

# LETTER OF AGREEMENT

between

**MINISTRY of DEFENCE  
(MOD)**

and

**British Aerospace (BAe)  
SYSTEMS  
WARTON**

and

**BRITISH GLIDING  
ASSOCIATION (BGA)**

## RELATING TO

**Glider Access arrangements to Temporary Reserved Areas  
(TRA) 008, 007, 006, 005 and 004.**

Effective: 1<sup>st</sup> April 2008

### 1. PURPOSE

This document and the attached annexes define the procedures to allow VFR glider operations within active TRAs 008, 007, 006, 005 and 004, which are established between FL195 – FL245 in Class C airspace; these procedures are supplementary to the procedures detailed in the UK AIP. Access arrangements between specific clubs and MOD are detailed in the appropriate annexes.

### 2. DEFINITIONS

#### 2.1 “Official day”

The Air Navigation Order 2000, Article 129 of the Order defines ‘day’ as the time from half an hour before sunrise to half an hour after sunset (both times exclusive), sunrise and sunset being defined at surface level.

#### 2.2 “Glider”

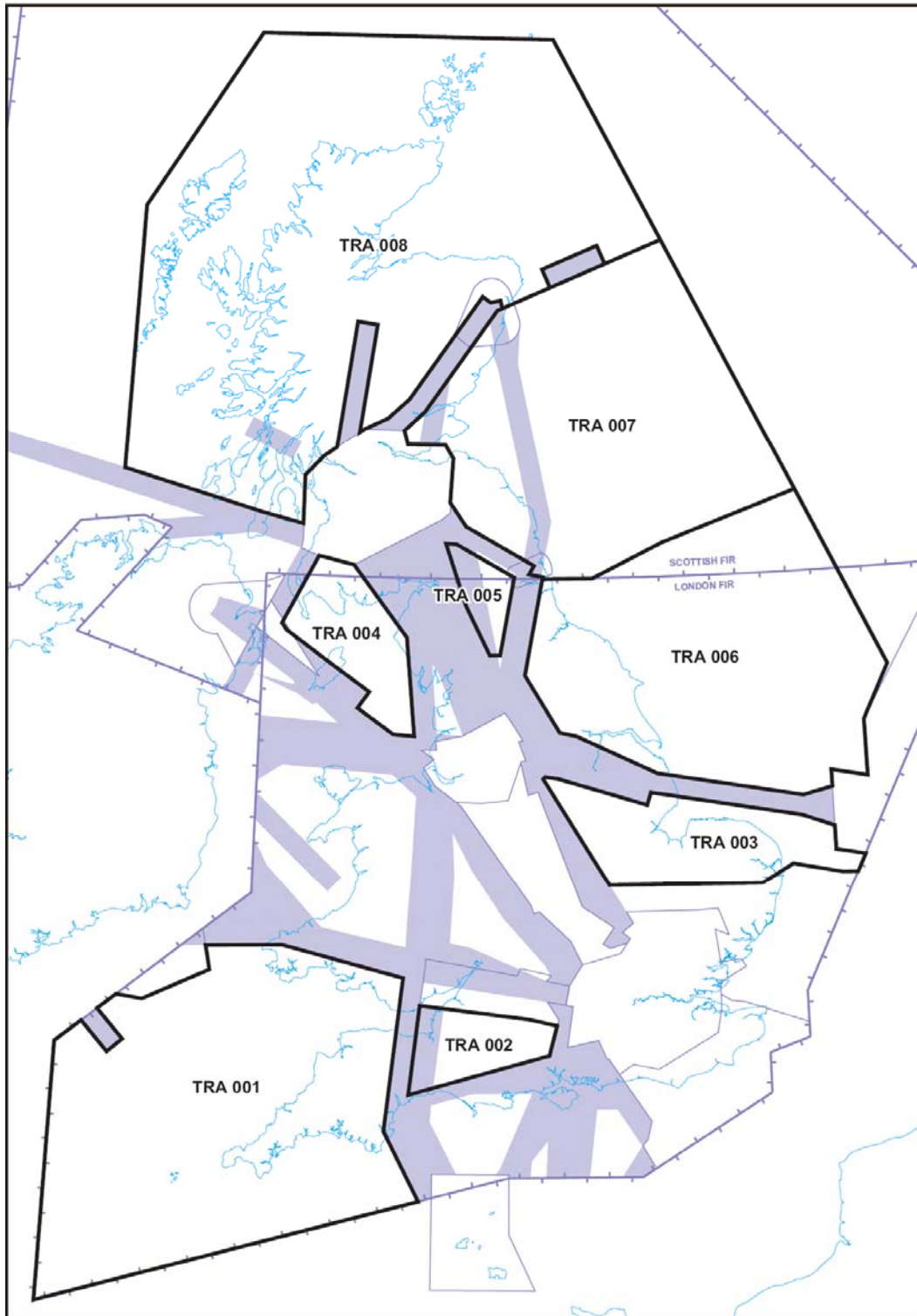
For the purpose of this LOA glider shall mean Glider or Motor Glider in soaring flight.

