

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

SUBJECT: INTERFACILITY COORDINATION

EFFECTIVE: 10 November, 2023

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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 in the real National Airspace System (NAS).
 - 3. CANCELLATION:** ZTL and ZDC Letter of Agreement dated February 11, 2022.
 - 4. AIRSPACE DELEGATION:**
 - a. **GIPPR and CLT Shelves.** ZTL delegates to ZDC 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. **RDU Shelf.** ZDC delegates to ZTL the responsibility for ATC service from FL240 to FL270 in the RDU Shelf as depicted in Attachment A.
 - 5. PROCEDURES:**
 - a. Each facility shall restrict aircraft in accordance with Attachment D.
NOTE — Controllers should use their best judgment 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 name, 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. AUTOMATED INFORMATION TRANSFERS (AITs).

a. Turbojets departing CLT/CLT satellites requesting above FL230:

- i. ZTL30 LOW will climb departures to FL230 with an interim altitude and initiate handoff to ZDC09 LOW.
- ii. ZDC09 LOW will immediately initiate handoff to ZDC36 HIGH.
- iii. Once ZDC36 HIGH accepts the handoff, ZTL30 LOW will transfer communications directly to ZDC36 HIGH.
- iv. If ZDC36 HIGH does not accept the handoff prior to the ZTL/ZDC border, ZTL will transfer communications to ZDC09 LOW.
- v. Traffic on the LILLS2 departure are exempt from this procedure.

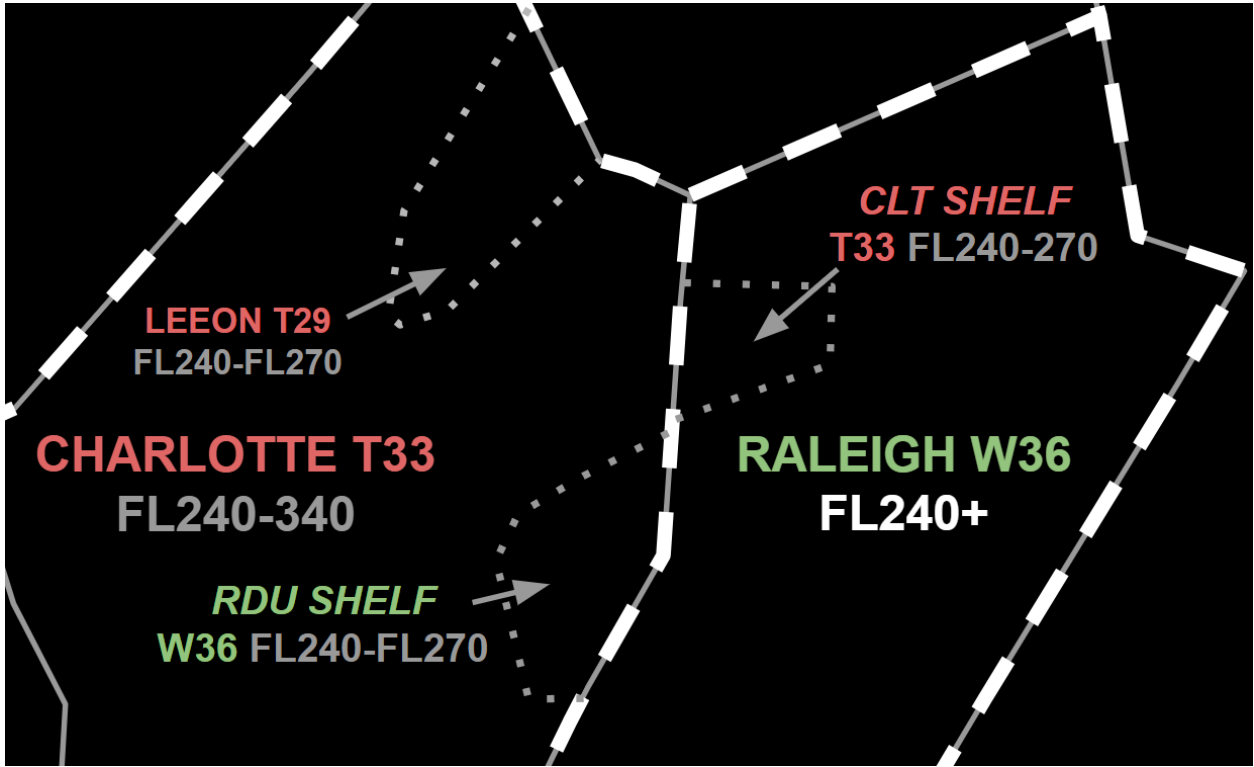
b. Turbojets departing RDU/RDU satellites requesting above FL230:

