

**ATLANTA ARTCC AND WASHINGTON ARTCC  
LETTER OF AGREEMENT**

**SUBJECT: INTERFACILITY COORDINATION**

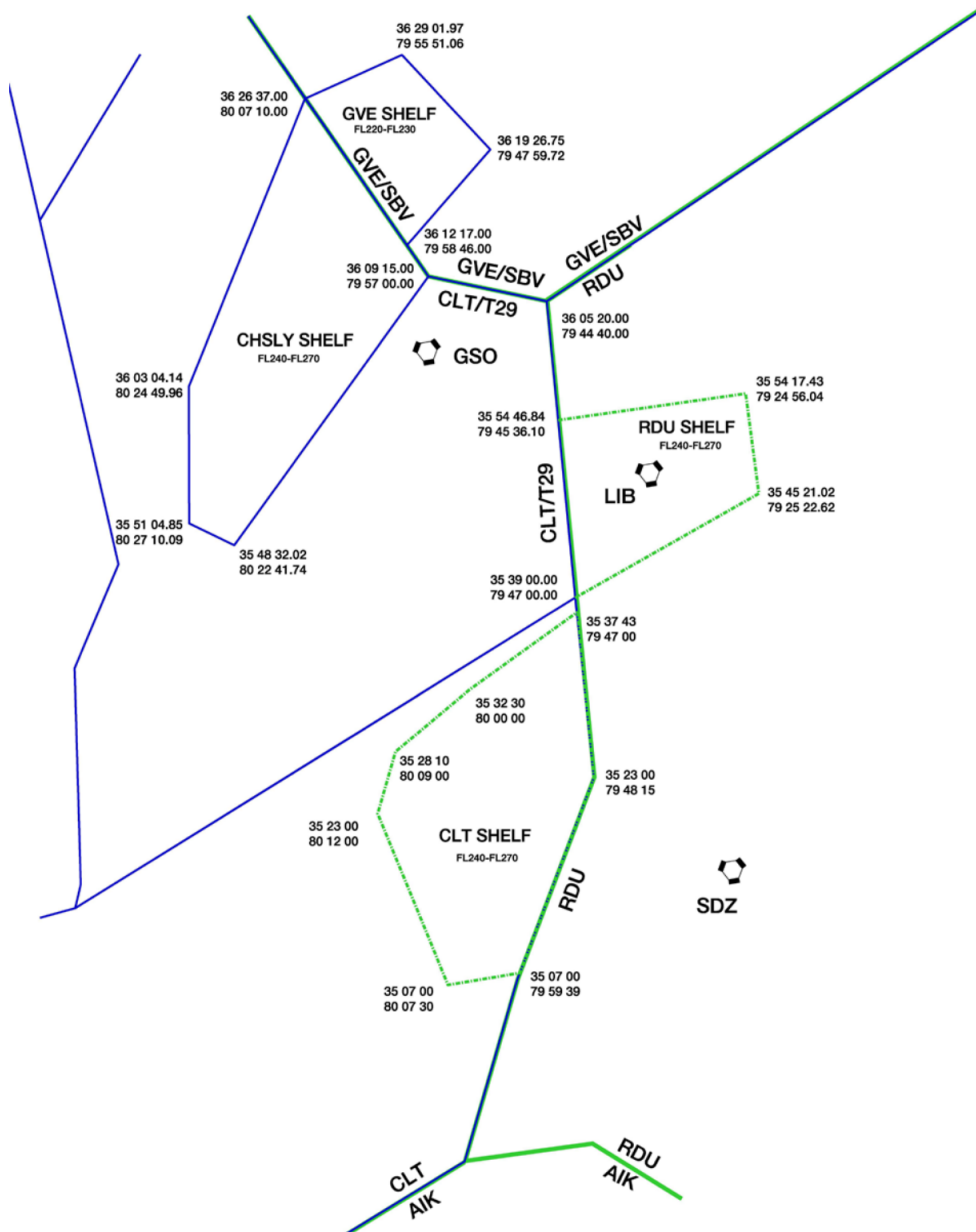
**EFFECTIVE: 11 February, 2022**

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1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Washington ARTCC (ZDC) and VATUSA Atlanta ARTCC (ZTL). This agreement is supplemental to procedures contained within FAA Order 7110.65.
  2. **DISCLAIMER:** Information contained herein is designed specifically for use in a virtual air traffic control environment. It is not applicable, nor should it be referenced for live operations in the National Airspace System (NAS).
  3. **CANCELLATION:** ZTL and ZDC Letter of Agreement dated December 1, 2017.
  4. **DELEGATION OF AIRSPACE:**
    - a. Atlanta Center delegates to Washington Center the responsibility for ATC service from 11,000 feet to 16,000 feet in the GIPPR shelf as depicted in Attachment B and FL240 to FL270 in the CLT Shelf as depicted in Attachment A.
    - b. Washington Center delegates to Atlanta Center the responsibility for ATC service from FL240 to FL270 in the RDU Shelf as depicted in Attachment A.
    - c. Atlanta Center delegates to Roanoke ATCT the responsibility for nonradar ATC service from surface to 6,000 feet as depicted in Attachment C.
    - d. Washington Center delegates to Greensboro ATCT responsibility for ATC service from surface to 12,000 feet in area "A" and from surface to 10,000 feet in area "B" as depicted in Attachment D.
  5. **PROCEDURES:**
    - a. Each facility shall restrict aircraft in accordance with Attachments F, G, H, I, and J.  
*NOTE — Controllers should use their best judgement in applying restrictions to low volume airports that do not affect other existing traffic flows.*
  6. **COORDINATION:**
    - a. Coordination shall be accomplished by reference to sector ID or frequency, not callsign.
    - b. Deviation from procedures established by this agreement may be made only after coordination, which completely defines responsibility in each area.
    - c. Deactivation of RDU and CLT Shelves. Transfer of responsibility for the CLT Shelf and RDU Shelf areas will be in effect at all times (see Attachment A). In the event of weather deviations or for other operational purposes, the CLT Shelf and RDU Shelf may be deactivated by either facility with a 15-minute recall unless immediate transferal is mutually agreed upon. A thorough briefing, including flight plan, traffic, and other pertinent information must be conducted prior to transfer of responsibility.
  7. **ATTACHMENTS:**

