

Virtual New York ARTCC and Boston Virtual ARTCC
Letter of Agreement

Effective: 16 May 2026.

Cancels agreement effective 23 March 2026. Changes are denoted with blue shading.

1. PURPOSE:

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

2. SCOPE:

The procedures contained herein must apply unless prior coordination has been effected.

3. DISCLOSURE:

BVA and vZNY 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 vZNY are not affiliated with the FAA in any manner.

4. GENERAL PROCEDURES:

a. BVA/vZNY 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)** Unless otherwise stated in this document or coordinated via verbal or textual means, aircraft must be climbing to, descending to, or level at the correct altitude for direction of flight prior to any handoff.
- (4)** Ensure that aircraft on the same route segment at the same altitude (or different altitudes, but same destination airport within ZBW or ZNY) 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/vZNY.

(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.

- (5)** 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.

 - (a)** NOTE: Transfer of radio communications can be delayed no later than the lateral boundary.
- (6)** Ensure that all conflicts, imminent situations, and MIT separation issues are resolved prior to handoff.
- (7)** 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.** Except for aircraft originating in ZBW or ZNY, controllers must not be required to change or issue routing to aircraft as long as the routing is satisfactory to the first fix in the receiving facility's area.

 - (1)** For aircraft originating in the transferring facility's area, a centralized preferred routes database is accessible through both organizations' websites. Preferred routes as published in our unified database must be used wherever possible, with FAA/FlightAware routes used as a secondary source.
 - (2)** Any direct clearances to points located in the receiving facility's airspace require the transferring facility to delete the flight plan up to that point.
- c.** Each facility has control for beacon code changes on contact.
- d.** KMTP is a ZBW airport (PVD_APP when online). N90 must coordinate with ZBW (or PVD ATCT) prior to issuing VOR or GPS RWY 6 Approach to KMTP.

5. ZBW TO ZNY:

- a.** Traffic southbound on J6, Q75, Q406, Q448, and Q480:
 - (1)** Must enter ZNY airspace at or above FL240.
 - (2)** ZNY will have control for turns up to 30° left or right of course when within 10nm of the ZNY/ZBW high boundary.
 - (3)** ZBW may clear aircraft routed via Q406 and Q448 direct DBABE without coordination.
 - (4)** ZBW may clear aircraft routed via Q480/J6 direct JEFFE without coordination.
 - (5)** ZBW may clear aircraft routed via Q75 direct JERSY without coordination.
- b.** Traffic destined to KDCA routed via Q167 ZIZZI and the DEALE STAR arrival will pass south of ZNY and is a direct handoff for ZDC. When ZDC is offline, DCA traffic may be routed via PATSS NELIE CMK Q75 MXE CLIPR STAR and will pass through ZNY. These aircraft must enter ZNY between FL240-FL340.
- c.** ZBW may clear aircraft direct MANTA without coordination.
- d.** ZBW must route aircraft to remain clear of that Special Use Airspace, shared with ZNY, that is designated as “hot” as determined by network coordination.
- e.** Turbojet departures from KSWF/SAT routed via LAAYK with requested altitudes at or above 13000 must be transferred to ZNY AOA 13000, climbing to 17000. ZBW may clear aircraft direct LAAYK from north of T216.

6. ZNY TO ZBW:

- a. The ORW and ROBUC procedures apply to turbojet aircraft only. Non-turbojet traffic destined KBOS and satellites must be routed via:
 - (1) From the N90 area: MERIT ORW WOONS STAR
 - (2) From all other areas: ORW WOONS STAR
- b. Traffic departing KACY, KDOV, KWRI, KPHL, and satellites of those airports routed via JIMEE WAVEY SHLEP and Q439 requesting FL230 or above must be handed off to ZBW climbing to FL230. ZBW must point-out to ZDC and climb traffic above FL230 as soon as practical.
- c. Traffic departing KITH requesting AOA FL180 must be transferred at 17000.
- d. Eastbound aircraft north of ULW may be cleared direct HINGZ. ZBW has control for left turns on these aircraft north of a ULW-HNK line.
- e. Without coordination, ZNY may clear eastbound traffic direct to:

Via...	Required Route	May Be Cleared Direct
ZNY-56	None	HTO, ACK, PUT
ZNY-66	CCC or ORW AOA 130	CCC or ORW
	None	SARDI, RICED, HTO
ZNY-68	None	HTO

