

# Letter of Agreement

Between

NATS (En Route) PLC (“**NATS**”)

And

78 Squadron, Swanwick (Military)

And

The British Gliding Association Ltd



**NATS**

Effective Date: 11/03/2024  
Review Date: 10/03/2026

NATS - PRIVATE

## LETTER OF AGREEMENT

between

(1) NATS (En Route) PLC ("NATS")

4000 Parkway, Whiteley, Fareham, Hampshire PO15 7FL

Operating

Scottish Control (Prestwick) ("NATS Unit")

Prestwick Centre, Fresson Avenue, Prestwick, Ayrshire, KA9 2GX

And

(2) The British Gliding Association Ltd ("Airspace User")

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

And

(3) 78 Squadron, Swanwick (Military) ("MOD")

Swanwick Centre, Sopwith Way, Swanwick, Hampshire SO31 7AY

Together referred to as "**the Parties**".

Effective Date: 11/03/2024

### **1 GENERAL**

- 1.1 The purpose of this Letter of Agreement is to define the procedures to be applied between the Parties within the airspace as set out within Section 2 of this Agreement.
- 1.2 This Letter of Agreement permits the Airspace User operating VFR to fly within the airspace as set out within Section 2 of this Agreement.

- 1.3 Access to the Airspace is granted to the Airspace User by NATS as the designated authority responsible for the airspace detailed in this Agreement, on the terms set out in this Letter of Agreement.
- 1.4 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 6-63, and also those stated in the LoA permitting use of the P600 Glider Area. The appropriate portions of this LoA are not applicable to the airspace defined within the P600 Glider Area LoA when it is active.
- 1.5 The signatories to this Agreement are accountable for ensuring that the obligations set out by the Procedures in this Agreement are met in full.
- 1.6 This Agreement shall start on the Effective Date and shall be reviewed every 2 years for safety and applicability.
- 1.7 The Civil Aviation Authority has authorised NATS to create and operate such airspace in accordance with this Letter of Agreement, either where segregated airspace in controlled airspace is established or other arrangements are put in place for the purposes of compliance with UK Reg (EU) 923/2012 (SERA 6001). Pilots are required to comply with UK VMC visibility and distance from cloud minima.

## 2 DESCRIPTION OF AIRSPACE

- 2.1 A map of the Airspace is contained in [ANNEX A](#).
- 2.2 The lateral extent of P600 and N864 crossing corridors within Tay CTAs 1 to 8 are defined by the following co-ordinates.

### Area A

562149N 0034418W - 561554N 0032925W - 561400N 0033259W -  
561400N 0040926W - 562000N 0034746W - 562149N 0034418W

### Area B

562948N 0032900W - 562633N 0032207W - 562341N 0031445W -  
561554N 0032925W - 562149N 0034418W - 562948N 0032900W

### Area C

563900N 0031738W - 563321N 0030244W - 562341N 0031445W -  
562633N 0032207W - 562948N 0032900W - 563900N 0031738W

### Area D

564838N 0030536W - 564257N 0025040W - 563321N 0030244W -  
563900N 0031738W - 564838N 0030536W

### Area E

565651N 0025515W - 565109N 0024017W - 564257N 0025040W -  
564838N 0030536W - 565651N 0025515W

### Area F

570015N 0025056W - 565433N 0023557W - 565109N 0024017W -  
565651N 0025515W - 570015N 0025056W

#### Area X

561750N 0031827W - 561627N 0030040W - 560700N 0030304W -  
560700N 0032107W - 561750N 0031827W

#### Area Y

564221N 0031219W - 564057N 0025421W - 561627N 0030040W -  
561750N 0031827W - 564221N 0031219W

Note: Where N864 corridor Y overlaps P600 corridors, the airspace is deemed to be part of the P600 corridor.

- 2.3 The vertical extent of Tay CTAs 1 to 8 are designated bases - FL195.
- 2.4 The classification of the airspace is class A.
- 2.5 Any revision, to the lateral and vertical extent of the segregated airspace described above, including any temporary change, which would have the effect of increasing the lateral and/or vertical extent of the segregated airspace, additionally requires approval by the CAA (Safety and Airspace Regulation Group).

### **3 PROCEDURES**

- 3.1 The procedures to be applied between the Parties, 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 OPERATIONAL STATUS**

- 4.1 All parties shall keep each other advised of any changes to operational facilities or any other matters which may affect the procedures specified in this Letter of Agreement.

