A Letter of Agreement Between:

Robin Hood Airport Doncaster Sheffield and British Gliding Association

Contents

Amendment List

Issue	Comments	Date
A	Draft For Comment	5th July 2007
B	For Inclusion with Supplementary Consultation	20th July 2007
C	Darlton and Goole Boxes added	11th Sept 2007
D	Burn Amendment Added	28th Sept 2007
1	Initial Issue	08th July 2008

A Letter of Agreement Between:

Robin Hood Airport Doncaster Sheffield and British Gliding Association

1. Introduction

1.1 The purpose of this Agreement is to define permitted areas of operation for gliders flying under the auspices of British Gliding Association (BGA) within Doncaster Controlled Airspace.

2. Procedures

2.1 The responsibilities and procedures to be employed by Doncaster Radar, the BGA and the pilots of aircraft operating in accordance with the LoA are detailed in this Agreement as follows:-

a) PART ONE: Definitions of the Airspace

b) PART TWO: Operating procedures

c) PART THREE: Airspace Maps

3. Application and Review of the Letter of Agreement

3.1 Permanent amendment to this Letter of Agreement is to be affected only with the written consent of the signatories or their successors.

3.2 This Letter of Agreement becomes effective at 0001 on 28th August 2008**.**

3.3 This LoA shall be reviewed during February 2009 and at thereafter annually from the date of signing. The method of review shall be acceptable to both parties.

3.4 This LoA shall be resigned in August 2013 and every 5 years thereafter.

4. Parties to the Agreement

4.1 It is hereby declared that the parties to the said Agreement are Air Traffic Services (ATS) at Robin Hood Airport Doncaster Sheffield and British Gliding Association.

Mr. R Massingham Manager ATS Robin Hood Airport Doncaster Sheffield	Mr C Withall BGA Airspace Committee
Dated:	Dated:

PART ONE

Definition of the UPTON Corridor

1. Lateral Limits

1.1 Within this Letter of Agreement (LoA) the lateral limits of the airspace (hereafter referred to as the UPTON Corridor) to be ceded to the BGA for competition and club cross country flying days by gliders complying with this LoA are defined as follows:

a) The boundaries of Doncaster CTA-8 and CTA-9 as shown on the current ICAO 1:500000 aeronautical chart.

This definition shall only be used by for glider pilots navigating with visual reference to the surface with the assistance of an electronic moving map derived from GPS position and current digital database which displays appropriate airspace.

b) The northern and western boundaries of Doncaster CTA-8, northern, western and southern boundaries of Doncaster CTA-9 and the following geographical features to the east:

- The B6376 Maltby to Warmworth;
- Warmworth to Bentley remaining west of the built up area of Doncaster town;
- The East Coast Main Railway line Bentley to Great Heck.

This definition shall be used by glider pilots navigating without the benefit of an electronic moving map.

1.2 Glider pilots must remain to the west of the eastern boundary of the UPTON Corridor at all times when operating in Doncaster CTA-8 and CTA-9 under the terms of this LoA.

2. Vertical Limits

2.1 Within this LoA the vertical limits of the UPTON Corridor are defined as follows:

a) Lower limit: 4000ft Doncaster QNH

b) Upper limit: 4500ft Doncaster QNH

3. Times Of Activation

3.1 The UPTON Corridor shall only be activated between 1000 local and 1900 local or official night (whichever is earlier). When activating the Corridor the authorised official should state the start and finish times for the activation. The UPTON Corridor should only be activated when groups of gliders will be transiting the corridor.

Definition of the Darlton Soaring Box

1. Lateral Limits

1.1 Within this LoA the lateral limits of the airspace (hereafter referred to as the Darlton Box) to be ceded to the BGA for the operation of gliders complying with this LoA are defined as follows:

a) The areas of Doncaster CTA-3 and CTA-6 as shown on the current ICAO 1:500000 aeronautical chart.

This definition shall only be used by for glider pilots navigating with visual reference to the surface with the assistance of an electronic moving map derived from GPS position and current digital database which displays appropriate airspace.

b) The southern boundary of Doncaster CTA-3, the eastern and western boundaries of Doncaster CTA-3 and CTA-6 and the following geographical features to the north:

- The Gainsborough/Retford railway line to Retford;
- A620 main road to A1
- South of Worksop disused airfield to Worksop;
- Remain south of the northern extent of Worksop town;
- The A57 main road to the Doncaster CTA-6 boundary.

