

Hawarden Airport Letter of Agreement

LETTER OF AGREEMENT BETWEEN HAWARDEN AIRPORT AND LLANTISILIO GLIDING SITE

SUBJECT: Procedures relating to:

- i) The coordination between Hawarden Airport and Llantisilio Gliding Site.
- ii) The routing of Hawarden IFR traffic for Runway 04 during operational periods of Llantisilio Gliding Site.
- iii) The provision of Non-Radar Approaches to Runway 04.
- iv) Emergency Situations.
- v) Operation of gliders within the Hawarden RMZ.
- vi) Access to the Radio Mandatory Zone.

1. INTRODUCTION

- 1.1 Effective Date: 1st September 2018
- 1.2 Objective: To establish procedures for the coordination and routing of Hawarden inbound IFR traffic to Runway 04 adjacent to Llantisilio Gliding Site. The establishment of agreements for coordination of activities between Hawarden Airport and Llantisilio Gliding Site including access to the Radio Mandatory Zone (RMZ).
- 1.3 Scope: The procedures contained in this operational Letter of Agreement (LOA) are applicable at all times when both Hawarden Airport and Llantisilio Gliding Site are operating concurrently.

2. COORDINATION PROCEDURES

- 2.1 Hawarden Airport will be operational as published in the UKAIP or as amended by NOTAM.
- 2.2 Llantisilio Gliding Site (530239N 0031315W Site elevation 1120ft amsl) does not have fixed operational hours but will generally operate at weekends and public holidays and at other times during daylight hours.
- 2.3 The Llantisilio Launch & Recovery Area (LLRA) shall be a circle radius 1.5nm centred on 530239N 0031315W, surface – 4500ft AMSL 3,380ft aal) (Appendix A).
- 2.4 A Local Soaring Area (LSA) (Appendix A) is shall be defined as the area bounded by the points:
 - 1) 52°58.890' N 3°15.122'W
 - 2) 53° 1.580'N 3°18.078'W
 - 3) 53° 3.735'N 3°12.434'W
 - 4) 53° 3.716'N 3°9.035'W
 - 5) 53° 1.549'N 3° 9.076'W
 - 6) 52°58.890' N 3°15.122'W

From surface level to the base of N864.

Aircraft operating in this area or adjacent to it will be passed traffic information in respect of the active gliding site, and be advised that gliders are not restricted to this area.

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- 2.5 Llantisilio Gliding Area 1 shall be defined as the area bounded by **RMZ points 5, 6, 7 & 8** (as detailed in Appendix A) and is available for use by specific activation. Aircraft operating in this area or adjacent to it will be passed traffic information in respect of the active gliding site, and be advised that gliders are not restricted to this area.
- 2.6 Prior to commencing operations, a representative of Llantisilio Gliding Site will contact Hawarden ATC (01244 522012) advising the planned operational hours, and any other significant information. Llantisilio Gliding Site should give Hawarden ATC a minimum of 15 minutes notice prior to launching. **This call will activate the LLRA & LSA, and if required Glider Area 1.**
- 2.6.1 Gliding Area 1 can be activated for specific periods, providing that the operating times, maximum operating altitude & numbers of gliders is notified to Hawarden ATC. Llantisilio Gliding Site should give Hawarden ATC a minimum of 15 minutes' notice prior to entering Gliding Area 1. Gliding Area 1 shall be selected on the radar display.
- 2.6.2 Llantisilio Gliding Site shall advise Hawarden ATC, whenever possible, of a planned break in winch launches of 30 minutes or more, if this is within the planned operational hours as advised in 2.6. Llantisilio Gliding Site shall also advise Hawarden ATC when operations have ceased for the day or when Gliding Area 1 (if activated) is no longer needed. In the event that a call has not been possible it can be taken that all flying will have ceased by half an hour after sunset.
- 2.6.3 Hawarden ATC will advise their runway in use and any other significant information. Hawarden ATC will also broadcast the status of Llantisilio Gliding Activity on their ATIS (when operational), and select the Llantisilio Map on the radar display.
- 2.7 Routine communication/coordination will not be required between Hawarden ATC and Llantisilio Gliding Site.
- 2.8 Most of the gliders operating from Llantisilio Gliding Site are non-radio, and therefore are not contactable during flight.
- 2.9 Once the activity information call detailed in paragraph 2.6, 2.6.1 & 2.6.2 has been made, gliders may operate within those parts of the LLRA, LSA or Gliding Area 1 that are within the Hawarden RMZ, without making radio contact with Hawarden ATC during the activity hours given in the activity information call.

