

Aston Down local airspace

Note: this document is intended as an aid to understanding airspace issues in the vicinity of Aston Down. Its accuracy is not however guaranteed, nor can it provide information on changes that have occurred since it was created. It is up to each pilot to use primary sources of information (CAA charts and other publications) to satisfy themselves concerning airspace.

East of Aston Down		
Restriction	Details	Action/Info
Kemble EGBP	Active Airfield ATZ SFC to 2000' AAL ATZ 2 nm radius Airfield elevation 436'	Published hours of Operation 0900 – 1700 local Kemble AFIS Frequency – 118.900 Circuit heights: jet 1500' AAL, fixed-wing 1000' AAL See Letter of Agreement below
South Cerney	Parachute Zone SFC to FL150, 1.5 nm radius Winch Launch Hang/Paragliding to 2400'	Avoid unless given clearance Phone: 01285 868259 Brize Norton ATC: 01993 897878 Airfield Frequency – 129.900
Fairford EGVA	ATZ active 2.5 nm radius SFC – 2000' Airfield Alt 286' MATZ activated by NOTAM	Call Brize Norton LARS – 124.275 for info Fairford Tower – 124.800 Phone: 01285 714805
Redlands East of Swindon, SW of Sandhill Farm	Parachute Operations and Microlight flying Upper limit FL65	Call airfield: 01793 791014 to check if operating Blue Skies Free Fall Club: 01793 791222 (airfield) or 07970 158441 (mobile) Brize Norton ATZ – 119.000 Alternatively, Brize LARS – 124.275 Airfield Frequency – 129.825
Croughton NW of Bicester	High Intensity Radio Transmission area SFC – 6400' Circle 2 nm radius centred on 515921N 0011049W	General consensus is that it is OK to transit this area May possibly cause interference to electronic equipment so may want to transit at decent altitude Warning: could activate explosive devices; for example, ballistic parachutes.
Hinton in the Hedges NW of Bicester	Active Parachute Operation with controlled glider operations Upper limit FL65	Avoid unless given clearance by radio Brize Norton LARS – 124.275 Airfield Frequency – 119.450
Weston on the Green D129 SW of Bicester	Active Parachute operation. Military and Civilian Upper Limit can be FL150	Avoid at all times! Brize Norton ATZ – 119.000 Alternatively, Brize Norton LARS – 124.275 Airfield Frequency – 133.650
Brize Norton EGVN	Class D airspace enclosing RAF Brize Norton SFC – 3500'	Do not enter without ATC permission Brize Norton ATZ – 119.00 Brize Norton LARS – 124.275

LETTER OF AGREEMENT BETWEEN KEMBLE (KEMBLE AIR SERVICES LTD.) AND ASTON DOWN (COTSWOLD GLIDING CLUB)

Purpose of the Letter of Agreement

1. The purpose of the Letter of Agreement (LOA) is solely to define the co-ordination procedures to be effective between Kemble and Aston Down for the safety of aircraft operating in the vicinity of these aerodromes.

Information

2. Aston Down (514228N 0020750W), elevation 600ft, is an unlicensed aerodrome operated by the Cotswold Gliding Club (CGC). Aston Down operates both powered and glider aircraft and model aircraft, and has a permission from the Directorate of Airspace Policy to launch gliders by cable to a height of 3000ft AGL.
3. Kemble Aerodrome (514004N 0020342W), elevation 435ft, is unlicensed, but provides a Flight Information Service (FIS) seven days a week during the hours 0900 to 1800 local in summer and 0900 to 1700 local in winter. Flying may also take place outside these hours. Kemble-based aircraft include fast jets, general aviation, microlights, helicopters, powered parachutes and model flying. Additional activities range from Boeing 747s to executive business aircraft, occasional military exercises and out-of-hours movements. During the notified hours of the FIS unit an aerodrome traffic zone (ATZ) is established at Kemble in accordance with Rule 39 of the Rules of the Air Regulations (1996) comprising the airspace contained within a circle of radius two nautical miles, centred on the aerodrome reference point notified above and extending from the surface to 2000ft above the aerodrome elevation.
4. Both Kemble and Aston Down generate aircraft movement rates which are in excess of 20,000 per annum.