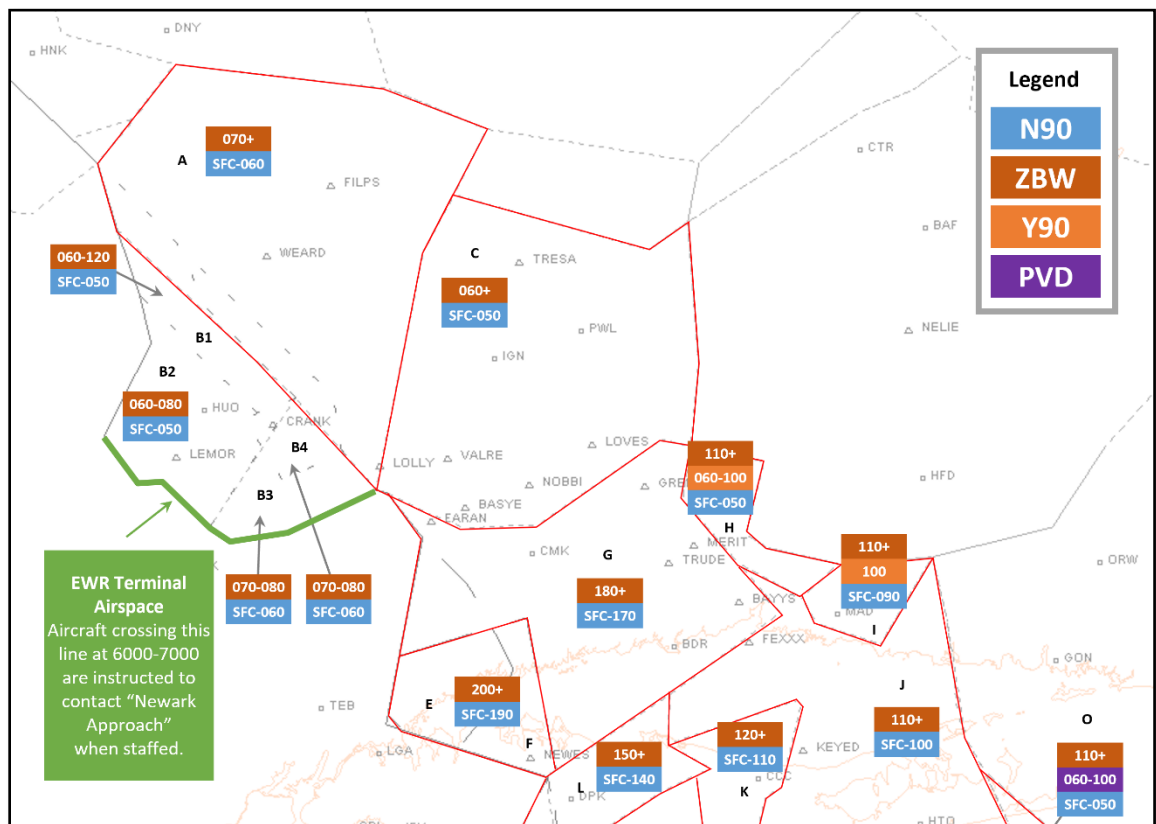
7. ZBW TO N90:

a. Must handoff and transfer communications:

- (1) At or prior to VALRE for V157 LGA arrivals.
- (2) At least 5nm prior to all other arrival fixes.

b. EWR terminal airspace is considered part of N90 on VATSIM. Traffic crossing the green line shown below, including LEMOR@6000 and CRANK@7000 handoffs, shall be instructed to contact:

- (1) When the airspace is controlled top-down by ZNY: “New York Center”.
- (2) When the airspace is controlled by an N90 position: “Newark Approach”.

