

LETTER OF AGREEMENT

BETWEEN

NATS (En Route) plc, Scottish Area Control (Prestwick)

LEEDS AIRPORT, AIR TRAFFIC CONTROL

&

DERBY & LANCASHIRE GLIDING CLUB (DLGC)

Effective: 23rd January 2010

Revised:

1 GENERAL.

1.1 Purpose.

The purpose of this Letter of Agreement (LoA) is to define procedures which will permit ATC controllers at NATS (En Route) plc, Scottish Area Control (Prestwick), hereby referred to as Scottish AC (Prestwick) to allow glider traffic operating under the provisions of this LoA access to specified Class A Controlled Airspace.

1.2 Amendment

Amendments to this LoA, or permanent modifications to the procedures and arrangements contained therein, are to be effected only with the written consent of the signatories to this LoA or their successors.

1.3 Review of the Procedures

A review of the LoA shall be carried out 3 years after the effective date or when requested by any party.

1.4 Agreed Procedures

- (a) The parties to this LoA agree to adhere to the procedures as set out in Paragraphs 2 - 5 and Annex A of this LoA.

1.5 Parties to the Agreement

For the avoidance of doubt it is hereby declared that the parties to this LoA are the General Manager NATS Prestwick, Air Traffic Manager Leeds/Bradford Airport, the Chief Flying Instructor, Derby & Lancs Gliding Club (GC) and the Chairman of the British Gliding Association (BGA) Airspace Committee.

1.6 Interpretation and Settlement of Disputes

- (a) Should any doubt, or diverging views arise regarding the interpretation of any provision of the present LoA, or in case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to all of them.
- (b) Should no agreement be reached or there is a request to cancel this LoA, each of the parties shall refer the dispute to the UK Civil Aviation Authority, Directorate of Airspace Policy for settlement

1.7 VALIDITY

This Letter of Agreement becomes effective 23rd January 2010

SIGNED

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DATE:

P Lamb
General Manager
NATS Prestwick

SIGNED

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DATE:

J Shipley
Chief Flying Instructor
Derby & Lancs Gliding Club

SIGNED

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DATE:

S Kelman
BGA Airspace Committee
for the British Gliding Association

SIGNED

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DATE:

D Smillie
Air Traffic Manager
Leeds/Bradford International
Airport

2 PROCEDURES

2.1 Affected Airspace

2.1.1 Sections of the following airways (Class A airspace) are notified for the purpose of Rule 18 of the Rules of the Air Regulations 2007 in accordance with the conditions laid down in this LoA: Airway L26, L603, L975, Y250, Y70 and M868. All areas are contained within the London Flight Information Region (FIR), east of the Scottish TMA. See Appendix A - map. The four areas in question are:

2.1.2 Camphill Area A.
532110N 0012901W - 531930N 0013131W - 531244N 0013141W - 531137
0013631W - 531828N 0014046W - 532110N 0012901W. From airway base to
FL100.

2.1.3 Camphill Area B.
533017N 0011641W - 531934N 0011510W - 532012N 0011840W - 532110N
0012901W – 531828N 0014046W – 532719N 0014617W – 533017N 0011641W.
From airway base to FL100. Occasionally to FL195.

2.1.4 L975 Crossing Area.
534009N 0011925W - 533017N 0011641W - 532845N 0013215W - 533835N
0013503W - 534009N 0011925W. From airway base to FL120.

2.1.5 Leeds Crossing Area.
540010N 0014115W - 535955N 0014027W - 535348N 0013100W - 534007N
0011937W - 533835N 0013503W 540010N 0014115W. From airway base to
FL120.

2.2 Eligibility & Obligations

2.2.1 Pilots using the procedures in this LoA are to be members or affiliated members of the BGA operating from the Derby & Lancs GC site at Camphill.

2.2.2 The obligations placed upon individuals and organisations and the procedures detailed in this LoA are placed in accordance with Rule 18 of the Rules of the Air Regulations 2007. Pilots following the LoA are deemed to be in compliance with this Rule.

2.2.3 Failure of a party or individual to comply with the conditions specified in the LoA may result in the withdrawal of the privileges of the LoA from that party or individual.

