

Bluff Knoll Gliding

Letter of Agreement

LoA_3129

Version 8

Effective 25 November 2021

Between: Airservices Australia (Airservices)/High Density Services (Southern FIR)
 (Southwest)
 WA Gliding Association

Authorised

High Density Services (Southern FIR) - Blair Henderson
Airservices Australia

Michael Eales
Airfield and Airspace Officer
WA Gliding Association

This document remains valid until varied or terminated in accordance with the terms of this Letter of Agreement.

Change summary

LoA_3129 Version 8: Effective 25 November 2021		
Clause number and/or title	Change description	Change Request Id
1, 2, 3 and 5	Added Single Glider flights, their relevant instructions and levels they will operate at	7893
7	Added Steve Pearson as a contact	
8	Added instructions for Single Glider Flights	
9	Added map of the Single Glider Flights area and defined the operating area	
10	Added Noise Minimisation clause	
12	Added GFA (Gliding Federation of Australia)	

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1 Purpose

The WA Gliding Association conducts a number of Wave Camps or Single Glider Flights at Bluff Knoll WA each year. During the Wave Camps, pilots attempt to reach altitudes in excess of FL290.

The purpose of this Letter of Agreement (LoA) is to define the conditions and procedures for the conduct of these Wave Camps and Single Glider Flights.

This LoA reflects the agreement between the parties on operational issues (for which no consideration is provided).

2 Scope

This LoA applies between Airservices Australia/Southern Operations (Southwest) and the WA Gliding Association for the conduct of Wave Camps and Single Glider Flights at Bluff Knoll WA.

3 Notification

For Wave Camps, the WA Gliding Association will notify the Melbourne Centre Shift Manager 3 (SM 3) on ml.sm3@airservicesaustralia.com at least seven days prior to operating at Bluff Knoll to allow time for controller briefing.

For single glider flights, the pilot will contact Melbourne Centre and complete an AIP Flight Notification Form 24 hours in advance of the flight.

4 Pilot Briefing

The WA Gliding Association will ensure that pilots operating from Bluff Knoll are briefed on and carry a personal copy of this LoA.

5 Operations in Controlled Airspace

Pilots must ensure all appropriate approvals and permissions are arranged or held by the WA Gliding Association, including approval for VFR operations in Class A airspace and operations at/above FL290 without serviceable ADS-B equipment. This LoA does not grant exemption from compliance with any CASA regulation.

For single glider operations the aircraft will have ADS-B and Transponder equipment if flown above FL 290.

6 Protected Airspace

For wave camps, an airspace change proposal (ACP) is to be submitted to CASA's Office of Airspace Regulation (OAR) following the completion of an airspace risk assessment by the WA Gliding Association. The OAR will determine an appropriate airspace solution to permit gliders to operate in Class A airspace without an air traffic service. Such protective airspace may be either a Temporary Danger Area (TDA) or Temporary Restricted Area (TRA).

Such protective airspace will define the area approved for glider flying operations.

The OAR will promulgate a NOTAM defining the protective airspace in accordance with the airspace definition contained in para [9.1](#) of this LoA.

No ATS

Within the TDA, Gliders will not be provided with an Air Traffic Control, Flight Information or Alerting Service.

7 Contact Details

7.1 WA Gliding Association

(PRI) Bluff Knoll Camp Instructor – number to be provided by the camp instructor to CASA and must be included in the Protected Airspace NOTAM.

(SEC) Stirling Range Retreat	08 9827 9229
Steve Pearson	0419 040 151

7.2 Melbourne Centre

(PRI) SM 3	03 9235 7492
Operations Room Manager	03 9235 7420
(SEC) Melbourne Centre (Jarrah Sector)	123.9 MHz at Albany 125.4 MHz at Tarrin Rock

8 Clearances

8.1 Single Glider Flight operations

Only one glider at a time will be issued a clearance to operate within the Bluff Knoll Single Glider Flight area specified in section [9.1](#).

Gliders will be given priority on a first come, first served basis. IFR flights in Class A airspace have priority over Gliders.

