

AENC-NG-CNS-REP-0344

Norwich to Tilbury

Volume 8: Examination Documents

**Document: 8.3.89 Draft Statement of Common Ground - British
Gliding Association - Tracked Changes Version**

Final Issue B

June 2026

Planning Inspectorate Reference: EN020027

nationalgrid

Revision History

<u>Version</u>	<u>Date</u>	<u>Submitted at</u>
<u>A</u>	<u>12 May 2026</u>	<u>Deadline 4</u>
<u>B</u>	<u>10 June 2026</u>	<u>Deadline 5</u>

British Gliding Association

~~Norwich to Tilbury~~ Draft Statement of Common Ground

1. Purpose of the Statement of Common Ground

This Statement of Common Ground (SoCG) has been prepared to outline the areas of agreement and any remaining points of discussion between National Grid and the British Gliding Association regarding potential aviation impacts in relation to the proposed Norwich to Tilbury Project.

The aim is to clarify the shared understanding of any issues and facilitate an efficient resolution process.

2. Parties to the SoCG

This SoCG is agreed between National Grid and the British Gliding Association.

3. Summary of ~~matters under discussion~~ Matters Under Discussion

As requested by the Examining Authority, the below table provides an 'at a glance' summary of matters which are under discussion, together with a deadline by which such matters are expected to be resolved.

SoCG ID	Summary of matter under discussion	Deadline for resolution
7.1	<p>The Stakeholder suggests value may be added to impact assessments and the <u>and the Applicant have shared information regarding their respective consideration of <u>gliding-specific operational parameters</u>. Further in-depth discussion of these parameters is required to confirm areas of agreement as well as implications for impact assessment and appropriate mitigation</u> measures through the provision of further information in relation to aerodrome movements or accident statistics. The Applicant position is that, whilst this information may enhance understanding of risk likelihood, we require and are yet to receive clarity on specific, quantified operational parameters that either the Stakeholder or the operator consider should be met or achieved for operations to be considered safe and acceptable.</p>	Prior to Deadline 7; partial dependencies on Operator engagement to inform site-specific assessments and acceptability thresholds

SoCG ID	Summary of matter under discussion	Deadline for resolution
7.2	The Stakeholder is predominantly concerned regarding Project safety and utility impacts on Tibenham aerodrome presented by the risk of collision with pylons or cables on approach to the airfield and the associated risk of a land out. The Stakeholder position is that the hazard imposed by the Project will require the gliding club to significantly modify or reduce its operation. The Applicant position is gliding operations (and competitions) can continue <u>safely with minimal or no changes to current procedures affected by the presence of Project the new obstacle (subject to Operator review). The Stakeholder does not agree with this position and has noted this would be with a higher level of inherent risk associated with the pylons and cables.</u>	Prior to Deadline 7; dependencies on Operator engagement to develop impact assessments and mitigation proposals
7.3	<u>The Stakeholder position is that overhead line realignment, height reduction or undergrounding could mitigate risks. Notwithstanding their position specific to Tibenham aerodrome at 7.2, the Applicant position is that consideration of significant overhead line design changes requires clarity on what clearances would be acceptable to inform understanding of whether they could provide appropriate mitigation (7.1.e) refers).</u>	<u>Prior to Deadline 7; dependencies on Operator engagement to develop mitigation proposals</u>

4. Background

4.1 Description of the Project/Development

National Grid Electricity Transmission plc ('National Grid') owns and maintains the national high voltage electricity transmission network throughout England and Wales. The transmission network connects the power from where it is generated to the regional Distribution Network Operators who then supply businesses and homes.

National Grid holds the Transmission Licence for England and Wales, and its statutory duty is to develop and maintain an efficient, coordinated and economical system of electricity transmission and to facilitate competition in the generation and supply of electricity, as set out in the Electricity Act 1989.

National Grid has developed plans for Norwich to Tilbury (referred to as the 'Project'). The Project would support the UK's net zero target through the connection of new low carbon energy generation in East Anglia and by reinforcing the transmission network.

The Project comprises reinforcement of the transmission network between the existing Norwich Main Substation in Norfolk and Tilbury Substation in Essex, via Bramford Substation, the new East Anglia Connection Node (EACN) Substation and the new Tilbury North Substation.