- i. ZDC09 LOW will climb departures to FL230 with an interim altitude and initiate handoff to ZTL29 LOW.
- ii. ZTL29 LOW will immediately initiate a handoff to ZTL33 HIGH.
- iii. Once ZTL33 HIGH accepts the handoff, ZDC09 LOW will transfer communications directly to ZTL33 HIGH.
- iv. If ZTL33 HIGH does not accept the handoff prior to the ZTL/ZDC border, ZDC will transfer communications to ZTL29 LOW.

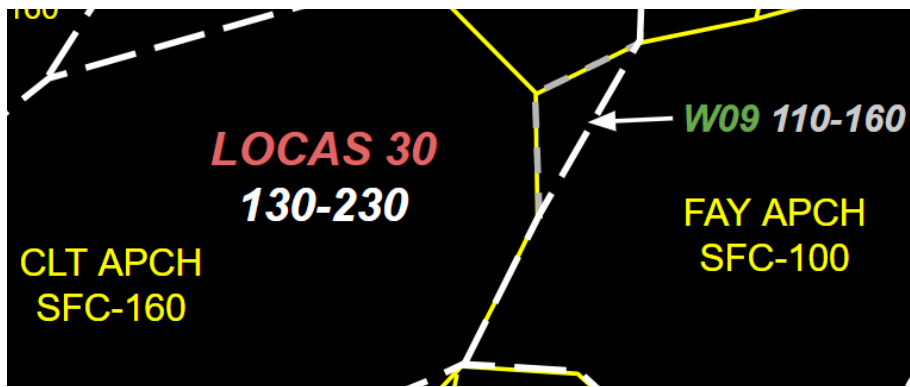
8. ATTACHMENTS:

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|-------------------------------------------------------|--------------------------------------------------------|
| a. Attachment A - RDU and CLT Shelves | c. Attachment C - ZTL/ZDC Airspace |
| b. Attachment B - GIPPR Shelf | d. Attachment D - ZTL/ZDC Restrictions |

