

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2025-18	1.0	06/01/2025	06/01/2025

Civil Aviation Authority

MET RESEARCH RADAR FLIGHT TRIAL CHILBOLTON RADAR

NDS

Subject to NOTAM: No**Date(s) of activity/Validity:**

6 Jan 25 – 31 Jan 26

Times - ALL TIMES UTC

Day or Night

Vertical Limits:

SFC – FL350 (RVA)

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:

Type: BAe146-301
Callsign: AIRTASK 146 (DCT146)

NDS Approved:**Yes – Subject to the conditions in section 2****Event Sponsor(s):**

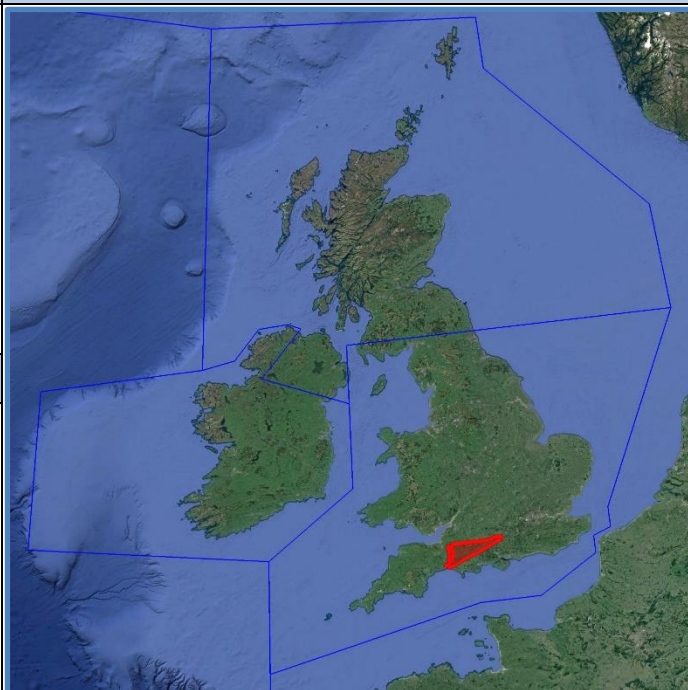
Directflight Ltd
ARA Ops Co-ordinator
Building 146
Cranfield Airport
Bedfordshire
MK43 0AL
01234 817930 / 07464549161
ara.ops@airtask.com

Aircraft Operator(s):

Directflight Ltd
Building 146
Cranfield Airport
Bedfordshire
MK43 0AL
01234 817930
ara.ops@airtask.com

**ATS Units/
Controlling Agencies:**

Boscombe Down	01980 663246
Bournemouth	01202 364150
Swanwick Mil (78 Sqn) – West	01489 612417
Western Radar	01489 445560
Yeovilton	01935 455243

*Info: Swanwick ACC – GS West, Swanwick LTC***Geographical Limits:****Airspace Reservations:**

EG D122 (All)	Wessex	01980 663246
EG D127	Porton	01980 663246
AARA 10 (E)	South West	01489 612495
PARA	Boscombe Down	01980 663051
PARA	Middle Wallop	01264 784848
TRA 002	Wessex	01489 612495

Departure/Destination Aerodrome(s)

EGTC

ACN Issued by:

AU2

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) – AU2
Email: 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).

16. **This ACN does 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 sponsors responsibility for ensuring the validity of any such exemption or permission.

17. **This replaces ACN AR-2024-5282.**

18. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 24 hours prior to undertaking the task. 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.

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 in order to make best use of the airspace, or to reduce overall delays. At all other times the flight is categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers,*) and attracts no priority.

20. **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.

21. 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.

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

23. **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.

24. 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.

25. **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.

26. 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).

27. **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 AR-2025-18 REFERS

28. **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.

