

WASHINGTON CENTER AND ATLANTA CENTER

LETTER OF AGREEMENT

EFFECTIVE: 7/1/2011

SUBJECT: INTERCENTER PROCEDURES AND COORDINATION

1. PURPOSE. This agreement between the Washington Center and Atlanta Center covers procedures and coordination and is supplementary to the procedures in the Air Traffic Control Handbook.

2. CANCELLATION. Atlanta Center and Washington Center Letter of Agreement for Intercenter Procedures and Coordination effective February 21, 2011 is cancelled.

3. RESPONSIBILITY. Atlanta Center delegates to Washington Center the responsibility for ATC service from 11,000 to 14,000 MSL in that airspace known as the GIPPR Shelf as depicted in Attachment 2.

4. PROCEDURES.

a. RDU Departures and Arrivals.

(1) Turbojet arrivals north of a line from LIB direct SPA shall be cleared PSK SBV STAR and shall cross the common center boundary AOB FL270. Transfer communication to TECH DC_52_CTR (133.57) -> GORDONSVILLE DC_32_CTR (133.72).

(2) Turboprop and prop arrivals north of a line from LIB direct SPA shall be cleared direct SBV STAR descending to cross the common center boundary AOB 17,000. Transfer communication to TECH DC_52_CTR (133.57) -> GORDONSVILLE DC_32_CTR (133.72).

NOTE: Turboprop and prop arrivals entering the ZDC Valley (30) Sector may cross the common center boundary AOB FL210.

(3) Turbojet arrivals on or south of an extended line from LIB direct SPA shall be cleared via CAE BUZZY STAR.

(4) Traffic originating in the SPA, ODF, HRS, HKY and AVL areas, at all altitudes, and traffic originating at CHA AOB FL230, shall be cleared via SDZ BUZZY STAR and descended to cross the common center boundary as follows:

(a) Turbojets—AOB 17,000

(b) Turboprops—shall be handed off to CLT ATCT for transition ZDC.

(6) Turbojet departures shall be cleared via direct LIB AZELL and assigned FL230 or requested altitude, if lower.

(7) Turboprop/prop departures shall be cleared via BLUE DEVIL GSO transition and assigned 16,000 or requested altitude, if lower.

b. Charlotte Departures and Arrivals.

(1) Turbojet departures to RDU shall be cleared via a PDR to cross the common center boundary at AOB 17,000. Transfer communication to RDU_E_APP (124.950).

(2) Other departures north of SDZ shall be cleared via the appropriate DP (HORNET/HUGO) then direct RDU and assigned AOB FL230. Transfer communication to RDU_E_APP (124.950) ->DC_27_CTR (135.200) -> DC_36_CTR (118.920) ->DC_16_CTR (134.020).

(3) Turbojet arrivals over GSO and north shall be cleared via the MAJIC or SUDSY STAR and descended to cross the common center boundary AOB FL220.

(4) All turbojet arrivals transitioning through ZDC sector 27, north of SDZ, shall be cleared via the RDU transition to the MAJIC STAR and descended to cross the common center boundary AOB 16,000.

(5) All turbojet arrivals operating south of SDZ shall be cleared via CTF STAR.

(6) All turbojet arrivals to Charlotte satellite airports (AKH, LKR, UZA, EQY and IPJ) shall be cleared via the appropriate STAR.

c. Other Airport Routings and Altitudes.

(1) Arrivals to FAY operating from over BZM and south shall cross the common center boundary AOB 17,000.

(2) Arrivals to ROA above 13,000 feet, operating over GSO ATCT airspace, shall be descended to cross the common center boundary AOB 15,000 feet, descending to 13,000 feet.

(3) Arrivals to ROA, north of GSO airspace, shall be handed off by ZTL to ROA.

(4) Arrivals LWB or HSP shall cross the common center boundary at the following altitudes unless already established at a lower altitude:

(a) LWB—AOB 15,000 descending to 11,000.

(b) HSP—AOB FL210 descending to 17,000.

