

SALT LAKE CITY AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC)
AND KING MOUNTAIN WAVE GROUP

LETTER OF AGREEMENT

EFFECTIVE: June 1, 2009

SUBJECT: Glider/Sailplane Operations

1. **PURPOSE:** This Letter of Agreement (LOA) establishes an area called the King Mountain Wave Area and procedures for glider/sailplane operations within Class A Airspace under the jurisdiction of Salt Lake City ARTCC.
2. **DISTRIBUTION:** Salt Lake City ARTCC and the King Mountain Wave Group.
3. **CANCELLATION:** This LOA will be reviewed every three years for currency and necessity. It may be cancelled at any time by written notice from one of the signatories to the other.
4. **AUTHORIZATION:** This LOA authorizes pilots associated with the King Mountain Wave Group (see Attachment 1) to deviate from the requirements of Federal Aviation Regulation 91.135 (Operations in Class A Airspace) when operating under Visual Flight Rules (VFR) within the area described below as "King Mountain Wave Area Description," and under the conditions specified in paragraphs 6 and 7 of this LOA.
5. **SCOPE:** The procedures outlined herein apply to VFR flights conducted within the following described area from Flight Level 180 (FL180) through and including Flight Level 280 (FL280).

King Mountain Wave Area Description

The area encompasses the southern portion of the Big Lost River Range in Idaho and is bounded by:

A line beginning in the town of **Arco** at N43 37' 48", W113 18' 24" (DBS240057)

Thence northwest to the **Copper Basin Airstrip** at N43 48' 04", W113 49' 54" (DBS256073)

Thence north to **Leatherman Peak** at N44 04' 51", W113 44' 00" (DBS270066)

Thence east to **Pass Creek Road / Little Lost River Highway** at N44 08' 19", W113 14' 50" (DBS273045)

Thence south to the town of **Howe** at N43 46' 56", W113 00' 19" (DBS242040)

Thence southwest to the town of **Arco** and the point of beginning.

6. RESPONSIBILITIES:

- a. Except for deviations specified in paragraph 4 of this LOA, pilots shall comply with applicable Federal Aviation Regulations.
- b. Pilots shall operate in the King Mountain Wave Area only during time periods approved by Salt Lake City ARTCC.
- c. All gliders/sailplanes must be equipped with functioning two-way radio equipment providing air/ground communications so that altitude information can be readily attained.

- d. Pilots are responsible for remaining within the perimeter of the King Mountain Wave Area while operating above FL180.
- e. Separation between aircraft authorized by this LOA to operate VFR within the King Mountain Wave Area remains the responsibility of the pilots.
- f. Pilots shall advise the Salt Lake City ARTCC when the King Mountain Wave Area is clear of traffic and use of the area is no longer required.
- g. King Mountain Wave Group shall inform the Salt Lake City ARTCC, in writing, of any additions or deletions to the list of the King Mountain Wave Group identified in Attachment 1.

7. PROCEDURES:

a. Pilots shall establish and maintain communications with Salt Lake City ARTCC on frequency 128.35 MHz prior to entering Class A Airspace and shall notify Salt Lake City ARTCC of the following:

- (1) Glider/sailplane identification.
- (2) Location.
- (3) Estimated duration of flight within area.
- (4) Requested maximum flight levels. **(Only required altitudes should be requested.)**

b. Salt Lake City ARTCC shall issue an ATC clearance prior to any glider/sailplane entry into the King Mountain Wave Area. This clearance shall include time periods and flight levels.

c. When the requested area is unavailable, Salt Lake City ARTCC should suggest alternate time periods/flight levels.

8. ATTACHMENTS:

Attachment 1. Members and Aircraft Identification.

Attachment 2. Map of King Mountain Wave Area.

Original Signed By

Air Traffic Manager, Sherry A. Butler, Salt Lake City ARTCC, Salt Lake City, UT

Original Signed By

Spokesperson, John A. Kangas, King Mountain Wave Group, Boise, ID

Members and Aircraft Identification
Gliders/Sailplanes and Members Identified as the King Mountain Wave Group

<u>Registration</u>	<u>Glider Model</u>	<u>Pilot</u>
N1720	LS6-B	George Allen
N16VP	HP-16T	Brian Case
N5XX	ASW-27	John Chambers
N93JK	Monerai	Bill Corbin
N127TD	ASW-27B	Thomas F. Dixon
N90846	Blanik L13	Thomas F. Dixon
N6TU	DG-400M	Bob Duncan
N88ZZ	DG-800B	Rick Edris
N45KA	PIK 20D	Rita Edris
N808LE	DG-800B	Lenn Edvinson
N747JN	Nimbus4M	Nelson Funston
N326A	ASH 26E	Eric Greenwell
N12GU	LAK-17A	Cris Gunther
N90BM	PIK 20E	Steve Henderson
N202PK	PIK 20	Terence Johnson
N93JK	Monerai	John Kangas
N2747M	ASW-27	Stuart Larimore
N2561H	SGS 135A	Dan Marshall
N25SM	PIK 20E	Mark Mason
N4DZ	LS-4	Steve Mason
N8SN	LS-8A	Stephen Northcraft
N990	HP-14	H Wayne Paul
N90BM	PIK 20E	Ken Schreck
N146DS	Ventus-2B	David Shemwell
N39JL	Ventus-2B	Tim Taylor
N969ET	LAK-17A	Ed Thunen
N631H	HP-11A	Jan Zatloukal

NOTE: There may be exchanges/swapping of pilots and gliders from the above list.

