

LETTER OF AGREEMENT

between

NATS (En Route) plc

4000 Parkway, Whiteley, Fareham, Hampshire PO15 7FL

In Airspace Operated by

Scottish Control (Prestwick)

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

And

RAF (U) Swanwick

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

And

The British Gliding Association Ltd

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

RELATING TO

Procedures to allow glider traffic operating under the provisions of this Letter of Agreement access to Airways P600 and N864 for the purpose of crossing Class A Controlled Airspace

Effective: 1st July 2017

Expiry: 30th June 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), RAF (U) Swanwick and the British Gliding Association (BGA) to permit glider pilots affiliated to the BGA to access Airways P600 and N864 in the airspace as set out in Paragraph 2, for the purpose of crossing Class A Controlled Airspace.
- 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 those stated in the LoA permitting use of the P600 Glider Area. The appropriate portions of this LoA are not applicable to the area of P600 defined within the P600 Glider Area LoA when it is active.

2 Description of Airspace

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

- 2.1 Those parts of Airways P600 and N864 within the Scottish Flight Information Region (FIR) bounded by points on the edge of Airway P600 or Airway N864. Within that airspace, designated Crossing Corridors are established as shown on the diagram at Annex A.1.

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.*

- 2.2 The vertical limits of the airspace affected by this agreement are:

Designated bases - FL190.

- 2.3 The classification of the airspace is:

Designated Base – FL195: A

3 Agreed Procedures

- 3.1 The procedures to be applied between NATS, RAF (U) Swanwick and the BGA 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/N864 Crossing Corridors is granted to the BGA 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 BGA to seek NATS' agreement to any renewal or replacement of this LoA.
- 7.2 Where the BGA wishes to enter into a renewal or replacement LoA with NATS for access to the P600/N864 Crossing Corridors, the BGA 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.

APPENDIX A

EXPLANATORY NOTE FOR SEGREGATED AIRSPACE ARRANGEMENTS

Effective: 1st July 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:

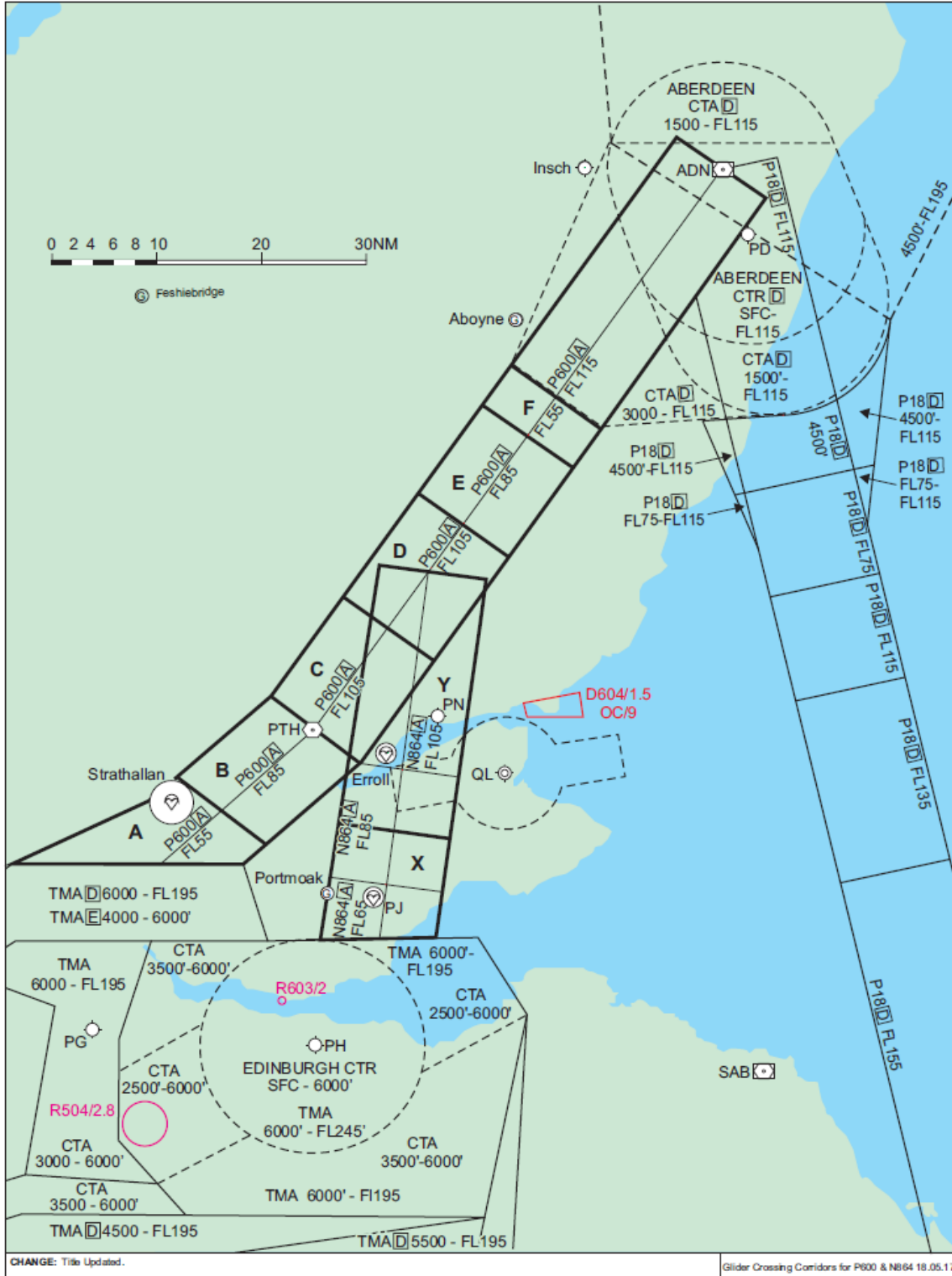
APSA. Supporting procedures applicable to the Letter of Agreement published in MATS Part 2

ANNEX A

Procedures

Effective: 1st July 2017

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 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 P600 or N864, as contained in the UK AIP. This is currently 124.500 MHz.

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) Airway 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 Airway 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 RAF (U) Swanwick 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 Airways 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 RAF (U) Swanwick shall ensure that GAT and OAT operating in P600/N864 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 & Military Coordination

- A.3.1 Before granting approval for, or amendment to, a corridor's use the PC Operations Supervisor shall coordinate the requested activation or amendment to the existing activation with the Swanwick (Mil) North Supervisor.
- A.3.2 Once agreed, the Supervisors shall ensure dissemination to their relevant ATC staff. Operations Supervisors should be cognisant that the time period between the glider pilot's request and the proposed activation is a maximum of 10 minutes.
- A.3.4 On completion of the activation, the PC Operations Supervisor shall inform the Swanwick (Mil) North Supervisor.

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 the Airway. Scottish Control (Prestwick) and RAF (U) Swanwick 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: 1st July 2017

Name	Number
PC Operations Supervisor	01294 655 300
PC Operations Supervisor (Alternative)	01294 655 301
Swanwick (Mil) North Supervisor	01489 612943

Annex C

Acronyms and Definitions

Effective: 1st July 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	01/07/2017
Appendix	01/07/2017
Annex A	01/07/2017
Annex B	01/07/2017
Annex C	01/07/2017
Annex D	01/07/2017