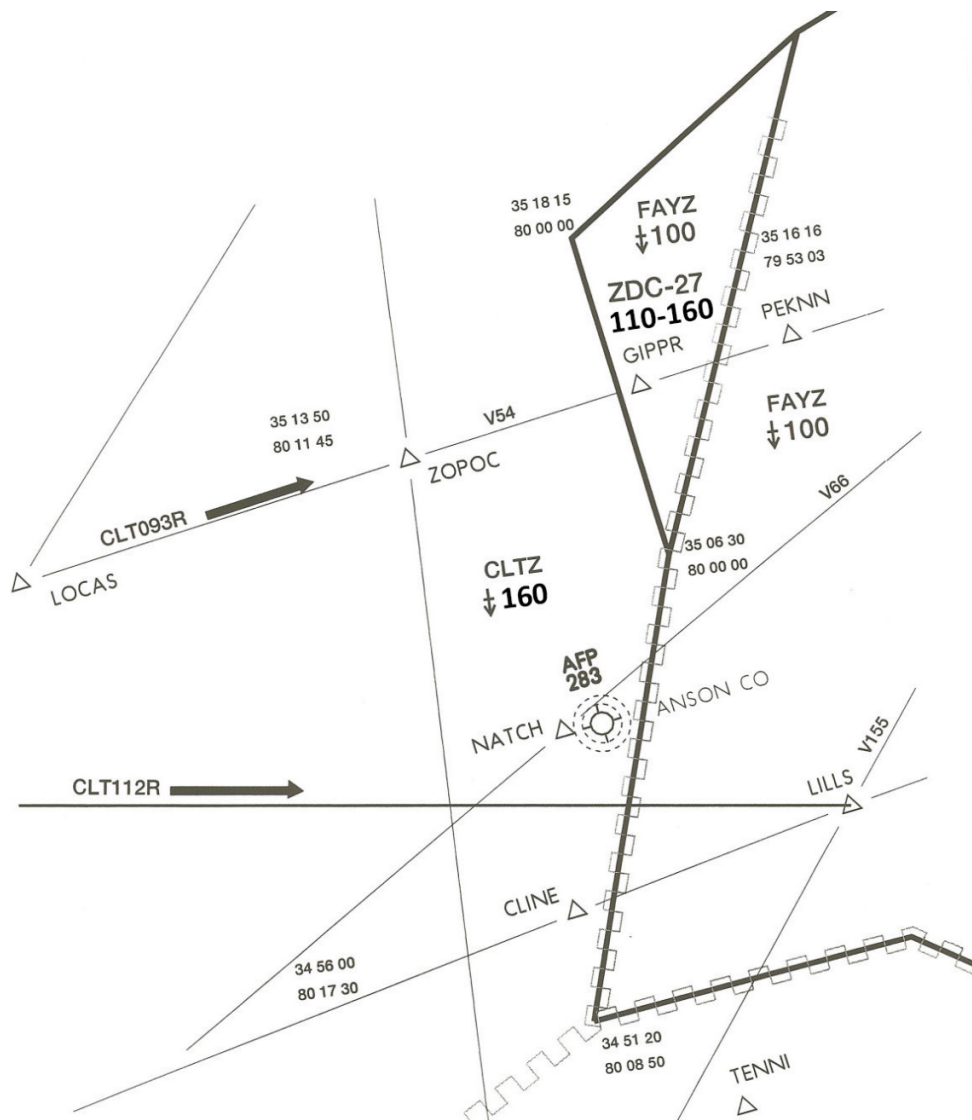
<ol style="list-style-type: none"><li>a. <a href="#">Attachment A - RDU and CLT Shelves</a></li><li>b. <a href="#">Attachment B - GIPPR Shelf</a></li><li>c. <a href="#">Attachment C - ROA Airspace</a></li><li>d. <a href="#">Attachment D - GSO Airspace</a></li><li>e. <a href="#">Attachment E - ZTL/ZDC Airspace</a></li></ol>	<ol style="list-style-type: none"><li>f. <a href="#">Attachment F - ZTL/ZDC Restrictions</a></li><li>g. <a href="#">Attachment G - ZTL/ROA Restrictions</a></li><li>h. <a href="#">Attachment H - CLT/ZDC Restrictions</a></li><li>i. <a href="#">Attachment I - GSO/ZDC Restrictions</a></li><li>j. <a href="#">Attachment J - CLT/FAY Restrictions</a></li></ol>
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# Attachment A - RDU and CLT Shelves

**NOTE:** The GVE and CHSLY shelves are intra-facility shelves between ZDC32/22 and ZTL29/33, respectively, and are not delegated to/from either facility.