The reinforcement is needed because the existing transmission network, even with current upgrading, will not have sufficient capacity for the new renewable energy (a substantial proportion of which would be generated by offshore wind) that is expected to connect to the network over the next 10 years and beyond. Completion of the Project, together with other new reinforcements across the country, will meet this future energy transmission demand both in East Anglia and across the UK.

The Project is a Nationally Significant Infrastructure Project (NSIP), and National Grid is seeking development consent under statutory procedures set by government. NSIPs are projects of certain types, over a certain size, which are considered by the government to be of national importance, hence permission to build them needs to be given at a national level, by the relevant Secretary of State (in this case the Secretary of State for Energy Security and Net Zero). Instead of applying to the local authority for planning permission, the developer must apply to the Planning Inspectorate for a Development Consent Order (DCO) that would grant development consent.

National Grid has submitted an application for development consent to the Planning Inspectorate. The Examining Authority (consisting of five examining inspectors), after a period of public examination, will make their recommendation to the Secretary of State for Energy Security and Net Zero, who in turn will decide on whether development consent should be granted for the Project.

The Project is identified as critical to delivering a network which supports the clean power pathways for 2030 delivery.

The Planning Act 2008 places duties on National Grid as the DCO applicant to consult with prescribed or affected persons as well as to take account of responses to consultation and publicity. In accordance with these statutory requirements, National Grid has undertaken two non-statutory consultations and one statutory consultation to inform its proposals, together with further targeted consultations.

5. Stakeholder Interests

The Overarching National Policy Statement for Energy (NPS EN-1) has effect for the decisions by the Secretary of State on applications for energy developments that are nationally significant under the Planning Act 2008. Amongst other impacts, it recognises that all aerodromes can be affected by new energy development and states that collaboration and co-existence between aviation, defence and energy industry stakeholders should be strived for to ensure scenarios such that neither is unduly compromised.

The British Gliding Association is the governing body for the sport of gliding in the UK. It provides advice and assistance to gliding clubs on a range of topics including safety and is responsible for facilitating gliding competitions.

The chronology of the development of the Project's design and National Grid's engagement with the British Gliding Association to date is summarised as follows:

- 2022
 - National Grid presented information on how the Project was evolving from the evaluation of strategic options to a preliminary preferred graduated swathe within which new

infrastructure (pylons and underground cables) could be located as well as a proposed new substation site on the Tendring Peninsula, as described within 7.18 2022 - Corridor and Preliminary Routeing and Siting Study **[APP-356]**

- 21 April – 16 June non-statutory consultation on the preferred graduated swathe
- 2023
 - Development of the 2023 Preferred Draft Alignment, responding to consultation feedback and other studies, as described within the 7.20 2023 - Design Development Report **[APP-358]**
 - 27 June – 21 August non-statutory consultation on the 2023 Preferred Draft Alignment
- 2024
 - Development of the 2024 Preferred Draft Alignment, responding to consultation feedback and other studies as described within the 7.21 2024 - Design Development Report **[APP-359]**
 - 10 April – 26 July Statutory Consultation on the 2024 Preferred Draft Alignment
 - 26 July BGA written representation to consultation raising concerns regarding Project impacts on Tibenham aerodrome following consultation with BGA member Norfolk Gliding Club (NGC). Specific concerns summarised as:
 - Launches from runway 26 and potential consequential operational capacity and financial effects
 - Potential impacts on pilot training
 - Potential impacts on gliding competitions and status as a Sport England- designated national Significant Area for Sport (SASP)
- 2025
 - Development of the proposed draft Project Alignment, responding to consultation feedback and other studies as described with the 5.15 Design Development Report **[APP-122]**
 - 2 March BGA written representation to targeted consultations raising concerns regarding Project impacts on Tibenham aerodrome following consultation with BGA member NGC. Specific concerns summarised as per 2024 Statutory Consultation representation, recognising no changes to the proposed Project alignment to the west of the aerodrome have been implemented.
 - 27 May meeting between National Grid and the BGA to discuss the development of general guidance for the consideration of gliding impacts within electricity transmission projects, including:
 - Recognising the importance of early engagement with aerodrome operators to enable relevant information regarding club or site-specific operation activities and constraints to be shared to inform development proposals