(5) Arrivals to ATL departing RIC or airports north of RIC, AOA FL240, shall be routed via the appropriate STAR.

(6) Arrivals to HKY, UKF, or SVH shall cross the common center boundary AOB FL240.

(7) Arrivals to TRI shall cross the common center boundary AOB FL260.

(8) Arrivals to RIC shall be cleared to cross the common center boundary at AOB FL290 via either PSK FAK RIC or GSO J14 RIC. Transfer communication to GORDONSVILLE DC_32_CTR (133.72).

(9) Arrivals to Washington metropolitan airports shall be handled as follows:

(a) ADW /NSF cleared via GSO J14 RIC IRONS STAR and shall cross the common center boundary AOB FL330. Transfer communication to GORDONSVILLE DC_32_CTR (133.72).

(b) Arrivals to DCA and IAD shall cross the common center boundary at or below FL330. Transfer communication to GORDONSVILLE DC_32_CTR (133.72).

(10) Arrivals to ORF and ORF satellites (LFI, NTU, PHF, and NGU) south of GSO shall cross the common center boundary AOB FL370. EXCEPTION: Tactical arrivals to LFI, NTU and NGU may remain at altitude. Transfer communication to LIBERTY DC_27_CTR (135.20) -> RALEIGH DC_36_CTR (118.92) -> GORDONSVILLE DC_32_CTR (133.72).

(11) Arrivals to SPA, GSP, GMU, and GYH shall be routed via J37 SPA and descended to AOB FL280.

(12) Arrivals to CAE and CDN over GSO shall be descended to AOB FL300.

(13) All SOP arrivals shall be transitioned below ZDC sector 27.

(14) All NASCR arrivals (JQF, RUQ and VUJ) transitioning through ZDC sector 27 shall be descended below ZTL sectors 29 and 30.

(15) Arrivals to POB operating from over BZM and south shall cross the common center boundary AOB 15,000.

d. Raleigh and Charlotte Shelves.

(1) Responsibility for the Charlotte Shelf and Raleigh Shelf areas shall be transferred between 6AM-12AM Eastern to ZDC after a briefing of any traffic and other pertinent information (see attached). Requests for the deactivation of the shelves shall be made through the area supervisor in charge.

e. GSO ATCT.

(1) Arrivals; Center shall clear arrivals to the Greensboro area as follows:

(a) Turbojet arrivals shall be cleared to cross HENBY at 12,000.

(b) Turboprop arrivals shall cross HENBY at 11,000.

(c) Prop arrivals shall cross the Tower boundary at an altitude appropriate for direction of flight and may be cleared direct to the destination airport.

(2) NASCR Arrivals; Center shall clear NASCR arrivals through the Greensboro terminal area as follows:

(a) Turbojet arrivals from the South Boston sector (22) shall be cleared via LYH..GSO NASCR STAR and cross 25 miles northeast of GSO at 13,000 feet.

(b) Turboprop/prop arrivals from the South Boston sector (22) shall be cleared via HENBY.NASCR STAR and cross HENBY at 11,000 feet.

(c) All NASCR arrivals transiting the Liberty sector (27) north of SDZ shall be cleared via LIB NASCR arrival and cross 10 miles east of LIB at 13,000 feet or GSO NASCR arrival and cross 30 miles east of GSO at 13,000 feet.

