

LETTER OF AGREEMENT BETWEEN ATC RAF BRIZE NORTON AND THE BRITISH GLIDING ASSOCIATION (BGA)

INTRODUCTION

1. The RAF Brize Norton CTR is situated in an area which affects the setting of tasks for major gliding competitions. Moreover, the rules for transiting Class D airspace require glider pilots to obtain ATC permission to transit the airspace. During a competition, because a clearance cannot be assumed or guaranteed, the Rules have the potential of being beneficial to some competitors but disadvantageous to others.
2. In particular, there is only a relatively narrow gap between the RAF Lyneham and RAF Brize Norton CTRs and, if the weather in that Area is unsuitable for gliders to transit, it virtually eliminates the possibility of flying from major glider sites like Lasham to the favoured operating area of South Wales. BGA rules prevent a task being set which require a transit through Class D airspace. However, this Letter of Agreement (LOA) defines procedures which will allow, under agreed conditions, the unrestricted transit of Sections of the RAF Brize Norton CTR under a 'block clearance', thereby offering the flexibility of an alternative weather avoidance routing.
3. This LOA applies during weekends and Bank Holidays only and is applicable only to regional, national and international competitions.

PROCEDURES

4. When BGA national or regional competition organisers wish to set a task that will require a transit close to the RAF Brize Norton CTR, the organiser may seek a dispensation for all competitors to transit a portion of the CTR without individual clearances. Dispensation is to be sought by the competition organiser on the morning of the event from the RAF Brize Norton ATC Officer In Charge of the Watch (ATCO IC) on Telephone Number: 01993-897878. After considering the Station flying programme, the ATCO IC may grant dispensation for gliders to penetrate the CTR during specific time 'windows'. Clearance will only be given for access through the Brize Norton CTR in the departures sector when Brize Norton have large aircraft scheduled to depart during the period. That is, if Brize Norton are using runway 26, the West Sector may be authorised and when Brize Norton are on runway 08 the East Sector may be authorised. The sectors allow for sufficient space for Brize Norton aircraft to depart on an initial SID and then be vectored clear of conflicting traffic when required. Organisers are to bear in mind the prevailing winds and the likely runway direction before planning a route through the Brize Norton CTR. If the Station flying programme is such that there are no notified Station aircraft movements, other than the Flying Club taking place during the specified time 'windows', the ATCO IC may grant permission for gliders to route through the CTR, through either sector. The sectors for transit are:
 - a. **West Sector.** Gliders are to remain west of a line linking the Faringdon VRP – Lechlade VRP – Northleach VRP.
 - b. **East Sector.** Gliders are to remain east of a line linking the Charlbury VRP and a point 5142.44N 00125.90W (Standlake).
5. There will be no height limitation on transits within the CTR. Access to the CTR will be on the basis of the timed 'windows' calculated from the elapsed time after launch for the majority of gliders. Glider pilots are not to enter the CTR outside of the promulgated 'window' without an individual, and

specific, ATC clearance. The ATCO IC will make blind transmissions on the National Gliding frequency, 130.1 Mhz, 5 minutes before the start and finish time of the activated 'window'.

6. Competition organisers are to brief all competing glider pilots of the geographical and time limitations of the clearance and are to emphasise that they are to strictly adhere to the dispensation given. If organisers become aware of unexpected meteorological conditions en-route, they may seek an extension of a time 'window' from the RAF Brize Norton ATCO IC, which, if agreed, the latter will also broadcast on the Gliding frequency. The competition organiser is to give the ATCO IC an emergency point of contact in the event that Brize Norton need make contact.
7. Either signatory may seek amendment to this LOA at any time; however, it will only be reviewed every 5th year from signatory. Moreover, the Senior Air Traffic Control Officer (SATCO) reserves the right to impose the rules contained within the UK Air Navigation Order at any time if it is felt necessary.



C WITHALL
Chairman
BGA Airspace Committee

Dated: 18th July 2005



C J JAMES
Sqn Ldr
SATCO

Dated:

