

Oakland Air Route Traffic Control Center, Northern California Terminal Radar Approach Control, and Pacific Soaring Council

## LETTER OF AGREEMENT

EFFECTIVE: October 29, 2010

SUBJECT: Pyramid and Minden Glider Area Operations

**1. PURPOSE.** To establish an area and procedures for glider operations within positive controlled airspace under the joint jurisdiction of Oakland Center and Northern California Terminal Radar Approach Control (TRACON). The areas will be known as the "Pyramid Glider East and West Areas" and the "Minden Glider East, Central and West Areas."

**2. CANCELLATION.** This LOA cancels the same-subject agreement between Oakland Center, Reno TRACON, and the Pacific Soaring Council dated July 31, 2008.

**3. AUTHORIZATION.** Under the authority of 14 CFR 91.135(d) Oakland Center and Northern California TRACON (NCT) authorize the Pacific Soaring Council (PASCO) to deviate from the requirements of FAR 91.135(a) and (b) when operating in the area specified in paragraph 4 and in accordance with the conditions specified in paragraphs 5 and 6 of this agreement. Operational requests for altitudes above FL280 require a waiver from the FAA Administrator as directed by 14 CFR 91.706. Therefore, altitude requests above FL280 shall not be approved unless a Certificate of Waiver (FAA Form 7711-1) has been obtained by the user.

**4. SCOPE.** The procedures outlined in this letter apply to flights conducted at FL180 and above within the area described below and referred to as the "Pyramid Glider Area" and the "Minden Glider Area" and as defined in Attachment 1, Airspace Definitions, and depicted in Attachment 2, Airspace Graphics.

### **5. RESPONSIBILITIES.**

**a.** Except for deviations specified in paragraph 3 of this letter, pilots will comply with applicable Federal Aviation Regulations (FARs).

**b.** Pilots are authorized to operate in the glider area above FL180 only during those time periods approved by Oakland Center and NCT for use of this area.

**c.** Neither Oakland Center nor NCT is responsible for separation between or amongst gliders operating within the assigned area or areas.

**d.** Pilots must be sufficiently familiar with local terrain features so that flight(s) will be contained within the glider area by visual reference to the ground; accordingly, night operations are not authorized.

**e.** Pilots will not fly in designated glider areas within Class A airspace less than 1,000 feet vertically and one mile horizontally from a cloud formation.

- f. Pilots will not fly in designated glider areas within Class A airspace when flight visibility is less than five miles. Weather conditions will be such that visual reference to the ground can be maintained at all times
- g. The authorization specified in paragraph 3 of this agreement will extend to the Pacific Soaring Council and to all other persons who, by their execution of this agreement, do agree to abide by the terms and conditions thereof.
- h. Pilots will obtain advance non-control airport/terminal area and meteorological information from the Reno ATIS prior to Pyramid or Minden Glider Area ingress/egress.
- i. Gliders must activate their transponders prior to contacting NorCal Approach. Gliders shall squawk beacon code 0440 and altitude to facilitate radar identification.
- j. Pilots operating in NCT Class E airspace below the Pyramid and Minden Glider Areas shall contact NorCal Approach prior to entering the overlying Pyramid or Minden Glider Areas.
- k. Pilots exiting the Pyramid or Minden Glider Areas into underlying NCT Class E airspace shall contact NorCal Approach prior to descending below FL180.
- l. If a glider is unable to remain in the designated glider area due to developing weather conditions at or above FL180, the pilot of that aircraft must contact Oakland Center on frequency 128.800 *immediately*.

