



LETTER OF AGREEMENT

**LETTER OF AGREEMENT
BETWEEN
LONDON SOUTHEND AIRPORT
AND
KENT GLIDING CLUB, ESSEX & SUFFOLK GLIDING CLUB AND
THE
BRITISH GLIDING ASSOCIATION**



LETTER OF AGREEMENT

**Letter of Agreement
Between
London Southend Airport
And
Kent gliding club, Essex & Suffolk gliding club and
British Gliding Association**

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Amendment List Issue	Comments	Date
0.1	Initial Draft	September 2014
0.4	Draft For Comment	04 MAR 2015
0.5	Inc, essex & suffolk	17 MAR 2015
0.6	Inc BGA comments	24 MAR 2015
1.0	Final Copy	26 MAR 2015

Editorial

26 March 2015

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SECTION 1 INTRODUCTION AND AGREEMENT

1.1. Introduction

The purpose of this Letter of Agreement (LoA) is to define procedures that will facilitate the operation of Glider traffic transiting Southend Controlled Airspace (CAS)

1.2. Procedures

The responsibilities and procedures to be employed by the BGA and the pilots of aircraft operating in accordance with the LoA are detailed in Section 2 of this agreement.

1.3. Application and Review of the Letter of Agreement

1.3.1 Permanent amendment to this Letter of Agreement is to be affected only with the written consent of the signatories or their successors.

1.3.2 This Letter of Agreement becomes effective at 0001 local time on 02 April 2015.

1.3.3 This LoA shall be reviewed on during April 2016 and thereafter annually from the date of signing. The method of review shall be acceptable to both parties.

1.3.4 Additionally, the LoA may be reviewed at any time at the request of either party should concerns arise as to the safety or effectiveness of the Agreement.



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1.4. Parties to the Agreement

It is hereby declared that the parties to the said Agreement are London Southend Airport, Kent gliding club, Essex and Suffolk gliding club and the BGA

Name: Mr Ben May

Signed: *BM*

Head of Air Traffic Services

Date: *28.03.15*

For and on behalf of London Southend Airport

Kent Gliding club

Essex & Suffolk club

BGA

Signed: *J. B. Hoolahan* Signed:

Signed:

Date: *15.04.2015*, Date:

Date:

1.5. Contact Details

1.5.1 British Gliding Association

0116 289 2956

glidergoth@gmail.com

1.5.2 Southend ATC

01702 538420 (back-up 01702 544592)

Isaairtraffic@southendairport.com

Southend Radar Frequency: 130.775 MHz

Southend Director Frequency: 128.950 MHz

Southend Tower Frequency: 127.725 MHz

1.5.3 Southend LoA Contact

01702 538430

ben.may@southendairport.com



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SECTION 2 BGA PROCEDURES

2.1 General

This LOA sets out procedures which will facilitate gliders crossing Southend Class D airspace.

2.2 Agreement

This agreement shall apply to all aircraft registered with the BGA.

Kent, Essex & Suffolk Gliding Club and the BGA shall ensure that the information provided in this LoA is promulgated to their members. Pilots shall ensure they are fully briefed on the rules of the air in regard to operating in Class D airspace and the agreed operating procedures contained in this LoA.

2.3 Southend Controlled Airspace (CTR/CTA) operating procedures

Pilots must obtain a clearance prior to entering Class D airspace. For the purposes of this LOA, a clearance will be obtained from Southend ATC.

Pilots should adhere to any routing or altitude clearance from Southend ATC whilst operating within the CTR or CTA. Pilots should advise Southend ATC if they are unable to comply with the clearance issued.

2.4 Cross country flights.

Kent or Essex & Suffolk Gliding Club should attempt to contact Southend ATC via telephone during the morning if cross country glider transits are likely to take place within Southend CAS.

Southend ATC acknowledge that all flights are weather dependant, not all flights are pre planned as 'cross country' and transits may be requested without prior notice via telephone.

Pilots should aim to contact Southend Radar five minutes flying time from the Southend CAS boundary, when prompted pilots should state C/S, type, point of departure, destination, height and planned route through CAS.

Southend ATC will attempt to identify the aircraft and make best endeavours to provide a clearance which allows the aircraft to continue on their planned route.

Southend ATC may instruct the pilot to route via the East or West corridor in order to deconflict from arriving or departing aircraft at Southend.