This definition shall be used by glider pilots navigating without the benefit of an electronic moving map.

1.2 Glider pilots must remain to the south of the northern boundary of the Darlton box at all times when operating under the terms of this LoA.

2. Vertical Limits

2.1 Within this LoA the vertical limits of the Darlton Box are defined as follows:

a) Lower limit: 2000ft Doncaster QNH

b) Upper limit: 4500ft Doncaster QNH

3. Times Of Activation

3.1 The Darlton box may be activated between 1000 local and sunset when runway 20 is in use for arrivals at Doncaster.

Definition of the Goole Soaring Box

1. Lateral Limits

1.1 Within this LoA the lateral limits of the airspace (hereafter referred to as the Goole Box) to be ceded to the BGA for the operation of gliders complying with this LoA are defined as follows:

a) The areas of Doncaster CTA-4 and CTA-5 as shown on the current ICAO 1:500000 aeronautical chart.

This definition shall only be used by for glider pilots navigating with visual reference to the surface with the assistance of an electronic moving map derived from GPS position and current digital database which displays appropriate airspace.

b) The northern and eastern boundaries of Doncaster CTA-5, the western boundary of Doncaster CTA-4 and the following geographical features to the south:

- The Calder Canal south of the disused airfield at Snaith to the tall chimney abeam the railway crossing of the river Trent at Keadby.

This definition shall be used by glider pilots navigating without the benefit of an electronic moving map.

1.2 Glider pilots must remain to the north of the southern boundary of the Goole box at all times when operating under the terms of this LoA.

2. Vertical Limits

2.1 Within this LoA the vertical limits of the Goole Box are defined as follows:

a) Lower limit: 2000ft Doncaster QNH

b) Upper limit: 4500ft Doncaster QNH

3. Times Of Activation

3.1 The Goole box may be activated between 1000 local and sunset when runway 02 is in use for arrivals at Doncaster.

PART TWO

BGA and Doncaster Radar Procedures

1. UPTON Corridor Notification and Activation

1.1 The UPTON Corridor may only be activated by one of the following authorised persons:

a) A Director of a regional or national gliding competition;

b) The Duty Instructor or authorised deputy of one of the following gliding clubs:

- Darlton Gliding Club
- Burn Gliding Club
- Camphill Gliding Club
- Trent Valley Gliding Club (Kirton-in-Lindsey)
- York Gliding Club (Rufforth)
- Wolds Gliding Club (Pocklington)
- Yorkshire Gliding Club (Sutton Bank)
- Carlton Moor Gliding Club

c) Doncaster Air Traffic Control (see paragraph 5)

1.2 The authorised official shall notify Doncaster Radar on the telephone (0151 485 7256) no earlier than 2 hours prior to the ETA of the first glider at the boundary of the UPTON Corridor.

1.3 The Doncaster Radar Controller shall authorise activation of the UPTON Corridor except in the following circumstances:

a) When the minimum equipment requirement in paragraph 7 can not be met or maintenance is planned that will preclude compliance.

1.4 The Doncaster Radar Controller shall note the details of the caller, the activation times and confirm the current Doncaster QNH.

1.5 Prior to the activation time and subject to paragraph 1.3, the Doncaster Radar Controller will activate the UPTON Corridor, by:

a) Ensuring that Doncaster IFR flights are vectored clear of the affected airspace and that IFR/VFR transit flights are issued appropriate traffic information on the glider operations.

b) Appending the appropriate message to the Automatic Terminal Information Service (ATIS) – 134.950MHz.

1.6 Gliders operated under the auspices of the one of the clubs listed in paragraph 1.1b may then transit the UPTON Corridor up to 4500ft Doncaster QNH in accordance with this agreement.

1.7 Doncaster Radar, the nominated clubs and competition directors shall maintain a log containing details of each occasion the UPTON Corridor is activated. This shall form an official record of compliance with agreement.

