

**ATLANTA ARTCC AND JACKSONVILLE ARTCC
LETTER OF AGREEMENT**

SUBJECT: INTERFACILITY COORDINATION

EFFECTIVE: 9 July, 2025

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- 1. PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Jacksonville ARTCC (ZJX) 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 ZJX Letter of Agreement dated March 7, 2023.
 - 4. RESPONSIBILITIES:**
 - a. ZTL delegates to ZJX the responsibility for the control of IFR aircraft within the area depicted in Attachment A (Delegation of Airspace).
 - b. ZTL shall advise ZJX of the configurations of both ATL and CLT when both ARTCCs become operational.
 - 5. GENERAL PROCEDURES:**
 - a. The receiving ARTCC has control for beacon code changes.
 - b. Each ARTCC shall route/restrict aircraft in accordance with Attachment B (Route Restrictions).
 - c. Active sectors will be communicated by referencing sector ID or frequency, not callsign.
 - d. Each facility has control for turns up to 15 degrees within 15NM of the shared boundary, except as defined in Attachment B (Route Restrictions).
 - e. Aircraft with any of the following points in their route shall not be cleared beyond them without coordination: IISLY, ZJAYX, ISSZZ, THRTL, CABLO, BULZI, SHRKS, ENEME. Aircraft over ZJAYX shall be AOB FL410.
 - f. Aircraft on Q75, Q103, Q83, or Q69 shall not be cleared beyond FISHO, GRONK, JUSEE, or RYCKI without coordination.
 - g. When advised of TBM (tmu.vatsim.net) operations at CLT, ZJX must deliver aircraft to CLT within +/- 1 minute of assigned slot time.
 - h. Controllers shall amend a descending aircraft's final (cruise) altitude to the lowest altitude cleared.

6. PREARRANGED COORDINATION:

a. Aircraft AOA FL350 on the JJEDI/SITTH/WRGNZ arrivals from ZJX50 HIGH:

- i. ZJX49 ULTRA HIGH shall initiate a handoff to ZTL23 ULTRA HIGH.
- ii. ZTL23 ULTRA HIGH shall immediately initiate a handoff to ZTL20 HIGH.
- iii. When ZJX observes that ZTL20 HIGH has accepted the handoff, ZJX will transfer communications directly to ZTL20 HIGH.
- iv. If ZTL20 HIGH does not accept the handoff by the ZTL/ZJX border, ZJX will transfer communications to ZTL23 ULTRA HIGH.

b. Aircraft arriving JAX on the OHDEA arrival DUCHY transition:

- i. ZTL22 HIGH shall initiate a handoff to ZJX50 HIGH.
- ii. ZJX50 HIGH shall immediately initiate a handoff to ZJX79 LOW.
- iii. When ZTL observes that ZJX79 LOW has accepted the handoff, ZTL will transfer communications directly to ZJX79 LOW.
- iv. If ZJX79 LOW does not accept the handoff by the ZJX50 HIGH border, ZTL will transfer communications to ZJX50 HIGH.

c. Aircraft departing the CLT terminal area via the ZJX Climb Shelf:

- i. ZTL30 LOW shall initiate a handoff to ZJX72 LOW.
- ii. ZJX72 LOW shall immediately initiate a handoff to ZJX66 HIGH.
- iii. When ZTL observes that ZJX66 HIGH has accepted the handoff, ZTL will transfer communications directly to ZJX66 HIGH.
- iv. If ZJX66 HIGH does not accept the handoff by the ZTL/ZJX border, ZTL will transfer communications to ZJX72 LOW.

d. Aircraft arriving ECP/TLH from ZTL10/22 HIGH through ZJX34/33 HIGH:

- i. ZTL10 or 22 HIGH shall initiate a handoff to ZJX34 or 33 HIGH.
- ii. ZJX34/33 HIGH shall immediately initiate a handoff to ZJX13 LOW.
- iii. When ZTL observes that ZJX13 LOW has accepted the handoff, ZTL will transfer communications directly to ZJX13 LOW.
- iv. If ZJX13 LOW does not accept the handoff by the ZTL/ZJX high border, ZTL will transfer communications to ZJX34/33 HIGH.

