



Newcastle International

Your Airport

Letter of Agreement

Between

Newcastle International Airport Ltd
(Air Traffic Services)

And

The British Gliding Association

Version 2.0

Effective Date: 24/02/2021
Expiry Date: 24/02/2024

LETTER OF AGREEMENT

between

Newcastle International Airport Ltd

Air Traffic Services, Newcastle Airport, Woolsington, Newcastle-Upon-Tyne,
NE13 8BZ
Tel: 0191 214 3244 / 8130

and

The British Gliding Association

8 Merus Court, Meridian Business Park, Leicester,
LE19 1RJ
Tel: 0116 289 2956

Together referred to as “**The Parties**”.

Effective Date: 24/02/2021
Valid until: 24/02/2024

1.1 Purpose

This Letter of Agreement (LOA) is to formally define the operating procedures between Newcastle International Airport Ltd - Air Traffic Services (NCL) and The British Gliding Association (BGA) in order to enhance the flight safety requirements of each organisation and to promote the efficient use of airspace.

These operating procedures are neither designed nor intended to inhibit legitimate gliding activity and are implemented solely in the joint interests of the signatories to this agreement.

1.2 Application

In respect of NCL this LOA applies to the operating procedures of ATC.

In respect of BGA, this LOA shall apply to the procedures for pilots of gliders wishing to cross Controlled Airspace (CAS) between Newcastle Airport and UVAVU.

Nothing in this LOA prevents any Pilot or Air Traffic Control Officer using their discretion in the case of an emergency or unusual situation.

Any amendment to this LOA, within the authority of the signatories, will be the subject of prior consultation and written agreement between the parties. Notwithstanding this proviso, each signatory will do their utmost to observe the spirit of this agreement.

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Persons signing this LOA do so, on behalf of the organisation that they represent, it is the duty of the signatory to ensure that any responsibilities detailed within this document are transferred to successor(s) of the position.

This LOA shall be valid from **Wednesday 24th February 2021**, thereafter for a period of **3 years**.

1.3 General

The BGA is the governing body for the gliding community in the UK.

NCL provides approach radar services to inbound and outbound aircraft inside CAS.

1.4 Procedure

To enable gliders to cross that portion of CAS to the north of UVAVU below FL125, two areas are established for the transit of the gliders.

The areas will be defined as **Castle** and **Derwent** and are shown on the map at 1.6 below.

The vertical limit of the airspace to be used is from the published CAS base to a maximum of FL120, all of which is Class D CAS.

The procedures to be followed by the parties are detailed below;

1.4.1 BGA Procedure

1.4.1.1 Pilot Eligibility

All pilots using the procedures in this LOA shall be a member or affiliated member of the BGA.

Failure of any party or individual to comply with the conditions specified in this LOA may result in the withdrawal of the privileges of the LOA from that party or individual.

1.4.1.2 Pilot Briefing

The BGA is to ensure that all pilots wishing to use these procedures are adequately briefed, qualified to Silver C with a Cross Country endorsement as a minimum and appropriately equipped to comply with the LOA.

The briefing should be given within the 12-month period prior to the pilot's use of the procedures.

Pilots are responsible for ensuring that they have been briefed and have suitable training, qualification and equipment before they make use of the provisions of this LOA.

1.4.1.3 Radio Telephony

Pilots using these procedures must be in a glider equipped with radio equipment capable of continuous RTF reception and transmission on the NCL published Approach frequency.

1.4.1.4 Met Conditions

Crossing shall be conducted in VMC by day only.

1.4.1.5 Activation of Areas

The areas may be activated daily between 0900 and 2000hrs (local time), or sunset, whichever is the earlier.

NCL will provide standard separation between all other airspace users in contact with the unit and the active glider area.

Gliders operating within the areas shall not be separated from each other by NCL and are responsible for providing separation from other gliders operating within the relevant area.

The areas will not be available when priority flights preclude a crossing clearance, when an emergency situation exists in the affected airspace or when NCL is operating without primary radar.

1.4.1.6 Individual Bookings

An individual pilot wishing to use either of the areas shall contact NCL published Approach frequency at least 5 minutes prior to entering CAS to request activation of one of the two available routes.

The following is an example of phraseology to be used;

'Newcastle Approach this is Glider Victor 8, request activation of area Derwent/Castle (as appropriate), for northbound/southbound transit' (as appropriate), estimating entering controlled airspace in 5 minutes via (entry point as appropriate). Estimated crossing time (xx) minutes. Currently at Flight Level (xxx).'

