

Albuquerque Center Standard Operating Procedures

ZAB Order 7310.001

Albuquerque ARTCC

07 May 2018

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1. Purpose

This manual establishes policies and procedures for staffing any Albuquerque Center sector position. Controllers should exercise their best judgement when encountering situations not covered by this SOP.

2. Roles and Responsibilities

This SOP shall be maintained by the ATM. If the ATM wishes to employ a FAB, all changes to this manual must be approved by the FAB. At no time shall any provision in this manual conflict with a VATSIM, VATNA, or VATUSA policy. Upon vacating the position, the outgoing ATM shall provide the source file of this SOP to the incoming ATM, so that they may continue to modify this SOP as needed. Policies shall be maintained in accordance with established VATSIM Global Rating Policies.

3. Distribution

This manual is intended to be used by every controller and visitor at ZAB that wish to open any Albuquerque Center sector position.

4. Positions

4.1. Simplified Positions

ZAB employs a simplified position scheme that covers most split scenarios. When using simplified positions, the following callsigns should be used.

| Position (Symbol) | Callsign | Description | Frequency | Voice Server |
|-------------------|------------|-------------|-----------|-----------------------|
| NOREAST (NE)* | ABQ_NE_CTR | Northeast | 127.850 | rw.liveatc.net/ZAB_NE |
| NORWEST (NW) | ABQ_NW_CTR | Northwest | 128.450 | rw.liveatc.net/ZAB_NW |
| SOUEAST (SE) | ABQ_SE_CTR | Southeast | 120.970 | rw.liveatc.net/ZAB_SE |
| SOUWEST (SW) | ABQ_SW_CTR | Southwest | 126.450 | rw.liveatc.net/ZAB_SW |

NOREAST is the default combined Albuquerque Center position. The callsign **ABQ_CTR may be used when this is the only position staffed.*

5. Airspace

5.1. Definition

Albuquerque Center is responsible for all controlled airspace up to FL600 within the lateral boundaries of the ARTCC that is not being served by another controller (full top-down services at all controlled airports), or is otherwise noted.

5.2. Splits

Utilizing the simple split defined in section 4.1, Albuquerque Center can be split into 2, 3 or 4 distinct sectors. When splitting, controllers should utilize the following callsign standards.

5.2.1. North/South Split

When utilizing a North/South split, the following procedures should be followed.

- NOREAST and NORWEST shall be combined into NOREAST.
- SOUWEST and SOUWEST shall be combined into SOUEAST.
- NOREAST may use the callsign **ABQ_N_CTR**.
- SOUEAST may use the callsign **ABQ_S_CTR**.

5.2.2. East/West Split

When utilizing a East/West split, the following procedures should be followed.

- NOREAST and SOUEAST shall be combined into NOREAST.
- NORWEST and SOUWEST shall be combined into NORWEST.
- NOREAST may use the callsign **ABQ_E_CTR**.
- NORWEST may use the callsign **ABQ_W_CTR**.

5.2.3. Three-Way Split

When utilizing one of the 4 distinct Three-Way splits, the following procedures should be followed.

1. North-Heavy Split

- NOREAST and NORWEST shall operate as separate positions.
- SOUWEST and SOUWEST shall be combined into SOUEAST.
- SOUEAST may use the callsign **ABQ_S_CTR**.

2. South-Heavy Split

- NOREAST and NORWEST shall be combined into NOREAST.
- SOUWEST and SOUWEST shall operate as separate positions.
- NOREAST may use the callsign **ABQ_N_CTR**.

3. East-Heavy Split

- NOREAST AND SOUEAST shall operate as separate postions.
- NORWEST AND SOUWEST shall be combined into NORWEST.
- NORWEST may use the callsign **ABQ_W_CTR**.

4. West-Heavy Split

- NOREAST AND SOUEAST shall be combined into NOREAST.
- NORWEST AND SOUWEST shall operate as separate positions.
- NOREAST may use the callsign **ABQ_E_CTR**.

