VATSIM FORT WORTH ARTCC (ZFW) AND ALBUQUERQUE ARTCC (ZAB)
LETTER OF AGREEMENT

SUBJ: Interfacility Coordination Procedures

This order describes interfacility procedures between the Fort Worth ARTCC (ZFW) and the Albuquerque ARTCC (ZAB) . The provisions and procedures described below are supplemental to and in accordance with Fort Worth ARTCC General Policy and FAA Order JO 7110.65, as well as any published FAA guidelines and procedures. The information contained in this document 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. This site is not affiliated with the FAA, the actual Fort Worth ARTCC/Albuquerque ARTCC, or any governing aviation body. All content contained herein is approved only for use on the VATSIM network.

/Austin Wilkins/
Air Traffic Manager
Fort Worth ARTCC

/Brian Neuman/
Acting Air Traffic Manager
Albuquerque ARTCC

/Brandon Wening/
Deputy Director for Air Traffic Services
VATUSA

Effective 8/28/2024
This order cancels all previous versions of the ZFW-ZAB LOA

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1. **Abbreviations**

AIT Automated Information Transfer
ARAC Army Radar Approach Control
ARTC Air Route Traffic Control
ATC Air Traffic Control
ERAM En Route Automation Modernization
FL Flight Level
H High Altitude Sector
L Low Altitude Sector
LOA Letter of Agreement
MIT Miles-in-trail
NM Nautical Mile
SID Standard Instrument Departure
STAR Standard Terminal Arrival Route
T Terminal Area
TRACON Terminal Radar Approach Control
U Ultra-High Sector
VFR Visual Flight Rules
ZFW Fort Worth ARTCC Center
ZAB Albuquerque ARTCC Center

2. **Procedures**
    a. Departures less than 10 minutes flying time from the common boundary shall be verbally coordinated.
    b. Planned flow changes shall be coordinated at least 10 minutes prior
        i. During events, flow changes shall be communicated between:
            1. TMU-TMU
            2. TMU-CIC
            3. CIC-CIC
        ii. Each above unit shall ensure the flow change is properly communicated to each respective ATCS/facility
        iii. In non-event periods, this coordination shall be accomplished via the built in ATC chat system in controller clients.
    c. ZFW controllers shall advise the other ARTCC of the current flow at D10. When ZFW is offline, controllers shall follow the real-world flow.
    d. Radar handoff acceptance shall constitute approval for aircraft climbing or descending to requested or interim altitude appropriate for direction of flight. Changes after radar acceptance shall be coordinated verbally.
    e. All RNAV capable turbojet aircraft shall be cleared IAW with the flow charts listed at the end of this publication.
    f. ZFW low altitude sectors are stratified at FL230 and below for low altitude and FL240 and above for high altitude with the following exceptions:

        i. High Altitude Sectors (H):

            1. OKC (Oklahoma City) 49, FL240 - FL360
            2. SPS (Wichita Falls) 47, FL240 - FL360
            3. TUR (Turki) 93, FL240 - FL340
            4. INK (Wink) 82, FL240 - FL350

ii. Ultra High Sectors (UH):

1. CZR (Cruiser) 43, FL370 and above
2. ARC (Archer) 23, FL350 and above
3. RDR (Raider) 55, FL350 and above
4. ODS (Odessa) 24, FL360 and above

g. ZAB sectors are stratified as follows:

i. ROW (Roswell) 23, surface and above

ii. SFL (Salt Flat) 20, FL270 and below

iii. BGD (Borger) 15, FL280 and below

iv. CVS (Cannon) 21, FL350 and below

v. ELP (El Paso) 63, FL280 - FL350

vi. AMA (Amarillo) 97, FL290 - FL360

vii. TXO (Texico) 87, FL360 and above

viii. FST (Fort Stockton, Ultra-High) 78, FL360 and above

ix. DHT (Dalhart, Ultra-High) 98, FL370 and above

h. ZAB/ZFW must advise the other center when combining/de-combining sectors. ZFW ultra-high sectors are not normally de-combined.

