

Letter of Agreement

New York ARTCC (ZNY) & Potomac TRACON (PCT)

Rev. 1 — April 23, 2015

Purpose

This agreement prescribes transfer of control procedures, radar handoff procedures, route/altitude assignments, and delegation of airspace between New York ARTCC (ZNY) and Potomac TRACON (PCT).

Scope

The procedures contained herein shall apply unless prior coordination is effected.

Transfer of Control Procedures

- a. General
 - i. New York Center (ZNY) delegates to Potomac TRACON (PCT) authority and responsibility for control of arrival, departure and tower enroute aircraft within the approach control area depicted on Attachment 1.
 - ii. Minimum radar separation between aircraft when transfer of control is accomplished shall be at least 10 nautical miles, constant or increasing.
 - iii. The Center/TRACON delegated airspace shall be the transfer of control point (TCP).
 - iv. Verbal coordination is required for over flight traffic on V39 and V143.
 - v. Regardless of the facility requesting holding and or altitude/route changes which will affect additional sectors in the adjacent facility's area, each facility shall be responsible to complete all its own necessary internal coordination.
- b. Arrival Control
 - i. IAD & IAD Satellite arrivals:
 - 1. Jet arrivals from LRP, (except those originating in the PHL Terminal Area) will be handed off to PCT descending to 15,000'. PCT will have control for turns of up to 45° right of course at the TCP. PCT must be responsible to point out these aircraft to ZNY if necessary.
 - 2. Jet arrivals originating in the PHL, WRI and RDG Terminal Areas will be handed off to PCT climbing to 14,000' not in trail with other LRP jet arrivals.
 - 3. Jet arrivals, from PSB/HAR, (except those originating in the MDT Terminal Area) will be handed off to PCT at or below 14,000' descending to

13,000'. PCT will have control for turns of up to 30° left or right of course south of the centerline of V474.

4. Jet arrivals originating from the MDT Terminal Area will be handed off to PCT at 11,000' not in trail with other PSB/HAR jet arrivals. PCT will have control for turns of up to 30° left or right of course south of the centerline of V474.
5. Prop arrivals from LRP/DELRO will be handed off to PCT descending to 12,000'.
6. Prop arrivals from TROYZ# will be handed off to PCT descending to 12,000' and 250 knots.
7. Prop arrivals from PSB/HAR will be handed off to PCT descending to 9,000'. PCT will have control for turns of up to 30° left or right of course south of the centerline of V474.

Note: In the event of a simultaneous BWI or DCA prop arrival, the IAD prop will be descending to 10,000'.

8. Prop arrivals from the MDT Terminal Areas must be handled tower en route control (TEC)

Note: TEC routes are low-altitude IFR routes that require no level of air traffic control higher than approach-control facilities. These routes can be found using the Preferred Routes Database.

9. PCT must have control to change beacon code assignments to arrival aircraft south of the centerline of V474.
10. Prop arrivals not capable of speeds greater than 210kias from the PHL and WRI Terminal Areas must be handled TEC.

ii. DCA & DCA Satellite arrivals:

1. ZNY must provide in trail spacing between Jet arrivals from MXE and LRP/PSB.
2. Jet arrivals from MXE will be handed off to PCT to cross CLIPR or cross 20nm northeast of BAL at 12,000'.
3. Jet arrivals from LRP/PSB will be handed off to PCT to cross SKILS or cross 20nm north of BAL at 12,000'.
4. Props from MXE will be handed off to PCT to cross TROYZ or cross 40nm northeast of BAL at 11,000'.
5. Props from LRP will be handed off to PCT at 10,000'.
6. Props from HAR/PSB will be handed off to PCT descending to 9,000'.
7. PCT must have control to change beacon code assignments to arrival aircraft within 30nm of BAL.

iii. BWI & BWI Satellite Arrivals:

1. ZNY must provide in trail spacing between Jet arrivals from MXE and LRP.
2. Jet arrivals from MXE will be handed off to PCT to cross 25nm southwest of MXE or cross 40nm north of BAL at 12,000' and 250kias.

