

# Letter of Agreement

Between

NATS (En Route) PLC (“V”)

And

v Cardiff

And

British Gliding Association (BGA)

The NATS logo is displayed in a bold, blue, italicized sans-serif font. A large, light blue decorative swoosh originates from the left side of the page and curves around the bottom right corner, partially overlapping the logo.

**Version 1.1**

**Effective Date:** 07/11/2019  
**Expiry Date:** 07/11/2024

**NATS - PRIVATE**

## LETTER OF AGREEMENT

between

NATS (En Route) PLC (“NATS”)

4000 Parkway, Whiteley, Fareham, Hampshire PO15 7FL

Airspace operated by

London Control (Swanwick) (“NATS Unit”)

Swanwick Centre, Sopwith Way, Swanwick, Hampshire, SO31 7AY

and

British Gliding Association (BGA) (“Airspace User”)

and

NATS Cardiff ATC (“NATS Unit”)

And

RAF (U) Swanwick (“Airspace Operator”)

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

Effective Date: 07/11/2019

Valid until: 07/11/2024

### **1 GENERAL**

- 1.1 The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between NATS and the Airspace User, to permit the Airspace User operating as General Air Traffic to fly within the airspace as set out within Annex A to this Agreement.
- 1.2 The signatories to this Agreement are accountable for ensuring that the obligations set out by the Procedures in this Agreement are met in full.
- 1.3 This Agreement shall start on the Effective Date and shall end exactly five years thereafter. No prior notice of the end date shall be given by NATS.
- 1.4 Where segregated airspace in controlled airspace is required for the purposes of compliance with EU 923/2012 Standardised Rules of the Air, (SERA), the Civil Aviation Authority has authorised NATS to create and operate such airspace in accordance with this Letter of Agreement.

### **2 DESCRIPTION OF AIRSPACE**

2.1 The lateral extent of the RILES gliding area(s) is/are defined by the following co-ordinates:

<b>MADLEY BOX</b>	<b>FL145 – FL195</b>	
		520734N 0025745W 520713N 0024629W 515640N 0024727W 515701N 0025833W 520734N 0025745W

<b>RAGLAN BOX</b>	<b>FL105 – FL195</b>	
		515701N 0025856W 5156401N 0024727W 515043N 0024759W 515154N 0025856W 515701N 0025833W

2.2 This Letter of Agreement defines the coordination procedures to be applied between member clubs of the British Gliding Association (BGA), the NATS Units and the Airspace Operator to permit gliding to take place in RILES Gliding Areas up to FL195.

2.3 The following member clubs of the BGA are permitted to operate in RILES Gliding Areas:

Bristol and Gloucestershire Gliding Club  
South Wales Gliding Club (Usk)  
Cotswold Gliding Club (Aston Down)  
Midland Gliding Club  
Herefordshire Gliding Club  
Black Mountains Gliding Club

2.4 The affected airspace is those portions of the NITON and Cotswold CTAs that are within the RILES gliding areas and the associated buffer zone.

### **3 PROCEDURES**

3.1 The procedures to be applied between NATS, and the other Airspace Operator as applicable, and the Airspace User, 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 the Appendix and Annexes, requires the mutual written consent of the Letter of Agreement signatories or the successor to their position/roles.
- 5.2 Any revision to the Annexes of the Letter of Agreement requires the mutual written consent of the designated representatives of the signatories.
- 5.3 Any revision to the lateral and vertical extent of the segregated airspace described in paragraphs 2.1 above, additionally requires approval by the CAA (Safety and Airspace Regulation Group).

## **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 Letter of Agreement for a specific time period within the existing term of this Letter of Agreement. Any temporary change which would have the effect of increasing the lateral and/or vertical extent of the segregated airspace requires prior approval by the CAA (Safety and Airspace Regulation Group).
- 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. Every effort will be given to provide at least one month notice of such cancellation however this Agreement may be terminated by any party on immediate notice on safety grounds as necessary.

## **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 A RENEWAL OF THE LETTER OF AGREEMENT**

- 9.1 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. It is the responsibility of the Airspace User to seek NATS' agreement to any renewal or replacement of this Letter of Agreement.
- 9.2 Where the Airspace User wishes to enter into a renewal or replacement Letter of Agreement with NATS for access to the Airspace then the Airspace User will send a written request to do so to the NATS Unit no later than three (3) months prior to the end date of this Letter of Agreement.
- 9.3 NATS will endeavour to agree a renewal or replacement of this Letter of Agreement where requested to do so but this cannot be guaranteed.
- 9.4 A review of the Letter of Agreement may be requested by any of the Signatories and at any time during the validity period.

