

Los Angeles Air Route Traffic Control Center and Tijuana Terminal Radar Approach Control

LETTER OF AGREEMENT

EFFECTIVE: August 16, 2018

SUBJECT: Operational, Coordination, and Communication Procedures

**1. PURPOSE:** This agreement between Los Angeles (ZLA) Air Route Traffic Control Center (ARTCC) and Tijuana Terminal Radar Approach Control (TIJ) establishes and describes the operational procedures for the provision and coordination of Air Traffic Control services for IFR aircraft transiting the common boundary between Mexico and the United States. These procedures are supplemental to those contained in all applicable ICAO documents, Federal Aviation Regulations, Mexico Air Traffic Regulations, and other appropriate Air Traffic Control manuals.

**2. CANCELLATION:** This Letter of Agreement replaces and cancels the Letter of Agreement between Los Angeles Air Route Traffic Control Center and Tijuana Terminal Radar Approach Control, same subject, dated June 5, 1990.

**3. DISTRIBUTION:** This agreement is distributed to Tijuana Approach Control, Mazatlan ACC, Los Angeles ARTCC, Director General Civil Aviation (DGAC), and Director Operational Standards (SENEAM).

**4. SCOPE:** This agreement covers procedures to be used for the movement of IFR aircraft between the United States and Mexico along the common boundary from 118°12'00" to 115°35'00" degrees west longitude.

**5. RESPONSIBILITIES:** ZLA and TIJ agree that either facility may coordinate and gain approval for an aircraft to operate temporarily in the other's airspace. Once approval has been granted, the facility, which has agreed to retain control of the aircraft while the aircraft is in the other facility's airspace, must provide the aircraft with appropriate air traffic services and approved separation from known IFR traffic at all times.

**6. PROCEDURES:** Unless otherwise coordinated, the following procedures must apply.

a. Operational:

- (1) All flights must be cleared to the destination airport.
- (2) Aircraft proceeding northbound or southbound must be left on a discrete code.
- (3) Flight plan information on southbound IFR flights must be forwarded at least 15 minutes prior to the time the flight is estimated to cross the United States/Mexico border.
- (4) Flight plan information on northbound IFR flights must be forwarded to Los Angeles ARTCC A30 at least 15 minutes prior to the time the flight is estimated to cross the Mexico/United States border.
- (5) Changes to flight plan information on northbound traffic must be passed to Los



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Angeles ARTCC Sector R9 or D9.

(6) Transfer of control must occur at the United States/Mexico border.

b. Coordination:

(1) Southbound traffic must be routed over Tijuana VOR.

(2) Aircraft landing Tijuana Airport via IPL VORTAC, must be routed via IPL VORTAC radial 240 to intercept V5 TIJ.

(3) Northbound traffic, at or below FL230 and not entering Southern California Approach Control airspace, must be routed via MZB VORTAC.

(4) If a Center/Approach Control border-crossing estimate differs by more than three (3) minutes from the time forwarded in the original flight plan, the transferring facility must forward a revised estimate prior to the new estimate.

c. Radar Handoffs:

(1) Interfacility non-automated handoffs and communications transfer must be affected prior to the aircraft crossing the United States/Mexico border.

(2) Each facility must retain aircraft within their respective airspace until handoff or further coordination is affected.

(3) Handoffs must be made in relation to the following fixes:

(a) IPL VORTAC

(b) MZB VORTAC

(c) TIJ VOR

(4) Successive aircraft on same routes must be a minimum of five (5) NM in-trail.

(5) Receiving facility must have control for vectors upon completion of a radar handoff.

d. Communications: In the event the direct Los Angeles ARTCC/Tijuana Approach Control circuit is out of service, clearances and other coordination may be passed through Mazatlan ACC. The circuit between San Diego TRACON and Los Angeles ARTCC will be used as an alternate. If all of these circuits are inoperative, the following commercial telephone numbers must be used:

(1) Los Angeles ARTCC:

(a) (661) 265-8235 (Control Area Supervisor)

(b) (661) 265-8205 (Control Room Manager)

Los Angeles Air Route Traffic Control Center and Tijuana Terminal Radar Approach Control

(2) Tijuana Approach Control:

- (a) 68-832997 (Radar Room)
- (b) 68-831314 (Staff Office/FSS)

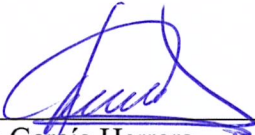
e. Special Procedures:

- (1) Each facility must immediately notify the other whenever NAVAID, radar, communications capability, or any item affecting the procedures contained in this agreement are unusable.
- (2) Each facility must notify the other at least four (4) hours in advance of a scheduled maintenance shutdown of the radar or NAVAIDS listed in (1) above.

7. **ATTACHMENT:** Map depicting Los Angeles ARTCC and Tijuana Approach Control airspace.

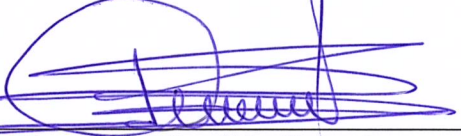
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Gregory Haywood  
Air Traffic Manager  
Los Angeles ARTCC  
Federal Aviation Administration



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Martín Ignacio García Herrera  
Director of Operational Standards (SENEAM)



P.A.  
Salvador Florentino Magallón Camacho  
Chief  
Tijuana Approach Control



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Mauricio Acuña Barrera  
Manager of Operational Standards Tijuana (SENEAM)

Los Angeles Air Route Traffic Control Center and Tijuana Terminal Radar Approach Control

Effective: 6/5/90

Los Angeles ARTC Center  
Tijuana Approach Control  
Letter of Agreement

