

LETTER OF AGREEMENT

EFFECTIVE: 7/01/07

SUBJECT: Sailplane and Towplane Operations at Harris Hill Gliderport and Elmira Corning Regional Airport

1. **PURPOSE:** To establish procedures for the operation of sailplanes and towplanes off of Harris Hill.
2. **CANCELLATION:** Elmira Tower/Harris Hill Soaring Corporation (HHSC) Letter of Agreement dated September 15, 1994.
3. **SCOPE:** This Letter of Agreement applies to sailplanes and towplanes operating from Harris Hill.
4. **RESPONSIBILITIES:** Each party of this agreement will insure that these procedures are followed unless prior coordination has been effected. Elmira Tower shall retain the authority to withdraw the provisions of this agreement at any time.

5. PROCEDURES:

a. HHSC:

- (1) Inform Elmira Tower prior to starting sailplane operations and when operations end.
- (2) Gliders flying within a portion of the Class D airspace called the Soaring Area (See attachment 1) do not need to contact the control tower.
- (3) Towplanes that are towing sailplanes will remain within the Soaring Area unless otherwise coordinated with Elmira Tower.
- (4) Gliders that depart the Soaring Area through the area depicted in Attachment 1 shall notify Elmira Tower prior to departing. If a flight of gliders departs, only one needs to call the tower. The calls will include:
 - (a) General route of flight
 - (b) Initial altitude
- (5) Gliders, unless they are in contact with Elmira Tower, must remain clear of the parts of Elmira Class D airspace not included in the Soaring Area.
- (6) Gliders returning to Harris Hill that will transition through the Class D airspace contact Elmira Tower. If a flight of gliders is returning, only one needs to call the tower. The calls will include:
 - (a) Position reference the gliderport, airport or a VFR reporting point
 - (b) Initial altitude
- (7) HHSC should consider their emergency field options when the weather reported at the Elmira Corning Regional Airport is IFR.
- (8) During contests, contest personnel will coordinate the start and finish directions, the task and the times, with the tower.
- (9) Gliders that need to land at the Elmira Corning Regional Airport will follow the procedures in Attachment 2.

b. Elmira Tower will:

- (1) As workload permits, advise sailplanes of known traffic based on the position report received from the sailplane.
- (2) Advise New York Center if HHSC advises soaring operations will exceed 8,000.

c. HHSC Local Use Call Signs:

- (1) Use the call sign "Glider #" when operating and communicating with Elmira Tower. The number may consist of 1, 2, or 3, letters/numbers.
- (2) Use the aircraft registration number (N number) when communicating with other air traffic facilities.
- (3) Power aircraft operating off of the Harris Hill gliderport shall continue to use their registration number.
- (4) HHSC will maintain a list of the "Glider" call signs and the registration number associated with each:
 - (a) HHSC club glider
 - (b) HHSC member glider
 - (c) Visiting glider pilot aircraft

6. ATTACHMENTS:

- a. Attachment 1 – Elmira Class D Airspace and the Soaring Area
- b. Attachment 2 - Landing Procedures at Elmira-Corning Regional Airport

