

## LETTER OF AGREEMENT

EFFECTIVE: April 26, 2026

SUBJECT: Operational Coordination and Communication Procedures

1. **PURPOSE.** This agreement between Virtual Los Angeles Air Route Traffic Control Center (ZLA ARTCC) including SoCal TRACON (SCT) and Virtual Mazatlán Area Control Center (MMZT ACC) including Tijuana Approach Control (MMTJ APP) establishes and describes the operational procedures for the provision and coordination of Air Traffic Control services for IFR aircraft transiting the common boundary between the United States and Mexico. These procedures are supplemental to those contained in all applicable ICAO documents, Federal Aviation Regulations, Mexico Air Traffic Regulations, and other appropriate Air Traffic Control manuals.
2. **CANCELLATION.** All previous agreements are canceled.
3. **DISTRIBUTION.** This agreement is to be distributed to all vMMZT and vZLA controllers and staff.
4. **SCOPE.** This agreement covers procedures to be used for the movement of IFR aircraft between the United States and Mexico along the common boundary from 121.0 to 113.30 degrees west longitude (ZLA ARTCC/MMZT ACC boundary). MMZT ACC is from FL200 and above except the portion released to MMTJ APP depicted in Attachment 3.
5. **RESPONSIBILITIES.** ZLA ARTCC and MMZT ACC agree that either facility may coordinate and gain approval for an aircraft to operate temporarily in the other facility's airspace. Once approval has been granted, the facility which has agreed to retain control of the aircraft while the aircraft is in the other facility's airspace must always provide the aircraft with appropriate air traffic services.
6. **EN ROUTE PROCEDURES.** Unless otherwise coordinated the following procedures must apply:
  - a. Operational:
    - (1) All flights must be cleared to the destination airport.
    - (2) Minimum in-trail spacing of 20 nautical miles (NM), same speeds or faster in front, must be provided between aircraft assigned the same altitude.
    - (3) Aircraft proceeding southbound must be left on a discrete code.
    - (4) ZLA ARTCC has control at AXASA or 30NM South of the ZLA/MMZT common boundary for:
      - a. Code change
      - b. Turns up to 20 degrees
      - c. Speed adjustments
  - (5) Southbound traffic:
    - a. Aircraft landing México City (MMMX), Monterrey (MMMY), Cancún (MMUN), and Hermosillo (MMHO) must be routed:
      - 1) Departures originating in ZLA airspace: via TCATE direct Peñasco VOR/DME (PPE) or Mexicali VOR/DME (MXL) UJ7 PPE
      - 2) Overflight aircraft: via J93, or MXL UJ7 PPE
    - b. Flights originating west of ASUTA landing San Jose del Cabo (MMSD), Cabo San Lucas (MMSL), La Paz (MMLP), and Loreto (MMLT) must be routed over Tijuana VOR/DME (TIJ).
    - c. Aircraft not listed in (a) or (b) above must be routed:
      - 1) Departures originating in ZLA airspace: over TIJ, TCATE direct PPE, MXL UJ7 PPE

- 2) Overflight aircraft: over TIJ, via J93, or MXL UJ7 PPE
- d. IFR aircraft proceeding over MXL below FL200:
  - 1) 15 minutes prior to crossing the common boundary, IFR aircraft proceeding over MXL below FL200 must be coordinated with MMXL APP or MMZT ACC if offline. The aircraft must have radar service terminated and be instructed to contact MMXL APP on 118.2 or MMZT ACC on 128.0 if offline.
- (6) Northbound Traffic:
  - a. Overflights must be routed:
    - 1) RNAV: via ZONKY direct EIREE
    - 2) Non-RNAV: via TIJ
    - 3) Via J93
  - b. Los Angeles (KLAX) arrivals must be routed via J93 and the appropriate STAR at or below FL380.
  - c. Santa Monica (KSMO), John Wayne-Orange County (KSNA), Long Beach (KLGB), Ontario (KONT) Burbank (KBUR), and Van Nuys (KVNY) arrivals must be routed via J93 at or below FL380.
  - d. Aircraft landing KLAX or KSNA must be a minimum of five (5) miles-in-trail. For the purpose of sequencing, KLAX and KSNA are to be considered as one airport.
  - e. KONT arrivals must be transferred at a lower altitude than KLAX arrivals if the ASUTA estimates are less than two minutes apart.
  - f. Palm Springs (KPSP), Jacqueline Cochran Regional (KTRM), Bermuda Dunes (KUDD), and McClellan-Palomar (KCRQ) arrivals must be:
    - 1) Routed over MXL
    - 2) At or below FL280
- b. Coordination:
  - (1) Coordination points:
    - a. VOR/VORTAC – TIJ and MXL.
    - b. Intersection – ASUTA, ZONKY.
- c. Communications:
  - (1) Communication transfer for traffic entering MMZT ACC airspace must be prior to the ZLA ARTCC/MMZT ACC boundary. Communication transfer for traffic entering ZLA ARTCC airspace must be at AXASA or at least 30NM prior to crossing the common ZLA ARTCC/MMZT ACC boundary.
  - (2) ZLA ARTCC must transfer communications of aircraft entering MMZT airspace on 128.0.

