

Letter of Agreement

Atlanta ARTCC

Washington ARTCC

SUBJECT: INTER-CENTER COORDINATION PROCEDURES

- 1) **PURPOSE** This Agreement between the Virtual Atlanta ARTCC (vZTL) and Virtual Washington ARTCC (vZDC) covers radar handoff and coordination procedures and is supplementary to the procedures in FAAO 7110.65.
- 2) **DISCLOSURE** The Virtual Atlanta ARTCC and Virtual Washington ARTCC are affiliated with the Virtual Air Traffic Simulation (VATSIM) network. The procedures outlined in this document may identically or closely resemble real world procedures; however, information in this document is intended exclusively for use in the VATSIM flight simulation environment and shall never be used for actual flight or air traffic control operations. The Virtual Atlanta and Virtual Washington ARTCCs are not affiliated with the FAA or any of its dependencies.
- 3) **CANCELLATION** Any previous agreements between the Virtual Atlanta ARTCC and the Virtual Washington ARTCC are cancelled.
- 4) **POSITIONS AND CALLSIGNS**
The tables below show how the sectors are combined. In the event the sectors are combined differently, it is the responsibility of each ARTCC to inform their neighbor how their own sectors are combined.

a) ZDC Sectors

Sector Name	Combined At
Area B (134.40)	→ Area D (123.85)
Area C (135.20)	→ Area D (123.85)
Area E (124.05)	→ Area C (135.20) → Area D (123.85)

The radio name for all ZDC sectors is "Washington Center."

b) ZTL Sectors

Sector Name	Combined At
BADEN (126.77)	→ GUNTER (126.82)
CLARK HILL (124.32)	→ GUNTER (126.82)
LEEON (128.00)	→ UNARM (135.35) → GUNTER (126.82)
LOCAS (133.15)	→ UNARM (135.35) → GUNTER (126.82)

The radio name for all ZDC sectors is "Atlanta Center."

c) CLT Sectors

Sector Name	Combined At
CLT APP (124.00)	→ CLT APP (120.50)
CLT APP (128.32)	→ CLT APP (120.50)

The radio name for all CLT sectors is "Charlotte Approach."

d) GSO Sectors

Sector Name	Combined At
GSO APP (118.50)	

The radio name for all GSO sectors is "Greensboro Approach."

e) RDU Sectors

Reserved for future use.

5) PROCEDURES

- a) Raleigh-Durham / Raleigh-Durham Area Arrivals (from vZTL).**
- i)** All turbojet arrivals operating north of a line from LIB VORTAC direct SPA VORTAC shall be cleared via PSK.SBV STAR. Aircraft shall cross the common center boundary at FL230 or below. Handoff to ZDC Area B.
 - ii)** All turboprop and prop arrivals operating north of a line from LIB direct SPA shall be cleared via SBV.SBV STAR descending to cross the common center boundary at 17,000 feet or requested altitude, if lower. Handoff to ZDC Area B.
 - iii)** All turbojet arrivals operating on or south of an extended line from LIB direct SPA shall be cleared via CAE.BUZZY STAR. Aircraft shall cross the common center boundary at FL230 or below. Handoff to ZDC Area C.
 - iv)** Traffic originating in the SPA, ODF, HRS, and AVL areas and traffic originating at CHA with a cruise altitude at or below FL230, shall be cleared via SDZ.BUZZY STAR and descended to cross the common center boundary as follows:
 - (1) Turbojets--at 17,000 feet or requested altitude, if lower.
 - (2) Turboprops--shall be handed off to CLT ATCT for transition to Washington Center.
- b) Raleigh-Durham / Raleigh-Durham Area Departures (from vZDC).**
- i)** Turbojet departures shall be cleared via PACKK DP AZELL transition OR via LIB and assigned FL220 or requested altitude, if lower.
 - ii)** Turboprop/prop departures shall be cleared via BLUE DEVIL DP.GSO transition and assigned 16,000 feet or requested altitude, if lower.
- c) Charlotte / Charlotte Area Departures (from vZTL).**
- i)** All turbojet departures to Raleigh-Durham shall be cleared via LILLS..SDZ. BUZZY STAR and assigned a cruise altitude of 17,000 feet or lower.
 - ii)** All other departures entering ZDC shall be cleared via the appropriate DP (HORNET/HUGO/MERIL) then direct RDU VORTAC and assigned FL230 or requested altitude, if lower.
- d) Charlotte / Charlotte Area Arrivals (from vZDC).**
- i)** All turbojet arrivals operating over GSO and north shall be cleared via the MAJIC or SUDSY STAR and cleared to cross MAYOS at FL220. Handoff to ZTL LEEON. If ZTL LEEON is closed and CLT APP is open, handoff directly to CLT APP.
 - ii)** All turbojet arrivals operating south of GSO shall be cleared via the RDU transition to the appropriate STAR and descended to cross the common center boundary at 16,000 feet or assigned altitude, if lower. Handoff to ZTL LEEON. If ZTL LEEON is closed and CLT APP is open, handoff directly to CLT APP.
- e) Atlanta Arrivals (from vZDC).**
- i)** ATL arrivals shall be cleared via the FLCON or WHINZ STAR.
- f) Greensboro Arrivals (from vZDC).**

