

## **Seattle Air Route Traffic Control Center (KZSE ARTCC)**

**AND**

## **Vancouver Flight Information Region (CZVR FIR)**

### **Letter of Agreement**

Effective: 02-APR-2015

#### **1. PURPOSE**

This letter of agreement establishes standard procedures for coordination of air traffic between the VATUSA Seattle ARTCC (KZSE) and the VATCAN Vancouver FIR (CZVR) on the VATSIM Network.

#### **2. CANCELLATION**

All previous agreements are cancelled.

#### **3. RESPONSIBILITIES**

1. The minimum radar separation shall be five (5) nautical miles.
2. Unless otherwise coordinated, radar hand-offs shall be accomplished prior to the common boundary.
3. The VATCAN Vancouver FIR shall provide terminal area control service (Approach) for the Bellingham Airport (KBLI). VATUSA Seattle ARTCC shall provide local control (Tower and lower). If no VATUSA Seattle ARTCC controller is staffing Bellingham Tower, the VATCAN Vancouver FIR controller will provide all services for the airport.

#### **4. DESCRIPTION OF AIRSPACE**

The VATUSA Seattle ARTCC shall delegate U.S. airspace around KBLI to the VATCAN Vancouver FIR on a continuous basis to provide terminal services for KBLI as depicted in **Appendix 6a**.

#### **5. PROCEDURES**

*5a. The VATUSA Seattle ARTCC and VATCAN Vancouver FIR shall both ensure:*

- All data in the flight plan is current and accurate
- All IFR aircraft will be assigned a discrete beacon code
- VFR aircraft who have requested flight following from a ZSE controller, and are transitioning northbound into a ZVR controllers airspace must be handed off, even if they request to terminate radar services. The only exception to this will be if the aircraft is maintaining VFR below 2,500 feet MSL. In that case, it is not necessary to hand off to the ZVR controller.
- VATUSA Seattle ARTCC/VATCAN Vancouver FIR shall coordinate, prior to departure, all aircraft departing from points within 15 minutes flying time of the common boundary. This coordination is not necessary provided a radar hand-off will be completed prior to the common boundary.
- Aircraft handed off between facilities are released for turns, and altitude changes.
- Any information not reflected on the flight strip will be coordinated between controllers.

- Aircraft being cleared direct into a waypoint in the adjacent airspace should first have the approval of the controller whose airspace the waypoint is in.

*5b. General Handoff Procedures:*

1. General Handoff Procedures shall be in accordance with current VATSIM, VATUSA, and VATCAN policies.
2. When Sectorized, handoffs to ZSE are to:
  - SEA\_CTR on 124.200 (Combined)
  - SEA\_N\_CTR on 120.300 (2 way split)
  - SEA\_A\_CTR on 126.600 (4 way split; Northwest)
  - SEA\_C\_CTR on 128.450 (4 way split; Northeast)
  - NUW\_APP on 118.200
3. When Sectorized, handoffs to ZVR are to:
  - CZVR\_CTR on 133.700 (Combined)
  - CZVR\_E\_CTR on 133.700 (2 way split)
  - CZVR\_W\_CTR on 125.900 (2 way split)
  - CYVR\_APP on 128.600
  - CYYJ\_APP on 133.850
4. Approach to Center Handoffs:
  - Vancouver and Victoria Terminal may directly handoff aircraft departing their airspace to Seattle Center, upon reaching the border.
  - Departures from the Vancouver/Victoria area may only be given, at most, a climb to 16,000 ft. Any additional climb must be coordinated with Seattle Center.
  - Seattle Center may directly handoff aircraft to Vancouver and Victoria Terminal.
  - Vancouver Center may directly handoff aircraft to Whidbey Approach.
5. Approach to Approach Handoffs:
  - Seattle Approach and Vancouver Terminal are NOT permitted to handoff directly.
  - Whidbey Approach and Vancouver or Victoria Terminal are permitted to engage in handoffs, if required for transitioning or arriving aircraft. Note – Whidbey Approach control only extends up to 9000 ft.

*5c. 1- The following table outlines arrival routing from ZVR to ZSE:*

ZVR shall ensure all traffic bound for the listed destinations from the departure area is cleared via a route that includes the corresponding route segment.

Destination	Departure Area	Route Segment	Cross	Restrictions
S46 TRACON	CYVR or West of KBLI	YYJ.JAWBN# or YVR.JAWBN#	JAWBN	<p><b>SOUTH FLOW</b> 12000/250 (KSEA/Turbojets) 11000/250(KBFI/Turbojets) 10000/250(Prop/Turboprop)</p> <p><b>NORTH FLOW</b> 16000/270(KSEA/Turbojets) 11000/250(KBFI/Turbojets) 10000/250(Props/Turboprop)</p>
S46 TRACON	East of KBLI	JAKSN. GLASR#	JAKSN	<p><b>SOUTH FLOW</b> 12000/250(KSEA/Turbojets) 11000/250(KBFI/Turbojets) 10000/250(Prop/Turboprop)</p> <p><b>NORTH FLOW</b> 16000/270(KSEA/Turbojets) 11000/250(KBFI/Turbojets) 10000/250(Props/Turboprop)</p>
KPDX	All	SEA.HELNS#	n/a	n/a

\*Note: 1) Any aircraft (RNAV Capable) routed via YYJ. MARNR# or YVR. MARNR# are also acceptable into Seattle. 2) Any aircraft (RNAV Capable) routed via SEA. BUWZO. KRATR# is also acceptable into Portland.

5c. 2- The following table outlines arrival routing from ZSE to ZVR:

ZSE shall ensure all traffic bound for the listed destinations from the departure area is cleared via a route that includes the corresponding route segment.

Destination	Departure Area	Route Segment	Cross	Restrictions
CYVR	West of KBLI	<b>Landing 26L/R</b> TOU. CASDY# or HQM. SHARK#	CASDY# / EMLOX	At/Below FL220
			SHARK# (26s)/ URMIX	12000/250 (Jets) 10000 (Props)
			SHARK# (8s)/ FOCHE	15000
		<b>Landing 8L/R</b> TOU. FOCHE# or WAPTO. RAGIT#	FOCHE#/ VIGNA	17000
			RAGIT#/ FOCHE	15000
		<b>General</b> YYJ. ISLAND# or IMPOR. IMEDI#	ISLAND#/YYJ	8000
			IMEDI#/ IMPOR	4000
CYVR	East of KBLI	<b>Landing 8L/R</b> METOW. GRIZZ#	GRIZZ#/ EGRET	12000/250 (Jets) 10000 (Props)
			PAE#/EGRET	12000/250 (Jets) 10000 (Props)
		<b>Landing 26L/R</b> PAE. GRIZZ#		
		<b>General</b> PAE. PAE#		

5c. 2a- Seattle controllers should clear any arrival bound for CYYJ as low as 6,000 ft.

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LOA Approved by: Colin Bennett- VATCAN1 – 06-MAR-2015

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LOA Approved by: Mark Hubbert – VATUSA7 – 07-MAR-2015

## 6. APPENDIX

### 6a. - Airspace Depiction