### **5 REVISIONS**

- 5.1 Any revision to the Letter of Agreement, excluding Annexes, requires the mutual written consent of the Letter of Agreement signatories or the successor to their position/roles and requires the Letter of Agreement to be re-signed.
- 5.2 Any revision to the Annexes of the Letter of Agreement requires the mutual written consent of the designated representatives of the signatories but does not require the Letter of Agreement to be re-signed.

### **6 DEVIATIONS**

- 6.1 When necessary the appropriate Operational Supervisor(s) of the parties or responsible representative of the Airspace User may introduce, by mutual agreement, temporary modifications to the procedures laid down in the Annexes to the Letter of Agreement for a specific time period within the existing term of this Letter of Agreement.

6.2 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.

## **7 CANCELLATION**

7.1 Cancellation of this Letter of Agreement by one of the signatories (or their successors) is possible at any time in relation to ongoing and significant safety related matters which have not been remedied within a reasonable period following regular consultation between the signatories.

## **8 INTERPRETATION AND SETTLEMENT OF DISPUTES**

8.1 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.

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

## **9 REQUESTING AN AMENDMENT TO THE LETTER OF AGREEMENT**

9.1 It is the responsibility of the Airspace User to seek agreement from NATS to any amendment of this Letter of Agreement.

9.2 Where one of the parties wishes to amend the Letter of Agreement then they will send a written request to the other party no later than 3 months prior to the proposed amendment date.

## **10 REVIEWING THE LETTER OF AGREEMENT**


10.1 It is the responsibility of all parties to review this Letter of Agreement at least every 2 years.

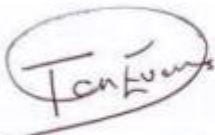
10.2 A review of the Letter of Agreement may be requested by any of the signatories and at any time.

10.3 When changes are made to the Letter of Agreement, the appropriate footer of either the main body or Annex affected will be updated. In addition, ANNEX D shall be updated to reflect the changes.

Scottish-BGA-78 Squadron Swanwick (Mil) (P600-N864 Corridors within Tay CTA 1-8)  
SIGNATURE PAGE

SIGNED	
<b>Name:</b> Paul Peers <b>Position/Role:</b> General Manager <b>Unit:</b> Scottish Control (Prestwick) NATS (En Route) PLC <b>DATE:</b> 22/02/2024	

SIGNED	
<b>Name:</b> Pete Stratten <b>Position/Role:</b> CEO <b>Unit:</b> British Gliding Association  <b>DATE:</b> 11/03/2024	

