

1. Purpose of the Letter of Agreement

The purpose of the Letter of Agreement is to detail the ATC procedures between Belfast Aldergrove (EGAA) ATC, Belfast City (EGAC) ATC and Ulster Hang Gliding and Paragliding Club (UHPC)

2. Application of Letter of Agreement

2.1 Nothing in the Letter of Agreement prevents any Air Traffic Controller or controlling Authority from using discretion in the case of emergency, provided co-ordination is effected between the parties as soon as possible.

2.2 Temporary and planned departure from the Agreement, within the authority of the signatories, must be the subject of prior consultation and agreement, where possible.

2.3 Permanent amendments to the Letter of Agreement will only be effected with the written consent of all signatories, where possible.

2.4 Letter of Agreement issued as per Aldergrove Manual of Air Traffic Services Part 2

3. Parties to the Agreement

For the avoidance of doubt, it is hereby declared that the parties to the said agreement are NATS, Belfast International Airport Ltd, Belfast City ATC and UHPC.

Signature:

Date:

Michael Cockcroft
General Manager NATS Belfast

Signature:

Date:

Stephen Finney
EGAC Air Traffic Control Manager

Signature:

Date:

Mark Piggott
Air Liaison Officer UHPC

4. Approval

The Civil Aviation Authority hereby requests NATS (NSL) Plc to create and operate an area of segregated airspace in Class D airspace, for the purposes of access to such airspace by the UHPC

(entities) during the period(s) as set out in Paragraph 6 and agrees to NATS (NSL) Plc operating the segregated airspace in accordance with this LoA.

5. LOA Explanatory Notes

This agreement allows the aircraft specified in section 6 which would otherwise be prohibited or restricted to fly in the airspace specified in section 6 in accordance with SERA.6001 and Section 4, to instead fly in accordance with the rules as specified in the Annexes during periods of segregated operations.

5.1 For flight in Class A and Class C airspace, the Visual Meteorological Conditions to be complied with are those at SERA.5001 VMC visibility and distance from cloud minima Table S5-1:

1. At and above 10,000ft AMSL:
 - a. Flight visibility: 8 km
 - b. Distance from cloud: 1,500m horizontally, 1,000ft vertically
2. Below 10,000ft AMSL and above 3,000ft AMSL, or above 1,000ft above terrain, whichever is the higher:
 - a. Flight visibility: 8 km
 - b. Distance from cloud: 1,500m horizontally, 1,000ft vertically

5.2 For flight in Class D airspace below 10,000ft AMSL and above 3,000ft AMSL, or above 1,000ft above terrain, whichever is the higher, the Visual Meteorological Conditions to be complied with are those at SERA.5001 VMC visibility and distance from cloud minima Table S5-1:

- a. Flight visibility: 5 km
- b. Distance from cloud: 1,500m horizontally, 1,000ft vertically

5.3 For flight in Class D airspace at and below 3,000ft, the and Visual Meteorological Conditions and constraints to be complied with are those set out by ORS4 General Exemption E4163 No 1158:

- a. clear of cloud, with the surface in sight and:
 - i) if the aircraft is not a helicopter, in a flight visibility of at least 5km; or
 - ii) if the aircraft is a helicopter, in a flight visibility of at least 1,500m;
- b. By day only;
- c. At a speed which, according to its airspeed indicator, is 140knots or less, to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision;

5.4 'SERA' means 'Standardised European Rules of the Air Regulation' means Commission Implementing Regulation (EU) No 923/2012 of 26th September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010(a).

5.5 The requirements of Commission Regulation (EC) 2150/2005 with respect to the segregation of the activity defined in this LoA are deemed to be satisfied as follows:

Article 4 Strategic airspace management (level 1):

- 1a. CAP740
- 1b-e. LoA review process

- 1f. CAP740, LoA, AIP
- 1g. LoA
- 1h-k. not applicable
- 1l. Competent Authority
- 1m. LoA process
- 1n. LoA/ACN processes, ANSP/airspace user

Article 5 Pre-tactical airspace management (level 2):

- a. AMC (as necessary), AAA AR (through ACN process), LoA/MoU activation process

Article 6 Tactical airspace management (level 3):

- 1-2. LoA/ACN/ACN process/LoA
- 3. ACN process/LoA
- 4. Not applicable

Article 7 Safety Assessment:

APSA supporting procedures applicable to the LoA published in MATS Part 2

6. Procedure

This LOAs covers the flying areas of

- 1. Big Collin/Agnews
- 2. Knockagh
- 3. Slieve Croob
- 4. Slieve Donard
- 5. Divis/Cave Hill

6.1 UHPC Procedure

- 1. All UHPC pilots must be briefed before activating this LOA.
- 2. A UHPC pilot will contact ATC at Aldergrove at least 15 mins prior to a planned flight to agree a time window and maximum permitted altitude for the required flying area.
- 3. When a site is activated, the pilot initiating the activation will leave his name and contact number with ATC in case of emergency.
- 4. On receiving an emergency call from ATC, the pilot will ensure that the call is responded to within 15 mins. If required, this pilot must have a method of ensuring that the area is vacated and shall advise Belfast/Aldergrove ATC when this is complete.
- 5. Other pilots must confirm the vertical extent and time window before launch by contacting ATC or another informed pilot.
- 6. All times agreed between ATC and the UHPC will be 'local' time.
- 7. UHPC pilots will ensure that they are flying with a means of determining altitude (amsl) whether by GPS or barometric altimeter set to QNH. Such devices will have a tolerance of +/- 100ft.
- 8. Pilots will ensure that they remain within the defined lateral notified areas of each designated site where bounded by Class D Airspace.
- 9. Pilots will ensure that they meet the VFR flight minima as published for Class D Airspace.
- 10. A UHPC pilot will notify ATC when flying has ceased earlier than the agreed expiry time.
- 11. These LOAs refer only to segregated flying activity within Class D Airspace. ATC has no control or authority over other IFR/VFR flights which may be operating within Class G Airspace beneath the designated areas.
- 12. Pilots must be aware that other VFR flights may transit the Designated Areas during the times of activation.

6.2 ATC Procedure

1. ATC Aldergrove or Belfast City will assess the predicted traffic flow, equipment serviceabilities and weather prior to agreeing that the segregated activity may take place within the Designated Area.
2. All times agreed between ATC and the UHPC will be 'local' time. ATC will agree a time period in which flying may take place, subject to 1 above.
3. ATC will ensure that no IFR aircraft penetrate the flying area (within Class D airspace) from 15 mins before activation until 15 minutes after flying has ceased. ATC will provide a minimum of 500ft vertical separation and 1nm lateral separation from the segregated area.
4. If a VFR/SVFR Aldergrove/City arrival, departure or transit is likely to route through any delegated airspace, Aldergrove/City shall notify the pilot of the sports and recreational gliding activity. Aldergrove/City shall pass generic traffic information based on reported or observed activity.
5. The UHPC may contact ATC during or after the segregated activity to request an extension or another time slot/altitude if required.

Big Collin/Agnews (Designated Area 1)

1. ATC will agree a maximum permitted altitude with the UHPC pilot. This will range from 3000ft-5000ft amsl and will be dependent on forecast traffic.

Latitude	Longitude
54.87778	-5.880308
54.817350	-5.896515
54.794840	-5.969782
54.797276	-6.155876
54.86286	-6.2164

Slieve Croob (Designated Area 2)

1. NATS Aldergrove will coordinate the release of this area with Belfast City ATC
2. ATC will agree a maximum permitted altitude with the UHPC pilot. This will range from 4000ft-5000ft amsl and will be dependent on forecast traffic.

Latitude	Longitude
54.367190	-6.079564
54.341834	-5.972930
54.290020	-5.836352
54.248043	-5.972126

Knockagh (Designated Area 3)

1. NATS Aldergrove will coordinate the release of this area with Belfast City ATC
2. Once agreed, the maximum permitted level by a glider will be 2500ft

Latitude	Longitude
54.731679	-5.834219
54.717534	-5.819148
54.709882	-5.849756
54.701008	-5.871017
54.693312	-5.917752
54.712820	-5.906905

Slieve Donard (Designated Area 4)

1. NATS Aldergrove will coordinate the release of this area with Belfast City ATC
2. Once agreed, the maximum permitted level by a glider will be 5000ft

Latitude	Longitude
54.258232	-5.985773
54.180223	-5.920810
54.308904	-5.821740

Divis / Cave Hill Designated Area 5

1. NATS Aldergrove will coordinate the release of this area with Belfast City ATC
2. Once agreed, the maximum permitted level by a glider will be 2000ft

