

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

Civil Aviation
Authority

ACN Reference:	Version:	Date:	Date of Original
AR-2025-2629	1.0	12/05/2025	28/04/2025

BGA COMPETITION 2025 DAVENTRY (DTY) BOX

CAT Z

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

21 Jun 25 – 24 Aug 25

Times - ALL TIMES UTC

09:00 – 18:00

Vertical Limits:

SFC – 5,500ft AMSL

Allocated Mode 3A (SSR):

Not applicable

Aircraft Details:

See Section 2

NDS Approved:

Not applicable

Event Sponsor(s):

British Gliding Association

8 Merus Court

Meridian Business Park

Leicester

LE19 1RJ

0116 289 2956

(BGA Office)

07818 808751

(Coordinating Officer)

office@gliding.co.uk**Aircraft Operator(s):**

Various

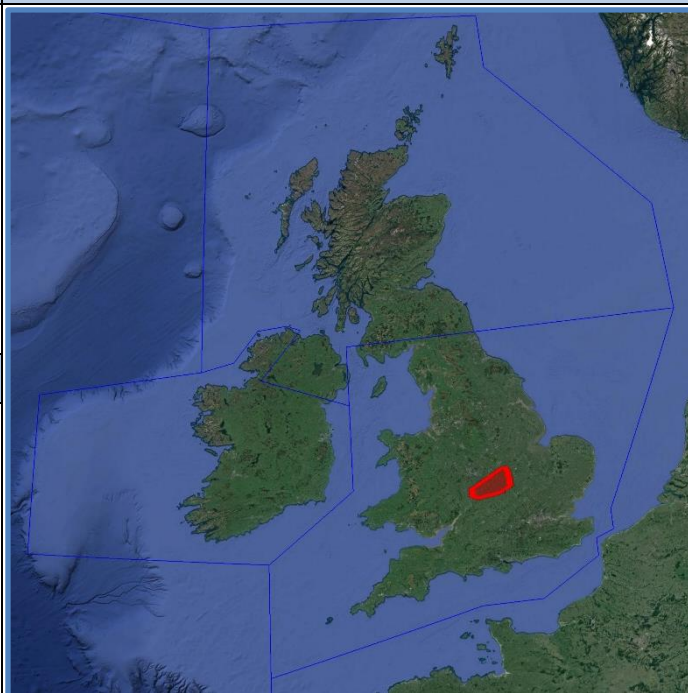
ATS Units/**Controlling Agencies:**

Birmingham

0121 767 1210

Swanwick LTC – GS(Mids)

01489 612492

*Info: Brize Norton, Coventry, Oxford, Wellesbourne Mountford***Geographical Limits:****Airspace Reservations:**

EG D213

Kineton

01869 257489

Departure/Destination Aerodrome(s)

Various

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, 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.
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. 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) – AU2
Email: AROps@caa.co.uk

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: 16th April 2025

b. Birmingham Airport Ltd

Reference: CR51/2021 Daventry Gliding Box 500ft **reduced** vertical separation has been approved and reviewed as follows

Last reviewed: 17th April 2025

Visual Meteorological Conditions

18. Flight within this Temporary Airspace Reservation is only permitted when the aircraft are operating in VMC, in accordance with the regulations below.

19. SERA.5001 VMC Visibility and Distance from Cloud Minima Table S5-1, as amended by The Aviation Safety (Amendment) Regulations 2021 ([SI 2021/10](#)):

<u>Altitude Band</u>	<u>Airspace Classification</u>	<u>Flight Visibility</u>	<u>Distance from Cloud</u>
At and above 10,000ft AMSL	A ¹ B C D E F G	8km	1,500m horizontally 1,000ft vertically
Below 10,000ft AMSL and above 3,000ft AMSL or above 1,000ft above terrain, whichever is the higher	A ¹ B C D E F G	5km	1,500m horizontally 1,000ft vertically
At and below 3,000ft AMSL or 1,000ft above terrain, whichever is the higher	A ¹ B C D ² E	5km	1,500m horizontally 1,000ft vertically
	F G	5km ³	Clear of Cloud and with the surface in sight