The controller will note the details on a flight progress strip and acknowledge the request as follows,

'Glider Victor 8, Newcastle, area Derwent/Castle (as appropriate) is activated, report entering controlled airspace not above Flight Level 120' (or lower level if circumstances warrant).

Or, taking into account air traffic and other circumstances as follows,

‘Glider Victor 8, Newcastle, roger, remain clear of controlled airspace’ (Further details will be given by the controller).

The glider pilot is to read back the clearance issued and will report entering the area using the following phraseology;

‘Newcastle, Glider Victor 8 is entering Controlled Airspace at (reporting point or position in relation to TILNI, as appropriate)’.

The controller will acknowledge the pilots’ transmission.

If no acknowledgement is received from ATC then the glider must remain clear of or leave CAS by the most expeditious means possible.

When flying in either of the active areas, glider pilots shall make all reports regarding level information based on the Standard Pressure setting of 1013.2 hPa (29.92 in) and make all reports in Flight Levels.

When flying in either of the active areas, glider pilots shall maintain a continuous listening watch on the NCL published Approach frequency and comply with any instructions issued. Controllers will take due cognisance inability of a glider to maintain level flight when considering the type of instructions to be given.

When geographical position information is offered by the pilot or requested by the controller it should be given either with reference to a published CAS reporting point, or if this is not possible, with reference to Derwent Reservoir, Barnard Castle, Stanhope, Middleton-in Teesdale or other geographical point.

The glider pilot shall always report leaving the active area. This will permit normal operations to resume on the basis of known information.

1.4.1.7 Block Bookings

Either of the glider areas may be booked on a ‘block’ basis by contacting NCL via telephone. This will normally be done by the CFI or Duty Pilot of the Gliding club wishing to use the airspace.

The time for the activation of the area and the length of time the area will be used shall be passed, along with a maximum Flight Level.

The number of gliders wishing to use the area shall also be passed.

Following the acceptance of a block booking by NCL there is no need for the individual glider pilots operating on this booking to contact NCL Approach.

However, any glider that is unable to cross the area in question within the specified time shall contact NCL Approach on the published frequency and request an individual crossing clearance.

1.4.1.8 Radio Failure

Pilots, not in receipt of a clearance to enter CAS, which experience actual or suspected radio failure, shall not enter CAS.

NCL shall deem that neither of the areas has been activated on such occasions.

Pilots in receipt of a clearance to enter CAS must report entering one of the two areas, however if no acknowledgement by NCL of the glider area entry call is obtained by the glider pilot and after a further attempt to contact NCL has been unsuccessful, the glider shall vacate the area in question.

No less than 5 minutes after the expected entry time and provided that attempts have been made by NCL to contact the pilot, NCL shall deem that the area has not been activated.

Pilots operating within either of the areas designated for gliders crossing CAS experiencing actual or suspected Radio Failure shall ensure that they have vacated the area no later than the crossing time contained in the ATC clearance plus 10 minutes. NCL shall deem the area to be vacated at the end of this period.

Pilots should report any Radio Failure to NCL via telephone as soon as practicable after landing.

NCL shall not take any Alerting Action in respect of gliders suffering communication difficulties unless information is received which indicates that this action is required.

Alerting Action responsibility shall remain with the gliding club involved

1.4.1.9 Emergencies

In emergency situations a pilot may be asked to leave CAS by the most expeditious means available. The pilot should provide the controller with an estimate of the time needed to accomplish this and also report when vacated.

In the event that it is not possible to vacate CAS in the time required by NCL, the controller may request position and level information to enable essential traffic information to be passed to both parties.

1.4.1.10 Records

The BGA shall keep a record of all pilots briefed and authorised to use these procedures, especially name and date of briefing.

1.4.2 NCL Procedure

Upon receipt of a request to activate either gliding areas, as detailed above, ATCOs are to issue a CAS crossing clearance or instruct the aircraft to remain outside CAS, as appropriate.

1.4.2.1 Teesside Notification

The Radar ATCO is to inform Teesside Approach when either area is about to become active.

The maximum level of the glider shall be passed as part of this message.

When the glider has vacated CAS Teesside Approach should be informed.

