

LETTER OF AGREEMENT BETWEEN CAMBRIDGE AIRPORT ATC AND CAMBRIDGE GLIDING CLUB

This document is a Letter of Agreement between Cambridge Airport's ATC and Cambridge Gliding Club, operating from Gransden Lodge Airfield (later referred to as Gransden Lodge). 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.

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.

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.

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 4000'.

When Cambridge Radar is not operating, aircraft inbound to Cambridge IFR from the west (QTE 250-275 degrees) will not be descended below 4000 feet AMSL until less than 10 DME from the CAM unless Essex Radar are 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.

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.

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 frequency 123.600 when operating within 5nm of Cambridge Airport and within the approach and climb out areas as illustrated in Figure 1.

To endeavour to avoid the instrument holding patterns outlined in blue shown in Figure 1 and on the instrument approach charts attached and if unable to do so to inform Cambridge Approach on frequency 123.600.

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

Representatives from Cambridge Gliding Club and Cambridge ATC will endeavour to meet annually, where the content of this Letter of Agreement will be reviewed and amended where necessary, with the agreement of both parties. The agreement can be terminated by either party giving 30 days’ notice in writing.

Parties to the agreement

Signed:

Name: Paul Ruskin

Title: Chairman

Cambridge Gliding Club

Signed:

