LETTER OF AGREEMENT

EFFECTIVE: February 20, 2025

SUBJECT: Inter-Facility Coordination Procedures

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1. PURPOSE: To establish standard procedures for coordinating air traffic between Denver Air Route Traffic Control Center (ZDV) and Salt Lake City Air Route Traffic Control Center (ZLC).

2. CANCELLATION: The Letter of Agreement between ZDV and ZLC, dated November 30, 2022, is cancelled.

3. SCOPE: This agreement establishes standard procedures for coordination and radar handoff of air traffic between ZDV and ZLC. This agreement is supplementary to the procedures contained in FAA Order JO 7110.65. The information contained herein is to be used for flight simulation purposes only on the VATSIM network. It is not intended, nor should it be used for, real-world navigation.

4. RESPONSIBILITIES: All controllers staffing ZDV or ZLC positions are required to be familiar with the provisions of this document.

5. PROCEDURES:

a. Each facility must route/restrict air traffic in accordance with Attachment 1.

b. When sectorized, each facility must coordinate sector handoffs with reference to Attachments 3 and 4.

c. Aircraft departing from airports within 20 NM of the common boundary and entering the receiving facility's airspace must be coordinated prior to departure.

d. Inappropriate Altitude for Direction of Flight (IAFDOF) may be assigned to traffic in accordance with FAA JO 7110.65 and with prior approval from the receiving facility.

e. Transponder codes may be changed without coordination within 20 NM of the common boundary.

f. Completion of a radar handoff and transfer of communications constitutes transfer of control for:

(1) Turns not to exceed 15 degrees left or right of course within 15 NM of the common boundary.

(2) Speed adjustments.

g. Denver Terminal Area (DEN, APA, BJC, BKF, GXY, FNL, and CFO) arrivals from over OCS in an area on and south of J154 are ZDV's control for right turns of up to 30 degrees.

h. Data Block Coordination Procedures:

(1) Interim (temporary) altitude use is authorized between facilities and must be considered valid coordination.

(2) Acceptance of a radar handoff constitutes approval to climb/descend to the displayed altitude.

(3) Handoffs must be directed to the appropriate sector for the aircraft's altitude assignment.

i. The following are designated reference points (see Attachment 2):

(1)	SULPHUR	44° 57' 30"N, 103° 10' 00"W Common ZDV/ZLC/ZMP boundary
(2)	OTTER	45° 14' 15"N, 106° 00' 00"W Common ZDV/ZLC boundary
(3)	DIAMOND	43° 53' 00"N, 107° 17' 00"W Common ZDV/ZLC boundary
(4)	FERRIS	42° 39' 28"N, 107° 05' 35"W Centerline of J107 and common ZDV/ZLC boundary
(5)	BAGGS	41 ° 24' 45"N, 108° 13' 23"W Centerline of J154 and ZDV/ZLC common boundary
(6)	MARSH	40° 51' 00"N, 109° 06' 00"W Common ZDV/ZLC boundary
(7)	BONETA	39° 43' 09"N, 109° 55' 50"W Centerline of J15 and ZDV/ZLC common boundary
(8)	SUNNY	39° 35' 00"N, 110° 18' 00"W Common ZDV/ZLC boundary
(9)	BROWN	39° 13' 00"N, 109° 59' 00"W Common ZDV/ZLC boundary
(10)	EMERY	38° 52' 45"N, 109° 59' 00"W Centerline of J80 and ZDV/ZLC common boundary

(11)	CANYON	38° 12' 00"N, 109° 59' 00"W Common ZDV/ZLC boundary
(12)	FROGG	37° 45' 22"N, 111 ° 03' 59"W Common ZDV/ZLC boundary
(13)	TRIKE	37° 24' 45"N, 111 ° 52' 45"W Common ZDV/ZLC/ZLA boundary

j. Automated Information Transfer (AIT) may be used to transfer radar identification of an aircraft at an assigned altitude in level flight. This procedure is optional. Any deviation from the specified procedure invalidates the procedure and requires the use of a routine handoff or verbal coordination.

(1) AIT may be used between a total of any three sectors in ZLC and ZDV.

