

Grampians Wave Soaring Areas

Letter of Agreement

LoA_794

Version 8

Effective 23 February 2023

Between: Airservices Australia (Airservices)/High Density Services (Southern FIR)
 (Grampians)
 Grampians Soaring Club

Authorised

High Density Services - Blair Henderson
Airservices Australia

David Lovell
President
Grampians Soaring Club

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

Change summary

LoA_794 Version 8: Effective 23 February 2023		
Clause number and/or title	Change description	Change Request Id
1	Amend Queen's Birthday to read King's Birthday	24065
4	Amend Melbourne Centre contact details	

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Table of contents

1	Purpose.....	3
2	Scope	3
3	Pilot briefing	3
3.1	VFR operations within Grampians Wave Soaring Areas	3
3.2	Clearances.....	4
4	Contacts.....	4
5	Noise – minimisation	5
6	Miscellaneous	5
6.1	Costs.....	5
6.2	Variation.....	5
6.3	Termination	5
6.4	No legal effect	5
7	Definitions	5

1 Purpose

Meteorological conditions suitable for high altitude soaring in mountain waves exist in the Grampians region of Victoria.

The Grampians Soaring Club Inc holds its annual wave camp during the King's birthday weekend each year.

CASA provides a general approval for gliders to operate in Class A airspace, and exempts them from the requirement to carry ADS-B equipment.

A condition of that approval is for a Letter of Agreement (LoA) be established between Airservices Australia (Airservices) and the Grampians Soaring Club Inc.

This agreement exists to facilitate access to Class A airspace in the Grampians area, subject to the approval of the Civil Aviation Safety Authority (CASA).

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

2 Scope

This agreement covers agreed procedures between Melbourne Centre and the Grampians Soaring Club Inc.

3 Pilot briefing

The Grampians Soaring Club Inc will ensure that pilots that may request a clearance are briefed on these procedures.

3.1 VFR operations within Grampians Wave Soaring Areas

VFR operations are permitted at any time within Class G and E airspace (i.e. up to and including FL245 within the Grampians Wave Soaring Areas, outside 90 NM from YMML). A clearance is not available for VFR operations in Class A airspace without CASA approval under the CASR 1998 s91.285.

Gliders operating in the Grampians Wave Soaring Areas must comply with all applicable CASA regulations, including all conditions specified by CASA, and this LoA. Where specific approval is required for particular operations, pilots must ensure that such approval is arranged or held by the Grampians Soaring Club. This LoA does not obviate gaining such approval, nor grant exemption from compliance with any CASA regulation.

3.1.1 Prior notice of intention to conduct Wave Soaring

Notice of at least one hour prior to a request for a clearance must be given to Melbourne Centre via the contact telephone numbers below. Flight details will be obtained and planned into Eurocat.

3.2 Clearances

When glider pilots consider conditions suitable for wave soaring above FL245, they must contact Melbourne Centre on 127.4 MHz requesting a clearance to operate within the desired Grampians Wave Soaring Area, as follows:

- Over Mt. Difficult Within 10 NM of 37 00S 142 26E
- Over Halls Gap Within 10 NM of 37 08S 142 31E
- Over Mt. William Within 10 NM of 37 17S 142 36E
- Over Mt. Nelson Within 10 NM of 37 24S 142 27E

Example 1: 'MELBOURNE CENTRE, GLIDER ANO, WILL BE REQUESTING CLEARANCE TO OPERATE OVER MT WILLIAM, UP TO FLIGHT LEVEL 270 AFTER TIME XXXX.'

Subject to traffic, gliders will be cleared to operate within the requested Grampians Wave Soaring Area. The level will be defined as a block clearance.

Gliders will monitor 127.4 MHz and operate on 30 minute reporting schedules.

Upon the completion of wave soaring, gliders must report leaving FL245 on descent.

Other traffic operating in Class A airspace will be given priority over Glider operations.

3.2.1 When a Protective Airspace is declared by CASA

Gliders will be given traffic on other gliders operating in the area.

Separation will not be provided between gliders.

At other times

Gliders must be separated.

3.2.2 Radio fail procedures

Gliders becoming aware that they have suffered a radio failure should, as soon as possible, leave FL245 on descent and land. They should continue to broadcast intentions, and, when leaving FL245, prefix calls with 'Transmitting Blind'.

After landing they are to report arrival to Melbourne Centre on the Melbourne Centre Shift Manager telephone number.

4 Contacts

The following telephone numbers are available:

Organisation		Number
Melbourne Centre	Shift Manager	03 9235 7496
	System Supervisor	03 9235 7402
Grampians Soaring Club	CFI (John Rule)	0417 553 286
	Secretary (Brendon Lovell)	0432 878 852
	President (David Lovell) (General Enquiries)	0417 514 438

5 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; and
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.

6 Miscellaneous

6.1 Costs

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

6.2 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. it results in a new version of this document.

6.3 Termination

Either party may terminate this LoA by providing the other party with advance written notice of the termination date.

6.4 No legal effect

This LoA is not intended to create any legal rights or obligations between Airservices and Grampians Soaring Club Inc.

7 Definitions

Within this document, the following definitions apply:

Term	Definition
LoA	This Letter of Agreement, including all attachments and appendixes.
Protective Airspace	Airspace declared by the Office of Airspace Regulation following receipt and assessment of an Airspace Change Proposal. The airspace accommodates activities that may be incompatible with routine flying operations and could be declared as a Prohibited, Restricted or Danger Area. Such airspace is predicated on an airspace risk assessment and enables an activity to be conducted to an Acceptable Level of Safety (ALoS).