

# Letter of Agreement

September 18, 2021

1. **PURPOSE.** This agreement outlines the standard air traffic control procedures for operations between Oakland ARTCC (ZOA) and Fresno (FAT) ATCT/TRACON.
2. **GENERAL.**
  - a. FAT must advise ZOA of changes in runway and sector configuration.
  - b. ZOA has control for climb and turns 30 degrees either side of course. FAT has control for descent and turns 30 degrees either side of course.
  - c. The minimum radar separation, for both arrivals and departures, at the time of transfer of control is 5NM constant or increasing.
3. **ARRIVALS.**
  - a. Arrivals must be restricted to 11,000 or lower filed altitude
  - b. Aircraft that are unable to proceed direct SANGO will be given a vector to CZQ/NTELL.
  - c. FAT Arrivals:
    - i. Between BEREN and ALTТА
      1. Runway 29: Direct SANGO
      2. Runway 11: Direct NTELL
    - ii. Between ALTТА clockwise to the Leemore NAS (NLC) airspace boundary:
      1. Via ALTТА STAR
      2. Non DME equipped via radar vectors ALTТА
    - iii. Over NLC airspace:
      1. Runway 29: Direct SANGO
      2. Runway 11: Direct NTELL
    - iv. Northern NLC airspace clockwise to BEREN:
      1. Direct NTELL or via airways
  - d. Arrivals on the ALTТА STAR must be handed off prior to the EXTRA intersection
  - e. ZOA must request approval from FAT prior to issuing high altitude penetrations to FAT.
4. **DEPARTURES.**
  - a. FAT must issue departure aircraft filed above 10,000 instructions to "*EXPECT (filed altitude) 5 MINUTES AFTER DEAPRTURE*"
  - b. Departures must be handed off on the assigned route, or on vectors to join the assigned route, within FAT's lateral confines and restricted to 10,000 MSL or lower filed altitude.
  - c. Aircraft that depart FAT with a filed altitude above 10,000 MSL, and will enter Northern California TRACON (NCT) airspace must be climbed to the top of FAT airspace and handed off to NCT.

## Attachment 1. Fresno TRACON Airspace