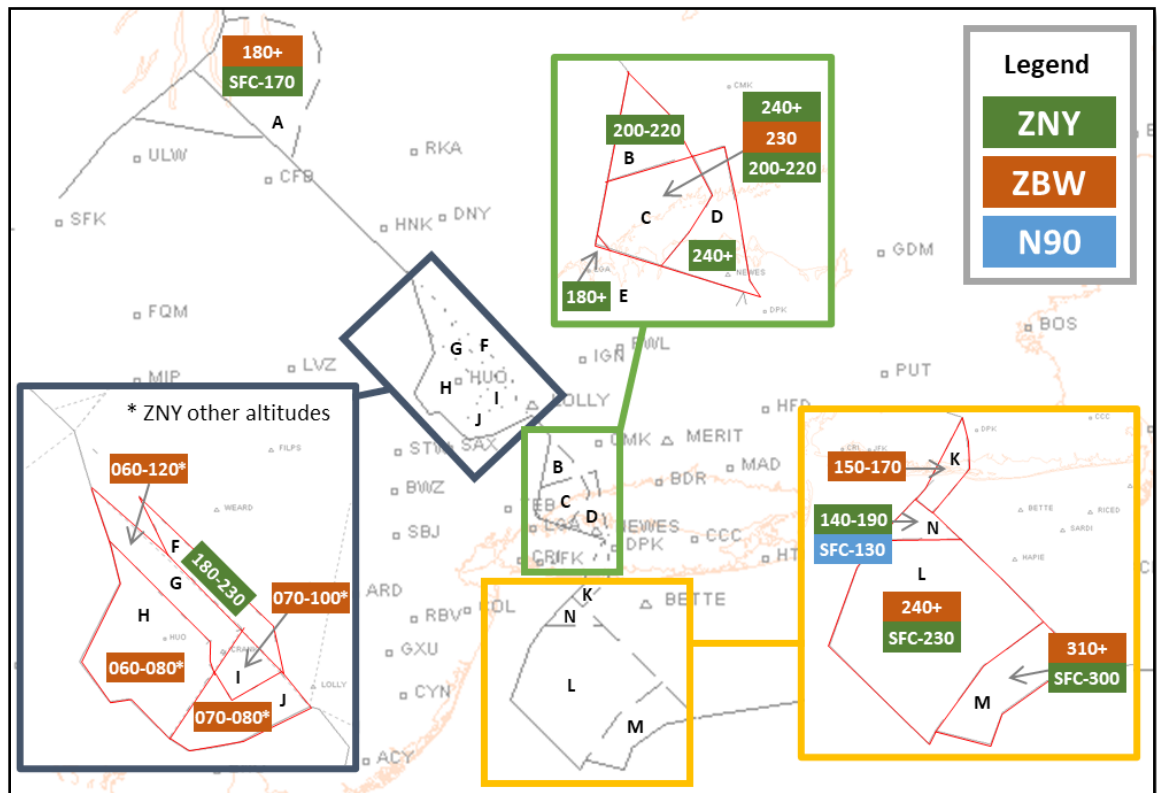


8. N90 TO ZBW:

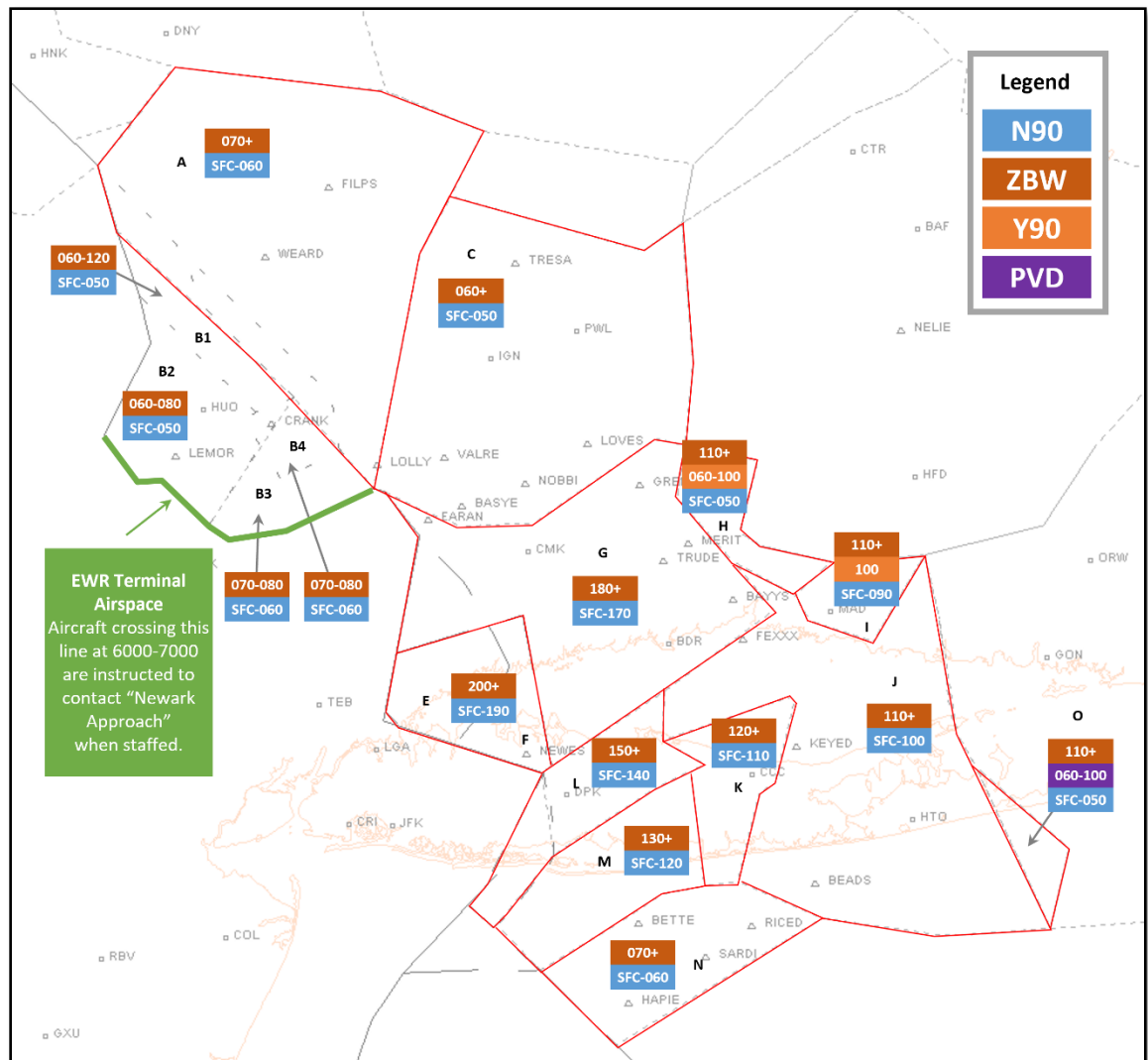
- a.** Must ensure STARS consolidation reflects the configuration of staffed Terminal Control Positions (TCPs) and associated airspace.
- b.** Must advise ZBW to “handoff to (ZNY sector)” when an N90 STARS TCP is being covered by the ERAM facility.
- c.** Must advise ZBW to “handoff (arrivals/TCP/fix) to N90” when the ERAM facility’s coverage of an N90 STARS TCP is returned to STARS.
- d.** Must ensure all departures are on course to the first fix depicted in the flight plan unless a heading is specifically coordinated verbally or via text prior to communications transfer.
- e.** Must not reduce the IAS of an arrival below 250 kts until the aircraft is within 10nm of the arrival fix (i.e., CCC, VALRE, NOBBI).
- f.** May vector TRESA and FILPS arrivals up to 30° south within 5nm of the fix.
- g.** May vector KJFK arrivals up to 30° left or right of course west of the CCC R-170.
- h.** May vector KHPN/KISP north area arrivals to the right at RICED.
