

## Letter of Agreement

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### Chapter 1 – General Information

#### **Section 1: Purpose**

This document contains the requirements of ZDC for aircraft entering its airspace from ZNY as well as the requirements of ZNY for aircraft entering its airspace from ZDC. This LOA is effective 7/1/2011 and supersedes any previous LOA.

#### **Section 2: Assumptions**

Washington and New York Centers shall assume control of TRACON airspace within their respective ARTCCs if the TRACON position is not manned. When this occurs, all airspace and altitude restrictions and crossing instructions agreed to below still apply.

#### **Section 3: Nomenclature**

In addition to standard use of the airport identifier (KIAD = Dulles Intl Airport), the following will be used regularly throughout the document:

<u>General</u>
CTR = Center
APP = Approach
DEP = Departure

ZDC = Washington Center	ZNY = New York Center
PCT = Potomac Consolidated TRACON	N90 = New York Consolidated TRACON
CHP = Chesapeake Area (BWI)	KEWR = Newark Liberty Intl
MTV = Mount Vernon Area (DCA)	KJFK = John F. Kennedy Intl
SHD = Shenandoah Area (IAD)	KLGA = LaGuardia Airport
KBWI = Baltimore-Washington Intl	KHPN = Westchester County Airport
KDCA = Washington National Airport	KTEB = Teterboro Airport
KIAD = Washington Dulles Intl	KISP = Long Island Mac Arthur Airport
KADW = Andrews Air Force Base	KPHL = Philadelphia Intl

#### **Section 4: Full Routing**

Appendix A contains the full Preferred Routes between N90 and PCT airports.

## Chapter 2 – Positions and Callsigns

### Section 1: PCT Sectors

<u>Sector</u>	<u>Combined at</u>
SHD-MULRR (126.1)	SHD-BARIN (126.10)
CHP-BELAY (125.52)	CHP-WOOLY (128.7) -> CHP-BWIFN (119.0)
MTV-ENSUE (124.2)	MTV-OJAAY (119.85)

The radio name for all sectors is ***“Potomac Approach”***

Callsigns:

CHP sectors shall use BWI\_xx\_APP  
MTV sectors shall use DCA\_xx\_APP  
SHD sectors shall use IAD\_xx\_APP

### Section 2: N90 Sectors

<u>Sector</u>	<u>Combined at</u>
YARDLEY (128.55)	None
EMPYR (127.3)	HAARP (120.8)
CAMRN (127.4)	None

The radio name for all sectors is ***“New York Approach”***

Callsigns:

All sectors shall use NY\_xxx\_APP

### Section 3: Philadelphia Sectors

<u>Sector</u>	<u>Combined at</u>
South Arrival (126.6)	North Arrival (128.4)

The radio name for all sectors is ***“Philadelphia Approach”***

Callsigns

All sectors shall use PHL\_xx\_APP

#### Section 4: ZDC Sectors

<u>Sector</u>	<u>Combined at</u>
SEA ISLE DC_59_CTR (133.12)	DC_19_CTR (125.45) -> GORDONSVILLE DC_32_CTR (133.72)
CASINO DC_51_CTR (127.70)	DC_59_CTR (133.12)
COYLE DC_58_CTR (121.02)	DC_19_CTR (123.45) -> DC_32_CTR (133.72)
DUPONT DC_18_CTR (132.52)	DC_19_CTR (123.45) -> DC_32_CTR (133.72)
WOODSTOWN DC_19_CTR (125.45)	DC_32_CTR (133.72)
PINION DC_04_CTR (133.97)	DC_16_CTR (133.72)

The radio name for all sectors is ***“Washington Center”***

Callsigns

All sectors shall use DC\_xxx\_CTR

#### Section 5: ZNY Sectors

<u>Sector</u>	<u>Combined at</u>
Kennedy (125.32)	
Milton (128.57)	Kennedy (125.32)
Pottstown (124.62)	Yardley (124.6) -> Kennedy (125.32)
Yardley (124.6)	Kennedy (125.32)

