

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-05-0227	1.0	20/05/2022	05/05/2022

BGA COMPETITION 2022 DAVENTRY (DTY) BOX

CAT Z

Subject to NOTAM: Yes (by Airspace Regulation)

Date(s) of activity/Validity:	Times - ALL TIMES UTC
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25th June 2022 – 27th August 2022

09:00 – 18:00

Vertical Limits:

Allocated Mode 3A (SSR):

SFC – 5,500ft AMSL

Not applicable

Aircraft Details:

NDS Approved:

See Section 2

Not applicable

Event Sponsor(s):

Aircraft Operator(s):

British Gliding Association
8 Merus Court
Meridian Business Park
Leicester
LE19 1RJ
0116 289 2956 (BGA Office)
office@gliding.co.uk

Various

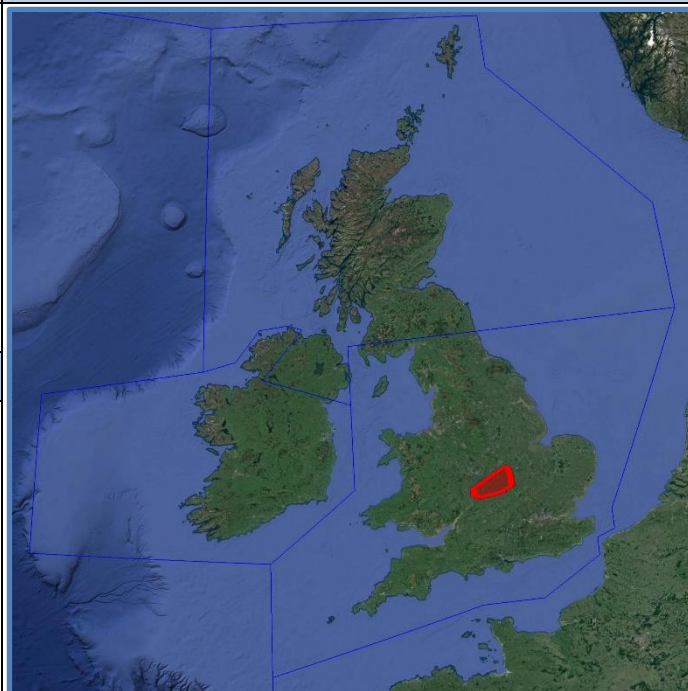
ATS Units/
Controlling Agencies:

Geographical Limits:

Birmingham 0121 767 1210
Swanwick LTC – GS(Mids) 01489 612492
Info: Coventry, Brize Norton, Oxford, Wellesbourne Mountford

Airspace Reservations:

EG D213 Kenton 01869 257489



Departure/Destination Aerodrome(s)

ACN Issued by:

Various

AS3

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 where fitted to the aircraft.
4. The pilot will be responsible for obtaining all necessary ATC clearances and for maintaining R/T contact with appropriate ATC authorities where required.
5. The pilot/operator will be responsible for obtaining prior clearances to enter any UK Danger and restricted 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 survey. The pilot/operator is to ensure that UK Daily NOTAM Nav Warnings are consulted prior to each flight.
7. 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

8. 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).
9. 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>
10. 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.
11. 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
Tel: 01293 983880

SECTION 1A (ADDENDUM): TEMPORARY SEGREGATED AIRSPACE

12. 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.

13. The Civil Aviation Authority, being the designated national supervisory authority in the United Kingdom, confirms that the airspace referred to within this Notice is defined as a Temporary Airspace Reservation under Commission Regulation (EC) [2150/2005](#) (as amended by the [Air Traffic Management \(EU Exit\) Regulations 2019](#)) 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.

14. SERA' means the 'Standardised European Rules of the Air regulation' Commission Implementing Regulation (EU) No [923/2012](#) of 26th September 2012 (as amended by Reg (EU) [2016/1185](#) and the [Aviation Safety \(Amendment\) Regulations 2021](#)) laying down the common rules of the air and operational provisions regarding services and procedures in air navigation.

15. The creation of a Temporary Airspace Reservation, where it occurs within existing volumes of controlled airspace, is subject to the agreement of the Air Navigation Service Provider (ANSP) which has been delegated responsibility by the State for the provision of ATS within such airspace.

Separation Standards

16. In certain notified portions of Class A airspace, gliders are permitted to operate without reference to ATC in accordance with specified conditions and neither separation nor traffic information will be provided in respect of such flights. When such activity occurs, such airspace will be segregated from other traffic, which is provided with at least standard separation from the segregated airspace. Such segregated activities are undertaken in accordance with the flexible use of airspace provisions contained within Commission Regulation (EC) 2150 of 2005. (*UK AIP ENR 1.4 (2.1.2) refers*).

17. ATS Providers are to comply with Para 15 unless a reduction has been authorised following a safety assessment approved by the CAA. Any such safety assessment should be reviewed at regular intervals, including following any changes to airspace or procedures. It is the responsibility of the ATS units to notify any changes in this status to the CAA (Airspace Regulation (Utilisation) team). For the purposes of this Temporary Airspace Reservation, 500ft reduce vertical separation has been approved and reviewed as follows:

a. NATS En-Route Ltd

Reference: SWN01417

Last reviewed: 23 June 2021

a. Birmingham Airport Ltd

Reference: CR51/2021 Daventry Gliding Box Use of 500ft Separation

Last reviewed: 02 June 2021