

# Letter of Agreement

Between

NATS (En Route) PLC (“**NATS**”)

And

British Gliding Association (BGA) [Airspace User]

And

RAF (U) Swanwick

And

BAE Systems Warton

Version 1.0

Effective Date: 29/09/2020

Expiry Date: 28/09/2022

NATS - PRIVATE

The NATS logo is located in the bottom right corner of the page. It consists of the word "NATS" in a bold, blue, sans-serif font. The letters are slightly italicized and have a subtle gradient. The logo is positioned above a large, light blue, curved line that sweeps across the bottom of the page.

**LETTER OF AGREEMENT**

**between**

(1) NATS (En Route) PLC (“NATS”)

4000 Parkway, Whiteley, Fareham, Hampshire PO15 7FL

Airspace operated by

London Control (Swanwick) (“NATS Unit”)

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

and

Scottish Control (Prestwick) (“NATS Unit”)

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

and

(2) British Gliding Association (BGA) (“Airspace User”)

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

(3) RAF (U) Swanwick

Sopwith Way, Southampton, SO31 7AY

(4) BAE Systems Warton

Warton Aerodrome, Preston, Lancashire, PR4 1AX

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

Effective Date: 29/09/2020

Valid until: 28/09/2022

## **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 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 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.

## **2 DESCRIPTION OF AIRSPACE**

- 2.1 A map of the Airspace is contained in Annex A.
- 2.2 There are 29 areas of defined airspace covered by this LOA which are categorised as TRA(G)s. All areas are from FL195 or above and retain Class C status at all times as detailed in the UK Aeronautical Information Publication.

### **2.3 TRA(G) Scottish Upper Area (North)**

- 2.3.1 The lateral extent of the airspace is defined by the following co-ordinates:

574000N 0034148W	574000N 0025518W	572852N 0022517W
571151N 0024717W	571801N 0034732W	574000N 0034148W

- 2.3.2 The vertical extent of the airspace is from FL240 to FL270 inclusive

### **2.4 TRA(G) Scottish Upper Area (South)**

- 2.4.1 The lateral extent of the airspace is defined by the following co-ordinates:

571801N 0034732W	571151N 0024717W	565119N 0031318W
570514N 0035049W	571801N 0034732W	

- 2.4.2 The vertical extent of the airspace is from FL240 to Unlimited

### **2.5 Scottish Lower Area (North)**

- 2.5.1 The lateral extent of the airspace is defined by the following co-ordinates:

574000N 0034148W	574000N 0025518W	572852N 0022517W
565119N 0031318W	570514N 0035049W	574000N 0034148W

- 2.5.2 The vertical extent of the airspace is from FL195 to FL240

### **2.6 Scottish Lower Area (South)**

- 2.6.1 The lateral extent of the airspace is defined by the following co-ordinates:

570514N 0035049W      565119N 0031318W      563302N 0033557W  
562408N 0035258W      562144N 0040142W      570514N 0035049W

2.6.2 The vertical extent of the airspace is from FL195 to FL240

## 2.7 **Scottish Gliding Centre Area**

2.7.1 The lateral extent of the airspace is defined by the following co-ordinates:

562926N 0034253W      562223N 0032624W      561200N 0032855W  
561200N 0040404W      562144N 0040142W      562408N 0035258W  
562926N 0034253W

2.7.2 The vertical extent of the airspace is from FL195 to FL240

## 2.8 **Aboyne Area**

2.8.1 The lateral extent of the airspace is defined by the following co-ordinates:

571700N 0025300W      571216N 0023532W      565301N 0030005W  
565730N 0031500W      571700N 0025300W

2.8.2 The vertical extent of the airspace is from FL195 to FL240

## 2.9 **Northern Ireland Area**

2.9.1 The lateral extent of the airspace is defined by the following co-ordinates:

551010N 0065625W      551010N 0064000W      545000N 0064000W  
545000N 0071600W      545617N 0071600W      551010N 0065625W

2.9.2 The vertical extent of the airspace is from FL195 to FL240

## 2.10 **Northumbria Area (North)**

2.10.1 The lateral extent of the airspace is defined by the following co-ordinates:

560600N 0023914W      555500N 0020216W      554600N 0015854W  
554600N 0024128W      560600N 0023914W

2.10.2 The vertical extent of the airspace is from FL195 to FL240

## 2.11 **Northumbria Area (South)**

2.11.1 The lateral extent of the airspace is defined by the following co-ordinates:

554600N 0024128W      554600N 0015854W      552644N 0015147W  
551803N 0015434W      552951N 0023046W      553928N 0024211W  
554600N 0024128W

2.11.2 The vertical extent of the airspace is from FL195 to FL240

## 2.12 **Spadeadam Lower Area**

2.12.1 The lateral extent of the airspace is defined by the following co-ordinates:

550251N 0021822W      545815N 0020423W      543952N 0021005W

550251N 0021822W

2.12.2 The vertical extent of the airspace is from FL195 to FL240

### 2.13 Spadeadam Upper Area

2.13.1 The lateral extent of the airspace is defined by the following co-ordinates:

550642N 0023639W      545902N 0020925W      544416N 0021359W  
550642N 0023639W

2.13.2 The vertical extent of the airspace is from FL240 to Unlimited

### 2.14 Yorkshire Upper Area (North)

2.14.1 The lateral extent of the airspace is defined by the following co-ordinates:

543223N 0012622W      541026N 0010000W      540000N 0010000W  
540000N 0012332W      541207N 0013559W      543223N 0012622W

2.14.2 The vertical extent of the airspace is from FL240 to Unlimited

### 2.15 Yorkshire Lower Area (North)

2.15.1 The lateral extent of the airspace is defined by the following co-ordinates:

543223N 0012622W      541026N 0010000W      540000N 0010000W  
540000N 0012332W      541207N 0013559W      543223N 0012622W

2.15.2 The vertical extent of the airspace is from FL195 to FL240

### 2.16 Yorkshire Lower Area (South)

2.16.1 The lateral extent of the airspace is defined by the following co-ordinates:

541026N 0010000W      534637N 0003203W      535158N 0011521W  
540000N 0012332W      540000N 0010000W      541026N 0010000W

2.16.2 The vertical extent of the airspace is from FL195 to FL240

### 2.17 Welsh Upper Area A

2.17.1 The lateral extent of the airspace is defined by the following co-ordinates:

531655N 0043000W      531546N 0040000W      530000N 0040000W  
530000N 0043000W      531655N 0043000W

2.17.2 The vertical extent of the airspace is from FL240 to Unlimited

### 2.18 Welsh Lower Area A

2.18.1 The lateral extent of the airspace is defined by the following co-ordinates:

531655N 0043000W      531546N 0040000W      530000N 0040000W  
530000N 0043000W      531655N 0043000W

2.18.2 The vertical extent of the airspace is from FL195 to FL240

## 2.19 **Welsh Upper Area B**

2.19.1 The lateral extent of the airspace is defined by the following co-ordinates:

531546N 0040000W	531505N 0034316W	530603N 0032604W
530000N 0032630W	530000N 0040000W	531546N 0040000W

2.19.2 The vertical extent of the airspace is from FL240 to Unlimited

## 2.20 **Welsh Lower Area B**

2.20.1 The lateral extent of the airspace is defined by the following co-ordinates:

531546N 0040000W	531505N 0034316W	530603N 0032604W
530000N 0032630W	530000N 0040000W	531546N 0040000W

2.20.2 The vertical extent of the airspace is from FL195 to FL240

## 2.21 **Welsh Upper Area C**

2.21.1 The lateral extent of the airspace is defined by the following co-ordinates:

531505N 0034316W	531429N 0032929W	531227N 0032536W
530603N 0032604W	531505N 0034316W	

2.21.2 The vertical extent of the airspace is from FL240 to Unlimited

## 2.22 **Welsh Lower Area C**

2.22.1 The lateral extent of the airspace is defined by the following co-ordinates:

531505N 0034316W	531429N 0032929W	531227N 0032536W
530603N 0032604W	531505N 0034316W	

2.22.2 The vertical extent of the airspace is from FL195 to FL240

## 2.23 **Welsh Upper Area D**

2.23.1 The lateral extent of the airspace is defined by the following co-ordinates:

530000N 0043000W	530000N 0040000W	522642N 0040000W
524356N 0043000W	530000N 0043000W	

2.23.2 The vertical extent of the airspace is from FL240 to Unlimited

## 2.24 **Welsh Lower Area D**

2.24.1 The lateral extent of the airspace is defined by the following co-ordinates:

530000N 0043000W	530000N 0040000W	522642N 0040000W
524356N 0043000W	530000N 0043000W	

2.24.2 The vertical extent of the airspace is from FL195 to FL240

## 2.25 **Welsh Upper Area E**

2.25.1 The lateral extent of the airspace is defined by the following co-ordinates:

530000N 0040000W      530000N 0032630W      525007N 0032713W  
524220N 0033916W      523000N 0034007W      523000N 0040000W  
530000N 0040000W

2.25.2 The vertical extent of the airspace is from FL240 to Unlimited

## 2.26 Welsh Lower Area E

2.26.1 The lateral extent of the airspace is defined by the following co-ordinates:

530000N 0040000W      530000N 0032630W      525007N 0032713W  
524220N 0033916W      523000N 0034007W      523000N 0040000W  
530000N 0040000W

2.26.2 The vertical extent of the airspace is from FL195 to FL240

## 2.27 Welsh Upper Area F

2.27.1 The lateral extent of the airspace is defined by the following co-ordinates:

525007N 0032713W      523000N 0032839W      523000N 0034007W  
524220N 0033916W      525007N 0032713W

2.27.2 The vertical extent of the airspace is from FL240 to FL270

## 2.28 Welsh Lower Area F

2.28.1 The lateral extent of the airspace is defined by the following co-ordinates:

525007N 0032713W      523000N 0032839W      523000N 0034007W  
524220N 0033916W      525007N 0032713W

2.28.2 The vertical extent of the airspace is from FL195 to FL240

## 2.29 Welsh Upper Area G

2.29.1 The lateral extent of the airspace is defined by the following co-ordinates:

523000N 0040000W      523000N 0032839W      520911N 0033007W  
522642N 0040000W      523000N 0040000W

2.29.2 The vertical extent of the airspace is from FL240 to FL270

## 2.30 Welsh Lower Area G

2.30.1 The lateral extent of the airspace is defined by the following co-ordinates:

523000N 0040000W      523000N 0032839W      520911 0033007W  
522642N 0040000W      523000N 0040000W

2.30.2 The vertical extent of the airspace is from FL195 to FL240

## 2.31 Welsh Area H

2.31.1 The lateral extent of the airspace is defined by the following co-ordinates:

522642N 0040000W      520911N 0033007W      520149N 0033037W

2.31.2 The vertical extent of the airspace is from FL195 to FL240

### **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.

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 to 2.31 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 Airspace User 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 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 the Airspace User to seek NATS' agreement to any renewal or replacement of this Letter of Agreement.
- 9.2 Where the Airspace User wishes to enter into a renewal or replacement Letter of Agreement with NATS for access to the Airspace then the Airspace User 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.

**SIGNED**



**Name:** Colin Houston

**Position/Role:** GM Prestwick

**Unit:** Scottish Control (Prestwick)

NATS (En Route) PLC

**DATE:** 25 Sep 2020

**SIGNED**

Record of Document Authorization

Document Reference Number: BGA-BAE Warton LoA sign  
Document Issue Number: 1

UserName: Dawson, Peter

Title:

Date: Wednesday, 30 September 2020, 08:53 GMT Daylight Time

Meaning: Authoriser

**Name:** Pete Dawson

**Position/Role:** GM Swanwick

**Unit:** London Control (Swanwick)

NATS (En Route) PLC

**DATE:** 30 Sep 2020

**SIGNED**



**Name:** Pete Stratten

**Position/Role:** CEO

**Organisation:** British Gliding Association

**DATE:** 25 Sep 2020

**SIGNED**



**Name:** Chris Birkett

**Position/Role:** Manager ATS

**Organisation:** BAE Systems

**DATE:** 29/09/20

**SIGNED**



**Name:** Wg Cdr C Miller

**Position/Role:** Commanding Officer

**Organisation:** RAF (U) Swanwick

**DATE:** 2 OCT 20

## APPENDIX

### EXPLANATORY NOTE FOR SEGREGATED AIRSPACE ARRANGEMENTS (if applicable)

**Effective: 29/09/2020**

- 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 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) 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.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

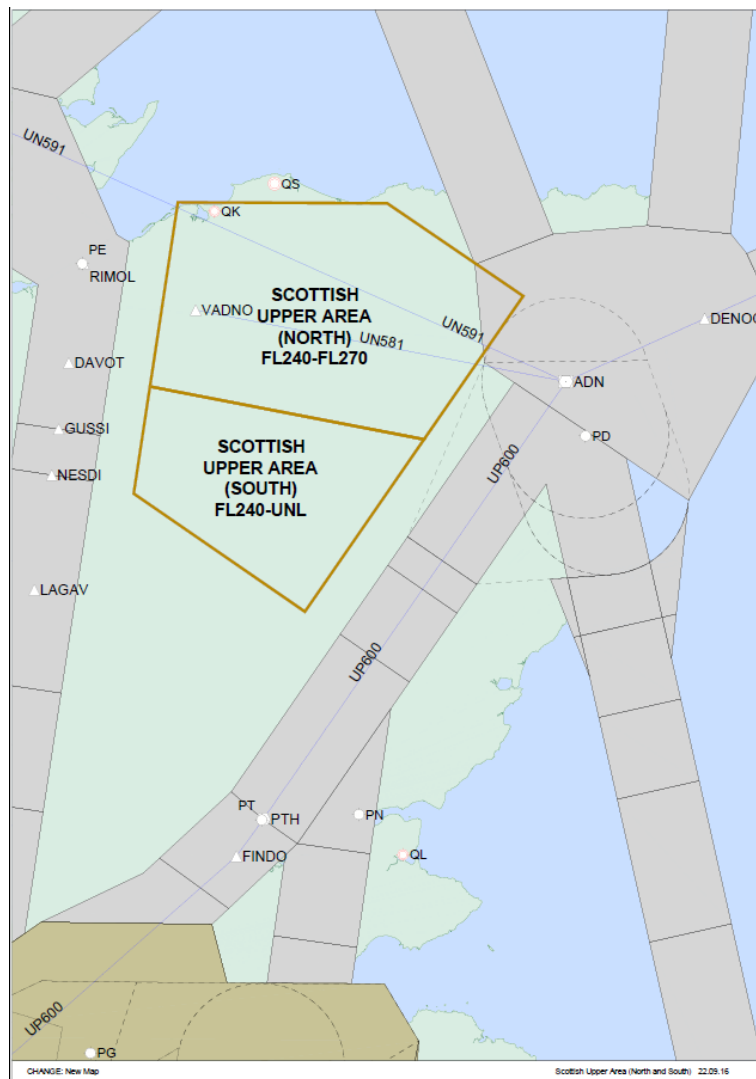
## PROCEDURES

Effective: 29/09/2020

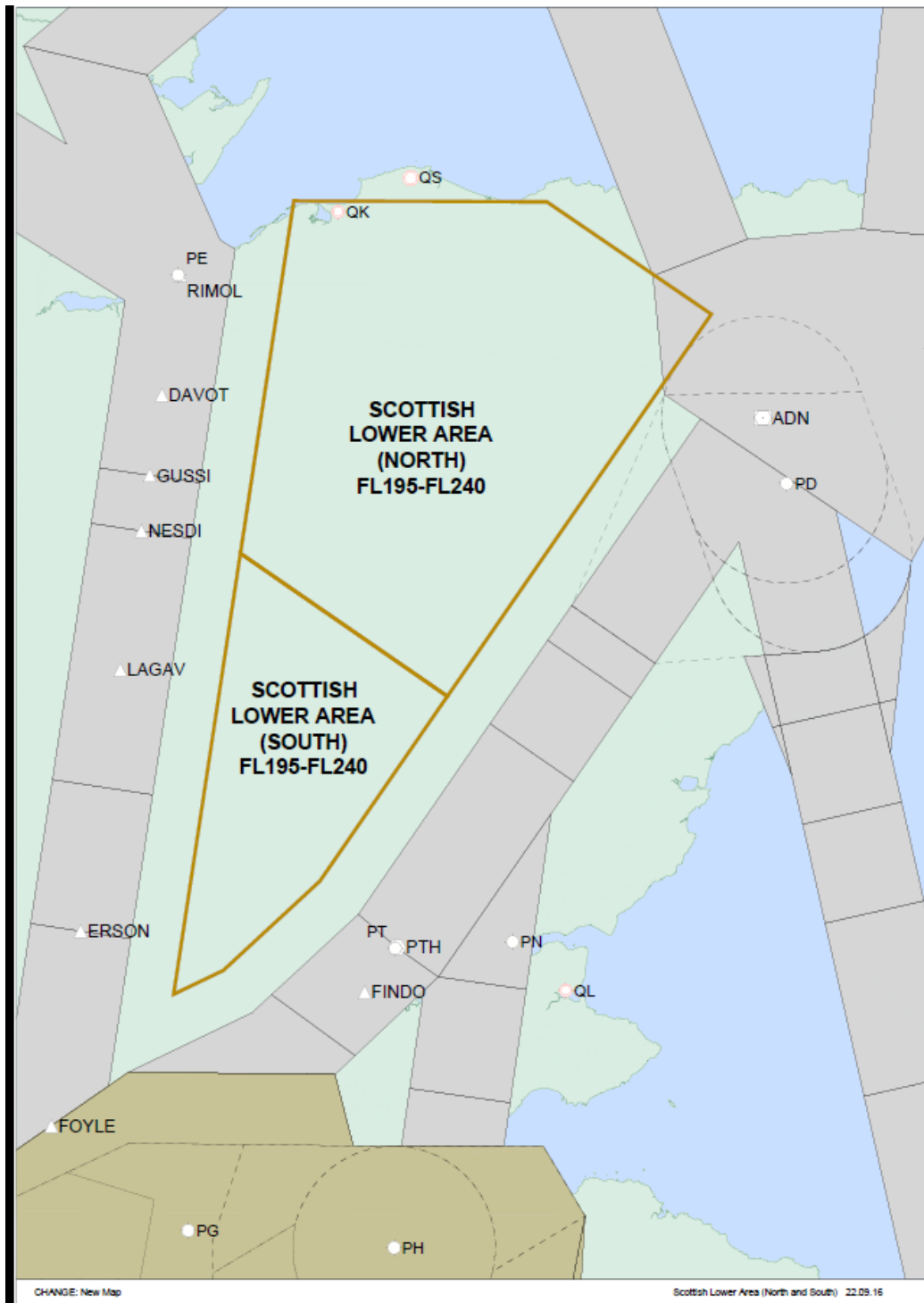
### A.1 Scottish Upper Area (North and South) and Scottish Lower Area (North and South)

A.1.1 The defined areas are detailed in 2.3, 2.4, 2.5 and 2.6. Maps depicting the areas are shown below.

#### A.1.1.1 Scottish Upper Area (North and South)



### A.1.1.2 Scottish Lower Area (North and South)



## A.1.2 Eligibility

A.1.2.1 Pilots utilising the procedures in this LoA must be members, or affiliated members, of Deeside Gliding Club (Aboyne), the Scottish Gliding Centre (Portmoak), the Highland Gliding Club (Easterton) or the Cairngorm Gliding Club (Feshiebridge).

A.1.2.2 Failure of an organisation to comply with the conditions specified in this LoA may result in withdrawal of the privileges of the LoA.

### **A.1.3 Hours of Operation**

- A.1.3.1 Activation of the defined areas is restricted to weekends and published English Public Holidays (daylight hours).
- A.1.3.2 In addition to A.1.5.1, the defined areas may be activated during weekdays to accommodate one Spring and one Autumn Mountain Wave festival subject to an associated published ACN and approval by the Prestwick Centre Operations Supervisor and Swanwick (Mil) North Supervisor.