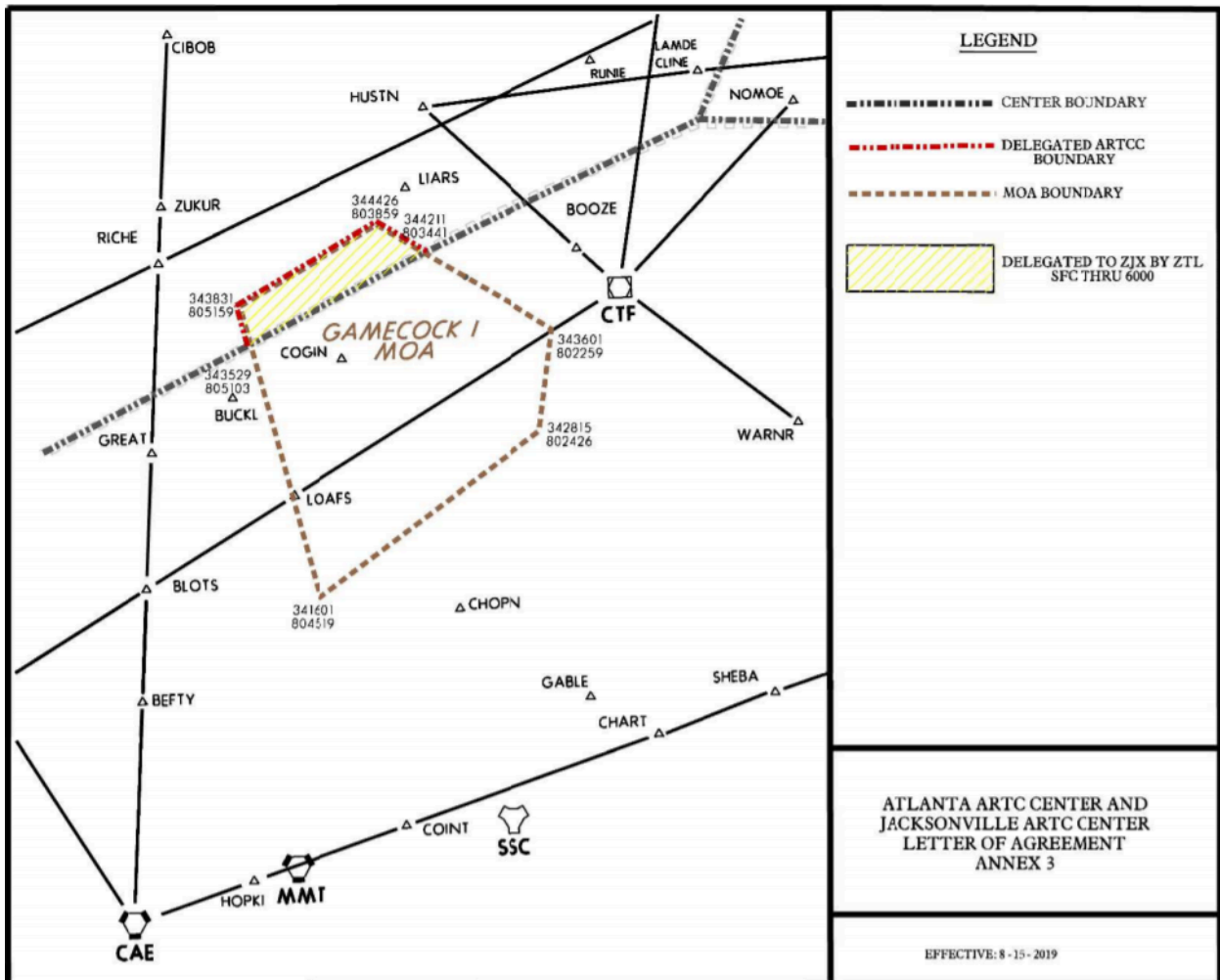
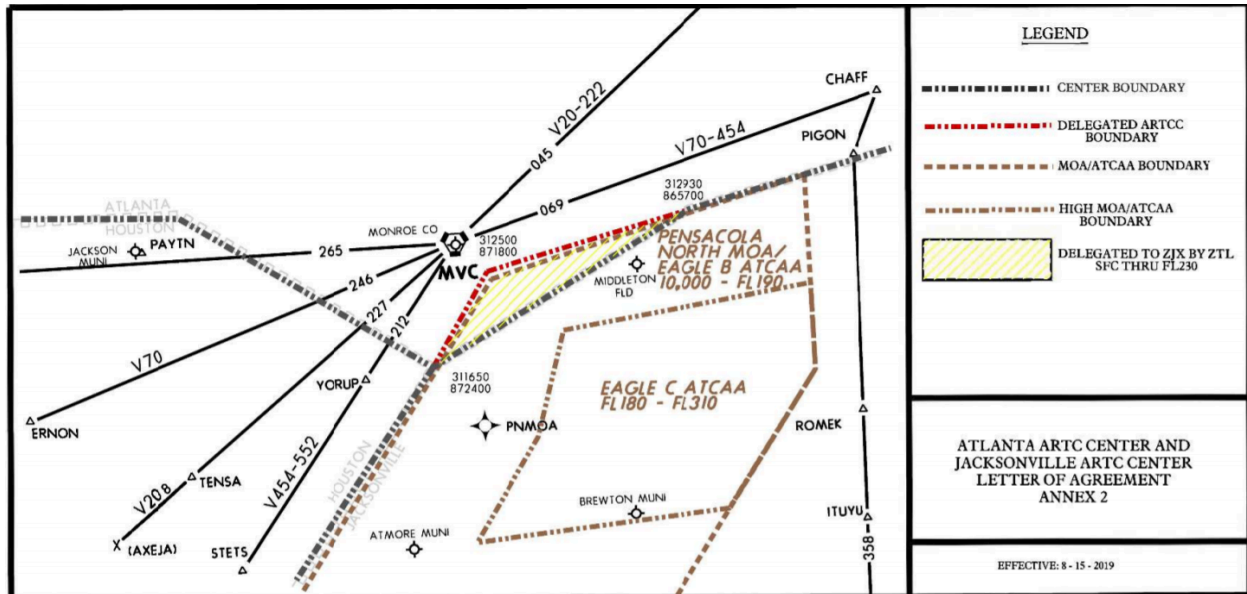
e. Aircraft landing CAE terminal area from ZTL24/31 LOW through ZJX72 LOW:

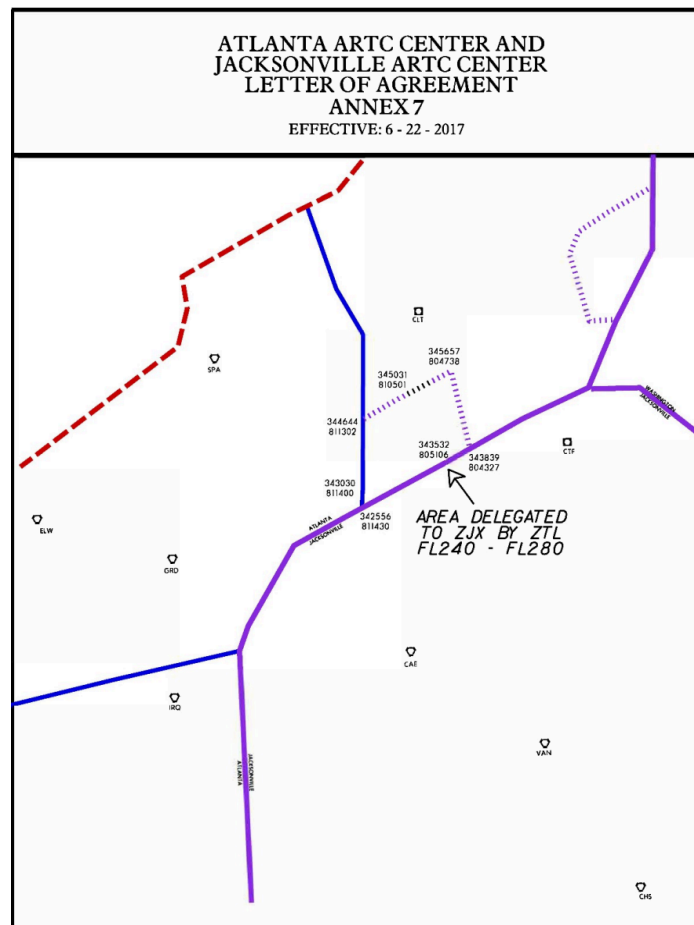
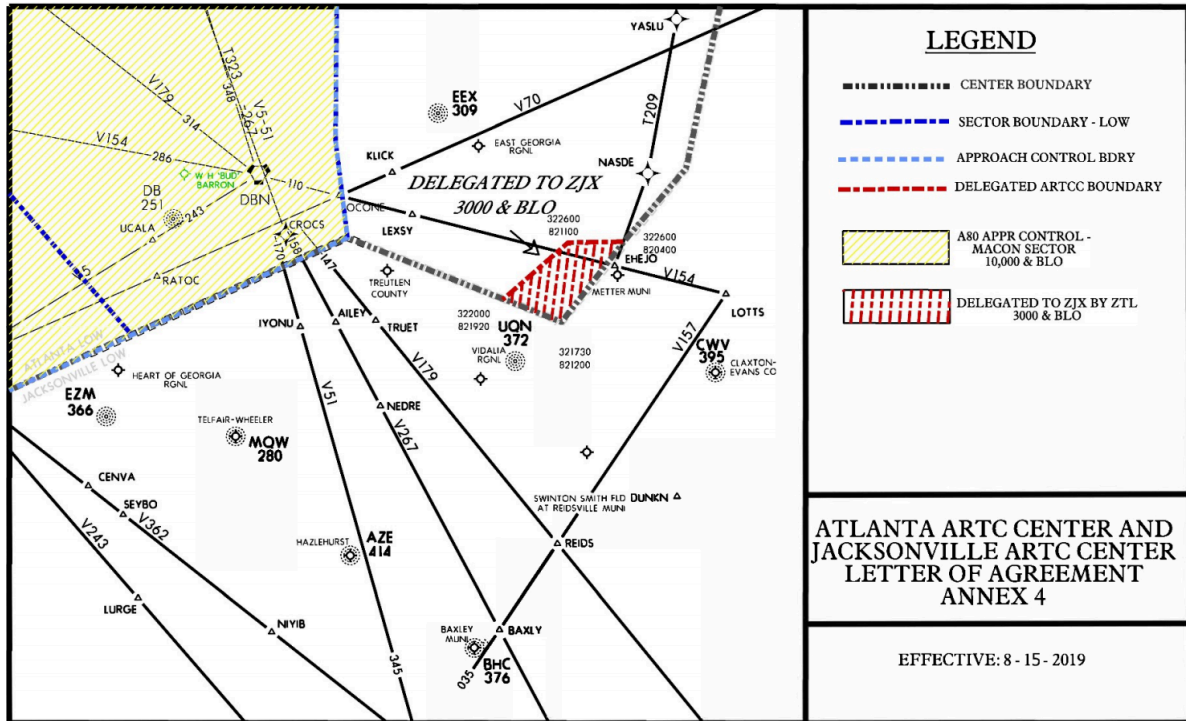
- i. ZTL24 LOW or ZTL31 LOW shall initiate a handoff to ZJX72 LOW.
- ii. ZJX72 LOW shall immediately initiate a handoff to CAE Approach.
- iii. When ZTL observes that CAE has accepted the handoff, ZTL will transfer communications directly to CAE Approach.
- iv. If CAE does not accept the handoff by the ZTL/ZJX LOW boundary, ZTL will transfer communications to ZJX72 LOW.

