

Letter of Agreement

Effective: December 17, 2020

1. **PURPOSE.** This letter of agreement establishes procedures for the routing, coordination and radar handoff of air traffic between Seattle Air Route Traffic Control Center (ARTCC) and Oakland ARTCC.
2. **SCOPE.** The procedures contained herein are for use between Oakland Center and Seattle Center for the controlling of air traffic and the handling of aircraft transitioning between Centers.
3. **CANCELLATION.** All previous agreements are cancelled.
4. **PROCEDURES.**
 - a. General.
 - i. Each center must advise the other when changes occur in sector configuration, automation interface, and communication capabilities.
 - ii. The forwarding of control information and coordination of IFR departures must be accomplished at least five (5) minutes prior to the aircraft entering the receiving facility's area, provided an automatic transfer of data between automated systems will occur.
 - b. Routing
 - i. Aircraft must be routed via:
 1. Preferred Routes as published or
 2. Traffic Management coordination/initiated routes
 - ii. Aircraft landing at Los Angeles Basin airports (LAX, BUR, VNY, SMO, SNA, and LGB) may be routed no further direct than Mendocino (ENI), Linden (LIN), Friant (FRA) VORTACs, or JAGWA WP.
 - c. Altitude Assignment
 - i. Reno jet arrivals entering Oakland Center sector 41 must be cleared to cross BAARB at FL330 or lower filed altitude. Seattle Sector 10 / Sector 47 releases control for descent to FL300 15 NM from the common boundary to Oakland Center sector 41.
 - ii. Reno jet arrivals not covered by paragraph 4c(i), but filed east of J189, must enter Oakland Center airspace at or below FL330. Seattle Sector 10 / Sector 47 releases control for descent to FL300 15 NM from the common boundary to Oakland Center sector 41.
 - d. Transfer of Control
 - i. At the completion of radar handoff and frequency change, all aircraft are released for turns of 15 degrees or less, beacon code changes, and speed adjustments.
 1. In addition to the above, Seattle Center has control from Oakland Center for descent on aircraft landing ACV, EKA, and FOT airports and turns of up to 20 degrees.

e. Special Coordination Procedures

- i. In order to facilitate timely oceanic coordination, Seattle Center should effect early radar handoffs on westbound oceanic aircraft filed over REDWD, VESPA, UNVER, TRYSH and SHENU.
- ii. The Oakland Center Sector 41 controller must notify Seattle Center Sector 10/ 47 5 minutes prior to the activation of the Reno Military Operating Area (MOA).
- iii. Seattle Center must notify Oakland Center prior to the activation of the Goose, Hart, and Dolphin MOA/ATCAA SAAs.

ATTACHMENT 1. PREFERRED ROUTINGS FOR ARRIVAL AIRCRAFT

Table 1-1 (SFOW – SMFS/RNOS)

FROM CENTER SECTOR	DESTINATION	PREFERRED ROUTE (RNAV)	NON-RNAV ROUTE
ZSE Sector 4/ 30	SFO	via MLBEC.BDEGA#	via RBG/ RBL..PYE..SFO
	SFO (Prop)	Via ENI.PYE#	via ENI.PYE#
	OAK	via SPAMY.WNDSR#	via RBG/ RBL..REBAS..OAK
	SJC	via CHBLI.BRIXX#	via RBG/ RBL..PYE..SFO
	SJC (Prop)	via ENI.PYE#	via ENI.PYE#
ZSE Sector 10/ 47	SMF	via LKV.TUDOR#	via LKV.TUDOR#
	RNO	via HARTT.HARTT#	via J5.FMG/ J92.FMG

Table 1-2 (SFOE – SMFN-RNON)

FROM CENTER SECTOR	DESTINATION	PREFERRED ROUTE (RNAV)	NON-RNAV ROUTE
ZSE Sector 4/ 30	SFO	via MLBEC.STLER#	via RBG/ RBL.STINS#
	OAK	via SPAMY.AANET#	via RBG/ RBL..REBAS..OAK
	SJC	via GGULF.FRLON#	via RBG/ RBL BRINY#
ZSE Sector 10/ 47	SMF	via LKV.TUDOR#	via LKV.TUDOR#
	RNO	via HARTT.EELZA#	via J5.FMG/ J92.FMG

Table 1-3 (ZOA – SEA/ PDX Airports)

FROM CENTER SECTOR	DESTINATION	PREFERRED ROUTE (RNAV)	NON-RNAV ROUTE
ZOA Sector 36/41	SEA	via BTG.LMT.HAWKZ#	via RBG/ OED/ BTG.OLM#
ZOA Sector 41/44	SEA	via LKV/ BTG/ LMT/ KRIEG.HAWKZ#	via FMG/ LMT/ BTG.OLM#
ZOA Sector 36/41	PDX	via MACHU.TIMBRS#	via RBG/ OED.OCITY#
ZOA Sector 41/44	PDX	via PORTL.TIMBRS#	via LMT.OCITY#

Attachment 2 List of Changes

Change	Date	Description	ZOA Approval	ZSE Approval
--	06JUN2016	Initial Write	Ryan Parry - ATM	Brayden Manzella - ATM
CHG01	07MAR2018	Rewrite for new ZOA sectors	Ryan Parry – ATM	Aaron Schwartz - ATM
CHG02	17DEC2020	Update for new ZSE Sectors	Ryan Parry – ATM	Matthew Woerly - ATM

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Vatusa Approval: 12/17/2020 – Ryan Parry, VATUSA4