

LETTER of AGREEMENT

between

**NATS (En Route) plc
SCOTTISH Area Control
(Prestwick)**

and

**LONDON AIR TRAFFIC
CONTROL CENTRE
(MILITARY) [LATCC(Mil)]**

and

**The
SCOTTISH GLIDING
UNION Ltd**

RELATING TO

Procedures to allow glider traffic operating under the provisions of this Letter of Agreement access to Airways P600 and N864 for the purpose of crossing Class A Controlled Airspace

Effective: 7th December 2013

1. PURPOSE

- 1.1 The purpose of this Letter of Agreement (LoA) is to define procedures which will permit ATC controllers at the NATS Scottish AC (Prestwick) to allow glider traffic operating under the provisions of this LoA access to Airways P600 and N864 for the purpose of crossing Class A Controlled Airspace.
- 1.2 This LoA is in addition to the LoA for weekend delegation of P600 which is held by the Scottish Gliding Union (SGU) at Portmoak. The appropriate portions of this LoA are not applicable to the area of P600 defined within the SGU LoA when it is active.

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 until half an hour after sunset (both times exclusive), sunrise and sunset being determined at surface level.

2.2 "Glider"

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

3. DESCRIPTION OF AIRSPACE

The dimensions of controlled airspace (CAS) covered by this LoA are as follows.

The following airspace is notified for the purpose of Rule 21(2) of the Rules of the Air Regulations 1996 (as amended): those parts of Airway P600 and N864 (Class A airspace) within the Scottish Flight Information Region (FIR) bounded by points on the edge of Airway P600 or Airway N864. Within that airspace, designated glider crossing corridors are established as shown on the chart at Appendix 1.

Area A

562149N 0034418W - 561554N 0032925W -
561400N 0033259W - 561400N 0040926W -
562000N 0034746W - 562149N 0034418W.

Area B

562948N 0032900W - 562633N 0032207W -
562341N 0031445W - 561554N 0032925W -
562149N 0034418W - 562948N 0032900W.

Area C

563900N 0031738W - 563321N 0030244W -
562341N 0031445W - 562633N 0032207W -
562948N 0032900W - 563900N 0031738W.

Area D

564838N 0030536W - 564257N 0025040W -
563321N 0030244W - 563900N 0031738W -
564838N 0030536W.

Area E

565651N 0025515W - 565109N 0024017W -
564257N 0025040W - 564838N 0030536W -
565651N 0025515W.

Area F

570015N 0025056W - 565433N 0023557W -
565109N 0024017W - 565651N 0025515W -
570015N 0025056W.

Area G

572130N 0022334W - 571545N 0020831W -
565433N 0023557W - 570015N 0025056W -
572130N 0022334W.

Area X

561750N 0031827W - 561627N 0030040W -
560700N 0030304W - 560700N 0032107W -
561750N 0031827W.

Area Y

564221N 0031219W - 564057N 0025421W -
561627N 0030040W - 561750N 0031827W -
564221N 0031219W.

Note: *Where N864 corridors overlap P600 corridors, the airspace is deemed to be part of the P600 corridor.*

Note: *Area G is not available until "keyhole crossing" concepts have been proven to meet safety requirements. This will be advised to all parties on completion.*

3.1 Vertical Extent

The vertical limits of the airspace affected by this agreement are from the published Airway bases to FL190

4. AIRSPACE CLASSIFICATION

The airspace remains Class A at all times.

5. PROCEDURES

The procedures and co-ordination applied between Scottish AC (Prestwick), LATCC (Mil) and the BGA within the airspace described in Para 3 of this LoA are detailed in the Annexes as follows:

Annexes:

- A Conditions of use.
- B Activation and operation of corridors.
- C Coordination procedures.

6. PARTIES TO THE AGREEMENT

For the avoidance of doubt it is hereby declared that the parties to this LoA are NATS (En Route) plc represented by the Operations Director (Prestwick), Scottish AC (Prestwick), the Officer Commanding London Air Traffic Control Centre (Military) [LATCC (Mi)] and the Chairman of the Scottish Gliding Centre.