## 7. SCT AND TIJ APPROACH CONTROL PROCEDURES.

- a. Airspace Utilization
  - (1) Airspace Designation
    - a. The Southern California TRACON airspace that may be utilized by Tijuana Approach Control is identified as Zones A and B (see Attachments 5 and 6). Portions of Zone B are further delegated to North Island RATCF 2,000 feet MSL and below and is known as airspace METRO.
  - (2) Airspace Coordination
    - a. Tijuana Approach Control shall:
      - 1) Coordinate in advance with SCT and North Island each individual flight which will utilize Zone A or B.

- 2) Point out or handoff to SCT aircraft executing an ILS, VOR/DME, or visual approach to Runway 9 before the aircraft reaches a point abeam SALUD.
- 3) Instruct the pilot of each aircraft to squawk the transponder code issued by or coordinated with SCT.
- 4) Coordinate the use of METRO airspace with North Island when aircraft are executing the VOR approach to Runway 27 and circling to land Runway 9 prior to the aircraft reaching a point 10 DME from Tijuana VOR. Advise North Island and SCT when METRO airspace is no longer in use. These aircraft shall cross the border at or below 2,000 feet MSL.
- 5) SCT may vector aircraft destined for Tijuana directly from SCT airspace, for the Tijuana ILS/VOR 9 approach after coordination with Tijuana Approach Control.

b. Airspace Procedures

(1) Tijuana Approach Control shall:

- a. Coordinate the use of METRO airspace on IFR aircraft departing runway 27 as soon as the aircraft begins to taxi. Included in this coordination shall be the assigned transponder code and type aircraft. Re-coordinate the time of departure release if the aircraft has not departed after two (2) minutes from the time coordinated with NZY/SCT. These aircraft shall not climb above 2,000 feet MSL until south of the U.S./Mexico Border or as approved by SCT.
- b. When weather is 800 feet ceiling and/or two (2) miles visibility or less, point out VOR/DME Runway 27 approaches to SCT West Sector at or before ten (10) miles from the Tijuana VOR.

(2) SCT and North Island shall release airspace METRO to Tijuana Approach Control for the aircraft coordinated above as soon as practicable, but in no event longer than six (6) minutes from initial notification.

c. Clearances

(1) Tijuana Approach Control shall, for aircraft entering Southern California TRACON airspace:

- a. Coordinate IFR flight plans with SCT, San Diego Area.
  - 1) Aircraft landing SCT shall be routed via the appropriate TEC route or as coordinated.
  - 2) Aircraft departing Tijuana Airport landing SCT San Diego Area shall be routed via MZB.
- b. Obtain an IFR beacon code from SCT San Diego Area for each flight.
- c. Route aircraft departing the Tijuana Airport and entering SoCal via the TIJ250R to intercept the MZB160R direct MZB. These aircraft shall be coordinated for release with the West Sector, or as appropriate, and assigned the applicable SCT departure frequency.
  - 1) Suggested phraseology: "CLEARED TO (destination airport) VIA THE TIJ 250 RADIAL TO INTERCEPT THE MZB 160 RADIAL TO MZB (then as cleared)."
- d. Assign departing aircraft 4,000 feet MSL and to expect filed altitude five (5) minutes after departure.