3. Jet arrivals from LRP will be handed off to PCT to cross 25nm south of LRP or cross 40nm north of BAL at 12,000' and 250kias.
4. Props from MXE will be handed off to PCT to cross TROYZ or cross 40nm north of BAL at 11,000'.
5. Props from LRP will be handed off to PCT at 9,000'.
6. Props from HAR/PSB will be handed off to PCT descending to 9,000'.
7. PCT must have control to change beacon code assignments to arrival aircraft within 40nm of BAL.
8. PCT may vector BWI arrivals toward BAL south of the centerline of V408. It shall be PCT responsibility to separate SKILS arrivals from those over TRISH.

c. Departure Control

i. BWI, BWI Satellite, DCA and DCA Satellite departures:

1. ZNY must advise PCT when departure clearances will be on approval basis only.
2. Aircraft requesting 17,000' or below must be cleared via the routes described in Attachment 3.
3. Departures must be cleared to 11,000' or lower requested altitude.
4. ZNY has control for climb and/or turns 30° either side of course north of the centerline of the MXE267° radial.
5. PCT may clear aircraft routed via LRP, direct LRP without coordination.

d. Over Flights

i. Verbal coordination is required for over flight traffic routed via V39/143.

ii. RNAV over flight traffic routed via T291 and T295:

1. Must be at or below 11,000'.
2. ZNY may clear aircraft direct BAABS without coordination.
3. PCT may clear aircraft direct LRP or HAR without coordination.

iii. PCT BELAY Sector must coordinate northbound traffic routed via T291 at 9,000' through 11,000' with PCT BINNS Sector prior to transfer of control to ZNY.

e. Holding

i. General.

1. When holding is necessary each facility will advise the other as soon as possible.

ii. Holding at SKILS or TRISH intersections:

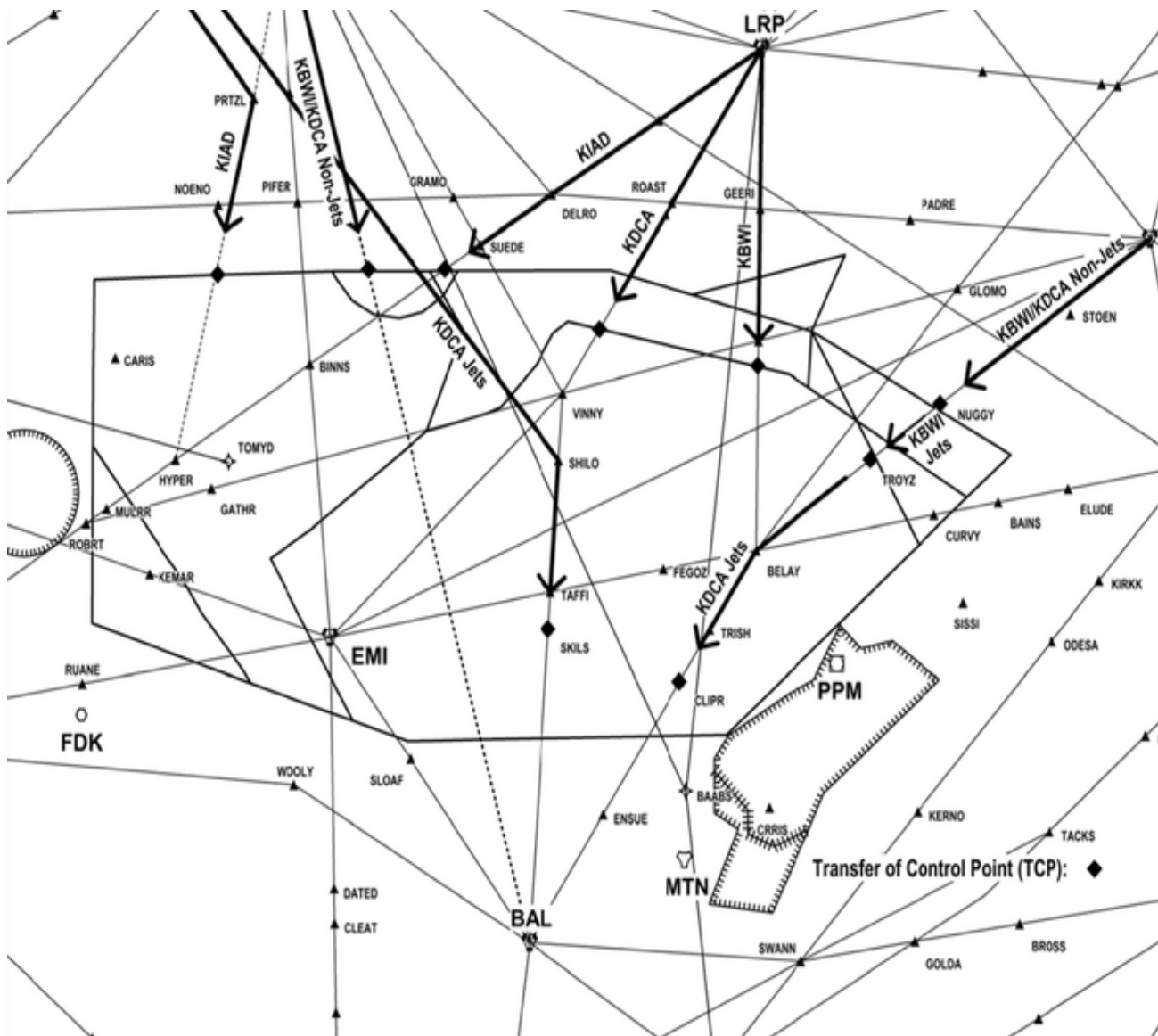
1. ZNY must coordinate the call sign, altitude, time over the fix for aircraft in hold.
2. PCT must accept transfer of communications and control of aircraft at 14,000' and below and in delegated airspace in the holding pattern airspace areas and appropriate arrival routes as depicted on Attachment 4 from the highest altitude released by ZNY.
3. PCT must release altitudes back to ZNY by stating the aircraft call sign and altitude vacated.