2.3 Pilot Briefing

- 2.3.1 The BGA shall undertake to ensure that pilots using these procedures are adequately briefed, qualified to Bronze C with a Cross Country endorsement as a minimum and appropriately equipped to comply with the LoA. This briefing should be given within the six month period preceding the pilot's use of the procedures.
- 2.3.2 In particular, the CFI Derby & Lancs GC shall, on behalf of the BGA, ensure that pilots using the provisions of this LoA are suitably trained and equipped to ensure that their navigation performance allows them to remain within the defined airspace detailed at para 2.1.
- 2.3.4 Pilots are responsible for ensuring that they have been briefed, and have suitable training, qualifications and equipment as detailed in this paragraph before they make use of the provisions of this LoA.
- 2.3.5 Recording pilot's briefing details - see para 6.2

2.4 Radio Telephony

- 2.4.1 Pilots intending to operate above FL100 in Area B and both the L975/Leeds Crossing Areas, using the procedures in this LoA, must hold a valid Radio Telephony (RTF) operators licence and the glider must be equipped with radio equipment which is capable of continuous RTF reception and transmission on 133.800MHz, 119.525MHz, 134.425MHz (exceptionally) (all Scottish Control), and 123.750MHz (Leeds Approach) as necessary.
- 2.4.2 Pilots operating in Area A and in Area B below FL100 must carry a serviceable radio and maintain a listening watch on the Camphill gliding frequency. Pilots are not required to hold a valid RTF operator's licence.

2.5 Met Conditions

- 2.5.1 Crossing shall be conducted in VMC by day only. Gliders shall remain at least 1500 metres horizontally and 1000 feet vertically from cloud and in a flight visibility of at least 8KM at all times.

2.6 Activation and Operation of the Areas (General)

- 2.6.1 The areas may be activated daily between 1000 local and sunset. During activation the classification of controlled airspace remains Class A. Sunset times to be determined by the Scottish AC (Prestwick) Local Area Supervisor (hereby referred to as PC West 2 LAG) – see Appendix B in accordance with times designated for the Scottish area.
- 2.6.2 Scottish Control shall provide standard separation between all other airspace users which are operating as General Air Traffic (GAT) within the associated airways, and the active gliding areas/crossing areas, i.e. 5nm horizontal or 1000ft vertically above. Glider pilots operating within the areas are responsible for providing their own separation from other gliders operating in relevant airspace. Where a specific ATC clearance is required, i.e., above FL100 in Area B and/or both crossing areas, ATC will pass traffic information on gliders already operating within that area.
- 2.6.3 Approval shall not be granted when particular types of Non-Standard, Non-Deviating, Unusual or Royal Flights are scheduled. Additionally approval shall not be granted when an emergency situation exists, or when it is known that the airspace may be needed for an aircraft in emergency in the affected airspace. The reason for refusal should be passed to the glider pilots (not Royal Flights).

2.7 Activation and Operation of the Areas (Area A & Area B)

- a) An area within L26 and L603, east of the MTMA, is established as a 'Wave Box' for use by Camphill gliders only. The area is designated Box B (see Appendix A). Normal operating upper limit to be FL100. Periodically individual gliders may request ATC clearance to extend their upper limit to a maximum of FL195.
- b) A second area, to the southeast of Camphill is also established as a wave box and is known as Box A. The upper limit is FL100.
- c) Because FL100 and above is within CAS, whenever either or both of these Wave Boxes are active, sector controllers are required to provide traffic with either 1,000ft vertical separation above the highest known glider activity level or ensure traffic remains 5nm laterally away from the Boxes.
- d). Camphill Gliding Club shall contact the PC West 2 LAG - see Appendix B requesting the use of Wave Box A, or Wave Box B, or both. The PC West 2 LAG may grant immediate approval or state a time when glider entry is acceptable, subject to traffic and controller workload at the time. Before giving approval for gliders to enter the Camphill Gliding Area, the PC West 2 LAG will notify the LATCC (Mil) East Senior Military Supervisor and also the LJAO Supervisor of the pending activity including times. It will be the responsibility of the London Military Allocator/LJAO Supervisor to ensure that the relevant military consuls are notified.
- e). Whilst in a wave box gliders are to monitor the gliding frequency.

- f). If the pilot of a glider in Box B wishes to go higher than FL100 the pilot must call Scottish Control on 133.800 MHz to request a specific ATC clearance before climbing above FL100. Gliders will require individual ATC clearances and will be responsible for their own separation from other gliders.

