

# ANNEX H

## Welsh Areas

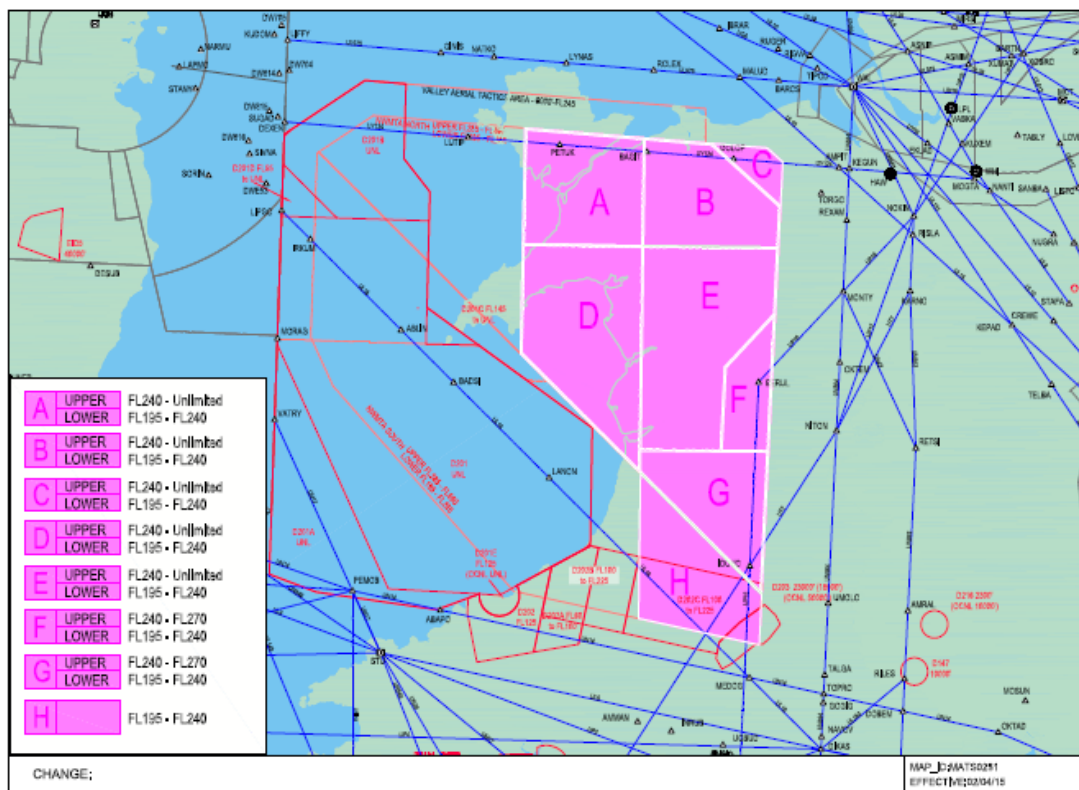
Effective: 29<sup>th</sup> September 2016

### H.1 Description of Airspace

**H.1.1** The defined areas are detailed at LoA 2.15 to 2.29 inclusive. A map depicting the defined areas is shown below.

### Welsh Areas

A



### H.2 Eligibility

**H.2.1** Pilots utilising the procedures in this LoA must be members, or affiliated members, of Denbigh Gliding, North Wales Gliding Club, Shropshire Soaring Group, Midland Gliding Club, Herefordshire Gliding Club, Black Mountain Gliding Club or South Wales Gliding Club.

**H.2.2** Failure of an organisation to comply with the conditions specified in this LoA may result in withdrawal of the privileges of the LoA.

### **H.3 Hours of Operation**

H.3.1 Activation of the defined areas is restricted to weekends and published English Public Holidays (daylight hours only).

### **H.4 Notification**

H.4.1 Any of the clubs listed at H.2.1 may request activation of the defined airspace by telephoning the Swanwick (Mil) West Supervisor at least 2 hours prior to the start time of the activity, stating the defined area, a start time, requested upper flight level if appropriate and de-activation time. If a Basic Service cannot be provided by Swanwick (Mil) as per H.5.3, approval to operate above FL240 will not be granted.

