

Letter of Agreement between Indianapolis & Washington Air Route Traffic Centers

Subject

This letter of agreement governs handoff procedures between Indianapolis and Washington Centers to maintain a smooth traffic flow by standardizing coordination on common routes.

Cancellation

This LOA supersedes any previous agreement.

Procedures and Responsibilities

Deviation from this agreement requires prior coordination between Indianapolis Center and Washington Center controllers. When issuing clearance delivery, Center controllers should make an effort to have all pilots file for the recommended arrivals or advise pilots to expect further clearance from the adjacent Center.

Indianapolis Center will....

KIAD Arrivals:

1. All aircraft routed over Southern/Eastern ZID sector shall be routed over the Charleston VOR (HVQ) to join the JANSEN arrival with clearance to cross PUTTZ at FL240.

KDCA Arrivals:

1. All aircraft are to be routed over the Charleston (HVQ) or Beckley (BKW) VOR to join the FINKS or ELDEE arrival with clearance to cross PUTTZ at FL270

KRDU Arrivals:

1. All aircraft are to be routed over the Roanoke VOR (ROA) to join the SOUTH BOSTON arrival, crossing the sector boundary at or below FL290.

KRIC Arrivals:

1. All aircraft **at and above FL240** that are north of a line from Rainelle (RNL) to Pocket City (PXV) to be routed via J24 and cross the common center boundary at or below FL290.
2. All aircraft **at and above FL240** that are south of a line from RNL to PXV shall be routed via BKW J42 MOL and cross the common center boundary at or below FL290.

KORF/KPHF/KLFI/KNGU and KNTU Arrivals:

1. All aircraft **at and above FL240** that are north of a line from Rainelle (RNL) to Pocket City (PXV) to be routed via J24 and cross the common center boundary at or below FL330.
2. All aircraft **at and above FL240** that are south of a line from RNL to PXV shall be routed via BKW J42 MOL and cross the common center boundary at or below FL290.

KROA Arrivals:

1. All aircraft south of V128, cross the common center boundary at or below 15,000 feet MSL descending to 11,000 feet MSL.

Washington Center will...

KIND Arrivals:

1. All aircraft are to be LOUISVILLE VOR (IIU) to join the DECEE arrival, crossing the sector boundary at cruise altitude.

KCVG Arrivals:

1. All aircraft are to be routed over the HENDERSON VOR (HNN) to join the JAVIT or GAVNN (RNAV) arrival, crossing the sector boundary at cruise altitude.

KSDF Arrivals:

1. All aircraft are to be routed over the LONDON VOR (LOZ) to join the DARBY arrival, crossing the sector boundary at cruise altitude.

Both Indianapolis and Washington controllers will assure that:

1. All aircraft are at 1X prior to handoff.
2. Aircraft are at a valid altitude for direction.
3. NORDO (not in communication with ATC) aircraft are pointed out PRIOR to crossing the appropriate ARTCC boundary.
4. Handoff requests are made within at least 15nm prior to the aircraft crossing the sector boundary but may be made up to 100nm prior to the ARTCC boundary. The transfer of communication should occur no later than 5 miles from the sector boundary.
5. Those controllers using VRC/ASRC will modify all data blocks to indicate /t /r or /v as appropriate.
6. All aircraft bound for the same airport shall be sequenced at least 15 miles in Trail (MIT), steady or increasing.
7. Temporary altitudes and scratchpad data are cleared prior to handoff
8. Hard altitudes (F5) are used when descending aircraft to indicate to the receiving controller the altitude to which the aircraft has been cleared.

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