

**TC Luton, NATS Swanwick TC**

**London Gliding Club**

**Dunstable Hang Gliding and  
Paragliding Club**

**and**

**Joint Services Adventurous  
Training (Gliding)/Royal Air Force  
Gliding and Soaring Association  
Chilterns Centre**

**1. INTRODUCTION**

- 1.1. The purpose of this Agreement is to define the specific procedures for aircraft operating under the auspices of the London Gliding Club, the Dunstable Hang Gliding and Paragliding Club and Joint Services Adventurous Training (Gliding)/Royal Air Force Gliding and Soaring Association Chilterns Centre to operate in the portions of the Luton Control Zone and Luton Control Area as defined below, under certain specified conditions
- 1.2. Because of the responsibilities of ATC within controlled airspace, strict adherence to the agreed procedures is essential.

**2. PROCEDURES**

The responsibilities and procedures to be employed by individual organisations are detailed in this Agreement as follows:

- a. General.
- b. Procedures to be followed by London Gliding Club, the Dunstable Hang Gliding and Paragliding Club and Joint Services Adventurous Training (Gliding)/Royal Air Force Gliding and Soaring Association Chilterns Centre.
- c. Procedures to be followed by TC Luton.

## 3. APPLICATION OF THE LETTER OF AGREEMENT

- 3.1. This Letter of Agreement is subject to re-negotiation annually and at the request of any signatory should utilisation by any of the signatories change significantly.
- 3.2. Permanent amendment of this Letter of Agreement is to be effected only with the written consent of the signatories or their successors.
- 3.3. This LoA will remain in force from 11 May 2006 until 1 May ~~2007~~ 2008 *adR.*

## 4. PARTIES TO THE LETTER OF AGREEMENT

For the avoidance of doubt, it is hereby declared that the parties to the Letter of Agreement are TC Luton, London Gliding Club (LGC), the Dunstable Hang Gliding & Paragliding Club (DHPC) and Joint Services Adventurous Training (Gliding)/Royal Air Force Gliding and Soaring Association Chilterns Centre (JSAT(G)/RAFGSA).

## 5. GENERAL

### 5.1. AUTHORISATION AND CO-ORDINATION

- 5.1.1. NATS, as the controlling authority for the designated airspace, grants LGC and DHPC, their members and authorised guests, permission to operate within the designated airspace subject to the conditions as specified in this Letter of Agreement.
- 5.1.2. NATS, as the controlling authority for the designated airspace, grants pilots of gliders operating under the auspices of the JSAT(G)/RAFGSA Duty Instructor permission to operate within the designated airspace subject to the conditions as specified in this Letter of Agreement.
- 5.1.3. LGC, in consultation with the DHPC and JSAT(G)/RAFGSA, is authorised to regulate the aerial activity and traffic patterns flown by aircraft operating within the designated airspace under the auspices of the LGC, DHPC and JSAT(G)/RAFGSA Duty Instructor.



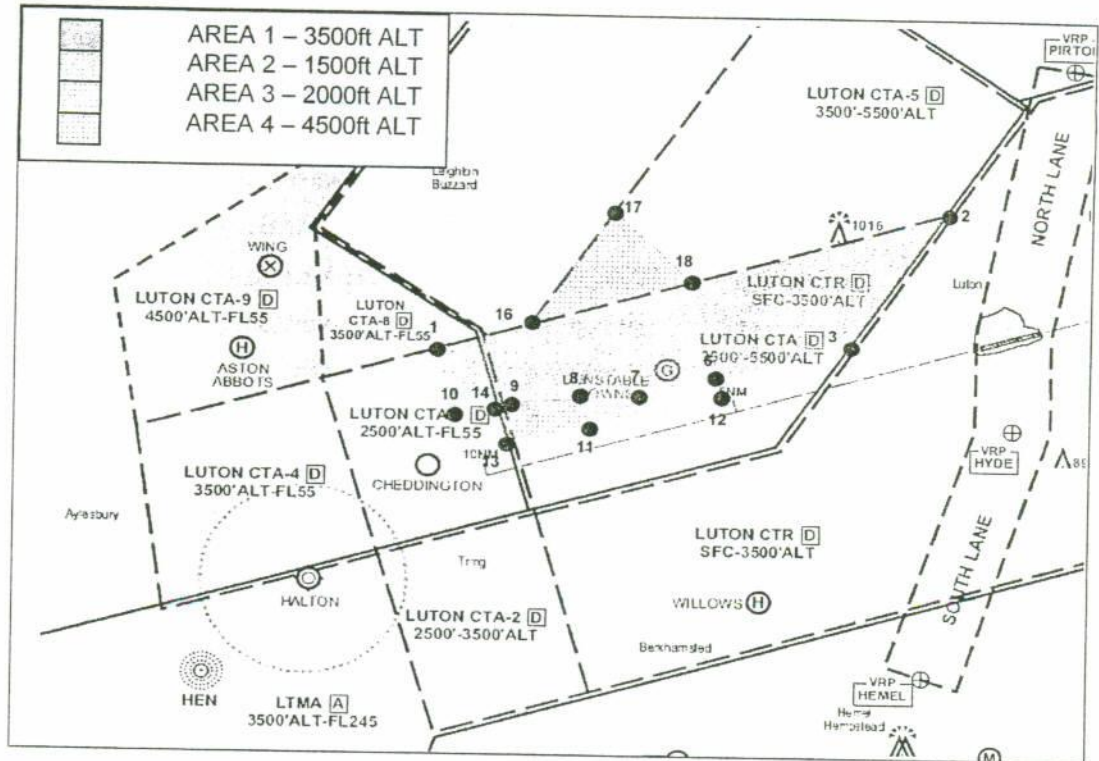
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## 5.2. AIRSPACE

5.2.1 The designated airspace referred to in this Letter of Agreement is as follows

### 5.2.2 DUNSTABLE 08 AIRSPACE

For the purposes of this agreement the combined airspace consisting of Dunstable Gliding Areas 1, 2, 3, and 4 is collectively referred to as the 'Dunstable 08 Airspace'.