3. Control

a. Each ARTCC shall release control for 20 degree turns within 20 nm of the common boundary.
b. Transponder codes may be changed on contact without coordination.
c. Mutual Weather Deviations:
   i. Upon coordination of mutual weather deviations between sectors, and after a radar handoff and frequency change to the receiving controller has been completed, the transferring controller releases control for:
      1. Turns not to exceed 30 degrees.
      2. Aircraft to be cleared on course.
   ii. Coordination must be accomplished to discontinue mutual weather deviations if an end time is not previously specified.

4. ZFW Will Ensure

a. Pecos Municipal Airport (PEQ), Fort Stockton-Pecos County Airport (FST), and Cavern City Air Terminal (CNM) arrivals must enter ZAB airspace at or below FL270, descending to 10,000ft. ZFW releases control within 20nm from the common boundary.
b. Sierra Blanca Regional Airport (SRR) arrivals must enter ZAB airspace at or below FL300 descending to FL240 (pilot discretion is authorized).
c. AMA Terminal Area (AMAT) Arrivals:
   i. From the Bowie (UKW) area must be at or below FL290. ZFW releases control for descent within 30nm of the boundary.
   ii. From the Raider (RDR) area must be assigned at or below 11,000. Pilot discretion descents are approved.

d. Aircraft landing within ZAB shall be assigned a route/altitude IAW with the route/altitude charts contained within Attachment B.

5. ZAB Will Ensure

a. Dallas/Fort Worth International Airport (DFW), Dallas Love (DAL), and ESATS (ADS, RBD, LNC, HQZ, TKI, DTO) arrivals:
   i. ZAB must assign aircraft entering the Bowie (UKW) Area FL370.

b. Oklahoma City Terminal Area (OKCT) arrivals:
   i. RNAV aircraft must not be cleared beyond RUSTS or ROLLS.
   ii. ZFW has control for descent to FL370.

c. Lubbock Terminal Area (LBBT) arrivals:
   i. From East specialty at or above 14,000 must be assigned 14,000 (pilot discretion is authorized)
   ii. From Southeast specialty must enter ZFW descending to FL230 (pilot discretion is authorized) or assigned the altitude in the data block, whichever is lower

d. Midland Terminal Area (MAFT) arrivals:
   i. From Southeast specialty at or above FL270 must be descending to FL270.
   ii. ZFW has control for further descents.

e. Altus (LTS) arrivals:
   i. East specialty releases control for descent within 20nm from the ZAB/ZFW common boundary.

f. Aircraft landing Tulsa Terminal Area (TULT), entering ZFW north of J6, must be routed via IFI or BISKT then direct destination.

g. Aircraft landing within ZFW shall be assigned a route/altitude IAW with the route/altitude charts contained within Attachment A.

Attachment A. Terminal Area Definitions

Attachment B. Route and Altitude Restrictions (Entering ZFW)

Attachment C. Route and Altitude Restrictions (Entering ZAB)

Attachment D.
ZFW High, Low, and TRACON sectors

Attachment E.
ZAB 5 Way Split

Attachment F.
ZAB 3 Way Split

Attachment A. Terminal Area Definitions

1. OKCT (Oklahoma City Terminal Area) - OKC, TIK, PWA
2. LBBT (Lubbock Terminal Area) - LBB, LIU, LLN, PVW
3. MAFT (Midland Terminal Area) - MAF, MDD, ODO, E11
4. TULT (Tulsa Terminal Area) - TUL, RVS
5. AMAT (Amarillo Terminal Area) - AMA, PPA, BGD, HRX, TDW, H81

Attachment B. Route and Altitude Restrictions (Entering ZFW)