(2) Southern California TRACON shall:

- a. Coordinate IFR flight plans with Tijuana Approach Control for all IFR departures that will enter Tijuana Approach Control airspace.
- b. Notify Tijuana Approach Control when "call for release" is required and again when no longer required.

d. Enroute Handoffs for Approach Facilities:

- (1) Interfacility non-automated handoffs and communications transfer shall be effected prior to the aircraft crossing the Mexico/United States Border. Each facility shall retain the aircraft within its respective airspace until a handoff or further coordinated is effected.
- (2) Handoffs shall be made in relation to the following fixes:
  - a. SALUD (TIJ 210/12)
  - b. AMIGO (TIJ 100/12)
  - c. Tijuana VOR/DME (TIJ)
  - d. Mission Bay VORTAC (MZB)
- (3) Aircraft entering Tijuana Approach Control from SCT airspace shall be routed direct TIJ VOR between 6000 feet MSL and 15,000 feet MSL.
- (4) Aircraft entering Southern California TRACON from TIJ airspace shall be routed:
  - a. From over SALUD (TIJ210/12) direct MZB VOR, handoff to SCT West Sector or as appropriate.
  - b. From over AMIGO (TIJ100/12):
    - 1) Direct Tijuana VOR direct Mission Bay VORTAC, handoff to SCT SAN West Sector or as appropriate for SAN arrivals landing runway 9.
    - 2) Heading 340, handoff to SCT SAN East Sector or as appropriate for SAN arrivals landing runway 27.
    - 3) Heading 340 for vector to destination airport/route of flight, handoff to SCT SAN East Sector or as appropriate for aircraft landing at other airports in or enroute through SCT airspace.
  - c. Aircraft landing in SCT San Diego Airspace, routed via SALUD/AMIGO, shall depart Mexican airspace at or below 10,000 feet MSL to maintain 8,000 feet MSL. Aircraft enroute through SCT shall have altitudes individually coordinated.
  - d. Successive aircraft on the same route shall be separated by a minimum of five (5) miles in trail. Separation shall be constant or increasing at time of handoff
  - e. The receiving facility may assume control of aircraft for turns 30 degrees either side of assigned course five (5) miles from the border, unless otherwise coordinated.

## **8. ATTACHMENTS.**

- a. Attachment 1 – MZT/TIJ Preferred Routes
- b. Attachment 2 – ZLA Preferred Routes, SCT Required Routes
- c. Attachment 3 – Tijuana Approach Map
- d. Attachment 4 – Map Depicting ZLA ARTCC/MMZT ACC Sectorization Above FL240
- e. Attachment 5 – Map Depicting TIJ/SCT Zones A and B
- f. Attachment 6 – Map Depicting Airspace METRO from NRS/NZY/SCT

