



**LETTER OF AGREEMENT (LOA)**

**between**

**EXETER ATC**

**and**

**DEVON AND SOMERSET GLIDING CLUB**

**Version 3, dated 10th January 2023**

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# A LETTER OF AGREEMENT (LoA) BETWEEN

## EXETER ATC and

## DEVON and SOMERSET GLIDING CLUB

### 1. Introduction

Exeter Airport is the busiest regional airport in the southwest of the UK. It operates within a 2.5nm radius ATZ with an overlying airway, base FL65 and is marked on aeronautical charts as an aerodrome having one or more instrument approach procedures (IAPs) outside controlled airspace. The chart recommends that "pilots intending to fly within 10nm of any part of the IAP symbol are strongly advised to contact the aerodrome ATSU."

Devon & Somerset Gliding Club (DSGC) has operated from North Hill airfield since 1967. The airfield is 9nm north east of Exeter Airport and 5.5nm from the final approach track to Runway 26 at its closest point. More than fifty gliders, two motor gliders and one towing aircraft are based at North Hill and DSGC routinely operates four days per week and often seven days a week throughout the summer, with up to 100 movements per day. The airspace within 5nm of North Hill is therefore very busy, particularly throughout the soaring season of March to September, with training flights, local soaring and pilots preparing to fly cross country. North Hill airfield has a designated winch launching zone of 2nm radius and 3000 feet above airfield datum (3921' amsl).

This LoA records the understanding between DSGC and Exeter ATC that gliders from North Hill will not fly close to the final approach track to Runway 26 at Exeter, nor within the same airspace as the published NDB 'EX' hold, without making radio contact.

This LoA defines the southernmost limit where DSGC gliders do not need to make radio contact with Exeter ATC, whilst operating within the existing class G airspace, and the procedures for radio equipped gliders to operate south of this limit. Although it is suggested that whenever possible radio contact should be made with Exeter ATC when operating within a mile of this limit.

### 2. Procedures

1. The responsibilities and procedures to be employed by Exeter ATC, the DSGC and the pilots of aircraft operating in accordance with the LoA are detailed in this Agreement as follows:

Part One: Lateral limits  
Vertical limits  
Times of activation

Part Two: Notification and activation procedures  
Activity status display  
Procedures for gliders  
Separation and Traffic information  
De-activation


Part Three: Airspace Maps

### 3. Application and Review of the Letter of Agreement

1. Permanent amendment to, or withdrawal of, this Letter of Agreement is to be effected only with the written consent of the signatories or their successors.
2. This Letter of Agreement becomes effective at 0001 on 1st February 2023 .
3. This LoA shall be reviewed annually or sooner when considered necessary by either party. The method of review shall be acceptable to both parties.
4. This LoA shall be re-signed on 1st February 2025 and every 2 years thereafter.
5. Exeter Airport has identified and proposed a requirement to change the existing airspace to assist ATC in providing enhanced levels of information to aircraft in and out of the airport.  
As the proposal develops it is agreed that it may be necessary to amend the procedures in this LoA (e.g. airspace limits, introduction of frequency monitoring SSR codes).

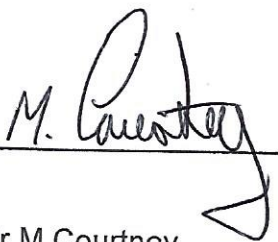
### 4. Parties to the Agreement

1. It is hereby declared that the parties to the said Agreement are Exeter ATC and Devon and Somerset Gliding Club.



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Mr M Bickley  
Air Traffic Services Manager  
Exeter Airport



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Mr M Courtney  
Chief Flying Instructor  
Devon and Somerset Gliding Club

Dated: 14 January 2023

Dated: 15 January 2023

## **PART ONE**

**1.0** This Letter of Agreement (LoA) is to be mutually beneficial to both parties involved. Gliders launching from North Hill, participating in competitions or otherwise complying with this LoA shall adhere to the airspace limits as follows:

### **1.1 Lateral Limits**

The southernmost limit where DSGC gliders do not need to make radio contact with Exeter ATC, whilst operating within the existing class G airspace is:

- a) From Monkton (east of Honiton) following the A30 westward until Feniton
- b) From Feniton following the railway line westward to the Exeter ATZ

### **1.2 Vertical Limits**

DSGC gliders operate in the existing Class G airspace and the vertical limits are the bases of the existing controlled airspace

### **1.3 Times Of Activation**

Notice of DSGC flying operations taking place shall be given to Exeter ATC (01392 369646) before flying commences and will cease at official night or at any other pre notified time contained within activation phone call.

## **PART TWO**

### **1.0 Notification and Activation**

**1.1** Notice of DSGC flying operations taking place may only be activated by one of the following authorised persons:

- a) Director of a regional or national gliding competition;
- b) The Duty Instructor or authorised deputy of Devon and Somerset Gliding Club

**1.2** The authorised person will advise Exeter ATC of activation by telephone (01392 369646) and pass details of the planned activity. The authorised person will advise Exeter ATC of subsequent changes to the planned activity (e.g. change of maximum operating level).

**1.3.** Exeter ATC shall note the details on the Information Display Screens.

**1.4** Exeter ATC shall ensure that aircraft on frequency in the vicinity of North Hill are issued with appropriate traffic information on the glider operations.

**1.5** Exeter ATC, the nominated clubs and competition directors shall retain records of each occasion that DSGC flying operations have been notified. This shall form an official record of compliance with this agreement.

## **2.0 Activity Status Display**

2.1 The activity status of the DSGC flying operations shall be clearly displayed at appropriate radar consoles on the Information Display Screens.

## **3.0 Glider Procedures**

3.1 All pilots flying out of North Hill will be briefed on the details of the agreement and will be expected to comply with its requirements. This LoA will be posted on the Club website, in DSGC pilots' notes and on the Clubhouse notice board. Pilots are encouraged to contact Exeter ATC to advise of their presence.

3.2 Glider pilots should not cross the southern limiting line without first calling Exeter Approach on radio channel 128.980 to advise of their location and intentions.

3.3 Glider pilots flying within 1nm, to the north, of the southern limiting line should, whenever possible, contact Exeter Approach on radio channel 128.980 to advise of their location and intentions.

3.4 Glider pilots will not enter the Exeter ATZ without first calling Exeter Approach on radio channel 128.980 to advise of their location and intentions, and then only with a specific clearance.

3.5 Glider pilots intending to fly in the area of the published 'EX' NDB holding pattern are strongly advised to call Exeter Approach on radio channel 128.980 to advise of their location and intentions.

3.6 Pilots of non-radio equipped gliders should familiarise themselves with this agreement to ensure they do not operate in areas where they may come into conflict with Exeter traffic.

3.7 Nothing in this Letter of Agreement shall preclude individual glider pilots from requesting an air traffic control service as per normal aviation practice.

3.8 The contents of this LoA shall apply to all gliders, motor gliders and powered aircraft operating under the procedures of DSGC.

## **4.0 Separation and Traffic Information**

4.1 Once DSGC flying operations have been notified, Exeter ATC should issue traffic information to aircraft operating within five miles of North Hill airfield.

4.2 DSGC pilots operating out of North Hill airfield are flying in Class G airspace and are continually aware that this airspace is used for many other aviation activities, and a good lookout is very high priority.

## **5.0 De-activation**

5.1 Following activation, Exeter ATC shall assume that DSGC flying operations will continue until official night or the pre-notified time (whichever is earlier).

**PART THREE**

**Airspace Maps**