**NOTE:** *Air safety demands strict adherence to approved times, altitudes, and airspace boundaries.*

## **6. PROCEDURES.**

- a. When high-altitude soaring conditions prevail, the Wave Window Operations Manager (WWOM) or other persons authorized under paragraph 5g will notify the Operations Manager-in-Charge (OMIC) at NorCal Approach via (916) 366-4019 that a request for glider airspace will be made to Oakland Center. The WWOM shall call the Oakland Center East Area frontline manager (FLM)/controller-in-charge (CIC) at (510) 745-3442 for request/approval.
- b. The PASCO WWOM or other persons authorized under paragraph 5g will provide, to the maximum extent practicable, the following information to the Oakland Center East Area FLM/CIC when the paragraph 6a request is made:

- (1) Call sign;
- (2) Requested designated glider area;
- (3) Time period; and

**(4)** A contact number for the WWOM in the event the operation must be amended or terminated.

**c.** The Oakland Center East Area FLM/CIC shall coordinate the call sign, equipment suffix, altitudes and release of Pyramid or Minden Glider Area(s) airspace from the NorCal Approach OMIC, as well as the time for the return of the airspace.

**d.** When the requested area is not available, the Oakland Center East Area FLM/CIC may suggest alternate times and/or altitudes.

**e.** Oakland Center approval for use of the glider area will specify time periods and flight levels and will be coordinated on a daily basis.

**f.** If for any reason glider operations are suspended for any significant period of time, or if the operation terminates earlier than the coordinated end time, the person requesting airspace under paragraph 6a must release the airspace back to the Oakland Center East Area FLM/CIC by telephone notification.

**g.** The Oakland Center East Area FLM/CIC must inform the NorCal Approach OMIC of the time of release of airspace or of any changes to coordination requirements specified in this agreement.

## **7. ATTACHMENTS.**

**a.** Attachment A. Airspace Definitions.

**b.** Attachment B. Airspace Graphics.

**SIGNED ORIGINAL ON FILE**

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R. Randall Park  
Air Traffic Manager  
Oakland ARTCC

**SIGNED ORIGINAL ON FILE**

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Donald H. Kirby  
Air Traffic District Manager  
Northern California TRACON

**SIGNED ORIGINAL ON FILE**

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L. Rolf Peterson  
FAA Airspace Liaison  
Pacific Soaring Council

### ATTACHMENT A. AIRSPACE DEFINITIONS

#### 1. Pyramid Glider Area.

**a. Pyramid East.** The Class A airspace bounded by the following:

	Latitude	/	Longitude
Point 1	40 07 00 N	-	119 27 00 W
2	39 49 00 N	-	119 22 00 W
3	39 45 00 N	-	119 28 00 W
4	39 41 00 N	-	119 44 00 W
8	39 46 12 N	-	119 41 06 W
7	40 08 38 N	-	119 41 00 W

Thence back to Point 1.

**b. Pyramid West.** The Class A airspace bounded by the following:

	Latitude	/	Longitude
Point 4	39 41 00 N	-	119 44 00 W
5	40 02 00 N	-	120 00 00 W
6	40 10 00 N	-	119 53 00 W
7	40 08 38 N	-	119 41 00 W
8	39 46 12 N	-	119 41 06 W

Thence back to Point 4.

#### 2. Minden Glider Area.

**a. Minden West.** The Class A airspace bounded by the following:

	Latitude	/	Longitude
Point 7	39 04 00 N	-	119 41 00 W
4	38 42 00 N	-	119 38 00 W
5	38 42 00 N	-	119 57 00 W
6	39 04 00 N	-	119 57 00 W

Thence back to Point 7.

**b. Minden Central.** The Class A airspace bounded by the following:

	Latitude	/	Longitude
Point 8	39 04 00 N	-	119 29 00 W
3	38 42 00 N	-	119 26 00 W
4	38 42 00 N	-	119 38 00 W
7	39 04 00 N	-	119 41 00 W

Thence back to Point 8.