7. ELIGIBILITY & OBLIGATIONS

Pilots using the procedures in this LoA must be members, or affiliated members, of the BGA.

The obligations placed upon individuals and organisations and the procedures detailed in this LoA are placed in accordance with Rule 21 of the Rules Of The Air Regulations 1996 (as amended). Pilots following the LoA are deemed to be in compliance with this Rule.

Failure of an organisation to comply with the conditions specified in the LoA may result in the withdrawal of the privileges of the LoA.

8. REVIEW OF THE PROCEDURES

A review of the LoA shall be carried out when requested by any party.

9. CANCELLATION

Cancellation of this LoA by any party is possible at any time, provided that the cancelling party declares its intention to cancel the LoA with the other parties.

The procedure detailed in Paragraph 9 shall be followed and until such time as a decision is made, this LoA will remain extant.

10. INTERPRETATION AND SETTLEMENT OF DISPUTES

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

11. 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.

12. VALIDITY

This LoA is effective 7th December 2013 replacing the LoA dated 29th July 2010.

SIGNED:

SIGNED:

J M Whitorth
Wing Commander
Officer Commanding
Scottish Air Traffic Control Centre
(Military)

A Muir
Operations Director (Prestwick)
NATS Prestwick
NATS (En Route) plc

DATE

DATE

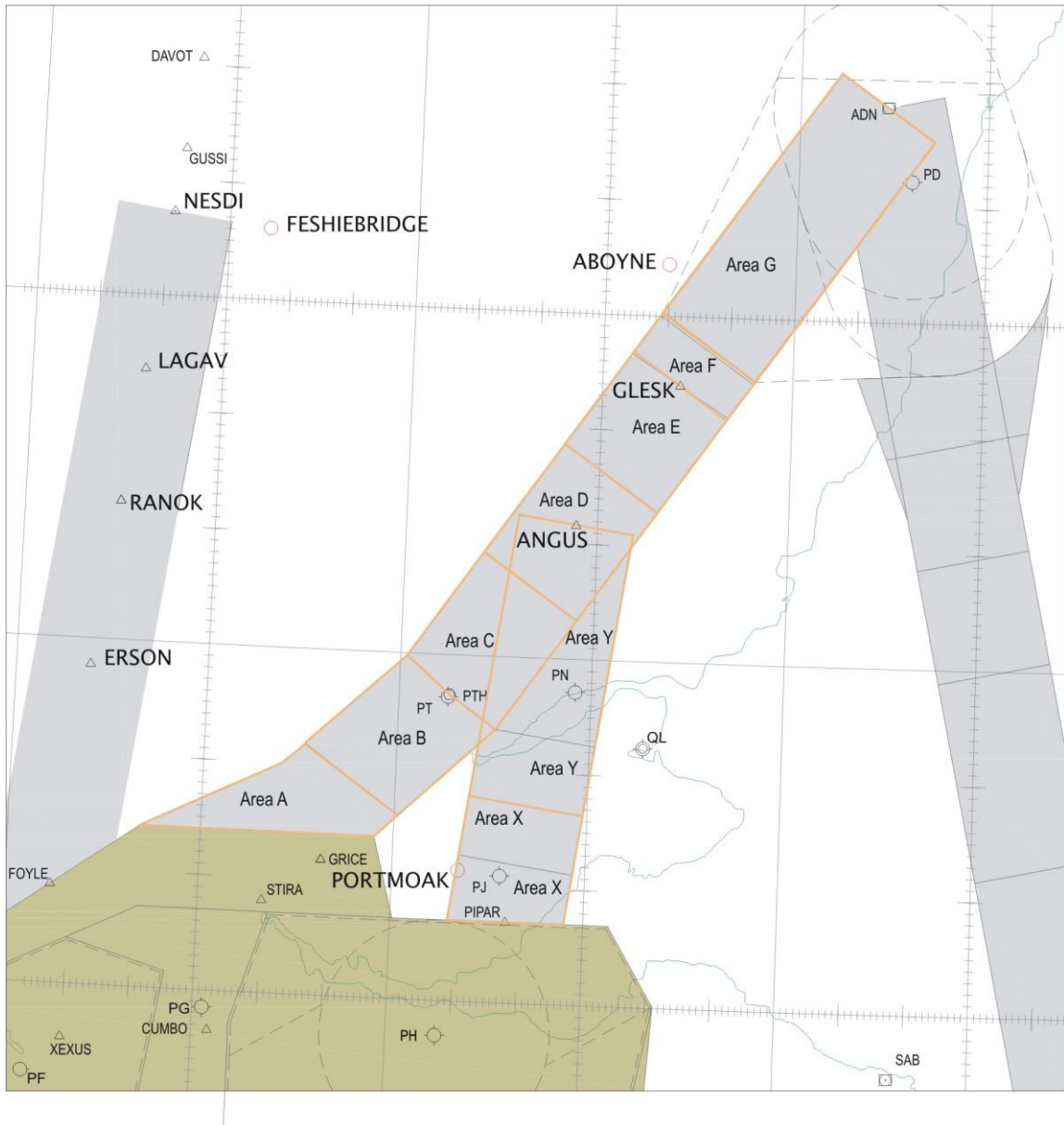
SIGNED:

A Boyle
Chairman
Scottish Gliding Union Ltd
Portmoak

DATE

APPENDIX 1

P600/N864 GLIDING CORRIDORS



ANNEX A

CONDITIONS OF USE

Effective: 7th December 2013

A.1 Pilot Briefing

- A.1.1 The BGA shall undertake that pilots using these procedures are adequately briefed, qualified to Bronze C with a Cross Country endorsement as a minimum and appropriately equipped to comply with the LoA. This briefing should be given within the 12 month period preceding the pilot's use of the procedures.
- A.1.2 In particular, the BGA shall, as far as practicable, ensure that pilots using the provisions of this LoA are suitably trained and equipped to ensure that their navigation performance allows them to remain at all times within the defined corridor airspace which has been activated for them.
- A.1.3 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 Radio Telephony

- A.2.1 Pilots using the procedures in this LoA must hold a valid Radio Telephony (RTF) operators licence and the glider must be equipped with radio equipment which is capable of continuous RTF reception and transmission on the published P600 and N864 controlling authority RTF frequency.

A.3 Met Conditions

- A.3.1 Crossing shall be conducted in VMC by day only. Gliders shall remain at least 1500 metres horizontally and 1000 feet vertically from cloud and in a flight visibility of at least 8KM at all times.
- A.3.2 Sunset and sunrise times for the corridors shall be determined using the Aberdeen Airport published times for the D, E, F & G corridors and Edinburgh Airport published times for the A, B, C, X & Y corridors.

