

## UTAH SOARING ASSOCIATION (USA)

### ADVISORY TO GLIDER PILOTS (01-09-2016)

## RECOMMENDED COMMUNICATIONS PROCEDURES FOR FLYING GLIDERS IN NORTHERN UTAH

The purpose of this document is provide the soaring community in northern Utah a resource to use to help increase the situational awareness of glider pilots in using and communicating with Air Traffic Control. The airspace around Salt Lake City is a very high density area with multiple types of aircraft utilizing the space. Recently there has been an increase in the close calls between gliders and jet aircraft. The USA is committed to help educate its members along with other glider pilots that fly in northern Utah.

**All gliders** flying out of Logan, Morgan, Heber City, Cedar Valley and Nephi need to be aware of and **practice** the following procedures in order to increase our visibility to general aviation, commercial and military traffic using the same airspace. **This is a safety issue both to us and the flying public.** More glider pilot participation on the Salt Lake City Approach Control, Salt Lake City Center and Clover Control frequencies makes our presence better known to other aircraft traffic on those same frequencies (Situational Awareness is increased).

If you fly with any regularity in the areas between Logan and Nephi, UT and do not have a transponder installed in you glider, **please urgently consider fitting and using a Mode C or Mode S transponder as soon as possible.**

**Transponder equipped gliders are encouraged to squawk 1202.** This code has been established by the FAA as a standard code to identify gliders. Salt Lake Approach control has modified their radar displays to show that anyone on the 1202 code will appear as a tagged glider (GLDR).

## **1. Airspace controlled by:**

### **Salt Lake City Terminal Radar Approach Control (S56)**

### **Salt Lake City Air Route Traffic Control Center (ZLC)**

### **Clover Control Military ATC (Clover)**

**S56** is responsible for separation and sequencing of aircraft in an approximate 50 NM radius of the Salt Lake City International airport (SLC). This is from the surface up to FL230 (23,000' MSL) (excluding HIF, OGD and PVU Towers airspace). Their radar is capable of seeing the majority of this airspace excluding the low lying valleys in the area

**ZLC** is responsible for separation and sequencing of aircraft for all other airspace around and above S56 excluding the airspace controlled by S56 and Clover.

**Clover Control** is a military Air Traffic Control facility that controls the military **restricted areas** west of SLC and will provide traffic advisor services for aircraft operating in and near the Sevier A, B, C, or D Military Operating Areas (MOAs) southwest of SLC.

**S56, ZLC and Clover have requested increased radio communication** from glider pilots operating in the northern Utah airspace. This includes the areas around the Logan airport (LGU) when flying above 12,000' MSL, the Morgan airport (42U) when flying above 12,000' MSL, the Heber City Airport (36U) when flying above 13,000' MSL southwest of Heber City near Spanish Fork Canyon southwest of Heber City over the Wasatch Mountains above 12,000' MSL or north of Park City when above 12,000 MSL, Cedar Valley (CDV) airport when flying above 9,000 MSL and the Nephi airport (U14) when flying above 12,000' MSL north of Nephi.

**Standard Terminal Arrival Routes (STARs) and Standard Instrument Departure routes (DPs)** are used extensively into and out of the Salt Lake City Terminal area.

All of the STARs and DPs can be viewed by cutting and pasting the following link into your browser.

( <https://skyvector.com/airport/SLC/Salt-Lake-City-International-Airport>)

On the attached maps to this document, the STARs and DPs are color coded by not named.

## **2. Key Contact Points**

It is very important to contact one of the ATC facilities if you are going to be crossing a DP or STAR in the altitude band shown on the attached maps.

Be aware that depending on the traffic and workload, ATC may or may not provide services to you. It is still a good operating practice to call ATC so at least they know you are in the area. ATC will always acknowledge your call but may not give you a squawk code.

When flying from one ATC controlled airspace to another, expect that ATC will hand you off to the next sector. They will then give you a frequency change to contact that new sector.

You must inform ATC of your N number, transponder status, position relative to the nearest airport, altitude and intentions. You should have the current ATIS for your area before calling ATC.

Note, after the initial call up to ATC and after acknowledgement from ATC, you may shorten your call sign to the last three numbers or digits, EX: N303BG can be shortened to N3BG.