7. ATTACHMENTS:

- a. [Delegation of Airspace](#)
- b. [Route Restrictions](#)
 - i. [General Altitude Assignment](#)
 - ii. [Aircraft Within/Overflying ZJX](#)
 - iii. [Aircraft Within/Overflying ZTL](#)
 - iv. [ZTL Departures](#)
 - v. [ZJX Departures](#)
- c. [Sectorization](#)

ATTACHMENT A - DELEGATION OF AIRSPACE





ATTACHMENT B - ROUTE RESTRICTIONS

ZTL → ZJX ZJX → ZTL

| Departure Airport | Arrival Airport | Overflight | Qualifier | Aircraft Type | Altitude Restriction | Route Required | Special |
|-----------------------------|--------------------|------------|---|------------------|-----------------------------------|-------------------|---------|
| General Altitude Assignment | | | | | | | |
| | | | V115 | | Southbound Even Northbound Odd | | |
| | | | V579 | | Southbound Odd Northbound Even | | |
| | | | AOB FL230 on Q77 | | Southbound Even Northbound Odd | | |
| | | | Entering/exiting ZJX66/65 to/from ZTL32/34/33/28 | | ZTL → ZJX: Even | | |
| | | | Entering/exiting ZJX50/49 | | ZJX → ZTL: Odd | | |
| | | | Entering/exiting ZJX66/65 to/from ZTL20/23 | | ZTL → ZJX: Odd ZJX → ZTL: Even | | |
| | | | Entering ZJX34/32 and AOA FL240 via HONID | | Odd | | |

