

**ATLANTA ARTCC AND WASHINGTON ARTCC
LETTER OF AGREEMENT**

SUBJECT: INTERFACILITY COORDINATION

EFFECTIVE: 1 March, 2025

-
1. **PURPOSE:** This agreement establishes coordination procedures and defines delegation of airspace between VATUSA Washington ARTCC (ZDC) and VATUSA Atlanta ARTCC (ZTL). This agreement is supplemental to procedures contained within FAA Order 7110.65.
 2. **DISCLAIMER:** Information contained herein is designed specifically for use in a virtual air traffic control environment. It is not applicable in the real National Airspace System (NAS).
 3. **CANCELLATION:** ZTL and ZDC Letter of Agreement dated 30 November, 2023.
 4. **AIRSPACE DELEGATION:**
 - a. **GIPPR and CLT Shelves.** ZTL delegates to ZDC the responsibility for ATC service from 11,000 feet to 16,000 feet in the GIPPR shelf as depicted in Attachment B and FL240 to FL270 in the CLT Shelf as depicted in Attachment A.
 - b. **RDU Shelf.** ZDC delegates to ZTL the responsibility for ATC service from FL240 to FL270 in the RDU Shelf as depicted in Attachment A.
 5. **PROCEDURES:**
 - a. Each facility shall restrict aircraft in accordance with Attachment D.
NOTE — Controllers should use their best judgment in applying restrictions to low volume airports that do not affect other existing traffic flows.
 6. **COORDINATION:**
 - a. Coordination shall be accomplished by reference to sector ID or name, not callsign.
 - b. Deviation from procedures established by this agreement may be made only after coordination, which completely defines responsibility in each area.
 - c. *Data block entry for CHSLY# traffic descending via. ZDC32 shall enter a procedural altitude (QQ P) of 240. ZDC is not required to issue local altimeter settings unless a direct handoff to CLT is planned when ZTL is offline.*
 - d. *Deactivation of RDU and CLT Shelves.* Transfer of responsibility for the CLT Shelf and RDU Shelf areas will be in effect at all times (see Attachment A). In the event of weather deviations or for other operational purposes, the CLT Shelf and RDU Shelf may be deactivated by either facility with a 15-minute recall unless immediate transferal is mutually agreed upon. A thorough briefing, including flight plan, traffic, and other pertinent information must be conducted prior to transfer of responsibility.

Note: ZDC and CLT may issue direct handoffs to each other when ZTL is offline. Separation services are not provided in ZTL airspace.

7. AUTOMATED INFORMATION TRANSFERS (AITs).

a. Turbojets departing CLT/CLT satellites requesting above FL230:

- i. ZTL30 LOW will climb departures to FL230 with an interim altitude and initiate handoff to ZDC09 LOW.
- ii. ZDC09 LOW will immediately initiate handoff to ZDC36 HIGH.
- iii. Once ZDC36 HIGH accepts the handoff, ZTL30 LOW will transfer communications directly to ZDC36 HIGH.
- iv. If ZDC36 HIGH does not accept the handoff prior to the ZTL/ZDC border, ZTL will transfer communications to ZDC09 LOW.
- v. Traffic on the LILLS2 departure are exempt from this procedure.

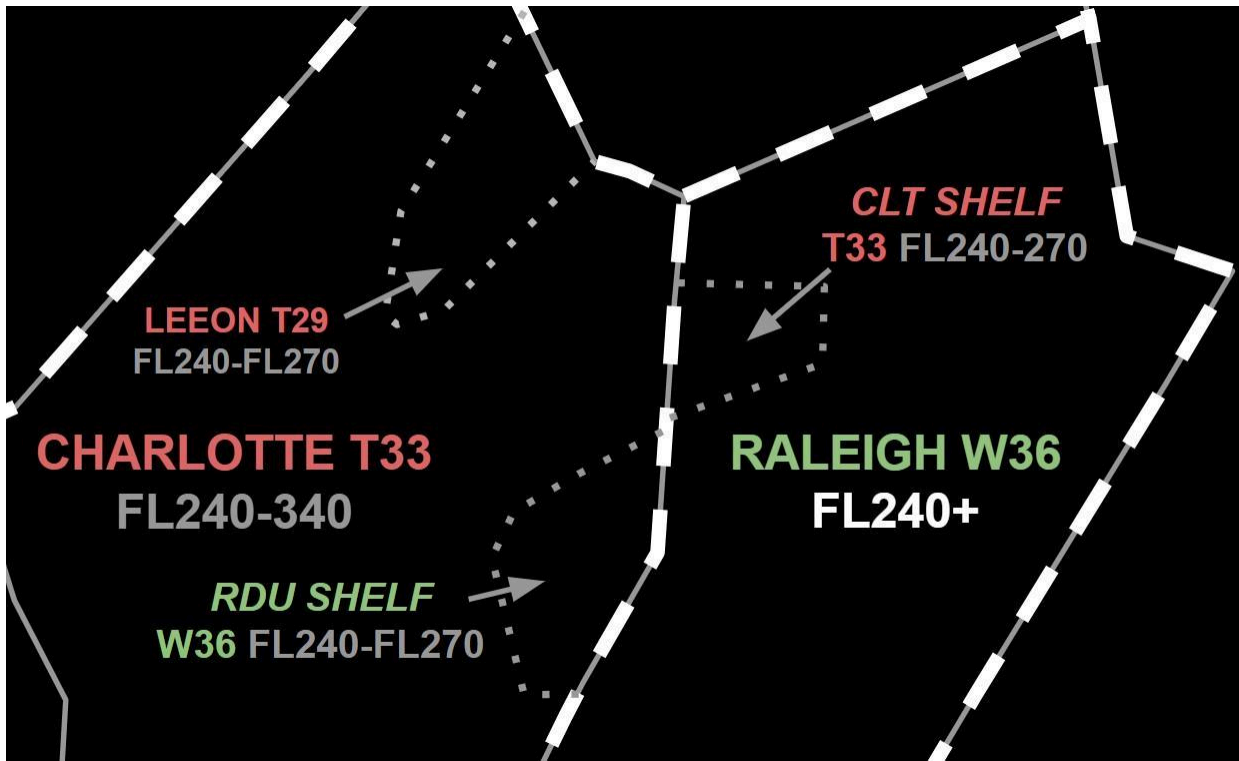
b. Turbojets departing RDU/RDU satellites requesting above FL230:

- i. ZDC09 LOW will climb departures to FL230 with an interim altitude and initiate handoff to ZTL29 LOW.
- ii. ZTL29 LOW will immediately initiate a handoff to ZTL33 HIGH.
- iii. Once ZTL33 HIGH accepts the handoff, ZDC09 LOW will transfer communications directly to ZTL33 HIGH.
- iv. If ZTL33 HIGH does not accept the handoff prior to the ZTL/ZDC border, ZDC will transfer communications to ZTL29 LOW.

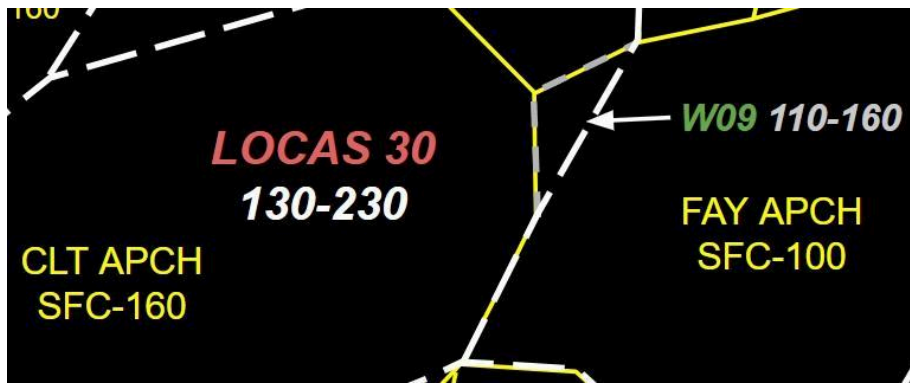
8. ATTACHMENTS:

- | | |
|-------------------------------------------------------|--------------------------------------------------------|
| a. Attachment A - RDU and CLT Shelves | c. Attachment C - ZTL/ZDC Airspace |
| b. Attachment B - GIPPR Shelf | d. Attachment D - ZTL/ZDC Restrictions |

