

Letter of Agreement

Between

NATS (En Route) PLC ("*NATS*")

And

The Derbyshire & Lancashire Gliding Club (DLGC)



NATS

Effective Date: 12/06/2023
Review Date: 12/06/2027

NATS - PRIVATE

LETTER OF AGREEMENT

between

(1) NATS (En Route) PLC ("NATS")

4000 Parkway, Whiteley, Fareham, Hampshire PO15 7FL

Operating

Scottish Control (Prestwick) ("NATS Unit")

Prestwick Centre, Fresson Avenue, Prestwick, Ayrshire, KA9 2GX

And

(2) The Derbyshire & Lancashire Gliding Club (DLGC) ("Airspace User")

Camphill, Great Hucklow, Near Tideswell, Derbyshire, SK17 8RQ

affiliated to

The British Gliding Association (BGA)

8 Merus Court, Meridian Business Park, Leicester LE19 1RJ

And

Together referred to as **"the Parties"**.

Effective Date: 12/06/2023

1 General

- 1.1 The purpose of this Letter of Agreement is to define the procedures to be applied between the Parties within the airspace as set out within Section 2 of this Agreement.
- 1.2 This Letter of Agreement permits the Airspace User operating VFR to fly within the airspace as set out within Section 2 of this Agreement.
- 1.3 Access to the Airspace is granted to the Airspace User by NATS as the designated authority responsible for the airspace detailed in this Agreement, on the terms set out in this Letter of Agreement.
- 1.4 The signatories to this Agreement are accountable for ensuring that the obligations set out by the Procedures in this Agreement are met in full.

- 1.5 This Agreement shall start on the Effective Date and shall be reviewed every 2 years for safety and applicability.
- 1.6 The Civil Aviation Authority has authorised NATS to create and operate such airspace in accordance with this Letter of Agreement, either where segregated airspace in controlled airspace is established or other arrangements are put in place for the purposes of compliance with UK Reg (EU) 923/2012 (SERA 6001). Pilots are required to comply with UK VMC visibility and distance from cloud minima.

2 DESCRIPTION OF AIRSPACE

- 2.1 A map of the Airspace is contained in [ANNEX A](#).

- 2.2 The lateral extent of the Camphill Box area is defined by the following co-ordinates:

A.	532719N	0014617W	-	B.	533017N	0011641W	-
C.	531938N	0011532W	-	D.	532012N	0011840W	-
E.	532110N	0012901W	-	F.	532002.91N	0013042.10W	-
G.	531418.31N	0012448.84W	-	H.	531137N	0013631W	-
A.	532719N	0014617W					

- 2.3 The vertical extent of the Camphill Box area is base of Daventry CTAs 11/12 and Yorkshire CTA 14 to FL100, or to FL190 on request.

- 2.4 The lateral extent of the L975 Crossing area is defined by the following co-ordinates:

A.	533835N	0013503W	-	B.	534007N	0011937W	-
C.	534626.98N	0011937.00W	-	D.	534308.41N	0011615.09W	-
E.	534127.82N	0010357.97W	-	F.	533059N	0010932W	-
G.	532845N	0013215W	-	A.	533835N	0013503W	

- 2.5 The vertical extent of L975 Crossing area is base of Yorkshire CTAs 10/11/12 to FL120, or to FL190 on request.

- 2.6 Any revision, to the lateral and vertical extent of the segregated airspace described above, including any temporary change, which would have the effect of increasing the lateral and/or vertical extent of the segregated airspace, additionally requires approval by the CAA (Safety and Airspace Regulation Group).

3 PROCEDURES

- 3.1 The procedures to be applied between the Parties, are detailed in the Annexes to this Letter of Agreement:

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 Letter of Agreement.

5 REVISIONS

- 5.1 Any revision to the Letter of Agreement, excluding Annexes, requires the mutual written consent of the Letter of Agreement signatories or the successor to their position/roles and requires the Letter of Agreement to be re-signed.
- 5.2 Any revision to the Annexes of the Letter of Agreement requires the mutual written consent of the designated representatives of the signatories but does not require the Letter of Agreement to be re-signed.

6 DEVIATIONS

- 6.1 When necessary the appropriate Operational Supervisor(s) of the parties or responsible representative of the Airspace User may introduce, by mutual agreement, temporary modifications to the procedures laid down in the Annexes to the Letter of Agreement for a specific time period within the existing term of this Letter of Agreement.
- 6.2 Instances may arise where incidental deviations from the procedures specified in the Annexes to this Letter of Agreement 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 Letter of Agreement 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 within a reasonable period following regular consultation between the signatories.

8 INTERPRETATION AND SETTLEMENT OF DISPUTES

- 8.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present Letter of Agreement 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 shall refer such dispute to the CAA for determination.

9 REQUESTING AN AMENDMENT TO THE LETTER OF AGREEMENT

- 9.1 It is the responsibility of the Airspace User to seek agreement from NATS to any amendment of this Letter of Agreement.
- 9.2 Where one of the parties wishes to amend the Letter of Agreement then they will send a written request to the other party no later than 3 months prior to the proposed amendment date.

10 REVIEWING THE LETTER OF AGREEMENT

- 10.1 It is the responsibility of all parties to review this Letter of Agreement at least every 2 years.
- 10.2 A review of the Letter of Agreement may be requested by any of the signatories and at any time.
- 10.3 When changes are made to the Letter of Agreement, the appropriate footer of either the main body or Annex affected will be updated. In addition, ANNEX D shall be updated to reflect the changes.

Scottish-BGA-DLGC LoA
SIGNATURE PAGE

SIGNED	
Name: Paul Peers Position/Role: General Manager Unit: Scottish Control (Prestwick) NATS (En Route) PLC DATE:	

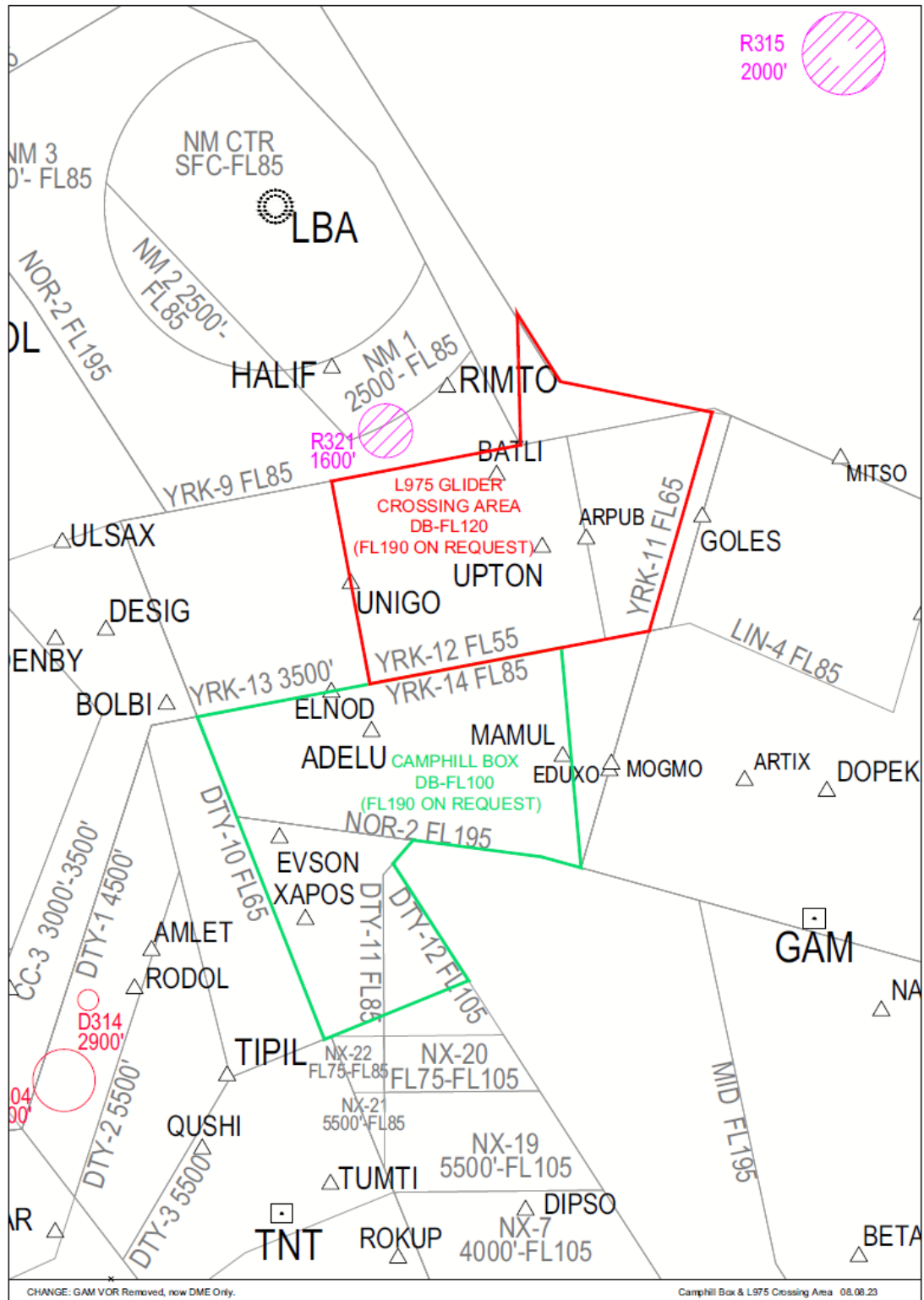
SIGNED	
Name: John McKenzie Position/Role: Chief Flying Instructor Unit: Derbyshire & Lancashire Gliding Club DATE:	