5.2.2.1 **Dunstable Gliding Area 1** is defined as that part of the Luton CTR/CTA contained by straight lines joining (WGS84 co-ordinates) :

515227N	0004006W	(point 1)
515512N	0002431W	(point 2)
515239N	0002710W	(point 3)
515133N	0003327W	(point 7)
515135N	0003730W	(point 9)
515114N	0003938W	(point 10)
515227N	0004006W	(point 1)

The vertical limits are altitude **SFC to 3500 ft ALT** within the Luton CTR and **2500 ft ALT to 3500 ft ALT** with the Luton CTA. This airspace is notified as Class D airspace.

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The southern boundary of Dunstable Gliding Area 1 is defined by line of large power cables. In order to assist pilots in visually acquiring these cables, LGC have described the route as follows:

*'The line of cables runs down the hill close to the pig farm and passes just south of Edlesborough Church (the church on the small hill) and continues, passing just north of the sewage works north west of Ivinghoe Aston. The line of cables then turns and follows a straight line to a point just north of Cheddington village where they cross the railway line running south to north'*

The western boundary of Dunstable Gliding Area 1 is defined by the railway line running south to north from Cheddington village to the Control Area boundary north of Horton village.

5.2.2.2 **Dunstable Gliding Area 2** is defined as that part of the Luton CTR contained by straight lines joining (WGS84 co-ordinates) :

515151N	0003144W	(point 6)
515133N	0003327W	(point 7)
515134N	0003516W	(point 8)
515056N	0003459W	(point 11)
515132N	0003135W	(point 12)
515151N	0003144W	(point 6)

The vertical limits are altitude **SFC to 1500 ft ALT**. This airspace is notified as Class D airspace.

5.2.2.3 **Dunstable Gliding Area 3** is defined as that part of the Luton CTR contained by straight lines joining (WGS84 co-ordinates) :

515134N	0003516W	(point 8)
515056N	0003459W	(point 11)
515030N	0003730W	(point 13)
515130N	0003759W	(point 14)
515135N	0003730W	(point 9)
515134N	0003516W	(point 8)

The vertical limits are altitude **SFC to 2000 ft ALT**. This airspace is notified as Class D airspace.

5.2.2.4 **Dunstable Gliding Area 4 (Spin Training Area)** is defined as that part of the Luton CTA contained by straight lines joining (WGS84 co-ordinates) :

515258N	0003714W	(point 16)
515525N	0003431W	(point 17)
515352N	0003215W	(point 18)
515258N	0003714W	(point 16)

The vertical limits are altitude **3500 ft ALT to 4500 ft ALT**. This airspace is notified as Class D airspace.



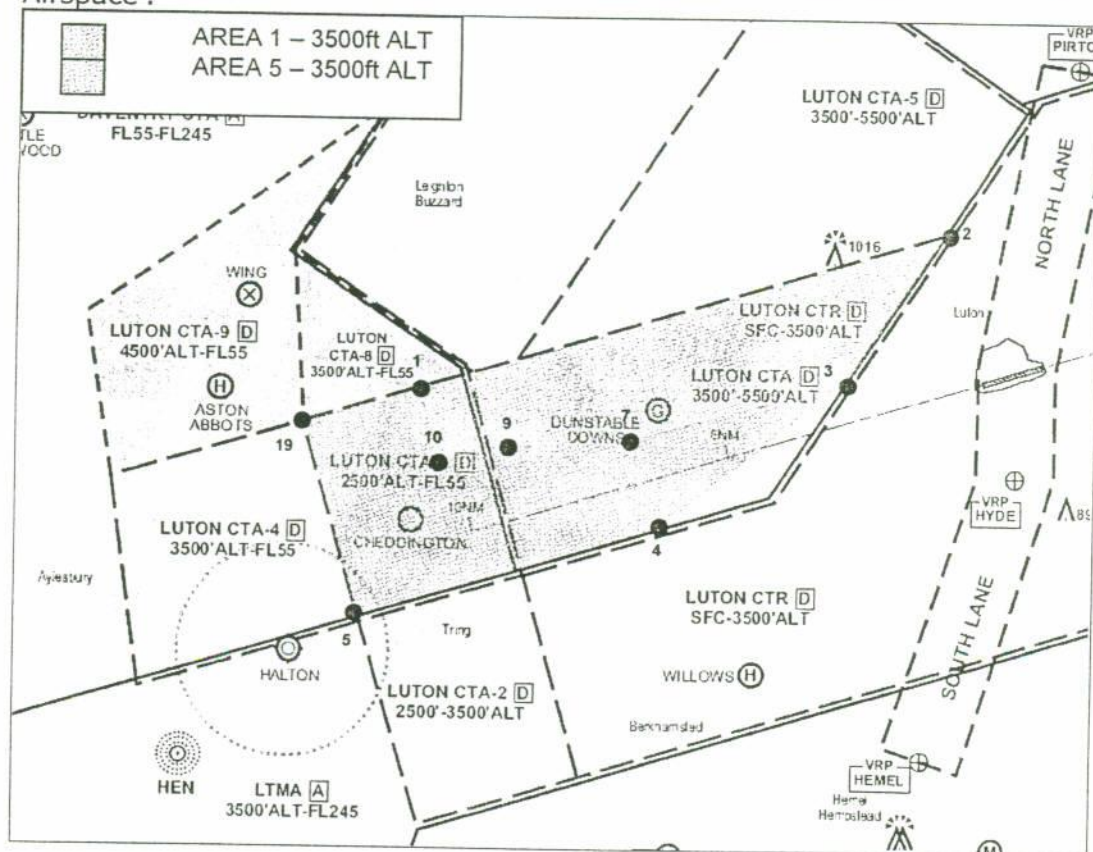
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The eastern boundary of Dunstable Gliding Area 4 is defined by the A5 road running south to north from Dunstable to the Control Area boundary south east of Hockliffe.