Attachment A - RDU and CLT Shelves

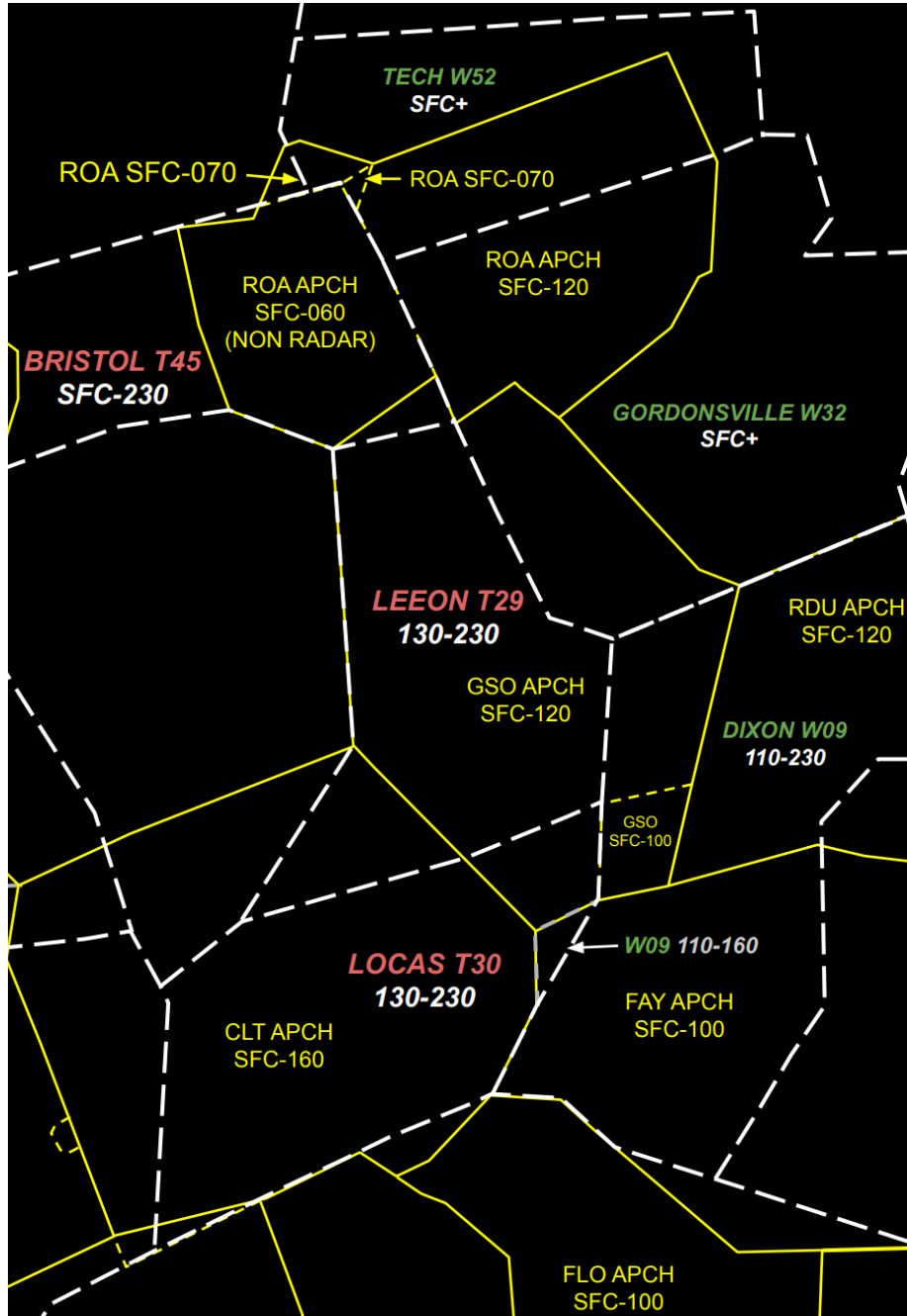


Attachment B - GIPPR Shelf

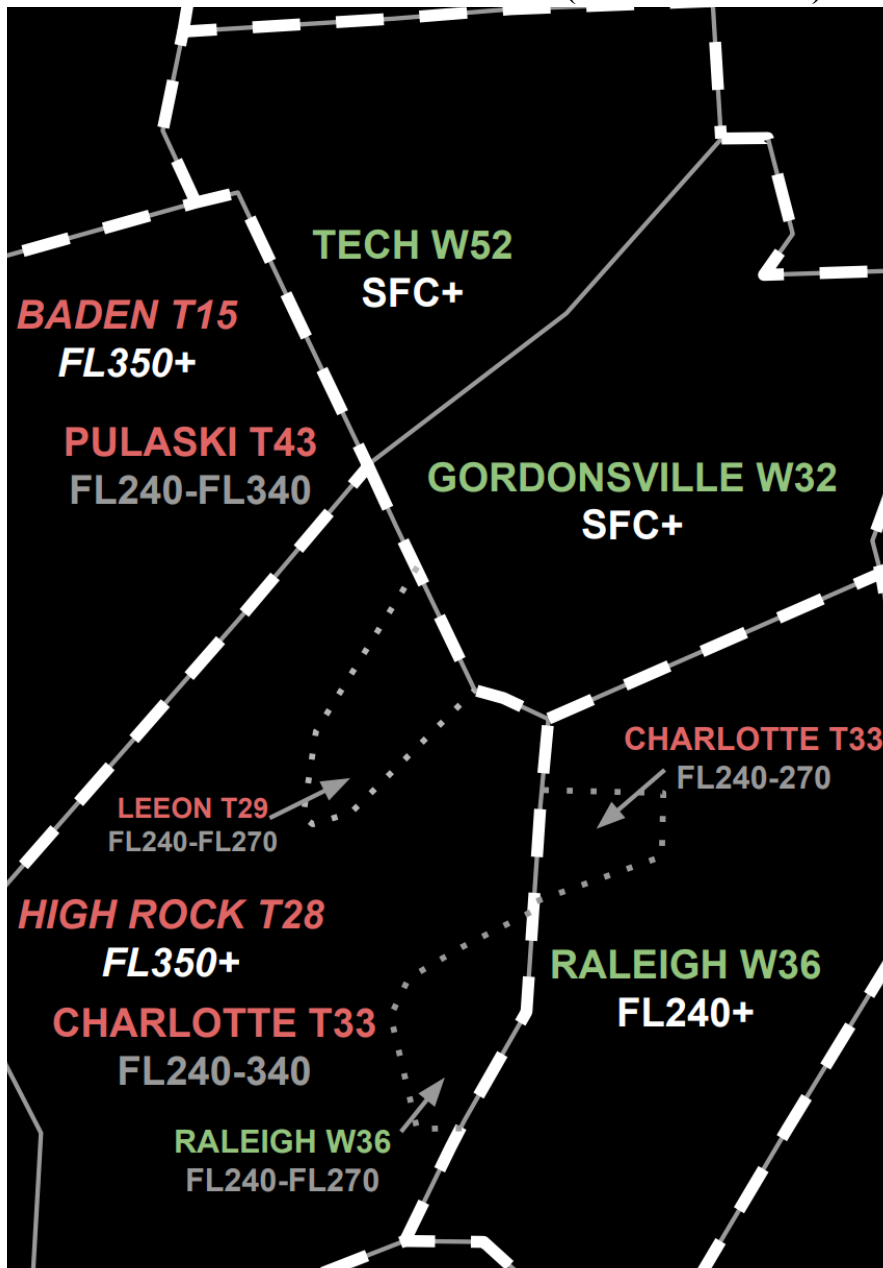


NOTE - GIPPR shelf is that area owned by Dixon (ZDC09) from 11,000 to 16,000. The GIPPR shelf facilitates direct handoffs between CLT Approach Control and ZDC09.

Attachment C - ZTL/ZDC Airspace
Attachment E1 - ZTL/ZDC Border Area (SFC-FL230)



Attachment E2 - ZTL/ZDC Border (FL240-Unlimited)



Attachment F - ZTL/ZDC Restrictions

ZTL → ZDC ZDC → ZTL

Qualifier	Altitude	Route Required	Special
General Routing			
Within 20NM of the ARTCC boundary	AOA 240		Receiving controller has control for turns up to 20°
On Q69		Direct not beyond ILLSA	Northbound only
On Q103 <i>or</i> routed over FLASK		ZDC must initiate separation between converging aircraft on Q103 and the FLASK waypoint	Q103 is southbound only
On: Q22, Q54, Q56, Q58, Q60, Q64	AOA 240	Direct not beyond: OMENS/LOOEY/NUUMN/STUKI/TYI/RAANE	
CLT airspace overflights from ZDC32 routed south of V20 at 130-160		Routed over BZM to rejoin route	

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#	
	ORF PHF LFI NGU				AHOEY Q54 NUTZE DRONE DRONE#	