If you contact S56, all squawk codes will start with the first two digits being 03. The last two are randomly assigned by the computer. Ex **0354**, **0327**

### **3. Procedures for Communicating with S56,ZLC or Clover**

(Examples for communication are color coded. Black indicates glider, **Brown indicates ATC**)

#### **Logan Airport (LGU)**

AWOS: 135.275 or BMC 135.075

STAR: BRIGHAM CITY 3

Pilots flying out of LGU and expecting to fly above 12,000 MSL are requested to contact ZLC on frequency: 127.700

#### **Example:**

*SALT LAKE CENTER, GLIDER Nxxxx*

**After ZLC acknowledges, continue with the following:**

*GLIDER Nxxxx, SQUAWING ONE TWO ZERO TWO (or negative transponder) SEVEN MILES WEST OF LOGAN AIRPORT, ONE TWO THOUSAND CLIMBING. REQUEST ADVISORIES.*

***GLIDER Nxxxx SQUAWK SIX ONE TWO FOUR.***

***GLIDER Nxxxx, RADAR CONTACT, LOGAN ALTIMETER THREE ZERO ONE TWO.***

When leaving the thermal and starting out on course make a third call:

*SALT LAKE CENTER, GLIDER Nxx, ONE FIVE THOUSAND, NORTHBOUND.*

***GLIDER Nxxx, ROGER.***

#### **MORGAN AIRPORT (42U)**

SLC ATIS 124.750

DP: NSIGN THREE (RNAV)

Pilots flying out of the Morgan airport and expecting to be above 12,000 MSL over the Wasatch Front Mountains are requested to contact S56 on Frequency 135.500

Example:

*SALT LAKE APPROACH, GLIDER Nxxxx*

After S56 acknowledges, continue with the following:

*SALT LAKE APPROACH, GLIDER Nxxxx, OVER FRANSIS PEAK  
SQUAWKING 1202, ONE TWO THOUSAND, HEADING SOUTHBOUND.*

*GLIDER Nxxxx, SQUAWK ZERO THREE TWO TWO , IDENT.*

*GLIDER Nxxx, RADAR CONTACT*

### **HEBER CITY AIRPORT (36U)**

AWOS: 124.825

Pilots flying out of the Heber Airport have quite a few choices to contact ATC.

When south of 36U and expecting to cross the Spanish Fork Canyon above 13,000' MSL (SPAN 5 ARRIVAL) contact ZLC on Frequency 133.900

Example:

*SALT LAKE CENTER, GLIDER Nxxxx.*

After ZLC acknowledges continue:

*SALT LAKE CENTER, GLIDER Nxxxx, SQUAWKING ONE TWO ZERO  
TWO, ONE FIVE MILES SOUTH EAST OF PROVO AIPIORT, ONE FOUR  
THOUSAND, SOUTHBOUND.REQUEST TRAFFIC ADVISORIES.*

*GLIDER Nxxxx, SQUAWK SIX TWO ONE SIX.*

*GLIDER Nxxxx, RADAR CONTACT, PROVO ALTIMETER THREE ZERO  
ONE TWO.*

When flying above 12,000 MSL and flying over the Wasatch Front Mountains near Provo, UT, pilots are requested to contact S56 on 124.300 ( No active DPs or STARs in the area but lots of General Aviation flying.)

Example:

*SALT LAKE APPROACH, GLIDER Nxxxx.*

*After S56 acknowledges continue:*

*SALT LAKE APPROACH, GLIDER Nxxxx, SQUAWKING ONE TWO ZERO TWO, NINER MILES NORTHEAST OF PROVO AIRPORT, ONE TWO THOUSAND CLIMBING, REQUEST ADVISORIES.*

*GLIDER Nxxxx, SQUAWK ZERO THREE FIVE SIX, IDENT.*

*GLIDER Nxxx, RADAR CONTACT, PROVO ALTIMETER THREE ZERO ZERO TWO.*

When flying north of the Park City area and you are expecting to be at or above 12,000 MSL contact S56 on frequency 135.500

DP:(NSIGN THREE) (

Example:

*SALT LAKE APPROACH, GLIDER Nxxxx.*

*After S56 acknowledges continue:*

*GLIDER Nxxxx, ONE TWO MILES NORTH OF HEBER CITY, SQUAWKING ONE TWO ZERO TWO, ONE THREE THOUSAND CLIMBING NORTHBOUND, REQUEST ADVISORIES.*