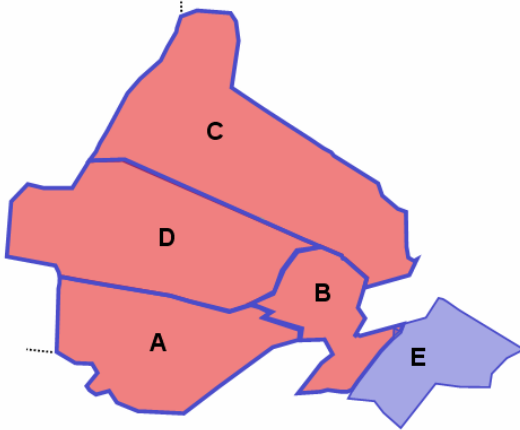
The radio name for all sectors is ***“New York Center”***

Callsigns

All sectors shall use NY\_xxx\_CTR

## Chapter 3 – Airspace

### ZNY TWO CENTER OPERATION

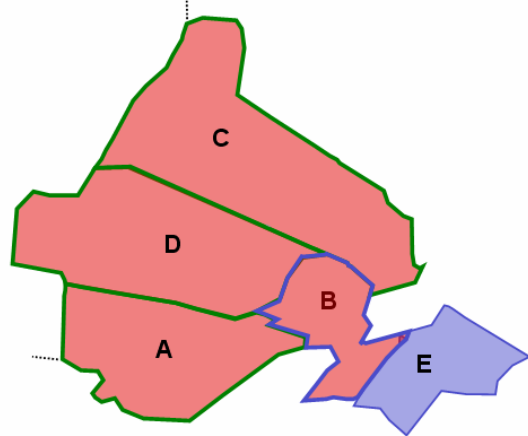


With two center controllers online, a High/Low split is in effect:

**NY\_ARD\_CTR (Yardley B-55) on 134.60**  
 A, B, C, and D sectors SFC-FL240 (outlined in blue)  
 E sector SFC-FL230 (filled in blue)

**NY\_KND\_CTR (Kennedy B-56) on 125.32**  
 A, B, C, and D sectors >FL240 (filled red)

### ZNY THREE CENTER OPERATION



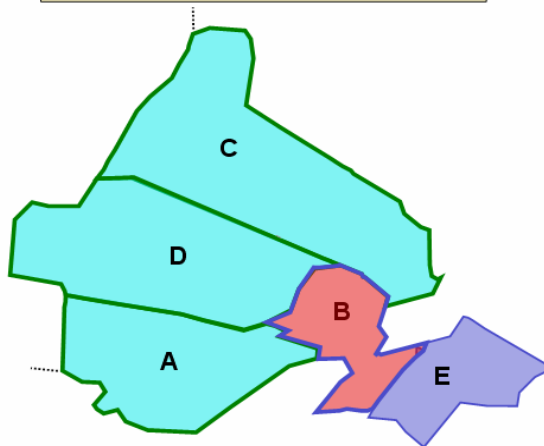
With three centers online, a High Low/Low split is in effect:

**NY\_ARD\_CTR (Yardley B-55) on 134.60**  
 B sector SFC-FL240 (outlined in blue)  
 E sector SFC-FL230 (filled in blue)

**NY\_PTO\_CTR (Potstown D-92) on 124.62**  
 A, C, and D sectors SFC-FL240 (outlined in green)

**NY\_KND\_CTR (Kennedy B-56) on 125.32**  
 A, B, C, and D sectors >FL240 (filled red)

### ZNY FOUR CENTER OPERATION



With four centers online, a High/High Low/Low split is in effect:

**NY\_ARD\_CTR (Yardley B-55) on 134.60**  
 B (Yardley) sector SFC-FL240 (outlined in blue)  
 E sector SFC-FL230 (filled in blue)

**NY\_PTO\_CTR (Potstown D-92) on 124.62**  
 A, C, and D sectors SFC-FL240 (outlined in green)

**NY\_KND\_CTR (Kennedy B-56) on 125.32**  
 B sector >FL240 (filled red)

**NY\_MIP\_CTR (Milton D-75) on 128.57**  
 A, C, and D sectors >FL240 (filled light blue)

## Chapter 4 – ZDC and N90 Interaction

### **Section 1: Arrivals**

ZDC shall route all aircraft arriving N90 as follows:

#### **1) KJFK Arrivals**

- a) CAMRN4 ZDC shall instruct aircraft to descend to cross HOGGS at and maintain lowest useable FL and 280kts. Handoff to ZNY-YARDLEY (134.6) 20 nm from HOGGS or directly to N90-CAMRN (127.4) if Center is not manned.

