

Annex E to ACP 2020-24 Dated 28 Nov 24

Raw Engagement Record-V1.0

Table of Contents

NATS	2
BGA	9
DAATM/MOD	14
ID8.....	16
Letter of Agreement Between NATS (En Route) PLC And GA And 78 Squadron, Swanwick (Military).....	23

UK OFFICIAL

NATS

To: [REDACTED]

Cc: [REDACTED]

Subject: 20240605-ACP 2020-024 Targeted Engagement Documentation

Your attachments have been security checked by Mimecast Attachment Protection. Files where no threat or malware was detected are attached.

NATS

Please find attached covering letter and ACP 2020-024 engagement material for your review and comment.

The targeted engagement window is open until 14 July 2024.

Should you require an extension to this date please contact the task sponsor or myself iaw the documentation.

Regards,

[REDACTED]

[REDACTED]

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From: [REDACTED]

Mail received time: Thu, 6 Jun 2024 10:37:24

Sent: Thu, 6 Jun 2024 09:37:19

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: 20240605-ACP 2020-024 Targeted Engagement Documentation

Importance: Normal

Sensitivity: None

UK OFFICIAL

Morning [REDACTED]

No problem with an extension to 31 July 2024 to enable you to carry out your full impact assessment.

I'll advise the CAA accordingly and amend our ACP timeline with them.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Thursday, June 6, 2024 9:13 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: 20240605-ACP 2020-024 Targeted Engagement Documentation

Hi [REDACTED]

NATS NERL plc requests an extension to the target engagement window until 31st July 2024 in order to carry out a full impact assessment.

Regards

[REDACTED]

NATS

[REDACTED]



NATS Internal

From: [REDACTED]

Sent: Wednesday, June 5, 2024 11:37 AM

Archived: 20 September 2024 10:12:22

From: [REDACTED]

Mail received time: Mon, 9 Sep 2024 10:22:31

Sent: Mon, 9 Sep 2024 09:22:26

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: 20240605-ACP 2020-024 Targeted Engagement Documentation

Importance: Normal

Sensitivity: None

[REDACTED]

Thank you again for yours and Jason's time on 20 Aug.

Please see our response to your feedback here.

	NATS Comment	Our response
1	The agreed level for E7 operations will likely depend on multiple factors including, for example, time of day flows of civil air traffic. Whilst the engagement paper notes the ability to negotiate the area and level of operations by E7 aircraft, this will need further development and inclusion in any required Letter of Agreement and ATC procedures.	The MOD agree on this point. Can we please ask that NATS confirm the process for drafting the LOA and what participation is required from our side? Furthermore would it be possible to confirm the likely timeline for drafting the LOA as it would be of benefit to see it prior to submission of ACP Stage 4.
2	Previous engagement presented that there are no increased separation requirements for operating E7 aircraft, and that the aircraft is RVSM compliant. Our response is based on this i.e 1000ft vertical separation. Confirmation of separation required from the aircraft is required to validate our assumptions. If this is not the case, then further development may be required.	The MOD can confirm that the E-7 Wedgetail AEW Mk1 is RVSM compliant.
3	The position of some areas requires international letters of agreement for ATC procedures to be created or updated. At this time we don't anticipate any issues to follow.	The MOD notes this point and would like to formally request that NATS commences the process of LOA review and advises the MOD what input is required from our side.
4	Similarly, letter of agreements and procedures with the gliding community may be required to be updated.	The MOD agrees. The MOD would like to ask that NATS confirm via Prestwick what the best way forward on this is.

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5	<p>Previous engagement indicated there may be a requirement to change the flight profile of the E7 within an operating area (race track and figure of eight). Clarity of flight profiles within the orbit areas will be required to develop procedures for agreeing the E7 operating level. Some civil sectors are more sensitive to Right Hand or Left-Hand orbits or figure of 8 orbits so NATS would like to be able to discuss this further so that procedures can be developed. For example, could NATS operations make a request for direction of orbits in conjunction with the operating levels.</p>	<p>The E-7 will fly racetrack patterns in long legs and will not be on the outer extremities of the proposed operating areas. E-7 will comply with ATC instructions where they are necessary to ensure deconfliction.</p>
6	<p>Some areas may have constrained surveillance and comms cover; this will need to be considered in operational agreements.</p>	<p>The MOD agrees. 78 Sqn have not identified any issues but we would like to propose that such concerns are discussed in more detail at a NATS/MOD TTX to prepare for E-7 operations.</p>
7	<p>There is a general consideration to be made regarding the cumulative effect of multiple, simultaneous activations of operating areas and other special use airspace (Danger Areas, Air refuelling areas etc). The squeezing of civil traffic and associated workload changes must be considered. There may be some areas that would benefit from more robust airspace management protocols and notification procedures (i.e. pre-tactical notification at D- 1). F1 area and the D323 and D613 complexes and C1 and D712 for example.</p>	<p>E-7 will comply with ATC instructions to deconflict in high tempo environment. Tactical decisions based on FJ weather considerations will often dictate operating location. A pre-note will be submitted by the E-7 crew 2 hours prior to departure to inform orbit choice. The MOD do not want to revert to a D-1 solution as this reduces flexibility and hinders operational effectiveness – and the airspace effectively becomes segregated. There will be opportunities to test the areas during T&E to assist with safety case.</p>
8	<p>Should the CAA approve the implementation of the proposed operating areas for E7, there will be a requirement to complete ATC assurance work. Any hazards or issues identified during this process would be notified to the MOD so that any mitigation or solutions can be put in place.</p>	<p>The MOD notes this point and will offer all assistance necessary in this process.</p>

Do you think there would be potential to meet face-to-face in early Oct or is it too short notice? If so, [REDACTED] and I would look to coordinate to travel your way to make it happen, and we would ideally bring an E-7 pilot too. Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 16, 2024 10:01 AM

To: [REDACTED]

[REDACTED]

Cc: [REDACTED]

Subject: 20240605-ACP 2020-024 Targeted Engagement Documentation

Morning,

The agreed level for E7 operations will likely depend on multiple factors including, for example, time of day flows of civil air traffic. Whilst the engagement paper notes the ability to negotiate the area and level of operations by E7 aircraft, this will need further development and inclusion in any required Letter of Agreement and ATC procedures. Previous engagement presented that there are no increased separation requirements for operating E7 aircraft, and that the aircraft is RVSM compliant. Our response is based on this i.e 1000ft vertical separation. Confirmation of separation required from the aircraft is required to validate our assumptions. If this is not the case, then further development may be required.

The position of some areas requires international letters of agreement for ATC procedures to be created or updated. At this time we don't anticipate any issues to follow.

Similarly, letter of agreements and procedures with the gliding community may be required to be updated. Previous engagement indicated there may be a requirement to change the flight profile of the E7 within an operating area (race track and figure of eight). Clarity of flight profiles within the orbit areas will be required to develop procedures for agreeing the E7 operating N level. Some civil sectors are more sensitive to Right Hand or Left-Hand orbits or figure of 8 orbits so NATS would like to be able to discuss this further so that procedures can be developed. For example, could NATS operations make a request for direction of orbits in conjunction with the operating levels. Some areas may have constrained surveillance and comms cover; this will need to be considered in operational agreements.

There is a general consideration to be made regarding the cumulative effect of multiple, simultaneous activations of operating areas and other special use airspace (Danger Areas, Air refuelling areas etc). The squeezing of civil traffic and associated workload changes must be considered. There may be some areas that would benefit from more robust airspace management protocols and notification procedures (i.e. pretactical notification at D-1). F1 area and the D323 and D613 complexes and C1 and D712 for example.

Should the CAA approve the implementation of the proposed operating areas for E7, there will be a requirement to complete ATC assurance work. Any hazards or issues identified during this process would be notified to the MOD so that any mitigation or solutions can be put in place.

Regards

[REDACTED]



[REDACTED]



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4138218). All companies are registered in England and their registered office is at 4000 Parkway, Whiteley, Fareham, Hampshire, PO15 7FL. **Archived: 20 September 2024 10:12:36**

From: [REDACTED]

Mail received time: Wed, 21 Aug 2024 09:53:38

Sent: Wed, 21 Aug 2024 08:53:10

To: [REDACTED]

Subject: FW: 20240605-ACP 2020-024 Targeted Engagement Documentation

Importance: Normal

Sensitivity: None

Morning [REDACTED]

NATS Response to Targeted Engagement.

Regards,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 16, 2024 10:01 AM

To: [REDACTED]

Subject: 20240605-ACP 2020-024 Targeted Engagement Documentation

Morning,

This is this the NATS NERL plc response to stage 3 of ACP 2020-024,

The agreed level for E7 operations will likely depend on multiple factors including, for example, time of day flows of civil air traffic. Whilst the engagement paper notes the ability to negotiate the area and level of operations by E7 aircraft, this will need further development and inclusion in any required Letter of Agreement and ATC procedures.

Previous engagement presented that there are no increased separation requirements for operating E7 aircraft, and that the aircraft is RVSM compliant. Our response is based on this i.e 1000ft vertical separation. Confirmation of separation required from the aircraft is

required to validate our assumptions. If this is not the case, then further development may be required.

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The position of some areas requires international letters of agreement for ATC procedures to be created or updated. At this time we don't anticipate any issues to follow.

Similarly, letter of agreements and procedures with the gliding community may be required to be updated.

Previous engagement indicated there may be a requirement to change the flight profile of the E7 within an operating area (race track and figure of eight). Clarity of flight profiles within the orbit areas will be required to develop procedures for agreeing the E7 operating level. Some civil sectors are more sensitive to Right Hand or Left-Hand orbits or figure of 8 orbits so NATS would like to be able to discuss this further so that procedures can be developed. For example, could NATS operations make a request for direction of orbits in conjunction with the operating levels.

Some areas may have constrained surveillance and comms cover; this will need to be considered in operational agreements.

There is a general consideration to be made regarding the cumulative effect of multiple, simultaneous activations of operating areas and other special use airspace (Danger Areas, Air refuelling areas etc). The squeezing of civil traffic and associated workload changes must be considered.

There may be some areas that would benefit from more robust airspace management protocols and notification procedures (i.e. pretactical notification at D-1). F1 area and the D323 and D613 complexes and C1 and D712 for example.

Should the CAA approve the implementation of the proposed operating areas for E7, there will be a requirement to complete ATC assurance work. Any hazards or issues identified during this process would be notified to the MOD so that any mitigation or solutions can be put in place. Regards [REDACTED]

NATS

[REDACTED]
Manager NATS Operational Policy

E: [REDACTED]



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BGA

Archived: 20 September 2024 10:23:02

From: [REDACTED]

Mail received time: Wed, 21 Aug 2024 09:54:38

Sent: Wed, 21 Aug 2024 08:54:25

To: [REDACTED]

Subject: FW: 20240717-ACP2020-24_E- 7_Wedgetail_Targeted_Engagement- O

Importance: Normal

Sensitivity: None

Morning [REDACTED]

BGA Response to Targeted Engagement.

Regards, [REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, July 30, 2024 4:31 PM

To: [REDACTED]

Cc: [REDACTED]

[REDACTED]

Subject: Re: 20240717-ACP2020-24_E-7_Wedgetail_Targeted_Engagement-O

Hi [REDACTED]

Sorry for slow response, we have been on a canal boat for the past month!

I have reviewed the Stage 3 Engagement doc v2.0. As previously discussed, it is only racetrack D1 that is of some concern to the BGA as it is partially co-located with the Scottish TRA(G) complex. I note the text of para 1.8 and this is sensible and reasonable - in theory at least. My concern would be that "on the day" - the day being the very rare day when extremely high glider flights are possible - a random air traffic controller might award a presumption of priority to the MoD and decline to allow gliders access to the TRA(G) above FL270 or 280 (buffer for FL290). I would therefore request that within the AIP notification of this area (D1) or wherever is appropriate, that there is a written presumption of priority for gliders, with the obvious caveats for emergencies or matters of national security.

Other than the above, the BGA has no comment on or opposition to the remainder of the proposed racetracks.

Kind Regards

[REDACTED]

British Gliding Association.

On 17/07/2024 15:37, [REDACTED] wrote:

Good Afternoon [REDACTED], I hope you're keeping well and managing to make the most of the weather and achieve some quality gliding in the Highlands?

As per the direction in the Engagement Document of the Subject ACP (New E-7 Operating Areas) I am writing to inform you that Targeted Engagement is scheduled to end on 31 July 2024.

Could I request that any comment from the BGA on the Subject ACP is sent by return email to all addressees on this correspondence?

We look forward to your response and hope that both the MOD and BGA can agree to a mutually acceptable solution in the operating area where the task sponsor is aware you have concerns.

Kind regards,

[REDACTED]

[REDACTED]

Archived: 20 September 2024 10:23:30

From: [REDACTED]

Mail received time: Mon, 9 Sep 2024 11:23:07

Sent: Mon, 9 Sep 2024 10:23:02

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: 20240717-ACP2020-24_E- 7_Wedgetail_Targeted_Engagement- O

Importance: Normal

Sensitivity: None

Thanks [REDACTED]

For the official record we will put this in the CAA record of engagement. Please do let me know if you disagree though and we will change.

BGA

The task sponsor is sensitive and in agreement with the BGA request that gliding in TRA(G) North and South should continue with priority being given to gliders v the E-7 unless emergencies or matters of national security dictate otherwise.

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The MOD proposes amending the current agreement that states “gliding in the TRA(G) can occur at weekends and may be activated during weekdays to accommodate one Spring and one Autumn Mountain Wave festival subject to an associated published CAN and approval by the Prestwick Centre Operations Supervisor and 78 Sqn (Mil) North supervisor”. The new agreement is expected to follow a similar line.

The current agreement covers legacy E-3D operations and ongoing E-3A operations out to 2035 in the extant AEW operating area UK-9. The smaller proposed E-7 operating area D-1 predominantly sits within UK-9 so there should be little change to the ATC management of this airspace.

The MOD will continue to engage with the BGA and NATS to ensure the LOA is updated. A separate entry referencing priorities will also be published in the Civilian AIP.

Kind regards,

[Redacted]

[Redacted]

From: [Redacted]

Sent: Monday, September 9, 2024 11:19 AM

To: [Redacted]

Cc: [Redacted]

Subject: Re: 20240717-ACP2020-24_E-7_Wedgetail_Targeted_Engage me nt-

O Hi [Redacted]

Quite happy with that, thank you.

Regards

[Redacted]

On 9 Sep 2024, at 10:48, [Redacted] wrote:

[Redacted]

We held some wider discussion about D1 at a MoD/NATS meeting on 20th Aug.

We concur that the request for a AIP note detailing prioritisation is a practical way forward and we will wrap this up in proposed AIP entries. Prior to that, we will come back to you with what we are putting forward.

UK OFFICIAL

Please let me know if you wish to discuss further at any point in the interim and thank you for your participation in this process to date.

Kind regards,

Tids

[REDACTED]
[REDACTED]
From: [REDACTED]

Sent: Tuesday, July 30, 2024 4:31 PM

To: [REDACTED]

Cc: [REDACTED]
[REDACTED]

Subject: Re: 20240717-ACP2020-24_E-7_Wedgetail_Targeted_Engage me nt-O

Hi [REDACTED]

Sorry for slow response, we have been on a canal boat for the past month!

I have reviewed the Stage 3 Engagement doc v2.0. As previously discussed, it is only racetrack D1 that is of some concern to the BGA as it is partially co-located with the Scottish TRA(G) complex. I note the text of para 1.8 and this is sensible and reasonable - in theory at least. My concern would be that "on the day" - the day being the very rare day when extremely high glider flights are possible - a random air traffic controller might award a presumption of priority to the MoD and decline to allow gliders access to the TRA(G) above FL270 or 280 (buffer for FL290). I would therefore request that within the AIP notification of this area (D1) or wherever is appropriate, that there is a written presumption of priority for gliders, with the obvious caveats for emergencies or matters of national security.

Other than the above, the BGA has no comment on or opposition to the remainder of the proposed racetracks.

Kind Regards

UK OFFICIAL

Archived: 20 September 2024 10:31:37

From: [REDACTED]

Mail received time: Wed, 21 Aug 2024 09:51:16

Sent: Wed, 21 Aug 2024 08:51:10

To: [REDACTED]

Subject: FW: 20240605-ACP 2020-024 Targeted Engagement Documentation

Importance: Normal

Sensitivity: None

DAATM/MOD

From: [REDACTED]

Sent: Wednesday, June 26, 2024 12:56 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: 20240605-

ACP 2020-024 Targeted Engagement Documentation

Good Afternoon [REDACTED]

DAATM have engaged across Defence as requested and can confirm that the ACP is full supported and there are no further issues or comments from across MOD. Please use this email as formal MOD feedback if required for audit purposes.

Please do not hesitate to contact me if you require any further information.

Regards

[REDACTED]

[REDACTED]

Deputy Chair RAF Orienteering Association



From: [REDACTED]

Sent: Wednesday, June 5, 2024 11:46 AM

To: [REDACTED]

Cc: T [REDACTED]
[REDACTED] Subject: FW: 20240605-ACP 2020-024 Targeted Engagement Documentation

Good Morning [REDACTED]

I've sent ACP 2024-024 engagement documentation to both NATS and the BGA via separate emails (see below).

Redacted versions have also been uploaded to the CAA portal.

Please could I ask that you now act as the single poc and distribute the attached documentation within the MOD as per the direction in the Engagement Document?

Please give me a call if you need to discuss anything.

Regards,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 5, 2024 11:36 AM
To: [REDACTED]
Subject: 20240605-ACP 2020-024 Targeted Engagement Documentation

NATS

Please find attached covering letter and ACP 2020-024 engagement material for your review and comment.

The targeted engagement window is open until 14 July 2024.

Should you require an extension to this date please contact the task sponsor or myself iaw the documentation.

Regards,

[REDACTED]
[REDACTED]

From: [REDACTED]
[REDACTED]
To: [REDACTED]

ID8

[Redacted]

Cc: [Redacted] Subject: RE: 20240913-E7

Procedures

Hi [Redacted]

Thank you – this seems the most sensible option.

I've taken over from [Redacted] in the HQ role, he is back in the Operations role at 78 Sqn (previously [Redacted]).

The other ID documents are nearly ready for signing which I will send onto [Redacted] (hopefully in the next couple of weeks).

ISTAR STANEVAL are updating ID8, I will ask them now to include E7 in the draft. [Redacted]

[Redacted] and I will look over this from a Mil ATC perspective.

Kind regards,

[Redacted]

[Redacted] [o.uk](#)

From: [Redacted]
Sent: Thursday, September 26, 2024 10:23 AM
To: [Redacted]
Subject: RE: 20240913-E7 Procedures

Hi [Redacted]

I have clarified with Policy and they have confirmed that the ID8 is the equivalent of the LoA and would drive the procedures. This has also been agreed with [Redacted]. The process for us would be that the request for review/updates of any ID documents would come to Policy via [Redacted], if [Redacted] is still on point for these (he liaised with Policy to set the process up). If

the proposed updates/amendments to ID8 are drafted and sent through those channels we will then review and feedback.

Kind regards

[REDACTED]

NATS Internal

From: [REDACTED]
Sent: Wednesday, September 25, 2024 10:48 AM
To: [REDACTED]
Subject: [EXTERNAL] RE: 20240913-E7 Procedures

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Thanks [REDACTED],

Hopeful ID8 is the way forward (and makes the most sense), I can get the ISTAR force to start drafting as soon as I hear back.

Kind regards,

[REDACTED]

[REDACTED]

NATS Internal

From: [REDACTED]
Sent: Friday, September 20, 2024 3:54 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 20240913-E7 Procedures

Hi [REDACTED]

UK OFFICIAL

NATS Policy have recently undertaken the task of managing the MOD Interface Documents and Jon and I are responsible for reviewing them periodically and ensuring our procedures align with the content. We recently did this with the AST IDs and would expect other IDs to come under the same process. As far as I'm aware we don't have an LoA in place for the current AEW Orbit Areas (unless [REDACTED] know anything different) and the procedures which are contained in our MATS are derived from ID8. This would seem to be consistent with the AST IDs and our MATS procedures.

[REDACTED] and I have a catch up next week so let me come back to you to confirm about the LoA requirement but either way, I think updating the ID8 is the right first step. I will endeavour to review the draft ID8 next week.

Kind regards

[REDACTED]

NATS Internal

From: [REDACTED]

Sent: Monday, September 16, 2024 10:52 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: [EXTERNAL] RE: 20240913-E7 Procedures

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Thanks [REDACTED]

I'll await a response from [REDACTED]

In the meantime I will ask [REDACTED] to start amending ID8.

Kind regards,

[REDACTED]

[REDACTED]

NATS Internal

UK OFFICIAL

From: [REDACTED]

Sent: Monday, September 16, 2024 9:23 AM

To: [REDACTED]

[REDACTED] Subject: RE:

20240913-E7 Procedures

Morning [REDACTED]

I've not looked at the amended content but from memory and previous ID8 document, I don't recall there being any procedures laid down for management and coordination of orbit areas between NATS and 78Sqn or 1 Gp.

Our assumption all along has been that an LoA would be required to enable Ops procedures to develop and update MATS Pt 2's but [REDACTED] will make that decision. I don't want to step on toes here.

For the ACP, Tids and Bolters only need some form of draft/agreement in principle LoA or perhaps this ID8 (updated) with a statement of agreed in principle from NATS and any other stakeholders.

Re: timeline end of Oct, I don't think we will be able to complete an LoA in that time as our supporting assurance work (HAZID etc) is not planned in until end of the year, which aligns with the implementation date of June 25.

In the meantime, I'll speak to the ID owners to see how they would like to manage the update of ID8 as there is another chain of ownership there too.

Hopefully that's at least partially helpful.

Cheers

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

4000 Parkway, Whiteley, Fareham,
Hants PO15 7FL www.nats.co.uk

NATS PRIVATE

NATS Internal

From: [REDACTED]

Sent: Friday, September 13, 2024 11:51 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: 20240913-E7 Procedures

Your attachments have been security checked by Mimecast Attachment Protection. Files where no threat or malware was detected are attached.

Hi J [REDACTED]

I dialled into an E7 meeting today, which I believe you're up to speed with regards to the ACP.

The team have stated they require an LoA by the end of Oct.

I've attached ID8 above which is the procedures for E3, E7 are going to add there requirements/procedures onto this as a combination.

Would a separate LoA be required with NATS for operations or would this doc satisfy the requirement.

The doc attached is currently being updated by ISTAR STANEVAL.

Kind regards,

[REDACTED]

[REDACTED]

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From: [REDACTED]
Sent: 25 October 2024 14:34
To: [REDACTED]
Cc: [REDACTED] [REDACTED] [REDACTED] [REDACTED]
Subject: FW: 20241025-BGA_SWK LOA 029 Amendment_ACP 2020-024
Afternoon [REDACTED]

Thanks for the chat this morning and forwarding SWK LOA 029.

As we've previously discussed one of the E-7 Operating areas D1 (PSB) which is being proposed under ACP-2020-024 conflicts with TRA(G) Scottish Upper Area (South) which has an Unlimited vertical limit. The vertical dimensions of D1 are FL290 – FL350. As part of the ACP Targeted Engagement process the MOD have liaised with the BGA wrt operations in D1 and have agreed the following:

“When TRA(G) Scottish Upper Area (South) is active the E-7 either will operate at FL350 allowing gliders to operate up to FL330 or will relocate to another E-7 operating area allowing gliders unlimited vertical access. This agreement allows gliders priority in the area unless the E-7 has to be in D1 for priority defence tasking (this does not include routine training) in which case access to gliders will be denied.”

I think this statement would sit well under the TRA(G) Scottish Upper Area (South) Procedures section at Annex A, para 1.6.2 to SWK LOA 029.

Additionally the MOD agreed that the same statement would be included in the Civ AIP as all BGA members may not have access to SWK LOA 029.

Could I ask that you forward this email to the relevant specialists within NATS who have authority to review and amend both SWK LOA 029 and the Civ AIP? NATS have been engaged throughout the ACP ([REDACTED]) and will hopefully be in agreement with the proposed amendment. The MOD is however very happy to discuss changes to the wording so that all interested parties benefit from the LOA.

ACP-2020-024 is being submitted to the CAA for Stage 4 (Update and Submit) in Nov 24 with an anticipated Stage 5 (Decision) in Mar 25. The proposed revision to SWK LOA 029 will be included as an Annex to the Stage 4 submission in Nov 24 as a DRAFT proposal. Confirmation of the exact wording and signatures to the agreement would not be required now but would need to be in place prior to the new areas going live in Jun 25 (AIRAC 06/25 12 Jun 25).

Please don't hesitate to get in touch should you or the NATS team have any questions.



Regards,

[Redacted]

[Redacted]

From: [Redacted] **Sent:** Friday, October 25, 2024 11:54 AM

To: [Redacted] **Subject:** 20241025-BGA

[Redacted]

[Redacted]

UK OFFICIAL

Letter of Agreement

Between

NATS (En Route) PLC (“ ”)

And

British Gliding Association (“BGA”)

And

78 Squadron, Swanwick (Military)

And

Page 22 of 58

BAE Systems Warton



NATS

Effective Date: 10/10/2023

Page 23 of 62
UK OFFICIAL

Review Date: 29/08/2025

NATS - PRIVATE

LETTER OF AGREEMENT between

(1) NATS (En Route) PLC (“NATS”)

4000 Parkway, Whiteley, Fareham, Hampshire PO15 7FL

Operating

Scottish Control (Prestwick) (“NATS Unit”)

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

And

(1) British Gliding Association (“Airspace User”) 8

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

and

(2) 78 Squadron, Swanwick (Military)

Sopwith Way, Southampton, SO31 7AY

and

(3) BAE Systems Warton

Warton Aerodrome, Preston, Lancashire, PR4 1AX

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

Effective Date: 10/10/2023

1.1

1.2

1 GENERAL

LoA Effective: 10/10/2023

Page 2 of 34

NATS - PRIVATE

1.3

The purpose of this Letter of Agreement is to define the procedures to be applied between the Parties within the airspace as set out within Section 2 of this Agreement.

1.4

This Letter of Agreement permits the Airspace User operating VFR to fly within the airspace as set out within Section 2 of this Agreement.

1.5

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.

1.6

The signatories to this Agreement are accountable for ensuring that the obligations set out by the Procedures in this Agreement are met in full.

This Agreement shall start on the Effective Date and shall be reviewed every 2 years for safety and applicability.

The Civil Aviation Authority has authorised NATS to create and operate such airspace in accordance with this Letter of Agreement, either where segregated airspace in controlled airspace is established or other arrangements are put in place for the purposes of compliance with UK Reg

2.2

(EU) 923/2012 (SERA 6001). Pilots are required to comply with UK VMC visibility and distance from cloud minima.

2 DESCRIPTION OF AIRSPACE

2.3

A map of the Airspace is contained in ANNEX A.

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.

The lateral and vertical extent of each of the areas are defined below by the following coordinates:

TRA(G) Scottish Upper Area (North)

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

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

TRA(G) Scottish Upper Area (South)

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

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

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

Scottish Lower Area (North)

LoA Effective: 10/10/2023

Page 3 of 34

NATS - PRIVATE

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

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

Scottish Lower Area (South)

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

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

Scottish Gliding Centre Area – (Portmoak Area)

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		

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

Aboyne Area

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

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

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

Northern Ireland Area

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

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

Northumbria Area (North)

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

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

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

Northumbria Area (South)

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		

Spadeadam Lower Area

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

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

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

Spadeadam Upper Area

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

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

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

Yorkshire Upper Area (North)

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

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

Yorkshire Lower Area (North)

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

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

Yorkshire Lower Area (South)

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

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

Welsh Upper Area A

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

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

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

Welsh Lower Area A

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

531655N 0043000W
530000N 0043000W

531546N 0040000W
531655N 0043000W

530000N 0040000W

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

Welsh Upper Area B

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

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

Welsh Lower Area B

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

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

Welsh Upper Area C

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

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

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

Welsh Lower Area C

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

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

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

Welsh Upper Area D

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

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

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

Welsh Lower Area D

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

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

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

Welsh Upper Area E

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

530000N 0040000W 530000N 0032630W 525007N 0032713W

LoA Effective: 10/10/2023

Page 6 of 34

NATS - PRIVATE

524220N 0033916W 523000N 0034007W 523000N 0040000W
530000N 0040000W

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

Welsh Lower Area E

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

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

Welsh Upper Area F

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

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

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

Welsh Lower Area F

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

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

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

- 2.4 Any revision, to the lateral and vertical extent of the segregated airspace described above, **Welsh Upper Area G** including any temporary change, which would have the effect of increasing the lateral and/or vertical extent of the segregated airspace, additionally requires approval by the CAA (Safety and The lateral extent of the airspace is defined by the following co-ordinates:

Airspace Regulation Group). **523000N 0040000W 523000N 0032839 W 520911N 0033007W 522642N 0040000W 523000N 0040000W**

3 PROCEDURES

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

- 3.1 The procedures to be applied between the Parties, are detailed in the Annexes to this Letter of Agreement: **Welsh Lower Area G**

The lateral extent of the airspace is defined by the following co-ordinates:
ANNEX A: Procedures

523000N 0040000W ANNEX B: Telephone Communications **W 523000N 0032839W 520911 0033007W**

522642N 0040000W 523000N 0040000W

ANNEX D: Checklist

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

4 OPERATIONAL STATUS Welsh Area H

- 4.1 All parties shall keep each other advised of any changes to operational facilities or any other The lateral extent of the airspace is defined by the following co-ordinates: matters which may affect the procedures specified in this Letter of Agreement. **522642N 0040000W 520911N 0033007W**

520149N 0033037W

520530N 0040000W 522642N 0040000W

5 REVISIONS

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

- 5.1 Any revision to the Letter of Agreement, excluding Annexes, requires the mutual written consent of the Letter of Agreement signatories or the successor to their position/roles and requires the

Letter of Agreement to be re-signed. LoA Effective: 10/10/2023

Page 7 of

34 NATS - PRIVATE

- 5.2 Any revision to the Annexes of the Letter of Agreement requires the mutual written consent of the designated representatives of the signatories but does not require the Letter of Agreement to be re-signed.

6 DEVIATIONS

- 6.1 When necessary the appropriate Operational Supervisor(s) of the parties or 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.

- 6.2 Instances may arise where incidental deviations from the procedures specified in the Annexes to this Letter of Agreement may become necessary. Under these circumstances air traffic controllers are expected to exercise their best judgement to ensure the safety and efficiency of air traffic.

7 CANCELLATION

7.1 Cancellation of this Letter of Agreement by one of the signatories (or their successors) is possible at any time in relation to ongoing and significant safety related matters which have not been remedied within a reasonable period following regular consultation between the signatories.

8 INTERPRETATION AND SETTLEMENT OF DISPUTES

8.1 Should any doubt or diverging views arise regarding the interpretation of any provision of the present Letter of Agreement or in case of dispute regarding its application, the parties shall endeavour to reach a solution acceptable to them all.

8.2 Should no agreement be reached, each of the parties shall refer such dispute to the CAA for determination.

9 REQUESTING AN AMENDMENT TO THE LETTER OF AGREEMENT

9.1 It is the responsibility of the Airspace User to seek agreement from NATS to any amendment of this Letter of Agreement.

9.2 Where one of the parties wishes to amend the Letter of Agreement then they will send a written request to the other party no later than 3 months prior to the proposed amendment date.

10 REVIEWING THE LETTER OF AGREEMENT

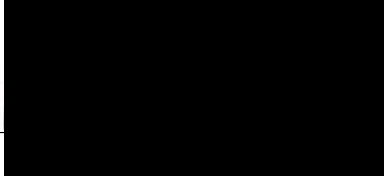
10.1 It is the responsibility of all parties to review this Letter of Agreement at least every 2 years.

10.2 A review of the Letter of Agreement may be requested by any of the signatories and at any time.

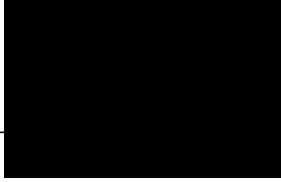
10.3 When changes are made to the Letter of Agreement, the appropriate footer of either the main body or Annex affected will be updated. In addition, ANNEX D shall be updated to reflect the changes.

SIGNATURE PAGE

SIGNED


Position/Role: GM Prestwick Unit: Scottish Control (Prestwick) NATS (En Route) PLC DATE: 11/8/23

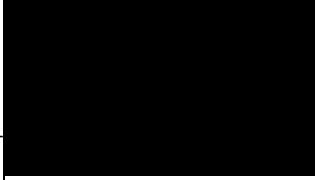
SIGNED


Position/Role: GM Swanwick Unit: London Control (Swanwick) NATS (En Route) PLC DATE: 11/09/2023

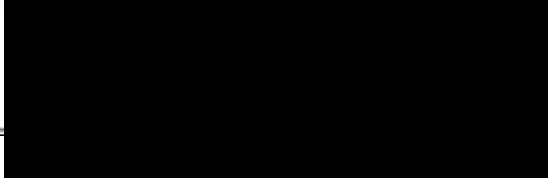
SIGNED


Position/Role: CEO Organisation: British Gliding Association DATE: 29/08/23

SIGNED


Position/Role: Manager ATS Organisation: BAE Systems DATE: 01/09/23

SIGNED


Position/Role: Officer Commanding Organisation: 78 Squadron (Swanwick Military) DATE: 10/10/23

