

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2016-06-0584	V1	17 June 2017	17 June 2016

BRITISH GLIDING ASSOCIATION COMPETITIONS 2016

COMPTON BOX

Subject to NOTAM: Yes (by Airspace Regulation)

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
WIE - 31 Aug 2016	0800-1900

Vertical Limits:	Allocated Mode 3A (SSR):
SL-FL100	N/A

Aircraft Details:	NDS Approved:
See Section 3	Not Applicable.

Event Sponsor(s):	Aircraft Operator(s):
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Mr Colin Rule
British Gliding Association
8 Merus Court
Meridian Business Park
Leicester
LE19 1RJ

01420 511415

<https://members.gliding.co.uk/competitions/>

Organising Club (detailed at section 3)

ATS Units/ Controlling Agencies:	Geographical Limits:
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RAF Odiham ATC
01256 367276
Farnborough (Watch Manager)
01252 526023
Swanwick (Group Supervisor South)
02380 401104/401112

Airspace Reservations:

Compton Box (See Below)



Departure/Destination Aerodrome(s)	ACN Issued by:
EGHL	AS4

Civil Aviation Authority, 45-59 Kingsway, London WC2B 6TE
Direct Dial: 0207 453 6599 Fax: 020 7453 6593
Email: AROps@caa.co.uk

SECTION 1: CO-ORDINATION ARRANGEMENTS (GENERAL)

1. The pilot/operator is requested to telephone the ATS 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. 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.

SECTION 1A (ADDENDUM): TEMPORARY SEGREGATED AIRSPACE

9. This ACN allows the gliders, tug aircraft and any other aircraft associated with the specified event which would otherwise be prohibited or restricted to fly in the airspace specified below, in accordance with SERA.6001 and Appendix 4, to fly in accordance with the conditions as specified during periods of segregated operations.

10. The Civil Aviation Authority, being the designated national supervisory authority in the United Kingdom for the purposes of Regulations (EC) 549/2004, 550/2004 and 2150/2005, and pursuant to Articles 3(c) and 4(1)(a) – (f) of Regulation (EC) 2150/2005, confirms that the airspace referred to within this Notice is defined as a temporary airspace reservation under Regulation 2150/2005 for the periods and purposes referred to in this Notice, and permits flights under Visual Flight Rules in such airspace during such periods, notwithstanding SERA.6001(a), subject to compliance by users of such airspace under this Notice with the conditions for such use set out in the Notice.

11. SERA' means the 'Standardised European Rules of the Air regulation' Commission Implementing Regulation (EU) No 923/2012 of 26th September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010(a)).

Visual Meteorological Conditions

12. For flight in Class A and Class C airspace, the Visual Meteorological Conditions to be complied with are those at SERA.5001 VMC visibility and distance from cloud minima Table S5-1:

- a. At and above 10,000ft AMSL:
 - i. Flight visibility: 8 km
 - ii. Distance from cloud: 1,500m horizontally, 1,000ft vertically
- b. Below 10,000ft AMSL and above 3,000ft AMSL, or above 1,000ft above terrain, whichever is the higher:
 - iii. Flight visibility: 8 km
 - iv. Distance from cloud: 1,500m horizontally, 1,000ft vertically

13. For flight in Class D airspace below 10,000ft AMSL and above 3,000ft AMSL, or above 1,000ft above terrain, whichever is the higher, the Visual Meteorological Conditions to be complied with are those at SERA.5001 VMC visibility and distance from cloud minima Table S5-1:

- a. Flight visibility: 5 km
- b. Distance from cloud: 1,500m horizontally, 1,000ft vertically

14. For flight in Class D airspace at and below 3,000ft, the Visual Meteorological Conditions and constraints to be complied with are those set out by ORS4 General Exemption E4163 No 1158:

- a. Clear of cloud, with the surface in sight and:
 - v. if the aircraft is not a helicopter, in a flight visibility of at least 5km; or
 - vi. if the aircraft is a helicopter, in a flight visibility of at least 1,500m;
- b. By day only; at a speed which, according to its airspeed indicator, is 140knots or less, to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision.