

LETTER OF AGREEMENT

Between

NATS (En Route) plc,
Scottish Area Control
(Prestwick)

NATS (Services) Ltd,
Edinburgh ATC

NATS (Services) Ltd,
Glasgow ATC

and

BRITISH GLIDING
ASSOCIATION (BGA)

RELATING TO

**Procedures to Permit Glider Operations in the Edinburgh and Glasgow CTA,
and the Scottish TMA, within airspace of defined dimensions as notified
within this LOA.**

Effective: 04 May 2012

1 GENERAL

1.1 Purpose.

The purpose of this Letter of Agreement (LoA) is to define procedures which will permit Air Traffic Controllers at each of NATS (En Route) plc, [i.e. Scottish Area Control Centre (Prestwick)] and NATS (Services) Ltd [i.e. NATS Edinburgh and NATS Glasgow], hereby referred to as Prestwick Centre (PC), Edinburgh (EGPH) and Glasgow (EGPF), respectively, to allow glider traffic operating under the provisions of this LoA access to specified Class D Controlled Airspace as defined in Paragraph 2.

2 Description of Airspace

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

Sections of the Edinburgh CTA, Glasgow CTA, and Scottish TMA will be made available to the British Gliding Association (BGA) subject to the conditions laid down in this LoA.

This area of airspace for agreed use by the BGA is contained within Class D airspace and will be known as the Scottish TMA Gliding Corridor (STGC), with lateral and vertical limits of the STGC as follows (see Appendix 1):

<u>Lateral Limits</u> (5nm wide):	N5607.01	W00341.20
	N5556.47	W00347.09
	N5549.39	W00347.06
	N5538.31	W00329.14
	N5537.36	W00339.40
	N5547.42	W00355.57
	N5557.33	W00356.03
	N5607.01	W00350.42
	N5607.01	W00341.20

Additionally, the STGC is split into 3 distinct areas, with the lateral and vertical limits defined according to the following boundary lines;

Line 'A' (from West to East);

N5607.01 W00350.42 – N5607.01 W00346.01 – N5607.01 W00341.2

Line 'B' (from West to East);

N5557.33 W 00356.03 – N5557.10 W00351.36 – N5556.47 W00347.09

Line 'C' (from West to East);

N5547.42 W00355.57 – N5548.41 W00351.31 – N5549.39 W00347.06

Line 'D' (from West to East);

N5537.36 W00339.40 – N5538.40 W00334.27 – N5538.31 W00329.14

Vertical Limits:

Between Line 'A' and Line 'C' (see above) – Base of controlled airspace up to 4,000ft altitude.

Between Line 'C' and Line 'D' (see above) – Base of controlled airspace up to 5,000ft altitude.

- 2.2 This LoA does not exclude GAT, flying in accordance with the Visual Flight Rules and in receipt of an ATC clearance, from operating in this part of the Scottish TMA and Edinburgh/Glasgow TMA below 6,000 ft amsl.

3 Airspace classification

The airspace retains its Classification as detailed in the UK Aeronautical Information Publication.

4 Procedures

- 4.1 The procedures to be applied by the BGA/Portmoak and Prestwick Centre (PC), Edinburgh (EGPH) and Glasgow (EGPF) are detailed in the Annexes to this Letter of Agreement:

Annex A: Pilot Responsibilities and General Conditions

Annex B: Activation/De-activation and Operation of Area

Annex C: Emergency Procedures

Annex D: Contact Details

5 Revisions and Deviations

5.1 Revision of the Letter of Agreement.

The revision of this Letter of Agreement, excluding Appendices and Annexes, requires the mutual consent of the signatory authorities.

5.2 Revision of the Appendices and Annexes to the Letter of Agreement.

The revision of Appendices and Annexes to this Letter of Agreement requires the mutual consent of the authorities designated by the respective signatory approving authorities.

5.3 Temporary Deviations.

When necessary, the NATS Edinburgh duty Watch Manager may introduce, by mutual agreement and for a specified time period, temporary modifications to the procedures laid down in the Annexes to the present Letter of Agreement.