1. The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace
2. A VFR flight in airspace class D is also deemed to have complied with Table S5-1 if the aircraft is flown:
 - a. during day;
 - b. at or below 900 m (3,000 ft) AMSL, or 300 m (1,000 ft) above terrain, whichever is the higher;
 - c. at an indicated airspeed of 140 kts or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; and
 - d. remaining clear of cloud, with the surface in sight and:
 - i. for aircraft other than helicopters, with a flight visibility of at least 5 km;
 - ii. for helicopters, with a flight visibility of at least 1,500 m.”;
3. A VFR flight in airspace class F or G is also deemed to have complied with Table S5-1 if the aircraft is flown:
 - a. during day;
 - b. at or below 900 m (3,000 ft) AMSL, or 300 m (1,000 ft) above terrain, whichever is the higher;
 - c. at an indicated airspeed of 140 kts or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; and
 - d. with a flight visibility of at least 1,500 m.”.

SECTION 2: GENERAL INFORMATION

20. This ACN details the requirements and coordination to facilitate access to the “Daventry Gliding Box”.

21. **Dates.** This ACN supports four specific gliding competitions:

- | | |
|------------------------------------|----------------------------|
| a. Bidford Regionals | 21 Jun – 29 Jun |
| i. Bidford Gliding Club: | 01789 778807 |
| ii. Event Director: | Paul Kaye, 07979 595650 |
| b. Sherington Regionals | 5 Jul -13 Jul |
| i. Edgehill Gliding Club: | 07548 069341 |
| ii. Event Director: | Lucy Wootton, 07974 509272 |
| c. Husbands Bosworth Challenge Cup | 26 Jul – 3 Aug |
| i. The Gliding Centre: | 01858 880521 |
| ii. Event Director: | Colin Davey, 07900682932 |
| d. 18m/20m Nationals | 16 Aug – 24 Aug |
| i. The Gliding Centre: | 01858 880521 |
| ii. Event Director: | Colin Davey, 07900682932 |

22. **Cross Over of Dates.** Where cross over of dates occur, the decision of which event(s) uses the airspace shall be determined by the BGA.

23. **Priority.** All competitions are categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*) and attracts no priority. Subject to the prevailing traffic conditions on the day, London Terminal Control at Swanwick may delay access or request the airspace to be vacated subject to agreed claw-back procedures.

24. **Participants.** It is expected that up to 70 gliders and 8 tugs will participate within each of the competitions.

25. **Daventry (DTY) Gliding Box.** The DTY Box sits within the Daventry Control Area (CTA) Section 9, which is Class A, and for the duration of its activation is designated as Temporary Segregated Airspace.

26. The box is laterally defined as being:

- a. Horizontally. Following points joined by straight lines:
 - i. 522048N 0010740W – 521355N 0010026W – 521049N 0010650W – 520835N 0011700W – 522048N 0010740W
- b. Vertically. The box extends from 4,500ft AMSL to 5,500ft AMSL.

- c. Pressure Setting. The pressure setting to be used is the Midlands (Birmingham) QNH. The sponsor is responsible for ensuring that all participants are kept up to date with the current QNH, which should be checked at regular intervals, not exceeding 30 minutes. The QNH can be obtained from the **Birmingham ATIS via:**

- i. **136.030 MHz**

- ii. **0121 767 1260**

27. **The DTY Gliding Box remains Class A airspace throughout.**

28. **Limitations.** The DTY Box can only be activated between the hours of 09:00 and 18:00 UTC within the dates specified in Para 21.

29. **NOTAMs.** An aerodrome NOTAM has been issued by CAA Airspace Regulation for both competition dates. The Competition Director or pre-authorised deputy, are to submit the daily route NOTAM as follows:

- a. By 14:30 UTC the day prior – to AROps@caa.co.uk
- b. After 15:30 the day prior to 07:30 UTC on the day of flight – direct to the NOTAM Office ensuring the OOH agreement is complied with.
- c. Submissions after 07:30 UTC on the day – to AROps@caa.co.uk

30. **NOTAM requests on the day after 07:30 UTC cannot be guaranteed to be processed.** All such requests should be marked as high importance and include the **“GLIDING TODAY – (Name of Site)”** in the subject field.

