

**LETTER OF AGREEMENT (LOA) BETWEEN
WINNIPEG AREA CONTROL CENTRE (CZWG) AND
SALT LAKE CITY AIR ROUTE TRAFFIC CONTROL CENTER (KZLC)**

LOA Between	Salt Lake City ARTCC (KZLC)	Winnipeg ACC (CZWG)
Effective Date	07 February 2021	
Concerning	Joint and Independent Operational Air Traffic Control Procedures and Primary and Secondary Ownership of High and Low sectors	

SECTION 1 - PURPOSE

This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Salt Lake City ARTCC (ZLC) and VATCAN Winnipeg FIR (ZWG). This agreement is supplemental to procedures contained within FAA Order 7110.65, Nav Canada Air Traffic MANOPS/MATS, VATUSA/VATCAN Policy, and VATSIM Policy.

SECTION 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).

SECTION 3 - CANCELLATION

This cancels any previous agreed to LOAs between the Winnipeg FIR and Salt Lake City ARTCC.

SECTION 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.

SECTION 5 - PROCEDURES

1. 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 / ZWG FIR common boundary.
2. Flights originating less than 5 minutes flying time from the adjacent ARTCC/FIR's boundary must be coordinated by the transferring ARTCC/FIR.

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3. 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.
 4. 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 20nm or less from the common control boundary.
 5. All relevant sector and FIR boundaries are as indicated in appendix A.
 6. Non-automated (manual) radar handoffs shall be accomplished prior to the common boundary using the handoff points shown on Attachments A and B or any other points depicted on the radar displays in both Winnipeg ACC and Salt Lake City ARTCC using the following format:
 - a. State Facility ID Calling (i.e. Winnipeg Sector 1)
 - b. State Your Facility ID (i.e. Salt Lake City Sector 11)
 - c. State Intent/Request (i.e. Manual Hand-Off)
 - d. (Await Response from Receiving Sector)
 - e. State Intent/Request again for clarification (i.e. Manual Hand-Off)
 - f. State Distance from known NAVAID/Coordination Fix (i.e. 5 NM East of YXE VOR)
 - g. State Aircraft Callsign and Squawk Code (i.e. UAL451 Squawking 4231)
 - h. State Altitude (state descending or climbing if appropriate) (i.e. FL240 Descending 10000)
 - i. State Destination (i.e. Enroute to CYWG)
 - j. Receiving controller will respond accordingly (RADAR CONTACT/NEGATIVE RADAR CONTACT)
 - k. End coordination with operating initials from each controller involved.
 7. Communications transfer must be completed prior to the ZLC ARTCC/ZWG FIR Boundary, unless coordinated.
 8. 10 NM (Nautical Mile) In-Trail Spacing is required between aircraft on the same route/course unless another form of approved separation is being applied or if coordinated.
 9. ZWG FIR shall notify ZLC ARTCC 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.
 10. ZLC ARTCC and ZWG ACC will define sector splits if in operation/use. Information provided shall include:

Details of airspace stratification (altitudes), area of coverage, and frequencies in use.

When ZLC ARTCC sector splits include sectors 17 and 39, ZLC ARTCC will advise ZWG ACC regarding which sector shall inherit ZLC ARTCC Fixed Airspace Volume sector 99 (FAV 99). These 3 sectors are defined as follows:

Sector 17: From surface to flight level 260, frequency 126.850

Sector 39: From flight level 340 to flight level 600, frequency 132.420

Sector 99 (FAV): From flight level 260 to flight level 340

*Sector 99 is not a controlled position, but rather a Fixed Airspace Volume. Either sector 17 or sector 39 will inherit FAV 99, with appropriate notification given to ZLC ARTCC's neighbors.

See attached Appendix A for a depiction of these sectors.

