

WASHINGTON CENTER AND ATLANTA CENTER

LETTER OF AGREEMENT

EFFECTIVE: 3/1/2011

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 October 1, 2010, 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. Any TRACON shall provide ZTL/ZDC 5NM radar separation between departures/arrivals/overflights. The TCP for any TRACON is the TRACON boundary.

4. PROCEDURES.

a. RDU.

(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.

(2) Turboprop and prop arrivals north of a line from LIB direct SPA shall be cleared via SBV STAR descending to cross the common center boundary AOB 17,000.

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

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

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

b. CLT. (Includes JQF/RUQ/VUJ etc.)

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

(2) Arrivals shall be cleared via the MAJIC or SUDSY STAR and descended to cross the common center boundary AOB FL220.

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

(4) CLT satellite arrivals (AKH, LKR, UZA, EQY and IPJ) shall be cleared via the appropriate STAR. Jets cross HENBY at 12,000 and Turboprops/Props shall cross HENBY at 11,000. ZDC will handoff to GSO TRACON.

c. FAY. Operating from over BZM and south shall cross the common center boundary AOB 17,000.

d. ROA.

(1) Arrivals operating over GSO ATCT airspace, shall be descended to cross the common center boundary at 13,000 feet.

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

g. ATL. Arrivals shall be routed via the appropriate STAR.

h. HKY/UKF/SVH. Arrivals to shall cross the common center boundary AOB FL230.

i. TRI. Arrivals shall cross the common center boundary AOB FL230.

j. RIC. Arrivals shall be cleared to cross the common center boundary at AOB FL290 via either PSK FAK RIC or GSO J14 RIC.

k. DCA /IAD. Arrivals shall cross the common center boundary at or below FL330.

l. ORF Arrivals including (LFI, NTU, PHF, and NGU). South of GSO shall cross the common center boundary AOB FL370.

m. SPA/GSP/GMU/GYH. Arrivals shall be routed via J37 SPA and descended to AOB FL280.

n. CAE/CDN. Arrivals over GSO shall be descended to AOB FL300.

o. SOP. Arrivals shall be transitioned into RDU/FAY ATCT airspace.

q. POB. Arrivals over BZM and south shall cross the common center boundary AOB 15,000.

r. GSO (Includes INT etc.).

1) Turbojet arrivals shall be cleared to cross HENBY at 12,000 or BLOCC at 11,000.

2) Turboprop arrivals shall cross HENBY/BLOCC at 11,000.

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

4) GSO shall clear departures requesting 13,000 feet or above via the GSO 058 radial unless otherwise coordinated.

5) GSO shall clear aircraft requesting 12,000 feet or below via flight plan route at requested altitude appropriate for direction of flight.

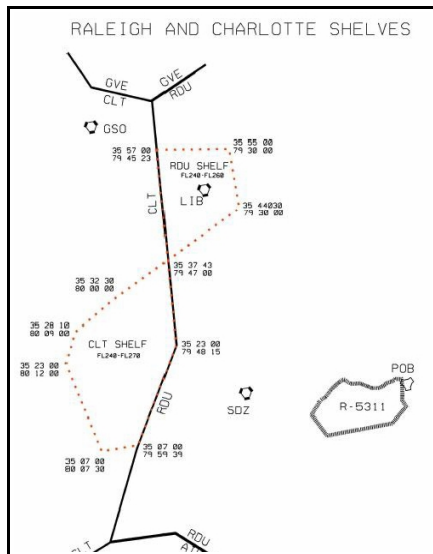
6) Aircraft requesting above 12,000 feet shall be assigned 12,000 feet and told to expect filed altitude 10 minutes after departure.

s. Raleigh and Charlotte Shelves. Responsibility for the Charlotte Shelf and Raleigh Shelf areas shall be transferred to ZDC after a briefing of any traffic and other pertinent information (see attached).

