

## Letter of Agreement

### DESCRIPTION OF AIRSPACE

The P600 Gliding Area is within Scottish TMA 3 and 7 and TAY CTA 1 and 2 described by the coordinates and on the Map below.

The lateral extent of the P600 Gliding Area is:

56°29'48.0000" N 003°29'00.0000" W

56°27'55.8926" N 003°25'02.7458" W

56°16'47.2426" N 003°27'45.5509" W

56°15'55.3200" N 003°29'22.9900" W

56°14'00.0000" N 003°32'59.0000" W

56°07'00.0000" N 003°29'38.0000" W

56°07'00.0000" N 004°00'00.0000" W following the line of latitude to

56°14'00.0000" N 004°09'26.0000" W

56°20'00.0000" N 003°47'46.0000" W

56°21'45.8000" N 003°44'24.5000" W

56°29'48.0000" N 003°29'00.0000" W

The vertical extent of the P600 Gliding Area is:

DB – FL190 (extended to FL195 when the Portmoak TRA(G) is active)

The classification of the airspace within SCTMA 3 and 7 is:

4,000ft – 6,000ft: Class E

6,000ft – FL 195: Class D

The classification of the airspace within TAY CTA 1 and 2:

DB – FL190/FL195, Class A.



## **Airspace**

The airspace which SGU are granted access under this LoA is referred to as the P600 Gliding Area.

The dimensions of CAS covered by this LoA are detailed above.

## **Procedures**

During periods when the SGU have access to the P600 Gliding Area, the following conditions apply:

Scottish Control (Prestwick) will not issue any ATC clearances permitting penetration of this airspace by any aircraft.

No ATC service will be available to gliders within this portion of CAS from either Scottish Control (Prestwick) or Portmoak Airfield.

The responsibility for avoidance of collisions rests entirely with glider pilots in accordance with the Rules of the Air.

All times in telephone conversations referring to this airspace will be passed in terms of UTC.

The SGU may request use of the P600 Gliding Area as follows:

Entry is only available on Saturdays and Sundays during the hours of official day.

The request must be made by telephone from an SGU representative to the PC Operations Supervisor, stating that the request is for access to the P600 Gliding Area.

The request must be made at D-1 and a follow up confirmation telephone call made on D0 at least 1 hour prior to the start time required.

Requests for access to the airspace will be granted except on those occasions when:

- a) The gliding area activation would have a significant impact on the Scottish ACC and Edinburgh/Glasgow ATC Operations.
- b) An emergency, including any ambulance flight, is present or affecting this airspace.
- c) In the event of there being a notified Royal Flight affecting the airspace in the period being requested, the granted delegation will exclude the notified area for the notified period.
- d) ATS route N864 will not be available because of pre-booked MoD Activity.

The PC Operations Supervisor shall refer to the UK AIP to determine the hours of official day. Specific start and end times shall be agreed with the SGU representative.

If unable to grant the SGU access for any of the reasons above, the PC Operations Supervisor shall advise the SGU representative of the likely duration of the activity causing refusal, so that they might re-request later.

The Strathallan Free Fall Drop Zone is that portion TAY CTA 1 contained within a circle radius 2nm of Strathallan Airfield (561930N 0034455W). Portmoak gliders shall avoid this area when it is notified as active, up to and including the maximum level notified for that day

Once access has been granted to the P600 Gliding Area, it will remain available to the SGU until the end time agreed, unless terminated as follows:

If the SGU representative is sure that all glider activity in the airspace has ceased for the day, the requirement for entry to the airspace is cancelled by a telephone call to the PC Operations Supervisor, stating that the gliding activity in the P600 Gliding Area is complete.

Once cancelled, Scottish Centre (Prestwick) will not accept a further request for access to the airspace on that day.

A new request must be made for each day that the SGU require the airspace within the scope of this LoA. The access granted on one day will not automatically carry over, or apply, to the following day.

### **Aircraft Equipment**

Pilots operating in the P600 Gliding Area must carry a serviceable radio and maintain a listening watch on the 130.105MHz frequency. Pilots using this frequency are not required to hold a valid RTF operator's licence.

Gliders utilising the P600 Gliding Area shall be equipped with a functioning moving map facility.

If aircraft is equipped with a transponder, it shall squawk 7000.

### **Aircraft Emergencies**

Glider pilots operating in the P600 gliding area are required to listen out on the gliding frequency of 130.105MHz for any instructions relating to its availability and use. There may be instances, such as an emergency/radio failure, when IFR traffic may be required to transit the P600 Gliding Area.

In such circumstances the Scottish Control (Prestwick) Operations Supervisor shall endeavour to close the gliding area via telephone. The Gliding Club will be asked to make best efforts to instruct gliders to leave the gliding area utilising frequency 130.105MHZ.

### **Radio Failure**

Pilots who experience actual or suspected Radio Failure shall not enter the area.

Pilots operating within the areas who experience actual or suspected Radio Failure shall ensure that they vacate at the earliest opportunity.

<b>Organisation</b>	<b>Telephone Number</b>
Scottish Control (Prestwick) Operations Supervisor (PC OS)	01294 655 300
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SGU, Portmoak Office	01592 840 543