## **SIGNED**

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**Name: Pete Dawson**

**Position/Role:** General Manager LAC

**Unit:** London Control (Swanwick)

NATS (En Route) PLC

**DATE: 8 Jan 20**

**SIGNED**

Original signed

**SIGNED**

Original signed

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**Name: Aidan Cottee**

**Position/Role:** General Manager

**Organisation:** NATS Cardiff

**DATE:**

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**Name: Peter Stratten**

**Position/Role:** CEO

**Organisation:** British Gliding Association

**DATE:**

## APPENDIX

### EXPLANATORY NOTE FOR SEGREGATED AIRSPACE ARRANGEMENTS (as applicable)

**Effective: 07/11/2019**

- App.1 This Letter of Agreement allows the aircraft operated by the Airspace User specified in paragraph 1 of the Letter of Agreement, which in accordance with SERA.6001 and Appendix 4 would be prohibited or restricted to fly in the airspace specified in paragraph 2 of the Letter of Agreement, to instead fly in accordance with the rules as specified in the Annexes to this Letter of Agreement during periods of segregated operations.
- App.2 For flight in Class A and Class C airspace, the Visual Meteorological Conditions to be complied with are those at SERA.5001 VMC visibility and distance from cloud minima Table S5-1:
1. At and above 10,000ft AMSL:
    - a. Flight visibility: 8 km
    - b. Distance from cloud: 1,500m horizontally, 1,000ft vertically
  2. Below 10,000ft AMSL and above 3,000ft AMSL, or above 1,000ft above terrain, whichever is the higher:
    - a. Flight visibility: 8 km
    - b. Distance from cloud: 1,500m horizontally, 1,000ft vertically
- App.3 For flight in Class D airspace below 10,000ft AMSL and above 3,000ft AMSL, or above 1,000ft above terrain, whichever is the higher, the Visual Meteorological Conditions to be complied with are those at SERA.5001 VMC visibility and distance from cloud minima Table S5-1:
- a. Flight visibility: 5 km
  - b. Distance from cloud: 1,500m horizontally, 1,000ft vertically

- App.4 For flight in Class D airspace at and below 3,000ft, the Visual Meteorological Conditions and constraints to be complied with are those set out by ORS4 General Exemption E4312 No 1195:
- a. Clear of cloud, with the surface in sight and:
    - i. if the aircraft is not a helicopter, in a flight visibility of at least 5km; or
    - ii. if the aircraft is a helicopter, in a flight visibility of at least 1,500m;
  - b. By day only;
  - c. At a speed which, according to its airspeed indicator, is 140knots or less, to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision;
- App.5 'SERA' means 'Standardised European Rules of the Air Regulation' Commission Implementing Regulation (EU) No 923/2012 of 26th September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010(a).
- App.6 The requirements of Commission Regulation (EC) 2150/2005 with respect to the segregation of the activity defined in this Letter of Agreement are deemed to be satisfied as follows:
- Article 4 Strategic airspace management (level 1):
- 1a. CAP740
  - 1b-e. LoA review process
  - 1f. CAP740, LoA, AIP
  - 1g. LoA
  - 1h-k. not applicable
  - 1l. Competent Authority
  - 1m. LoA process
  - 1n. LoA/ACN processes, ANSP/airspace user
- Article 5 Pre-tactical airspace management (level 2):
- a. AMC (as necessary), AAA AR (through ACN process), LoA/MoU activation process
- Article 6 Tactical airspace management (level 3):
- 1-3. LoA/ACN process
  4. Not applicable
- Article 7 Safety Assessment:
- APSA. Supporting procedures applicable to the Letter of Agreement published in MATS Part 2