The pilot must be a member of the GFA and before entering the Class A airspace, the pilot in command will confirm with the CFI or duty instructor that the planned operation in Class A airspace is covered by this Letter of Agreement and has been notified to Airservices Australia.

A full ATC service will be provided. Gliders will be separated from all other airspace users. Gliders are required to contact ATC approaching FL 245 and request airways clearance.

ATC will issue a clearance to operate in Class A airspace, subject to other traffic. Gliders are required to remain on 123.9 MHz & operate on a 30 minute reporting schedule, or as instructed by ATC. Gliders are required to report leaving FL245 on descent, or as instructed by ATC.

8.2 Wave camps

An ATC clearance is required to operate in the Bluff Knoll Gliding Area. When the camp organisers consider conditions suitable for flight above FL245, they must contact Melbourne Centre by telephone and request a clearance to operate in the Bluff Knoll Gliding Area.

If the camp organisers are unable to contact Melbourne Centre by telephone, a nominated pilot must make the request for clearance on 123.9MHz (Albany FIA) or 125.4 (Tarrin Rock FIA).

The pilot must then relay the clearance to the camp base.

If a clearance is not immediately available, the camp organiser will be advised a time at which glider operations may commence in the Bluff Knoll Gliding Area.

When the clearance to operate in the Bluff Knoll Gliding Area has been issued, it will remain valid until sunset that same day. In the event that all glider activity ceases in the Bluff Knoll Gliding Area before sunset, Melbourne Centre must be advised. On receipt of this advice, ATC clearance to operate in the area is cancelled.

Gliders are not required to monitor Melbourne Centre frequency 120.3 MHz while operating in the Bluff Knoll Gliding Area; however gliders must monitor glider frequency 122.7MHz.

Melbourne Centre will separate all aircraft in Class A airspace from glider activity taking place within the Bluff Knoll Gliding Area.

9 Map Diagrams

9.1 Map displaying Bluff Knoll Gliding Area



Definition – Bluff Knoll Gliding Area (Used for Wave Camps)

WITH THE LATERAL LIMITS BOUNDED BY:

34 50 48S 118 03 14E 34 25 12S 117 51 36E 34 07 52S 117 43 40E THEN ALONG
THE MAJOR ARC OF A CIRCLE OF 30NM RADIUS CENTERED ON 34 22 28S 118
15 18E TO 34 50 48S 118 03 14E

SFC-FL300

9.2 Single Glider Flight Area



Definition – Single Glider Flight Area (located within Bluff Knoll Gliding Area)

WI THE LATERAL LIMITS BOUNDED BY:

WITHIN THE SOUTH-EAST QUADRANT OF AN AREA WITHIN A 20NM RADIUS
CENTERED ON 34 18 63S 118 10 90E

SFC-FL300

10 Noise – Minimisation

The parties to this LoA:

1. agree to take all reasonable measures to minimise noise disturbance to members of the community
2. are aware of potential noise outcomes relating to the operations associated with this LoA and will work together to identify, investigate and where possible implement noise improvement measures
3. agree that future reviews of this LoA will take into consideration any noise complaints relating to the operations undertaken as part of this LoA.

11 Miscellaneous

11.1 Cost

Each party must bear its own costs in performing this LoA.

11.2 Variation

No variation or amendment to this LoA will apply unless:

1. it is in writing, authorised by each party to this LoA and
2. results in a new version of this document.

11.3 Termination

1. Either party may terminate this LoA by providing the other party with advance written notice of the termination date.
2. Airservices may terminate this LoA with immediate effect if WA Gliding Association becomes insolvent.

11.4 No legal effect

This LoA is not intended to create any legal rights or obligations as between Airservices and WA Gliding Association.

12 Definitions

Within this document, the following definitions apply:

Term	Definition
TDA	Temporary Danger Area
TRA	Temporary Restricted Area
OAR	Office of Airspace Regulation
FIA	Frequency Information Area
LoA	This Letter of Agreement.
GFA	Gliding Federation of Australia