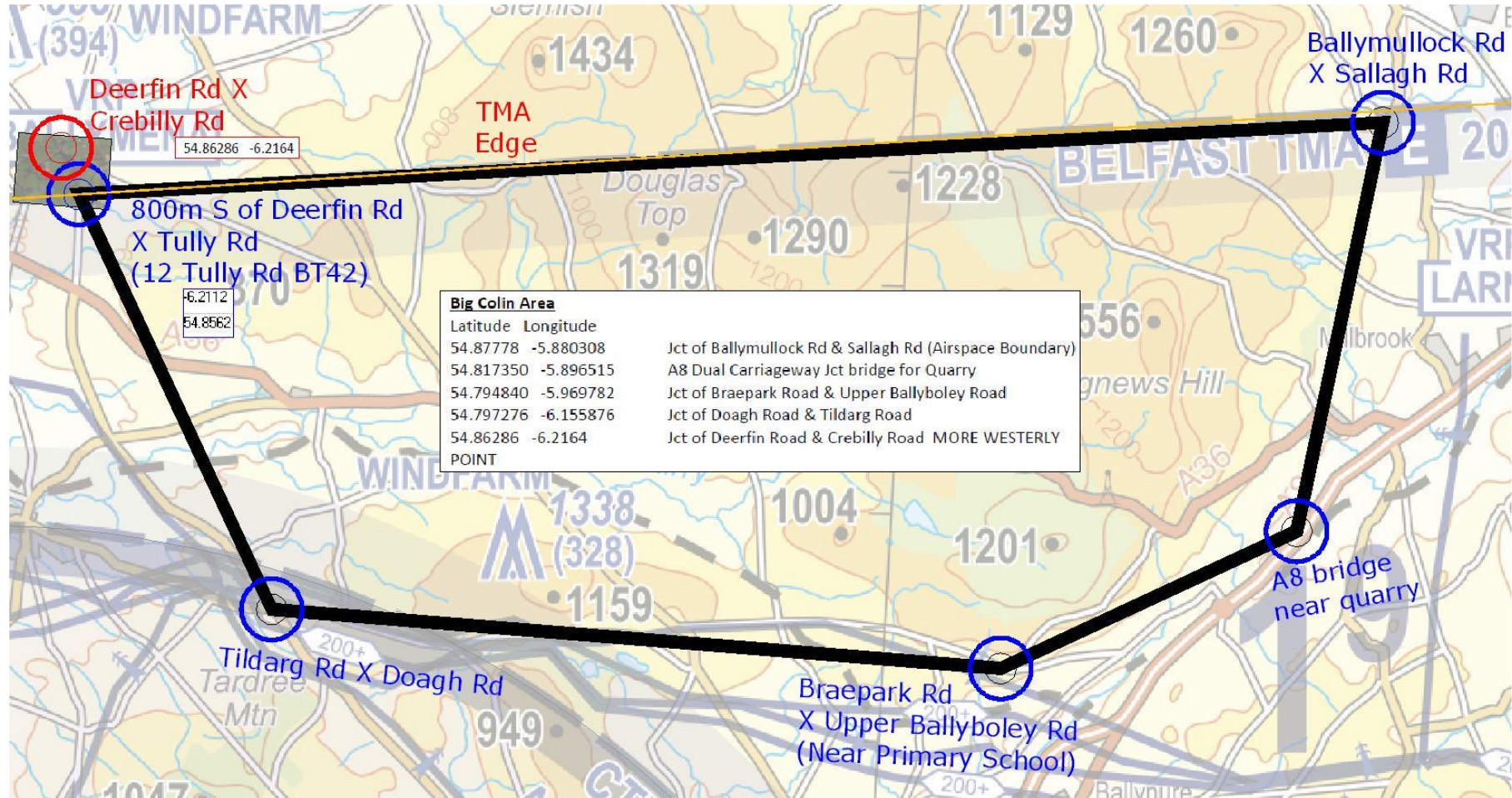
Latitude	Longitude
54°40'14" N	005°56'12" W
54°38'17" N	006°01'48" W
54°35'23"N	006°03'56"W
54°34'30"N	006°00'36"W
54°38'32"N	005°55'59"W

