VATSIM VANCOUVER FLIGHT INFORMATION REGION
AND VATSIM SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER
LETTER OF AGREEMENT

EFFECTIVE: September 1, 2021

SUBJECT: Interfacility Coordination Procedures

PURPOSE: To establish standard procedures for the coordination/control of air traffic between CZVR and vZSE.

SCOPE: The procedures outlined herein establish interfacility coordination procedures between CZVR and vZSE.

CANCELLATION: This agreement cancels any previous agreement between CZVR and vZSE

DEFINITIONS:

- CZVR = Vancouver Flight Information Region.

- vZSE or ZSE = Virtual Seattle Air Route Traffic Control Center *(ARTCC).*

- SEA_CTR = Any ZSE Center Position providing services for associated ZSE sectors.

- CYVR_APP = Vancouver Arrival *(CZVR_CTR when CYVR_APP is not online).*

- CYYJ_APP = Any Victoria Terminal Control Position providing approach/departure services for BLI airport *(CYVR_APP when CYYJ_APP is not online).*

- Boundary refers to the established border between Seattle ARTCC and Vancouver FIR.

GENERAL PROCEDURES:

a. Each ARTCC must advise the other whenever any adjacent sector is open or combined, specifying the stratification and frequency to be assigned.

b. Either Facility may at its discretion provide direct routing to RNAV/GPS equipped aircraft with destinations in the receiving Facilty's airspace, but no farther than a transition point on a published STAR or a fix/point 100 miles from the CZVR/ZSE boundary, whichever is closer.

c. Sector stratification
    i. Commonly combined:
        - ZSE: S16 - 135.450
        - ZVR: VS - 133.700

ii. During real-world sector split operations, the following ZSE sectors will be recognized (refer to attachment 1):
- ZSE Splits:
    - SEA_03_CTR on 125.100
    - SEA_07_CTR on 128.450
    - SEA_11_CTR on 119.220
    - SEA_12_CTR on 134.950
iii. Common ZVR Splits (refer to attachment 2):
- CZVR_CTR on 133.700
- CZVR_W_CTR on 132.900

VANCOUVER AREA ARRIVAL PROCEDURES

1. Seattle ARTCC must handle all Vancouver Area arrivals (CYVR, CYYJ, KBLI, and other airports within 30 miles of YVR) from the south. Aircraft must be issued descent instructions based on the following table, unless their cruise altitude is lower than the specified altitude (in said case, aircraft can maintain their cruise altitude until handoff).
2. All aircraft for airports within the Vancouver Terminal Control Unit (CYVR, CYYJ, KBLI, and other airports within 30 miles of YVR) shall be handed directly to Vancouver Arrival (CYVR_APP) except arrivals to CYYJ/KBLI which shall be handed directly to Victoria Terminal (CYYJ_APP), or the controller responsible for those positions if either position is unmanned.

Arrival Field	STAR	Alt Restriction	Unable to fly STAR
CYVR and other fields except CYYJ,KBLI	GRIZZ#/PAINE#	EGRET @ 10,000' (PROP) EGRET @ 12,000' (JET)	Direct YVR @ 12,000 at boundary
CYYJ	DISCO#	DISCO @ 5000'	Direct YYJ at 5000' at the boundary
KBLI	MADEE#	Handoff 30nm prior to entering YYJ Terminal @ 9000'	Direct HUH within confines of V23. Descend to 9000'

SEATTLE AREA ARRIVAL PROCEDURES

1. Vancouver ACC/Victoria Terminal must handle Seattle area arrivals from the north. Aircraft must be issued altitude instructions based on the following table.

Arrival Field	STAR	Alt Restriction	Unable to fly STAR
KSEA	MARNR# (RNAV) JAWBN# (Non-RNAV or Prop)	10,000' or above (max 16,000')	DCT JAWBN via YVR, YYJ, or TOU
KBFI	JAWBN#	10,000' or above (max 16,000')	DCT JAWBN via YVR, YYJ, or TOU
KTCM	JAWBN# ARRIE#	10,000' or above (max 16,000')	DCT JAWBN via YVR, YYJ, or TOU

2. Vancouver ACC/Victoria Terminal shall provide terminal area control service for the Bellingham Airport (KBLI). ZSE Sector 12 shall provide local control (tower and ground) services.
   a. If Vancouver ACC/Victoria Terminal is offline, Sector 12 assumes responsibility for the Bellingham TRACON.
   b. Sector 12 shall handoff inbound aircraft from south to Victoria Terminal at 9000 feet no closer than 30nm to YYJ terminal.
   c. Victoria Terminal shall clear departures on course and up to 16,000 feet.

