

Appendix D: Wave Window Letter of Agreement

March 2020

The following Letter of Agreement is the most current between the Albuquerque Air Route Traffic Control Center & the White Sands Soaring Association (WSSA).

LETTER OF AGREEMENT

EFFECTIVE: XX/XX/XX

SUBJECT: Glider Operations in Class A Airspace-Sacramento Air Traffic Control Assigned Airspace (ATCAA)

1. PURPOSE: This Letter of Agreement establishes Sacramento ATCAA, defines responsibilities, and outlines procedures for glider operations scheduled by White Sands Soaring Association (WSSA) within controlled airspace.

2. CANCELLATION: Albuquerque Center; 49th Fighter Wing; and White Sands Soaring Association Letter of Agreement; Subject: Glider Operations in Class A Airspace (Sacramento ATCAA); dated September 28, 2009.

3. SCOPE: The provisions of this agreement apply to Albuquerque Air Route Traffic Control Center (ZAB), White Sands Soaring Association (WSSA), 49th Fighter Wing (RAPCON) and pilots operating in the Sacramento ATCAA as described in Appendix 1.

4. AUTHORIZATION:

a. This letter of agreement authorizes pilot scheduled to operate in the ATCAA to deviate from the requirements of the following Federal Aviation Regulations (FARs) while in the area:

(1) FAR 91.215(b)(4), aircraft equipped with Mode 3A 4096 code and Mode C automatic pressure altitude reporting capability.

(2) FAR 91.205(d) and (e), equipped with instruments and equipment for instrument flight.

(3) FAR 91.135(a)(3), flown by a pilot rated for instrument flight.

(4) FAR 91.135(a)(4)(ii), aircraft equipped with a radio providing direct pilot/controller communications, as follows: Aircraft operating in the ATCAA shall have an operative two-way radio capable of communicating with the WSAA operations office on 123.5. When operating above FL260, at least one aircraft must be in direct communications with ZAB on 132.65.

5. RESPONSIBILITIES:

a. ZAB shall:

(1) Ensure all applicable operational personnel providing air traffic services are knowledgeable of and adhere to the provisions of this agreement.

(2) Ensure non-participating IFR aircraft are provided separation minima from the designated airspace during the approved time period.

b. The WSSA shall:

- (1) Ensure each pilot operating under this agreement adheres to the provisions specified.
- (2) Ensure pilots comply with applicable Federal Aviation Regulations (except for deviations authorized in paragraph 4.a.(1-4).
- (3) Ensure pilots are sufficiently familiar with local terrain features so flight is contained within the ATCAA by visual references to the ground.
- (4) Ensure pilots fly in the ATCAA in VFR conditions in accordance with FAR 91.155.
- (5) Ensure pilots fly in the ATCAA only at altitudes and times approved for use.
- (6) Ensure the WSSA President reviews this Letter of Agreement annually with the WSSA membership.

c. The RAPCON shall:

- (1) Ensure all applicable operational personnel providing air traffic services are knowledgeable of and adhere to the provisions of this agreement.
- (2) Ensure non-participating IFR aircraft are provided separation minima from designated airspace during the approved use-time period. d by ATC, stating the reason and the estimated time periods.

d. Glider Pilots shall assume responsibility for separation between gliders when the area will be used by more than one glider.

7. PROCEDURES.

a. Airspace Coordination.

(1) The WSSA shall coordinate with the RAPCON at (575) 678-8000 at least 1 hour in advance for operations in RAPCON's airspace. The RAPCON shall coordinate with the Holloman Control Tower prior to approval to ensure activation of the ATCAA will not adversely affect Holloman AFB local flying commitments.