SIGNED	
Name: Pete Stratten Position/Role: CEO Organisation: British Gliding Association DATE:	

PROCEDURES

Effective: 12/03/2025

A.1 Map of the Airspace



A.2 Procedures

A.2.1 Eligibility & Obligations

- A.2.1.1 Pilots using the procedures in this LoA are to be members of the DLGC (a member of the BGA) and flying from the DLGC site at Camphill.
- A.2.1.2 Failure of a party or individual to comply with the conditions specified in the LoA may result in the withdrawal of the privileges of the LoA from that party or individual.

A.2.2 Activation and Operation

A.2.2.1 General

- A.2.2.1.1 The Camphill Box/L975 Crossing Area may be activated daily between 10:00 Local and sunset.
- A.2.2.1.2 During activation, the classification of controlled airspace remains Class A.
- A.2.2.1.3 Sunset times to be determined by the PC Operations Supervisor in accordance with times designated for Carlisle, as per UK AIP GEN section.
- A.2.2.1.4 Scottish Control (Prestwick) shall provide standard separation between all other airspace users which are operating as (GAT) within the associated airways and the active gliding box/crossing area, i.e. 5nm horizontal or 1000ft vertically above the highest activated level.
- A.2.2.1.5 During notified activity times, Swanwick (Mil) will avoid the Camphill Gliding Area by 5nm/1000ft when operating autonomously and should be aware that any requested cleared flight paths will be issued by PC controllers at levels and on routes to avoid the Camphill Gliding Area.
- A.2.2.1.6 Glider pilots operating within the areas are responsible for providing their own separation from other gliders operating in relevant airspace.
- A.2.2.1.7 Where a specific ATC clearance is required, i.e. above FL100 in the Camphill Box and/or the L975 Crossing Area, Scottish Control (Prestwick) will pass information on known gliders already operating within that area.

A.2.2.2 Camphill Box

- A.2.2.2.1 DLGC shall contact the PC Ops Supervisor by telephone requesting the use of the Camphill Box, at least 30 minutes prior to the requested activation time.
- A.2.2.2.2 The PC Operations Supervisor is required to notify, East Midlands, Leeds and Manchester Airports of the times and levels prior to granting approval. Subject to this, approval may be granted immediately or a time stated when glider entry is acceptable subject to traffic and controller workload at the time.
- A.2.2.2.3 Additionally, the PC Ops Supervisor shall notify the Swanwick (Mil) West Supervisor (who will notify the Swanwick (Mil) East Supervisor) when the Camphill Gliding Area is active. The notification shall include the activity times and upper limit of the activity. If the upper limit changes during the notified activity period, the GS North shall update the Swanwick (Mil) West Supervisor (who will notify the Swanwick (Mil) East Supervisor).
- A.2.2.2.4 Approval shall not be granted when particular types of Non-Standard, Non-Deviating, Unusual, or Royal Flights are operating or at times of intense traffic levels. Additionally, approval shall not be granted when an emergency situation exists or when it is known that the airspace may be needed for an aircraft in emergency in the affected airspace. The reason for refusal should be passed to the DLGC (except Royal Flights).