*GLIDER Nxxx SQUAWK ZERO THREE FOUR ONE, IDENT.*

*GLIDER Nxxx, RADAR CONTACT TWO ZERO MILES EAST OF SALT LAKE, TRAFFIC, ELEVEN O'CLOCK, FIVE MILES, EASTBOUND, ONE TWO THOUSAND CLIMBING, BOEING SEVEN THIRTY SEVEN.*

*GLIDER Nxxx, LOOKING.*

## CEDAR VALLEY AIRPORT (CDV)

Salt Lake City ATIS: 125.625 (located at the FFU VOR)

Provo ATIS: 135.175

DP: FAIRFIELD EIGHT DEPARTURE

STAR: QWEEN THREE ARRIVAL

STAR: JAMMN FOUR ARRIVAL

When flying out of the Cedar Valley airport, pilots have multiple choices for contact with ATC.

CDV is located below the floor of SLC Class B airspace. A window in the Class B has been created for glider traffic to use. This window is between 9000' MSL and 12,000' MSL. The airport manager of CDV will call S56 and request that the window be open during certain periods. If approved, S56 will vector or route IFR and VFR traffic they are talking to out of the protected window.

Pilots flying above 9,000' MSL over and to the east of CDC are requested to contact S56 on frequency 124.300. This area is especially busy with IFR arrival and departure traffic depending on the flow that SLC is using.

In a north flow, IFR arrival traffic landing SLC from the south (ex. LAX, PHX) will be routed over the FFU VOR descending to 10,000 MSL.

In a south flow at SLC, departing IFR traffic will be routed over the FFU VOR climbing to 12,000 MSL then higher as they pass FFU VOR. (ex. PHX, LAS)

**This high traffic density area has had numerous close calls between jets and gliders. JETS HAVE HAD TO TAKE EVASIVE MANUVERS TO AVOID A COLLISION. PLEASE, CONTACT S56 IF YOU ARE FLYING NEAR THE FFU VOR ABOVE 9,000' MSL**

Pilots flying to the west and south of CDV above 12,000 MSL are requested to contact either S56 or ZLC depending on their location. The airspace boundary

between S56 and ZLC is approximately 25 miles south of CDV. If you are climbing within 25 miles of CDV contact S56 on frequency 128.100 or 124.300

Example:

*SALT LAKE APPROACH, GLIDER Nxxxx.*

*After S56 acknowledges continue:*

*SALT LAKE APPROACH, GLIDER Nxxxx, SQUAWKING ONE TWO ZERO TWO, NINER MILES SOUTH OF CEDAR VALLEY AIRPORT, ONE TWO THOUSAND CLIMBING, REQUEST ADVISORIES.*

*GLIDER Nxxxx, SQUAWK ZERO THREE FIVE SIX, IDENT.*

*GLIDER Nxxx, RADAR CONTACT, PROVO ALTIMETER THREE ZERO ZERO TWO.*

Pilots flying beyond 25 miles south of CDV above 14,000 MSL are requested to contact ZLC on frequency 133.900

Example:

*SALT LAKE CENTER, GLIDER Nxxxx.*

*After ZLC acknowledges continue:*

*SALT LAKE CENTER, GLIDER Nxxxx, SQUAWKING ONE TWO ZERO TWO, TWO ZERO MILES SOUTHWEST OF FAIRFIELD VOR, ONE FOUR THOUSAND CLIMBING, REQUEST ADVISORIES.*

*GLIDER Nxxxx, SQUAWK FOUR TWO FIVE SIX, IDENT.*

*GLIDER Nxxx, RADAR CONTACT, PROVO ALTIMETER THREE ZERO ZERO TWO.*



**CLOVER CONTROL (see SLC and LAS sectional charts)**

MOAs- Sevier A, B, C and D

Restricted Areas R-6406A, R-6402A, R-6407, R-6405

Frequency: 134.00

When you are flying near or in one of MOAs, pilots can contact Clover Control to receive VFR advisories.