Glider callsign to be preceded by the word '*glider*'.
- g). Whilst in Box B above FL100 the glider pilot shall continuously monitor the ATC frequency and report when finally descending through FL100. Following an acknowledgement from ATC the glider pilot is to revert back to the gliding frequency.
- h). Engraved strips showing that the Wave Boxes A / B are active will be provided for PC East, North Upper/Low and S29. These strips will have room for paper inserts. Details of the various activities/heights will be written on these inserts.
- i). Times of operation; daily between 1000 and sunset, local times. Sunset determined by the PC West 2 LAG in accordance with times designated for the Carlisle area (as detailed in the UK AIP GEN Section). These sunset times can be found on *SIRS*.
- j). Camphill Gliding Club is to inform the PC West 2 LAG when all gliders have vacated each wave box. The airspace will then be returned for use by GAT traffic.

2.8 Activation and Operation of the Areas (L975 & Leeds Crossing Areas)

- a). The L975 corridor may be activated daily between 1000 local and sunset. During activation the classification of the Airway remains Class A. Sunset determined by the PC West 2 LAG in accordance with times designated for the Carlisle area (see *SIRS*).
- b). The corridor is in two sections. Southern section within L975. Maximum level up to FL120 or as determined by ATC in accordance with the traffic situation at the time. All references to the glider's position shall be in relation to UPTON.
- c). Northern section is that portion, north of L975, over the Leeds CTR/CTA. Maximum level up to FL120 or as determined by ATC in accordance with the traffic situation at the time. Minimum level FL80. All references to the glider's position shall be in relation to Leeds Airport or the LBA NDB. Gliders, within this area, unable to maintain a level above FL80 shall immediately call Leeds Approach on 123.750 MHz and inform them of the situation. They shall also request Leeds Approach to inform Scottish Control of the situation.
- d). Scottish Control shall provide standard separation between other aircraft (GAT) within the airway and the active gliding corridor.
Note: Controllers are aware that when a level is allocated to a glider, effectively all levels below the allocated one become blocked. Therefore no attempt will be made to cross traffic beneath a glider..

- e) Glider pilots operating within the corridor are responsible for providing their own separation from other gliders. ATC will pass traffic information to a glider entering the corridor on gliders already operating within the corridor. The ATC clearance to transit the corridor is for that specific glider only.
- f) Approval shall not be granted when:
 - i). A Royal Flight exists or is pending in L975 [east of the MTMA].
 - ii). An emergency situation exists.
 - iii). When it is known that the airspace may be needed for an aircraft in emergency.
 - iv). When traffic density and/or complexity precludes issuing a clearance.
 - v). When military operations preclude it.

The reason for refusal should be passed to the glider pilot.

- g) Gliders routing northbound in the corridor shall request activation of the corridor by contacting Scottish Control on 133.800 MHz. PC East will notify Leeds Approach of northbound gliders at FL90-.
- f) Gliders routing southbound in the corridor, at FL80 or below, shall request activation of the corridor by contacting Leeds Approach using RTF equipment on the published Approach frequency 123.750 MHz. Leeds Approach will contact PC East to obtain approval to activate the corridor.
- g) Pilots shall provide 5 minutes notice prior to the request activation.
- h) A maximum of three gliders only will be permitted within the corridor at any one time.
- i) Glider callsign to be preceded by the word 'glider'.

2.9 Phraseology

RTF Phraseology. When requesting activation the following phraseology should be used:

Northbound Flights

“Scottish Control, Glider (callsign) request northbound activation of L975 crossing area in 5 minutes at time (UTC). Crossing duration (Estimated crossing time in minutes)”.

e.g. “Scottish Control this is Glider Delta Alpha Papa request northbound activation of the L975 crossing area. Estimating southern edge in 5 minutes at 1215 UTC. Crossing duration 15 minutes”.

The controller shall note the relevant details on the engraved flight progress strip provided and acknowledge the request as follows:

“Glider (callsign), Scottish Control, Roger, remain outside Controlled Airspace, time check “

or

“Glider (callsign), Scottish Control, unable to provide crossing clearance due traffic. Remain outside Controlled Airspace, time check Recall in 10 minutes.“

When the Glider is in a position to enter the corridor the glider pilot shall request clearance to cross Airway L975.

“Scottish Control, Glider (callsign) request crossing clearance Airway L975.”

The controller shall confirm activation taking into account air traffic and other circumstances as follows:

“Glider (callsign), Scottish Control is clear to cross Airway L975, not above FL100 (up to FL120), report entering and leaving”.

