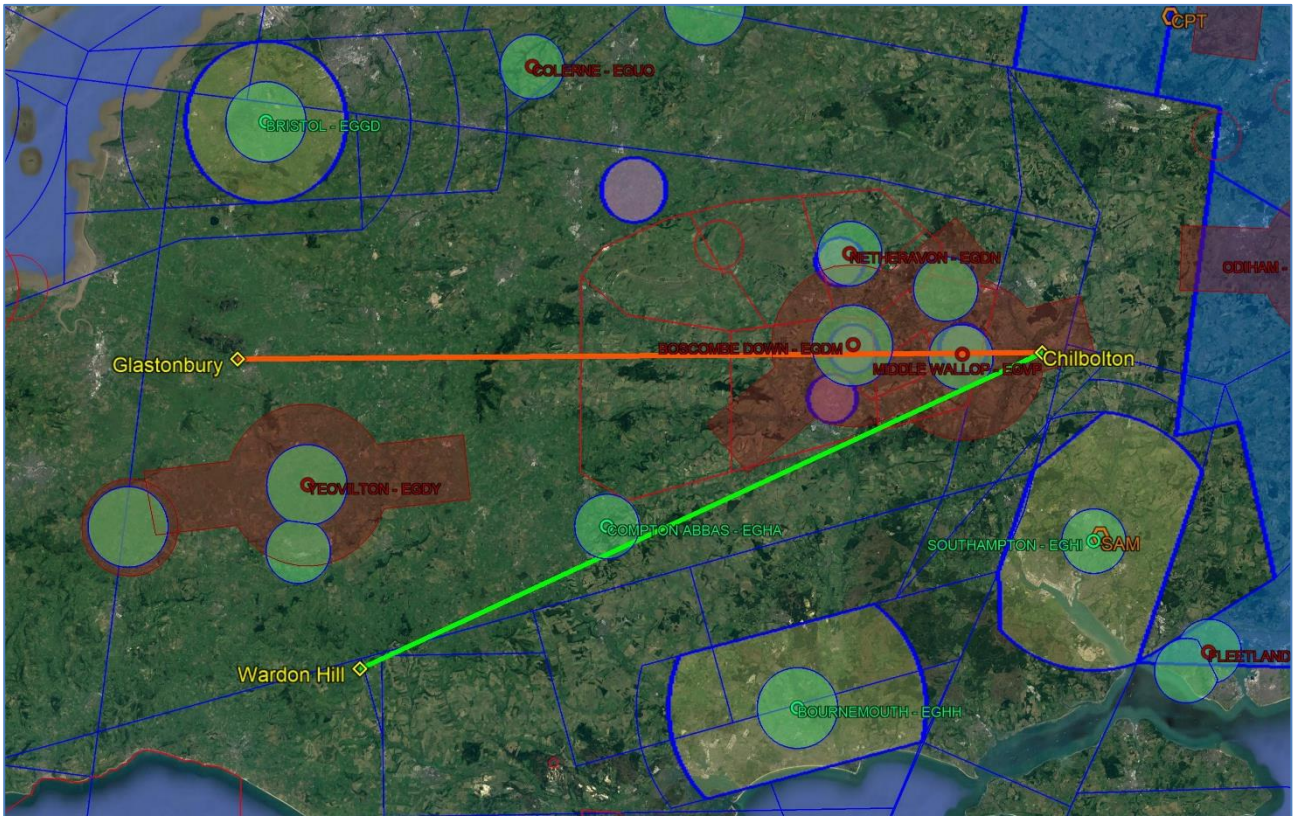


Chart 3 – Example Overlay of Profiles and Turns