H.4.2 On receipt of a request to activate the defined area(s) the Swanwick (Mil) West Supervisor shall coordinate the activation with the London Control (Swanwick) Local Area Supervisor West (LAS W) who will liaise with Local Area Supervisor North (LAS N) and the Prestwick Centre Operations Supervisor. LAS W will advise the Swanwick (Mil) West Supervisor whether the activation is endorsed by civil ATC or not.

H.4.3 The Swanwick (Mil) West Supervisor shall advise the requesting Gliding Club Duty pilot of the agreed activity and conditions and then shall notify BAE Systems Warton of the agreed activity, de-activation and conditions of the defined areas.

H.4.4 Any activation refusal shall be advised to the requesting Gliding Club Duty Pilot and the reason recorded in the electronic log by the LAS W.

H.4.5 TRA(G) activity may be refused when the North Wales Military Training Area (NWMTA) is active.

H.4.6 If a TRA(G) has been activated and a subsequent request for activation is received from another club, the Swanwick (Mil) West Supervisor shall inform that club of the current activation period and agreed upper flight level.

H.4.7 If multiple activations of a TRA(G) are approved; the Swanwick Operations Supervisor, Prestwick Centre Operations Supervisor, Swanwick (Mil) West Supervisor and BAE Systems Warton Supervisor shall promulgate the TRA(G) activity from the earliest activation to latest notified de-activation time. The TRA(G) will be taken as active within these time periods unless notification has been received by the Swanwick (Mil) West Supervisor of the cessation of activity by ALL clubs operating in the airspace that day.

H.4.8 The Swanwick (Mil) West Supervisor shall notify BAE Systems Warton and the Swanwick Operations Supervisor, who shall notify

Prestwick centre Operations Supervisor, of early deactivation of the defined area(s). Should Swanwick (Mil) no longer be able to provide a service above FL240, the procedure at H.7.2 shall be applied and BAE Systems Warton and the Swanwick Operations Supervisor shall be notified. The Swanwick Operations Supervisor shall notify the Prestwick Centre Operations Supervisor.

H.4.9 Activation of a TRA(G) for glider activity does not preclude VFR operations within that area by other traffic.

## **H.5 Service**

H.5.1 Swanwick (Mil) may provide a Basic Service to aircraft operating within Welsh Lower defined areas, subject to workload, on frequency 133.9MHz.

H.5.2 When operating within Welsh Lower defined areas any glider pilot not accepting a Basic Service shall monitor frequency 130.1MHz

H.5.3 When operating in the Welsh Upper defined areas, Swanwick (Mil) shall provide a Basic Service in accordance with the UK AIP. Swanwick (Mil) will provide the frequency on approval of activation.

## **H.6 Procedures**

H.6.1 When the defined area(s) is activated, London Control (Swanwick), Scottish Control (Prestwick), Swanwick (Mil) and BAE Systems Warton shall not allow IFR traffic to transit the active TRA(G) at or below the levels reserved for gliding activity.

H.6.2 London Control (Swanwick), Scottish Control (Prestwick), Swanwick (Mil) and BAE Systems Warton shall not allow IFR traffic under a control service to operate within 5nm of the edge of an activated TRA(G)

H.6.3 Gliding Areas A, B and C are not separated from ATS Route (U)Y124 at FL200 and above.

H.6.4 Welsh Area C (LoA 2.17) is not separated from ATS Route (U)L15 at or above FL200.

H.6.5 Welsh Area E (LoA 2.19) is not separated from Upper ATS Route UP16.

## **H.7 Emergencies**

H.7.1 If, due to an emergency situation, IFR traffic needs to transit the defined airspace the following shall be undertaken:

H.7.2 The Swanwick (Mil) West Supervisor shall endeavour to close the TRA(G) by telephoning the appropriate club(s) and via messages relayed on the appropriate frequency.

## **H.8 Contacts**

Swanwick (Mil) West Supervisor	01489 612417
London Control (Swanwick) LAS West	01489 612413
London Control (Swanwick) LAS North	01489 612414
Prestwick Centre Operations Supervisor	01294 655300
London Control (Swanwick) Operations Supervisor	01489 612420
BAE Systems Warton	01772 852392
Denbigh Gliding	01745 812062
North Wales Gliding Club	TBA at time of activation
Shropshire Soaring Group	01939 232882
Midland Gliding Club	TBA at time of activation
Herefordshire Gliding Club	TBA at time of activation
Black Mountain Gliding Club	01874 711463
South Wales Gliding Club	01291 690536

