

'Chipping Box'

User Group(s): North, Wal/IOM, WS/WM + ATSA Effective: 22/11/07
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Introduction

It has been highlighted that procedures regarding the N615 Descent Stubs were not practical for operations within MACC North Low. Activation of the N615 Descent Stubs removed the use of the ROSUN holding facility and added greater workload on both the North Low Tactical and Planner.

After discussions with the Bowland Forest Gliding Club (BFGC) new procedures have been agreed which not only allows holding at ROSUN to take place, but also caters for the needs of the BFGC.

The procedures are detailed below and **replace the procedures for the N615 Descent Stubs**.

Procedure

The opportunity to operate in the 'Chipping Box' is available to the Bowland Forest Gliding Club (BFGC) daily between 0930 Local and sunset. The 'Chipping Box' is contained within airway N615 and has a normal operating limit of either **FL100 or FL140**. During activation the classification of controlled airspace remains Class A.

Supplementary Instruction (MACC)

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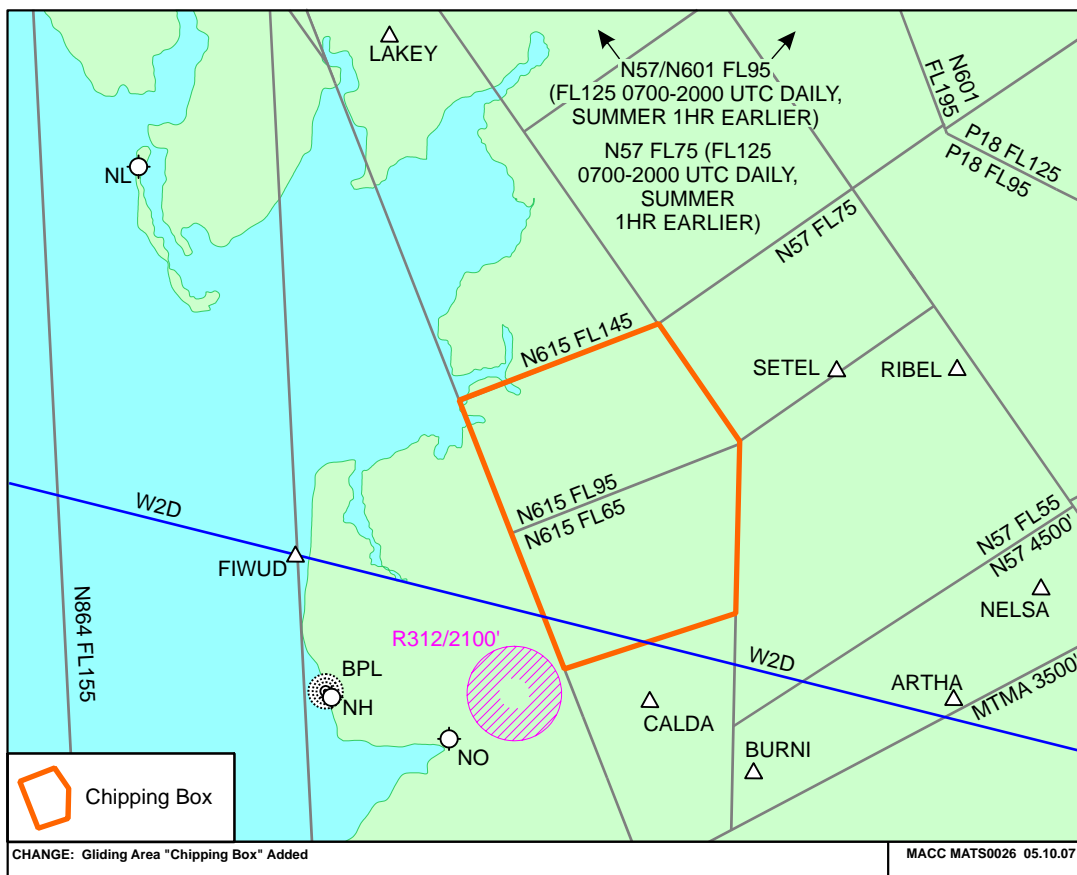


Figure 1

MACC 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 area, i.e. 5nm horizontal or 1000ft vertically above.

A Laminated Strip is provided to be used in the Flight Progress Strip Board to show activation of the 'Chipping Box'. The 'Chipping Box' can also be displayed on the Video Radar Map by selecting 'Danger Areas'.

Note: As it is not possible to overlay the dashed lines on the video radar map, **the dimensions of the 'Chipping Box' (depicted on the radar map) are 0.5NM smaller on all sides, except the southern edge.** This is to ensure that it stands out clearly from airspace bases/edges already displayed on the Video radar map (see figure 2).