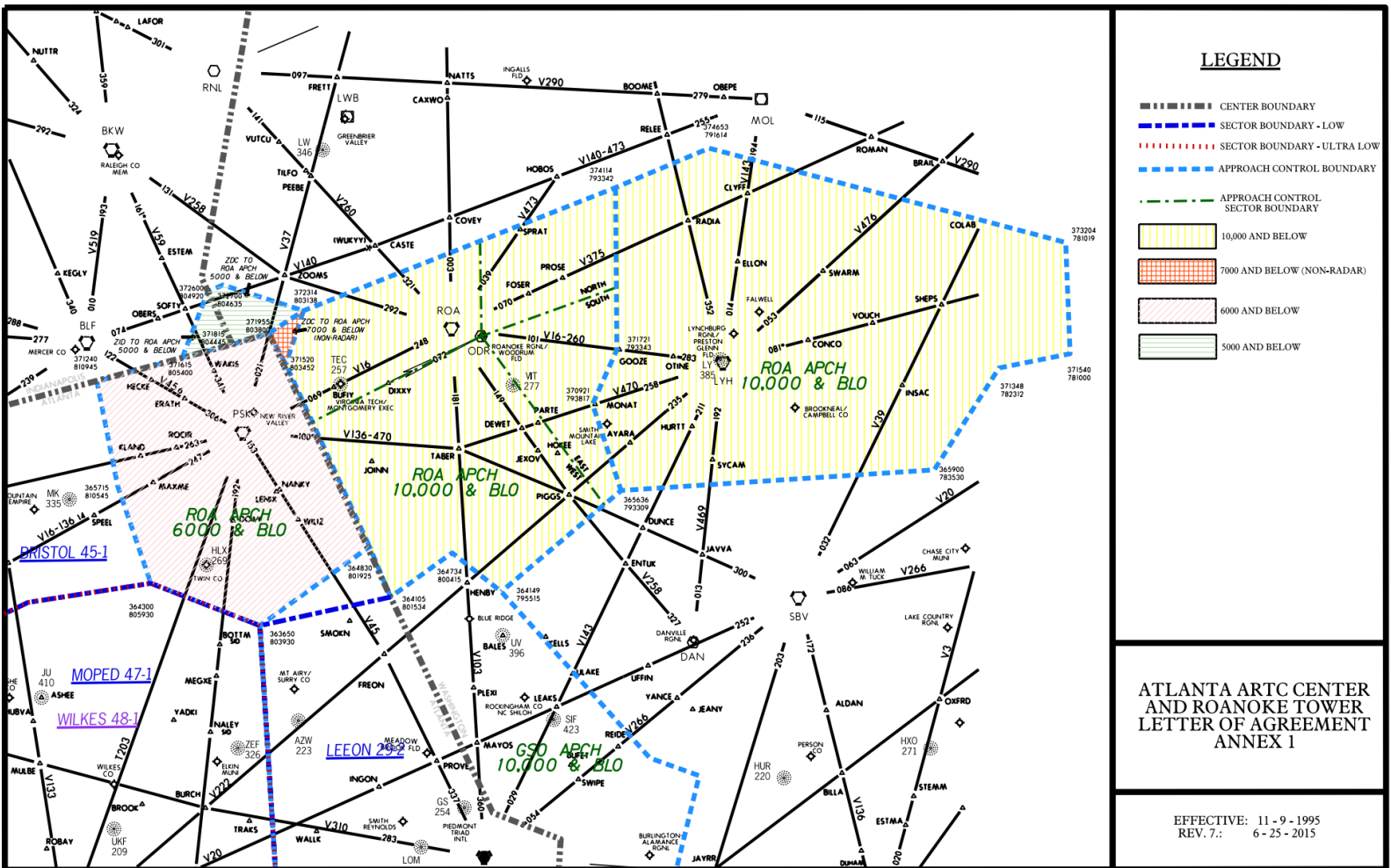


# Attachment B - GIPPR Shelf



# Attachment C - ROA Airspace

NOTE: ROA 6,000 & BLO airspace is nonradar.



