

Washington Center and Potomac TRACON

Letter of Agreement

- 1) **Disclaimer:** The information contained on all pages of this website is to be used for flight simulation purposes only on the VATSIM network. It is not intended nor should it be used for real world navigation. This site is not affiliated with the FAA, the actual Washington Center, the actual Potomac TRACON or any governing aviation body. All content contained herein is approved only for use on the VATSIM network.
- 2) **Purpose** This letter defines control procedures and coordination responsibilities between the Potomac TRACON (PCT) and Washington Center (ZDC).
- 3) **Procedures**
- a) To the extent possible, ensure aircraft arriving or departing over the same fix are separated by 10 miles in trail (MIT). Radar separation shall never be less than five (5) nautical miles, and the transferring controller shall ensure this separation is maintained or increasing at the time of transfer of control.
- b) Procedural changes occur depending on the runway configurations of various airports within the TRACON. TRACON airspace is divided into four operational areas. Area-specific control procedures are defined in this document.

<u>TRACON Area Name</u>	<u>Geographic Area</u>	<u>Primary Airport</u>
Chesapeake	Baltimore Area	BWI
James River	Richmond Area	RIC
Mount Vernon	Washington Area	DCA
Shenandoah	Dulles Area	IAD

- c) PCT shall ensure the cruise altitude is appropriate for the direction of flight.
- d) Beacon Code Assignment. Computer generated beacon codes shall be assigned by the Center/TRACON prior to handoff.

4) Chesapeake Area Coordination

- a) Arrival Control Automated radar handoffs shall be utilized with the routes, altitudes, and speeds depicted below.
- i) Chesapeake Area and Satellite Arrivals

<u>Destination</u>	<u>Approved Types</u>	<u>Route</u>	<u>Altitude / Speed</u>	<u>Handoff</u>
BWI & SATS	JETS	SIE V308 BILIT	Cross BILIT at 11,000 / 250	CHP-PALEO
BWI & SATS	PROPS Only	ENO V268 BAL	Cross ENO at 8,000	CHP-PALEO
BWI & SATS	JETS	EMI STAR	Cross BUBBI / MUMSY at 15,000	CHP-BUFFR

ii) Mount Vernon Area and Satellite Arrivals

<u>Destination</u>	<u>Approved Types</u>	<u>Route</u>	<u>Altitude / Speed</u>	<u>Handoff</u>
DCA & SATS	PROPS	V308 OTT	8,000	CHP-PALEO
DCA & SATS	JETS	V308 BILIT / BILIT-STAR	Cross BILIT at 14,000	CHP-PALEO
ADW	PROPS	V308 OTT ADW	8,000	CHP-PALEO
ADW	JETS	V308 OTT ADW	Cross BILIT at 14,000	CHP-PALEO

- b) Departure Control Automated radar handoffs shall be utilized with the routes and altitudes depicted below. PCT shall clear aircraft to the following altitudes (or requested if lower.)

<u>Departure Fix</u>	<u>Altitude</u>	<u>Handoff</u>
SWANN	14,000	ZDC-SWANN
PALEO	14,000	ZDC-SWANN

5) Mount Vernon Area Coordination

- a) Arrival Control Automated radar handoffs shall be utilized with the routes, altitudes, and speeds depicted below.

- i) Mount Vernon Area and Satellite Arrivals

<u>Destination</u>	<u>Approved Types</u>	<u>Route</u>	<u>Altitude / Speed</u>	<u>Handoff</u>
DCA	JETS	IRONS or OJAAY STAR	Cross OJAAY at 10,000 / 250kts*	MTV-OJAAY
ADW	JETS	IRONS or OJAAY STAR	Cross OJAAY at 12,000 / 250kts*	MTV-OJAAY

*250kts when DCA is in a North Operation

- ii) Chesapeake Area and Satellite Arrivals

<u>Destination</u>	<u>Approved Types</u>	<u>Route</u>	<u>Altitude / Speed</u>	<u>Handoff</u>
BWI & SATS	Capable of 250kts or greater	OTT STAR	Cross CSN at FL190** Cross BRV at 15,000 and 280 kts. Cross SABBI at 15,000	MTV-DEALE
BWI & SATS	Capable of 250kts or greater	RAVNN STAR	Cross SABBI at 15,000	MTV-DEALE

**PCT shall have control for descent when the aircraft is east of CSN VORTAC.

- b) Departure Control Automated radar handoffs shall be utilized with the routes and altitudes depicted below. PCT shall clear aircraft to the following altitudes (or requested if lower.)

<u>Fix</u>	<u>Altitude</u>	<u>Handoff</u>
SWANN	FL190	ZDC-SWANN
PALEO	17,000	ZDC-SWANN
DAILY	FL190	ZDC-CALVERT
FLUKY / HAFNR / GVE	FL230	ZDC-GORDONSVILLE
LDN J134	17,000	ZDC-LINDEN
AML J149	17,000	ZDC-LINDEN

- i) DAILY departures: Center shall have control to climb when aircraft are south of OTT.
 - ii) SWANN/PALEO departures: Center shall have control to climb on initial contact.
 - iii) FLUKY/HAFNR/GVE departures: Center shall have control to climb when aircraft cross the CSN104 radial.

