NEW YORK ARTCC AND WASHINGTON ARTCC
LETTER OF AGREEMENT

SUBJECT: INTERFACILITY COORDINATION **EFFECTIVE: 2 June 2025**

---

1. PURPOSE: This Letter of Agreement (LOA) prescribes airspace delegation, operational procedures, and coordination requirements between Virtual New York ARTCC (ZNY) and Virtual Washington ARTCC (ZDC).

2. SCOPE: All ZDC and ZNY facilities are subject to the requirements of this agreement. This agreement is applicable to all ZDC and ZNY controllers and facilities. This LOA incorporates PCT and N90 coordination and routing restrictions.

2. DISCLAIMER: This publication is for VATSIM, VATUSA, and the Virtual New York ARTCC and Virtual Washington ARTCC subdivisions use on the simulated VATSIM network. This agreement and its associated organizations have no affiliation or association with any Federal Aviation Administration air traffic control facility.

3. CANCELLATION: This Letter of Agreement cancels and supersedes the ZNY & ZDC LOA dated 23 April 2015. This LOA further cancels and incorporates the following LOAs into this agreement: New York ARTCC & Atlantic City TRACON dated 23 April 2015, and Philadelphia TRACON & Dover RAPCON dated 23 April 2015.

4. AIRSPACE DELEGATION:

a. **Assumption of Airspace.** Washington and New York Centers shall assume control of TRACON airspace within their respective ARTCCs if the TRACON position is not manned. When this occurs, all airspace and altitude restrictions apply.

b. **Opening.** ZNY or ZDC may establish contact and provide enroute air traffic service to aircraft prior to entering the respective facility's airspace when the other facility is not open to provide better workload management. Upon opening, any aircraft already receiving service may remain with the controlling facility and the controlling facility will utilize an automated point out to indicate that aircraft is already on their frequency. If control of that aircraft is required the opening facility will coordinate with the other facility to handoff the aircraft.

5. PROCEDURES:

a. **Separation Minima.** Minimum lateral separation between aircraft shall be 5nm constant or increasing except that aircraft FL230 and below may be laterally separated by 3nm if separation is increasing to 5nm.

b. Miles In Trail (MIT) Restrictions. ZDC will provide ZNY the following MIT for aircraft on the same or geographically similar route:

1. Kennedy Area Arrivals: 10 MIT minimum.

2. LaGuardia Area Arrivals : 10 MIT minimum.

3. Newark Area Arrivals: 10 MIT minimum.

4. Philadelphia Area Arrivals: 10 MIT on JIIMS-STAR. *Note: ZDC will sequence IROKT and HEKMN as one.*

5. Aircraft on the same route segment and at the same altitude shall be separated by no less than 5 miles, and increasing, regardless of cruise altitude. Aircraft destined to the same airport need not have in trail spacing applied if altitude separated unless otherwise required by this agreement or active traffic management initiatives are in effect.

c. Altitude Assignment. Unless otherwise required or coordinated by this agreement, aircraft must be climbing to, descending to, or level at the correct altitude for direction of flight prior to any handoff.

d. Dover AFB and Satellite Departures. Departures from DOV RAPCON entering PHL TRACON will be cleared on course at or below 7000, appropriate altitude for direction of flight. Controllers will exercise good judgement and ensure any necessary coordination is accomplished to facilitate orderly traffic flow between facilities.

e. Atlantic City TRACON. Departures entering ZNY will be climbed to 7000 and cleared on course. Aircraft landing JFK or JFK satellites will be routed via ACY V184 PANZE V44 CAMRN. Arrivals to ACY may be cleared by ZNY direct to KACY without prior coordination and will be assigned 8000 prior to communications transfer. ACY has control for descent on contact and turns of 30 degrees left or right of course south of the CYN R-100.

6. COORDINATION:

a. Automated Point Outs. Use of the automated point out function without further coordination (verbal or textual) is authorized when the datablock accurately reflects the aircraft's current clearance. If an interim altitude is entered in the datablock then approval of the automated point out releases control for climb or descent to the entered flight plan altitude, or the top or bottom of the approving sector's altitude stratum.

b. Consolidation and Deconsolidation. Prior to consolidating or desconsolidating (or opening or closing) any position within a facility that shares a mutual boundary, or

otherwise required by this agreement, coordination with all affected controllers in the neighboring ARTCC must be accomplished. Use of general ATC chat or private chat is acceptable.

c. Holding. When holding is required at arrival fixes, ZDC or ZNY shall retain communications and control of the holding patterns within their delegated airspace. During periods of airborne holding, ZDC and ZNY will hold at published holding fixes at all times unless coordinated otherwise.

d. Routing. Use of the FAA's Preferred Route Database (PRD) should be used for all originating and terminating aircraft in either ZNY or ZDC. If routing requirements in this agreement differ from the PRD, the routing in this LOA supersedes the PRD requirement.

e. Handoffs. Automated handoffs will be initiated only after all conflicts are resolved and no further control instructions will be given to the aircraft.