Example:

*CLOVER CONTROL, GLIDER Nxxxx,*

*Wait for response from Clover.*

*GLIDER Nxxxx, ONE FIVE MILES WEST OF THE FAIRFIELD VOR, SQUAWKING ONE TWO ZERO TWO, ONE THREE THOUSAND, SOUTHWEST BOUND, REQUEST TRAFFIC ADVISORIES.*

*GLIDER Nxxxx, SQUAWK FOUR THREE TWO SIX, IDENT.*

*GLIDER Nxxxx, RADAR CONTACT, REMAIN CLEAR OF ALL RESTRICTED AREAS. THE SEVIER B/D MOA ACTIVE UNTIL TWO THREE ZERO ZERO ZULU AT AND BELOW ONE SIX THOUSAND.*

**NEPHI AIRPORT (U14)**

Salt Lake City ATIS: 125.625 (located at the FFU VOR)

Frequency:

DP: FAIRFIELD EIGHT DEPARTURE

STAR: QWEEN THREE ARRIVAL

STAR: JAMMN FOUR ARRIVAL

Pilots flying out of Nephi and flying north or northwest of the airport above 12,000 MSL are requested to contact ZLC on frequency 133.900

IFR arrives into SLC will be either routed via the QWEEN THREE or JAMMN FOUR Arrivals By listening to the SLC ATIS prior to contact, you will be able to determine which direction that SLC is landing the jet traffic. The QWEEN THREE is used in a north flow and the JAMMN FOUR is used in a south flow.

Example:

*SALT LAKE CENTER, GLIDER Nxxxx.*

*After ZLC acknowledges continue:*

*SALT LAKE CENTER, GLIDER Nxxxx, SQUAWKING ONE TWO ZERO TWO, TWO ZERO MILES NORTHWEST OF NEPHI ONE FOUR THOUSAND CLIMBING, REQUEST ADVISORIES.*

*GLIDER Nxxxx, SQUAWK FOUR TWO FIVE SIX, IDENT.*

*GLIDER Nxxx, RADAR CONTACT, PROVO ALTIMETER THREE ZERO ZERO TWO.*

#### **4.Other requests to ATC**

Request for a transponder check:

*SALT LAKE APPROACH, GLIDER Nxxx, REQUEST TRANSPONDER CHECK.*

*GLIDER Nxxxx, IDENT.*

*GLIDER Nxxx, IDENT OBSERVED, ALTITUDE INDICATES ONE THREE THOUSAN TWO HUNDRED. SALT LAKE ALTIMETER, THREE ZERO ONE TWO.*

ATC altitude readout and glider altimeter indicated altitude should agree within plus or minus 200 feet. The glider altimeter should be set to the current station altimeter that ATC gives you.

Request for a frequency change.

If you want to change frequencies to 123.3 or ATIS/AWOS make a request to ATC.

*SALT LAKE CENTER, GLIDER Nxxxxx REQUEST FREQUENCY CHANGE, WILL REPORT BACK ON.*

*GLIDER Nxxx, FREQUENCY CHANGED APPROVED, REPORT BACK ON WITHIN FIVE MINUTES.*

Request to terminate radar service with ATC.

*SALT LAKE CENTER, GLIDER Nxxx, REQUEST TO TERMINATE SERVICE.*

*GLIDER Nxxxxx, RADAR SERVICE TERMINATED, SQUAWK ONE TWO ZERO TWO (or VFR), FREQUENCY CHANGE APPROVED.*

## **5. Radio Etiquette**

Here is some ATC terminology to become familiar with. A more comprehensive tutorial for talking to ATC is posted on the USA web site under safety.

Affirmative	Don't say "yes"
Negative	Don't say "no"
Roger	Used to acknowledge last transmission
Maintain (at or below 12,000)	ATC commands this altitude
Unable	Use this word to tell ATC you cannot comply with instructions
Squawk (zero three one two)	Set the four digit on transponder to 0312
Ident	Press the transponder ident button/switch

Radar Contact

You have been positively identified on radar

Radar Contact Lost

Typically, you are below radar coverage of behind a mountain

## **6. Frequently asked questions**

1. This is going to be too much work. It will keep me from being able to concentrate on flying

Not true-cockpit workload is only marginally higher and with practice the communications skills become habit- just like your ability to thermal

2. What if I am in a gaggle and need to be on 123.3 for safety?

Request a frequency change before entering the gaggle. Let the controller know that you are requesting the change to enter a thermal to climb with other gliders. If there are 3 or 4 gliders in the gaggle and at least one glider has a transponder, ATC may request that you return to their frequency only when you leave the gaggle.