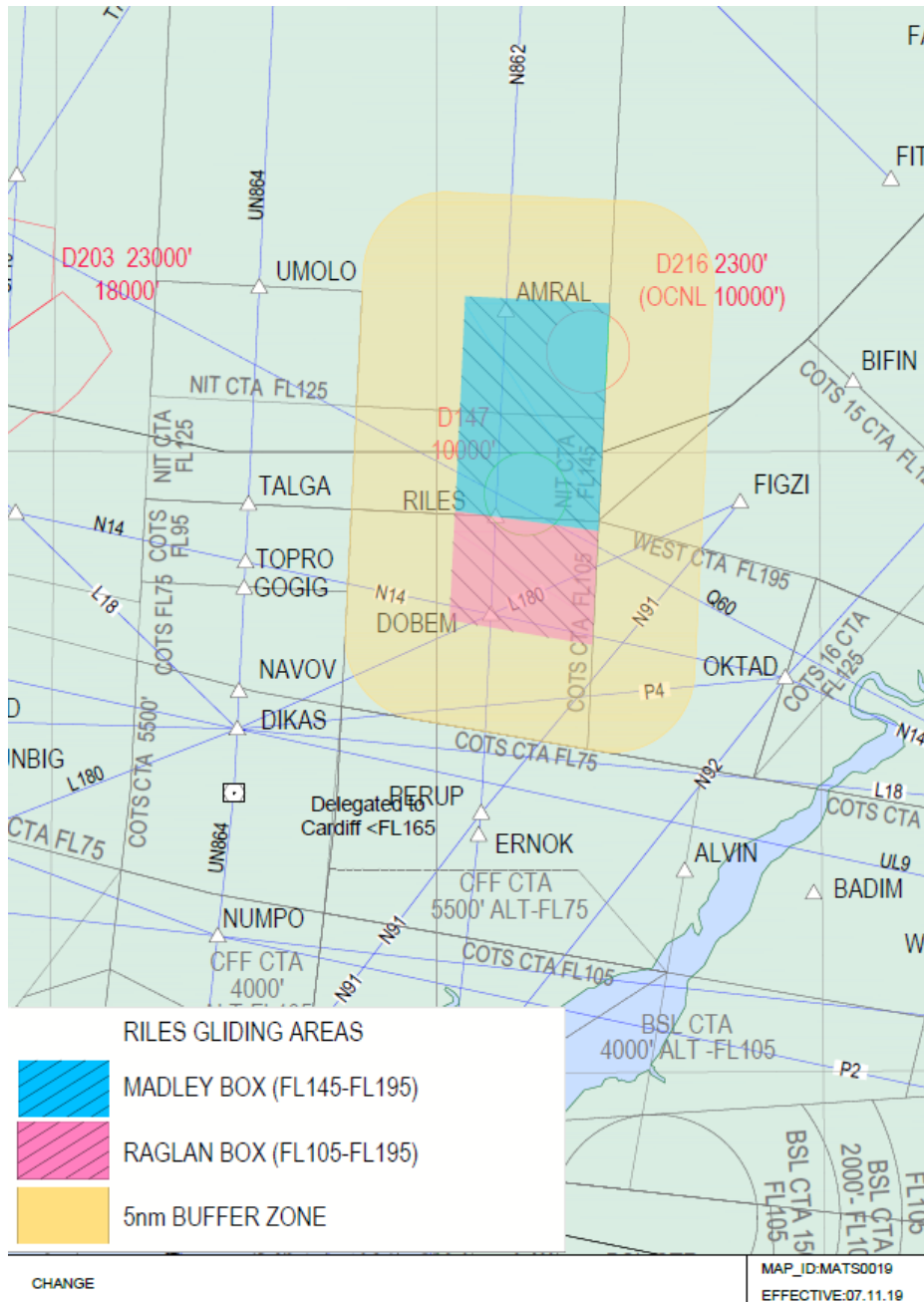
# ANNEX A PROCEDURES

Effective: 07/11/2019

## A.1 Description of Airspace

A.1.1 See 2.1.

## A.2 Map of the Airspace



### Riles Gliding Area Buffers

## A.3 Procedures

A.3.1 Activity up to FL145



The Duty pilot at the club where the gliders will take off from will initiate a request to Cardiff ATC (Watch Manager/Senior Controller On Duty) 1 hour in advance of the intended flight, advising the intention to use the RAGLAN Gliding Area up to FL145 and to confirm the following details:

- The area concerned;
- The upper limits of a Flight Level and not an altitude amsl
- Expected launch time and location of launch site
- Time of entry into and duration within Class A airspace
- The number of gliders and associated callsigns
- Name and telephone contact number

Activation of the requested areas will only be initiated by the Watch Manager/SCOD when he/she has authorised the activity. Cardiff ATC are to inform the pilot, with the reason and a permitted time when activation will be allowed, if applicable.

The Watch Manager Cardiff ATC/SCOD will inform the LAC Group Supervisor West (GS West) and Swanwick (Mil) West Supervisor that the RAGLAN Gliding Area is active, stating the upper limit, start time and duration of expected activity.