5.2.3

## DUNSTABLE 26 AIRSPACE

For the purposes of this agreement the combined airspace consisting of Dunstable Gliding Areas 1 and 5 is collectively referred to as the 'Dunstable 26 Airspace'.



5.2.3.1

**Dunstable Gliding Area 1** is defined in para 5.2.2.1

5.2.3.2

**Dunstable Gliding Area 5** is defined as that part of the Luton CTR/CTA contained by straight lines joining (WGS84 co-ordinates) :

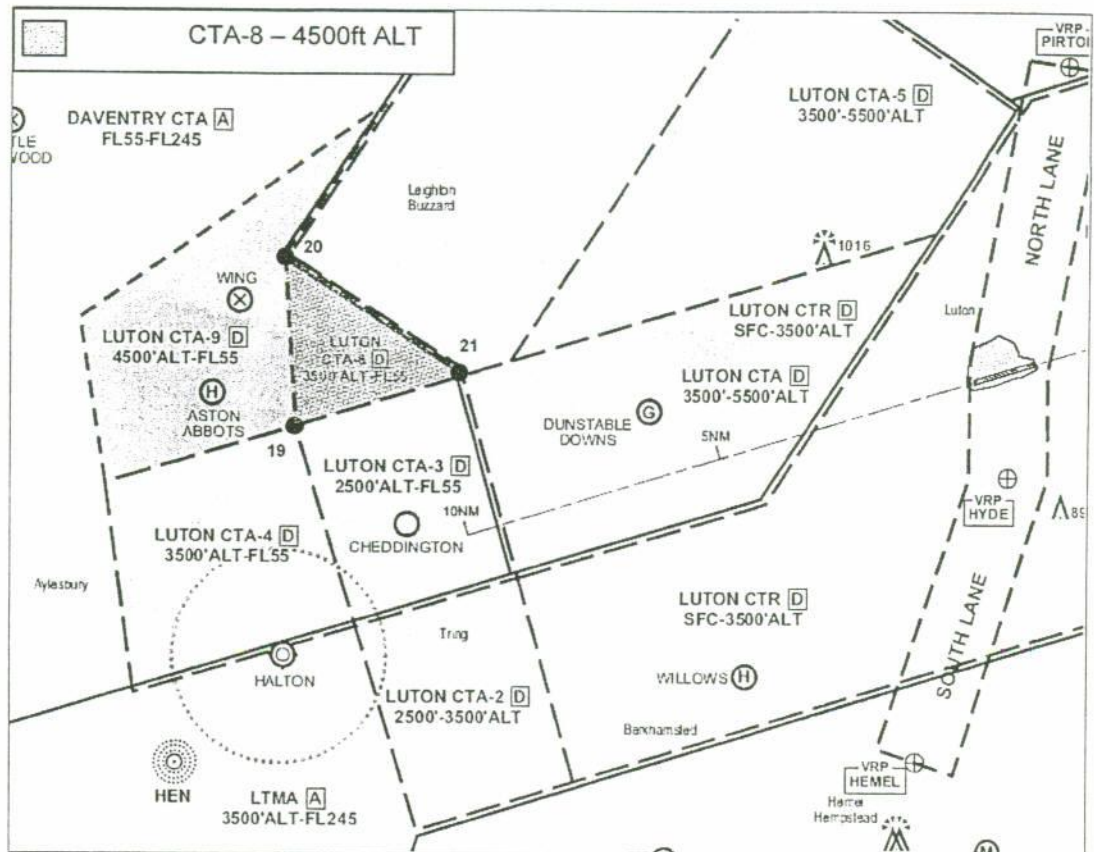
515239N	0002710W	(point 3)
515133N	0003327W	(point 7)
515135N	0003730W	(point 9)
515114N	0003938W	(point 10)
515227N	0004006W	(point 1)
515150N	0004336W	(point 19)
514810N	0004155W	(point 5)
514942N	0003313W	(point 4)
515239N	0002710W	(point 3)

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The vertical limits are altitude **SFC to 3500 ft ALT** within the Luton CTR and **2500 ft ALT to 3500 ft ALT** with the Luton CTA. This airspace is notified as Class D airspace.

