

# Letter of Agreement

February 21, 2020

1. **PURPOSE.** This agreement outlines the standard air traffic control procedures for operations between Northern California TRACON (NCT) and Fresno (FAT) ATCT/TRACON.
2. **GENERAL.**
  - a. FAT must advise NCT when runway 11 is in use and when it is canceled.
  - b. Aircraft exiting NCT must be routed as per Attachment 1.
  - c. Aircraft entering NCT must be routed as per FDIO route.
  - d. Aircraft landing within NCT may be on a vector to, or direct the first fix in NCT airspace.
  - e. When NCT is operating in a SFOW configuration, FAT may clear OAK/HWD arrivals direct SUNOL without any coordination.
  - f. Mode-C equipped aircraft may be climbing or descending to assigned altitude unless otherwise stated in Attachment 1.
  - g. Non Mode-C equipped aircraft must be level at their assigned altitude prior to the airspace boundary unless otherwise coordinated.
  - h. The receiving controller has control on contact for turns and descent on aircraft transferred at or below 10,000 feet. This procedure must include aircraft pointed out to FAT/NCT by Oakland Center.
  - i. NCT must request approval for all high altitude approaches entering FAT airspace.

## Attachment 1.

### DEFINITIONS, ROUTES, ALTITUDES, AND FREQUENCIES

#### 1. Aircraft Landing Fresno Terminal Area

Destination	Route	Altitude	Handoff
FAT/FCH	V23, V230, or direct NTELL	Level at 5,000/ 7,000/ 9,000	Friant
VIS	Direct NTELL or FRAME	Level at 5,000/ 7,000/ 9,000	Friant
MAE	Direct NTELL	3,000	Friant
Others	NTEL direct	FDIO	Friant

#### 2. Overflights: Non-RNAV aircraft must be on a vector toward NTELL

Destination	Route	Altitude	Handoff
BFL or via EHF	Airway or direct NTELL FRAME EHF	FDIO	Friant
PTV	Airway or direct NTELL TTE	FDIO	Friant
Others	Airway or direct NTELL then FDIO route		Friant

#### 3. Frequencies

Fresno TRACON		Northern California TRACON	
Chandler	119.60	Valley (SFC-090)	125.10
Friant	132.35	Morgan (100-190)	124.52

## Attachment 2. NCT/FAT AIRSPACE