3. What do I do if the controller does not acknowledge me?

Controllers may not respond right away for several reasons. They may be busy with other traffic that is in a more critical phase than you are at the moment. They may not hear you if you are out of range or have a weak radio. If you don't get a response after your second attempt, broadcast your position as if they had responded (GLIDER Nxxxx, ONE ZERO MILES SOUTHEAST OF OGDEN, CLIMBING THROUGH ONE THREE THOUSAND, EXPECTING ONE SIX THOUSAND, WILL PROCEED SOUTHBOUND). Re-attempt contact in 5 minutes.

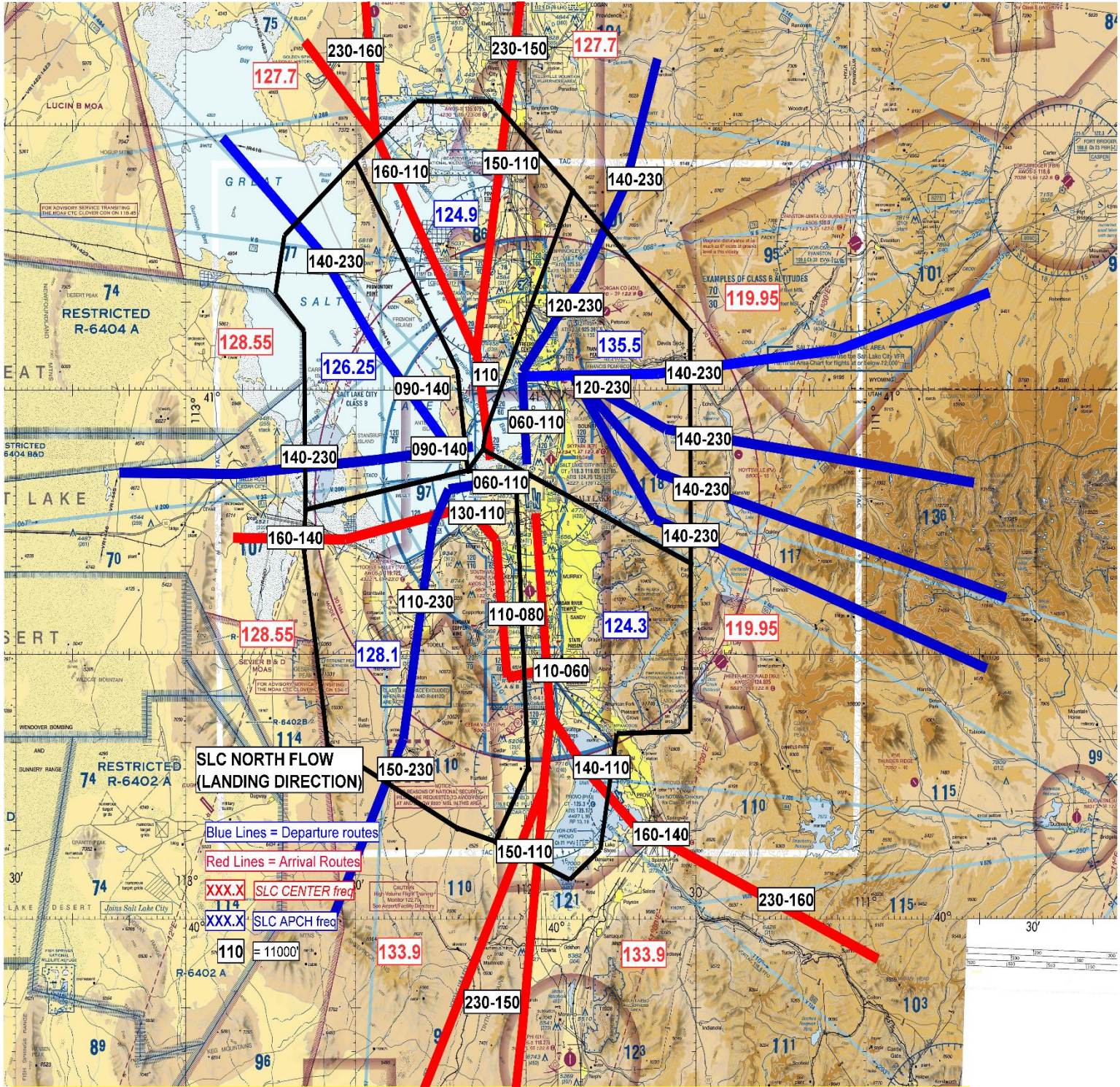
4. Should I talk to an airliner or other aircraft if I know that I am being called as traffic to them?