1. The datablock and flight plan must accurately reflect the clearance given to the aircraft. Route amendments (QU or AM) must be made anytime a route clearance amendment is made (i.e. "CLEARED DIRECT <FIX>").

2. Aircraft climbing to reach their requested cruise altitude that have not been cleared to the requested final cruise altitude will be climbed to the highest interim altitude available based on traffic, airspace, or LOA requirements. Use of "QQ" for the assigned altitude will be used and constitutes a coordinated altitude when an automated handoff is utilized.

3. Aircraft descending to a new assigned altitude will have their flight plan altitude (QZ) updated to reflect the new altitude assignment. Use of interim altitudes for descending aircraft should generally not be used unless the pilot requested lower altitude is not available and an interim altitude is given as the lowest possible altitude available with that controller.

4. ERAM fourth line entries made in accordance with FAAO 7110.65 are authorized for coordination. The receiving controller should not accept a handoff and initiate coordination if there is any doubt about the fourth line entries' intended meaning.

7. TRANSFER OF CONTROL PROCEDURES:

a. Aircraft enroute between centers must be transferred at specified altitude/flight levels as per Attachment 1 and 2 unless otherwise coordinated.

b. One center must not require the other to change or issue routing to aircraft if the routing is satisfactory to the first route fix in the receiving center's area.

c. ZNY shall have control for turns 20 degrees or less, north of V268, for traffic routed J220/Q221/Q227 or Hagerstown VOR.

d. ZNY shall have control for turns 20 degrees left or right of course north of Woodstown VORTAC for traffic routed Q22.

e. ZNY may clear traffic routed via Q437/Q409 direct VILLS without prior coordination.

f. ZDC may clear traffic routed via Q22 or west direct JFK without prior coordination.

g. Unless otherwise specified in this agreement, ZDC and ZNY each have control for turns up to 15 degrees within 15 miles of the common center boundary for aircraft in level flight, and for aircraft climbing or descending if the turn will be accomplished within the altitude stratum of the transferring controller.

h. Turbojet traffic northeast bound on Q22 shall be at or above FL230.

i. ZDC will not route aircraft destined to SWF and SWF area airports departing the Washington metro area via Q221.

8. Closed Facility Service Continuity:

a. **ZNY Closed Procedures**. When ZNY is closed ZDC may handoff directly to any N90 position that would otherwise have received a handoff from ZNY. Unless otherwise specified in this agreement, ZDC will assign the lowest usable flight level based on the ACY altimeter setting and N90 shall have control for turn and descent. N90 and PHL may handoff departures via J6/J48/Q75, DIXIE, or WHITE, to ZDC, and will be assigned the appropriate top altitude that would have been assigned for a handoff to ZNY. ZDC shall have control for turn and climb.

b. **ZDC Closed Procedures**. When ZDC is closed, ZNY may handoff directly to any PCT position that would otherwise have received a handoff from ZDC or other PCT area. Aircraft may be given descend via clearance or 10,000 as appropriate. PCT may handoff departures departing the PCT terminal area to the north or east to ZNY and will assign the appropriate top altitude. ZNY shall have control for turn and climb.

9. ATTACHMENTS:

1. **ZNY to ZDC Altitude Restrictions & Routing Requirements**
2. **ZDC to ZNY Altitude Restrictions & Routing Requirements**
3. **ZNY Sectors 82, 83, and 86 and associated Warning Areas**
4. **Overview of Center Airspace Sectorization**

Attachment 1. ZNY to ZDC Altitude Restrictions & Routing Requirements

Departures (ZNY to ZDC)

Dept Airport	Route Segment	Altitude	Remarks
MDT + SATs	J6/J48	AOA FL180 climbing to FL230 or lower requested altitude	Aircraft requesting AOA FL180
	EMI HAMMZ Q75 GVE		
	HGR	Climbing to FL210 or lower requested altitude	ZNY may clear aircraft direct HGR without coordination
Southbound (N90)	WAVEY/Q167	Climbing to FL230	Aircraft requesting AOA FL240
		FL220 or lower requested altitude	DCA/ADW arrivals
	WHITE/Q409	FL240 or lower requested altitude	ZNY may clear traffic direct VILLS. ZDC has control for turns up to 30 degrees.
	RINOE HAMMZ Q75	FL180	