### **A.1.4 Notification**

- A.1.4.1 Any of the clubs listed at A.1.2.1 may request activation of a TRA(G) by telephoning the Prestwick Centre Operations Supervisor at least 2 hours prior to the start time of the activity stating a start time, requested upper flight level and de-activation time.
- A.1.4.2 If a TRA(G) has been activated and a subsequent request for activation is received from another club, the Prestwick Centre Operations Supervisor shall inform that club of the current activation period and agreed upper flight level.
- A.1.4.3 On receipt of a request to activate a TRA(G) the Prestwick Centre Operations Supervisor shall coordinate the activation with the Swanwick (Mil) North Supervisor. If a Basic Service cannot be provided by Swanwick (Mil) as per A.1.5.3, approval to operate above FL240 will not be granted.
- A.1.4.4 If multiple activations of a TRA(G) are approved the Prestwick Centre Operations Supervisor and Swanwick (Mil) North Supervisor shall promulgate the TRA(G) activity from the earliest activation to latest notified de-activation time. The TRA(G) will be taken as active within these time periods unless notification has been received by the Prestwick Centre Operations Supervisor of the cessation of activity by ALL clubs operating in the airspace that day.
- A.1.4.5 The Prestwick Centre Operations Supervisor will notify the Swanwick (Mil) North Supervisor of early deactivation of the defined area(s). Should Swanwick Mil no longer be able to provide a service above FL240 the procedure at A.1.7.3 shall be applied and the Prestwick Centre Operations Supervisor shall be notified.
- A.1.4.6 Activation of a TRA(G) for glider activity does not preclude VFR operations within that area by other traffic.

### **A.1.5 Service**

- A.1.5.1 Scottish Control (Prestwick) may provide a Basic Service to aircraft operating within Scottish Lower Area (North and/or South), subject to workload, on frequency 124.5 MHz.
- A.1.5.2 When operating within Scottish Lower Area (North and/or South), any glider pilot not accepting a Basic Service shall monitor frequency 130.105MHz
- A.1.5.3 When operating in Scottish Upper Area (North and/or South), Swanwick (Mil) shall provide a Basic Service in accordance with the UK AIP. Swanwick (Mil) will provide the frequency on approval of activation.

## **A.1.6 Procedures**

- A.1.6.1 When the defined airspace is activated, Scottish Control (Prestwick) and Swanwick (Mil) shall not allow IFR traffic to transit the active TRA(G) at or below the levels reserved for gliding activity.
- A.1.6.2 Scottish Control (Prestwick) and Swanwick (Mil) shall not allow IFR traffic to operate within 5nm of the edge of an activated TRA(G).

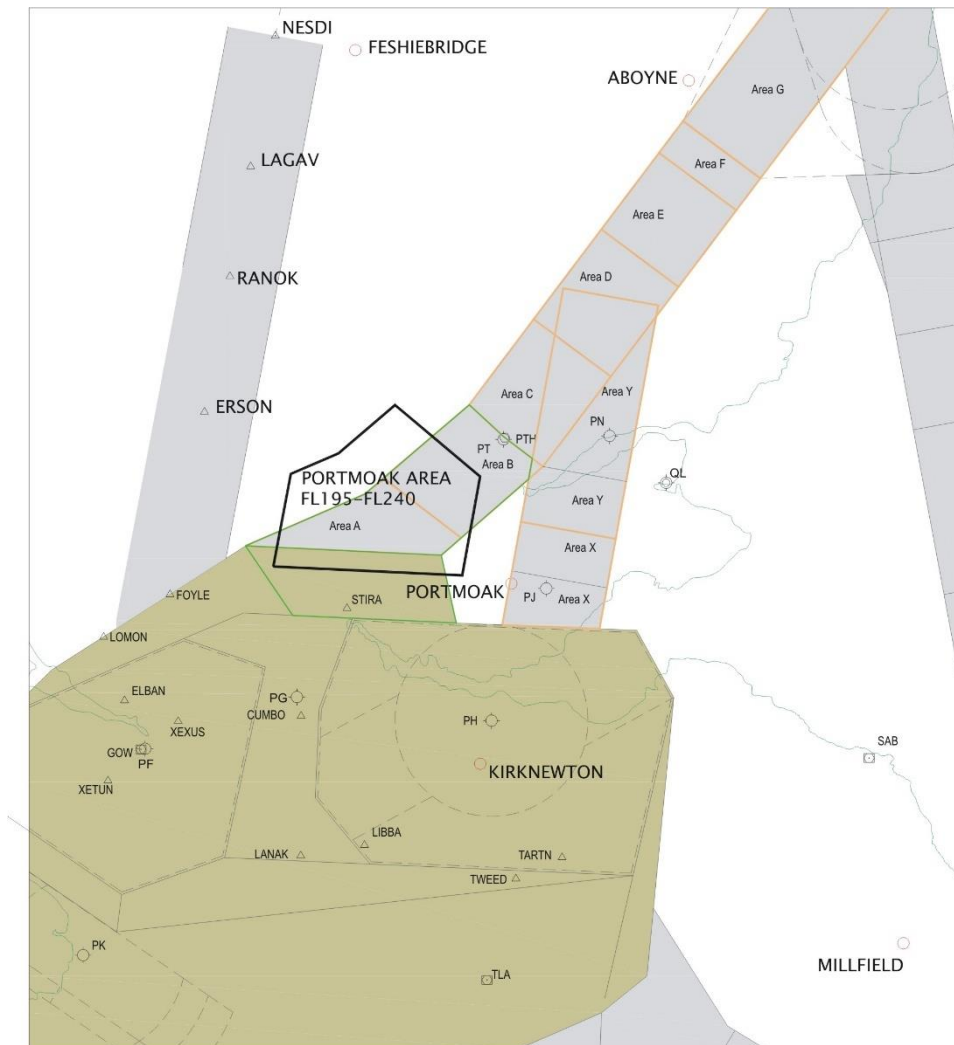
## **A.1.7 Emergencies**

- A.1.7.1 If, due to an emergency situation, IFR traffic needs to transit the defined airspace when it has been activated the following shall be undertaken:
- A.1.7.2 For Scottish Lower Areas (North and South) - the Prestwick Centre Operations Supervisor shall endeavour to close the TRA(G) by telephoning the appropriate gliding club and via messages relayed on the appropriate frequency.
- A.1.7.3 For Scottish Upper Areas (North and South) – The Swanwick (Mil) North Supervisor shall close the TRA(G) by instructing gliders on the military frequency to vacate the TRA(G) and report vacated



## A.2 Scottish Gliding Centre Area

A.2.1 The defined airspace is detailed at 2.7 and a map depicting the area is shown below.



### A.2.2 Eligibility

- A.2.2.1 Pilots utilising the procedures in this LoA must be members, or affiliated members, of The Scottish Gliding Centre (Portmoak)
- A.2.2.2 Failure of an organisation to comply with the conditions specified in this LoA may result in withdrawal of the privileges of the LoA.

### A.2.3 Hours of Operation

- A.2.3.1 Activation of the defined area is restricted to weekends only (daylight hours).

### A.2.4 Notification

- A.2.4.1 Scottish Gliding Centre (Portmoak) may request activation of the defined airspace by telephoning the Prestwick Centre Operations Supervisor at least 2 hours prior to the start time of the activity stating a start time, requested upper flight level, if appropriate, and de-activation time.

- A.2.4.2 The Prestwick Centre Operations Supervisor shall coordinate the activation with the Swanwick (Mil) North Supervisor.
- A.2.4.3 Scottish Gliding Centre (Portmoak) may also advise the Prestwick Centre Operations Supervisor of intent to activate the defined airspace by an “activation pending an RT call” request.
- A.2.4.4 When an “activation pending an RT call” request is approved, the Prestwick Centre Operations Supervisor shall coordinate the pending activation with the Swanwick (Mil) North Supervisor.
- A.2.4.5 Scottish Control (Prestwick) may continue to use the defined airspace until activation is confirmed via the RT.
- A.2.4.6 To confirm activation of the defined airspace following an “activation pending an RT call”, Scottish Gliding Centre (Portmoak) pilots shall call Scottish Control (Prestwick) on frequency 124.5Mhz at least 15mins before the requested activation time and request activation of the defined airspace and state a deactivation time.
- A.2.4.7 In order to allow sufficient time to clear IFR traffic from the defined airspace, Scottish Control (Prestwick) may delay the requested activation time. A delay will be issued to the Scottish Gliding Centre (Portmoak) pilot via a “not before time \*\*\*\*” instruction.
- A.2.4.8 The Prestwick Centre Operations Supervisor shall notify the Swanwick (Mil) North Supervisor of the details of the confirmed activation.
- A.2.4.9 The “activation pending an RT call” method may be used when it is likely, but not confirmed, that activity within the defined area is possible.
- A.2.4.10 Promulgation of the TRA(G) activity shall be from the earliest possible activation time to the latest deactivation time.
- A.2.4.11 The Prestwick Centre Operations Supervisor will notify the Swanwick (Mil) North Supervisor of early deactivation of the defined area(s).
- A.2.4.12 Activation of a TRA(G) for glider activity does not preclude VFR operations within that area (outside CAS) by other traffic.

## **A.2.5 Service**

- A.2.5.1 Scottish Control (Prestwick) may provide a Basic Service to aircraft operating within the defined airspace on 124.5 MHz, subject to workload.
- A.2.5.2 When operating within the defined airspace any glider pilot not accepting a Basic Service shall monitor frequency 130.105MHz

## **A.2.6 Procedures**

- A.2.6.1 When the defined airspace is activated, Scottish Control (Prestwick) and Swanwick (Mil) shall not allow IFR traffic to transit the active TRA(G) at or below the levels reserved for gliding activity.
- A.2.6.2 Scottish Control (Prestwick) and Swanwick (Mil) shall not allow IFR traffic under a control service to operate within 5nm of the edge of an activated TRA(G)

A.2.6.3 The defined airspace can only be activated in conjunction with activation of the defined airspace within Scottish Gliding Centre (Portmoak) access to P600 LoA.

