

VATUSA ALBUQUERQUE ARTCC and VATUSA ALBUQUERQUE ATCT

LETTER OF AGREEMENT

EFFECTIVE: 09/01/2007

SUBJECT: TERMINAL AREA CONTROL IN ALBUQUERQUE, NM

- 1. PURPOSE.** This letter of agreement delegates airspace, defines responsibilities, and establishes procedures for Albuquerque (ABQ) Air Traffic Control Tower (ATCT) and Albuquerque Air Route Traffic Control Center (ARTCC) to provide approach control service in the Albuquerque, NM Terminal Area. It is supplementary to the procedures in FAA Order 7110.65, Air Traffic Control.
- 2. DISCLAIMER.** Information contained herein is designed and specifically for use in a virtual controlling environment. It is not applicable, nor should be referenced for live operations in the National Airspace System (NAS).
- 3. CANCELLATION.** Reserved
- 4. RESPONSIBILITIES.** The airspace delegated to ABQ ATCT is described in Annex 1, Albuquerque ATCT Airspace. ABQ ATCT is responsible for providing approach control service within this airspace at and below Flight Level (FL) 200.
- 5. GENERAL PROCEDURES**
 - a. Deviations.** Deviations from the procedures in this agreement are authorized on an individual aircraft basis after coordination between affected controllers is accomplished.
 - b. Flow Changes.** The ATCT shall notify the ARTCC of the flow in use, and shall notify the ARTCC as soon as possible of any runway change.
 - c. ARTCC Sectors.** The ARTCC shall notify the ATCT of the opening and closing of sectors adjacent to the ATCT's airspace.
 - d. Overflights.** The ARTCC may leave overflight aircraft on their filed route of flight if the assigned altitude is 13,000' MSL or higher, or the aircraft is established on an airway at or above the MEA. Altitude coordination shall be accomplished for aircraft below 13,000' MSL not on an airway. When the North and South Radar positions are both open at ABQ, overflight aircraft on V12 from the east shall be issued the North Radar frequency during East or West Flow and the South Radar frequency during Northwest or Southeast Flow. Overflights from the west shall be issued the north sector frequency.
 - e. Departure Separation.** The ATCT shall provide the ARTCC at least 5 NM radar separation, constant or increasing, between ABQ Terminal Area departures. Aircraft on parallel or diverging vectors shall be accepted provided the aircraft are on the correct side for the first fix on their route of flight.

6. RADAR PROCEDURES – EAST / WEST FLOW

a. Departures. The ATCT shall:

(1) Vector aircraft and issue routes as follows:

- (a) Provide at least 5 NM separation from arrival gate airspace depicted in Annex 1.
- (b) Route out a departure gate as depicted in Annex 1 via SID, victor airway, direct to first fix, or radar vector established on a heading as described in the table below:

Filed First Fix	Heading	Filed First Fix	Heading
DRO / RSK	340°	TAS / ALS	025°
ZUN / GUP	260°	FTI / TCC	060°
SJN	190°	TXO	110°
ONM / TCS	170°	CNX / GLINA / WARRE	125°

(2) Assign altitudes as follows:

Requested Altitude	Assigned Altitude
FL200 or Above	FL200
FL190 or Below	Requested Altitude or MEA (whichever is higher)

(3) After radar handoff and communication transfer, transfer control to the ARTCC for:

- (a) Climb, for aircraft assigned FL200.
- (b) Turns up to 30 degrees, provided aircraft remain at least 5 NM from arrival gates.

b. Arrivals. The ARTCC shall:

(1) Route aircraft through an arrival gate depicted in Annex 1 via a STAR, vector, or direct route to ABQ VORTAC. Additionally, aircraft may enter ABQ airspace via V611 or V60 without coordination, provided aircraft are established on the airway.

(2) Assign aircraft to altitudes and speeds as follows:

Aircraft Type	Altitude / Speed
Turbojet	15,000' MSL / 300 KIAS or Less
Turboprop	14,000' MSL
Piston	12,000' MSL (except V611 Cross ONM at 9,000' MSL)

(3) After radar handoff and communication transfer, transfer control to the ATCT for:

- (a) Descent
- (b) Turns up to 30 degrees, provided the aircraft remains within arrival gate airspace.

7. RADAR PROCEDURES – NORTHEAST / SOUTHWEST FLOW

NOTE – Only changes from East / West Flow procedures are shown.

- a. Frequency Assignment.** When ABQ radar positions are split (e.g. – both North and South radar staffed), LAVAN arrivals shall be assigned North Radar frequency, 127.4.
- b. Departures.** Change departure headings for aircraft requesting FL200 or above as follows, per the flow in use:

Southwest Flow

Filed First Fix	Heading
FTI / TAS / ALS	025°
TCC	110°

Northeast Flow

Filed First Fix	Heading
TXO	060°

- 8. FREQUENCIES.** Except as otherwise described in this document, when North Radar and South Radar positions are open at ABQ, assign frequencies to arrival aircraft as follows:
 - a.** 127.4 – Via the CURLY or FRIHO Gates, or otherwise north of V12
 - b.** 123.9 – Via the LAVAN or MIERA Gates, or otherwise south of V12

9. ATTACHMENTS.

Annex 1 – VATUSA Albuquerque ATCT Airspace with Departure and Arrival Gates

ANNEX 1

VATUSA Albuquerque ATCT Airspace with Departure and Arrival Gates

Airspace Delegated to VATUSA Albuquerque ATCT FL200 and Below

