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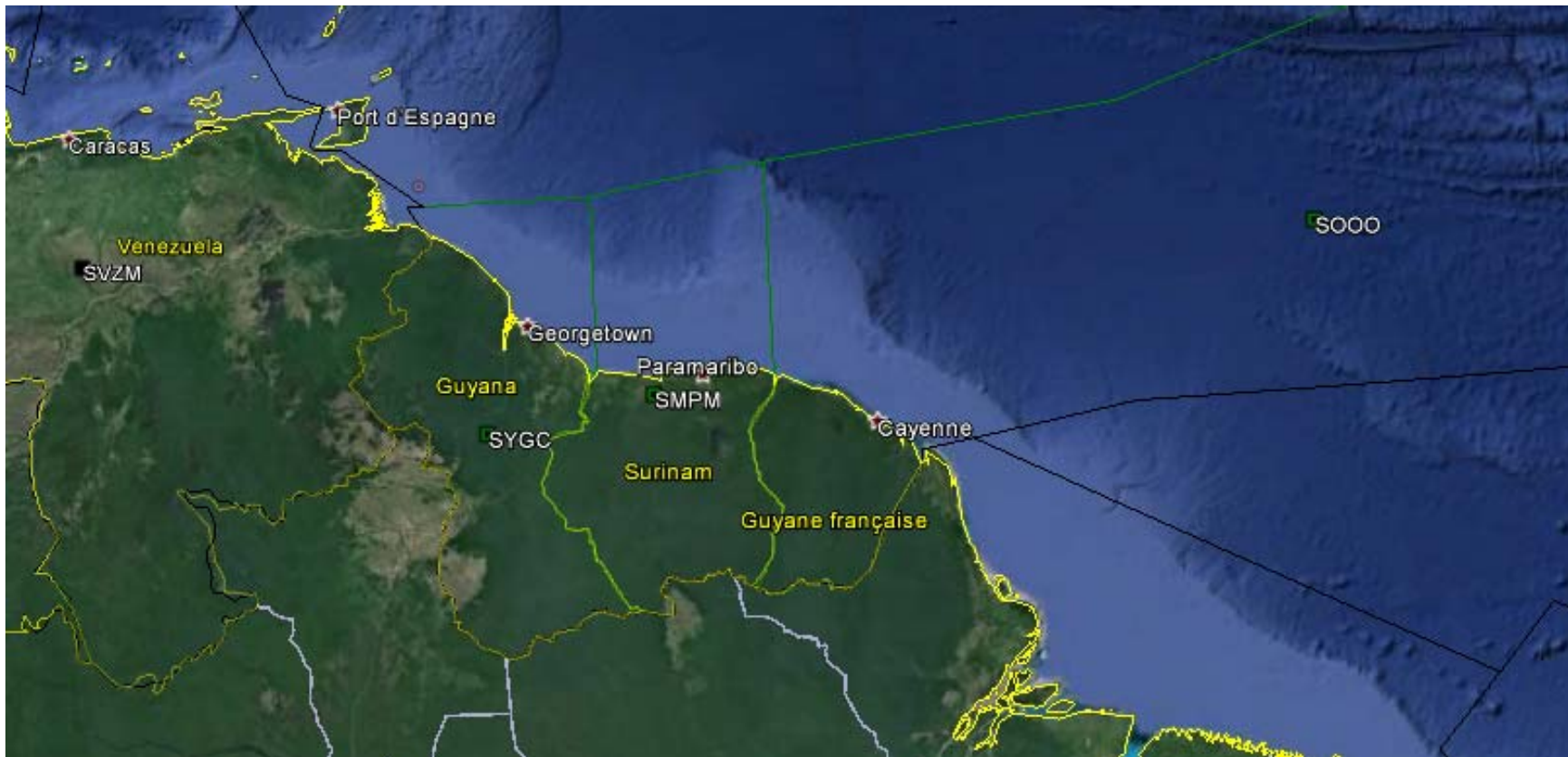


HAIC-HIWC flight campaign Cayenne 2015

Air Traffic Control and Airspace

HAIC/HIWC International Field Campaign Preparation of Cayenne 2015

Several FIR for operations: objective is to have an unique way of working based on the one that is under establishment with Rochambeau.



SAFIRE is negotiating with the different FIRs for the 3 Aircraft Operations.