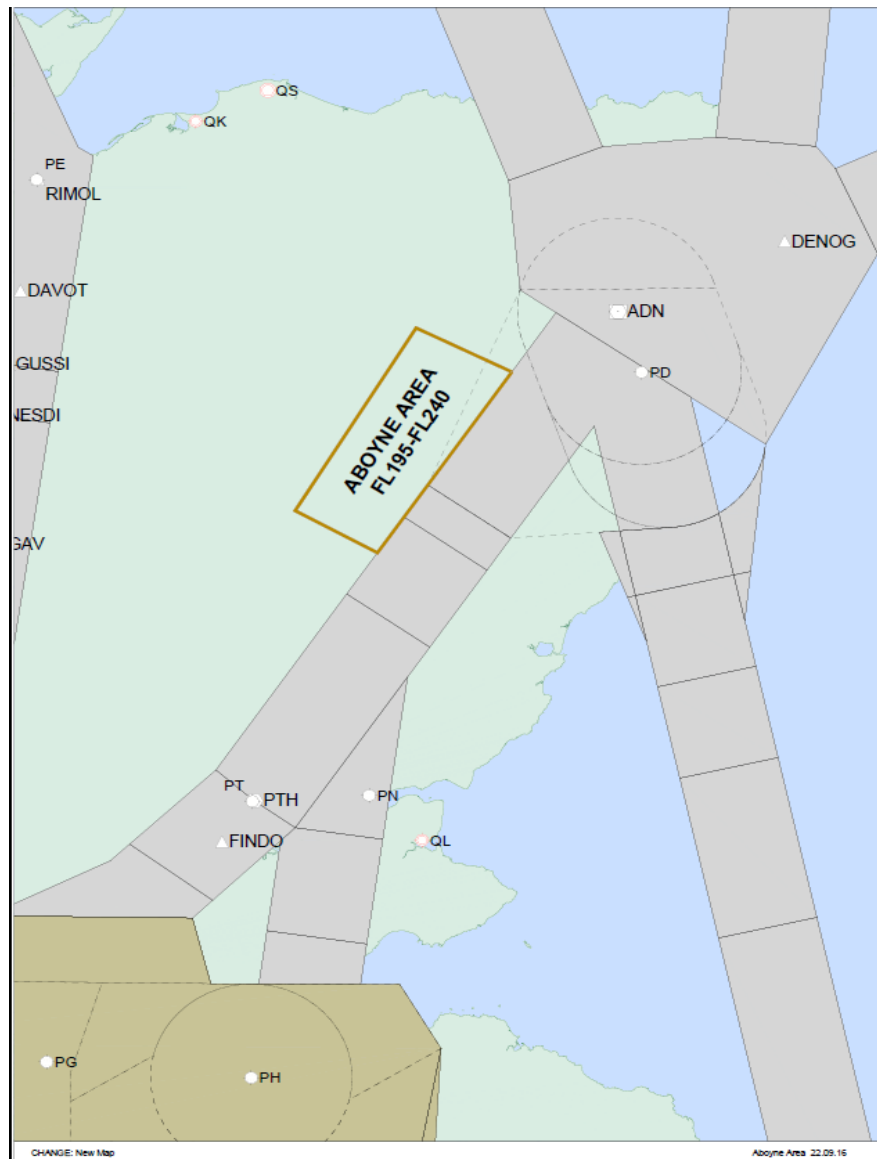
## **A.2.7 Emergencies**

A.2.7.1 If, due to an emergency situation, IFR traffic needs to transit the defined airspace when it has been activated the following shall be undertaken:

A.2.7.2 The Prestwick Operations Supervisor shall endeavour to close the TRA(G) by telephoning Scottish Gliding Centre (Portmoak) gliding club and via relaying messages on the appropriate frequency.

### A.3 Aboyne Area

A.3.1 The defined area is detailed at LoA 2.8 and a map depicting the area is shown below.



### A.3.2 Eligibility

A.3.2.1 Pilots utilising the procedures in this LoA must be members, or affiliated members, of Deeside Gliding Club (Aboyne).

A.3.2.2 Failure of an organisation to comply with the conditions specified in this LoA may result in withdrawal of the privileges of the LoA.

### A.3.3 Hours of Operation

A.3.3.1 Activation of the defined area may be requested weekdays and weekends but is restricted to daylight hours only.

### **A.3.4 Notification**

- A.3.4.1 Deeside Gliding Club (Aboyne) may request activation of the defined airspace by telephoning the Prestwick Centre Operations Supervisor at least 2 hours prior to the start time of the activity stating a start time, requested upper flight level, if appropriate, and de-activation time.
- A.3.4.2 On receipt of a request to activate the defined airspace the Prestwick Centre Operations Supervisor shall coordinate the activation with the Swanwick (Mil) North Supervisor.
- A.3.4.3 The Prestwick Centre Operations Supervisor will notify the Swanwick (Mil) North Supervisor of early deactivation of the defined area(s).
- A.3.4.4 Activation of a TRA(G) for glider activity does not preclude VFR operations within that area by other traffic.

### **A.3.5 Service**

- A.3.5.1 Scottish Control (Prestwick) may provide a Basic Service to aircraft operating within the defined airspace, subject to workload, on frequency 124.5 MHz.
- A.3.5.2 When operating in the defined airspace, any glider pilot not accepting a Basic Service shall monitor frequency 130.105MHz

### **A.3.6 Procedures**

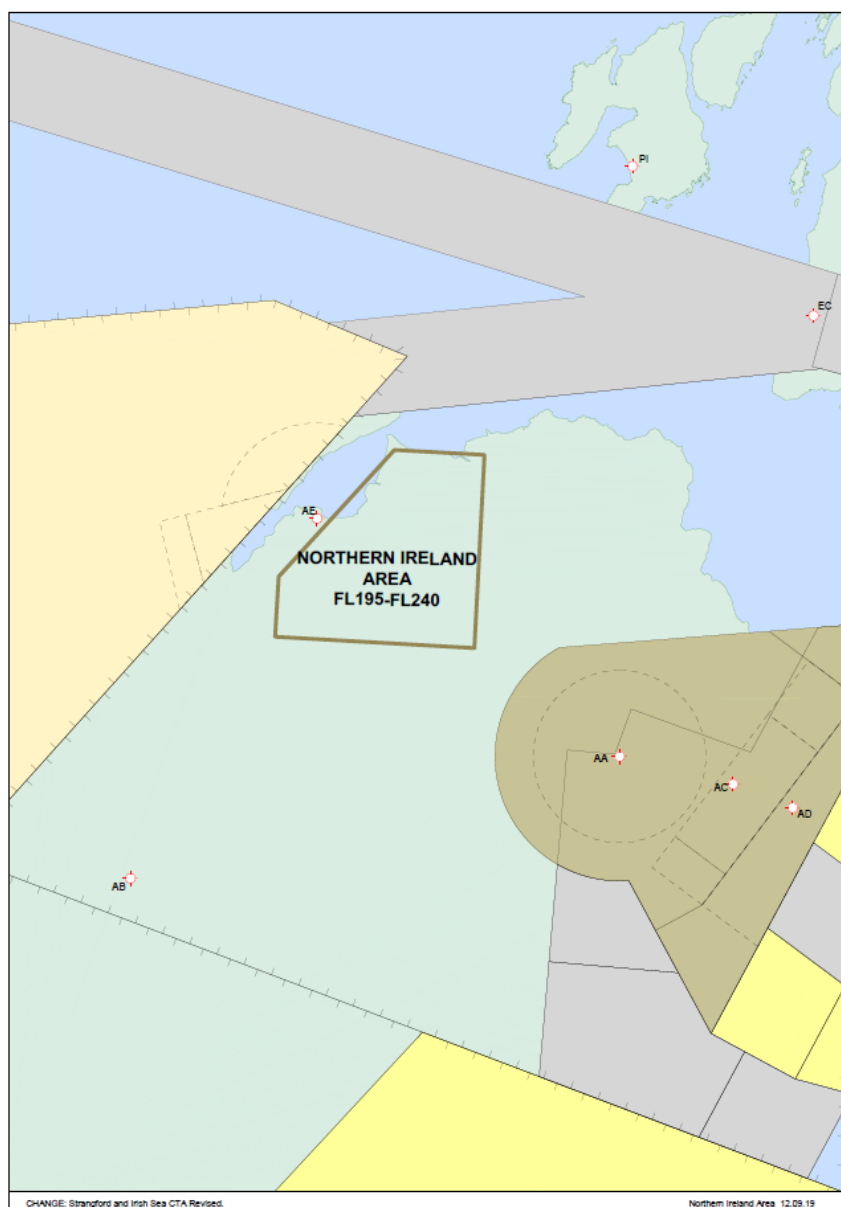
- A.3.6.1 When the defined airspace is activated, Scottish Control (Prestwick) and Swanwick (Mil) shall not allow IFR traffic to transit the active TRA(G) at or below the levels reserved for gliding activity.
- A.3.6.2 Scottish Control (Prestwick) and Swanwick (Mil) shall not allow IFR traffic under a control service to operate within 5nm of the edge of an activated TRA(G)

### **A.3.7 Emergencies**

- A.3.7.1 If, due to an emergency situation, IFR traffic needs to transit the defined airspace, or in P600 within 5nm of the edge of the defined airspace between FL195 and FL240 when it has been activated, the following shall be undertaken:
- A.3.7.2 The Prestwick Centre Operations Supervisor shall endeavour to close the TRA(G) by telephoning Deeside Gliding Club (Aboyne) and via messages relayed on the appropriate frequency.

## A.4 Northern Ireland - Area

A.4.1 The defined area is detailed at LoA 2.9 and a map depicting the area is shown below.



### A.4.2 Eligibility

- A.4.2.1 Pilots utilising the procedures in this LoA must be members, or affiliated members, of the Ulster Gliding Club.
- A.4.2.2 Failure of an organisation to comply with the conditions specified in this LoA may result in withdrawal of the privileges of the LoA.

### A.4.3 Hours of Operation

- A.4.3.1 Activation of the defined area is restricted to weekends and published English Public Holidays (daylight hours only).

#### **A.4.4 Notification**

- A.4.4.1 Ulster Gliding Club may request activation of the defined airspace by telephoning the Prestwick Centre Operations Supervisor at least 2 hours prior to the start time of the activity stating a start time, requested upper flight level, if appropriate, and de-activation time.
- A.4.4.2 On receipt of a request to activate the defined area the Prestwick Centre Operations Supervisor shall coordinate the activation with the Swanwick (Mil) North Supervisor.
- A.4.4.3 The Prestwick Centre Operations Supervisor will notify the Swanwick (Mil) North Supervisor of early deactivation of the defined area(s).
- A.4.4.4 Activation of a TRA(G) for glider activity does not preclude VFR operations within that area by other traffic.