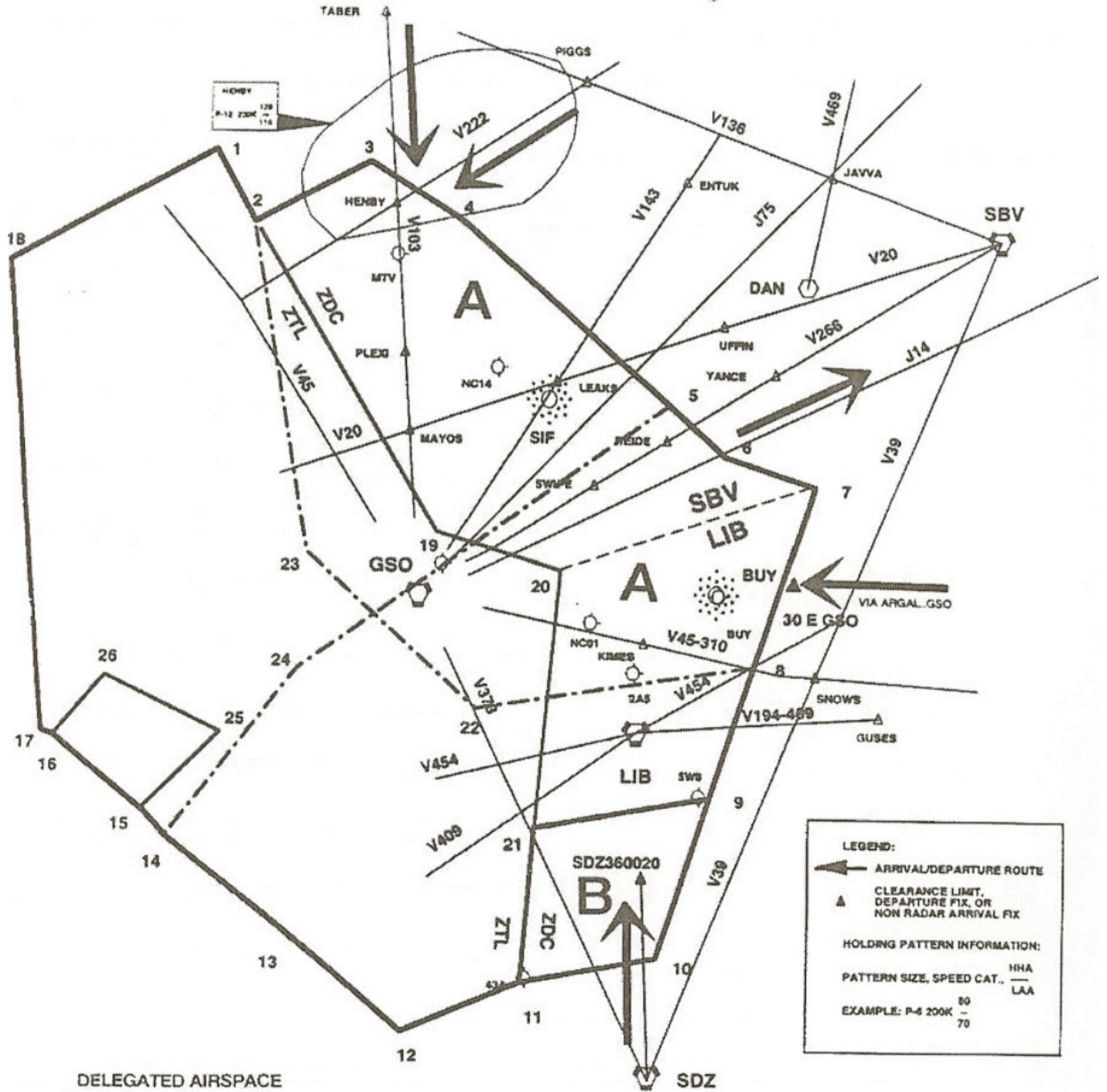
## LEGEND

- CENTER BOUNDARY
- SECTOR BOUNDARY - LOW
- ... SECTOR BOUNDARY - ULTRA LOW
- APPROACH CONTROL BOUNDARY
- APPROACH CONTROL SECTOR BOUNDARY
- 10,000 AND BELOW
- 7,000 AND BELOW (NON-RADAR)
- 6,000 AND BELOW
- 5,000 AND BELOW

