# Letter of Agreement

March 26, 2020

1. **PURPOSE.** This agreement outlines the standard air traffic control procedures for operations between Northern California TRACON (NCT) and Beale (BAB) ATCT (Tower).
2. **GENERAL.**
    a. "Area 41" is defined as the airspace surface to 4,100 feet within the Beale Class C Airspace Surface Area (5NM).
    b. Tower has the responsibility to provide Class C services within the Beale Class C Airspace Surface Area, 2,100 feet and below; and when Area 41 is activated 4,100 feet and below.
    c. Civil aircraft may utilize Beale Airport navigational facilities providing military operations are not delayed.
    d. The automated point-out feature should be used to reduce verbal coordination, provided the aircraft intentions or destination is in the data block, or the intentions are clear and no further information is necessary
    e. NCT Must:
        i. Advise the Tower of the FDIO/Automation operational status.
        ii. Notify the Tower whenever SFO's Traffic Flow changes.
        iii. Not descend aircraft lower than 6,000 feet within a 1NM radius of PAVEPAWS located at the BAB072R 4.2 DME.
        iv. Authorize the activation of Area 41 to the extent possible. Include the time with the authorization.
        **EXAMPLE:** *"Area 41 Active for three zero minutes approved."*
    f. Tower Must:
        i. Verbally advise NCT when the Tower/airfield opens or closes
        ii. Advise NCT of pertinent changes, via interphone or as appropriate, in:
            1. ATIS/weather information
            2. Field conditions.
            3. Equipment status
            4. Any factor affecting airport capacity
        iii. Coordinate with NCT prior to making a runway change.
        iv. Instruct airborne aircraft that initially contact the Tower requesting a practice instrument approach to contact NCT for clearance on frequency 125.4 (Elkhorn).
        v. Request the use of Area 41 with Elkhorn. Include the time with the request and utilize the phrase "APREQ Area 41."
        **EXAMPLE:** *"APREQ Area 41 active for three zero minutes."*

3. **FLIGHT DATA**
    a. Tower Must:
        i. Issue the proper Departure Procedure (DP), and published NCT-TEC route and altitude appropriate to departure runway and destination.
        ii. Issue the proper Departure Procedure (DP), and non-TEC Preferential Departure Route (+PDR+) appropriate to departure runway, and route of flight/exit fix.
        iii. Assign aircraft not issued DP instructions to fly runway heading as the initial departure clearance (does not apply to RQ-4).
        iv. Clear aircraft on stereo routes to the destination airport.
        v. Assign interim altitude assignments in accordance with Attachment 2. Whenever the interim altitude assignment is below the altitude requested on FDIO strip, advise aircraft to expect their filed altitude 5 minutes after departure.
        vi. Assign the Stereo Route altitude when it conflicts with the TEC altitude.
        vii. Comply with any published Traffic Management Initiatives.
4. **DEPARTURES**
    a. NCT Must:
        i. Not change the assigned departure heading until the aircraft is beyond a two-mile radius of the airport or at or above 2,000 feet.
    b. Tower Must:
        i. Request release of airborne aircraft via a hand-off after ensuring the datablock is complete and includes the destination and/or instrument approach request.
        ii. Verbally request release on IFR/SVFR departures, and include:
            1. The phrase “High Flight” for any U2 or RQ4 assigned an altitude above 9,000 feet.
            2. The phrase “Tactical Departure” for aircraft departing via a spiraling (east of the runway), unrestricted climb to FL190, remaining within 5 NM of Beale TACAN, then direct to PYNUN after passing 9,000 feet.
        iii. Separate same direction departures from arrivals by:
            1. Visual separation; or
            2. Two miles if separation will increase to 3 miles within 1 minute after takeoff.

5. **ARRIVALS**
    a. NCT Must:
        i. Sequence IFR/VFR approach aircraft and provide the sequence to the Tower via a hand-off.
        ii. Coordinate with Tower any sequence changes. Sequence changes should be kept to a minimum.
        iii. Upon pilot request, protect the circling maneuver for all U2s assigned an instrument approach procedure.
        iv. Transfer communication and control of all arrival aircraft to the Tower's frequency prior to 7 flying miles from the landing runway.
        v. Provide the Tower with arrival information via the data block.
        vi. Unless otherwise coordinated, instruct VFR civil aircraft to enter traffic pattern via the downwind.
        vii. Advise the Tower when other than standard climb-out instructions are issued to practice approach aircraft. Standard climb-out procedures for all runways are runway heading and 3,000 feet.
    b. Tower Must:
        i. Acknowledge the arrival sequence by accepting the hand-off prior to 9 flying miles from the landing runway.
        ii. Sequence VFR aircraft and ensure other aircraft under Tower control do not disrupt NCT's approach sequence.
        iii. Specify the interval required for arrivals if more than standard separation is necessary.
        iv. Advise NCT when an arriving aircraft executes any procedures other than the one for which it was cleared.
        v. Instruct an aircraft under their control that initiates a missed approach and does not stay in the VFR pattern to fly runway heading and maintain 3,000 feet, and immediately advise NCT.
        vi. Tower may, without prior coordination with NCT, initiate a breakout. Tower must:
            1. Instruct all other IFR aircraft to fly runway heading and maintain 3,000 feet
            2. Immediately notify NCT of the aircraft involved.

# Attachment 1.
# DATA BLOCK USE

1. Scratch Pads
    a. The three-letter destination airport identifier for both IFR and VFR aircraft landing within NCT airspace and must be modified to reflect the appropriate three-letter destination airport identifier when an IFR or VFR aircraft changes destination
    b. Enter "LCL" for VFR aircraft with no specific destination; for example maneuvering in a practice area
    c. Absence of secondary scratch pad information indicates an IFR arrival is executing the approach advertised on the ATIS.
    d. IFR Arrivals executing other than approach advertised on the ATIS, or VFR Practice Approaches, must contain the type approach cleared for in the second scratch pad field as follows:

| Entry | Definition |
|---|---|
| HT | High TACAN |
| HI | High ILS |
| K | High Key Maneuver |
| H | Overhead |
| SI | VFR Straight In |
| 3E | 3,000’, East of Field (Use with Automated Point-Out) |
| 5SI | 5-mile Straight-in (Use with Automated Point-Out) |

# Attachment 2.
# MAXIMUM INTERIM ALTITUDES

| Route or Destination | Sector | ACFT | Altitude |
|---|---|---|---|
| PYNUN DP or Tactical Departure | Elkhorn | U2 | FL190 or Lower Filed Altitude |
| SMF, BAB, MHR, SAC, AUN, LHM, MVY, PVF, O61 | | P, T, J | 3,000 |
| All Other Routes | | P, T, J | 9,000 or Lower Filed Altitude |
| RQ-4 Departures | | RQ-4 | FL190 or Lower Filed Altitude |