FROM	LANDING	FLOW	ROUTE VIA	REQUIRED ROUTING	
AMA-97/ BGD-15/CVS-21/DHT-98/ TXO-87 (East and Southeast Specialties)	DFW RNAV Jets	BOTH	JOVEM STAR (N) VKTRY STAR (S)	From BGD-15, AMA-97, DHT-98 (E)	direct MDANO
	DFW RNAV Jets	BOTH	JOVEM STAR (N) VKTRY STAR (S)	From TXO-87, CVS-21 (SE)	direct TURKI
	DAL RNAV (Jets Only)	BOTH	HERBZ STAR (N) JFRYE STAR (S)	From BGD-15, AMA-97, DHT-98 (E)	direct STNLI or HYDES
	DAL RNAV (Jets Only)	BOTH	HERBZ STAR (N) JFRYE STAR (S)	From TXO-87, CVS-21 (SE)	direct TURKI
AMA-97/ BGD-15/ CVS-21/ DHT-98/ TXO-87 (East and Southeast Specialties)	ESAT RNAV	SOUTH NORTH	JFYRE STAR (S) HERBZ STAR (N)	From BGD-15, AMA-97, DHT-98 (E)	direct HYDES or STNLI
				From TXO-87, CVS-21 (SE)	direct TURKI
	WSAT RNAV	BOTH	WESAT STAR	From BGD-15, AMA-97, DHT-98 (E)	direct MDANO

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				From TXO-87, CVS-21 (SE)	direct TURKI
	DFW CONV	BOTH	UKW STAR	CVS-21/ TXO-87 (SE) may clear direct TURKI. BGD-15/AMA-97/DHT-98 (E) may clear direct SPS/UKW/GREGS/MOTZA provided route enters SPS-H/ARC-UH (UKW Area) north of J76.	
	DAL CONV and PROPS	BOTH	GREGS STAR		
	ESAT CONV and PROPS	BOTH	GREGS STAR		
	WSAT CONV	BOTH	MOTZA STAR		
ROW-23/SFL-20/ELP-63/FST-78 (Southeast Specialty)	DFW Terminal Area	BOTH	All Conventional STARs	Direct TQA and any appropriate Arrival	
ROW-23/SFL-20/ELP-63/FST-78 (Southeast Specialty)	DFW Terminal Area	BOTH	All RNAV STARs	Direct BGTOE or GEEKY and any appropriate Arrival	
BGD-15/ AMA-97/DHT-98 (East Specialty)	IAH		MQP		
CVS-21/TXO-87/ROW-23 (Southeast Specialty)	IAH		DIESL/LLO/MQP		
ZAB	MEM			No farther than IRW or FUZ VORTAC	
ZAB	DFW, DAL, ESATS		Entering UKW Area	At or below FL370	
ZAB	OKCT		Entering UKW Area	No farther than ROLLS/RUSTS. ZAB releases control for descent to FL370	
BGD-15/ AMA-97/DHT	LBBT		Entering ZFW from North	Descending to 14,000 (PD authorized)	