#### **2) KLG A Arrivals**

- a) KORRY3 ZDC shall instruct aircraft to descend via the KORRY3 or to cross KORRY at and maintain 10,000. Handoff to N90-EMPYR (127.3) should be initiated no later than 5 miles southwest of DAVYS.
- b) GATBY1 Route is identical to KORRY3 in later areas, but for turboprops only. If the prop is cruising above 9,000, issue instruction to cross BRAND at and maintain 8,000. The handoff to N90-EMPYR (127.3) should be initiated no later than 5 miles southwest of DAVYS. If the aircraft is cruising at or below 9,000, hand off to either PHL-South Arrival (126.6) or ZNY-YARDLEY (134.6) before the aircraft enters the TRACON.

#### **3) KEWR Arrivals**

- a) PHLBO2 Turbojets only. ZDC shall instruct aircraft to descend via PHLBO2 arrival or to cross DYLIN at and maintain 8,000. The handoff to N90-YARDLEY (128.55) should be initiated no later than STEFE.
- b) DYLIN3 ZDC shall instruct aircraft to descend via the DYLIN3 or to cross DYLIN at and maintain 8,000. The handoff to N90-YARDLEY (128.55) should be initiated no later than STEFE.
- c) RUUTH1 Turboprop only. If the prop is cruising above 11,000, issue instruction to cross BRAND at and maintain 7,000 and hand off to N90-YARDLEY (128.55). If the aircraft is cruising at or below 11,000, hand off to PHL-South Arrival (126.6) before the aircraft enters the TRACON.

#### **4) KTEB Arrivals**

- a) JAIKE2 RNAV STAR into KTEB. ZDC shall instruct aircraft to descend via the JAIKE2 arrival and hand off to ZNY-YARDLEY (134.6), or N90-YARDLEY (128.55) (in that order) passing SISSI.

### **Section 2: Departures**

N90 shall route all departures via ZDC as follows:

- 1) Via EMJAY J174:
  - a. ZNY shall clear aircraft on course, climb to FL230 and handoff to ZDC-Sea Isle (133.12). If cruise altitude is below FL180, handoff to ZDC-Casino (127.7)

Note: If ZNY is closed, New York Departure shall climb aircraft to their airspace ceiling, clear on course, and handoff to ZDC-Casino (127.7).

## **Chapter 5 – ZNY and PCT Coordination**

### **Section 1: Arrivals**

ZNY shall route all aircraft arriving PCT as follows:

#### **1) KIAD Arrivals**

##### **a) DELRO2 / HYPER2 / LEGGO2 / PRTZL2 / PSB2 / SEG2**

- i. Jets: ZNY shall instruct aircraft to cross MULRR at and maintain 10,000 and 250 KIAS and hand off to SHD-MULRR (126.1) 20 nm from MULRR.
- ii. Props: ZNY shall instruct aircraft to cross MULRR at and maintain 8,000 for props and hand off to SHD-MULRR (126.1) 20 nm from MULRR.

#### **2) KDCA Arrivals**

##### **a) CLIPR1**

- i. Jets: ZNY shall instruct aircraft to cross TRISH at and maintain 12,000 and handoff to CHP-BELAY (125.52).
- ii. Props: ZNY shall instruct aircraft to cross NUGGY at and maintain 11,000 and handoff to CHP-BELAY (125.52).

**b) SKILS1** ZNY shall instruct aircraft to cross SKILS at and maintain 12,000 and handoff to CHP-BELAY (125.52).

#### **3) KBWI Arrivals**

- i. Via MXE V378 BAL ZNY shall instruct all aircraft to cross 25nm Southwest of MXE 12,000 and handoff to CHP-BELAY (125.52).

### **Section 2: Departures**

PCT shall route all departures via ZNY as follows:

#### **1) via JERES J220/J227**

- a)** PCT shall clear departures on their route, climb to 17,000, and handoff to ZNY-POTSTOWN (124.62).

#### **2) via EMI/WOOLY**

- a)** PCT shall clear departures on their route, climb to 12,000 and handoff to ZNY-POTSTOWN (124.62).

## **Chapter 6 – Philadelphia Airspace Interaction**

### **Section 1: Arrivals**

As DC is a feeder for Philadelphia arrivals on the Dupont4 and Cedar Lake8 arrivals, ZDC shall issue crossing instructions for descent into the Philadelphia area.

#### **a) Dupont4 (DPNT4) Arrival**

- i. Cross TERRI at and maintain 10,000 and 250 KIAS and handoff to PHL-North Arrival (128.4).
- ii. If unable to fly the STAR, Cross DQO 20DME west at and maintain 10,000 and 250KIAS and handoff to PHL-North Arrival (128.4).

