

# Letter of Agreement

Between

**NATS (En Route) PLC**

And

**Scottish Control (Prestwick), Scottish Gliding Union Ltd, British Gliding Association Ltd**



***NATS***

**Version 2.0**

**Effective Date: 01/04/2021**  
**Expiry Date: 01/04/2023**

**NATS - PRIVATE**

## LETTER OF AGREEMENT

between

(1) NATS (En Route) PLC

4000 Parkway, Whiteley, Fareham, Hampshire PO15 7FL

Airspace Operated by

Scottish Control (Prestwick)

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

and

(2) [Scottish Gliding Union Ltd] (“Airspace User”)

[Portmoak Airfield, Scotlandwell By Kinross KY139JJ]

Affiliated to

(3) [British Gliding Association Ltd]

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

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

Effective Date: 01/04/2021

Valid until: 01/04/2023

### **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 Scottish Gliding Union Ltd (SGU), to permit the SGU operating as VFR 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 end exactly two years thereafter. No prior notice of the end date shall be given by NATS.

**1.4** 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.

## **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. A map of the Airspace is contained in Annex A. The lateral extent of the P600 Gliding Area is defined by the following co-ordinates:

N561400 W0040926	N561400 W0033259	N560700 W0032938
N560700 W0040000	N561400 W0040926	

2.1.2. The vertical extent of the P600 Gliding Area is from the notified base to FL190 inclusive.

2.1.3. When the Portmoak TRA(G), as described in the UK AIP ENR, 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).

2.1.4. 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

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

2.2.3. When the Portmoak TRA(G), as described in the UK AIP ENR, 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).

2.2.4. The classification of the airspace is:

Designated Base – FL195: A

## **3 PROCEDURES**

**3.1** The procedures to be applied between NATS, and the SGU, are detailed in the Annexes to this Letter of Agreement:

Annex A: Procedures

Annex B: Telephone Communications

#### **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.
- 5.2** Any revision to the Annexes of the Letter of Agreement requires the mutual written consent of the designated representatives of the signatories.
- 5.3** 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).

#### **6 DEVIATIONS**

- 6.1** When necessary the appropriate Operational Supervisor(s) and responsible representative of the SGU 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. 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).
- 6.2** 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 A RENEWAL OF THE LETTER OF AGREEMENT**

- 9.1** Access to the Airspace is granted to the SGU 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 the SGU to seek NATS' agreement to any renewal or replacement of this Letter of Agreement.
- 9.2** Where the SGU wishes to enter into a renewal or replacement Letter of Agreement with NATS for access to the P600 Gliding then the SGU will send a written request to do so to the NATS Unit no later than three (3) months prior to the end date of this Letter of Agreement.
- 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.

## APPENDIX

### EXPLANATORY NOTE FOR SEGREGATED AIRSPACE ARRANGEMENTS

**Effective: 01/04/2021**

- 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, the Visual Meteorological Conditions and constraints to be complied with are those set out by ORS4 General Exemption E4761 No 1282:
- a. By day only;
  - b. 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;
  - c. 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;
- 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