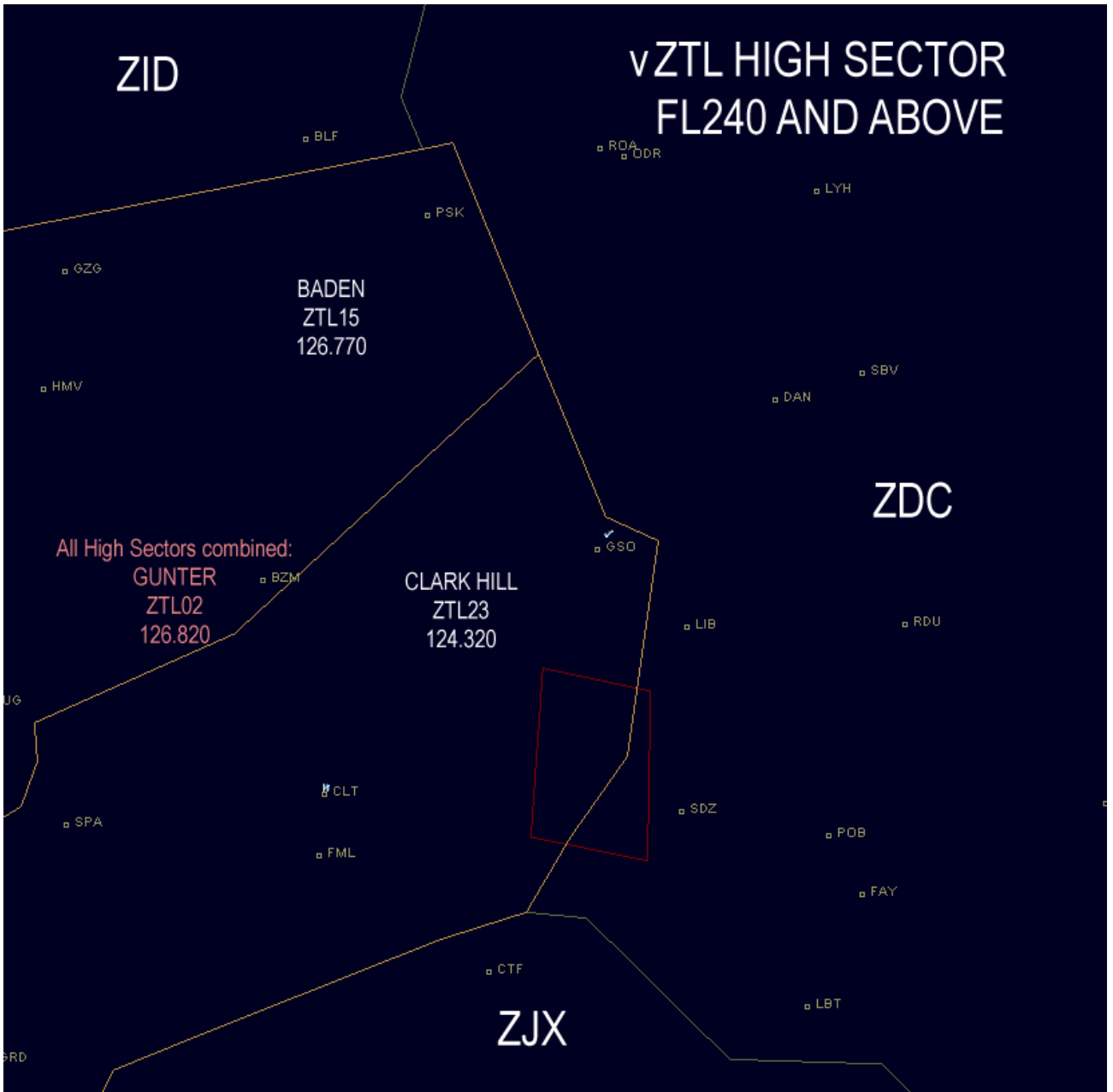
For flight simulation use only.

