



Memorandum of Understanding

Between

Cambridge International
Airport

And

Cambridge Gliding Club

Memorandum of Understanding

Between

(1) Cambridge International Airport

The Airport, Newmarket Road, Cambridge, Cambridgeshire, CB5 8RX

operated by

Marshall ADG

And

(2) Cambridge Gliding Club

Gransden Lodge Airfield, Longstowe Rd, Little Gransden, Sandy, SG19 3EB

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

1 GENERAL

- 1.1 The purpose of this Memorandum of Understanding is to define the procedures to be applied between Cambridge Air Traffic Control and Cambridge Gliding Club, as set out in the procedures within Annex A of this Memorandum of Understanding.
- 1.2 The signatories to this Memorandum are accountable for ensuring that the obligations set out by the Procedures in this Memorandum of Understanding are met in full.

2 DESCRIPTION OF AIRSPACE

- 2.1 Both sites are situated in very busy Class G Airspace where there are often high energy aircraft manoeuvres being carried out alongside commercial airline operations, glider flying and gliding competitions. Many gliders from places other than Gransden Lodge transit the area due in part to the funnelling effects of ATZs and Controlled Airspace. There have been Airprox events between commercial aircraft and gliders near both Cambridge Airport and Gransden Lodge.

3 PROCEDURES

- 3.1 The procedures to be applied between Cambridge ATC and Cambridge Gliding Club are detailed in the Annexes to this Memorandum of Understanding:

Annex A: Procedures

Annex B: Telephone Communications

Annex C: Abbreviations and Definitions

Annex D: Checklist

4 OPERATIONAL STATUS

- 4.1 All parties shall keep each other advised of any changes to operational facilities or any other matters which may affect the procedures specified in this Memorandum of Understanding.

5 REVISIONS

- 5.1 Any revision to the Memorandum of Understanding, excluding the Appendix and Annexes, requires the mutual written consent of the Memorandum of Understanding signatories or the successor to their position/roles.
- 5.2 Any revision to the Annexes of the Memorandum of Understanding requires the mutual written consent of the designated representatives of the signatories.

6 DEVIATIONS

- 6.1 When necessary the appropriate Operational Supervisor(s) and responsible representative of the Airspace User may introduce, by mutual agreement, temporary modifications to the procedures laid down in the Annexes to the Memorandum of Understanding for a specific time period within the existing term of this Memorandum of Understanding.
- 6.2 Instances may arise where incidental deviations from the procedures specified in the Annexes to this Memorandum of Understanding may become necessary. Under these circumstances air traffic controllers are expected to exercise their best judgement to ensure the safety and efficiency of air traffic.

7 CANCELLATION

- 7.1 Cancellation of this Memorandum of Understanding by one of the Signatories (or their successors) is possible at any time in relation to ongoing and significant safety related matters which have not been remedied following consultation between the signatories. Should one party wish to cancel the Memorandum of Understanding then they shall provide at least 30 days' notice of cancellation.

8 INTERPRETATION AND SETTLEMENT OF DISPUTES

- 8.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present Memorandum of Understanding or in case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to them all.
- 8.2 Should no agreement be reached, each of the parties may refer such dispute to the CAA for determination.

9 REQUESTING A RENEWAL OF THE MEMORANDUM OF UNDERSTANDING

- 9.1 It is the responsibility of Cambridge International Airport to seek Cambridge Gliding Club's agreement to any renewal or replacement of this Memorandum of Understanding.
- 9.2 Where Cambridge International Airport wishes to enter into a renewal or replacement Memorandum of Understanding with Cambridge Gliding Club then Cambridge International Airport will send a written request to do so to the Cambridge Gliding Club no later than three (3) months prior to the end date of this Memorandum of Understanding.
- 9.3 A review of the Memorandum of Understanding may be requested by any of the Signatories and at any time however Cambridge ATC and Cambridge Gliding club shall endeavour to meet annually to review the procedures contained in Annex A.

SIGNED M.

