

Letter of Agreement 2020

This Letter of Agreement is between Air Westward Ltd, owner and operator of Dunkeswell Aerodrome, and Devon & Somerset Gliding Club, owner and operator of North Hill Gliding Site.

Dunkeswell is an active private airfield with light aircraft, microlight, helicopter and parachuting activity. It has two hard surfaced runways and an ATZ, centred on the mid point of the longer runway (airfield datum, see Dia 1), 2nm radius and 2000' top above ground level (agl). All circuits, at 800'agl, are to the east of the airfield (i.e. LH on 17 and 22 and RH on 04 and 35). Overhead joins are not permitted. A/G communication is via Dunkeswell Radio on 123.480MHz

North Hill is an active private airfield, solely for gliding and motor glider activity. It has two main grass landing directions, although the whole field is land-able and circuits can be on either side of the airfield and variable in shape and position. Glider launching is by winch, with launch cables reaching 2000'agl, and by aerotow up to 5000'agl. The centre of the airfield is approximately 1.5nm WSW of Dunkeswell datum, and therefore operates partially within the Dunkeswell ATZ. A/G communication is via North Hill Base on 129.905MHz.

To provide air traffic separation an imaginary line is drawn North-South 0.6nm west of Dunkeswell datum up to 2000'agl (see Dia 1 - Imaginary Red Line), extending northwards to ATZ boundary and southwards to Dunkeswell runway 22 extended centreline and thence at 220 degrees to ATZ boundary. All North Hill traffic will remain west of this line, all Dunkeswell traffic will remain east of this line. See Dia 1. To ensure separation between gliders and parachutists Annex A of this Letter of Agreement is a Code of Practice signed by DSGC and Skydive Buzz (owner and operator of the parachuting operations at Dunkeswell) and must be read alongside this Agreement.

If at any time North Hill gliders wish to fly in the eastern sector of the ATZ, (e.g. returning from a cross country flight to the east with insufficient height to avoid the ATZ and still land safely at North Hill, or ridge soaring Hembury Hill) they should call Dunkeswell Radio on 123.480MHz. A 'No Reply' must not be assumed to mean no activity.

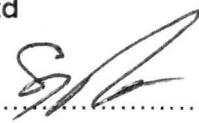
Despite North Hill operations being partially within Dunkeswell ATZ, respective air traffic is sufficiently isolated. It is agreed that the use of a common radio frequency is neither necessary nor desired.

Signed: 

Position: MANAGING DIRECTOR

Date: 25TH NOVEMBER 2020

Air Westward Ltd

Signed: 

Position: CFI

Date: 6-5-21

For & On Behalf of Devon and Somerset Gliding Club

Annex A to Letter of Agreement 2020

Code of Practice

To promote additional safety awareness during adjacent gliding, Devon & Somerset Gliding Club (DSGC) and Parachuting (Skydive Buzz) operations

These Codes of Practice are in place only during days when both above parties are operating.

1. Communication is the main aid to good safety awareness. Before either organisation, named above, starts its daily operations telephone contact should be made. Both organisations have a landline to the office and a mobile at the centre of operations on the airfields.

DSGC Office	01404 841386
DSGC Launch Point Control	07743 200902
Skydive Buzz Office	01404 890222
Skydive Buzz Drop Zone	07718 638000

Contact can also be made by radio on...

The Common Frequency	129.905MHz
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Radios on this Frequency are in DSGC launch point control, Skydive Buzz Drop Zone and most of the gliders flying within 5nm of North Hill Airfield.

Both organisations to let Exeter ATC know their intentions for the day by landline on...

