

	Organisation / Stakeholder	Aware of D514 introduction (Q4-5)	Meet operational objectives (Q6-9)	Safety related matters (Q10-11)	Access to D514 (Q12-13)	Letter of Agreement (Q14-15)	Observations (Q16-17)
1	Borders Gliding Club - Milfield	Yes, involvement since inception and during development	The introduction of EGD514 has imposed an upper airspace restriction (FL80) on Borders Gliding Club operations when it is active. The impact has been minimised by mutual co-operation and co-ordination of the activation dates between both parties. This is important throughout the year, but particularly during the Autumn months when Borders Gliding Club hosts a large number of glider pilots from all over the UK to participate in gliding expeditions that exploit the conditions that are favourable for flying in mountain wave. Flights during these expeditions typically extend to FL195 and occasionally beyond.	No	Mutual co-operation has also involved allowing the military to use Milfield airfield during exercises. This has also worked well. 1. Avoid activation of EGD514 during weekends. 2. Inform Borders Gliding Club when the full parameters of EGD514 are not being used - particularly if the overland portion is not being used or the lower limit is higher than FL80	Nil	It is essential that the good relationship and communication that has developed between the 2 parties continues to avoid future potential conflict of interests
2	Dundee Airport Limited	Yes, Consultation Document ACP-2020-026	Yes, D514 affects the RNP IAPs for Dundee RWY 27. However procedures were agreed to mitigate the impact. Leuchars LARS has been available for aircraft inbound to Dundee during the operational hours of D514.	Not applicable	Not applicable	Not applicable	Provision of Leuchars LARS during the notified hours of operation of D514 should continue
3	NATS Military Interface Lead	Yes	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
4	Teesside International Airport	Yes, AIS	Not applicable	Not applicable	Not applicable	Not applicable	This procedure is very rarely used by Teesside due to route destinations. It has caused confusion for routing purposes but all was sorted before any delays occurred on a couple of occasions.
5	British Gliding Association	NATMAC Stakeholder involvement	The introduction of EGD514 has imposed an upper airspace restriction (FL80) on Borders Gliding Club operations when it is active. The impact has been minimised by mutual co-operation and co-ordination of the activation dates between both parties. This is important throughout the year, but particularly during the Autumn months when Borders Gliding Club hosts a large number of glider pilots from all over the UK to participate in gliding expeditions that exploit the conditions that are favourable for flying in mountain wave. Flights during these expeditions typically extend to FL195 and occasionally beyond.	No	We are advised by Borders GC that mutual co-operation has allowed the military to use Milfield airfield during exercises and that has worked well. Avoid activation of EGD514 during weekends if possible. Inform Borders Gliding Club when the full parameters of EGD514 are not being used or the lower limit is higher than FL80	No	To avoid future potential conflict of interest as the new airspace is normalised and there is natural turnover of military staff, it is essential that the good relationship and communication that has developed between the two parties is continued. An LoA can be helpful in that respect.