(2) If approval is obtained from the RAPCON, WSSA shall contact ZAB's Southeast Operations Supervisor (OS), at (505) 856-4573 at least one (1) hour, but not more than three (3) hours in advance of the intended beginning time. The request shall specify:

(a) Approval has been obtained from the RAPCON

(b) Altitudes and times requested

(c) Telephone number of WSSA (575) 434-2671 and the POC phone number for the day. WSSA will ensure personnel are available to respond to phone calls from

Albuquerque Air Route Traffic Control Center & the White Sands Soaring Association (WSSA)

RAPCON/ZAB any time after authorization to use the ATCAA is given until the end of approved time period.

(d) If RAPCON is closed. WSSA shall coordinate ATCAA operations directly with ZAB Southeast OS at least one (1) hour in advance. In-flight requests may be approved on an individual basis.

(3) Within one (1) hour of the request, ZAB will either provide an approval, approval with restrictions (altitudes/times) or disapproval to the RAPCON and WSSA. Use of the ATCAA will be restricted/disapproved if R-5109A, R-5103C, R5107F/G or the Beak MOAs are scheduled by the using agency. Final approval for operations in the ATCAA is at the discretion of ZAB.

(4) WSSA shall notify the Southeast OS at (505) 856-4573 and the RAPCON at (575) 475-3421 when the first aircraft enters and the last aircraft exits the ATCAA.

b. Aircraft Operations.

(1) The Tow aircraft shall squawk beacon code 1227, unless otherwise coordinated or assigned.

(2) Pilots shall enter and exit the ATCAA through the “floor” of the area and within its horizontal boundaries. Entry/exit takes place when the climb/descent is made through FL180. Pilots shall report entering and exiting the ATCAA to WSSA on 123.5.

(3) For approved glider operations at or below FL 260, pilots shall maintain two-way radio communications with either WSSA on 123.5 or ZAB on 132.65. Once established in the ATCAA, pilots monitoring WSSA on 123.5 shall make radio contact with WSSA every 15 minutes. If contact is not maintained with ZAB or WSSA, the pilot must vacate the ATCAA.

(4) For glider operations above FL260, at least one aircraft shall be in direct communications with ZAB on 132.65. This aircraft will remain in contact with ZAB until all aircraft have descended at or below FL260 and shall report when the use of that airspace is terminated. All other aircraft operating above FL260 must comply with the procedures in paragraph 4.a.(3).

(5) In-flight requests for a change in pre-coordinated assigned altitudes and/or times of ATCAA usage may be approved on an individual basis, but only for aircraft capable of direct communications with the RAPCON on 120.6 and ZAB on 132.65. Requests shall be made with the RAPCON, who will coordinate with ZAB.

c. Airspace Recall. In the event, ZAB must withdraw approval for use of the ATCAA, ZAB will notify WSSA via telephone of the revised end time. The new end time shall be no sooner than 30 minutes from the time WSSA is notified to implement the recall. In the event, RAPCON must withdrawal approval for use of the ATCAA, the RAPCON will notify ZAB and ZAB will coordinated as outlined above.

8. APPENDICES.

- a. Appendix 1 – Sacramento ATCAA
- b. Appendix 2 – Point of Contacts (POC)

