

Letter of Agreement

Revised: July 25, 2004

Effective: July 25, 2004

Purpose

This Letter of Agreement (LOA) establishes operating procedures between Houston ARTCC (Center) and vUSAF Air Education and Training Command for providing control services in the Del Rio Terminal Area and the surrounding Laughlin Military Operations Area (MOA).

Scope

These procedures apply to all VFR/IFR aircraft entering or exiting the Del Rio Class C airspace in addition to military aircraft utilizing the Laughlin Special Use Airspace (SUA) as depicted in figures Laughlin 1 SUA and Laughlin 2 SUA. (See Appendix Below)

Roles and Responsibilities

Del Rio RAPCON owns the airspace within Del Rio Class C airspace from the surface up to 10,000 ft MSL. When Laughlin 1,2,3 MOA's are active, Del Rio RAPCON will own the airspace within the lateral boundaries of the active MOA as follows:

Laughlin 1 - Ranch Training Areas - Floor 9,000' MSL / Ceiling 22,000' MSL
Laughlin 2 & 3 - Ski/Burr Training Areas - Floor 7,000' MSL / Ceiling 22,000' MSL

Distribution

This LOA is intended for use by ZHU and controllers of the vUSAF staffing Laughlin AFB and Del Rio RAPCON.

Background

This LOA shall be developed and maintained to establish standard operating procedures and policy items between ZHU ARTCC and military controllers staffing Laughlin AFB and Del Rio RAPCON in support of military and civilian operations within the Del Rio Class C airspace and surrounding Laughlin 1,2, 3 MOAs. These procedures shall insure safe and effective handling of civil and

military air traffic within the Del Rio terminal area and surrounding military training areas.

Policies

a. Facilities.

(1). The "primary" airport within the Del Rio Class C airspace is Laughlin AFB (KDLF). Del Rio International (KDRT) is the only satellite airport located within the Del Rio Class C airspace and is served by Del Rio RAPCON.

(2). vUSAF controllers are not authorized to staff any ATC positions other than those listed in Section 7.

(3). vUSAF controllers shall use certified ZHU ARTCC sector files as available on the ZHU ARTCC web site, or may use other sector files, only if they have been reviewed and certified by the ZHU ARTCC Chief. Currently the following non-ZHU files have been reviewed and certified:

None.

b. Certification and Enforcement - vUSAF military controllers

(1). vUSAF military controllers shall be considered a unique class of visiting controller. They shall not be required to comply with the ZHU ARTCC visiting controller policy (SOP 7.0). They shall instead be subject to provisions contained solely in this LOA. This shall be referred to as "military controller privileges".

(2). vUSAF military controllers must meet published IAMPSSO military certification requirements for the position manned. If no applicable IAMPSSO military certification requirements are published, the following shall be applied:

- Must hold an S3 grade or higher to work an Approach Control position or lower position.

(3). vUSAF military controllers must send applications to obtain military controlling privileges to the Chief. The application must be cc'd to the HQUSAF/DO. The Chief shall then post the controllers military privileges on the ZHU Roster.

(4). The ZHU shift supervisor shall use the Controller roster as posted on the ZHU web site for verification of certification. Military Controllers not listed in this roster may be asked to leave the position.

(5). vUSAF military controllers must strictly adhere to all aspects of this LOA. The ZHU shift supervisor shall be authorized to remove any vUSAF controller who fails to demonstrate detailed familiarity with the provisions of this LOA.

c. Certification and Enforcement - ZHU controllers

(1). ZHU controllers must strictly adhere to all aspects of this LOA

(2). When ZHU ARTCC controllers are working at positions subordinate to a vUSAF controller (eg: ZHU controller on DLF_TWR, vUSAF controller on DLF_APP), the vUSAF controller may request removal of the ZHU controller from the ZHU ARTCC shift supervisor if the ZHU ARTCC controller fails to demonstrate detailed familiarity with the provisions of this LOA.

c. Airspeeds in the Terminal Area and Laughlin MOA

It is recognized that certain training operations and training aircraft require high speeds. Military training aircraft within the Del Rio Class C airspace and Laughlin 1,2,3 MOA may exceed 250 knots below 10,000'. At no time shall any pilot's airspeed exceed 300 knots within 15 NM of Laughlin AFB. T-38 aircraft may exceed 200 knots below 2,500' AGL within the Laughlin Terminal Area (DLF 10DME). Supersonic flight is never authorized within the Laughlin MOAs.

7. Authorized Military Facilities

The following facilities are designated as joint-use civil/military facilities, with the associated authorized positions. These positions may be manned by properly certified vUSAF military or ZHU controllers:

<u>Facility</u>	<u>Authorized positions</u>
Laughlin AFB KDLF	DLF_DEL, DLF_TWR
Del Rio RAPCON	DLF_APP

8. STANDARD OPERATING PROCEDURES:

a. General

(1). vUSAF military controllers shall comply with ZHU ARTCC [SOP 2.0](#), sections:

- 2.1 regarding passing ZHU SOP exam
- 2.3 regarding closing ATC positions
- 2.4 regarding Callsigns

(2). vUSAF military controllers shall comply with all provisions of ZHU ARTCC OPPs.

(3). vUSAF military controllers shall comply with all provisions of ZHU ARTCC LOAs.

b. Laughlin Air Force Base

(1). Authorized text callsigns and frequencies are:

DLF_DEL...120.50 DLF_TWR...125.20

(2). Initial climbs for IFR departures filed for altitudes at or above 5000' shall be to 5000'.