Operating Procedures

5. Both Kemble and Aston Down will assume that the respective aerodromes are active at all times. Details for establishing contact between the two aerodromes are contained in the Communications Protocol at Annex C.
6. Aircraft operating to and from Kemble should remain well clear of Aston Down aerodrome (2 nautical miles/4000ft altitude) and must remain clear of the Aston Down circuit in use and the launch cable.
7. When runway 27 is in use at Kemble, gliders operating from Aston Down may enter the Kemble ATZ when established, without reference to the FIS unit in accordance with the exemption in Annexes A and D attached, notwithstanding application of Rule 17 (5) of the Air Navigation Order (1996) (Annex B attached), but must remain North of the A433 (Tetbury/Cirencester) road when possible, above 2000ft altitude. Gliders wishing to penetrate the ATZ to the south of the A433 must either obtain prior co- ordination or be in radio contact with the Kemble FIS. To ensure the safe co-ordination of activities at Kemble and Aston Down outside the notified hours of the Kemble ATZ, the above procedures will remain in force as if the ATZ existed; gliders seeking airborne clearance south of the A433 should contact the Kemble A/G unit.
8. The prevailing winds in the area are westerly, but at times Kemble will be required to operate from other runways and will notify CGC of runway changes as and when appropriate in accordance with the Communications Protocol at Annex C.
9. The Kemble FIS or A/G operator will, when appropriate, warn all radio equipped aircraft operating to and from Kemble, or who have notified their intention to transit the area of

gliding activity at Aston Down, of the possibility of encountering gliders in the airspace to the north of the A433.

10. When gliding competitions are held at Aston Down and tasks require transit of the airspace which is, or otherwise would be, contained within the Kemble ATZ, the Competition Director will liaise with Kemble to effect safe co-ordination of transit aircraft.
11. A copy of the exemption to the Air Navigation Order (ANO) is at Annex A.
A copy of the ANO Rule 17 is at Annex B.
Details of the radio communications facilities (the Communications Protocol) are at Annex C.
A copy of Rule 39 of the Rules of the Air Regulations (1996) is at Annex D.

Application of the Letter of Agreement

12. Nothing in this LOA prevents any pilot or controlling authority from using discretion in the case of an emergency. However, deviation from the terms of the LOA is to be notified to the other aerodrome as soon as possible.
13. Temporary departures from this LOA within the authority of the signatories must be subject to prior consultation and agreement. Notwithstanding this provision, each signatory will do their utmost to comply with the spirit of the agreement.
14. Permanent amendments to this LOA will only be effective with the written consent of the signatories.
15. This agreement shall continue until terminated by either party on not less than one month's notice in writing.

Signed on behalf of Kemble Air Services Ltd.

Name: R.D.Burgess Signature Date 26-6-02

Signed on behalf of Cotswold Gliding Club

Name: A. Flewelling Signature Date 23-6-02

ANNEX C

Radio and Communications Protocol

Kemble Aeronautical Frequency 118.900 MHz (Fixed Frequency)

Kemble Air Services Ltd.

1. Tower 01285-771177 Phone
2. Tower ~~01285-771197~~ **Emergency Phone**
Post LOA: Fire / Emergency 01285 772390
- ~~3. Tower 01285-111414 Fax~~
4. Operations ~~01285-771076~~ Phone Post LOA, now 01285 771177
Post LOA, Switchboard: 01285 771177

General Glider Frequency 130.100 MHz

Aston Down Aeronautical Frequency 129.975MHz

Cotswold Gliding Club

1. Clubhouse ~~01285-760473~~ Phone Post LOA, now 01285 702101
2. Office ~~01285-760415~~ Phone & Fax Post LOA, now 01285 702100



Pictures showing A433 in relation to Kemble (Cotswold Airport) and Aston Down

South of Aston Down		
Restriction	Details	Action/Info
R105 Highgrove House	Restricted Area Residence	Only applies to helicopters and microlights
Lyneham		ATZ, generally inactive, may be activated by NOTAM
D123 Imber East of Warminster	Danger area Surface to 50,000' Live firing/bombing etc	Treat as active at all times Danger Area Crossing Service (DACS) available on Salisbury Operations – 122.750 Danger Area Activity Information Service (DAAIS) – 130.150
D122A Wessex West East of The Park	Danger area FL80 – FL160 Helicopter and UAV activity	Stay below FL80 There are TPs in this area Normally activated by NOTAM in specific Level Blocks (FL80- FL120 or FL120-FL160). Pre-flight information may be obtained from Boscombe Down ATC Tel: 01980 663246 DACS / DAAIS: Boscombe Down Zone 126.700
D122B Wessex Central Salisbury area	Danger area FL80 – FL160 UAV operations	Normally activated by NOTAM in specific Level Blocks (FL80- FL120 or FL120-FL160). Pre-flight information may be obtained from Boscombe Down ATC Tel: 01980 663246 DACS / DAAIS: Boscombe Down Zone 126.700
D125 Larkhill South of Devizes	Danger area Live firing SFC – 50,000'	Avoid! Service: DACS: Salisbury Operations on 122.750 when open; other times DAAIS may be available via ATIS on 130.150 or Tel: 01980 674739 Pre-flight information: Tel: Salisbury Operations 01980 674710 or 674730
D128 Everleigh SE of Devizes	Danger area Live firing, parachuting, UAV operations SFC – 1400' May be NOTAM'd to 50,000'	Service: DACS: Salisbury Operations on 122.750 when open; at other times DAAIS via ATIS on 130.150 MHz or Tel: 01980-674739. Pre-flight information: Salisbury Operations, Tel: 01980 674710 or 674730
Keevil West of Devizes	Low level parachute drops and glider airfield 2 nm radius SFC – FL150 (low level drops below 2000')	2018 Chart – Note 5 Pilots are advised to avoid the aerodrome at all times by 2 nm laterally and 2000' AAL Keevil is 200' AMSL Gliders may be operating at weekends, call on 129.975 to check. Land only on the runways.