Such modifications must be mutually agreed between all parties to this LoA.

5.4 Incidental Deviations.

Instances may arise where deviations from the procedures specified in the Annexes to this Letter of Agreement may become necessary due to an incident such as an aircraft emergency. Under these circumstances where discussions prior to the decision being made would not be appropriate, Air Traffic Controllers are expected to exercise their best judgement to ensure the safety and efficiency of air traffic.

6 Parties to the Agreement

6.1 For the avoidance of doubt it is hereby declared that the parties to this LoA are NATS (En Route) plc, [represented by Scottish Area Control Centre (Prestwick)], NATS (Services) Ltd [represented by NATS Edinburgh and NATS Glasgow], and the British Gliding Association.

6.2 NATS Edinburgh shall be controlling authority for the STGC.

7 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 each 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.

8 Cancellation

Cancellation of this LoA by either party is possible at any time, provided that the cancelling party declares its intention to cancel the LoA with the other parties giving a minimum of 3 months notice.

The procedure detailed in Paragraph 7 shall be followed and until such time as a decision is made, this LoA will remain extant.

9 Validity

9.1 This LoA shall be effective from 4th May 2012 and is binding upon all parties. It shall be reviewed annually before 31st December each year.

9.2 This LoA cancels all previous glider agreements with NATS Edinburgh, namely 'LoA 7'.

SIGNED:

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DATE:

P Lamb
Operations Director (Prestwick)
NATS Prestwick
NATS (En Route) plc

SIGNED:

.....

DATE:

T West
General Manager
NATS Glasgow

SIGNED:

.....

DATE:

J Williams
on behalf of Portmoak and the British
Gliding Association.

SIGNED:

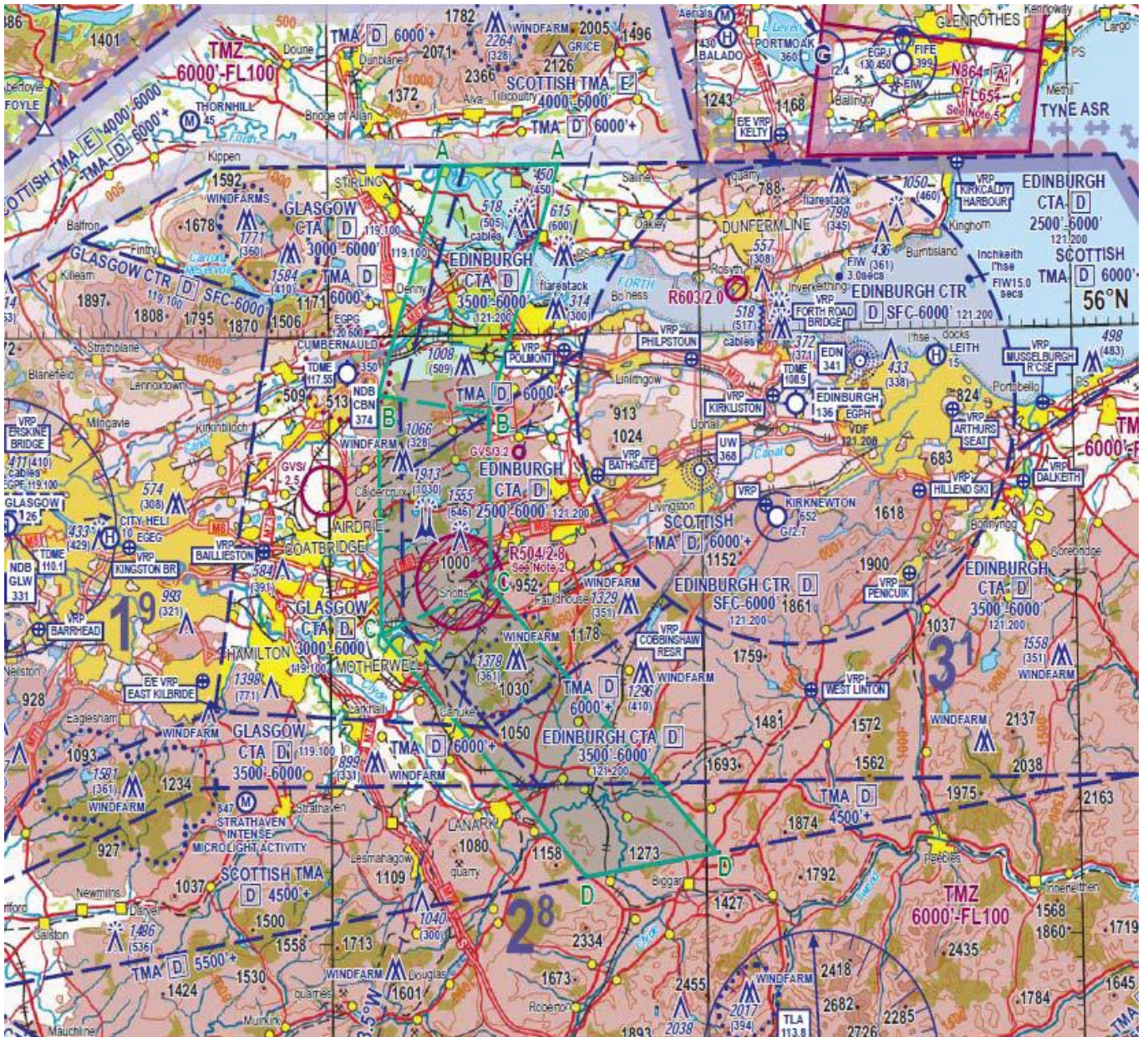
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DATE:

P Healey
General Manager
NATS Edinburgh

Appendix 1

Scottish TMA Gliding Corridor (STGC)



ANNEX A

PILOT RESPONSIBILITIES and GENERAL CONDITIONS

Effective: 04 May 2012

A.1 Eligibility & Obligations

- A.1.1 Pilots using the procedures in this LoA are to be members of BGA affiliated clubs.
- A.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.1.3 The BGA is responsible for ensuring that any pilot requesting access to the STGC is fully cognisant of the procedures and requirements within this LoA.

A.2 Pilot Briefing

- A.2.1 In particular, the BGA shall ensure that pilots using the provisions of this LoA are suitably trained and equipped to ensure that their navigation performance allows them to remain within the defined airspace detailed in Paragraph 2 of the LoA.
- A.2.2 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.3 Radio Telephony

- A.3.1 Pilots operating in the STGC must carry a serviceable radio and contact Edinburgh Approach on frequency 121.2MHz prior to corridor entry. Pilots must subsequently maintain a listening watch on the Edinburgh Approach frequency of 121.2MHz whilst within the corridor.
- A.3.2 Glider callsign to be preceded by the word '*glider*'.

A.4 Map of the STGC

- A.4.1 All pilots operating within the STGC must be equipped with a serviceable 'moving map' of the designated area. Additionally, all pilots operating within the STGC must have a paper chart depicting the designated area.

A.5 Transponder

- A.5.1 For all pilots operating below altitude 6,000ft a serviceable transponder is desirable, but not mandatory.
- A.5.2 All pilots in receipt of an ATC clearance to operate at 6,000ft altitude, or above, **MUST be equipped with a serviceable transponder.**

A.6 Clearance and ETAs

- A.6.1 Following agreed activation of the STGC, glider pilots shall request a clearance from Edinburgh Approach (121.2MHz) minimum 5 minutes before their ETA for the STGC boundary.

A7 Position Reports

- A.7.1 Glider pilots shall report passing each of the lines 'A', 'B', 'C', 'D', as notified in paragraph 2 to this agreement and included within Appendix 1.
- A.7.2 On entering the STGC, glider pilots shall state whether routing northbound or southbound.
- A.7.3 On entering the STGC, glider pilots shall report their altitude to Edinburgh ATC.
- A.7.4 The responsibility for avoidance of collisions rests entirely with pilots in accordance with the Rules of the Air.

It is emphasised that this LoA applies only to BGA gliders operating within the STGC and does not apply to powered aircraft.

