

Letter of Agreement

Between

SATCO
Operations Squadron
Royal Air Force Spadeadam

Manager of Air Traffic Services
Stobart Aviation
Carlisle Lake District Airport

RELATING TO

**OPERATING PROCEDURES FOR CONTROL OF AIRCRAFT WITHIN THE RAF
SPADEADAM AREA OF RESPONSIBILITY (AoR), EG D510 COMPLEX, AND CARLISLE
LAKE DISTRICT AIRPORTS AoR**

Effective: 4 June 2018

1 PURPOSE

1.1 The purpose of this Letter of Agreement (LoA) is to define the terms and conditions which apply to the safe and expeditious integration of aircraft operating between; the Electronic Warfare Test and Training Facility (EWTTF) at RAF Spadeadam (SPD), and Carlisle Lake District Airport (CLDA). Whether Air Systems (AS) are departing, arriving, or manoeuvring.

2 DEFINITIONS

2.1 Notification

2.1.1 For the purpose of this LoA, notification is the passing of Traffic Information (TI) on an AS by one controller to another. If a controller accepts notification and does not consequently initiate co-ordination, then it is the responsibility of the notified controller to initiate co-ordination if it is subsequently required. The format for notifying traffic between controllers is:

2.1.1 SPD Traffic:

- a. Number and type of AS.
- b. Position.
- c. Direction of run(s)/heading.
- d. Altitude / Flight Level / Manoeuvring block.
- e. Intentions.

2.1.2 CLDA Departures:

- a. Runway.
- b. Direction of turn and outbound track.

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- c. Altitude / Flight Level and whether IFR or VFR.
- d. Intentions.

2.1.3 CLDA Traffic Inbound:

- a. Estimated position.
- b. Heading.
- c. Altitude / Flight Level and whether IFR or VFR.
- d. Intentions.
- e. Type of approach.
- f. Allocated level.
- g. Intentions.
- h. ETA.

2.2 Clearance

2.2.1 For the purpose of these procedures, clearance is the authority issued by one controller to another for an aircraft to proceed through the airspace within which an ATS service is provided by the issuing controller e.g. CLDA Air Traffic Zone (ATZ) or EG D510, in accordance with certain specified conditions.

2.3 Co-ordination

2.3.1 Co-ordination is the act of negotiation between two controllers each vested with the authority to make executive decisions appropriate to the task being discharged. Co-ordination is effected when the controllers concerned agree to a course of action on the basis of known intelligence. Responsibility for obtaining the agreement and for ensuring implementation of the agreed course of action may be vested in one of the controllers involved.

3 THE SPD AND CLDA LINES OF DEMARCATION

3.1 For ease of reference in these procedures, two lines of demarcation have been agreed:

- a. THE SPD LINE – A line running 330°T/150°T from 55°20.00N through the Berry Hill (BH) operations site at 55°03.00N 002°33.08W to 54°40.00N.
- b. THE CLDA LINE – A line running 330°T/150°T from 55°20.00N through CLDA at 54°56.15N 002°48.33W to 54°40.00N.

4 CONSOLE POSITIONS

4.1 SPD Controller

4.1.1 The SPD Controller is the Duty Air Traffic Control Officer (DATCO) on watch whom is authorised to control aircraft within the SPD AoR, including the passing of TI, agreeing co-ordination and approving transits or penetration of EG D510.

4.2 SPD Support Controller

4.2.1 The SPD Support Controller is a qualified Air traffic Control Officer (ATCO) operating in support of the DATCO, and is authorised to conduct the duties of TI and co-ordination on their behalf.

4.3 SPD Operations Assistant

4.3.1 The SPD Operations Assistant is a qualified Flight Operations Assistant (FOA) whom is authorised to conduct routine operational liaison calls, but is not authorised to pass or receive TI, co-ordination, or grant approval to transit or penetrate EG D510.

4.4 CLDA Controller

4.4.1 The CLDA Controller is the duty Aerodrome Controller (ADC) authorised to control aircraft within the CLDA AoR, including the passing of TI, agreement of co-ordination and approval of transits.

5 SEPARATION STANDARDS

5.1 SPD ATCOs will apply standard separation between SPD AS receiving a Deconfliction Service (DS) and CLDA AS in accordance with regulatory requirements.

5.2 CLDA Controllers will only pass TI to AS receiving a BS, or within the CLDA visual circuit in accordance with MATS Part 1, if there is a conflict with another AS the controller should pass TI about the conflict prior to transfer of communications.

6 SPD DANGER AREA (DA) AND AoR DIMENSIONS

6.1 SPD DA dimensions are outlined in the UK MII AIP:

EG D510 SFC – 5,500' ALT (18,000' by NOTAM), 0900-1700 Mon – Thur,
0900-1600 Fri.

55° 15.00N 002° 52.56W - 55° 15.00N 002° 39.51W - 55° 04.53N 002° 17.43W -
55° 04.17N 002° 17.17W - 55° 02.06N 002° 16.40W - 55° 00.00N 002° 27.52W -
55° 00.00N 002° 42.36W - 55° 01.12N 002° 44.53W - origin.

EG D510A SFC – 5,500' ALT (15,000' by NOTAM), 0900-1700 Mon – Thur,
0900-1600 Fri.

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55° 15.00N 002° 52.56W - 55° 01.12N 002° 44.53W - 55° 09.00N 003° 00.00W -
55° 15.00N 002° 54.00W - origin.

7 CLDA ATZ

7.1 The CLDA ATZ is a circle radius 2NM centred on 54° 56.15N 002° 48.33W from ground level to 2,000' AGL.

8 PRINCIPLES OF OPERATION

8.1 SPD AND CLDA LINE PROCEDURES

8.2 SPD LINE PROCEDURE

8.2.1 AS in RTF contact with SPD, operating to the west of the SPD line and outside of the lateral or vertical limits of the EG D510 complex are to be notified to the CLDA controller. In addition, a clearance for ATZ penetration issued by the CLDA controller is required for AS which are manoeuvring or en-route and which are expected to or may penetrate any part of the CLDA ATZ. Notification of AS operating to the west of the SPD line, but within the lateral or vertical limits of the EG D510 complex is not required.

8.2.2 If an AS requires clearance or co-ordination and is consequently restricted, then the relevant information or restriction is to be passed by the SPD controller to the AS concerned. Control of an AS which is the subject of a clearance may be passed to CLDA ATC.

8.3 CLDA LINE PROCEDURE

8.3.1 AS in RTF contact with CLDA, operating along or to the east of the CLDA line and which may be outside the lateral or vertical limits of the CLDA ATZ are to be notified to the SPD controller. In addition, a clearance for range penetration issued by the SPD controller is required for AS which are manoeuvring or en-route and which are expected to, or may penetrate any part of EG D510. Notification of AS operating to the east of the CLDA line but within the lateral or vertical limits of the Carlisle ATZ is not required.

8.3.2 If an AS requires clearance or co-ordination and is consequently restricted, then the relevant information or restriction is to be passed by the CLDA controller to the AS concerned. An AS which is subject to a clearance, or co-ordination, may be allocated a discrete SPD SSR Mode 3A code to assist in maintaining identity. An AS which is the subject of a clearance may be transferred to SPD control.

9 CLDA IFR DEPARTURES AND ARRIVALS

9.1 Occasionally, when there are simultaneous arrivals and departures to/from CLDA, the CLDA controller may need to extend the flight paths of arriving/departing AS in order to achieve spacing. In this event the CLDA controller will request entry into EG D510, specifying whether for an arriving or departing AS. Permission to do so will be entirely at the discretion of the SPD controller or SPD support controller and is normally only given when EGD510 has no range traffic within the DA.

9.2 It is agreed that in the case of a runway 06 departure, AS will maintain runway track until spacing is achieved from the arriving traffic. It is also agreed that in the case of a

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runway 24 arrival, the arriving AS will extend downwind (at an altitude consistent with terrain separation) as necessary to provide spacing from the departing traffic.

9.3 In the event that a clearance is granted whilst EG D510 is in use, no formal separation will be deemed to exist between AS under control of both CLDA and SPD. The SPD controller will however only issue a clearance to enter EG D510 in suitable weather conditions and with the agreement of the AS crew operating within the SPD DA. To this end, it may be necessary to specify an "altitude not below" in order to create a buffer between the conflicting AS. In these circumstances, full details of the SPD AS will be passed to the CLDA controller.

9.4 AS operating within the CLDA visual circuit will squawk 7010 which is unvalidated and unverified.

10 GENERAL PROVISOS

10.1 Nothing in this LoA shall preclude any controller at SPD or CLDA from taking action to resolve a specific conflict to ensure the safe and expeditious flow of air traffic.

10.2 These procedures shall be applied to both VFR and IFR flights. However, instructions given to VFR civil AS by CLDA controllers have to take account of the requirements of the Air Navigation Order. SPD controllers should appreciate that, because CLDA has no radar and traffic notified by CLDA may be flown by inexperienced pilots, the onus for taking avoiding action against CLDA VFR traffic may rest with the SPD controller. Likewise, CLDA controllers should not use the privileges afforded to civil VFR flights to disregard these procedures.

10.3 These procedures are applicable when both SPD and CLDA ATC are open. When the level of traffic at one unit is such that notification / clearance / co-ordination is not required, then that unit may authorise the other unit to operate without restriction until told otherwise.

10.4 Any amendments to this LoA within the authority of the signatories will be the subject of prior consultation and agreement between the parties. Notwithstanding this, each signatory will do their utmost to observe the spirit of this agreement.

SIGNATORIES