- Discussing the need for an objective or standardised means of assessing potential gliding impact in relation to obstacles
- 28 May emails between National Grid and the BGA agreeing to update NGC on general guidance engagement, with the BGA reiterating concerns regarding the proximity of the proposed Project alignment and potential safety and economic impacts.
- 5 December email from National Grid to the BGA sharing **6.15.A2 Environmental Statement Appendix 15.2 - Review of Aviation Impact [APP-267]** and raising the potential provision of a BGA Position Statement
- 2026
 - 1 January email from BGA to National Grid providing copy of **Relevant Representation [RR-0412]** submitted to the Planning Inspectorate
 - 17 April meeting between the BGA and National Grid representatives regarding proposed Statement of Common Ground ([SoCG](#)) and progression of technical matters regarding gliding impact assessment and mitigation, relating to Tibenham aerodrome [Operator invited to meeting but declined to attend], including:
 - Aerotow take-offs
 - Forced landings
 - Approaches and competition finishes
 - [21 April email from National Grid to the BGA with proposed updates to SoCG following meeting discussions](#)
 - [24 April email from the BGA to National Grid requesting changes to summary positions to ensure accurate representation of the BGA position](#)
 - [1 and 2 May emails from National Grid to the BGA sharing updated version of SoCG to reflect requested changes and seeking clarity on gliding-specific operational parameters to progress impact assessment and mitigation consideration](#)
 - [7 May email from the BGA providing detail on gliding-specific operational parameters](#)
 - [11 May email from National Grid to the BGA regarding review of parameters and suggested response within next revised version of SoCG](#)
 - [21 May email from National Grid to the BGA providing updated SoCG and proposing meeting to further discuss operational parameters](#)
 - [26 May emails between National Grid and the BGA regarding SoCG tracked changes and meeting proposals](#)
 - [1 June email from National Grid to the BGA providing updating SoCG and proposed meeting date](#)

6. Matters Agreed

ID	Issue	Agreement reached	Date agreed	Relevant documentation
6.1				

7. Matters Currently Under Discussion

ID	Issue	British Gliding Association position (including date)	National Grid position (including date)	Relevant documentation
7.1	Aviation Impact Assessment Methodology and Key Assumptions	<p>We note the BGA's detailed response to NG dated 25 July 2025. The following comments support the BGA's concerns about the negative impact on safety of the proposed pylons and cables associated with approaching the airfield from the west.</p> <p>Tibenham airfield is the home of the Norfolk GC, which has successfully operated on the site for some 50 years. The club provides sailplane pilot training for people of all ages, provides an operating site for trained sailplane pilots,</p>	<p>The Environmental Statement (ES) Appendix 15.2 - Review of Aviation Impact [APP-267] provides details of the applicant's aviation impact assessment methodology, primarily used to evaluate risks of collision, recognising the Project's proposed overhead line alignment will represent a new obstacle within the vicinity of aerodromes. The methodology description shows regard to multiple site-specific risk factors including the nature of the obstacle (being a line rather than a single isolated object) and whether there is an appropriate clearance margin to</p>	<p>6.15.A2 Environmental Statement Appendix 15.2 - Review of Aviation Impact [APP-267];</p> <p>Civil Aviation Authority (2024) UK Standardised Rules of the Air: Annex I – Rules of the Air, Section 3, Chapter 1</p>

ID	Issue	British Gliding Association position (including date)	National Grid position (including date)	Relevant documentation
		<p>and is a highly respected and popular gliding competition venue. All three activities collectively provide the income that this not for profit, predominantly volunteer run community sport club needs to sustain itself. The site has also been designated as a national significant area for sport (SASP) by Sport England and the British Gliding Association.</p> <p>Safeguarding zones/assessments of potential obstacles relating to UK civil licensed aerodromes may extend out to distances greater than 15 kilometres from the runway thresholds. Various factors (including runway lengths/configurations and the types of operation) influence the dimensions of each aerodrome's safeguarding zones (ref CAA). Safeguarding do not apply to unlicensed aerodromes. However, the same approach to the reasonable management of risks, e.g. the need to consider the impact of vertical development close to an airfield, remains. The proposed 55m high vertical development 1.7km from the nearest runway at Tibenham airfield is a</p>	<p>overfly or avoid the obstacle on take-off or landing, considering operational procedures and aircraft performance classes, including for glider aerotows (paragraphs 15.3.22-15.3.38 refer). The methodology also addresses forced landing risks including those arising as a result of partial or full engine failure, predominantly after take-off (paras. 15.3.39-15.3.42 refer). National Grid's position is that there can be multiple reasons for forced landing (including mechanical causes such as unlocked airbrakes or other aerotow issues), but the key risk assessment factor in terms of the effect of the Project is consideration of whether there is sufficient distance between the runway and the overhead line for the pilots of tug and glider aircraft to manoeuvre and land safely, before or beyond the overhead line in a forced landing event.</p> <p>Paragraph 15.3.28 of Environmental Statement (ES) Appendix 15.2 - Review of Aviation Impact [APP-267] details assumption parameters within the National Grid aviation impact assessment methodology, including minimum clearance</p>	<p>SERA.3105 Minimum heights; Civil Aviation Authority (2024) UK Standardised Rules of the Air: Annex I – Rules of the Air, Section 5 SERA.5005 Visual flight rules;</p> <p>UK Civil Aviation Authority (2021) Official Record Series 4, No. 1496: (UK) Standardised European Rules of the Air – Exceptions to the Minimum Height Requirements</p>

