Southern California TRACON, North Island RATCF, and Tijuana Approach Control

LETTER OF AGREEMENT

EFFECTIVE: September 16, 1995

SUBJECT: Radar Handoff, Coordination, and Airspace Utilization Procedures

1. PURPOSE. This letter of agreement between Tijuana Approach Control, North Island Radar Traffic Control Facility (RATCF), and Southern California Terminal Radar Approach Control (TRACON) establishes procedures for radar handoffs, coordination of air traffic, and the utilization of airspace along the Mexico-United States Border. This agreement is supplementary to procedures contained in applicable ICAO documents and appropriate air traffic control handbooks. The procedures in this agreement may be modified on an individual basis by coordination between the controllers concerned.

2. CANCELLATION. The Letter of Agreement between Tijuana Approach Control, North Island RATCF, and San Diego TRACON, subject: Radar Handoff, Coordination and Airspace Utilization Procedures, dated April 9, 1991, is canceled.

3. DISTRIBUTIION. This letter is distributed to: Director, Operational Standards, SENEAM; Regional Administrator, Western-Pacific Region; Chief, Tijuana Approach Control; Air Traffic Manager, Southern California TRACON; NAVREP Western Pacific-Region; Commanding Officer, NAS North Island; AWP-500; and Director General of Civil Aviation.

4. RESPONSIBILITIES. Southern California TRACON, North Island RATCF, and Tijuana Approach Control 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 shall provide the aircraft with appropriate air traffic services and approved separation from known IFR traffic at all times.

5. SCOPE. The procedures in this agreement apply during the times Tijuana Approach Control is operational and adequate two-way communication exists between the three facilities. (See Annex 2.)

   a. Airspace Utilization.

      (1) Airspace Designation. The Southern California TRACON airspace that may be utilized by Tijuana Approach Control is identified as Zones A and B (see Annex 1). Portions of Zone B are further delegated to North Island RATCF 2000 feet MSL and below and is known as Airspace METRO. This airspace is shown as Annex 3.

(2) Airspace Coordination.

(a) Tijuana Approach Control shall:

1. Coordinate in advance with Southern California TRACON or North Island RATCF as designated in this Letter of Agreement each individual flight which will utilize Zone A or B.

2. Point out or handoff to Southern California TRACON, aircraft executing an ILS, VOR/DME, or visual approach to Runway 9 before the aircraft reaches a point abeam SALUD.

3. Instruct the pilot of each aircraft to squawk the transponder code issued by or coordinated with Southern California TRACON.

4. Coordinate for the use of METRO airspace with North Island METRO Sector when aircraft are executing the VOR approach to Runway 27 and circling to land Runway 9 prior to the aircraft reaching a point 10 DME fromTijuana VOR. Advise North Island METRO Sector when METRO airspace is no longer in use. These aircraft shall cross the border at or below 2000 feet MSL.

(b) Southern California TRACON may vector aircraft destined for Tijuana directly from Southern California TRACON airspace, for the Tijuana ILS/VOR 9 approach after coordination with Tijuana Approach Control.

b. Airspace Procedures. The following procedures ensure that separation standards are Maintained between aircraft including those which remain in Tijuana Approach Control, Southern California TRACON or North Island Metro Sector airspace, but are not separated from Adjacent airspace. (When NAS North Island is closed, refer to Annex 4.)

(1) Tijuana Approach Control shall:

(a) Coordinate with North Island METRO Sector for the use of airspace METRO on IFR aircraft departing Runway 27 as soon as the aircraft begins to taxi. Included in this coordination shall be the assigned transponder code and type aircraft. Recoordinate the time of departure release if the aircraft has not departed after two (2) minutes from the time coordinated in 5.b.(2) below. These aircraft shall not climb above 2000 feet MSL until south of the U.S./Mexico Border or until approaved by Southern California TRACON.

(b) When weather is 800 feet ceiling and/or two (2) miles visibility or less, pointout VOR/DME Runway 27 approaches to Southern California TRACON South Bay Sector at or before ten (10) miles from the Tijuana VOR.

(c) Provide applicable separation to enable IFR operations to be conducted within the Imperial Beach Control Zone to the Mexico-United States Border at 1300 feet MSL and below during the hours Imperial Beach tower is open. Aircraft operations conducted under the provisions specified in paragraphs 5.b.(1) (a) and (b) above are exempt from this requirement.

