

LETTER OF AGREEMENT

EFFECTIVE: May 18, 2020

SUBJECT: INTERFACILITY COORDINATION

1. **PURPOSE.** This agreement establishes standard coordination procedures for Albuquerque Center (vZAB) and Denver Center (vZDV) and is supplementary to FAA Order 7110.65, Air Traffic Control.
2. **DISCLAIMER.** The 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.
3. **CANCELLATION.** The subject letter of agreement between Denver Center and Albuquerque Center dated December 16, 2018, is canceled.
4. **PROCEDURES.**
 - a. Aircraft departing within 20NM of the common boundary and entering the receiving facility's airspace must be coordinated prior to departure.
 - b. The following are designated reference points:

(1) KENTO	36° 44' 19"N, 103° 05' 57"W Intersection of J17 and J18
(2) TRI-CENTER	35° 46' 00"N, 111° 50' 30"W Common ZDV/ZAB/ZLA boundary
(3) TRI-POINT	37° 30' 00"N, 102° 33' 00"W Common ZDV/ZAB/ZKC boundary
 - c. Coordination/Procedures.
 - (1) Altitude information contained in the data block, including an interim altitude, is sufficient for coordination.
 - (2) A controller making an interfacility radar handoff, point out, or issuing traffic information to another controller, need not verbally coordinate the altitude the aircraft is climbing/descending to, or is maintaining, as long as the data block accurately reflects this information.
 - (3) The procedures above do not constitute coordination /approval of inappropriate altitude for direction of flight (IAFDOF) requirements.
 - (4) Transponder codes may be changed without coordination on contact.
 - (5) The receiving control has control for turns of up to 20 degrees left or right of course for aircraft within 20NM of the ZDV/ZAB common boundary.

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- (6) ZDV releases control to ZAB on contact for descent to FL290 on ABQ arrivals that are assigned the LOWBO STAR.
- (7) IAFDOF is approved by ZDV on Denver International (DEN) landing traffic assigned the TBARR STAR, GNULA transition and the NIXX STAR, ZIGEE transition.
- (8) The RNAV (GPS) RWY 13 approach to the Taos Municipal Airport (SKX), Taos, New Mexico, has protected airspace associated with the holding pattern that extends into ZDV's airspace. Therefore, ZAB must advise ZDV when the holding pattern will be used, the specific altitude(s), and when the holding pattern is no longer in use. When ZDV issues the clearance for the RNAV (GPS) RWY 13 approach to SKX, ZDV must issue the ZAB missed approach frequency.

d. Sector Stratification

- (1) ZDV Sector Stratification
 - (a) FL270 and above as High Sectors
 - (b) FL260 and below as Low Sectors
- (2) ZAB Sector Stratification
 - (a) Sectors 43 and 17 all altitudes
 - (b) Sector 94 all altitudes except FL280 and below under sector 97
 - (c) Sector 15 FL280 and below
 - (d) Sector 97 FL290 and above

e. Aircraft unable to comply with required routes or altitudes must be coordinated with the receiving ARTCC on an individual basis.

f. ATTACHMENTS

- (1) Route/Altitude Requirements

/s/
Brandon Wening
Air Traffic Manager
VATUSA Denver ARTCC

/s/
Austin Robison
Air Traffic Manager
VATUSA Albuquerque ARTCC

ATTACHMENT 1 - ROUTE/ALTITUDE RESTRICTIONS

**FROM ZAB to ZDV
*Non RNAV only**

Landing ARPT	QUALIFIER	ROUTE/RESTRICTION
DEN	On or west of J104, AOA FL240	*RSK/ HBU /ALS LARKS STAR or GNDLA/ SHNPS TBARR STAR.
	East of J104. AOA FL240	*HGO or ZIGEE NIIXX STAR
APA	On or west of J104, AOA FL240	*RSK/ ALS LARKS STAR STIFS ZOMBZ STAR
	East of J104, AOA FL240	*BRK..FQF CAARS DUNNN STAR
BJC	On or west of J104, AOA FL240	*HBU POWDR STAR COFMN CREDE STAR
	East of J104, AOA FL240	*BRK..FQF CAARS DUNNN STAR

FROM ZDV to ZAB

Landing ARPT	QUALIFIER	ROUTE/RESTRICTIONS
ABQ	From DEN AOA FL320	AOB FL320
	From RSK AOA FL290	AOB FL290
DFW	ALL	AOA FL270 Route via PNH, BGD, TXO
KPHX Satellites (KSDL, KCHD, KFFZ, KGUE, KGYR, KDVT, KIWA, KCGZ)	All Turbojet	Route over or west of RSK then direct FLG. Enter ZAB AOB FL340
PHX	All AOA FL270	Route via GUP
SAF	ALL	AOB FL320

Either Center may at its discretion provide direct routing to RNAV or GPS- equipped aircraft with destinations in the receiving Center's airspace, but no further than a transition point on a published STAR. For airports that are not served with a published STAR, direct routing may be applied to a NAVAID nearest to the destination airport as per the routing requirements above.