- A.2.2.2.5 The Leeds DOPEK and LAMIX SIDs are not laterally separated by 5nm from the Camphill Box. When the Box is activated the PC North Planner is to issue Take Off Subject Radar and provide a tactical routing to any Leeds DOPEK and LAMIX SIDs to remain 5nm separated from the Camphill Box.
- A.2.2.2.6 Whilst in the Camphill Box at or below FL100, gliders are to monitor the gliding frequency 124.965MHz.
- A.2.2.2.7 Requests to operate up to FL190 may be approved as determined by Scottish Control (Prestwick) in accordance with the traffic situation at the time. If a glider pilot wishes to operate up to FL190 in the Camphill Box, the pilot must first call Scottish Control on 133.800MHz to request a specific ATC clearance before climbing above FL100.
- A.2.2.2.8 The glider callsign is to be preceded by the word 'glider' when requesting an ATC clearance.
- A.2.2.2.9 Whilst in the Camphill Box above FL100, the glider pilot shall continuously monitor the Scottish Control frequency 133.800MHz and report when finally descending through FL100. Following an acknowledgement from Scottish Control, the glider pilot is to revert back to the gliding frequency 124.965MHz.
- A.2.2.2.10 DLGC is to inform the PC Operations Supervisor when all gliders have vacated the Camphill Box. The airspace will then be returned for use by GAT traffic. The PC Ops Supervisor shall notify Swanwick (Mil) West Supervisor and, Leeds, East Midlands and Manchester Airports.

A.2.2.3 L975 Crossing Area

- A.2.2.3.1 Gliders wishing to transit the crossing area shall request activation by contacting Scottish Control on 133.800MHz at least 5 minutes prior to the requested activation as follows:

"Scottish Control, Glider (callsign) request activation of L975 crossing area. Estimating (entry area) in 5 minutes at time (UTC). Crossing duration (estimated crossing time in minutes)".

e.g. "Scottish Control, Glider Delta Alpha Papa request activation of the L975 crossing area. Estimating southern edge in 5 minutes at 12:15 UTC. Crossing duration 15 minutes".

- A.2.2.3.2 Scottish Control shall acknowledge the request as follows:

"Glider (callsign), Scottish Control, Roger, remain outside Controlled Airspace, time check..."

Or

"Glider (callsign), Scottish Control, unable to provide crossing clearance due traffic. Remain outside Controlled Airspace, time check...Recall in 10 minutes."

- A.2.2.3.3 Requests to operate up to FL190 may be approved as determined by Scottish Control (Prestwick) in accordance with the traffic situation at the time, which may then allow entry to the portion of Yorkshire CTA 10 to the north of UPTON within the airspace defined in paragraph 2.3.
- A.2.2.3.4 All references to the glider's position shall be in relation to UPTON.
- A.2.2.3.5 When the glider is in a position to enter the crossing area, the glider pilot shall request clearance to cross Airway L975:

"Scottish Control, Glider (callsign) request crossing clearance Airway L975."

- A.2.2.3.6 Scottish Control shall confirm activation taking into account air traffic and other circumstances as follows:

"Glider (callsign), Scottish Control clear to cross Airway L975, not above FL100 (up to FL190), report entering and leaving".

A.2.2.3.7 The glider pilot shall read back the ATC clearance issued and then shall report entering the crossing area as follows:

"Scottish Control, Glider (callsign) entering L975, not above FL100".

A.2.2.3.8 Scottish Control shall acknowledge the pilot's transmission. If no acknowledgement is received from Scottish Control, the glider pilot shall leave the area by the most expeditious means possible and remain clear of Controlled Airspace.

A.2.2.3.9 A maximum of three gliders only will be permitted within the crossing area at any one time, however, any ATC clearance to transit the crossing area is for that specific glider only.

A.2.2.3.10 Approval shall not be granted when:

- A Royal Flight exists or is pending in L975/Y70 (east of the MTMA).
- An emergency situation exists.
- When it is known that the airspace may be needed for an aircraft in emergency.
- When traffic density and/or complexity precludes issuing a clearance.
- When military operations preclude it.
- Any times that Leeds Airport are non-radar or runway 32 and SSR only, except with the agreement of Leeds Approach.

