

LETTER OF AGREEMENT

EFFECTIVE: June 19, 2024

SUBJECT: Inter-Facility Coordination Procedures

1. **PURPOSE:** To establish 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 previous agreements between ZLA and ZDV are canceled.
3. **SCOPE:** To establish standard operating procedures for coordination and radar handoff of air traffic between ZLA and ZDV on the VATSIM network. This letter of agreement is supplemental to FAA Order JO 7110.65.
4. **RESPONSIBILITIES:** All controllers staffing ZLA or ZDV positions are required to be familiar with the provisions of this document.
5. **PROCEDURES:**
 - a. Coordination:
 - (1) Data blocks must reflect the aircraft's assigned altitude at the time of handoff.
 - (2) A controller initiating an inter-facility radar handoff, point-out, or issuing traffic information to another controller need not verbally coordinate the altitude the aircraft is climbing to, descending to, or maintaining, as long as the data block accurately reflects this information.
 - (3) Interim (temporary) altitude use is authorized between facilities and is considered valid coordination.
 - (4) A radar handoff and communications transfer constitutes transfer of control for turns up to 20 degrees and speed changes within 20 NM of the common boundary. Changes must be reflected in the flight plan and/or data block.
 - (5) Controllers may change transponder codes without coordination upon initial contact.
 - (6) When combining/de-combining sectors, each facility must coordinate with all adjacent sectors.
 - b. Routing:
 - (1) Each facility must route/restrict air traffic in accordance with Attachment 1.

- (2) 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: ZLA Sectorization
- c. Attachment 3: ZDV Sectorization

7. APPROVED:

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Attachment 1. Route and Altitude Requirements

Table 1. Requirements for ZDV to ZLA

Landing Airport	Qualifier	Altitude	Route Via	
Las Vegas Area				
LAS	RNAV Jets	AOB FL320	TYEGR.CHOWW#	
	Non-RNAV Jets		PGA.BLAID#	
HND	RNAV Jets		EEEZY.BOEGY#	
	Non-RNAV Jets		MMM or V21 BLD	
VGT	Jets		MMM	
LAS/HND/VGT	Props			MEADS or MMM
Los Angeles Area				
LAX (West)	RNAV Jets		HAKMN.ANJLL# or DNERO.ANJLL#	
	Non-RNAV Jets		TBC.J236.EED..TNP.SEAVU#	
LAX (East)	RNAV Jets		HAKMN.BIGBR# or DNERO.BIGBR#	
	Non-RNAV Jets		HEC.BASET#	
LAX (Overnight)	RNAV Jets		HAKMN.MDNYT# or DNERO.MDNYT#	
	Non-RNAV Jets		HEC.BASET#	
LAX	Props		HEC..PMD.KIMMO#	
San Diego Area				
SAN (West)	RNAV Jets			TTRUE.LUCKI#
SAN (East)	RNAV Jets			TTRUE.TOPGN#
SAN	Non-RNAV Jets	TNP.BARET#		
Coast Area				
SNA (South)	RNAV Jets/Turboprops		MARUE.DSNEE# or NATEE.DSNEE#	

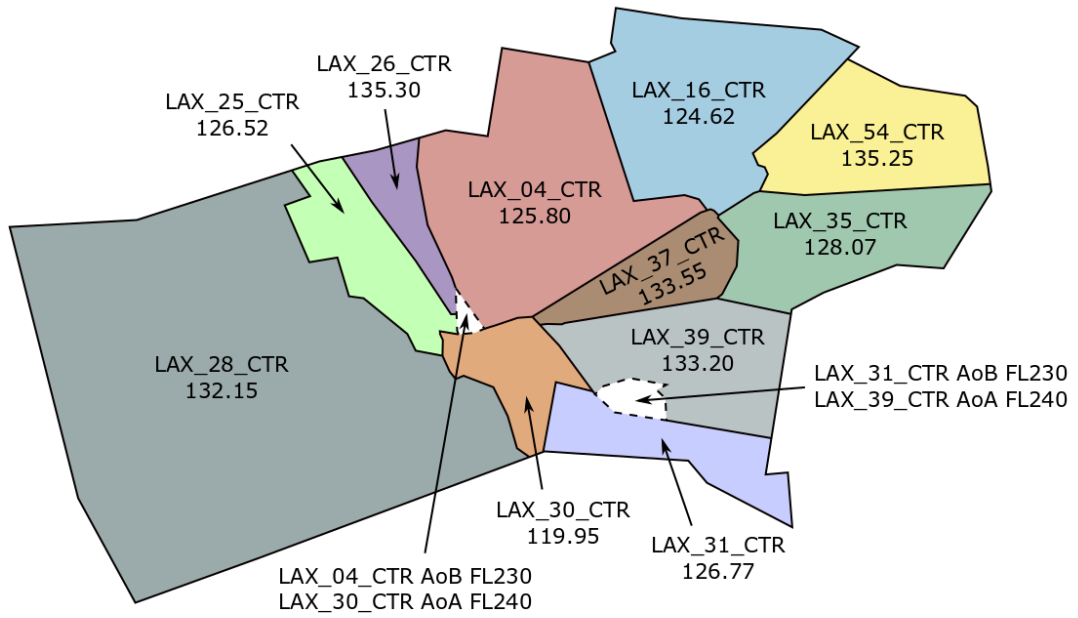
Los Angeles Air Route Traffic Control Center and Denver Air Route Traffic Control Center

