

Cleveland 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 Cleveland ARTCC (ZOB) 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 ZOB 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 ZOB are not affiliated with the FAA in any manner.

4. GENERAL PROCEDURES:

a. BVA/ZOB 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/ZOB.
 - (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.

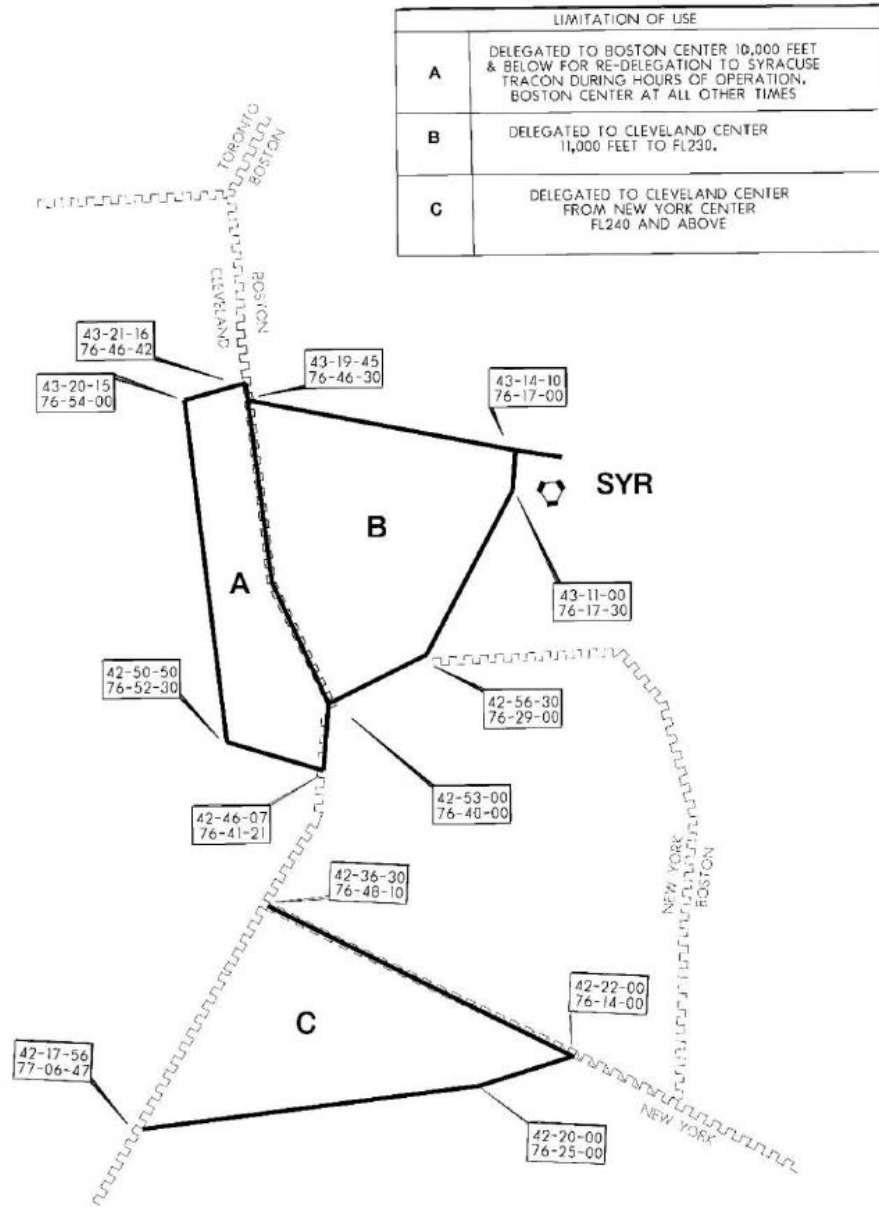
- (5)** Ensure that all conflicts, imminent situations, and MIT separation issues are resolved prior to handoff.
- (6)** Ensure the data block is formatted as follows:
 - (a)** The altitude status (e.g., assigned and/or interim altitudes) will always reflect the actual/cleared status of the aircraft.
 - (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.** Either facility may clear aircraft direct HOCKE/DERLO without coordination at or after SYR, contingent upon Misty ATCAA activity.
- c.** Traffic routed via Q935 to join Q29 will become ZOB control for turns toward JHW when 30 NM east of the common boundary.
- d.** ZBW may clear MSP arrivals via Q816 AHPAH (or any preceding fix).
- e.** ZOB may clear BOS arrivals via the JFUND# direct PONCT.
- f.** ZOB must transfer ROC departures climbing to FL270 or requested lower altitude.