The glider pilot shall read back clearance issued.

The glider pilot shall report entering the corridor. The phraseology to be used is:

“Scottish Control, Glider (callsign entering L975, not above FL100”.

The controller shall acknowledge the pilot’s transmission and annotate the engraved strip accordingly.

If no acknowledgement is received from ATC, the glider pilot shall leave the area by the most expeditious means possible and remain clear of Controlled Airspace.

The PC Sector Planner is to inform Leeds Approach whenever the corridor becomes active on northbound flights and again when the corridor is deactivated.

Gliders leaving the corridor below at FL80 or below or anticipate leaving the corridor below FL85 are to inform Scottish Control who, in turn, will instruct the glider to contact Leeds Approach. Leeds Approach will inform PC when the glider has left the corridor unless the transfer of communications is coincident with the glider leaving the corridor.

Southbound Flights.

“Scottish Control, Glider (callsign) request activation of the Leeds and L975 crossing areas at time (UTC), southbound up to FL110. Crossing estimate (Estimated crossing time (in minutes)).”

e.g. *“Scottish Control this is Glider Delta Alpha Papa request activation of the Leeds and L975 crossing areas at 1610 southbound up to FL110. Crossing estimate 12 minutes.”*

The controller shall acknowledge the request as follows:

“Glider (callsign), Scottish Control, Roger, remain outside Controlled Airspace, time check “

The East Sector Planner is to contact Leeds Approach to co-ordinate the crossing.

If unable to comply with the request the PC Sector Planner shall pass an estimate when the crossing area can be activated.

The PC East Co-ordinator shall inform Leeds Approach when the crossing area is active and again when the corridor is no longer active.

3. CIVIL & MILITARY CO-ORDINATION

3.1 Before granting approval for gliders to enter the designated airspace the East Sector Planner is to inform the London Military Allocator (using the direct line) and also the LJAO Supervisor whenever the corridor is about to become active. The London Military Allocator/LJAO Supervisor is to ensure that the relevant military consoles are notified.

3.2 On completion of the activation the East Sector Planner shall inform London Military Allocator and the LJAO Supervisor..

4. RADIO FAILURE

4.1 Pilots not in receipt of an ATC clearance to enter the corridor who experience actual or suspected Radio Failure shall not enter any of the areas.

4.2 Pilots in receipt of a clearance to enter Area B above FL100 or a crossing area must report entering, however if no acknowledgement by ATC of the glider entry call is obtained by the glider pilot, and after further attempt to contact ATC has been unsuccessful, the pilot shall vacate the area. No less than 10 minutes after the expected entry time and provided the attempts have been made by ATC to contact the pilot. ATC shall deem that the area has not been activated for such occasions.

4.3 Pilots operating within the areas experiencing actual or suspected Radio Failure shall ensure that they have vacated controlled airspace at the earliest opportunity. In the case of the L975 and Leeds crossing areas, ATC shall deem the relevant crossing area vacated based on the time stated by the glider pilot on entering, plus the estimated crossing time which was passed to ATC, plus 10 minutes. *Example: glider reported entering at 1215 (UTC), duration 15 minutes, plus 10 minutes therefore area deemed vacated at 1240 UTC.*

- 4.4 Pilots should report any RTF failure as soon as possible to the PC West 2 LAG, either direct or via the Camphill GC. If this is not practicable then immediately after landing. PC West 2 LAG shall not take any Alerting Action in respect of gliders suffering communications difficulties unless information is received which indicates that action is required. Alerting Action responsibility shall be undertaken by the gliding club involved.

5. EMERGENCIES

- 5.1 In emergency situations, a pilot may be asked to leave the corridor by the most expedient means available. The pilot should provide the controller with an estimate of the time needed to accomplish this and report when vacated.
- 5.2 In the event that it is not possible to vacate the airspace in the time required by ATC, the controller may request position and level information from the glider pilot to enable essential traffic information to be passed to both parties.