Exeter ATC	01392 369646
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2. DSGC and Air Westward Ltd have a Letter of Agreement referencing to this 'Annex A' in which Air Westward Ltd and DSGC have traffic separation via an imaginary line drawn North to South 0.6nm west of Dunkeswell's datum up to 2000' agleam (see Dia 1 - Imaginary Red Line). This extends northwards to the Dunkeswell ATZ boundary and southwards to Dunkeswell Runway 22 extended centreline and hence at 220 degrees to the ATZ boundary (as shown in Dia 1). All North Hill DSGC operations will remain west of this line, all Dunkeswell operations will remain east of this line.
3. With point 2 above in mind this is not forgoing that the DSGC pilots will be expected to conduct their flying and airmanship in a manner which does not bring them into conflict with any parachutists on days Skydive Buzz are also operating. Reflecting this, Skydive Buzz will operate in a manner to minimise causing conflict with gliders within the ability of parachute movability and the weather, as this plays a big part in the safety side for both parties. Parachutists will also be briefed on North Hill's boundary and location and these migrations in place. This means planning each flight to take due account of the wind direction and strength, the sector of the Drop Zone (DZ) in which parachutists are likely to be dropping and whether any sections of the DZ may be safe to therefore enter without causing conflict. Point 7 below will help with this decision making.
4. Most of DSGC private and club gliders, motor gliders and tug aircraft are fitted with 'Flarm' traffic awareness and collision avoidance equipment. The output of this equipment provides position reports to various apps (e.g. Glide and Seek or Spot the Glider) which can be viewed on mobile tablets, phones or laptops. The Skydive Buzz DZ controller will have access to such a device and app to enhance a visual scan of the airspace to the west of the imaginary red line in Dia 1 towards North Hill Gliding Site. This will assist in the operation of Point 7 below.
5. Any non 'Flarm' or non radio equipped aircraft operating from North Hill will not fly in the western section of Dunkeswell ATZ any further east of North Hill airfield boundary, as marked

by the blue 'No Flarm Limit' line off Dia 1. With the exception of take off and landings generally below 600' agl as needed. Further to this any non 'Flarm' and non radio aircraft between the DZ zone boundary and the west of this imaginary blue line will also remain not above 2000' agl (area shaded in green on Dia 1.)

- 6. Aircraft equipped with both 'Flarm' and Radio may operate to the east beyond this imaginary blue line and up to the imaginary red line, all shown on Dia 1, in the area shaded in blue on Dia 1, not forgoing Point 3 above.
- 7. When Skydive Buzz is actively dropping parachutists the DZ Controller will make radio calls on Frequency 129.905MHz giving a 10 minute warning of expected exiting of parachutists from the 'Jump Aircraft'.

Upon this call any North Hill traffic above 1000' agl in the shaded blue zone shown in Dia 1 will begin a controlled manoeuvre to remove themselves away from the shaded blue zone towards the west or descent below 1000' agl to continue the landing approach if doing so.

Skydive Buzz will follow this 10 minute call with a 2 minute call to expected exiting of parachutists from 'Jump Aircraft'. At which point the DZ Controller will carry out Point 4 above to give both a physical and 'app based' lookout for any North Hill traffic in the vicinity of the shaded blue zone on Dia 1. With traffic activity 'exiting' this zone since the last call the DZ Controller can expect to see a clear airspace and indeed any traffic still inside this space will have to be assumed to be in difficulty or out of communication due to technical issues and so DZ Control will be unable to give a 'Clear Drop' call to allow the drop to occur at that time. With Point 3 above in mind there should be no reason to remain in this zone under normal flight conditions during this short time period.

The final call of each load will be 'all canopies on the ground', signalling that airborne gliders as outlined in Point 6 above, may enter the shaded blue area shown in Dia 1, until such time as Skydive Buzz begins the 'drop process' again.

- 8. Any glider pilots wishing to fly into or through the DZ beyond the east of the red imaginary line in Dia 1 must contact either Skydive Buzz DZ controller on 129.905MHz or Dunkeswell Radio on 123.480MHz to obtain current information on parachuting. A 'No Reply' must not be assumed to mean no activity.
- 9. There will be a 3 months review of the agreement from date of last signature, followed by a annual review of the suitability of the agreement.

Signed: 
 Position: CFI
 Date: 6-5-21

Signed: 
 Position: CI
 Date: 23 Nov 2020

For & On Behalf of Devon and Somerset Gliding Club

Dunkeswell Parachute School / Skydive Buzz

Signed: 
 Position: MANAGING DIRECTOR
 Date: 25TH NOVEMBER 2020

Air Westward Ltd