5.2.4. Four-Way Split

When utilizing a Four-Way split, controllers shall reference the table of positions in section 4.1.

5.3. Airspace Diagram

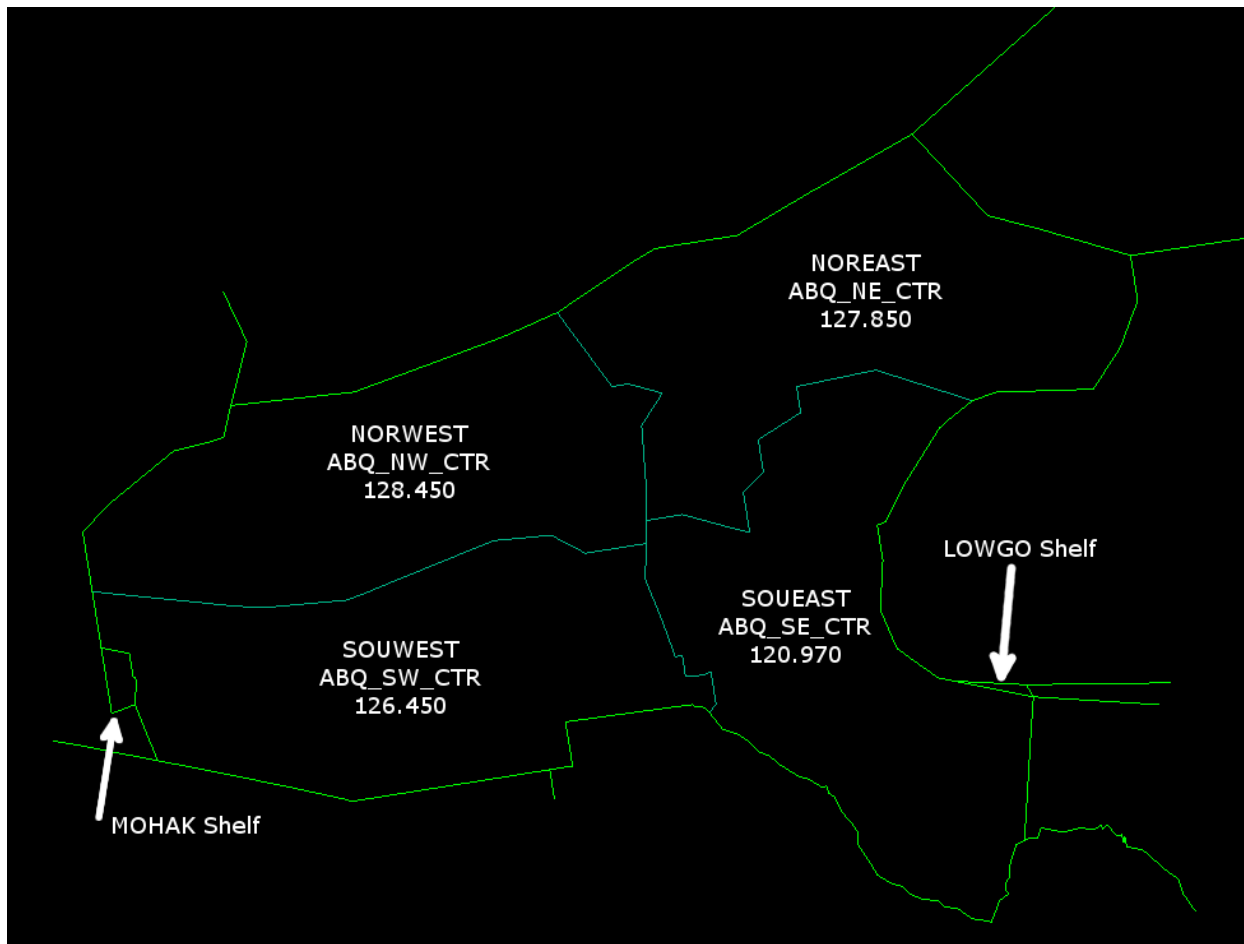


Figure 1: Albuquerque Center split diagram

5.3.1. MOHAK Shelf

SOUWEST owns the airspace in the MOHAK Shelf AOA FL240. ZLA owns the airspace below FL240.