Attachment A - RDU and CLT Shelves

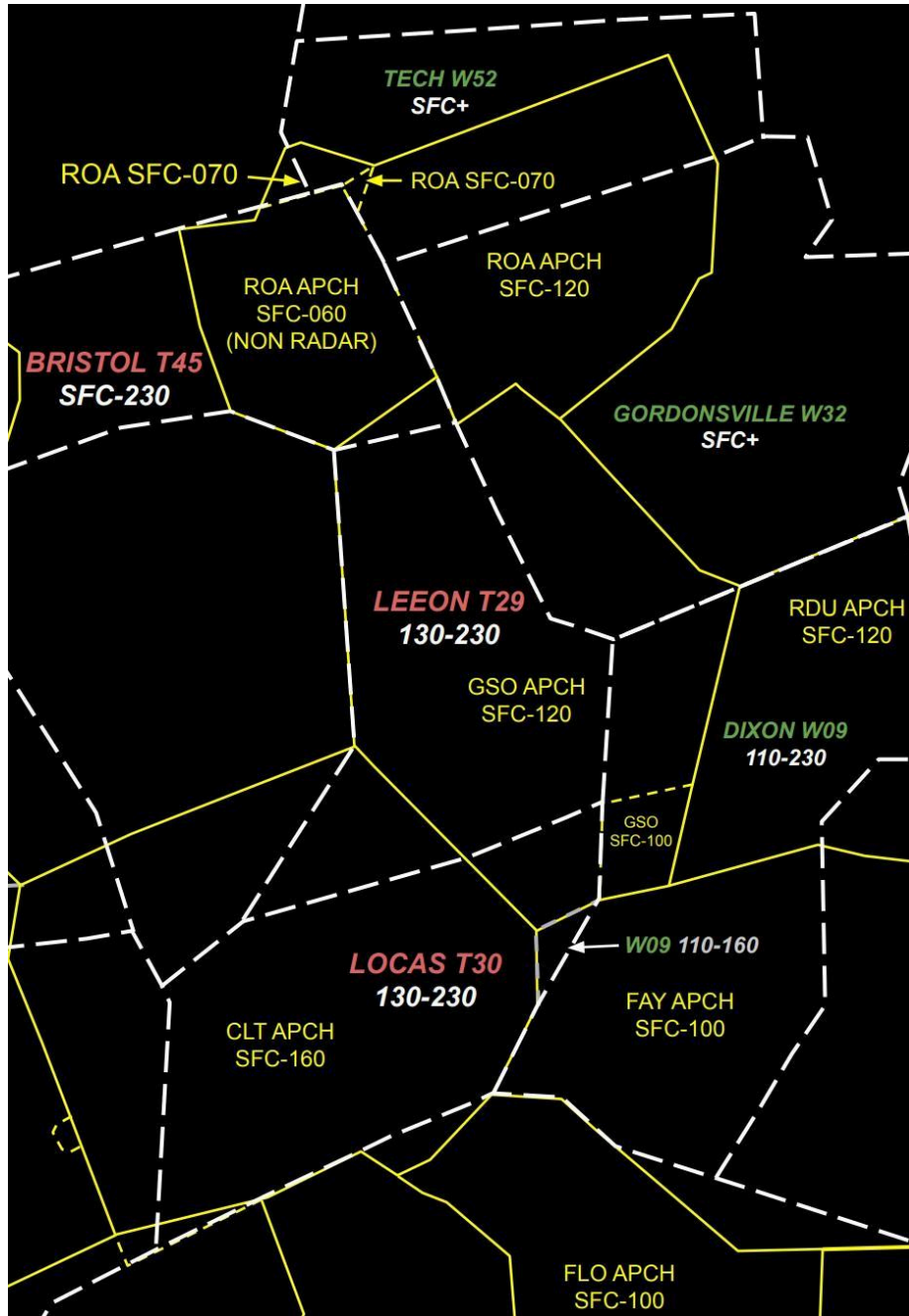


Attachment B - GIPPR Shelf

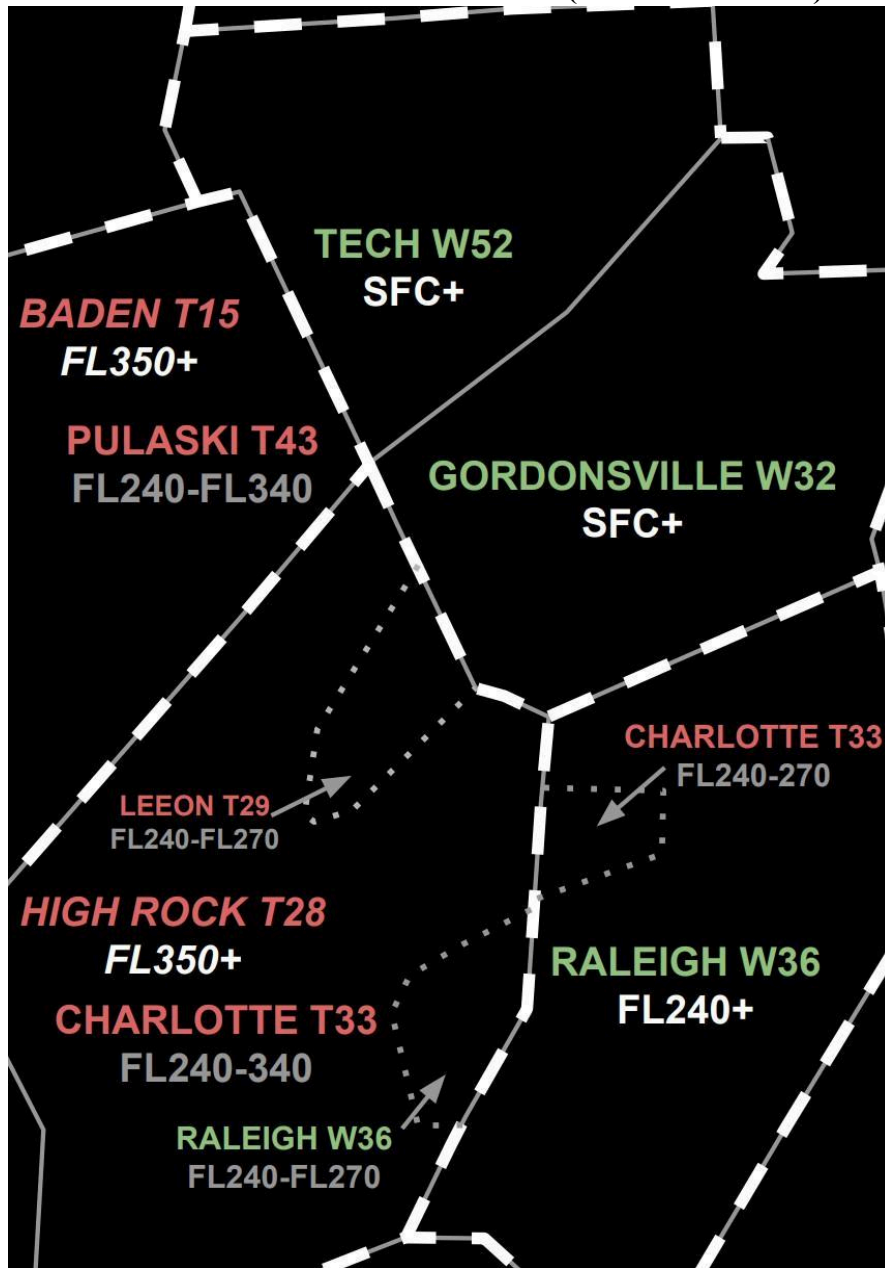


NOTE - GIPPR shelf is that area owned by Dixon (ZDC09) from 11,000 to 16,000. The GIPPR shelf facilitates direct handoffs between CLT Approach Control and ZDC09.

