

Letter of Agreement

NATS Edinburgh Air Traffic Control

and

British Gliding Association

1. General

This Letter Of Agreement (LOA) is effective from the day that Edinburgh's revised Class 'D' Airspace is implemented and will be reviewed annually from that date. It may be reviewed at anytime if so requested by NATS or British Gliding Association (or Scottish Gliding Union, Portmoak).

The first review will however, involve a joint evaluation of the effectiveness of the procedures. It will also review and evaluate the stipulation that Gliders operating within the terms of this LOA are required to be radio equipped.

Although signed by the British Gliding Association, the Scottish Gliding Union, based at Portmoak will be the focal point for the annual review with NATS Edinburgh.

Under the terms of this LOA, participating Gliders must be radio equipped and Edinburgh's Primary Radar must be operational.

2. Purpose

The purpose of this LOA is to define and document procedures which will permit NATS ATC Controllers at Edinburgh Airport to allow glider traffic to transit Edinburgh's Class D airspace. Thus guaranteeing, as far as practicable, that the commander of a Glider will be able to follow a pre-planned route through Edinburgh's Class D Airspace.

3. Amendment

Any amendments to this LOA or the arrangements contained therein will be effective only with the written consent of the signatories to this LOA or their successors.

4. Procedure

4.1 'Glider Area 24'

'Glider Area 24' is that part of the Edinburgh Control Area that extends from the edge of the Edinburgh Control Zone (not including any part of the circular Edinburgh Control Zone) to the South West, centred on the extended centreline of Runway 06. This airspace extends from 2500ft to 3500ft Edinburgh QNH Zone. The co-ordinates of this area are 555916N 0033941W thence anti-clockwise by the arc of a circle radius 10 nm centred on 555700N 0032221W to 554851N 0033235W - 554349N 0034715W - 554806N 0035411W - 555417N 0035413W - 555916N 0033941W.

4.2 'Glider Area 06'

'Glider Area 06' is that part of the Edinburgh Control Area, with a 2500ft altitude base, to the South West of the Edinburgh Control Zone, that extends from a point 15nms from touchdown on Runway 06 to the Western edge of Edinburgh's Class D airspace. 'Glider Area 06' has a base altitude of 2500ft and an upper limit of 3500ft Edinburgh QNH. The co-ordinates of this area are 555450N 0035237W - 554529N 0034225W - 554349N 0034715W - 554806N 0035411W - 555417N 0035413W - 555450N 0035237W.

4.3 Activation

Portmoak will contact the Edinburgh ATC Watch Manager by telephone (0131 333 6239) and ascertain the Runway in use at Edinburgh. Depending upon the Runway in use Portmoak may activate the relevant Glider Area for a set period (maximum of 1 day at a time). Where Edinburgh ATC suspects that they will need to change Runway direction during that set period then this will be advised to Portmoak at this time in order that Glider commanders can take account of this possibility.

At this point Portmoak will pass by telephone to Edinburgh ATC the callsign and brief flight details of any Glider that intends to use the activated Glider Area.

Note: activation of a Glider Area and the acceptance of flight details over the telephone by Edinburgh ATC does not constitute an ATC clearance for aircraft to enter a Glider Area.

4.4 ATC Clearance

Prior to entering the activated Glider Area, the Glider commander will contact Edinburgh ATC on RTF (121.2Mhz) and request clearance to transit 'Glider Area(06 or 24)'. A clearance to transit the specific Glider Area, maintaining VFR, will be issued by Edinburgh ATC. This clearance will normally contain a height restriction of "not above 3500ft Edinburgh QNH". However, the glider commander is at liberty to request clearance above this altitude and if the air traffic situation permits, such a clearance will be granted.

Note: If Edinburgh ATC issues a clearance above 4500ft QNH the clearance will include, if appropriate, flight through that portion of Class D Scottish TMA, which has a base altitude of 4500ft, to the South of Edinburgh's Airspace, provided the Glider remains East of a line delineated by an extension to the Western edge of the Edinburgh Control Area. (554125N 0034324W-553748N 0033736W).

The glider commander will report entering and leaving the relevant Glider Area.

No ATC service will be provided by Edinburgh Approach Control while the Glider is outside the Glider Areas unless specifically requested by the glider commander and agreed by the Edinburgh Approach Controller.

This procedure will be the same for North or Southbound transits but North bound transiting Gliders must check Edinburgh's ATIS on frequency 131.350Mhz to confirm the active Runway and hence the active Glider Area. (Edinburgh ATIS is also available via telephone 0131 333 6226).