HAIC/HIWC International Field Campaign Preparation of Cayenne 2015

Description of operations for ATCs

- Flights between 07/05/2015 and 08/05/2015
 - Baseline: Day flights
- Flights between 09/05/2015 and 29/05/2015.
 - Baseline: Take-off around 5:30am for flights of approximately 3h30.
 - Alternative flights pending on weather conditions.
- Operations: Need for free operation vs. Cap in one pre-selected altitude zone.

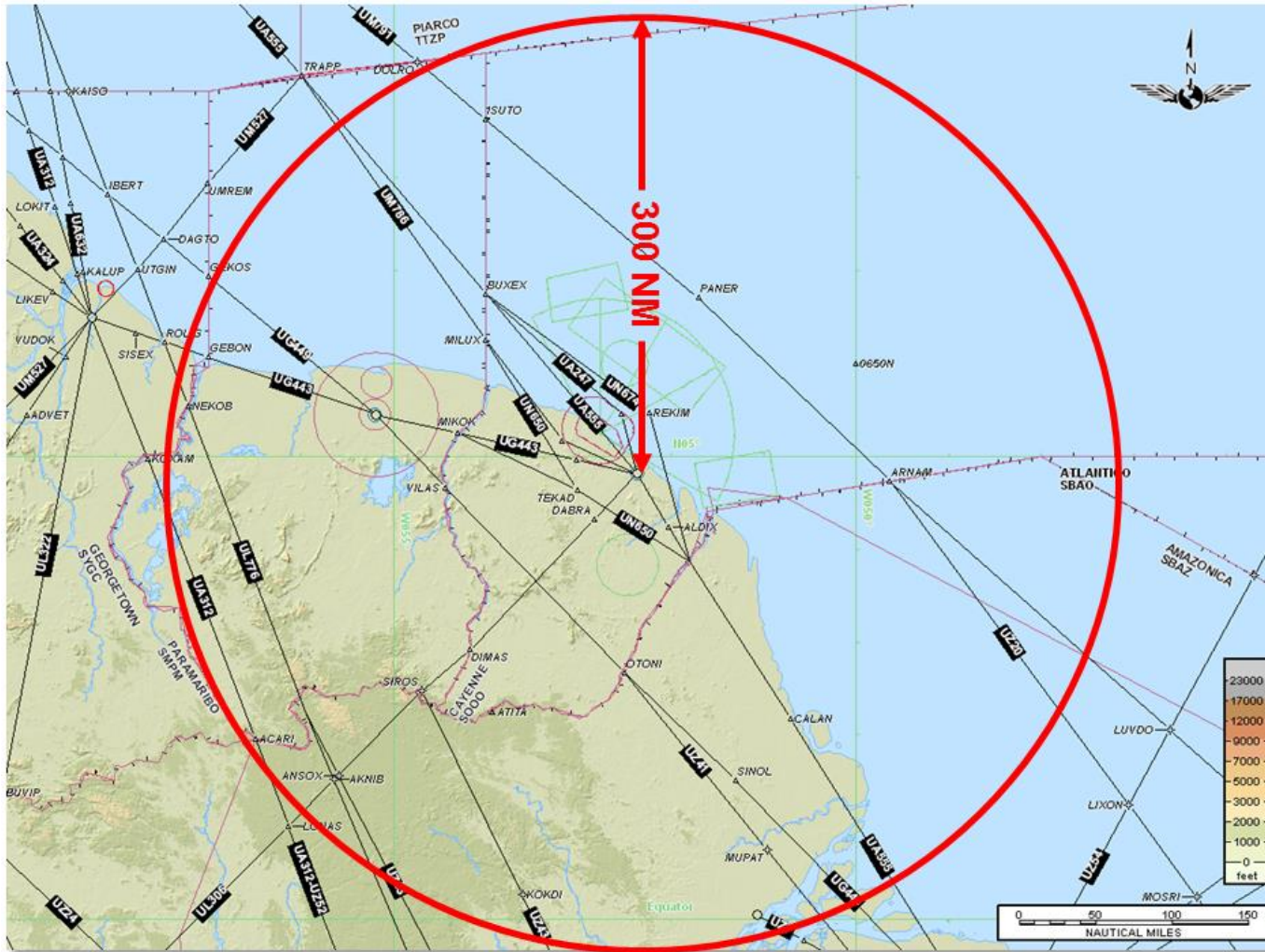
Proposal

Circle of 100Nm (or 200Nm) diameter on an altitude block of 5000ft

In case of transit flights in area = request can be made by ATC to maintain temporarily one altitude or position.