Arrivals/Overflights (ZNY to ZDC)

Arrival Airport	Route Segment	Altitude	Remarks
ACY	DQO V29 ENO SIE	Boundary AOB FL190, descending to 150	
ADW	CYN V1 LEEAH CHOPS BILIT	AOB 160	Props
	ZIZZI KNUKK ATR LAFLN SPISY-STAR	AOB FL220	Jets
	SIE ATR LAFLN SPISY-STAR	AOB 160	JFK & satellite jet departures requesting 160 or below
	FISSH ZIZZI KNUKK ATR LAFLN SPISY-STAR	AOB FL220	Arrivals from New York Oceanic (ZWY)

BWI	CYN V1 LEEAH V268 BAL	AOB 160	Props
	V139 AVALO V268 BAL		
	FISSH ZIZZI KNUKK ATR LAFLN MIIDY-STAR	AOB FL220	Arrivals from New York Oceanic (ZWY)
	NUGGY TRISH-STAR	TROYZ at 120	Jets only at 250KTS. Must be sequenced in trail with arrivals over LRP. CHP has control for turns 30 deg L/R.
	LRP TRISH-STAR	25 S LRP or 40 NE BAL at 120	Jets only at 250KTS. Must be sequenced in trail with arrivals over NUGGY.
CHO	RINOE HAMMZ Q75 GVE *or* J48 CSN	AOB FL230	
DCA	CYN V1 LEEAH CHOPS BILIT	AOB 160	Props
	ZIZZI KNUKK ATR LAFLN DEALE-STAR	AOB FL220	Jets
	SIE LAFLN DEALE-STAR	AOB 160	JFK & satellite jet departures requesting 160 or below
	FISSH ZIZZI KNUKK ATR LAFLN DEALE-STAR	AOB FL220	Arrivals from New York Oceanic (ZWY)
	MXE CLIPR-STAR	CLIPR at 120 (Jets) TROYZ at 110 (Prop)	Must be sequenced in trail with arrivals over PSB/LRP.
	LRP/PSB SKILS-STAR	SKILS at 120 (Jets) LRP at 100 (Prop)	Must be sequenced in trail with arrivals over MXE.
DOV	V139 SIE	AOB 160	

	CYN V1 LEEAH V268 ENO		
	B24 SIE		Arrivals from New York Oceanic (ZWY)
	Q439 BRIGS SIE		
HSP/LWB	J48 MOL	AOB FL320	
IAD	MXE/LRP DELRO-STAR and HYPER-STAR	LIRCH at 140	Jets only. PCT has control for turns up to 45 degrees right of course.
		10NM NE LIRCH at 120	Props only.
	PSB WAYNZ-STAR and PRIVO-STAR	DAFIX at 120	
	PRTZL-STAR and SEG-STAR	90	Non-turbojet capable of 180kts or greater
ORF and SATs	AR8 ECG	AOB FL300	Arrivals from New York Oceanic (ZWY)
PHL and SATs	BRIGS VCN STAR or JIIMS-STAR	AOB 140	Arrivals from New York Oceanic (ZWY)
	B24 DASHA VCN STAR or JIIMS-STAR	AOB 160	

Attachment 2. ZDC to ZNY Altitude Restrictions & Routing Requirements

Departures (ZDC to ZNY)

Dept Airport	Route Segment	Altitude	Remarks
ACY	DQO	AOB FL230	
DCA, IAD, ADW, BWI, and Sats	J220/Q221/Q227	Climbing to FL270 or lower filed altitude	Jets
		Climbing to FL210 or lower filed altitude	Props
DOV	T320/Q439	Climbing 170	