Name: Alex Foster
Position/Role: M.A.T.S.
Unit: Cambridge Airport ATC
DATE: 2nd January 2020

SIGNED Richard Brickwood

Name: Richard Brickwood
Position/Role: Chairman
Organisation: Cambridge Gliding Club
DATE: 2nd January 2020

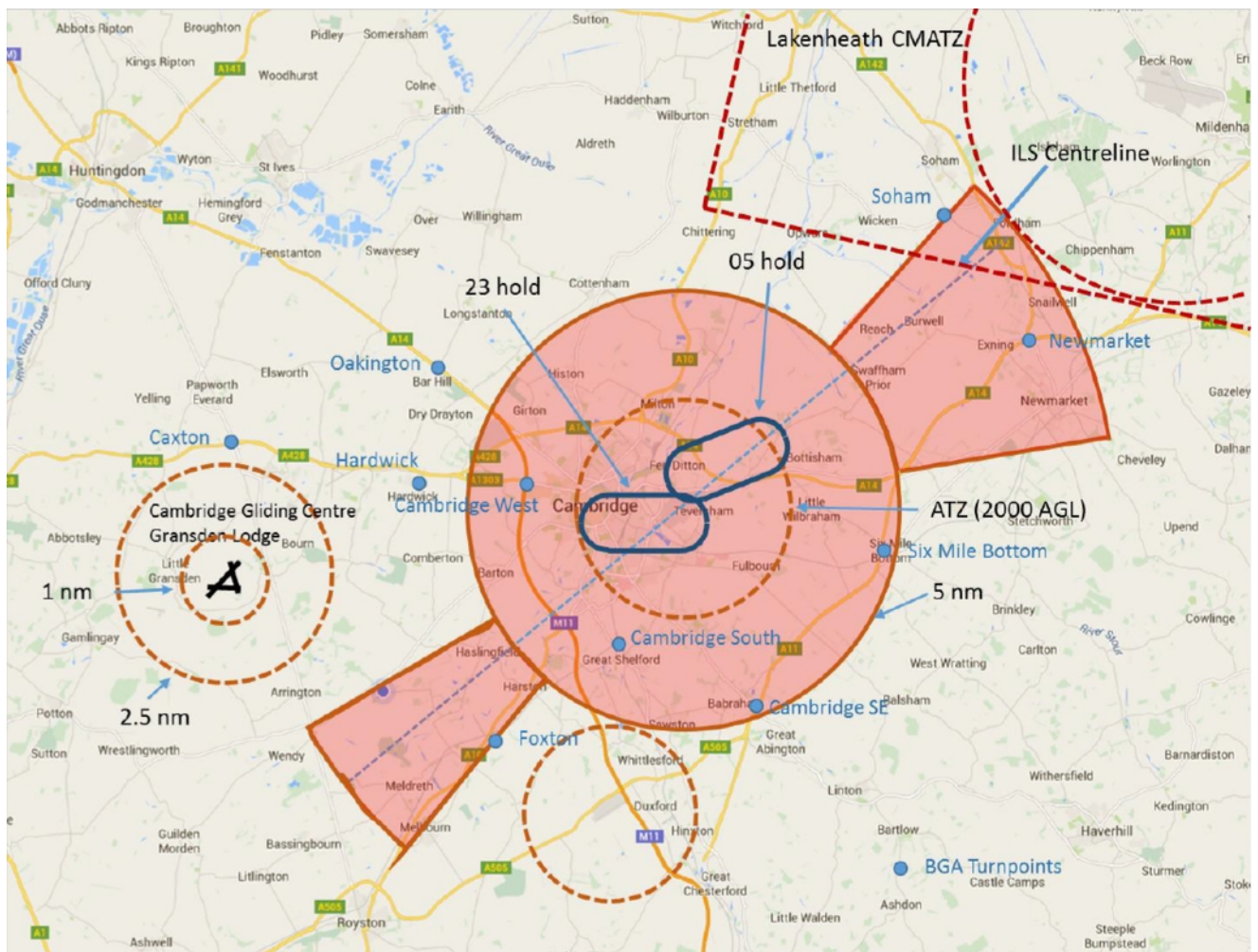
ANNEX A

Procedures

A.1 Map of the Airspace

A.1.1

521557N 0001606E - 521937N 0002139E thence clockwise by the arc of a circle radius 10 NM centred on 521218N 0001030E to 521351N 0002635E - 521304N 0001834E thence clockwise by the arc of a circle radius 5 NM centred on 521218N 0001030E to 520827N 0000521E - 520434N 0000011E thence clockwise by the arc of a circle radius 10 NM centred on 521218N 0001030E to 520717N 0000337W - 520948N 0000327E thence clockwise by the arc of a circle radius 5 NM centred on 521218N 0001030E to 521557N 0001606E
Upper limit: FL100 Lower limit: SFC



A.2 Procedures

A.2.1 The purpose of the document is to enable the airspace surrounding both sites to be shared between the parties in a manner that will reduce the risk of an aircraft incident or accident to as low as is reasonably practicable. The following procedures apply to daytime operations only.