**ATTACHMENT 1 – MZT/TIJ Preferred Routes:**

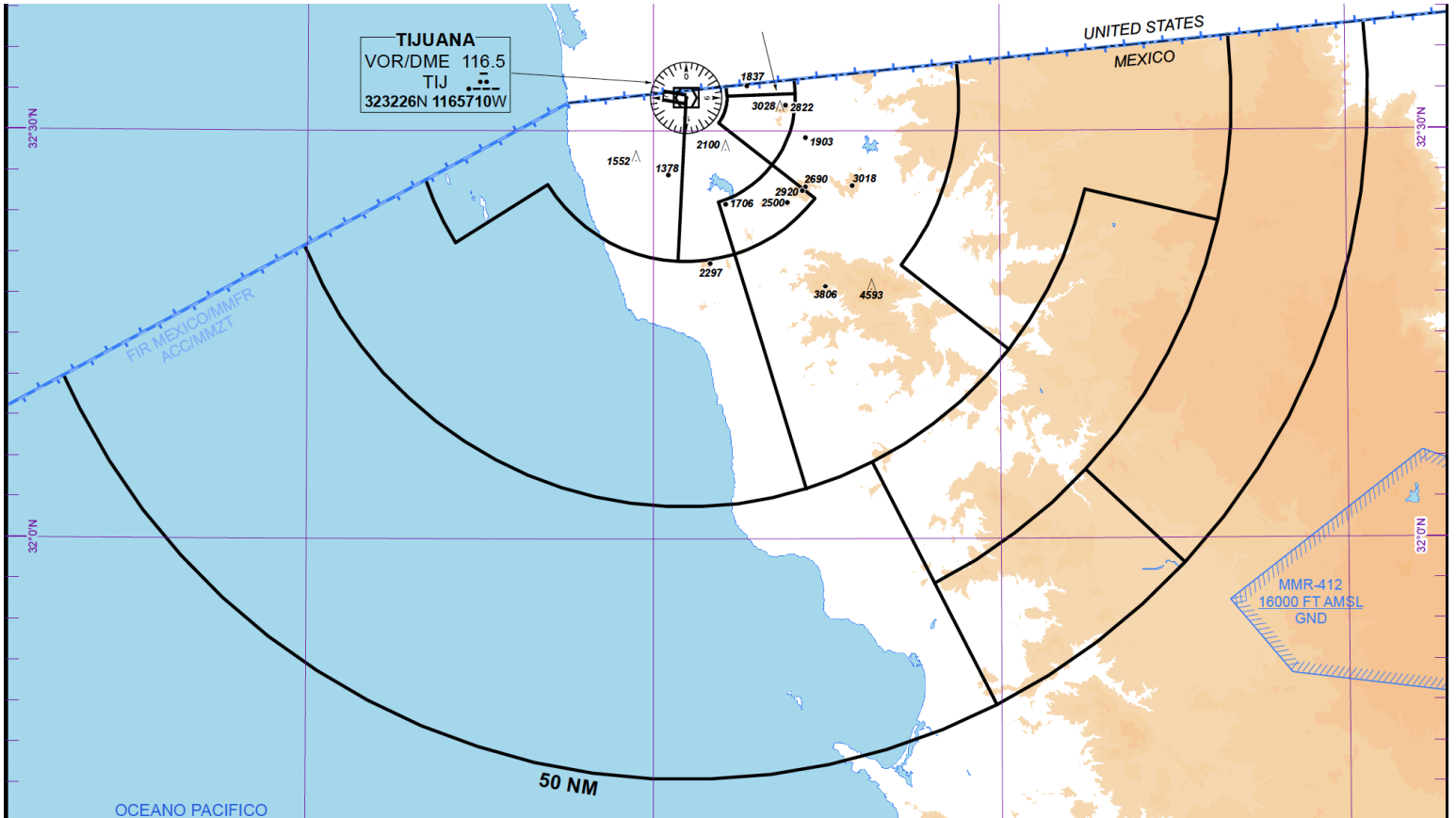
<b>RNAV Routes</b>		
<b>Via</b>	<b>Arrival</b>	<b>Routing</b>
MXL UJ7, TCATE..., or J93	MMMXX	PPE UT10 ZCL UJ5 QET UT150 DARAN
	MMMY	PPE UT11 OMISI UJ2 NOTAL
	MMUN	PPE UT11 URTEL UT34 VOMAR
	MMHO	PPE UT8 AVTEN
TIJ	MMSD	J1 LTO...ENEKO
	MMSL	J1 LTO...ENEKO
	MMLP	J1 LAP
	MMLT	J1 LTO

<b>Conventional Routes</b>		
<b>Via</b>	<b>Arrival</b>	<b>Routing</b>
MXL UJ7, TCATE..., or J93	MMMXX	MXL UJ7 MZT UJ33 QET UJ5 SLM MEX
	MMMY	TCATE PPE UT11 OMISI UJ2 NOTAL UJ45 MTY
	MMUN	MXL UJ7 CUL UJ6 CDR UJ46 TAM PAZ VER UJ18 MID UJ16 CUN
	MMHO	TCATE PPE UJ7 HMO
TIJ	MMSD	TIJ J1 LTO ENEKO UJ14 SJD
	MMSL	TIJ J1 LTO ENEKO UJ14 SJD V12 CSL
	MMLP	TIJ J1 LAP
	MMLT	TIJ J1 LTO
TIJ Approach	ALL	TIJ AOA 6,000', AOB 15,000'