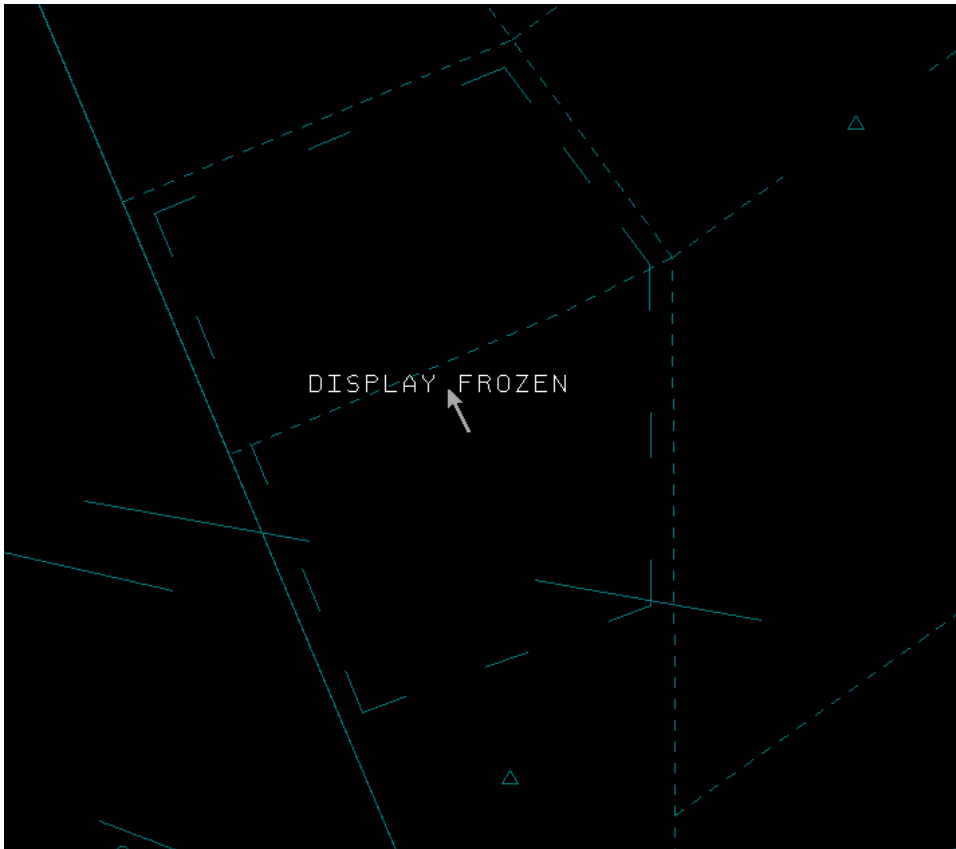


Figure 2

Glider pilots operating within the area are responsible for providing their own separation from other gliders operating in the relevant airspace and also Cockerham Parachute Area up to FL140.

Approval shall not be granted when particular types of Non-Standard, Non-Deviating, Unusual, Royal Flights or times of intense traffic levels. 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).

BFGC will telephone the MACC Watch Supervisor on 0161 499 5320/1 to request the use of the 'Chipping Box' and specify whether they wish to operate at FL100 or FL140. If activation has been approved to operate at FL100 the BFGC can further request FL140.

If the MACC Watch Supervisor is unable to release the airspace immediately due to the MACC North's traffic loading or an aircraft in an emergency, the MACC Watch Supervisor is to specify a time at which the BFGC may commence using the 'Chipping Box'.

BFGC will notify the MACC Watch Supervisor when the airspace is no longer required or there will be periods of inactivity planned for 30 minutes or more. Further activations will then be made in the manner described above.

BFGC is responsible for ensuring that all glider pilots are notified that the airspace has reverted to the control of MACC. BFGC can be contacted on 07779441283 at the launch point and 01995 61267 for the Clubhouse

When MACC have released the 'Chipping Box' to the BFGC, **holding at ROSUN is still permitted as the 'Chipping Box is clear of the ROSUN Protected Area.**

CIVIL & MILITARY CO-ORDINATION

Once the MACC Watch Supervisor has approved the 'Chipping Box' they shall then inform the Swanwick Military Supervisor (7 200 5007 or 2417) of the activation. The Swanwick Military Supervisor will then ensure dissemination to the appropriate ATC staff.

After approval from the MACC Watch Supervisor to activate the 'Chipping Box', BFGC shall inform both Blackpool and Warton of the activation.

On completion of the activation the MACC Watch Supervisor is to inform the Swanwick Military Supervisor.

RADIO FAILURE

BFGC will be responsible for maintaining awareness of all airborne BFGC gliders likely to be in the designated airspace. Pilots in that airspace are required to listen out on the Chipping frequency of 130.10 for any instructions relating to its availability and use.

If a pilot, in the designated area, becomes aware that their radio is not functioning correctly, they are to descend and land so that the BFGC are made aware that they are no longer using the 'Chipping Box'.

EMERGENCIES

In emergency situations, the BFGC may be instructed to leave the 'Chipping Box' by the most expedient means available. BFGC should provide the Watch Supervisor with an approximation of the time needed to accomplish this and report to the Watch Supervisor (0161 499 5320/1) when vacated. BFGC will instruct pilots to vacate by using the Chipping frequency 130.10.

In the event that it is not possible to vacate the airspace in the time required by ATC, the Watch Supervisor may request position and level information from the Duty Pilot or Instructor at the launch point on 07779441283 to enable essential traffic information to be passed to both parties.

In the event that the Watch Supervisor cannot contact BFGC at the launchpoint then, in the first instance, they should attempt to contact the clubhouse on 01995 61267 and, failing that the CFI on 07702846123 or DCFI on 07721620200.

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