

Letter of Agreement

Between

NATS (En Route) PLC (“*NATS*”)

And

Bowland Forest Gliding Club



NATS

Effective Date: 20/05/2021
Review Date: 19/05/2023

NATS - PRIVATE

LETTER OF AGREEMENT

between

(1) NATS (En Route) PLC (“NATS”)

4000 Parkway, Whiteley, Fareham, Hampshire PO15 7FL

Airspace operated by

Scottish Control (Prestwick) (“NATS Unit”)

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

and

(2) Bowland Forest Gliding Club (“Airspace User”)

Lower Cock Hill Farm, Fiddlers Lane, Chipping, Preston, Lancashire PR3 2WN

Affiliated to

BRITISH GLIDING ASSOCIATION LTD (BGA)

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

Together referred to as “**the Parties**”.

Effective Date: 20/05/2021

1 GENERAL

- 1.1 The purpose of this Letter of Agreement is to define the co-ordination procedures to be applied between NATS and the Airspace User, to permit the Airspace User operating as General Air Traffic to fly within the airspace as set out within Section 2 of this Agreement.
- 1.2 The signatories to this Agreement are accountable for ensuring that the obligations set out by the Procedures in this Agreement are met in full.
- 1.3 This Agreement shall start on the Effective Date and shall be reviewed every 2 years for safety and applicability.

- 1.4 If applicable, 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 (See Appendix).

2 DESCRIPTION OF AIRSPACE

- 2.1 A map of the Airspace is contained in Annex A. The lateral extent of the Chipping Box area(s) is/are defined by the following co-ordinates:

N54°02'36" W002°39'01"

N53°57'38" W002°32'58"

N53°50'23" W002°32'50"

N53°47'41" W002°44'59"

N53°58'58" W002°53'10"

- 2.2 The vertical extent of the Chipping Box area is Up to FL100 or, up to FL140 dependant on ATC approval.
- 2.3 Any revision to the lateral and vertical extent of the segregated airspace described above, additionally requires approval by the CAA (Safety and Airspace Regulation Group).

3 PROCEDURES

- 3.1 The procedures to be applied between NATS, and the other Airspace Operator as applicable, and the Airspace User, 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 the Appendix and Annexes, requires the mutual written consent of the Letter of Agreement signatories or the successor to their position/roles and requires the LoA to be re-signed.
- 5.2 Any revision to the Appendix and/or Annexes of the Letter of Agreement requires the mutual written consent of the designated representatives of the signatories but does not require the LoA to be re-signed.

6 DEVIATIONS

- 6.1 When necessary the Scottish Control (Prestwick) Operational Supervisor and responsible representative of BFGC 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 If applicable, where segregated airspace in controlled airspace is required any temporary change which would have the effect of increasing the lateral and/or vertical extent of the segregated airspace requires prior approval by the CAA (Safety and Airspace Regulation Group).

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

9.2 Where the Airspace User wishes to amend the Letter of Agreement with NATS for access to the Airspace then the Airspace User will send a written request to the NATS unit no later than 3 months' notice prior to the proposed amendment date.

9.3 A review of the Letter of Agreement may be requested by any of the Signatories and at any time during the validity period.

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 LoA, the appropriate footer of either the main body, Appendix or Annex affected will be updated. In addition, Annex D shall be updated to reflect the changes.

Scottish-BGA-BFGC (Chipping Box)
SIGNATURE PAGE

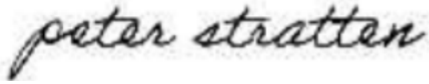
SIGNED

SIGNED

	
Name: Colin Houston Position/Role: General Manager Unit: Scottish Control (Prestwick) NATS (En Route) PLC DATE: 11/05/21	Name Mr I Ashton Position/Role: Chief Flying Instructor Unit Bowland Forest Gliding Club DATE: 19/05/21

SIGNED

SIGNED

	
Name: Pete Stratten Position/Role: Chief Executive Organisation: British Gliding Association DATE: 19/05/21	

APPENDIX

EXPLANATORY NOTE FOR SEGREGATED AIRSPACE ARRANGEMENTS

Effective: 20/05/2021

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: 5 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 AMSL (900m), or 1,000ft (300m) 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

Alternatively, in Class D airspace, for aircraft other than helicopters, flying at 140 kts IAS or less

- a. Flight visibility: 5 km
- b. Clear of cloud and with the surface in sight

Alternatively, in Class D airspace, for helicopters, flying at 140 kt IAS or less

- a. Flight visibility: 1500m
- b. Clear of cloud and with the surface in sight

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 as amended by (EU) 2015/340 and (EU) 2016/1185.