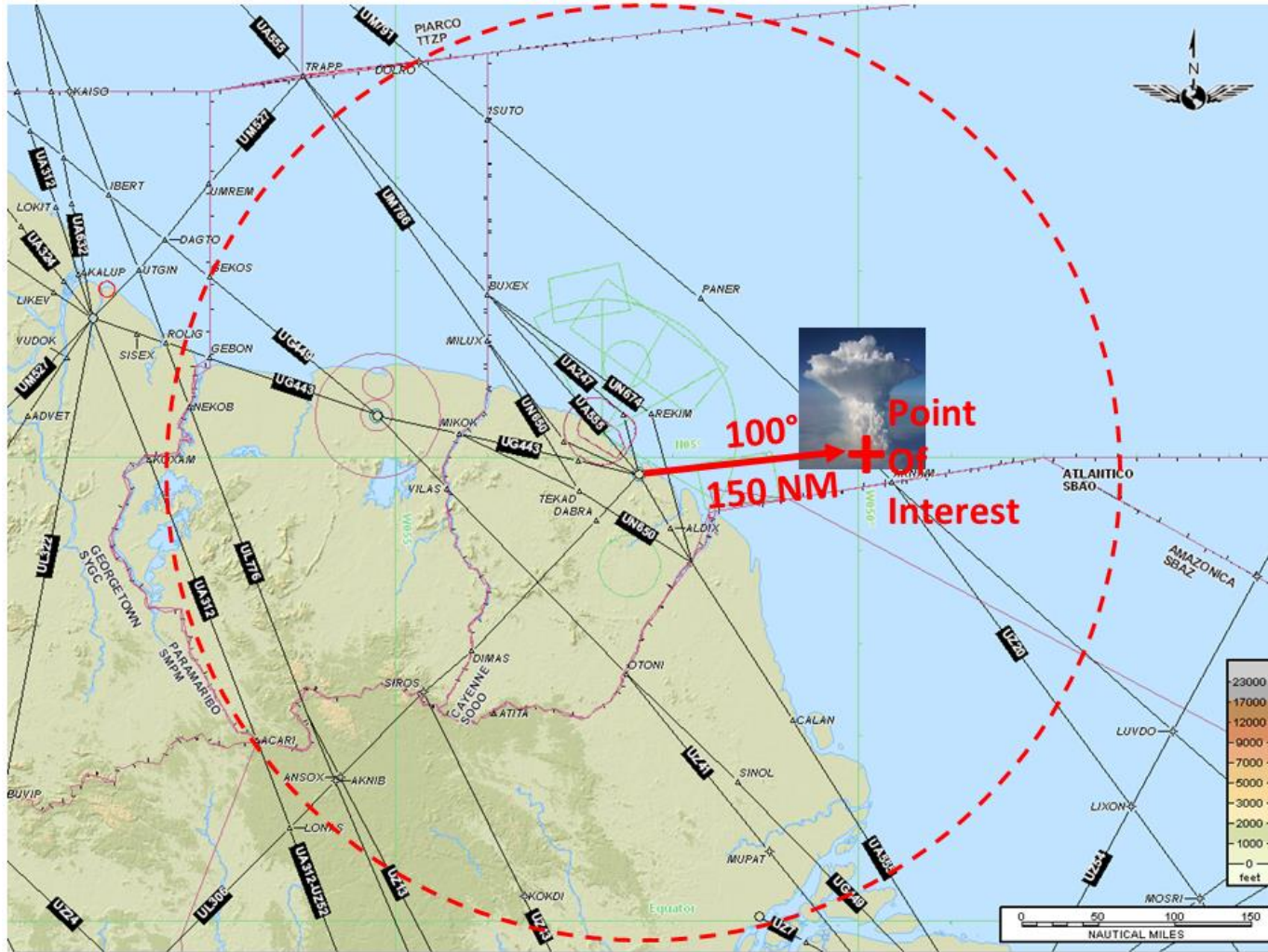
HAIC/HIWC International Field Campaign Modus Operandi Proposal

A Campaign Working Area is defined prior the airborne campaign: 300 NM around Cayenne airport (SOCA). All the « Points Of Interest » will be defined in this area.



