

# VATUSA SALT LAKE CITY ARTCC and VATCAN Edmonton FIR

## LETTER OF AGREEMENT

EFFECTIVE: 01SEP2021

### SUBJECT: INTERFACILITY COORDINATION PROCEDURES

1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Salt Lake City ARTCC (ZLC) and VATCAN Edmonton FIR (ZEG). This agreement is supplemental to procedures contained within FAA Order 7110.65, Nav Canada Air Traffic MANOPS/MATS, VATUSA/VATCAN Policy, and VATSIM Policy.
2. **DISCLAIMER:** Information contained herein is designed specifically for use in a virtual air traffic control environment. It is not applicable, nor should it be referenced for live operations in the National Airspace System (NAS).
3. **CANCELLATION:** This cancels any previously agreed to LOAs between the Edmonton FIR and Salt Lake City ARTCC.
4. **RESPONSIBILITIES:** As defined by aeronautical chart or approved, government issued, or endorsed aeronautical publication/document; unless coordinated by written or verbal methods, facilities listed with a controlling agency will be controlled by said agency regardless of location relative to ARTCC/FIR outlined boundaries. Required coordination must be completed and approved prior to aircraft entering/exiting said airspace.
5. **PROCEDURES:**
  - a. Controllers must coordinate any route, altitude, speed, or discrete code changes that are different from those listed on the flight plan if the aircraft is within 20 NM (Nautical Miles) of the ZLC ARTCC / ZEG FIR common boundary.  
*Note- The ZEG/ZLC boundary will be defined by a straight line between the Sector File coordinates N040.00.00.000 W114.40.00.000 & N040.00.00.000 W110.00.00.000*
  - b. Flights originating less than 5 minutes flying time from the adjacent ARTCC/FIR's boundary must be coordinated by the transferring ARTCC/FIR by way of APREQ'ing a block of airspace for the departure airport along with the path to the first point in the neighboring facility for up to and including the initial altitude provided to the pilot. After departure and RADAR ID. A Pointout or handoff may take place and the initiating controller will inform the neighbor to "cancel block at (dep airport)" (For example, 49S northbound departure).  
*Note - For the sake of simplicity, 5 minutes flying time is agreed to equal 20 nm*
  - c. The transferring facility/agency must obtain approval for incorrect altitudes for direction of flight, block altitudes, and Negative RVSM flights prior to transfer of control.
  - d. Transfer of control shall occur at the common control boundary except each facility may assume control for transponder code changes and turns of no more than 20 degrees when the aircraft are

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within 20nm from the common control boundary.

- e. All relevant sector and FIR boundaries are as indicated in appendix A
- f. HANDOFFs and POINT-OUTs. Until such time when real world ERAM & CAATS systems allow handoffs and points to be completed via automated means (non verbal), the VATSIM ZEG & ZLC facilities will simulate this limitation by the following procedures:
  - i. If HANDOFF, follow the procedures below:
    - 1. Text or Verbally Communicate:
      - a. "HANDOFF"
      - b. Where to look for the target (distance and direction from a point shown in Attachment A)
      - c. Callsign
      - d. Current Altitude
      - e. Climbing or descending status, if applicable.
      - f. Assigned altitude, if not current.
      - g. Any further important information, such as releasing turns and descent control, as necessary.
      - h. The receiving controller asks any questions, if any and then states the aircraft callsign and "RADAR CONTACT".
      - i. The initiating controller then begins an automated handoff so that the receiving controller does not have to initiate a track on the target.

*(Note-the purpose of this step is due to limitations of the VATSIM network not allowing more than one controller to have "Track Control" of a target. In the real world, the CAATS/ERAM systems automatically track the target coming into their area. These systems cannot "SEE" that another controller has track control of that target so there is no issue with that. On VATSIM, only a single controller may have "Track Control" for a target. Therefore, we will simulate the system incompatibility verbally/textually first, then will utilize the automated feature so that the aircraft is never without a Full Data Block while in a controllers airspace.)*
  - ii. If POINT-OUT, follow the procedures below:
    - 1. Text or Verbally communicate:
      - a. "POINTOUT"
      - b. Where to look for the target (distance and direction from a point shown in Attachment A)
      - c. Beacon Code and Callsign

*Example: "Handoff, 20 miles southwest of STIGS.  
AAL123 FL295 Climbing FL340 direct Lethbridge.  
Speed Mach point eight zero. Your control for speed."*

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*(The beacon 'squawk code' is used here because the real world flight data system does not forward flight data to the neighboring facility if the flight plan does not enter their airspace)*



- d. Current altitude
- e. Climbing or descending status, if applicable.
- f. Assigned altitude, if not current.
- g. Route of flight that is pertinent to the receiving controller's airspace. (This may be as simple as "South eastbound")
- h. Any further important information, as necessary.
- i. The receiving controller asks any questions, if any and then states the aircraft callsign and "Point-Out approved".
- j. If the receiving controller wishes to deny the Point-Out, that controller is expected to state "Unable. (Callsign) RADAR CONTACT."

*Example: "Point out, 10 miles southwest of COUTS.  
BEACON 1234, FL295 Climbing FL340.  
Deviating left of course for weather, then direct HVR when able."*

- g. Communications transfer must be completed prior to the ZLC ARTCC/ZEG FIR Boundary, unless coordinated.
- h. Aircraft landing within 60nm of the common boundary must cross the common boundary AOB FL280, and the receiving ARTCC/FIR must have control for descents and turns.
- i. If a facility calls for holding, that facility is required to accept all aircraft within 8 minutes flying time of the common boundary.
- j. Coordination of flow management procedures must be effected between the Edmonton Controller in Charge/Traffic Management Unit and the Salt Lake Controller in Charge/Traffic Management Unit.
- k. Each facility shall notify the other of changes to sector splits if they differ from the current LOA. Information provided shall include: Details of airspace stratification (altitudes), area of coverage, and frequencies in use.
- l. RADAR handoffs shall be made with respect to the following fixes as reference for reporting aircraft position:
  - i. STIGS
  - ii. COUTS
  - iii. DORSE
  - iv. YQL (Lethbridge)
  - v. CTB (Cut Bank)
  - vi. HVR (Havre)

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6. AUTHORIZING SIGNATURES

	
<b>Nathan Bauer</b>	<b>Todd Blanchette</b>
<b>Air Traffic Manager</b>	<b>FIR Chief</b>
<b>Salt Lake City ARTCC</b>	<b>Edmonton FIR</b>
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## 7. APPENDIX A