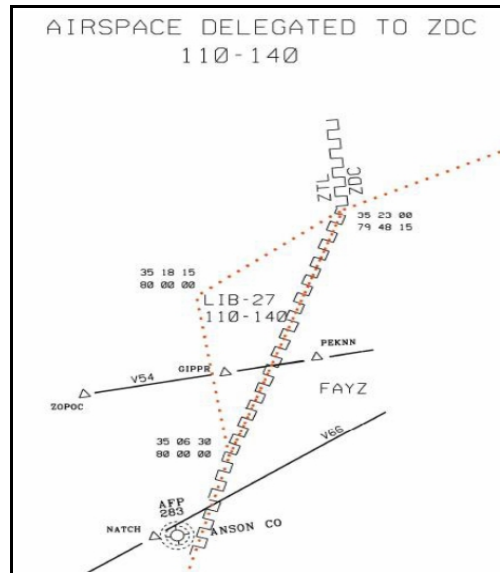
5. ATTACHMENTS.

- a. Attachment 1 – Raleigh and Charlotte Shelves.
- b. Attachment 2 – GIPPR Shelf.
- c. Attachment 3 – ZDC Airspace.
- d. Attachment 4 – ZTL Airspace.
- e. Attachment 5 – TRACON Airspace.

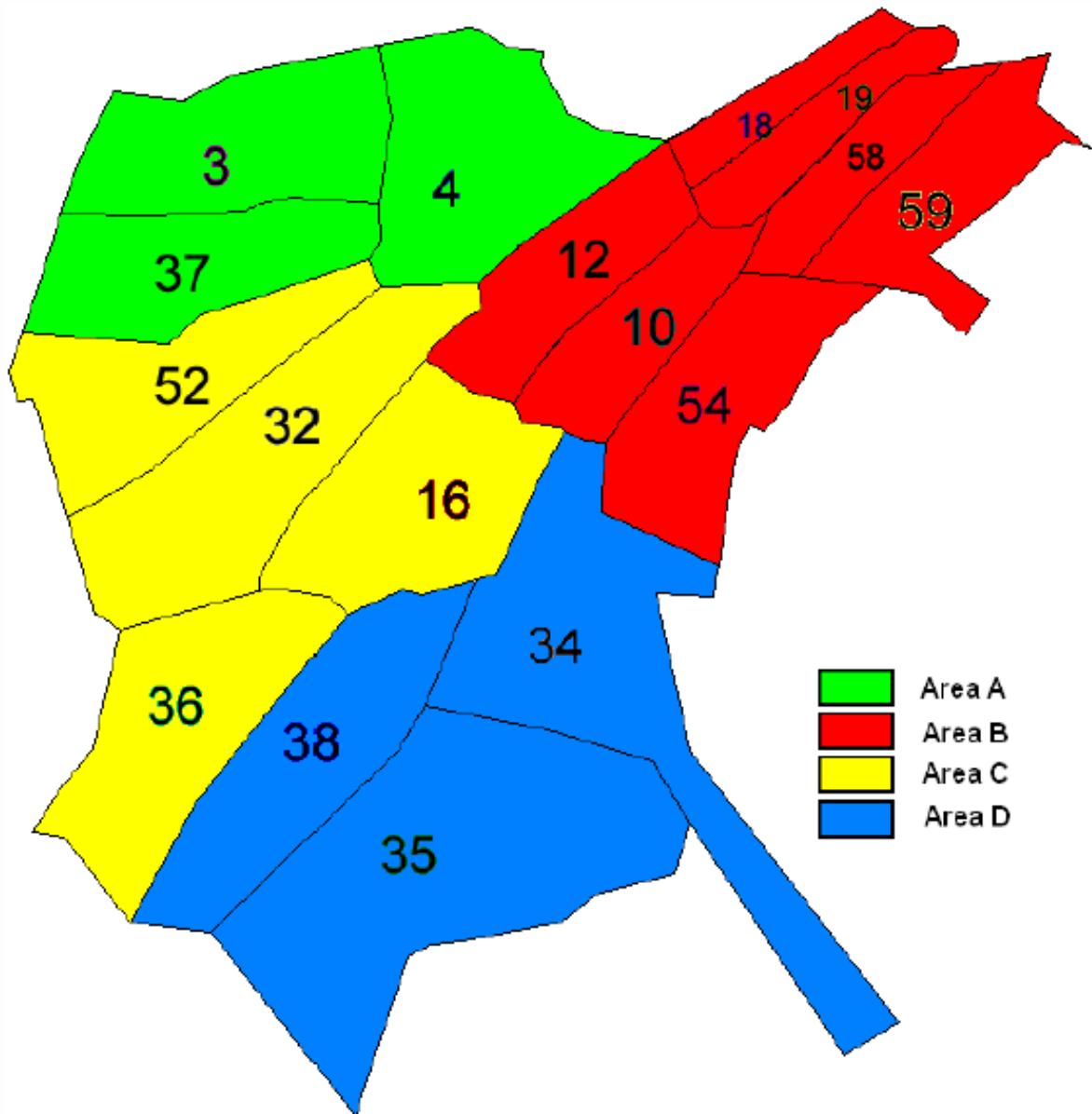
Attachment 1.



