



Letter of Agreement between

Developing Assets (UK) Limited trading as  
HeliOperations

and

Wessex Hang Gliding and Paragliding (HGPG) Club

Portland HeliPort Accountable Manager (AM) Name: Mr Keith Devaney

Wessex HGPG Club Chairman Name: Mr Sean Staines

Version Number: 1.2

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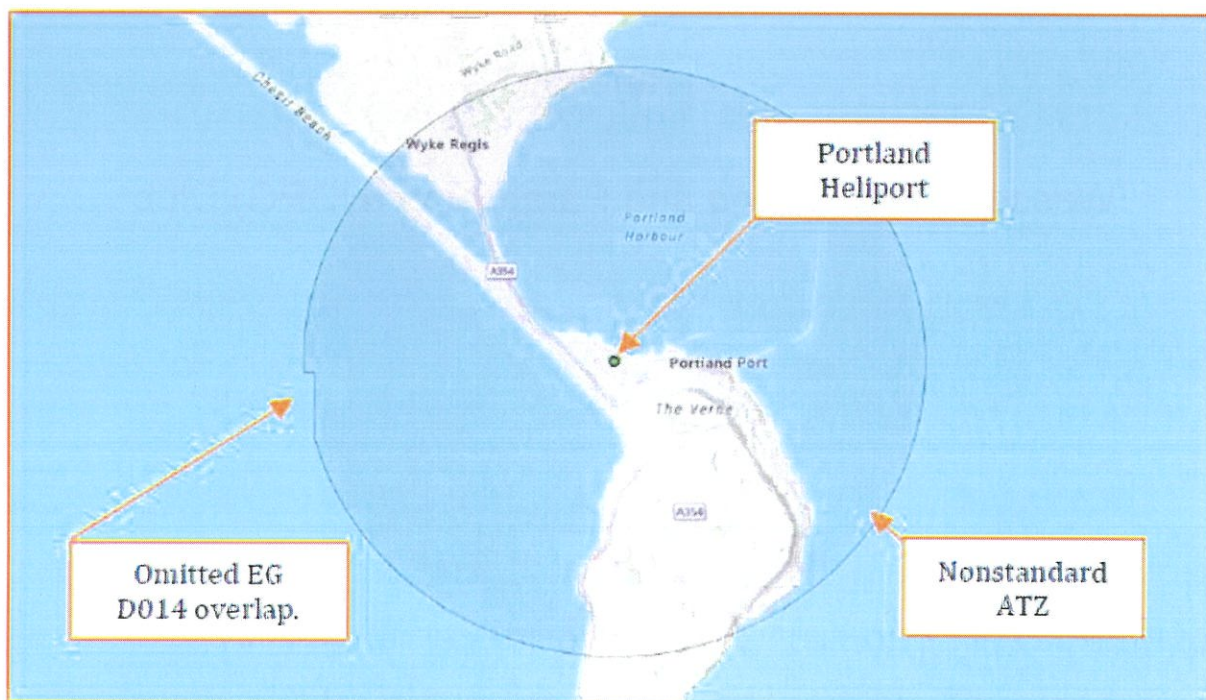
## Introduction

The purpose of this Letter of Agreement (LoA) is to define the co-ordination procedures to be applied between each Airspace User, to permit each Airspace User operating under Visual Flight Rules (VFR) (as per SERA.5005) to fly within the airspace as set out within section 2 to this Agreement.

The signatories to this Agreement are accountable for ensuring that the obligations set out by the Procedures in this Agreement are met in full. This Agreement shall start on 1 May 2024 and shall be subject to annual review and renewal.

## Description of Airspace

A nonstandard 2nm ATZ (Aerodrome Traffic Zone), and collocated FRZ (Flight Restricted Zone) based on the Portland Heliport Aerodrome Reference Point (ARP) and as detailed in the UK Aeronautical Information Publication (UK AIP). The lateral limits of the nonstandard ATZ /FRZ being the boundary of EG D014. The ATZ resides within class G airspace. As shown in the graphic below:



## Procedures

The procedures to be applied between each Airspace User are detailed in this LoA.