## 5.2.4 CTA-8

5.2.4.1 For the purposes of this agreement London Luton Control Area (CTA-8) is referred to as the '**CTA-8**'

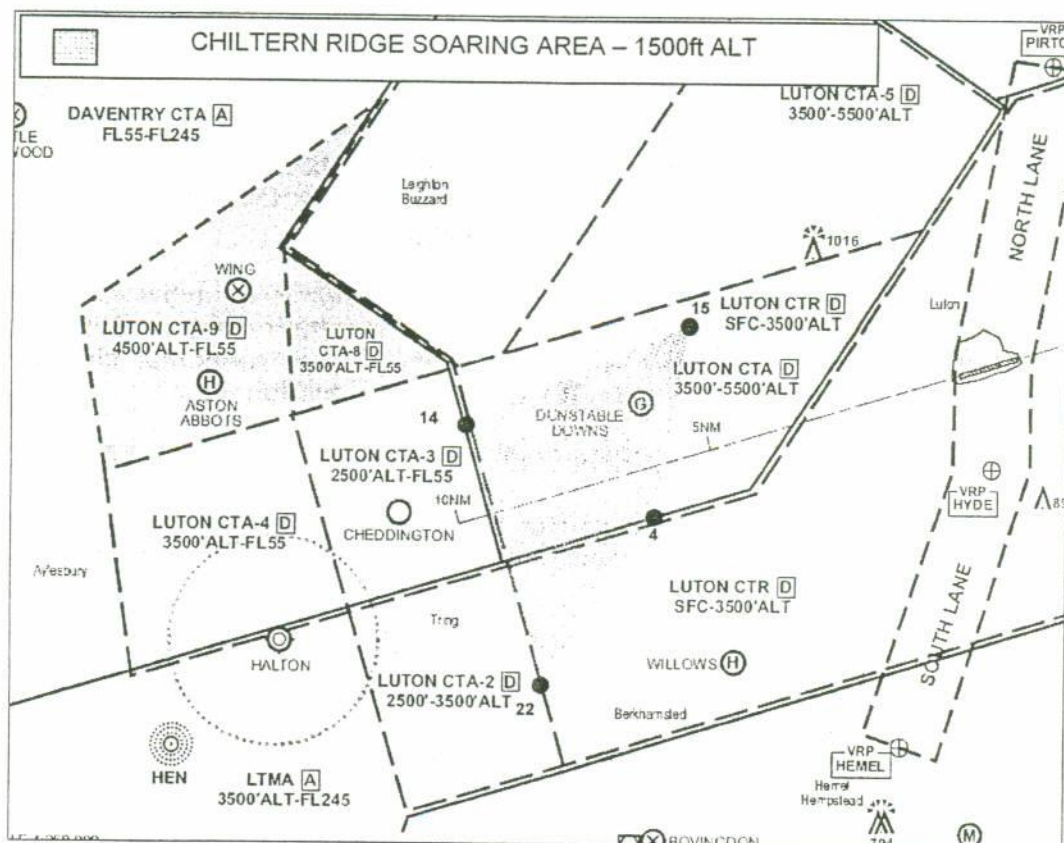


**CTA-8** is defined as that part of the Luton CTA contained by straight lines joining (WGS84 co-ordinates) :

515150N	0004336W	(point 19)
515244N	0003828W	(point 20)
515503N	0004353W	(point 21)
515150N	0004336W	(point 19)

The vertical limits are altitude **3500 ft ALT to 4500 ft ALT**. This airspace is notified as Class D airspace.

## 5.2.5 CHILTERN RIDGE SOARING AREA



**Chiltern Ridge Soaring Area** is defined as that part of the Luton CTR contained by straight lines joining (WGS84 co-ordinates) :

514633N	0003543W	(point 22)
514942N	0003313W	(point 4)
515313N	0003134W	(point 15)
515130N	0003759W	(point 14)
514633N	0003543W	(point 22)

The vertical limits are altitude **SFC to 1500 ft ALT**. This airspace is notified as Class D airspace.

## 5.3 VARIATION OF PROCEDURES

Nothing in these procedures prevents a controller or pilot from using his/her discretion to achieve safety of operations provided that steps are taken to rectify the situation as soon as possible.



### **6. PROCEDURES AND RESPONSIBILITIES OF LGC, DHPC AND JSAT(G)/RAFGSA**

#### **6.1. GENERAL**

6.1.1. Pilots of aircraft flying under the auspices of LGC, DHPC or the JSAT(G)/RAFGSA Duty Instructor, are responsible for providing their own separation from other aircraft within the designated airspace and must comply with the procedures as stated in this LoA and with the Rules of the Air Regulations 1996 (as amended).

6.1.2. Permission to operate within the designated airspace is granted subject to the CAA issuing an Exemption from the requirements of Rule 25 of the Rules of the Air Regulations 1996 (as amended) to authorise gliding operations in the following minimum meteorological conditions :

Clear of cloud, in sight of the surface and in a flight visibility of 3 km.

6.1.3. LGC and DHPC and the JSAT(G)/RAFGSA Duty Instructor shall ensure that all pilots adhere to these minimum meteorological conditions.

#### **6.2. THE DUNSTABLE LIAISON OFFICER**

6.2.1. A representative of the LGC known as the Dunstable Liaison Officer (DLO) shall be available to act as the point of contact for all communications with TC. Whenever Dunstable 08 or 26 airspace or CTA-8 has been delegated to LGC, the DLO shall be available via mobile telephone number 07980 751934.

6.2.2. In the event that this mobile telephone is unserviceable, the DLO shall be available via telephone number 01582 663419. This number will be answered by a menu based answering system but by pressing 0 the menu can be bypassed and the call will be routed to other duty staff during office hours and bar staff at all other times.

6.2.3. Operations by LGC or by DHPC (other than within the Chiltern Ridge Soaring Area) may then only commence after the notification procedure as detailed above has been completed by the DLO.

#### **6.3. DUNSTABLE HANG-GLIDING AND PARAGLIDING CLUB**

6.3.1. DHPC will take all reasonable and necessary steps to ensure that all members and guests operating under its auspices are briefed on the relevant procedures contained in this document and that a record of the briefing is signed by the pilot.

6.3.2. In addition, DHPC will take all reasonable and necessary steps to ensure that their members and guests will ascertain and comply with the current operating pattern and such restrictions as may be notified by LGC.

6.3.3. DHPC will ensure that until a pilot operating under its auspices has been awarded the BHPA Club Pilot qualification and has subsequently gained at least 10 hours flying experience, the pilot will only fly under the direct supervision of



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a DHPC Club Coach. All such flying will be confined to within the Chiltern Ridge Soaring Area.