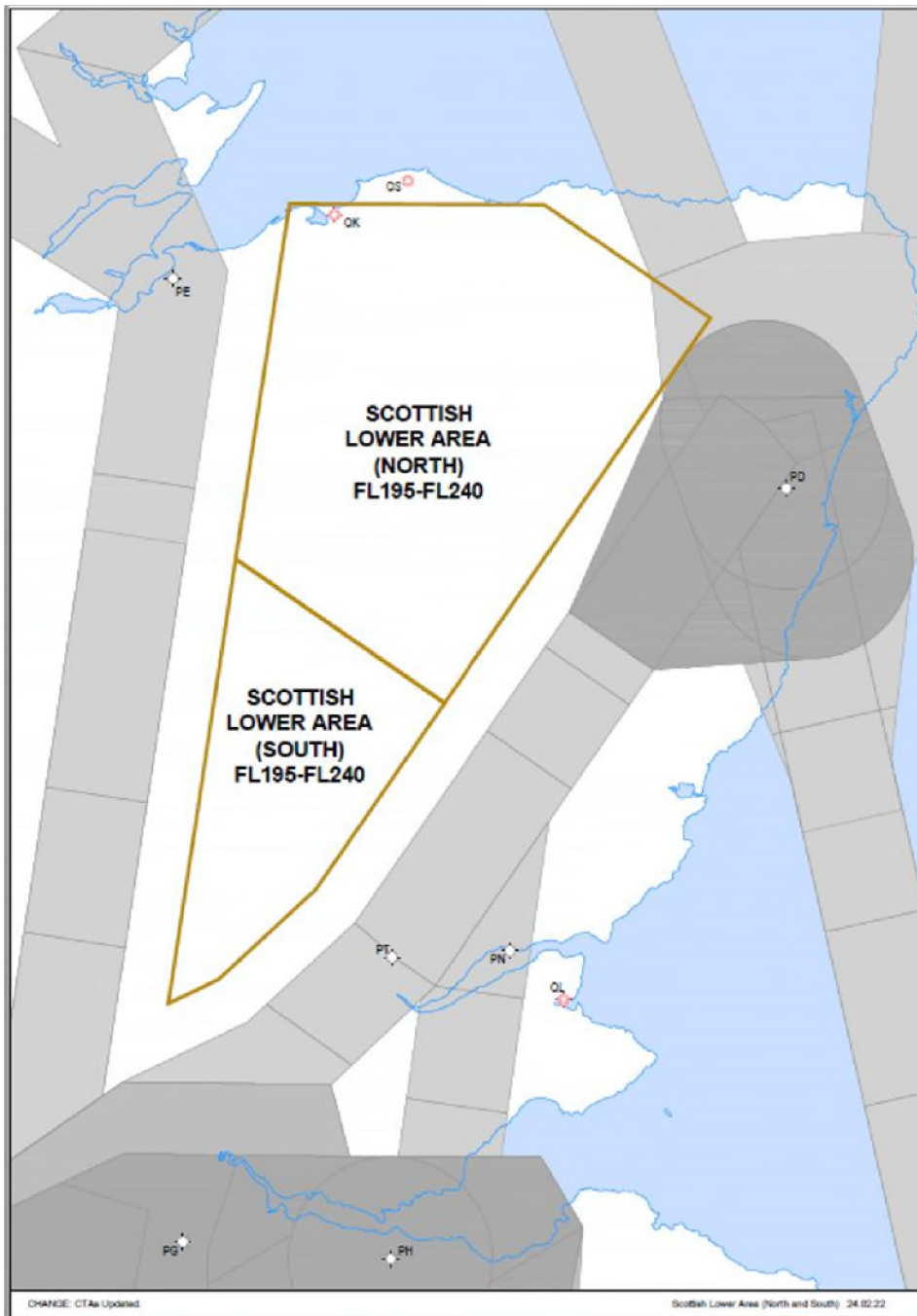
PROCEDURES

Effective: 10/10/2023

A.1 Map of the Airspace

A.1.1 Scottish Upper Area (North and South) and 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).

LoA Effective: 10/10/2023

Page 12 of 34

NATS - PRIVATE

Annex A Effective: 10/10/2023

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 78 Sqn (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 78 Sqn (Mil) North Supervisor. If a Basic Service cannot be provided by 78 Sqn (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 78 Sqn (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 78 Sqn (Mil) North Supervisor of early deactivation of the defined area(s). Should 78 Sqn 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), 78 Sqn (Mil) shall provide a Basic Service in accordance with the UK AIP. 78 Sqn (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 78 Sqn (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 78 Sqn (Mil) shall not allow IFR traffic to operate within 5nm of the edge of an activated TRA(G).

LoA Effective: 10/10/2023

Page 13 of 34

NATS - PRIVATE

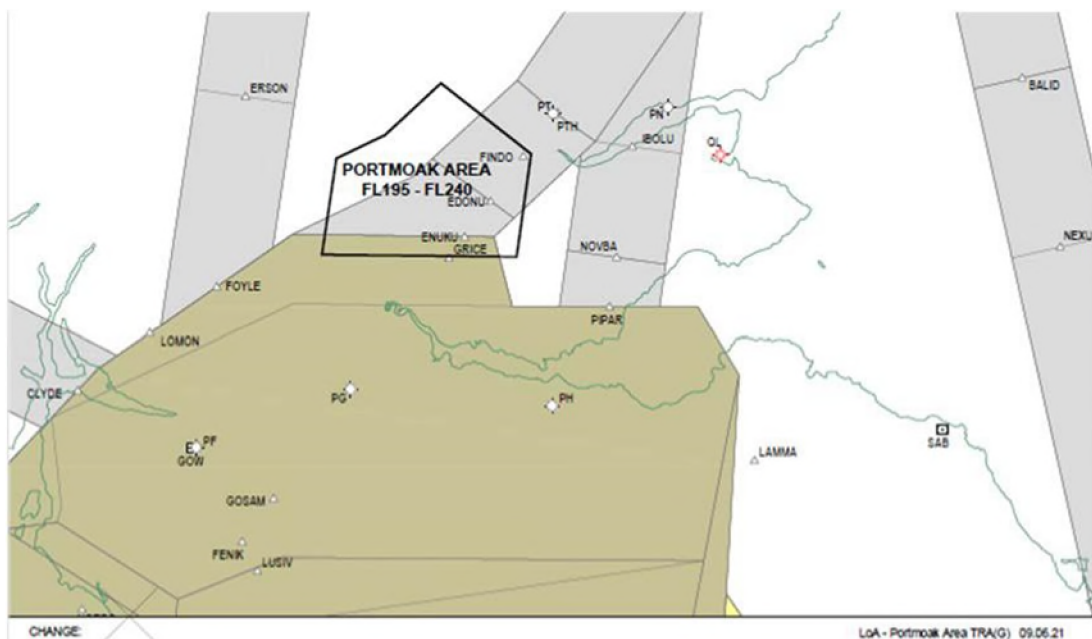
Annex A Effective:
10/10/2023

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 78 Sqn (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 Portmoak Area (Scottish Gliding Centre)

A.2.1 The defined airspace is detailed at 2.3 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.
- LoA Effective: 10/10/2023 Page 14 of 34 NATS - PRIVATE
Annex A Effective:
10/10/2023
- A.2.4.2 The Prestwick Centre Operations Supervisor shall coordinate the activation with the 78 Sqn (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 78 Sqn (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 78 Sqn (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 78 Sqn (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 Procedure

A.2.6.1 When the defined airspace is activated, Scottish Control (Prestwick) and 78 Sqn (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 78 Sqn (Mil) shall not allow IFR traffic under a control service to operate within 5nm of the edge of an activated TRA(G).

LoA Effective: 10/10/2023

Page 15 of 34

NATS - PRIVATE

Annex A Effective:
10/10/2023

A.2.6.3 The defined airspace can only be activated in conjunction with activation of the defined airspace within the Scottish Gliding Centre (P600 Gliding Area/Portmoak) access to P600 Gliding Area 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.3.1.1 The defined area is detailed at LoA 2.3 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.

LoA Effective: 10/10/2023

Page 16 of 34

NATS - PRIVATE

Annex A Effective:
10/10/2023

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 78 Sqn (Mil) North Supervisor.
- A.3.4.3 The Prestwick Centre Operations Supervisor will notify the 78 Sqn (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

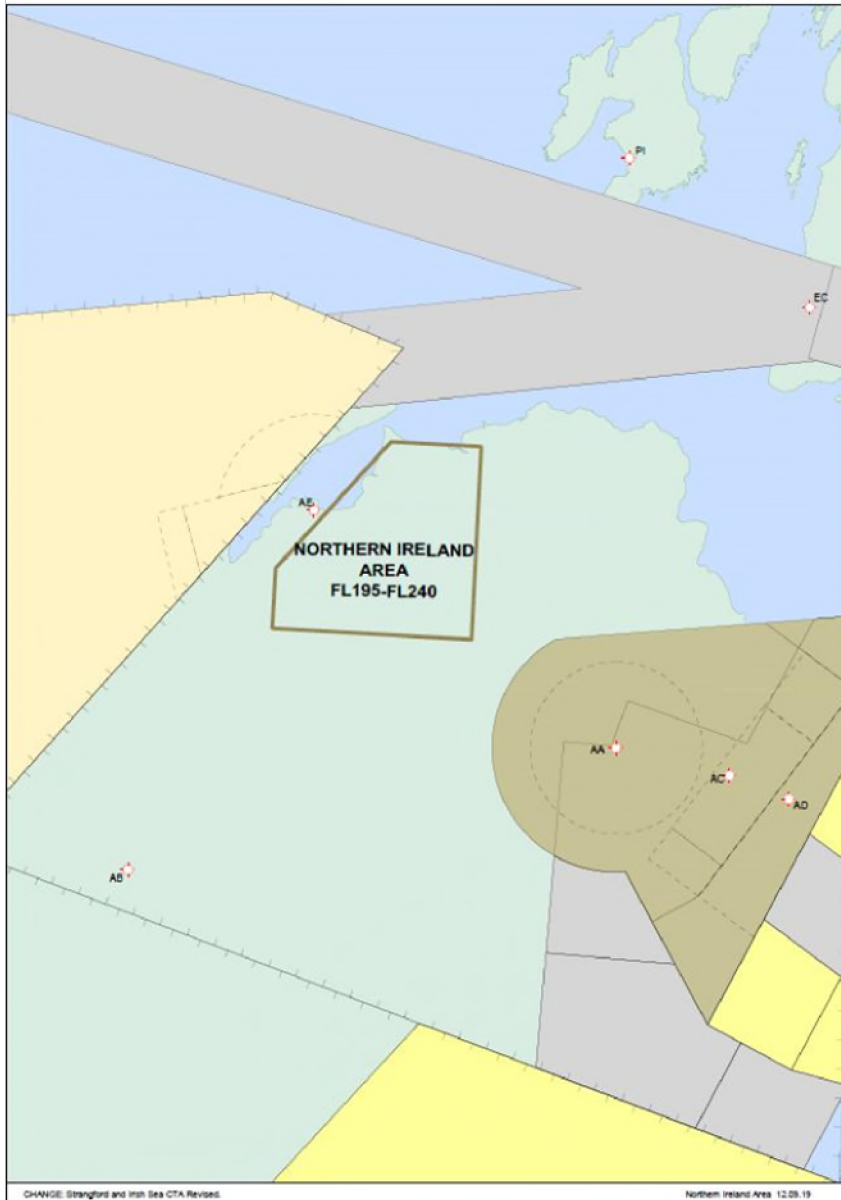
- A.3.6.1 When the defined airspace is activated, Scottish Control (Prestwick) and 78 Sqn (Mil) shall not allow IFR traffic to transit the active TRA(G) at or below the levels reserved for gliding activity.
- A.3.6.2 Scottish Control (Prestwick) and 78 Sqn (Mil) shall not allow IFR traffic under a control 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 Forth CTA 1 or Tay CTA 7/8/9 within 5nm of the edge of the defined airspace between FL190 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 2.3 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.