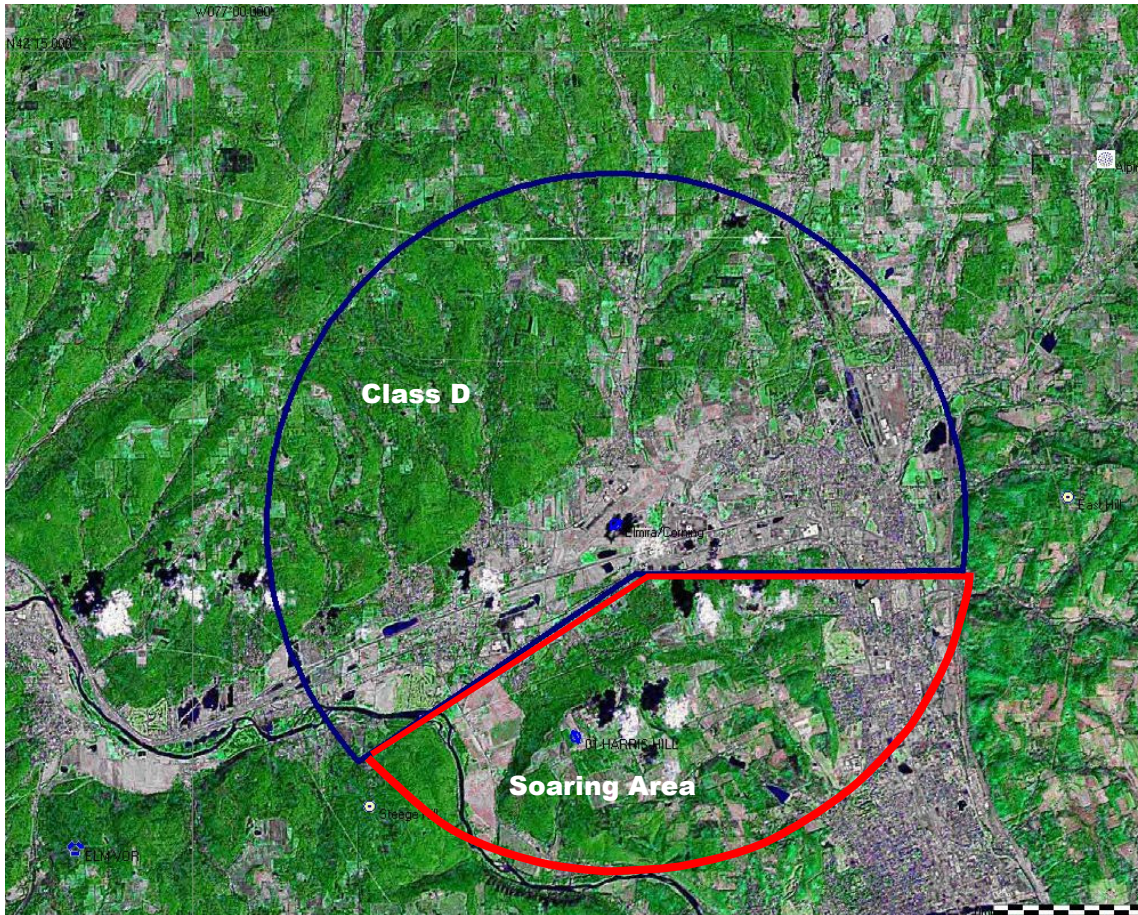
Air Traffic Manager, Elmira Tower

Director of Operations, HHSC

ATTACHMENT 1

Elmira Class D Airspace And the Soaring Area

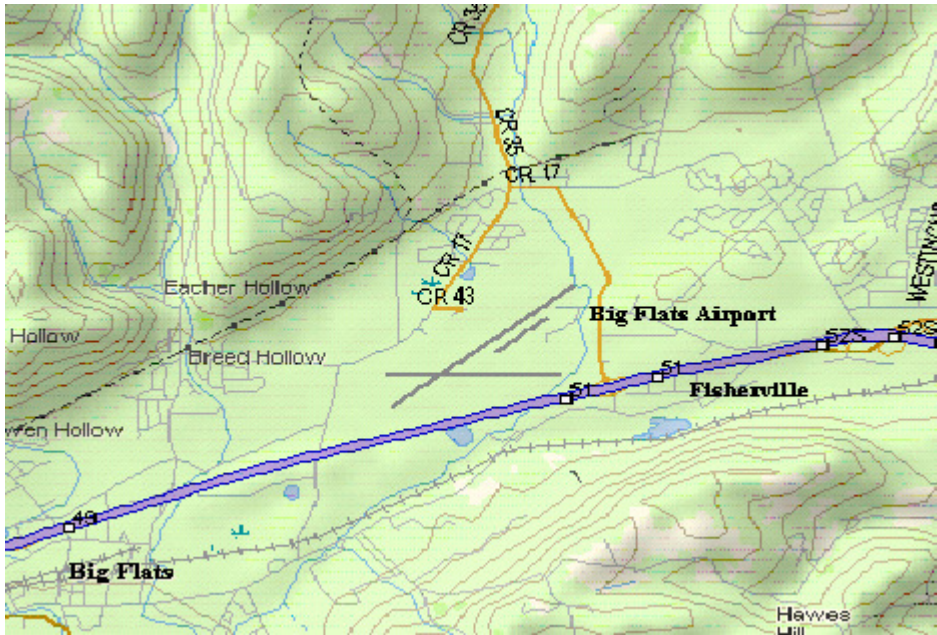
The Harris Hill Soaring Area is defined as that part of the Class D airspace south of a line from Welles' bridge eastward to the Chemung County Fairgrounds Race Track and extending to the edge of Class D and westward from Welles' bridge to the intersection of Rt. 352 and Winters Road and extending to the western edge of Class D airspace. The top of Class D airspace is 3455 ft. MSL. Gliders are allowed to ridge soar the full length of the Harris Hill ridge.



ATTACHMENT 2

Landing Procedures at Elmira Corning Regional Airport

Those gliders with radios, contact the tower on 121.1 and advise them of intentions. All the runways will be made available if you are low and require an emergency landing. Usually, there will sufficient time to take the runway the tower designates. The turf runway, 5-23, is the preferred option. It is open for use from May 1 to Nov 30 each year. If the paved runway is preferred let the tower know that is your preference and clear the glider off to side after landing.



If you do not have a radio, fly along the ridge and rock your wings. Look to the tower cab for a light gun signal. A steady green means cleared to land. If the tower does not notice you, land. Be vigilant for other traffic. Call the tower after landing to explain what happened.