7. Change History

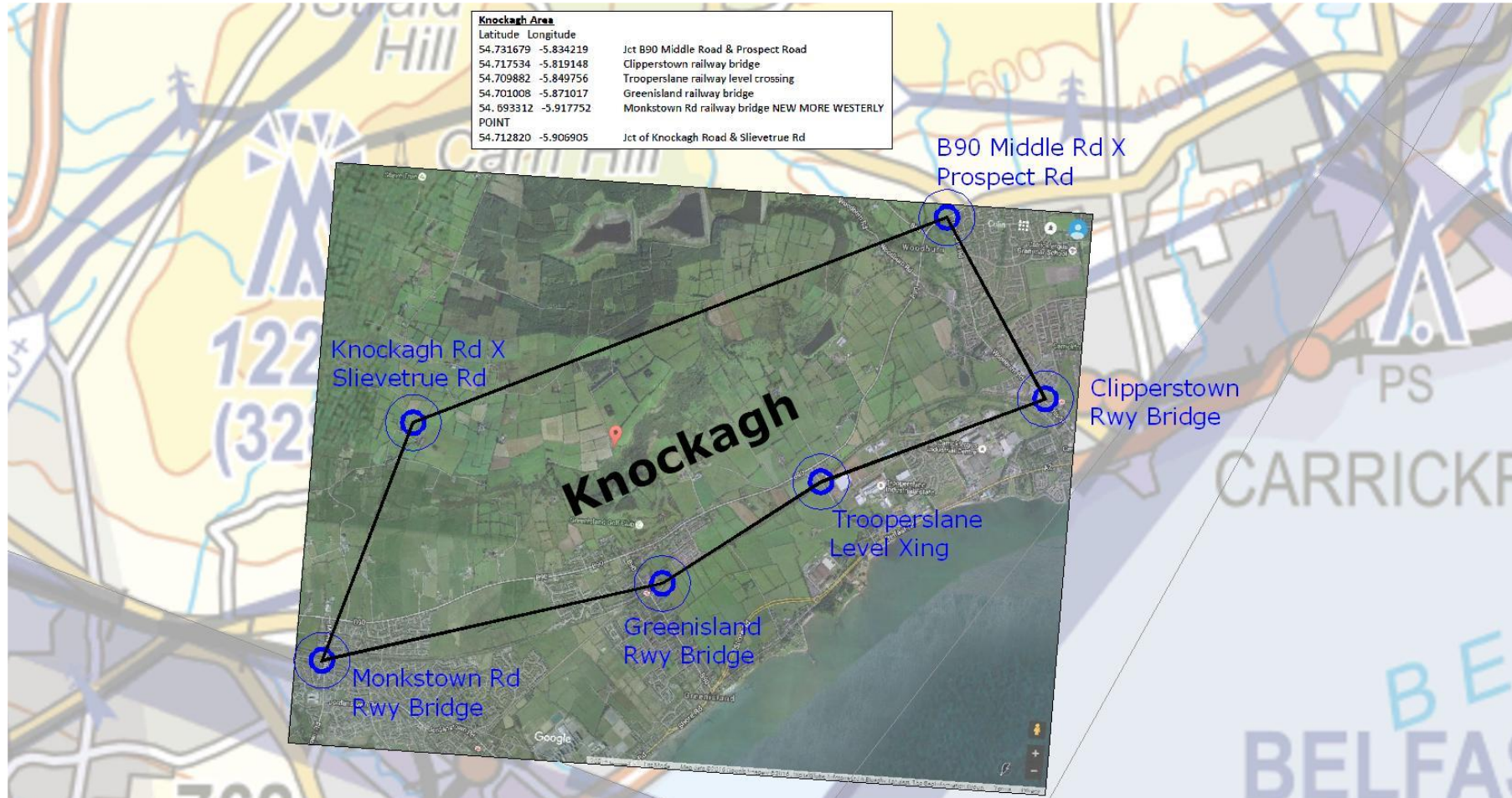
Issue	Date	Changes in this issue
Issue 1	May 2016	First Issue
Issue 2	May 2016	Requirement for 'NATS Aldergrove will coordinate the release of this area with Belfast City ATC' added to Slieve Croob (Designated Area 2)
Issue 3	May 2016	Inclusion of Maps
Issue 4	May 2016	Update to map quality. Permission of VFR flights through the Designated Area during notified periods of activation