#### **b) Cedar Lake8 (VCN8) Arrival**

- i. Cross VCN VOR at and maintain 8,000 and handoff to PHL-North Arrival (128.4).

#### **c) IAD/DCA/BWI departures to PHL**

- i. PCT shall handoff to PHL-North Arrival (128.4) at 10,000, or lower requested altitude.

### **Section 2: Departures**

This section describes the procedures to be followed by ZNY with regard to aircraft departing KPHL that will exit the Philadelphia TRACON into Washington Center's airspace.

#### **1) Exits STOEN clockwise to DTICH**

- a)** These exit points are in the delegation of New York Center once the Philadelphia TRACON has been exited, with the special handling of DTICH discussed below. Handoffs shall go to NY Center. Philadelphia Departure shall climb the A/C to the limit of the Philadelphia TRACON (see delegation above).
- b)** For aircraft exiting KPHL via DITCH and proceeding N/NE, PHL Departure shall issue a climb to 10,000 and hand off to New York Center. Should the aircraft appear that it will penetrate the boundary of the NY low altitude sector and enter into ZDCs control, coordination of control will be established via a point-out. ZDC may ask for the climb to be stopped at FL240 if traffic is a factor.
- c)** For aircraft filed DITCH and then proceeding S/SE, PHL Departure shall issue a climb to 12,000 and hand off to Washington Center for further climb and service.

#### **2) The NE exits (RBV, ARD, PNE) are to be used only for local traffic and will never exit the airspace constraints of the Philadelphia TRACON**