(d) Advise North Island RATCF of peak traffic period time when significant changes occur.

(2) North Island Metro Sector shall release airspace METRO toTijuana Approach Control for aircraft coordinated in 5.b. (1) (a) above as soon as practicable, but in no event longer than six (6) minutes from initial notification.

c. Clearances.

(1) Tijuana Approach Control shall, for aircraft entering Southern California TRACON Airspace:

(a) File IFR departure flight plans with Southern California TRACON, San Diego Area Flight Data, for entry into the Los Angeles Center computer.

(b) Obtain IFR clearance from Southern California TRACON San Diego Area Flight Data.

(c) Issue Runway 27 departures heading 250 for radar vectors to the first fix outside Tijuana Approach Control airspace and assign frequency 125.15 MHZ as departure control frequency. These aircraft shall be coordinated for release with the South Bay Sector only.

(d) Assign dearting aircraft 4000 feet MSL and to expect filed altitude five (5) minutes after departure.

(e) CoordinateRunway 9 departures on an individual basis for heading and altitude assignment information.

(2) Southern California TRACON shall:

(a) Issue clearances to LAX via the route code listed below:

1 West Route: Cleared to LAX via radar vectors to SLI 148 radial SLI.

2 East Route: Cleared to LAX via radar vectors to the VTU 114 radial V8 TANDY.

(b) Obtain clearance from Tijuana Approach Control for all IFR departures that will enter Tijuana Approach Control airspace.

d. Enroute Estimates.

(1) Each facility shall forward an estimate to the other facility on all IFR aircraft that will cross the Mexico/United States Border. These estimates shall be passed at least ten (10) minutes prior to the estimated time of arrival over the Tijuana VOR from Tijuana airspace o Mission Bay VORTAC from Southern California TRACON airspace and shall include the following:

(a) Aircraft identification.

(b) Aircraft type and equipment.

(c) Assigned altitude.

(d) Route of flight.

(e) Transponder code.

(f) Other pertinent information.

e. Enroute Handoffs.

(1) Interfacility non-automated handoffs and communications transfer shall be effected prior to the aircraft crossing the Mexico/United States Border. Each facility shall retain the aircraft within its respective airspace until a handoff or further coordination is effected. Frequency assignments shall be shown in Annex 2.

(2) Handoffs shall be made in relation to the following fixes:

(a) SALUD (TIJ 210/12)

(b) AMIGO (TIJ 100/12)

(c) Tijuana VOR/DME

(d) Mission Bay VORTAC

(3) Aircraft entering Tijuana Approach Control airspace shall be routed direct Tijuana VOR between 6000 feet MSL and 15,000 feet MSL.

(4) Aircraft entering Southern California TRACON airspace shall be routed:

(a) From over SALUD direct Mission Bay VORTAC—handoff to Southern California TRACON South Bay Sector.

(b) From over AMIGO:

1. Direct Tijuana VOR direct Mission Bay VORTAC — handoff to Southern CaliforniaTRACON San Diego Area South Bay Sector for SAN arrivals landing Runway 9.

2. Heading 340 for vector to SAN Airport — handoff to Southern California TRACON San Diego Area East Sector, for arrivals landing Runway 27.

3. Heading 340 degrees for vector to the destination airpoprt/route of flight handoff to Southern California TRACON San Diego Area East Sector, for aircraft landing at other airpports in or enroute through Southern California TRACON airspace.

(5) Aircraft landing in Southern California TRACON San Diego Area airspace, routed via SALUD/AMIGO, shall depart Mexican airspace at or below 10,000 feet MSL to maintain 8000 feet MSL. Aircraft enroute through Southern California TRACON San Diego Area airspace shall have altitudes individually coordinated.

(6) Successive aircraft on the same route shall be separated by a minimum of five (5) miles in trail. Separation shall be constant or increasing at time of handoff.

(7) The receiving facility may assume control of aircraft for turns 30 degrees either side of assigned course five (5) miles from the border, unless otherwise coordinated.

f. Special Procedures.