#### 2.3 “Temporary Reserved Area (TRA)”

“A Temporary Reserved Area is a defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by

common agreement, for the specific use by another aviation authority and through which traffic may be allowed to transit under an ATS authority.”

### MAP OF TRAs



### 3. AIRSPACE

The controlling authorities, gliding clubs and TRA(G) definitions with specific access rules can be found in the annexes of this document as described below:

TRA	Controlling Authority	Gliding Clubs	Annex
7 & 8	Scottish Area Control Centre (Military) [ScATCC(Mil)]	Deeside Gliding Club (Aboyne) Scottish Gliding Union (Portmoak) Highland Gliding Club (Easterton) Cairngorm Gliding Club (Feshiebridge) Borders Gliding Club (Millfield) Northumbria Gliding Club Eden Gliding Club	A
5	Spadeadam	Eden Gliding Club Northumbria Gliding Club RAFGSA Cleveland (RAF Dishforth) Yorkshire Gliding Club (Sutton Bank) Borders Gliding Club (Millfield)	B
6	London Area Control Centre (Military) East [LATCC(Mil) East]	York Gliding Centre (Rufforth) Yorkshire Gliding Club (Sutton Bank) RAFGSA Cleveland (RAF Dishforth) Pocklington Gliding Club Burn Gliding Club Eden Gliding Club	C

<b>4</b>	LATCC(Mil) London Joint Area Organisation (LJAO)	Eden Gliding Club Lakes Gliding Club Bowland Forest Gliding Club Ulster Gliding Club	<b>D</b>
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#### **4. AIRSPACE CLASSIFICATION**

All airspace at and above FL195 is Class C.

#### **5. PROCEDURES**

Generic procedures allowing access to TRA and TRA(G) are published by the CAA within the UK AIP ENR 1.1.1.8 para 9 and are to be fully complied with. Any additional specific requirements between the BAe Systems, BGA and MOD are identified within this Letter of Agreement and associated annexes.

#### **6. PARTIES OF THE AGREEMENT**

For the avoidance of doubt it is hereby declared that the parties to this LOA are MOD, BAe Systems and the British Gliding Association and its affiliates.

#### **7. CANCELLATION**

This LoA will remain in effect unless cancelled by mutual consent or by either Party giving the other three (3) months written notice of cancellation.

In the event that this MoU is cancelled, the procedure in Paragraph 8 shall be followed and until such time as a decision is made this LOA shall remain extant.

#### **8. INTERPRETATION AND SETTLEMENT OF DISPUTES**

Should any doubt or diverging views arise regarding the interpretation of any provision of this LOA or in the case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to each of them.

**9. AMENDMENT TO PROCEDURES**

These procedures have been agreed by the undersigned. They are not to be amended without the written agreement of the signatories, their authorised representatives or successors.

**10. VALIDITY**

This LOA is effective from 1st of April 2008.

**SIGNED**

**SIGNED**

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**DATE**

**DATE**

**For and on behalf of the  
British Gliding Association**

**Headquarters Air Command  
D BARBER  
Group Captain ATC**

**SIGNED**

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**DATE**

**K ILOT  
SATCO  
BAe Systems  
Warton**



## ANNEX A

Annex A concerns TRA007 and 008 airspace which is jointly accessible by the Deeside Gliding Club (Aboyne), the Scottish Gliding Union (Portmoak), the Highland Gliding Club (Easterton), the Cairngorm Gliding Club (Feshiebridge), Borders Gliding Club (Millfield), Northumbria Gliding Club, Eden Gliding Club and the procedures for entry thereto.