iii. Holding at BINNS intersection:

1. When all available holding altitudes at HYPER intersection are occupied ZNY will hold at BINNS intersection above 15,000'.
2. ZNY will hand off aircraft at 15,000'. Upon acceptance of a handoff by PCT, ZNY will transfer communications and control for turns of the aircraft within the BINNS holding pattern airspace and appropriate arrival route, as depicted in Attachment 4 at 15,000' to PCT.
3. PCT must release altitudes back to ZNY by stating the aircraft call sign and altitude vacated.
4. Holding at RIKTR
 - a. ZNY shall hold aircraft at RIKTR above 12,000'.

Section	Altitude
A	17,000 and below
B	14,000' and Below
C	14,000' to 5,000'
D	14,000' to 7,000'
E	11,000' and 4,000' Below
F	11,000' and Below
G	8,000' and Below
H	8,000' to 5,000'
I	8,000' only
J	4,000' and Below

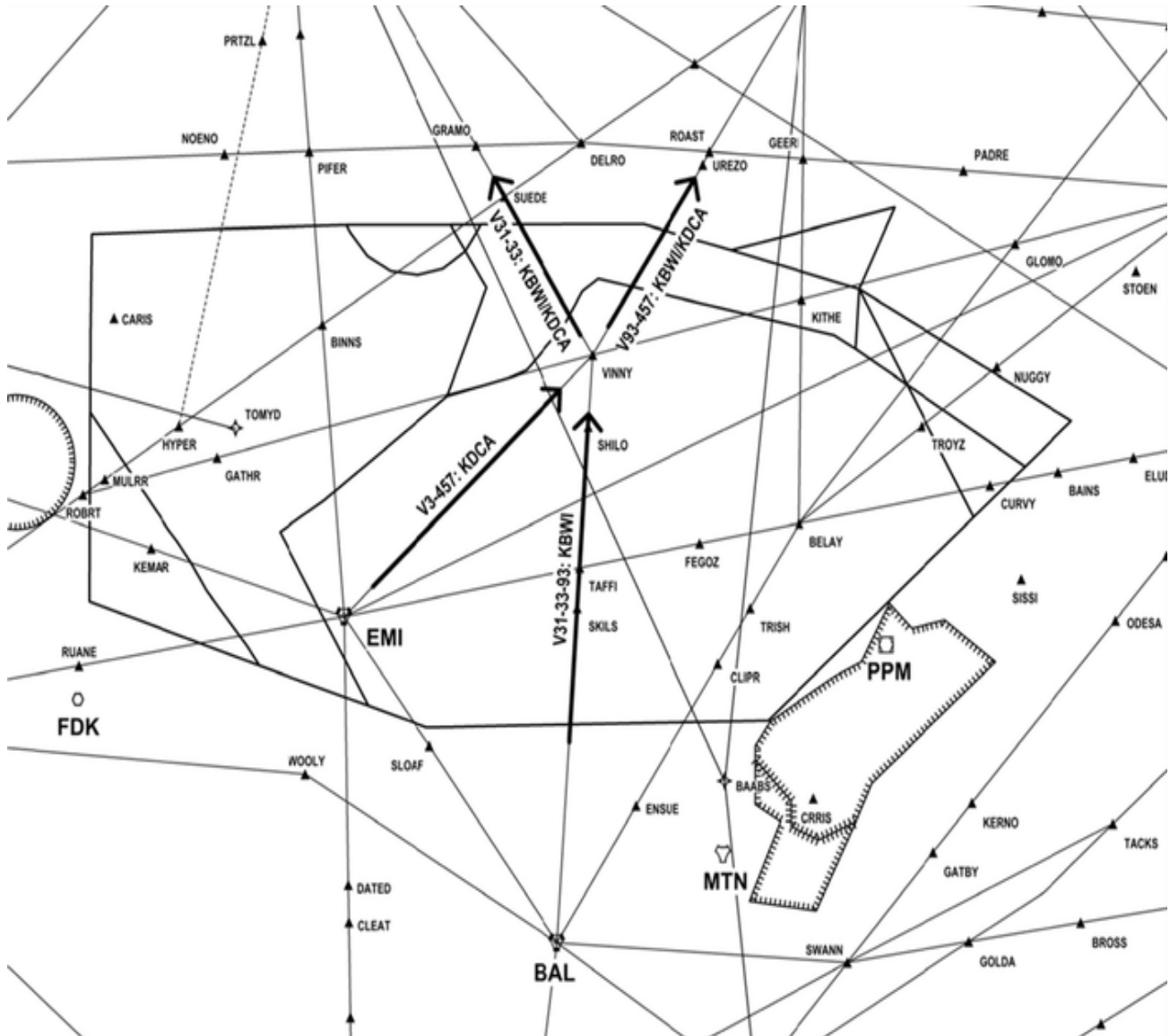
Attachment 2 - Arrival Routes



Attachment 3 - Departure Routes

Routing for aircraft requesting 17,000'

Departure Airport	Enroute Fix	Route
BWI and BWI Sats	HAR	VINNY.V31.HAR
	LRP	VINNY.V93.LRP
DCA and DCA Sats	HAR	VINNY.V31.HAR
	LRP	VINNY.V457.LRP