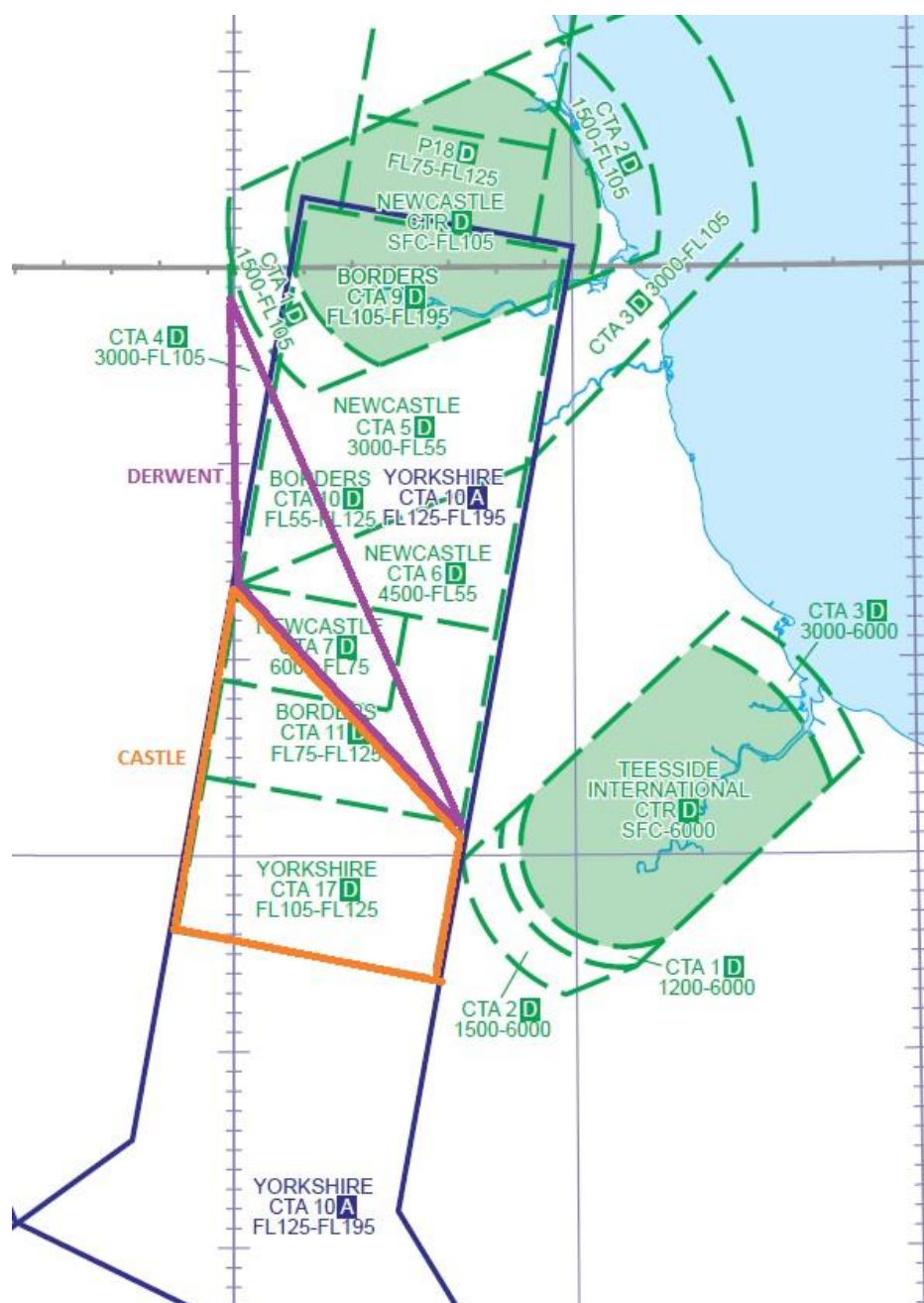
1.4.2.2 Records

The Radar ATCO is to record any activation of the gliding areas in the ATC Watch Log.

1.5 Future Airspace Development

Nothing in this LOA shall compromise or hinder the possible development of procedures adjacent to or within the airspace designated for glider crossing, as shown on the chart at 1.6 below.

1.6 Pictorial Definition of Castle and Derwent Gliding Areas



Signed 

Name **Liam Donkin** Title **Manager Air Traffic** Date **06/02/2021**

Newcastle International Airport Ltd (Air Traffic Services)

Signed 

Name- Stratten Title - CEO Date – 8 Feb 21

British Gliding Association

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