2. Activity Status Display

2.1 The activity status of the UPTON Corridor shall be clearly displayed at all appropriate radar consoles.

3. Glider Flight Rules

3.1 Gliders operating within the UPTON Corridor are to operate in accordance with VFR at all times.

4. Radio Equipped Gliders

4.1 Radio equipped gliders whose pilots are appropriately briefed on the details of this agreement may transit the UPTON Corridor up to 4500ft Doncaster QNH, whenever it is notified as active.

4.2 Pilots of radio equipped gliders shall not request activation of the UPTON Corridor.

4.3 If the UPTON Corridor is inactive, radio-equipped gliders must contact Doncaster Radar and request a crossing clearance. Doncaster ATC shall, subject to the minimum delay necessary to ensure separation from other flights, authorise VFR crossings of the UPTON Corridor below 4500ft Doncaster QNH.

4.4 Doncaster ATC shall, subject to normal ATC constraints, authorise VFR crossings of Doncaster CTA-8 and CTA-9 above 4500ft Doncaster QNH by radio equipped gliders whenever possible.

4.5 Nothing in this letter of agreement shall preclude individual glider pilots from requesting a Class D airspace crossing as per normal practice on a tactical basis through any part of the Doncaster CTA/CTR.

5. Activation By Doncaster ATC

5.1 Doncaster ATC may activate the UPTON Corridor at any time if the number of R/T calls from cross-country gliders is deemed by the Radar controller to be detrimental to the efficient operation of the unit.

6. Separation and Traffic Information

6.1 Once the UPTON Corridor is active, Doncaster Radar shall ensure that:

a) IFR traffic inbound or outbound from RHADS remains outside the lateral limits or at least 500ft above the Corridor.

b) IFR traffic operating within 5nm of the Corridor is passed traffic information on the gliding activity. (This may be by AIP entry and ATIS message).

c) IFR traffic operating less than 1000ft above the Corridor is passed traffic information on the gliding activity.

d) IFR/VFR traffic transiting the glider Corridor is passed traffic information on the gliding activity.

6.2 The BGA shall ensure that all glider pilots operating within the UPTON Corridor are aware that other IFR/VFR flights will continue to transit the airspace following activation.

7. Minimum Equipment Requirements

7.1 For the UPTON Corridor to be activated, Doncaster Radar must be capable of providing a radar service using either primary or secondary radar or a combination of both.

8. Darlton Box Notification and Activation

8.1 The Darlton box may only be activated by one of the following authorised persons:

a) The Duty Instructor or authorised deputy of one of the following gliding clubs:

- Darlton Gliding Club
- Burn Gliding Club
- Camphill Gliding Club
- Trent Valley Gliding Club (Kirton-in-Lindsey)

b) Doncaster Air Traffic Control (see paragraph 5)

8.2 The authorised official shall notify Doncaster Radar on the telephone (0151 485 7256).

8.3 The Doncaster Radar Controller shall authorise activation of the Darlton box except in the following circumstance:

a) When the minimum equipment requirement in paragraph 15 can not be met or maintenance is planned that will preclude compliance.

8.4 The Doncaster Radar Controller shall note the details of the caller, the activation times and confirm the current Doncaster QNH.

8.5 Immediately following the telephone notification call and subject to paragraph 8.3 the Doncaster Radar Controller will activate the Darlton box by:

a) Ensuring that Doncaster IFR flights are vectored clear of the affected airspace and that IFR/VFR transit flights are issued appropriate traffic information on the glider operations.

b) Appending the appropriate message to the Automatic Terminal Information Service (ATIS) – 134.950MHz.

8.6 Gliders operated under the auspices of the BGA or gliders from other gliding clubs whose pilots are appropriately briefed on the details of this agreement, may then operate within the Darlton box up to 4500ft Doncaster QNH in accordance with this agreement.

8.7 Doncaster Radar and the nominated clubs shall maintain a log containing details of each occasion the Darlton box is activated. This shall form an official record of compliance with agreement.

9. Activity Status Display

9.1 The activity status of the Darlton box shall be clearly displayed at all appropriate radar consoles.

10. Glider Flight Rules

10.1 Only radio equipped gliders may operate in the Darlton box and must maintain a listening watch in Doncaster radar frequency (126.225) whilst operating within the box.