ID	Issue	British Gliding Association position (including date)	National Grid position (including date)	Relevant documentation
		<p>hazard to sailplane traffic approaching the airfield from the west.</p> <p>A sailplane is constantly descending through the air which flows across the sailplane wings and tailplane resulting in controlled, descending flight and a gliding angle of, typically, 1 in 40, which means one metre descended for every 40 metres flown horizontally. As a result, sailplanes can fly at a relatively shallow approach angle towards an airfield.</p> <p>The atmosphere is dynamic. Sailplanes circle in air that is rising faster than the sailplane is descending, resulting in a climb. Sailplane pilots try to avoid sinking air, as sinking air significantly steepens a gliding angle. Sinking air can typically and suddenly reduce a sailplane's glide angle to 1 in 10 or steeper.</p> <p>Essentially, there are two 'levels' of sailplane pilot qualification for the pilot in command. There is 'pilot in command under supervision', which is where a trainee pilot is flying alone in a sailplane under the supervision and authorisation of an instructor. A routine example is solo</p>	<p>margins (both vertical and lateral) and maximum gradient angles considered in relation to take-offs and approaches by different aircraft classes. National Grid does not consider the Rules of the Air <u>considers UK SERA and CAA ORS4 1496</u>, in relation to low flying <u>to minimum heights</u> to be relevant to assessed overhead line clearances (including for Tibenham, as defined within Table A15.2.11) <u>especially</u> where these relate to aircraft take-off and landing, exempt from low flying prohibitions (Rules of the Air Regulations 2007 Schedule 1 Section 3 Rule 6 refers). This is notwithstanding that the lateral minimum clearance specified of 150m (500ft) is consistent with the Rule 5 "500 feet rule".</p> <p>National Grid has sought clarification from aerodrome operators and aviation bodies on what they would consider to be acceptable minimum clearance parameters to enable aviation impacts to be quantified and would welcome the BGA's input on this matter. More specifically, and further to the National Grid and BGA meeting of 27 May 2025, National Grid would be grateful for any updates on the</p>	

ID	Issue	British Gliding Association position (including date)	National Grid position (including date)	Relevant documentation
		<p>soaring flight during pilot training. The second is 'pilot in command' as the holder of a Sailplane Pilot Licence (SPL). The former is unlikely to have any experience of landing in fields and will be reliant to some extent on their decision-making being supported in so far as it can be by the supervising instructor's pre-flight briefing. The latter is fully trained, assessed, and licensed by the CAA. Note that CAP 793 Safe Operating Practises for Unlicensed Airfields Chapter 1 Paragraph 4 states "where flying training is taking place additional safety margins (and risk assessment) should be considered"</p> <p>Problem solving, decision making, situation awareness and workload management are all well-known pilot human factors (ref CAA CAP737 Flight crew human factors handbook). A sailplane pilot who is flying towards an airfield for landing is busy and does not have the benefit of propulsion to maintain height and therefore glide angle. The pilot can utilise on-board equipment and knowledge of the airfield and surrounds to</p>	<p>BGA's consideration of objective or standardised means of assessing potential gliding impacts in relation to obstacles, including preferred alternatives or adjustments to the approach described. (March 2026)</p> <p>We are grateful for the Stakeholder's description of the risk environment as well as their suggestion that the quantification of the number of movements potentially impacted (in the absence of statistical accident information) may be helpful. Whilst this information may inform assessment in terms of understanding risk likelihood, in order for the Project to be designed to minimise aviation impacts or for appropriate mitigations to be agreed, we require further information on what parameters should be met/achieved for operations to be considered safe and acceptable in the presence of the overhead line. From our perspective this includes the following:</p> <ul style="list-style-type: none"> • Acceptable overhead line clearances (during any phase of flight) 	