ATLANTA ARTC CENTER  
AND ROANOKE TOWER  
LETTER OF AGREEMENT  
ANNEX 1

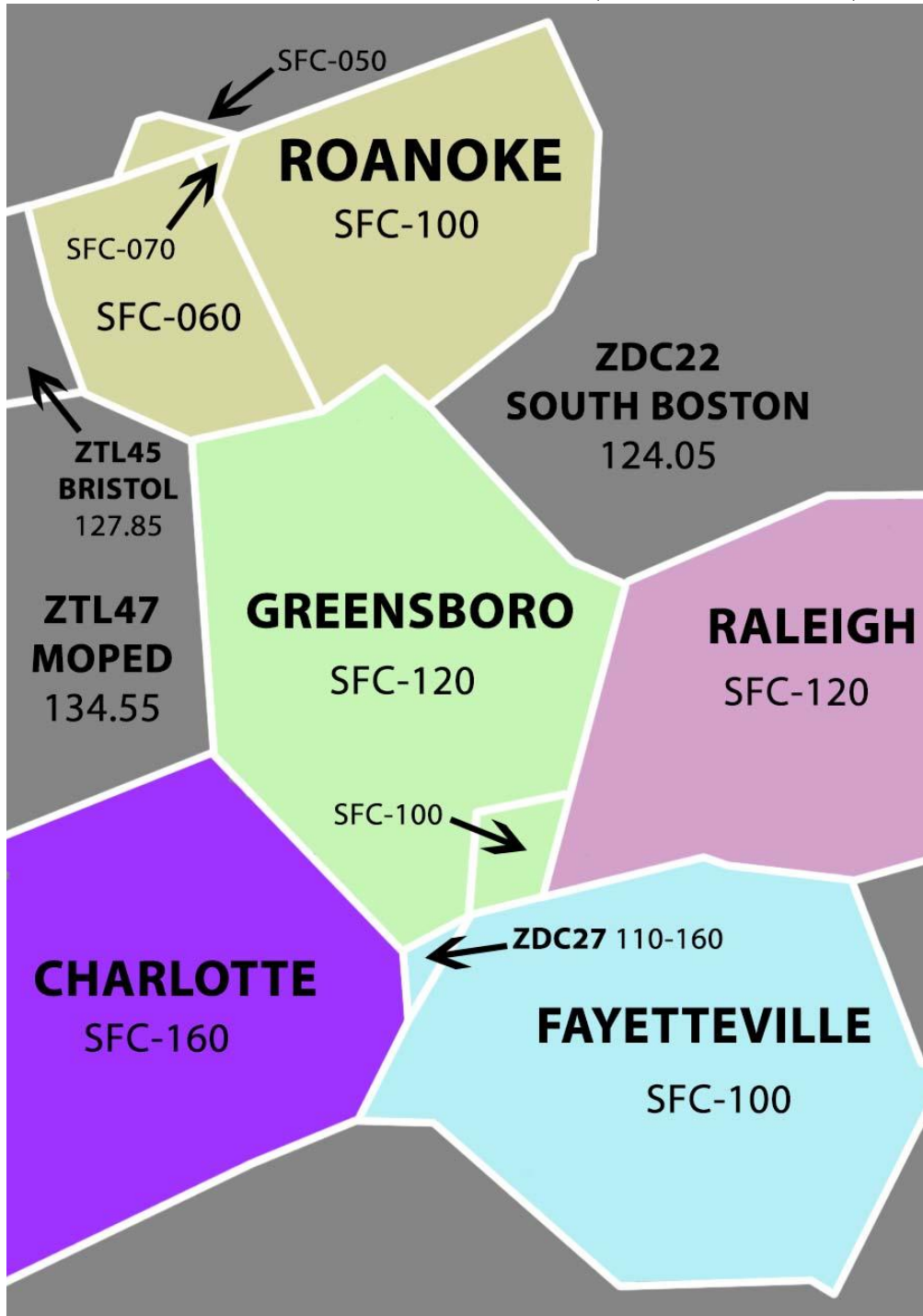
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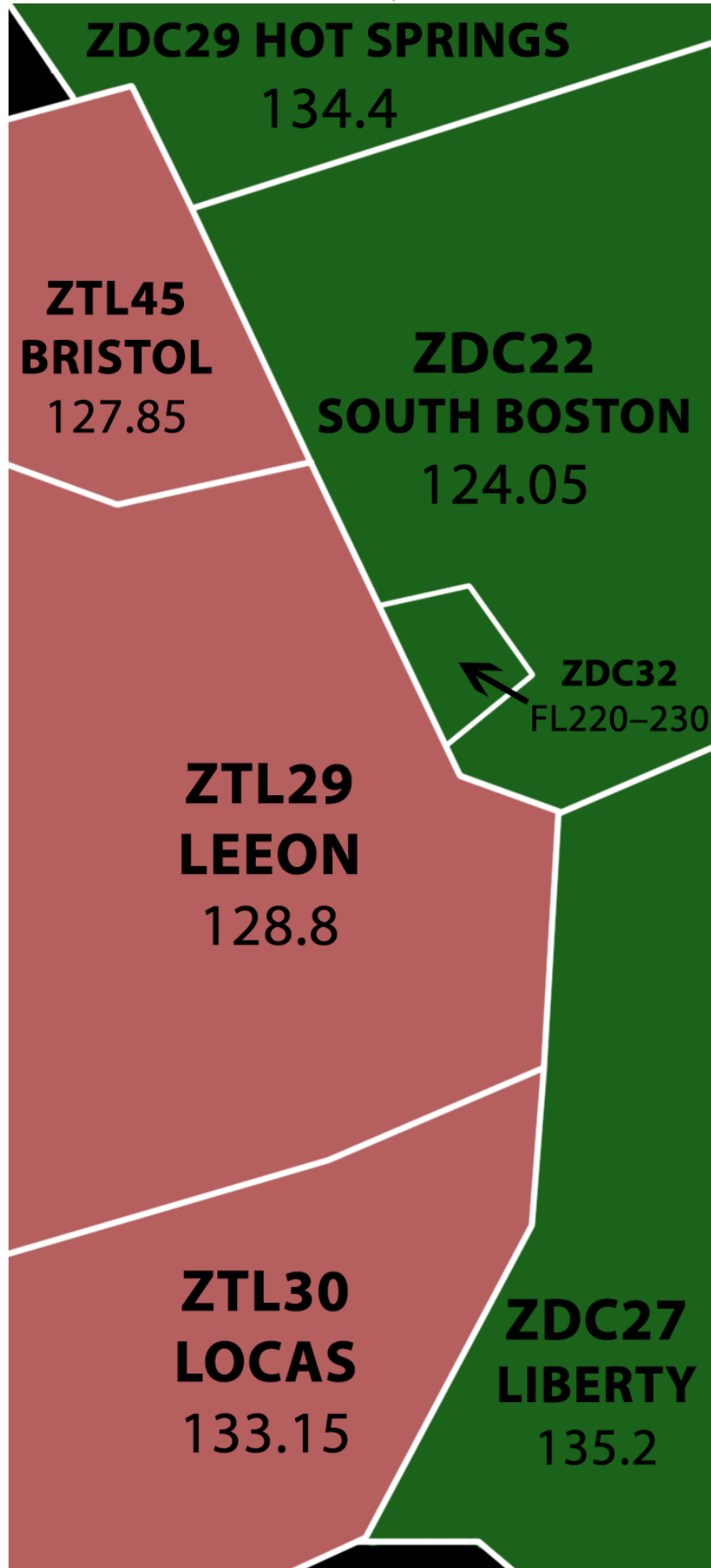
# GREENSBORO TOWER