10.2 Gliders operating within the Darlton box are to operate in accordance with VFR at all times.

11. Radio Equipped Gliders

11.1 Radio equipped gliders whose pilots are appropriately briefed on the details of this agreement may operate within the Darlton box up to 4500ft Doncaster QNH whenever it is notified as active. Pilots shall ascertain the status by listening to the Doncaster ATIS prior to entering the box.

11.2 Pilots of radio equipped gliders shall not request activation of the Darlton box.

11.3 If the Darlton box is inactive, radio-equipped gliders must contact Doncaster Radar and request a clearance to enter Doncaster CAS. Doncaster ATC shall, subject to the minimum delay necessary to ensure separation from other flights, authorise VFR entry to the Darlton box area.

11.4 Nothing in this letter of agreement shall preclude individual glider pilots from requesting a Class D airspace crossing as per normal practice on a tactical basis through any part of the Doncaster CTA/CTR.

12. Activation By Doncaster ATC

12.1 Doncaster ATC may activate the Darlton box at any time if the number of R/T calls from gliders is deemed by the Radar controller to be detrimental to the efficient operation of the unit.

13. Separation and Traffic Information

13.1 Once the Darlton box is active, Doncaster Radar shall ensure that:

a) IFR traffic inbound or outbound from RHADS remains outside the lateral limits or at least 500ft above the box.

b) IFR traffic operating within 5nm of the box is passed traffic information on the gliding activity. (This may be by AIP entry and ATIS message).

c) IFR traffic operating less than 1000ft above the box is passed traffic information on the gliding activity.

d) IFR/VFR traffic transiting the glider box is passed traffic information on the gliding activity.

14. De-activation

14.1 If Doncaster ATC are required to change runways and use runway 02 for arriving traffic when the Darlton Box has been activated, ATC will de-activate the box by:

a) Broadcasting on the radar frequency (126.225) that the Darlton Box is being de-activated, stating the time that it will be de-activated (minimum of 10 minutes notice).

b) Removing the activation message from the Automatic Terminal Information Service (ATIS) – 134.950MHz.

c) Notify the activating club by telephone that the Darlton Box has been de-activated due to runway 02 being used for arriving traffic.

d) At the time of de-activation broadcasting on the radar frequency (126.225) that the Darlton Box is now closed.

14.2 If any glider is unable to vacate the Darlton Box before de-activation they should contact Doncaster radar (126.225) and request a VFR clearance.

14.3 RHADS may de-activate the Darlton Box if the minimum equipment requirement in paragraph 15 can not be met or maintenance is planned that will preclude compliance.

14.4 The Radar Controller may at any time, in the interests of flight safety, temporarily suspend the Darlton Box.

15. Minimum Equipment Requirements

15.1 For the Darlton box to be activated, Doncaster Radar must be capable of providing a radar service using either primary or secondary radar or a combination of both.

16. Goole Box Notification and Activation

16.1 The Goole box may only be activated by one of the following authorised persons:

a) The Duty Instructor or authorised deputy of one of the following gliding clubs:

- Darlton Gliding Club
- Burn Gliding Club
- Trent Valley Gliding Club (Kirton-in-Lindsey)
- Wolds Gliding Club (Pocklington)

b) Doncaster Air Traffic Control (see paragraph 5)

16.2 The authorised official shall notify Doncaster Radar on the telephone (0151 485 7256).

16.3 The Doncaster Radar Controller shall authorise activation of the Goole box except in the following circumstance:

a) When the minimum equipment requirement in paragraph 23 can not be met or maintenance is planned that will preclude compliance.

16.4 The Doncaster Radar Controller shall note the details of the caller, the activation times and confirm the current Doncaster QNH.

16.5 Immediately following the telephone notification call and subject to paragraph 16.3 the Doncaster Radar Controller will activate the Goole box by:

a) Ensuring that Doncaster IFR flights are vectored clear of the affected airspace and that IFR/VFR transit flights are issued appropriate traffic information on the glider operations.

b) Appending the appropriate message to the Automatic Terminal Information Service (ATIS) – 134.950MHz.