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).

LoA Effective: 10/10/2023

Page 18 of 34

NATS - PRIVATE

Annex A Effective:
10/10/2023

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 78 Sqn (Mil) North Supervisor.

A.4.4.3 The Prestwick Centre Operations Supervisor will notify the 78 Sqn (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 78 Sqn (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 78 Sqn (Mil) shall not allow IFR traffic under a control service to operate within 5nm of the edge of an activated TRA(G).

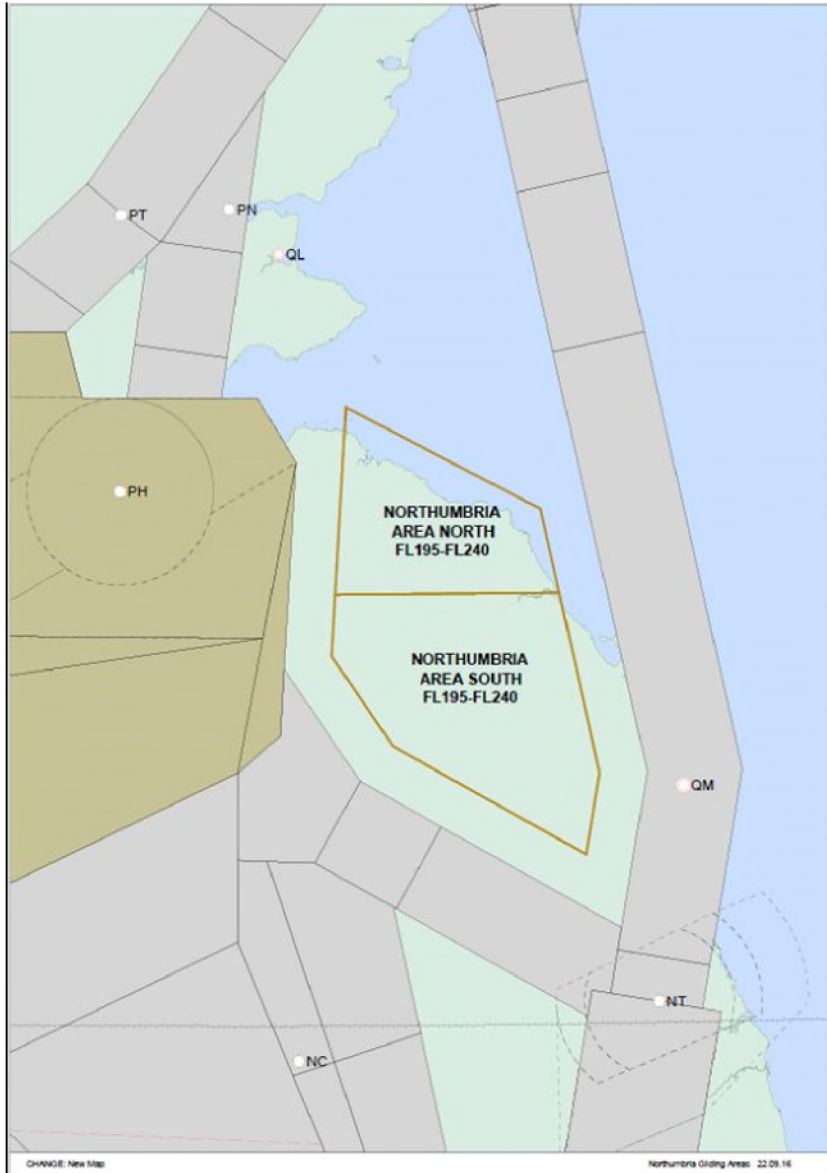
A.4.7 Emergencies

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.

Annex A Effective: 10/10/2023 **A.5 Northumbria Areas (North and South)**

A.5.1 The defined areas are detailed at LoA 2.3. 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).

LoA Effective: 10/10/2023

Page 20 of 34

NATS - PRIVATE

Annex A Effective:
10/10/2023

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 78 Sqn (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 78 Sqn (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 78 Sqn(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 78 Sqn (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.

LoA Effective: 10/10/2023

Page 21 of 34

NATS - PRIVATE

Annex A Effective:
10/10/2023

A.5.6 Procedures

A.5.6.1 When the defined airspace is activated, Scottish Control (Prestwick) and 78 Sqn (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 78 Sqn (Mil) shall not allow IFR traffic under a control service to operate within 5nm of the edge of an activated TRA(G).

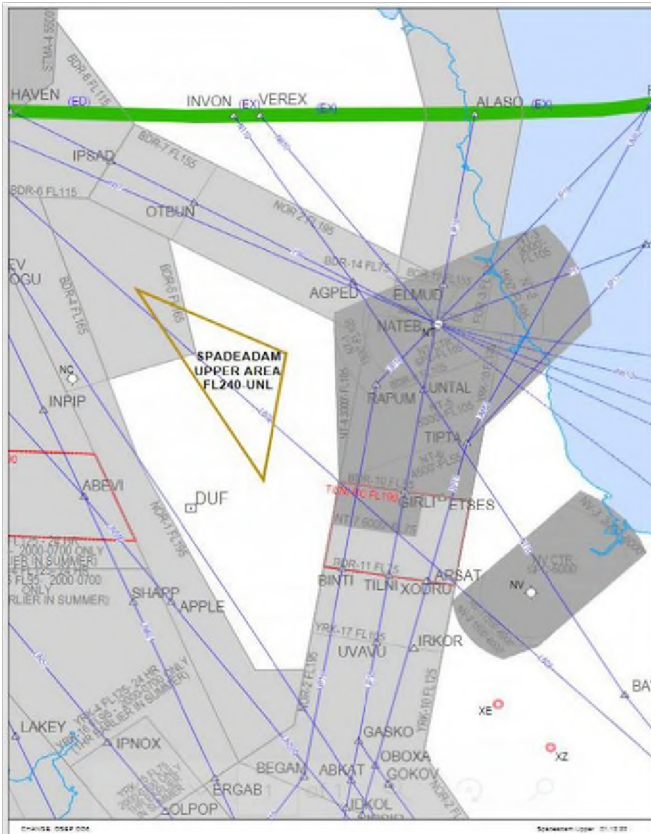
A.5.7 Emergencies

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 2.3 maps depicting the area is shown below.