| Departure Airport | Arrival Airport | Overflight | Qualifier | Aircraft Type | Altitude Restriction | Route Required | Special |
|--------------------------------|-----------------|------------|------------------------|--------------------|--|--|---|
| Aircraft Within/Overflying ZJX | | | | | | | |
| | ATL | | Over and west of ZPLEN | RNAV | AOB FL340 ZJX departures west of KTLH: AOB FL270 | HOBTT# GNDLF# | 1. To the extent possible ZJX will use HOBTT# when ATL is west and GNDLF# when east 2. ZTL has control for descent to FL240 within 10NM of boundary 3. ZJX releases control for speed within 10NM of boundary within same stratum |
| ABY | | | | Non-RNAV | | LGC DCT | |
| | | | | Turboprops | | | May be cleared MCN SINCA DCT |
| | ATL | | Over and east of ZPLEN | RNAV | <i>From ZJX49:</i> West: AOB FL350 East: AOB FL370 ↓ FL350 <i>From ZJX65:</i> AOB FL360 | JJEDI# <i>or</i> SITTH# | 1. To the extent possible ZJX will use JJEDI# when ATL is landing west and SITTH# when east 2. ZJX releases control for speed within 10NM of boundary within same stratum 3. When ZTL ultra high/high is split refer to prearranged coordination for ZJX50 traffic |
| | | | | Non-RNAV | | DBN SINCA DCT <i>or</i> IRQ SINCA DCT | |
| | | | | Turboprops | <i>West of V35 to east of V267:</i> AOB FL200 | | |
| | PDK RYY LZU | | Over and west of DAWWN | Jets Turboprops | AOB FL340 <i>or</i> ZJX departures west of KTLH: AOB FL270 | KEEPS BOKRT# <i>or</i> LGC DIFFI# | Into ZTL10 jets released for speed control and descent to FL240 within 10NM of boundary |
| | | | East of DAWWN | Jets | AOB FL350 | WRGNZ STAR | 1. Between DBOLT and SHRLT may go direct |

| | | | | | | | |
|--|--|--|---------------------------|---------------------|---|--|---|
| | | | | | AOB FL230 via NOKIE or WOGOM | If unable: MCN, DBN, or IRQ DCT | WRGNZ 2. ZJX releases speed control within 10NM of boundary within same stratum |
| | | | | Turboprops | AOB FL230 | | |
| | FTY | | Over and west of OTK | Jets | AOB FL340 <i>or</i> <i>ZJX departures west of KTLH:</i> AOB FL270 | Routed over or west of DAWWN <i>and</i> via KEEPS.BOKRT# <i>or</i> LGC.DIFFI# | Entering ZTL10 aircraft released for speed control and descent to FL240 within 10NM of boundary |
| | | | | Non-jet | AOB FL230 | | |
| | | | East of OTK | Jets | AOB FL350 AOB FL230 via NOKIE or WOGOM | WRGNZ STAR <i>If unable:</i> MCN, DBN, or IRQ DCT | 1. Between DBOLT and SHRLT may go direct WRGNZ 2. ZJX releases speed control within 10NM of boundary within same stratum |
| | | | | Turboprops | AOB FL230 | | |
| | MGE VPC CNI PUJ D73 GVL FFC CTJ | | Over and west of DAWWN | Jets | From ZJX34/ZJX11: AOB FL340 ZJX departures west of KTLH: AOB FL270 | KEEPS.BOKRT# <i>or</i> LGC DCT | Entering ZTL10 aircraft released for speed control and descent to FL240 within 10NM of boundary |
| | | | | Turboprops Props | AOB FL230 | | |
| | | | East of DAWWN | Jets | From ZJX49: AOB FL350 From ZJX32: AOB FL350 | WRGNZ STAR <i>or if unable:</i> MCN, DBN, or IRQ DCT <i>GVL routed via:</i> AHN.GVL | Aircraft released for speed within 10NM of the boundary in same stratum |
| | | | | Non-jet | AOB FL230 | | |
| | AUO | | Between V97 and V7 | | AOB FL230 | | |
| | AVL | | From ZJX50/49 to ZTL20/23 | | | TWINS DCT | |