16.6 Gliders operated under the auspices of the BGA or gliders from other gliding clubs whose pilots are appropriately briefed on the details of this agreement, may then operate within the Goole box up to 4500ft Doncaster QNH in accordance with this agreement.

16.7 Doncaster Radar and BGA shall maintain a log containing details of each occasion the Goole box is activated. This shall form an official record of compliance with agreement.

17. Activity Status Display

17.1 The activity status of the Goole box shall be clearly displayed at all appropriate radar consoles.

18. Glider Flight Rules

18.1 Only radio equipped gliders may operate in the Goole box and must maintain a listening watch in Doncaster radar frequency (126.225) whilst operating within the box.

18.2 Gliders operating within the Goole box are to operate in accordance with VFR at all times.

19. Radio Equipped Gliders

19.1 Radio equipped gliders whose pilots are appropriately briefed on the details of this agreement may operate within the Goole box up to 4500ft Doncaster QNH whenever it is notified as active. Pilots shall ascertain the status by listening to the Doncaster ATIS prior to entering the box.

19.2 Pilots of radio equipped gliders shall not request activation of the Goole box.

19.3 If the Goole box is inactive, radio-equipped gliders must contact Doncaster Radar and request a clearance to enter Doncaster CAS. Doncaster ATC shall, subject to the minimum delay necessary to ensure separation from other flights, authorise VFR entry to the Goole box area.

19.4 Nothing in this letter of agreement shall preclude individual glider pilots from requesting a Class D airspace crossing as per normal practice on a tactical basis through any part of the Doncaster CTA/CTR.

20. Activation By Doncaster ATC

20.1 Doncaster ATC may activate the Goole box at any time if the number of R/T calls from gliders is deemed by the Radar controller to be detrimental to the efficient operation of the unit.

21. Separation and Traffic Information

21.1 Once the Goole box is active, Doncaster Radar shall ensure that:

e) IFR traffic inbound or outbound from RHADS remains outside the lateral limits or at least 500ft above the box.

f) IFR traffic operating within 5nm of the box is passed traffic information on the gliding activity. (This may be by AIP entry and ATIS message).

g) IFR traffic operating less than 1000ft above the box is passed traffic information on the gliding activity.

h) IFR/VFR traffic transiting the glider box is passed traffic information on the gliding activity.

22. De-activation

22.1 If Doncaster ATC are required to change runways and use runway 20 for arriving traffic when the Goole Box has been activated, ATC will de-activate the box by:

e) Broadcasting on the radar frequency (126.225) that the Goole Box is being de-activated, stating the time that it will be de-activated (minimum of 10 minutes notice).

f) Removing the activation message from the Automatic Terminal Information Service (ATIS) – 134.950MHz.

g) Notify the activating club by telephone that the Goole Box has been de-activated due to runway 20 being used for arriving traffic.

h) At the time of de-activation broadcasting on the radar frequency (126.225) that the Goole Box is now closed.

22.2 If any glider is unable to vacate the Goole Box before de-activation they should contact Doncaster radar (126.225) and request a VFR clearance.

22.3 RHADS may de-activate the Goole Box if the minimum equipment requirement in paragraph 15 can not be met or maintenance is planned that will preclude compliance.