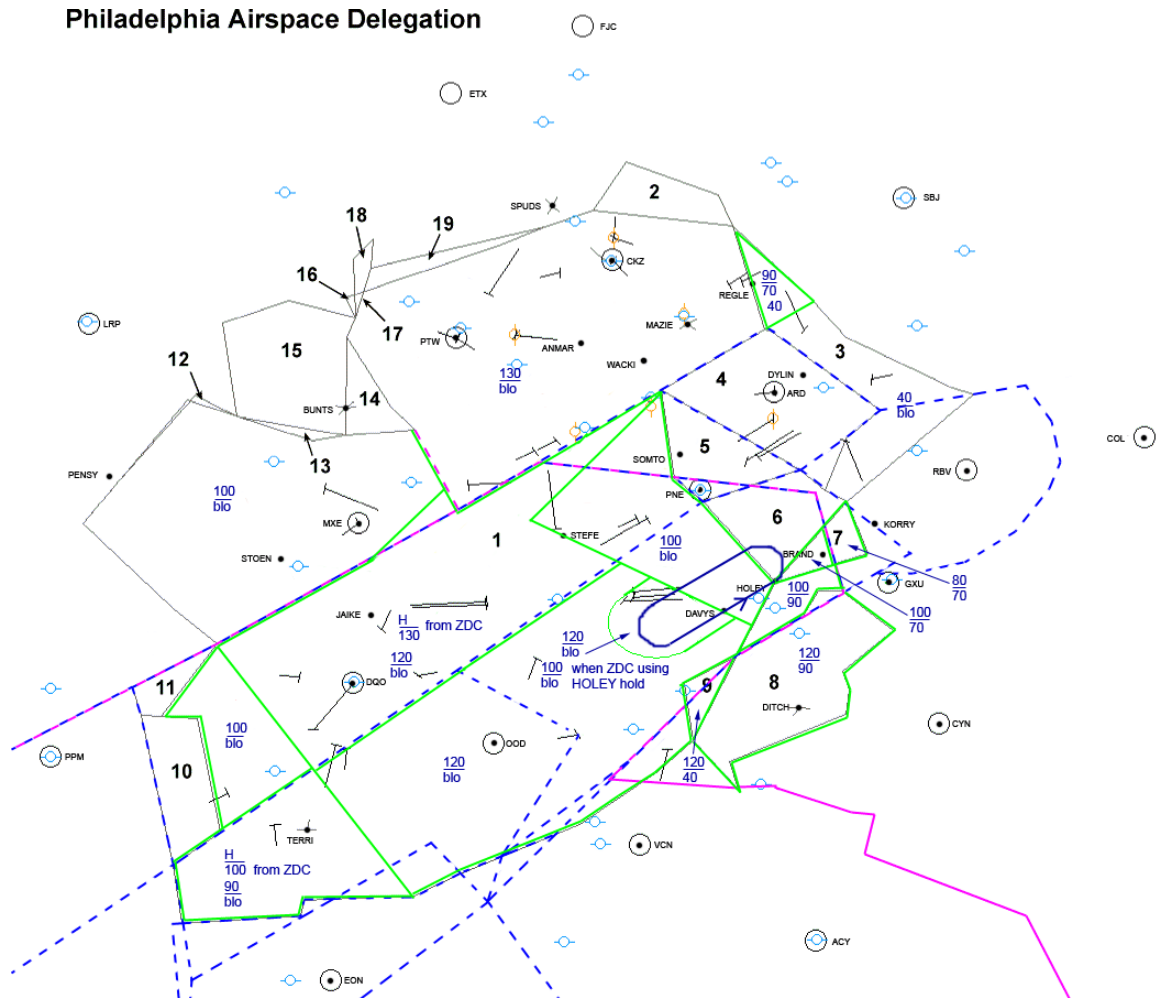
#### **3) Exits OOD and VCN**

- a)** After exiting the Philadelphia TRACON, these aircraft shall be handled by Washington Center. Philadelphia Departure shall issue "proceed direct EXIT when able" instructions and the A/C shall be given instruction to climb and maintain 12,000. The aircraft shall then be handed off to the appropriate ZDC controller for further climb and service.

### Section 3: Airspace Interaction

The airspace for the PHL TRACON is as follows with notes on STARS to N90...

#### Philadelphia Airspace Delegation



- 1) DYLIN3: Aircraft remain above PHL TRACON
- 2) PHLBO2: Aircraft remain above PHL TRACON
- 3) KORRY3: Aircraft remain above PHL TRACON. When the HOLEY hold is in use, PHL shall release the holding area to ZDC.
- 4) GATBY1: This is similar to KORRY3, but for turboprops. There is a crossing restriction of 13,000 long before PHL, and the arrival passes through DQO; handoff to PHL APP prior to DQO.
- 5) RUUTH1: This is quite similar to GATBY1 except it's for EWR handle like GATBY1.

Arrivals bound for KACY from the West shall be handed off to PHL APP by NY CTR. PHL APP shall give a descent to cross PHL/DC border at 5000 and hand off within 5 nm of the border to avoid interaction with PHL-TRACON.

## Chapter 7 – ZDC ZNY Interaction

### ENROUTE

New York Center shall transfer enroute traffic on the following jetways to the following frequencies unless otherwise coordinated:

<u>Jetway</u>	<u>Sector</u>	<u>Combined at</u>
J6	DC_04_CTR (133.97)	DC_32_CTR (133.72)
J37-J209	DC_58_CTR (121.02)	DC_19_CTR (125.45) ->DC_32_CTR (133.72)
J48	DC_04_CTR (133.97)	DC_32_CTR (133.72)
J75	DC_04_CTR (133.97)	DC_32_CTR (133.72)
J79	DC_58_CTR (121.02)	DC_19_CTR (125.45) ->DC_32_CTR (133.72)
J220-J227	DC_04_CTR (133.97)	DC_32_CTR (133.72)
J225	DC_58_CTR (121.02)	DC_19_CTR (125.45) ->DC_32_CTR (133.72)

**Appendix A**

**Section 1: Preferred routes to N90**

<u>Departure</u>	<u>Arrival</u>	<u>Max Alt.</u>	<u>RNAV Route</u>	<u>Non-RNAV Route</u>
KBWI	KEWR	FL230	SWANN3 DQO PHLBO2	SWANN3 DQO DYLIN3
KBWI	KISP	FL210	-	PALEO3 SIE J121 SARDI CCC
KBWI	KJFK	FL210	-	PALEO3 SIE CAMRN4
KBWI	KLGA	FL210	-	PALEO3 ENO KORRY3
KBWI	KPHL	13,000	-	PALEO V170 DQO
KDCA	KEWR	FL230	SWANN V445 DQO PHLBO2	SWANN V445 DQO DYLIN3
KDCA	KISP	FL230	-	PALEO V44 SIE J121 SARDI CCC
KDCA	KJFK	FL210	-	PALE V44 SIE CAMRN4
KDCA	KLGA	FL210	-	PALEO V44 AGARD KORRY3
KDCA	KPHL	13,000	-	PALEO V170 DQO
KDCA	KTEB	FL190	SWANN JAIKE2	SWANN V445 DQO DQO029 V3 SBJ TEB
KIAD	KEWR	FL230	SWANN V445 DQO PHLBO2	SWANN V445 DQO DYLIN3
KIAD	KISP	FL230	-	PALEO V44 SIE J121 SARDI CCC
KIAD	KJFK	FL210	-	PALE V44 SIE CAMRN4
KIAD	KLGA	FL210	-	PALEO V44 AGARD KORRY3
KIAD	KPHL	13,000	-	PALEO V170 DQO
KIAD	KTEB	FL190	SWANN JAIKE2	SWANN V445 DQO DQO029 V3 SBJ TEB