| | | | | | | | |
|--|----------------------------|--|---------------------------------------|--|---|---|--|
| | BHM | | From ZJX34 | | AOB FL340 | | |
| | CSG LSF | | Between V97 and V7 | | AOB FL230 ↓ 110 | | |
| | GSP GMU SPA GYH | | Between V37 and north edge of V325 | | ↓ 120 <i>or</i> requested altitude if lower (RAFD OF) | | |
| | HKY | | AOA FL240 | | at FL240 | East of BUBBA cleared via DCT CLT BZM DCT | |
| | MCN WRB | | Between V154 and V97 | | AOB FL230 ↓ 110 | | Coordinate military high altitude approaches with ZTL |
| | MGM MXF | | West of V168 | | AOB FL230 ↓ 110 | | |
| | ROA LYH PSK BCB | | From ZJX66/65 | | AOB FL330 | | |
| | SVH | | Over or east of BUBBA | | | KABEE# | |

| Departure Airport | Arrival Airport | Overflight | Qualifier | Aircraft Type | Altitude Restriction | Route Required | Special |
|--------------------------------|--------------------|------------|------------------------|---------------|--|-----------------------|---|
| Aircraft Within/Overflying ZTL | | | | | | | |
| | ABY | | | | ↓ 110 | | |
| | SFB DAB | | Entering ZJX50/49 | | Cross boundary AOB FL340 | KYLEG TTHOR# | |
| | LEE ORL | | | | Cross boundary AOB FL360 | | |
| | DHN OZR | | | | ↓ 110 | | |
| | ECP | | West of HONID | | AOB FL240 | | When ZJX high/low is split refer to prearranged coordination |
| | JAX | | Will enter ZJX50 | RNAV Jets | From ZTL20: FINNE AOB FL260 From ZTL22: DUCHY AOB FL240 | FINNE/DUCHY OHDEA# | When ZJX high/low is split refer to prearranged coordination |
| | JAX CRG VQQ NIP | | | | From ZTL20: AOB FL260 From ZTL22: AOB FL240 | ALCRN# | |
| | JAX | | Will enter ZJX32/33/34 | RNAV Jets | | ZOOSS MARQO# | |
| | JAX CRG | | | | | ZOOSS TAY | |
| | VQQ NIP | | | | | ZOOSS DCT | |

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| | MCO ISM | | From ZTL32/34 or From ZTL28 west of ZTL32/33 boundary | RNAV Jets | QUIWE Q93 GIPPL Q85 LPERD SNFLD# <i>or</i> GTOUT# | | To the extent possible ZTL will use SNFLD# when MCO is landing north and GTOUT# when south |
| | | | | | QUIWE Q93 GIPPL Q85 LPERD OMN BITHO# | | |
| | MLB | | | | | | |
| | ORL | | | | QUIWE Q93 GIPPL Q85 LPERD TTHOR# | | |
| | MCO ISM ORL | | Will enter ZJX33/32 | RNAV Jets | JAFAR# <i>or</i> GRNCH# <i>or</i> SHREK# | | |
| | | | | | OTK LEESE# | | |
| | MYR | | ZTL28/32/33/34 | | East of CLT climb shelf: AOB FL270 <i>or</i> Others: AOB FL310 | | Aircraft east of CLT climb shelf AOB FL270 are ZJX control for descent |
| | PNS NPA | | AOA FL240 from HONID west to TOI | | AOB FL260 ↓ FL240 | DCT CEW PENSI | |
| | | | AOA FL240 from TOI west | | @ FL240 | | |
| | | | AOB FL230 from TOI west | Turboprop | AOB 160 | | |
| | NPA | | AOA FL220 over INBRD | | | | may be cleared direct INBRD |