- 6.3.4. DHPC will ensure that all pilots carry an altimeter in accordance with the DHPC's Site Rules. The DHPC will provide pilots with details of altimeter calibration sites including elevation information. All pilots will ensure that their altimeter is calibrated with reference to such a site before flight.

## **6.4. JSAT(G)/RAFGSA**

- 6.4.1. All JSAT(G)/RAFGSA flying subject to this LoA will be confined to within the Chiltern Ridge Soaring Area.
- 6.4.2. JSAT(G)/RAFGSA Duty Instructor will take all reasonable and necessary steps to ensure that all pilots of gliders under his/her auspices of the JSAT(G)/RAFGSA Duty Instructor are briefed on the relevant procedures contained in this document and that a record of the briefing is signed by the pilot before launch.
- 6.4.3. In addition, the JSAT(G)/RAFGSA Duty Instructor will take all reasonable and necessary steps to ensure that pilots of gliders under his/her auspices ascertain and comply with the current operating pattern and such restrictions as may be notified by LGC.
- 6.4.2. The JSAT(G)/RAFGSA Chief Instructor will ensure that all JSAT(G)/RAFGSA pilots making use of the Chiltern Ridge Soaring Area are suitably qualified in accordance with the JSAT(G)/RAFGSA Flying Order Book.

## **7. PROCEDURES FOR THE DELEGATION AND USE OF CONTROLLED AIRSPACE**

### **7.1. NOTIFICATION OF COMMENCEMENT OF GLIDING OPERATIONS IN DUNSTABLE 08/26 AIRSPACE OR CTA-8**

- 7.1.1. At all times, before LGC commence gliding operations, the DLO shall ensure that the TC Group Supervisor North (TC GS North) is notified by telephone on 02380 401103 that gliding is to commence giving 15 minutes notice. Occasionally, a request for the use of the airspace may be made with less than 15 minutes notice. This will be accommodated whenever traffic and workload permits.
- 7.1.2. Upon receipt of such notification, TC GS North will state whether Dunstable 08 Airspace or Dunstable 26 Airspace is delegated to Dunstable.

### **7.2. NOTIFICATION OF CESSATION OF GLIDING OPERATIONS IN DUNSTABLE 08/26 AIRSPACE OR CTA-8**

- 7.2.1. At all times, to allow for the maximum utilisation of the airspace, when flying ceases and use of the airspace is no longer required, e.g. due to poor weather, the DLO shall notify the TC GS North accordingly. Before doing so, the DLO will confirm that operations are confined to the Chiltern Ridge Soaring Area. The

TC GS North shall relay this information to TC Luton who will then consider Dunstable 08 Airspace or Dunstable 26 Airspace to be free of LGC/DHPC aircraft.

- 7.2.2. Flying by LGC or DHPC in Dunstable 08 Airspace or Dunstable 26 Airspace may then only commence after the notification procedure as detailed above has been completed by the DLO. However, flying may still continue within the Chiltern Ridge Soaring Area.

### **7.3. DUNSTABLE 08 AIRSPACE**

- 7.3.1. Dunstable 08 Airspace will be delegated to Dunstable whenever Runway 08 is in use at Luton subject to the following conditions;
- 7.3.2. Gliders operating under the auspices of LGC are only permitted to operate within Dunstable Gliding Area 1.
- 7.3.3. Tugs and tug/gliders combinations operating under the auspices of LGC are permitted to operate within Dunstable Gliding Areas 1, 2, 3 and 4 (Spin Training Area).
- 7.3.4. Radio equipped gliders operating under the auspices of LGC are also permitted to operate within Dunstable Gliding Area 4 (Spin Training Area) subject to the following specific conditions:
- a) The pilot has been briefed and has been approved to operate within Dunstable Gliding Area 4 (Spin Training Area) by the Dunstable Chief Flying Instructor (CFI) or his nominated deputy.
  - b) Such a suitably approved pilot will ensure that the glider is equipped with a serviceable radio and shall monitor Dunstable Radio on 119.90 MHz whilst operating within Dunstable Gliding Area 4 (Spin Training Area).
  - c) If the TC GS North notifies the DLO that Luton are changing to Runway 26, the DLO will ensure that Dunstable Radio notifies all gliders within Dunstable Gliding Area 4 (Spin Training Area) accordingly, and this Area shall be vacated within 15 minutes.
- 7.3.5. A glider operating under the auspices of DHPC may fly within Dunstable Gliding Area 1 provided that the pilot has notified the DLO of the following information:
- a) Pilots name, and;
  - b) Aircraft type and colour.



### **7.4. DUNSTABLE 26 AIRSPACE**

- 7.4.1. Dunstable 26 Airspace will be delegated to Dunstable whenever Runway 26 is in use at Luton subject to the following conditions;
- 7.4.2. All gliders operating under the auspices of LGC are permitted to operate within Dunstable Gliding Area 1.
- 7.4.3. Tugs and tug/glider combinations operating under the auspices of LGC are permitted to operate within Dunstable Gliding Areas 1 and 5.
- 7.4.4. Radio equipped gliders operating under the auspices of LGC are also permitted to operate within Dunstable Gliding Area 5 subject to the following specific conditions:
- d) The pilot has been briefed and has been approved to operate within Dunstable Gliding Area 5 by the Dunstable Chief Flying Instructor (CFI) or his nominated deputy.
  - e) Such a suitably approved pilot will ensure that the glider is equipped with a serviceable radio and shall obtain prior confirmation from Dunstable Radio on 119.90 MHz that Dunstable Gliding Area 5 has been delegated for use before entering the airspace.
  - f) The pilot will notify Dunstable Radio on 119.90 MHz when entering and when leaving Dunstable Gliding Area 5 and will maintain a listening watch at all times when within this airspace.
  - g) Dunstable Radio will maintain a record of all gliders that are operating within Dunstable Gliding Area 5.
  - h) If the TC GS North notifies the DLO that Dunstable Gliding Area 5 is no longer available, the DLO will ensure that Dunstable Radio notifies all gliders within Dunstable Gliding Area 5 accordingly, and this Area shall be vacated within 15 minutes.
  - i) The DLO will notify the TC GS North when Dunstable Gliding Area 5 has been vacated.
- 7.4.5. A glider operating under the auspices of DHPC may fly within Dunstable Gliding Area 1 provided that the pilot has notified the DLO of the following information:
- a) Pilots name, and;
  - b) Aircraft type and colour.