#### **A.4.5 Service**

- A.4.5.1 Scottish Control (Prestwick) may provide a Basic Service to aircraft operating within the defined area, subject to workload, on frequency 127.275 MHz.
- A.4.5.2 When operating in the defined area, any glider pilot not accepting a Basic Service shall monitor frequency 130.105MHz

#### **A.4.6 Procedures**

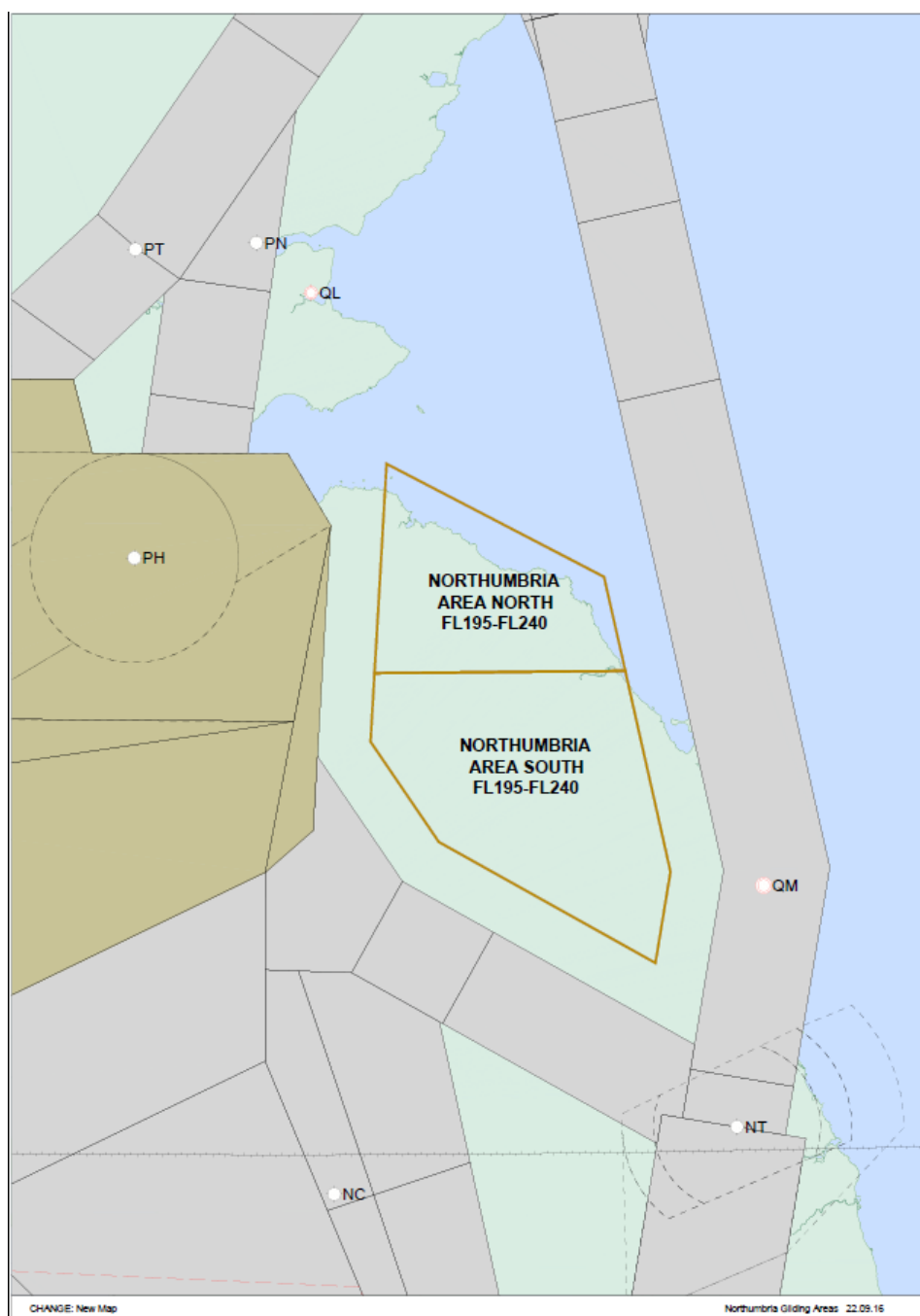
- A.4.6.1 When the defined area is activated, Scottish Control (Prestwick) and Swanwick (Mil) shall not allow IFR traffic to transit the active TRA(G) at or below the levels reserved for gliding activity.
- A.4.6.2 Scottish Control (Prestwick) and Swanwick (Mil) shall not allow IFR traffic under a control service to operate within 5nm of the edge of an activated TRA(G)

#### **A.4.7 Emergencies**

- A.4.7.1 If, due to an emergency situation, IFR traffic needs to transit the defined airspace when it has been activated the following shall be undertaken:
- A.4.7.2 The Prestwick Centre Operations Supervisor shall endeavour to close the TRA(G) by telephoning Ulster Gliding Club and via messages relayed on the appropriate frequency.

## A.5 Northumbria Areas (North and South)

A.5.1 The defined areas are detailed at LoA 2.10 and 2.11. A map depicting the area is shown below.



### A.5.2 Eligibility

A.5.2.1 Pilots utilising the procedures in this LoA must be members, or affiliated members, of The Borders Gliding Club (Millfield).

A.5.2.2 Failure of an organisation to comply with the conditions specified in this LoA may result in withdrawal of the privileges of the LoA.



### **A.5.3 Hours of Operation**

A.5.3.1 Activation of the defined areas is restricted to weekends and published English Public Holidays (daylight hours only).

### **A.5.4 Notification**

A.5.4.1 Only one of the two defined areas may be activated at any one time.

A.5.4.2 The Borders Gliding Club (Millfield) may request activation of one of the defined areas by telephoning the Prestwick Centre Operations Supervisor at least 2 hours prior to the start time of the activity, stating which defined area, a start time, requested upper flight level if appropriate and de-activation time.

A.5.4.3 On receipt of a request to activate the defined area the Prestwick Centre Operations Supervisor shall coordinate the activation with the Swanwick (Mil) North Supervisor.

A.5.4.4 If one of the defined areas is activated and soaring conditions require activation of the other defined area; Borders Gliding Club (Millfield) may advise the Prestwick Centre Operations Supervisor of intent to activate the other defined area by an "activation pending an RT call" request.

A.5.4.5 When an "activation pending an RT call" request is approved, the Prestwick Centre Operations Supervisor shall coordinate the pending activation with the Swanwick (Mil) North Supervisor.

A.5.4.6 Scottish Control (Prestwick) may continue to use the defined airspace until activation is confirmed via the RT.

A.5.4.7 To confirm activation of the defined airspace following an "activation pending an RT call", Borders Gliding Club (Millfield) pilots shall call Scottish Control (Prestwick) on frequency 124.5Mhz at least 15mins before the requested activation time, stating a deactivation time of the first defined area and request activation of the other defined area stating upper level, if appropriate, and a deactivation time.

A.5.4.8 In order to allow sufficient time to clear any IFR traffic from the defined area, Scottish Control (Prestwick) may delay the requested activation time. A delay will be issued to the Border Gliding Club (Millfield) via a "not before time \*\*\*\*" instruction.

A.5.4.9 The Prestwick Centre Operations Supervisor and Swanwick (Mil) North Supervisor shall not approve the activation of the other defined area until the initial defined area is deactivated.

A.5.4.10 The Prestwick Centre Operations Supervisor will notify the Swanwick (Mil) North Supervisor of early deactivation of the defined area(s).

A.5.4.11 Activation of a TRA(G) for glider activity does not preclude VFR operations within that area by other traffic.

### **A.5.5 Service**

A.5.5.1 Scottish Control (Prestwick) may provide a Basic Service to aircraft operating within the defined airspace, subject to workload, on frequency 124.5 MHz.

A.5.5.2 When operating within the defined areas, any glider pilot not accepting a Basic Service shall monitor frequency 130.105MHz

#### **A.5.6 Procedures**

A.5.6.1 When the defined airspace is activated, Scottish Control (Prestwick) and Swanwick (Mil) shall not allow IFR traffic to transit the active TRA(G) at or below the levels reserved for gliding activity.

A.5.6.2 Scottish Control (Prestwick) and Swanwick (Mil) shall not allow IFR traffic under a control service to operate within 5nm of the edge of an activated TRA(G)

#### **A.5.7 Emergencies**

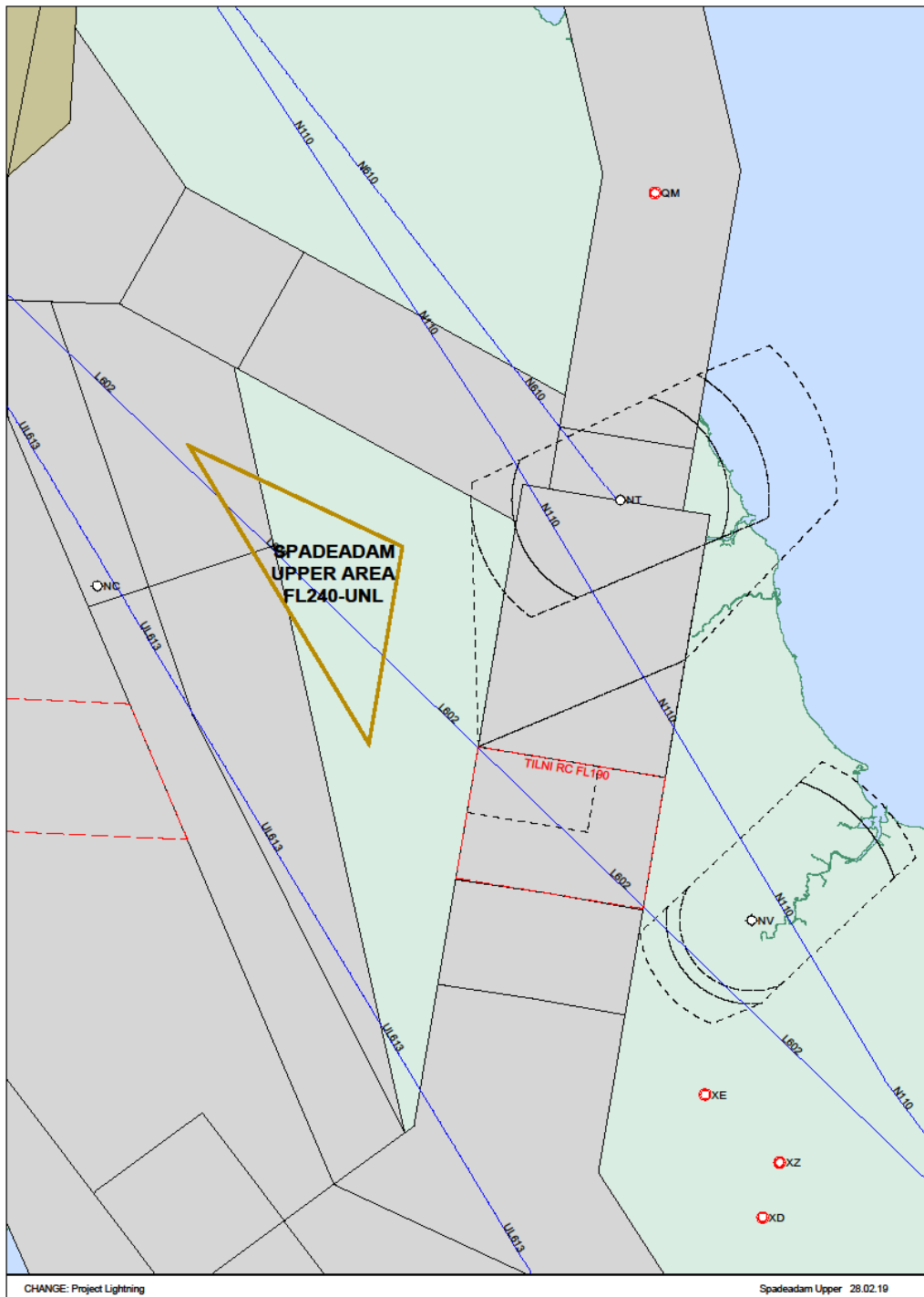
A.5.7.1 If, due to an emergency situation, IFR traffic needs to transit the defined airspace the following shall be undertaken:

A.5.7.2 The Prestwick Operations Supervisor shall endeavour to close the TRA(G) by telephoning Borders Gliding Club (Millfield) and via messages relayed on the appropriate frequency.