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:

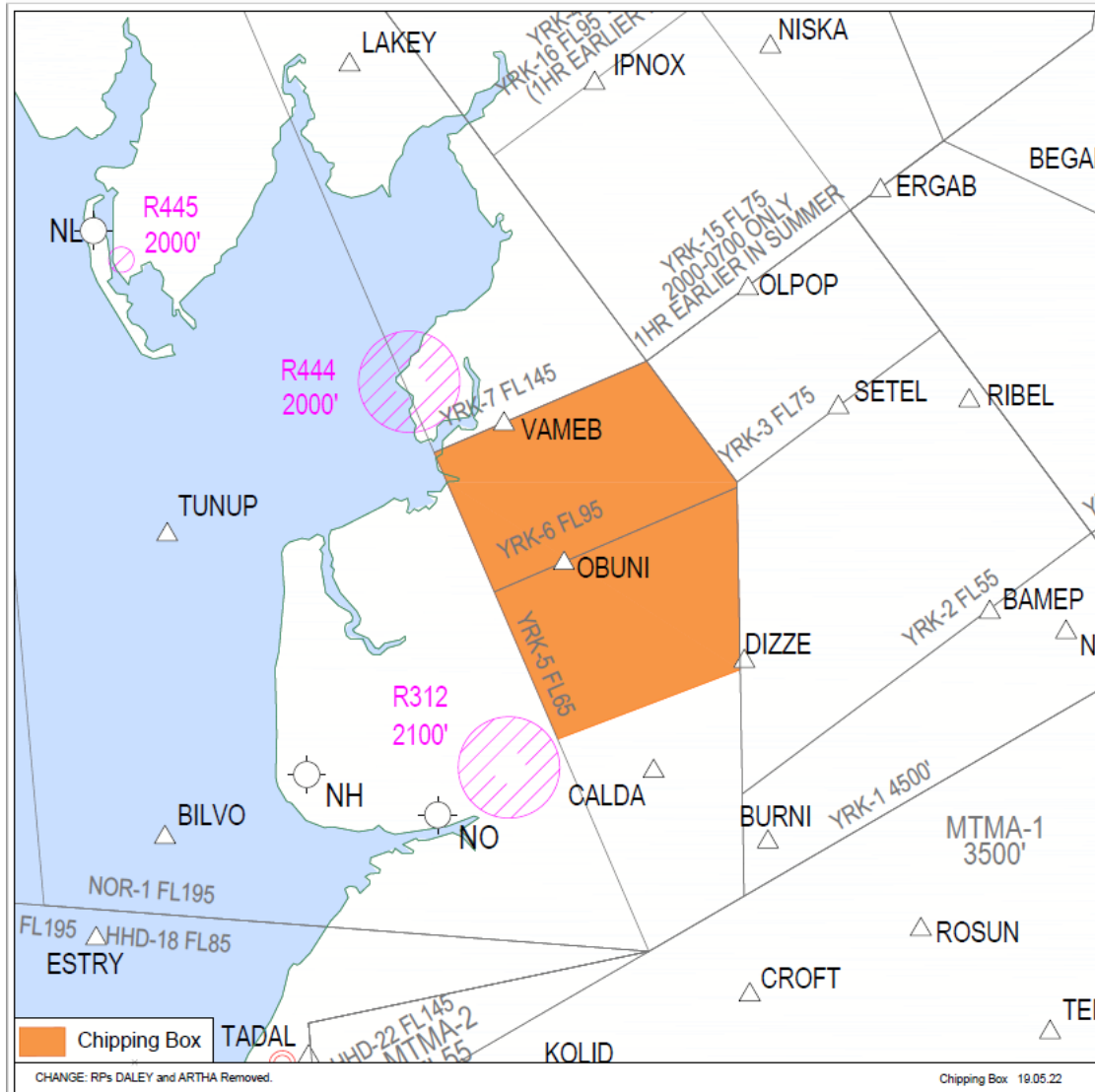
APSA. Supporting procedures applicable to the Letter of Agreement published in MATS Part 2

ANNEX A

PROCEDURES

Effective: 19/05/2022

A.1 Map of the Airspace



A.2 Procedures

A.2.1 General

A.2.1.1 This Agreement is separate to the notification procedures for Non-SSR Gliding Area (NSGA) 1, as described in the UK AIP ENR 5.2 and ENR 6-3-0-1.

A.2.2 Eligibility

A.2.2.1 Pilots using the procedures in this LoA are to be members or affiliated members of the BGA operating from the Bowland Forest Gliding Club (BFGC).

A.2.2.2 Failure of a party or individual to comply with the conditions specified in the LoA may result in the withdrawal of the privileges of the LoA from that party or individual.

A.2.3 Activation of the Chipping Box

A.2.3.1 The opportunity to operate in the Chipping Box is available to the BFGC daily between 09:30 Local and sunset. The Chipping Box is contained within Yorkshire CTA 5/6 and has a normal operating limit of FL100 or, on approval from ATC, FL140. During activation the classification of controlled airspace remains Class A.

A.2.3.2 BFGC will telephone the Scottish Control (Prestwick) Operations Supervisor to request the use of the Chipping Box and specify whether they wish to operate up to FL100 or FL140. If activation has been approved to operate up to FL100 the BFGC can further request up to FL140.

A.2.3.3 Approval shall not be granted when particular types of Non-Standard, Non-Deviating, Unusual, or Royal Flights are operating or at times of intense traffic levels. Additionally, approval shall not be granted when an emergency situation exists or when it is known that the airspace may be needed for an aircraft in emergency in the affected airspace. The reason for refusal should be passed to the glider pilots (except Royal Flights).

