

A Letter of Agreement Between:
NATS Bristol and Mendip Gliding Club

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Mr Terry Hutton
Chairman
NATS Bristol and Mendip Gliding Club

Mr J. Glass
General Manager
NATS Bristol

Date

Date

A LETTER OF AGREEMENT BETWEEN NATS BRISTOL and MENDIP GLIDING CLUB

1. Introduction

1.1 The purpose of this agreement is to define permitted areas of operation for gliders flying under the auspices of the Mendip Gliding Club within the Bristol Control Area 5 (GD CTA-5).

2. Procedures

2.1 The responsibilities and procedures to be employed by NATS Bristol, Mendip Gliding Club (MGC) and the pilots of aircraft operating from Halesland gliding site are detailed in Annexes to this Agreement as follows:

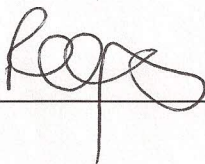
- a. Part One: Halesland Block A
- b. Part Two: Halesland Block B
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3. Application and Review of the Letter of Agreement

- 3.1 Permanent amendment to, or withdrawal of, this Letter of Agreement is to be effected only with the written consent of the signatories or their successors.
- 3.2 This Letter of Agreement becomes effective at 0001 on 1st February 2017.
- 3.3 This LOA shall be reviewed during January 2018 and thereafter annually from the date of signing. The method of review shall be acceptable to both parties.
- 3.4 This LOA shall be resigned in February 2022 and every 5 years thereafter.

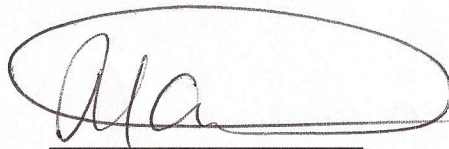
4. Parties to the Agreement

4.1 It is hereby declared that the parties to the said Agreement are NATS Bristol and Mendip Gliding Club.



Mr Pete Glass
General Manager
NATS Bristol

Dated:



Mr Terry Hatton
Chairman
Mendip Gliding Club

Dated:

PART ONE

Definition of Halesland Glider Block A

1. Lateral Limits

1.1 Within this Letter of Agreement (LOA) the lateral limits of the airspace to be ceded to MGC for the routine operation of gliders launching from Halesland (hereafter referred to as the Halesland Block A) are defined as follows:

That airspace within GD CTA-5 bordered by:

- a) Bounded by a line drawn north / south through the junction of A38 and the northbound A371 roads 0.5nm northwest of Axbridge.
- b) A line drawn north / south through the mast immediately to the Northeast of the 'Castle of Comfort' pub to the East (Grid ST 548537), and
- c) The Bristol CTA-5 boundary to the North and South.

2. Vertical Limits

2.1 Within this LOA the vertical limits of the Halesland Block A are defined as follows:

- a) Lower limit: 3000ft Bristol QNH
- b) Upper limit: 4000ft Bristol QNH with an extension available to 5000ft.

3. Times Of Activation (All times Local time)

3.1 Halesland Block A will normally only be activated between 1000 local and official night at weekends, on public holidays and Thursdays (club day).

- a) MGC may activate the airspace at other times subject to a maximum of 12 additional occurrences within a calendar year.

PART TWO

Definition of Halesland Glider Block B

1. Lateral Limits

1.1 Within this Letter of Agreement (LOA) the lateral limits of the airspace to be ceded to MGC for cross country flights by gliders launching from Halesland (hereafter referred to as the Halesland Block B) are defined as follows:

That airspace within GD CTA-5 bordered by:

- a) A line drawn north / south through the mast immediately to the Northeast of the 'Castle of Comfort' pub to the West (Grid ST 548537), and
- b) The Bristol CTA-5 boundary to the North, East and South.

2. Vertical Limits

2.1 Within this LOA the vertical limits of the Halesland Block B are defined as follows:

- a) Lower limit: 3000ft Bristol QNH
- b) Upper limit: 4000ft Bristol QNH with an extension available to 5000ft.

3. Times Of Activation (All times Local time)

3.1 Halesland Block B will be activated infrequently between 1000 local and official night at weekends, on public holidays and Thursdays (club day).