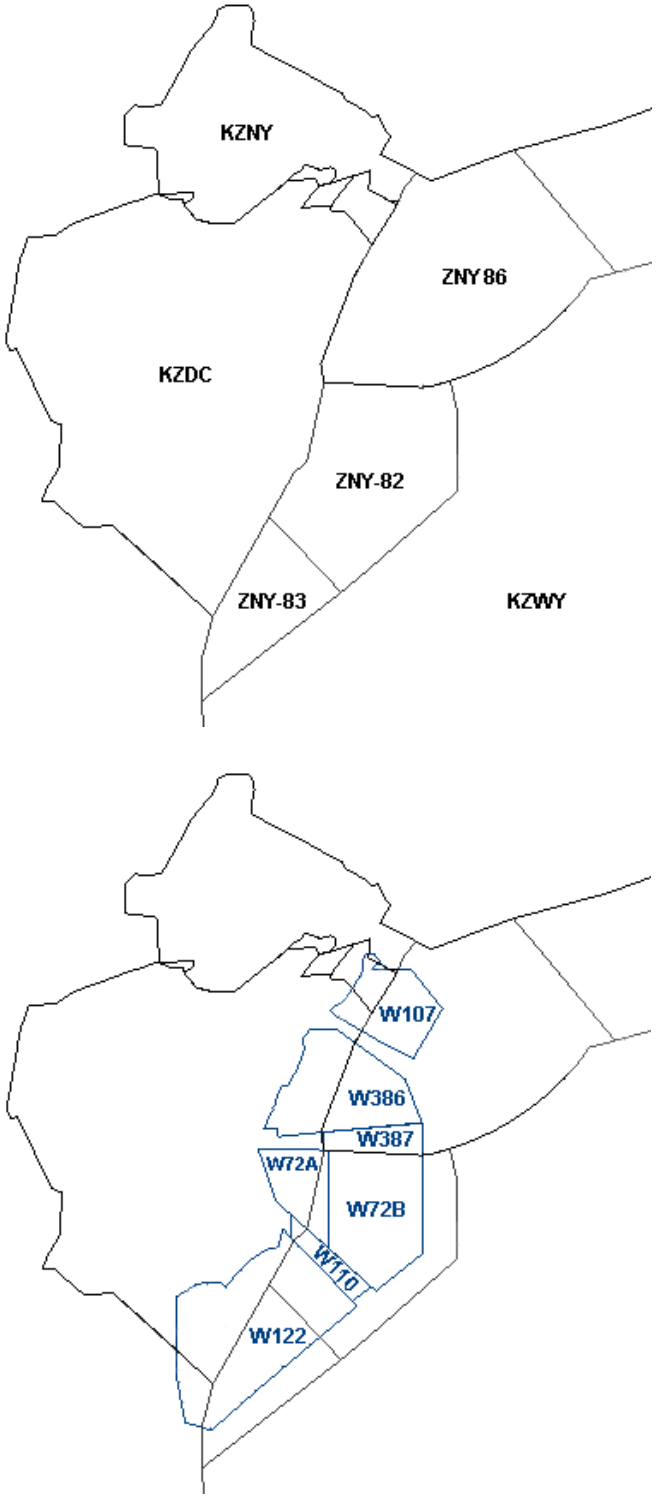
Arrivals/Overflights (ZDC to ZNY)

Arrival Airport	Route Segment	Altitude	Remarks
ABE	COURG SCAPE V377 HAR V162 DUMMR	AOB FL230 DSDG FL190	Crossing at REEES or LOYDD at FL190 satisfies this restriction
ALB	Q22 RBV LGA TRUDE V487 CANAN	AOB FL350	
	JAMIE CONFR Q133 LLUND TRUDE V487 CANAN		
	BRIGS T320 SARDI V91 BDR V487 CANAN	BRIGS AOB FL210	
BDL	JAMIE CONFR Q481 DPK DPK-STAR	ZIGGI AOB FL250	
	BRIGS Q439 SARDI DPK-STAR	BRIGS AOB FL210	
	RBV Q419 DPK MAD HFD DREEM-STAR	AOB 310	
BOS	RBV Q419 JFK ROBUC-STAR	AOB 370	