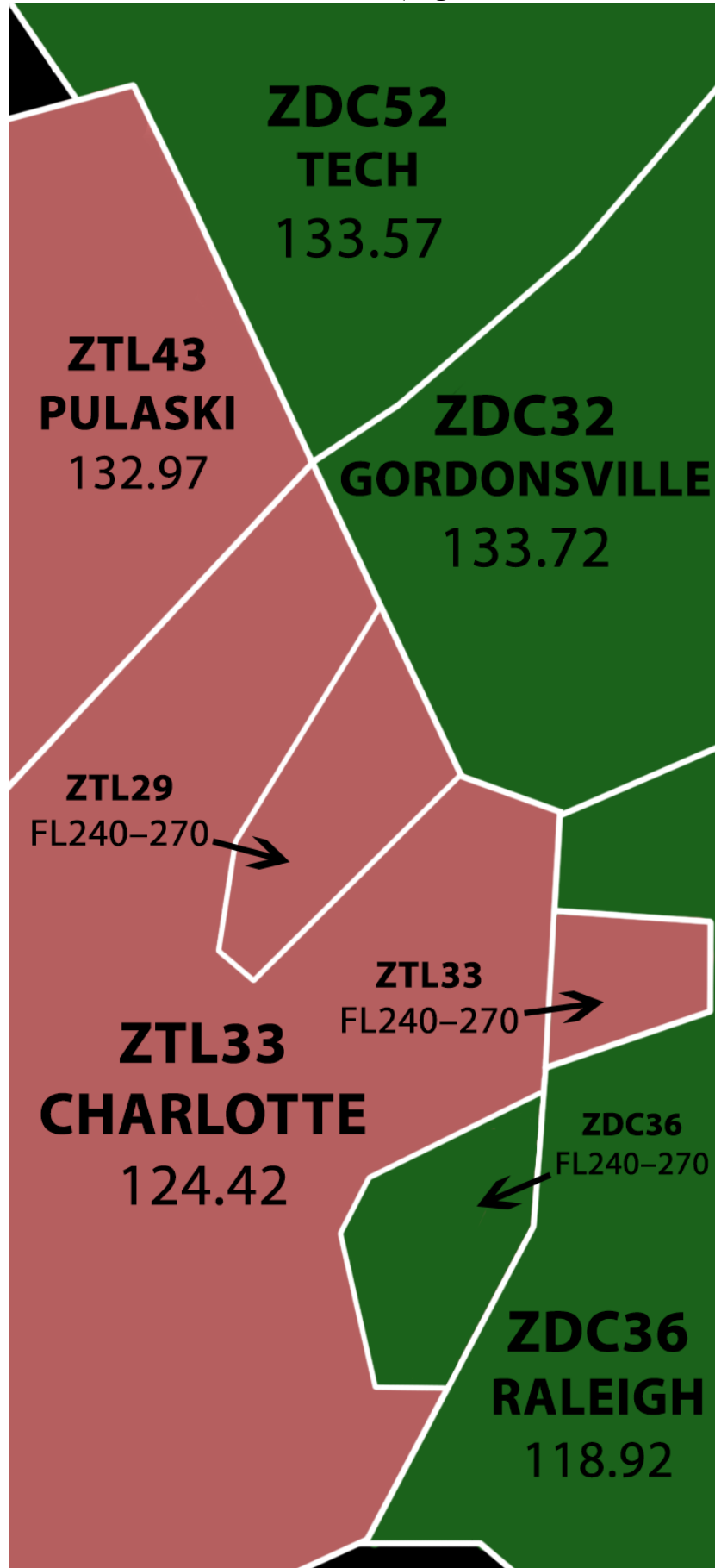
Attachment E - ZTL/ZDC Airspace

Attachment E1 - ZTL/ZDC Border Area (Terminal/Ultra Low)