6) Shenandoah Area Coordination

- a) Arrival Control Automated radar handoffs shall be utilized with the routes, altitudes, and speeds depicted below.

For Flight Simulation use only.

i) Shenandoah Area and Satellite Arrivals

<u>Destination</u>	<u>Approved Types</u>	<u>Route</u>	<u>Altitude / Speed</u>	<u>Handoff</u>
IAD & SATS	Jets	COATT or BARIN STAR	FALKO at 10,000 and 250kts	SHD-BARIN
IAD & SATS	Props	COATT or BARIN STAR	FALKO at 8,000	SHD-BARIN
IAD & SATS	Capable of 250kts or greater	SHNON or ROYIL STAR	Cross DOCCS / DRUZZ at 11,000 and 250 kts	SHD-MANNE

ii) Mount Vernon Area and Satellite Arrivals

<u>Destination</u>	<u>Approved Types</u>	<u>Route</u>	<u>Altitude / Speed</u>	<u>Handoff</u>
DCA & SATS	Capable of 250kts or greater	ELDEE or WZRDR STAR	Cross DOCCS / DRUZZ at 15,000	MTV-LURAY

iii) Chesapeake Area and Satellite Arrivals

<u>Destination</u>	<u>Approved Types</u>	<u>Route</u>	<u>Altitude / Speed</u>	<u>Handoff</u>
BWI & SATS	PROPS	EMI STAR	Cross BUBBI / MUMSY at 9,000	SHD-MULRR

- b) Departure Control Automated radar handoffs shall be utilized with the routes and altitudes depicted below. PCT shall clear aircraft to the following altitudes (or requested if lower.)

<u>Fix</u>	<u>Altitude</u>	<u>Handoff</u>
JERES J221	17,000	ZDC-HAGERSTOWN
BUFFR J518	17,000	ZDC-HAGERSTOWN
MRB J162	17,000	ZDC-HAGERSTOWN

7) **Frequencies and Sector Names** Use the following table to determine the sector name and frequency to handoff to.

i) Potomac TRACON Sectors

<u>Sector Name</u>	<u>Frequency</u>	<u>Combined At</u>
CHP-BUFFR*	125.52	WOOLY (128.70) → BWIFN (119.0)
CHP-PALEO	133.75	GRACO (124.55) → BWIFN (119.0)
MTV-DEALE	128.35	ENSUE (124.2) → DCAFR (124.7)
MTV-LURAY	118.67	OJAAY (119.85) → DCAFR (124.7) or FLUKY (121.05) → KRANT (125.65)
MTV-OJAAY	119.85	DCAFR (124.7)
SHD-MANNE	120.45	-

*CHP-BUFFR may be combined at MTV-LURAY

ii) Washington Center Sectors

<u>Sector Name</u>	<u>Frequency</u>	<u>Combined At</u>
ZDC-SWANN	134.50	CASINO (127.7) → COFIELD (123.85)
ZDC-LINDEN	120.65	HOT SPRNGS (134.40) → COFIELD (123.85)
ZDC-HAGERSTOWN	134.15	HOT SPRNGS (134.40) → COFIELD (123.85)
ZDC-GORDONSVILLE	133.72	COFIELD (123.85)
ZDC-CALVERT	133.87	CAPE CHARLES (132.55) → COFIELD (123.85)

For Flight Simulation use only.

8) Temporary Fields

- a) Altitudes**
 - i) Arriving PCT:** ZDC shall change the "hard" altitude to the assigned altitude for the crossing prior to placing a handoff to PCT. If aircraft are unable to meet the assigned altitudes in this LOA, coordinate an altitude in advance.
 - ii) Departing PCT:** PCT shall clear all "temporary" altitudes prior to placing a handoff request to ZDC.
- b) Scratchpad** Clear all scratchpad entries prior to placing a handoff request.

9) Other

- a) All aircraft are at 1X prior to handoff**
- b) NORDO (Aircraft that you are not in communication with) aircraft are pointed out PRIOR to crossing the appropriate boundary.**
- c) No controller may give direct to a waypoint or a higher altitude outside of their respective airspace unless coordinated with the appropriate controller(s) or specified in the procedures.**
- d) If any or all of the PCT sectors are unmanned, Washington Center shall cover the unmanned sectors.**
- e) For aircraft leaving the TRACON there must be at least 5 MIT (Miles in Trail) and the distance expanding of all aircraft outbound over the same fix.**
- f) For aircraft entering the TRACON there must be at least 10 MIT (Miles in Trail) for all aircraft inbound over the same fix to the same facility.**
- g) If holding becomes necessary the appropriate Potomac Controller(s) shall inform Washington Center as soon as practical. Washington Center shall then issue holding instructions to aircraft inbound to that facility and if possible, all aircraft shall be held away from the arrival gate. When feasible the appropriate Potomac Controller(s) shall inform Washington Center of an arrival acceptance rate.**
- h) If Washington Center becomes saturated with traffic, as soon as practical, inform the appropriate Potomac Controller(s). The PCT shall ground stop all aircraft that have not departed. When feasible Washington Center shall inform the appropriate Departure Controller(s) of an approval rate and they shall release aircraft based on that acceptance rate.**
- i) No coordination via chatbox or landline is necessary between ZDC and PCT when following this LOA.**
- j) Deviations from this LOA are approved if coordinated.**