Washington ARTCC and Boston Virtual ARTCC
Letter of Agreement

Effective: 31 December 2023.
Cancels agreement effective 4 August 2021. Changes are denoted with blue shading.

1. **PURPOSE:**

   This agreement defines the necessary pre-defined air traffic control procedures and coordination responsibilities between the Washington ARTCC (vZDC) and Boston Virtual ARTCC (BVA).

2. **SCOPE:**

   The procedures contained herein must apply unless prior coordination has been effected. The procedures contained herein apply during the transfer of IFR aircraft.

3. **DISCLOSURE:**

   BVA and vZDC are affiliated with the Virtual Air Traffic Simulation (VATSIM) network. The procedures outlined in this document are intended exclusively for use in the VATSIM flight simulation environment and must never be used for actual flight or air traffic control operations. BVA and vZDC are not affiliated with the FAA in any manner.

4. **GENERAL PROCEDURES:**

   a. BVA/vZDC ATC must at all times:

      (1) Coordinate and resolve, in a practical manner that provides the smoothest experience to the pilot, all deviations from, and situations not addressed by, this document (e.g., non-standard sectorization, holding, pilots unable to accept LOA routes, aircraft above/below LOA altitudes, etc.).

      (2) Ensure that all aircraft are at a 1X simulation rate prior to initiating handoff

      (3) Ensure that aircraft on the same route segment at the same altitude are separated by not less than 10 nm (steady or increasing) or other value specified herein unless greater MIT separation is requested real-time by BVA/vZDC.

         (a) NOTE: Separation of less than 10 nm is permitted provided the trailing aircraft is operating at a speed that will permit it to overtake the lead aircraft, and both are vertically separated.

      (4) Ensure that handoff requests are made at least 10nm prior to the relevant airspace boundary unless otherwise specified in this document. Handoff requests may be initiated up to 50nm without prior coordination.

(5) Ensure that all conflicts, imminent situations, and MIT separation issues are resolved prior to handoff.

(6) Ensure that all scratchpad entries are cleared unless required to convey operational information (e.g. "M80" for assigned Mach number, "H###" for assigned heading) not coordinated by other means (e.g., private message, verbally, etc.).

(7) Ensure the datablock is formatted as follows:

    (a) The altitude status (e.g., assigned and/or interim altitudes) will always reflect the actual/cleared status of the aircraft.

    (b) Fourth line data block usage as authorized in the 7110.65, plus the following entries are authorized:

        a. A## - the aircraft has been approved to step away. The expected return time is indicated by ##.

        b. NORDO - the aircraft is unresponsive to multiple handoff attempts and has been messaged to contact the new frequency.

    (c) The aircraft type and equipment suffix must match the aircraft and equipment capability.

**b.** ARTCCs must route traffic as described in Attachments #1 and #2.

c. ZBW may clear aircraft:

    (1) Direct ZJAAY, west of Q167 but no further west than a line between CCC and SWL.

    (2) ZIZZI or TBONN east of Q167.

d. ZDC may clear aircraft direct ORW and HTO without prior approval.

e. ZDC must not route traffic direct TOPPS, EBONY, ALLEX, QUBIS, MILLS, or TAFFY.

f. When New York Center (ZNY) is offline, aircraft passing through the New York area destined for airports within ZBW or ZDC, or that will eventually enter ZBW or ZDC airspace, must be transferred directly between Boston Center and Washington Center.

    (1) BVA controllers must complete the handoff before aircraft reach the ZBW/ZNY border, as if the handoff was to New York Center.

    (2) ZDC controllers must complete the handoff before aircraft reach the ZDC/ZNY border, as if the handoff was to New York Center.

    (3) ZDC must be responsible for separation between tracked aircraft within ZNY airspace when ZNY is offline and direct BVA/ZDC handoffs are in place.

    (4) For aircraft destined to PHL on the JIIMS STAR, ZBW must instruct the aircraft to cross 35 miles northeast of MANTA at FL200 and handoff to ZDC prior to the ZNY boundary.

    (5) For aircraft destined to BOS on the ROBUC STAR, ZDC must instruct the aircraft to cross NEWES at FL270 and handoff to ZBW prior to the ZBW boundary.

