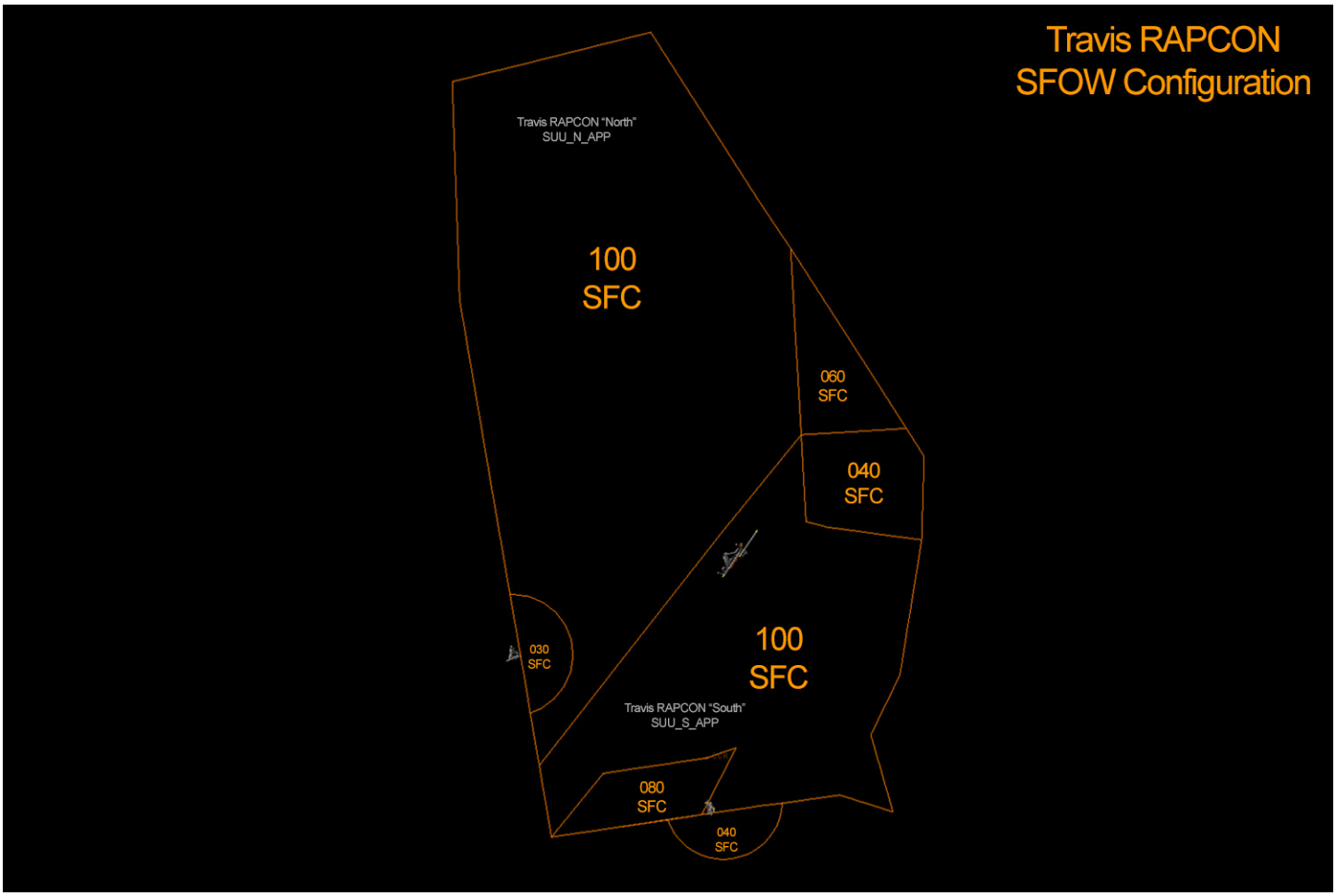
Letter of Agreement

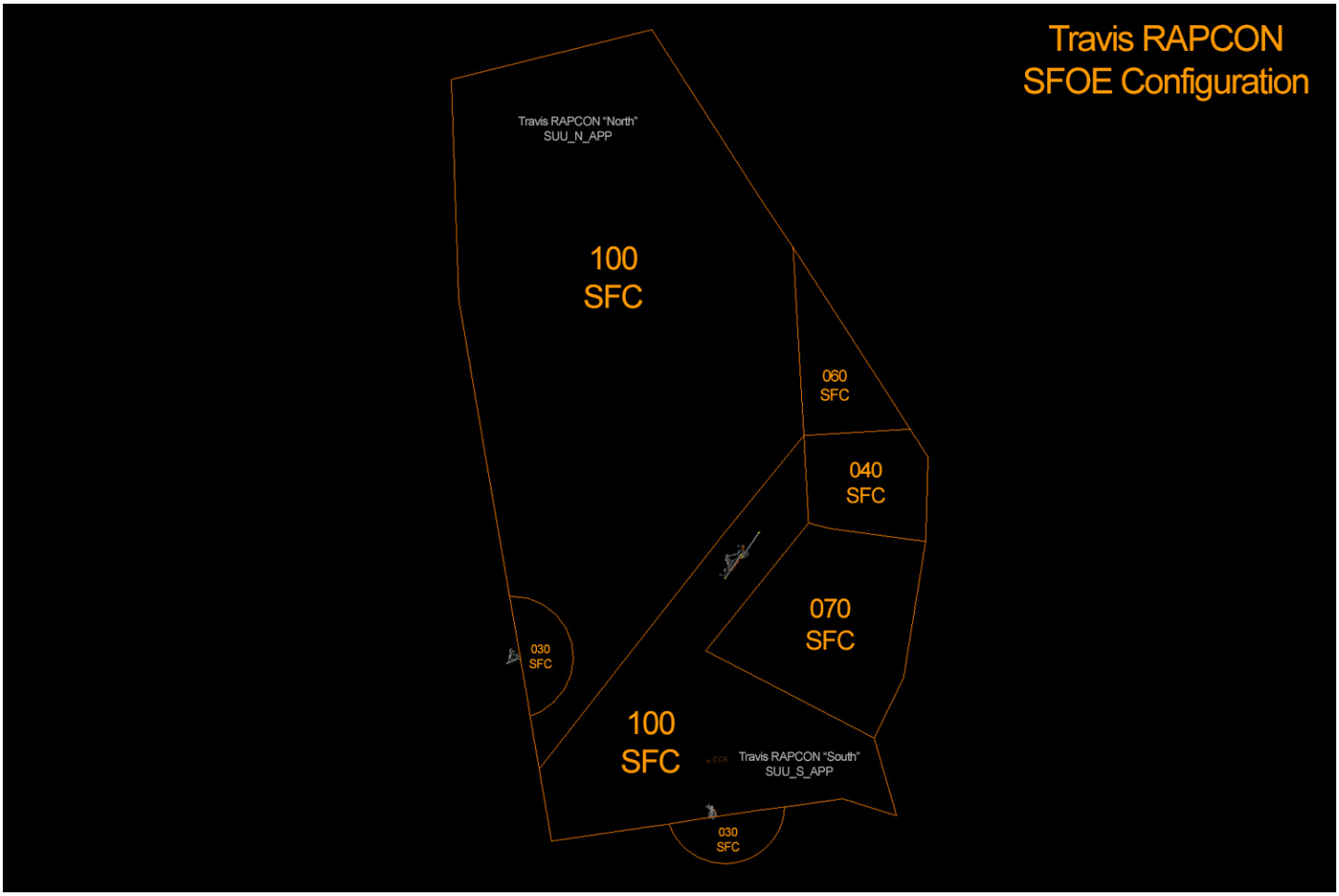
March 26, 2020

1. **PURPOSE.** This agreement outlines the standard air traffic control procedures for operations between Oakland Air Route Traffic Control Center (ZOA) and Travis RAPCON (SUU).
2. **GENERAL.**
    a. RAPCON has continuous control of the airspace depicted in Attachment 1.
    b. The minimum radar separation for aircraft being transferred between facilities will be 5 NM constant or increasing at the time of communications transfer.
    c. Interfacility coordination will be accomplished with the appropriate sector; that sector will then be responsible for further intrafacility coordination.
    d. Upon completion of radar handoff and communications transfer:
        i. RAPCON will have control for descent and turns within 5 NM of the Center/ RAPCON common boundary on all traffic entering Travis RAPCON delegated airspace.
        ii. Oakland Center will have control for descent and turns within 5NM of the Center/RAPCON common boundary north of SUU. When Oakland Center has control of the Napa Shelf, aircraft routed through the Croit gate will be Oakland Center's control for descent west of the Concord (CCR) VOR and control for vectors west of V195.
        iii. When the Napa Shelf is delegated to Travis RAPCON, Oakland Center will have control within the confines of the Napa Shelf for Napa County Airport (APC) arrivals.
        iv. Oakland Center will have control for vectors and climb on aircraft departing SUU Runway 03/21 that are above 5,000 feet MSL, and departing all other Travis airports at or above 8,000 feet MSL.
        v. During SFOE operations Oakland Center will have control for vectors on contact for aircraft landing Oakland (OAK) or San Francisco (SFO) International Airports that are routed via V108 CROIT V195 CORDD SGD.
    e. RAPCON will notify Oakland Center when a change in RAPCON runway or sectorization occurs that affects Oakland Center traffic. Oakland Center will inform RAPCON of the traffic configuration in the Bay Area.
3. **ARRIVALS**
    a. Arrivals will be routed via the routes and altitudes specified in Attachment 3 or via the computer-generated preferential arrival route (PAR) or preferential departure and arrival route (PDAR).

