

**VATUSA CLEVELAND ARTCC AND WASHINGTON ARTCC
LETTER OF AGREEMENT**

EFFECTIVE: APRIL 9, 2021

SUBJECT: INTERFACILITY COORDINATION

1. PURPOSE

This Letter of Agreement defines interfacility procedures and delegation of airspace between Cleveland Center and Washington Center. This agreement is supplemental to procedures contained within FAA Order 7110.65.

2. DISCLAIMER

Information contained herein is designed and 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

VATUSA Cleveland ARTCC and Washington ARTCC Letter of Agreement dated March 9, 2020 is hereby cancelled.

4. RESPONSIBILITIES

- a. When Clarksburg Tower (CKB) is closed, the airspace depicted on Attachment 1 reverts back to ZDC at 10,000 and below.
- b. Airspace delegation between ZOB and ZDC must be in accordance with Attachment 1 and Attachment 2.

5. PROCEDURES

- a. Transfer of Control:
 - i. Radar handoffs must be made in relation to the ZOB/ZDC common boundary. Boundaries defining lateral/vertical control jurisdiction between centers must be defined as the Transfer Point.
 - ii. Both facilities have control for beacon code change subsequent to radar handoff and frequency change.
- b. Interim Altitude (ITAL) Procedures: Use of interim altitudes is authorized for the purpose of coordinating assigned altitude information.
 - i. Handoffs must be delivered to the sector controlling the altitude assigned to the aircraft.
 - ii. Use of interim altitude procedures may be used to supersede altitude restrictions set forth in this LOA, but must only be used when specific compliance with the altitude restriction is not possible.
 - iii. Use of interim altitude procedures must not be used to coordinate Inappropriate Altitude for Direction of Flight (IAFDOF).
 - iv. When unable to approve the interim altitude, the receiving facility must verbally

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coordinate with the transferring facility prior to accepting the handoff.


c. Restrictions

- i. Specific routes and altitudes are required for arrivals and departures transitioning the ZOB/ZDC boundary. These routes and altitudes must be assigned according to the Restriction Table in Attachment 5.
- ii. ZOB has control for right turns of up to 30 and left turns up to 15 for northbound aircraft at or above FL300 that are within 15 NM of Q103 and north of J149. ZOB is responsible for any point outs that the above described turn may require.
- iii. ZDC is responsible for issuing "descend via" clearances into Washington Metro Airports.
- iv. Coordinate and resolve, in a practical manner that provides the smoothest experience to the pilot, all deviations from and situations not addressed by this document (e.g., holding, pilots unable to accept LOA routes, aircraft above/below LOA altitudes, etc.).
- v. Ensure that all aircraft are at a 1X simulation rate prior to initiating handoff.
- vi. Ensure that all scratchpad entries are cleared unless required to convey operational information (e.g. "M80" for assigned Mach number, "H320" for assigned heading) not coordinated by other means (e.g. private message, verbally, etc.).
- vii. Ensure the data block is formatted as follows:
 1. Data blocks must reflect the aircraft's assigned altitude at the time of handoff.
 2. No scratchpad, except if specific control instructions that differ from LOA procedures have been issued. In these cases, the alternate instruction shall be verbally or textually included as well as included in the scratchpad. Scratchpad entries may include:
 - a. Indicated speed restrictions (e.g., "210", "270+")
 - b. "M" for Mach speed restrictions (e.g., "M81", "M78+")
 - c. "H" for heading assignments (e.g., "H230")
 - d. "H" and direction for deviations (e.g., "H15L" for 15 degrees left of track)

