



Federal Aviation Administration

Memorandum

Date: May 13th, 2015

To: Area A, Area C, E-Desk, ZSE-540

From: 
Leon Fullner, Manager, Airspace & Procedures, ZSE-520

Subject: Seattle ARTCC/Seattle Glider Council LOA

Attached is the revised Seattle ARTCC/Seattle Glider Council LOA.

The previous LOA stated that Seattle ARTCC would apply 5 NM lateral separation from the specific glider areas. That language has been removed. The new LOA now states that "Seattle Center must ensure non-participating IFR aircraft remain clear of the active glider areas". For our purposes, we must now apply 7110.65 standards to separating IFR traffic from the glider areas. In most circumstances, this is less than the previous 5 NM requirement.

OK, so what does that mean to me?

The glider areas shown in the attachments 1 and 2 are technically ATCAA's (Air Traffic Control Assigned Airspace), and as such require either radar separation of at least 3 miles from the glider area boundary, or aircraft must be cleared on airways or routes whose widths or protected airspace do not overlap the glider area boundary.

J12, J70, J90, J20 and the CHINS arrivals protected areas are all 4 miles wide where they are in proximity to the glider areas, and as such will miss the glider areas.

Examples:

- The CHINS arrival is 4.5 or more northeast of glider area 1. Aircraft established on the CHINS arrival are clear of glider area 1 since the width of the route does not overlap the boundary of glider area 1.
- Aircraft Eastbound on J12, J70 or J90 are more than 4 miles north of glider area 4, so aircraft established on those airways are clear of that specific glider area.
- If you have an aircraft eastbound off an airport in the Seattle area and give direct routing off the jet route, you will need to ensure the aircraft misses the protected area by at least 3 miles.
- Suppose you have an aircraft westbound on the GLASR arrival, direct WITRO, from south of Spokane. Because the aircraft is not on an airway until WITRO, you will need to ensure 3 miles separation from the airspace boundary.

Please direct any questions to the Airspace and Procedures Office.

LETTER OF AGREEMENT

EFFECTIVE: June 1, 2015

SUBJECT: GLIDER OPERATIONS WITHIN CLASS A AIRSPACE

1. **PURPOSE.** This Letter of Agreement establishes areas and procedures for glider operations within Class A Airspace under jurisdiction of the Seattle Air Route Traffic Control Center (ARTCC).
2. **DISTRIBUTION.** Appropriate Seattle Center personnel, Seattle Glider Council, Columbia Basin Soaring Association and the Northwest Mountain Region Air Traffic Division.
3. **CANCELLATION.** Seattle ARTCC, Seattle Glider Council and Columbia Basin Soaring Association Letter of Agreement, same subject, dated April 9, 2003.
4. **SCOPE.** The areas and procedures specified herein are for the conduct of VFR operations in Class A Airspace by members of the Seattle Glider Council and the Columbia Basin Soaring Association.
5. **RESPONSIBILITIES.**
 - a. Upon request by members of the Seattle Glider Council and the Columbia Basin Soaring Association, Seattle ARTCC authorizes deviation from FAR 91-135 in specified areas (see attached charts) under the provisions of this Letter of Agreement. Seattle ARTCC must retain the authority to withdraw the provisions of this agreement at any time.
 - b. The Seattle Glider Council and the Columbia Basin Soaring Association must assure that all pilots utilizing these procedures are familiar with and comply with this Letter of Agreement.
 - c. Authorization may be delegated by the Seattle Glider Council and/or the Columbia Basin Soaring Association to pilots not under their jurisdiction, provided a signed statement is obtained from each such pilot stating they accept and will comply with all conditions of this Letter of Agreement.
 - d. Flight must be conducted in accordance with the basic VFR distance from clouds and flight visibility minimums specified in FAR 91.155.
 - e. Visual reference to the ground must be maintained at all times. Gliders must remain within the lateral boundaries of the assigned airspace (coordinates are depicted on attached charts).
6. **COORDINATION.**
 - a. The Seattle Glider Council must maintain a current list of Council Board of Directors at www.seattleglidercouncil.org. If this method of notification changes for any reason, Seattle Glider Council will advise Seattle ARTCC of the changes as soon as possible, and the two parties must come up with an acceptable alternative.
 - b. The requested times of use must be coordinated with the Seattle Center Mission Coordinator (MC) at 253-351-3523 at least one hour prior to entry. Included with this request must be a contact phone number for the person responsible for requesting the airspace. This individual must have the ability to contact the pilot in a timely fashion. (Weekly schedules may be coordinated.) Area #3 is subdivided into Parts A and B. The actual usage of Part B will be authorized by the sector controller and is contingent upon the status of R6714B. Prior to operating within an established glider area, the pilot who initially requests entry into the area must obtain approval from the appropriate Seattle Center sector and provide the following information:
 - (1) Glider identification.
 - (2) Air/ground communications and transponder capabilities, if any.
 - (3) The pilot or his designee must remain on frequency unless otherwise coordinated.
 - (4) Estimated entry time and duration of flight within the glider area.
 - (5) Altitudes requested in the area.

