

VATUSA DENVER ARTCC AND VATUSA SALT LAKE CITY ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 12/15/2018

SUBJECT: INTERFACILITY COORDINATION PROCEDURES

1. **PURPOSE:** To establish standard procedures for coordinating air traffic between VATUSA Denver Air Route Traffic Control Center (ZDV) and VATUSA Salt Lake City Air Route Traffic Control center (ZLC.)
2. **DISCLAIMER:** Information contained herein is designed and specifically for use in a virtual air traffic control environment. It is not applicable, nor should it be referenced for live operations in the National Airspace System (NAS).
3. **CANCELLATION:** The Letter of agreement between ZDV and ZLC, dated August 28, 2013, is canceled.
4. **SCOPE:** This agreement establishes standard procedures for coordination of air traffic between ZDV and ZLC. This agreement is supplementary to the procedures contained in the current FAA Order JO 7110.65.
5. **PROCEDURES:**
 - a. Aircraft landing within 60nm of the common boundary must cross the common boundary AOB FL230, and the receiving ARTCC must have control for descent and turns.
 - b. Either Center may at its discretion provide direct routing to RNAV/GPS equipped aircraft with destinations in the receiving Center's airspace, but no farther than a transition point on a published STAR.
 - c. Inappropriate altitude for direction of flight for traffic may be assigned in accordance with FAA JO 7110.65 with prior approval from the receiving facility.
 - d. Transponder codes may be changed without coordination within 20NM of the common boundary.
 - e. Completion of a radar handoff and transfer of communications constitutes a transfer of control for:
 - (1.) Turns not to exceed 15 degrees left or right of course within 15NM of the common boundary.
 - (2.) Speed adjustments.
 - f. Data Block Coordination Procedures
 - (1.) Interim (temp) altitude use is authorized between facilities and must be considered valid coordination. Use of interim altitudes must not be authorized to coordinate Inappropriate Altitude for Direction of Flight (IAFDOF), or to supersede any altitude restrictions established within this Letter of Agreement.
 - (2.) Acceptance of a radar handoff constitutes approval to climb/descend to the displayed altitude.
 - (3.) Handoffs must be directed to the appropriate sector for the aircraft's altitude assignment.

For VATSIM Use Only

VATUSA DENVER ARTCC AND VATUSA SALT LAKE CITY ARTCC

- f. Sector Stratification:
 - (1.) ZDV Sectors are stratified at FL260 and below for low altitude sectors and FL270 and above for high altitude sectors.
 - (2.) ZLC Sectors are stratified at FL240 for low sectors and FL250 and above for high altitude sectors.
 - g. Aircraft unable to comply with required routes or altitude must be coordinated with the receiving ARTCC on an individual basis.
- 6. DELEGATED AIRSPACE:** ZLC delegates control responsibility and jurisdiction of airspace at 12,000 feet MSL and below to ZDV as depicted on Attachment 1.
- 7. ATTACHMENTS:**
- a. Attachment 1 - Chart depicting CNY delegated airspace.
 - b. Attachment 2 - Route/Altitude Restrictions

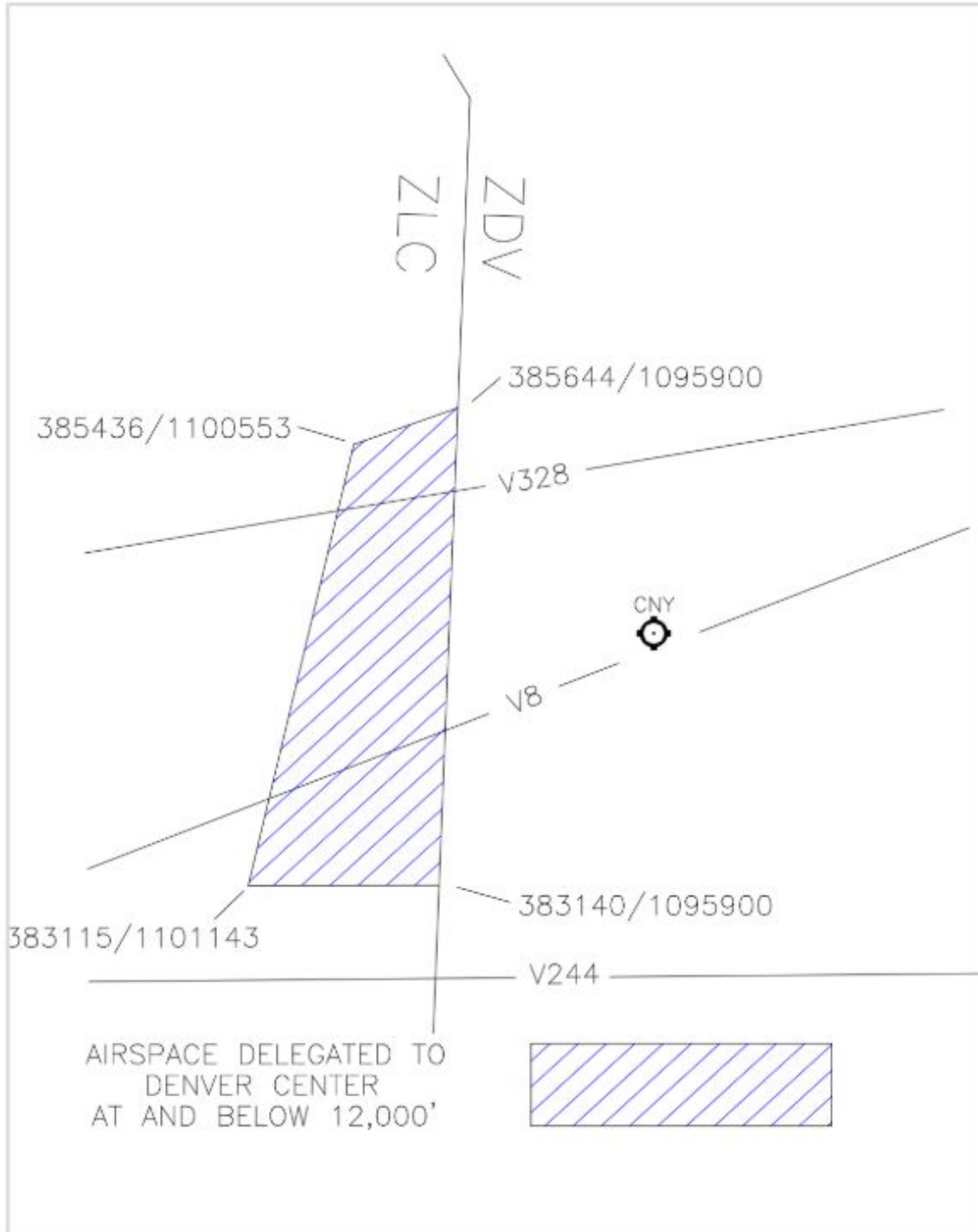
/s/
Chris James
Air Traffic Manager
VATUSA Denver ARTCC