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

- | | |
|--------------------------|--------------------------------------|
| a. Boscombe Down | Freq - 126.705 |
| b. Bournemouth | Freq - 119.480 (Primary radial only) |
| c. Swanwick Mil (78 Sqn) | Freq - 135.150 |
| d. Western Radar | Freq - 132.300 |
| e. Yeovilton | Freq - 127.350 |

30. 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.

31. **ATS Provision above FL100.** This service is available to all aircraft flying outside Controlled Airspace in the UK FIRs between FL 100 and FL 190, 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 |

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

33. 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.

34. **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.

- 35. **Air-to-Air Refuelling Areas (AARAs).** For details of the AARAs see the UK AIP – ENR 5.2. Activation is by NOTAM, and when active, information can be obtained from Swanwick Mil.
- 36. **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.
- 37. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).

SECTION 3

Area of Operation

- 38. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

Chart 1 – Overview

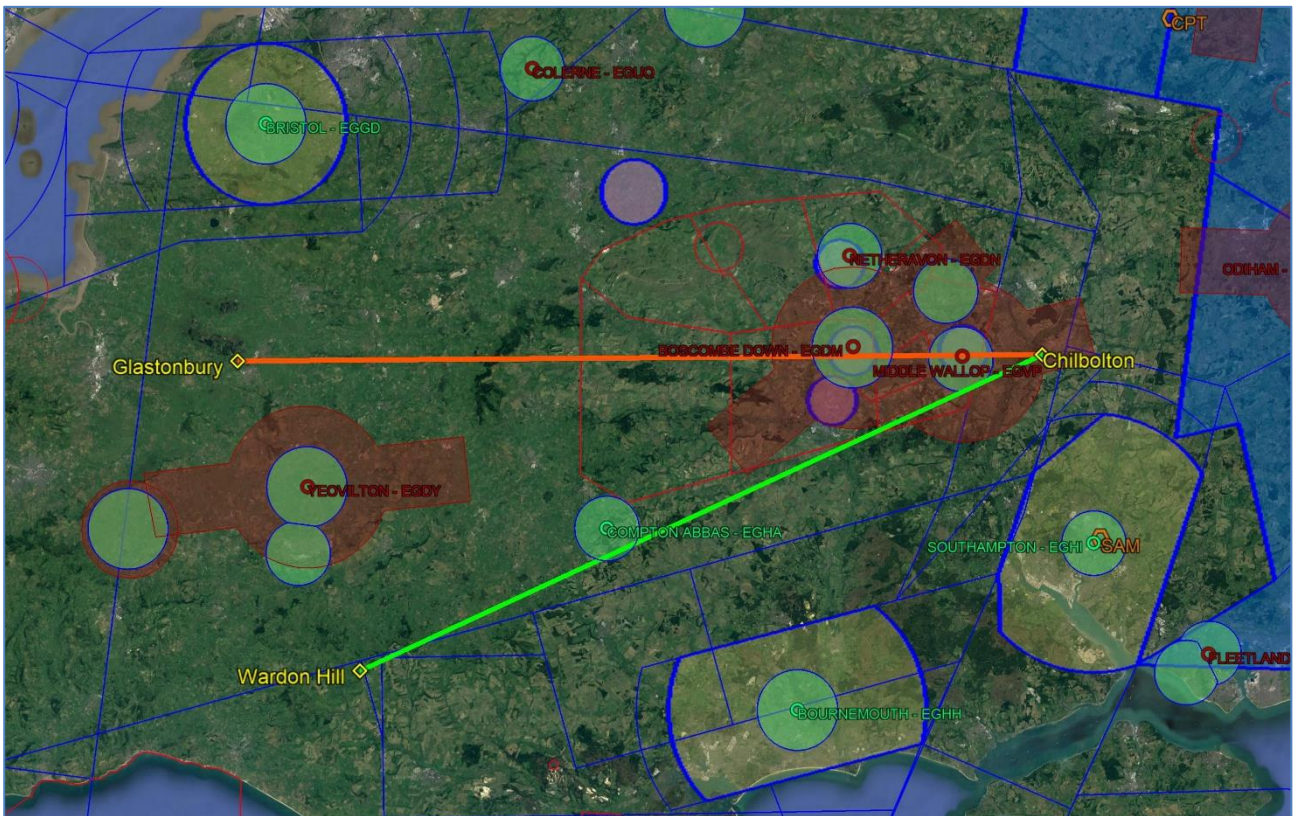


Chart 2 – Overview

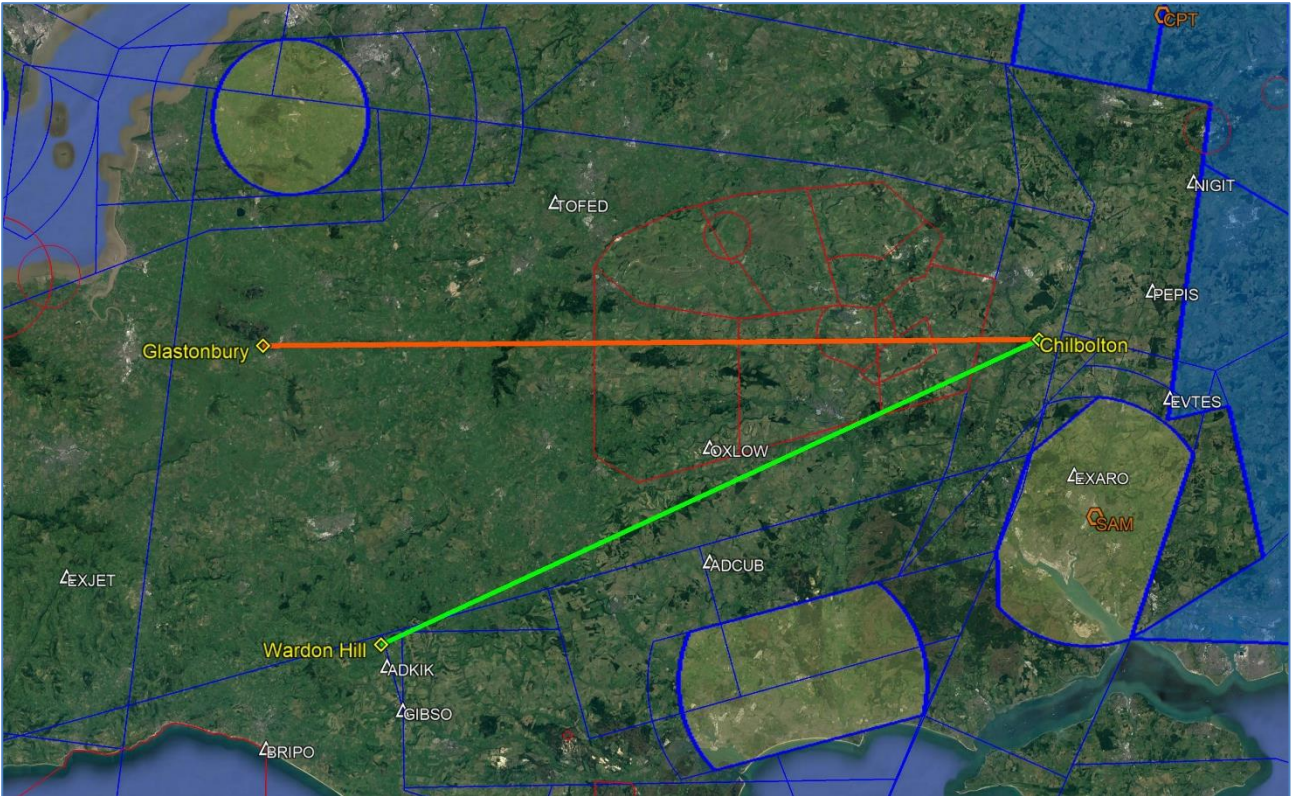


Chart 3 – Example Overlay of Profiles and Turns