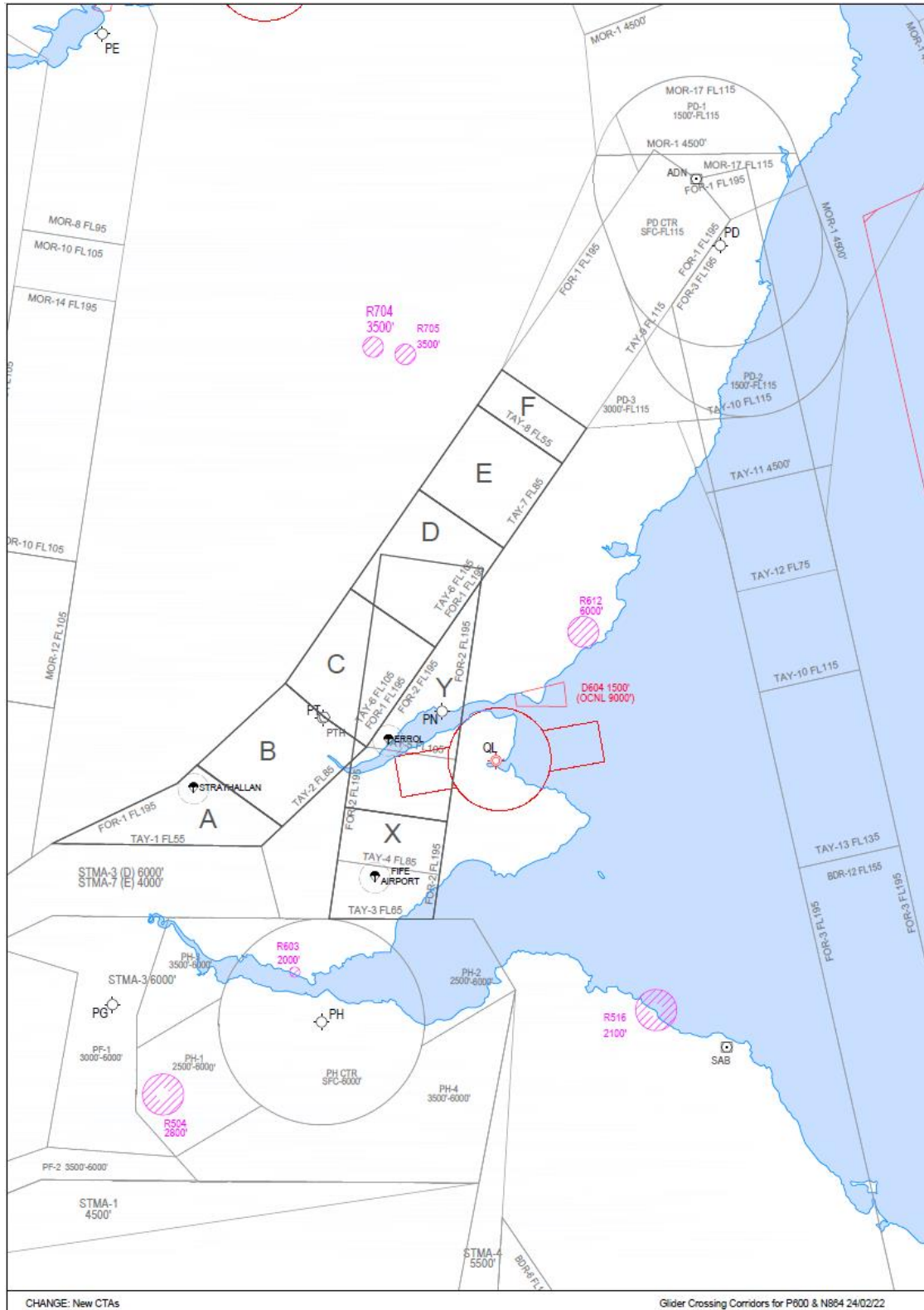
SIGNED	
<b>Name:</b> Wg Cdr Ian Evans <b>Position/Role:</b> Commanding Officer <b>Organisation:</b> 78 Squadron, Swanwick (Military) <b>DATE:</b> 28/02/2024	 Digitally signed by Ian Evans Date: 2024.02.28 12:14:37 Z

# ANNEX A

## PROCEDURES

Effective: 11/03/2024

### A.1 Map of the Airspace



## **A.2 Procedures**

- A.2.1 When corridor activation is anticipated, BGA representatives may request use for crossing purposes as follows:
- A.2.1.1 All times referring to this airspace will be passed in terms of UTC.
  - A.2.1.2 The request must be made by telephone to the PC Operations Supervisor, at least one hour in advance of use.
  - A.2.1.3 The request must include details of the anticipated activations including: glider callsigns, expected number of gliders and, expected times of use. Any other information considered relevant to the activation should also be passed.
  - A.2.1.4 The BGA representative must specify that the request is for the P600/N864 Crossing Corridors.
  - A.2.1.5 The PC Operation Supervisor, after consultation with the 78 Sqn, Swanwick (Mil) North Supervisor, will give the BGA representative a briefing on any particular aspects of the operation deemed necessary (e.g. changes to published RTF frequencies) and may give an indication of any periods when the request for an activation of the corridor seems unlikely to be successful.
  - A.2.1.6 If the request for an activation of the corridor seems unlikely to be successful, the PC Operations Supervisor may suggest alternative periods where activation would appear to be compatible with predicted IFR operations. Any suggestions of likely activation periods are not guarantees since ATC is a dynamic operation and situations can rapidly change.
- A.2.2 Once access to the Crossing Corridors has been agreed, glider pilots shall activate a corridor by contacting Scottish Control on the published controlling agency frequency for the relevant CTA, as contained in the UK AIP. This is currently 124.500MHz.
- A.2.2.1 Glider pilots must give at least 10 minutes' notice prior to the requested activation using the following format:

“Scottish Control, Glider (callsign) requests activation of P600 (or N864 as appropriate) corridor (Corridor Identification Letter) at time (UTC) up to FL (anticipated maximum level whilst within the corridor). Crossing (simplified direction, i.e. East to West, etc.) estimate (Estimated crossing time in minutes) (Downwind or upwind).”

