

# Letter of Agreement

Between

NATS (En Route) PLC ("**NATS**")

And

Bowland Forest Gliding Club



**NATS**

Effective Date: 20/05/2023  
Review Date: 19/05/2025

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: 20/05/2023

### **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 as General Air Traffic to fly within the airspace as set out within Section 2 of this Agreement.
- 1.3 The signatories to this Agreement are accountable for ensuring that the obligations set out by the Procedures in this Agreement are met in full.
- 1.4 This Agreement shall start on the Effective Date and shall be reviewed every 2 years for safety and applicability.

- 1.5 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 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"
- 2.3 The vertical extent of the Chipping Box area is Up to FL100 or, up to FL140 dependant on ATC approval.
- 2.4 Any revision to the lateral and vertical extent of the segregated airspace described above, a 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 the 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 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 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 BFGC 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-BFGC (Chipping Box)  
SIGNATURE PAGE

SIGNED

SIGNED

Redacted on request by the CAA

For more information please contact  
BFGC

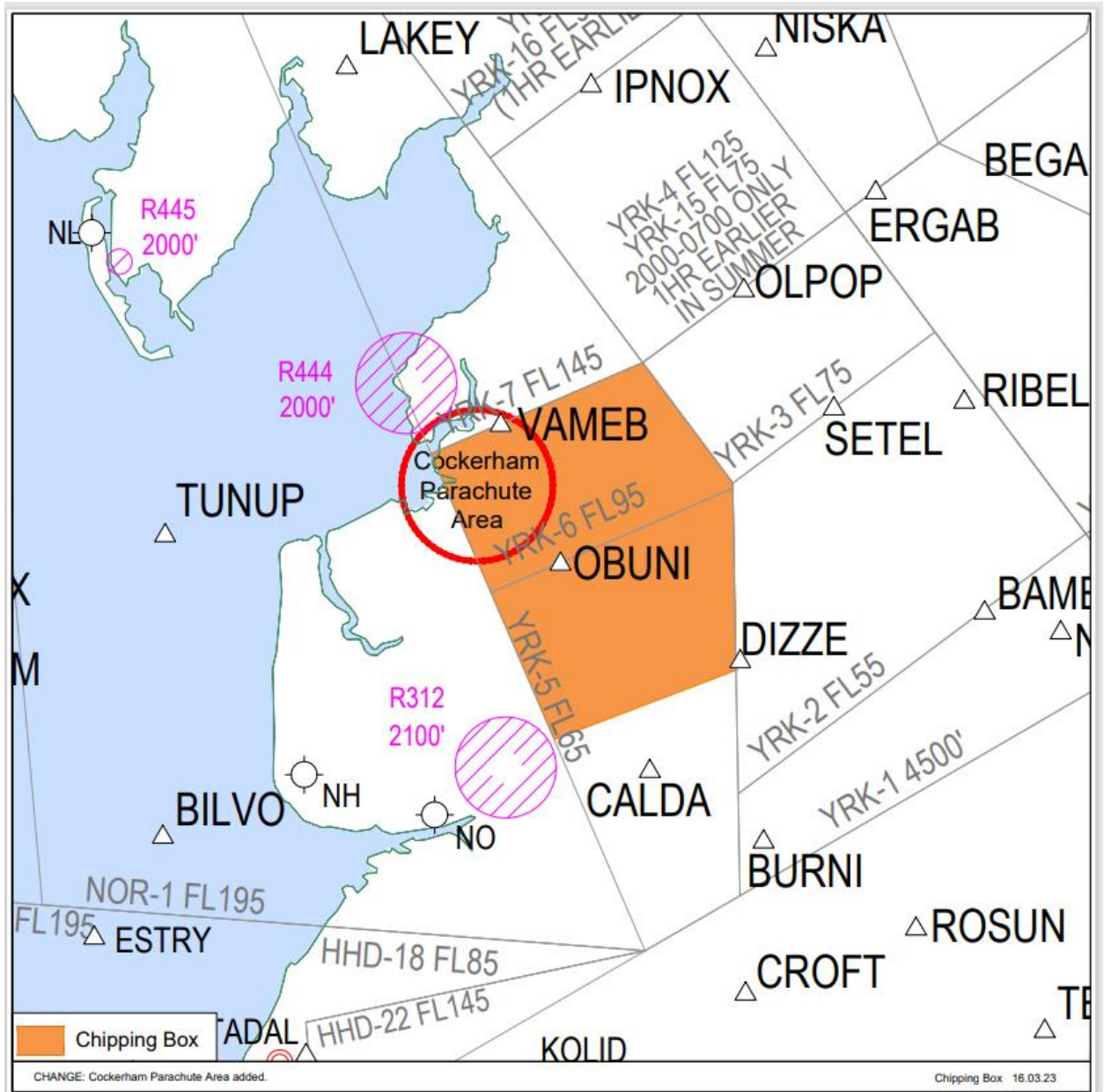
CFI  
BFGC  
7.5.2023

DATE:

**ANNEX A**  
**PROCEDURES**

Effective: 20/05/2023

**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 Chipping Box are responsible for providing their own separation from other gliders.
- A.2.3.6 The Cockerham Drop Zone is situated within the Chipping Box. The lateral extent of the Cockerham Drop Zone is defined by the following co-ordinates: within Yorkshire CTA 6/7 in an arc of a circle of airspace 3nm radius centred on N535744 W0025007. The vertical extent of the Cockerham Drop Zone is from the designated base of Yorkshire CTA 6/7 to FL150. Glider pilots shall avoid this area at all times, irrespective if the DZ is active or not.
- A.2.3.7 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.2.3.8 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.2.3.9 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: 20/05/2023

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: 20/05/2023

ACRONYM	DEFINITION
BFGC	Bowland Forest Gliding Club
BGA	British Gliding Association
CAA	Civil Aviation Authority
CTA	Control Area
(D)CFI	(Deputy) Chief Flying Instructor
DZ	Drop Zone
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>
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: 20/05/2023**

<b>SECTION</b>	<b>EFFECTIVE DATE</b>	<b>REVIEW DUE BY</b>
Front Part	20/05/2023	19/05/2025
Annex A	20/05/2023	19/05/2025
Annex B	20/05/2023	19/05/2025
Annex C	20/05/2023	19/05/2025
Annex D	20/05/2023	19/05/2025



***NATS***