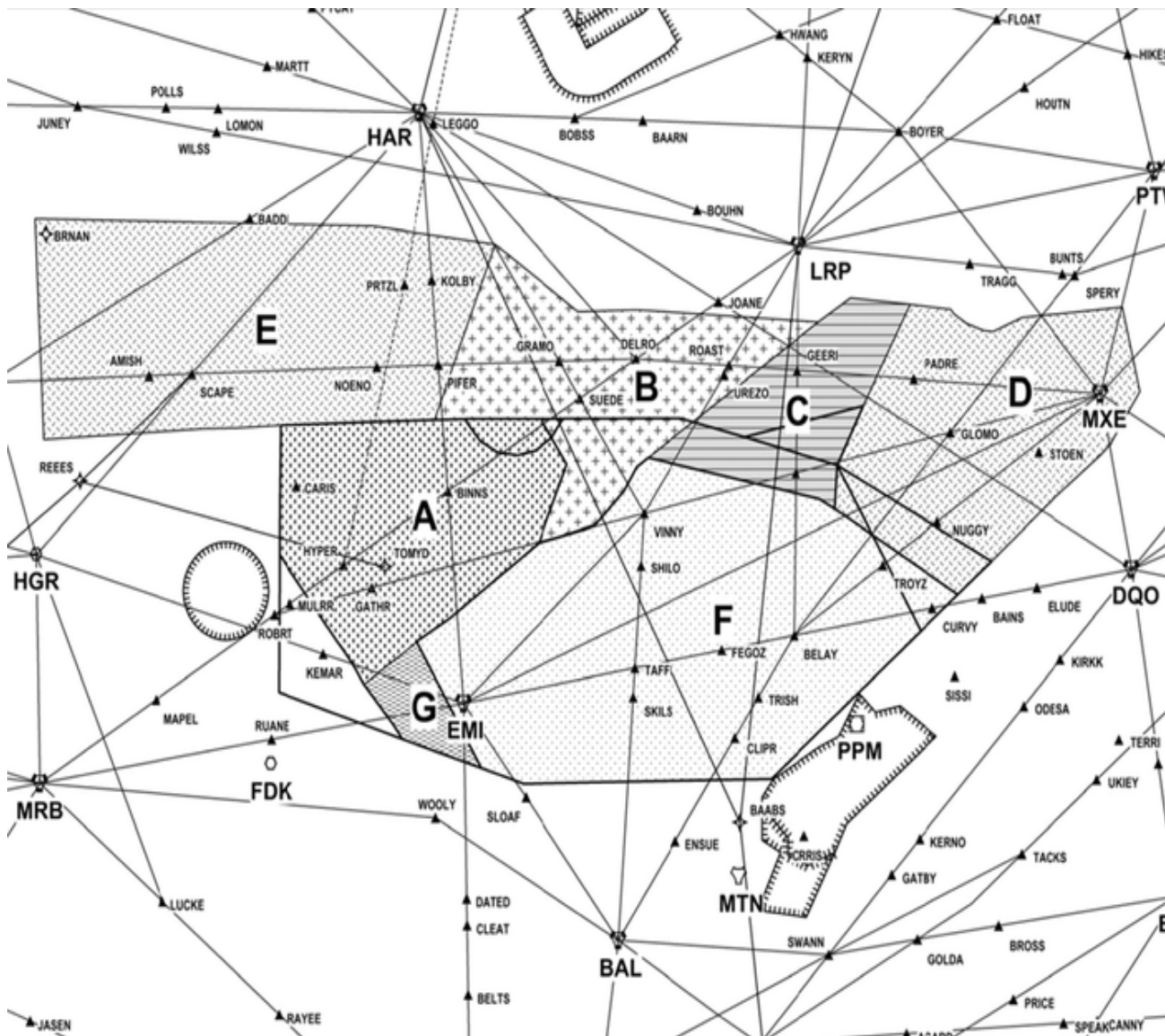
Attachment 4 - Holding Patterns

Fix	Direction	Turn	Legs	Max Speed	Altitude
BINNS	Northeast	Right Turns	1½ Minute	265 kias	15,000' to 17,000'
SKILS	North	Right Turns	1 Minute	210 kias	12,000' to 4,000'
TRISH	Northeast	Right Turns	1 Minute	210 kias	12,000' to 4,000'



Attachment 5 - Adjacent and Overlying ZNY Airspace

Section	ZNY Sector	Altitudes
A	Lancaster	15,000' to 17,000'
B	Lancaster	9,000' to 17,000'
C	Lancaster	9,000' to 11,000'
	Modena	11,000' to FL230
D	Modena	11,000' to FL230
E	Middletown	9,000' to FL210
F	Modena	12,000' to FL230
G	Modena	15,000' to FL230



Attachment 6 – Satellite Airports

ZDC Satellite Airports

Area	Abbreviation	Satellite Airport Codes
Atlantic City Area	ACY	MIV, OBI, WWD, N87, 26N
Baltimore Area	BAL	ANP, APG, DMW, EDG, ESN, FDK, FME, GAI, MTN, MD31, W18, W29, W42, W48, W50, OW3, 2W2, 9W8
Dover Area	DOV	GED, ON4, 33N
Washington Dulles Area	IAD	CJR, EZF, FRR, HEF, HWY, JYO, MRB, NYG, OKV, RMN, 2VG2
Washington National Area	DCA	ADW, CGS, DAA, NDY, VKX, W00, W32, 2W5

