

**VATUSA ANCHORAGE ARTCC AND VATCAN VANCOUVER FIR
LETTER OF AGREEMENT**

EFFECTIVE: October 17, 2023

SUBJECT: INTERFACILITY COORDINATION

1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between Anchorage ARTCC (PAZA) and Vancouver FIR (CZVR). This agreement is supplemental to the FAA JO 7110.65 and the NavCanada Air Traffic MANOPS/MATS, and other network policies. Where conflicts exist, those documents shall supersede this agreement.
2. **DISCLAIMER:** Information contained herein is designed and specifically for use in a virtual Air Traffic Control environment. It is in no way applicable to nor should be used in real world aviation environments.
3. **RESPONSIBILITIES:** As defined by aeronautical chart or approved, government issued, or endorsed aeronautical publication/document; unless coordinated by written or verbal methods, facilities listed with a controlling agency will be controlled by said agency regardless of location relative to ARTCC/FIR outlined boundaries. Required coordination must be completed and approved prior to aircraft entering/exiting said airspace.
4. **CANCELLATION:** This document cancels any previous agreements between CZVR and PAZA.
5. **SHARED PROCEDURES:**
 - a. Each ARTCC shall route and restrict aircraft in accordance with Attachment A.
 - b. Follow the Common Boundaries as established in Attachment B.
 - c. Handoffs shall be conducted using automation to exchange radar identification to the extent possible.
 - i. Handoffs must be conducted no later than 10 minutes prior to the common boundary. Any changes after handoff has been initiated must be coordinated prior to issuance (route, altitude, squawk, etc).
 - ii. Transfer of control shall occur only at the common boundary unless otherwise coordinated or listed in the appendices below. Additionally, the receiving controller may, upon transfer of communications: conduct turns of 30 degrees or less and issue descents for aircraft arriving at an airport within 50nm of the boundary. Controllers may reassign beacon codes without coordination.
 - iii. Any aircraft with a speed restriction shall be instructed to report their speed restriction to the receiving controller upon communication handoff.
 - iv. Any abnormal flight conditions, for example incorrect altitude for direction of flight, must be coordinated and emphasized to the receiving controller.
 - v. Flights originating within 15 minutes of the boundary that will cross that boundary, must be coordinated with the receiving controller prior to or as soon as possible after departure.

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- vi. Transfer of communications must occur prior to the aircraft crossing the common boundary unless otherwise listed in the appendices.
- vii. The transferring controller shall ensure that no less than 10 nautical mile in-trail spacing exists for aircraft on the same routing at the same altitude.
- viii. Handoffs to PAZA controllers shall be to the designated areas or sectors as documented in Attachment C.
- ix. Handoffs to CZVR controllers shall be to the designated positions as documented in Attachment D.



Daniel Hawton
Air Traffic Manager
Anchorage ARTCC, VATUSA



Josh Jenkins
Interim FIR Chief
Vancouver FIR, VATCAN

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ATTACHMENT A - ROUTE/ALTITUDE RESTRICTIONS FOR IFR AIRCRAFT

FROM CZVR TO PAZA

Arrival Airport	Route Via	Altitude (cross common boundary unless otherwise noted)
PAKT PANT	J523.ANN J502.ANN Q902.ANN ANN.V311.DWARF ANN.V318.DWARF	Descending 15,000
PAKW	ANY	AOB FL310

PAKT and PANT arriving aircraft should be communications transferred at or abeam Prince Rupert Beacon. No other restrictions exist. Altitude changes should be indicated in flightplans prior to initiating handoffs.

FROM PAZA TO CZVR

Arrival Airport	Route Via	Altitude (cross common boundary unless otherwise noted)
CYPR CYXT	ANY	Descending 16,000
CYVR*	POWOL.WHSLR7 (RNAV) TRENA.WHSLR7 (RNAV) KEINN.WHSLR7 (RNAV) POWOL.KEINN2 (NON-RNAV) TRENA.KEINN2 (NON-RNAV) KEINN.KEINN2 (NON-RNAV)	ANY
ANY BORDER AIRPORT	ANY	AOA 14,000

*Applies only to flights originating within PAZA. Flights may be routed using any other waypoints within CZVR airspace so long as their flightplan terminates with one of the listed routes. Altitude changes should be indicated in flightplans prior to initiating handoffs.