SNA (North)	RNAV Jets/Turboprops		MARUE.ROOBY# or NATEE.ROOBY#
SNA	Non-RNAV Jets		HEC.KAYOH#
Burbank Area			
BUR/VNY	RNAV		WELUM.JANNY# or PURSE.JANNY#
	Non-RNAV		HEC.LYNXX#
Empire Area			
ONT	RNAV Jets		MARUE.JCKIE# or NATEE.JCKIE#
	Non-RNAV Jets		HEC.ZIGGY#

Table 2. Requirements for ZLA to ZDV

Landing Airport	Qualifier	Route Via
DEN	RNAV Jets	BUMMP.SSKII# or SHNPS.TBARR#
	Non-RNAV Jets & All Props	HBU.POWDR#
COS	All	HBU.DBRY#
ASE	All	LOYD..SKIER..DBL
APA	RNAV Jets	STIFS.ZOMBZ#
	Non-RNAV Jets & All Props	HBU.LARKS#
BJC	All	

Attachment 2. ZLA Sectorization



Attachment 3. ZDV Sectorization

Figure 1. ZDV High Sectors (FL270+)

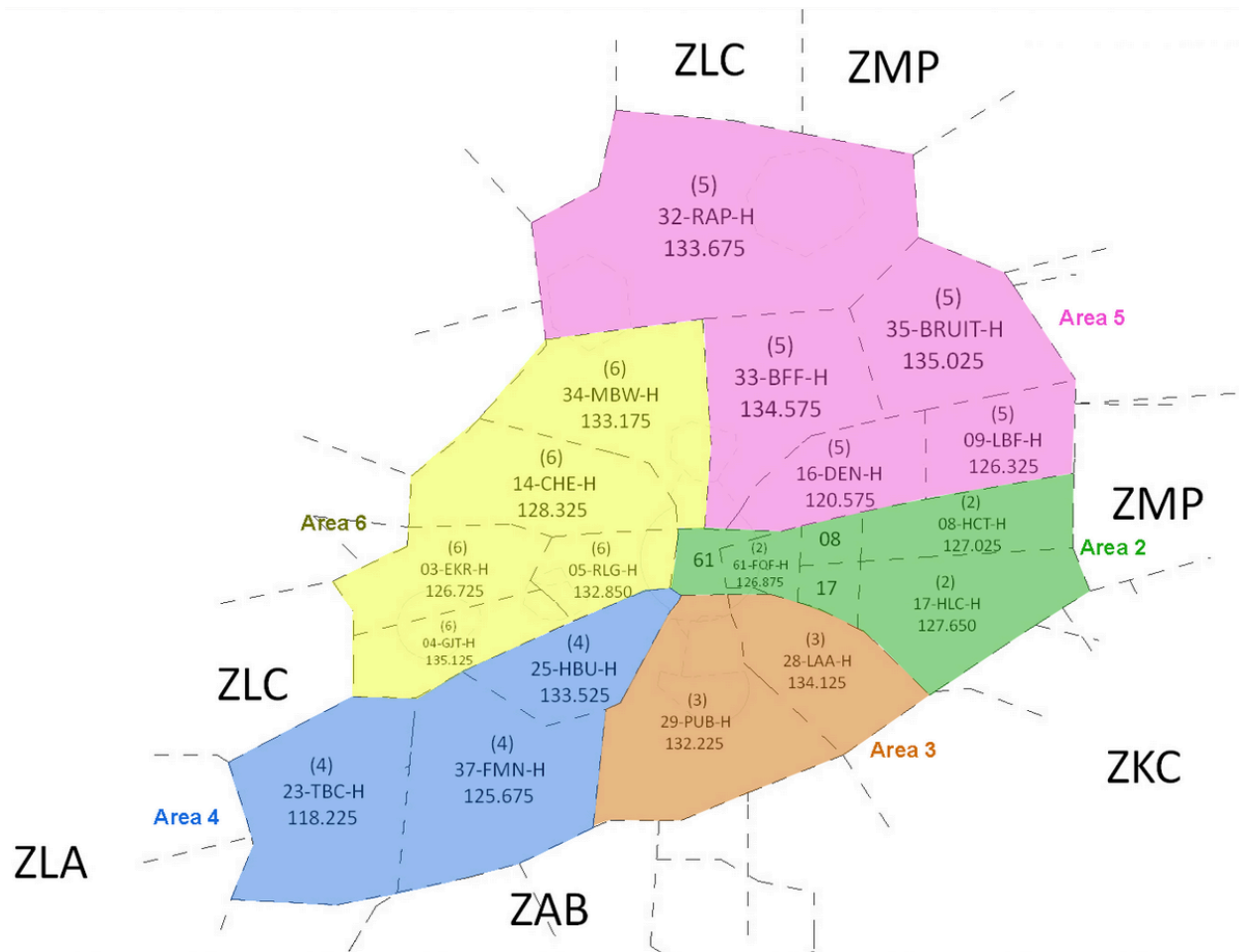


Figure 2. ZDV Low Sectors (FL260-)