If Southend are unable to clear an aircraft via the East or West corridors then a clearance via the Gateway corridor may be issued.

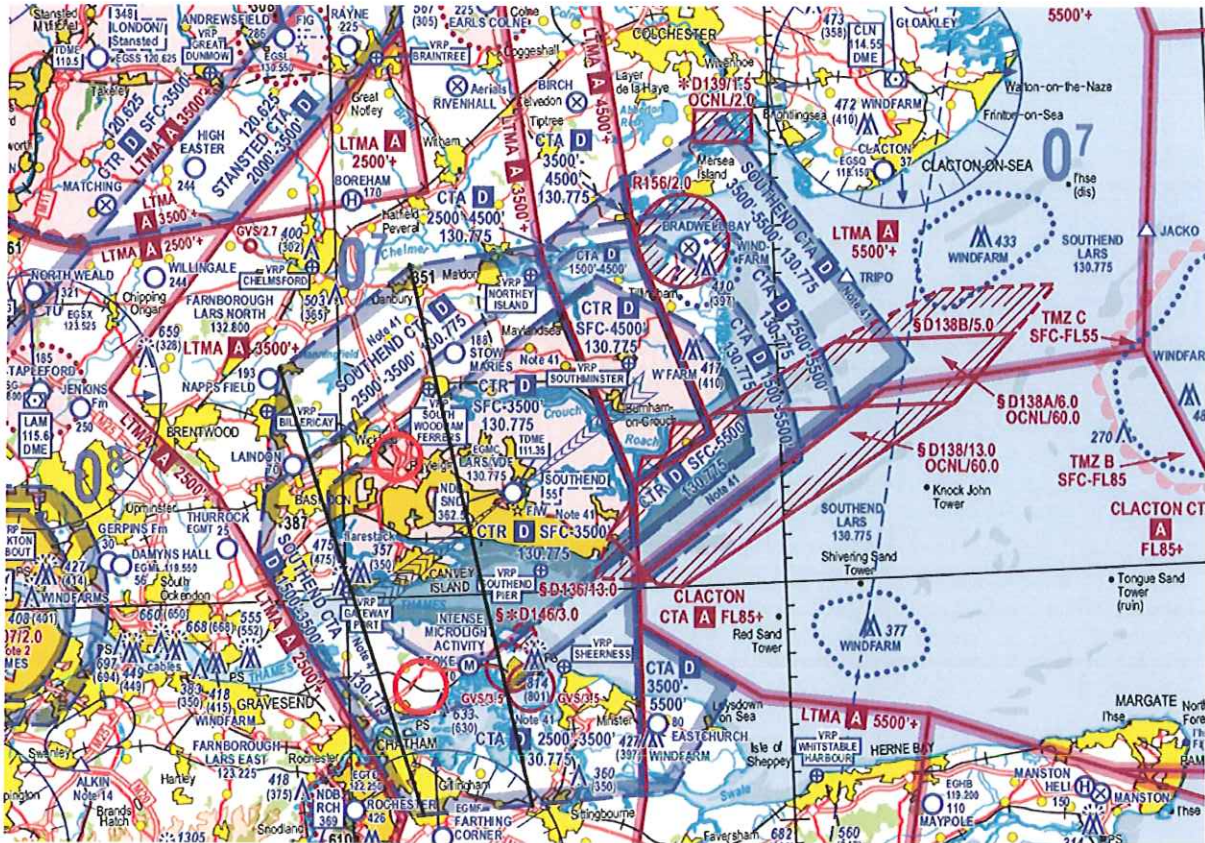
Pilots should anticipate any of these routes being issued and communications should be established in good time in order to appropriately plan your flight.



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Clearances will not be issued within 500ft of the base of the LTMA to aircraft without a functioning transponder with mode C.