(2) AIT may be used between four sectors as listed below in either direction.

(a) ZDV 34 ↔ ZDV 32 ↔ ZLC 5 ↔ ZLC 16

(b) ZDV 4 ↔ ZDV 3 ↔ ZLC 46 ↔ ZLC 32

(c) ZDV 3 ↔ ZDV 14 ↔ ZLC 3 ↔ ZLC 5

(3) The following procedure must be followed:

(a) The first sector will initiate the handoff to the intermediate sector.

(b) After accepting the handoff, the intermediate sector(s) will initiate a handoff to the next sector.

(c) The first sector will use ERAM to determine when the final sector has accepted the handoff and transfer communications accordingly.

(d) If an intermediate sector does not initiate a handoff or the next sector does not accept a handoff prior to the aircraft reaching the intermediate sector's boundary, the first sector must transfer communication to the intermediate sector that has track control.

6. DELEGATED AIRSPACE:

a. ZLC delegates control responsibility and jurisdiction of airspace at and below 12,000 feet to ZDV, as depicted in Attachment 5, Figure 1.

b. ZLC delegates control responsibility and jurisdiction of airspace at and below 9,000 feet to ZDV, as depicted in Attachment 5, Figure 2.

7. ATTACHMENTS:

a. Attachment 1. Route and Altitude Requirements

b. Attachment 2. ZDV/ZLC Reference Points

c. Attachment 3. ZDV Sectorization

d. Attachment 4. ZLC Sectorization

e. Attachment 5. Delegated Airspace

8. APPROVED:

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Attachment 1. Route and Altitude Requirements

Table 1. Requirements for ZLC to ZDV

Landing Airport	Qualifier	Altitude	Route Via
DEN [1]	Entering ZDV 34	Cross TOFUU AOB FL370	TOFUU.FLATI# MBW.RAMMS#* LAR.RAMMS#*
	Entering ZDV 14	Cross MJANE or KAMPR AOB FL370	MJANE.FLATI# KAMPR.LONGZ# CHE.TOMSN#* OCS.RAMMS#*
	Entering ZDV 3		EKR.TOMSN#*
	Entering ZDV 4/23 or ZDV 3 South of SUNNY		BUMMP.SSKII# HBU.POWDR#*
GJT [2]	Between MARSH & CANYON	AOB FL250	
CPR [3]	Between DDY 220R & DDY 300R	AOB FL260 & Descending to 15,000	
CNY [4]	From ZLC 46	Descending to 13,000	
GCC [4]	Between DIAMOND & SULPHUR	Descending to 15,000	

NOTE-

[1] *ZLC must reroute RNAV-capable jets onto RNAV STARs.*

[2] *ZDV must have control for descent to 15,000 feet within 20 NM of the common boundary.*

[3] *ZDV must have control for descent to 13,000 feet within 20 NM of the common boundary.*

[4] *ZDV must have control for descent within 20 NM of the common boundary.*

** Denotes Non-RNAV required routing.*

Table 2. Requirements for ZDV to ZLC

Landing Airport	Qualifier	Altitude	Route Via
SLC [1 2 3 4]	North of DDY		JAC.CARTR# BPI.LHO#*
	Over DDY to MARSH		DDY.CARTR# CKW.CARTR# LHO.CARTR# OCS.LHO#* LHO.LHO#*
	South of MARSH to BONETA	AOB FL320	RACER.JAZZZ# EKR.PITTT# EKR.SPANE#*
	South of BONETA		HELPR.JAZZZ# HELPR.PITTT# HELPR.SPANE#*
PVU [5]		AOB FL320	SPANE.TAYTR# YMONT.TAYTR# FFU..KPVU* FFU..KPVU*
LAS/LAX			North of CANYON
SFO	North of BAGGS		LEGGS
SHR [6]	Between DIAMOND & OTTER	Descending to 16,000	
RKS [7]	Between OCS 060R & OCS 160R		
VEL [6]	Between MARSH & BONETA	Descending to 12,000	

