

LETTER OF AGREEMENT

between

NATS (En Route) plc

4000 Parkway, Whiteley, Fareham, Hampshire PO15 7FL

In Airspace Operated by

Scottish Control (Prestwick)

Fresson Avenue, Prestwick KA9 2GX

And

Scottish Gliding Union Ltd

Portmoak Airfield, Scotlandwell By Kinross KY13 9JJ
(operating as Scottish Gliding Centre)

Affiliated to

British Gliding Association Ltd

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

RELATING TO

Weekend Procedures to Permit Scottish Gliding Union Ltd, Operating from Portmoak Airfield, Access to Areas of P600 and the Scottish TMA (the P600 Gliding Area) to Conduct Soaring

Effective: 1st April 2017

Expiry: 31st March 2019

1. General

- 1.1 The purpose of this Letter of Agreement (LoA) is to define the coordination procedures to be applied between Scottish Control (Prestwick) (NATS) and the Scottish Gliding Union Ltd (SGU) to permit glider pilots affiliated to the SGU to conduct soaring operations within the airspace as set out in Paragraph 2 and the times stated in Annex A of this Agreement.
- 1.2 The signatories to this LoA are accountable for ensuring that the obligations set out by the Procedures in this LoA are met in full.
- 1.3 This LoA shall start on the Effective Date stated above and shall end exactly two years thereafter. No prior notice of the end date shall be given by NATS.
- 1.4 Segregated airspace in controlled airspace is required for the purposes of compliance with EU 923/2012 Standardised European Rules of the Air, (SERA), and the Civil Aviation Authority has authorised NATS to create and operate such airspace in accordance with this LoA.

- 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 and also stated in the P600/N864 Glider Crossing (Corridors) LoA.

2 Description of Airspace

The airspace which SGU are granted access under this LoA is known as the 'P600 Gliding Area'.

The dimensions of controlled airspace (CAS) covered by this LoA are as follows:

2.1 Scottish Terminal Control Area (ScTMA)

- 2.1.1 The lateral extent of CAS is defined by the following coordinates:

N561400 W0040926	N561400 W0033259	N560700 W0032938
N560700 W0040000	N561400 W0040926	

- 2.1.1 The vertical extent of the airspace is from the notified base to FL190 inclusive.

- 2.1.1.1 When the Portmoak TRA(G), as described in the UK AIP ENR 5.2, is active the upper level of the airspace described in this LoA shall be FL195 in the areas where it is contiguous with the Portmoak TRA(G).

- 2.1.2 The classification of the airspace is:

4000ft – 6000ft:	E
6000ft – FL195:	D

2.2 P600

- 2.2.1 The lateral extent of CAS is from the northern ScTMA boundary to Perth VOR, as per the UK AIP ENR 2.1.

- 2.2.2 The vertical extent of the airspace is from the notified base to FL190 inclusive.

- 2.2.2.1 When the Portmoak TRA(G), as described in the UK AIP ENR 5.2, is active the upper level of the airspace described in this LoA shall be FL195 in the areas where it is contiguous with the Portmoak TRA(G).

- 2.2.2.2 The Strathallan Free Fall Drop Zone is that portion of P600 contained within a circle radius 2nm of Strathallan Airfield (561930N 0034455W). Portmoak gliders shall avoid this area when it is notified as active, up to and including the maximum level notified for that day.

- 2.2.3 The classification of the airspace is:

Designated Base – FL195: A

3 Agreed Procedures

- 3.1 The procedures to be applied between NATS and the SGU are detailed in the Annexes to this LoA:

Annex A: Procedures
Annex B: Telephone Communications
Annex C: Abbreviations and Definitions
Annex D: Checklist of Pages

4 Revisions to Procedures

- 4.1 Any revision to the LoA, excluding the Appendix and Annexes, requires the mutual written consent of the LoA signatories or the successor to their position/roles.
- 4.2 Any revision to the Annexes of the LoA requires the mutual written consent of the designated representatives of the signatories.
- 4.3 Any revision to the lateral and vertical extent of the segregated airspace, described in paragraphs 2.1 & 2.2 above, additionally requires approval by the CAA (Safety and Airspace Regulation Group).

5 Cancellation

- 5.1 Cancellation of this LoA 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.

6 Interpretation and Settlement of Disputes

- 6.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present LoA or in case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to them all.
- 6.2 Should no agreement be reached, each of the parties shall refer such dispute to the CAA for determination.