E.g. Scottish Control, Glider Delta Alpha Papa requests activation of Papa 600 corridor Alpha at 1600 up to Flight Level 150. Crossing East to West, estimate 10 minutes Downwind.
  - A.2.2.2 The glider pilot should be conservative when considering the maximum level required to accomplish a safe crossing.
  - A.2.2.3 Where several gliders are operating in close proximity and intend to use the same corridor, one glider may make the initial request on behalf of the other gliders by stating their callsigns as part of the request.
  - A.2.2.4 Requests for access to the airspace will be granted except on those occasions when:
    - a) An emergency, including any ambulance flight, is present or affecting this airspace.



b) In the event of there being a notified Royal Flight affecting the airspace in the period being requested,

c) N864 will not be available because of pre-booked MoD Activity.

The reason for refusal should be passed to the glider pilot.

A.2.2.5 Scottish Control (Prestwick) shall confirm activation taking account of traffic and other circumstances in the following format:

“Glider (callsign), Scottish Control, P600 (or N864 as appropriate) corridor (Corridor Identification Letter) active from (time UTC) not above FL (Max requested level), report entering and leaving.”

E.g. Glider Delta Alpha Papa, Scottish Control, Papa 600 corridor Alpha active from 1600 not above Flight Level 150, report entering and leaving.

The glider pilot shall read back the clearance issued.

A.2.2.6 Where a request for more than one glider has been made, Scottish Control may issue the clearance on a broadcast basis, however, each glider pilot will read back the clearance issued as a cross check.

A.2.2.7 The glider pilot shall report entering the corridor and advise the Scottish Control (Prestwick) of the actual entry level. The phraseology to be used is:

“Scottish Control, Glider (callsign) entering corridor (Corridor Identification Letter) FL (aircraft’s level).”

A.2.2.8 Scottish Control shall acknowledge the pilot’s transmission, however, if no acknowledgement is received from Scottish Control (Prestwick), the glider pilot shall leave the corridor by the most expeditious means possible.

A.2.2.9 Whilst within the corridors, glider pilots should make all reports regarding level information based on the Standard Pressure setting of 1013.2 Hectopascals (29.92 in. Hg) and report levels in Flight Levels.

A.2.2.10 Whilst within the corridor, the pilot shall maintain a continuous watch on the ATC RTF frequency, and comply with any ATC instructions issued. Scottish Control (Prestwick) will take due cognisance of the gliders operating constraints when considering the type of instruction to be issued.

A.2.2.11 Where geographical position information is offered by the glider pilot or requested by Scottish Control (Prestwick), it should be made with reference to published route reporting points, namely GRICE, PTH VOR, ASNUD, GLESK or ADN VOR.

A.2.2.12 If a glider pilot cannot comply with any ATC instruction or the cleared crossing time and/or level will not be met, the glider pilot shall immediately contact Scottish Control (Prestwick) and negotiate a new clearance or crossing level.

A.2.2.13 When Scottish Control (Prestwick) have given a glider pilot a clearance to enter a corridor but no report of entering has been received more than five minutes after the expected entry time and provided that attempts have been made by Scottish Control (Prestwick) to contact the pilot by all available means, Scottish Control (Prestwick) shall deem that the corridor has not been activated for such occasions.

- A.2.3 During periods when the BGA have access to any of the crossing corridors, the following conditions apply:
- A.2.3.1 Scottish Control (Prestwick) and 78 Sqn, Swanwick (Mil) shall provide standard procedural or radar separation between all other airspace users which are operating as General Air Traffic (GAT) or Operational Air Traffic (OAT) within the CTAs and the active gliding corridors.
  - A.2.3.2 Glider pilots operating within the corridors shall not be separated from each other by ATC agencies and are responsible for providing their own separation from other gliders operating in the relevant airspace.
  - A.2.3.3 Scottish Control (Prestwick) will advise any glider entering the corridor of pertinent information on gliders already operating within the same corridor. The clearance issued to a specific glider is for that glider only and is not available for use by multiple individual gliders.
  - A.2.3.4 Scottish Control (Prestwick) and 78 Sqn, Swanwick (Mil) shall ensure that GAT and OAT operating on P600/N864 in TAY CTAs 1 to 8 is either vectored to remain clear of the corridor or shall apply standard vertical separation above the active level block to ensure that their aircraft transit the airspace surrounding the corridor at a safe level.
  - A.2.3.5 In the event that glider pilots are no longer able to maintain their own visual separation under the “see and be seen” principle, they must advise Scottish Control (Prestwick) immediately. Scottish Control (Prestwick) will attempt to provide appropriate separation between affected aircraft as soon as practicable, however, cannot guarantee to provide separation at any time due to the inherent difficulties in using radar facilities to identify and subsequently track glider aircraft.
  - A.2.3.6 The glider pilot shall report leaving the corridor and advise Scottish Control (Prestwick) of the actual exit flight level. This will permit normal IFR operations to continue on the basis of known information.