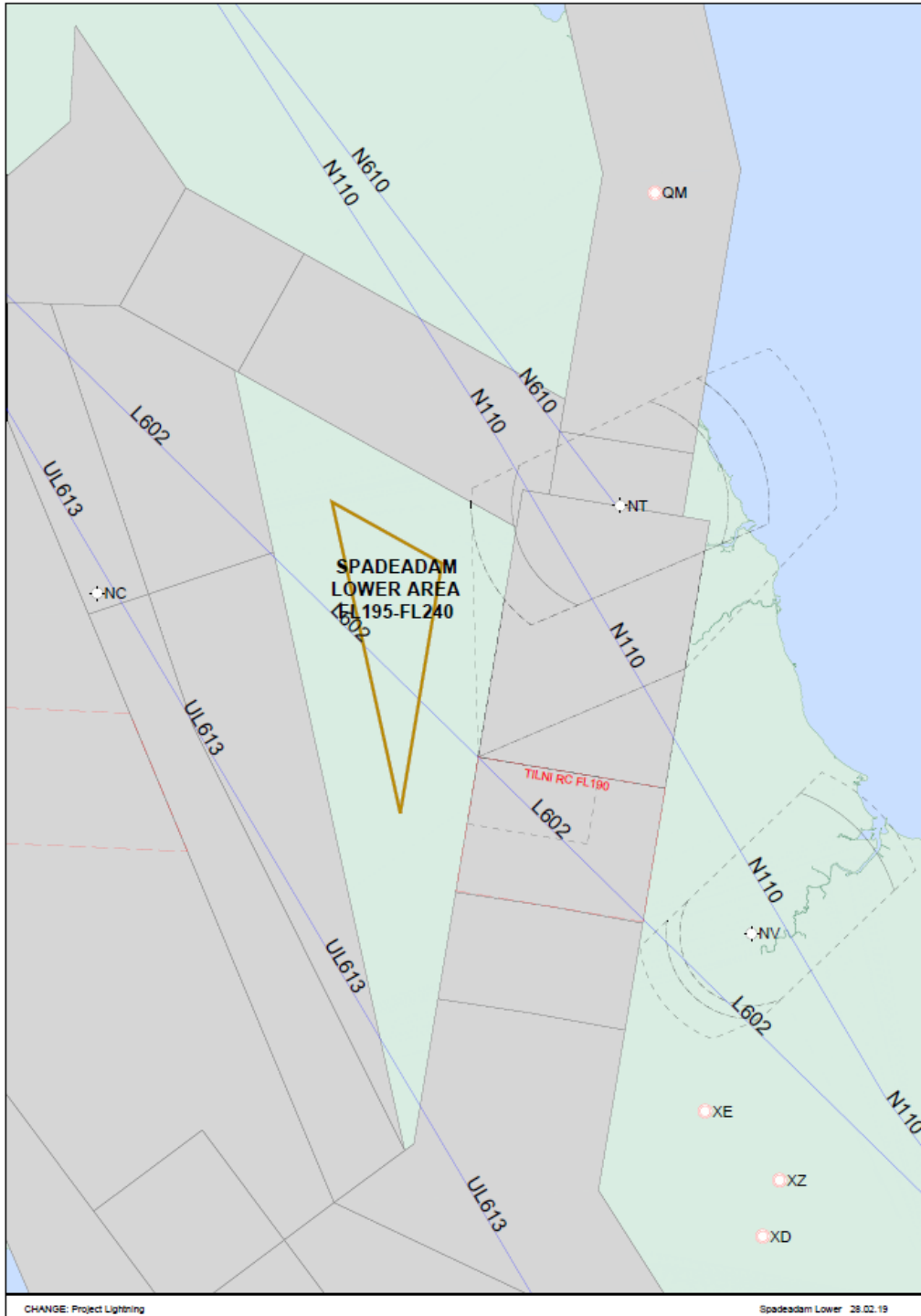
## A.6 Spadeadam Upper and Lower Areas

A.6.1 The defined areas are detailed at LoA 2.12 and 2.13 maps depicting the area is shown below.

### A.6.1.1 Spadeadam Upper Area



### A.6.1.2 Spadeadam Lower Area



### A.6.2 Eligibility

A.6.2.1 Pilots utilising the procedures in this LoA must be members, or affiliated members, of Northumbria or Eden Gliding Clubs.

A.6.2.2 Failure of an organisation to comply with the conditions specified in this LoA may result in withdrawal of the privileges of the LoA.

### **A.6.3 Hours of Operation**

A.6.3.1 Activation of the defined areas is restricted to weekends and published English Public Holidays (daylight hours only).

### **A.6.4 Notification**

A.6.4.1 Northumbria and Eden Gliding Clubs may request activation of the defined airspace by telephoning the Prestwick Centre Operations Supervisor at least 2 hours prior to the start time of the activity, stating the defined area, a start time, requested upper flight level if appropriate and de-activation time.

A.6.4.2 If a TRA(G) has been activated and a subsequent request for activation is received from the other club, the Prestwick Centre Operations Supervisor shall inform that club of the current activation period and agreed upper flight level.

A.6.4.3 On receipt of a request to activate the defined airspace the Prestwick Centre Operations Supervisor shall coordinate the activation with the Swanwick (Mil) North Supervisor. If a Basic Service cannot be provided by Swanwick (Mil) as per A.6.5.3, approval to operate above FL240 will not be granted.

A.6.4.4 On agreement to activate one or both defined areas, the Swanwick (Mil) North Supervisor shall notify BAE Systems Warton.

A.6.4.5 If multiple activations of a TRA(G) are approved the Prestwick Centre Operations Supervisor, Swanwick (Mil) North Supervisor and BAE Systems Warton Supervisor shall promulgate the TRA(G) activity from the earliest activation to latest notified de-activation time. The TRA(G) will be taken as active within these time periods unless notification has been received by the Prestwick Centre Operations Supervisor of the cessation of activity by both clubs operating in the airspace that day.

A.6.4.6 The Prestwick Centre Operations Supervisor will notify the Swanwick (Mil) West Supervisor of early deactivation of the defined area(s). Should Swanwick (Mil) no longer be able to provide a service above FL240, the procedure at A.6.7.2 shall be applied, and the Prestwick Centre Operations Supervisor shall be notified.

A.6.4.7 Activation of a TRA(G) for glider activity does not preclude VFR operations within that area by other traffic.

### **A.6.5 Service**

A.6.5.1 Scottish Control (Prestwick) may provide a Basic Service to aircraft operating within the Spadeadam Lower Area subject to workload, on frequency 124.5 MHz.

A.6.5.2 When operating within Spadeadam Lower Area any glider pilot not accepting a Basic Service shall monitor frequency 130.105MHz

A.6.5.3 When operating in Spadeadam Upper Area, Swanwick (Mil) shall provide a Basic Service in accordance with the UK AIP. Swanwick (Mil) will provide the frequency on approval of activation.

## **A.6.6 Procedures**

- A.6.6.1 When the defined airspace is activated, Scottish Control (Prestwick), Swanwick (Mil) and BAE Systems Warton shall not allow IFR traffic to transit the active TRA(G) at or below the levels reserved for gliding activity.
- A.6.6.2 Scottish Control (Prestwick), Swanwick (Mil) and BAE Systems Warton shall not allow IFR traffic under a control service to operate within 5nm of the edge of an activated TRA(G)