### 1. AIRSPACE

- 1.1 Any of the gliding clubs, named above, have the authority to request entry into the active TRAs 007 & 008 by contacting the ScATCC(Mil) Supervisor.
- 1.2 TRA008 does not include controlled airspace within airway N580 between FYNER and BRUCE defined by great circle lines joining:  
561843N 0054644W – 560727N 0050308W – 555825N 0051042W –  
560939N 0055411W – 561843N 0054644W.
- 1.3 TRA007 does not include controlled airspace within airway P18 on English Public Holidays and during the hours:  
Mon-Fri 0830 to 0900 Mon UTC Winter (Summer 1 hour earlier).

### 2. GENERAL PROCEDURES

- 2.1 Operations within active TRA shall be conducted under Visual Flight Rules (VFR). Access arrangements and VMC minima for glider access to active TRA are published in AIP ENR 1.1.1.8 para 9. Glider activity within an active TRA does not modify access arrangements or activities of other airspace users. Gliders must be SSR equipped.
- 2.2 TRA007 & 008 are routinely activated Mon – Fri 0830 – 1700 local Winter (1800 local Summer) excluding English Public Holidays and by NOTAM at other times. Gliding clubs should contact the ScATCC(Mil) Supervisor for details of out-of-hours activations on the day. Gliders can only gain access during “official day” hours.
- 2.3 Pilots are to pass details of their intended sortie to the Military Supervisor at least 1-hour before getting airborne. The Military Supervisor will decide whether the unit has the capacity to accept the flight and pass the frequency, squawk and altitude at which the pilot is to call to request clearance to enter the TRA.
- 2.4 When airborne, the glider pilot is to establish 2-way contact at the altitude nominated and obtain a clearance before entering an active TRA. ATC will provide a FIS and the glider pilots shall monitor the frequency directed by the ScATCC(Mil) Supervisor at all times. Once the gliding activity is complete, the pilot is to report ‘*Soaring complete – descending*’ and also to report when

passing FL195 in the descent. The controller will then instruct the pilot to ‘*Squawk 7000 and change to enroute frequency*’.

- 2.5 Whilst in the active TRA, the controller will initiate an ‘ops normal’ call on the hour and half-hour as follows:

<b>Transmitting unit</b> <i>(call-sign)</i>	<b>Receiving unit</b> <i>(call-sign)</i>	<b>Transmission</b>
Scottish Military	Glider	Callsign ops normal check
Glider	Scottish Military	Callsign ops normal
Scottish Military	Glider	Roger

In the event that no reply is received, the controller will transmit the same message again. If nothing is received after the 3<sup>rd</sup> transmission the controller will transmit:

Scottish Military	Glider	Callsign nothing heard.
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- 2.6 In the event of a glider pilot not receiving a radio check call at the appropriate time, or being aware that the controller cannot hear his replies, the pilot is to immediately attempt to re-establish 2-way R/T contact. If unsuccessful, the glider pilot shall select Mode A 7600 (R/T fail) and descend below FL195 as expeditiously as possible. If mode C is not available, eg loss of SSR to an electrical failure, it will be assumed that the glider is clear of the TRA within 15 mins after the last scheduled ‘ops normal’ call.
- 2.7 The responsibility for collision avoidance shall rest entirely with the pilot in accordance with the Rules of the Air.
- 2.8 Failure of SSR will require the glider to vacate the airspace. If un-noticed by the pilot, the controller will instruct the pilot to descend below FL195 due to SSR failure.
- 2.9 Permission to enter the TRA will be dependent on unit workload and frequency availability. Gliders may be instructed to descend below FL195 by the military controller at short notice due to surges in unit traffic levels.
- 2.10 Where the TRA is contiguous to controlled airspace, glider pilots are to aim to operate no closer to the lateral boundary than 3nm. In addition, gliders are not to operate above FL240.
- 2.11 Contact phone numbers:

ScATCC(Mil) Supervisor	01292 692361
Deeside GC (Aboyne)	01339 885339
SGU (Portmoak)	01592 840543
Highland GC (Easterton)	01343 860272
Cairngorm GC (Feshiebridge)	01540 651317
Borders Gliding Club	01668 216284
Northumbria Gliding Club	01207 561286
Eden Gliding Club	07849 979575

## ANNEX B

Annex B concerns TRA005 airspace which is accessible by the Eden Gliding Club, Northumbria Gliding Club, Yorkshire Gliding Club (Sutton Bank), RAFGSA Cleveland (RAF Dishforth) Boarders Gliding Club and the procedures for entry thereto.