8 Maps

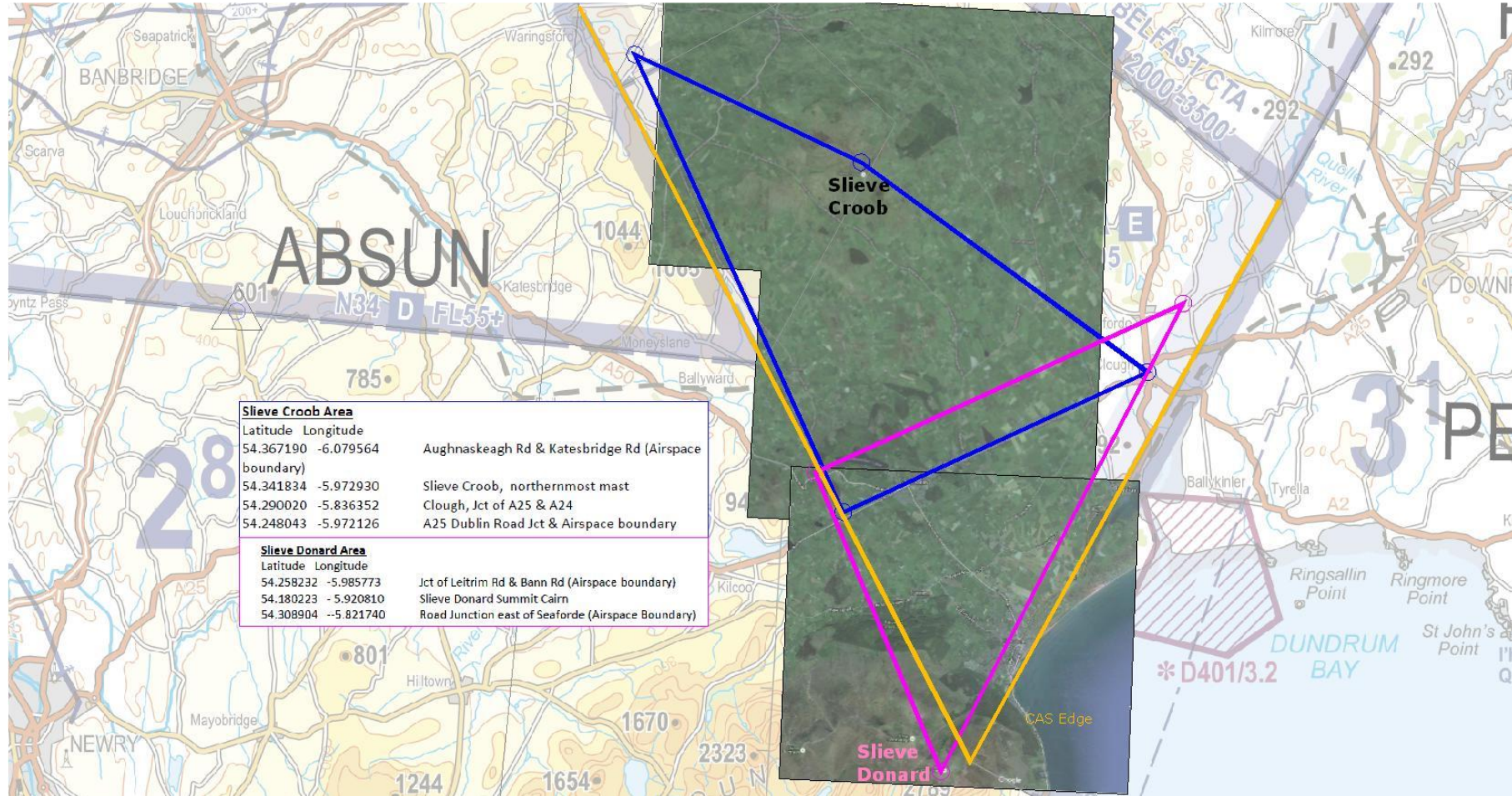
Big Collin/Agnews (Designated Area 1)



Knockagh (Designated Area 3)



Slieve Donard (Designated Area 4) & Slieve Croob (Designated Area 2)



Divis / Cave Hill Designated Area 5