SEATTLE ARTCC SECTOR TWELVE (ZSE 12)/VANCOUVER ACC WEST (VW) PROCEDURES:

1. **Northbound:**

   a. ZSE 12 must position Seattle area northbound departures flight planned 17,000 feet and above, in the vicinity of Port Angeles and handoff to VW.

2. **Southbound:**

   a. Departures from Vancouver for the San Francisco Bay area must be routed via J589 and can be cleared direct no further than ELMAA.

   b. VW must not descend KSEA or KBFI arrivals below 17,000 and must route traffic landing at KSEA or KBFI via the following STARS:

Arrival Field	STAR	Alt Restriction	Unable to fly STAR
KSEA	MARNR# (RNAV) JAWBN# (Non-RNAV or Prop)	17,000' or above	DCT JAWBN via YVR, YYJ, or TOU
KBFI	JAWBN#	17,000' or above	DCT JAWBN via YVR, YYJ, or TOU
KTCM	JAWBN# ARRIE#	17,000' or above	DCT JAWBN via YVR, YYJ, or TOU

   c. Oceanic traffic landing at SEA or BFI may be routed over TOU and shall not be descended prior to handing off to ZSE Sector 03.

SEATTLE ARTCC (ZSE) / VANCOUVER ACC (ZVR) AIR TRAFFIC FLOW MANAGEMENT (ATFM) PROCEDURES

1. The Command Center Discord is used by ZSE for coordination internally and with other ARTCCs. Vancouver TMU personnel will be invited and expected to monitor the TMU to coordinate traffic management initiatives between ZSE and CZVR during high traffic periods. Vancouver TMU personnel shall monitor NTML messages and manage traffic crossing from CZVR to ZSE accordingly.

2. VATCAN's TMU Discord is used by CZVR for coordination internally and with other FIRs. Seattle TMU personnel will be invited and expected to monitor the TMU to coordinate traffic management initiatives between CZVR and ZSE during high traffic periods. Seattle TMU personnel shall monitor TMU messages and manage traffic crossing from CZVR to ZSE accordingly.

   {{The Command Center Discord shall be used for coordination during events and high-traffic scenarios that require NTML involvement. All TMU initiatives are to be broadcast via vATCSCC NTML, either directly or relayed through Command Center personnel. Command Center operations will follow the 7210.35# and follow the Plan, Execute, Review, Train, Improve (PERTI) process.}}

3. Seattle ARTCC and Vancouver FIR will participate in traffic management procedures required as follows:

   a. Coordination for ZSE/ZVR APREQS/Metering will take place between Vancouver TMU and Seattle TMU. If no TMU is available, the Seattle duty Shift Manager will coordinate directly with the Vancouver duty Shift Manager.

   b. When ZSE is Metering, the Vancouver West sector will restrict aircraft proceeding over YYJ, landing SEA to cross YYJ AoB FL280. When requested by Seattle, Vancouver West will also issue a 250 knot speed restriction at YYJ. The aircraft must be cleared via the JAWBN/MARNR arrival.
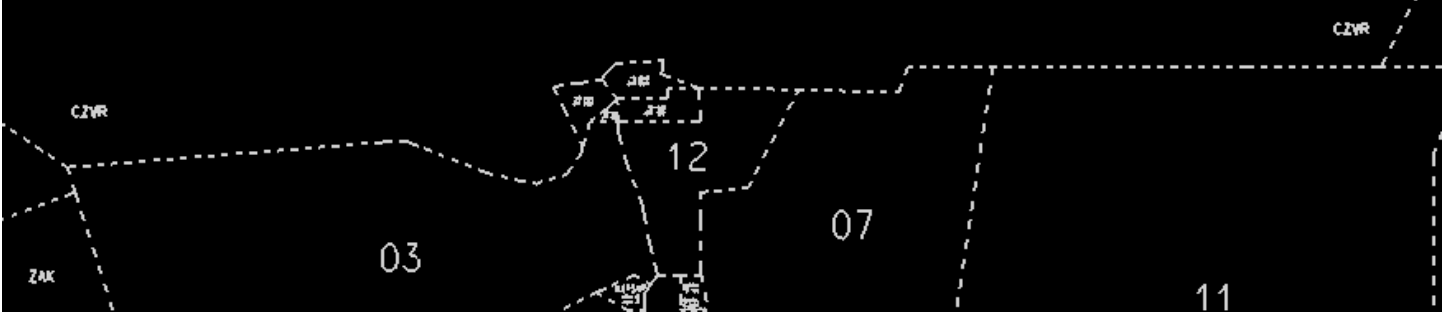
Approval: August 26, 2021

| **Matthew Woerly** | **Rob Nabieszko** | **Ryan Parry** |
| ZSE Air Traffic Manager | Interim CZVR Chief | VATUSA Western Region Manager |

Attachment 1:
ZSE Splits

Attachment 2:
ZVR Splits