Attachment C - ZTL/ZDC Airspace
Attachment E1 - ZTL/ZDC Border Area (SFC-FL230)



Attachment E2 - ZTL/ZDC Border (FL240-Unlimited)



Attachment F - ZTL/ZDC Restrictions

ZTL → ZDC ZDC → ZTL

Qualifier	Altitude	Route Required	Special
General Routing			
Within 20NM of the ARTCC boundary	AOA 240		Receiving controller has control for turns up to 20°
On Q69		Direct not beyond ILLSA	Northbound only
On Q103 <i>or</i> routed over FLASK		ZDC must initiate separation between converging aircraft on Q103 and the FLASK waypoint	Q103 is southbound only
On: Q22, Q54, Q56, Q58, Q60, Q64	AOA 240	Direct not beyond: OMENS/LOOEY/NUUMN/STUKI/TYI/RAANE	
CLT airspace overflights from ZDC32 routed south of V20 at 130-160		Routed over BZM to rejoin route	

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
ZTL → ZDC						
	BWI MTN	RNAV			LUMAY Q58 PEETT THHMP RAVNN#	
	HPN				KIDDO Q22 BESSI CYN BOUNO# <i>or</i> IDDAQ Q64 SAWED Q108 SIE	
	EWR				KIDDO Q22 BEARI FAK PHLBO# <i>or</i> SITTR Q34 GVE PHLBO#	
	PHL PNE TTN				KIDDO Q22 BEARI FAK PAATS# <i>or</i> SITTR Q34 GVE PAATS#	
	DCA			AOB 350	JOOLI Q56 KIWII WAVES CAPSS#	
	JFK FRG				IDDAQ Q64 SAWED Q108 SIE	
	IAD			AOB 330	EVING Q60 JAXSN DORRN CAVLR#	
	JYO HEF				EVING Q60 JAXSN CREWE LORAA TRSTN#	
	LGA				EVING Q60 JAXSN HURTS PROUD#	
	RIC			AOB 290	PSK LYH POWTN# <i>or</i> EVING Q60 JAXSN KELCE DUCXS#	
	ORF PHF LFI NGU				AHOEY Q54 NUTZE DRONE DRONE#	

Origin	Arrival	Type	Qualifier	Altitude	Special	
CLT			On LILLS#	↑ 190 or requested if lower	<ol style="list-style-type: none"> ZTL may delete the 280KT SID speed restriction. ZTL must indicate via fourth line entry or verbal coordination if it is not deleted. ZDC has control for speed increase on contact and for climb at LAMDE. 	
			On KILNS# <i>or</i> On BARMY#	↑ 230 or requested if lower	<ol style="list-style-type: none"> ZTL may delete the 280KT SID speed restriction. ZTL must indicate via fourth line entry or verbal coordination if it is not deleted. ZDC has control for speed increase east of LILIC/GULFY. KILNS#: ZDC has control for left turns at MUNBE, no farther north than AUDII. BARMY#: ZDC has control for right turns at MESHY, up to 30°. "Automated Information Transfers" is applicable when ZDC09 LOW/36 HIGH are split. ZTL will normally handoff/transfer communications to ZDC prior to LILIC/GULFY. 	
Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
	PIT LBE AGC			AOB 350		
RDU		RNAV jets	North of a line from LIB-SPA	AOB 270 ↓ 250	ALDAN#	ZDC has control for right turns up to 15°
		Others			ROA SBV V136 RDU	
		Jets	South of a line from LIB-SPA		Routed through Jacksonville Center	
		Jets	From SPA/ODF/HRS/AVL areas <i>and</i> From CHA area AOB 230	@ 170	ETBUY DMSTR# (RNAV only) <i>or</i> SDZ BUZZY#	
		Others		Handoff to CLT	SDZ BUZZY#	
		HKY	Jets		@ 170	
ROA			Above 130 over GSO APCH airspace	AOB 150 ↓ 130		
			North of GSO APCH		Hand off to ROA APCH	