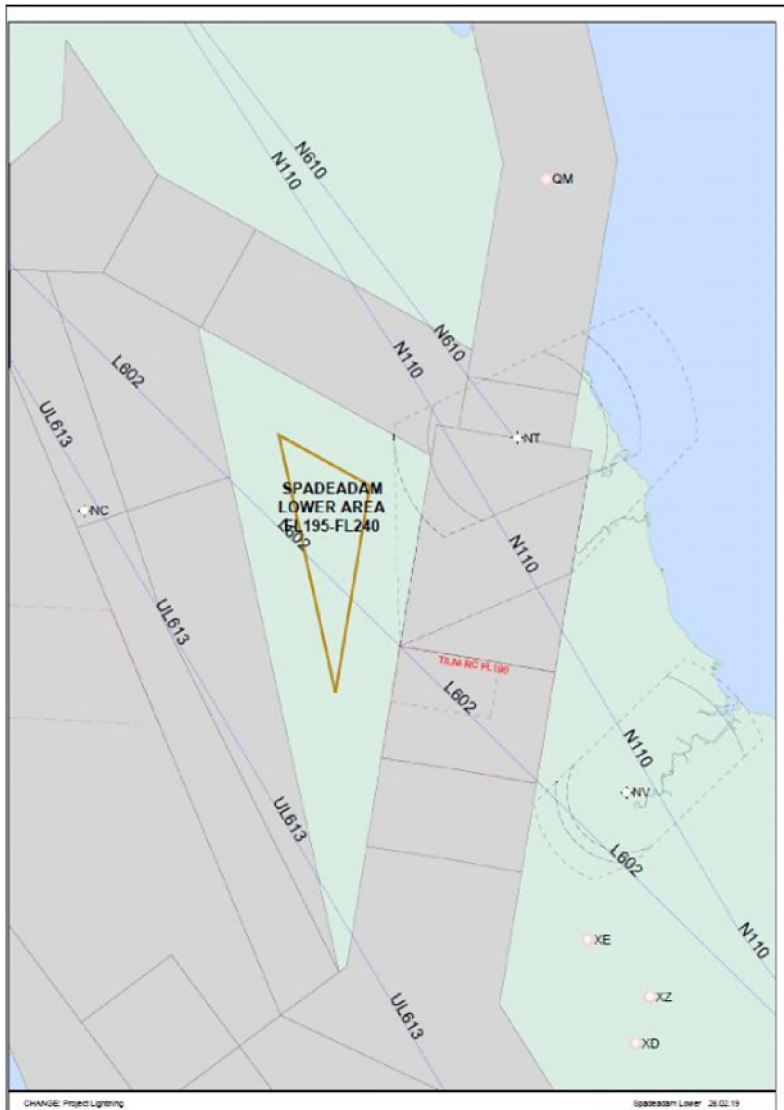
LoA Effective: 10/10/2023

Page 22 of 34

NATS - PRIVATE

Annex A Effective:
10/10/2023

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 78 Sqn (Mil) North Supervisor. If a Basic Service cannot be provided by 78 Sqn (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 78 Sqn (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, 78 Sqn (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 78 Sqn (Mil) West Supervisor of early deactivation of the defined area(s). Should 78 Sqn (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, 78 Sqn (Mil) shall provide a Basic Service in accordance with the UK AIP. 78 Sqn (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), 78 Sqn (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), Sqn (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:

LoA Effective: 10/10/2023
PRIVATE

Page 24 of 34

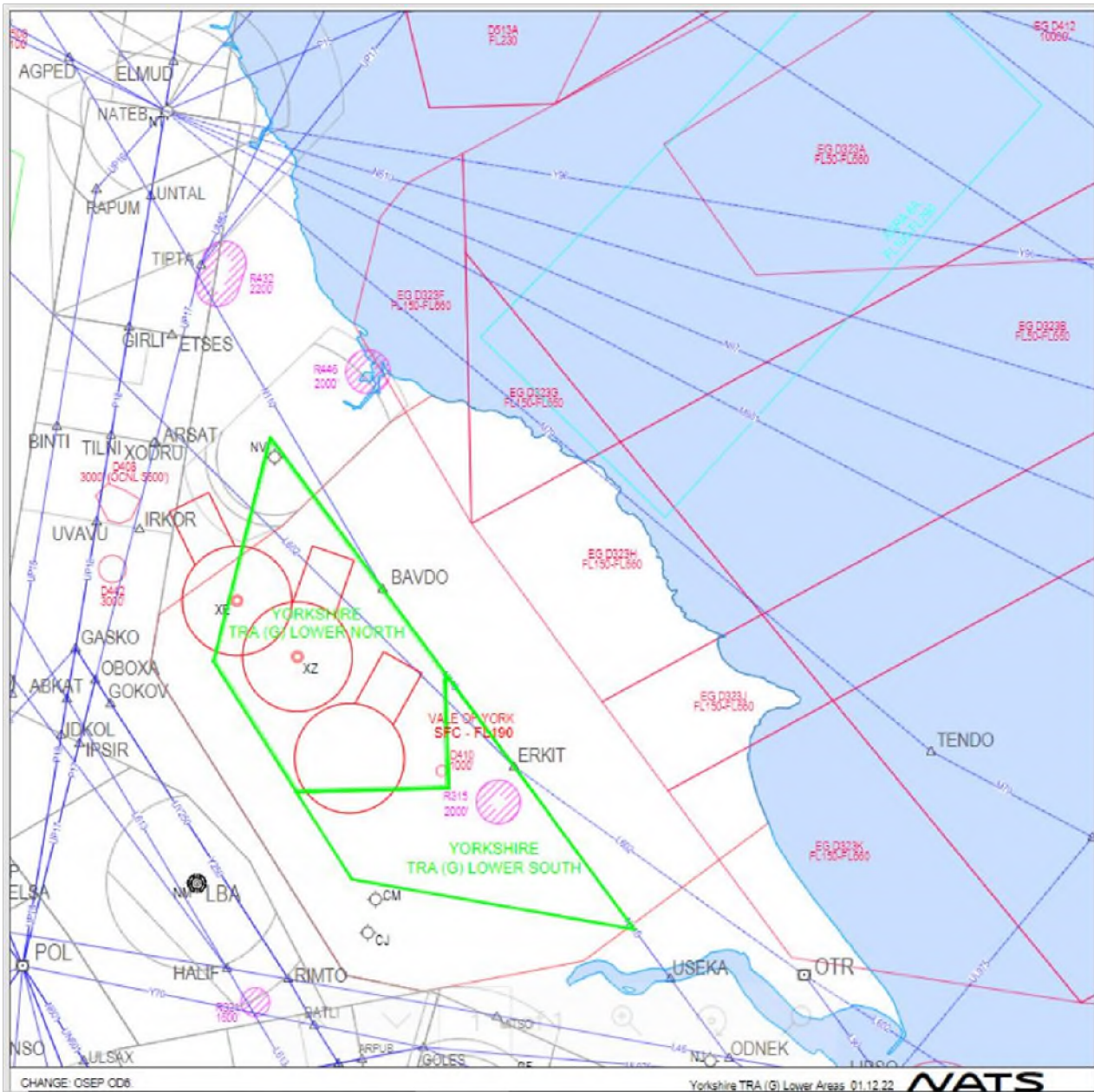
NATS -

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 78 Sqn (Mil) West Supervisor and via messages relayed on the appropriate frequency.

A.7 Yorkshire Areas

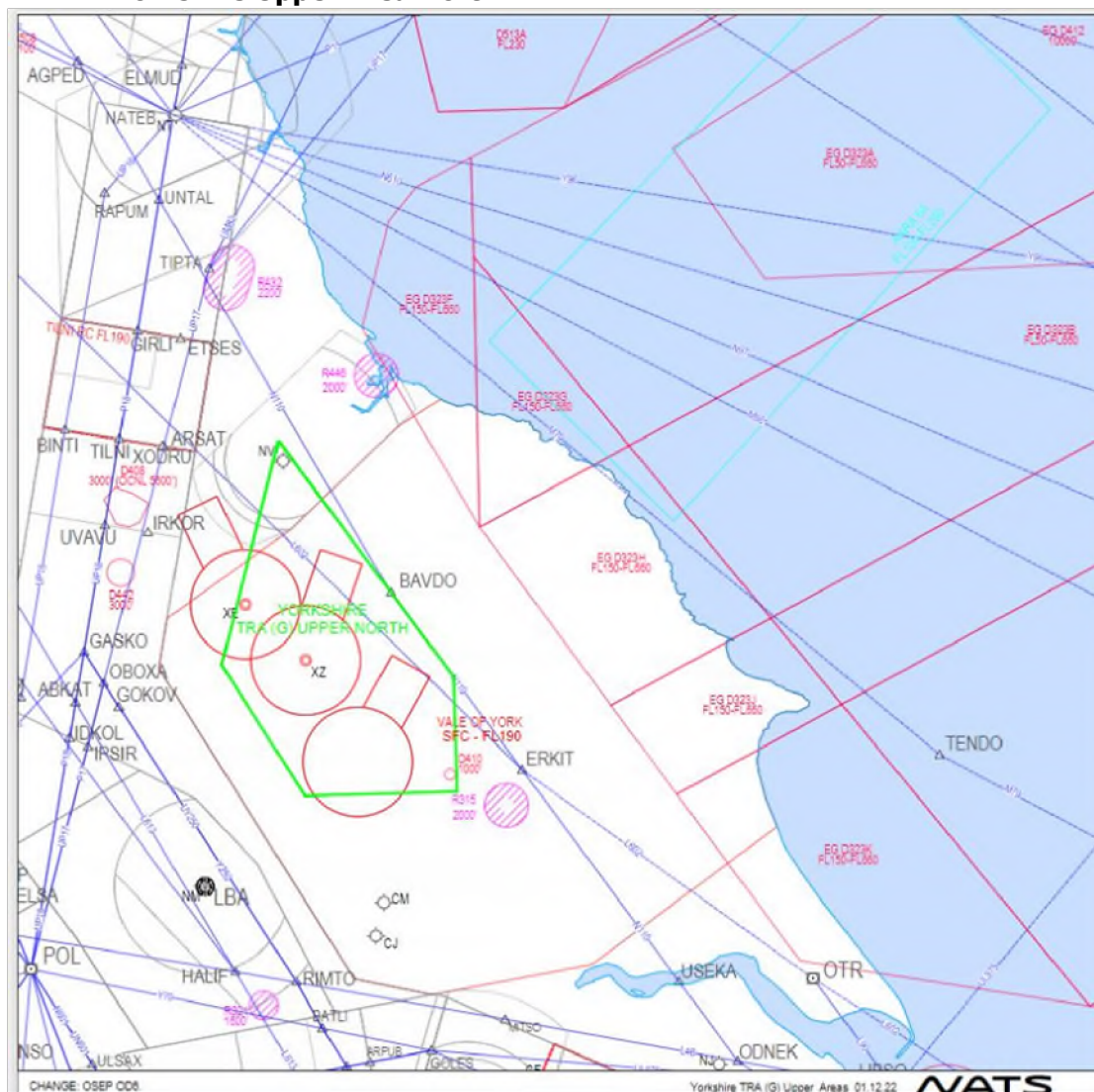
A.7.1 The defined areas are detailed at LoA 2.3. Maps depicting the