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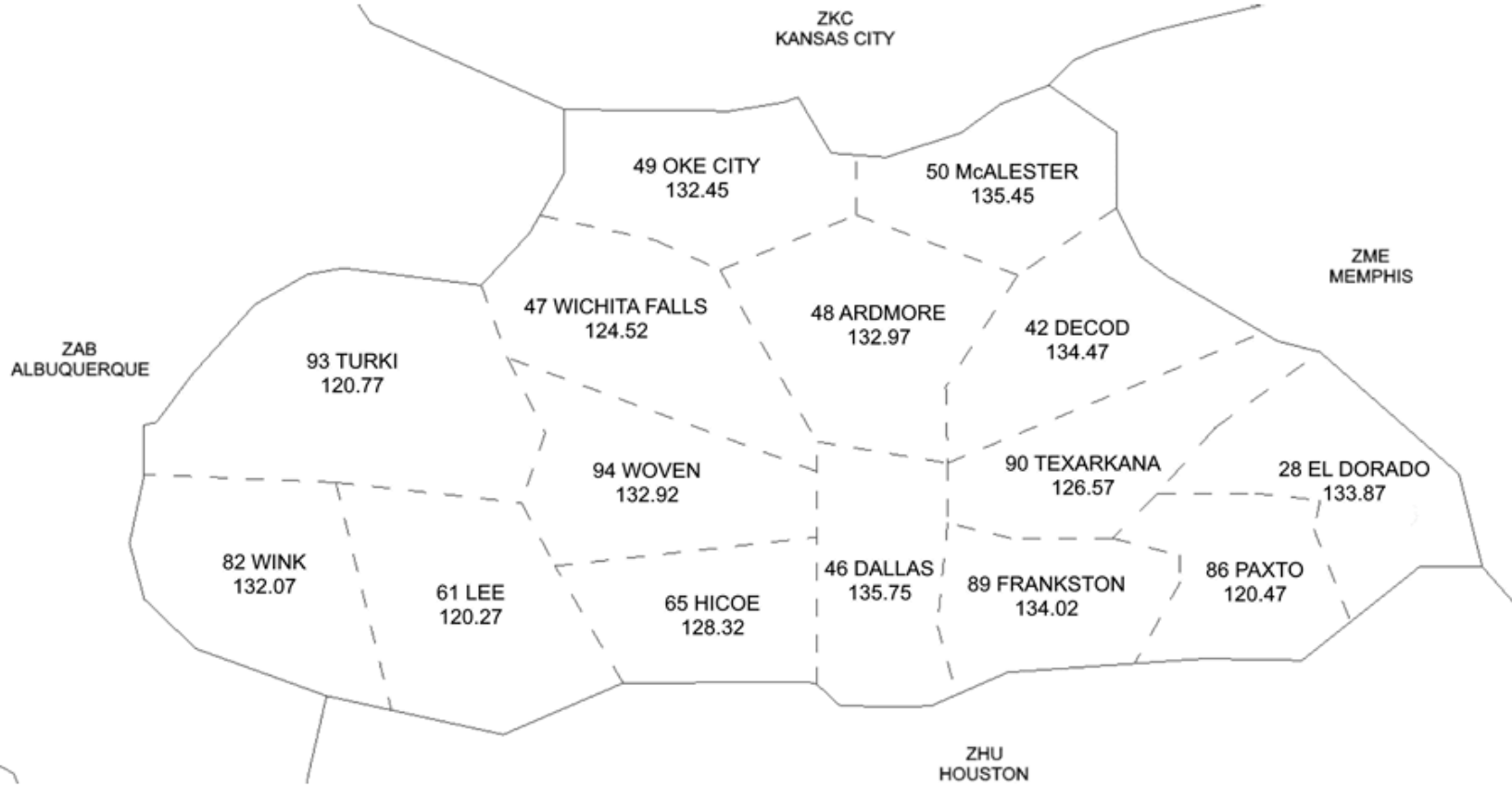
-98 (East Specialty)			
CVS-21/TXO-87/ROW-23 (Southeast Specialty)	LBBT	Entering ZFW from West	At or below FL230 (PD authorized)
ZAB East Specialty	LTS		ZFW has control for turns within 20nm from boundary
ZAB Southeast Specialty	MAFT		At or below FL270. ZFW has control for further descent.
ZAB	TULT	North of J6	via IFI/BISKT.destination
ESATS: ADS, RBD, LNC, HQZ, TKI, DTO			
WSATS: GKY, AFW, FTW, FWS, NFW, GPM			

Attachment C. Route and Altitude Restrictions (Entering ZAB)

