

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2026-3048	1.0	28/05/2026	17/04/2026

Civil Aviation
Authority

BGA COMPETITION 2026 COMPTON (CPT) BOX

CAT Z

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

18 Jul 26 – 30 Aug 26

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):

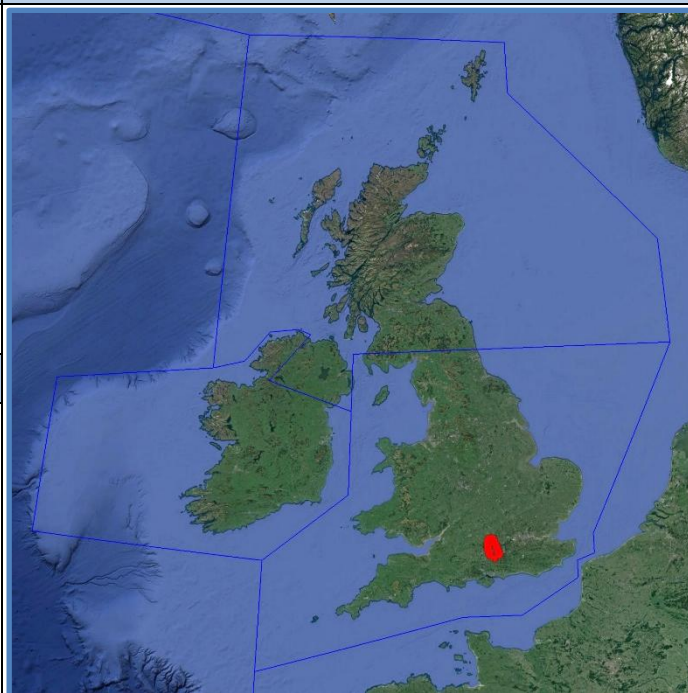
British Gliding Association

8 Merus Court
Meridian Business Park
Leicester
LE19 1RJ0116 289 2956 (BGA Office)
07818 808751 (Coordinating Officer)office@gliding.co.uk**Aircraft Operator(s):**

Various

ATS Units/**Controlling Agencies:**

Benson	01491 827017
Farnborough	01252 526017
Odiham	01256 367276
Swanwick – LTC (SWA)	02380 401110

*Info: Brize Norton***Geographical Limits:****Airspace Reservations:**

EG R101	Aldermaston	SI 1003/2016
EG R104	Burghfield	SI 1003/2016

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.
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: 24th April 2026

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 “**Compton Gliding Box**”.

21. **Dates.** This ACN supports the following gliding competitions:

- | | |
|--------------------------------------|---------------------------|
| a. The HusBos Challenge Cup | 18 Jul – 26 Jul |
| i. Husbands Bosworth: | 01858 880521 |
| ii. Event Director: | Colin Davey, 07900 682932 |
| b. Std/15m/Open Nationals | 8 Aug – 16 Aug |
| i. Husbands Bosworth: | 01858 880521 |
| ii. Event Director: | Colin Davey, 07900 682932 |
| c. Junior Nationals/Lasham Regionals | 22 Aug – 30 Aug |
| i. Lasham Gliding Society: | 01256 381322 |
| ii. Event Director: | Simon Hawkin 07368 608941 |

22. **Priority.** This flight has been 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.

23. **Participants.** It is expected that up to 100 gliders and 10 tugs will participate within each of the four competitions.

24. **Compton (CPT) Gliding Box.** The CPT Box sits within the London Terminal Manoeuvring Area Section 11, which is Class A, and for the duration of its activation is designated as Temporary Segregated Airspace.

25. The box is laterally defined as being:

- a. Horizontally. Following points joined by straight lines:
 - i. 513423N 0011138W – 513348N 0010654W – 512400N 0011001W – 512435N 0011444W
- b. Vertically. The box extends from 4,500ft AMSL to 5,500ft AMSL.
- c. Pressure Setting. The pressure setting to be used is the London (Heathrow) 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 Heathrow (Arrivals) ATIS via:**
 - i. **113.750 MHz (broadcast from BNN)**

26. **The CPT Gliding Box remains Class A airspace throughout.**

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

28. **NOTAMs.** A general NOTAM will be issued upon request by CAA Airspace Regulation for notified 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 UTC the day prior until 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

29. **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.**

30. It is the responsibility of the Competition Director to notify AROps should an event be cancelled.

31. **EG R101 Aldermaston & EG D104 Burghfield.** Access to the restricted airspace surrounding EG R101 and EG R 104 is subject to the conditions specified in Statutory Instrument (SI) [2016/1003: The Air Navigation \(Restriction of Flying\) \(Nuclear Installations\) Regulations 2016](#). Should an exemption be required, this should be applied for separately via AROps@caa.co.uk.

32. **Benson MATZ.** Whilst observation of a Military Aerodrome Traffic Zone (MATZ) by civilian aircraft is not compulsory (*UK AIP ENR 2.2 (2.2) refers*), the sponsor shall ensure that all crews are briefed of its location and requested to avoid where possible. In order to increase the situational awareness of ATC¹, participants are encouraged to contact Benson Zone (120.900 MHz) should they wish to operate within the MATZ, below the CPT Gliding Box.

33. **It should be noted that Benson will be operating on a new radar system that has known issues in tracking slow moving, non transponding aircraft. As such the crews should exercise caution when operating in the vicinity of Benson and it’s published departure and arrival profiles (UK Mil AIP AD2 refers).**

¹ Benson MATZ is not operational H24 but is active when ATC is open. Aircrew should be aware that when Benson ATC is closed, other aircraft may still utilise the airfield including local based flying clubs, the Thames Valley Air Ambulance and local Police Air Support Unit.

SECTION 3 CO-ORDINATION ARRANGEMENTS (SPECIFIC)

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

35. **Urgent Recovery of the CPT Box.** Should urgent recovery of the CPT Box be necessary due to aircraft emergency, weather avoiding or a forecast high complexity situation in the CPT area, The London Terminal Control (LTC) Group Supervisor – South GS(South) will contact the Competition Director to instruct all aircraft to vacate the airspace (expected within 10 mins of a request). The Competition Director is to inform GS(South) when all aircraft have complied.

36. **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 ATC at Benson, Farnborough and Odiham of the expected flying programme (including times, altitudes, number of aircraft and locations).
- 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 30 minutes** prior to the start of gliding activities, contact [GS\(South\)](#) via [01489 612491](tel:01489612491) to request activation of the CPT Box and intended duration.
- e. Ensure that either the Competition Director or nominated representative can be contacted by GS(South) at all times, whilst the CPT box is active.
- f. 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 CPT 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.
- g. Be responsible for ensuring that all competitors and tug pilots are aware of the permission and any additional conditions specified.
- h. Obey any instructions from GS(South) relating to access to the airspace, including complying with the Urgent Recovery Procedure, if activated.
- i. On completion of activities within the CPT Box, inform GS(South), confirming that the airspace has been vacated (all aircraft accounted for).
- j. On completion of all daily gliding activities involving the CPT box, inform ATC at Farnborough and Odiham, noting that local flying (not using the CPT box) may still take place ivo Lasham.

37. **GS(South).** GS(South) shall carry out the procedure listed in LTC MATS Pt 2 (STH 8.8).

SECTION 4 AREA OF OPERATION

Area of Operation

38. A chart highlighting the area of operation is shown below. This is for illustrative purposes only and not for operational planning. A 5nm ring is shown around Lasham, highlighting the extent of the aerodrome NOTAM.

Chart 1 – Overview

