



# DAP1916 - Statement of Need

Tracking Code: **RK43EZ**

## CHANGE

### 1. Category of Airspace Change

Does your proposal concern Changes to Notified Airspace Design or Planned and Permanent Redistribution of Air Traffic? \*

- ☒ Changes to Notified Airspace Design ☐ Planned and Permanent Redistribution of Air Traffic

### 2. Title of proposal

Please enter a title for this intended change, (max 80 characters): \*

Chiltern Ridge Soaring Area Extension

☐ Have you previously submitted a Statement of Need ?

## SPONSOR

### 3. Change Sponsor Details

Please select the appropriate category and complete. \*

- ☒ A Company  
☐ An Unincorporated Association or other body  
☐ Individual (including sole traders and partnerships)

#### 3a. A Company

Registered Company name (in full) \*

LONDON GLIDING CLUB PROPRIETARY LTD

Registered Company Number

00255864

Country of Company Registration

UK

Registered Office Address

Tring Road Dunstable

Postcode

LU6 2JP

E-mail

Trading name (if applicable)

Trading Address (primary site)

Tring Road Dunstable

Country

UK

Postcode

LU2 6JP

Website address

www.londonglidingclub.co.uk

Primary Point of Contact Name \*

☒ Requires Airspace Portal Access ?

Telephone \*

Mobile Number (for Airspace Portal) \*

Email \*

### Additional Contacts

You can add up to 4 additional contacts

#### Contact 1

Contact Name \*

☒ Requires Airspace Portal Access ?

Telephone \*

Mobile Number (for Airspace Portal) \*

Email \*

## STATEMENT OF NEED

### 4. Independent Aviation/Airspace Consultancy

☐ Is an Independent Aviation/Airspace Consultancy involved in this proposal?

### 5. Statement of Need

Please provide a brief 'Statement of Need' clearly explaining what issue or opportunity this proposal is seeking to address.

*Further information can be found in CAP1616 \**

This proposal seeks to benefit both the London Gliding Club and London Luton Airport.

The longstanding relationship and sharing of airspace between the London Gliding Club (LGC) and London Luton is governed by a Letter of Agreement (LoA) between LGC (and other interested parties) and NATS En-route plc. The agreement is renewable every two years. The current agreement expires in May 2022 although due to a backlog of renewals NATS have confirmed that the current letter will remain in place until such time as the renewal can be dealt with.

Within that agreement LGC phones LTCC (TC- GS-airports) on a daily basis, before commencing flying to ascertain Luton's status and the areas of airspace available and "hand back" the airspace at the end of the day. A small area known as the "Chiltern Ridge Soaring Area" (CRSA) is available at all times during daylight hours but effectively limits gliders to the close confines of the airfield. On renewal of the agreement LGC would like to propose an airspace change that has previously been discussed with NATS, to extend the CRSA horizontally and within the extended area vertically. The terms of operation of the CRSA would remain as in the current LoA. The justification for this change is as follows.

LGC is home to gliders that fly cross-country over long distances often returning quite late in the day especially in the summer period, sometimes long after local operations at LGC have ceased. This requires that the Dunstable gliding areas referred to in the LoA have to remain activated and cannot be "handed back" to Luton until the last glider has returned. It would be advantageous if a route from beneath CTA-5 to the gliding site at Dunstable could be instated which was permanently available during daylight hours.

This would permit Dunstable to hand back the airspace earlier, allowing those involved in ground operations at LGC including the Dunstable Liaison Officer to stand down earlier. It also has an advantage to London Luton Airport because all other Dunstable airspace could be released by the London Gliding Club at times when it is not needed by them for any other purpose than the return of cross-country gliders. Thus, Dunstable Areas 1,2,3,4,5 and CTA-8 would be relinquished when LGC had completed all local operations save for the return of cross-country gliders.

This ACP creates such airspace by providing for an extension the current Chiltern Ridge Soaring area to the Luton CTA-5 boundary (a distance of only 2.3 km at its greatest) It is proposed this extension also be extended vertically to an altitude of 2500 feet.

In general, there is no need for new defined waypoints to describe the airspace we seek to change. Rather, the proposed new airspace boundary of the area extending up to an altitude of 2500 feet can be defined by coordinates and reference points as detailed in the current LoA, with the exception of point 18, which has been moved slightly following initial discussions with NATS prior to submitting this ACP. This move will be reflected in the next LoA revision, due in May 2022.

Hence the boundary of the proposed extensions are as follows.

Point 14 = 51:51:30 N 000:37:59 W  
Point 15 = 51:53:13 N 000:31:34 W  
Point 18 = 51 53 50N 000 32 12W  
Point 20 = 51:52:44 N 000:38:28 W  
Point 14 = 51:51:30 N 000:37:59 W

We would suggest this change is implemented at the next renewal of the LoA.

6. Administrative Changes

☒ Does your proposal represent an administrative change to the Aeronautical Information Publication (Proposed Level 0 change)?

Please confirm which section of the Aeronautical Information Publication your proposed change relates to below. Please use this section to specify the exact details of the nomenclature and / or qualifying remarks you are proposing to change. If your proposal contains large amounts of information (e.g. multiple latitudes/longitudes) please supply the information on a separate email. \*

Part 3 Aerodromes EGGW AD 2.17 Air traffic services Airspace

Part 6 This section will require the insertion of the following points to define the extension to the Chiltern Ridge Soaring Area to a height of 2500 Altitude

Point 14 = 51:51:30 N 000:37:59 W

Point 15 = 51:53:13 N 000:31:34 W

Point 18 = 51 53 50N 000 32 12W

Point 20 = 51:52:44 N 000:38:28 W

Point 14 = 51:51:30 N 000:37:59 W

7. Instrument Flight Procedures

☐ Does your proposal have the potential to include a change to and/or new IFPs?

8. Five-Letter Name Codes (5LNC)

☐ Does this request solely concern the reservation of new Five-Letter Name Codes (5LNC) in advance of a future proposal?

9. Additional Information

Please use the box below to add any further information which the CAA should be aware of when considering this submission (for example dependencies on other airspace change proposals and/or funding deadlines):

# SUBMISSION INSTRUCTIONS

## Submission

Your form has been successfully submitted. Please keep a copy of this acknowledgement for your records.

Date and Time:

18 Mar 2022 3:56:19 PM

Application Submission Number:

DAP1916V2-343

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique ACP reference number (ACP-YYYY-NNN) allocated to this submission. Following receipt of your unique ACP reference number, you will be required to create an associated airspace change proposal on the [CAA's Airspace Change Portal](#). Please refer to CAP 1706: CAA Airspace Change Portal – Sponsor Training Manual provides for further information/guidance on how to use the Airspace Change Portal.

Once your submission has been assigned, arrangements will be made for you to attend an Assessment Meeting. One of the key outputs from this meeting will be an indicative timeline for the proposed airspace change. To enable the CAA to consider your proposed timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:

- DEFINE Gateway
- DEVELOP & ASSESS Gateway
- CONSULT Gateway
- Formal Airspace Change Proposal Submission
- Target AIRAC

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the [CAA website](#).

Finally, you should also note that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

When you have completed this form, click this button to submit the form for processing. Do not click this button more than once. You will then be provided with further instructions.