Origin	Arrival	Type	Qualifier	Altitude	Special
CLT			On LILLS#	↑ 190 or requested if lower	<ol style="list-style-type: none"> 1. ZTL may delete the 280KT SID speed restriction. ZTL must indicate via fourth line entry or verbal coordination if it is not deleted. 2. 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	<ol style="list-style-type: none"> 1. ZTL may delete the 280KT SID speed restriction. ZTL must indicate via fourth line entry or verbal coordination if it is not deleted. 2. ZDC has control for speed increase east of LILIC/GULFY. 3. KILNS#: ZDC has control for left turns at MUNBE, no farther north than AUDII. 4. BARMY#: ZDC has control for right turns at MESHY, up to 30°. 5. "Automated Information Transfers" is applicable when ZDC09 LOW/36 HIGH are split. ZTL will normally handoff/transfer communications to ZDC prior to LILIC/GULFY.

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
	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			ROA SBV V136 RDU	
		Jets	South of a line from LIB-SPA		Routed through Jacksonville Center	
		Jets	From SPA/ODF/HRS/AVL areas <i>and</i> From CHA area AOB 230	@ 170	ETBUY DMSTR# (RNAV only) <i>or</i> SDZ BUZZY#	
		Others		Handoff to CLT	SDZ BUZZY#	
		HKY	Jets		@ 170	
ROA			Above 130 over GSO APCH airspace	AOB 150 ↓ 130		
			North of GSO APCH		Hand off to ROA APCH	

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
ZDC → ZTL						
RDU		Jet		↑ 230 or requested if lower	Appropriate SID	1. ZTL has control for turns up to 30°. 2. " Automated Information Transfers " is applicable when ZTL29 LOW and ZTL33 HIGH are split.
		Non-jet		↑ 160 or requested if lower	RDU# GSO transition	ZTL has control for climb (if filed above 16,000) and turns up to 20°.
	CLT	RNAV jet			CATAR SDAIL CHSLY#	
		Others			LIB MAJIC#	
	CLT	Jets	AOA 240 via LYH CHSLY#	Descend Via	CHSLY# (RNAV) or MAJIC#	1. ZDC shall issue CLT landing direction (north or south) and provide in trail spacing regardless of altitude. 2. During ops changes, ZTL29 will verbally coordinate the first aircraft requiring a new landing direction. 3. Descend via may be suspended at either facility's request. In this case, ZDC will assign aircraft FL240 to be level by BURRZ or 85NM northeast of CLT.
			All other jets	@ 220 or requested if lower		1. Traffic must be assigned 280KT, unless not needed to maintain in-trail spacing. 2. Jets via COUPN CHSLY# may go direct SDAIL. 3. ZDC09 jets north of SDZ must be via COUPN or LIB. 4. ZDC shall provide 5 MIT, constant or increasing, between RDU departures and COUPN CHSLY# traffic. ZDC is not responsible for meeting other MIT or time-based metering requirements.
	JQF RUQ VUJ			Via GSO APCH or FAY APCH		
	Other CLT satellites		Jets	@ 220 or requested if lower	MAJIC#	Other CLT satellites: NC21 AFP DCM JQF AKH N52 14A LKR IPJ 6NC1 28A EQY PYG 0A1 UZA RUQ EHO NC35
Others			Via GSO APCH			

			All CLT/CLT satellite arrivals			1. ZTL29 has control for right turns up to 40° and speed adjustment within 15NM of the boundary. ZTL29 has control for descent within 15NM of the boundary for ZDC09 traffic.	
POB ROA LYH LWB				↑ 230 or requested if lower		ZTL has control for turns up to 30°.	
	ATL	RNAV jet	Over/from and north of RIC AOA 240		OZZZI#		
		Others			ODF WOMAC LOGEN		
	HKY UKF SVH			AOB 200 ↓ 170			
	TRI			AOB 260			
	SPA GSP GMU GYH		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		
	AVL		North of GSO	AOB 340			
	TYS			AOB 360			
CAE CDN		AOA 240	AOB 300	GSO CAE			