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ATTACHMENT B - COMMON BOUNDARY

Pursuant to existing government records, the common boundary shall be defined as:

N056.55.99.000 W132.01.57.000 ; Corner of ZAN/ZVR/ZEG
N056.52.30.000 W132.07.59.999 ; US/CAN Border
N056.48.29.999 W131.52.30.000 ; US/CAN Border
N056.45.00.000 W131.54.00.000 ; US/CAN Border
N056.42.14.998 W131.52.00.000 ; US/CAN Border
N056.36.00.000 W131.50.30.000 ; US/CAN Border
N056.36.44.999 W131.35.00.000 ; US/CAN Border
N056.32.59.999 W131.28.00.000 ; US/CAN Border
N056.27.00.000 W131.11.00.000 ; US/CAN Border
N056.24.29.999 W131.05.00.000 ; US/CAN Border
N056.21.44.999 W130.46.59.998 ; US/CAN Border
N056.15.59.998 W130.37.30.000 ; US/CAN Border
N056.14.44.999 W130.33.00.000 ; US/CAN Border
N056.14.30.000 W130.28.00.000 ; US/CAN Border
N056.08.29.998 W130.26.00.000 ; US/CAN Border
N056.07.45.000 W130.20.30.000 ; US/CAN Border
N056.05.44.999 W130.15.00.000 ; US/CAN Border
N056.07.30.000 W130.05.59.999 ; US/CAN Border
N056.00.29.998 W130.00.00.000 ; US/CAN Border
N055.54.59.999 W130.01.00.000 ; US/CAN Border
N055.54.29.999 W130.00.00.000 ; US/CAN Border
N055.49.30.000 W130.05.00.000 ; US/CAN Border
N055.48.29.999 W130.07.30.000 ; US/CAN Border
N055.45.59.998 W130.09.00.000 ; US/CAN Border
N055.43.00.000 W130.08.45.000 ; US/CAN Border
N055.40.59.999 W130.06.29.999 ; US/CAN Border
N055.35.00.000 W130.07.30.000 ; US/CAN Border
N055.30.15.000 W130.05.44.998 ; US/CAN Border
N055.26.44.998 W130.01.59.998 ; US/CAN Border
N055.20.30.000 W130.01.30.000 ; US/CAN Border
N055.16.59.999 W129.58.14.998 ; US/CAN Border
N055.11.30.000 W130.05.59.999 ; US/CAN Border
N055.04.00.000 W130.11.15.000 ; US/CAN Border
N054.58.30.000 W130.16.00.000 ; US/CAN Border
N054.51.00.000 W130.26.59.999 ; US/CAN Border
N054.47.45.000 W130.33.00.000 ; US/CAN Border
N054.46.45.000 W130.37.44.998 ; US/CAN Border
N054.45.45.000 W130.39.00.000 ; US/CAN Border
N054.43.00.000 W130.37.00.000
N054.42.30.000 W130.36.29.999

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N054.29.30.000 W131.48.00.000