ANNEX B

ACTIVATION/DE-ACTIVATION AND OPERATION OF AREA

Effective: 04 May 2012

B.1 Activation of the STGC

- B.1.1 The agreement covering the STGC as defined in Paragraph 2 of the LoA allows the British Gliding Association (BGA) to request the use of said airspace in accordance with procedures stated in this document.
- B.1.2 The opportunity to operate in the STGC is available to the BGA on **maximum 10 occasions** during the period **4th May to 30th September 2012**, inclusive, daily from 1000hrs local (earliest) until 2000hrs (local) or sunset at Edinburgh airport, whichever is earlier.
- B.1.3 The activation of the STGC is mutually exclusive from the activation of the Portmoak agreement to activate P600. I.E. the STGC **will not** be active at the same time as the Portmoak delegated airspace (P600). Therefore, such requests should not be made and will not be granted.
- B.1.4 The STGC is contained within the Edinburgh CTA, Glasgow CTA and Scottish TMA and has a normal operating limit of either 4,000ft altitude or 5,000ft altitude – as defined within paragraph 2 of this LoA. During activation the classification of controlled airspace remains Class D.

As per paragraph B.1.16, Edinburgh ATC, Glasgow ATC and Prestwick Centre will make best endeavours to accommodate requests to operate outwith the confines of the STGC, subject to operational requirements (e.g. traffic levels, complexity, emergency, or any other pertinent reason).

Subject to the approval of such a request to operate outwith the confines of the STGC, gliders must operate in accordance with paragraph B.1.15.

For gliders operating outwith the dimensions of the STGC and within Class D airspace, standard rules within Class D airspace will apply.

- B.1.5 Sunset is the time determined by the Edinburgh ATC Watch Manager, based upon Sunset data as notified in UK AIP Gen 2.7.
- B.1.6 The BGA/Portmoak will telephone the Edinburgh ATC Watch Manager to request activation of the STGC and agree a start time. The BGA/Portmoak will also provide the Edinburgh ATC Watch Manager with a BGA/Portmoak contact name and telephone number.
- B.1.7 The Edinburgh ATC Watch Manager shall obtain the agreement of the Glasgow ATC Watch Manager and the PC Operations Supervisor prior to contacting the BGA/Portmoak to confirm/refuse the activation request.
- B.1.8 Once activation of the STGC has been agreed, Portmoak will provide the Edinburgh ATC Watch Manager with the callsign (<glider xxx> and alphanumeric) of known/intended users of the corridor. This list may not necessarily be exhaustive.
- B.1.9 It is not expected that any more than 6 gliders will use the STGC during any day.

- B.1.10 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 or complexity. 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 BGA/Portmoak representative (except Royal Flights).
- B.1.11 Except in the event of an emergency and/or unusual circumstance, IFR aircraft shall not be permitted to enter the STGC.
- B.1.12 VFR traffic is permitted to operate within the STGC. Glider pilots operating within the area are responsible for providing their own separation from other GAT operating in the relevant airspace.
- B.1.13 The BGA/Portmoak will notify the Edinburgh ATC Watch Manager if the airspace is no longer required prior to the agreed de-activation time [time 2000hrs (local) or Edinburgh airport sunset, whichever is earlier].
- B.1.14 The BGA/Portmoak is responsible for ensuring that all glider pilots are notified that the STGC is no longer active, and the airspace has been returned to the use of NATS Edinburgh, NATS Glasgow and Prestwick Centre.
- B.1.15 Gliders operating within the STGC may request to climb above the maximum level of the corridor, or request to leave it laterally. Pilots must call Edinburgh Approach on 121.2MHz with requests to climb above the vertical limits of the corridor, or laterally into the Glasgow CTA, Edinburgh CTA, or Scottish TMA, and a specific ATC clearance received prior to leaving the defined lateral/vertical limits of the STGC. Gliders will require individual ATC clearances and will be required to comply with ATC instructions.
- B.1.16 Edinburgh ATC, Glasgow ATC and Prestwick Centre will make best endeavours to accommodate requests to operate outwith the confines of the STGC, subject to operational requirements.
- B.1.17 Glider callsign to be preceded by the word '*glider*'.

