



Letter of Agreement

Between

Washington DC (ZDC) ARTCC and Virtual United States Navy

Effective Date: Sept. 1, 2009

Purpose:

This Letter of Agreement (LOA) outlines standard operating policies and procedures to be utilized by the Virtual United States Navy (VUSN) and Washington DC (ZDC) ARTCC

Establishes:

A working relationship between the ZDC ARTCC and the VUSN, including roles and responsibilities for each party.

Introduction:

The VUSN has been granted its own VATSIM ARTCC status with the VATSIM Network and VSOA. The stipulation to this is that VUSN Controllers may ONLY control military traffic at or on their own VUSN carriers placed greater than 200 miles offshore. Due to the significant training activities associated with the KNTU (Oceana) area and the limitations on the training aircraft flight range, the VUSN maintains a carrier approximately 200 nm east (40 nm outside ZDC airspace). For this reason, this LOA has been developed to establish standard operating procedures, policies and flight management protocols for VUSN carrier operations at this operational carrier as aircraft transition through ZDC airspace..

Cancellation:

This LOA supersedes any and all previous LOA's between ZDC ARTCC and the VUSN. This LOA will remain in effect until the replaced by a revision that has been mutually agreed upon by both parties.

Distribution:

This LOA will be distributed to ALL controllers of the ZDC ARTCC and members of the VUSN.

Policies:

Neither party can dictate or strike to change either parties policies and guidelines set forth within their charters. Additions, modifications and deletions to this LOA shall be done per mutual agreement by both ZDC ARTCC and the VUSN.

General Standard Operating Procedures:

1. VUSN controllers are required to request visitor status from ZDC ARTCC to conduct CATCC services if operating from a carrier located within the boundaries of ZDC airspace. If operating outside the ARTCC boundaries, VUSN controllers are not required to request visiting controller status from ZDC.
2. VUSN Controllers are trained through the VUSN CATCC Training Command and will meet and comply with all VATSIM regulations and policies.
3. VUSN Controllers are required to request visitor controller status and pass the ZDC Basic entrance exam in order to control at (minor) NAS stations within ZDC. VUSN controllers may NOT control at ANY ZDC military NAS bases (i.e. KNTU, KNGU etc.) UNLESS they are also an active or visiting controller with the ZDC ARTCC with the appropriate ratings.
4. ZDC controllers may NOT control at any VUSN carriers or within the carrier CCA, UNLESS they are affiliated with the VUSN and have successfully completed the VUSN CATCC Training program and qualified for that certification.
5. Controllers affiliated with BOTH the ZDC ARTCC and VUSN may ONLY control one position at a time (i.e. A ZDC controller working a Center position MAY NOT, even if a member of and certified by the VUSN, provide simultaneous CATCC operations).
6. VUSN Controllers with a VATSIM rating of I1 or I3 (instructor ratings) will connect as a Senior controller ONLY to eliminate confusion for any ZDC student controllers
7. VUSN is granted permission to use parts of ZDC sector files and position files in order to coordinate airspace boundaries.
8. ZDC Center Controllers and VUSN CATCC controllers will use private chat messages to report when they are open or closed.
9. ZDC CTR will ask military aircraft or the VUSN pilot will report at approximately 75 nm from the carrier if they “Have sweet lock (TACAN locked), sweet comms with mother (carrier). Once confirmed, a frequency change to the VUSN controller will be provided (i.e. “Contact Warfighter Marshal controller on xxx.xx”). The hierarchy of CATCC controllers is Marshal, then Approach, then Air Boss/Tower.
10. VUSN controllers WILL NOT handle ANY civilian traffic in the CCA airspace. ZDC Center controllers shall vector civilian aircraft around carrier CCA airspace when active carrier operations are being conducted.
11. The VUSN CCA will be considered APPROACH airspace. Formal VRC handoffs will be conducted as per VATSIM/ZDC regulations and SOP’s
12. The VUSN normally uses the 4000 range of squawk codes while operating in the CCA. Normal procedures is to use 4+side number of aircraft (ie VVHQ004 = 4004 code).
13. CATCC controllers will log on with the following callsigns:

CATCC POSITION	VATSIM LOG ON
Marshal	NHST_M_APP
Approach	NHST_APP
Air Boss/Tower	NHST_TWR

ZDC ARTCC Responsibilities:

- Be responsible for separation of civilian aircraft within their airspace
- Issue Advisories to civilian aircraft when CCA/SUA (Special Use Airspace) and carrier operations are in effect or MOA airspace has been active (“HOT”)
- Provide VUSN aviators and controllers using SUA/CCA with traffic advisories if civilian aircraft penetrate an active CCA/SUA.

VUSN Responsibilities:

- Allow properly certified VUSN Military controllers to conduct CATCC operations for offshore carrier operations as specified in this document.
- A list of certified CATCC controllers shall be forwarded to the ZDC ARTCC staff via the Chief of Air Traffic Control (CATC) or DCNO-S
- Assume responsibility of the CCA in which the carrier is actively operating.
- When CATCC is NOT manned, the SENIOR RANKING VUSN member shall be responsible for the proper conduct of ALL VUSN pilots operating within the confines of the CCA
- VUSN aircraft will assume separation responsibility (MARSA) within any SUA/CCA
- VUSN Flag Staff members and or CATC will notify ZDC staff by email of any MAJOR operations the VUSN plans to put in ANY SUA/MOA or CCA
- VUSN aircraft are permitted to conduct operations in SUA/MOA/CCA areas without further coordination. If ZDC Center position opens while aircraft are using the SUA, the Flight Leader shall inform the controller that the area is “HOT” as soon as practical.
- When VUSN aircraft are operating in formation flights, the flight leader shall be responsible for obtaining the ATC clearance and squawk code for his flight. Wingmen shall be instructed to squawk STANDBY while in formation. Formation flight SHALL NOT use ATC frequency for flight air-to-air communications.
- VUSN aircraft will maintain applicable VFR/IFR flight rules at all times when operating within a SUA/MOA that is not declared “HOT”
- ALL VUSN aircraft while operating in the SUA/CCA, including carrier operations, shall squawk 4+side number while in the airspace.
- Air refueling tracks (AR TRACKS) will remain within the SUA/MOA. VUSN tankers will request approval from ZDC Center before beginning operations. ZDC Center will be informed of approximate headings, locations and altitudes within the SUA/MOA. SUA/MOA will be declared “HOT”. MARSA will be in effect during AR operations. When operations are complete, ZDC Center will be notified and will assume responsibility as necessary. Typically altitude request will be FL190 to FL210 or FL220 to FL240 in and assigned as block altitudes.

Current Aircraft Carrier Locations:

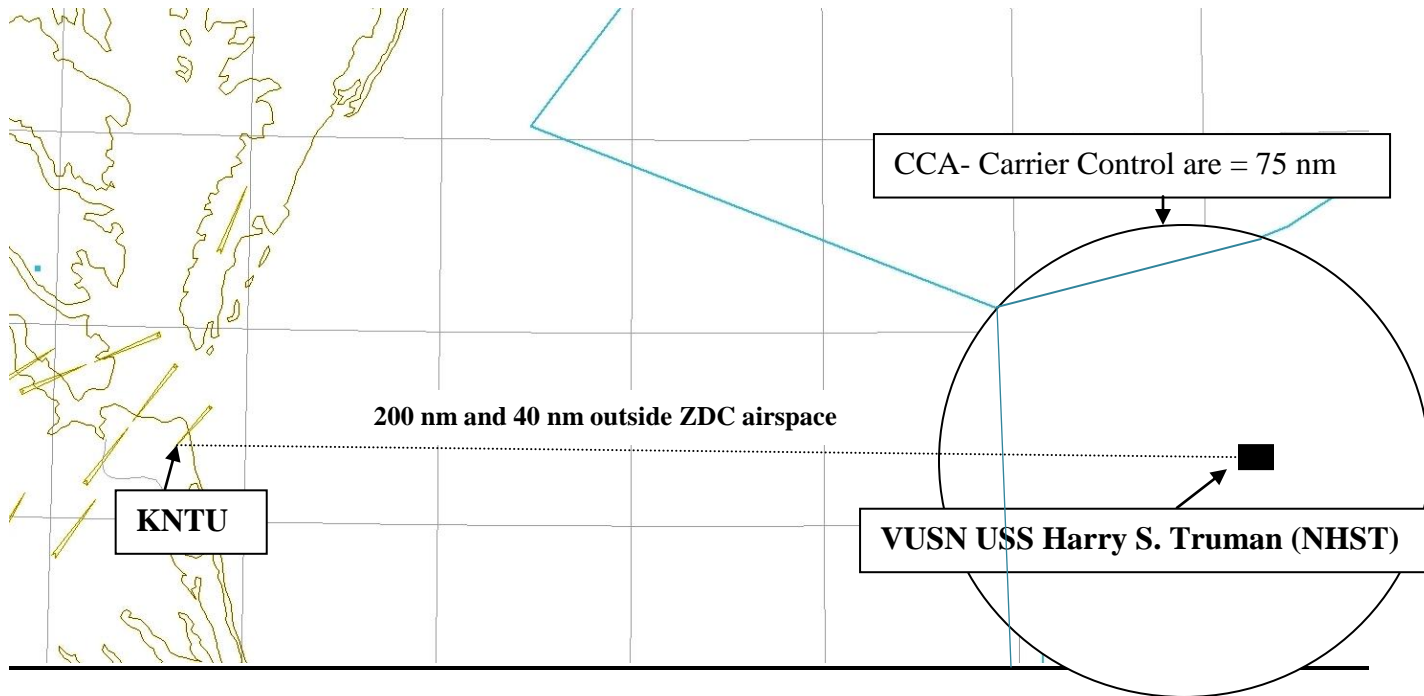
Carrier locations will be provided to the ARTCC along with the sector file geo code identifying the CCA and the TACAN frequency.

ANY New carrier scenery will not be activated until the location has been approved by the ARTCC ATM.

USS Harry S. Truman, CVN-75

ICAO	Coordinates	Tactical Call sign	Air Boss/TWR	Approach Controller	Marshal Controller
NHST	N036.48.04 W071.51.22	War Fighter	135.80	135.82	135.85

This carrier is approximately 200 nm east of KNTU and 40 nm outside ZDC airspace (actually in ZNY Oceanic Airspace)



Definitions:

CATCC - Carrier Air Traffic Control Center -- Carrier operations.

CCA- Carrier Controlled Airspace -typically a 75 nm circle surround the carrier from the surface to unlimited altitude.

MARSA- Military Authority Assumes Responsibility for Separation of Aircraft. A condition whereby the military services involved assume responsibility for separation between participating military aircraft in the ATC system.

MOA (Military Operation Area) - Airspace established outside of Class A airspace area to separate or segregate certain non-hazardous military activities from IFR traffic and to identify for VFR traffic where these activities are conducted.

Restricted Area - Airspace designated under 14 CFR Part 73, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use and IFR/VFR operations in the area may be authorized by the controlling ATC facility when it is not being utilized by the using agency. Restricted areas are depicted on en route charts. Where joint use is authorized, the name of the ATC controlling facility is also shown.

Warning Area - A warning area is airspace of defined dimensions extending from 3 nautical miles outward from the coast of the United States, that contains activity that may be hazardous to nonparticipating aircraft. The purpose of such warning areas is to warn nonparticipating pilots of the potential danger. A warning area may be located over domestic or international waters or both.

SUA (special use airspace) - MOA's, Warning Area's, AR Routes, VR/IR routes, Restricted Areas/CCA.