ID	Issue	British Gliding Association position (including date)	National Grid position (including date)	Relevant documentation
		<p>help visually judge on an ongoing basis whether it is safe to continue the approach given relevant factors including sinking air, etc. Visually judging the distance above an obstacle, particularly wires, is extremely challenging, particularly if the aircraft is constantly descending, as a sailplane always is. In the case of Tibenham airfield, if a sailplane pilot judges at some distance from the airfield that they cannot safely clear obstacles on a constantly descending approach to the airfield, they will decide to land in a field. If they misjudge the situation or the situation changes due to sinking air, that can result in a safe, albeit low arrival on the airfield. There are currently no significant obstacles to the west of Tibbenham airfield that require overflight by sailplanes to avoid them.</p> <p>Consider the sailplane approaching Tibenham from the west (the most likely direction given effects of sea breeze at Tibenham) with the proposed 55-metre-high pylons and associated cables acting as a ‘wall’ approximately</p>	<ul style="list-style-type: none"> • Lowest safe height for turns for aerotow after take-off • Typical glide angles for approach and other phases of flight • Finishing heights for competitions (generally, and specifically for Tibenham) • When gliders are considered to be on approach (and therefore exempt from Rule 5 of Rules of the Air to ascertain compliance with UK SERA and CAA ORS4 1496 Minimum Height requirements) • Best practice/minimum heights of glider at aerodrome boundary on approach <p>We seek further engagement with the Stakeholder, and ideally the operator of Tibenham aerodrome, to progress these technical matters.</p> <p>(May 2026)</p> <p>Further to the BGA’s provision of gliding-specific operational parameters (see Appendix A), National Grid proposes in-depth discussion to confirm areas of agreement and</p>	

ID	Issue	British Gliding Association position (including date)	National Grid position (including date)	Relevant documentation
		<p>1700 metres from the end of the nearest runway. Most modern sailplanes can reach the nearest runway from the west from the height of the 'wall'. Some, with better performance, would in theory not need to be as high as the wall. The sailplane pilot approaching the wall at potentially less than 100m high now needs to estimate (there cannot be a guarantee in a sailplane) that the pilot will have enough height in hand to safely fly over the top of the 'wall' that cannot be flown around. If the pilot is unsure and gets it wrong, the outcome, i.e. collision with the pylons and cables, is most likely to result in a fatal accident. If the pilot judges at the last moment the cables cannot be cleared, the pilot will have to make a late decision to land in a field. Late decision out landings in fields are a known significant cause of serious accidents.</p> <p>Put simply, a 55-metre-high 'wall' on the approach to an airfield used predominantly by sailplanes which cannot regain or increase height is an accident waiting to happen unless the gliding club either stops</p>	<p><u>identify the need for any changes to its methodology to ensure appropriate consideration of gliding operations.</u> (May 2026)</p>	

ID	Issue	British Gliding Association position (including date)	National Grid position (including date)	Relevant documentation
		operating or significantly adjusts its operation. Both of those options will negatively impact the Norfolk Gliding Club's utility and sustainability (April 2026).		
7.2	Proposed Project Alignment and Aviation Impact Assessment Conclusions		<p>National Grid's impact assessment conclusions for Tibenham aerodrome are that, whilst the Project will represent a new obstacle in the vicinity of the aerodrome, safe aviation operations can continue. This includes the conclusion that overhead line overflight clearance margins for straight ahead take-offs (including for aerotows) and glider or powered aircraft approaches are assessed as adequate (para. 15.4.24 and Table A15.2.11 of Environmental Statement (ES) Appendix 15.2 - Review of Aviation Impact [APP-267] refer). In the event of engine failure of a towing aircraft, it is assessed that there is sufficient distance between the runway and the overhead line for the pilots of tug and glider aircraft to manoeuvre and land safely, before or beyond the overhead line.</p> <p>Environmental Statement Appendix 15.1 – Built and Other Assets within the 3 km</p>	<p>6.15.A2 Environmental Statement Appendix 15.2 - Review of Aviation Impact [APP-267]</p> <p>6.15.A1 Environmental Statement Appendix 15.1 - Built and Other Assets within the 3km Study Area [APP-266]</p> <p>5.15 Design Development Report [APP-122]</p> <p>The Rules of the Air Regulations 2007</p> <p>Civil Aviation</p>