(1) Each facility shall immediately notify the other whenever the Mission Bay VORTAC or Tijuana VOR, radar, communications capability, or any item affecting the procedures contained in this agreement are unusable.

(2) Each facility shall notify the other at least four (4) hours in advance of a scheduled maintenance shutdown of the radar or NAVAIDS listed in f. (1) above.

(3) When Tijuana Approach Control is operating without radar:

(a) ICAO ten (10) minutes longitudinal separation shall be applied between IFR aircraft operating at the same altitude.

(b) Tijuana Approach Control shall:

1. Route all enroute IFR aircraft landing in the local San Diego area via the Tijuana VOR direct Mission Bay VORTAC and assign a crossing altitude at the Tijuana VOR of 10,000 feet MSL or below to maintain 8000 feet MSL. frequency change to Southern Callifornia TRACON South Bay Sector.

2. Issue the following departure procedure to aircraft departing Tijuana and entering Southern California TRACON airspace: "CLEARED TO (destination airport) VIA THE TIJUANA 250 RADIAL TO INTERCEPT THE MISSION BAY VORTAC 160 RADIAL MISSION BAY VORTAC (then, as cleared)."

3. Ensure aircraft inbound to the Tijuana Airport executing an ILS or VOR DME approach to Runway 9 are level at 2500 feet MSL and established on the 12 DME Arc of the Tijuana VOR, or on the RUBI transition procedure before entering United States airspace.

(c) Southern California TRACON shall advise Tijuana Approach when northbound IFR flights entering Southern California TRACON airspace are clear of the border.

(4) Unless otherwise coordinated on specific aircraft, Tijuana Approach Control will assign 0100-0177 codes to IFR aircraft within their airspace.

_____

John Mayrhofer
Air Traffic Manager
Southern California TRACON
Federal Aviation Administration

