

Letter of Agreement

Effective: January 26, 2023

1. **PURPOSE.** This Letter of Agreement (LOA) establishes standard procedures for coordination of air traffic between Oakland Air Route Traffic Control Center (ARTCC) and Salt Lake City ARTCC. This agreement is supplementary to the procedures in the appropriate air traffic control handbooks.
2. **SCOPE.** The procedures contained herein are for use between Oakland Center and Salt Lake City 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 ARTCC must keep the other advised of any changes including weather, traffic, or equipment that may limit or adversely affect air traffic control or facility operation.
 - ii. Each ARTCC must advise the other at the time adjacent sectors are combined or decombined.
 - 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.
 - iv. Inappropriate altitude for direction of flight (IAFDOF) may be assigned in accordance with FAA JO 7110.65 and with prior approval from the receiving facility
 1. Aircraft northwest of a line from LLC to WMC do not require specific prior approval, regardless of their direction of flight.
 - v. From 0830 to 2200 Pacific Time (0930 to 2300 Mountain Time), all OAK, SFO, and SJC departures must enter Salt Lake City ARTCC north of KRAZY.
 - vi. Completion of a radar handoff and transfer of communications constitute transfer of control for:
 1. Turns not to exceed 15 degrees, within 50 NM of the common ZOA/ZLC boundary.
 2. Descent and speed within 50 NM of the common ZOA/ZLC boundary for RNO, TRK, TVL arrivals from ZLC Area D.
 3. ZOA Area East has control for descent and speed from ZLC on all aircraft entering their airspace south of J84 within 20 NM of the common ZOA/ZLC boundary.
 - vii. ZLC must ensure all RNO, TRK, and TVL arrivals are assigned an altitude at or below FL340. Pilot discretion descents are authorized and need not be coordinated.
 - viii. Aircraft landing SLC and routed through ZLC Area D must be cleared no further east than BVL.

Salt Lake City Air Route Traffic Control Center and Oakland Air Route Traffic Control Center

- ix. All aircraft inbound to SFO, OAK, SJC, APC, STS, SLC, BOI, BIL, GTF, HLN, MSO, and TWF must be routed according to Attachment 1, except:
 - 1. OAK and SJC arrivals filed via BVL/DEZRT departure to MVA may remain as filed.
 - 2. Aircraft inbound to SFO, OAK, or SJC on a route northwest of LLC may be routed direct ILA.
- x. Flights originating less than 5 minutes flying time from the adjacent ARTCC's boundary must be coordinated by the transferring ARTCC by APREQing a block of airspace from the departure airport up to and including the initial altitude issued to the aircraft. After departure and radar identification, a pointout or handoff may take place, and the initiating controller will inform the neighbor when the block is cancelled.
NOTE – For the sake of simplicity, 5 minutes flying time is agreed to equal 20 nm.

b. Fallon MOA

- i. ZOA and ZLC have implemented a simplified version of the FALLON Military Operating Area associated with the Naval Air Station Fallon range complex. The lateral boundaries of the FALLON MOA shall be depicted on ZOA & ZLC radar sector files. The vertical boundary is 200' AGL to not including FL600.
- ii. ZOA ARTCC shall be the controlling agency of this airspace. Military pilots may schedule use of FALLON MOA with ZOA. ZOA will then pass this schedule to ZLC at least 72 hours before airspace utilization by submitting an email to the ZLC ATM, DATM, and military liaison.
- iii. OAK_CTR shall inform SLC_CTR of any changes in the status of the MOA (eg: reserved, "hot", "cold").
- iv. SLC_CTR shall route all IFR traffic clear of the MOA when it is reserved or in use.
- v. ZLC and ZOA ARTCC controllers shall advise VFR traffic within their respective airspace of the status of the MOA. Note that VFR aircraft may enter an active MOA at pilot's discretion.
- vi. In the event of a "spill-in" condition (non-participating aircraft enters MOA) occurring from ZLC airspace, SLC_CTR shall advise OAK_CTR of the spill-in event. OAK_CTR shall issue a "whisky alert" to participating aircraft within the MOA.
- vii. Participating military aircraft operating within the MOA shall operate under MARSA and are exempt from FARs for speed and altitude levels during tactical training.

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) | ALTERNATE ROUTE (CONVENTIONAL) |
|---------------------|--------------|---|--------------------------------|
| ZLC Area C | SFO (West) | ..INYOE.DYAMD STAR | ..OAL.MOD STAR |
| | SFO (East) | ..INYOE.ALWYS STAR | |
| | OAK (West) | ..MONOH.OAKES STAR | ..OAL..SUNOL |
| | OAK (East) | ..RPARK.BANND STAR | ..DUGLE..SUNOL |
| | SJC | ..KNGRY.RAZRR STAR ..GYLET.RAZRR STAR | ..OAL..HYP ..OAL..CANDA |
| | APC/STS | ..MOD.. | |
| ZLC Area D | SFO (West) | ..LEGGS.BDEGA STAR | ..FMG.MOD STAR |
| | SFO (East) | ..LEGGS.STLER STAR | |
| | OAK (West) | ..RBUCL.WNDSR STAR | ..FMG.. |
| | OAK (East) | ..RBUCL.AANET STAR | ILA..REBAS..OAK |
| | SJC (West) | ..LLC..CHBLI.BRIXX STAR ..CHBLI.BRIXX STAR | ..FMG.. ILA..SAU..SFO |
| | SJC (East) | ..LLC..GGULF.FRLON STAR ..GGULF.FRLON STAR | ...FMG.BRINY STAR |
| | RNO (South) | ..MYBAD.MYBAD STAR | via filed route |
| | RNO (North) | ..MYBAD.WADOL STAR | |
| | APC/STS | ..LLC.. or North of a LLC..BAM line, direct destination | |
| ZOA Area North/East | SLC | ..BVL or ..MLF | ..REO |
| | BOI | ..NEERO or ..PRNCS | via filed route |
| | BIL | ..YLSTN | ..BAM or ..REO..DBS |
| | GTF/ HLN/MSO | ..REO | ..REO |
| | TWF | ..BAM..TWF | ..BAM..TWF |

ATTACHMENT 2. LIST OF CHANGES

[illegible]

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VATUSA Approval: 09/26/2021 – Ryan Parry, VATUSA4