- i) GSO arrivals via the HENBY STAR shall cross HENBY at 12000. Handoff to GSO APP.
 - ii) GSO arrivals via the BLOCC STAR shall cross BLOCC at 11000. Handoff to GSO APP.
 - g) Greensboro Departures (from vZTL).
 - i) GSO departures shall be routed via the BAYNES or QUAKER DP climbing to 12000 or requested altitude, if lower. Handoff to ZDC Area B
 - h) Other ZDC Airport Arrivals (from vZTL).
 - i) Arrivals to FAY shall cross the common center boundary at 17,000 feet or assigned altitude, if lower.
 - ii) Arrivals to ROA above 13,000 feet, operating over Greensboro Approach Control (GSO) delegated airspace, shall be descended to cross the common center boundary at or below 15,000 feet, descending to 13,000 feet.
 - iii) Arrivals to ROA, north of GSO delegated airspace, shall be handed off by ZTL to Roanoke Approach Control.
 - iv) Arrivals to RIC at or above FL240 shall cross the common center boundary at FL290 or below.
 - v) Arrivals to any Washington metropolitan airport shall cross the common center boundary at FL330 or below.
 - i) Other ZTL Airport Arrivals (from vZDC).
 - i) Arrivals to AVL, GSP, and SPA shall cross the common center boundary at FL280 or requested altitude, if lower.
 - ii) Arrivals to TRI shall cross the common center boundary at FL260 or requested altitude, if lower.
- 6) GENERAL**
- a) All aircraft are at 1x prior to initiating handoff requests.
 - b) Handoff requests shall be made at least 15nm prior to the ARTCC boundary and may be initiated up to 75nm without prior ATC coordination. The transfer of communication must occur to ensure the aircraft is in communication with the next sector **prior** to entering the next sector's airspace.
 - c) If D-Side controllers are being used, the callsign will include _Dx_ in the middle. All handoffs and communication should be made through the D-Side controller.
 - d) Aircraft bound to the same airport or on the same route segment are separated by no less than 10nm (steady or increasing) unless further MIT separation is requested by vZTL or vZDC.
 - e) All aircraft are assigned a valid altitude or flight level for the direction of flight as dictated in 7110.65 4-5-2.
 - f) NORDO aircraft (not communicating via text or voice) are pointed out prior to crossing the appropriate ARTCC boundary.
 - g) Any deviations from preferred routes or any aforementioned route in this document shall be coordinated with vZTL or vZDC prior to crossing the appropriate ARTCC boundary..
 - h) Controllers shall modify all flight progress strips to reflect assigned altitude and route. Altitudes for crossing restrictions on descent shall be assigned using a Hard (F5) altitude function.