(3). Departure releases are required only upon request by DLF_APP.

(4). Missed approaches reported to tower when radar facilities are manned shall be instructed to climb to 4000' on runway heading and transferred to the radar facility. When no radar facility is online, missed approaches shall be flown as published.

(5). IFR Departures for Laughlin MOA shall be routed as follows:

RWY	DP	TRANSITION	LAUGHLIN MOA	TRAINING AREA	ASSIGNED AREA
13	MAVERICK-TWO	GARNR	2	SKI	3,4,5,8
13	MAVERICK-TWO	GARNR	2	BURR	1,2
13	MAVERICK-TWO	MAVRK	2,3	SKI	1,2,6,7,9,10
13	MAVERICK-TWO	TAE LR	1	RANCH	1-7
13	MAVERICK-TWO	LAEKE	1	RANCH	8-10
31	AMISTAD-TWO	GARNR	2,3	SKI	1-10
31	AMISTAD-TWO	GARNR	2	BURR	1,2
31	AMISTAD-TWO	TAE LR	1	RANCH	1-7
31	AMISTAD-TWO	LAEKE	1	RANCH	8-10

(6). All other IFR Departures from Laughlin AFB shall be routed via Edwards-One Departure.

(7). Runway 13 shall be used for departures and arrivals when winds are less than 9 knots.

(8). Runway 13R/31L Operations:

- Not authorized for transient aircraft.
- Not authorized for T-38 departures or arrivals.
- 13R - Right hand traffic pattern, 2100' Traffic Pattern Altitude
- 31L - Left hand traffic pattern, 2100' Traffic Pattern Altitude

(9). Runway 13L/31R

- Not authorized for transient aircraft.
- Assigned to T-38 and T-1A training aircraft performing pattern work.
- 13L - Left hand traffic pattern, 2600' Traffic Pattern Altitude
- 31R - Right hand traffic pattern, 2600' Traffic Pattern Altitude

(10). Runway 13C/31C

- Assigned to all transient arrivals and departures
- Overhead pattern not authorized

(11). All departures shall cross 2 DME at or below 3,000' to insure separation from civil aircraft.

(12). Departures for AR1/AR2 Simulated Air Refueling Operations shall be assigned the LAEKE transition.

c. Del Rio Radar Approach Control (RAPCON)

(1). Authorized text callsign and frequency are DLF_APP...119.60.

(2). Primary responsibility is approach sequencing and departure separation services for Laughlin AFB (DLF) and Del Rio International (KDRT).

(3). Secondary responsibility is to provide separation services to training aircraft in Laughlin 1,2,3 MOAs.

(4). DLF_APP shall own the Del Rio Class C airspace from the surface to 15,000' MSL.

(5). DLF_APP shall be delegated control of Laughlin 1,2,3 MOA's, when active ("hot"), within the lateral boundaries of the active MOA as follows:

- Laughlin 1 - Ranch Training Areas - Floor 9,000' MSL / Ceiling 22,000' MSL
- Laughlin 2 & 3 - Ski/Burr Training Areas - Floor 7,000' MSL / Ceiling 22,000' MSL

(6). HOU_CTR shall own the airspace above Del Rio Class C airspace from above 15000' and beyond 30 DME. When Laughlin MOAs are inactive ("cold"), HOU_CTR shall own the airspace within the lateral boundaries of the MOAs.

(7). The Laughlin MOAs are deemed active or "hot" when training aircraft from AETC's 47th Flight Training Wing are present. Whenever possible, notification of training activity will be scheduled with the ZHU Chief.

(8) IFR arrivals from the Laughlin MOA's shall be routed as follows:

LAUGHLIN MOA	TRANING AREA	ASSIGNED AREA	ARRIVAL
1	RANCH	8-10	BRIDGE-ONE
1	RANCH	1,6,7	DEVILS-ONE
1	RANCH	2-5	SONORA-ONE
2	BURR	1,2	PRYOR-ONE
2,3	SKI	1,10	PRYOR-ONE

(9). When Laughlin MOAs are "hot", all other IFR arrivals into the Del Rio Terminal area shall be routed to DOSSY intersection (DLF R-037/90NM) and track DLF/R-037 inbound. Aircraft shall be cleared to cross TOPUE intersection (DLF-R037/37DME) at 10,000' or filed altitude if lower. HOU_CTR shall handoff arrivals within 10 NM of DOSSY.

(10). When Laughlin MOAs are "cold", all IFR arrivals shall be cleared to cross DLF 30 DME at 10,000' or filed altitude if lower. HOU_CTR shall handoff arrivals prior to DLF 30 DME.

(11). IFR arrivals to Laughlin AFB shall be vectored to intercept DLF 12-DME ARC for ILS/LOC13C/31C approach.

(12). IFR arrivals to Del Rio International shall be vectored for ILS/LOC 13 approach.

(13). Practice instrument approaches to Laughlin AFB shall be coordinated with DLF_TWR and are only authorized when pattern traffic permits.

(14). ALL transient aircraft arrivals shall be vectored for straight-in, ILS, or LOC 13C/31C approach when training aircraft are present. Overhead approach is not authorized for transient aircraft when training operations are occurring.

Signed

Virtual USAF
Houston ARTCC Chief, VATUSA