- a) MGC may activate the airspace at other times subject to a maximum of 12 additional occurrences within a calendar year.

PART THREE

MGC and Bristol Radar Procedures

1. Notification and Activation

- 1.1 MGC Duty Instructor will endeavour to notify NATS Bristol immediately prior to the commencement of all MGC related flying from Halesland. It is accepted that MGC related flying activity will continue until official night time unless otherwise notified by the MGC Duty Instructor.
- 1.2 MGC Duty Instructor shall notify Bristol Radar on the telephone (01275 473714) at least 15 minutes prior to the commencement of any glider flying operations that will require access to either of the Halesland blocks, clearly stating the maximum level required i.e. 4000ft or 5000ft Bristol QNH.
- 1.3 RTF equipped gliders shall notify Bristol Radar at least 5 minutes prior to requiring entry into Controlled Airspace, stating; the aircraft type the pilot's intentions and level required. This is the preferred method of activation for Block B, although it may also be activated by telephone.
- 1.4 Immediately following the telephone notification call from MGC, Bristol Radar shall activate the requested Halesland blocks, by ensuring that IFR flights are vectored clear of the affected airspace and VFR flights are issued appropriate traffic information on the glider operations. Once all IFR flights are observed to be outside the lateral and vertical limits of the appropriate Halesland block, RTF equipped gliders shall be informed that the block is active up to the requested level.
- 1.5 Transponder equipped aircraft operating from Halesland and remaining within or in the vicinity of Bristol Controlled Airspace shall squawk 5070 (with Mode C if fitted). This code is listed in the UK AIP as used for conspicuity purposes i.e. unvalidated and unverified.
- 1.6 Pilots of radio equipped aircraft operating from Halesland and remaining within or in the vicinity of Bristol Controlled Airspace should listen out on 125.650MHz whenever possible: It is acknowledged that a local gliding frequency is in use and that some MGC pilots do not hold R/T licences.
- 1.7 Gliders operated under the auspices the MGC whose pilots are appropriately briefed on the details of this agreement may operate within either block up to the agreed maximum level subject to appropriate notification.
- 1.8 Both NATS Bristol and MGC shall maintain a log containing details of each occasion either Halesland block is activated. This shall form an official record of compliance with agreement.

2. Activity Status Display

- 2.1 The activity status of the Halesland blocks shall be clearly displayed at all appropriate radar consoles by selecting the appropriate 'filled map'. The relevant maximum level shall be displayed on the Air Traffic Data and Information System (ADIS).

3. Glider Flight Rules

- 3.1 Gliders operating within the Halesland blocks are to operate in accordance with VFR at all times.

4. Separation and Traffic Information

- 4.1 Once either Halesland block is active, Bristol Radar shall ensure that:
- a) IFR traffic remains at least 500ft above the glider block.
 - b) IFR traffic remains outside the lateral limits of the agreed glider block.
 - c) IFR traffic operating within 3nm of the block is passed traffic information on the gliding activity. (This may be by AIP entry and ATIS message).
 - d) IFR traffic operating less than 1000ft above the block is passed traffic information on the gliding activity.
 - e) VFR traffic transiting the glider block is passed traffic information on the gliding activity.
- 4.2 The MGC shall ensure that all glider pilots operating within the Halesland Glider blocks are aware that other VFR flights will continue to transit the airspace following activation.

5. De-activation

- 5.1 To permit flexible use of the airspace, RTF equipped glider pilots that have requested a Halesland block shall report leaving the airspace and the MGC Duty Instructor shall notify Bristol Radar when all flying within the Halesland blocks is complete for the day.
- 5.2 Following activation, Bristol Radar shall assume that a given Halesland block is active until:
- a) An RTF equipped glider reports vacating the block, if this is the only known activity; or
 - b) The MGC Duty Instructor reports that all flying within the Halesland blocks is complete; or
 - c) Official night time.

6. Minimum Equipment Requirements

- 6.1 For the Halesland blocks to be activated, Bristol Radar must be capable of providing a radar service using either primary and secondary radar or secondary radar only.

PART FOUR

SERA Compliance

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.

Explanatory Note for Segregated Airspace Arrangements

1) 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

2) 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 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;

PART FIVE

Airspace Map