11. RADAR handoffs should be made with reference to the ZLC ARTCC/ZWG FIR boundary and along regularly used routes. In addition to the following designated points may be used for RADAR handoffs:

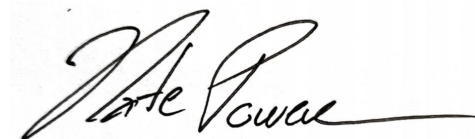
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|---------------|---------------|----------------|
| a. CHARLIE | N49.00.00.000 | W110.00.00.000 |
| b. TRI CENTRE | N49.00.00.000 | W103.10.00.000 |

AUTHORIZING SIGNATURES

/s Paul Biderman

Paul Biderman
Air Traffic Manager
Salt Lake City ARTCC (KZLC)

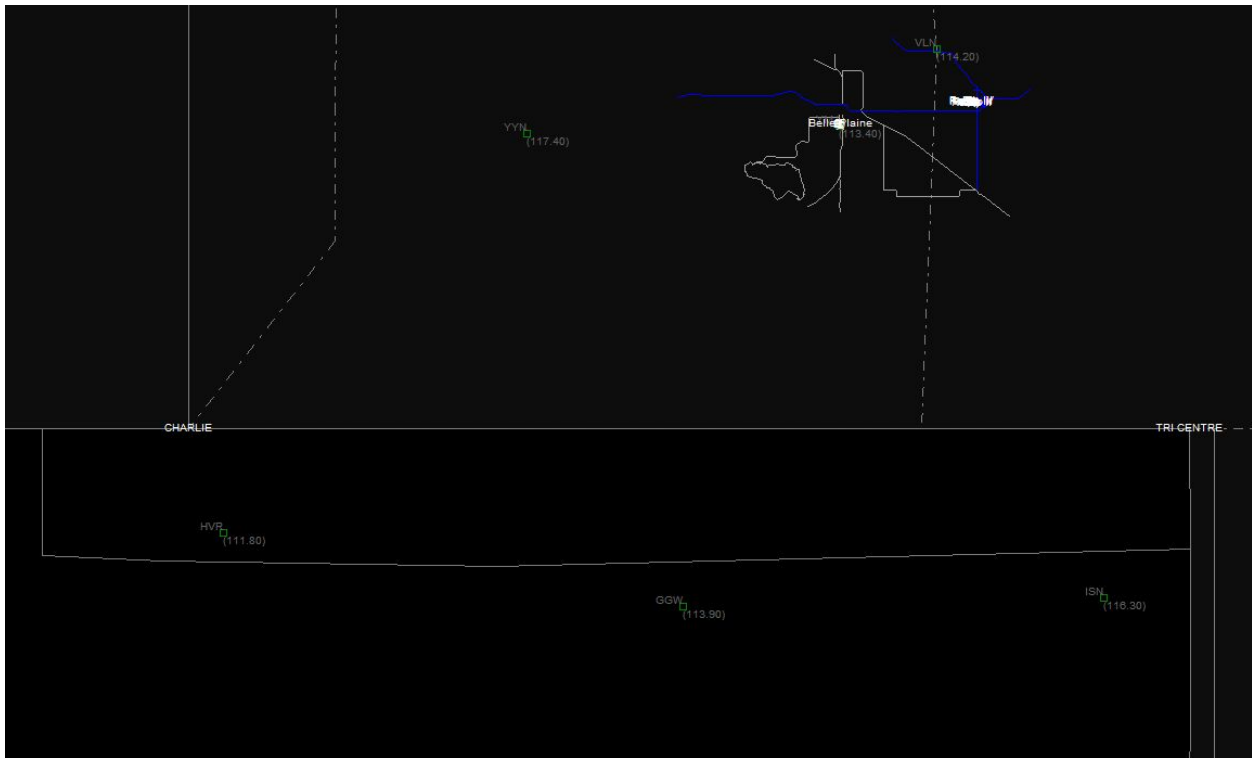
Date: 02/09/2021



Nate Power
FIR Chief
Winnipeg FIR (CZWG)

Date: 2/07/2021

Appendix A: ZWG/ZLC Boundary



Appendix B: ZLC Sector Split