- i.** May descend arrivals via RICED 5nm southwest of RICED. N90 is responsible for altitude separation between SARDI and RICED arrivals.
- j.** May vector KLGA arrivals via V157 VALRE up to 45° right of course, south of VALRE.
- k.** May vector KLGA arrivals via NOBBI up to 45° right of course, south of NOBBI.
- l.** May vector KISP arrivals to the left direct ISP after KOPPY.
- m.** Must climb propeller aircraft filed over GREKI, MERIT, and BAYYS requesting 17,000’ and above to 16,000’. ZBW has control for climb east of a CMK-DPK line.
- n.** ZBW has control for climb:
 - (1)** BETTE/HAPIE departures cleared to 11,000’, east of V229.
 - (2)** KFRG/KISP departures cleared to 10,000’, east of the CCC/ROBER line.
 - (3)** KJFK GREKI and MERIT departures assigned 17,000’, east of JFK R-010.
 - (4)** Propeller aircraft filed over GREKI, MERIT, and BAYYS assigned 16,000’ east of a CMK-DPK line.
- o.** ZBW has control for right turns on MERIT and BAYYS traffic at 13,000’ and above.
- p.** N90 must transfer communications for departures no later than 2 ½ nm prior to the ARTCC/TRACON boundary.

9. AIRSPACE DELEGATION

a. Center:

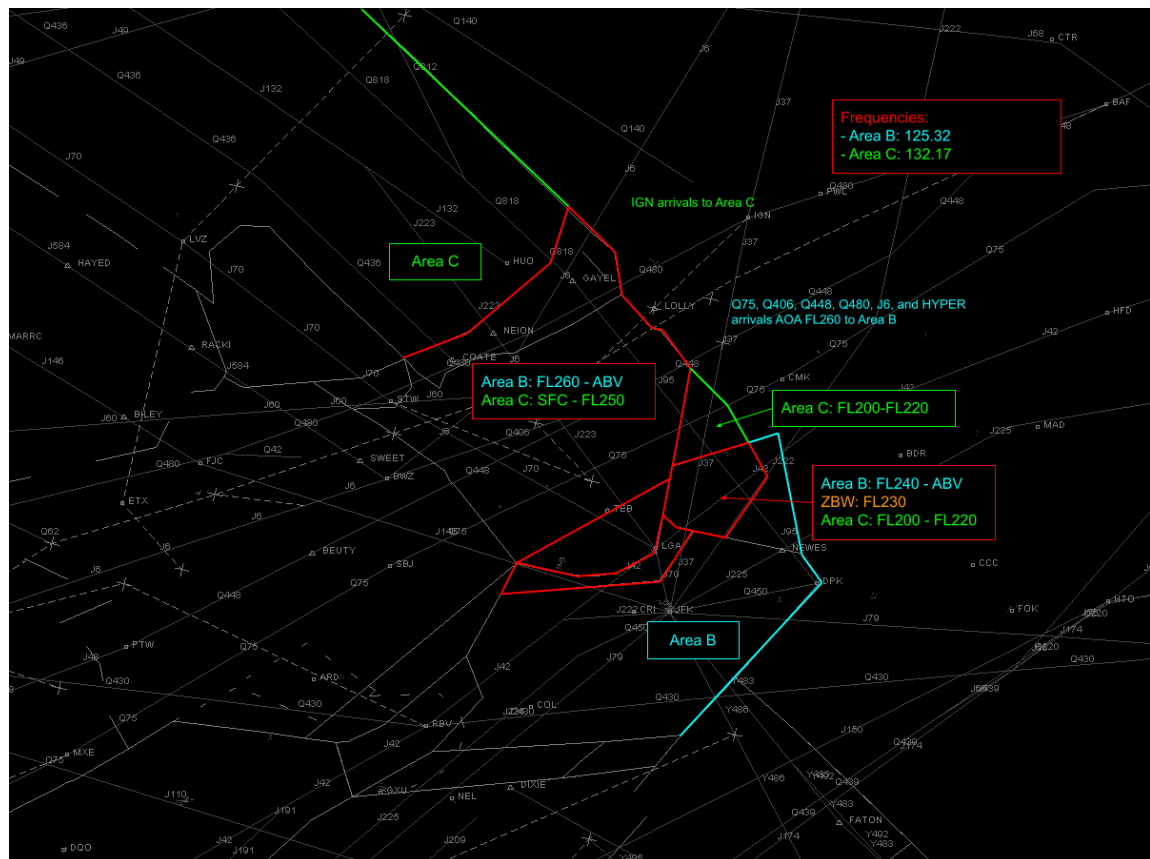


b. N90:



10. ZNY SECTOR SPLITS

- a. When New York Center is combined, it will be operated as NY_CTR on 125.325.
- b. New York Center splits will be coordinated with adjacent facilities using the air traffic control channels. Current sector splits will be published at nyartcc.org/airspace.
- c. New York Center may open ZNY west areas as NY_W_CTR on 132.175 either alone or as a split with NY_E_CTR on 125.325.
- d. When only 132.175 is open, this position:
 - (1) Handles traffic on and west of Q75 including IGN/PUCKY STAR arrivals.
 - (2) Does not provide services in N90.
 - (3) Does not provide services for traffic northeast-bound through Area B (see cyan region depicted below). This includes ROBUC, New England, and Trans-Atlantic traffic.
- e. When 132.175 (Area C) and 125.325 (Area B) are both open in a split configuration, the airspace is divided as depicted below.



11. 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: SATELLITE AIRPORTS

N90 Airports:

KLGA Satellites	KDXR, KHPN
KJFK Satellites	KFRG
KEWR North Satellites	12N, 1N7, KCDW, 4N1, N05, N07, KMMU, 3N5, KFWN, KTEB, 13N
KEWR South Satellites	47N, KLDJ, 39N, N51, KSMQ
KISP Satellites	KHWV, 23N
KISP East Satellites	KHTO, KFOK, 21N, KMTP, 87N, 1N2, 03NY
KISP North Satellites	KSNC, 42B, KBDR, KJSD, KHAVN, KOXC
KSWF Satellites	KPOU, N89, 20N, KMGJ, 44N, 46N, KMSV, N82

ZBW Airports:

KBOS North Satellites	KBVY, KFIT, KBED, KLWM, 9B1, 6B6
KBOS South Satellites	1B9, KGHG, KOWD
KMHT West Satellites	KASH, KCON, 8B1, KLCI
KMHT East Satellites	7B3, 3B4, KPSM, KDAW
KPVD Satellites	KBID, KLZD, 0B8, KGON, KEWB, KUUU, KSFZ, KTAN, KWST, KPYM
CAPE Airports	KACK, KFMH, KPVC, KHYA, KMOV, KCQX
KBDL Satellites	KBAF, KCEF, KHFD

Other Airports:

KBWI Satellites	W29, KDMW, 2W2, W50, KESN, W48, W42, MD31, KFDK, 0W3, KANP, KMTN, KGAI, KAPG, W18, KFME, KEDG
KIAD Satellites	KCJR, KFRR, KJYO, KHEF, KMRB, KNYG, KEZF, KRMN, 2VG2, KHWY, KOKV
KDCA Satellites	KADW, KCGS, KNDY, KDAA, W00, W32, KVKX, 2W5
KDOV Satellites	0N4, 33N, KGED
KPHL North Satellites	KDYL, KPTW, KPNE, KCKZ, N10, N47, KUKT, KTTN, 9N1, KLOM
KPHL South Satellites	KOQN, 58M, KMQS, 17N, KILG, N57, NJ74, 7N7, KEVY
KWRI Satellites	19N, N14, N12, KBLM, 3N6, N73, KMJX, KVAAY, N87
KACY Satellites	KWWD, N87, KMIV, 26N, KOB
KPIT Satellites	KAGC, KBVI, KBTP, 02G, 5G8, 2G2, 9G1, KFQW, KAFJ, KHLG, KPJC

ATTACHMENT #2: N90 DEPARTURE PROCEDURES

Departure Fix	Min Cross Altitude	Cleared Altitude
GREKI, MERIT, BAYYS	12000	Between 13000 - 17000
SOARS	6000	Between 7000 - 17000
STUBY	5000	5000
HTO	10000	10000
BEADS	8000 or 10000	8000 or 10000
BETTE, HAPIE	None	Between 7000 - 11000
WEARD	6000	6000

Note: Jet aircraft landing at KBOS unable the ROBUC# arrival must be routed as follows:
MERIT ORW PVD PVD074 KRANN.

ATTACHMENT #3: ZBW PROCEDURES FOR N90 ARRIVALS

When an N90 STARS facility is available, ZBW will direct handoffs to the TCP identified in the table below and transfer communications to the sector and frequency that accepts the handoff. vZNY is expected to advise BVA of any modifications to this procedure using the verbiage “(TCP) to (ZNY sector)”. For example, if CRANK arrivals are being handled by an ERAM sector, vZNY would state “4A to N56”.

NOTE: HPTP refers to high performance turbo-prop aircraft: BE30, B350, C130, CVLT, G159, IL18, L1888, P3, P180, SW3, SW4, D328, DH8D.

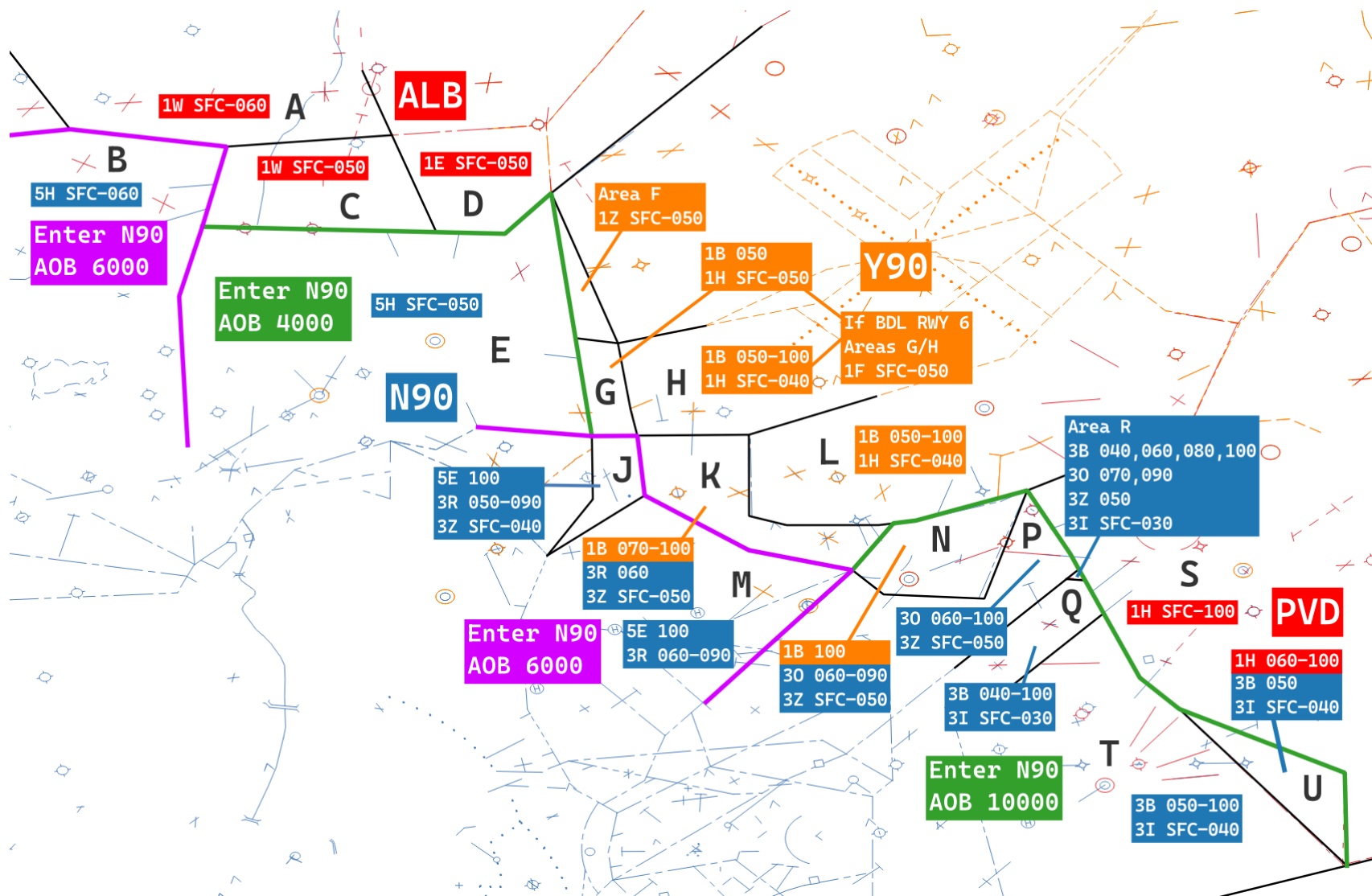
Airport(s)	Aircraft	Arrival Fix	Altitude	Associated Procedure / Routing	TCP
KEWR	JETS HPTP	CRANK	7000	SHAFF or FLOSI STAR <i>ZBW may clear direct SAX</i>	4A
	PROPS	LEMOR	6000	V489 COATE	4S
KEWR SAT					
KSWF/SAT, inc. KPOU		FILPS	7000	Direct TRESA or TRESA STAR	5H
		TRESA	6000		
KHPN		VALRE	6000	When Runway 16 in use, aircraft may be vectored direct FARAN or join the Runway 16 localizer at 4000	1X 3B
KHPN KDXR	JETS HPTP	VALRE	6000	VALRE STAR	
	PROPS	NOBBI	6000		
		RICED	9000	EEGOR STAR or RICED KEYED EEGOR ALIXX RYMES	
		HTO	11000	Via HTO from East	
KHPN		DPK	15000	BOUNO STAR	3O