defined areas are shown below. **A.7.1.1 Yorkshire Lower Area North and South**



LoA Effective: 10/10/2023
PRIVATE

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,

LoA Effective: 10/10/2023
PRIVATE

Page 26 of 34

NATS -

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 78 Sqn (Mil) East Supervisor. If a Basic Service cannot be provided by 78 Sqn (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 78 Sqn (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, 78 Sqn (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 78 Sqn (Mil) East Supervisor of early deactivation of the defined area(s). Should 78 Sqn (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 78 Sqn (Mil) subject to workload. 78 Sqn (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, 78 Sqn (Mil) shall provide a Basic Service in accordance with the UK AIP. 78 Sqn (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), 78 Sqn (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), 78 Sqn (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).

LoA Effective: 10/10/2023
PRIVATE

Page 27 of 34

NATS -

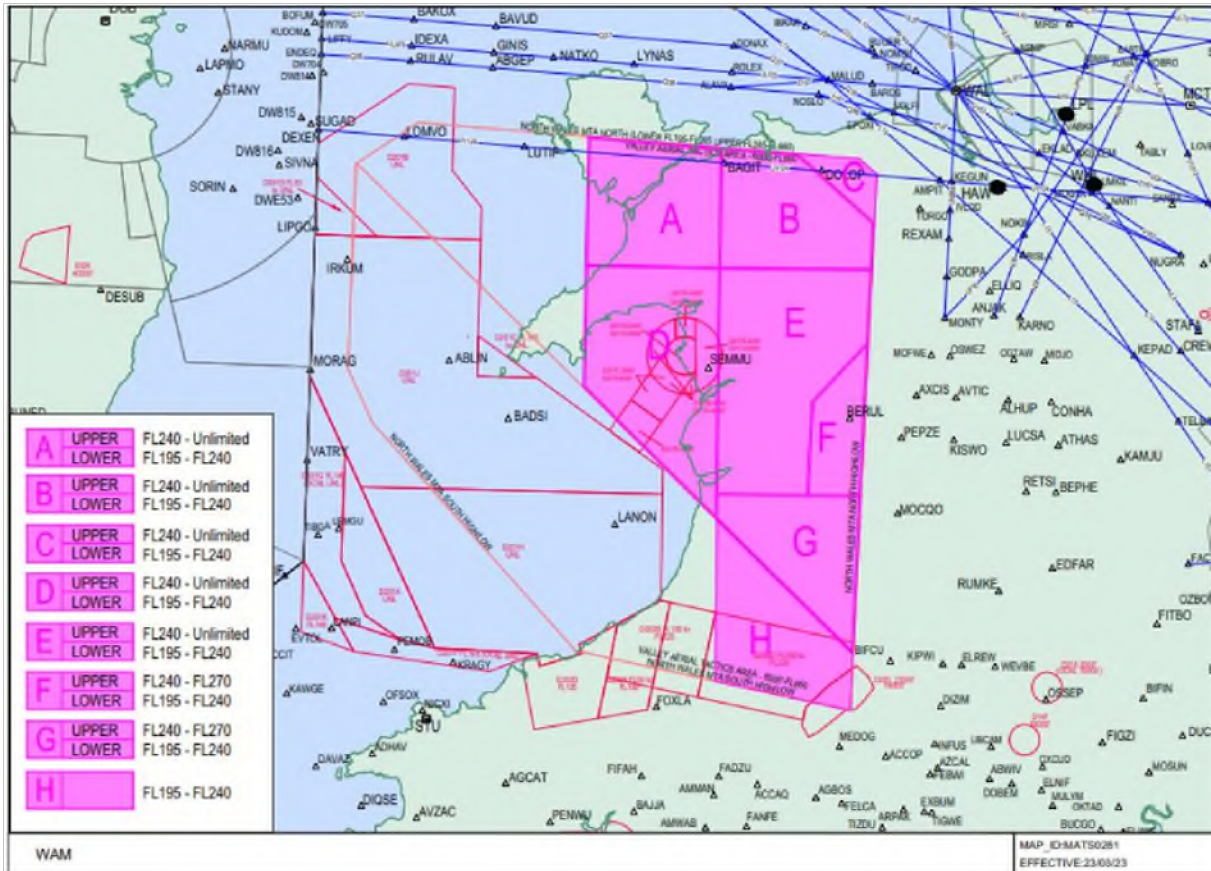
A.7.7 Emergencies

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 78 Sqn (Mil) North Supervisor and via messages relayed on the appropriate frequency.

A.8 Welsh Areas

A.8.1 The defined areas are detailed at 2.3. 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,
- RAF Shawbury 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

LoA Effective: 10/10/2023
PRIVATE

Annex A Effective: 10/10/2023

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 78 Sqn (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 78 Sqn (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 78 Sqn (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 78 Sqn (Mil) West Supervisor whether the activation is endorsed by civil ATC or not.

A.8.4.3 The 78 Sqn (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 The Swanwick Operations Supervisor is responsible for ensuring a NOTAM is issued.

A.8.4.5 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.8.4.6 TRA(G) activity may be refused when the North Wales Military Training Area (NWMTA) is active.

A.8.4.7 If a TRA(G) has been activated and a subsequent request for activation is received from another club, the 78 Sqn (Mil) West Supervisor shall inform that club of the current activation period and agreed upper flight level.

- A.8.4.8 If multiple activations of a TRA(G) are approved; the Swanwick Operations Supervisor, Prestwick Centre Operations Supervisor, 78 Sqn (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 78 Sqn (Mil) West Supervisor of the cessation of activity by ALL clubs operating in the airspace that day.
- A.8.4.9 The 78 Sqn (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 78 Sqn (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.8.4.10 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 78 Sqn (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, 78 Sqn (Mil) shall provide a Basic Service in accordance with the UK AIP. 78 Sqn (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), 78 Sqn (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.

UK OFFICIAL

A.8.6.2 London Control (Swanwick), Scottish Control (Prestwick), 78 Sqn (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.8.7 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 78 Sqn (Mil) West Supervisor shall endeavour to close the TRA(G) by telephoning the appropriate club(s) and via messages relayed on the appropriate frequency.

LoA Effective: 10/10/2023
PRIVATE

Page 30 of 34

NATS -

Annex A Effective: 10/10/2023

ANNEX B

TELEPHONE COMMUNICATIONS

Effective: 10/10/2023

Page 59 of 62
UK OFFICIAL

UK OFFICIAL

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
78 Sqn (Mil) North Supervisor	01489 612943
78 Sqn (Mil) West Supervisor	01489 612417
78 Sqn (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
RAF Shawbury Gliding Club	07384 724985
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

LoA Effective: 10/10/2023

Page 31 of 34

NATS
PRIVATE

Effective: 10/10/2023

ANNEX C**ACRONYMS AND****DEFINITIONS Effective: 10/10/2023**

ACRONYM	DEFINITION
CAS	Controlled Airspace
FRA	Free Route Airspace
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>
GS	Group Supervisor
IFR	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 testflights, which require some deviation from ICAO rules to satisfy their operational requirements.</i>
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions

Page 57 of 58 MOD OFFICIAL

ANNEX D

CHECKLIST

Effective: 10/10/2023

SECTION	EFFECTIVE DATE	REVIEW DUE BY
Front Part	10/10/2023	29/08/2025
Annex A	10/10/2023	29/08/2025
Annex B	10/10/2023	29/08/2025
Annex C	10/10/2023	29/08/2025
Annex D	10/10/2023	29/08/2025

LoA Effective: 10/10/2023

Page 33 of 34

NATS - PRIVATE

Annex D Effective: 10/10/2023