You should not talk to ANYONE other than ATC on the frequency. It would be appropriate to advise ATC when you have traffic in sight.

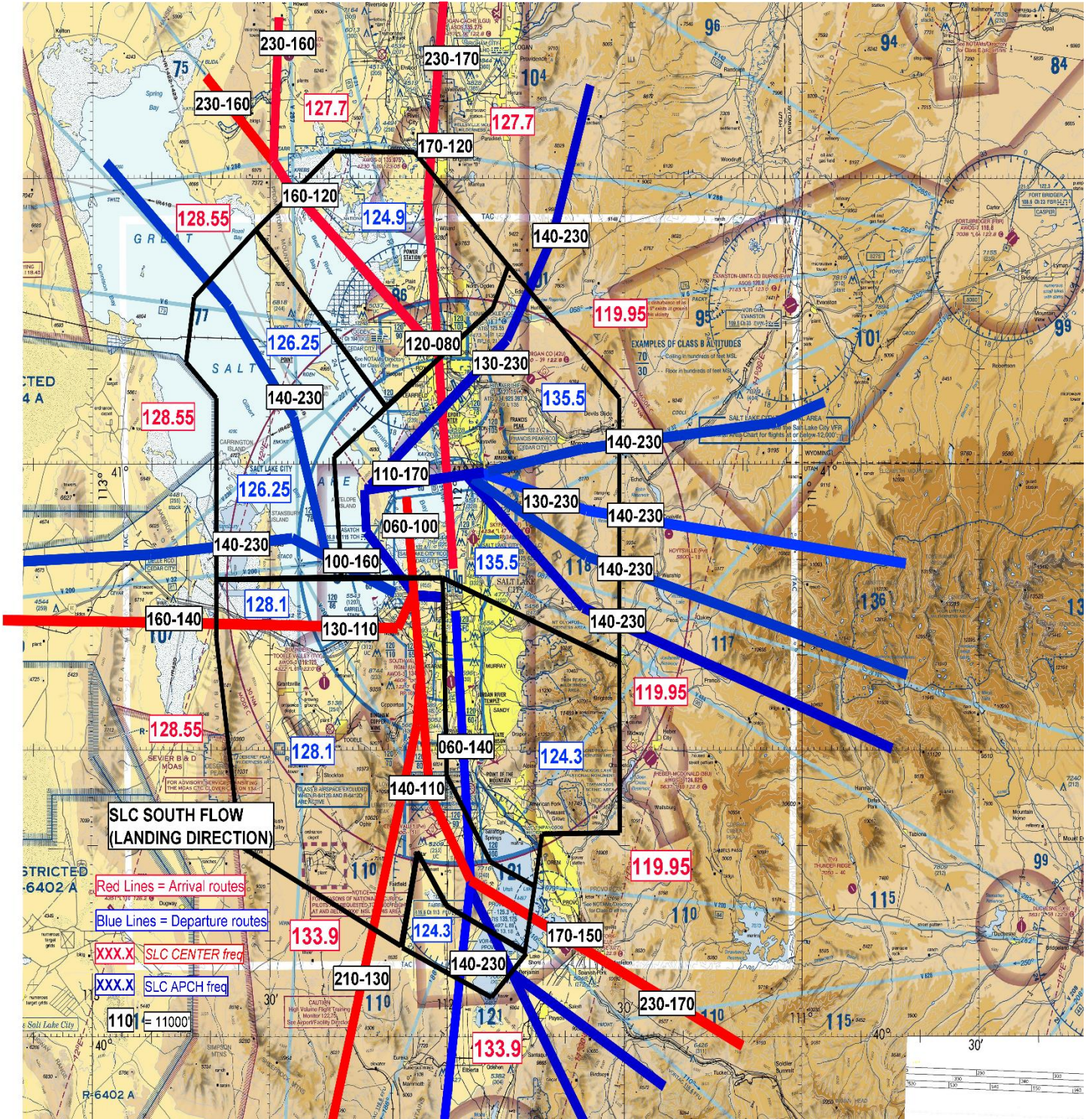
5. Will airliners and other traffic be descending through the clouds below 18,000 feet?

