

LETTER OF AGREEMENT

Between

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

and

BOWLAND FOREST
GLIDING CLUB (BFGC)

BRITISH GLIDING
ASSOCIATION (BGA)

Effective: 01 July 2010

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 Centre (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 as defined in Paragraph 2.

2 Areas of Responsibility for the Provision of ATS

2.1 Areas of Responsibility.

Sections of the airways N615, contained within the London Flight Information Region (FIR) (Class A airspace), are notified for the purpose of Rule 18 (2) of the Rules of the Air Regulations 2007 in accordance with the conditions laid down in this LoA.

The lateral and vertical limits of the Chipping Box area are as follows (see Appendix 1):

Lateral Limits: N54°02'36" W002°39'01"
N53°57'38" W002°32'58"
N53°50'23" W002°32'50"
N53°47'41" W002°44'59"
N53°58'58" W002°53'10"

Vertical Limits: Up to FL100 or up to FL140 dependant on ATC approval.

3 Procedures

3.1 The procedures to be applied by BFGC and Scottish AC (Prestwick) are detailed in the Annexes to this Letter of Agreement:

Annex A: Pilot Responsibilities
Annex B: Activation and Operation of Area
Annex C: Co-ordination
Annex D: Fall Back Procedures
Annex E: Contact Details

4 Revisions and Deviations

4.1 Revision of the Letter of Agreement.

The revision of the present Letter of Agreement, excluding Annexes, requires the mutual consent of the signatory authorities.

4.2 Revision of the Annexes to the Letter of Agreement.

The revision of Annexes to the present Letter of Agreement requires the mutual consent of the authorities designated by the respective signatory approving authorities.

4.3 Temporary Deviations.

When necessary, the Scottish AC (Prestwick) Operations Supervisor may introduce, by mutual agreement and for a specified time period, temporary modifications to the procedures laid down in the Annexes to the present Letter of Agreement.

4.4 Incidental Deviations.

Instances may arise where deviations from the procedures specified in the Annexes to this Letter of Agreement may become necessary due to an incident such as an aircraft emergency. Under these circumstances where discussions prior to the decision being made would not be appropriate, air traffic controllers are expected to exercise their best judgement to ensure the safety and efficiency of air traffic.

5 Parties to the Agreement

For the avoidance of doubt it is hereby declared that the parties to this LoA are NATS (En Route) plc, Bowland Forest Gliding Club (BFGC) and the British Gliding Association.

6 Interpretation and Settlement of Disputes

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.

7 Validity

This LoA shall be effective from 1st July 2010 and is binding upon all parties. This LoA supersedes the Letter of Agreement between the Manchester Area Control Centre and the Bowland Forest Gliding Club (BFGC) dated 22nd November 2007.

SIGNED: 



DATE:12/7/10.....

P Lamb
General Manager
NATS Prestwick
NATS (En Route) plc

SIGNED: 



DATE:1/7/2010.....

P Punt
Chief Flying Instructor
Bowland Forest Gliding Club (BFGC)

SIGNED:



DATE:26/6/2010.....

S Kelman
on behalf of the British Gliding
Association Airspace Committee.

Chipping Box



ANNEX A

PILOT RESPONSIBILITIES

Effective: 01 July 2010

Revised:

A.1 Eligibility & Obligations

- A.1.1 Pilots using the procedures in this LoA are to be members or affiliated members of the BGA operating from the Bowland Forest Gliding Club (BFGC) at Chipping.
- A.1.2 The obligations placed upon individuals and organisations and the procedures detailed in this LoA are placed in accordance with Rule 18 (2) of the Rules of the Air Regulations 2007. Pilots following the LoA are deemed to be in compliance with this Rule.
- A.1.3 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.

A.2 Pilot Briefing

- A.2.1 In particular, the BFGC 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 in Paragraph 2 of the LoA.
- A.2.2 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.
- A.2.3 Recording pilot's briefing details - see Annex B.3.

A.3 Radio Telephony

- A.3.1 Pilots operating in the Chipping Box must carry a serviceable radio and maintain a listening watch on the Chipping gliding frequency of 130.10. Pilots using this frequency are not required to hold a valid RTF operator's licence.