Leonie San Miguel
Air Traffic Manager
Albuquerque ARTCC
Albuquerque, New Mexico

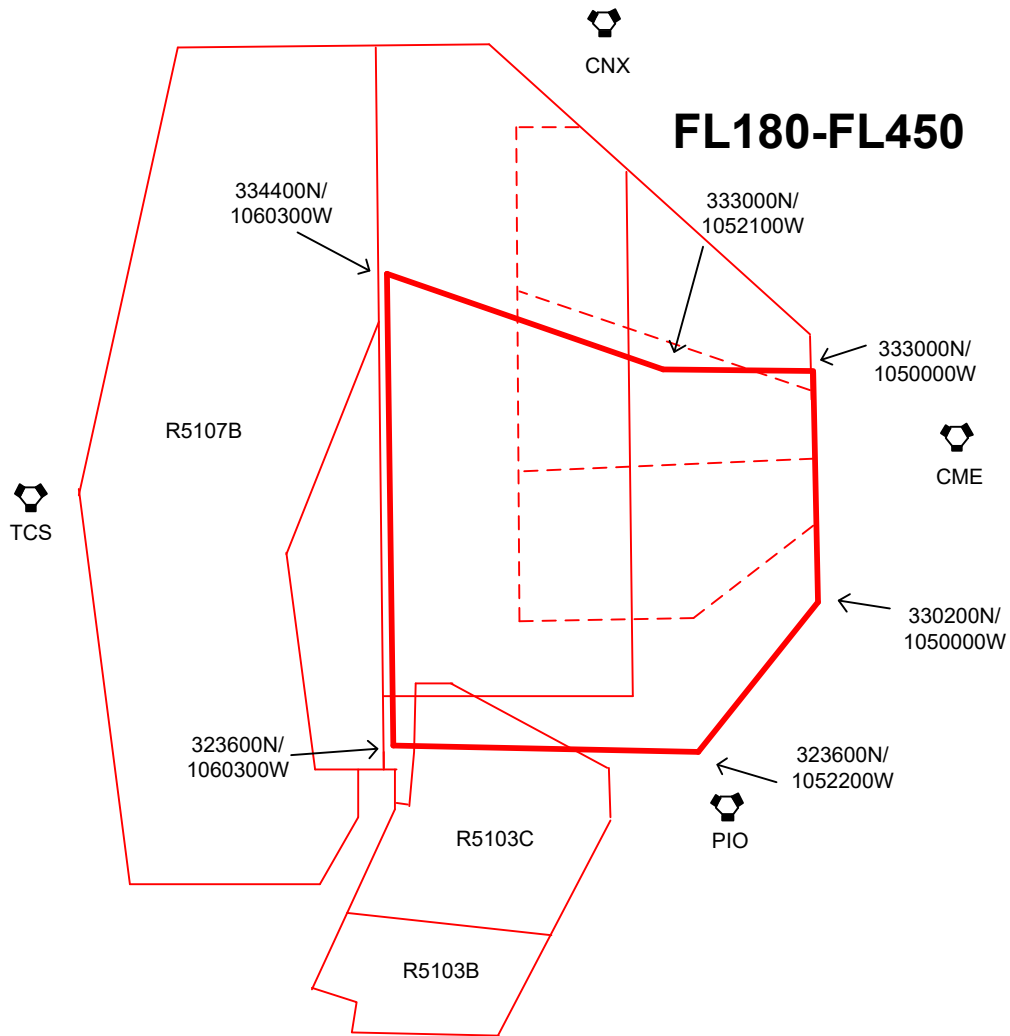
Colonel Joseph L. Campos
Commander
49th Fighter Wing
Holloman Air Force Base, New Mexico

Trever Perkins
President
White Sands Soaring Association
Alamogordo, New Mexico

Lance Grace
Chief - Certified Flight Instructor for Gliders
White Sands Soaring Association
Alamogordo, New Mexico

APPENDIX 1

SACRAMENTO ATCAA



NOTE: Lat/Long Coordinates are in degrees, minutes, seconds format (xx°xx'xx'')

APPENDIX 2

POINT OF CONTACTS

Point of Contact	Abbreviation	Phone Number/Email
Albuquerque ARTCC Southeast Operational Supervisor	SE OS	(505) 856-4573
Albuquerque ARTCC Airspace & Procedures	ZAB APO	(505) 856-4533 Support Specialist (505) 856-4530 Manager
White Sands Soaring Association	WSSA	(575) 434-2671 Club House (757) 816-6633 Trever (Pres – WSSA) (575) 491-4260 Lance (CFIG – WSSA)
Holloman 49 th OSS/OSOS Scheduling	HMN 49OSS/OSOS	(575) 572-3536 49OSS.osos.Ops.Scheduling@us.af.mil