In the event that 'Glider Area 24' is active but circumstances require Edinburgh to change on to Runway 06, then any Gliders already within 'Glider Area 24' will be allowed to continue their transit of the area. Edinburgh ATC will advise Portmoak by telephone that 'Glider Area 24' is no longer active. *01592 840543/840243 (NATS Edinburgh will execute the Runway change even if no reply is forthcoming on these numbers).

5. Change of Active Runway at Edinburgh

In the event that Edinburgh changes Runway direction after a particular Glider Area has been activated by Portmoak, any Gliders that are already within the activated Glider Area will be allowed to continue their transit. Any other Gliders that have not yet received an ATC clearance to transit the airspace will be given clearance to transit through whichever is the appropriate Glider Area relevant to the new Runway in use.

6. Radio Failure Procedure

If a glider suffers radio failure after receiving a clearance on R/T from Edinburgh Approach Control to enter a Glider Area, (i.e. is unable to contact Edinburgh Approach Control on R/T within 30 mins of the last R/T contact), then the glider commander will immediately vacate the Glider Area. As soon as possible after landing the glider commander will telephone NATS Edinburgh to confirm that the aircraft has landed safely.

7. Forced Landing while Transiting a Glider Area

In the event that the glider is committed to descending, aborting the task and therefore landing, the glider commander will if time permits, advise Edinburgh Approach on R/T that the relevant Glider Area has been vacated and that the Glider will be making a landing. If time does not permit such a call then the glider commander will, as soon as possible after landing, telephone NATS Edinburgh to confirm that a safe landing was made.

Signed:



Keith Meakin
NATS General Manager
Edinburgh

Date: 30.1.06

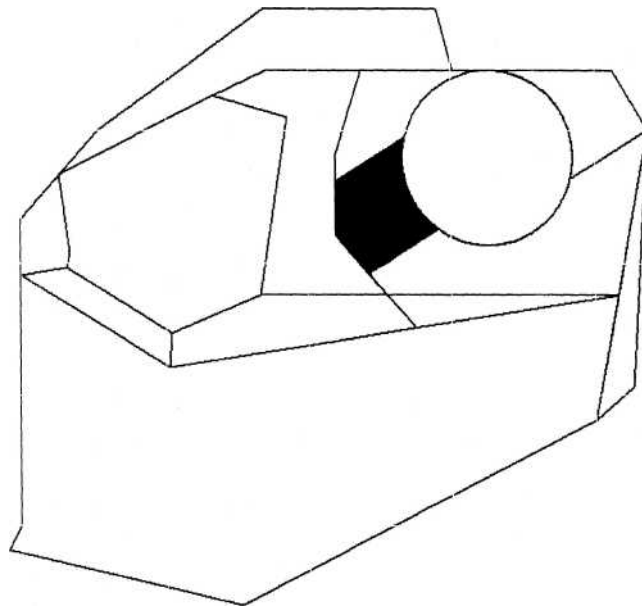
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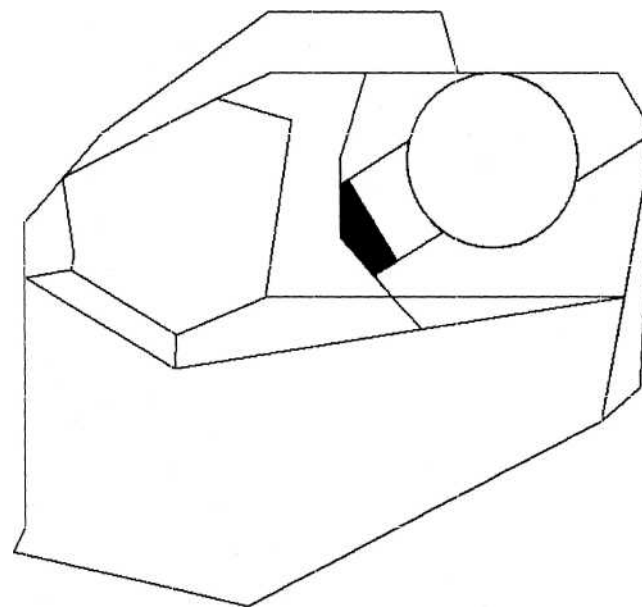
Carr Withall
British Gliding Association

Date: 25th January 2006

**Appendix A
Location Maps**



Glider Area 24



Glider Area 06