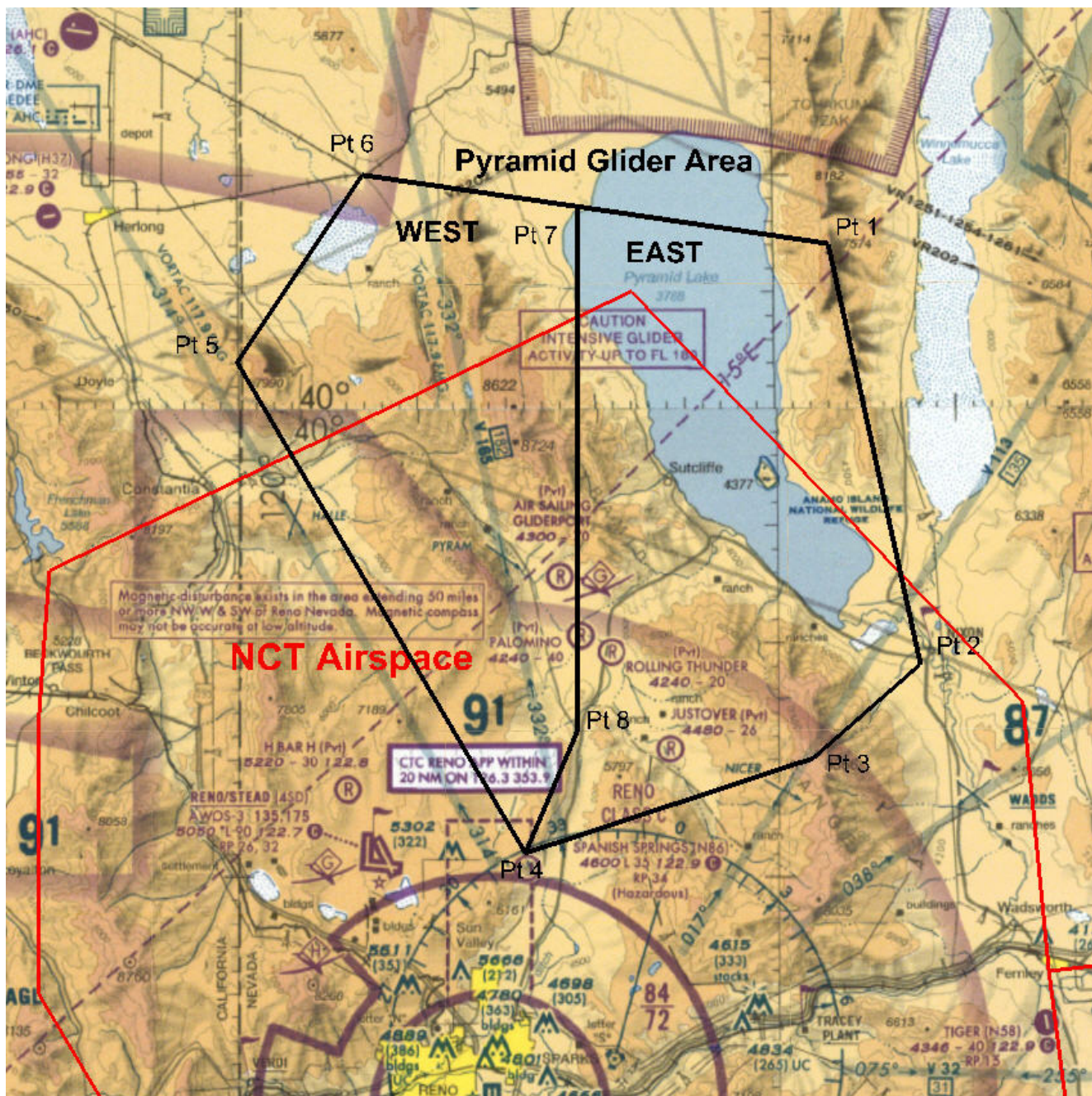
**c. Minden East.** The Class A airspace bounded by the following:

	Latitude	/	Longitude
Point 1	39 04 00 N	-	119 10 00 W
2	38 42 00 N	-	119 08 00 W
3	38 42 00 N	-	119 26 00 W
8	39 04 00 N	-	119 29 00 W

Thence back to Point 1.

**ATTACHMENT B. AIRSPACE GRAPHICS**

**1. Pyramid Glider Area Graphic.**



2. Minden Glider Area Graphic.