ZNY Satellite Airports

Area	Abbreviation	Satellite Airport Codes
Elmira Area	ELM	ELM, BGM, ITH, SYR
Harrisburg Area	MDT	MDT, CXY, LNS, MUI, SEG, THV, ZER, N68, N71, N79, N94, 58N, 74N, 9D4
Islip Area	ISP	ISP, HWV, 23N
Islip Area East	ISPE	FOK, HTO, MTP, 03NY, 1N2, 21N, 87N
Islip Area North	ISPN	BDR, HVN, JSD, OXC, SNC, 42B
Kennedy Area	JFK	JFK, FRG
LaGuardia Area	LGA	LGA
LaGuardia Area North	LGAN	DXR, HPN
Liberty Area	LIB	SWF, POU, MGJ, MSV, NY35, N45, N69, N72, N82, N89, 06N, 20N, 44N, 46N, 5NY5
McGuire Area	WRI	WRI, NEL, BLM, MJX, N12, N14, N73, N81, N87, NJ20, NJ24, NJ46, NJ59, NJ60, NJ69, NJ72, NJ75, NJ87, 19N, 2N6, 2N8, 3N6, 3N7, 46NJ, 6NJ0
Newark Area	EWR	EWR
Newark Area North	EWRN	CDW, FWN, MMU, TEB, N05, N07, 1N7, 12N, 13N, 3N5, 4N1
Newark Area South	EWRS	LDJ, SMQ, N51, 39N, 47N
Philadelphia Area	PHL	PHL
Philadelphia Area North	PHLN	CKZ, DYL, LOM, PNE, PTW, TTN, UKT, N10, N47, 3NJ6, 9N1
Philadelphia Area South	PHLS	EVY, ILG, MQS, OQN, N57, NJ74, 17N, 58M, 7N7
Wilkes-Barre Area	AVP	AVP, HZL, MPO, WBW, N13, N30, 70N, 76N, 8N4, 9N3