### **7.5 CHANGE OF AIRSPACE**

- 7.5.1 If TC have a requirement to change from Dunstable 26 Airspace to Dunstable 08 Airspace, the TC GS North will notify the DLO, and the DLO shall ensure that LGC/DHPC aircraft vacate Dunstable Gliding Area 5 within 15 minutes. The DLO shall notify the TC GS North when Dunstable Gliding Area 5 is vacated, confirming that Dunstable 08 Airspace is now in use.

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- 7.5.2 If TC have a requirement to change from Dunstable 08 Airspace to Dunstable 26 Airspace, the TC GS North will notify the DLO, and the DLO shall ensure that LGC/DHPC aircraft vacate Dunstable Gliding Area 4 (Spin Training Area) within 15 minutes. The DLO shall notify the TC GS North when Dunstable Gliding Area 4 (Spin Training Area) is vacated, confirming that Dunstable 26 Airspace is now in use.

### **7.6. CHILTERN RIDGE SOARING AREA**

- 7.6.1. TC will assume that the Chiltern Ridge Soaring Area is active at all times by day.
- 7.6.2. At all times by day, LGC, DHPC and gliders under the auspices of the JSAT(G)/RAFGSA Duty Instructor are permitted to operate within the Chiltern Ridge Soaring Area without reference to TC.

### **7.7. CTA-8**

- 7.7.1. LGC will only request the delegation CTA-8 when Runway 26 is in use at Luton.
- 7.7.2. CTA-8 may be delegated to Dunstable whenever Runway 26 is in use at Luton subject to the following conditions;
- 7.7.3. Tugs and tug/glider combinations operating under the auspices of LGC are permitted to operate within CTA-8.
- 7.7.4. Radio equipped gliders operating under the auspices of LGC are also permitted to operate within CTA-8 subject to the following specific conditions:
- a) The pilot has been briefed and has been approved to operate within CTA-8 by the Dunstable Chief Flying Instructor (CFI) or his nominated deputy.
  - b) Such a suitably approved pilot will ensure that the glider is equipped with a serviceable radio and shall obtain prior confirmation from Dunstable Radio on 119.90 MHz that CTA-8 has been delegated for use before entering the airspace.
  - c) If the TC GS North notifies the DLO that CTA-8 is no longer available, the DLO will ensure that Dunstable Radio notifies all gliders within CTA-8 accordingly, and this Area shall be vacated within 15 minutes.
  - d) The DLO will notify the TC GS North when CTA-8 has been vacated.
- 7.7.5. If TC have a requirement to change from Runway 26 to Runway 08 at Luton, the TC GS North will notify the DLO, and the DLO shall ensure that LGC aircraft vacate CTA-8 within 15 minutes. The DLO shall notify the TC GS North when CTA-8 is vacated.
- 7.7.6. It should be noted that CTA-8 may also be delegated for use by aircraft under the auspices of RAF Halton Duty Instructor subject to a separate Letter of Agreement.



### **8. PROCEDURES AND RESPONSIBILITIES OF TC LUTON**

#### **8.1. GENERAL**

- 8.1.1. TC Luton will not permit any IFR flights to operate in any airspace delegated to LGC.
- 8.1.2. TC Luton will instruct all VFR/SVFR transit flights to avoid the immediate vicinity of the Dunstable Downs gliding site whenever Dunstable 08 Airspace or Dunstable 26 Airspace has been delegated to Dunstable.
- 8.1.3. TC Luton shall pass generic traffic information to VFR/SVFR flights operating within the Chiltern Ridge Soaring Area by day.

#### **8.2. ROYAL FLIGHTS**

In the event of a Royal Flight taking place at Luton where the Luton CTR/CTA is designated as CAS-T airspace, gliding within Luton CAS is to be suspended. TC GS North will inform the DLO and the RAF Halton Duty Instructor giving as much notice as possible on the day of the flight. Once the Royal Flight aircraft has landed or is clear of the Luton CTA/CTR, TC GS North will inform the DLO and the RAF Halton Duty Instructor that gliding may re-commence immediately.

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### 9. RENEWAL

This Letter of Agreement between TC Luton, London Gliding Club, Dunstable Hang Gliding & Paragliding Club and Joint Services Adventurous Training (Gliding)/Royal Air Force Gliding and Soaring Association Chilterns Centre will remain in force under the present conditions until 1<sup>st</sup> May 2008.

Agreed by:

(The signed original is held on file in the NATS Swanwick TC Operations Office.)