N054.35.00.000 W132.50.00.000

N054.24.30.300 W133.16.26.000

N054.07.00.000 W134.00.00.000

N054.06.30.000 W135.27.00.000

N054.00.00.000 W136.00.00.000

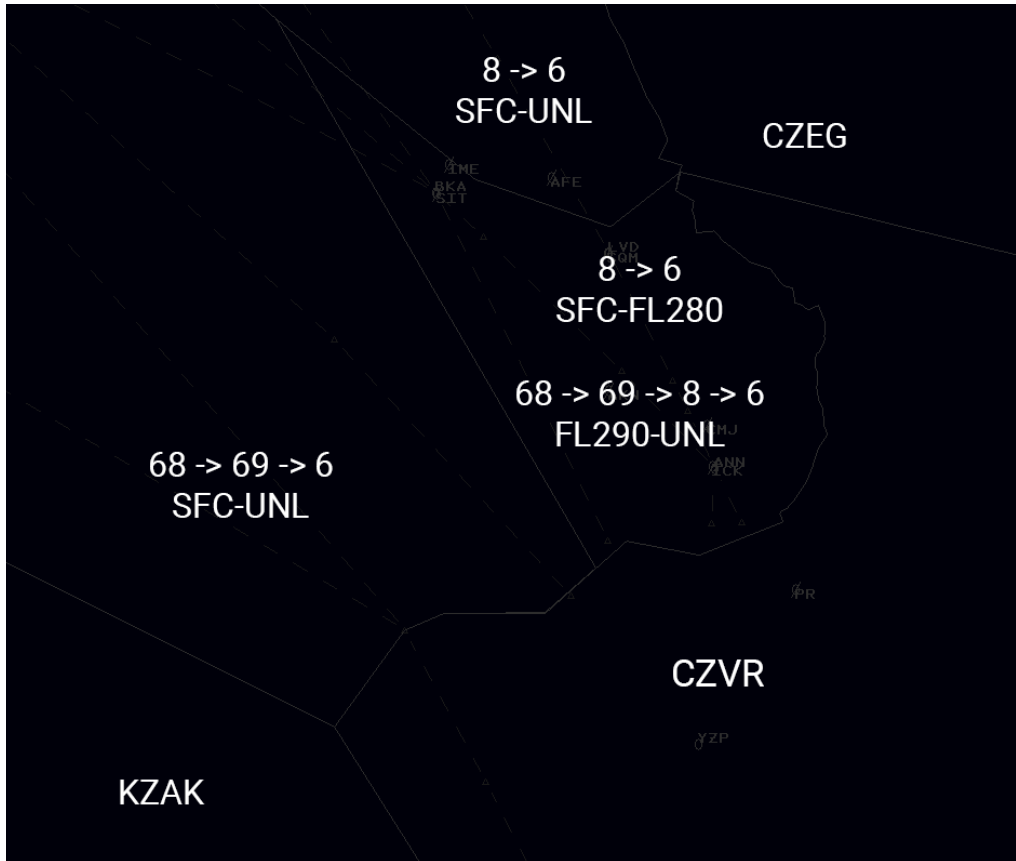
N053.22.02.770 W137.00.00.000

N052.43.03.887 W134.59.47.240 ; Border between ZAN/ZAK/ZVR

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ATTACHMENT C - PAZA ENROUTE SECTORIZATION

The following figure is the visual representation of the eastern boundary of the PAZA airspace.



1. Areas:
 - a. The above diagram depicts all the possible splits. Day to day operations will generally be ANC_06_CTR. During high traffic, Sector 8 or High Area will be split. The first split for High Area will be 69, and if traffic to the south is high sector 68 can be split off from that.
 - b. In the above diagram, the left-most sector ID is the primary “owner”, but is consolidated as needed moving right. IE, with “68 -> 69 -> 6” if 68 is not staffed, it’s owned by 69, where if 69 is not staffed it is owned by 6.

Area Name	Primary Sector Callsign	Radio Callsign	Frequency
South**	ANC_06_CTR	Anchorage Center	132.3
South	ANC_08_CTR	Anchorage Center	126.1
High	ANC_69_CTR	Anchorage Center	133.8
High	ANC_68_CTR	Anchorage Center	127.3