4. **DEPARTURES**
    a. All Travis AFB departures will be routed via the appropriate SID, or radar vectors direct first fix after ILA.
    b. Departures will be routed via the computer-generated preferential departure route (PDR) or PDAR or via the routes and altitudes specified in Attachment 3.
    c. Departures will be assigned 10,000 feet or lower requested altitude. Aircraft requesting altitudes above 10,000 feet will be assigned 10,000 feet and advised to expect further clearance to their filed altitude 10 minutes after departure. Except as noted in Attachment 3, aircraft may be climbing to assigned altitude at the time communications are transferred.
    d. Prior to release, Oakland Center will coordinate high performance aircraft departing APC Runway 06, or departing APC Runway 36 and not assigned the published departure procedure, with RAPCON.
    e. All Travis AFB formation flights will be nonstandard formation using MARSA procedures. Formation flights will normally consist of two to four heavy aircraft departing Travis AFB via ILA transition or radar vectors ILA in one (1) -minute intervals. Travis RAPCON will:
        i. Assign a block altitude to allow intra-cell vertical spacing of 500 feet between each aircraft in the formation.
        ii. Assign each aircraft the appropriate computer generated beacon code
        iii. Assign all nonstandard formation departures the breakup fix as a clearance limit.
5. **EN ROUTE**
    a. En route aircraft transitioning RAPCON delegated airspace will be routed via the routes and altitudes specified in Attachment 3, or via the computer-generated PDR/PDAR.

Attachment 1.
AIRSPACE




Travis RAPCON
SFOE Configuration
Travis RAPCON "North"
SUU_N_APP
100
SFC
060
SFC
040
SFC
070
SFC
030
SFC
100
SFC
Travis RAPCON "South"
SUU_S_APP
030
SFC

Attachment 2.

PREFERENTIAL ARRIVAL AND DEPARTURE ROUTES AND ALTITUDES

1. Routes and Altitudes Entering Travis Airspace.

Destination	Route	Altitude
SUU	VIA APPROPRIATE STAR OR DIRECT TRAVIS	11,000 OR 9,000
SUU	VIA RNAV OPD STARS	RNAV OPD STAR ALTITUDES (6000 at SEATO; 7000 at OSVEE)
CCR	DIRECT CCR OR VIA V108 OR VIA FDIO CLEARANCE	ALT. FOR DIRECTION OF FLIGHT
OVER FLIGHT (SFOW)	VIA FDIO CLEARANCE (Except when entering South of V150) VIA V108 OAKEY	ALT. FOR DIRECTION OF FLIGHT (Except when entering South of V150) 7,000 and below
OVER FLIGHT (SFOE)	VIA FDIO CLEARANCE (Except when entering South of V150) VIA V108 OAKEY	ALT. FOR DIRECTION OF FLIGHT (Except when entering South of V150) 5,000 or 3,000

2. Routes and Altitudes Exiting Travis Airspace.

Destination	Route	Altitude
APC	V494 POPES SGD OR RV CROIT GATE H260	6,000 Except 4,000 for CCR departures
STS, DVO, O69	V494 OR DIRECT SGD OR DIRECT AIRPORT	6,000 Except 4,000 for CCR departures
OVER FLIGHT (SFOW)	VIA FDIO CLEARANCE	ALT. FOR DIRECTION OF FLIGHT
OAK (SFOE – Props)	V108 CROIT V195 CORDD SGD V87 REBAS OAK	6,000 LEVEL
OAK (SFOE – Jets)	V108 CROIT V195 CORDD SGD SAU OAK	6,000 LEVEL
SFO (SFOE – Jets)	V108 CROIT V195 CORDD PYE V27 STINS SFO	8,000 LEVEL