

VATUSA SALT LAKE CITY ARTCC AND VATUSA MINNEAPOLIS ARTCC

LETTER OF AGREEMENT

EFFECTIVE: 02/15/2017

SUBJ: INTERFACILITY COORDINATION

1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between Salt Lake City ARTCC (ZLC) and Minneapolis ARTCC (ZMP). This agreement is supplemental to procedures contained within FAA JO 7110.65.
2. **DISCLAIMER:** Information contained herein is designed and 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:** All previous agreements are cancelled.
4. **RESPONSIBILITIES:** Unrelated
5. **PROCEDURES:**
 - a. Each ARTCC must route/restrict aircraft in accordance with Attachment A.
 - b. The receiving controller must have control for turns up to 30 degrees left or right of course for aircraft within 30NM of the ZLC/ZMP ARTCC common boundary.
 - c. Aircraft whose destination airports lie within 60 miles of the common boundary must enter the receiving ARTCC's airspace AOB FL230, and the receiving ARTCC must have control for descents and turns.
 - d. Altitude changes must be verbally coordinated for aircraft within 5 minutes flying time of the ZLC/ZMP common boundary.
 - e. Flights originating less than 5 minutes flying time from the adjacent ARTCC's boundary must be coordinated by the transferring ARTCC.
 - f. Data Block Coordination and Interim Altitude Procedures.
 - (1) Data blocks must reflect the aircraft's assigned altitude at the time of handoff.
 - (2) Acceptance of a radar handoff constitutes approval coordination for that aircraft to climb or descend to the displayed altitude.
 - (3) Use of interim (temp) altitudes is authorized between ZLC and ZMP and must represent valid altitude coordination. Use of interim altitudes is not authorized to coordinate Inappropriate Altitude for Direction of Flight (IAFDOF), or to supersede altitude restrictions established within this agreement.
 - (4) When unable to approve the automated altitude, the receiving controller must verbally coordinate with the transferring controller prior to acceptance of the handoff.

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

h. In addition to the authorized radar handoff points, the following fixes may be used to accomplish a radar handoff:

(1) SULFUR 44°57'30"N, 103°10'00"W

(2) RALPH 45°42'00"N, 103°10'00"W

(3) GRASSY 47°34'00"N, 103°10'00"W

(4) WHEELLOCK 48°16'00"N, 103°10'00"W

6. ATTACHMENTS:

a. Attachment A – Route/Altitude Restrictions

_____/s/_____
Shane VanHoven
Air Traffic Manager
VATUSA Minneapolis ARTCC

_____/s/_____
Kaylan Fullerton
Air Traffic Manager
VATUSA Salt Lake City ARTCC

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ATTACHMENT A – ROUTE/ALTITUDE RESTRICTIONS

FROM ZLC TO ZMP

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross ZLC/ZMP Boundary, unless otherwise noted)
MSP	Through ZMP11	TTAIL.BAINY STAR FAR.GEP STAR ¹	
	Through ZMP17	UFFDA.TORGY STAR RWF.SKETR STAR ¹	
MOT/MIB	ALL		AOB FL230 ²
DIK	ALL		AOB 11,000 ²

FROM ZMP TO ZLC

Arrival Airport(s)	Qualifier	Route Via	Altitude (Cross ZLC/ZMP Boundary, unless otherwise noted)
BIL	10 AND 11 SECTOR	KUSTR STAR (RNAV) or BIL VORTAC ¹	
ISN	ALL ³	ISN	AOB 5000 ²

¹ Non-RNAV capable routing.

² Pilot's discretion descent authorized.

³ ZMP must release control to ZLC of ISN arrivals within 45NM of ISN VOR