7 Requesting a Renewal of the Letter of Agreement

- 7.1 Access to the P600 Gliding Area is granted to the SGU by NATS as the designated authority responsible for the airspace detailed in this LoA, on the terms set out in this LoA. It is the responsibility of the SGU to seek NATS' agreement to any renewal or replacement of this LoA.
- 7.2 Where the SGU wishes to enter into a renewal or replacement LoA with NATS for access to the P600 Gliding Area, the SGU will send a written request to do so to NATS no later than 3 months prior to the end date of this LoA.
- 7.3 NATS will endeavour to agree a renewal or replacement of this LoA where requested to do so but this cannot be guaranteed.

7.4 A review of the LOA may be requested by any of the Signatories and at any time during the validity period.

SIGNED:

SIGNED:

Mr B Petrie
Chairman
Scottish Gliding Union Ltd
Portmoak

Mr M Donnan
General Manager
NATS Prestwick
NATS (En Route) plc

Date:

Date:

SIGNED:

Mr J Williams
Chairman, Airspace Committee
British Gliding Association

Date:

APPENDIX A

EXPLANATORY NOTE FOR SEGREGATED AIRSPACE ARRANGEMENTS

Effective: 1st April 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 E4312 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;
 - 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

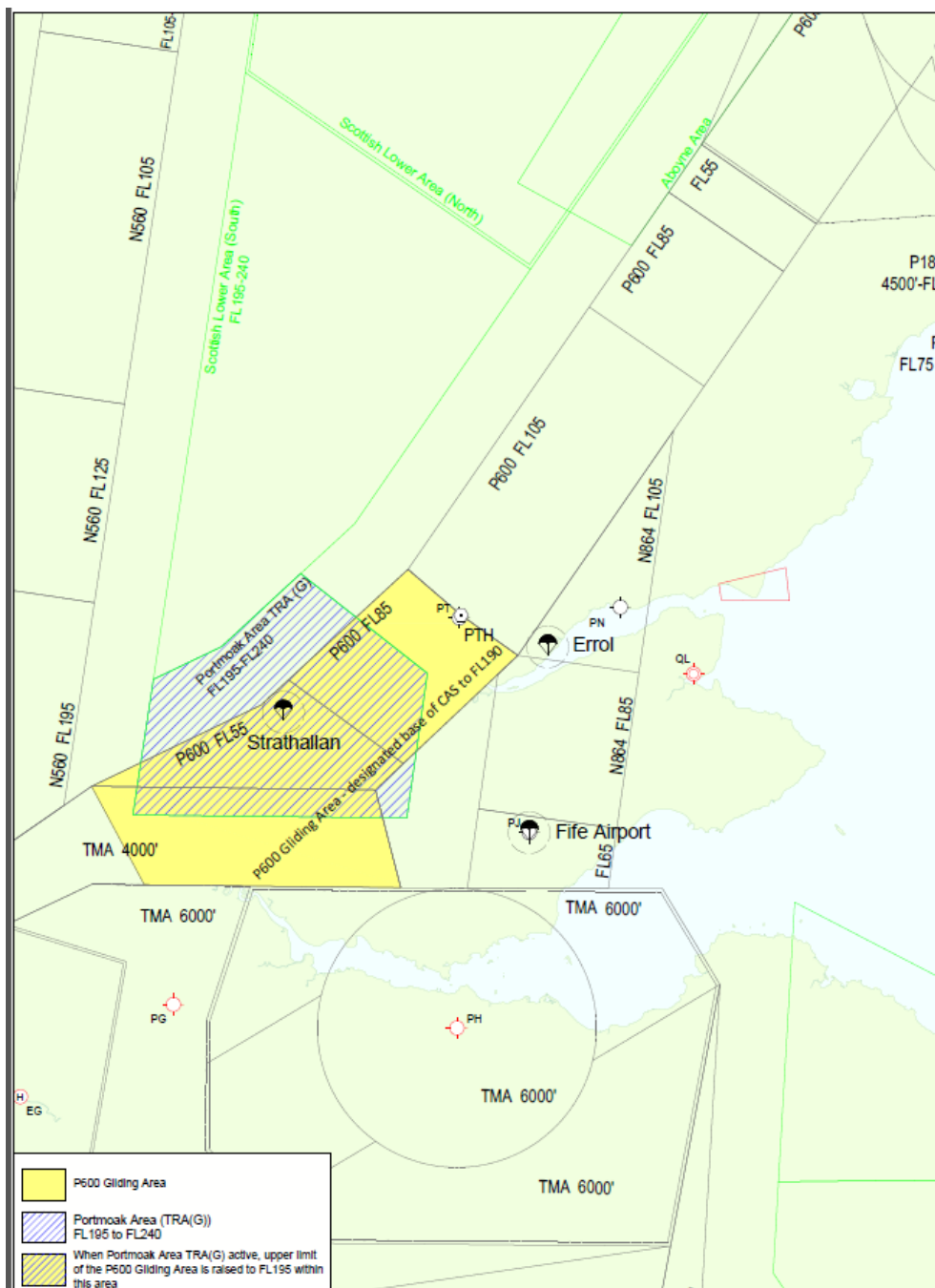
Effective: 1st April 2017

A.1 Description of Airspace

The airspace which SGU are granted access under this LoA is referred to as the P600 Gliding Area.