A.2.3.4 If the Scottish Control (Prestwick) Operations Supervisor is unable to release the airspace immediately due to PC North's traffic loading or an aircraft in an emergency, the Operations Supervisor is to specify a time at which the BFGC may commence using the Chipping Box.

A.2.3.5 Scottish Control (Prestwick) shall provide standard separation between all other airspace users which are operating as GAT within the associated CTAs and the active gliding area, i.e. 5nm horizontal or 1000ft vertically above. Glider pilots operating within the area are responsible for providing their own separation from other gliders operating in the relevant airspace and also Cockerham Parachute Area up to FL140.

A.2.3.6 When Scottish Control (Prestwick) Operations Supervisor has released the Chipping Box to the BFGC, a non-standard left hand hold will be flown at ROSUN.

A.2.3.7 BFGC will notify the Scottish Control (Prestwick) Operations Supervisor when the airspace is no longer required or when there will be periods of inactivity planned for one hour or more. Further activations will then be made in the manner described above.

A.2.3.8 BFGC is responsible for ensuring that all glider pilots are notified that the airspace has reverted to the control of Scottish Control.

A.2.4 Civil and Military Coordination

A.2.4.1 Once the Scottish Control (Prestwick) Operations Supervisor has approved activation of the Chipping Box they shall then inform the Swanwick (Mil) Supervisor of the activation.

A.2.4.2 On completion of the activation, the Scottish Control (Prestwick) Operations Supervisor is to inform the Swanwick (Mil) Supervisor.

A.2.4.3 After approval from the Scottish Control (Prestwick) Operations Supervisor to activate the Chipping Box, BFGC shall inform both Blackpool and Warton ATC of the activation.

A.3 Aircraft Equipment

A.3.1 Pilots operating in the Chipping Box must carry a serviceable radio and maintain a listening watch on the Chipping gliding frequency of 118.685. Pilots using this frequency are not required to hold a valid RTF operator's licence.

A.4 Radio Failure

A.4.1 BFGC will be responsible for maintaining awareness of all airborne BFGC gliders likely to be in the designated airspace. Pilots in that airspace are required to listen out on the Chipping frequency of 118.685 for any instructions relating to its availability and use.

A.4.2 If a pilot in the designated area becomes aware that their radio is not functioning correctly, they are to descend and land so that the BFGC are made aware that they are no longer using the Chipping box.

A.5 Emergencies

A.5.1 In emergency situations, the BFGC may be instructed to leave the Chipping Box by the most expedient means available. BFGC should provide the Scottish AC (Prestwick) Operations Supervisor with an approximation of the time needed to accomplish this and report to the Scottish Control (Prestwick) Operations Supervisor when vacated. BFGC will instruct pilots to vacate by using the Chipping frequency 118.685.

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

A.5.3 In the event that the Scottish Control (Prestwick) Operations Supervisor cannot contact BFGC at the launch point then, in the first instance, they should attempt to contact the clubhouse and failing that, the CFI or DCFI.

ANNEX B

TELEPHONE COMMUNICATIONS

Effective: 04/03/2022

Organisation	Telephone Number
Scottish Control (Prestwick) Operations Supervisor	01294 655 300
Scottish Control (Prestwick) DTS (Alternative to Ops Sup)	01294 655 301
Swanwick (Mil) Supervisor	01489 61 2417
BFGC Launch Point	0777 944 1283
BFGC Clubhouse	01995 61267
CFI	07814 500 098
DCFI	07855 495 766

ANNEX C

ACRONYMS AND DEFINITIONS

Effective: 20/05/2021

ACRONYM	DEFINITION
AAA-AR	Airspace, Air Traffic Management & Aerodromes, Airspace Regulation
ACN	Airspace Coordination Notice
AMC	Airspace Management Cell
AMSL	Above Mean Sea Level
BFGC	Bowland Forest Gliding Club
BGA	British Gliding Association
CAA	Civil Aviation Authority
(D)CFI	(Deputy) Chief Flying Instructor
GAT	General Air Traffic All flights conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation. <i>Note. GAT can include military flights for which ICAO rules and procedures satisfy entirely their operational requirements.</i>
IFR	IFR means the symbol used to designate the instrument flight rules
MATS	Manual of Air Traffic Services
OAT	Operational Air Traffic All flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate authorities. <i>Note. OAT can include civil flights such as test-flights, which require some deviation from ICAO rules to satisfy their operational requirements.</i>
ORS4	Official Record Series 4
PC	Prestwick Centre
SERA	Standardised European Rules of the Air
VFR	VFR means the symbol used to designate the visual flight rules
VMC	Visual Meteorological Conditions

ANNEX D
CHECKLIST

Effective: 20/05/2021

SECTION	EFFECTIVE DATE	REVIEW DUE BY
Front Part	20/05/2021	19/05/2023
Appendix	20/05/2021	19/05/2023
Annex A	19/05/2022	19/05/2023
Annex B	04/03/2022	19/05/2023
Annex C	20/05/2021	19/05/2023
Annex D	20/05/2021	19/05/2023



NATS