

Minutes from the Aircraft Meeting during the 5th COPS workshop on 27 March 2007
C. Flamant
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The aircraft PIs and/or representative met from 10:30 to 15:00 on 27 March 2007 to discuss the feasibility of the proposed flight plans (extensively presented by Ullrich Corsmeier (UC) on the previous) with German ATC.

UC first briefly introduced the general area of operations (Vosges, Rhine Valley, Black Forest, Swabian Jura) as well as some details about the flight plans (such as flight levels, etc.) to German ATC representatives.

A DLR representative then highlighted the constraints and the challenges associated with multi-aircraft operations in the COPS region due to traffic on the German side and the existence of multiple restricted areas (military operation zones) on the French side.

ATC representatives inform the PIs that they have not received the detailed flight plans and express worries concerning the likeliness of operations over restricted areas in France and mention that they will not deal with this aspect of the flights preparation. A discussion follows which stresses out that nothing has been done so far to approach the ATC and the militaries on the French side.

C. Flamant (CF) called SAFIRE COPS coordinator (Eric Mathieu) during the lunch break to find out more about what has been done so far in terms of flight preparation by the F20 pilots. At the same time V. Wulfmeyer et al. talked with H. Finkenzeller (currently in Spitsbergen) to find out more about the lack of liaising with the German ATC.

E. Mathieu confirmed that the SAFIRE pilots had been working on the F20 flight plans. They will take it into their own hands to deal with French ATC and DGAC for flights permission for all aircraft over France. They asked that all flight plans to be flown IFR over France be sent to them for thorough evaluation. Concerning the dropsondes, DGAC is on the case thanks to SAFIRE. SAFIRE will wait until DGAC reaches a decision concerning the French F20, to ask for permission for the other aircraft needing to release drops over France (DLR F20, BAe, DO 128).

CF also expressed interest in having the BAe perform pre-CI low-level measurements in the Vosges region as well. It is agreed that for these missions the BAe could fly any of the legs defined in the framework of the MAP flight plan (designed by C. Kiemle & C. Flamant).

Flight plans for aircraft flying VFR were not discussed with ATC (no need to). Nevertheless there were some concerns from the PIs of these aircraft that they could fly VFR over France.

A meeting of aircraft PIs, pilots and flights ops representatives will be organized in Langen (near Frankfurt) to further discuss the flight plans. The meeting is scheduled on 16th April, 2007. UC to send invitation and details on how to access the site to all PIs.

Late notice:

- Y. Dufournet's proposal to EUFAR has been accepted and funded for 10 h as of last Friday (30 March). Y. Dufournet needs to submit flight plans soon to UC.
- P. DiGirolamo's proposal to EUFAR has been accepted and funded for 9 h on the SAFIRE F20 (not the DLR F20 as originally planned) as of last Friday (30 March).