



ZDV/ZLC
LOA

SUBJ: Denver ARTCC and Salt Lake City ARTCC Letter of Agreement

This order was established to provide Standard Operating Procedures and Standard Coordination Procedures for Salt Lake City ARTCC (vZLC) and Denver ARTCC (vZDV) and is supplementary to FAA Order 7110.65, Air Traffic Control.

/Austin Wilkins/
Air Traffic Manager
Denver ARTCC

/Nathan Bauer/
Air Traffic Manager
Salt Lake City ARTCC

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Effective 11/30/2022

This order cancels all previous ZDV/ZLC LOA(s)

Section 1 - Introduction

1-1-1. Audience

All vZDV controllers and visitors contained within the vZDV, vZLC, and VATUSA roster.

1-1-2. Distribution

This document is authorized for unrestricted use and release.

1-1-3. Effective

This order is effective upon immediate release and cancels all previous versions and publications of the VATSIM ZLC/ZDV LOA.

1-1-4. Change Log

All significant changes shall be maintained in the change log contained in Section 2 of this document

1-1-5. Deviations from Procedures

If an operational advantage or an increase in system efficiency can be achieved and an equivalent degree of safety maintained, deviations from the procedures established in this Order may be affected after coordination is accomplished completely defining the responsibilities in each case as follows:

- a. On an individual basis, after coordination between controllers involved has been accomplished;
- b. On other than an individual basis, after coordination between TMU/CICs involved, these deviations must specify a time period for cancellation.

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Section 2 - Change Log

Revision Number	Revision Effective Date	Changelog	Revised By	Approvals
1	11/30/2022	New Release	Austin Wilkins ZDV ATM	Austin Wilkins ZDV ATM Nathan Bauer ZLC ATM

Table 2-2-1

Section 3 - Procedures

3-1. Interfacility Procedures

- a. Each ARTCC shall route/restrict aircraft in accordance with Section 6/Section 7.
 - i. Aircraft unable to comply with required routes or altitudes must be coordinated with the receiving ARTCC on an individual basis.
- b. Transponder codes may be changed without coordination within 20 NM of the ZDV/ZLC common boundary.
- c. The receiving controller must have control for turns 15 degrees left or right of course for aircraft within 15 NM of the ZDV/ZLC common boundary.
- d. The receiving controller shall have control for speed adjustments upon acceptance of radar identification.

3-2. Data Block Coordination and Interim Altitude Procedures.

- a. Handoffs must be directed to the appropriate sector for the aircraft's altitude assignment.
 - i. Acceptance of a radar handoff constitutes approval coordination for that aircraft to climb or descend to the displayed altitude.
- b. Use of interim (temp) altitudes is authorized between Salt Lake City ARTCC and Denver ARTCC and must represent valid altitude coordination.
 - i. Use of interim altitudes must not be authorized to coordinate Inappropriate Altitude for Direction of Flight (IAFDOF), or to supersede altitude restrictions established within this Letter of Agreement.

3-3. Sector Stratification

- a. Denver ARTCC sectors are stratified at FL260 and below for low altitude sectors and FL270 and above for high altitude sectors.
- b. Salt Lake City ARTCC sectors are stratified at FL240 and below for low altitude sectors and FL250 and above for high altitude sectors.

3-4. Point-Out Altitude Requirements

- a. A controller making an intra-facility point-out may omit altitude information, as long as the data block accurately reflects this information.
 - i. Pilot's discretion climb/descent must be verbally coordinated.
 - ii. When utilizing automated point-outs, verbal coordination must be utilized for IAFDOF and non-RVSM aircraft.