Origin	Arrival	Type	Qualifier	Altitude	Route Required	Special
ZDC → ZTL						
RDU		Jet		↑ 230 or requested if lower	Appropriate SID	1. ZTL has control for turns up to 30°. 2. " Automated Information Transfers " is applicable when ZTL29 LOW and ZTL33 HIGH are split.
		Non-jet		↑ 160 or requested if lower	RDU# GSO transition	ZTL has control for climb (if filed above 16,000) and turns up to 20°.
	CLT	RNAV jet			CATAR SDAIL CHSLY#	
		Others			LIB MAJIC#	
CLT		Jets	AOA 240 via AIROW CHSLY#	Descend Via	CHSLY# (RNAV) <i>or</i> MAJIC#	1. ZDC shall issue CLT landing direction (north or south) and provide in trail spacing regardless of altitude. 2. During ops changes, ZTL29 will verbally coordinate the first aircraft requiring a new landing direction. 3. Descend via may be suspended at either facility's request. In this case, ZDC will assign aircraft FL240 to be level by BURRZ or 85NM northeast of CLT.
		All other jets		@ 220 or requested if lower		1. Traffic must be assigned 280KT, unless not needed to maintain in-trail spacing. 2. Jets via COUPN CHSLY# may go direct SDAIL. 3. ZDC09 jets north of SDZ must be via COUPN or LIB. 4. ZDC shall provide 5 MIT, constant or increasing, between RDU departures and COUPN CHSLY# traffic. ZDC is not responsible for meeting other MIT or time-based metering requirements.
	JQF RUQ VUJ			Via GSO APCH or FAY APCH		
	Other CLT satellites	Jets		@ 220 or requested if lower	MAJIC#	Other CLT satellites: NC21 AFP DCM JQF AKH N52 14A LKR IPJ 6NC1 28A EQY PYG 0A1 UZA RUQ EHO NC35
Others			Via GSO APCH			

			All CLT/CLT satellite arrivals			1. ZTL29 has control for right turns up to 40° and speed adjustment within 15NM of the boundary. ZTL29 has control for descent within 15NM of the boundary for ZDC09 traffic.
POB ROA LYH LWB				↑ 230 or requested if lower		ZTL has control for turns up to 30°.
	ATL	RNAV jet	Over/from and north of RIC AOA 240		OZZZI#	
		Others			ODF WOMAC LOGEN	
	HKY UKF SVH			AOB 200 ↓ 170		
	TRI			AOB 260		
	SPA GSP GMU GYH		North of CLT-RDU line AOA 240	AOB 280	JUNNR# (RNAV) <i>or LYH SPA or GSO SPA</i>	
			South of CLT-RDU line		Direct destination	
	AVL		North of GSO	AOB 340		
	TYS			AOB 360		
CAE CDN		AOA 240	AOB 300	GSO CAE		