  
Manager ATC Support

Date:-

17.10.07



Date:-

24/10/07

London Gliding Club



Date:-

Dunstable Hang Gliding and Paragliding Club



Date:-

6 Nov 07

Joint Services Adventurous Training (Gliding)/Royal Air Force Gliding and Soaring Association Chilterns Centre



**Dunstable Agreement Diagrams in Colour**  
(from previous edition)





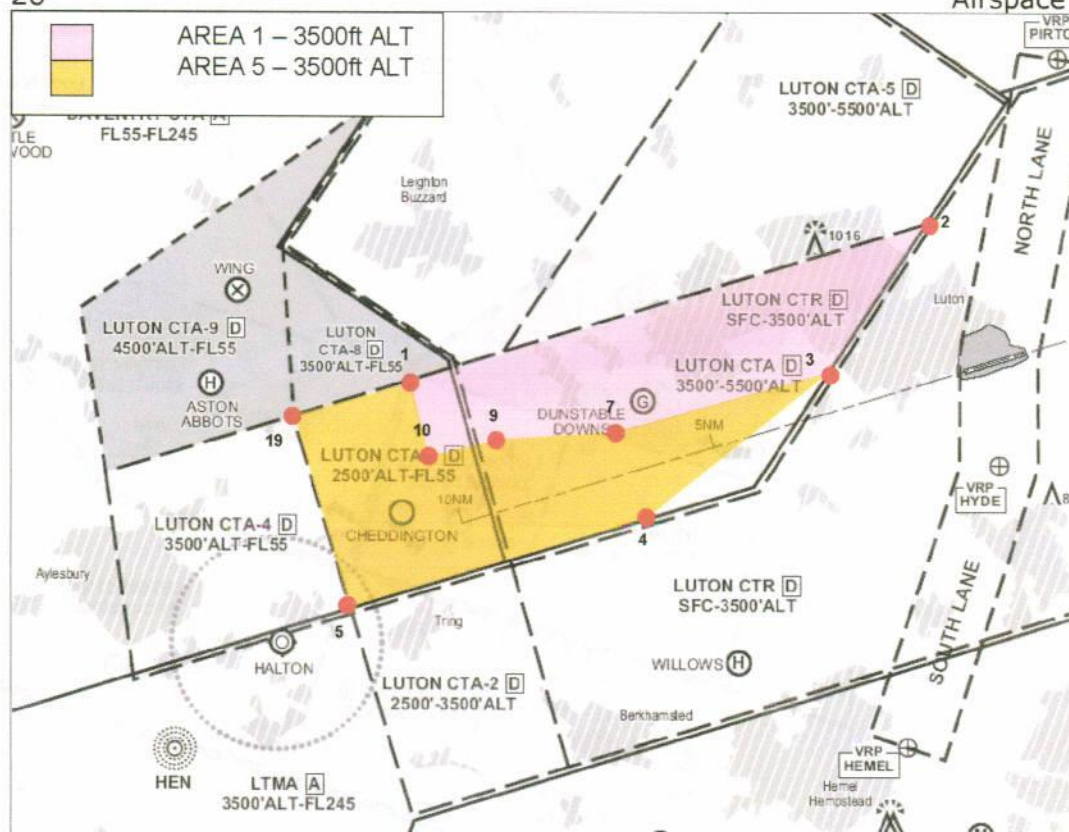
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The vertical limits are altitude **3500 ft ALT to 4500 ft ALT**. This airspace is notified as Class D airspace.

The eastern boundary of Dunstable Gliding Area 4 is defined by the A5 road running south to north from Dunstable to the Control Area boundary south east of Hockliffe.

### 5.2.2. DUNSTABLE 26 AIRSPACE

For the purposes of this agreement the combined airspace consisting of Dunstable Gliding Areas 1 and 5 is collectively referred to as the 'Dunstable 26 Airspace'.



5.2.2.1. **Dunstable Gliding Area 1** is defined in para 5.2.2.1

5.2.2.2. **Dunstable Gliding Area 5** is defined as that part of the Luton CTR/CTA contained by straight lines joining (WGS84 co-ordinates) :

515239N	0002710W	(point 3)
515133N	0003327W	(point 7)
515135N	0003730W	(point 9)
515114N	0003938W	(point 10)
515227N	0004006W	(point 1)
515150N	0004336W	(point 19)
514810N	0004155W	(point 5)

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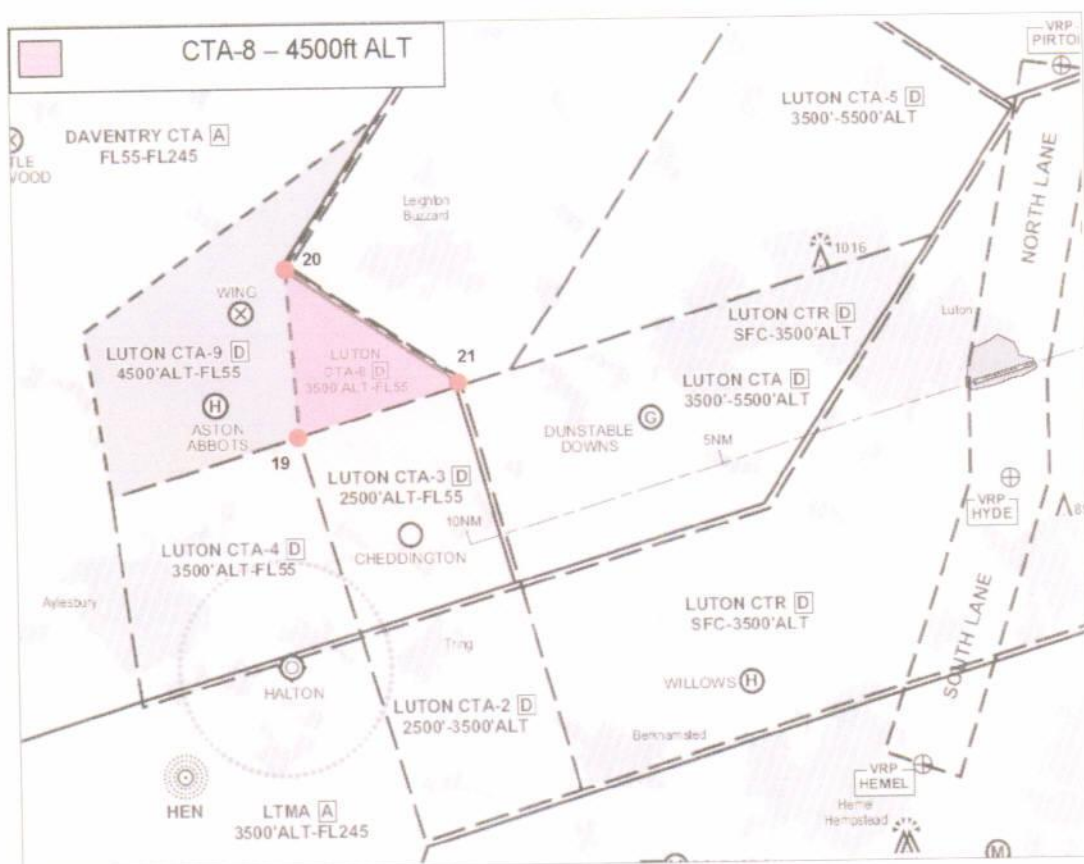
514942N 0003313W (point 4)