NOTE-

[1] *ZDV must reroute RNAV-capable jets onto RNAV STARs.*

[2] *Aircraft direct LHO must enter ZLC airspace between FERRIS and J94.*

[3] *Aircraft direct HELPR must enter ZLC airspace between SUNNY and BONETA.*

[4] *ZDV must not assign the OCS.CARTR#.*

[5] *Aircraft direct FFU must enter ZLC airspace between J116 and EMERY.*

[6] *ZLC must have control for descent and turns within 20 NM of the common boundary.*

[7] *ZLC must have control for descent to 12,000 feet MSL within 20 NM of the common boundary.*

** Denotes Non-RNAV required routing.*

Attachment 2. ZDV/ZLC Reference Points

Attachment 3. ZDV Sectorization

Figure 1. ZDV High Sectors (FL270+)

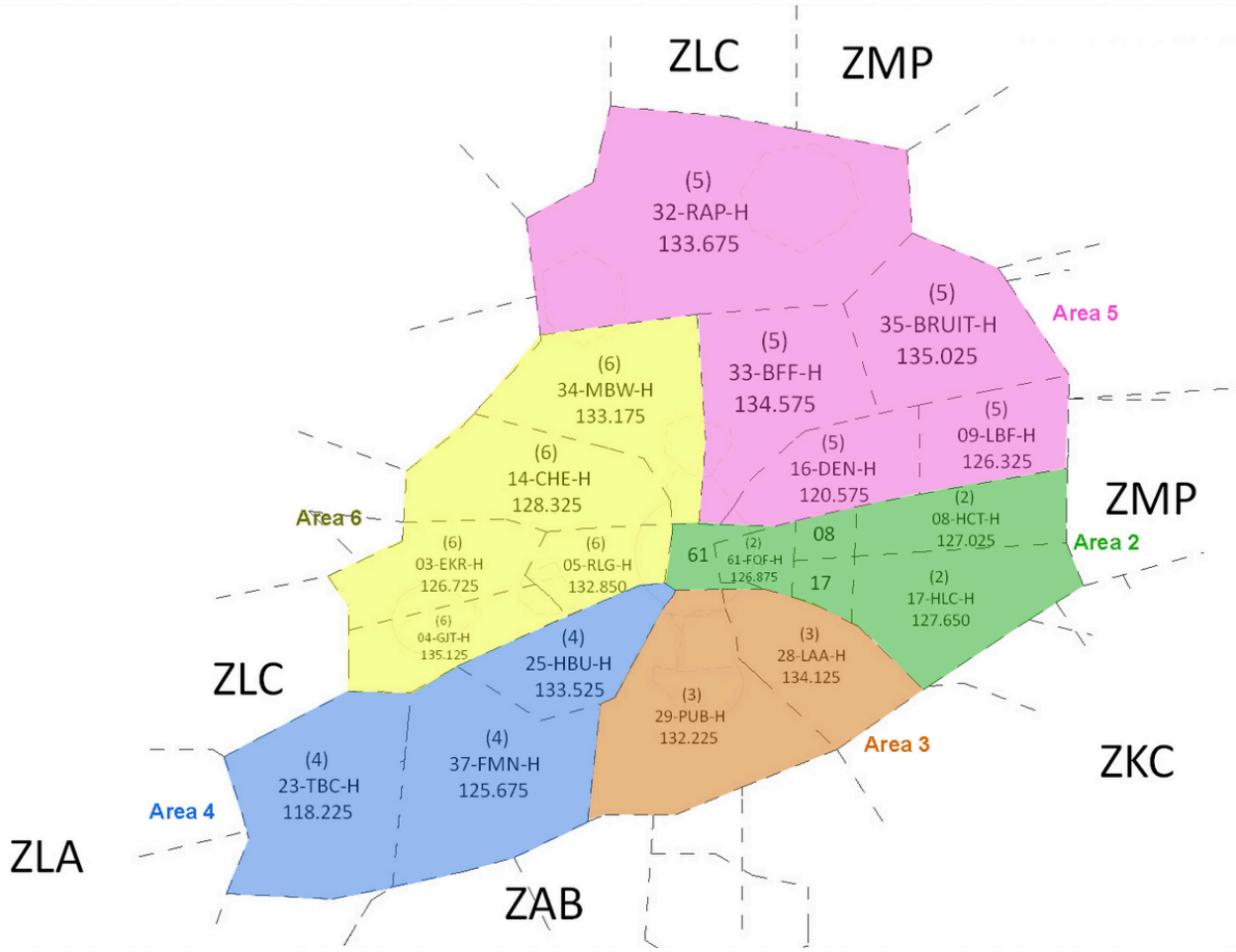
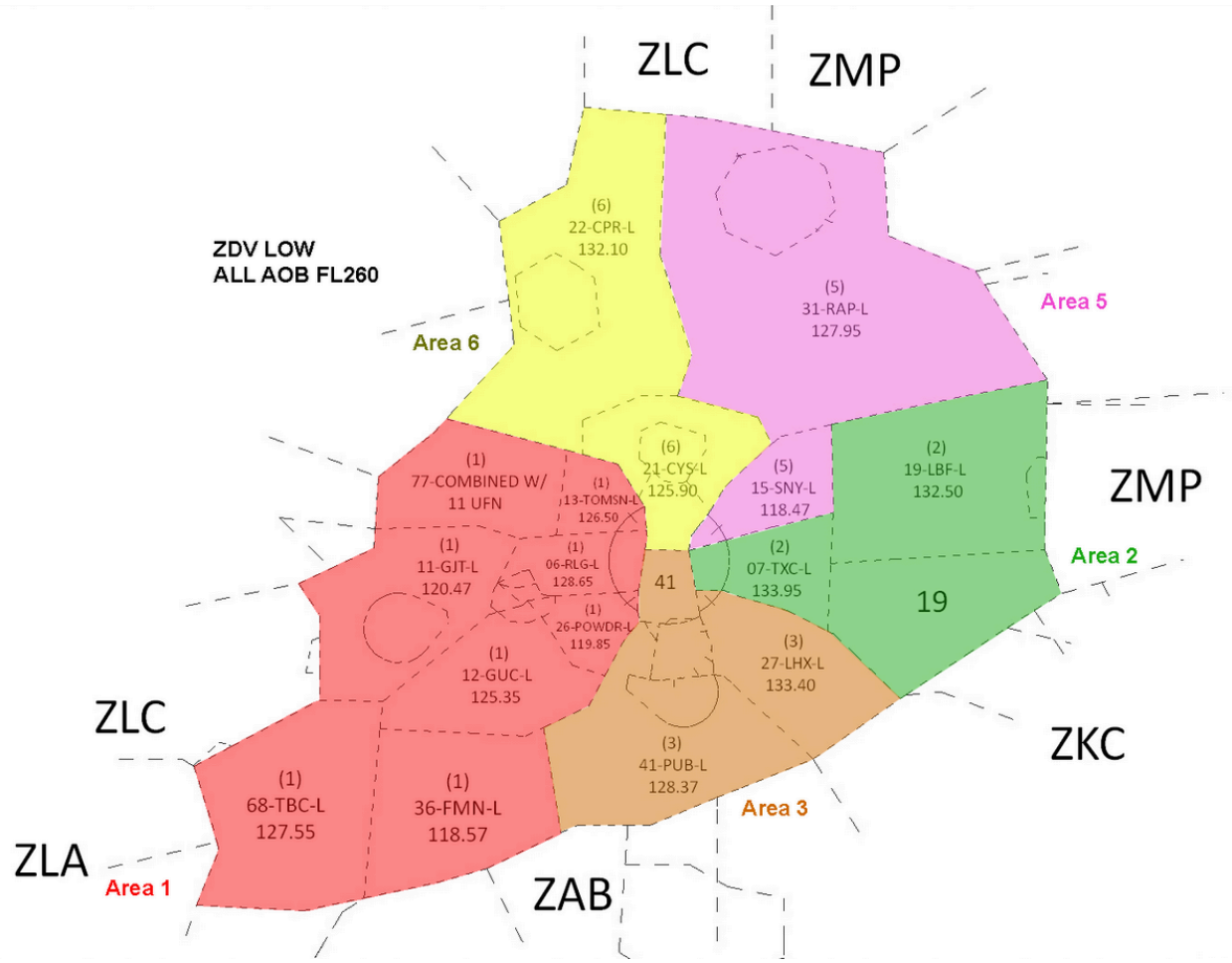
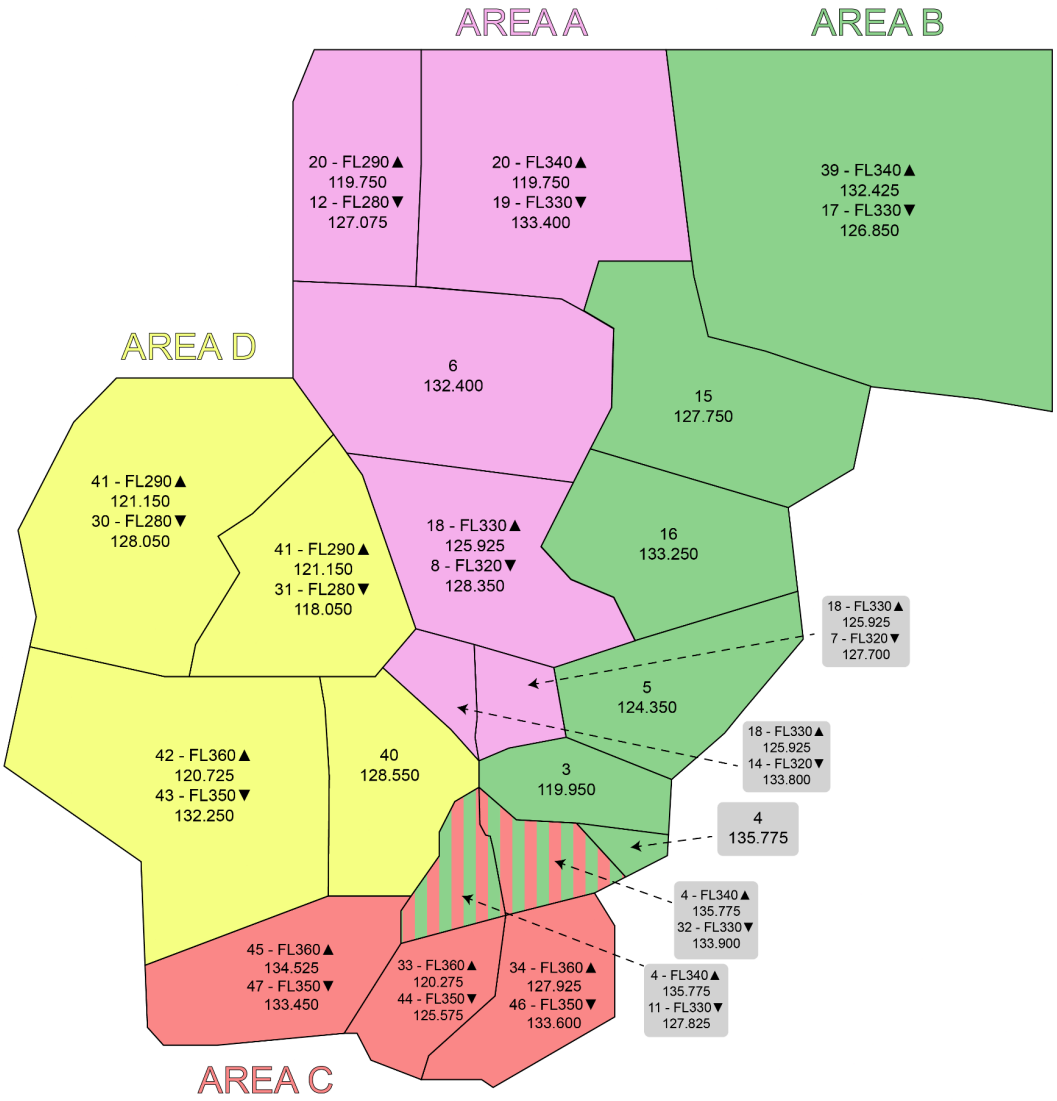