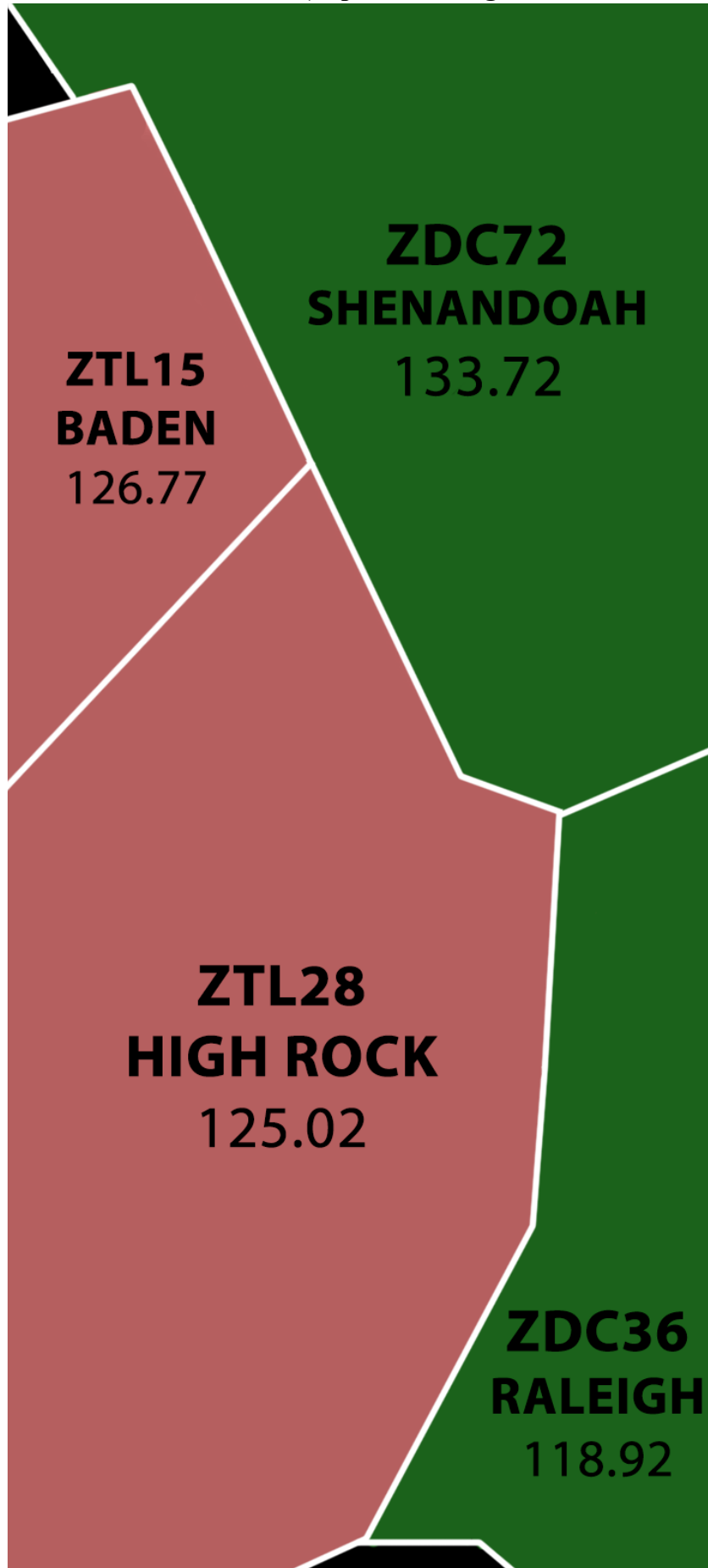




Attachment E3 - ZTL/ZDC Border (High Sectors; FL240-FL340)







## Attachment F - ZTL/ZDC Restrictions

ZTL → ZDC
ZDC → ZTL

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
<b>General Routing</b>						
			On Q69		Direct not beyond ILLSA	Northbound only
			On Q103/fixes associated			Southbound only
			On Q22, Q54, Q56, Q58, Q60, Q64	AOA 240	Direct not beyond OMENS/LOOEY/NUUMN/STUKI/TYI/RAANE	
			130–160 overflying CLT TRACON from South Boston sector south of V20		Routed over BZM to rejoin route	
			Southbound on Q103 or J48		ZDC must initiate separation of converging aircraft on Q103/J48	

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
ZTL → ZDC						
	BWI MTN	RNAV			LUMAY Q58 PEETT THHMP RAVNN#	
	HPN				KIDDO Q22 BESSI CYN BOUNO# <i>or</i> IDDAQ Q64 TYI ORF J121 SIE	
	EWR				KIDDO Q22 BEARI FAK PHLBO# <i>or</i> SITTR Q34 GVE PHLBO#	
	PHL PNE TTN				KIDDO Q22 BEARI FAK PAATS# <i>or</i> SITTR Q34 GVE PAATS#	
	DCA			AOB 350	JOOLI Q56 KIWII WAVES CAPSS#	
	JFK FRG				IDDAQ Q64 TYI J209 ORF J121 SIE	
	IAD			AOB 330	EVING Q60 JAXSN DORRN CAVLR#	
	JYO HEF				EVING Q60 JAXSN CREWE LORAA TRSTN#	
	LGA				EVING Q60 JAXSN HPW HUBBS PXT KORRY#	
	RIC			AOB 290	PSK LYH POWTN# <i>or</i> EVING Q60 JAXSN KELCE DUCXS#	
			GSO J14 RIC			
	ORF PHF LFI NGU				AHOEY Q54 NUTZE DRONE DRONE#	

CLT			On LILLS#	↑ 190 or requested if lower		ZDC has control for speed increase on contact and for climb at LAMDE.
			On KILNS# <i>or</i> On BARMY#	↑ 230 or requested if lower		ZDC has control for: <ol style="list-style-type: none"> <li>1. Speed increase east of LILIC/GULFY</li> <li>2. Left turns on KILNS# at MUNBE no further north than AUDII</li> <li>3. Right turns on BARMY# at MESHY up to 30°</li> </ol> ZTL will normally initiate a handoff/transfer communications to ZDC prior to LILIC/GULFY.
	PIT LBE AGC			AOB 350		
RDU		RNAV jets	North of a line from LIB-SPA	AOB 270 ↓ 250	ALDAN#	ZDC has control for right turns up to 15°
		Others		@ 210 or requested if lower	SBV	
		RNAV jets	From SPA/ODF/HRS/AVL areas; CHA area below 230	@ 170 or requested if lower	ALDAN#	

		Others			Handoff to CLT for transition to ZDC	
			South of a line from LIB-SPA		Routed through Jacksonville Center	
<b>HKY</b>		Jets		@ 170	SBV	
	<b>ROA</b>		Above 130 over GSO TRACON	AOB 150 ↓ 130		
			North of GSO TRACON		Hand off to ROA TRACON	