515239N 0002710W (point 3)

The vertical limits are altitude **SFC to 3500 ft ALT** within the Luton CTR and **2500 ft ALT to 3500 ft ALT** with the Luton CTA. This airspace is notified as Class D airspace.

### 5.2.3. CTA-8

5.2.3.1. For the purposes of this agreement London Luton Control Area (CTA-8) is referred to as the 'CTA-8'



**CTA-8** is defined as that part of the Luton CTA contained by straight lines joining (WGS84 co-ordinates) :

515150N 0004336W (point 19)

515244N 0003828W (point 20)

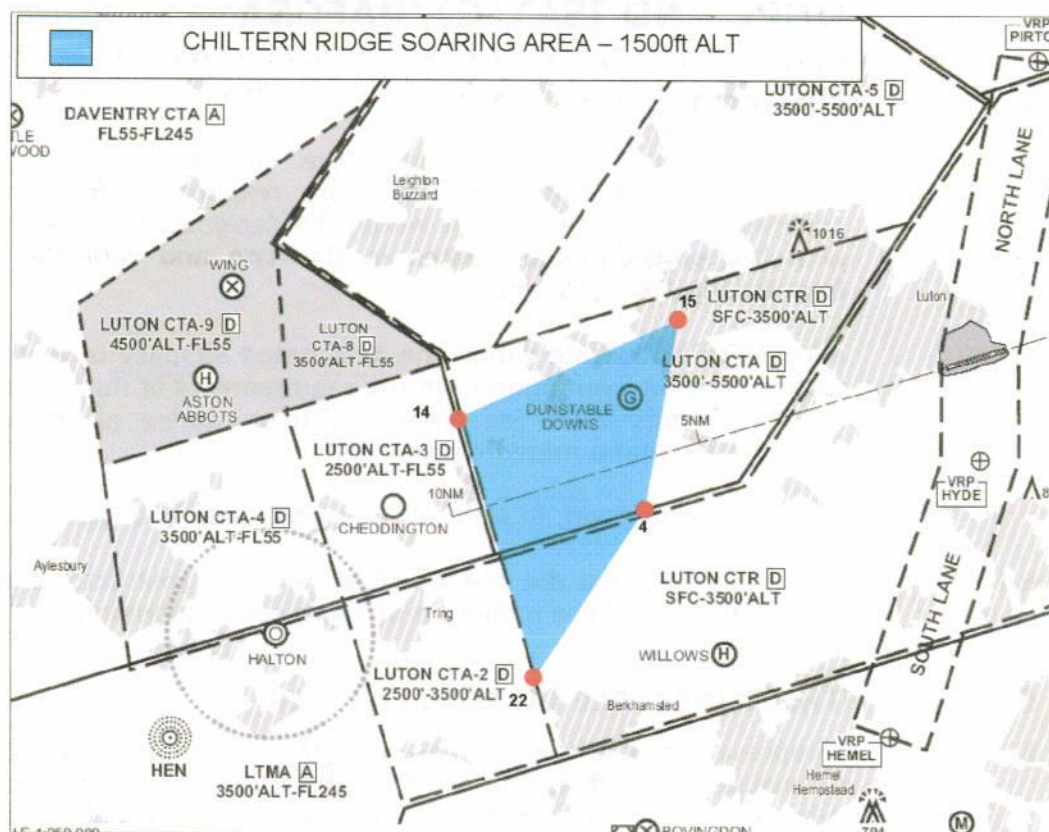
515503N 0004353W (point 21)

515150N 0004336W (point 19)

The vertical limits are altitude **3500 ft ALT to 4500 ft ALT**. This airspace is notified as Class D airspace.



## 5.2.4. CHILTERN RIDGE SOARING AREA



**Chiltern Ridge Soaring Area** is defined as that part of the Luton CTR contained by straight lines joining (WGS84 co-ordinates) :

514633N	0003543W	(point 22)
514942N	0003313W	(point 4)
515313N	0003134W	(point 15)
515130N	0003759W	(point 14)
514633N	0003543W	(point 22)

The vertical limits are altitude **SFC to 1500 ft ALT**. This airspace is notified as Class D airspace.

## 5.3. VARIATION OF PROCEDURES

Nothing in these procedures prevents a controller or pilot from using his/her discretion to achieve safety of operations provided that steps are taken to rectify the situation as soon as possible.