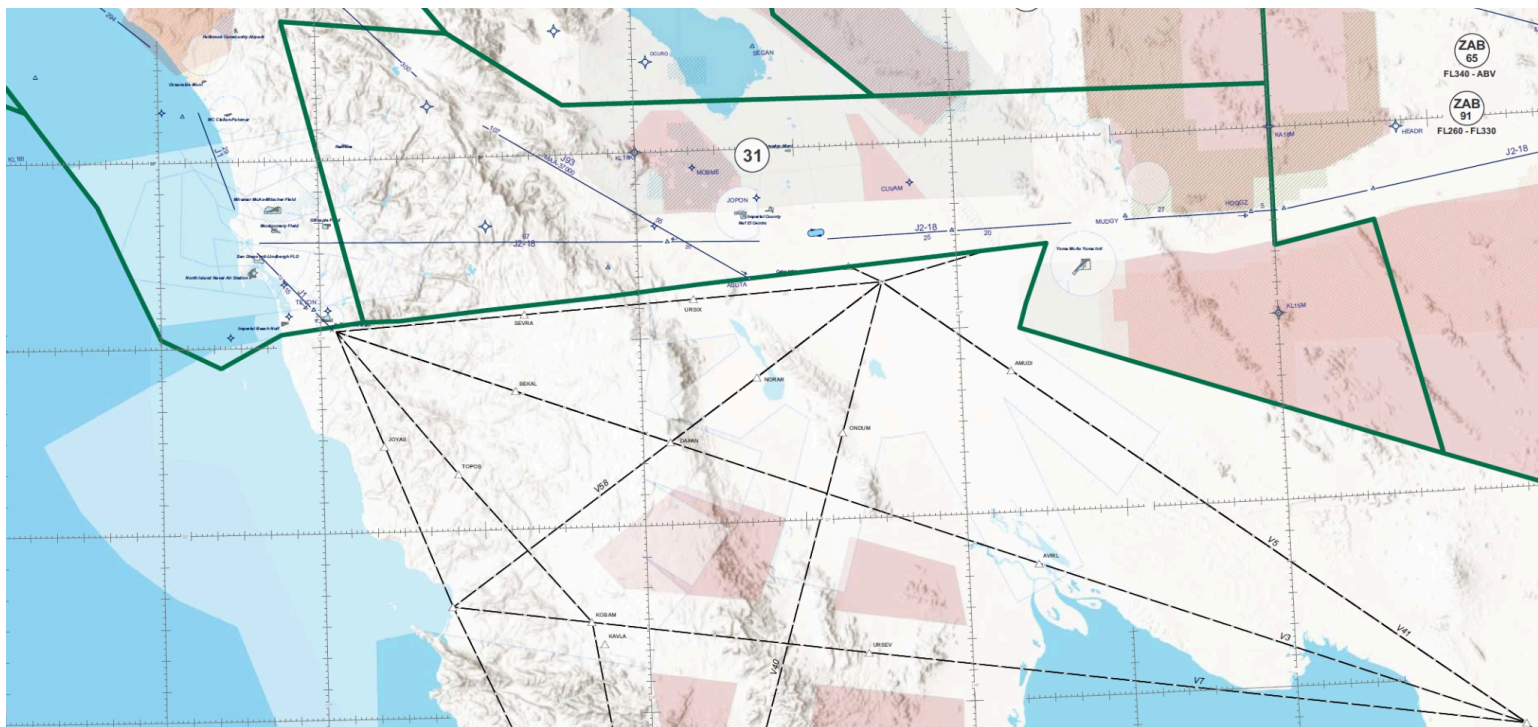
**ATTACHMENT 2 – ZLA Preferred Routes, SCT Required Routes**

<b>Arrival</b>	<b>Time</b>	<b>Routing</b>	<b>Altitude</b>
KLAX	0630 to 0000 KLAX local time	ASUTA AMMOR.OLAAA STAR J93 JLI.VISTA STAR (non-RNAV)	AOB FL380
KLAX	0000 to 0630 KLAX local time	ASUTA AMMOR.MDNYT STAR J93 JLI.OCEAN STAR (non-RNAV)	AOB FL380
KLGB KSNA	All times	ASUTA JLI V458 PACIF SLI	AOB FL380
KBUR KONT KSMO KVNK	All times	ASUTA J93 PDZ	AOB FL380
KCRQ KPSP KTRM KUDD	All times	MXL	AOB FL280
Overflights (non-ZLA airports)	All times	TIJ ASUTA J93	
<b>Routed through or landing SCT from TIJ</b>			
<b>Arrival</b>	<b>Notes</b>	<b>Routing</b>	<b>Altitude</b>
Landing SCT SAN Area	Departing MMTJ	TIJ250R MZB160R MZB	4,000'
	AMIGO SAN 27	TIJ100/12 H340	AOB100 D080
	AMIGO SAN 9	TIJ MZB	
	SALUD ALL	MZB	
Landing Other SCT or En Route	AMIGO	TIJ100/12 H340	Individually coordinated
	SALUD	TIJ210/12 MZB	