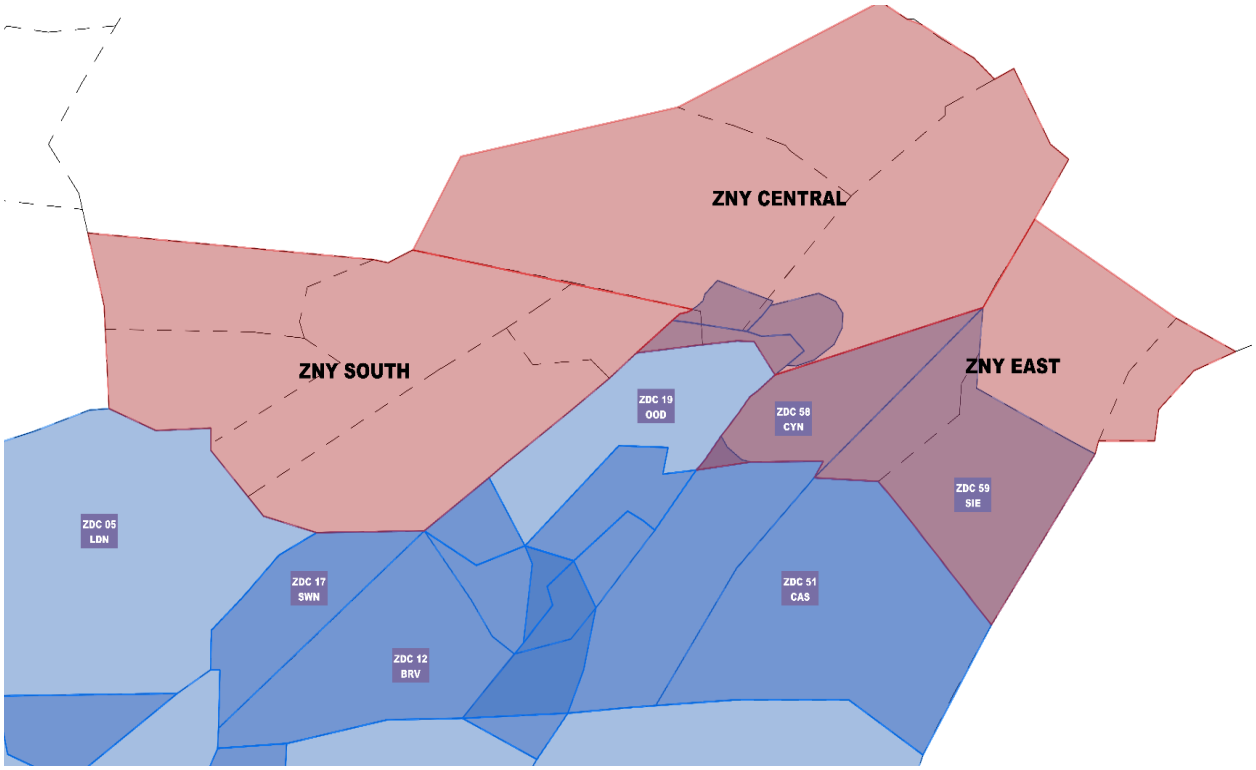
	JAMIE CONFR Q133 JFK ROBUC-STAR	AOB 370	
BOS N SATS	RBV Q419 DPK MAD HFD DREEM-STAR	AOB FL310	
	JAMIE CONFR Q481 DPK MAD HFD DREEM-STAR		
	BRIGS Q439 SARDI T320 GON ORW WOONS-STAR	BRIGS AOB FL210	
BOS S SATS	BRIGS Q439 SARDI T320 GON ORW V16 WOONS		
EWR	PHBLO-STAR	Descend Via	
EWR Sats (CDW, LDJ, MMU, TEB)	JAIKE-STAR	JAKIE at 130	Handoff to PHL
	OTT SWANN DQO FROSE V3 SBJ	10NM N of DQO at 130	Handoff to PHL
HPN	SIE BOUNO-STAR	BECKR AT 240	
	BESSI CYN BOUNO-STAR	BESSI AT 230	
	BRIGS Q439 SARDI RICED RICED-STAR	BRIGS AOB 210	
	BRIGS Q439 RICED RICED-STAR		PCT departures
ISP	BRIGS Q439 SARDI CCC	BRIGS AOB 210	
ISP E	BRIGS Q439 SARDI T320 ORCHA	BRIGS AOB 210	
ISP N	BRIGS Q439 SARDI RICED KEYED		
JFK/FRG	SIE CAMRN-STAR	LUFL	Jets
		CAMRN at 110/250 KTS	When ZNY offline

	DONIL T315 PANZE V44 CAMRN JFK	AOB 170	Jets, PCT departures
		CAMRN at 110/250 KTS	When ZNY Offline
	BRIGS Q439 SARDI CCC DPK	BRIGS AOB 210	Jets FRG only
	DONIL T315 ACY V184 ZIGGI	AOB 150	Turboprops
LGA	PROUD-STAR	Descend Via	
MDT, CXY, LNS, RDG	COURG BAMMY T299 HAR	AOB FL230 DSDG 150	Cross REEES at 150 satisfies this restriction.
PVD	Q22 RBV HTO JORDN-STAR	AOB 330	
	BRIGS Q439 SARDI T320 ORCHA JORDN JORDN-STAR	BRIGS AOB FL210	
SYR	J220/Q221/Q227	AOB FL310	
SWF	RBV Q419 DPK HUD#	AOB FL270	
	BRIGS T320 SARDI RICED MAD BRISS PWL TRESA	BRIGS AOB 170	
	BRIGS Q439 SARDI RICED MAD BRISS PWL TRESA	BRIGS AOB FL210	
	JAMIE CONFR Q481 DPK HUD#	ZIGGI AT FL250	

Attachment 3 ZNY Sectors 82, 83, and 86 and associated Warning Areas



Attachment 4 Overview of Center Airspace Sectorization



ZDC Active Airspace Configuration Depiction