6. ATTACHMENTS

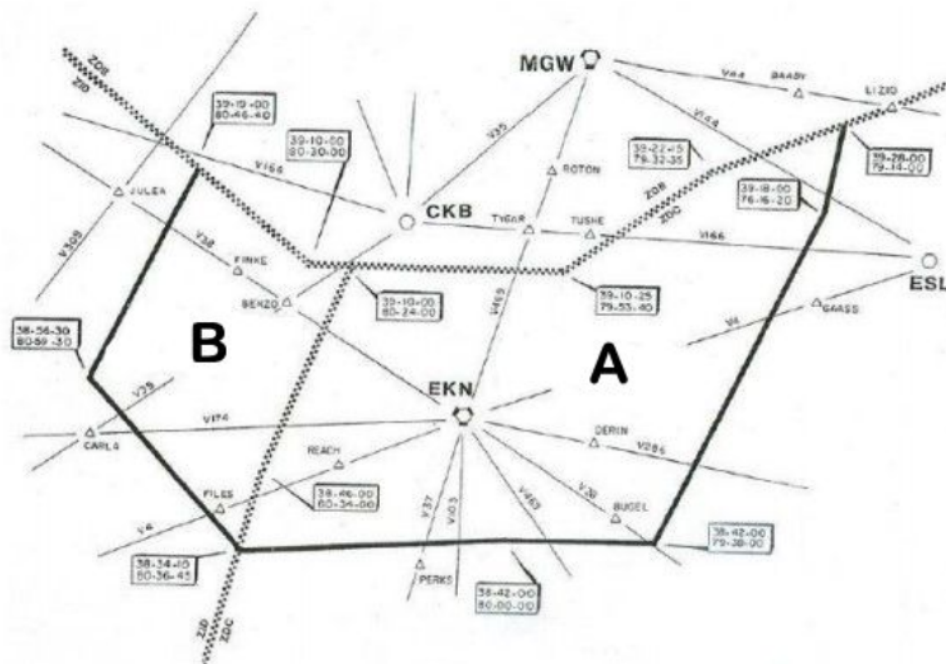
- a. Attachment 1 – Delegated Airspace from ZDC to ZOB AOB 10,000 for Re-delegation to CKB.
- b. Attachment 2 – Inter-Facility Delegation of Airspace
- c. Attachment 3 – Inter-Facility Delegation of Airspace
- d. Attachment 4 – Satellite Airports
- e. Attachment 5 – Restriction Table
- f. Attachment 6 – Airspace