5.3.2. LOWGO Shelf

SOUEAST owns the airspace in the LOWGO Shelf AOA FL240. ZFW owns the airspace below FL240.

6. Arrival Procedures

6.1. P50 TRACON

- All P50 TRACON arrivals on RNAV STARs shall be issued **descend via** and given a landing direction. The specific runway transition will be assigned by P50.
- All P50 TRACON arrivals on non-RNAV STARs shall be issued crossing restrictions as outlined in the table below. All Turbojet aircraft on non-RNAV STARs shall be given a 250KT speed restriction at the crossing restriction fix.

- Albuquerque Center will ensure that the hard altitude in the aircraft's data block is updated for the crossing restriction.

| STAR | Fix | AC Type | Landing Direction | Altitude |
|-----------|-----------|-----------|-------------------|----------|
| ARLIN/BLH | PAYNT | Turbojet | East | 12000 |
| | | | West | 14000 |
| | | Turboprop | Both | 9000 |
| BUNTR | HOMRR | Turbojet | East | 14000 |
| | | | West | 12000 |
| COYOT | BRUSR | Turbojet | Both | 13000 |
| | | Turboprop | Both | 11000 |
| JESSE | HOMRR | Turboprop | Both | 8000 |
| SUNSS | SQUEZ | Turboprop | Both | 10000 |
| No STAR | 40DME PXR | All | Both | 8000 |

6.2. Albuquerque Terminal Area

- All Albuquerque Terminal Area arrivals on RNAV STARs shall be issued **descend via** and given a landing direction. The specific runway transition will be assigned by ABQ TRACON.
- All Albuquerque Terminal Area arrivals on non-RNAV STARs shall be issued crossing restrictions as outlined in the table below.
- Albuquerque Center will ensure that the hard altitude in the aircraft's data block is updated for the crossing restriction.

| STAR | Fix | AC Type | Altitude |
|---------|-----------|----------|----------|
| CURLY | CURLY | Turbojet | 15000 |
| FRIHO | FRIHO | | |
| LAVAN | LAVAN | | |
| MIERA | MIERA | | |
| No STAR | 30DME ABQ | All | 15000 |

6.3. U90 TRACON

- All U90 TRACON arrivals shall be issued crossing restrictions as outlined in the table below.
- Albuquerque Center will ensure that the hard altitude in the aircraft's data block is updated for the crossing restriction.

| STAR | Fix | AC Type | Altitude |
|------|-----|---------|----------|
|------|-----|---------|----------|

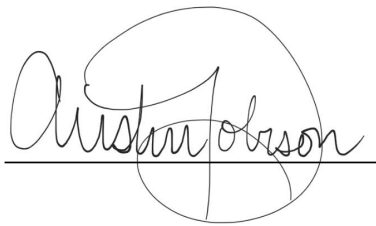
| | | | |
|---------|-----------|----------|-------------|
| DINGO | BASER | All | 15000 |
| ZONNA | N/A | Turbojet | Descend Via |
| No STAR | 30DME TUS | All | 12000 |

6.4. El Paso Terminal Area

- All El Paso Terminal Area arrivals shall be issued crossing restrictions as outlined in the table below.
- Albuquerque Center will ensure that the hard altitude in the aircraft's data block is updated for the crossing restriction.

| STAR | Fix | AC Type | Altitude |
|---------|-----------|----------|-------------|
| BEAHR | N/A | Turbojet | Descend Via |
| HSKNS | | | |
| MOLLY | | | |
| SAMMR | | | |
| WAZKO | | | |
| No STAR | 30DME ELP | All | 15000 |

7. Approval



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