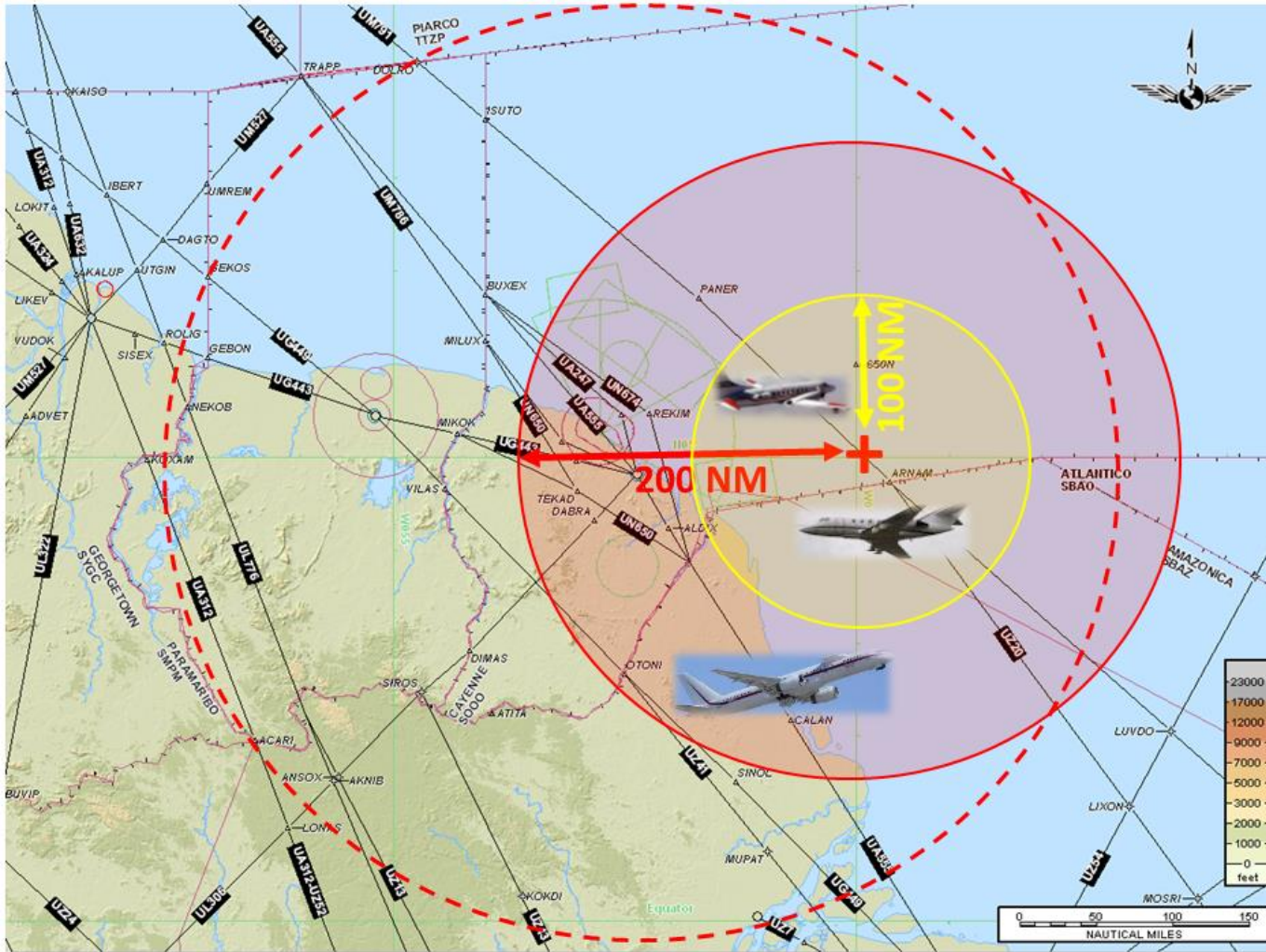
HAIC/HIWC International Field Campaign Modus Operandi Proposal

The « Point Of Interest » is defined relative to a reference point (e.g. Cayenne VOR CYR 115,95), with magnetic radius and distance. (POI is defined prior to the flight)