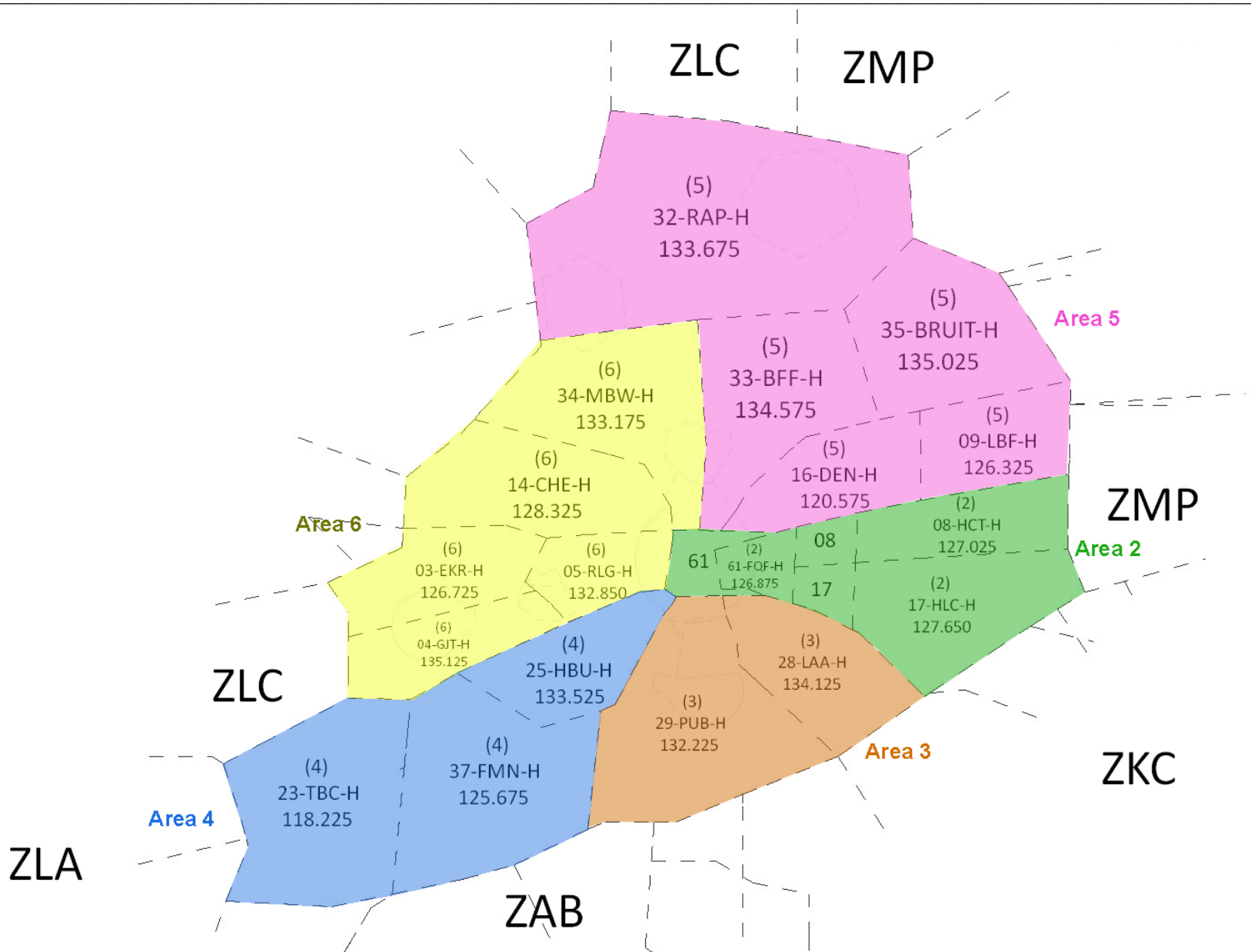
Section 4. ZLC Standard Sectorization

All ZLC common splits can be found here - <https://zcartcc.com/index.php/common-splits/>

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Section 5. ZDV Standard Sectorization