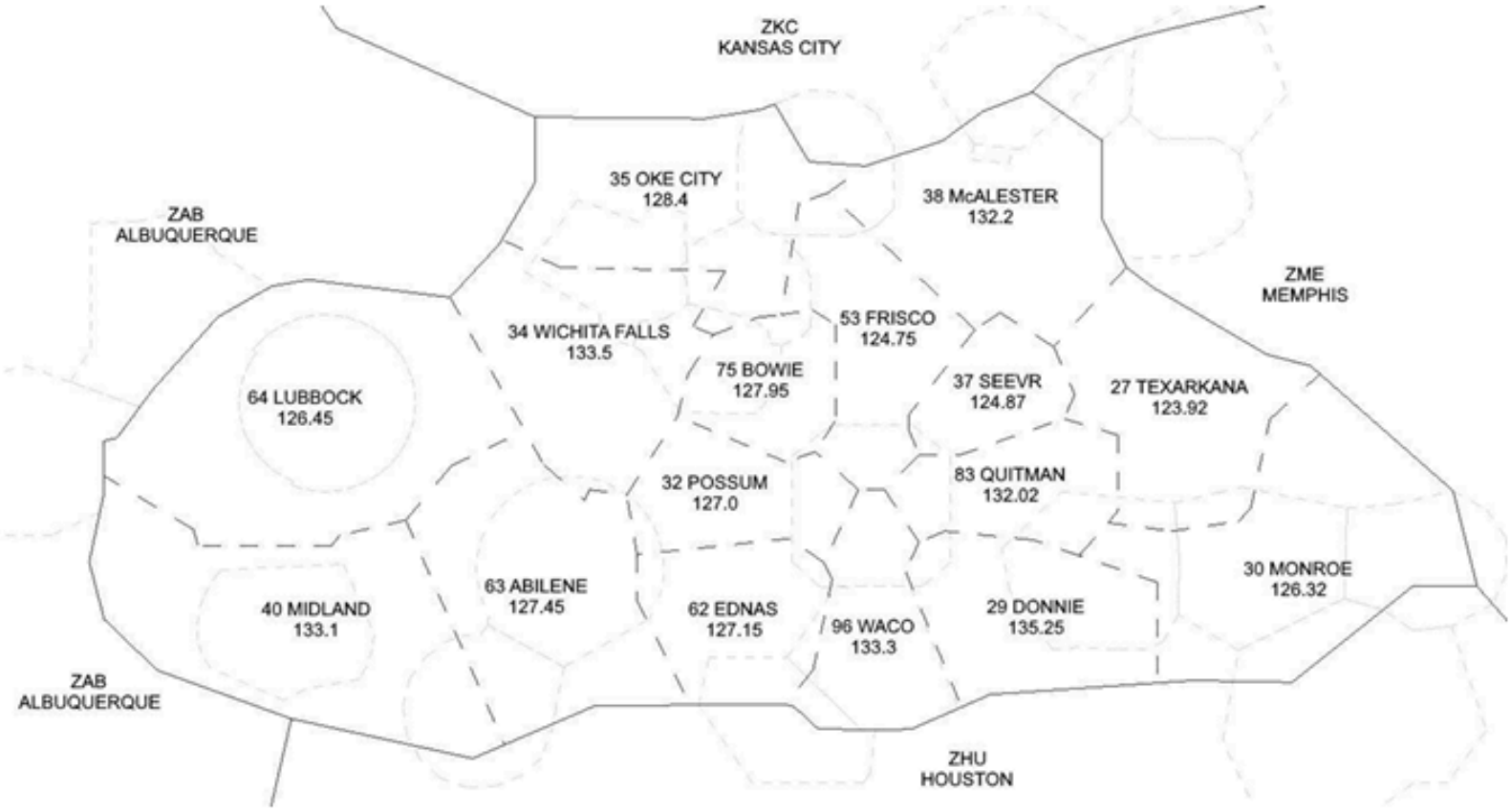
FROM	OVERFLYING OR LANDING	ROUTES/RESTRICTIONS
DFWT Area	PHX	RNAV: EWM DRRVR PINNG STAR or, TXO/TCC ABQ or CNX ZUN Non-RNAV: EWM J4 SSO or TXO/TCC ABQ or CNX ZUN TURBOPROPS: EWM.J4.SSO
	SDL, DVT, FFZ, GYR, GEU, 18AZ, IWA, CHD, P19, CGZ	EWM J4 SSO SUNSS STAR
	Over FTI	No farther direct than ILC
ZFW	LAX	Route no farther west than EWM, ELP, CNX or ABQ
ZFW	ABQ (COLTR STAR)	No further than ZATOX

