



PASCO

SOARING

Pacific Soaring Council, Inc.

A non-profit volunteer organization serving glider pilots in Northern California and Nevada



Comments Regarding Proposal to Amend Class B Airspace

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PASCO



The Pacific Soaring Council (PASCO) represents glider pilots in the Soaring Society of America, Region 11, Northern California and Nevada.

PASCO responsibilities include monitoring of FAA airspace and procedures issues that affect glider operations in the PASCO region and provide input about soaring operations and needs to appropriate entities of the FAA. This includes wave windows (Reno, Truckee, Minden, Mt Diablo and Williams), air traffic and airspace usage relations with Oakland , Reno, Sacramento and San Jose, and providing regional input to proposed airspace changes, military or civil. This includes recommended procedures for non transponder equipped gliders in high jet traffic areas, and promoting the use of transponders in gliders where beneficial for safety.

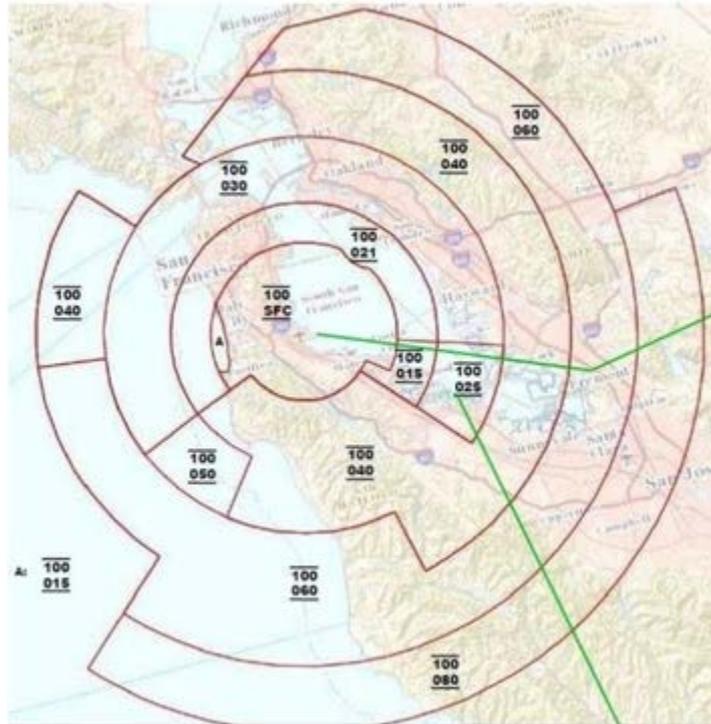
Impact Statement



The current proposal to amend the Class B airspace surrounding the San Francisco International Airport presents a conflict that would restrict glider flight operations in the Mount Diablo area. Specifically, during conditions where a strong North wind flows over Mount Diablo gliders use this airspace to climb, typically from 5,000' MSL to 17,000' MSL.

This unique meteorological condition favors extended duration and cross country glider flights that will no longer be possible with the proposed airspace boundaries as drawn. Prior negotiations with FAA cleared out a portion of the outer ring in the Class Bravo airspace adjacent to Mount Diablo in order to permit such flights. PASCO would like to see access for glider operations in this airspace preserved.

Current Class Bravo



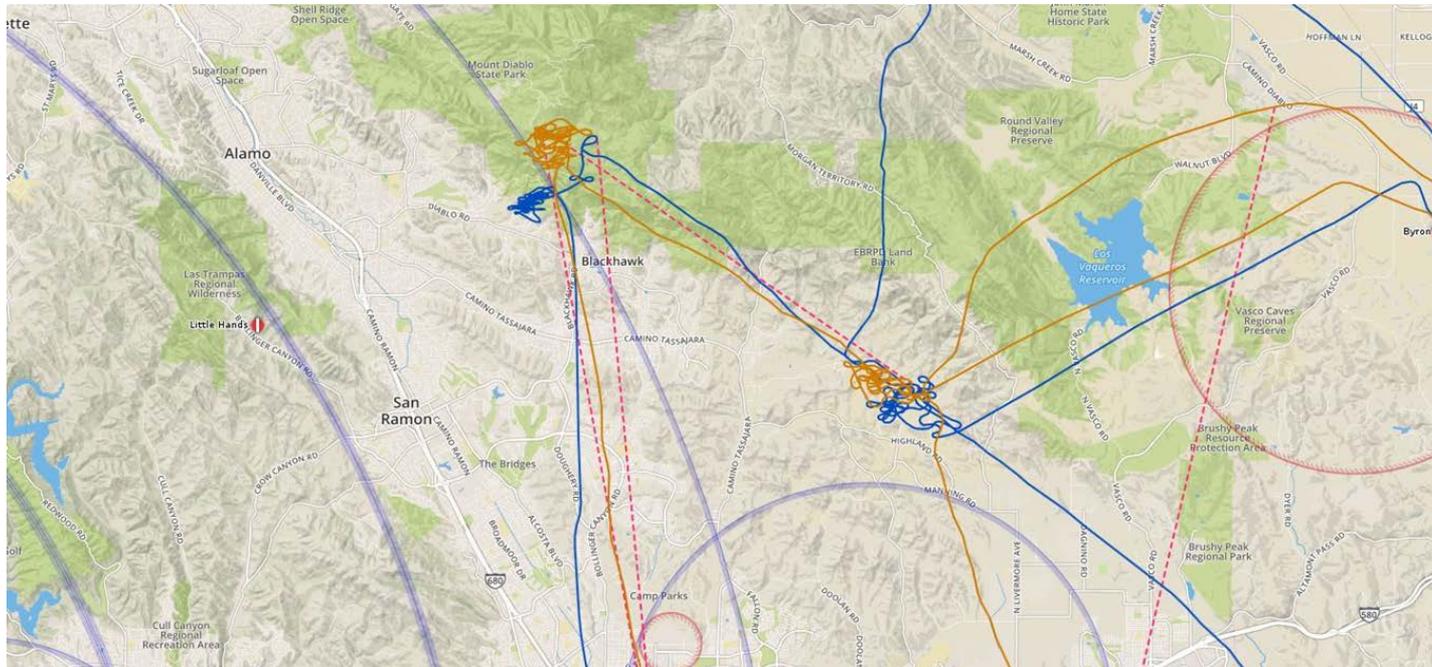
The current Class Bravo airspace has a cut-out in the outer ring that was negotiated between FAA and the glider flying community to preserve the soaring area around Mount Diablo.

Airspace Conflict Diagram



Overlay of proposed airspace shows conflict with current glider North Wave flight areas, designated W1 and W3, that are South of Mount Diablo and clear of current Class Bravo. New 7,000' floor cutout would eliminate these flying areas.

Example Flight Traces



The two spots shown in the traces are the only spots where glider flights can connect with the North wind wave. We climb in wave from 5000 up to 17,900 near the edge of class Bravo, then move above class Bravo once well above 10,000 feet. If class Bravo will be extended further East it will block our climb and effectively eliminate North wind wave soaring from Byron. Over 90% of gliders flying this area are using transponders.