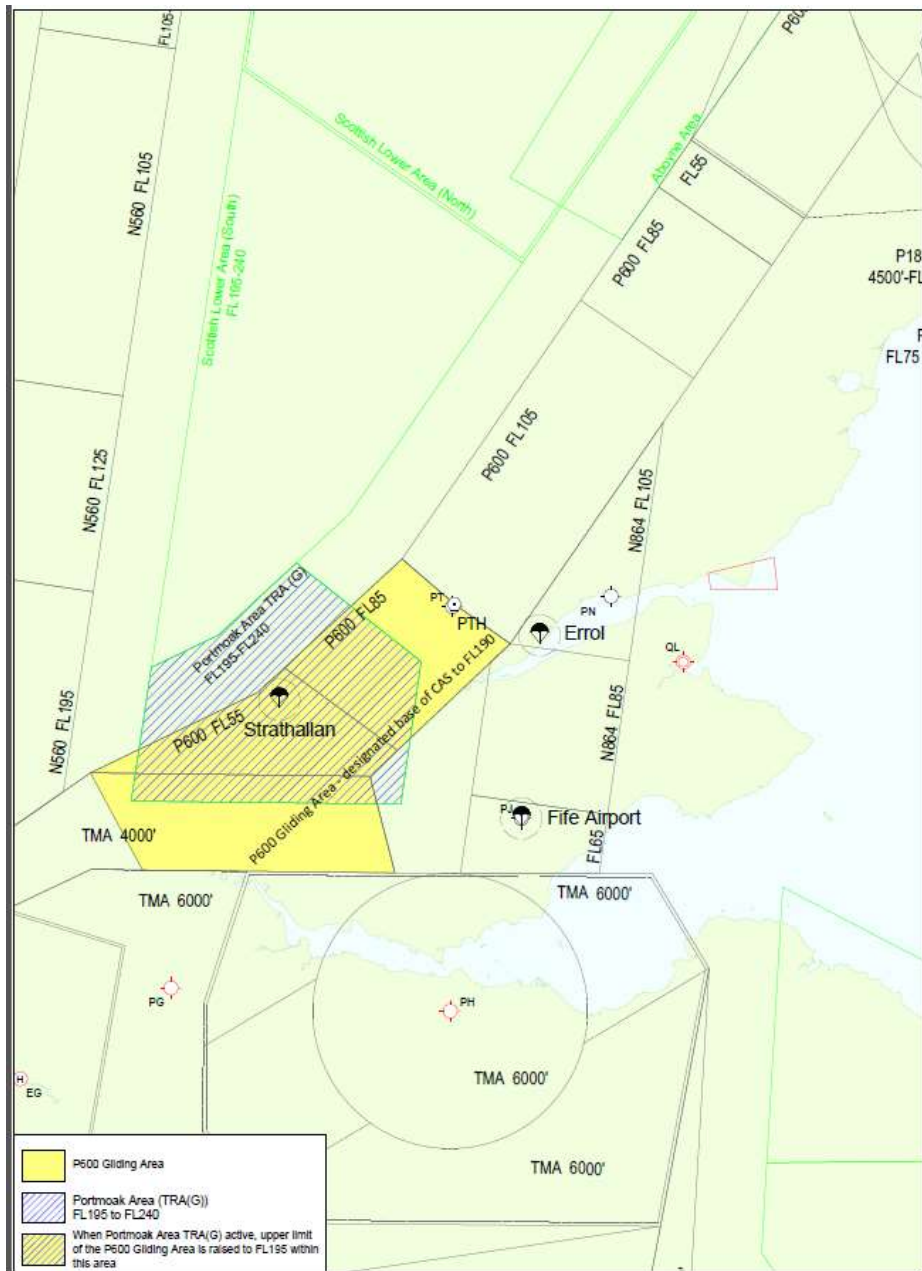


# ANNEX A

## PROCEDURES

Effective: 01/04/2021

### A.1 Map of the Airspace



#### A.1.1 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 Procedures**

**A.2.1** During periods when the SGU have access to the P600 Gliding Area, the following conditions apply:

A.2.1.1 Scottish Control (Prestwick) will not issue any ATC clearances permitting penetration of this airspace by any aircraft.

A.2.1.2 No ATC service will be available to gliders within this portion of CAS from either Scottish Control (Prestwick) or Portmoak Airfield.

A.2.1.3 The responsibility for avoidance of collisions rests entirely with glider pilots in accordance with the Rules of the Air.

A.2.1.4 All times in telephone conversations referring to this airspace will be passed in terms of UTC.

**A.2.2** The SGU may request use of the P600 Gliding Area as follows:

A.2.2.1 Entry is only available on Saturdays and Sundays during the hours of official day.

A.2.2.2 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.2.2.3 The request must be received at least 30 minutes in advance of the start time required.

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, 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.2.2.5 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.2.1.4).

A.2.2.6 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.2.2.7 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.

**A.2.3** Once access has been granted to the P600 Gliding Area, it will remain available to the SGU until the end time agreed in A.2.2.5, unless terminated as follows:

- A.2.3.1 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.2.3.2 Once cancelled, Scottish Centre (Prestwick) will not accept a further request for access to the airspace on that day.
- A.2.3.3 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 Emergencies**

- A.3.1 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: 01/04/2021**

<b>Organisation</b>	<b>Telephone Number</b>
Scottish Control (Prestwick) Watch Supervisor	01294 655 300
Scottish Control (Prestwick) Watch Supervisor	01294 655 301
SGU, Portmoak Office	01592 840 543

## ANNEX C

### ACRONYMS AND DEFINITIONS

Effective: 01/04/2021

AAA-AR	Airspace, Air Traffic Management & Aerodromes, Airspace Regulation
ACN	Airspace Coordination Notice
AIP	Aeronautical Information Publication
AMC	Airspace Management Cell
BGA	British Gliding Association
CAA	Civil Aviation Authority
CAS	Controlled Airspace
ENR	Enroute Information Section of the AIP
Ft AMSL	Feet Above Mean Sea Level
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
LoA	Letter of Agreement
MATS	Manual of Air Traffic Services
NSGA	Non-SSR Gliding Area
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
ScTMA	Scottish Terminal Manoeuvring
SERA	Standardised European Rules of the Air
SGU	Scottish Gliding Union Ltd
TRA(G)	Temporary Restricted Area (Gliding)
VFR	VFR means the symbol used to designate the visual flight rules
VMC	Visual Meteorological Conditions
VOR	Very High Frequency Omni-Directional Radio Range

**ANNEX D**  
**CHECKLIST**

**Effective: 01/04/2021**

<b>Section</b>	<b>Effective Date</b>
Front Part	01/04/2021
Appendix	01/04/2021
Annex A	01/04/2021
Annex B	01/04/2021
Annex C	01/04/2021
Annex D	01/04/2021

The logo for NATS, consisting of the letters 'NATS' in a bold, italicized, sans-serif font. The letters are dark blue with a slight gradient and shadow effect, giving them a three-dimensional appearance. The logo is positioned on the right side of the page, above the footer.

***NATS***