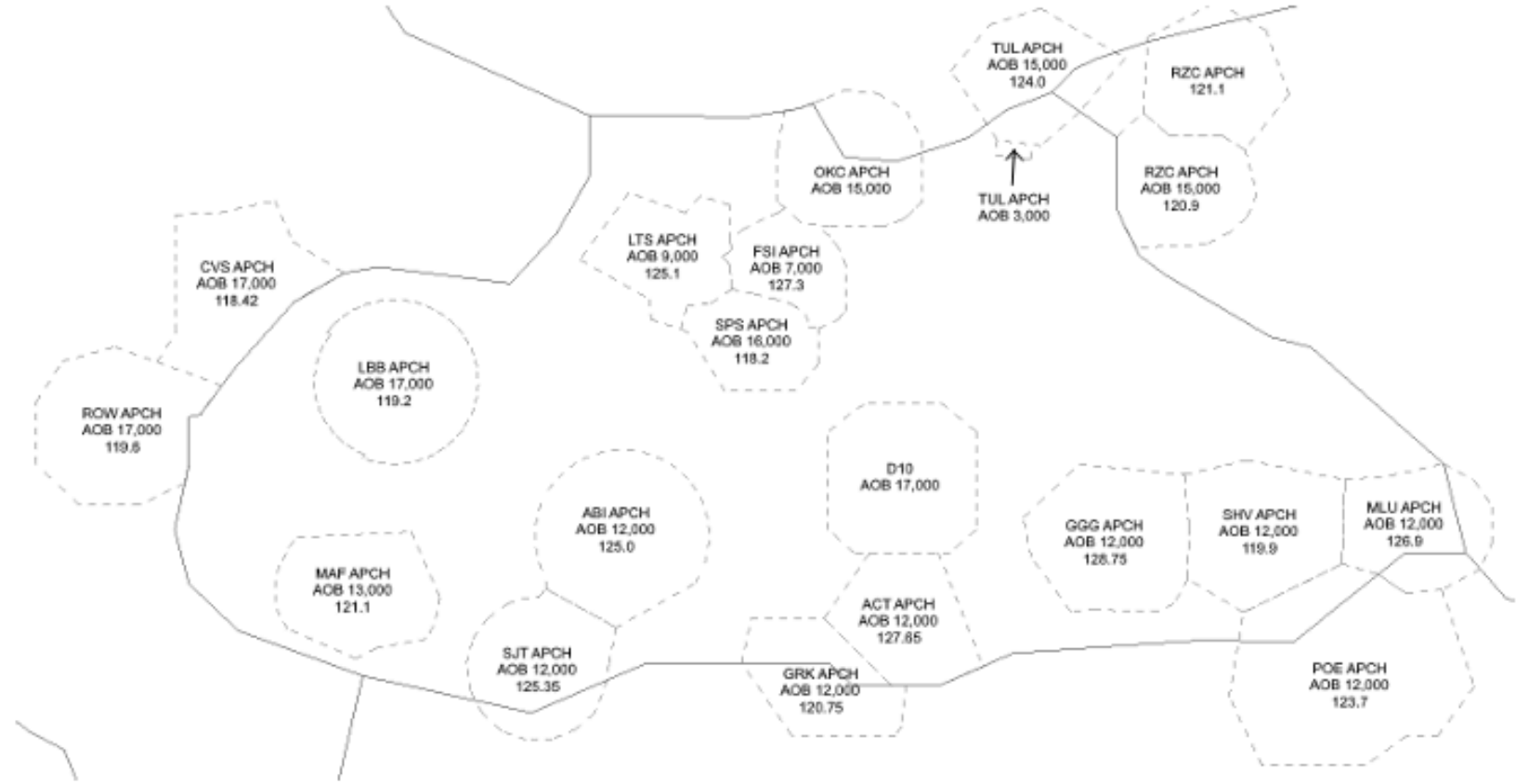
ZFW Glen Rose (JEN) Area	ELP RNAV ARRIVALS	LIFFT SAMMR STAR
OKC-H/CZR-UH (UKW Area)	Over HAHAA landing LAS	No farther direct than GUP
ZFW	PEQ, FST, CNM	Enter ZAB at or below FL270, descending to 10,000. ZAB has control within 20nm of the boundary.
ZFW	SRR	Enter ZAB at or below FL300, descending to FL240 (PD authorized)
ZFW Bowie (UKW) Area	AMAT	Enter ZAB at or below FL290. ZAB has control for further descents within 30nm of the boundary
ZFW Raider (RDR) Area	AMAT	Enter ZAB descending to at or below 11,000 (PD authorized)