31. It is the responsibility of the Competition Director to notify AR Ops should an event be cancelled.

SECTION 3 CO-ORDINATION ARRANGEMENTS (SPECIFIC)

32. The British Gliding Association is responsible for following the coordination sequence as detailed in this ACN.

33. **Urgent Recovery of the DTY Box.** Should urgent recovery of the DTY Box be necessary due to aircraft emergency, weather avoiding or a forecast high complexity situation in the DTY area, the Watch Manager at Birmingham ATC will contact the Competition Director to instruct all aircraft to vacate the airspace (expected within 15 mins of a request). The Competition Director is to inform the Watch Manager at Birmingham ATC when all aircraft have complied.

34. **Responsibilities of the Competition Director.** The Competition Director shall:

- a. Ensure that all competitors and tug pilots are given a full briefing on the airspace limits with particular emphasis on containing the flights within the vertical and lateral limits of the specified airspace.
- b. Inform the following of the expected flying programme (including times, altitudes, number of aircraft and locations):
 - i. ATC Supervisor at Brize Norton. 01993 897878
 - ii. The Tower at Coventry. 02476 511738
 - iii. ATC Supervisor at Oxford. 01865 290650
 - iv. The Tower at Wellesbourne Mountford. 01789 842000
- c. Promulgate the anticipated route prior to start of flying on a daily basis on the BGA Website – www.glidingtasks.co.uk.
- d. **At least 45 minutes** prior to the start of gliding activities, contact the ATC Watch Manager at [Birmingham ATC](#) via [0121 767 1210](tel:01217671210) to request activation of the DTY Box and intended duration.
- e. Prior to the start of operations, if activation is approved, the Competition Director is to inform Coventry ATC.
- f. Ensure that either the Competition Director or nominated representative can be contacted by either the Watch Manager at Birmingham ATC, or GS(Mids) at all times, whilst the DTY box is active.
- g. Communications:
 - i. Be responsible for ensuring all gliders and tug aircraft are suitably equipped with a radio as continuous air-ground voice communications are required for all flights within the specified Class A airspace, in accordance with SERA.6001 (a)
 - ii. Ensure that these comms are maintained with all aircraft operating in the DTY Box.
 - iii. Ensuring that the commander of the glider or tug aircraft shall maintain a listening watch on an appropriate frequency specified by the Competition Director and comply promptly with any instructions given by or on behalf of the Competition Director to vacate the specified airspace.
- h. Be responsible for ensuring that all competitors and tug pilots are aware of the permission and any additional conditions specified.

- i. Obey any instructions from either the Watch Manager at Birmingham ATC or GS(Mids) at LTC relating to access to the airspace, including complying with the Urgent Recovery Procedure, if activated.
- j. On completion of activities within the DTY Box, inform the Watch Manager at Birmingham ATC confirming that the airspace has been vacated (all aircraft accounted for).
- k. On completion of all daily gliding activities, inform ATC at Brize Norton and Oxford, and the towers at Coventry and Wellesbourne Mountford.

35. **Watch Manager at Birmingham ATC.** The Watch Manager shall:

- a. Consider the impact on Birmingham operations prior to approving the use of the DTY Box.
- b. If the DTY Box is to be released for use by the gliders, the Watch Manager shall inform GS(Mids), who will in turn inform TC Mids and Oxford ATC.
- c. On confirmation that the daily activity has been completed and all aircraft have vacated the DTY Box, the Watch Manager shall inform GS(Mids) who will in turn inform TC Mids and Oxford ATC.

36. **GS(Mids).** GS(Mids) shall carry out the procedure listed in LTC MATS Pt 2 (MID 4.11).

SECTION 4 AREA OF OPERATION

37. Charts highlighting the area of operation are shown below. This is for illustrative purposes only and not for operational planning. A 5nm red ring is shown around the glider sites, highlighting the extent of the aerodrome NOTAM, additionally a 3nm buffer is shown surrounding the DTY Box (in pink).

