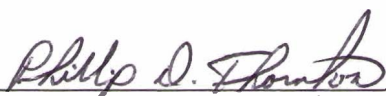


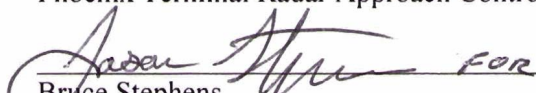
LETTER OF AGREEMENT


Effective: October 25, 2007

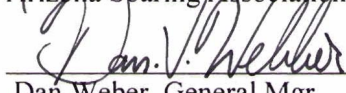
SUBJECT: Glider Operations in Phoenix Mode C Veil

1. **PURPOSE.** This agreement establishes procedures for glider operations within controlled airspace under the jurisdiction of Phoenix Terminal Radar Approach Control.
2. **AUTHORIZATION.** This agreement authorizes gliders operating within the 30 NM Mode C Veil of Phoenix to deviate from the requirements of FAR 91.215(b)(3)(ii). Specifically, glider operations without transponders are permitted within the Veil at and above the ceiling of Class B airspace, up to 10,000ft MSL, as long as they remain outside the vertical and lateral boundaries of the Phoenix, Arizona Class B airspace.
3. **SCOPE.** The procedures outlined herein are for use in the conduct of glider operations in the vicinity of Phoenix, Arizona and within the airspace delegated to Phoenix Terminal Radar Approach Control. Phoenix Terminal Radar Approach Control retains authority to withdraw the provisions of this agreement at any time.
4. **RESPONSIBILITIES.**
 - a. Arizona Soaring Association, Arizona Soaring, Inc., and Turf Soaring School shall ensure that all their pilots/operators and other personnel are briefed and fully understand the procedures of this agreement.
 - b. Phoenix Terminal Radar Approach Control is not responsible for separation between gliders, or between gliders and other aircraft.
 - c. Pilots shall comply with all applicable Federal Aviation Regulations except for the deviations specified in paragraph 2.
5. **PROCEDURES.**
 - a. Pilots shall not conduct glider operations within the Mode C veil from the ceiling of Class B airspace up to 10,000ft MSL when visibility is less than 5 statute miles.
 - b. Pilots shall not conduct glider operations within the Mode C veil from the ceiling of Class B airspace up to 10,000ft MSL unless weather conditions are such that visual reference to the surface can be maintained at all times.
 - c. Pilots shall become familiar with the local terrain features and/or utilize other navigational means so that flight within Class B airspace or within the lateral boundaries of such airspace from its ceiling up to 10,000ft MSL is avoided.


Phillip D. Thornton, Air Traffic Manager
Phoenix Terminal Radar Approach Control


Bruce Stephens
Arizona Soaring, Inc.


Gil Kirkpatrick, President
Arizona Soaring Association


Dan Weber, General Mgr.
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DBA: Turf Soaring School