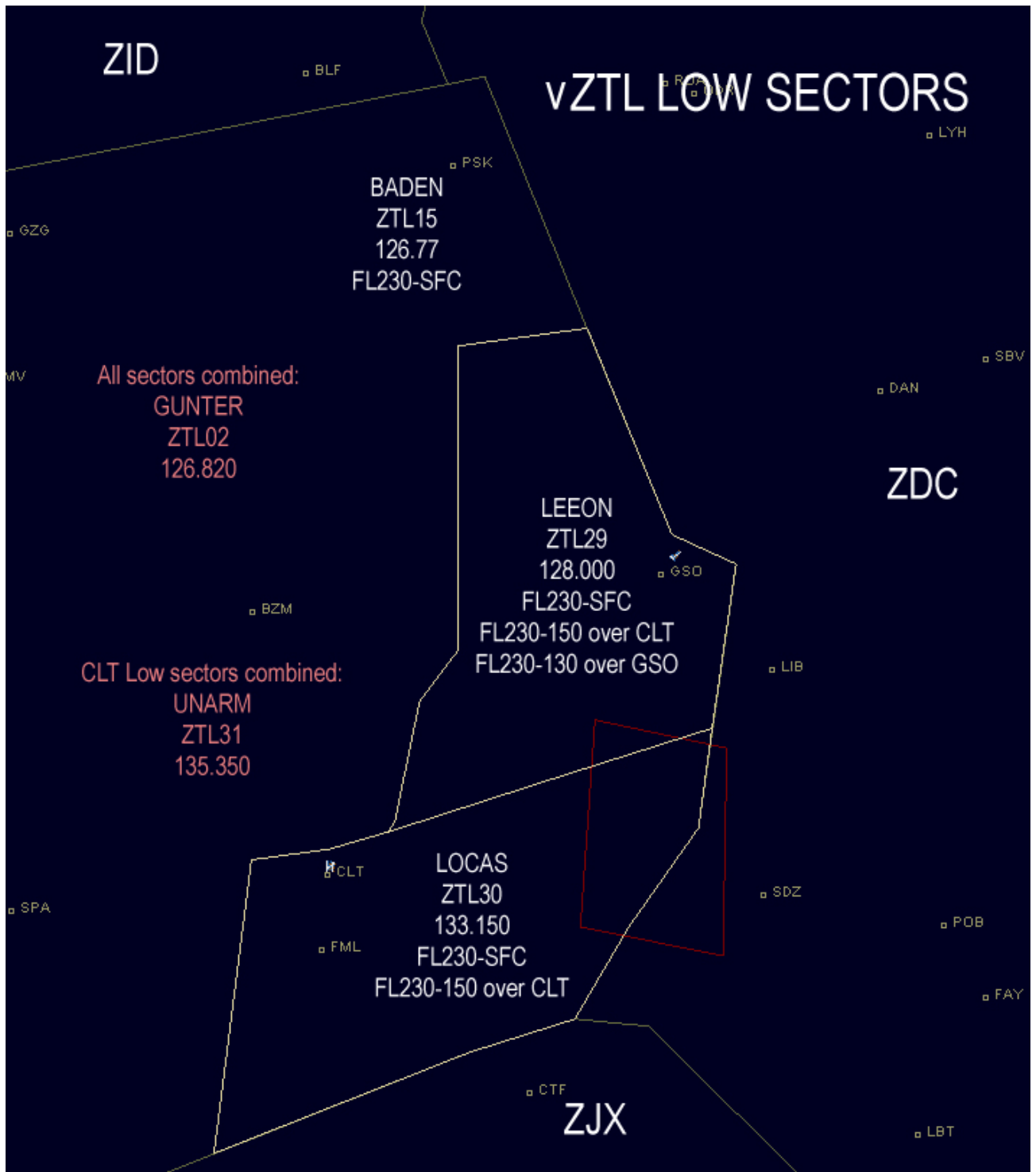
7) ATTACHMENTS

- a) Attachment 1: vZTL High Sectors
- b) Attachment 2: vZTL Low Sectors
- c) Attachment 3: vZTL TRACONS

Attachment 1: vZTL High Sectors



Attachment 2: vZTL Low Sectors



Attachment 3: vZTL TRACONS

