LETTER OF AGREEMENT

EFFECTIVE: February 1st, 2026

SUBJECT: Inter-facility Coordination and Radar Handoff Procedures

1. PURPOSE: To establish regular procedures for coordination of air traffic between Los Angeles Air Route Traffic Control Center (ZLA) and Denver Air Route Traffic Control Center (ZDV).

2. CANCELLATION: All previously dated agreements between ZLA and ZDV are canceled.

3. SCOPE: This agreement establishes standard procedures for coordination and radar handoff of air traffic between ZLA and ZDV on the VATSIM network. This letter of agreement is supplementary to the procedures contained in the current FAA Order JO7110.65.

4. RESPONSIBILITIES: All controllers staffing ZLA or ZDV positions are required to be familiar with the provisions of this document.

5. PROCEDURES:

a. The receiving controller may change transponder codes without coordination upon initial contact provided both facilities are operating on their primary automation systems.
b. When combining/decombining sectors, each facility will coordinate with all adjacent sectors.
c. Data Block Coordination Procedures:
    (1) Interim altitude use is authorized between facilities and is considered valid coordination.
    (2) A controller making an inter-facility radar handoff, pointout, or issuing traffic information to another controller need not verbally coordinate the altitude the aircraft is climbing/descending to, or maintaining, as long as the data block accurately reflects this information.
d. Within 20 nautical miles (NM) of the common ZLA/ZDV boundary, all aircraft are the receiving sector’s control for speed change and turns not to exceed 20 degrees. Changes must be reflected in the flight plan and/or data block.
e. All aircraft landing Page Municipal (PGA) must enter ZDV airspace with clearance to 15,000 feet MSL or at the assigned altitude, if lower. ZDV has control within 20 NM of the common boundary and control to change the data block to reflect clearance.

6. ATTACHMENTS:

a. Attachment 1: Route and Altitude Requirements
b. Attachment 2: Low Altitude Sectorization
c. Attachment 3: High Altitude Sectorization

Attachment 1

Route and Altitude Requirements

REQUIREMENTS FOR ZDV TO ZLA 54/55:

Landing	Altitude	Route
KLAS	AOB FL320	Via TYGER.CHOWW#
KLAS (Non-RNAV)		Via PGA.BLAID#
KHND		Via EEEZY.BOEGY#
KHND (Non-RNAV)		Via MMM or V21 BLD
KVGT		Via MMM
KBUR/KVNY/KSMO		Via BFUNE
KSNA/KLGB/KONT		No further direct than BLD
KLAX		Established on Q98.HAKMN; If north of Q98, may be direct EEEZY
KSAN		Via EEEZY
KVGT/KHND/KLAS Props		Via MEADS/MMM
ALL OTHER		May be cleared no further direct than BLD or HEC

REQUIREMENTS FOR ZDV TO ZLA SECTORS 35/36:

Landing	Altitude	Route
KLAS	AOB FL320	Via SQUIRE.RKSTR#
KLAS (Non-RNAV)		Via PGS.ISHEE#
KHND		Via TOADD.BOEGY#
KVGT		Via TOADD.WYLND#
KBUR/KVNY/KSMO		Via ROOLL or MNGGO aircraft must remain south of ZLA 54/55
KSNA/KLGB		Via TOADD, DUGGN, or EED aircraft must remain south of ZLA 54/55

Landing	Altitude	Route
KONT		Via TOAD or PLNDL, or DUGGN aircraft must remain south of ZLA 54/55
KLAX		JASSE.Q90.DNERO
KSAN		Via PLNDL
ALL OTHER		May be cleared no further direct than HEC, PGS, or EED