ANNEX B

ACTIVATION AND OPERATION OF CORRIDORS

Effective: 7th December 2013

B.1 Activation and Operation of Corridors

- B.1.1 When corridor activations are anticipated, BGA members wishing to use the corridors should contact the Scottish AC (Prestwick) Operations Supervisor on telephone number 01294-655300 or 01294-655301 at least one hour in advance to pass details of the anticipated activations including callsigns, expected number of gliders, expected times of use, etc. The Operation Supervisor, after consultation with the LATCC (Mil) North Supervisor, will give the representative a briefing on any particular aspects of the operation he deems necessary (e.g. changes to published RTF frequencies) and may give an indication of any periods when the request for an activation of the corridor seems unlikely to be successful (e.g. due to a Royal Flight, military activity, or predicted traffic peaks). He may suggest alternative periods where activation would appear to be compatible with predicted IFR operations in the latter case. It should be noted that any indications of the likely activation are not guarantees since ATC is a dynamic operation and situations can rapidly change.
- B.1.2 Glider pilots shall activate a corridor by contacting Scottish AC (Prestwick) using RTF equipment on the published controlling agency frequency for P600 or N864 contained in the UK AIP. This is currently 124.500 MHz.
- B.1.3 During activation, the classification of the Airway remains Class A/C.
- B.1.4 Scottish AC (Prestwick) and LATCC (Mil) shall provide standard procedural or radar separation between all other airspace users which are operating as General Air Traffic (GAT) or Operational Air Traffic (OAT) within the Airways, and the active gliding corridors. Gliders' pilots operating within the corridors shall not be separated from each other by ATC agencies and are responsible for providing their own separation from other gliders operating in the relevant airspace. ATC will advise any glider entering the corridor of pertinent information on gliders already operating within the same corridor. The clearance issued to a specific glider is for that glider only and is not available for use by multiple individual gliders.
- B.1.5 Approval shall not be granted when there is a Royal Flight in P600 or N864, an emergency situation exists in the affected airspace or when military operations preclude it. The reason for refusal should be passed to the glider pilot.
- B.1.6 Pilots must give at least 10 minutes notice prior to the requested activation using the following format:

"Scottish Control, Glider (callsign) request activation of P600 (or N864 as appropriate) corridor (Corridor Identification Letter) at time (UTC) up to FL (anticipated maximum level whilst within the corridor). Crossing (simplified direction, i.e. East to West, etc.) estimate (Estimated crossing time (in minutes)) (Downwind or upwind)."

E.g. *Scottish Control, Glider Delta Alpha Papa request activation of Papa 600 corridor Alpha at 1600 up to Flight Level 150. Crossing East to West, estimate 10 minutes Downwind.*

Where several gliders are operating in close proximity and intend to use the same corridor, one glider may make the initial request on behalf of the other gliders by stating their callsigns as part of the request.

- B.1.7 The controller shall confirm activation taking account of traffic and other circumstances in the following format:

"Glider (callsign), Scottish Control, P600 (or N864 as appropriate) corridor (Corridor Identification Letter) active from (time UTC) not above FL (Max requested level), report entering and leaving."

E.g. Glider Delta Alpha Papa, Scottish Control, Papa 600 corridor Alpha active from 1600 not above Flight Level 150, report entering and leaving.

The glider pilot shall read back the clearance issued.

Where a request for more than one glider has been made, the controller may issue the clearance on a broadcast basis, however, each glider pilot will read back the clearance issued as a cross check.

- B.1.8 The pilot should be conservative when considering the maximum level required to accomplish a safe crossing.

- B.1.9 The glider pilot shall report entering the corridor and advise the controller of the actual entry level. If no acknowledgement is received from ATC, the glider pilot shall leave the corridor by the most expeditious means possible. The phraseology to be used is:

"Scottish Control, Glider (callsign) entering corridor (Corridor Identification Letter) FL (aircraft's level)."

The controller shall acknowledge the pilot's transmission.

- B.1.10 Whilst within the corridors, glider pilots should make all reports regarding level information based on the Standard Pressure setting of 1013.2 Hectopascals (29.92 in. Hg) and report levels in Flight Levels.

- B.1.11 Whilst within the corridor, the pilot shall maintain a continuous watch on the ATC RTF frequency, and comply with any ATC instructions issued. Controllers will take due cognisance of the gliders operating constraints when considering the type of instruction to be issued.

- B.1.12 Where geographical position information is offered by the pilot or requested by the controller, it should be made with reference to published Airway reporting points, namely GRICE, PTH VOR, ANGUS, GLESK or ADN VOR.

- B.1.13 The ATC service provided within the corridor shall be a Control, Information and Alerting service.

- B.1.14 When a corridor is active, the Scottish AC (Prestwick) and LATCC (Mil) controllers shall ensure that GAT and OAT operating in the Airways is either vectored to remain clear of the corridor or shall apply standard vertical

separation above the active level block to ensure that their aircraft transit the airspace surrounding the corridor at a safe level.