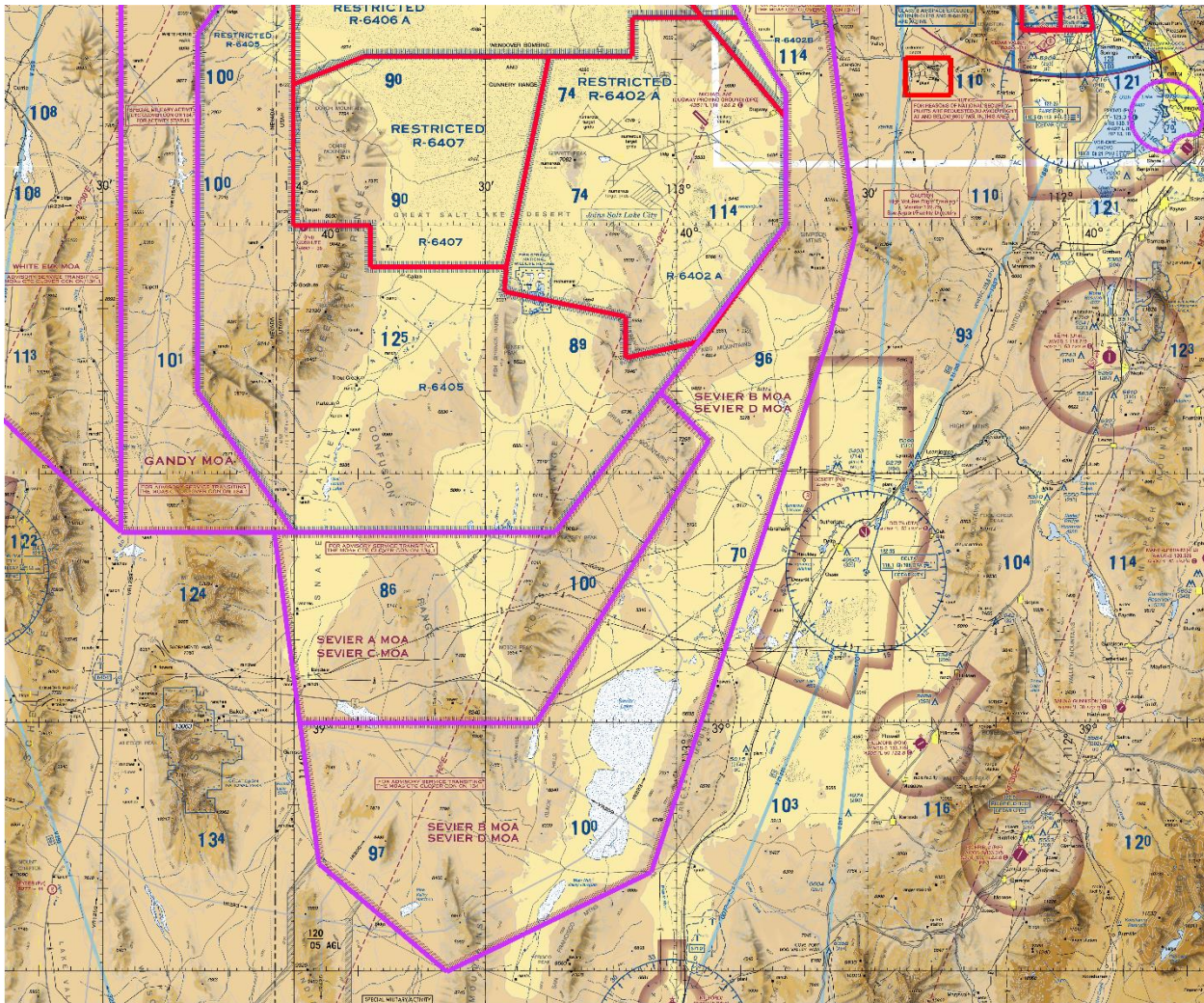
**Absolutely! Most airliners and other traffic will be flying on Instrument Flight Plans which means they do not have to stay away from or out of clouds.**

# 1. Salt Lake North Arrival (RED) /Departure (BLUE)



## 2. Salt Lake South Arrival (RED) /Departure(BLUE)





Restricted areas and Military Operating Areas (MOA's) west and southwest of Nephi, Delta and Fillmore.

Contact Clover Control at 134.00