2.5 Western corridor

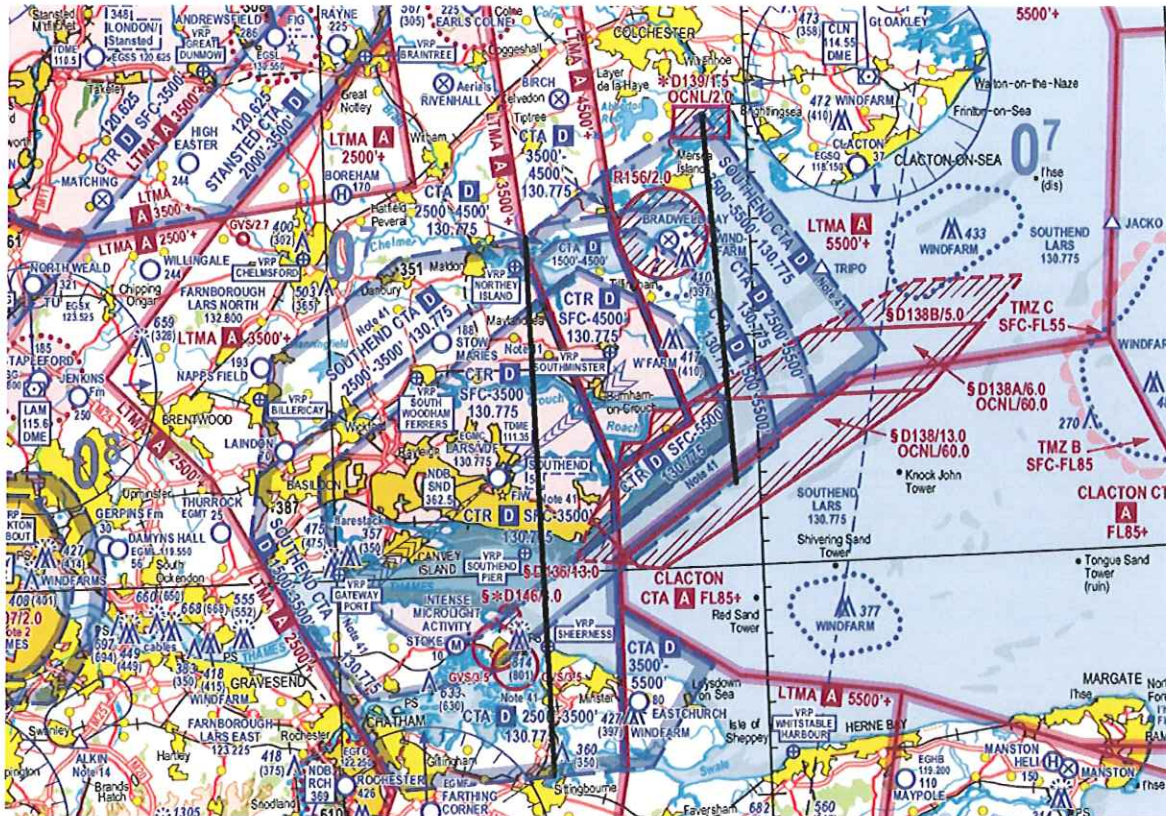


The west corridor is depicted by two black lines routing north/south through Southend CAS. Pilots should aim to navigate between the two lines as best they can but shall always remain west of the Southend overhead.

For aircraft that are unable to transit through CAS in one glide, pilots should aim to thermal in the vicinity of the red circles depicted on the map. Pilots should aim to not thermal on climb out/final approach track to the west of Southend.

Pilots should not request to transit within 500ft of the base of the LTMA unless they have a functioning transponder with mode C