**CHARLOTTE APPROACH CONTROL AND WASHINGTON ARTCC
LETTER OF AGREEMENT**

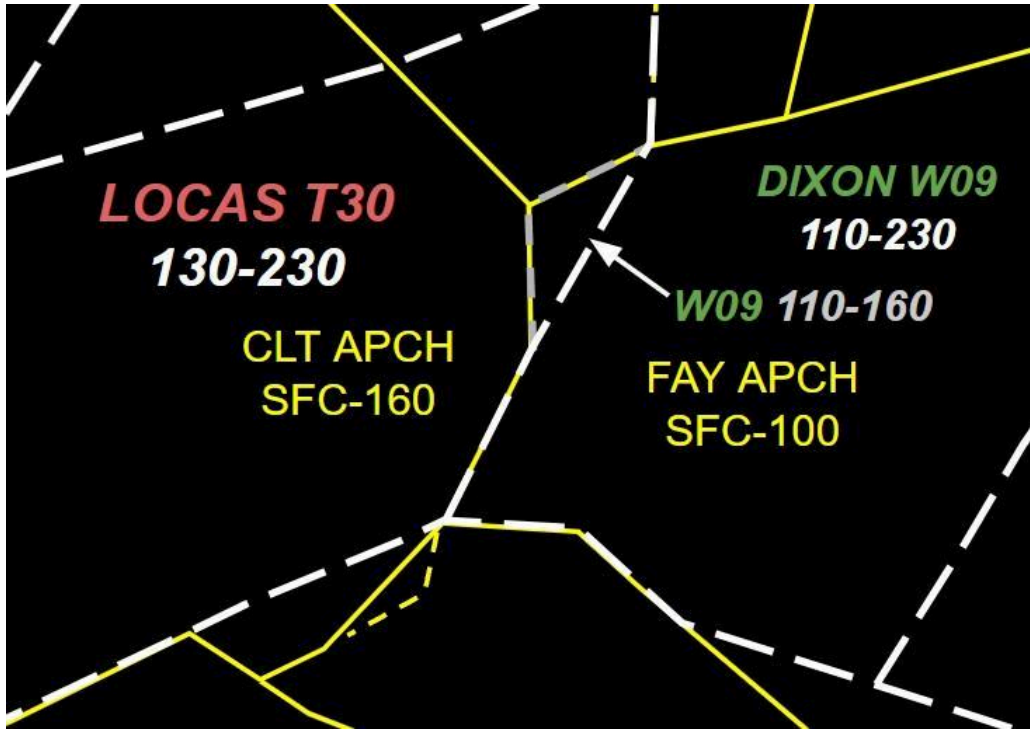
SUBJECT: INTERFACILITY COORDINATION

EFFECTIVE: 1 March, 2025

-
1. **PURPOSE:** This agreement establishes coordination procedures between VATUSA Charlotte Approach Control (CLT) and Washington Center (ZDC). This agreement is supplemental to procedures contained within FAA Order 7110.65.
 2. **DISCLAIMER:** Information contained herein is designed specifically for use in a virtual air traffic control environment. It is not applicable in the real National Airspace System (NAS).
 3. **CANCELLATION:** CLT and ZDC Letter of Agreement dated 30 November, 2023.
 4. **PROCEDURES:**
 - a. **Departures from Charlotte Terminal Area.**
 - i. **Turbojet departures requesting at or above 11,000** must be cleared via the KER3 or LILLS2 departure.
 - ii. **Turboprop/prop departures requesting at or above 11,000** must be cleared via the KNI2 departure PEKNN transition, assigned 16,000 or requested altitude if lower (right for direction of flight).
 - b. **Overflights.**
 - i. CLT releases control to ZDC for turns.
 - ii. **Overflights through CLT airspace** must be cleared at 14,000 or 16,000 via GMINI T398 or GIPPR CLT SPA, then as filed. Lower altitude traffic must be APREQ'd.
 - c. **Miscellaneous.**
 - i. **Arrivals to RDU and RDU satellites** through ZDC airspace must be cleared via SDZ BUZZY1 or ETBUY MNSTR1 (RDU), or SDZ direct (satellites). ZDC has control for speed increase on turbojets. Traffic must cross the boundary as follows:
 1. *Jets overflights thru CLT airspace:* 15,000 or below
 2. *Jets departures from CLT airspace:* 13,000 or below
 3. *All turboprops/props:* at 11,000
 - ii. **Turbojet and turboprop arrivals to airports in CLT airspace** must be routed through Atlanta Center, Greensboro Approach, Fayetteville Approach, or Jacksonville Center airspace, according to appropriate procedures.
 - iii. **Arrivals to SOP** must be transitioned below ZDC to Fayetteville Approach.
 - iv. **Arrivals to POB** must enter ZDC at 11,000.

Note: ZDC and CLT may issue direct handoffs to each other when ZTL is offline. Separation services are not provided in ZTL airspace.

Attachment A - CLT/ZDC Airspace



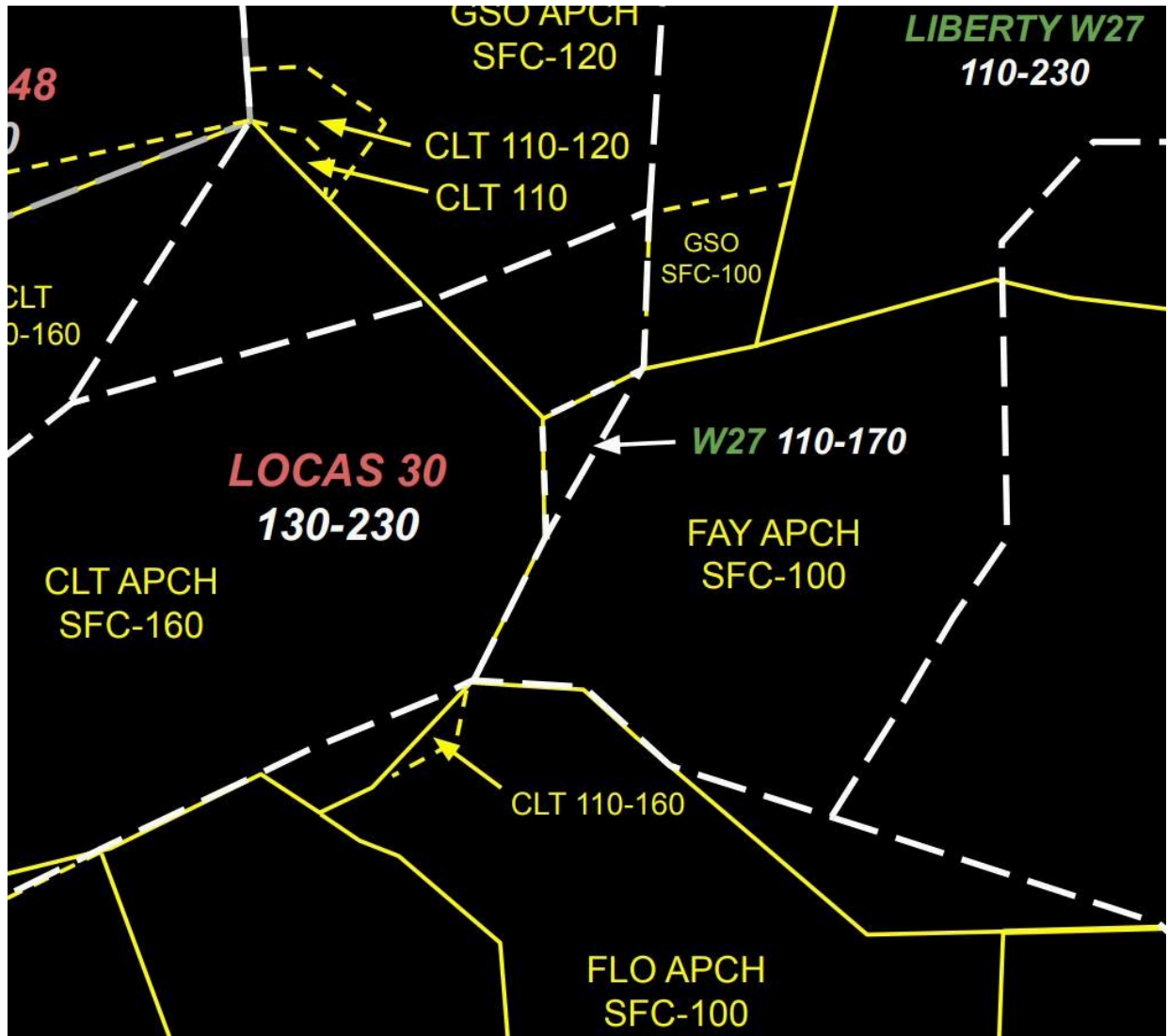
**CHARLOTTE APPROACH CONTROL AND FAYETTEVILLE APPROACH CONTROL
LETTER OF AGREEMENT**