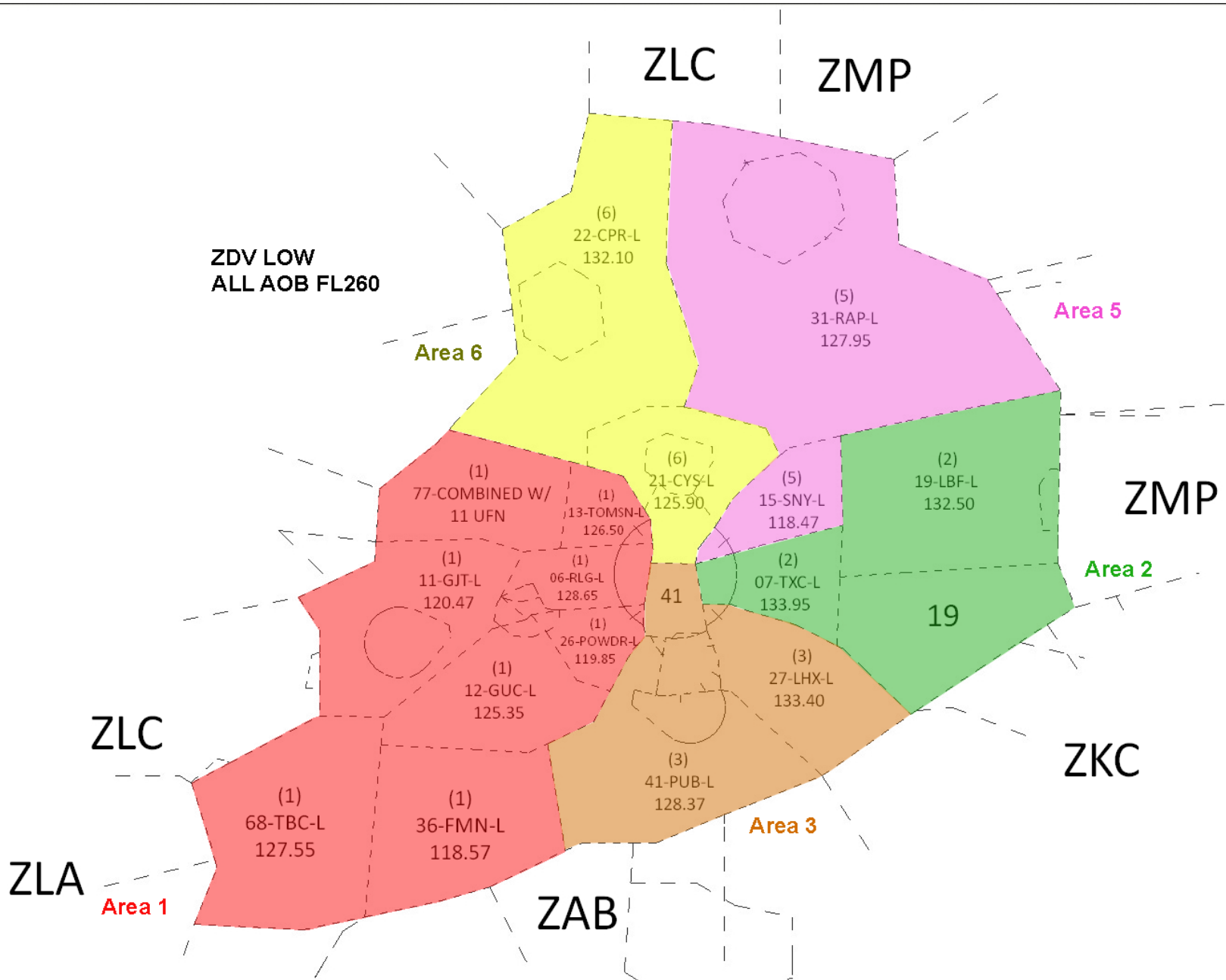
5-1. ZDV High Sectors



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5-2. ZDV Low Sectors



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5-3. ZDV Single Sector Operations

- a. ZLC shall handoff to ZDV sector 17 when only one sector/split is operational.

5-4. ZDV Sectors/Splits

- a. For all splits, please refer to sector/split map. If areas are combined, verify with ZDV what the current split is due to the ability to XC each area/sector. There are no more defined "splits".

Position	Callsign	Frequency
ZDV TMU	DEN_E_TMU	199.997

i. Area 1 - DEN_1_CTR

Position	Callsign	Frequency
06 RLG LOW	DEN_06_CTR	128.650
11 GJT LOW	DEN_11_CTR	120.475
12 GUC LOW	DEN_12_CTR	125.350
13 TOMSN LOW	DEN_13_CTR	126.500
26 POWDR LOW	DEN_26_CTR	119.850
36 FMN LOW	DEN_36_CTR	118.575
68 TBC LOW	DEN_68_CTR	127.550
77 HDN LOW	DEN_77_CTR	120.475

