

LETTER OF AGREEMENT BETWEEN
KEMBLE (KEMBLE AIR SERVICES LTD.)
AND
ASTON DOWN (COTSWOLD GLIDING CLUB)

Purpose of the Letter of Agreement

1. The purpose of the Letter of Agreement (LOA) is **solely** to define the co-ordination procedures to be effective between Kemble and Aston Down for the safety of aircraft operating in the vicinity of these aerodromes.

Information

2. Aston Down (514228N 0020750W), elevation 600ft, is an unlicensed aerodrome operated by the Cotswold Gliding Club (CGC). Aston Down operates both powered and glider aircraft and model aircraft, and has a permission from the Directorate of Airspace Policy to launch gliders by cable to a height of 3000ft AGL.
3. Kemble Aerodrome (514004N 0020342W), elevation 435ft, is unlicensed, but provides a Flight Information Service (FIS) seven days a week during the hours 0900 to 1800 local in summer and 0900 to 1700 local in winter. Flying may also take place outside these hours. Kemble-based aircraft include fast jets, general aviation, microlights, helicopters, powered parachutes and model flying. Additional activities range from Boeing 747s to executive business aircraft, occasional military exercises and out-of-hours movements. During the notified hours of the FIS unit an aerodrome traffic zone (ATZ) is established at Kemble in accordance with Rule 39 of the Rules of the Air Regulations (1996) comprising the airspace contained within a circle of radius two nautical miles, centred on the aerodrome reference point notified above and extending from the surface to 2000ft above the aerodrome elevation.
4. Both Kemble and Aston Down generate aircraft movement rates which are in excess of 20,000 per annum.

Operating Procedures

5. Both Kemble and Aston Down will assume that the respective aerodromes are active at all times. Details for establishing contact between the two aerodromes are contained in the Communications Protocol at Annex C.
6. Aircraft operating to and from Kemble should remain **well clear** of Aston Down aerodrome (2 nautical miles/4000ft altitude) and **must** remain clear of the Aston Down circuit in use and the launch cable.
7. When runway 27 is in use at Kemble, gliders operating from Aston Down may enter the Kemble ATZ when established, without reference to the FIS unit in accordance with the exemption in Annexes A and D attached, notwithstanding application of Rule 17 (5) of the Air Navigation Order (1996) (Annex B attached), but must remain North of the A433 (Tetry/Cirencester) road when possible, above 2000ft altitude. Gliders wishing to penetrate the ATZ to the south of the A433 must either obtain prior co-ordination or be in radio contact with the Kemble FIS. To ensure the safe co-ordination of activities at Kemble and Aston Down outside the notified hours of the Kemble ATZ, the above procedures will remain in force as if the ATZ existed; gliders seeking airborne clearance south of the A433 should contact the Kemble A/G unit.
8. The prevailing winds in the area are westerly, but at times Kemble will be required to operate from other runways and will notify CGC of runway changes as and when appropriate in accordance with the

Commrnunications Protocol at Annex C.

9. The Kemble FIS or A/G operator will, when appropriate, warn all radio equipped aircraft operating to and from Kemble, or who have notified their intention to transit the area of gliding activity at Aston Down, of the possibility of encountering gliders in the airspace to the north of the A433.
10. When gliding competitions are held at Aston Down and tasks require transit of the airspace which is, or otherwise would be, contained within the Kernble A TZ, the Competition Director will liaise with Kemble to effect safe co-ordination of transit aircraft.
11. A copy of the exemption to the Air Navigation Order (ANO) is at Annex A.
A copy of the ANO Rule 17 is at Annex B.
Details of the radio communications facilities (the Communications Protocol) are at Annex C.
A copy of Rule 39 of the Rules of the Air Regulations (1996) is at Annex D.

Application of the Letter of Agreement

12. Nothing in this LOA prevents any pilot or controlling authority from using discretion in the case of an emergency. However, deviation from the terms of the LOA is to be notified to the other aerodrome as soon as possible.
13. Temporary departures from this LOA within the authority of the signatories must be subject to prior consultation and agreement. Notwithstanding this provision, each signatory will do their utmost to comply with the spirit of the agreement.
14. Permanent amendments to this LOA will only be effective with the written consent of the signatories.
15. This agreement shall continue until terminated by either party on not less than one month's notice in writing.

Signed on behalf of Kemble Air Services Ltd.

Name: R.D. Burgess Signature Date 26-6-02

Signed on behalf of Cotswold Gliding Club

Name A. Flewelling Signature Date 23-6-02

ANNEX C

Radio and Communications Protocol

Kemble Aeronautical Frequency 118.900 MHz (Fixed Frequency)

Kemble Air Services Ltd.

1. Tower 01285-771177 Phone
2. Tower 01285 771197 **Emergency Phone**
3. Tower 01285-111414 Fax
4. Operations 01285-771076 Phone

General Glider Frequency 130.100 MHz

Aston Down Aeronautical Frequency 129.975 MHz

Cotswold Gliding Club

1. Clubhouse 01285-760473 Phone
2. Office 01285-760415 Phone & Fax