

LETTER OF AGREEMENT

between

NATS (EN-ROUTE) plc,

**Scottish Area Control
(Prestwick)**

**London Area Control
(Swanwick)**

**BRITISH GLIDING
ASSOCIATION (BGA)**

and

**MINISTRY of
DEFENCE(MOD),
ScATCC (Mil)**

LATCC (Mil)

RELATING TO

Airspace sharing agreements in regard to activation of Temporary Reserved Areas (Gliding) (TRA (G)s).

Effective: 10th March 2011

1. PURPOSE

This document and the attached annexes define Temporary Reserved Areas (Gliding), (TRA (G)), which exist within UK airspace and are designed to allow glider operations under Visual Flight Rules (VFR) above FL195 within Class C airspace. Access arrangements between specific clubs and NATS/MOD are detailed in the appropriate appendices.

2. DEFINITIONS

2.1 "Official day"

The Air Navigation Order 2000, Article 129 of the Order defines 'day' as the time from half an hour before sunrise to half an hour after sunset (both times exclusive), sunrise and sunset being defined at surface level.

2.2 "Glider"

For the purpose of this LoA glider shall mean Glider or Motor Glider in soaring flight.

2.3 "Temporary Reserved Area (TRA)"

"A Temporary Reserved Area is a defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which traffic may be allowed to transit under an ATS authority."

2.3.1 "Temporary Reserved Area (Gliding), TRA (G)"

A Temporary Reserved Area defined and approved by the Civil Aviation Authority (CAA), Directorate of Airspace Policy (DAP), which allows VFR glider operations above FL195 within Class C airspace. Non transponder equipped gliders operating above FL195 may only operate within an active TRA (G).

3. AIRSPACE

The controlling authorities, gliding clubs and TRA (G) definitions with specific access rules can be found in the annexes of this document as described below:

TRA (G)	Controlling Authority	Gliding Club	Annex
Scottish Upper Areas, North and South Scottish Lower Area, North Scottish Lower Area, South	Scottish AC Prestwick/ScATCC (Mil)	Deeside Gliding Club (Aboyne) Scottish Gliding Union (Portmoak) Highland Gliding Club (Easterton) Cairngorm Gliding Club (Feshiebridge)	A
Portmoak Area	Scottish AC (Prestwick)/ScATCC (Mil)	Scottish Gliding Union (Portmoak)	B
Aboyne Area	Scottish AC (Prestwick)/ScATCC (Mil)	Deeside Gliding Club (Aboyne)	C
Northern Ireland Area	Scottish AC (Prestwick)/ScATCC (Mil)	Ulster Gliding Club (Bellarena)	D
Northumbria Areas	Scottish AC (Prestwick)/ScATCC (Mil)	Borders Gliding Club (Millfield)	E
Spadeadam Areas	Scottish AC (Prestwick)/ScATCC (Mil)	Northumbria Gliding Club Eden GC	F

TRA (G)	Controlling Authority	Gliding Club	Annex
Yorkshire Areas	Scottish AC (Prestwick)/ScATCC (Mil)	York Gliding Centre (Rufforth) Yorkshire Gliding Club (Sutton Bank) RAFGSA (Cleveland) Burn Gliding Club Wolds Gliding Club (Pocklington)	G
Welsh Areas	LAC (Swanwick)/ LATCC (Mil) LJO (Southbank)/ Scottish AC (Prestwick)	Denbigh Gliding Club North Wales Gliding Club Shropshire Soaring Group Midland Gliding Club Herefordshire Gliding Club Black Mountains Gliding Club South Wales Gliding Club	H

4. AIRSPACE CLASSIFICATION

All airspace at and above FL195 is Class C.

5. PROCEDURES

Generic procedures allowing access to TRA and TRA (G) are published by the CAA within the UK AIP ENR 1.1.1.8 para 9 and are to be fully complied with. Should any TRA (G)s be activated between 0001 and 0600 UTC Winter (1 Hour earlier in summer), Gliders will remain below FL280 so that they are clear of all night time fuel saving routes. Any additional specific requirements between the BGA, NATS and MOD are identified within this Letter of Agreement and associated annexes and appendices.

6. PARTIES OF THE AGREEMENT

For the avoidance of doubt it is hereby declared that the parties to this LoA are NATS En-Route plc, MOD and the British Gliding Association and its affiliates.

7. CANCELLATION

Cancellation of this LoA by any of the parties involved is possible at any time, provided the cancelling party declares its intention to cancel the LoA, giving a minimum of 3 months notice.

The procedure in Paragraph 8 shall be followed and until such time as a decision is made this LoA shall remain extant.

8. INTERPRETATION AND SETTLEMENT OF DISPUTES

Should any doubt or diverging views arise regarding the interpretation of any provision of this LoA or in the case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to each of them.

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.

9. AMENDMENT TO PROCEDURES

These procedures have been agreed by the undersigned. They are not to be amended without the written agreement of the signatories, their authorised representatives or successors.

10. VALIDITY

This Letter of Agreement becomes effective on 10th March 2011 and supersedes the Letter of Agreement dated 23rd January 2010.

SIGNED

SIGNED

Ms S Kelman
For and on behalf of the
British Gliding Association

Mrs P Lamb
Operations Director (Prestwick)
NATS Prestwick
NATS (En Route) plc

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SIGNED

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D Barber
Group Captain
ATM Force Commander
HQ Air Command

Mr S Hocquard
Operations Director (Swanwick)
NATS Swanwick
NATS (En Route) plc

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