### 1. AIRSPACE

- 1.1 The Eden Gliding Club, Northumbria Gliding Club, Yorkshire Gliding Club (Sutton Bank) and RAFGSA Cleveland (RAF Dishforth) Boarders Gliding Club have the authority to request entry into the active TRA005 by contacting Spadeadam Air Traffic Controller In Charge (ATCO IC).

### 2. GENERAL PROCEDURES

- 2.1 Operations within active TRA shall be conducted under Visual Flight Rules (VFR). Access arrangements and VMC minima for glider access to active TRA are published in AIP ENR 1.1.1.8 para 9. Glider activity within an active TRA does not modify access arrangements or activities of other airspace users. Gliders must be SSR equipped.
- 2.2 TRA005 is routinely activated Mon – Fri 0900 – 1700 local excluding English Public Holidays and by NOTAM at other times. Gliding clubs should contact the ScATCC(Mil) supervisor for details of out-of-hours activations on the day. Gliders can only gain access during “official day” hours.
- 2.3 Pilots are to pass details of their intended sortie to the Spadeadam ATCO IC at least 1-hour before getting airborne. The Spadeadam ATCO IC will decide whether the unit has the capacity to accept the flight and pass the frequency, squawk and height at which the pilot is to call to request clearance to enter the TRA.
- 2.4 When airborne, the glider pilot is to establish 2-way contact at the height nominated and obtain a clearance before entering an active TRA. ATC will provide a FIS and the glider pilots shall monitor the frequency directed by the Spadeadam ATCO IC at all times. Once the gliding activity is complete, the pilot is to report *‘Soaring complete – descending’* and also to report when passing FL195. The controller will then instruct the pilot to *‘Squawk 7000 and change to enroute frequency’*.
- 2.5 Whilst in the active TRA, the controller will initiate an ‘ops normal’ call on the hour and half-hour as follows:

Transmitting unit (call-sign)	Receiving unit (call-sign)	Transmission
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Spadeadam	Glider	Callsign ops normal check
Glider	Spadeadam	Callsign ops normal
Spadeadam	Glider	Roger

In the event that no reply is received, the controller will transmit the same message again. If nothing is received after the 3<sup>rd</sup> transmission the controller will transmit:

Spadeadam	Glider	Callsign nothing heard.
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- 2.6 In the event of a glider pilot not receiving a radio check call at the appropriate time, or being aware that the controller cannot hear his replies, the pilot is to immediately attempt to re-establish 2-way R/T contact. If unsuccessful, the glider pilot shall select Mode A 7600 (R/T fail) and descend below FL195 as expeditiously as possible. If mode C is not available, eg loss of SSR to an electrical failure, it will be assumed that the glider is clear of the TRA within 15 mins after the last scheduled 'ops normal' call.
- 2.7 The responsibility for collision avoidance shall rest entirely with the pilot in accordance with the Rules of the Air.
- 2.8 Failure of SSR will require the glider to vacate the airspace. If un-noticed by the pilot, the controller will instruct the pilot to descend below FL195 due to SSR failure.
- 2.9 Permission to enter TRA005 will be dependent on unit workload and frequency availability. Gliders may be instructed to descend below FL195 by the military controller at short notice due to surges in unit traffic levels.
- 2.10 Where the TRA is contiguous to controlled airspace, glider pilots are to aim to operate no closer to the lateral boundary than 3nm. In addition, gliders are not to operate above FL240.
- 2.11 Contact phone numbers:

Spadeadam ATCO IC	016977 49485
Eden Gliding Club	07849 979575
Northumbria Gliding Club	01207 561286
Borders Gliding Club	01668 216284
Yorkshire Gliding Club (Sutton Bank)	01845 597237
RAFGSA CLEVELAND (RAF Dishforth)	01423 321642

## ANNEX C

Annex C concerns TRA006 airspace which is accessible by the York Gliding Centre (Rufforth), Yorkshire Gliding Club (Sutton Bank), RAFGSA Cleveland (RAF Dishforth), Pocklington Gliding Club, Burn Gliding Club and the procedures for entry thereto.