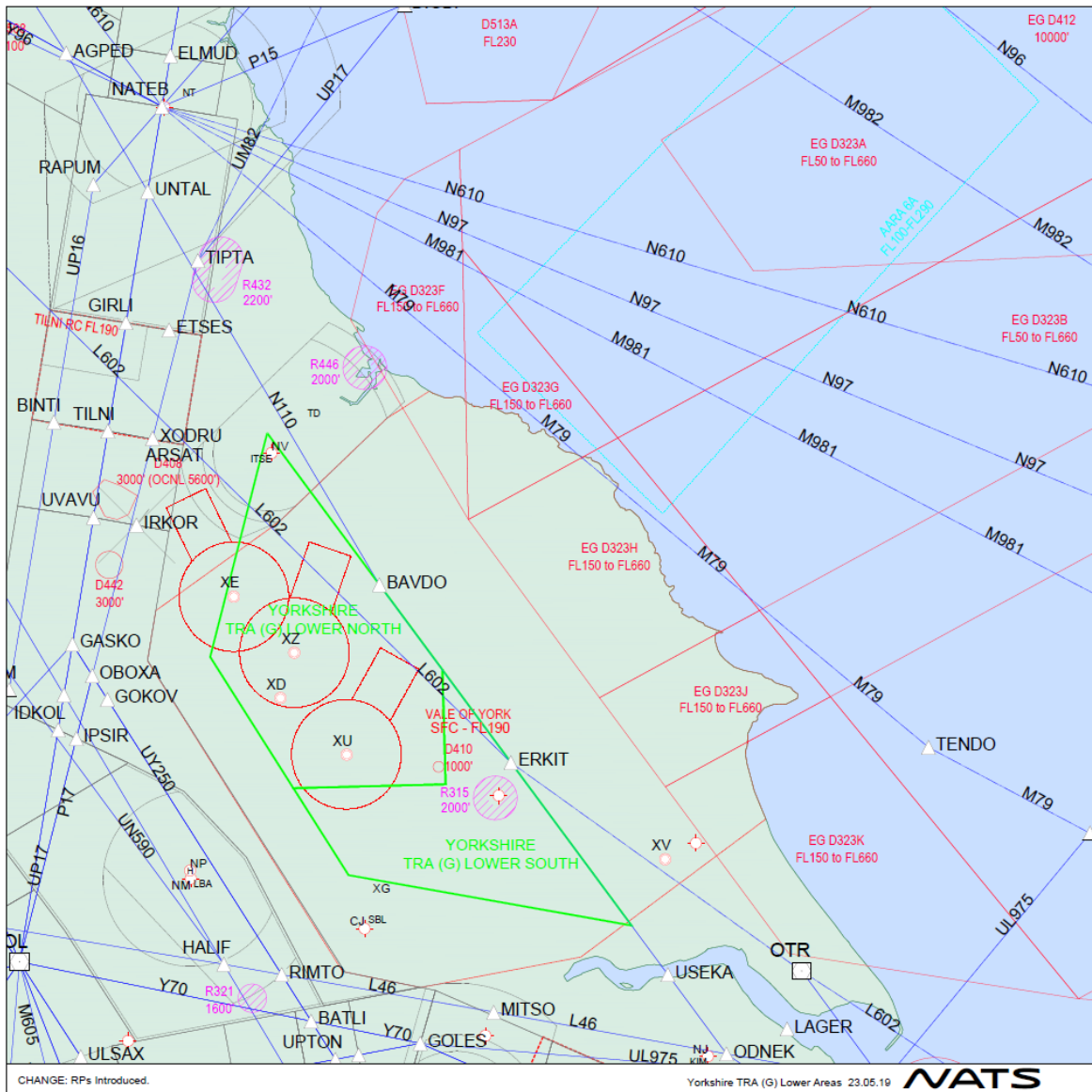
## **A.6.7 Emergencies**

- A.6.7.1 If, due to an emergency situation, IFR traffic needs to transit the defined airspace the following shall be undertaken:
- A.6.7.2 The Prestwick Centre Operations Supervisor shall endeavour to close the TRA(G) by telephoning Northumbrian and Eden Gliding Clubs or the Swanwick (Mil) West Supervisor and via messages relayed on the appropriate frequency.

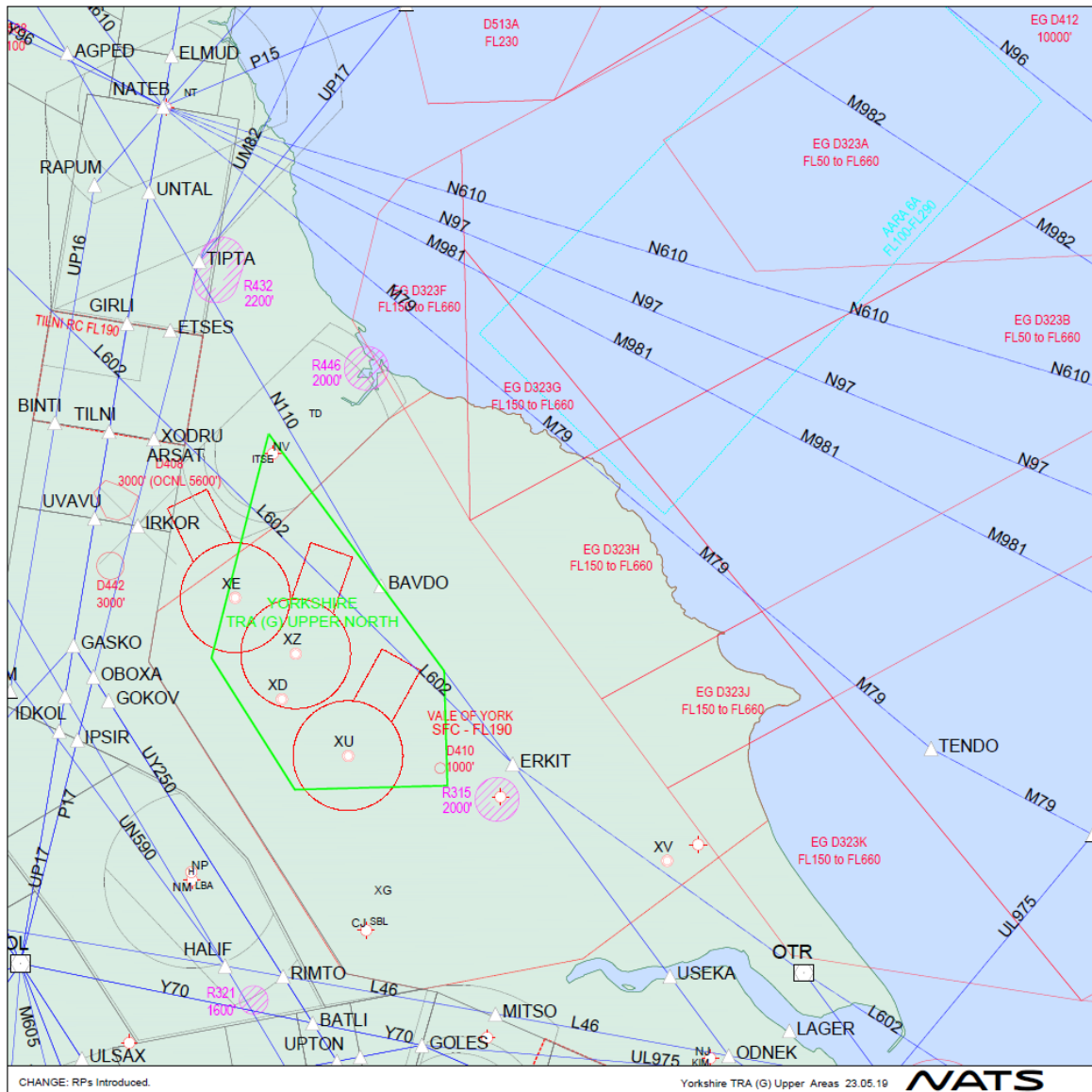
## A.7 Yorkshire Areas

A.7.1 The defined areas are detailed at LoA 2.14, 2.15 and 2.16. Maps depicting the defined areas are shown below.

### A.7.1.1 Yorkshire Lower Area North and South



## A.7.1.2 Yorkshire Upper Area North



## A.7.2 Eligibility

A.7.2.1 Pilots utilising the procedures in this LoA must be members, or affiliated members of York Gliding Centre (Rufforth), The Yorkshire Gliding Club (Sutton Bank), Burn Gliding Club and Wolds Gliding Club (Pocklington).

A.7.2.2 Failure of an organisation to comply with the conditions specified in this LoA may result in withdrawal of the privileges of the LoA.

## A.7.3 Hours of Operation

A.7.3.1 Activation of the defined areas is restricted to weekends and published English Public Holidays (daylight hours only).



#### **A.7.4 Notification**

- A.7.4.1 Any of the clubs listed at A.7.2.1 may request activation of the defined airspace by telephoning the Prestwick Centre Operations Supervisor at least 2 hours prior to the start time of the activity, stating the defined area, a start time, requested upper flight level if appropriate and de-activation time.
- A.7.4.2 If a TRA(G) has been activated and a subsequent request for activation is received from another club, the Prestwick Centre Operations Supervisor shall inform that club of the current activation period and agreed upper flight level.
- A.7.4.3 On receipt of a request to activate the defined airspace the Prestwick Centre Operations Supervisor shall coordinate the activation with the Swanwick (Mil) East Supervisor. If a Basic Service cannot be provided by Swanwick (Mil) as per A.7.5.3, approval to operate above FL240 will not be granted.
- A.7.4.4 On agreement to activate any or all of the defined areas, the Swanwick (Mil) North Supervisor shall notify BAE Systems Warton.
- A.7.4.5 If multiple activations of a TRA(G) are approved, the Prestwick Centre Operations Supervisor, Swanwick (Mil) North Supervisor and the BAE Systems Warton Supervisor shall promulgate the TRA(G) activity from the earliest activation to the latest notified deactivation time. The TRA(G) will be taken as active within these time periods unless notification has been received by the Prestwick Centre Operations Supervisor of the cessation of activity by both clubs operating in the airspace that day.
- A.7.4.6 The Prestwick Centre Operations Supervisor will notify the Swanwick (Mil) East Supervisor of early deactivation of the defined area(s). Should Swanwick (Mil) no longer be able to provide a service above FL240, the procedure at A.7.7.2 shall be applied, and the Prestwick Centre Operations Supervisor shall be notified.
- A.7.4.7 Activation of a TRA(G) for glider activity does not preclude VFR operations within that area by other traffic.

#### **A.7.5 Service**

- A.7.5.1 Scottish Control (Prestwick) may provide a Basic Service to aircraft operating within Yorkshire Lower North and South Areas subject to workload, on frequency 133.8 MHz. A Basic Service may also be available from Swanwick (Mil) subject to workload. Swanwick (Mil) will provide a frequency, if required, on approval of activation.
- A.7.5.2 When operating within Yorkshire Lower North and South Areas any glider pilot not accepting a Basic Service shall monitor frequency 130.105MHz
- A.7.5.3 When operating in the Yorkshire Upper Area, Swanwick (Mil) shall provide a Basic Service in accordance with the UK AIP. Swanwick (Mil) will provide the frequency on approval of activation.