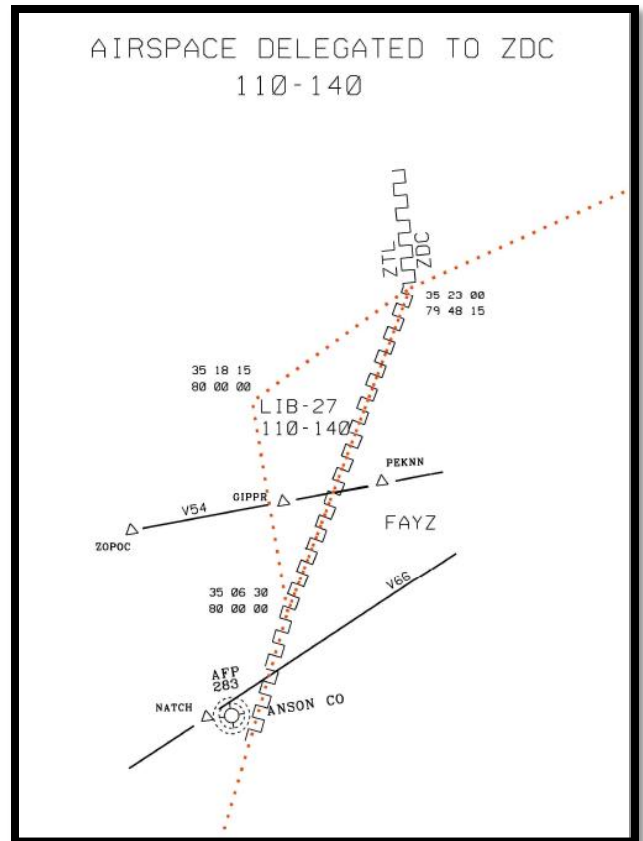
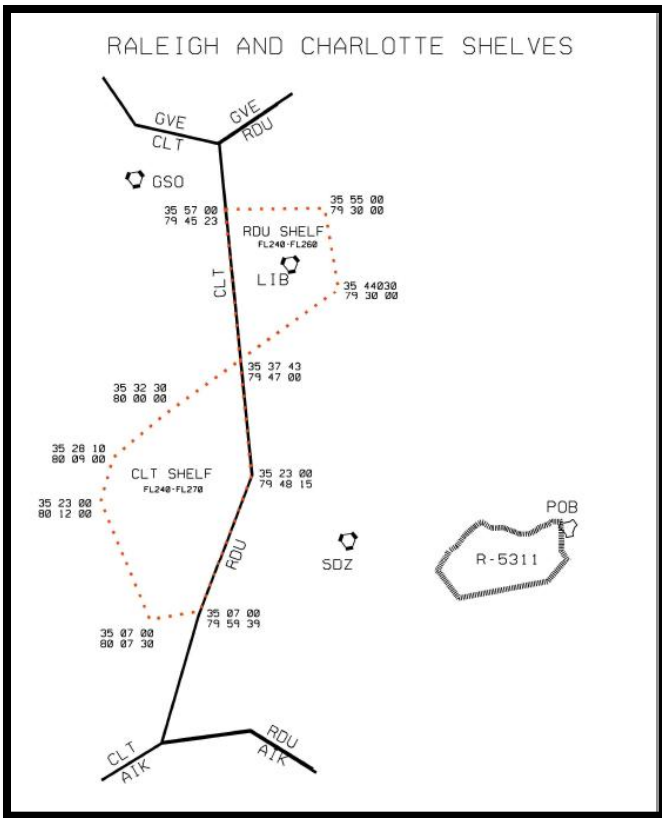
(d) GSO shall transition these aircraft into their airspace before the ZDC/ZTL boundary.