HAIC/HIWC International Field Campaign Modus Operandi Proposal

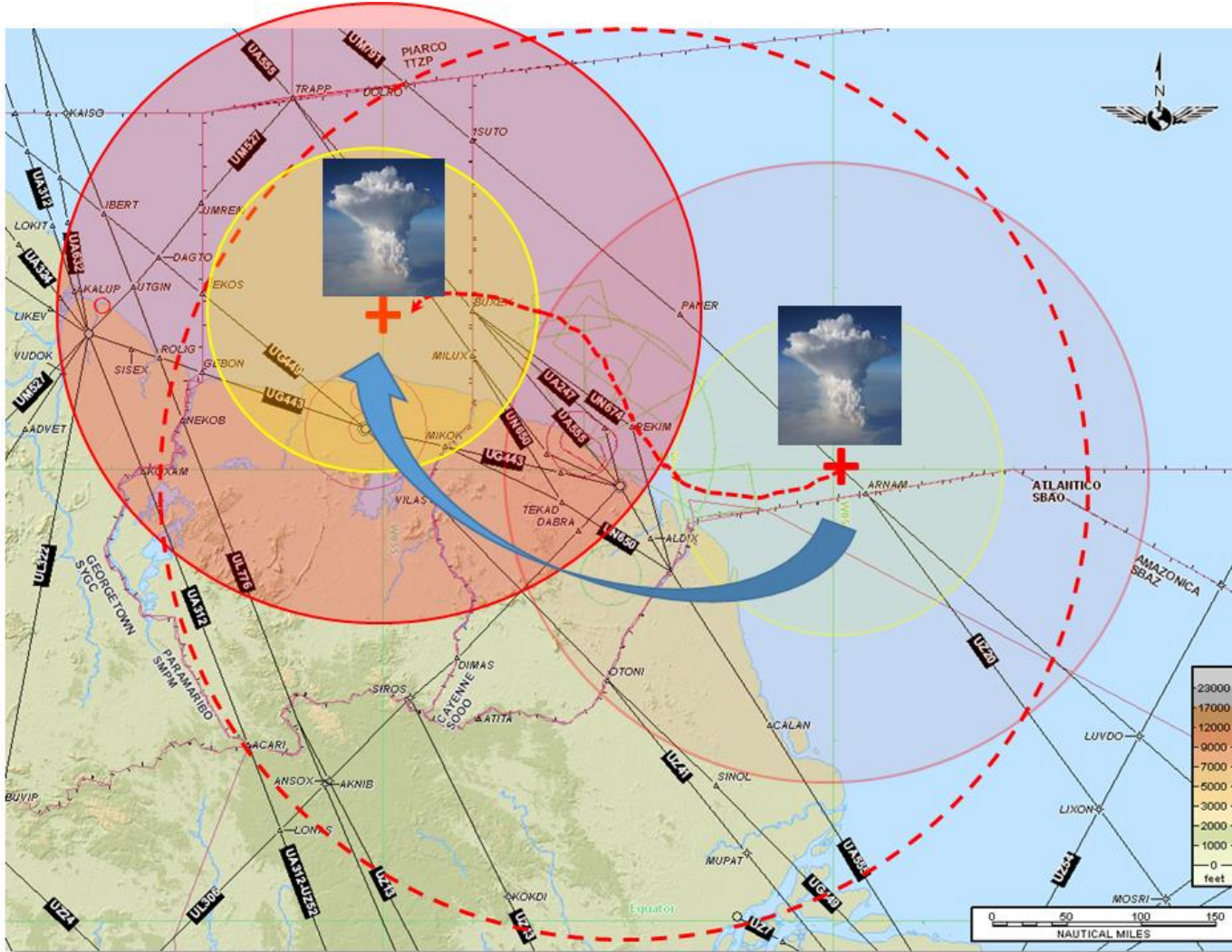
The 3 planes will fly around the Point Of Interest, within a 100NM radius area for the Falcon and the Convair; in a 200NM radius area for the Boeing.