/s/
Kaylan Fullerton
Air Traffic Manager
VATUSA Salt Lake City ARTCC

VATUSA DENVER ARTCC AND VATUSA SALT LAKE CITY ARTCC

ATTACHMENT 1 - CHART DEPICTING CNY DELEGATED AIRSPACE

CNY DELEGATED AIRSPACE



For VATSIM Use Only

VATUSA DENVER ARTCC AND VATUSA SALT LAKE CITY ARTCC

**ATTACHMENT 2 - ROUTE/ALTITUDE RESTRICTIONS
FROM ZDV to ZLC**

LANDING	FROM/OVER	ALTITUDE	ROUTE / RESTRICTION
SLC	HELPR	AOA FL320	Enter ZLC AOB FL320
	North of DDY	ALL	BPI LHO Arrival JAC NORDK arrival
	Over DDY to north of J94	ALL	DDY NORDK Arrival OCS NORDK Arrival LHO NORDK Arrival OCS LHO Arrival LHO LHO Arrival
	J94 to J56	ALL	OCS NORDK Arrival OCS LHO Arrival
	South of J56	ALL	EKR SPANE Arrival EKR LEEHY Arrival HELPR SPANE Arrival HELPR LEEHY Arrival
	JNC	ALL	J12 HELPR SPANE Arrival

Landing SLC aircraft AOA FL240 shall be routed to one of the listed transition points. ZLC will assign the appropriate STAR based on KSLC landing configuration once the aircraft enters ZLC airspace.

Airport	Qualifier	Route	Altitude	Remarks
BYG			AOB FL220	ZLC shall have control within 20NM of the common boundary.
CNY	West departures			Coordinate with ZLC prior to clearance.
GCC	West departures			Coordinate with ZLC prior to clearance.
RKS	Arriving between 060 and 160 radials		Descending to 16,000 or lower assigned altitude.	ZLC shall have control for descent to 12,000 within 20NM of the common boundary.
RWL	West departures			Coordinate with ZLC prior to clearance
SHR			Descending to 16,000 or lower assigned altitude	ZLC shall have control for descent and turns within 20NM of the common boundary.
VEL			AOB FL220	

For VATSIM Use Only

VATUSA DENVER ARTCC AND VATUSA SALT LAKE CITY ARTCC

FROM ZLC to ZDV

LANDING	TRANSITION POINT	ROUTE/STAR	Altitude (At ZDV/ZLC boundary unless otherwise noted)
DEN	CHE	FRNCH Arrival KAILE Arrival *TOMSN Arrival	AOA FL270
	CKW	MOLTN Arrival TSHNR Arrival	AOA FL270
	DBL	*POWDR Arrival	AOA FL270
	EKR	FRNCH Arrival KAILE Arrival *TOMSN Arrival	AOA FL270
	GWEDO	FRNCH Arrival KAILE Arrival	AOA FL270
	HBU	CREDE Arrival *POWDR Arrival TELLR Arrival	AOA FL270
	MBW	*RAMMS Arrival	AOA FL270
	OPPEE	MOLTN Arrival TSHNR Arrival	AOA FL270

*Non-RNAV Aircraft Only

ZDV will assign the appropriate STAR based on KDEN landing configuration once aircraft enters ZDV's airspace.

Airport	Qualifier	Route	Altitude (At ZDV/ZLC boundary unless otherwise noted)	Remarks
CNY	Arrivals		Descending to 13,000 or lower assigned altitude.	
GJT	SLC departures	MTU..JNC..GJT	AOA 15,000	
CPR	Arriving between DDY220 and 300 radials		AOB FL260 descending to 15,000 or lower.	ZDV shall have control for descent to 13,000 within 20NM of the common boundary.

For VATSIM Use Only