

**LETTER OF AGREEMENT BETWEEN COTSWOLD AIRPORT (KEMBLE) EGBP
AND
COTSWOLD GLIDING CLUB (ASTON DOWN)**

Purpose of the Letter of Agreement

1. The purpose of the Letter of Agreement is solely to define the co-ordination procedures to be effected between Cotswold Airport (EGBP) and Cotswold Gliding Club (Aston Down Airfield) for the safety of aircraft operating in the vicinity of these aerodromes and provide mitigation for Cotswold Airport's RNP Instrument Approaches.

Information

2. Cotswold Airport (514004N 0020342W), elevation 436ft, is a licensed aerodrome and ANSP with a Flight Information Service (AFIS). It operates from an asphalt 1973m 08/26 main runway and a 561m 08/26 grass runway seven days a week during the hours 0900 to 1700 local. Outside these hours, the seven based flying schools frequently operate on an out-of-hours indemnity. Occasionally, the aerodrome operates extended hours for either business jet customers or to enable night flying ratings.

3. Cotswold Airport serves General Aviation, Corporate/Business Jets, Commercial Helicopters and larger airliner jet aircraft for storage, maintenance and salvage. The Cotswold Airport ATZ airspace is contained within a circle of radius two nautical miles, centred on the aerodrome and extending from the surface to 2000ft above the aerodrome elevation.

4. Cotswold Airport generates movement rates well in excess of 30,000 per annum and daily movements range from 88 per day (annual average) to 280 per day in the summer.

5. Aston Down (514228N 0020750W), elevation 600ft, is an unlicensed aerodrome operated by the Cotswold Gliding Club. Aston Down operates two asphalt runways, a 1510m 03/21 main runway and a 1026m 09/27 cross runway, seven days a week from dawn to dusk. Additionally, all grass surfaces are utilised as required for both launching and landing.

6. Cotswold Gliding Club operates multiple classes of aircraft, including sailplanes, self-launching motor gliders, powered aircraft and large model aircraft. Sailplanes are launched by winch, aerotow and under their own power (self-launching motor gliders). For winch launching, Cotswold Gliding Club has permission from the Directorate of Airspace Policy to launch gliders by cable to a height of 3000ft AGL.

7. Aston Down's annual movements are in excess of 14,500 (winch, aerotow and powered launches). During national competitions, daily movements can exceed 300 (launch and landing movements for approximately 75 gliders launched by aerotow).

Operating Procedures

8. Both Cotswold Airport and Aston Down will assume that both aerodromes are always active. This is further annotated on the Cotswold Airport's AD-2 plate, along with noise abatement areas, which are also shown on the map at Annex B. These must be avoided whenever possible. Details for establishing contact between the two aerodromes are contained in the Communications Precipis at Annex A.

9. Aircraft operating to and from Cotswold Airport should remain well clear of Aston Down aerodrome (2 nautical miles/4000ft altitude) and must remain clear of the Aston Down circuit in use and the launch cable.

10. Cotswold Airport is a PPR only aerodrome, non-radio traffic is not accepted. Until the Cotswold Airport GPS approach is approved by the CAA, the airport currently sanitises¹ and closes the ATZ to allow the safe arrival of large corporate/business jets, airliner arrivals and for pre-notified display practices. Despite being an AFIS unit and within Glass G airspace, this has worked successfully for the past 10 years without incident. All Cotswold Airport circuits are to the South, therefore all traffic joining from a standard overhead join descends dead side to the north of the airport, descending from 2000 to 1000ft in a track pattern no further north than a line aligned 260 to 080 from Rodmarton. Rodmarton is a noise abated area, shown on Cotswold Airport's AIP entry.

11. An area on the north-western edge of the Kemble ATZ is available to sailplanes and towing aircraft operating from Aston Down under the specific arrangements described below. This area is known as the Sailplane Accessible Area and is defined as the area bounded by:

A straight line joining:

514036N 0020631W

514144N 0020138W

A clockwise arc:

Radius 2NM

Centre 514005N 0020325W

Start 514036N 0020631W

Finish 514144N 0020138W

The Sailplane Accessible Area is shown graphically in Annex B.