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ATTACHMENT 1

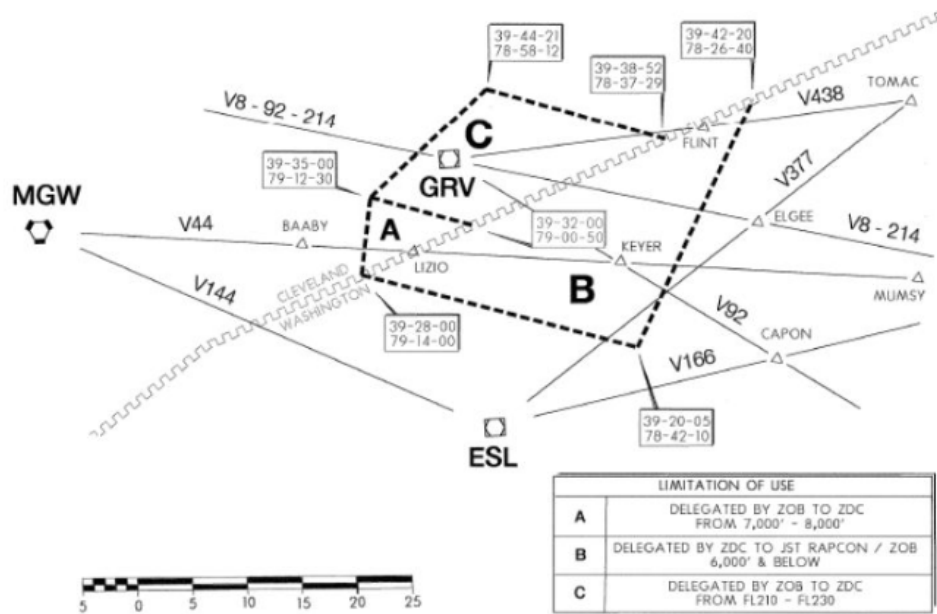


**A - Delegated to ZOB at and below 10,000' during Clarksburg (CKB) operating hours.
ZDC at all other times.**

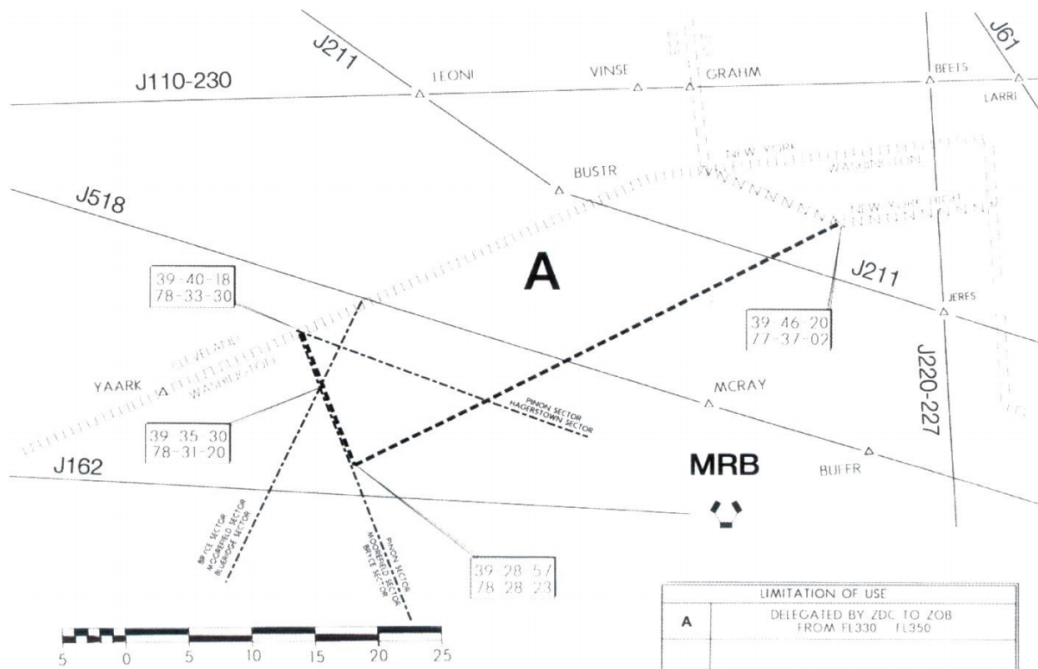
**B - Delegated to ZOB at and below 10,000' during Clarksburg (CKB) operating hours.
ZID at all other times.**

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ATTACHMENT 2



ATTACHMENT 3



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ATTACHMENT 4

KDTW Satellites	
ARB	Ann Arbor
DET	Detroit City
MTC	Selfridge ANGB
PTK	Oakland-Pontiac
YIP	Willow Run
CYQG	Windsor, Ontario

KPIT Satellites	
02G	Columbiana County
2G2	Jefferson County
AGC	Allegheny County
AFJ	Washington County
BTP	Butler County
BVI	Beaver County
FWQ	Rostraver
HLG	Wheeling Ohio County
PJC	Zelienople

BWI Satellites	
9W8	Baublitz Commerical
W29	Bay Bridge
2W2	Clearview
W50	Davis
ESN	Easton
W48	Essex Skypark
W42	Fallston
FDK	Frederick
6W6	Hanover
0W3	Harford County
FME	Tipton
MD95	Reservoir
3W3	Kentmorr Airpark
ANP	Annapolis
MTN	Martin State
APG	Phillips AAF/Aberdeen
W18	Suburban/Laurel
EDG	Weide AAF/Edgewood
DMW	Carrol County/Westminster
GAI	Montgomery County
RJD	Ridgeley Airpark
1W5	Hoby Wolf/Eldersburg
MD43	Mountain Road

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KDCA Satellites	
ADW NSF	Joint Base Andrews
CGS	College Park
DAA	Davison
NDY	Navy Dahlgren
W00	Freeway
W32	Washington Exec/Hyde Field
VKX	Potomac Airfield
2W5	Maryland/Indianhead