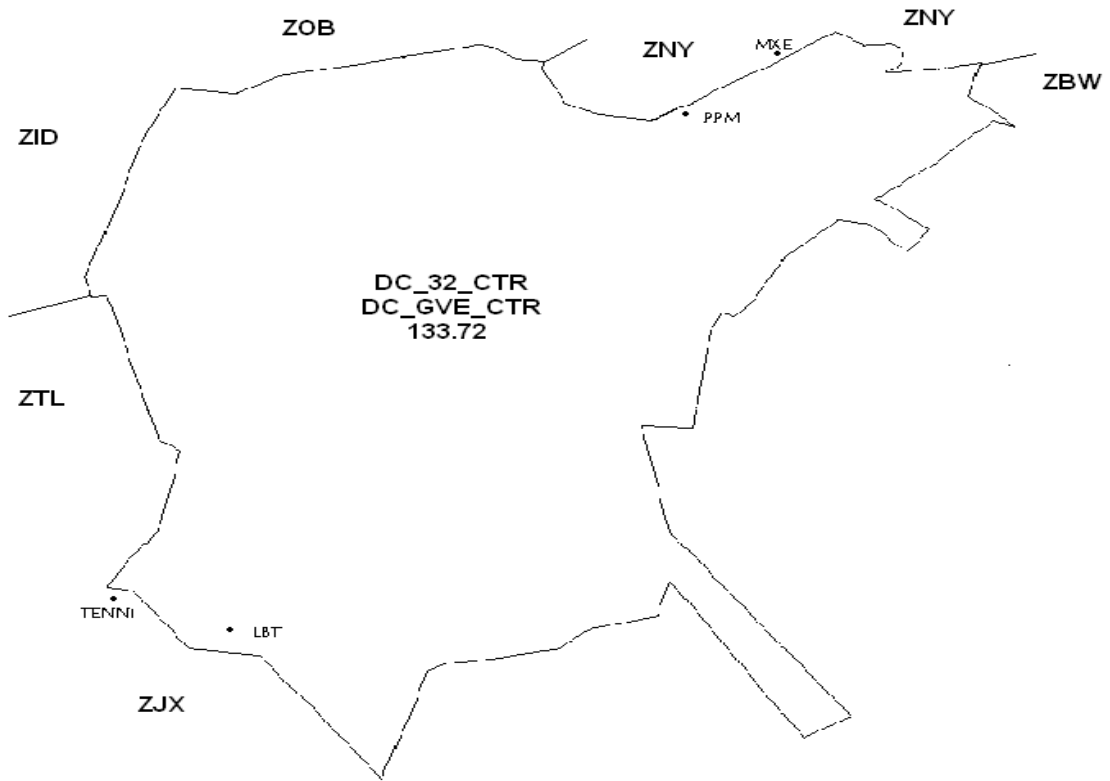
Coded Departure Routes (CDR) may be utilized in place of preferred routes when determined to be advantageous by the ZNY or ZDC TMUs or CICs. The use of these procedures - a combination of alternate air traffic routes and refined coordination procedures designed to mitigate the potential adverse impact to aircraft during periods of severe weather - should be appropriately coordinated.