5. ATTACHMENTS.

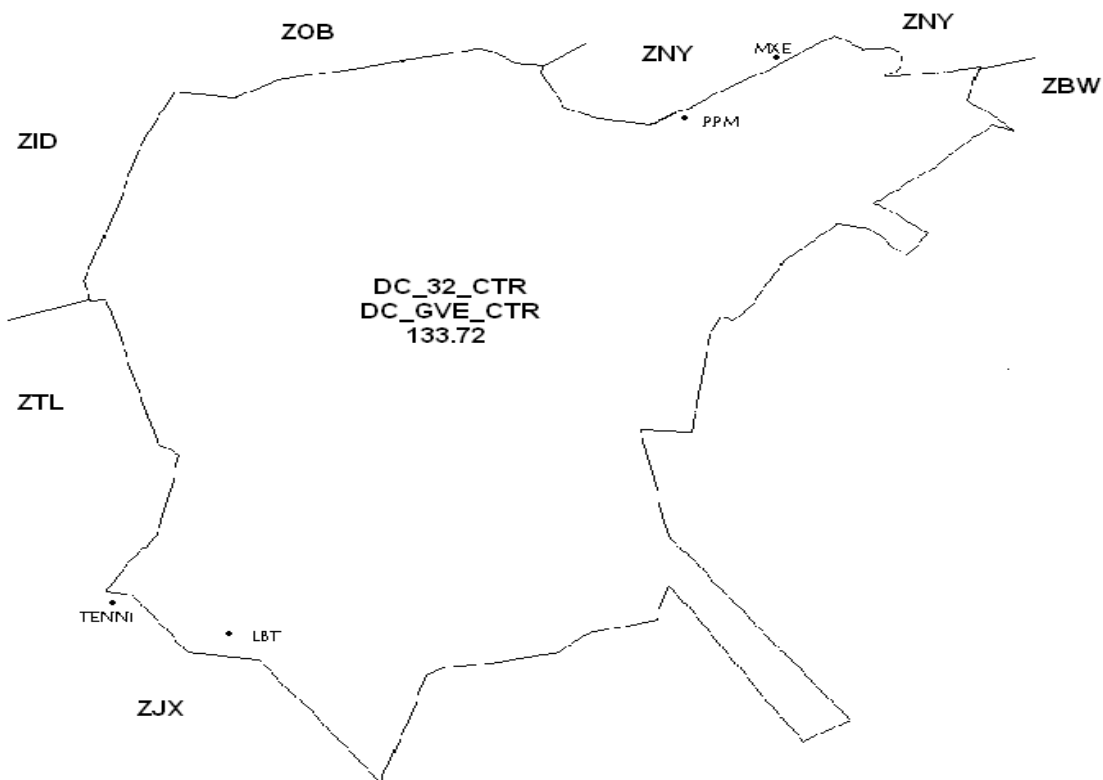
- a. Attachment 1 – Raleigh and Charlotte Shelves.
- b. Attachment 2 – GIPPR Shelf.

Attachment 1.

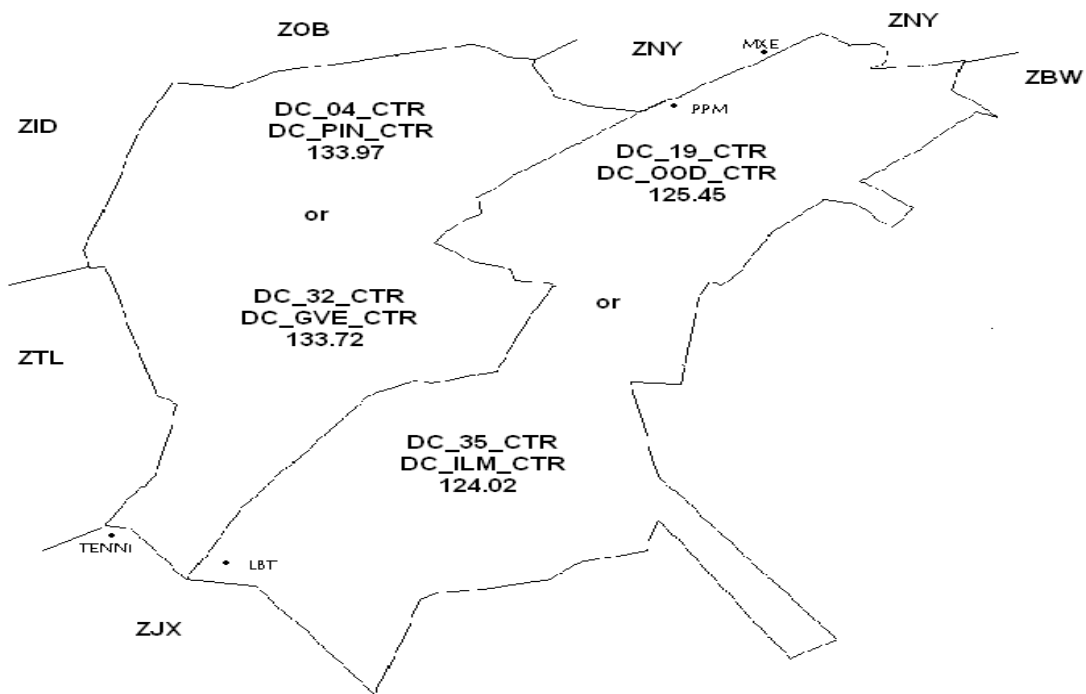
Attachment 2.