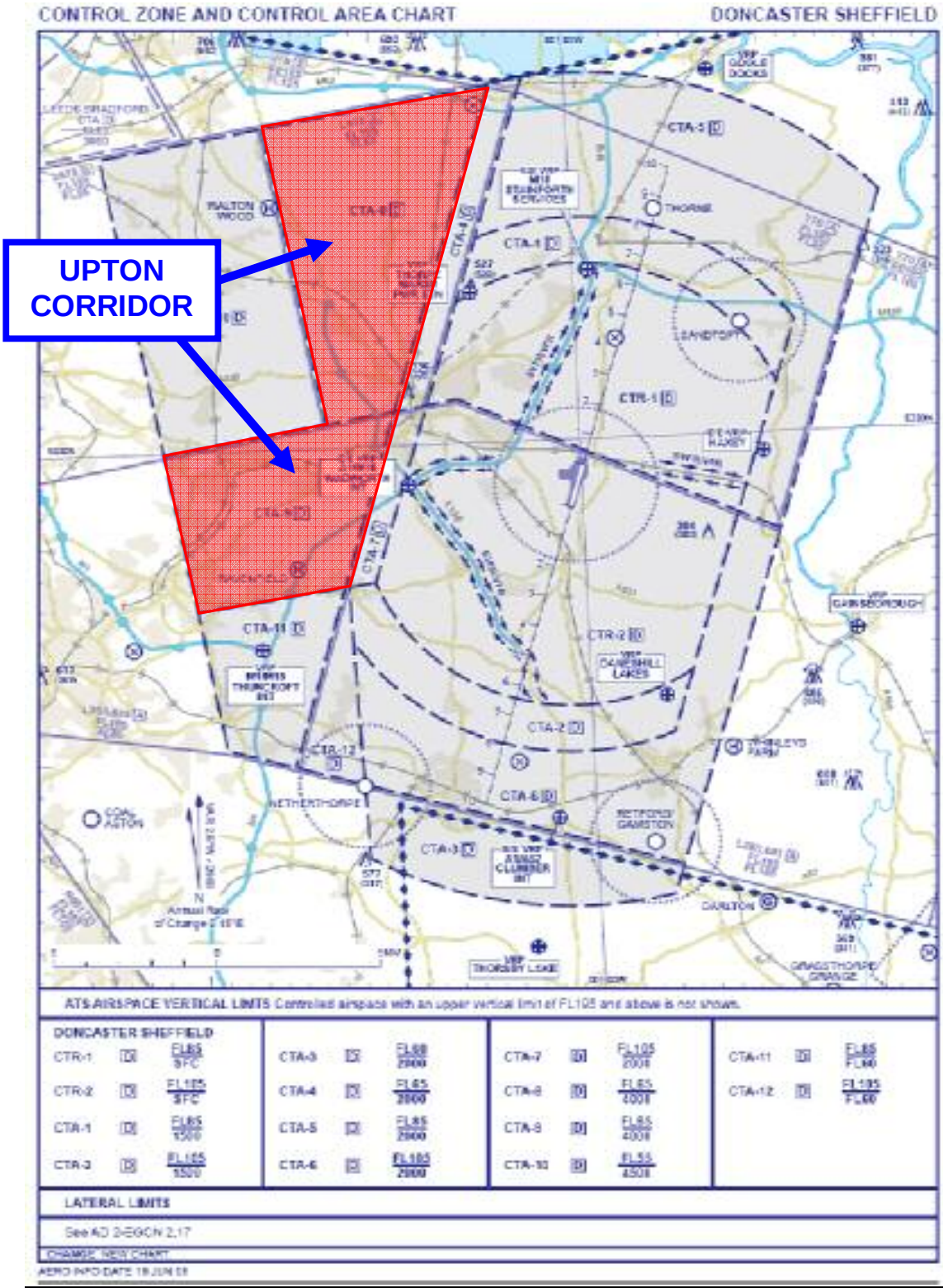
22.4 The Radar Controller may at any time, in the interests of flight safety, temporarily suspend the Goole Box.