ID	Issue	British Gliding Association position (including date)	National Grid position (including date)	Relevant documentation
			<p>Study Area [APP-266] provides a summary of the National Grid conclusion that no restrictions on the number of aircraft movements or the types flown from Tibenham aerodrome will result from the Project, and therefore no significant effects are anticipated during the Project’s construction or operation. Changes to the Project design have not been implemented as are not considered to be appropriately justified by potential adverse impacts to the aerodrome. Further explanation of this consideration is provided within the Design Development Report [APP-122] (paras. 2.6.9, 4.5.1 and 4.5.2 refer).</p> <p>National Grid acknowledges that Tibenham aerodrome hosts gliding competitions and is recognised as a national Significant Area for Sport (SASP) by Sport England (paragraph 15.4.22 of Environmental Statement (ES) Appendix 15.2 - Review of Aviation Impact [APP-267] refers). National Grid has consulted with and considered the concerns of NGC and the BGA regarding potential aviation impacts, including on competition flying. National Grid is continuing to engage with the operator to seek agreement to the</p>	<p>Authority (2024) UK Standardised Rules of the Air: Annex I – Rules of the Air, Section 3, Chapter 1 SERA.3105 Minimum heights:</p> <p>Simplified Rules for Regional and Club Competitions (BGA, 2022)</p> <p>CAP 393: Regulations made under powers in the Civil Aviation Act 1982 and the Air Navigation Order 2016 (CAA, 2021)</p>

ID	Issue	British Gliding Association position (including date)	National Grid position (including date)	Relevant documentation
			<p>acceptability of the Project and/or develop appropriate mitigation measures, such as potential changes to the operational procedures of the aerodrome (including in relation to gliding competitions, in accordance with relevant BGA guidance). Measures to enhance pilot situational awareness have been suggested and may address residual or perceived risks.</p> <p>National Grid has considered the BGA's Simplified Rules for Regional and Club Competitions (2022) which require glider pilots to cross the finish ring or line at or above a defined height, chosen by the host to ensure aircraft can land safely after finishing and adhere to the Rules of the Air in relation to their approach to the airfield and landing pattern as defined within the Civil Aviation Authority's CAP 393 Regulations made under powers in the Civil Aviation Act 1982 and the Air Navigation Order 2016 (2021). As recognised within para. 15.4.25 of the Environmental Statement (ES) Appendix 15.2 - Review of Aviation Impact [APP-267], the applicant would welcome clarity on the specific implications of the Project for Tibenham aerodrome competition finishes,</p>	

ID	Issue	British Gliding Association position (including date)	National Grid position (including date)	Relevant documentation
			<p>including those hosted at a national level, and the potential for the presence of the Project to be accounted for within the finish design. (March 2026)</p> <p><u>Based on the gliding-specific information provided to date, National Grid considers that its impact assessment conclusions remain accurate. Further engagement is sought to develop and challenge or verify this position.</u></p> <p>(May 2026)</p>	
7.3	<u>Mitigation Measures</u>	<p><u>Beyond these points [referring to gliding-specific operational parameters 7.1 a) to f) within Appendix A], additional mitigations [for Tibenham aerodrome] could of course include locating the pylons further to the west, reducing their height, or burying the cables underground.</u></p> <p>(May 2026)</p>	<p><u>Notwithstanding the National Grid position that glider clearances of the proposed OHL are adequate in terms of safety and substantive design changes are therefore not justified, the consideration of a relocation or reduction to the height of the overhead line requires clarity from aviation stakeholders (including the operator) on what clearances would need to be achieved to be acceptable (see 7.1.e).</u></p> <p>(May 2026)</p>	