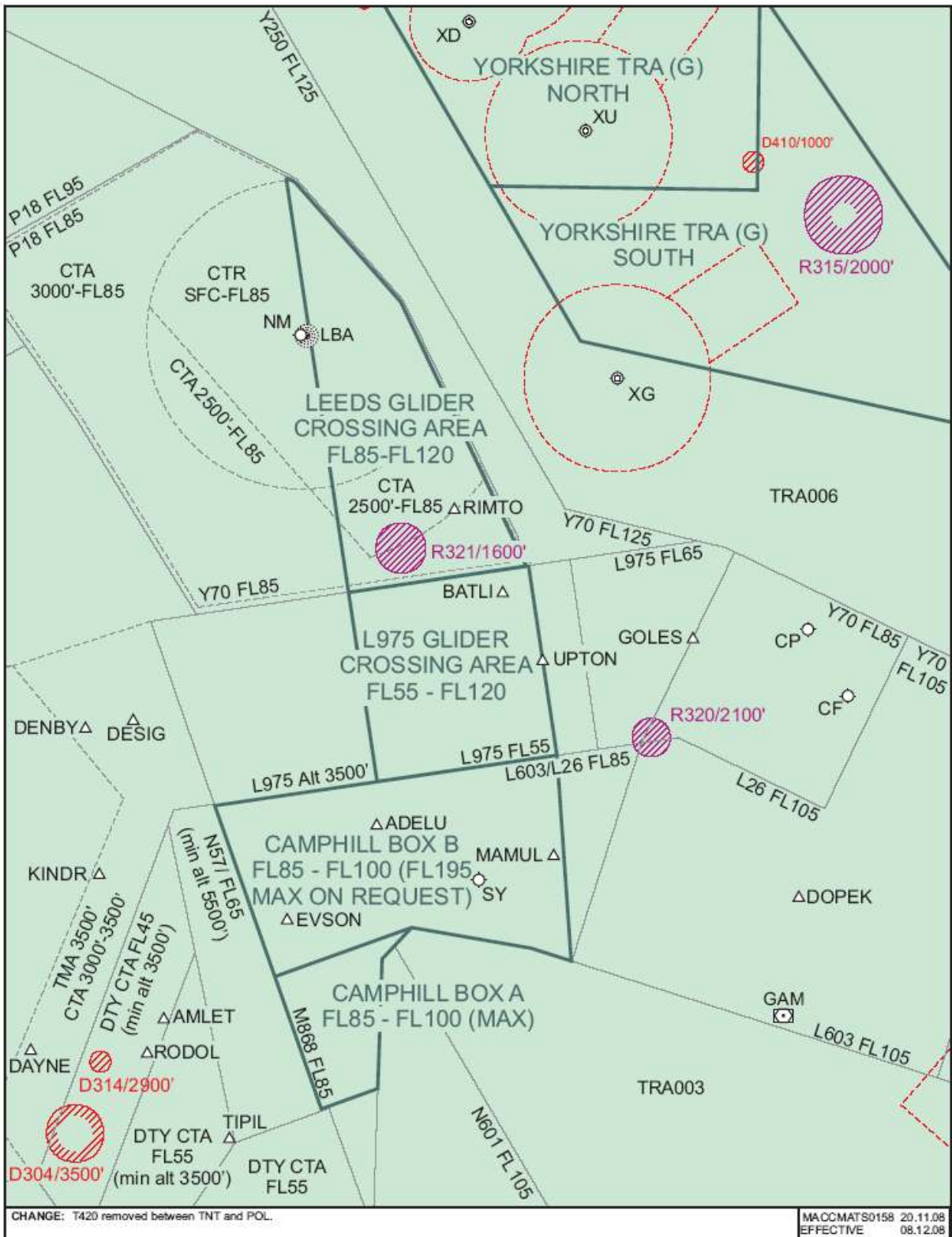
6. RECORDS

- 6.1 PC West 2 LAG [by entry into the ATC Watch Log], Leeds ATC [by entry into the Radar Log] and the BGA will keep records of the activations requested, granted or refused to provide the means for statistical analysis of corridor operations.
- 6.2 The CFI Derby & Lancs GC shall keep relevant records of all pilots briefed and authorised to use these procedures, in particular; name and date of briefing.

7. FUTURE AIRSPACE DEVELOPMENT

Nothing in this LoA shall compromise or hinder the possible development of ATC procedures adjacent to or within the airspace designated for glider crossing, as shown on the chart at Appendix A, as deemed necessary by NATS.

Appendix A



Appendix B

Effective: 23rd January 2010

Revised:

Contact telephone numbers

Name	Number
Scottish AC (Prestwick) Local Area Supervisor (PC West 2 LAG)	01294 65 5240,
Mr J Shipley Derby & Lancashire Gliding Club (DLGC)	01142 362561
Mr D Smillie ATS Manager, Leeds	0113-391-3207