23. Minimum Equipment Requirements

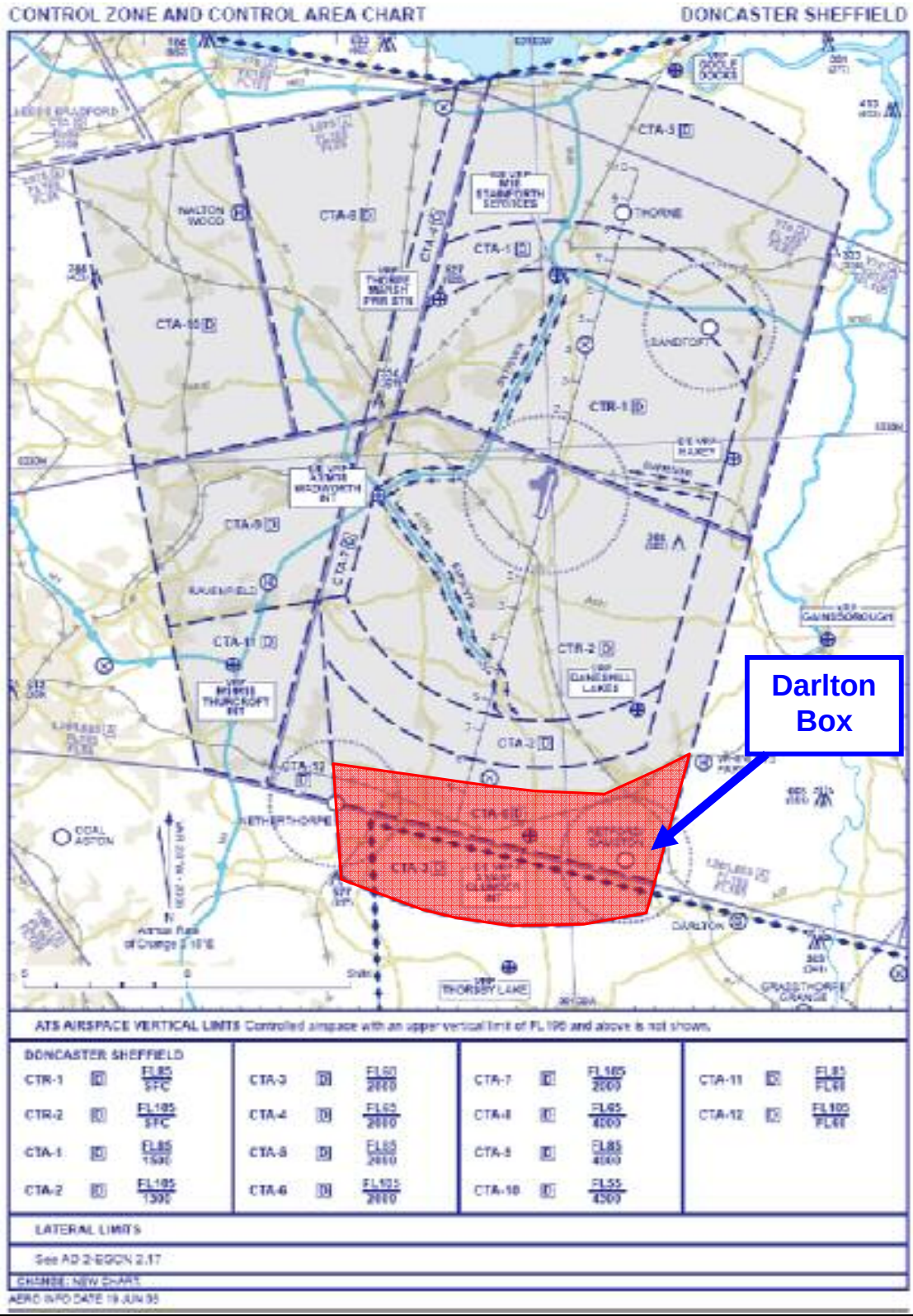
23.1 For the Goole box to be activated, Doncaster Radar must be capable of providing a radar service using either primary or secondary radar or a combination of both.