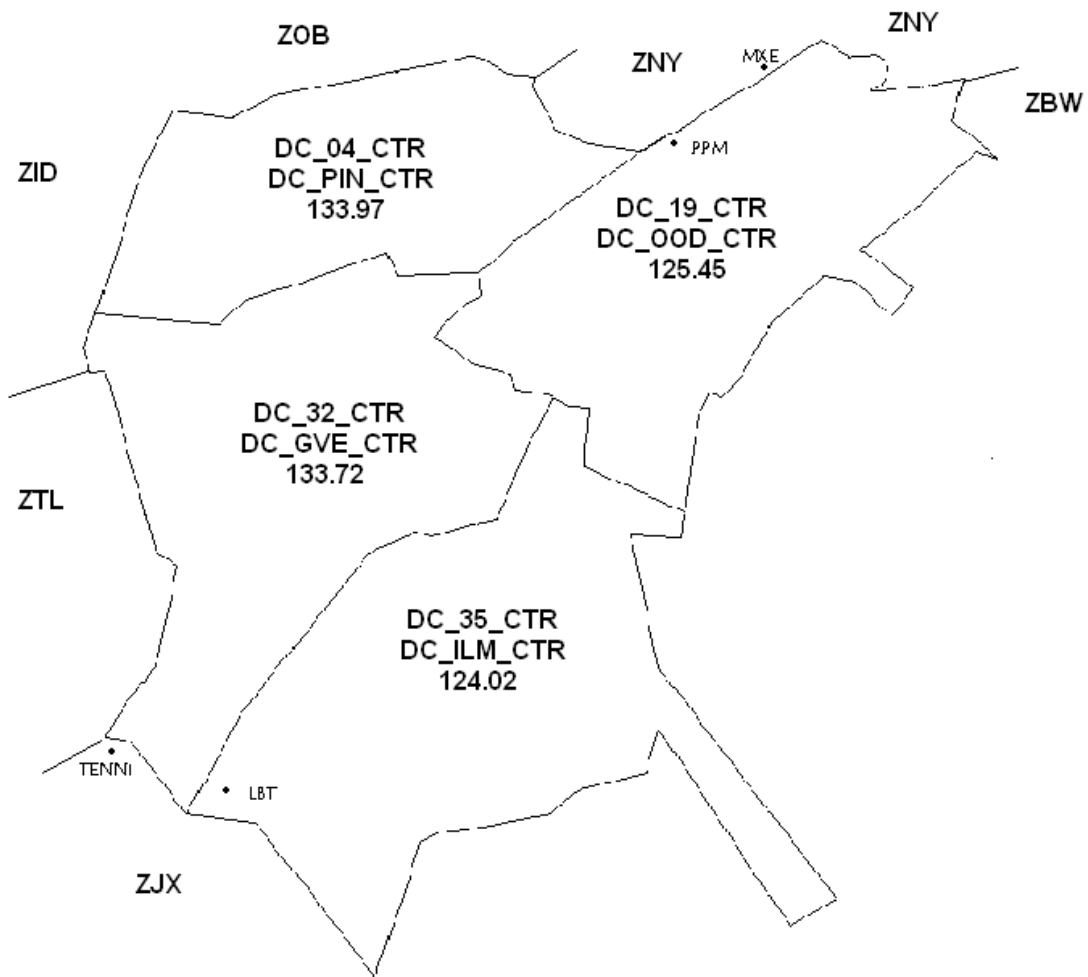
ZDC Combined Sector



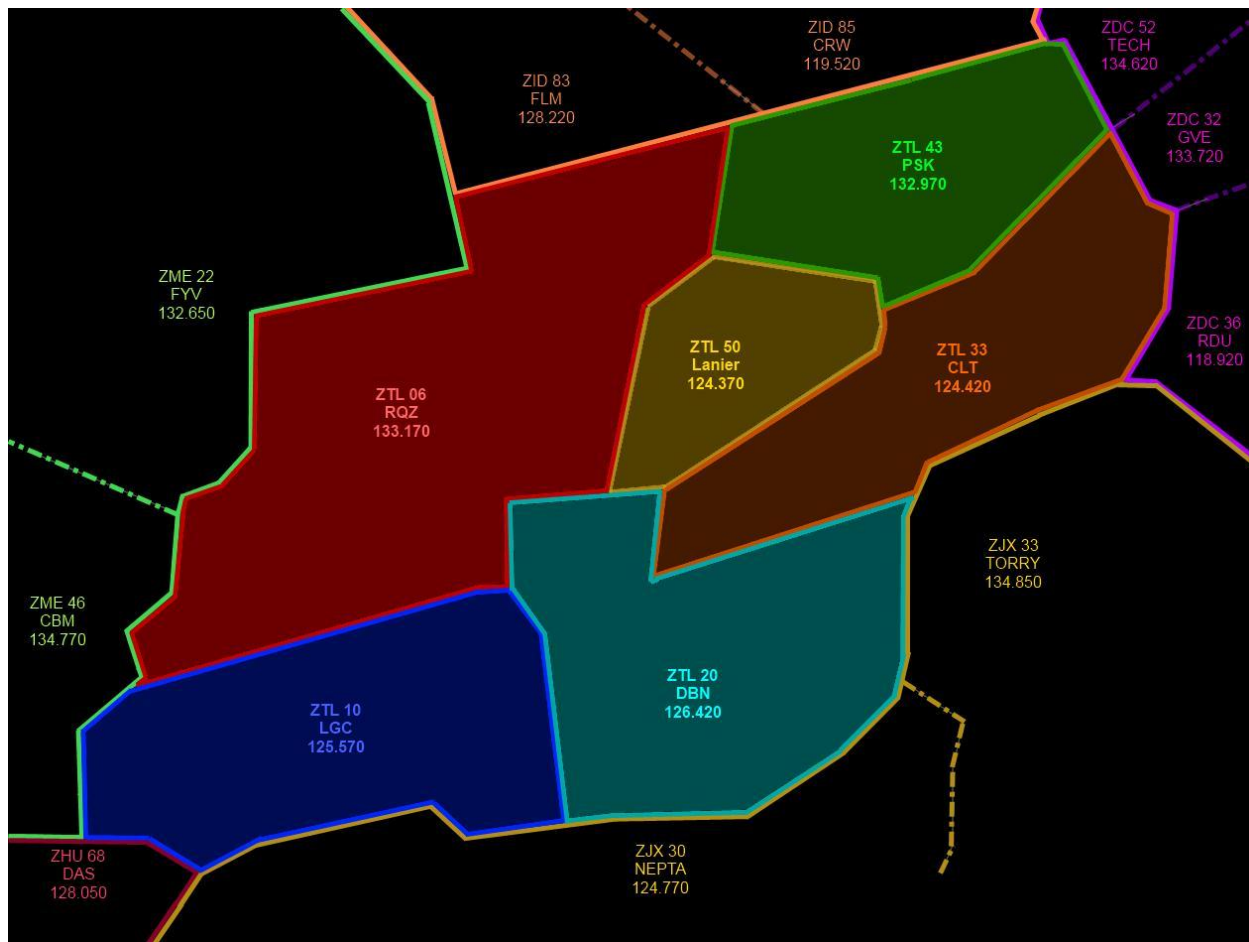
ZDCTwo Sectors



ZDC Four Sectors



ZTL High Sectorization



ZTL Low Sectorization