Appendix A

Gliding-Specific Operational Parameters

<u>Operational Parameter</u>	<u>British Gliding Association Position</u>	<u>National Grid Position</u>	<u>Relevant documentation</u>
<u>7.1.a) Typical glide angles for approach and other phases of flight</u>	<u>There is a large variety of sailplane performance. A training glider at say 1 in 28 glide angle, or a high performance sailplane at say 1 in 60 glide angle. Relative to the ground, the achieved glide angle changes dependent on headwind or tailwind as well as the effects of rising or sinking air. When established on an approach to land at the stage where drag devices (eg air brakes or landing flap) need to be deployed, the glide performance can be typically reduced to 1 in 10 or in some cases, 1 in 5. Ref: several sailplane flight manuals.</u>	<u>We are content to accept these figures, recognising them to be realistic and well justified.</u>	
<u>7.1.b) When gliders are considered to be on approach (to ascertain compliance with UK SERA</u>	<u>When on a descending flight profile towards the landing area with the landing area in sight.</u>	<u>We would be grateful for further clarification of the origin and nature of the joint BGA/CAA interpretation.</u>	<u>Civil Aviation Authority (2024) UK Standardised Rules of the Air: Annex I –</u>

<u>Operational Parameter</u>	<u>British Gliding Association Position</u>	<u>National Grid Position</u>	<u>Relevant documentation</u>
<u>and CAA ORS4 1496 Minimum Height regulations)</u>	<p><u>Ref:</u> <u>BGA/CAA agreed interpretation of compliant and safe approaches to airfields by sailplanes, January 2007.</u> <u>BGA competition rules</u></p>	<p><u>We note Standardised European Rules of the Air (SERA) 3105 and 5005 describe minimum height requirement exemption ‘when necessary for take-off or landing’ and that the CAA further recognises, within ORS4, exemption for practising approaches to landing, if flown ‘in accordance with normal aviation practice’. Our interpretation of SERA 3105 and 5005 is that a standard circuit, a recognised competition finish and similar glider manoeuvres are normal aviation practices and, if made with the intention to land, are necessary and therefore minimum height regulations do not apply. In the absence of definition of a specific range or position when landing commences, we therefore suggest a glider within gliding range of an aerodrome and intending to land need only ensure a suitable distance from an obstacle to avoid reckless or negligent flying to satisfy SERA 3101. We would be grateful for your views on this interpretation.</u></p>	<p><u>Rules of the Air, Section 3, Chapter 1 SERA.3105 Minimum heights</u></p> <p><u>Civil Aviation Authority (2024) UK Standardised Rules of the Air: Annex I – Rules of the Air, Section 5 SERA.5005 Visual flight rules</u></p> <p><u>UK Civil Aviation Authority (2021) Official Record Series 4, No. 1496: (UK) Standardised European Rules of the Air – Exceptions to the Minimum Height Requirements</u></p> <p><u>Civil Aviation</u></p>

<u>Operational Parameter</u>	<u>British Gliding Association Position</u>	<u>National Grid Position</u>	<u>Relevant documentation</u>
			<p><u>Authority (2024) UK Standardised Rules of the Air: Annex I – Rules of the Air, Section 3, Chapter 1 SERA.3101</u></p> <p><u>Negligent or reckless operation of aircraft</u></p> <p><u>British Gliding Association (2026) Rules for Rated Competitions</u></p>
<p><u>7.1.c) Finishing heights for competitions (generally, and specifically for Tibenham)</u></p>	<p><u>This question isn't clear, but we assume this means the height at which a competition flight finishes. That particular height is dependent on the competition rules. If the competition rule allows, it is possible to finish a competition flight having crossed the defined finish line on final approach to land. In other cases, the competition rules may require a finish ring at X height at Y distance from the</u></p>	<p><u>The description is consistent with our understanding and interpretation of definitions within BGA guidance. We request further clarity on how finish heights are defined by competition directors, and what heights are typically used at present by Norfolk Gliding Club to enable assessment of whether existing finish heights are compatible with safe overhead line (OHL) clearance, and what scope there is for finish heights to be adjusted to ensure safe clearance, if not.</u></p> <p><u>By way of example, a competition at Husbands</u></p>	<p><u>British Gliding Association (2022) Simplified Rules for Regional and Club Competitions</u></p> <p><u>6.15.A2 Environmental Statement Appendix 15.2 - Review of Aviation Impact [APP-267]</u></p>