CHANGE

Airport(s)	Aircraft	Arrival Fix	Altitude	Associated Procedure / Routing	TCP
KLGA	JETS HPTP	BASYE	8000	VADDR STAR or IGN V157 LGA <i>Aircraft may be cleared direct BASYE</i>	1V
	PROPS	NOBBI	8000	NOBBI STAR	
KISP	HPTP PROPS	LOVES	6000	LOVES STAR or direct LOVES	3R
		SARDI	7000	Q439/V268/V139 or SARDI STAR <i>Arrivals may be cleared direct CCC between KOPPY and SARDI</i>	3H
		Boundary	8000	V46 CCC	3B
		Boundary	8000	NELIE STAR	
KISP NORTH SATS		LOVES	6000	DENNA STAR or direct LOVES	3R
		RICED	7000		3B
KFOK KJPX/KHTO		RICED	7000		
KJFK KFRG	JETS HPTP	CCC	12000, 250 kts	PARCH STAR <i>ZBW may clear direct ROBER, arrivals must join CCC and the HTO R-260</i>	2K
	Unable 250 kts.	Boundary	10000	V46	3B
	PROPS	LOVES	6000	PAWLN STAR	3R

ATTACHMENT #4: ZBW AND ZBW TRACON HANDOFFS TO N90

Aircraft entering N90 *not* at one of the crossing fixes specified in Attachment #3 will be transferred as shown below:



ATTACHMENT #5: ZBW TO ZNY ALTITUDE AND ROUTING REQUIREMENTS

Arrival Airport	If Entering/Exiting Via...	Type	Required Route	Required Altitude	Notes
KACY/SAT	AOA FL190 DNY			FL190	
	AOA FL190 Q439			FL200	
KAVP	LAAYK, LVZ, or east of T291			AOB 140	
	On or west of T291			AOB 160	
KBWI/SAT	Q75			AOB FL340	In trail, and either below or in trail other Q75 traffic
KDCA/SAT	Q75			AOB FL340	In trail, and either below or in trail other Q75 traffic, except for KBWI/SAT arrivals
KDOV	Q439			AOB FL220	
KIAD/SAT	HYPER STAR	RNAV		AOB FL360	In trail. ZBW may clear direct KEAVR. ZNY has control for left/right 30° turns within 10nm of the high boundary
	J49	Non-RNAV Jet	HNK PSB PRIVO STAR	AOB FL280	
	HNK V576 or CFB V423 FQM	Props		AOB FL220	
	RBV	RNAV		AOB FL300	