**Section 2: Preferred routes to PCT**

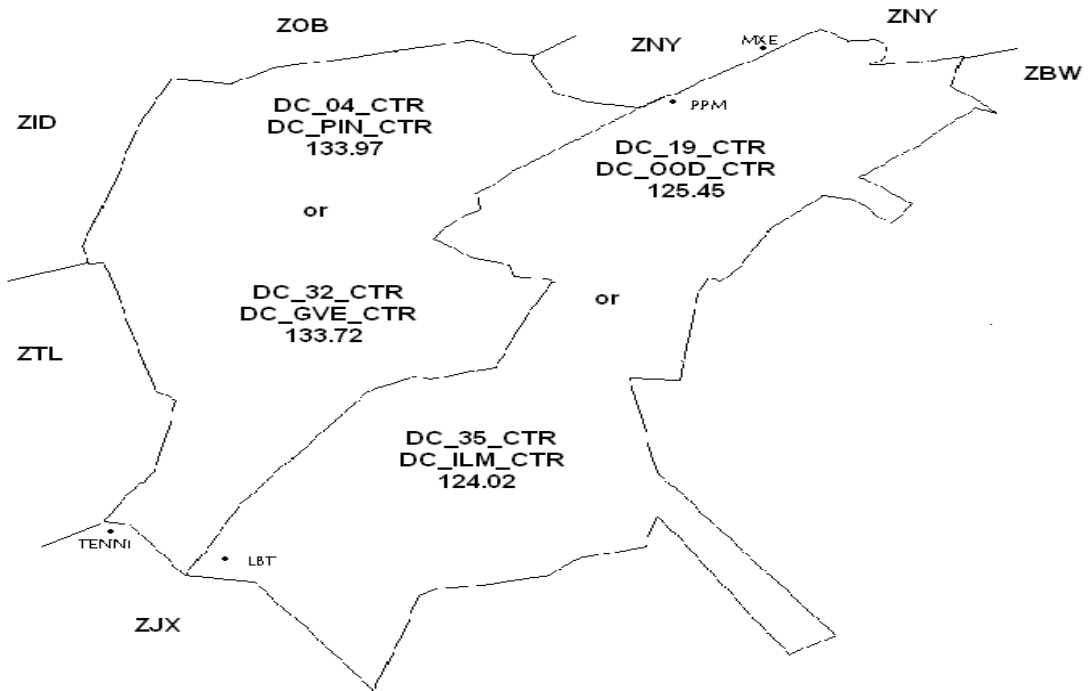
<u>Departure</u>	<u>Arrival</u>	<u>Max Alt.</u>	<u>RNAV Route</u>	<u>Non-RNAV Route</u>
KEWR	KBWI	FL220	-	BIGGY J75 MXE V378 BAL
KEWR	KDCA	FL220	BIGGY J75 MXE CLIPR1	BIGGY J75 MXE V378 BAL
KEWR	KIAD	FL220	PARKE V457 LRP HYPER2	PARKE V457 LRP V143 MULRR AML
KISP	KBWI	FL280	-	BEADS EMJAY J174 ZIZZI ATR V308 BILIT
KISP	KDCA	FL280	BEADS EMJAY J174 ZIZZI ATR V308 LAFLN BILIT1	BEADS EMJAY J174 ZIZZI ATR V308 BILIT
KISP	KIAD	FL280	BEADS PTW LRP HYPER2	BEADS PTW LRP DELRO2
KJFK	KBWI	FL240	-	RBV J230 COPES J75 MXE V378 BAL
KJFK	KDCA	FL240	WAVEY EMJAY J174 ZIZZI ATR V308 LAFLN BILIT1	WAVEY EMJAY J174 ZIZZI ATR V308 BILIT
KJFK	KIAD	FL240	RBV V276 HIKES HOUTN V457 LRP HYPER2	RBV V276 HIKES HOUTN V457 LRP DELRO2
KLGA	KBWI	FL220	-	BIGGY J75 MXE V378 BAL
KLGA	KDCA	FL220	BIGGY J75 MXE CLIPR1	BIGGY J75 MXE V378 BAL
KLGA	KIAD	FL220	PARKE V457 LRP HYPER2	PARKE V457 LRP DELRO2
KPHL	KBWI	12,000	-	DQO V166 BELAY V378 BAL
KPHL	KDCA	12,000	DQO V166 BELAY V378 TRISH CLIPR CLIPR1	DQO V166 BELAY V378 BAL
KPHL	KIAD	12,000	MXE V474 DELRO HYPER2	MXE V474 DELRO DELRO2

Coded Departure Routes (CDR) may be utilized in place of preferred routes when determined to be advantageous by the ZNY or ZDC TMUs or CICs. The use of these procedures - a combination of alternate air traffic routes and refined coordination procedures designed to mitigate the potential adverse impact to aircraft during periods of severe weather - should be appropriately coordinated.

**ZDC Combined Sector**



**ZDC Two Sectors**



ZDC Four Sectors