SUBJECT: INTERFACILITY COORDINATION

EFFECTIVE: 1 March, 2025

-
1. **PURPOSE:** This agreement establishes coordination procedures between VATUSA Charlotte Approach Control (CLT) and Fayetteville Approach Control (FAY). This agreement is supplemental to procedures contained within FAA Order 7110.65.
 2. **DISCLAIMER:** Information contained herein is designed specifically for use in a virtual air traffic control environment. It is not applicable, nor should it be referenced for live operations in the National Airspace System (NAS).
 3. **CANCELLATION:** CLT and FAY Letter of Agreement dated 30 November, 2023.
 4. **PROCEDURES:**
 - a. **All turbojet arrivals to Charlotte/Douglas International (KCLT)** must be routed through Washington Center or Jacksonville Center via appropriate procedures.
 - b. **Turboprop/prop arrivals to KCLT and all arrivals to CLT satellite airports** must be cleared at or below 6,000.

Attachment A - CLT/FAY Airspace

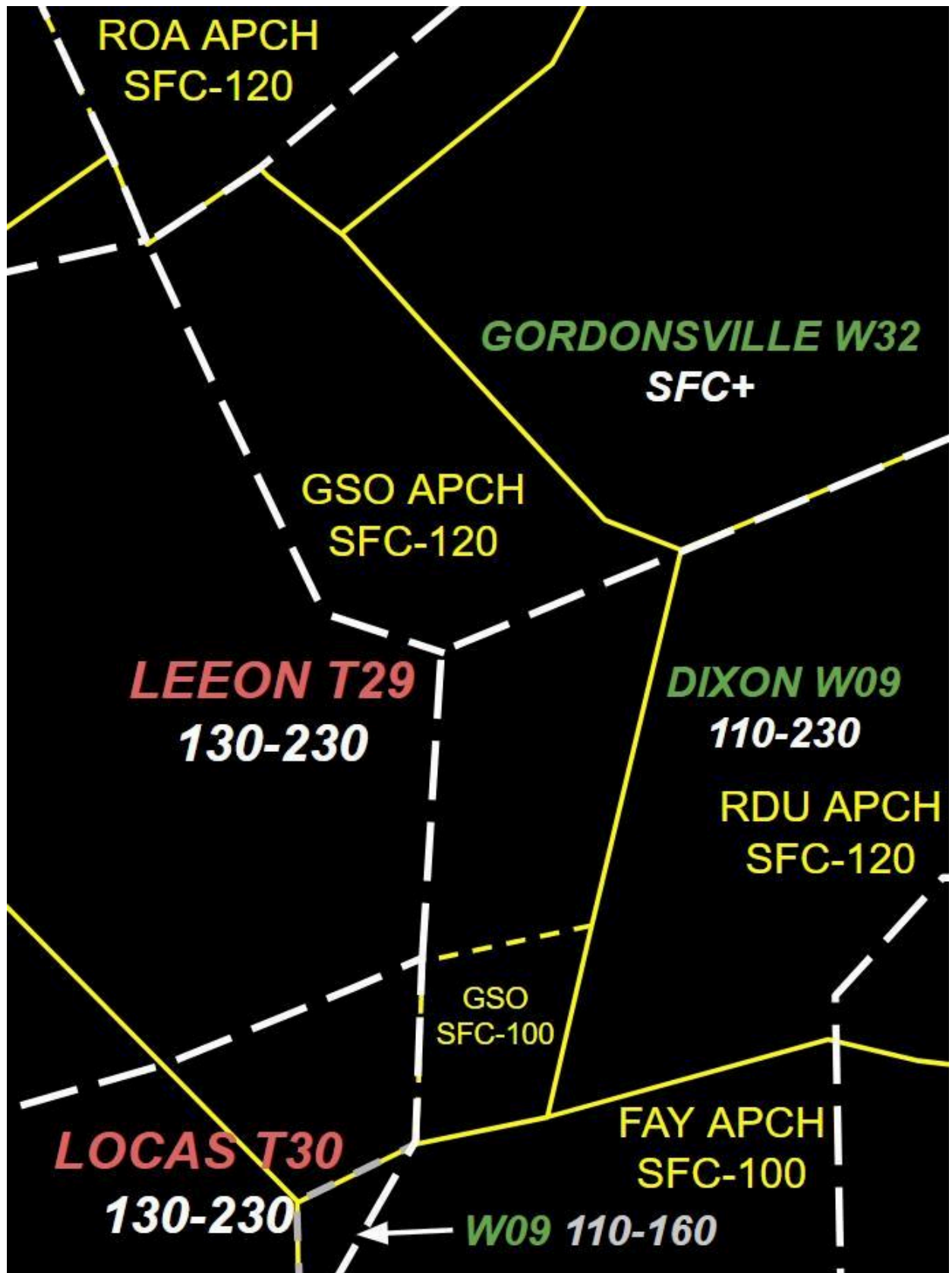


**GREENSBORO APPROACH CONTROL AND WASHINGTON ARTCC
LETTER OF AGREEMENT**

SUBJECT: INTERFACILITY COORDINATION

EFFECTIVE: 1 March, 2025

-
1. **PURPOSE:** This agreement establishes coordination procedures between VATUSA Greensboro Approach Control (GSO) and Washington Center (ZDC). This agreement is supplemental to procedures contained within FAA Order 7110.65.
 2. **DISCLAIMER:** Information contained herein is designed specifically for use in a virtual air traffic control environment. It is not applicable in the real National Airspace System.
 3. **CANCELLATION:** GSO and ZDC Letter of Agreement dated 30 November, 2023.
 4. **AIRSPACE DELEGATION:** ZDC delegates to GSO responsibility for ATC service from surface to 12,000 feet in area "A" and from surface to 10,000 feet in area "B" as depicted in Attachment A.
 5. **PROCEDURES:**
 - a. **Departures from Greensboro Terminal Area.**
 - i. **Departures requesting 13,000 or above** shall be cleared via the GSO 058 radial to intercept it no farther than 10 miles outside GSO airspace. Traffic will be assigned 12,000. Non-jets may be assigned 11,000 if jet traffic is a factor.
 - ii. **Departures requesting 12,000 or below** shall be cleared as filed at requested altitude appropriate for direction of flight.
 - b. **Arrivals into the Greensboro Terminal Area.**
 - i. **Turbojets and turboprops** shall be routed via either:
 1. HENBY or the SDZ360020 fix at 12,000 (jet) or 11,000 (turboprop).
 2. ARGAL GSO to cross 30NM from GSO at 13,000.
 - ii. GSO has control for SDZ360020 traffic within the "B" shelf and control for HENBY traffic on initial contact.