Note: Appropriate frequencies are listed on the attached charts.

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER
SEATTLE GLIDER COUNCIL

- c. When it is known that an area will not be used for at least 30 minutes, the Seattle Glider Council must coordinate the return of this airspace to Seattle ARTCC, and coordinate a new release time.
- d. Pilots may extend time periods and altitudes (through coordination with the Seattle Center by radio or telephone) prior to the expiration time. Airborne request to utilize the glider areas may be approved at the discretion of the sector controller after coordination with other affected sectors and the MOS. Pilots are encouraged to schedule usage of the areas as per paragraph 6b to the maximum extent possible.

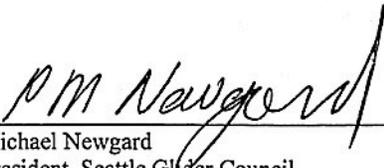
7. PROCEDURES.

- a. Pilots must report entry/exit of glider operating areas to Seattle ARTCC, either via telephone or via radio to the affected sector, relay through Flight Service Station, or relay through another pilot to Seattle ARTCC.
- b. All flight in established glider areas must be terminated before expiration of the approved time limit. Seattle Center must be notified as soon as possible if the glider area is vacated prior to the approved time limit.
- c. More than one glider may be authorized to operate simultaneously in an established glider area. All pilots must be aware of and agree to simultaneous use of the area and conform to FAR 91.111.
- d. When the requested area is not available, Seattle Center must suggest alternate time periods and flight levels.
- e. Seattle Center must ensure non-participating IFR aircraft remain clear of the active glider areas described in attachments 1 and 2.

8. ATTACHMENTS: 1 and 2



Chuck Oliver
Air Traffic Manager, Seattle ARTCC



Michael Newgard
President, Seattle Glider Council

Low Altitude Sectors FL180 to 239

Sector 31
(127.05)
surface to 999

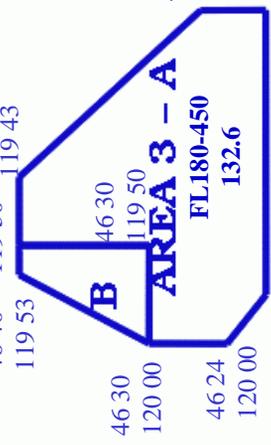
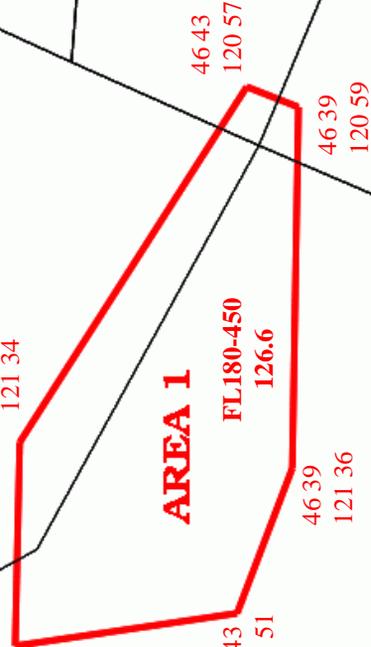
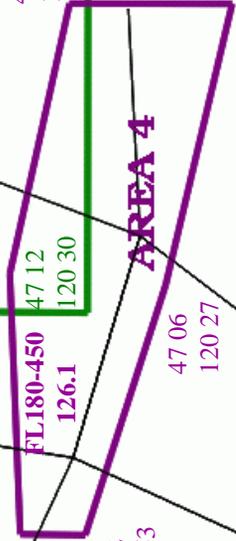
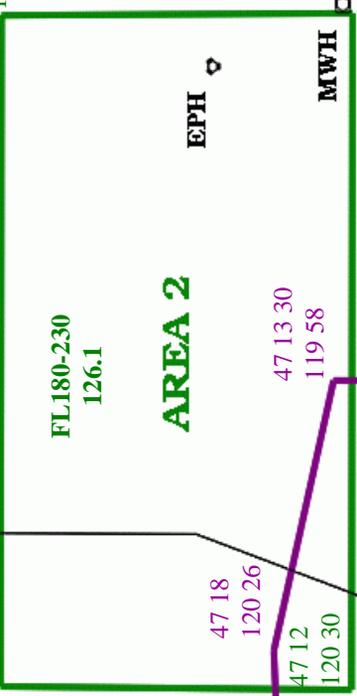
Sector 1
(120.3)
surface to 999

Sector 9
132.6
surface to 239

Sector 18
126.1
surface to 239

Sector 32
126.6
surface to 999

47.39
120.30
47.39
119.20



EPH

MWH

PSC

180 to FL239

High Altitude Sectors FL240 and Above

Sector 31
(127.05)
surface to 999

Sector 1
(120.3)
surface to 999

Sector 32
126.6
surface to 999

Sector 7
(128.45)

Sector 47
(118.55)

