

A Letter of Agreement Between:

National Air Traffic Services Bristol and the British Gliding Association

Contents

<u>Part</u>	<u>Subject</u>	<u>Latest Amendment</u>
Introduction:	Title Page and Signatures	August 2006
Part One:	The Bath Gap	August 2006
Part Two:	Procedures	August 2006
Part Three:	Airspace Maps	August 2006

**A LETTER OF AGREEMENT BETWEEN NATS BRISTOL and THE BRITISH
GLIDING ASSOCIATION**

1. Introduction

- 1.1 The purpose of this agreement is to define permitted areas of operation for gliders flying under the auspices of the British Gliding Association (BGA) within the Bristol Control Area 6 (GD CTA-6).

2. Procedures

- 2.1 The responsibilities and procedures to be employed by Bristol Radar, the BGA and the pilots of aircraft operating in accordance with the LOA are detailed in this Agreement as follows:

- a. Part One: The Bath Gap
- b. Part Two: Procedures
- c. Part Three: Airspace Maps

3. Application and Review of the Letter of Agreement

- 3.1 Permanent amendment to, or withdrawal of, this Letter of Agreement is to be effected only with the written consent of the signatories or their successors.
- 3.2 This Letter of Agreement becomes effective at 0001 on 31 August 2006.
- 3.3 This LOA shall be reviewed during December 2006, March 2007 and thereafter annually from the date of signing. The method of review shall be acceptable to both parties.
- 3.4 This LOA shall be resigned in August 2011 and every 5 years thereafter.

4. Parties to the Agreement

- 4.1 It is hereby declared that the parties to the said Agreement are NATS Bristol and the British Gliding Association.

Ms N Cooper
General Manager
NATS

Dated:

Mr C Withall
BGA Airspace Committee

Dated:

PART ONE**Definition of the Bath Gap****1. Lateral Limits**

1.1 Within this Letter of Agreement (LOA) the lateral limits of the airspace (hereafter referred to as the Bath Gap) to be ceded to the BGA for the routine operation of gliders launching from designated sites, participating in competitions or otherwise complying with this LOA are defined as follows:

- a) The boundaries of GD CTA-6 as shown on the current ICAO 1:500000 aeronautical chart.

This definition shall only be used by for glider pilots navigating with visual reference to the surface with the assistance of an electronic moving map derived from GPS position and current digital database which displays appropriate airspace.

- b) The northern, southern and eastern boundaries of GD CTA-6 and the following geographical features to the west:

- The A367 main road from Radstock to the southwestern edge of Bath;
- The western edge of the built up area of Bath to Bath Racecourse;
- The clearly defined minor road from Bath Racecourse running north to the village of Wick at the foot of the Cotswold escarpment; and
- The foot of the Cotswold Escarpment northwards to Dyrham Park.

This definition shall be used by glider pilots navigating without the benefit of an electronic moving map.

1.2 Glider pilots must remain to the east of the western boundary of the Bath Gap at all times when operating in GD CTA-6 under the terms of this LOA.