2.6 Eastern Corridor



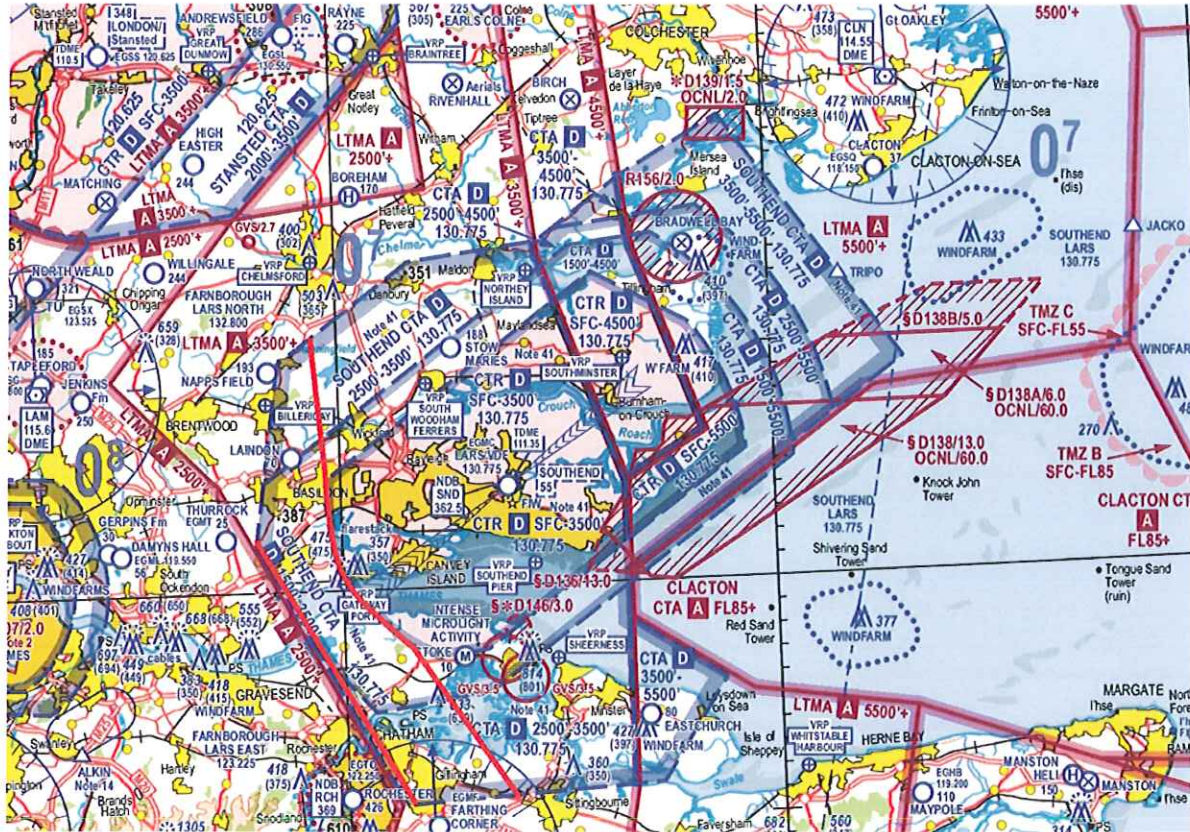
The East corridor is depicted by two black lines routing north/south through Southend CAS. Pilots should aim to navigate between the two lines as best they can but shall always remain East of the Southend overhead.

Pilots should aim to not thermal on climb out/final approach track to the East of Southend.

Pilots should not request to transit within 500ft of the base of the LTMA unless they have a functioning transponder with mode C

Pilots are responsible for ensuring they remain outside of the Shoeburyness dangers areas D136, D138, D138A when reported as active.

2.7 The 'Gateway' Corridor



The Gateway corridor is depicted by two red lines routing northwest/Southeast through Southend CAS. Pilots shall remain between the two lines whilst within CTA 1 and should aim to remain between the two lines whilst within CTA 4 and 7.

When Southend ATC are unable to clear a transit through CAS using the East or West corridors, Southend ATC may instruct a pilot to route via the Gateway corridor. Southend should always be able to issue a clearance through the Gateway corridor as the position allows Southend ATC to avoid the area for short periods of time with IFR aircraft.

Pilots shall remain west of the Southend CTR at all times.

It is the pilots responsibility to ensure they remain outside of the LTMA at all times (the LTMA base to the west of Southend CTA 1 and 4 is 2500ft)



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2.8 Corridor procedures

Pilots requiring the use of any of the corridors shall establish radio communication with Southend at least 5 minutes before the boundary of CAS, requesting to route via one of the Glider Corridors.

Southend ATC will not routinely be able to give a clearance to gliders within 500ft of the LTMA. Pilots should aim to navigate through the corridors remaining 500ft from the base of the LTMA unless specifically approved otherwise by Southend ATC

Frequent position reports may be requested by Southend ATC in order to pass generic traffic information on non-identified Glider movements within the Gateway corridor.

Pilots shall report crossing the river Thames whether or not it has been requested by Southend ATC.

Pilots shall maintain two-way communication with Southend ATC whilst within the corridor.

Pilots shall report when entering and leaving CAS. Upon leaving, pilots shall not re-enter CAS without further ATC clearance.

2.8 LARS

Pilots should be made aware that the introduction of CAS does not change the provision of a Lower Airspace Radar Service (LARS) by Southend ATC outside of controlled airspace.

2.9 Publication

Kent and Essex & Suffolk Gliding Clubs in conjunction with the BGA are responsible for ensuring the information provided to pilots or included in any BGA publications regarding the Southend CAS and the glider corridor is in accordance with the contents of the LoA

SECTION 3 Maps

West

East

Gateway



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