- B.1.15 Should it become apparent that any instruction cannot be complied with by a pilot or that the cleared crossing time and/or level will not be met, ATC should be immediately contacted by the pilot and a new clearance or crossing level negotiated.
- B.1.16 In the event that glider pilots are no longer able to maintain their own visual separation under the "see and be seen" principle, they must advise ATC immediately. ATC shall attempt to provide appropriate separation between affected aircraft as soon as practicable but cannot guarantee to provide separation at any time due to the inherent difficulties in using radar facilities to identify and subsequently track glider aircraft.
- B.1.17 The glider pilot shall report leaving the corridor and advise the controller of the actual exit flight level. This will permit normal IFR operations to continue on the basis of known information.

B.2 RADIO FAILURE

- B.2.1 Pilots not in receipt of a clearance to enter the corridor who experience actual or suspected Radio Failure shall not enter the Airway. ATC shall deem that the corridor has not been activated for such occasions.
- B.2.2 Pilots in receipt of a clearance to enter a corridor must report entering the corridor, however if no acknowledgement by ATC of the glider corridor entry call is obtained by the glider pilot, and after a further attempt to contact ATC has been unsuccessful, the pilot shall vacate the corridor. No less than five minutes after the expected entry time and provided that attempts have been made by ATC to contact the pilot by all available means, ATC shall deem that the corridor has not been activated for such occasions.
- B.2.3 Pilots operating within the corridor experiencing actual or suspected Radio Failure shall ensure that they have vacated the corridor no later than the crossing time contained in the ATC clearance plus the estimated crossing time which was passed to ATC plus 10 minutes. ATC shall deem that the corridor has been vacated at the end of this period.
- B.2.4 Pilots should report any RTF failure to the Scottish AC (Prestwick) Operational Supervisor as soon as practicable after landing. Scottish AC (Prestwick) Operational Supervisor shall not take any Alerting Action in respect of gliders suffering communications difficulties unless information is received which indicates that this action is required. Alerting Action responsibility shall be undertaken by the gliding club involved.

B.3 EMERGENCIES

- B.3.1 In emergency situations, a pilot may be asked to leave the corridor by the most expedient means available. The pilot should provide the controller with an estimate of the time needed to accomplish this and report when vacated.
- B.3.2 In the event that it is not possible to vacate the airspace in the time required by ATC, the controller may request position and level information from the glider pilot to enable essential traffic information to be passed to both parties.

B.4 RECORDS

- B.4.1 Both Scottish AC (Prestwick) and the BGA will keep records of the activations requested, granted or refused to provide the means for statistical analysis of corridor operations.

ANNEX C

CO-ORDINATION PROCEDURES

Effective: 7th December 2013

CIVIL & MILITARY CO-ORDINATION

- C.1** Before granting approval for, or amendment to, a corridors use the Scottish AC (Prestwick) controller shall advise the Scottish AC (Prestwick) Operational Supervisor of the proposed activation including the corridor name, proposed activation time and blocked levels. The Scottish AC (Prestwick) Operational Supervisor should then co-ordinate the requested activation or amendment to the existing activation with the LATCC (Mil) North Supervisor. Once agreed, the Operational Supervisor shall confirm the activation with the Sector controller. The LATCC (Mil) Supervisor will ensure dissemination to LATCC (Mil) ATC staff. Operational Supervisor and Supervisor staff should bear in mind that the time period between the glider pilot's request and the proposed activation is a maximum of 10 minutes.
- C.2** The Sector controller should modify or suspend any affected Standing Agreements or Silent Co-ordination procedures in place with other affected agencies such as Aberdeen Glasgow or Edinburgh ATSU's.
- C.3** On completion of the activation, the controller shall advise the Operational Supervisor who in turn shall inform the LATCC (Mil) North Supervisor. The sector controller shall reinstate any affected Standing Agreements or Silent Co-ordination procedures in place with other agencies.