

Letter of Agreement

Effective: January 26, 2023

1. **PURPOSE.** This letter of agreement establishes procedures for the routing, coordination and radar handoff of air traffic between Seattle Air Route Traffic Control Center (ARTCC) and Oakland ARTCC.
2. **SCOPE.** The procedures contained herein are for use between Oakland Center and Seattle Center for the controlling of air traffic and the handling of aircraft transitioning between Centers.
3. **CANCELLATION.** All previous agreements are cancelled.
4. **PROCEDURES.**
 - a. General
 - i. Each center must advise the other when changes occur in sector configuration, automation interface, and communication capabilities.
 - ii. The forwarding of control information and coordination of IFR departures must be accomplished at least five (5) minutes prior to the aircraft entering the receiving facility's area provided an automatic transfer of data between automated systems will occur.
 - iii. The minimum radar separation for aircraft being transferred between facilities is 5 nm, constant or increasing.
 1. Whenever miles-in-trail restrictions are imposed for identified facility airports, sequencing must be ensured regardless of altitudes.
 - b. Routing
 - i. Aircraft must be routed via:
 1. Preferred Routes as specified in Attachment 1 or
 2. Traffic Management coordination/initiated routes
 - ii. Aircraft landing at Los Angeles Basin airports (LAX, BUR, VNY, SMO, SNA, and LGB) may be routed no further direct than Mendocino (ENI), Linden (LIN), Friant (FRA) VORTACs, and REBRG or JAGWA WP.
 - iii. ZOA may route aircraft landing SEA no further than BLYTZ or KNGDM.
 - iv. ZOA may route aircraft landing PDX no further than MOXEE.
 - c. Altitude Assignment
 - i. For aircraft tracking a course of 020 degrees through 199 degrees, assign altitudes as specific in Order 7110.65, Air Traffic Control, for 0 degrees through 179 degrees.
 - ii. For aircraft tracking a course of 200 degrees through 019 degrees, assign altitudes as specified in order 7110.65 for 180 degrees through 359 degrees.
 - iii. Aircraft assigned an altitude of FL240 or higher, transitioning to or from the Oceanic FIR do not require approval for inappropriate altitude for direction of flight between ZOA 36 and ZSE Sector 15.

d. Transfer of Control

- i. At the completion of radar handoff and frequency change, all aircraft are released for turns of 15 degrees or less, beacon code changes, and speed adjustments.
 1. In addition to the above, ZSE has control from ZOA 41 for descent on aircraft landing ACV, EKA, and FOT airports and turns of up to 20 degrees.
 2. ZOA 36 has control from ZSE Sector 14 for descent on aircraft landing SMF, SAC, and MHR within 15 NM of the common boundary with reference to aircraft previously handed off from ZOA.

e. Special Coordination Procedures

- i. Reno complex arrivals (RNO, RTS, CXP, MEV, TRK, TVL) filed above FL300, must enter ZOA airspace descending to FL300. Pilot discretion descents are authorized and need not be coordinated.
 1. ZSE must point out to ZOA 41.
 2. ZSE must hand-off to ZOA 44.
- ii. In order to facilitate timely oceanic coordination, Seattle Center should affect early radar handoffs on westbound oceanic aircraft filed over REDWD, VESPA, UNVER, TRYSH and SHENU.
- iii. The ZOA 44 controller must notify ZSE Sector 13 five minutes prior to the activation of the Reno Military Operating Area (MOA).
- iv. Seattle Center must notify Oakland Center prior to the activation of the Goose, Hart, and Dolphin MOA/ATCAA SAAs.

f. Airspace

- i. ZSE Sector 13, 14 and 15 are depicted in the graphic below.