PART THREE

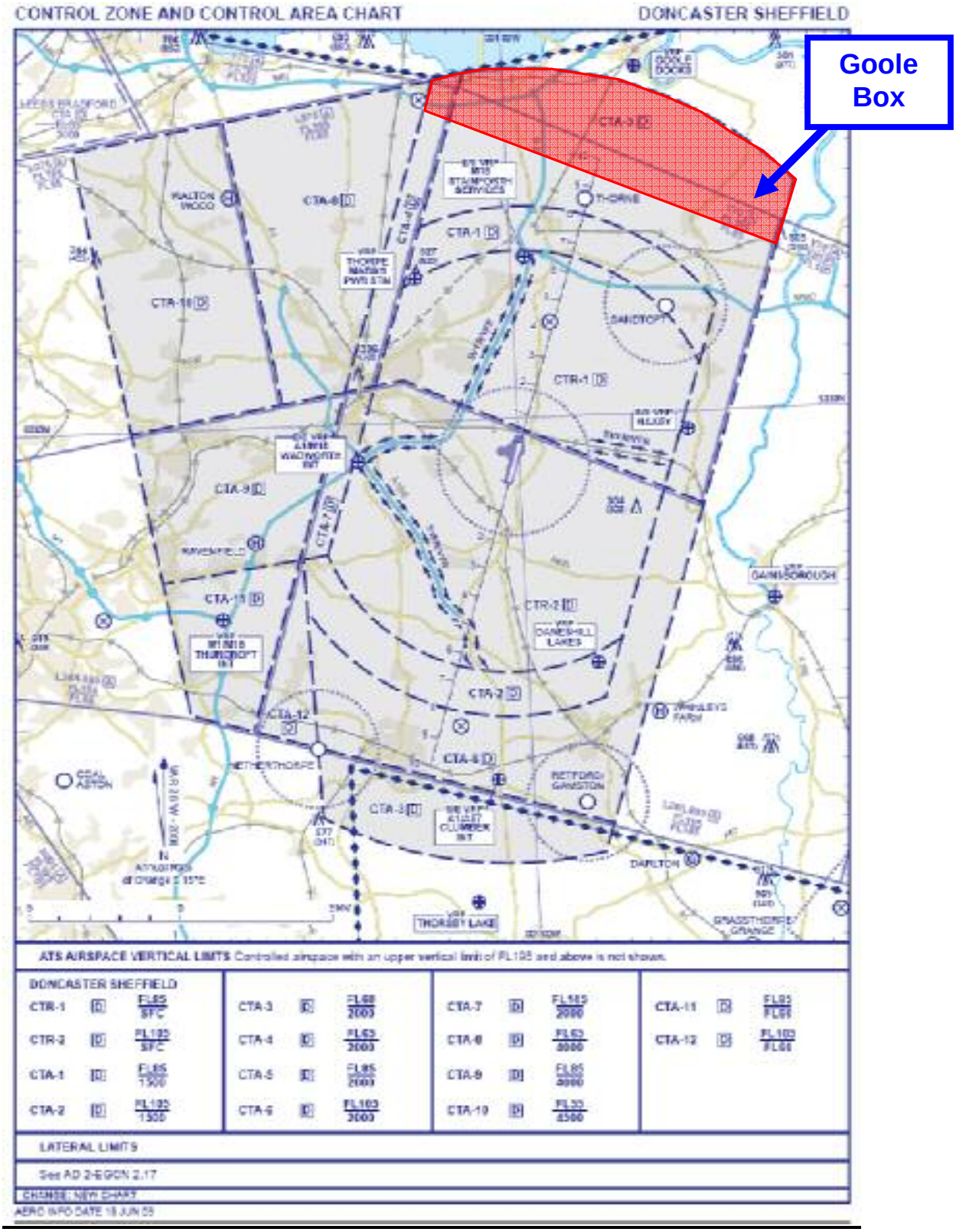
UPTON CORRIDOR



DARLTON BOX


CONTROL ZONE AND CONTROL AREA CHART
DONCASTER SHEFFIELD
Darlton Box
ATS AIRSPACE VERTICAL LIMITS Controlled airspace with an upper vertical limit of FL195 and above is not shown.
DONCASTER SHEFFIELD
CTR-1 FL85 SFC
CTR-2 FL105 SFC
CTA-1 FL85 1500
CTA-2 FL105 1500
CTA-3 FL60 2000
CTA-4 FL65 2000
CTA-5 FL85 2000
CTA-6 FL105 2000
CTA-7 FL105 2000
CTA-8 FL65 4000
CTA-9 FL85 4000
CTA-10 FL55 4500
CTA-11 FL85 FL65
CTA-12 FL105 FL65
LATERAL LIMITS
See AD 2-EGCN 2.17
CHANGE: NEW CHART
AERO INFO DATE 19 JUN 08

GOOLE BOX


CONTROL ZONE AND CONTROL AREA CHART
DONCASTER SHEFFIELD
Goole Box
ATS AIRSPACE VERTICAL LIMITS Controlled airspace with an upper vertical limit of FL195 and above is not shown.
DONCASTER SHEFFIELD
CTR-1
CTR-2
CTA-1
CTA-2
CTA-3
CTA-4
CTA-5
CTA-6
CTA-7
CTA-8
CTA-9
CTA-10
CTA-11
CTA-12
LATERAL LIMITS
See AD 2-EGCN 2.17
CHANGE: NEW CHART
AERO INFO DATE 19 JUN 08