

## LETTER OF AGREEMENT

Between

### **NATS (En Route) PLC**

4000 Parkway, Whiteley, Fareham, Hampshire PO15 7FL

In airspace operated by

### **Scottish Control (Prestwick)**

Prestwick Centre, Fresson Avenue, Prestwick KA9 2GX

And

### **The Derbyshire & Lancashire Gliding Club (DLGC)**

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

affiliated to

### **The British Gliding Association (BGA)**

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

**Effective Date:** 15<sup>th</sup> May 2017

**Valid until:** 14<sup>th</sup> May 2019

## **1 GENERAL**

- 1.1 The purpose of this Letter of Agreement is to define the coordination procedures to be applied between NATS (En Route) plc, Scottish Control (Prestwick) and the Derbyshire and Lancashire Gliding Club (DLGC) permitting glider traffic to operate VFR within the airspace as set out within paragraph 2 below.
- 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 two 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 European 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.
- 1.5 This LoA is separate to the notification procedures for Non-SSR Gliding Areas (NSGA) 1 as described in the UK AIP ENR 5.2 and ENR 6-3-0-1.

## **2 DESCRIPTION OF AIRSPACE**

- 2.1 The lateral extent of the Camphill Box is defined by the following coordinates:

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.

2.2 The vertical extent of the Camphill Box is:  
Airway base to FL100, or to FL190 on request.

2.3 The lateral extent of the L975 Crossing Area is defined by the following coordinates:

- 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.

2.4 The vertical extent of the L975 Crossing Area is:  
Airway base to FL120, or to FL190 on request.

A map of the areas can be found in Annex A, A.1.

### **3 PROCEDURES**

3.1 The procedures to be applied between Scottish Control (Prestwick) and the DLGC 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 REVISIONS**

4.1 Any revision to the Letter of Agreement, excluding the Annexes and Appendices, requires the mutual written consent of the Letter of Agreement signatories or the successor to their position/roles.

4.2 Any revision to the Annexes and Appendices to the Letter of Agreement requires the mutual written consent of the designated representatives of the signatories.

4.3 Any revision to the lateral and/or vertical extent of the segregated airspace described in paragraphs 2.1 - 2.4 above, additionally requires approval by the CAA (Safety and Airspace Regulation Group).

### **5 DEVIATIONS**

5.1 When necessary, the PC Operations Supervisor and responsible representative of the DLGC may introduce, by mutual agreement, temporary modifications to the procedures laid down in the Annexes to this 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 written approval by the CAA (Safety and Airspace Regulation Group).

5.2 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.

**6 CANCELLATION**

6.1 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.

**7 INTERPRETATION AND SETTLEMENT OF DISPUTES**

7.1 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.

7.2 Should no agreement be reached, each of the parties shall refer such dispute to the CAA for determination.

**8 REQUESTING A RENEWAL OF THE LETTER OF AGREEMENT**

8.1 Access to the Airspace is granted to the DLGC by Scottish Control (Prestwick) 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 DLGC to seek Scottish Control (Prestwick) agreement to any renewal or replacement of this Letter of Agreement.

8.2 Where the DLGC wishes to enter into a renewal or replacement Letter of Agreement with Scottish Control (Prestwick) for access to the Airspace then the DLGC will send a written request to do so to Scottish Control (Prestwick) no later than three (3) months prior to the end date of this Letter of Agreement.

8.3 Scottish Control (Prestwick) will endeavour to agree a renewal, continuation or replacement of this Letter of Agreement where requested to do so but this cannot be guaranteed.

8.4 A review of the Letter of Agreement may be requested by any of the Signatories and at any time during the validity period.

SIGNED:

SIGNED:

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M Donnan  
General Manager  
Scottish Control (Prestwick)  
NATS (En Route) PLC

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J Klunder  
Chief Flying Instructor  
Derbyshire & Lancashire Gliding Club

DATE

DATE

SIGNED:

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J Williams  
Chairman, Airspace Committee  
British Gliding Association

DATE

## APPENDIX A

### EXPLANATORY NOTE FOR SEGREGATED AIRSPACE ARRANGEMENTS

**Effective: 15<sup>th</sup> May 2017**

- 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 E4163 No 1158:
- 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:

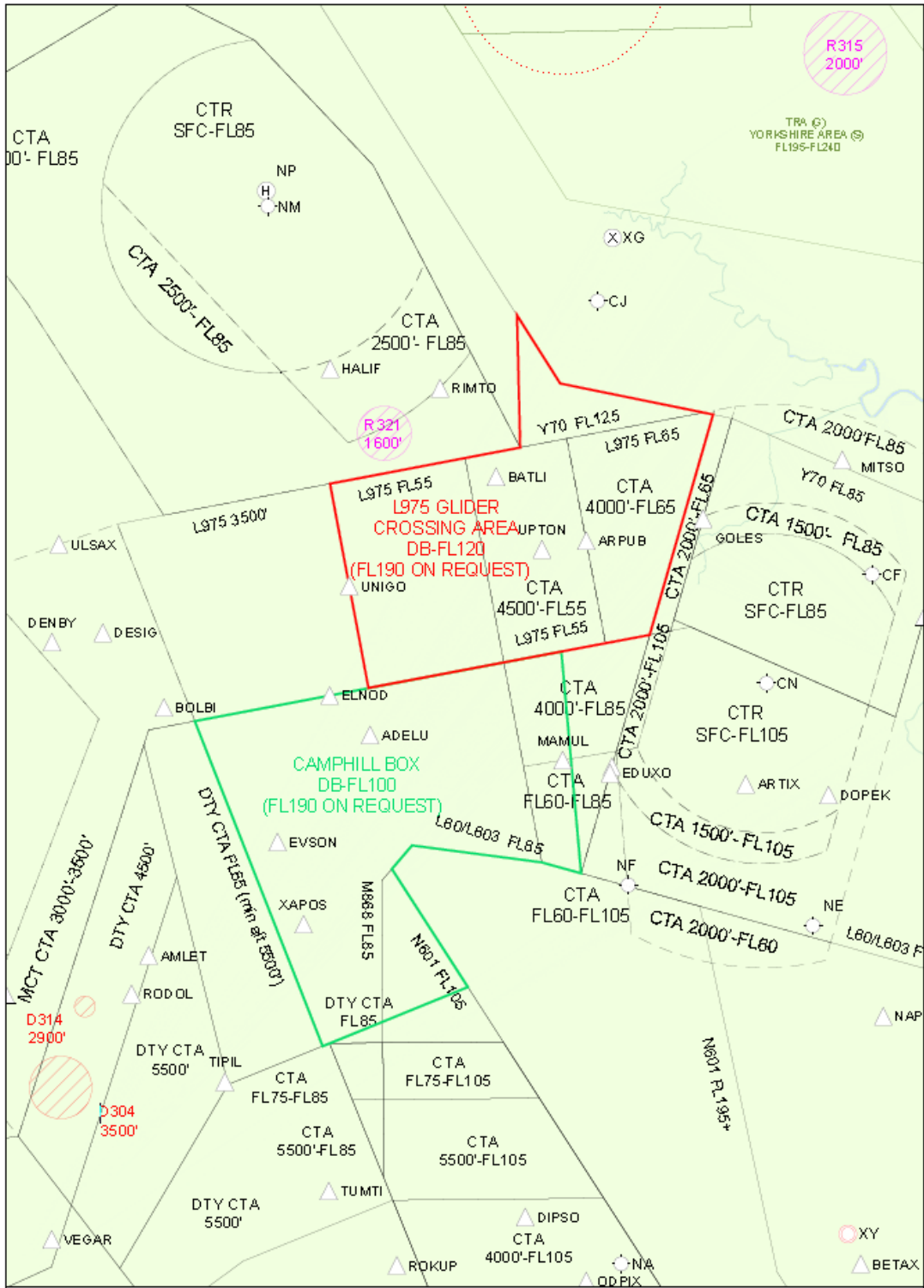
APSA. Supporting procedures applicable to the Letter of Agreement published in MATS Part 2

# ANNEX A

## PROCEDURES

Effective: 15<sup>th</sup> May 2017

### A.1 Map of 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 09:00 UTC (10:00 BST) 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 2.7.
- 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 Glider pilots operating within the areas are responsible for providing their own separation from other gliders operating in relevant airspace.
- A.2.2.1.6 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 Swanwick (Mil) East and Doncaster Sheffield, Leeds, East Midlands 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 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.2.2.2.4 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.2.2.2.5 Whilst in the Camphill Box at or below FL100, gliders are to monitor the gliding frequency 129.975MHz.
- A.2.2.2.6 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 136.575MHz to request a specific ATC clearance before climbing above FL100.
- A.2.2.2.7 The glider callsign is to be preceded by the word 'glider' when requesting an ATC clearance.
- A.2.2.2.8 Whilst in the Camphill Box above FL100, the glider pilot shall continuously monitor the Scottish Control frequency 136.575MHz and report when finally descending through FL100. Following an acknowledgement from Scottish Control, the glider pilot is to revert back to the gliding frequency 129.975MHz.
- A.2.2.2.9 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) East and Doncaster Sheffield, 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 136.575MHz 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 Y70 to the north of UPTON.
- 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.

### **A.2.3 Radio Telephony**

A.2.3.1 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 136.575MHz, (119.525MHz, 134.425MHz exceptionally) as necessary.

A.2.3.2 Pilots operating in the Camphill Box below FL100 must carry a serviceable radio and maintain a listening watch on the Camphill gliding frequency 129.975MHZ. Pilots are not required to hold a valid RTF operator's licence.

### **A.2.4 Radio Failure**

A.2.4.1 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.2.4.2 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.2.4.3 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.2.4.4 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.2.4.5 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.2.5 Emergencies**

- A.2.5.1 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.2.5.2 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.2.5.3 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: 15<sup>th</sup> May 2017**

NAME	NUMBER
PC Operations Supervisor	01294 655 300
PC Operations Supervisor (alternative number)	01294 655 301
DLGC Office	01298 871270
DLGC Launch Point	07977 850208
DLGC Clubhouse	01298 871207
DLGC CFI	cfi@dlgc.org.uk

## ANNEX C

### ABBREVIATIONS AND DEFINITIONS

Effective: 15<sup>th</sup> May 2017

AAA AR	Airspace, Air Traffic Management & Aerodromes, Airspace Regulation
ACN	Airspace Coordination Notice
AMC	Airspace Management Cell
AMSL	Above Mean Sea Level
BGA	British Gliding Association
CAA	Civil Aviation Authority
CFI	Chief Flying Instructor
DLGC	Derbyshire & Lancashire Gliding Club
GAT	General Air Traffic
IFR	Instrument Flight Rules
MATS	Manual of Air Traffic Services
ORS4	Official Record Series 4
PC	Prestwick Centre
SERA	Standardised European Rules of the Air
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions

**ANNEX D**  
**CHECKLIST**

<b>Section</b>	<b>Effective Date</b>
LoA	15/05/2017
Appendix 1	15/05/2017
Annex A	15/05/2017
Annex B	15/05/2017
Annex C	15/05/2017
Annex D	15/05/2017