** Positions shall combine to this area.

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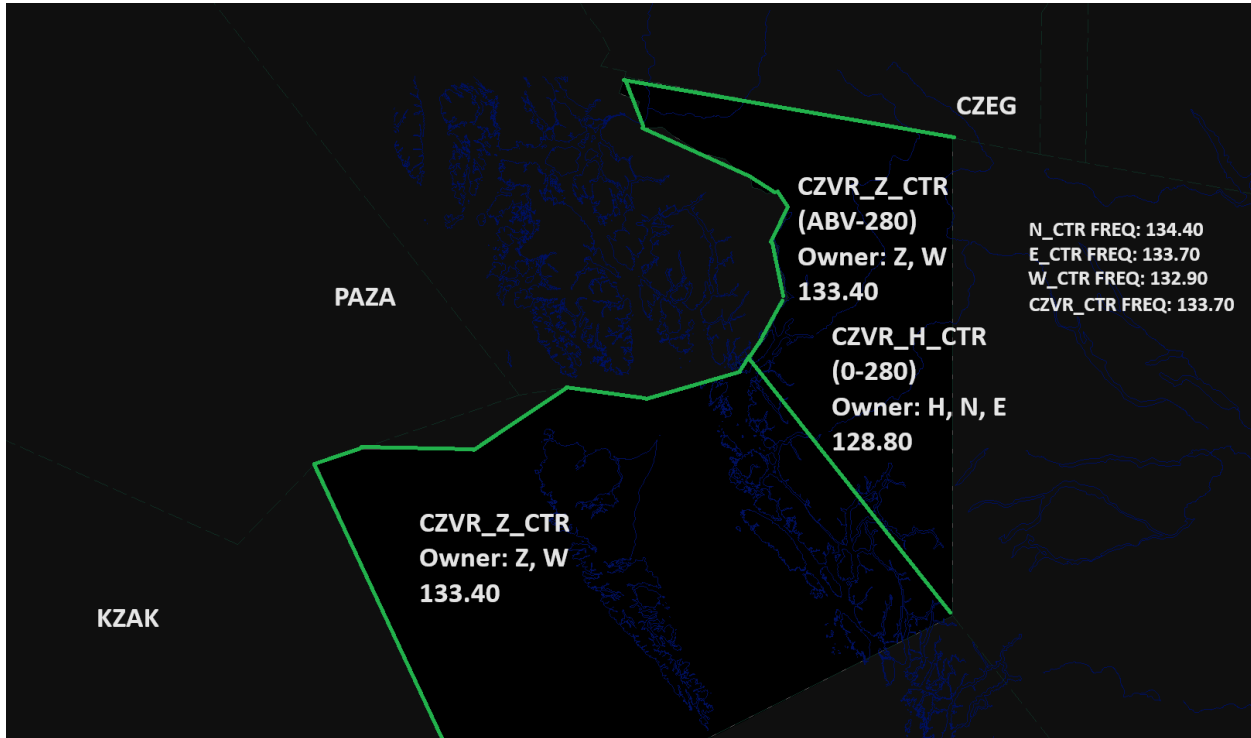
2. Sector designations:

a. The line separating 8 and 68 from the south border is drawn:

i. N054.24.30.300 W133.16.26.000 N058.00.00.000 W137.50.00.000

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ATTACHMENT D - CZVR ENROUTE COORDINATION



1. Areas:

- a. The above diagram depicts all the possible splits. Day to day operations will generally see a combined CZVR_CTR or CZVR_1_CTR (relief callsign) that combines both sectors.
- b. In the above diagram, the leftmost sector ID next to the “owner” label is the primary “owner”, but is consolidated as needed moving right. IE, with “H -> N -> E” if H is not staffed, it’s owned by N, where if N is not staffed it is owned by E. If there are no splits online it is simply owned by CZVR_CTR (or CZVR_1_CTR).

Area Name	Primary Sector Callsign	Radio Callsign	Frequency
Sandspit	CZVR_Z_CTR	Vancouver Center	133.40
Haida	CZVR_H_CTR	Vancouver Center	128.80
North	CZVR_N_CTR	Vancouver Center	134.40
West	CZVR_W_CTR	Vancouver Center	132.90
East	CZVR_E_CTR	Vancouver Center	133.70
East (Combined)	CZVR_CTR	Vancouver Center	133.70
East (Combined)	CZVR_1_CTR	Vancouver Center	133.70

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2. Sector designations:

a. The point separating Z_CTR from H_CTR is drawn at:

i. N054.48.59.637:W130.30.00.605, N052.48.28.735:W127.53.00.774