#### A.3.2 Activity up to FL195

The Duty Pilot at the club where the gliders will depart from will initiate a request to the Cardiff Air Traffic Control (Watch Manager/SCOD) 1 hour in advance of the intended flight, advising the intention to use the RAGLAN and/or MADLEY Gliding Areas up to flight level 195 and to confirm the following details:

- The area concerned;
- The upper limits of a Flight Level and not an altitude amsl
- Expected launch time and location of launch site
- Time of entry into and duration within Class A airspace
- The number of gliders and associated callsigns
- Name and telephone contact number

The Cardiff ATC Watch Manager/SCOD shall inform the LAC Group Supervisor West (GS West) 1 hour in advance of the intended flight, advising the intention to use the MADLEY and/or RAGLAN Boxes up to FL195 and to confirm the following details:

- The area concerned;
- The upper limits of a Flight Level and not an altitude amsl
- Expected launch time and location of launch site
- Time of entry into and duration within Class A airspace
- The number of gliders and associated callsigns
- Name and telephone contact number

LAC GS (W) will inform the LAC Operations Supervisor and Swanwick (Mil) West Supervisor of activity above FL145. Activation of the requested areas will only be initiated when the GS West has authorised the activity. Cardiff ATC are to inform the pilot, with the reason and a permitted time when activation will be allowed, if applicable.

The glider pilot on passing FL120 will establish 2-way RTF contact with Cardiff ATC on frequency 125.855 in the climb and will remain in RTF contact with Cardiff ATC regardless of the activation level and will report leaving the activated area in the descent.

During the period of gliding activity up to FL195, LAC & Cardiff controllers shall ensure that aircraft within the Cotswold and NITON CTAs at or below the maximum level notified remain clear of the of the buffer zone laterally or vertically.

If demand is high, to save RT the Cardiff Watch manager/SCOD may elect to activate the Gliding Areas for a period of time, for a maximum time of 2 hours.

When the Areas are activated for a defined period RT checks in the climb and descent are not to be made. At the time activation finishes, all gliders are to be clear of controlled airspace.

Cardiff ATC Watch Manager/SCOD shall inform the LAC GS West on completion of all gliding activity regardless of the activation level.

### A.3.3 Cotswold FUA

#### A.3.3.1 Dimensions of the Cotswold FUA:

The Cotswold FUA is defined as an area as published in the UK AIP:

#### A.3.3.2 Hours of Cotswold FUA:

Cotswold FUA Procedure is available Mon to Thurs 1700-0900 (1600-0800), Friday or the day preceding a PH 1700 (1600) to 0900 (0800) Mon or the day following a PH.

#### A.3.3.3 RNAV1 Routes and STARs within the Cotswold FUA

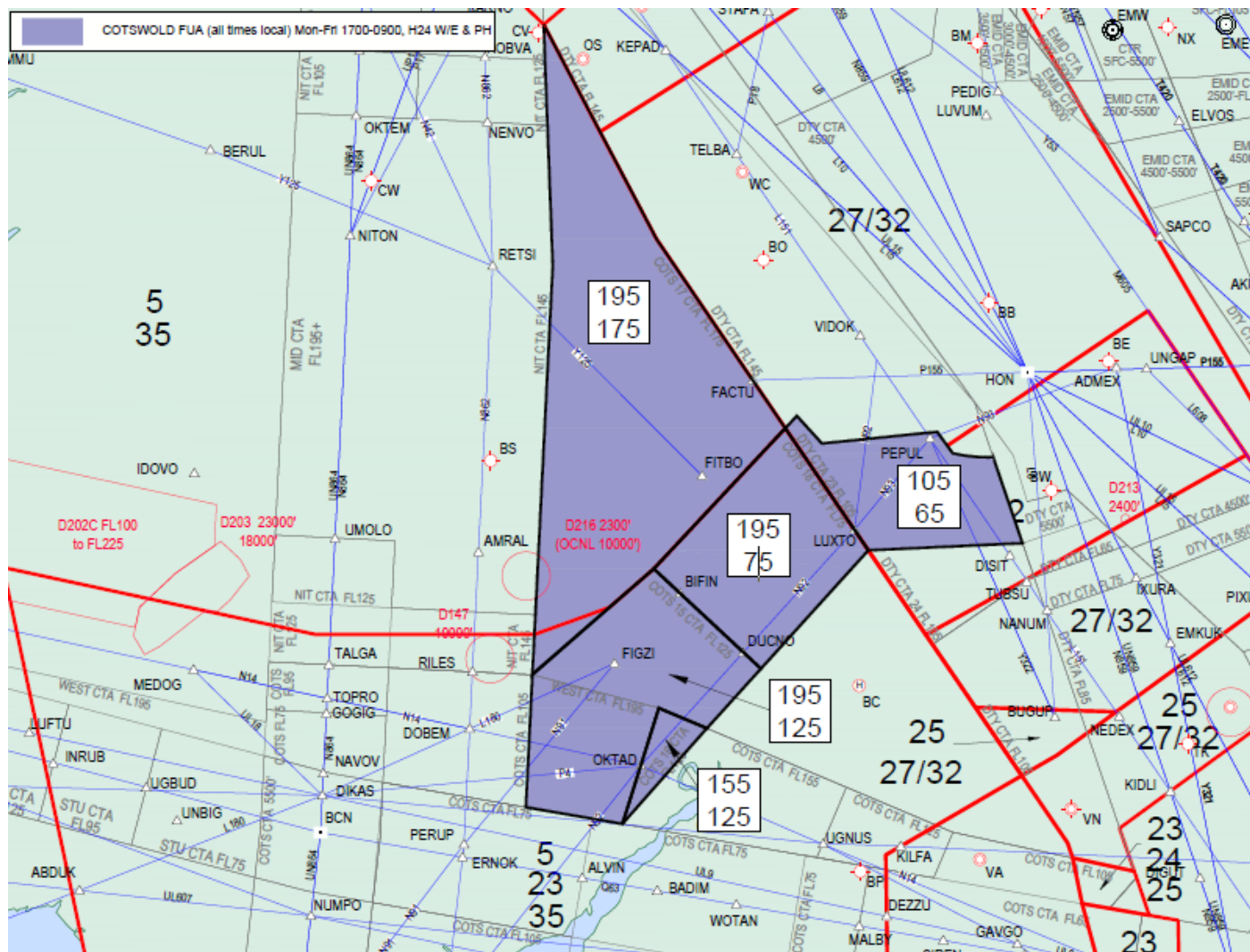
N91: Only available for traffic inbounds to Birmingham.