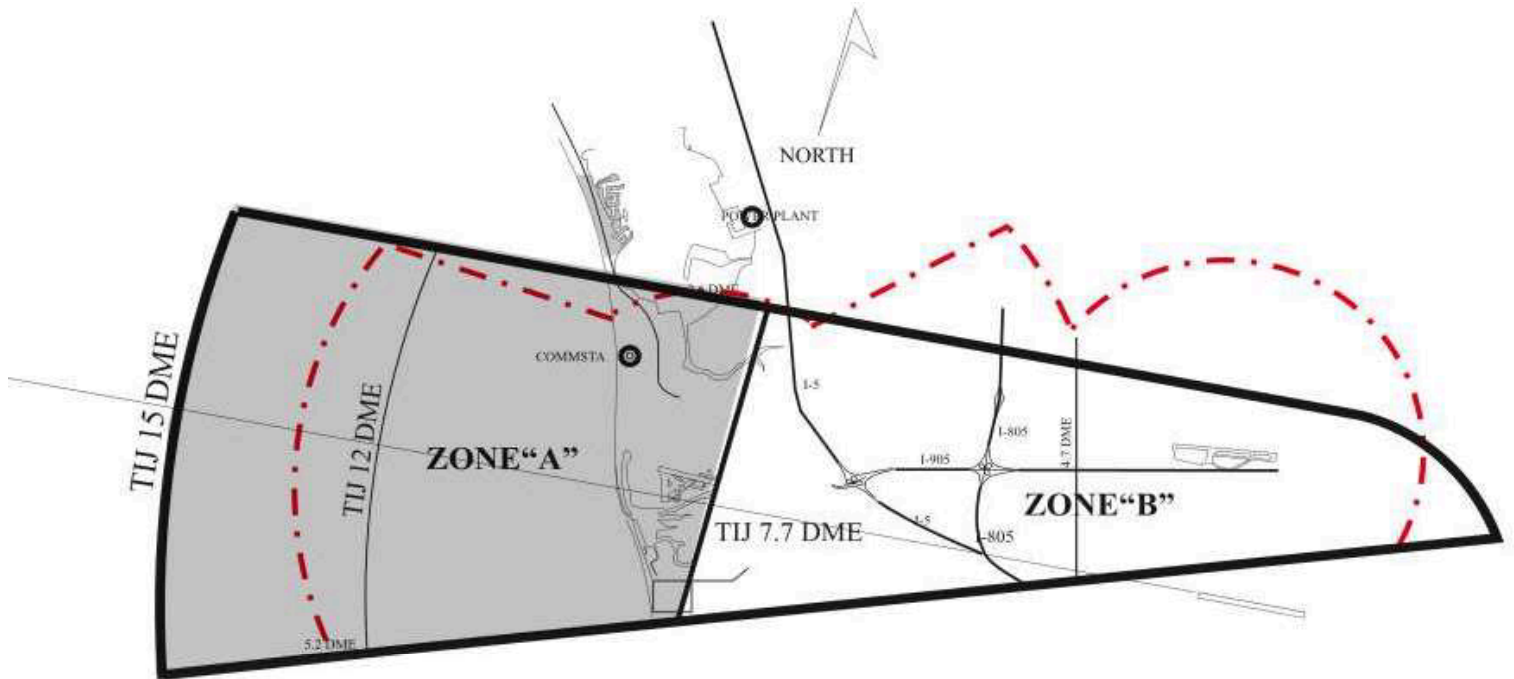
### ATTACHMENT 3 – Tijuana Approach Map



# ATTACHMENT 4 – Map Depicting ZLA ARTCC/MMZT ACC Sectorization Above FL240



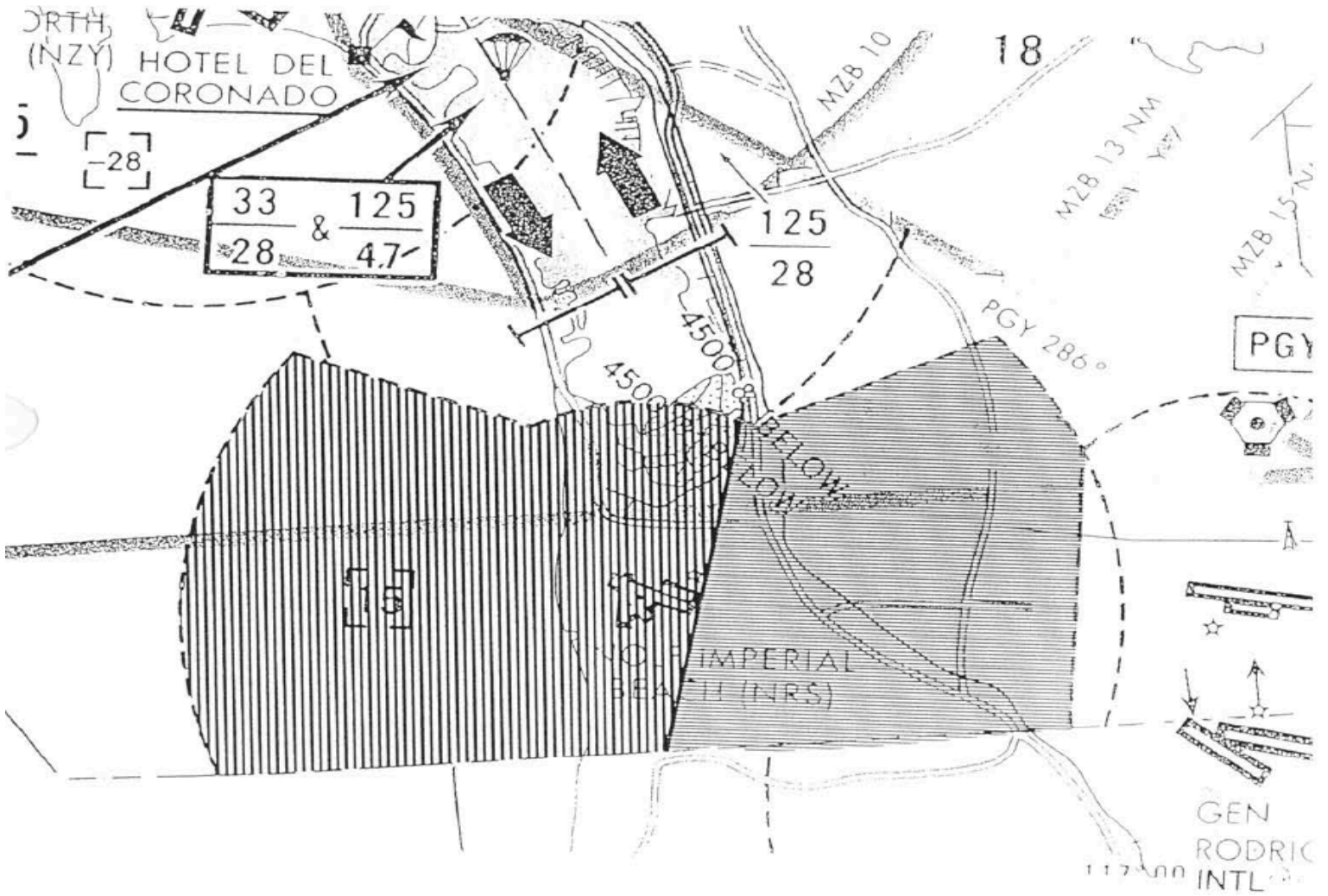
## ATTACHMENT 5 – Map Depicting TIJ/SCT Zones A and B




**Zone "A"** – 3,500' MSL to 1,500' MSL, from a starting point on the TIJ 15NM ARC at the United States / Mexico international border, thence clockwise via the 15NM arc to intercept a line extending from 3NM north of the TIJ VOR on a 095 degree bearing, thence southeast to intercept a perpendicular line 7.7NM front he TIJ VOR on the 085 degree radial, thence south to the international border, thence west to the point of beginning.

**Zone "B"** – 3,500' MSL to the surface from a starting point where a north/south line intersecting the TIJ 095 radial at 7.7NM meets the international border thence north to a point intersecting a line extending from 3NM north of the TIJ VOR on a 0-85 degree bearing southeast thence via the TIJ 3NM ARC to the international border thence to the point of beginning.

### ATTACHMENT 6 – Map Depicting Airspace METRO from NRS/NZY/SCT



The  area is AIRSPACE "METRO" 1300 feet MSL and below.

The  area is AIRSPACE "METRO" 2000 feet MSL and below.