Chart 1 – Overview

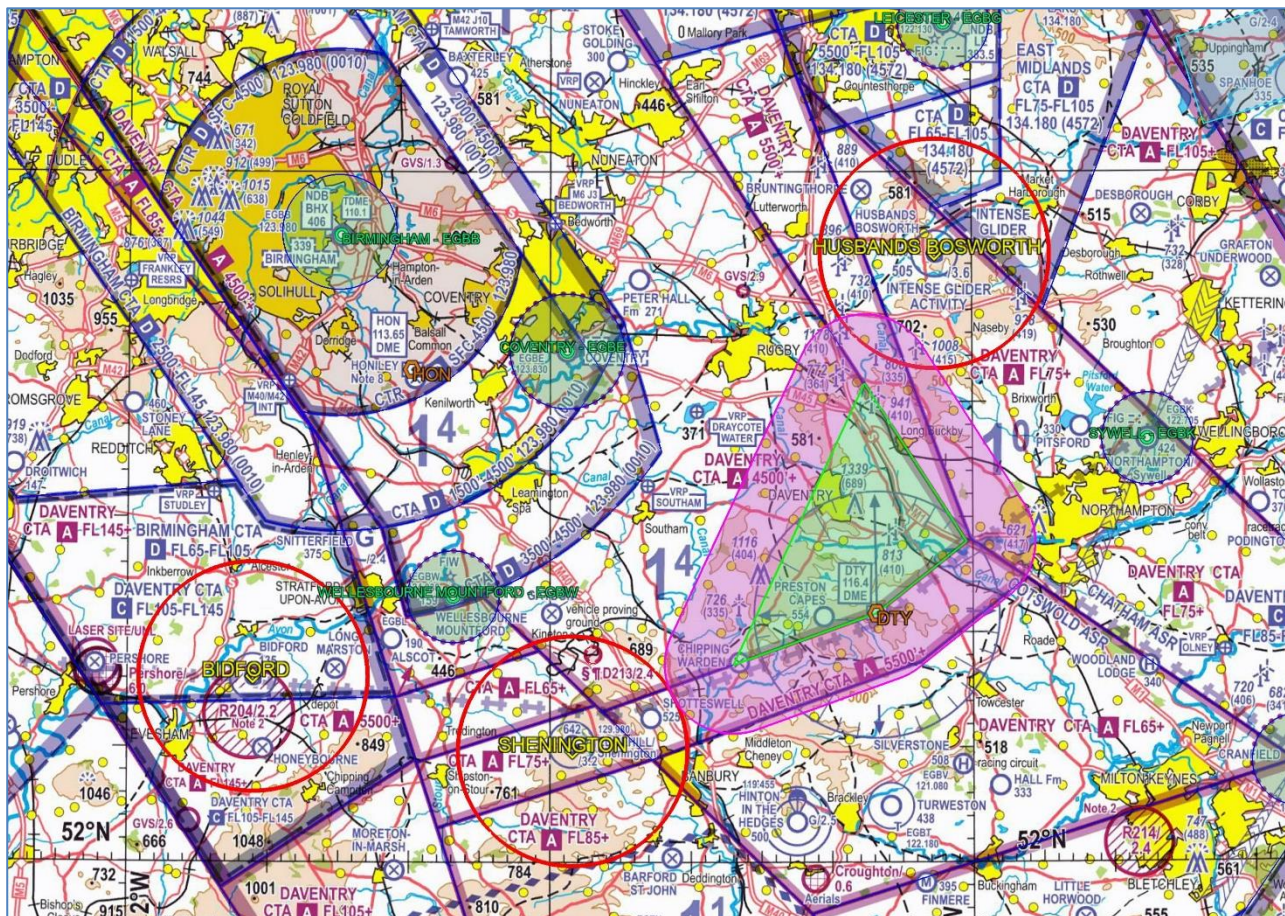


Chart 2 – Overview

