

## Virtual Boston ARTCC / Virtual Washington ARTCC

### LETTER OF AGREEMENT

EFF: 4/21/07

1. PURPOSE: This agreement defines air traffic control procedures and coordination responsibilities between the Virtual Boston ARTCC (vZBW) and the Virtual Washington ARTCC (vZDC).
2. DISCLOSURE: The Virtual Boston ARTCC and Virtual Washington ARTCC are affiliated with the Virtual Air Traffic Simulation (VATSIM) network. The procedures outlined in this document may identically or closely resemble real world procedures; however, information in this document is intended exclusively for use in the VATSIM flight simulation environment and shall **never be used for actual flight or air traffic control operations**. The Virtual Washington and Boston ARTCCs are not affiliated with the FAA or any of its dependencies.
3. DEFINITIONS: The letter X inside parentheses (**X**) following a SID or STAR denotes the most current SID/STAR number.
4. PROCEDURES:
  - a. GENERAL
    - (1) Both Washington and Boston Center controllers shall assure:
      - (a) All aircraft are at 1x prior to initiating handoff requests.
      - (b) Handoff requests are made **at least** 10nm prior to ARTCC boundary and may be initiated up to 50nm without prior ATC coordination.
      - (c) Aircraft bound to the same airport or on the same route segment are separated by no less than **10nm** (steady or increasing) unless further MIT separation is requested by ZBW, ZDC, PCT, or the TMU.
      - (d) All aircraft are assigned a valid altitude or flight level for the direction of flight as dictated in 7110.65 4-5-2.

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- (e) NORDO aircraft (not communicating via text or voice) are pointed out **prior** to crossing the appropriate ARTCC boundary.
- (f) Controllers shall modify all flight progress strips to reflect assigned altitude and route. Altitudes for crossing restrictions on descent shall be assigned using the “Hard” (F5) altitude function.
- (g) When a center controller is signing off and no replacement is available, that controller shall notify the other center controller(s) and coordinate arrival instructions for any aircraft in the other controller’s airspace.
- (h) Washington Center shall handoff to Boston Center on 134.7, or 127.82 if split unless otherwise coordinated.
- (i) Boston Center shall handoff to Washington Center on 123.85, or 127.7 if split unless otherwise coordinated.

b. ARRIVALS

(1) Washington Center shall:

- (a) Route all Providence (KPVD) arrivals via ...**J121.HTO.JORDN(X)**
- (b) Handoff PVD arrivals to ZBW at or below FL250 at the ZDC/ZBW ARTCC boundary.

(2) Boston Center shall:

- (a) Route all Washington-Reagan (KDCA) & Andrews AFB (KADW) arrivals via **NELIE.CMK.J75.MXE.V378.BAL** (non-RNAV aircraft) or **NELIE.CMK.J75.MXE.V378.TRISH.NATNL(X)** (RNAV aircraft)
- (b) If ZNY is online, handoff all aircraft destined for Philadelphia (KPHL) routed via the VCN STAR to ZNY at or below FL220. If ZNY is not online, handoff these aircraft to ZDC at the airspace boundary.

c. DEPARTURES

(1) Washington Center shall:

- (a) Route all aircraft via preferred routes during peak hours and during events as far as practical.
- (b) Route aircraft bound for Boston Logan (KBOS) via:
  - **JFK.ORW(X)** (non-RNAV)
  - **JFK.INNDY(X)** (RNAV)
  - **SIE.J121.HTO.V308 or V308.ORW.WOONS(X).BOS** (Multi-engine, non-turbojet aircraft)
  - **V16.JFK.V229.HFD.V3.WOONS** (Single engine, non-turbojet aircraft)
- (c) Route aircraft bound for Providence (KPVD) via **J121.HTO.JORDN(X)**
- (d) Route aircraft bound for Windsor Locks (KBDL) via **JFK.DPK.DPK(X)**

(2) Boston Center shall:

- (a) Route all aircraft via preferred routes during peak hours and during events as far as practical.
- (b) Route aircraft bound for Andrews (KADW) and Washington-Reagan National (KDCA) via **NELIE.CMK.J75.MXE.V378.BAL** or **NELIE.CMK.J75.MXE.V378.TRISH.NATNL(X)** (RNAV). Aircraft may also be routed via **LUCOS.SEY067.SEY.HTO.J174.ATR085 ATR.V308.BILIT** as a secondary routing if necessary.
- (c) Route aircraft bound for Baltimore (KBWI) via **NELIE.CMK.J75.MXE.V378.BAL**
- (d) Route aircraft bound for Washington Dulles (KIAD) via **GLYDE.BAF.J77.SAX.J6.LRP.DELRO(X)** or **GLYDE BAF J77 SAX J6 LRP HYPER(X)** (RNAV)

d. TEC ROUTINGS:

- (1) When sufficient TRACON staffing exists, TEC routes may be used in addition to the preferred routes. Minimum TRACON coverage required includes **A90** (Boston), **G90** (Providence), **N90** (New York), and **PCT** (Potomac).

e. DEVIATIONS: Any deviations from preferred routes or any aforementioned route in this document shall be coordinated with ZBW or ZDC and if necessary, ZNY.

(1) If a pilot is unable to accept either a preferred route or any aforementioned route in this document, amend the flight plan as best as possible and coordinate with the adjacent ARTCC.

Signed and Agreed to,

Jason E. Herman

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