### 1. AIRSPACE

- 1.1 The York Gliding Centre (Rufforth), Yorkshire Gliding Club (Sutton Bank), RAFGSA Cleveland (RAF Dishforth) Pocklington Gliding Club and Burn Gliding Club have the authority to request entry into the active TRA006 by contacting LATCC(Mil) East Supervisor (known as the London Military East Supervisor).

### 2. GENERAL PROCEDURES

- 2.1 Operations within active TRA shall be conducted under Visual Flight Rules (VFR). Access arrangements and VMC minima for glider access to active TRA are published in AIP ENR 1.1.1.8 para 9. Glider activity within an active TRA does not modify access arrangements or activities of other airspace users. Gliders must be SSR equipped.
- 2.2 TRA006 is routinely activated Mon – Fri 0830 – 1700 local Winter (1800 local Summer) excluding English Public Holidays and by NOTAM at other times. Gliding clubs should contact the LATCC(Mil) Supervisor for details of out-of-hours activations on the day. Gliders can only gain access during “official day” hours.
- 2.3 Pilots are to pass details of their intended sortie to the LATCC(Mil) East Supervisor at least 1-hour before getting airborne. The LATCC(Mil) East Supervisor will decide whether the unit has the capacity to accept the flight and pass the frequency, squawk and height at which the pilot is to call to request clearance to enter the TRA.
- 2.4 When airborne, the glider pilot is to establish 2-way contact at the height nominated and obtain a clearance before entering an active TRA. ATC will provide a FIS and the glider pilots shall monitor the frequency directed by the LATCC(Mil) Supervisor at all times. Once the gliding activity is complete, the pilot is to report ***‘Soaring complete – descending’*** and also to report when passing FL195. The controller will then instruct the pilot to ***‘Squawk 7000 and change to his enroute frequency’***.

- 2.5 Whilst in the active TRA, the controller will initiate an ‘ops normal’ call on the hour and half-hour as follows:

<b>Transmitting unit</b> <i>(call-sign)</i>	<b>Receiving unit</b> <i>(call-sign)</i>	<b>Transmission</b>
London Military	Glider	Callsign ops normal check
Glider	London Military	Callsign ops normal
London Military	Glider	Roger

In the event that no reply is received, the controller will transmit the same message again. If nothing is received after the 3<sup>rd</sup> transmission the controller will transmit:

London Military	Glider	Callsign nothing heard.
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- 2.6 In the event of a glider pilot not receiving a radio check call at the appropriate time, or being aware that the controller cannot hear his replies, the pilot is to immediately attempt to re-establish 2-way R/T contact. If unsuccessful, the glider pilot shall select Mode A 7600 (R/T fail) and descend below FL195 as expeditiously as possible. If mode C is not available, eg loss of SSR to an electrical failure, it will be assumed that the glider is clear of the TRA within 15 mins after the last scheduled ‘ops normal’ call.
- 2.7 The responsibility for collision avoidance shall rest entirely with the pilot in accordance with the Rules of the Air.
- 2.8 Failure of SSR will require the glider to vacate the airspace. If un-noticed by the pilot, the controller will instruct the pilot to descend below FL195 due to SSR failure.
- 2.9 Permission to enter TRA will be dependent on unit workload and frequency availability. Gliders may be instructed to descend below FL195 by the military controller at short notice due to surges in unit traffic levels.
- 2.10 Where the TRA is contiguous to controlled airspace, glider pilots are to aim to operate no closer to the lateral boundary than 3nm. In addition, gliders are not to operate above FL240.
- 2.11 Contact phone numbers:

LATCC(Mil) East Supervisor	01489 412408
York Gliding Centre (Rufforth)	01904 738694
Yorkshire Gliding Club (Sutton Bank)	01845 597237
RAFGSA CLEVELAND (RAF Dishforth)	01423 321642
Pocklington Gliding Club	01759 303579
Burn Gliding Club	01757 270296

## ANNEX D

Annex D concerns TRA004 airspace which is accessible by the Eden Gliding Club, Lakes Gliding Club, Bowland Forest Gliding Club, Ulster Gliding Club and the procedures for entry thereto.