 - iii. **Prop arrivals** operating at 10,000 or below shall cross the boundary at an appropriate altitude for direction of flight and may be direct destination.
 - c. **Overflights through GSO airspace landing in the Charlotte Terminal Area.**
 - i. **Turbojets to JQF/RUQ/VUJ** shall be cleared via the NASCR arrival and:
 1. cross 25NM from GSO at 13,000 *or*
 2. cross 10NM from LIB at 13,000.
 - ii. **Turboprops to JQF/RUQ/VUJ** shall be cleared via HENBY NASCR arrival to cross HENBY at 11,000.
 - iii. **All other traffic landing in the CLT terminal area** shall be routed via LEAKS V143 GIZMO at 6,000 or 12,000. *EXCEPTION:* ORF terminal area departures will be routed via ARGAL GSO V143 GIZMO to cross 30NM from GSO at 13,000.
 - d. **Miscellaneous.**
 - i. **Arrivals to DAN** shall be cleared via the GSO057 radial at 5,000. ZDC has control at 25NM northeast of GSO.
 - ii. GSO is responsible for descending traffic into terminal airspace prior to 2.5NM from the ZTL/ZDC border. If ZDC fails to meet a crossing restriction, they become responsible for making a point out to ZTL.



**ATLANTA ARTCC AND ROANOKE APPROACH CONTROL
LETTER OF AGREEMENT**

SUBJECT: INTERFACILITY COORDINATION

EFFECTIVE: 1 March, 2025

-
1. **PURPOSE:** This agreement establishes coordination procedures between VATUSA Roanoke Approach Control (ROA) and Atlanta Center (ZTL). This agreement is supplemental to procedures contained within FAA Order 7110.65.
 2. **DISCLAIMER:** Information contained herein is designed specifically for use in a virtual air traffic control environment. It is not applicable in the real National Airspace System (NAS).
 3. **CANCELLATION:** ROA and ZTL Letter of Agreement dated 30 November, 2023.
 4. **AIRSPACE DELEGATION:** ZTL delegates responsibility for non-radar approach control services to ROA in the airspace depicted in Attachment A from the surface to 6,000ft.
 5. **PROCEDURES:**
 - a. **Arrivals.**
 - i. **Roanoke/Blacksburg Regional (KROA) arrivals at or above 11,000** overflying the ROA non-radar airspace shall enter the ROA radar airspace at 9,000. ROA Approach Control has control for turns up to 30 degrees within 40NM of ROA VORTAC.
 - ii. All other traffic shall cross the boundary at an appropriate altitude for direction of flight. All traffic to/from the ROA non-radar airspace must be verbally coordinated prior to entry/exit.
 - iii. **New River Valley (KPSK) arrivals** shall be cleared direct PSK VORTAC. At PSK 10DME, ZTL shall terminate radar service and transfer communications to ROA. ROA Approach has control for turns within 10DME of PSK.

Attachment A - ROA/ZTL Airspace