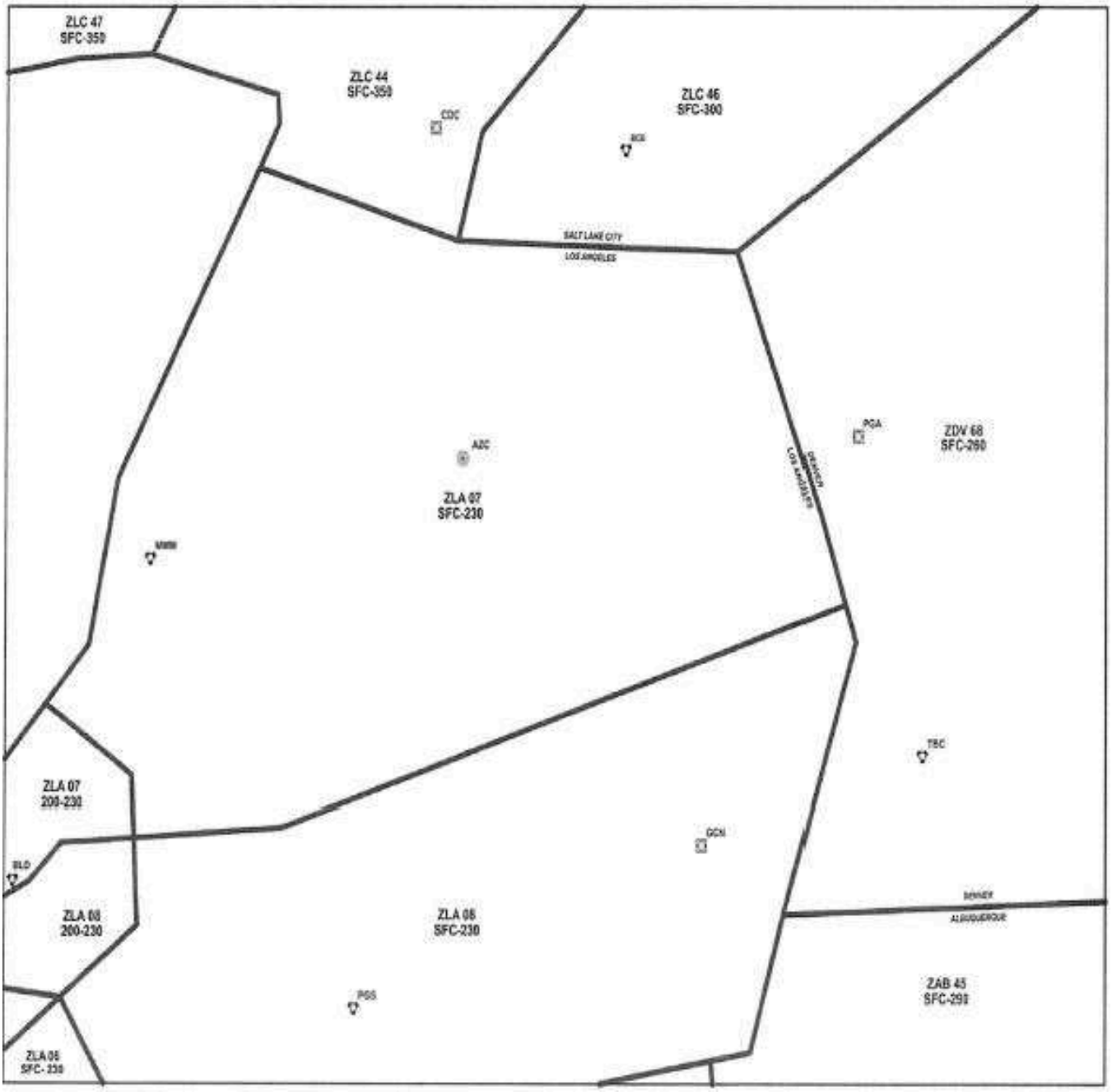
REQUIREMENTS FOR ZLA TO ZDV:

Landing	Applies to Aircraft	Navigation	Route
KDEN	From ZLA 54/55 AOA FL270	RNAV	Via BUMMP.SSKII#
	From ZLA 35/36 AOA FL270		Via CRUDD.TBARR#
KAPA	AOA FL270	Non-RNAV	Via HBU.POWDR#
		RNAV	Via STIFS.ZOMBZ#
		Non-RNAV	Via HBU.LARKS#

Attachment 2

Low Altitude Sectorization

(ZLA Does not currently simulate Low sectors)



Attachment 3

High Altitude Sectorization

(ZLA currently permanently consolidates Sector 36 into 35, and Sector 55 into 54)