

### Letters of Agreement (LOAs)

1. The most important agreement allows us to request the opening of *part* of P600 and *part* of the northern section of the Scottish TMA for gliding at weekends.

If flying at the weekend on a wave day, find out if P600 is OPEN before launching by looking at the flip board outside the clubroom.

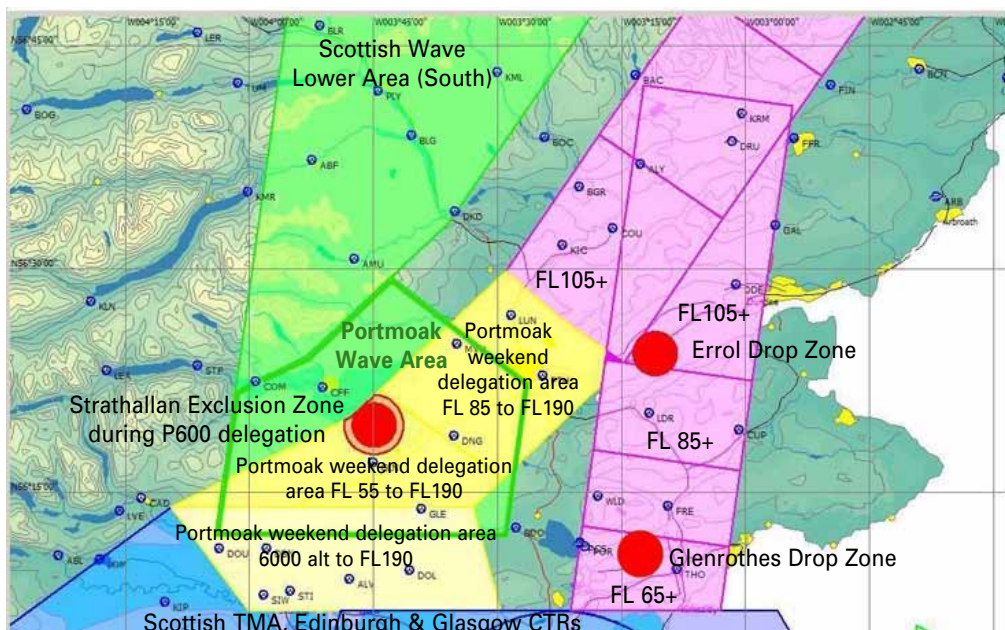
If the airway is not open, then stay clear as above. If the airway is open, you may climb up to FL190 in the marked areas, but must under no circumstances go within a 2 nm radius of Strathallan (this is a specific condition of the opening procedure). The area is identified by a line connecting Stirling, Doune and Callander to the SW, and ends at Scone Airfield to the NW.

If conditions improve and you require the airway to be opened, call the launch point on the radio and await their relayed clearance before entering. Note that this call should be made on 130.1 MHz, as 129.975 MHz is only licensed for use within 10 nm of site and below 3000 ft.

If receiving this call, follow the procedure on the notice board in the club office. Once the airway is open, reset the sign outside the office and broadcast to all traffic on both 129.975 and 130.1 MHz.

2. A second agreement allows us to request access to specific areas above FL195 at weekends – the waveboxes. This procedure requires two hours advance notification.

#### 4 LOCAL AIRSPACE



- Portmoak weekend delegation areas (includes P600 crossing areas A & B)
- Wave boxes
- Airway Areas only accessible under crossing LOA
- Parachute Drop Zones
- Strathallan Exclusion Zone during P600 delegation
- Scottish TMA, Edinburgh & Glasgow CTRs

*Note that the Portmoak wave box may only be opened in conjunction with the weekend delegation of P600.*

If flying at the weekend on a wave day, find out if any of the wave boxes are OPEN before launching.

If the wave boxes are not open, then you must stay below FL195 at all times. If any of the boxes are open, you may climb up to FL240 in the appropriate areas, but must monitor the radio on 130.1 MHz throughout, in case there is a need to vacate gliders from the area in case of an aerial emergency (this is a specific condition of the opening procedure).

The wave boxes cannot be clearly identified by visual features and it is an express condition of the LOA that you must navigate using a GPS with a moving map marked with the appropriate airspace.

If conditions improve and you require any of the waveboxes to be opened, call the launch point on the radio and await their relayed clearance before entering. Note that this call should be made on 130.1 MHz, as 129.975 MHz is only licensed for use within 10Nm of site and below 3000 ft. You are extremely unlikely to gain access to any box except the Portmoak box at short notice.

If receiving this call, follow the procedure on the notice board in the club office. Once the airway is open, reset the sign outside the office and broadcast to all traffic on both 129.975 and 130.1 MHz.

The LOA also permits access to certain areas above FL240. If you wish to implement this procedure, you will need to study the LOA and do the preparation yourself.

3. A third agreement allows gliders to cross P600 or N864 via predefined corridors. These corridors are shown on the schematic (see SGU website), but the procedure needs to be studied in detail prior to use. It applies only to those who have read, signed and telephone activated the procedure before launching. *Do not* invoke the procedure unless you know what you are doing.

4. A fourth agreement allows gliders to penetrate the class D airspace to the west of the Edinburgh control zone. The procedure is complex and may only be used by pilots who have been personally briefed and signed the CFI's register to that effect. (see map, p. 65).

### Summary

Our airspace is relatively unrestricted, but fairly complex. Making sure that all pilots understand and observe the rules is essential if we are to at least maintain our present level of freedom.

JOHN WILLIAMS  
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GLASGOW CONTROL ZONE/CONTROL AREA EFFECTIVE 5 APRIL 2012

6000  
3500



CTA2



6000  
3000



CTA1