IAD Satellites	
CJR	Culpeper
EZF	Shannon
FRR	Front Royal
HEF	Manassas
HWY	Warrenton/Fauquier
JYO	Leesburg
MRB	Martinsburg
NYG	Turner/Quantico
OKV	Winchester
RMN	Stafford
2VA9	Airlie
2VG2	Upperville

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ATTACHMENT 5

ZDC Provides for ZOB							
Qualifiers/Definitions					Requirements/Restrictions		
#	Arrival Airport	Departure Airport	Via	Aircraft Type	Route Required	Altitude <small>Unless specified otherwise, altitude restriction is at the boundary.</small>	Notes
1	Airports beyond ZOB airspace	DCA, IAD, BWI, and DC Metro satellites	J518 (ZDC may clear aircraft north and east of J518 direct IHD without coordination)		J518 DJB	climbing to FL320 or requested lower altitude	<p><u>J518 and J211 Traffic:</u> ZOB has control for right turns up to 15 degrees subsequent to radar handoff and frequency change</p> <p><u>J211 Traffic:</u> IRL sector has control to climb to flight plan altitude or FL320, whichever is lower, within 20NM of the ZOB/ZDC boundary.</p>
	ZOB internal airports except DTW and satellites		J211 (ZDC may clear aircraft direct JST without coordination)			climbing to FL270 or requested lower altitude	
	DTW				J518 KOZAR BONZZ STAR or J518 KOZAR KLYNK STAR		
	DTW satellites				J211 or J518		
2	CYYZ	All	W of ESL		OXMAN LINNG STAR or if aircraft is unable then OXMAN DKK LINNG direct		
			E of ESL		WOZEE LINNG STAR or if aircraft is unable then WOZEE LINNG direct		

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3	PIT	All	J518	RNAV Jets	J518 IHD DEMME STAR	AOB FL200	Aircraft may be direct IHD if no further than 20 NM east of EKN. EKN/BLR sectors give ZOB control for turns N of V286.
				Non- RNAV Jets	J518 IHD NESTO		
			RICCS	RNAV Jets	RICCS IHD DEMME STAR	AOB FL230 descending to FL210	
				Non- RNAV Jets	IHD NESTO		
				Props	IHD NESTO	AOB FL230 descending to 15,000'	
			4	PIT satellites	All	HGR sector	
		IHD NESTO				AOB FL210	
	Props	IHD NESTO				AOB FL230 descending to 15,000'	

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ZOB Provides for ZDC							
	Qualifiers/Definitions				Requirements/Restrictions		
#	Arrival Airport	Departure Airport	If Via	Aircraft Type	Route	Altitude Unless specified otherwise, altitude restriction is at the boundary.	Notes
1	All except DC Metro	KPIT, KPIT satellites and KLBE	EKN/BLR/MOR sectors		CKB COBBE	AOB FL320	ZDC has control for climbs at CKB to FL320 with the AIR sector.
2	DCA, DAA, ADW	All	AIR/CKB/MGW/IHD sectors	RNAV Jets	FRDMM STAR	BUCKO AOB FL310	ZDC has control for descent to FL240 and turns direct PLDGE/DRUZZ east of a line CKB-IHD from the AIR/CKB sectors. Communications transfer must be completed by 5 NM west of BUCKO.
				Other Jets	NUMMY STAR		
				RNAV Props	ESL TIKEE STAR	AOB FL210	
				Other Props	ESL V377 TTUMS V128 CSN		
3	BWI and satellites	All	AIR/CKB/MGW/IHD sectors	RNAV Jets	ANTHM STAR	LUNDY AOB FL290	ZDC has control for descent to FL240 east of a line CKB-IHD. Communications transfer must be completed by 5 NM west of LUNDY.
				Non-RNAV Jets	EMI STAR	LUNDY AOB FL250	
				Props	MRB	AOB 17,000'	ZDC has control for descent to 11,000' within 10 NM of common center boundary.