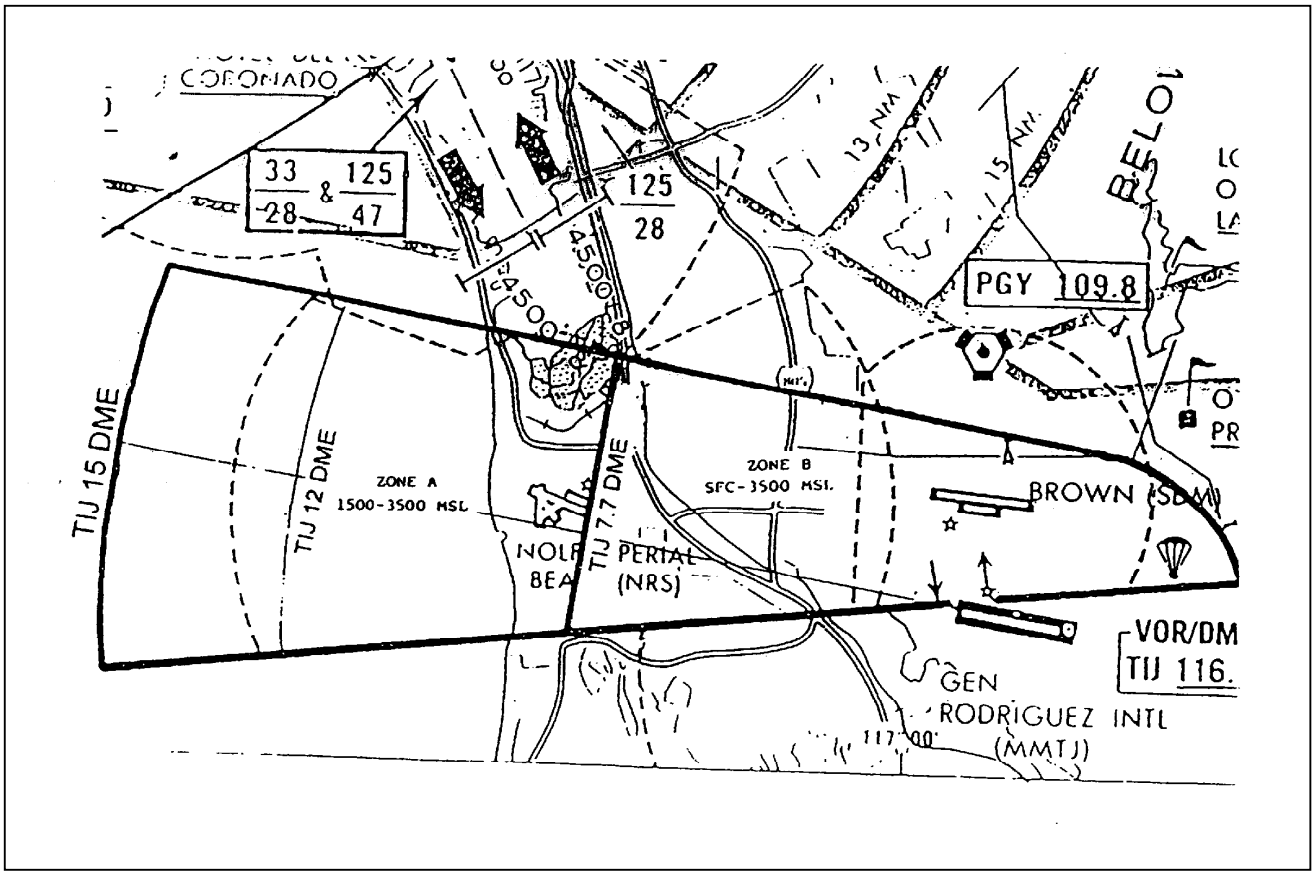
_____

Miguel Araiza Mabante
Chief, Tijuana Approach Control

_____

Fernando Molinar Prieto
Director, Operational Standards
SENEAM

ANNEX 1



Zone A: 3500 feet MSL to 1,500 feet MSL from a starting point on the 15 DME ARC of the Tijuana VOR/DME at the International Border thence clockwise on the 15 DME ARC to intercept a line extending from 3 NM north of the Tijuana VOR/DME on a 085 degree bearing thence southeastbound to intercept a perpendicular line 7.7 DME from Tijuana VOR/DME on the 085 degree radial thence south to the International Border, thence westbound to the point of beginning.

Zone B: 3500 feet MSL to the surface starting from a point where a north/south line intersecting the Tijuana VOR/DME 085 radial at 7.7 DME meets the International Border thence north-bound to a point intersecting a line extending from 3 NM north of the Tijuana VOR/DME on a 085 degree bearing thence southeastbound to a point 3 NM north of the Tijuana VOR/DME to the 3 DME of the Tijuana VOR/DME to the International Border thence to the point of beginning.

ANNEX 2

1. AIR GROUND COMMUNICATIONS:

East Sector Frequency	124.35 381.5
South Bay Sector Frecuency	125.15 317.55
North Island METRO Frequency	134.1 318.8
Tijuana Approach Frequency	119.5 120.3
Tijuana Tower Frequency	118.1

2. LANDLINE COMMUNICATIONS:

PRIMARY: Southern California TRACON/Tijuana is voice activated circuit number 84GP3506. Known in Tijuana as MMR circuit and Southern California TRACON as TIV circuit.

SECONDARY: Coordination necessary to be installed as voice activated line is the 9GP1320 circuit. Known in Tijuana as the SDM circuit and Southern CaliforniaTRACON as the TIJ circuit.