N92: Only available for traffic departing Birmingham.

Y125: Only available as a tactical offload route for Heathrow arrivals

FIGZI 1B arrival for Birmingham: FIGZI BIFIN GROVE

A.3.3.4 When Cotswold FUA is available, LAC Swanwick and NATS Cardiff will vector aircraft to remain clear of any RILES Gliding Area activity including the 5nm buffer.



## **Cotswold FUA**

### **A.4 Aircraft Equipment**

Gliders must be equipped with radios appropriate for the task, GPS to assist navigation and must remain within the confines of the RILES Gliding Areas at all times.

### **A.5 Radio Failure**

Pilots in receipt of a clearance to enter controlled airspace who experience actual or suspected Radio Failure prior to entering shall not enter controlled airspace.

Pilots operating within controlled airspace experiencing actual or suspected Radio Failure shall vacate controlled airspace by descent and land at a gliding club as soon as possible.

Pilots are to report any RTF failure to Cardiff ATC as soon as practicable after landing.

### **A.6 Emergencies**

Not Applicable.

**ANNEX B**  
**TELEPHONE COMMUNICATIONS**

**Effective: 07/11/2019**

<b>Organisation</b>	<b>Telephone Number</b>
London Control (Swanwick) Operations Supervisor	Telephone :- 01489 612420
NATS Cardiff Watch Manager	Telephone:- 01446 712564
RAF (U) Swanwick West Supervisor	Telephone:- 01489 612417
London Area Control GS West	Telephone:- 01489 612413
Bristol and Gloucestershire Gliding Club	Telephone :- 01453 860342
South Wales Gliding Club	Telephone :- 01291 690536
Cotswold Gliding Club	Telephone :- 01285 702100
Midland Gliding Club	Telephone :- 01588 650206
Herefordshire Gliding Club	Telephone :- TBA at time of request
Black Mountains Gliding Club	Telephone :- 01874 711463

## ANNEX C

### ACRONYMS AND DEFINITIONS

Effective: 07/11/2019

AAA AR	Airspace, Air Traffic Management & Aerodromes, Airspace Regulation
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>
IFR	IFR means the symbol used to designate the instrument flight rules
OAT	Operational Air Traffic All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate authorities. <i>Note. OAT can include civil flights such as test-flights, which require some deviation from ICAO rules to satisfy their operational requirements.</i>
VFR	VFR means the symbol used to designate the visual flight rules
Glider	A non-power-driven, heavier than air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.
A self-sustaining glider	An aircraft with the characteristics of a non-power-driven glider which is fitted with one or more power units capable of sustaining the aircraft in flight but which is not designed or intended to take off under its own power.

## ANNEX D

### CHECKLIST

Effective: 07/11/2019

Section	Effective Date
Front Part	07/11/2019
Appendix ( <i>if applicable</i> )	07/11/2019
Annex A	07/11/2019
Annex B	07/11/2019
Annex C	07/11/2019
Annex D	07/11/2019

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***NATS***