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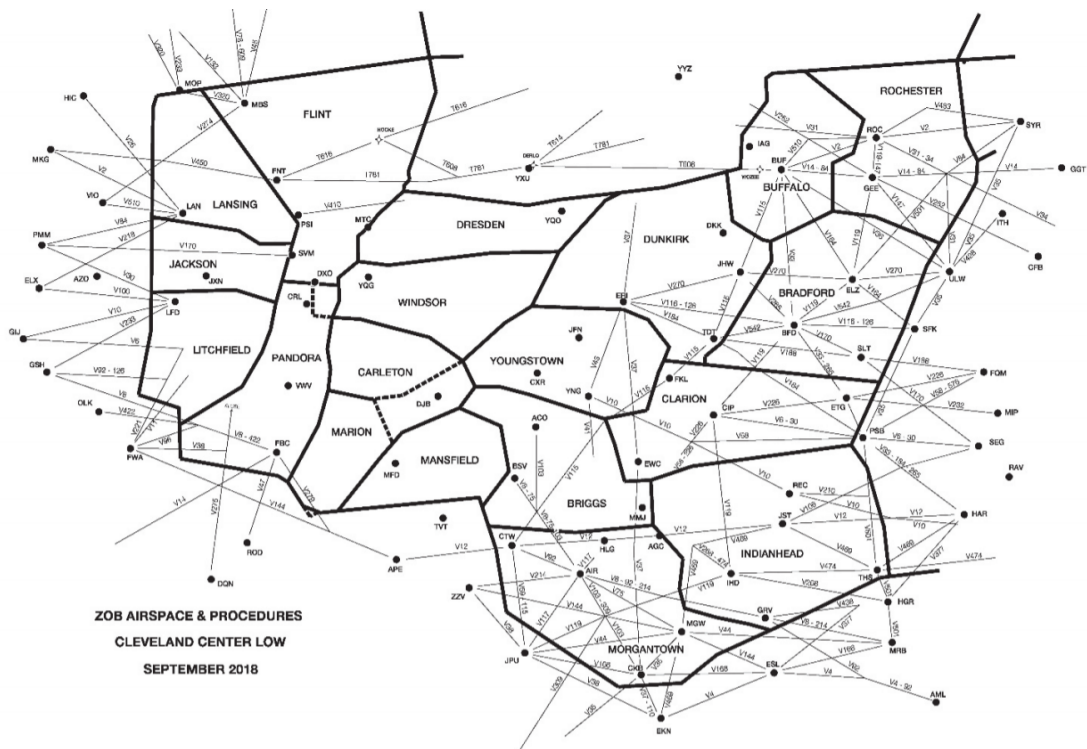
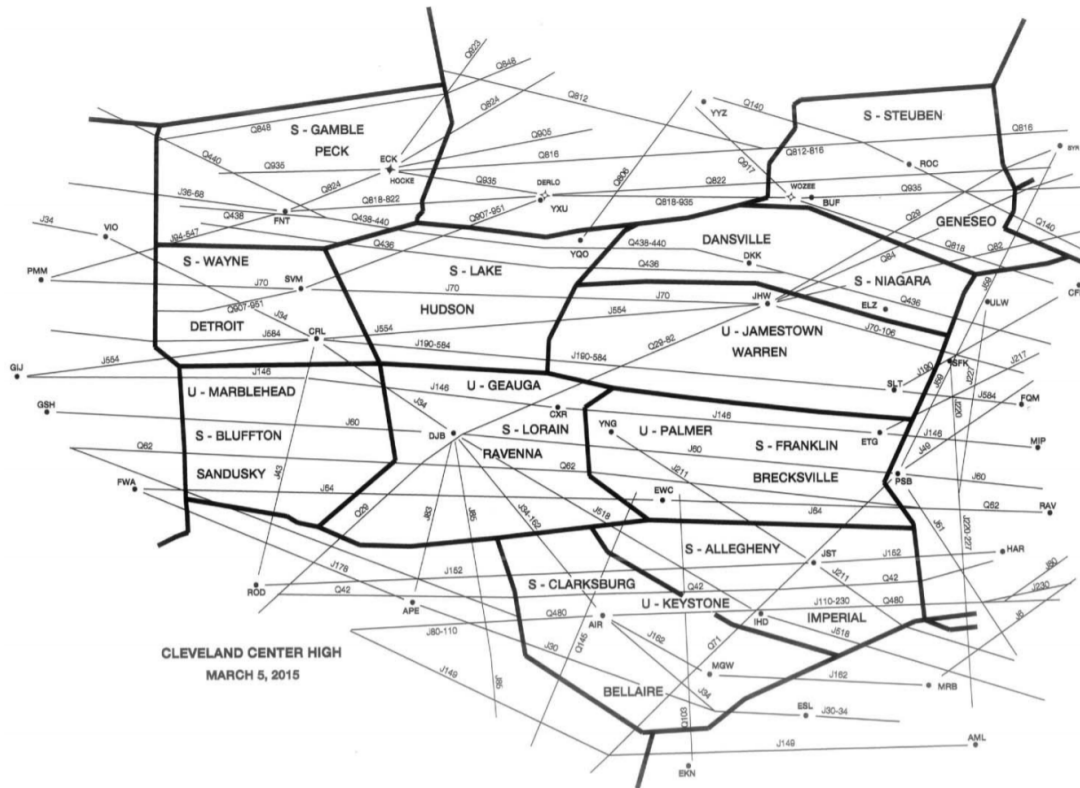
4	IAD and JYO	All	AIR/CKB/MGW/IHD sectors	RNAV Jets	GIBBZ STAR	BRNDN AOB FL270	ZDC has control for descent to FL240 and turns direct IGGGY east of a line CKB-IHD from the AIR/CKB sectors. Communications transfer must be completed by 5 NM west of BUCKO.
				Non-RNAV Jets	ESL ESL187 FINKS DOCCS STAR	cross 25NM NW ESL AOB FL250	ZDC has control for descent to FL240 east of a line CKB-IHD from the AIR/CKB sectors.
				Props	MRB AML	AOB 17,000'	Must enter ZDC via BLR sector. ZDC has control for descent to 11,000' within 10 NM of common center boundary.
5	HEF	All	AIR/CKB/MGW/IHD sectors	RNAV Jets	GIBBZ STAR or TIKEE STAR	BRNDN AOB FL270	ZDC has control to FL240 east of a line CKB-IHD and control for turns east of BRNDN from the AIR/CKB sector
				Other Jets	ESL ESL187 FINKS CSN		
				RNAV Props	ESL TIKEE STAR	AOB FL250	
				Other Props	ESL ESL187 FINKS CSN	AOB FL210	