B.2 De-activation of the STGC

- B.2.1 The STGC shall become inactive at either 2000hrs (local) or sunset at Edinburgh Airport, whichever is earlier.
- B.2.2 All gliders should plan to have left the corridor by de-activation time.
- B.2.3 In the event that gliders remain within the dimensions of the STGC following de-activation, procedures within Class D airspace will apply and individual ATC clearances will be required.
- B.2.4 Where the gliding corridor is de-activated prior to 2000hrs (local) or sunset at Edinburgh, whichever is earlier, the Edinburgh ATC Watch Manager shall inform BGA.

B.3 Co-ordination and Correspondence (Record Keeping)

- B.3.1 NATS Edinburgh shall be the controlling authority for the STGC.
- B.3.2 All co-ordination to effect activation/de-activation of the STGC will be arranged between NATS Edinburgh and the BGA/Portmoak.
- B.3.3 NATS Edinburgh and a representative of BGA/Portmoak will keep records of the activations requested, granted or refused to provide the means for analysis of STGC operations.
- B.3.4 Where activation of the corridor is refused, delayed, or cancelled, the reason for the refusal/delay/cancellation shall be recorded.
- B.3.5 NATS Edinburgh shall contact the BGA/Portmoak (airspace@gliding.co.uk) to confirm details of activation dates/times, and to report reasons/date/times of any refusal to activate the STGC.

B.4 MET Conditions

- B.4.1 Following any glider request to Edinburgh ATC, entry to the STGC shall be 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 5km at all times.

ANNEX C

EMERGENCY PROCEDURES

Effective: 04 May 2012

C.1 RADIO FAILURE

- C.1.1 Pilots are required to contact Edinburgh ATC prior to entering the STGC, and subsequently listen out on the Edinburgh Approach frequency of 121.2MHz for any ATC instructions and information.
- C.1.2 Following a radiotelephony clearance from Edinburgh Approach to enter the STGC, or if already operating within the designated area, if a pilot becomes aware that their radio is not functioning correctly, they must immediately leave controlled airspace (if already entered). As soon as possible after landing, the pilot will telephone NATS Edinburgh to confirm that the aircraft has landed safely. Any pilot that is not in receipt of a clearance to enter the designated area must not enter the STGC.

C.2 FORCED LANDING

- C.2.1 If for any reason a glider pilot commits to landing in a field, the pilot will (if time permits) advise NATS Edinburgh on Approach frequency 121.2MHz that the corridor has been vacated and that the glider will be making a landing.
- C.2.2 If time does not permit such a transmission, then the glider pilot will, as soon as possible after landing, telephone the Edinburgh ATC Watch Manager to confirm that a landing has been made.

C.3 EMERGENCIES

- C.3.1 In emergency situations, gliders may be instructed to leave the STGC. Pilots within the designated area should provide Edinburgh Approach with an approximation of the time needed to accomplish this and report to the Edinburgh ATC Watch Manager when vacated.
- C.3.2 In the event that it is not possible to vacate the airspace in the time required by ATC, Edinburgh Approach may request position and level information from the pilot to enable essential traffic information to be passed to both parties.

C.4 ALERTING ACTION

- C.4.1 Edinburgh ATC will not initiate any alerting action for any glider notified to ATC which, for any reason, does not contact ATC.

C.5 DE-ACTIVATION OF CORRIDOR

- C.5.1 Where the gliding corridor is de-activated prior to 2000hrs (local) or sunset at Edinburgh, whichever is earlier, the Edinburgh ATC Watch Manager shall inform BGA.

ANNEX D
CONTACT DETAILS

Effective: 04 May 2012

Name	Number
PC Operations Supervisor	01294 655300
PC DTS (Alternative to Ops Sup)	01294 655301
Edinburgh ATC Watch Manager	0131 333 6204
Edinburgh ATC (alternate numbers)	0131 333 6234/6239
Glasgow ATC Watch Manager	0141 840 8029
BGA, Portmoak (Club House)	01592 840 243
BGA, Portmoak (Office)	01592 840 543
John Williams (Representing the BGA/Portmoak)	07786 730 300