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|--|--------------------|--|---|-----------|--|---|---|
| | SAV SVN HXD | | From ZTL20 south of IRQ <i>or</i> from ZTL24 | | Cross LOTTs @ 110 <i>or</i> via FIBRO: AOB FL230 ↓ FL190 | LOTTs SAV DCT <i>or</i> FIBRO FLYNT PLZZZ DCT | |
| | | | From ZTL32/34 <i>or</i> From ZTL28 west of ZTL32/33 boundary | | AOB FL300 | CANTR PLZZZ DCT | |
| | | | From ZTL33 <i>or</i> From ZTL28 east of ZTL32/33 boundary <i>or</i> From ZTL20 north of IRQ | | AOB FL340 | (CTF) CANTR PLZZZ DCT | |
| | SGJ FHB | | Enter ZJX50/49 | | From ZTL20: AOB FL260 | ALLMA DCT | |
| | | | Enter ZJX33/34 | | | ZOOS TAY DCT | |
| | SSI BQK | | Enter ZJX50/49 | | AOB FL240 | ALLMA DCT | |
| | TLH | | From ZTL22/10 | | AOB FL270 ↓ FL240 | | When ZJX high/low is split refer to prearranged coordination |
| | VPS HRT DTS CEW | | AOB FL240 from HONID west to TOI | | AOB FL260 ↓ FL240 | DCT CEW | |
| | | | AOA FL240 from TOI west | | @ FL240 | | |
| | VPS HRT DTS CEW | | AOB FL230 from TOI west | Turboprop | AOB 160 | | Must be below any PNS or NPA arrivals |

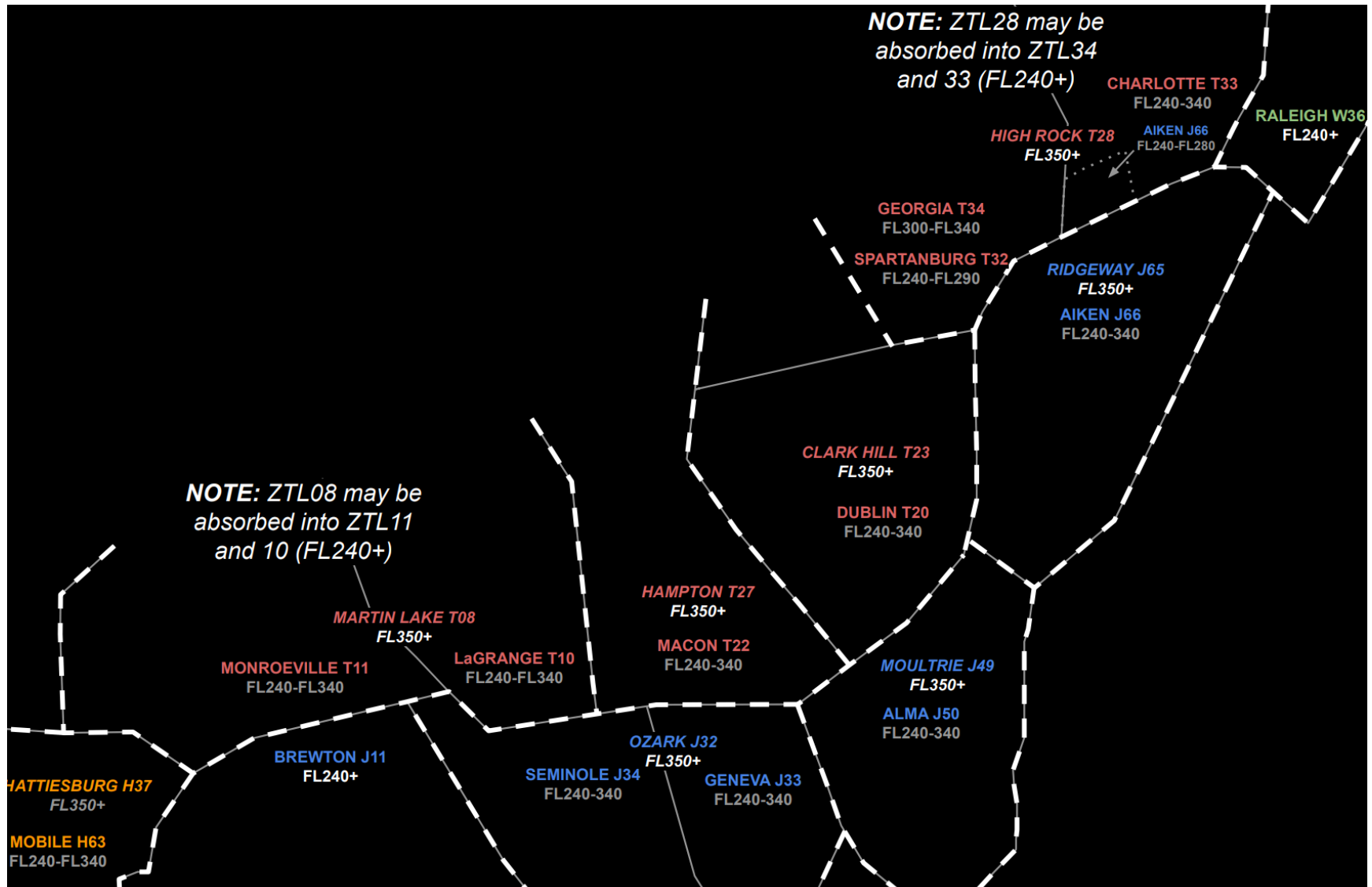
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|-----|------------|--|---|----------|--|---|---|
| | RDU | | | | AOB FL330 | | |
| ATL | | | | | AOB FL290 RAFDOF | | |
| | CHS JZI | | Over or through ZTL20 <i>and</i> on OSPRI# | | AOB FL270 | | |
| | | | Over or through ZTL20 <i>and</i> on BAGGY# or is non-RNAV | | Cross 30NM west DEQUE AOB FL270 ↓ FL250 | | ZJX has control for descent to FL240 |
| | | | Over or through ZTL32/34 | | Cross WBODY AOB FL280 | | |
| | | | Over or through ZTL33 | | AOB FL280 | | ZJX has control for descent FL240 |
| | | | South of GRD | RNAV | | IRQ OSPRI# <i>or</i> DBN DEQUE BAGGY# | |
| | | | | Non-RNAV | | IRQ DCT <i>or</i> DBN LOTTS DCT | |
| | | | North of GRD to west of CAE-CLT line | RNAV | | DEFFN OSPRI# | CLT TRACON departures are excluded |
| | | | | Non-RNAV | | DCT destination | |
| | | | East of CAE-CLT line | RNAV | | OBNEE OSPRI# | |
| | | | | Non-RNAV | | DCT destination | |
| CLT | | | | RNAV | | UNJAM OSPRI# | |