### **A.3 Civil and Military Coordination**

- A.3.1 Before granting approval for, or amendment to, a corridor’s use the Scottish Control (Prestwick) Tay Planner shall coordinate the requested activation or amendment to the existing activation with the 78 Sqn, Swanwick (Mil) North Supervisor/ATCO I/C.
- A.3.2 Once agreed, the 78 Sqn, Swanwick (Mil) North Supervisor/ATCO I/C shall ensure dissemination to their relevant ATC staff. The 78 Sqn, Swanwick (Mil) North Supervisor/ATCO I/C and Scottish Control (Prestwick) Tay Planner should be cognisant that the time period between the glider pilot’s request and the proposed activation is a maximum of 10 minutes.
- A.3.3 On completion of the activation, the Scottish Control (Prestwick) Tay Planner shall inform the 78 Sqn, Swanwick (Mil) North Supervisor/ATCO I/C.

### **A.4 Radio Failure**

- A.4.1 Glider pilots in receipt of a clearance to enter a Crossing Corridor who experience actual or suspected Radio Failure shall not enter controlled airspace. Scottish Control (Prestwick) and 78 Sqn, Swanwick (Mil) shall deem that the corridor has not been activated for such occasions.

A.4.2 Glider pilots operating within the corridor experiencing actual or suspected Radio Failure shall ensure that they have vacated the corridor no later than the crossing time contained in the ATC clearance plus the estimated crossing time which was passed to Scottish Control (Prestwick) plus 10 minutes. ATC shall deem that the corridor has been vacated at the end of this period.

A.4.3 Glider pilots should report any RTF failure to the PC Operations Supervisor as soon as practicable after landing. The PC Operations Supervisor shall not take any Alerting Action in respect of gliders suffering communications difficulties unless information is received which indicates that this action is required. Alerting Action responsibility shall be undertaken by the gliding club involved.

## **A.5 Emergencies**

A.5.1 In emergency situations, a glider pilot may be asked to leave the corridor by the most expedient means available. The glider pilot should provide Scottish Control (Prestwick) with an estimate of the time needed to accomplish this and report when vacated.

A.5.2 In the event that it is not possible to vacate the airspace in the time required by ATC, Scottish Control (Prestwick) may request position and level information from the glider pilot to enable essential traffic information to be passed to both parties.

## ANNEX B

### TELEPHONE COMMUNICATIONS

Effective: 11/03/2024

ORGANISATION	TELEPHONE NUMBER/S
PC Operations Supervisor	01294 655 300
PC Operations Supervisor (Alternative)	01294 655 301
78 Sqn, Swanwick (Mil) North Supervisor	01489 612943

## ANNEX C

### ACRONYMS AND DEFINITIONS

Effective: 11/03/2024

ACRONYM	DEFINITION
BGA	British Gliding Association
CAA	Civil Aviation Authority
CAS	Controlled Airspace
ENR	En route Information section of the AIP
FL	Flight Level
GAT	<p>General Air Traffic</p> <p>All flights conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.</p> <p><i>Note. GAT can include military flights for which ICAO rules and procedures satisfy entirely their operational requirements.</i></p>
GS	Group Supervisor
IFR	Instrument Flight Rules
OAT	<p>Operational Air Traffic</p> <p>All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate authorities.</p> <p><i>Note. OAT can include civil flights such as test-flights, which require some deviation from ICAO rules to satisfy their operational requirements.</i></p>
PC	Prestwick Centre
SERA	Standardised European Rules of the Air
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions

**ANNEX D**

**CHECKLIST**

**Effective: 11/03/2024**

<b>SECTION</b>	<b>EFFECTIVE DATE</b>	<b>REVIEW DUE BY</b>
Front Part	11/03/2024	10/03/2026
Annex A	11/03/2024	10/03/2026
Annex B	11/03/2024	10/03/2026
Annex C	11/03/2024	10/03/2026
Annex D	11/03/2024	10/03/2026



***NATS***