VIRTUAL AIR TRAFFIC SIMULATION NETWORK
UNITED STATES DIVISION
MEXICO DIVISION

Letter of Agreement
ELP:MMCS

TERMINAL RADAR APPROACH CONTROL
EL PASO, TX, USA & CIUDAD JUAREZ
TERMINAL AREA CONTROL, CH, MEX

Effective Date:
2022-09-10

SUBJ: El Paso TRACON & Ciudad Juarez Terminal Area Control Letter of Agreement

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This order was established to provide Standard Operating Procedures and Standard Coordination Procedures for El Paso TRACON (vELP) and Ciudad Juarez TMA (vMMCS) and is supplementary to FAA Order 7110.65, Air Traffic Control, all applicable ICAO documents, Mexico Air Traffic Regulations, and other appropriate Air Traffic Control manuals.

Jeremy Werderman
Air Traffic Manager
vAlbuquerque ARTCC

Gustavo Valdez
Director of ATC Operations
VATMEX

CHAPTER 1. INTRODUCTION

SECTION 1. GENERAL

1.1.1 DISCLAIMER.

The information contained herein is designed and specifically for use in a virtual air traffic control environment and is not applicable in, nor should it be referenced for, live operations in the National Airspace System (NAS) or Mexican Airspace.

1.1.2 RESPONSIBILITY.

This LOA is the responsibility of both the vZAB ATM and VATMEX DO to maintain and update as necessary.

1.1.3 DISTRIBUTION.

This manual is intended to be used by every controller and visitor at both vZAB and VATMEX.

1.1.4 WHAT THIS ORDER CANCELS.

No prior LOA to cancel.

1.1.5 EFFECTIVE DATE.

This change is effective 2022-09-10

1.1.6 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 aircraft basis, after coordination between controllers involved;

b. On other than an individual aircraft basis, after coordination between TMUs/CICs involved, these deviations must specify a time period for cancellation.

SECTION 2. PROCEDURES

2.2.1 INTERFACILITY PROCEDURES.

a. Flights entering ELP or MMCS airspace from the other inbound to ELP Area or MMCS Area airports shall enter the other airspace at an altitude not to exceed 8,000' MSL.

a. MMCS shall provide aircraft entering ELP TRACON the MMCS altimeter setting.

b. ELP shall provide aircraft entering MMCS AC the ELP altimeter setting.

b. Transfer of radar identification should be initiated no less than 15NM from the receiving sector's lateral boundary.

a. Traffic entering ELP or MMCS airspace from the other will keep the same squawk code.

b. 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 MMCS AC and El Paso TRACON using the following format:

i. State Facility ID Calling (i.e. Juarez Sector 1)

ii. State Your Facility ID (i.e. El Paso South)

iii. State Intent/Request (i.e. Manual Hand-Off)

iv. (Await Response from Receiving Sector)

v. State Intent/Request again for clarification (i.e. Manual Hand-Off)

vi. State Distance from known NAVAID/Coordination Fix (i.e. 15 NM Northeast of CJS VOR)

vii. State Aircraft Callsign and Squawk Code (i.e. UAL451 Squawking 4231)

viii. State Altitude (state descending or climbing if appropriate) (i.e. 16,000 Descending 8,000)

ix. State Destination (i.e. Enroute to MMCS)

x. Receiving controller will respond accordingly (RADAR CONTACT/NEGATIVE RADAR CONTACT or for non-radar HANDOFF ACCEPTED/HANDOFF DECLINED)

xi. End coordination with operating initials from each controller involved.

xii. The sending facility will terminate the radar track or FPL for the aircraft.

xiii. The accepting facility will start the radar track or FPL for the aircraft.

c. Aircraft departing within 20NM or 5 minutes of the common boundary and entering the receiving facility's airspace must be coordinated prior to departure.

d. 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 5 NM (Nautical Miles) of the ELP / MMCS common boundary.

e. 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.

f. 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.

g. Communications transfer must be completed prior to the ELP TRACON / MMCS AC Boundary, unless coordinated.

h. 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.

i. The transferring controller must apply merging target procedures before transferring communication when targets appear likely to merge in the transferring controller's airspace.

2.2.2 GIM-S SPEED ADVISORIES.

After the completion of a hand-off and frequency change, the receiving controller has control for speeds + or – .03 Mach or + or – 20 knots within 20 miles from the common sector boundary.

2.2.3 DEFINITIONS.

a. El Paso Area: KELP, KBIF, KDNA

b. Juarez Area: MMCS

2.2.4 REFERENCE LOCATIONS.

a. The following are designated reference points:

1.	VORDME IF	CJS029010 (Juarez VOR 029 Radial 10 DME) Initial Fix on the VOR/DME RWY 21 into MMCS

SECTION 3. COORDINATION

2.3.1 POINT OUT ALTITUDE COORDINATION.

a. A controller making an intra-facility point-out may omit altitude information, as long as the data block accurately reflects this information.

b. When utilizing automated point-outs, verbal coordination must be utilized for IAFDOF and non-RVSM aircraft.

2.3.2 MUTUAL WEATHER DEVIATIONS.

a. Upon coordination of Mutual Weather Deviations, and after a manual handoff and frequency change to the receiving controller have been completed, the transferring controller releases control for:

1. Turns not to exceed 30 degrees; and

2. Aircraft to be cleared on course.

b. Mutual weather deviation agreements remain in effect for sector airspace(s) following the combining or de-combining of sectors.

c. Coordination must be accomplished to discontinue mutual weather deviations.

SECTION 4. STANDARD SECTORIZATION - ELP

2.4.1 ELP SINGLE SECTOR OPERATIONS.

1. MMCS hands ALL to ELP_N_APP on 124.25.

2.4.3 ELP TWO SECTOR OPERATIONS

1. MMCS hands ALL to ELP_S_APP on 119.15.

SECTION 5. STANDARD SECTORIZATION – MMCS

2.5.1 MMCS COMBINED

MMCS operates combined on 119.9.

APPENDIX A. AIRSPACE

SECTION 1. DELEGATION OF AIRSPACE

A.1.1 MMCS VOR RWY 21 and VOR/DME RWY 21 Approach Protected Area

1. Upon request from MMCS, ELP TRACON will allow MMCS aircraft intending to fly the VOR RWY 21 or VOR/DME RWY 21 inbound MMCS to enter ELP TRACON airspace within a defined area not to exceed 3 nm from the published Instrument Approach procedure.

(a). A handoff from ELP TRACON for an aircraft inbound from the north joining CJS 209 radial when MMCS landing RWY 21 will constitute the needed approval without additional coordination.

2. MMCS will provide a manual handoff of the aircraft for identification purposes.

3. ELP TRACON will provide separation services between aircraft under their control and the target aircraft.

A.1.2 ELP RNAV Departures and RNAV Approaches entering MMCS Airspace

1. ELP TRACON will notify MMCS AC of aircraft cleared for procedures which will enter MMCS airspace prior to the aircraft entering the airspace.

2. ELP TRACON will provide a manual handoff of the aircraft for identification purposes.

3. MMCS AC will provide separation services between aircraft under their control and the target aircraft.