1. ZSE Consolidated is SEA_16_CTR on 135.450

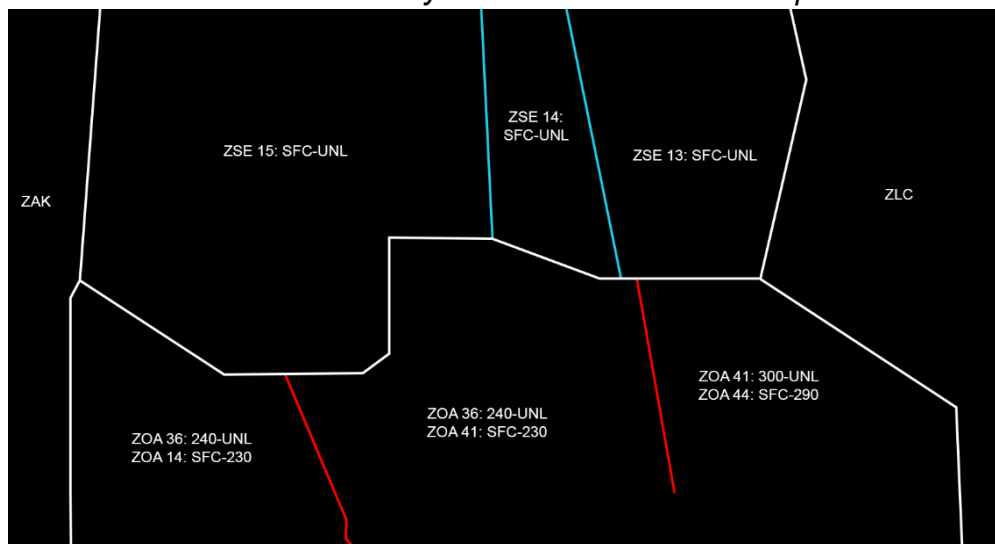
NOTE- Sector 16 does not own airspace that borders ZOA unless consolidated or otherwise coordinated by ZSE.

NOTE- ZSE will coordinate with ZOA when Sector 13, 14 or 15 are combined with any other ZSE Sector not depicted in this LOA.

- ii. ZOA Sector 14, 36, 41, and 44 are depicted in the graphic below.

1. ZOA Consolidated is OAK_CTR on 132.200

NOTE- ZOA will coordinate with ZSE when Sector 36, Sector 41, and/or Sector 44 are combined with any other ZOA Sector not depicted in this LOA.



g. Oceanic Coordination

- i. Coordination shall occur for every aircraft transiting the common boundaries of the facilities that are parties to this LOA at least 15 minutes prior to the transfer of control point (TCP).
 1. If an aircraft is departing an airport that is less than 15 minutes away from the TCP, the coordination shall be completed as soon as practicable, preferably prior to the aircraft becoming airborne.
- ii. Coordination shall consist of the aircraft's callsign, TCP fix, and assigned altitude.

EXAMPLE-

ZAK_FSS → SEA_CTR: DAL436, SEDAR, FL330.

- iii. Aircraft shall be instructed to switch to the receiving controller's frequency no later than 5 minutes prior to the TCP.
 1. Aircraft entering oceanic airspace shall be instructed to squawk 2000 and to contact the appropriate HF radio operator.

5. ATTACHMENTS.

- a. Attachment 1. Preferred Routings for Arrival Aircraft
- b. Attachment 2. List of Changes

ATTACHMENT 1. PREFERRED ROUTINGS FOR ARRIVAL AIRCRAFT

FROM	DESTINATION	PREFERRED ROUTE (RNAV)	NON-RNAV ROUTE
FROM ZSE – SFOW/SMFS/RNOS			
ZSE Sector 15	SFO	..MLBEC.BDEGA STAR	..RBG..PYE..SFO ..RBL..PYE..SFO
	SFO (Prop)	..ENI.PYE STAR	..ENI.PYE STAR
	OAK	..SPAMY.WNDSR STAR	..RBG..REBAS..OAK ..RBL..REBAS..OAK
	SJC	..CHBLI..BRIXX STAR	..RBG..PYE..SFO
	SJC (Prop)	..ENI.PYE STAR	..ENI.PYE STAR
ZSE Sector 13	SMF	..LKV.TUDOR STAR	..LKV.TUDOR STAR
	RNO	..HARTT.HARTT STAR	.J5.FMG .J92.FMG
FROM ZSE – SFOE/SMFN/RNON			
ZSE Sector 15	SFO	..MLBEC.STLER STAR	..RBG.STINS STAR ..RBL.STINS STAR
	OAK	..SPAMY.AANET STAR	..RBG..REBAS..OAK ..RBL..REBAS..OAK
	SJC	..GGULF.FRLON STAR	..RBG.BRINY STAR ..RBL BRINY STAR
ZSE Sector 13	SMF	..LKV.TUDOR STAR	..LKV.TUDOR STAR
	RNO	..HARTT.EELZA STAR	.J5.FMG .J92.FMG
FROM ZOA			
ZOA 36/41	SEA	..RBL..LMT..HAWKZ STAR	..BTG.OLM STAR
	PDX	..MACHU..TMBRS STAR	..OED.OCITY STAR
ZOA 41/44	SEA	..LKV.HAWKZ STAR ..LMT..BTG..KRIEG.HAWKZ STAR	..BTG.OLM STAR
	PDX	..PORTL..TMBRS STAR	..LMT.OCITY STAR

ATTACHMENT 2. LIST OF CHANGES

[illegible]

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