2. Vertical Limits

2.1 Within this LOA the vertical limits of the Bath Gap are defined as follows:

- a) Lower limit: 3500ft Bristol QNH
- b) Upper limit: 4500ft Bristol QNH

3. Times Of Activation

3.1 The Bath Gap shall only be activated between 1000 local and 1900 local or official night (whichever is earlier).

PART TWO

BGA and Bristol Radar Procedures

1. Notification and Activation

- 1.1 The Bath Gap may only be activated by one of the following authorised persons:
- a) A Director of a regional or national gliding competition;
 - b) The Duty Instructor or authorised deputy of one of the following gliding clubs:
 - Bannerdown Gliding Club (Keevil)
 - Bath, Wiltshire and North Dorset Gliding Club (The Park)
 - Bristol and Gloucestershire Gliding Club (Nympsfield)
 - Cotswold Gliding Club (Aston Down)
 - Mendip Gliding Club (Halesland)
 - c) Bristol international Air Traffic Control (see paragraph 5)
- 1.2 The authorised person shall request activation with Bristol Radar by telephone (01275 473820) with activation to commence no earlier than 1 hour prior to the ETA of the first glider at the boundary of the Bath Gap.
- 1.3 The Bristol ATC Watch Manager shall authorise activation of the Bath Gap except in the following circumstances:
- a) When weather forecasts indicate that Category 2/3 ILS approaches to runway 27 are likely to be flown in the period.
 - b) When the minimum equipment requirement in paragraph 8 can not be met or maintenance is planned that will preclude compliance.
- 1.4 The Bristol ATC Watch Manager shall note the details of the caller and confirm the current Bristol QNH.
- 1.5 Immediately following the telephone notification call and subject to paragraph 1.3, the Bristol ATC Watch Manager shall activate the Bath Gap, by:
- a) Ensuring that IFR flights are vectored clear of the affected airspace and VFR flights are issued appropriate traffic information on the glider operations.
 - b) Appending the appropriate message to the Automatic Terminal Information Service (ATIS) – 126.025MHz.
 - c) Switching the contact telephone number to the ATIS message. This will confirm that the Bath Gap is active and provide the Bristol QNH.

- 1.6 Gliders operated under the auspices of one of the clubs listed in paragraph 1.1b, participating in a regional or national competition, or non-radio gliders from other gliding clubs whose pilots are appropriately briefed on the details of this agreement, may then operate within the Bath Gap up to 4500ft Bristol QNH in accordance with agreement.
- 1.7 Subsequent callers are to listen to the ATIS message on the telephone and on hearing the appropriate message, may assume the Bath Gap is active.
- 1.8 Bristol Radar, the nominated clubs and competition directors shall maintain a log containing details of each occasion the Bath Gap is activated. This shall form an official record of compliance with agreement.

2. Activity Status Display

- 2.1 The activity status of the Bath Gap shall be clearly displayed at all appropriate radar consoles by selecting the appropriate 'filled map'

3. Glider Flight Rules

- 3.1 Gliders operating within the Bath Gap are to operate in accordance with VFR at all times.

4. Radio Equipped Gliders

- 4.1 Radio equipped gliders whose pilots are appropriately briefed on the details of this agreement may operate within the Bath Gap up to 4500ft Bristol QNH, whenever it is notified as active. Pilots shall ascertain the status by listening to the Bristol ATIS prior to entering GD CTA-6.
- 4.2 Pilots of radio equipped gliders shall not request activation of the Bath Gap.
- 4.3 If the Bath Gap is inactive, radio-equipped gliders must contact Bristol Radar and request a crossing clearance. Bristol ATC shall, subject to the minimum delay necessary to ensure separation from other flights, authorise VFR crossings of GD CTA-6 below 4500ft Bristol QNH.
- 4.4 Bristol ATC shall, subject to normal ATC constraints, authorise VFR crossings of GD CTA-6 above 4500ft Bristol QNH by radio equipped gliders whenever possible.
- 4.5 Nothing in this letter of agreement shall preclude individual glider pilots from requesting a Class D airspace crossing as per normal practice on a tactical basis through any part of the Bristol CTA/CTR.

5. Activation By Bristol ATC

- 5.1 Bristol ATC may activate the Bath Gap at any time if the number of R/t calls from cross-country gliders is deemed by the Radar controller or Watch Manager to be detrimental to the efficient operation of the unit.

6. Separation and Traffic Information

- 6.1 Once the Bath Gap is active, Bristol Radar shall ensure that:
- a) IFR traffic remains at least 500ft above the glider block.
 - b) IFR traffic remains outside the lateral limits of the agreed glider block.
 - c) IFR traffic operating within 3nm of the block is passed traffic information on the gliding activity. (This may be by AIP entry and ATIS message).
 - d) IFR traffic operating less than 1000ft above the block is passed traffic information on the gliding activity.
 - e) VFR traffic transiting the glider block is passed traffic information on the gliding activity.
- 6.2 The BGA shall ensure that all glider pilots operating within the Bath Gap are aware that other VFR flights will continue to transit the airspace following activation.
- 7. De-activation**
- 7.1 Following activation, Bristol Radar shall assume that the Bath Gap is active until 1900 local or official night (whichever is earlier).
- 8. Minimum Equipment Requirements**
- 8.1 For the Bath Gap to be activated, Bristol Radar must be capable of providing a radar service using either primary or secondary radar or a combination of both.

PART THREE

Airspace Maps