The reason for refusal should be passed to the glider pilot (except Royal Flights).

A.3 Radio Telephony

A.3.1 Pilots intending to operate above FL100 in the Camphill Box or the L975 Crossing Area, using the procedures in this LoA, must hold a valid Radio Telephony (RTF) operator's licence and the glider must be equipped with radio equipment which is capable of continuous RTF reception and transmission with Scottish Control on 133.800MHz, or when assigned, 135.715MHz, (119.530MHz, 134.430MHz exceptionally) as necessary.

A.3.2 Pilots operating in the Camphill Box below FL100 must carry a serviceable radio and maintain a listening watch on the Camphill gliding frequency 124.965MHz. Pilots are not required to hold a valid RTF operator's licence.

A.4 Radio Failure

A.4.1 Pilots in receipt of an ATC clearance to enter the crossing area and who experience actual or suspected Radio Failure shall not enter any of the areas.

A.4.2 Pilots in receipt of a clearance to enter the Camphill Box above FL100 or the L975 Crossing Area must report entering. However, if no acknowledgement by Scottish Control of the glider entry call is obtained by the glider pilot, and after further attempt to contact Scottish Control has been unsuccessful, the pilot shall vacate the area.

A.4.3 Not less than 10 minutes after the expected entry time and provided that attempts have been made by Scottish Control to contact the pilot, Scottish Control shall deem that the area has not been activated.

A.4.4 Pilots operating within the areas who experience actual or suspected Radio Failure shall ensure that they have vacated controlled airspace at the earliest opportunity. In the case of the L975 Crossing Area, Scottish Control (Prestwick) shall deem the relevant crossing area vacated based on the time stated by the glider pilot on entering, plus the estimated crossing time which was passed to Scottish Control (Prestwick), plus 10 minutes. Example: glider reported entering at 1215 (UTC), duration 15 minutes, plus 10 minutes therefore area deemed vacated at 1240 UTC.

- A.4.5 Pilots should report any RTF failure as soon as possible to the PC Ops Supervisor, either direct or via the DLGC or, if this is not practicable, then immediately after landing. Scottish Control (Prestwick) shall not take any Alerting Action in respect of gliders suffering communications difficulties unless information is received which indicates that action is required. Alerting Action responsibility shall be undertaken by the DLGC.

A.5 Emergencies

- A.5.1 In emergency situations, a glider pilot may be asked to leave the Crossing Area 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.
- A.5.2 In the event that it is not possible to vacate the airspace in the time required by Scottish Control (Prestwick), the controller may request position and level information from the glider pilot to enable essential traffic information to be passed to both parties.
- A.5.3 In the event of unusual traffic situations or emergencies the PC Ops Supervisor may contact the DLGC to request the Camphill Box be vacated by all gliders and returned for use by GAT. The DLGC will advise the PC Ops Supervisor once the area has been vacated by all gliders.

ANNEX B
TELEPHONE COMMUNICATIONS

Effective: 12/06/2023

ORGANISATION	TELEPHONE NUMBER/S
PC Operations Supervisor	01294 655 300
PC Operations Supervisor (alternative number)	01294 655 301
DLGC Office	01298 871270
DLGC Launch Point	01298 405019
DLGC Clubhouse	01298 871207
DLGC CFI	cfi@dlgc.org.uk

ANNEX C

ACRONYMS AND DEFINITIONS

Effective: 12/06/2023

ACRONYM	DEFINITION
BGA	British Gliding Association
CAA	Civil Aviation Authority
CFI	Chief Flying Instructor
DLGC	Derbyshire & Lancashire Gliding Club
GAT	General Air Traffic All flights conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation. <i>Note. GAT can include military flights for which ICAO rules and procedures satisfy entirely their operational requirements.</i>
SERA	Standardised European Rules of the Air
VFR	Visual Flight Rules

ANNEX D
CHECKLIST

Effective: 12/03/2025

SECTION	EFFECTIVE DATE	REVIEW DUE BY
Front Part	12/06/2023	12/06/2027
Annex A	12/03/2025	12/06/2027
Annex B	12/06/2023	12/06/2027
Annex C	12/06/2023	12/06/2027
Annex D	12/03/2025	12/06/2027

DATE	DETAILS OF CHANGE
12/03/2025	2 year review – Map in Annex A.1 updated.



NATS