Primary: METRO	MMR/TIV circuit
Secondary: METRO	SDM/TIJ circuit

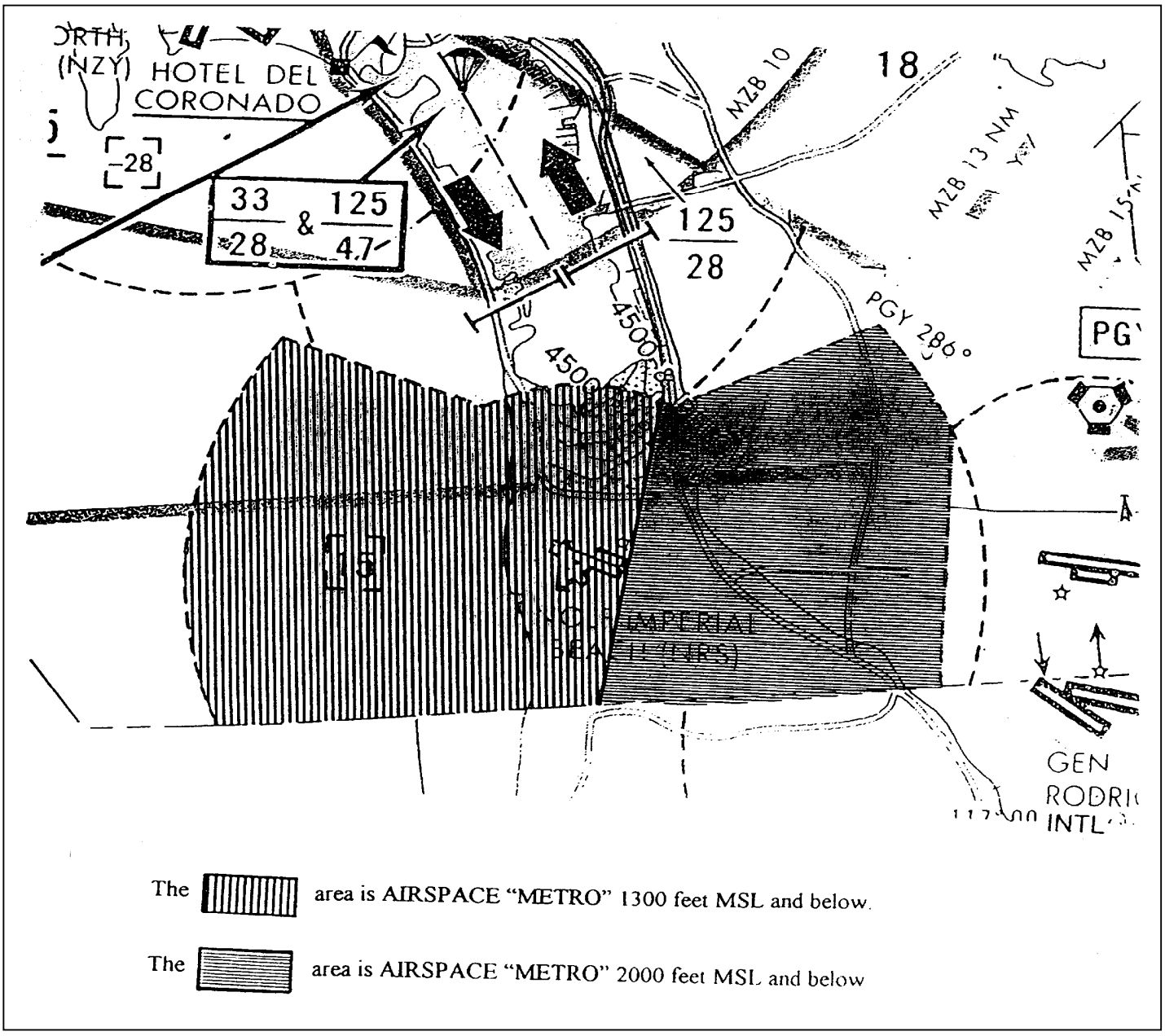
Commercial Phone Number for each facility is:

Southern California TRACON (858) 537-5900

Tijuana Approach Control: 9-011-526-683-8018

North Island METRO: (619) 545-8245

ANNEX 3



The ▨ area is AIRSPACE "METRO" 1300 feet MSL and below.

The ▤ area is AIRSPACE "METRO" 2000 feet MSL and below.

ANNEX 4

1. AIRSPACE PROCEDURES WHEN NAS NORTH ISLAND IS CLOSED.

a. North Island RATCF is responsible for advising Tijuana Approach Control when North Island RATCF will be closed and when North Island RATCF will re-open.

b. When North Island RATCF is closed, Tijuana Approach Control shall coordinate with Southern California TRACON, South Bay Sector, for the use of METRO airspace:

(1) When IFR aircraft will depart Runway 27 as soon as the aircraft begins to taxi. Included in this coordination shall be the assigned transponder code and type aircraft.

(2) For aircraft executing the VOR Approach to Runway 27 and circling to land Runway 9, prior to the aircraft reaching a point 10 DME from the Tijuana VOR. Coordination shall include transponder code and type aircraft.

(a) Southern California TRACON shall release Airspace METRO to Tijuana Approach Control as soon as practicable bu t in no event longer than six minutes from initial notification.