ANNEX B

ACTIVATION AND OPERATION OF AREA

Effective: 01 July 2010

Revised:

B.1 Activation of the Chipping Box

- B.1.1 The agreement covering the Chipping Box as defined in Paragraph 2 of the LoA allows the Bowland Forest Gliding Club (BFGC) to request the use of said airspace in accordance with procedures stated in this document.
- B.1.2 The opportunity to operate in the Chipping Box is available to the 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.
- B.1.3 BFGC will telephone the Scottish AC (Prestwick) Operations Supervisor 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.
- B.1.4 Approval shall not be granted when particular types of Non-Standard, Non-Deviating, Unusual, or Royal Flights are operating or at 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 (except Royal Flights).
- B.1.5 If the Scottish AC (Prestwick) Operations Supervisor is unable to release the airspace immediately due to PC North's traffic loading or an aircraft in an emergency, the Operations Supervisor is to specify a time at which the BFGC may commence using the Chipping Box.
- B.1.6 Scottish AC (Prestwick) 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. 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.
- B.1.7 BFGC will notify the Scottish AC (Prestwick) Operations Supervisor when the airspace is no longer required or there will be periods of inactivity planned for one hour or more. Further activations will then be made in the manner described above.
- B.1.8 BFGC is responsible for ensuring that all glider pilots are notified that the airspace has reverted to the control of Scottish Control.
- B.1.9 When Scottish AC (Prestwick) Operations Supervisor has released the Chipping Box to the BFGC, holding at ROSUN is still permitted.

B.2 RECORDS

- B.2.1 Scottish AC (Prestwick) Operations Supervisor, by entry into the ATC Watch Log, and the BFGC will keep records of the activations requested, granted or refused to provide the means for statistical analysis of corridor operations.

ANNEX C

CO-ORDINATION

Effective: 01 July 2010

Revised:

C.1 CIVIL & MILITARY CO-ORDINATION

- C.1.1 Once the Scottish AC (Prestwick) Operations Supervisor has approved activation of the Chipping Box they shall then inform the LATCC (Mil) LJAQ Supervisor of the activation. The LATCC (Mil) LJAQ Supervisor will then ensure dissemination to the appropriate ATC staff.
- C.1.2 On completion of the activation, the Scottish AC (Prestwick) Operations Supervisor is to inform the LATCC (Mil) LJAQ Supervisor.
- C.1.3 After approval from the Scottish AC (Prestwick) Operations Supervisor to activate the Chipping Box, BFGC shall inform both Blackpool and Warton ATC of the activation.

ANNEX D

FALL BACK PROCEDURES

Effective: 01 July 2010

Revised:

D.1 RADIO FAILURE

- D.1.1 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.
- D.1.2 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.

D.2 EMERGENCIES

- D.2.1 In emergency situations, the BFGC may be instructed to leave the Chipping Box by the most expedient means available. BFGC should provide the Scottish AC (Prestwick) Operations Supervisor with an approximation of the time needed to accomplish this and report to the Scottish AC (Prestwick) Operations Supervisor when vacated. BFGC will instruct pilots to vacate by using the Chipping frequency 130.10.
- D.2.2 In the event that it is not possible to vacate the airspace in the time required by ATC, the Scottish AC (Prestwick) Operations Supervisor may request position and level information from the Duty Pilot or Instructor to enable essential traffic information to be passed to both parties.
- D.2.3 In the event that the Scottish AC (Prestwick) Operations Supervisor cannot contact BFGC at the launch point then, in the first instance, they should attempt to contact the clubhouse and failing that, the CFI or DCFI.

ANNEX E
CONTACT DETAILS

Effective: 01 July 2010

Revised:

Name	Number
Scottish AC (Prestwick) Operations Supervisor	01294 655 300
Scottish AC (Prestwick) DTS (Alternative to Ops Sup)	01294 655 301
LATCC (MIL) LJA0 Supervisor	01489 61 2417
BFGC Launch Point	0777 944 1283
BFGC Clubhouse	01995 61267
CFI	07854 230 472
DCFI	07721 620 200