### 1. AIRSPACE

- 1.1 The Eden Gliding Club, Lakes Gliding Club, Bowland Forest Gliding Club, Ulster Gliding Club have the authority to request entry into the active TRA004 by contacting LATCC(Mil) LJAO Supervisor (known as the London Military LJAO Supervisor).

### 2. GENERAL PROCEDURES

- 2.1 Operations within active TRA shall be conducted under Visual Flight Rules (VFR). Access arrangements and VMC minima for glider access to active TRA are published in AIP ENR 1.1.1.8 para 9. Glider activity within an active TRA does not modify access arrangements or activities of other airspace users. Gliders must be SSR equipped.
- 2.2 TRA004 is routinely activated Mon – Fri 0830 – 1700 local Winter (1800 local Summer) excluding English Public Holidays and by NOTAM at other times. Gliding clubs should contact the LATCC(Mil) LJAO Supervisor for details of out-of-hours activations on the day. Gliders can only gain access during “official day” hours.
- 2.3 Pilots are to pass details of their intended sortie to the LATCC(Mil) LJAO Supervisor at least 1-hour before getting airborne. The LATCC(Mil) LJAO Supervisor will negotiate with ScATCC(Mil) Supervisor and BAe Systems Warton Supervisor and decide whether gliding activity can be permitted and which of the mil ATCC units has the capacity to accept the flight. (Warton will not be expected to work gliders within TRA004.) The LATCC(Mil) LJAO Supervisor will pass the callsign of the unit, frequency, squawk and height at which the pilot is to call to request clearance to enter the TRA.
- 2.4 When airborne, the glider pilot is to establish 2-way contact with the nominated unit at the height specified and obtain a clearance before entering an active TRA. ATC will provide a FIS and the glider pilots shall monitor the frequency directed by the LATCC(Mil) Supervisor at all times. Once the gliding activity is complete, the pilot is to report ***‘Soaring complete – descending’*** and also to report when passing FL195. The controller will then instruct the pilot to ***‘Squawk 7000 and change to his enroute frequency’***.

- 2.5 Whilst in the active TRA, the controller will initiate an ‘ops normal’ call on the hour and half-hour as follows:

<b>Transmitting unit</b> <i>(call-sign)</i>	<b>Receiving unit</b> <i>(call-sign)</i>	<b>Transmission</b>
London/Scottish Military Glider	Glider	Callsign ops normal check
London/Scottish Military	London/Scottish Military Glider	Callsign ops normal Roger

In the event that no reply is received, the controller will transmit the same message again. If nothing is received after the 3<sup>rd</sup> transmission the controller will transmit:

London/Scottish Military	Glider	Callsign nothing heard.
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- 2.6 In the event of a glider pilot not receiving a radio check call at the appropriate time, or being aware that the controller cannot hear his replies, the pilot is to immediately attempt to re-establish 2-way R/T contact. If unsuccessful, the glider pilot shall select Mode A 7600 (R/T fail) and descend below FL195 as expeditiously as possible. If mode C is not available, eg loss of SSR to an electrical failure, it will be assumed that the glider is clear of the TRA within 15 mins after the last scheduled ‘ops normal’ call.
- 2.7 The responsibility for collision avoidance shall rest entirely with the pilot in accordance with the Rules of the Air.
- 2.8 Failure of SSR will require the glider to vacate the airspace. If un-noticed by the pilot, the controller will instruct the pilot to descend below FL195 due to SSR failure.
- 2.9 Permission to enter TRA will be dependent on unit workload and frequency availability. Gliders may be instructed to descend below FL195 by the military controller at short notice due to surges in unit traffic levels.
- 2.10 Where the TRA is contiguous to controlled airspace, glider pilots are to aim to operate no closer to the lateral boundary than 3nm. In addition, gliders are not to operate above FL240.
- 2.11 Contact phone numbers:

LATCC(Mil) LJAO Supervisor	01489 612417
Eden Gliding Club	07849 979575
Lakes Gliding Club	07860 135447 (weekends & PH only)
Bowland Forest Gliding Club	01995 61267
Ulster Gliding Club	028 7775 0301