The Wessex Hang Gliding and Para Gliding club (WHG&PG) will take all reasonable and necessary steps to ensure that all members and guests operating under its auspices are briefed on the relevant procedures contained in this document.

To comply with the club's own ruling pilots flying under the auspices of Wessex Hang gliding and Paragliding club must have attained, as a minimum, the BHPA Pilot (P) qualification.

[https://www.bhpa.co.uk/documents/schools/index.php?doc=BHPA Tech Manual 22.pdf](https://www.bhpa.co.uk/documents/schools/index.php?doc=BHPA_Tech_Manual_22.pdf)

Whenever possible the WHG&PG club should request a NOTAM via CANP (Civil Aircraft Notification Procedure) for flights taking place during the ATZ operating hours.

Coastal soaring flights within the ATZ are only permitted under this LoA to the south of the geographic limits shown by the lines below, in order to provide safe separation of activity.

In the event of a forced landing onto Chesil beach by a member of the WHG&PG club then best effort must be made to remain East of the North/South line to maintain clear of 02 approach/20 departure center line. As shown in the graphic below:



All flights by the WHG&PG club must be made under VFR with Visual Meteorological Conditions (VMC) relevant to Class G airspace. (as listed in SERA. 5001)

The WHG&PG club will inform HeliOperations (Portland Heliport) on 01305 700001 or 01305 700002 before commencing, and when complete with flying activities. In the event that supporting documentation is required then WHG&PG club are to email: [bookings@helioperations.co.uk](mailto:bookings@helioperations.co.uk)

Any flying activity outside of ATZ activation published hours (as per the UK AIP), WHG&PG club will inform HeliOperations (Portland Heliport) on [bookings@helioperations.co.uk](mailto:bookings@helioperations.co.uk)

## Operational Status

All Parties shall keep each other advised of changes to any matters which may affect the procedures specified in this LoA.

## Revisions

Any revision to this LoA requires the mutual written consent of the LoA signatories or the successor to their position/roles.

All revisions are to be agreed in writing and signed for by both Parties. A copy of any revision is to be held with this LoA and annotated in Annex 1.

## Deviations

When necessary, the appropriate operational Supervisor(s) and responsible representative of an Airspace User may introduce, by mutual agreement, temporary modifications to the procedures laid down in this LoA for a specific time period within the existing term of this LoA.

Instances may arise where incidental deviations from the procedures specified in this LoA may occur. Nothing in these procedures prevents a controller or pilot from using their discretion to achieve safety of operations provided that steps are taken to rectify the situation as soon as possible.

## Cancellation

Cancellation of this LoA by one of the Signatories (or their successors) is possible at any time in relation to ongoing and significant safety related matters which have not been remedied within a reasonable period following regular consultation between the Signatories.

## Interpretation and Settlement of Disputes

Should any doubt or diverging views arise regarding the interpretation of any provision of the present LoA or in case of dispute regarding its application, the Parties shall endeavor to reach a solution acceptable to them all. Should no agreement be reached, each of the Parties shall refer such dispute to the CAA for advice.

## Requesting a renewal of the Letter of Agreement

It is the responsibility of the Airspace Users to seek agreement to any renewal or replacement of this LoA

Where the WHG&PG club wishes to enter into a renewal or replacement LoA for access to the Airspace then the Chairman, will send a written request to HeliOperations Accountable Manager (AM) no later than three (3) months prior to the end date of this LoA.

A review of the LoA may be requested by any of the Signatories and at any time during the validity period.

### Signed

[Redacted Signature]

Name: Keith Devaney  
Position / Role: Accountable Manager (AM)  
Organization: Heli Operations Ltd  
Date: 06/05/2026



### Signed

[Redacted Signature]

Name: Sean Staines  
Position / Role: Club Chairman  
Organization: Wessex Hang Gliding and Paragliding Club  
Date: 02/05/2026