12. Cotswold Gliding Club will notify Cotswold Airport daily when the Sailplane Accessible Area is to be activated. Once notified as active, sailplanes and towing aircraft operating from Aston Down may enter the Sailplane Accessible Area of the Kemble ATZ without subsequent reference to the AFIS unit.

13. Cotswold Gliding Club may activate the Sailplane Accessible Area in advance for use during a competition period. The advance notice must provide daily times for gliding activity within the Sailplane Accessible Area, and the approximate number of gliders participating in the competition event. The Sailplane Accessible Area will be active every day during the pre-notified competition period. Cotswold Gliding Club will communicate the planned competition activity (intended routes and timings) each day before commencement of competition flying, in a format agreed in advance between Cotswold Airport and the Cotswold Gliding Club Competition Director.

14. Aircraft operating from Aston Down that wish to penetrate the Kemble ATZ outside of the Sailplane Accessible Area or penetrate the Sailplane Accessible Area when this area is not notified as active, must be in radio contact with the Cotswold Airport AFIS.

15. To maintain separation with traffic joining overhead at 2000ft, gliders are advised to cross overhead the ATZ at 2500ft AGL. Based on Cotswold Airport movements, an ATZ transit may not be granted and gliders, like all other traffic, may be asked to clear the ATZ to allow the safe arrival of fast-moving large jets.

16. During pre-notified gliding competitions, Cotswold Airport's AFIS will inform aircraft operating to and from the Airport and transiting in the area. Cotswold Airport and Cotswold Gliding Club will coordinate the publication of NOTAMs to ensure Cotswold Airport traffic is suitably notified of this activity.

¹ Under SERA rules of the air "11 (4) If the aerodrome provides a flight information service the commander must obtain information from the flight information centre to enable the flight to be conducted safely within the aerodrome traffic zone." and as such an AFISO can provide enough information such that the pilot can judge flight within an ATZ cannot be conducted safely.

Application of the Letter of Agreement

17. Nothing in this Letter of Agreement prevents any pilot or controlling authority from using discretion in the case of an emergency. However, deviation from the terms of the Letter of Agreement is to be notified to the other aerodrome as soon as possible.

18. Temporary departures from this Letter of Agreement within the authority of the signatories must be subject to prior consultation and agreement. Notwithstanding this provision, each signatory will do their utmost to comply with the spirit of the agreement.

19. Permanent amendments to this Letter of Agreement will only be effective with the written consent of the signatories.

20. This agreement shall apply from the date of signature of this agreement, including through implementation of Cotswold Airport's RNP Instrument Approach², It will be reviewed as part of the Cotswold Airport ACP Port Implementation Review (CAP1616 Stage). It may be terminated by either party on not less than one month's notice in writing.

Parties to the Agreement

21. It is hereby declared that the parties to this agreement are Cotswold Airport (operated by Kemble Air Services Ltd) and The Cotswold Gliding Club.

Name: [REDACTED]
Airport Director on behalf of Cotswold Airport

Signed: [Signature]
Date: 12 Aug 20

Name: [REDACTED]
Chairman on behalf of Cotswold Gliding Club

Signed:
Date:

Annexes:

- A. Letter of Agreement Communications Precip
- B. Map of the Sailplane Accessible Area

² Planned ACP timeline suggest this will be Aug 2020.

LETTER OF AGREEMENT COMMUNICATIONS PRECIS

Cotswold Airport (Kemble) EGBP

1. Published AFIS Frequency: 118.430
2. C/S Kemble Information
3. Air Ops: 01285 771177 Central Telephone Number
4. ops@cotswoldairport.com

Cotswold Gliding Club (Aston Down)

1. Aston Down A/G Frequency: 129.980
2. C/S Aston Down Radio
3. Clubhouse: 01285 702101
4. Launch point: 01285 702103
5. Office: 01285 702100

MAP OF THE SAILPLANE ACCESSIBLE AREA



The Sailplane Accessible Area is defined as the area bounded by:

A straight line joining:

1. 514036N 0020631W
2. 514144N 0020138W

A clockwise arc:

Radius 2NM
Centre 514005N 0020325W
Start 514036N 0020631W
Finish 514144N 0020138W