Attachment D. ZFW High, Low, and TRACONs

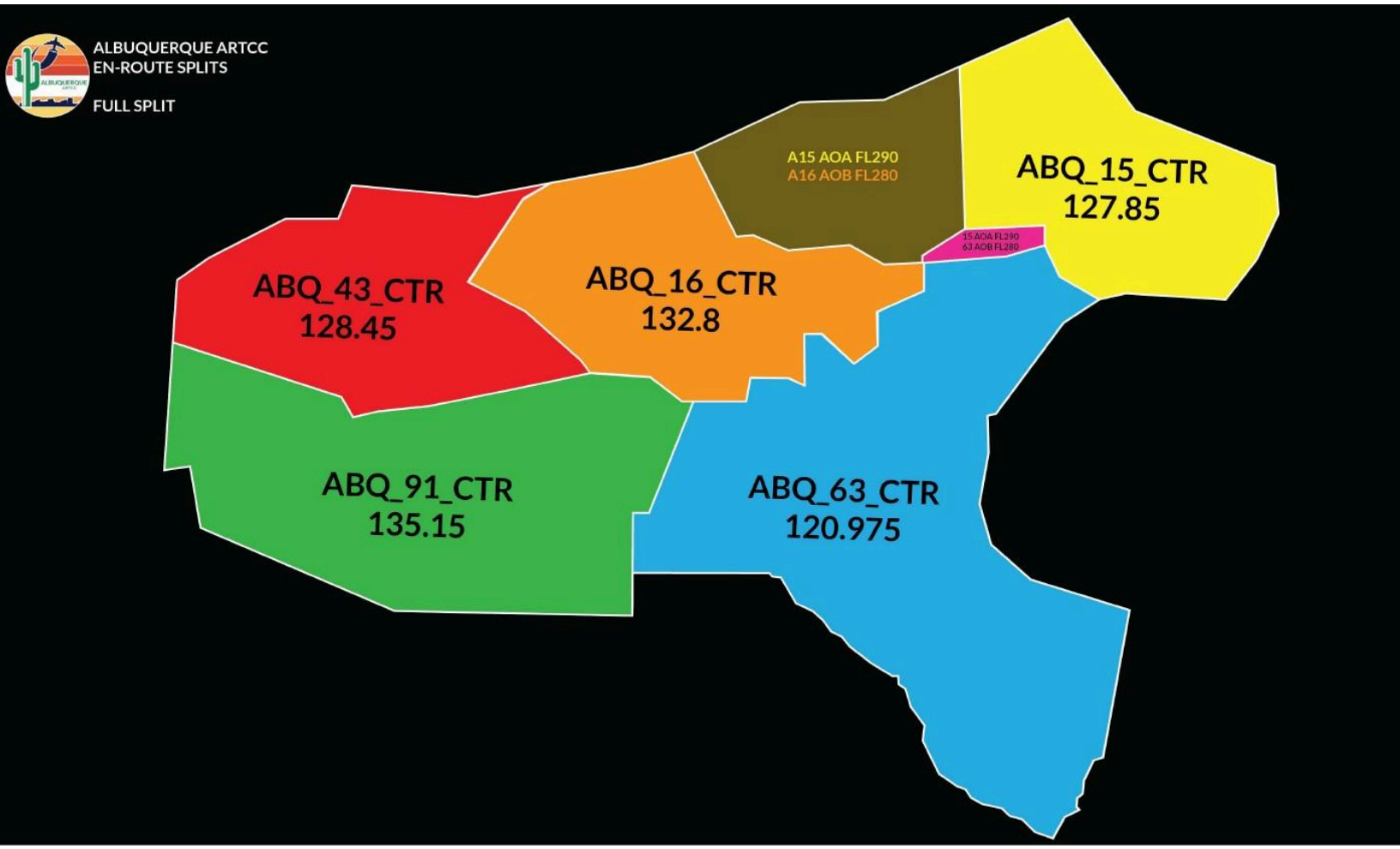


Attachment D. ZFW Low and TRACONs





Attachment E. ZAB 5 Way Split



Attachment F. ZAB 3 Way Split