<u>Operational Parameter</u>	<u>British Gliding Association Position</u>	<u>National Grid Position</u>	<u>Relevant documentation</u>
	<p><u>airfield and the pilot continues to fly towards the airfield for landing.</u></p> <p><u>The finish Line definition is a line of defined length and direction, orientated from between 0-30 degrees to the perpendicular of the inbound track line and situated such that gliders can safely land directly beyond it without turning.</u></p> <p><u>The finish ring definition. A ring of specified radius (minimum radius 3km) around the finish point that must encompass the contest site and the landing circuits. The final leg distance is measured from the previous turn point to the edge of the finish ring.</u></p> <p><u>Ref BGA competition rules.</u></p>	<p><u>Bosworth defined a 3km finish ring at 400 ft (122m) above the aerodrome. If a similar parameter was applied at Tibenham the 3 km finish ring would be approx. 600m beyond the proposed OHL and approx. 60m above it. To clear the OHL by the ASA-defined minimum margin (30m – paragraph 15.3.8 of 6.15.A2 Environmental Statement Appendix 15.2 – Review of Aviation Impact [APP-267] refers) a glider would need to descend on a 1 in 10 slope (recognised by BGA as a worst performance case). We suggest, therefore the potential exists for NGC to set a ‘normal’ (not unusually high) finish ring height to enable competition gliders to clear the OHL by a margin in excess of this ASA minimum. In finishing the competition, as they would be manoeuvring to land, they would be exempt from SERA minimum height regulations. We would be grateful for your views on this scenario.</u></p>	<p><u>Civil Aviation Authority (2024) UK Standardised Rules of the Air: Annex I – Rules of the Air, Section 3, Chapter 1 SERA.3105 Minimum heights</u></p>
<p><u>7.1.d) Best practice/minimum heights of glider at aerodrome boundary on approach</u></p>	<p><u>At a height that cannot endanger persons (seen or unseen), vessels or property.</u></p> <p><u>Ref: SERA.3101.</u></p>	<p><u>We agree with this general principle. To enable quantified impact assessment, we would be grateful for clarification of a specific minimum height. Recognising the figure of 30 ft above ground level quoted in relation to line finishes at boundaries within BGA competition rules and guidance, please can you confirm this is an</u></p>	<p><u>British Gliding Association (2022) Simplified Rules for Regional and Club Competitions</u></p>

<u>Operational Parameter</u>	<u>British Gliding Association Position</u>	<u>National Grid Position</u>	<u>Relevant documentation</u>
	<u>BGA competition rules.</u>	<u>appropriate measure.</u>	<u>British Gliding Association (2024) BGA Competition Organisers' Guide: Paragraph 2.20 - Finishing</u>
<u>7.1.e) Acceptable overhead line clearances (during any phase of flight)</u>	<u>Except when necessary for take-off or landing, not less than 150 m (500 ft) within a radius of 150 m (500 ft) from the aircraft.</u> <u>Ref: SERA.5005 (f).</u>	<u>Agreed. Please can the BGA advise what clearances are acceptable when take-off or landing are being undertaken. ASA has determined that when exempt from minimum height requirements 31m (100ft) vertically and 150m (500ft) horizontally are the closest safe distance to an obstacle such as an OHL (paragraph 15.3.8 of 6.15.A2 Environmental Statement Appendix 15.2 - Review of Aviation Impact [APP-267]).</u>	<u>6.15.A2 Environmental Statement Appendix 15.2 - Review of Aviation Impact [APP-267]</u>
<u>7.1.f) Lowest safe height for turns for aerotow after take-off</u>	<u>This is subjective and dependent on factors such as wind strength, turbulence, etc. 300' would seem reasonable for a low rate turn.</u>	<u>We agree this consideration is subjective. ASA has proposed 100ft as a safe turn height, based on a minimum safe bank angle and established practice at other aerodromes, although we recognise this does not always account for aerotow. In the case of Tibenham, we have calculated that using a 300ft minimum turn height there is sufficient horizontal clearance from the OHL (600m, determined by ASA modelling), well in excess of the minimum 150m as stated within 7.1.e).</u>	

8. Signatures

This Statement of Common Ground is agreed upon by the undersigned parties:

For National Grid

Name: _____

Position: _____

Date: _____

For the British Gliding Association

Name: _____

Position: _____

Date: _____

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Delete	15
Move From	0
Move To	0
Table Insert	4
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Table moves to	0
Table moves from	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
Total Changes:	65