

**VATSIM: Albuquerque Center and Northwest Air Guard Letter of Agreement**

**Letter of Agreement**

**Effective: 1/1/2011**

**SUBJECT: NORTHWEST AIR GUARD (NWAG) VSOA OPERATIONS**

**1. PURPOSE.** This Letter of Agreement (LOA) defines responsibilities, outlines procedures, and designates airspace for operations within the MOAs by the Northwest Air Guard. This agreement is supplementary to the procedures in the Virtual Air Traffic Simulation Network (VATSIM), the Albuquerque ARTCC (ZAB) SOP's, FAA Orders 7110.65 (Air Traffic Control), and 7610.4 (Special Military Operations).

**2. CANCELLATION. NONE**

**3. SCOPE.** Responsibilities and procedures described herein are applicable to Albuquerque Center (Center) and the Northwest Air Guard, and shall be adhered to unless prior coordination is effected.

**4. RESPONSIBILITIES.**

**a. The CEO/President, Northwest Air Guard, shall;**

(1) Ensure all members of his/her organization, when simulating operations under the scope of this agreement and the VATSIM Special Operations Policy, are knowledgeable and comply with its provisions.

(2) Assume responsibility for separation (MARSAs) of participating aircraft operating within Special Use Airspace (SUA), Air Traffic Control Assigned Airspace (ATCAAs), and associated Military Training Routes (MTRs).

**b. The Albuquerque Center Air Traffic Manager shall;**

(1) Ensure personnel responsible for providing air traffic service within the scope of this agreement are knowledgeable of and comply with its provisions.

**5. PROCEDURES.**

**a. Special Use Airspace (SUA).**

(1) ZAB does not reserve any SUA for exclusive use by any organization. Pilots wishing to request the use of a particular area shall request clearance into the airspace prior to arriving at the entry point for the airspace.

(2) Albuquerque ARTCC personnel shall honor requests from vSOA members to utilize SUA whenever possible.

(3) Controllers upon clearing an aircraft or flight into SUA shall deem the airspace "HOT" and "Active". Aircraft operating in SUA may switch to Unicom/Advisory or a Tactical channel.

(4) In the event an aircraft not participating in the activity occurring in the SUA travels into the "HOT" or "Active" airspace, the controller shall contact the appropriate flight leader or event commander and request vSOA activity cease until there is no conflict or danger from the non participating aircraft. Controllers MAY SUGGEST course or heading for the non participating aircraft to fly to exit the SUA. If the pilot refuses, ZAB controllers shall NOT FORCE a pilot to leave the airspace. In the event the situation escalates the controller is asked to contact a VATSIM Supervisor for resolution via .wallop

(5) All VSOA aircraft operating in SUA shall monitor their communications for contact requests or PM's from the enroute center controller. Controllers may request vSOA operations terminate or cease for reasons listed in the VATSIM Special Operations Policy.

### **b. Formation Flight.**

(1) A flight plan shall be filed for each element of a formation which will split into separate flights. The IFR pickup point shall be the fix where the formation splits.

(1) When a mission will be flown in association with an AWACS aircraft, ensure the radio call sign of that facility is filed in the remarks section of the flight plan.

### **c. Military Operating Areas (MOA)**

(1) Each flight shall receive an IFR clearance prior to entering or exiting Special Use Airspace (SUA). Pilots canceling IFR while operating in SUA shall advise the Center before exiting.

(2) Aircraft shall maintain the last assigned enroute altitude until entering SUA.

(3) Radar service is automatically terminated when aircraft enter MOAs/ATCAAs.

(4) While operating in all MOAs, the flight lead will squawk the assigned code and mode C. All other aircraft within the flight will squawk 4000 and mode C. After rejoining, all aircraft except the lead shall squawk stand by.

(5) Center controllers may use the phrase, “*(Call sign) resume (stereo name), MAINTAIN (altitude)*” when clearing aircraft for the return portion of the flight.

### **c. Airborne Warning & Control (AWACS)**

(1) NWAG members who are full or visiting members of the Albuquerque ARTCC with a C-1 rating or higher may control within ZAB airspace as an AWACS aircraft.

(2) Members must use an authorized radar client (VRC/ASRC/ES) to provide ATC service. Members shall not connect to VATSIM as both as pilot and controller as per the VATSIM CoC/CoR.

(3) When connecting as an AWACS aircraft the NWAG/ZAB member shall connect using the following info:

**Callsign:** NWAG\_CTR

**Frequency:** 123.100 or 128.100

**Voice:** [rw.liveatc.net/nwag\\_ctr](http://rw.liveatc.net/nwag_ctr)

(4) Members participating as an AWACS aircraft may provide radar services to NWAG pilots in military operating areas and military fields. In cases where the airspace is under a Class B or Class C airspace (PHX/DMA etc.) control over all aircraft shall remain with the appropriate non NWAG facility/position until they reach the vertical or lateral boundary of the facility. Ex: Upon the NWAG aircraft reaching a handoff to ABQ\_CTR the controller shall maintain control of the pilot until a handoff to NWAG\_CTR.

*Signed on December 31st 2010:*

***Bryson Jorgensen*** - President of Operations  
Northwest Air Guard - [NWAGOPS.com](http://NWAGOPS.com)

***Brian Pryor*** - Air Traffic Manager  
Albuquerque ARTCC - [www.zabartcc.org](http://www.zabartcc.org)