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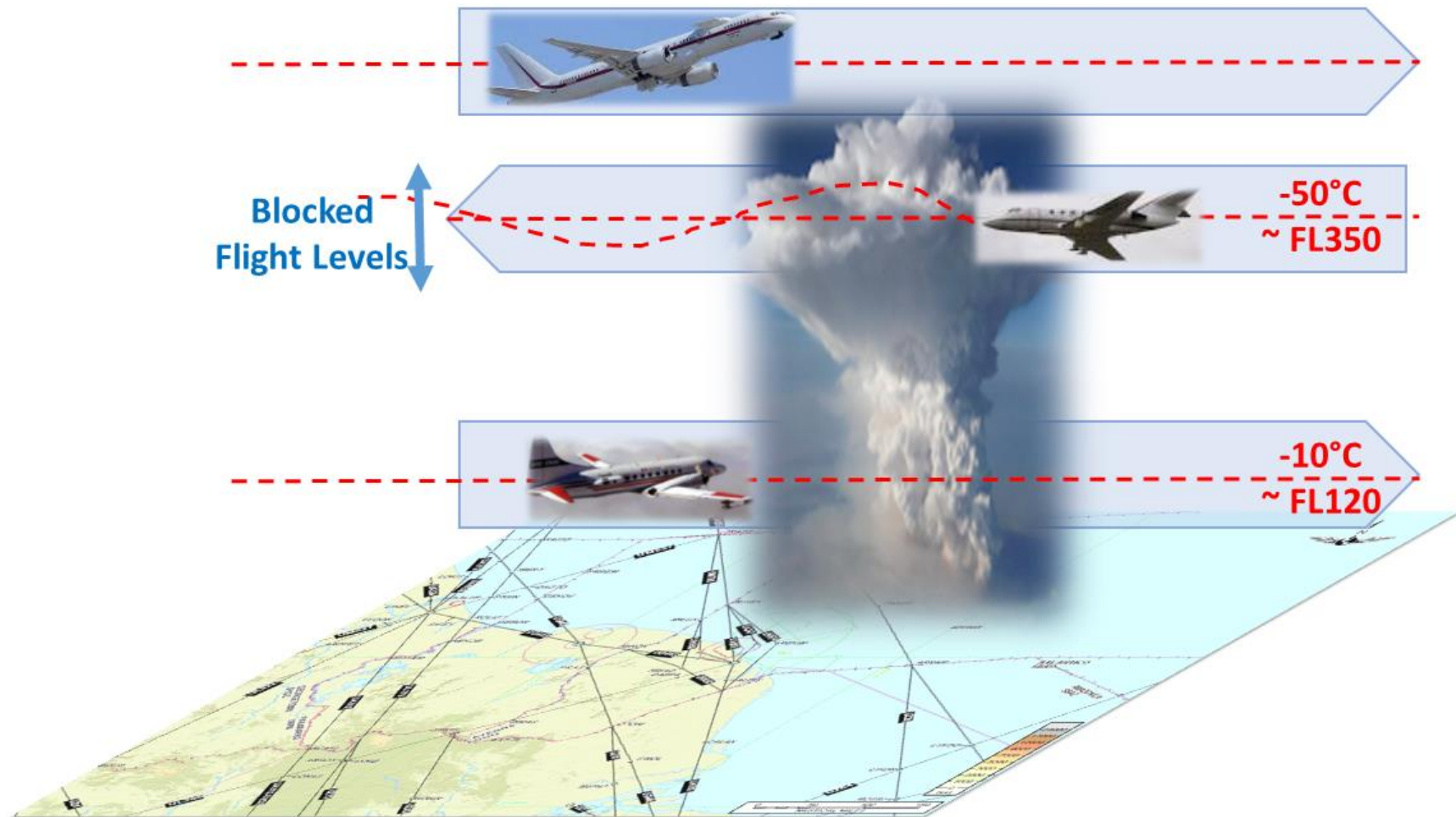
HAIC/HIWC International Field Campaign Modus Operandi Proposal

If the « Point Of Interest » drifts with the wind, it will be requested to fly in a new area, in accordance with the ATC.



