

LOA	Virtual Air Traffic Simulation Letter of Agreement	ZDV-001
Version 1.0	between	10-Sept-13
Denver ARTCC	and	Albuquerque ARTCC

1. PURPOSE. This agreement establishes standard coordination procedures for VATUSA Albuquerque Center (ZAB) and VATUSA Denver Center (ZDV), and is supplementary to FAA Order 7110.65, Air Traffic Control.

2. DISCLAIMER. Information contained herein is designed and specifically for use in a virtual controlling environment. It is not applicable, nor should be referenced for live operations in the National Airspace System (NAS).

3. CANCELLATION. Any and all previous LOA's between ZDV and ZAB are cancelled.

4. PROCEDURES.

- Designated Reference Points:
 - TRI-CENTER Point common to ZAB/ZDV/ZLA
 - TRI-POINT Point common to ZAB/ZDV/ZKC
- Sector Stratification:
 - ZAB sectors are stratified as noted below:
 - ZAB Sector 43 All altitudes
 - ZAB Sector 17 All altitudes
 - ZAB Sector 94 All altitudes except FL280 and below under Sector 97
 - ZAB Sector 15 FL280 and Below
 - ZAB Sector 97 FL290 and Above
 - ZDV sectors are stratified as noted below:
 - ZDV Low Sectors FL260 and Below
 - ZDV High Sectors FL270 and Above
- Transponder codes may be changed without coordination upon initial contact.
- Coordination for Climbing or Descending Aircraft:
 - The transferring controller need not verbally coordinate aircraft climbing or descending to an assigned altitude, provided:
 - An automated radar hand-off has been performed, and
 - The data block reflects the correct assigned altitude of the aircraft.
- The holding pattern protected airspace associated with the Standard Instrument Approach Procedure at Taos Municipal Airport (SKX), Taos, New Mexico, extends into ZDV's airspace. Therefore, ZAB shall advise ZDV when the holding pattern will be used, the specific altitude(s), and when the holding pattern is no longer in use.

5. ROUTE AND ALTITUDE REQUIREMENTS

Unless otherwise coordinated with the receiving facility, the following route and altitude requirements shall be complied with:

AIRCRAFT ENTERING ZDV FROM ZAB

DEPARTING	LANDING	ALTITUDE	ROUTE
KABQ	KDEN	At or Above FL240	Via BRAZO or ALS
KPHX	KDEN	At or Above FL240	Via OURAY, RSK, or WOLLF
ZFW	KDEN	Cruise	HALEN, HGO, LAA, ZIGEE

ENTERING ZAB FROM ZDV

LANDING	FROM/OVER	ALTITUDE	RESTRICTIONS
KPHX	All	AoA FL270	Route via GUP
KPHX Satellites (KSDL, KCHD, KFFZ, KGUE, KGYR, KDVT, KIWA, KCGZ)	All Turbojet	All	Route over or west of RSK -> Direct FLG & enter ZAB AoB FL340
ABQ	DEN	AoA FL320	Enter ZAB AoB FL320
ABQ	RSK	AoA FL290	Enter ZAB AoB FL290
DFW	ALL	AoA FL270	Route via PNH, BGD, or TXO

Either Center may at its discretion provide direct routing to RNAV or GPS- equipped aircraft with destinations in the receiving Center's airspace, but no further than a transition point on a published STAR. For airports that are not served with a published STAR, direct routing may be applied to a NAVAID nearest to the destination airport as per the routing requirements above.

6. DISCLAIMER. This Letter of Agreement shall apply only to the simulated ZDV and ZAB of the VATSIM/VATUSA network. In no way shall this document be used for real-life purposes.

Approved

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The original document is available at <http://www.denartcc.org/docs/tiki-index.php?page=LOA%3A+ZDV-ZAB>