Attachment 2.

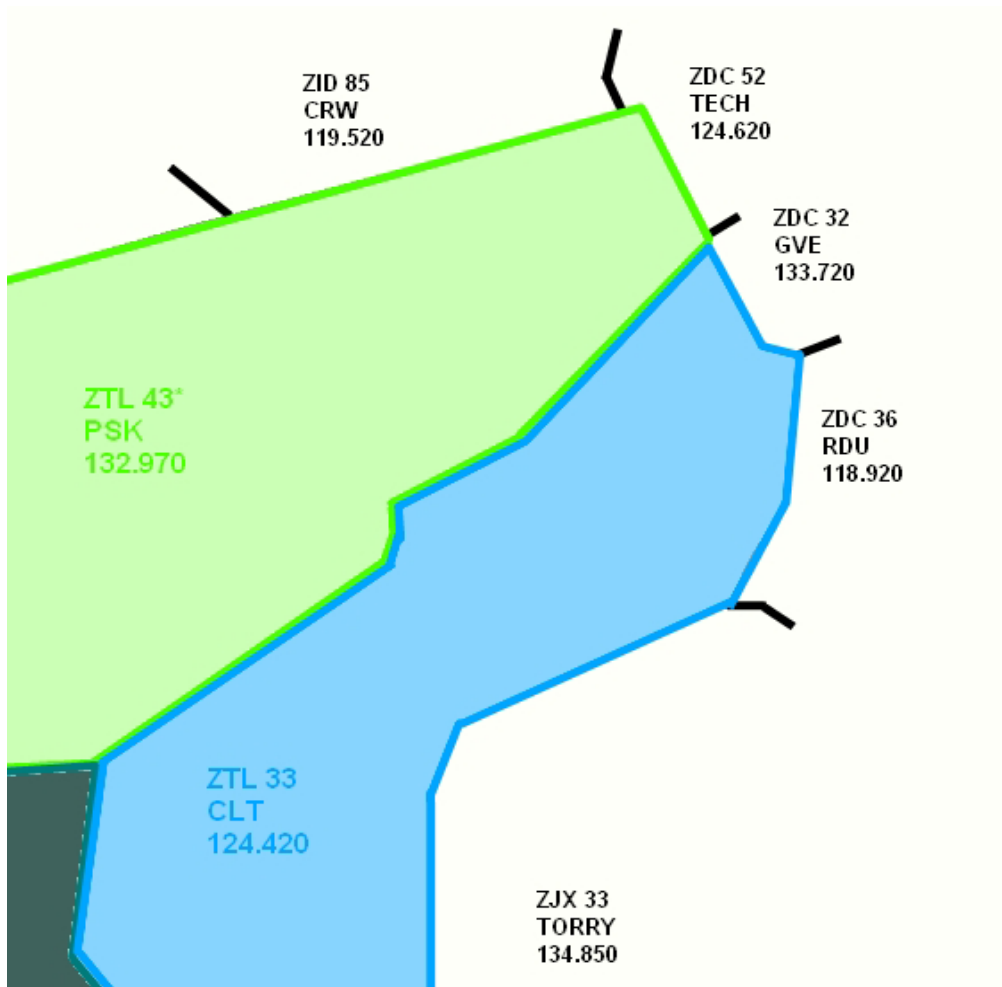


ZDC Four Area Sectorization

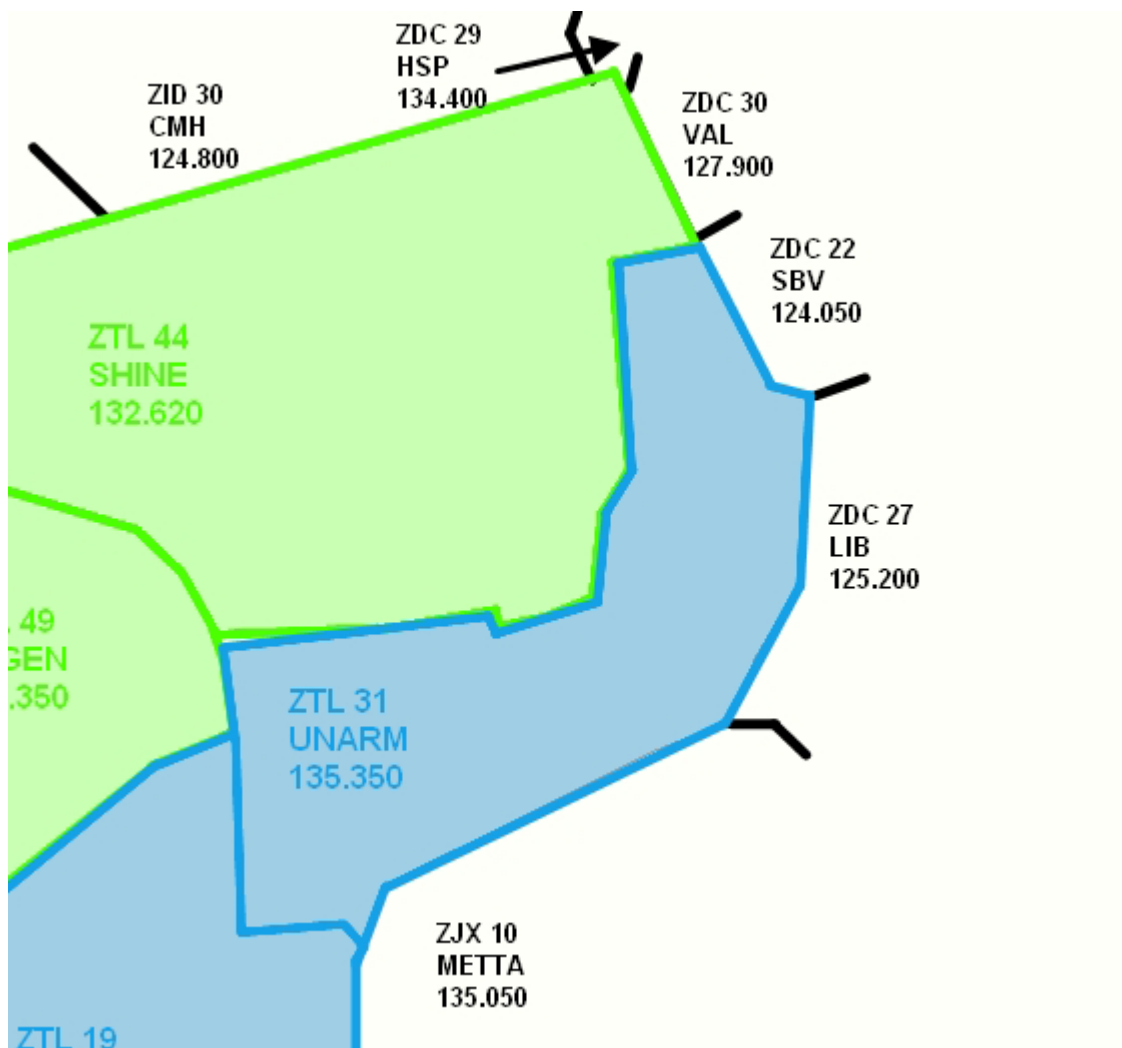


Area A is combined at sector 3 (133.270). Area B is combined at sector 19 (125.450). Area C is combined at sector 16 (134.020). Area D is combined at sector 38 (132.220). All center sectors are combined at sector 16 (134.020).

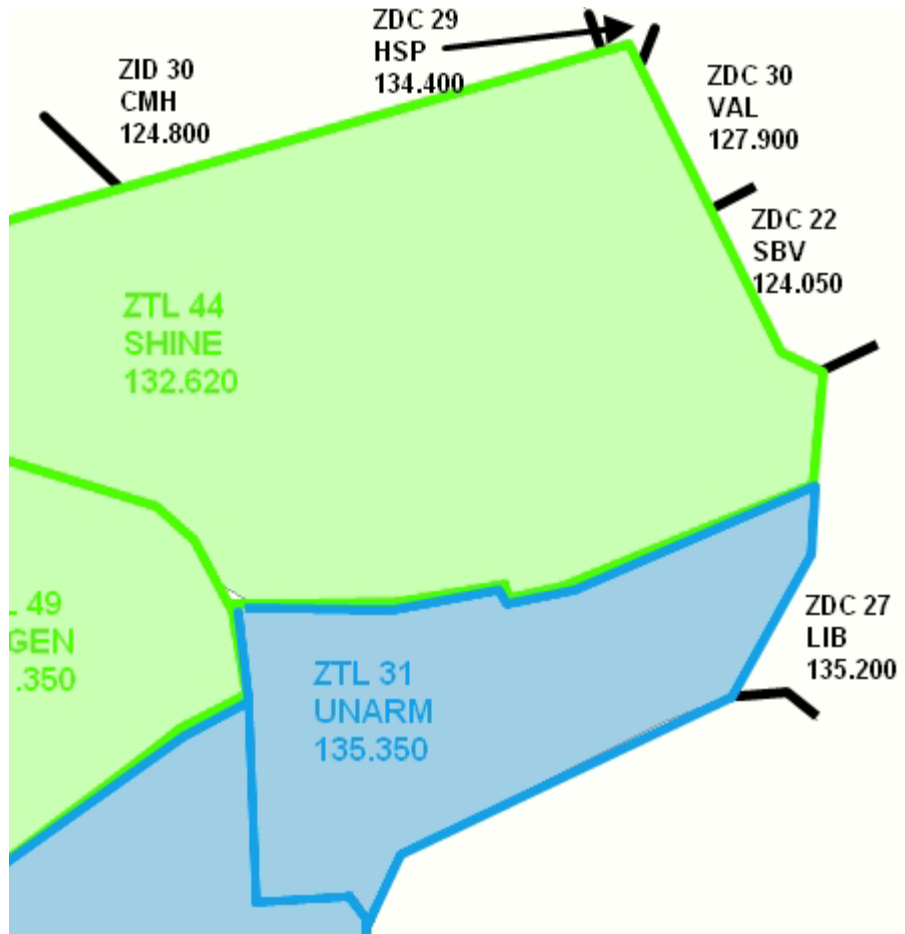
ZTL HI



ZTL Low (Unarm with Leon Area)



ZTL Low (Shine with Leon Area)



Attachment 5.