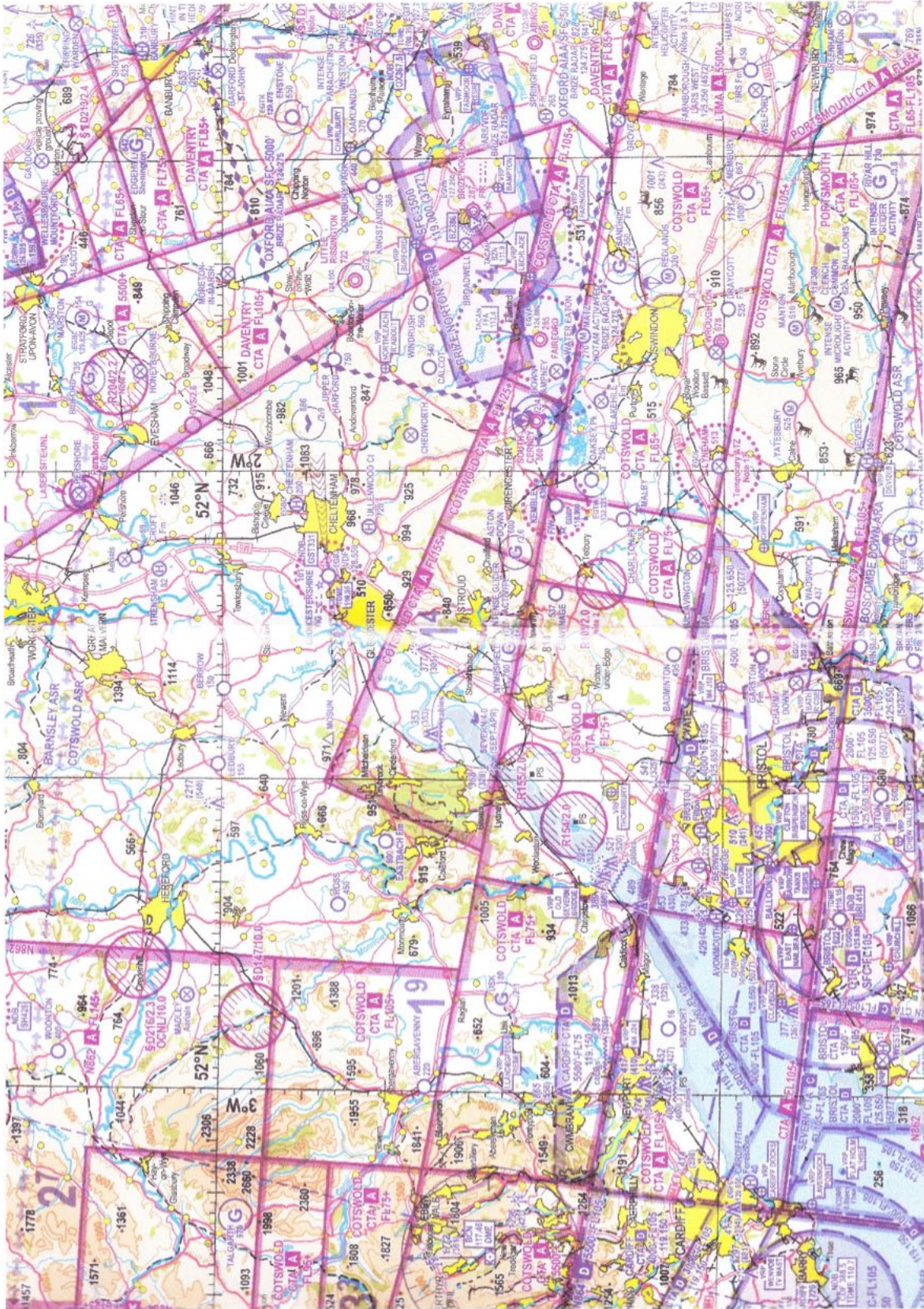
West of Aston Down		
Restriction	Details	Action/Info
D147 Pontrilas SW of Hereford	Parachute Zone, live firing and demolition 2 nm radius SFC – 10,000'	AVOID
D216 Credenhill West of Hereford	Parachute Zone, live firing and demolition 2 nm radius SFC – 2300' Occasionally NOTAM'd to 10,000'	AVOID
Gloucestershire Airport EGBJ	Busy GA airport ATZ SFC – 2,000' AAL ATZ 2 nm radius Airfield elevation 101'	Published hours of operation 0730 – 1930 local Gloucestershire ATIS Frequency 124.475 Gloucestershire Approach Frequency 128.550 Gloucestershire Tower Frequency 122.900

North of Aston Down		
Restriction	Details	Action/Info
R204 Long Lartin Near Bidford	Restricted Area Prison	Only applies to Helicopters

Sources of Other Useful Information	
Bath Gap Agreement	https://members.gliding.co.uk/wp-content/uploads/sites/3/2015/04/NATS-BGA-Bath-Gap-LOA-Dec-16.pdf
Frequency Reference Card Southern England	http://www.nats-uk.ead-it.com/aip/vfrcharts/Freqref/SEngland_FRC_whole.pdf
8.33kHz Frequency Changeover List	http://www.nats-uk.ead-it.com/public/index.php?option=com_content&task=blogcategory&id=11&Itemid=18.html
British Parachute Association Dropping Zone information	www.bpa.org.uk/forms/download/37/pdf
AIP ENR 5.5 Aerial Sporting and Recreational Activities (includes parachute drop zones)	http://www.ead.eurocontrol.int/eadbasic/pamslight-DAFE16441E6933E556AD9FEC68CA514D/7FE5QZZF3FXUS/EN/AIP/ENR/EG_ENR_5_5_en_2018-05-24.pdf

Graham Turner
v1.0, 31 May 2018

(with thanks to Mike Weston for documenting the information which formed the basis of this document)



Southern England edition 44 2018 1:500,000 chart in vicinity of Aston Down