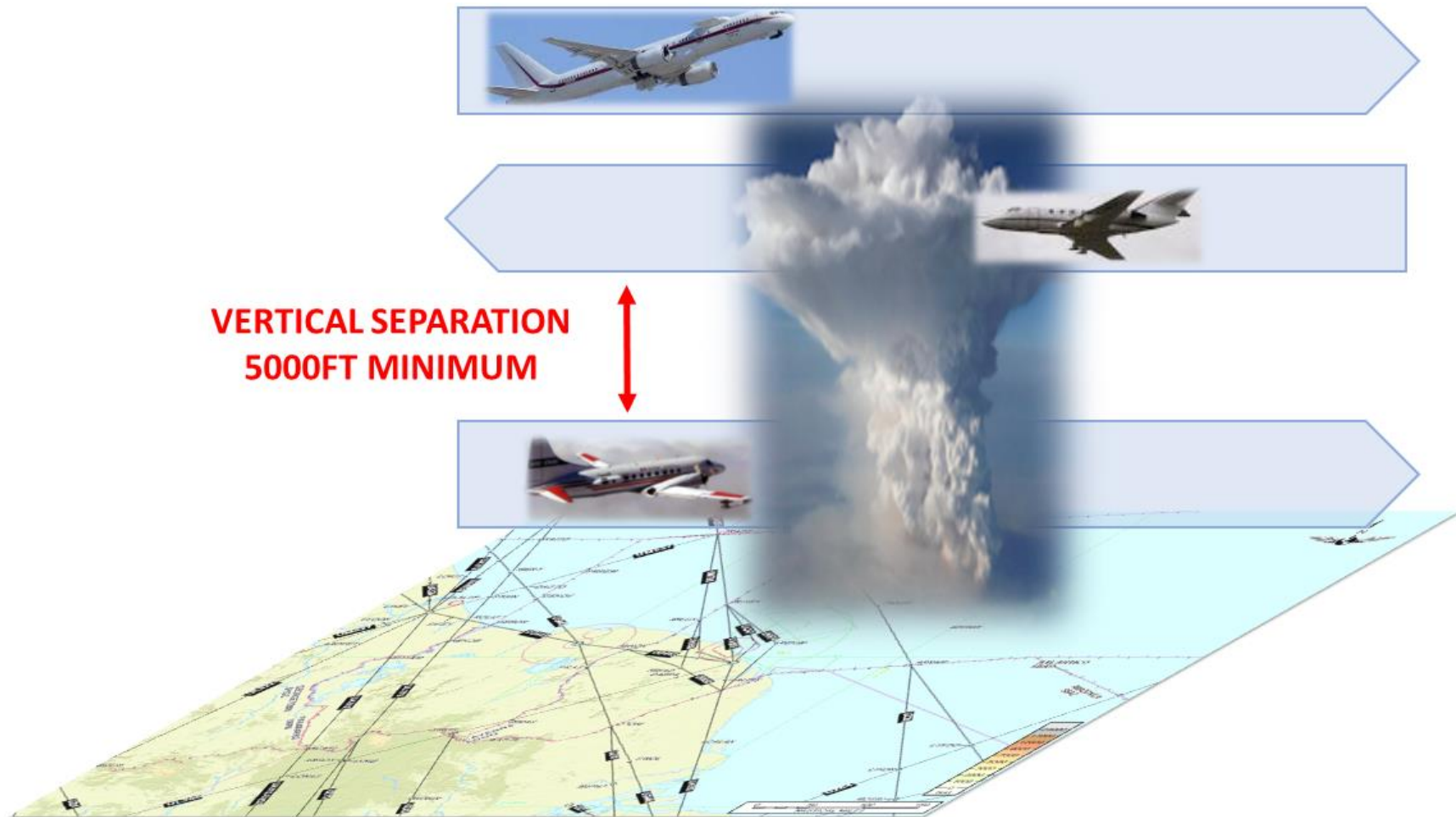
HAIC/HIWC International Field Campaign Modus Operandi Proposal

To adjust the flight to the campaign goals (targeted flight temperature), a block of flight levels will be requested.



HAIC/HIWC International Field Campaign Modus Operandi Proposal

For safety reasons and for traffic separation, a 5000ft vertical separation will be observed between the blocked flight levels when flying in the same area.



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Status of discussions

Overall approach is accepted by SOOO & PIARCO.

- 3 aircraft coordination:

Flight Plans

Take-Off in the same timeslot (pending on their own flight characteristics and distance to working area to determine order for take-off)

Operations in working area: What are the recommendations to support ATC?

- Flight Coordinator to be located in ATC Office
- Real-time location of each aircraft available through PLANET → Request for ATC Access to PLANET

Landing in the same timeslot (pending on their own flight characteristics and distance to working area to determine order for landing)

- On-going organisation work within SOOO to provide dedicated people to support our mission
- Operational meeting to be set up prior to test campaign on site to finalize operations and way of working

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Open points:

- Flight Plans: Work area for the day will be established during weather briefings between 2:00 and 3:00 am.
 - What is the most adequate support? (paper/email)
 - What is the minimum delay for flight request? How?
 - ➔ To be solved during on site meeting
- Launch of discussions with other FIRs (multi-zone approach)
- Next teleconference before the 20th of March 2015

High Altitude Ice Crystals (HAIC, 314314)

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Project co-funded by the European Commission within the
Seventh Framework Programme (2012-2016)