The dimensions of CAS covered by this LoA are as detailed in Paragraph 2 of the LoA.

A.2 Map of the Airspace



A.3 Procedures

A.3.1 During periods when the SGU have access to the P600 Gliding Area, the following conditions apply:

A.3.1.1 Scottish Control (Prestwick) will not issue any ATC clearances permitting penetration of this airspace by any aircraft.

A.3.1.2 No ATC service will be available to gliders within this portion of CAS from either Scottish Control (Prestwick) or Portmoak Airfield.

A.3.1.3 The responsibility for avoidance of collisions rests entirely with glider pilots in accordance with the Rules of the Air.

A.3.1.4 All times in telephone conversations referring to this airspace will be passed in terms of UTC.

A.3.2 The SGU may request use of the P600 Gliding Area as follows:

A.3.2.1 Entry is only available on Saturdays and Sundays during the hours of official day.

A.3.2.2 The request must be made by telephone from an SGU representative to the PC Operations Supervisor, stating that the request is for access to the P600 Gliding Area.

A.3.2.3 The request must be received at least 30 minutes in advance of the start time required.

A.3.2.4 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, the granted delegation will exclude the notified area for the notified period.
- c) Airway N864 will not be available because of pre-booked MoD Activity.

A.3.2.5 The PC Operations Supervisor shall refer to the UK AIP to determine the hours of official day. Specific start and end times shall be agreed with the SGU representative (see also A.3.1.4).

A.3.2.6 If unable to grant the SGU access for any of the reasons above, the PC Operations Supervisor shall advise the SGU representative of the likely duration of the activity causing refusal, so that they might re-request later.

A.3.3 Once access has been granted to the P600 Gliding Area, it will remain available to the SGU until the end time agreed in A.3.2.5, unless terminated as follows:

A.3.3.1 If the SGU representative is sure that all glider activity in the airspace has ceased for the day, the requirement for entry to the airspace is cancelled by a telephone call to the PC Operations Supervisor, stating that the gliding activity in the P600 Gliding Area is complete.

A.3.3.3 Once cancelled, Scottish Centre (Prestwick) will not accept a further request for access to the airspace on that day.

A.3.3.4 A new request must be made for each day that the SGU require the airspace within the scope of this LoA. The access granted on one day will not automatically carry over, or apply, to the following day.

A.3.3.5 In emergency situations, Scottish Control (Prestwick) may instruct the SGU to vacate the P600 Gliding Area by the most expedient means available. The SGU should provide the PC

Operation Supervisor with an approximation of the time needed to accomplish this and report to the PC Operations Supervisor when vacated. SGU will instruct pilots to vacate using the Portmoak frequency.

Annex B

Telephone Communications

Effective: 1st April 2017

Name	Number
PC Operations Supervisor	01294 655 300
PC Operations Supervisor (Alternative)	01294 655 301
SGU, Portmoak Club House	01592 840 243
SGU, Portmoak Office	01592 840 543

Annex C

Acronyms and Definitions

Effective: 1st April 2017

AAA AR	Airspace, Air Traffic Management & Aerodromes, Airspace Regulation
ACN	Airspace Coordination Notice
AIP	Aeronautical Information Publication
AMC	Airspace Management Cell
AMSL	Above Mean Sea Level
BGA	British Gliding Association
CAA	Civil Aviation Authority
CAS	Controlled Airspace
(D)CFI	(Deputy) Chief Flying Instructor
ENR	Enroute Information section of the AIP
Ft amsl	Feet Above Mean Sea Level
GAT	General Air Traffic
LoA	Letter of Agreement
MATS	Manual of Air Traffic Services
NSGA	Non-SSR Gliding Area
ORS4	Official Record Series 4
PC	Prestwick Centre
ScTMA	Scottish TMA
SERA	Standardised European Rules of the Air
SGU	Scottish Gliding Union Ltd
TMA	Terminal Manoeuvring (Control) Area
TRA(G)	Temporary Restricted Area (Gliding)
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VOR	Very High Frequency Omni-Directional Radio Range

Annex D

Checklist of Pages

Section	Effective Date
LoA	01/04/2017
Appendix	01/04/2017
Annex A	01/04/2017
Annex B	01/04/2017
Annex C	01/04/2017
Annex D	01/04/2017