Arrival Airport	If Entering/Exiting Via...	Type	Required Route	Required Altitude	Notes
KJFK/SAT	PUCKY STAR	Able >250 KIAS	Aircraft unable PUCKY may be routed via DOORE JFK and must enter ZNY at or below FL200.	FUUEL @ FL200	ZNY has control for right turns up to 30° and/or direct LENDY/PUCKY within 10nm of the high boundary. Handoff to N90 2E if ZNY offline.
KPHL/ KPHL South SAT	AOA FL190 DNY			FL190	ZBW may clear KPHL arrivals direct LVZ from DNY
	AOA FL190 Q439			FL200	
	Q439/V139	Props		AOB 160	
KPHL North SAT	AOA FL190 DNY			FL190	
	Q439/V139			AOB 160	
KMDT	DNY LAAYK			FL190	
KPIT/SAT	HNK			AOB FL280	
KWRI/SAT	AOA FL190 DNY			FL190	
	Q439/V139			AOB 160	

ATTACHMENT #6: ZNY TO ZBW ALTTIUDE AND ROUTING REQUIREMENTS

Arrival Airport	If Entering/Exiting Via...	Type	Required Route	Required Altitude	Notes
KALB/KSCH	On or west of J190			AOB FL240	
	East of J190		RKA, HNK, or DNY	AOB 170	
	ZNY-56		LGA TRUDE V487 CANAN ALB	LGA @ FL240	ZBW control for left turns up to 45° at and northeast of LGA
KBOS	ZNY-56	RNAV	ROBUC STAR	AOB FL270	In trail, IAFDOF approved. ZBW control for descent 5nm S of NEWES. ZNY may clear direct FEXXX and must enter ZBW airspace north of DPK.
		Non-RNAV Jet	JFK JFK060 NEWES MAD ORW PVD PVD074 KRANN	AOB FL270	
		Non-Jet	WOONS STAR	AOB FL270	
	ZNY-65, 85, 86		FERNZ, LFV, or HTO	Descending to FL280	
KBOS SAT	ZNY-56		DPK MAD	DPK AOB FL230	
	ZNY-65, 85, 86			Descending to FL280	
CAPE Flights	ZNY-34		ENE V167 LFV		
	ZNY-56		RBV RIFLE		KMVY AOB FL330
	ZNY-65, 85, 86			Descending to 160	
KFRG	V139 / SARDI STAR			AOB 090	
	ZNY-34 AOA FL240		HNK or CFB	AOB FL270, descending FL240	

Arrival Airport	If Entering/Exiting Via...	Type	Required Route	Required Altitude	Notes
CHANGE	BOUNO STAR			BOUNO @ 170	
	ZNY-34 AOA FL240		HNK or CFB	AOB FL270, descending FL240	
	ZNY-85/86 W105 Active		FATON HOFFI KEYED EEGOR STAR	AOB 110	
	ZNY-85/86 W105 Inactive		HOFFI KEYED EEGOR STAR	AOB 150	Aircraft's track must be over or east of MONEY. ZBW has control for descent to 110 within 10nm of the boundary
	V139	Props		AOB 110	
KISP/ KISP SAT/ KISP East SAT	V139 / SARDI STAR			AOB 090	
	ZNY-34		HNK NELIE STAR	AOB FL370	
KISP North SAT	V139 / SARDI STAR			AOB 110	
	HNK or CFB AOA FL240			AOB FL270, descending FL240	
KMHT/SAT	ZNY-56		DPK MAD	DPK AOB FL230	
		Jets	JFK SMYTH ROZZE STAR		
	ZNY-34			AOB FL370	

Arrival Airport	If Entering/Exiting Via...	Type	Required Route	Required Altitude	Notes
KPVD/SAT	ZNY-56		CREEL ORCHA JORDN JORDN STAR	AOB FL270	
	ZNY-65, 85, 86			Descending to FL260	
	V139			AOB 110	KGON, KBID, KWST only
	ZNY-34		ARRKK WIPOR STAR	AOB FL370	
KSWF/SAT	DPK			DPK @ FL190	KSWF arrivals may be cleared to FL200, vertically separated from Y90 arrivals at FL190
	LAAYK		T295 PRNCE V34 FILPS	AOB 130, descending 110	
	HNK, CFB		HNK DNY V483 FILPS	AOB 130	
KSYR				35nm from SYR or CORTA at 110	Handoff to SYR_APP when online. ZBW/SYR has control for left/right 30°.
Y90 KBDL/SAT	DPK		DPK@FL190		
	RKA		STELA STAR	AOB FL370, descending FL330	
	HNK		STELA STAR	AOB FL270	
Y90 KORH	ZNY-56		DPK MAD	DPK AOB FL230	
	RKA		STELA STAR	AOB FL370, descending FL330	
	HNK		STELA STAR	AOB FL270	