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
<b>ZDC → ZTL</b>						
<b>RDU</b>		Jet		↑ 230 or requested if lower	Appropriate SID	ZTL has control for turns up to 30°
		Non-jet		↑ 160 or requested if lower	Appropriate SID, GSO transition	ZTL has control for climb and turns up to 20°
<b>RDU</b>		RNAV jet			CATAR SDAIL CHSLY#	ZDC shall provide 5 MIT constant or increasing between RDU departures/COUPN CHSLY#. ZTL will absorb TBFM or other MIT requirements.
					LIB MAJIC#	
	<b>CLT</b>		AOA 240 on LYH CHSLY#	Descending via <i>If descend via is suspended:</i> BURRZ or 85NM NE of CLT @ 240 or requested if lower		<ol style="list-style-type: none"> <li>ZDC shall issue landing direction and provide in trail space RALT.</li> <li>During ops changes, ZTL29 will verbally coordinate the first aircraft requiring a new landing direction.</li> <li>Descend via may be suspended.</li> </ol>
		RNAV jet	Over and north of GSO	@ 220 or requested if lower	CHSLY#	Assigned 280KTS unless not needed to maintain in-trail spacing
					MAJIC#	
		RNAV jet	Transitioning ZDC27 north of SDZ	@ 220 or requested if lower	COUPN CHSLY#	Jets on COUPN transition may go direct SDAIL
					LIB MAJIC#	
		<b>JQF RUQ VUJ</b>				
<b>Other CLT satellites:</b> NC21 AFP DCM JQF AKH N52			AOA 130	@ 220 or requested if lower	MAJIC#	A/C below 130 via GSO

	14A LKR IPJ 6NC1 28A EQY PYG 0A1 UZA RUQ EHO NC35						
			CLT TRACON arrivals			<p><b>1.</b> From ZDC22: ZTL has control for right turns up to 40° and speed adjustment within 15NM of boundary</p> <p><b>2.</b> From ZDC32: ZTL has control for right turns up to 40° at BURRZ/MAYOS</p> <p><b>3.</b> From ZDC27: ZTL has control for right turns up to 40°, speed adjustment, and descent within 15NM of boundary</p>	
<b>POB ROA LYH LWB</b>				↑ 230 or requested if lower		ZTL has control for turns of 30° or less	
	<b>ATL</b>	RNAV jet	Over/from and north of RIC AOA 240		OZZZI#		
					WHINZ#		
	<b>HKY UKF SVH</b>			AOB 200 ↓ 170			
	<b>TRI</b>			AOB 260			
	<b>SPA GSP GMU GYH</b>		North of CLT-RDU line AOA 240	AOB 280	JUNNR# (RNAV) <i>or</i> LYH SPA <i>or</i> GSO SPA		
			South of CLT-RDU line		Direct destination		
	<b>AVL</b>		North of GSO	AOB 340			
	<b>TYS</b>			AOB 360			
<b>CAE CDN</b>		AOA 240	AOB 300	GSO CAE			

### Attachment G - ZTL/ROA Restrictions

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
<b>ZTL → ROA</b>						
	<b>ROA</b>		Operating AOA 110 overflying ROA SFC-060 airspace	@ 090		ROA has control for turns up to 30° within 40NM of ROA
	<b>PSK</b>				PSK direct	At PSK 10 DME, ZTL shall terminate radar service and transfer communications. ROA has control for turn within 10DME of PSK



## Attachment H - CLT/ZDC Restrictions

CLT → ZDC    ZDC → CLT

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
<b>CLT → ZDC</b>						
		Jet	Requesting AOA 110	↑ 160 or requested if lower	Appropriate SID	Requesting above 160 go to ZTL
		Turboprop Prop	Requesting AOA 110		KNI# PEKNN	
	<b>RDU HNZ TDF TTA JNX</b>	Jet		@ 130 or requested if lower	SDZ <i>or</i> SMIRF <i>or</i> RDU: SDZ BUZZY#	
		Turboprop Prop		@ 110 or requested if lower		

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
<b>ZDC → CLT</b>						
			Overflights from ZDC27	140 <i>or</i> 160	SDZ V54 <i>or</i> GIPPR CLT SPA	
			Arriving CLT and CLT satellites			Thru ZTL or GSO or FAY via appropriate procedure

### Attachment I - GSO/ZDC Restrictions

GSO → ZDC   ZDC → GSO

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
<b>GSO → ZDC</b>						
			Departing requesting AOA 130	↑ 120	GSO 058 radial <i>(can use QUAKER# SID)</i>	Departures shall enter ZDC either on assigned routing or on a heading to join assigned route within 10NM of boundary
			Departing requesting AOB 120		Via flight plan route	
			Departing requesting above 120	↑ 120		Props may be cleared to 110 for jet traffic; ZDC has control for climb 10NM north of GSO
	<b>DAN</b>			↓ 050	GSO 057 radial	ZDC has control 25NM northeast of GSO

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
<b>ZDC → GSO</b>						
		Jet	Arriving GSO TRACON	@ 120	HENBY <i>or</i> BLOCC <i>or</i> ARGAL GSO  AOB 100: via direct	GSO has control for HENBY arrivals
		Turboprop Prop		AOB 110 (RAFDOF below 110)		
	<b>KCLT and satellites</b> <i>JQF RUQ</i> <i>VUJ NC21</i> <i>AFP DCM</i> <i>JQF AKH</i> <i>N52 14A</i> <i>LKR IPJ</i> <i>6NC1 28A</i> <i>EQY PYG</i> <i>0A1 UZA</i> <i>RUQ EHO</i> <i>NC35</i>	Jet		@ 120	JQF/RUQ/VUJ: via NASCR#	No jets to KCLT
		Turboprop Prop		AOB 110 (RAFDOF below 110)		

Attachment J - FAY/CLT Restrictions

FAY → CLT

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
FAY → CLT						
	CLT	Jet				Must be via ZJX/ZDC
	CLT	Non-jet		AOB 060	Direct destination	
	All CLT Satellites					