5. RESTRICTIONS:

- a. Required routes and altitudes for aircraft transitioning the ZOB/ZBW boundary are contained in Attachments 1-3.

6. AIRSPACE DELEGATION

- a. ZBW delegates the airspace in the vicinity of west of the SYR VOR between 11,000' – FL230 to ZOB as shown below:



7. ZOB SECTOR SPLITS

- a. When Cleveland Center is combined, it will be operated as CLE_48_CTR (RAV48) on frequency 119.875.
- b. Cleveland 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: clevelandcenter.org/splits.

8. 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: AREA AIRPORT LISTINGS

AREA	SATELLITE AIRPORT CODES
Detroit Area (D21)	ARB, DET, PTK, YIP, CYQG
Albany Area (ALB)	GFL, SCH, 5B2, NY0, DDH, AQW, PSF, 1B1, GBR, K23
Newark Area (N90/ARD)	12N, CDW, 39N, N51, SMQ, FWN, TEB, 1N7, N07, LDJ, MMU, 4N1, N05, 47N
Bradley Area (Y90)	BAF, CEF, HFD, ORH

ATTACHMENT #2: ZOB PROCEDURES FOR ZBW ARRIVALS

AIRPORT	ROUTE SEGMENT	ALTITUDE	SPECIAL
KSYR	Direct SYR or KSYR between SYR-250 and SYR-270	30 DME from SYR at 11,000	SYR TRACON or ZBW has control on contact for turns up to 30 degrees
KALB		AOB FL290	
KBED	EEGUL ZELKA#		
KBDL	AUDIL STELA# MEMMS WILET STELA#	AOB FL350	
KBDR KHVN KOXC	RKA BDR#	AOB FL330	
KBOS	RNAV Jet: PONCT JFUND# Non-RNAV Jet: ALB GDM# Non-Jet: ALB GDM#		
KEWR	RNAV: FLOSI# Non-RNAV: SHAFF#	AOB FL270	Must be on or north of Q140
KEWR Satellites	WEARD V489 COATE	AOB FL270	
KGTB	SYR DCT	AOB FL190, descending to 11,000	
KHPN KDXR	ITH DNY VALRE#	AOB FL330	
KISP	NELIE#		
KJFK	IGN#		
KLGA	ALB HAARP# RKA HAARP#		
KMHT	RNAV Jet: PONCT ROZZE#		
KRME		Descending to 17,000 or below	Must be north of Q935
KSWF KPOU KMSV	ITH DNY V483 FILPS	AOB FL270	

Altitude restrictions apply crossing the ZOB/ZBW common boundary, unless otherwise noted. The “#” indicates the current STAR/SID procedure number.

ATTACHMENT #3: ZBW PROCEDURES FOR ZOB ARRIVALS

AIRPORT	ROUTE SEGMENT	ALTITUDE	SPECIAL
KBUF	EHMAN	AOB FL270, descending to FL240	ZOB has control for turns up to 20° left or right of course
KCLE	RNAV: JOSSY THOME TRYBE#		
	Non-RNAV Only: SYR JHW CXR		
KDTW	RNAV: GONZZ DONEO CUUGR# or GONZZ DONEO TPGUN#		ZOB has control on contact for route amendments, turns direct DONEO
	Non-RNAV Only: SYR JHW J70 SVM		
KDTW Satellites	COLTS GIGGY# or COLTS OKLND#		See Attachment #1
KIAD	J59 or direct PSB east of J59	AOB FL300	
KIAG		AOB FL270, descending to FL240	
KROC		Lowest usable flight level	
CYKZ CYTZ	WOZEE LINNG	AOB FL320	
CYYZ	WOZEE LINNG# (jets) WOZEE VERKO# (props)	AOB FL320	

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