3. HAWARDEN IFR 04 INBOUNDS

- 3.1 When Llantisilio Gliding Site is active the following shall apply:
- 3.1.1 Radar vectored approaches will be accommodated but, depending on the type of service the aircraft is receiving, will be restricted.
- 3.1.2 Aircraft on a Deconfliction Service will be vectored to remain outside of the LLRA and ATCOs should aim to achieve standard separation against any observed contacts.
- 3.1.3 Aircraft on a Traffic Service will be vectored to remain outside of the LLRA and ATCOs should pass traffic information on any observed contacts as per MATS Part 1 requirements.
- 3.2 Aircraft conducting a procedural approach (as detailed in the UKAIP) will be restricted to the alternate procedure to Runway 04 (keeping them south of the approach). The full procedural approach is available as a last resort to aircraft unable to accept the alternate procedure (See 4.2).

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- 3.3 Visual approaches will be permitted, ATCOs should ensure that they monitor the tracks to ensure they remain outside of the LLRA and pass traffic information as necessary.

4. HAWARDEN 04 NON-RADAR APPROACHES

- 4.1 Non-radar approaches to runway 04 will be accommodated providing that the alternate approach procedure is used and a reminder of the Gliding Activity is passed. The full procedure will be suspended (except during emergencies or after coordination with Llantisilio Gliding Site).
- 4.2 If the full procedural approach must be used then Llantisilio Gliding Site shall be contacted to advise of the aircraft type and Estimated Approach Time (EAT). Hawarden ATC will inform Llantisilio when the aircraft is approximately 10 minutes away at which time Llantisilio will restrict winch launches to 2000ft AMSL (880ft aal) or below; Hawarden ATC will then advise when the aircraft is established inbound and outside of the LLRA so the winch launch height restriction can be removed.

5. EMERGENCIES

- 5.1 In the event that Hawarden ATC handle traffic in an emergency which may need to enter the LLRA, the following shall apply:
- 5.1.1 Hawarden ATC will contact Llantisilio Gliding Site and advise of the emergency situation and EAT and agree with Llantisilio that winch launches will be restricted to 2000ft AMSL (880ft aal) or below.
- 5.1.2 The full procedural approach is available to aircraft in an emergency (See 4.2).
- 5.2 Hawarden ATC will contact Llantisilio Gliding Site to advise when the emergency aircraft has left the LLRA and the winch launch height restriction can be removed.

6. REVISIONS & REVIEW

- 6.1 This LOA shall be subject to revision whenever a modification of national standards, recommended methods, supplementary procedures or new Air Traffic Services occur which may affect the procedures contained within this LOA are commissioned. In the event of such changes the Chairman of North Wales Gliding Club and Manager Air Traffic Services Hawarden Airport shall initiate the amendment of this LOA.
- 6.2 Llantisilio, to the best of their ability, will provide details of actual activity in Gliding Area 1 compared against period of Gliding Area 1 activation, to include number of gliders & duration.
- 6.3 A review shall be completed by both parties on an annual basis.

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7. IMPLEMENTATION/DISSEMINATION

- 7.1 The Approval of this LOA, and any subsequent modification to it, shall be obtained before implementation/dissemination by publication in all affected Instruction Orders or Manual of Air Traffic Services Part 2.

C Jenks
Chairman
In representation of
North Wales Gliding Club
(Llantisilio)

M Downes
Manager Air Traffic Services
In representation of
Hawarden Airport

Signed:

Signed:



Dated:

Dated: 09/08/2018

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Appendix A

Representation of the Hawarden RMZ, Llantisilio LLRA, LSA & Gliding Area 1.



Representation of Llantisilio Launch & Recovery Area (LLRA) - **Highlighted in Green**

Representation of Llantisilio Local Soaring Area (LSA) - **Outlined in Red**

Representation of Gliding Area 1 – **Outlined in Blue**

Representation of the Hawarden Radio Mandatory Zone – **Outlined in Yellow**

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Radio Mandatory Zone (RMZ)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
HAWARDEN RMZ 1 531309N 0025059W - 530940N 0025059W - 531427N 0030140W - 531309N 0025059W	Upper limit: 2500 ft ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 ft	RMZ hours coincident with aerodrome hours as detailed at EGNR AD 2.3 For conditions of RMZ entry see EGNR AD 2.22 Flight Procedures Contiguous with overlying CAS.
HAWARDEN RMZ 2 530940N 0025059W - 530823N 0025059W - 530400N 0025720W - 530845N 0031227W - 531525N 0030250W - 531427N 0030140W - 530940N 0025059W	Upper limit: 3000 ft ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 ft	Contiguous with overlying CAS.
HAWARDEN RMZ 3 530400N 0025720W - 530000N 0030305W - 530000N 0030711W - 530321N 0031150W - 530845N 0031227W - 530400N 0025720W	Upper limit: 4500 ft ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 ft	Contiguous with overlying CAS.
HAWARDEN ATZ A circle, 2.5 nm radius centred at 531041N 0025840W on longest notified runway (04/22)	Upper limit: 2000 ft Lower limit: SFC	G	HAWARDEN RADAR English	5000 ft	