Name: Karen Fulton

Title: Manager ATS

Cambridge Airport ATC

Date: 15th December 2015

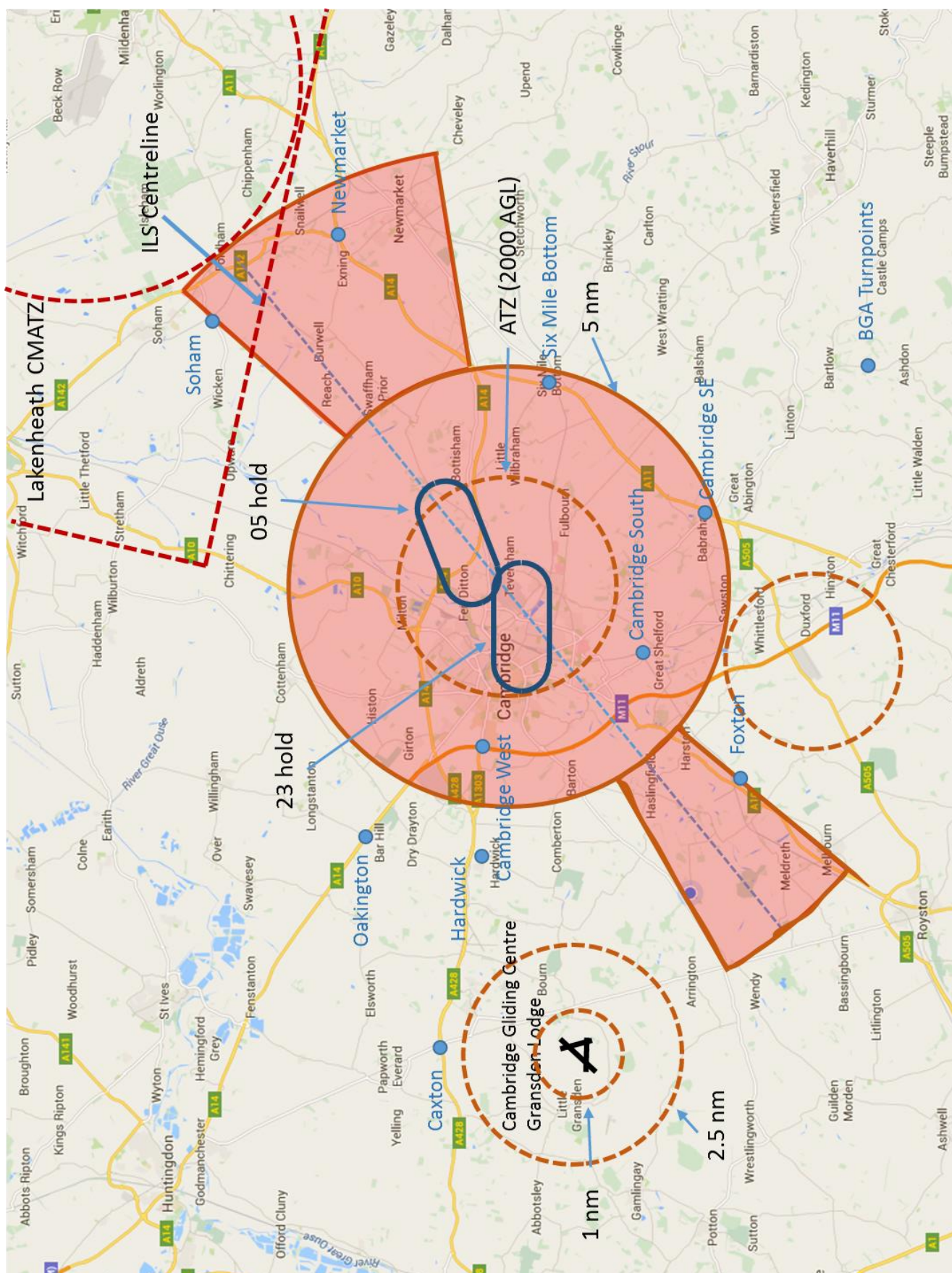
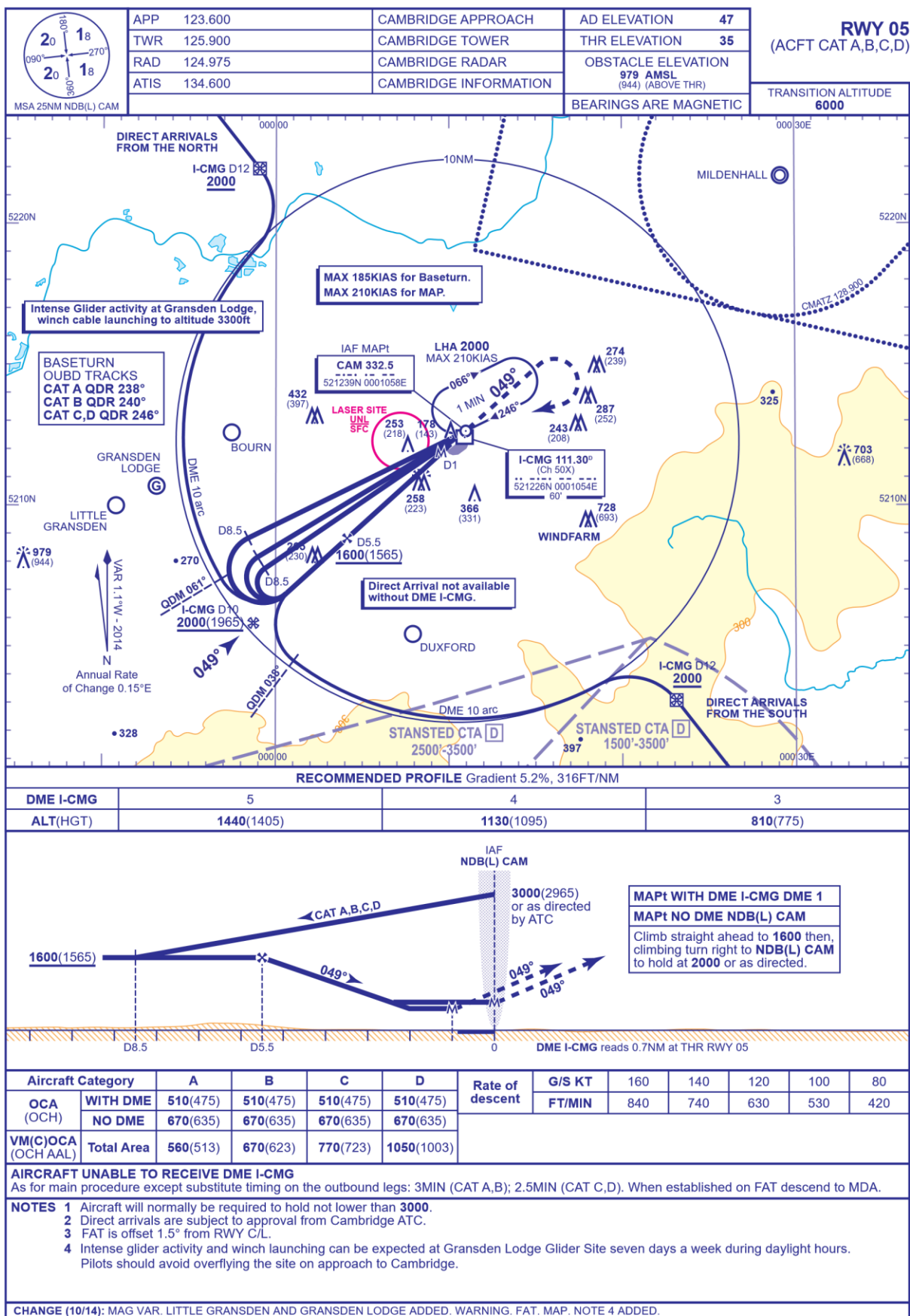


Figure 1



AERO INFO DATE 9 JUL 14