## **A.7.6 Procedures**

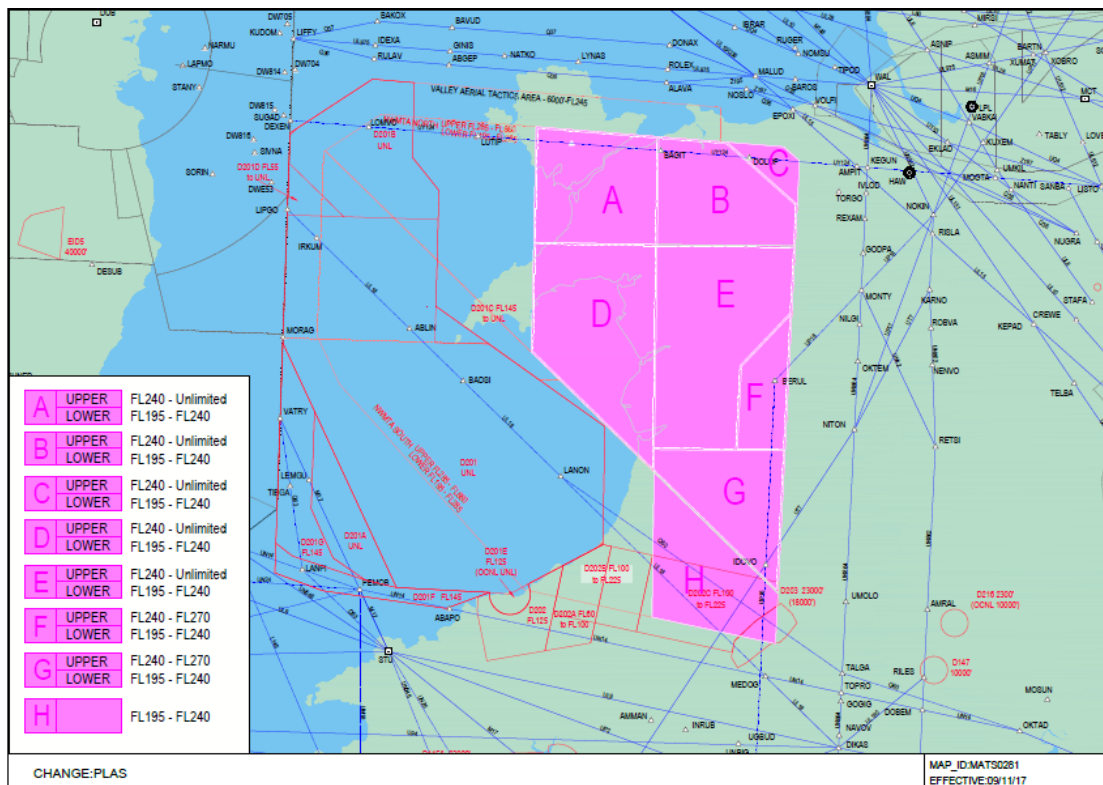
- A.7.6.1 When the defined airspace is activated, Scottish Control (Prestwick), Swanwick (Mil) and BAE Systems Warton shall not allow IFR traffic to transit the active TRA(G) at or below the levels reserved for gliding activity.
- A.7.6.2 Scottish Control (Prestwick), Swanwick (Mil) and BAE Systems Warton shall not allow IFR traffic under a control service to operate within 5nm of the edge of an activated TRA(G)

## **A.7.7 Emergencies**

- A.7.7.1 If, due to an emergency situation, IFR traffic needs to transit the defined airspace the following shall be undertaken:
- A.7.7.2 The Prestwick Centre Operations Supervisor shall endeavour to close the TRA(G) by telephoning the appropriate club(s) and Swanwick (Mil) North Supervisor and via messages relayed on the appropriate frequency.

## A.8 Welsh Areas

A.8.1 The defined areas are detailed at 2.17 to 2.31 inclusive. A map depicting the defined areas is shown below.



### A.8.2 Eligibility

A.8.2.1 Pilots utilising the procedures in this LoA must be members, or affiliated members, of Denbigh Gliding, North Wales Gliding Club, Shropshire Soaring Group, Midland Gliding Club, Herefordshire Gliding Club, Black Mountain Gliding Club or South Wales Gliding Club.

A.8.2.2 Failure of an organisation to comply with the conditions specified in this LoA may result in withdrawal of the privileges of the LoA.

### A.8.3 Hours of Operation

A.8.3.1 Activation of the defined areas is restricted to weekends and published English Public Holidays (daylight hours only).

### A.8.4 Notification

A.8.4.1 Any of the clubs listed at A.8.2.1 may request activation of the defined airspace by telephoning the Swanwick (Mil) West Supervisor at least 2 hours prior to the start time of the activity, stating the defined area, a start time, requested upper flight level if appropriate and de-activation time. If a Basic Service cannot be provided by Swanwick (Mil) as per A.8.5.3, approval to operate above FL240 will not be granted.

A.8.4.2 On receipt of a request to activate the defined area(s) the Swanwick (Mil) West Supervisor shall coordinate the activation with the London Control (Swanwick) Group Supervisor West (GS W) who

will liaise with Group Supervisor Lakes (GS Lakes) and the Prestwick Centre Operations Supervisor. The Prestwick Centre Operations Supervisor requires a minimum of 90 minutes notice of the activation time. GS W will advise the Swanwick (Mil) West Supervisor whether the activation is endorsed by civil ATC or not.

- A.8.4.3 The Swanwick (Mil) West Supervisor shall advise the requesting Gliding Club Duty pilot of the agreed activity and conditions and then shall notify BAE Systems Warton of the agreed activity, de-activity and conditions of the defined areas.
- A.8.4.4 Any activation refusal shall be advised to the requesting Gliding Club Duty Pilot and the reason recorded in the electronic log by the GS W.
- A.8.4.5 TRA(G) activity may be refused when the North Wales Military Training Area (NWMTA) is active.
- A.8.4.6 If a TRA(G) has been activated and a subsequent request for activation is received from another club, the Swanwick (Mil) West Supervisor shall inform that club of the current activation period and agreed upper flight level.
- A.8.4.7 If multiple activations of a TRA(G) are approved; the Swanwick Operations Supervisor, Prestwick Centre Operations Supervisor, Swanwick (Mil) West Supervisor and BAE Systems Warton Supervisor shall promulgate the TRA(G) activity from the earliest activation to latest notified de-activation time. The TRA(G) will be taken as active within these time periods unless notification has been received by the Swanwick (Mil) West Supervisor of the cessation of activity by ALL clubs operating in the airspace that day.
- A.8.4.8 The Swanwick (Mil) West Supervisor shall notify BAE Systems Warton and the Swanwick Operations Supervisor, who shall notify Prestwick centre Operations Supervisor, of early deactivation of the defined area(s). Should Swanwick (Mil) no longer be able to provide a service above FL240, the procedure at A.8.7.2 shall be applied, and BAE Systems Warton and the Swanwick Operations Supervisor shall be notified. The Swanwick Operations Supervisor shall notify the Prestwick Centre Operations Supervisor.
- A.8.4.9 Activation of a TRA(G) for glider activity does not preclude VFR operations within that area by other traffic.

## **A.8.5 Service**

- A.8.5.1 Swanwick (Mil) may provide a Basic Service to aircraft operating within Welsh Lower defined areas, subject to workload, on frequency 133.9MHz.
- A.8.5.2 When operating within Welsh Lower defined areas any glider pilot not accepting a Basic Service shall monitor frequency 130.105MHz
- A.8.5.3 When operating in the Welsh Upper defined areas, Swanwick (Mil) shall provide a Basic Service in accordance with the UK AIP. Swanwick (Mil) will provide the frequency on approval of activation.

## **A.8.6 Procedures**

- A.8.6.1 When the defined area(s) is activated, London Control (Swanwick), Scottish Control (Prestwick), Swanwick (Mil) and BAE Systems Warton shall not allow IFR traffic to transit the active TRA(G) at or below the levels reserved for gliding activity.
- A.8.6.2 London Control (Swanwick), Scottish Control (Prestwick), Swanwick (Mil) and BAE Systems Warton shall not allow IFR traffic under a control service to operate within 5nm of the edge of an activated TRA(G)
- A.8.6.3 Gliding Areas A, B and C are not separated from ATS Route (U)Y124 at FL200 and above.
- A.8.6.4 Welsh Area C is not separated from ATS Route (U)L15 at or above FL200.
- A.8.6.5 Welsh Area E is not separated from Upper ATS Route UP16.

## **A.8.7 Emergencies**

- A.8.7.1 If, due to an emergency situation, IFR traffic needs to transit the defined airspace the following shall be undertaken:
- A.8.7.2 The Swanwick (Mil) West Supervisor shall endeavour to close the TRA(G) by telephoning the appropriate club(s) and via messages relayed on the appropriate frequency.

## ANNEX B

### TELEPHONE COMMUNICATIONS

**Effective: 29/09/2020**

Organisation	Telephone Number
Prestwick Centre Operations Supervisor	01294 655300
London Control (Swanwick) GS West	01489 612413
London Control (Swanwick) GS Lakes	01489 612414
London Control (Swanwick) Operations Supervisor	01489 612420
Swanwick (Mil) North Supervisor	01489 612943
Swanwick (Mil) West Supervisor	01489 612417
Swanwick (Mil) East Supervisor	01489 612408
BAE Systems Warton	01772 852392
Black Mountain Gliding Club	01874 711463
Borders Gliding Club (Millfield)	01668 216284
Burn GC Launch Point Mobile	07712 467401
Burn Gliding Club House	01757 270296
Cairngorm Gliding Club Feshiebridge	01540 651317
Deeside Gliding Club (Aboyne)	01339 885339
Denbigh Gliding	01745 817431
Eden Gliding Club	07849 979575
Herefordshire Gliding Club	TBA at time of activation
Highland Gliding Club (Easterton)	01343 860272
Midland Gliding Club	TBA at time of activation
North Wales Gliding Club	TBA at time of activation
Northumbria Gliding Club	01207 561286
Scottish Gliding Centre (Portmoak)	01592 840543
Shropshire Soaring Group	01939 232882
South Wales Gliding Club	01291 690536
Ulster Gliding Club	02890 361885
Wolds Gliding Club (Pocklington)	01759 303579
York Gliding Centre (Rufforth)	01904 738694
Yorkshire Gliding Club (Sutton Bank)	01845 597237

## ANNEX C

### ACRONYMS AND DEFINITIONS

Effective: 29/09/2020

AAA-AR	Airspace, Air Traffic Management & Aerodromes, Airspace Regulation
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
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>
TRA(G)	Temporary Reserved Area (Gliding)
VFR	VFR means the symbol used to designate the visual flight rules

**ANNEX D**

**CHECKLIST**

**Effective: 29/09/2020**

<b>Section</b>	<b>Effective Date</b>
Front Part	29/09/2020
Appendix	29/09/2020
Annex A	29/09/2020
Annex B	29/09/2020
Annex C	29/09/2020
Annex D	29/09/2020



[Intentionally Blank]



***NATS***