ii. Area 2 - DEN_2_CTR

Position	Callsign	Frequency
07 TXC LOW	DEN_07_CTR	133.950
08 HCT HIGH	DEN_08_CTR	127.025
17 HLC HIGH	DEN_17_CTR	127.650
19 LBF LOW	DEN_19_CTR	132.50
61 FQF HIGH	DEN_61_CTR	126.875

iii. Area 3 - DEN_3_CTR

Position	Callsign	Frequency
27 LHX LOW	DEN_27_CTR	133.400
28 LAA HIGH	DEN_28_CTR	134.125
29 PUB HIGH	DEN_29_CTR	132.225
41 PUB LOW	DEN_41_CTR	128.370

iv. Area 4 - DEN_4_CTR

Position	Callsign	Frequency
23 TBC HIGH	DEN_23_CTR	118.225
25 HBU HIGH	DEN_25_CTR	133.525
37 FMN HIGH	DEN_37_CTR	125.675

v. Area 5 - DEN_5_CTR

Position	Callsign	Frequency
09 LBF HIGH	DEN_09_CTR	126.325
15 SNY LOW	DEN_15_CTR	118.475
16 DEN HIGH	DEN_16_CTR	120.575
31 RAP LOW	DEN_31_CTR	127.950

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32 RAP HIGH	DEN_32_CTR	133.675
33 BFF HIGH	DEN_33_CTR	134.575
35 BRUIT HIGH	DEN_35_CTR	135.025

vi. Area 6 - DEN_6_CTR

Position	Callsign	Frequency
03 EKR HIGH	DEN_03_CTR	126.725
04 GJT HIGH	DEN_04_CTR	135.125
05 RLG HIGH	DEN_05_CTR	132.850
14 CHE HIGH	DEN_14_CTR	128.325
21 CYS LOW	DEN_21_CTR	125.900
22 CPR LOW	DEN_22_CTR	132.100
34 MBW HIGH	DEN_34_CTR	133.175

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Section 6. ZDV Required Routings

LANDING ARPT	QUALIFIER	ALTITUDE	ROUTE/RESTRICTION
DEN¹	Entering ZDV 34	Cross TOFUU AOB FL370	TOFUU.FLATI STAR or MBW.RAMMS STAR* or LAR.RAMMS STAR*
	Entering ZDV 14	Cross MJANE or KAMPR AOB FL370	MJANE.FLATI STAR KAMPR.LONGZ STAR CHE.TOMSN STAR* or OCS.RAMMS STAR*
	Entering ZDV 3		EKR.TOMSN STAR*
	Entering ZDV 4/23 or ZDV 3 south of HVE		BUMMP.SSKII STAR or HBU.POWDR STAR*
ASE		AOB FL310	ERRDA..SINSY..LOYD.. SKIER..DBL..KASE
		AOB FL330 descending to FL310	WAAGR..SINSY..LOYDD.. SKIER..DBL.KASE
EGE		AOB FL330	LOOLO..EKR..JESIE..RLG ..KEGE
			FRASK..EKR..JESIE..RLG ..KEGE
GJT		AOB FL250	SAKES..JNC..KGJT
			WAAGR..JNC..KGJT

¹ZLC shall re-route RNAV capable aircraft on RNAV STARs.

*Denotes non-rnav required routing

Section 7. ZLC Required Routing

LANDING ARPT	QUALIFIER	ROUTE/RESTRICTION
SLC ¹	HELPR	Enter ZLC AOB FL320
	North of DDY	BPI LHO Arrival JAC NORDK arrival
	Over DDY to north of J94	DDY NORDK Arrival OCS NORDK Arrival LHO NORDK Arrival OCS LHO Arrival LHO LHO Arrival
	J94 to J56	OCS NORDK Arrival OCS LHO Arrival
	South of J56	EKR SPANE Arrival EKR LEEHY Arrival HELPR SPANE Arrival HELPR LEEHY Arrival
	JNC	J12 HELPR SPANE STAR
	Entering ZLC 04	AOB FL340
BYG		AOB FL220 ZLC shall have control within 20 NM of the common boundary.
RKS	Arriving between 060 and 160 radials	Descending to 16,000 or lower assigned altitude. ZLC shall have control for descent to 12,000 within 20NM of the common boundary.
SHR		Descending to 16,000 or lower assigned altitude. ZLC shall have control for descent and turns within 20NM of the common boundary.
VEL		AOB FL220

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