Figure 2. ZDV Low Sectors (FL260-)



Attachment 4. ZLC Sectorization



Attachment 5. Delegated Airspace

Figure 1. CNY Delegated Airspace

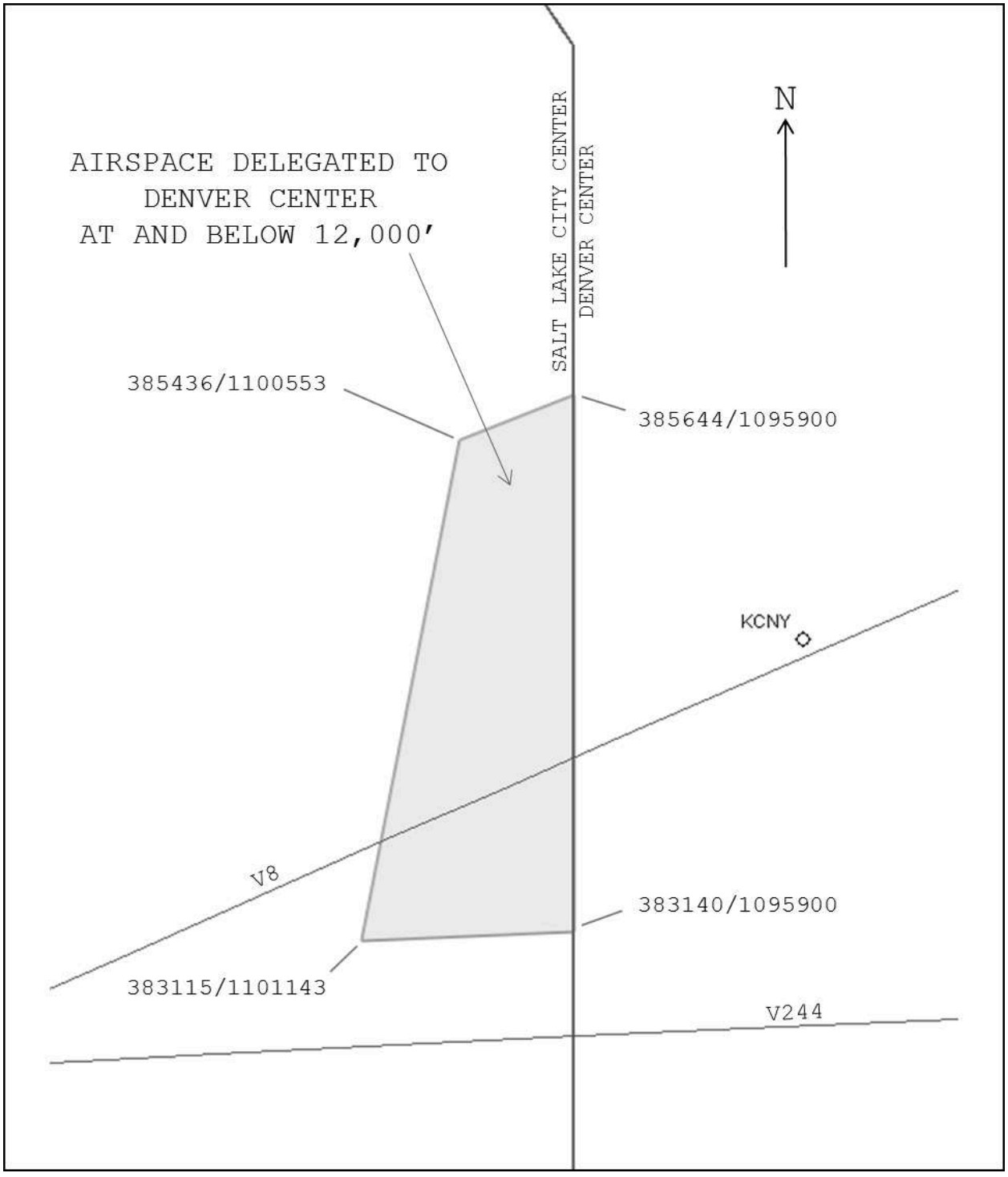
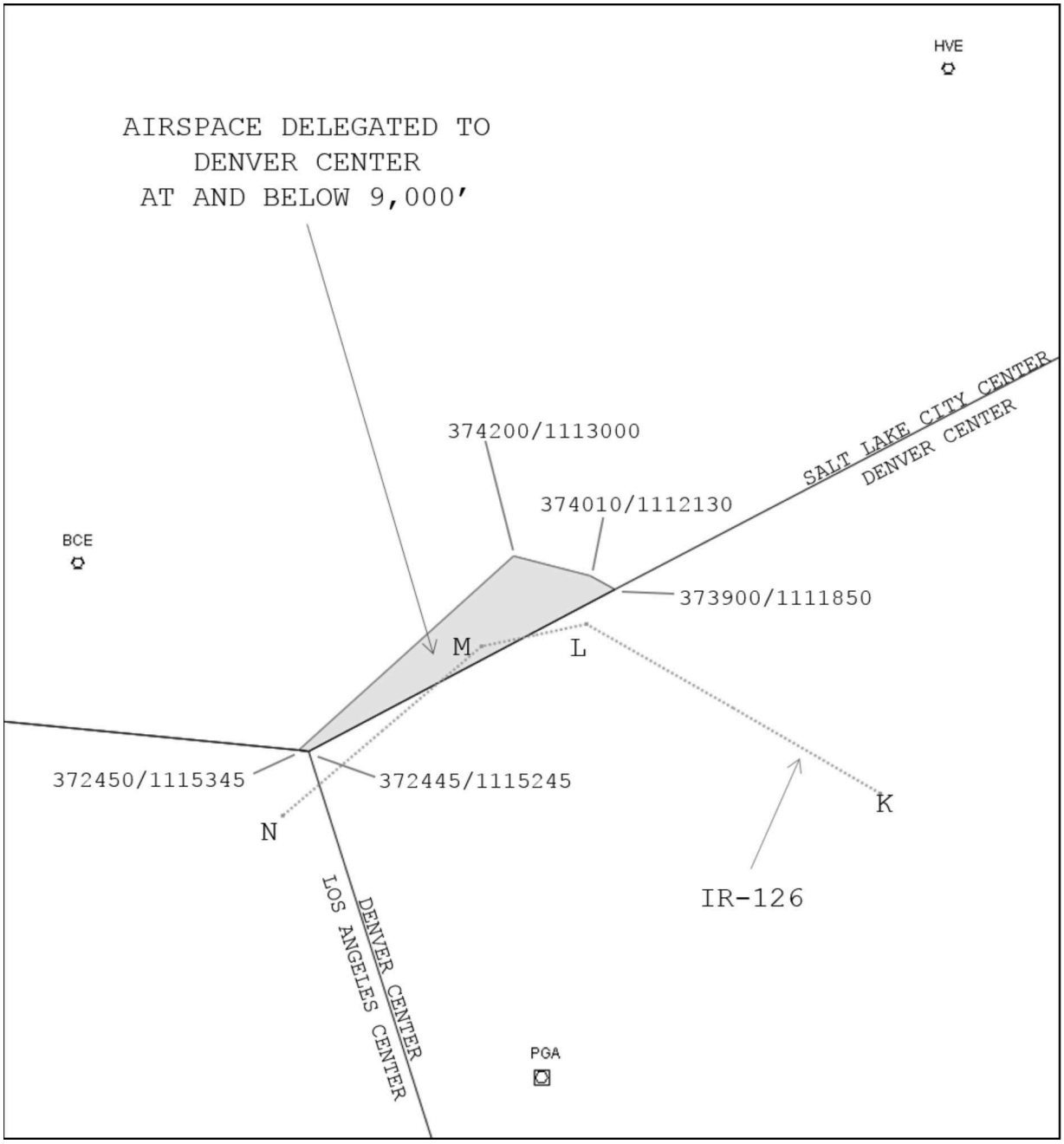



Figure 2. IR-126 Delegated Airspace