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|--|----------------|--|------------------------------------|--|------------------------------|--|---|
| | CAE CDN CUB | | Over and west of CLT from ZTL31 | | AOB 170 ↓ 110 | | Refer to prearranged coordination |
| | | | From ZTL24 | | Cross 35NM from CAE @ 110 | | |
| | | | From CLT | | | | Handoff to CLT APCH |
| | | | From east of CLT | | Cross 55NM from CAE @ 170 | | Handoff to ZJX74 |
| | SSC MMT | | | | AOB FL230 | | |

| Departure Airport | Arrival Airport | Overflight | Qualifier | Aircraft Type | Altitude Restriction | Route Required | Special |
|--|---------------------------|------------|---------------------------------|---------------|---|----------------|--|
| ZTL Departures | | | | | | | |
| ATL PDK FTY MGE RYY | | | South departures | | ↑ requested altitude (RAFD OF) | | |
| | | | South departures entering ZJX50 | | ↑ requested altitude (even) | | |
| | DAB SFB | | South departures entering ZJX50 | | ↑ FL320 or requested if lower (even) | | |
| | FLO SAV HXD JZI CHS | | | | AOB FL230 | | |
| CLT | | | | | ↑ FL230 or requested if lower (RAFD OF) | | 1. Aircraft must be on appropriate SIDs 2. Aircraft on SIDs released to ZJX for speed increase 3. Note: turboprops/props go direct CLT TRACON → ZJX |
| CSG LSF AUO MGM MCN WRB | | | | | ↑ FL230 or requested if lower (RAFD OF) | | |

| Departure Airport | Arrival Airport | Overflight | Qualifier | Aircraft Type | Altitude Restriction | Route Required | Special |
|-------------------|-----------------|------------|-------------------------|---------------|---|----------------|---|
| ZJX Departures | | | | | | | |
| ABY DHN OZR | | | | | ↑ FL230 or requested if lower (RAFD OF) | | |
| CAE CDN | | | Transitioning ZTL31 | | ↑ 160 or requested if lower (RAFD OF) | direct GRD | ZTL31 has control for climb/turns |
| | | | Not transitioning ZTL31 | | ↑ FL230 or requested if lower (RAFD OF) | | |
| CAE | CLT | | | | | | Relased to ZTL for turns left 30 degrees or less or right no further than CAE340R |

ATTACHMENT C1 - HIGH STRATUM (FL240-UNL)



ATTACHMENT C2 - LOW STRATUM (SFC-230)

