

**LETTER OF AGREEMENT**

EFFECTIVE: December 16, 2018

SUBJECT: INTERFACILITY COORDINATION

1. **PURPOSE.** This agreement establishes standard coordination procedures for Albuquerque Center (vZAB) and Denver Center (vZDV) and is supplementary to FAA Order 7110.65, Air Traffic Control.
2. **DISCLAIMER.** The 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.
3. **CANCELLATION.** The subject letter of agreement between Denver Center and Albuquerque Center dated September 13, 2013, is canceled.
4. **PROCEDURES.**
  - a. Aircraft departing within 20NM of the common boundary and entering the receiving facility's airspace must be coordinated prior to departure.
  - b. The following are designated reference points:

(1) KENTO	36° 44' 19"N, 103° 05' 57"W Intersection of J17 and J18
(2) TRI-CENTER	35° 46' 00"N, 111° 50' 30"W Common ZDV/ZAB/ZLA boundary
(3) TRI-POINT	37° 30' 00"N, 102° 33' 00"W Common ZDV/ZAB/ZKC boundary
  - c. Coordination/Procedures.
    - (1) Altitude information contained in the data block, including an interim altitude, is sufficient for coordination.
    - (2) A controller making an interfacility radar handoff, point out, or issuing traffic information to another controller, need not verbally coordinate the altitude the aircraft is climbing/descending to, or is maintaining, as long as the data block accurately reflects this information.
    - (3) The procedures above do not constitute coordination /approval of inappropriate altitude for direction of flight (IAFDOF) requirements.
    - (4) Transponder codes may be changed without coordination on contact.
    - (5) The receiving control has control for turns of up to 20 degrees left or right of course for aircraft within 20NM of the ZDV/ZAB common boundary.

- (6) ZDV releases control to ZAB on contact for descent to FL290 on ABQ arrivals that are assigned the LOWBO STAR.
- (7) IAFDOF is approved by ZDV on DEN landing traffic assigned the LDORA/PEEKK STAR, BRAZO transition.
- (8) The RNAV (GPS) RWY 13 approach to the Taos Municipal Airport (SKX), Taos, New Mexico, has protected airspace associated with the holding pattern that extends into ZDV's airspace. Therefore, ZAB must advise ZDV when the holding pattern will be used, the specific altitude(s), and when the holding pattern is no longer in use. When ZDV issues the clearance for the RNAV (GPS) RWY 13 approach to SKX, ZDV must issue the ZAB missed approach frequency.

d. Sector Stratification

- (1) ZDV Sector Stratification
  - (a) FL270 and above as High Sectors
  - (b) FL260 and below as Low Sectors
- (2) ZAB Sector Stratification
  - (a) Sectors 43 and 17 all altitudes
  - (b) Sector 94 all altitudes except FL280 and below under sector 97
  - (c) Sector 15 FL280 and below
  - (d) Sector 97 FL290 and above

- e. Aircraft unable to comply with required routes or altitudes must be coordinated with the receiving ARTCC on an individual basis.

f. ATTACHMENTS

- (1) Route/Altitude Requirements

/s/  
Chris James  
Air Traffic Manager  
VATUSA Denver ARTCC

/s/  
Austin Robinson  
Air Traffic Manager  
VATUSA Albuquerque ARTCC

**ATTACHMENT 1 - ROUTE/ALTITUDE RESTRICTIONS**

**FROM ZAB to ZDV**

<b>Landing ARPT</b>	<b>QUALIFIER</b>	<b>ROUTE/RESTRICTION</b>
<b>DEN</b>	On or west of J104, AOA FL240	Route over RSK, ALS, HBU or BRAZO/OURAY LDORA STAR BRAZO/OURAY PEEKK STAR WOLFF CREDE STAR WOLFF TELLR STAR.
	East of J104. AOA FL240	Route over HGO ZIGEE ZPLYN STAR ZIGEE BOSSS STAR.
<b>APA</b>	On or west of J104, AOA FL240	RSK/ALS LARKS STAR VRAIN ZOMBZ STAR
	East of J104, AOA FL240	BRK..FQF LAYLA DUNNN STAR
<b>BJC</b>	On or west of J104, AOA FL240	HBU POWDR STAR COFMN CREDE STAR
	East of J104, AOA FL240	BRK..FQF LAYLA DUNNN STAR

**FROM ZDV to ZAB**

<b>Landing ARPT</b>	<b>QUALIFIER</b>	<b>ROUTE/RESTRICTIONS</b>
<b>ABQ</b>	From DEN AOA FL320	AOB FL320
	From RSK AOA FL290	AOB FL290
<b>DFW</b>	ALL	AOA FL270 Route via PNH, BGD, TXO
<b>KPHX Satellites (KSDL, KCHD, KFFZ, KGUE, KGYR, KDVT, KIWA, KCGZ)</b>	All Turbojet	Route over or west of RSK then direct FLG. Enter ZAB AOB FL340
<b>PHX</b>	All AOA FL270	Route via GUP
<b>SAF</b>	ALL	AOB FL320

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.