6	2VG2, CJR, HWY, RMN, EZF, NYG, W00, W32, VKX, 2W5	All	AIR/CKB/MGW/IHD sectors	RNAV	ESL TIKEE STAR	AOB FL250 for jets and AOB FL210 for props	
				All Others	ESL ESL187 FINKS CSN		
7	ILG, DOV	All	AIR/CKB/MGW/IHD sectors		MRB	AOB FL250	ZDC has control for descent to FL240 on contact.
8	FDX, GAI	All	AIR/CKB/MGW/IHD sectors		MRB	AOB FL190	ZDC has control for descent to 11,000' within 10 NM of common center boundary.

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9	RIC	All	AIR/CKB/MGW/IHD sectors		MOL SPIDR STAR	AOB FL290	Enter ZDC no further east than a line MGW-MOL.
10	FCI	All	AIR/CKB/MGW/IHD sectors		MOL FAK	AOB FL290	Enter ZDC no further east than a line MGW-MOL.
11	ORF, NGC, NTU	All	AIR/CKB/MGW/IHD sectors		MOL TERKS STAR		Enter ZDC no further east than a line MGW-MOL.
12	LFI, PHF	All	AIR/CKB/MGW/IHD sectors		MOL FAK HCM		Enter ZDC no further east than a line MGW-MOL.
13	RDU	All	AIR/CKB/MGW/IHD sectors			AOB FL330	

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ATTACHMENT 6



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