5. ZDC SECTOR SPLITS

a. ZDC normally operates in a combined single sector mode using the CTL/ATL area GVE32 sector frequency on 133.72. When traffic warrants a variety of splits may be utilized.
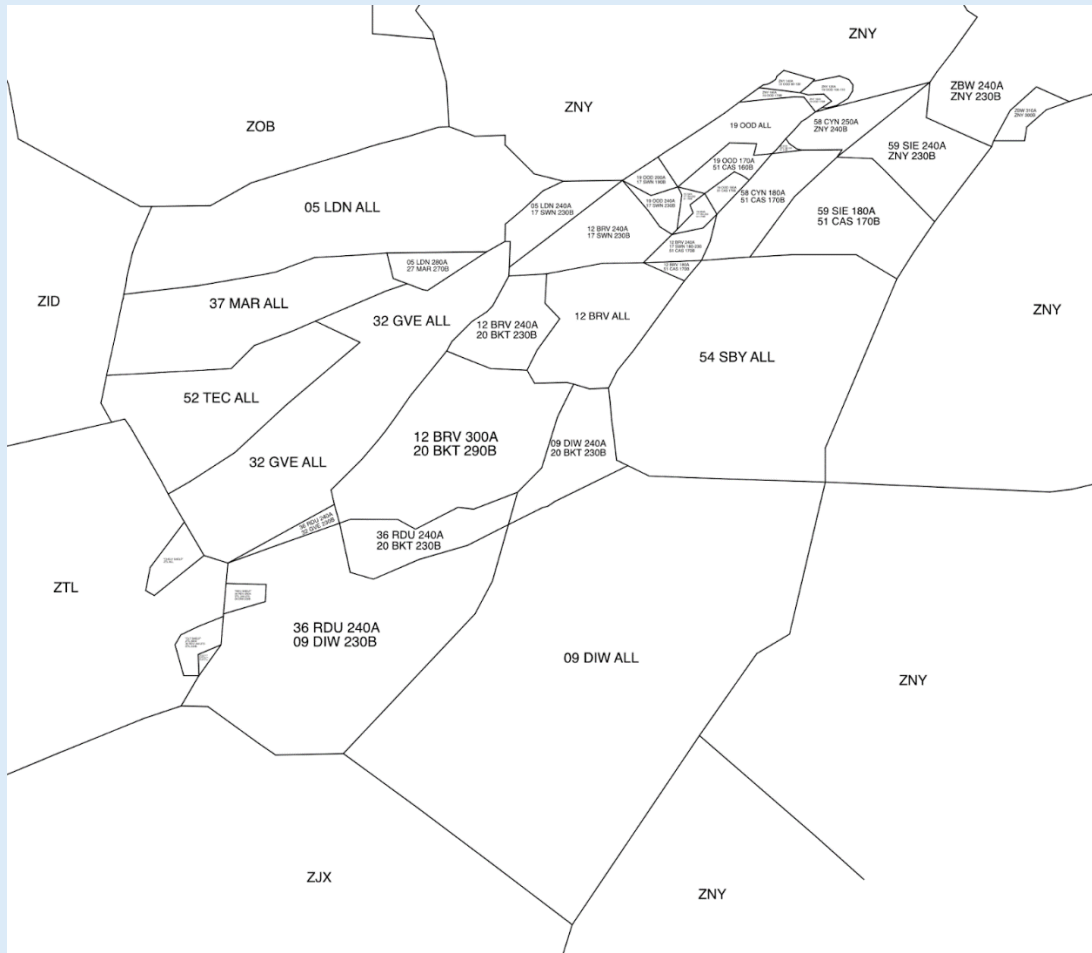
6. ZBW SECTOR SPLITS

a. When Boston Center is combined, it will be operated as BOS_CTR on frequency 134.700 (CON37).

b. Boston Center splits will be coordinated with adjacent facilities using the air traffic control channels. Current/in-use sector splits will be published at the following URL: airspace.bvartcc.com.

ATTACHMENT #1: ZBW PROCEDURES FOR ZDC ARRIVALS

Airport	A/C Type	Route Segment	ALT/FL	Remarks
DCA	Jets	ZIZZI ATR LAFLN DEALE STAR	AOB FL340	DCA/BWI/ADW in trail as one.
	Props	T320 VAALI CAPKO	AOB FL280	DCA/BWI/ADW in trail as one.
BWI	Jets	ZIZZI ATR LAFLN MIIDY STAR	AOB FL340	DCA/BWI/ADW in trail as one.
ADW	Jets	ZIZZI ATR LAFLN SPISY STAR	AOB FL340	DCA/BWI/ADW in trail as one.
RIC & Sats		Q167 ZJAAY ARICE JAMIE		
ORF & Sats		Q167 ZJAAY CCV		
RDU		Q167 ZJAAY TAQLE STAR		

ATTACHMENT #2: ZDC PROCEDURES FOR ZBW ARRIVALS

Aircraft listed in each of the groups (Boston, Cape Airports, and PVD and Satellites) must enter ZBW in-trail with each respective group. Aircraft in the PVD and Satellites group must be below the Cape Airports group. In-trail sequencing applies between aircraft of similar performance characteristics.

MVY arrivals may be above other airports listed in PVD and PVD Satellites. ACK arrivals may be above other airports listed in Cape Airports.

Airport	A/C Type	Route Segment	ALT/FL
Boston			
BOS	RNAV Jets	Q419 JFK ROBUC#	NEWES at FL270
	Non-RNAV Jets	J42 RBV J222 JFK ORW#	
	Non-Jets	WOONS or WOONS# Non-jet aircraft are not permitted on the ORW or ROBUC arrivals	**N/A**
Cape Airports Group			
ACK	RNAV	Q439 SARDI RIFLE DEEPO STAR	None
	Non-RNAV	J174 RIFLE DEEPO STAR	None
HYA, FMH, CQX, PVC	RNAV	RIFLE LIBBE FLAPE MVY DCT	None
MVY	RNAV	RIFLE LIBBE FLAPE DCT	AOB FL370
PVD and PVD Satellites Group			
EWB, OQU, PYM, SFZ, UUU, GHG	ALL	Q439 HTO JORDN MINNK DCT	AOB FL370
PVD	ALL	Q439 HTO JORDN STAR or HTO JORDN MINNK DCT	AOB FL370

CHANGE