It should be noted that intense gliding activity can be expected within a 2.5nm radius of Gransden Lodge itself as gliders often soar local to the airfield.

Cambridge Gliding Club operate 7 days a week April — October with staff employed Mon — Fri during these times. Outside these times staffing is on a voluntary part time basis.

Agreed actions by Cambridge Airport ATC Unit

- Cambridge ATC will endeavour to inform all Cambridge based operators of the activity to be expected at Gransden Lodge and in the local area.
- Brief details of known concentrations of gliders in the airspace immediately surrounding Cambridge Airport will be included in the ATIS message.
- Cambridge ATC will ensure that Gransden Lodge's position is published on Cambridge Instrument Approach Charts along with a warning of "Intense Gliding activity at Gransden Lodge, winch cable launching to altitude 3300ft".
- Controllers should whenever practicable avoid routing any flight within 2.5nm of Gransden Lodge below 4000ft AMSL.
- To reduce the risk of aircraft encountering winching gliders and associated cables, and notwithstanding the above and the level of service provision, all inbound aircraft receiving radar vectors from Cambridge shall be vectored to avoid Gransden Lodge by either 1.0NM or 4000ft AMSL.
- When Cambridge Radar is not operating, aircraft inbound to Cambridge IFR from the West (QTE 250-275 degrees) will not be descended below 4000ft AMSL until less than 10 DME from the CAM unless Essex Radar is able to confirm that the aircraft is laterally clear of the Gransden Lodge 1.0NM avoid. Aircraft wishing to make a straight in Instrument Approach to Runway 05 (including visual approach) shall be advised to "avoid overflying Gransden Lodge Gliding site below 4000 feet" unless it is clear that the aircraft has no possibility of getting within 1.0NM of Gransden Lodge.

Agreed actions by Cambridge Gliding Club

- If a formal competition at Gransden Lodge is likely to affect Cambridge Airport, a member of the gliding club will inform Cambridge ATC of the dates, expected times and number of gliders involved in so much as is reasonably practicable, and to agree any special arrangements required.

Cambridge Gliding Club will encourage pilots flying from the site to do the following:

- To endeavour to contact Cambridge Approach on VHF channel 120.965 when operating within 5NM of Cambridge Airport and within the approach and climb out areas as illustrated in Annex A, A.1.

- To endeavour to avoid the instrument holding patterns outlined in blue shown in Annex A, A.1 and if unable to do so to inform Cambridge Approach on VHF channel 120.965.
- On flying days, Cambridge Gliding Club will endeavour to contact Cambridge ATC and exchange details of likely activity at both airfields.

Cambridge Gliding Club will endeavour to brief visiting glider pilots of the contents of this Memorandum of Understanding, and where possible relay the key points to other clubs' glider pilots.

A.3 Radio Failure

A.3.1 Not applicable

A.4 Emergencies

A.4.1 When made aware that a glider needs to make an emergency landing at Cambridge Airport, Cambridge ATC will provide priority and offer assistance as they would to any other aircraft in an emergency situation.

ANNEX B

Telephone Communications

Organisation	Telephone Numbers
Cambridge ATC	01223 293737
Cambridge Gliding Club	01767 677077

ANNEX C

Acronyms and Definitions

AMSL	Above Mean Sea Level
ATC	Air Traffic Control
ATZ	Aerodrome Traffic Zone
CAA	Civil Aviation Authority
DME	Distance Measuring Equipment
IFR	Instrument Flight Rules
NM	Nautical Miles
VHF	Very High Frequency

ANNEX D

Checklist

Section	Effective Date
Front Part	2nd January 2020
Annex A	2nd January 2020
Annex B	2nd January 2020
Annex C	2nd January 2020
Annex D	2nd January 2020

