

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

**EFFECTIVE: MARCH 6, 2020**

**SUBJECT: INTERFACILITY COORDINATION**

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**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 June 11, 2018 is hereby cancelled.

**4. RESPONSIBILITIES**

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

**5. PROCEDURES**

- a. Each ARTCC must route/restrict aircraft in accordance with Attachment D and Attachment E.
- b. 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., non-standard sectorization, holding, pilots unable to accept LOA routes, aircraft above/below LOA altitudes, etc.).
- c. Transponder codes may be changed without coordination in an area of 30NM on either sides of the ZOB/ZDC common boundary, and the receiving controller must have control for turn up to 20 degrees left or right of course for aircraft within 20NM of the ZOB/ZDC common boundary.
- d. Ensure that all aircraft are at a 1X simulation rate prior to initiating handoff.
- e. Ensure that aircraft on the same route segment at the same altitude (or different altitudes, but same destination airport within ZOB or ZDC) are separated by not less than 10NM (steady or increasing) unless greater MIT separation is requested real-time by ZOB/ZDC.
  - i. NOTE: Separation of less than 10NM is permitted provided the trailing aircraft

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is operating at a speed that will permit it to overtake the lead aircraft, and both are vertically separated.

- f. Ensure that handoff requests are made at least 10NM prior to the relevant airspace boundary unless otherwise specified in this document. Handoff requests may be initiated up to 50NM without prior coordination.
- g. 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.).
- h. Ensure the data block is formatted as follows:
  - i. Data blocks must reflect the aircraft's assigned altitude at the time of handoff.
  - ii. 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:
    - 1. Indicated speed restrictions (e.g., "210", "270+")
    - 2. "M" for Mach speed restrictions (e.g., "M81", "M78+")
    - 3. "H" for heading assignments (e.g., "H230")
    - 4. "H" and direction for deviations (e.g., "H15L" for 15 degrees left of track)

**6. ATTACHMENTS**

- a. Attachment A – Delegated Airspace from ZDC to ZOB
- b. Attachment B – Inter-Facility Delegation of Airspace
- c. Attachment C – Area Airport Listings
- d. Attachment D – Permanent Route/Altitude Restrictions from ZOB to ZDC
- e. Attachment E – Permanent Route/Altitude Restrictions from ZDC to ZOB

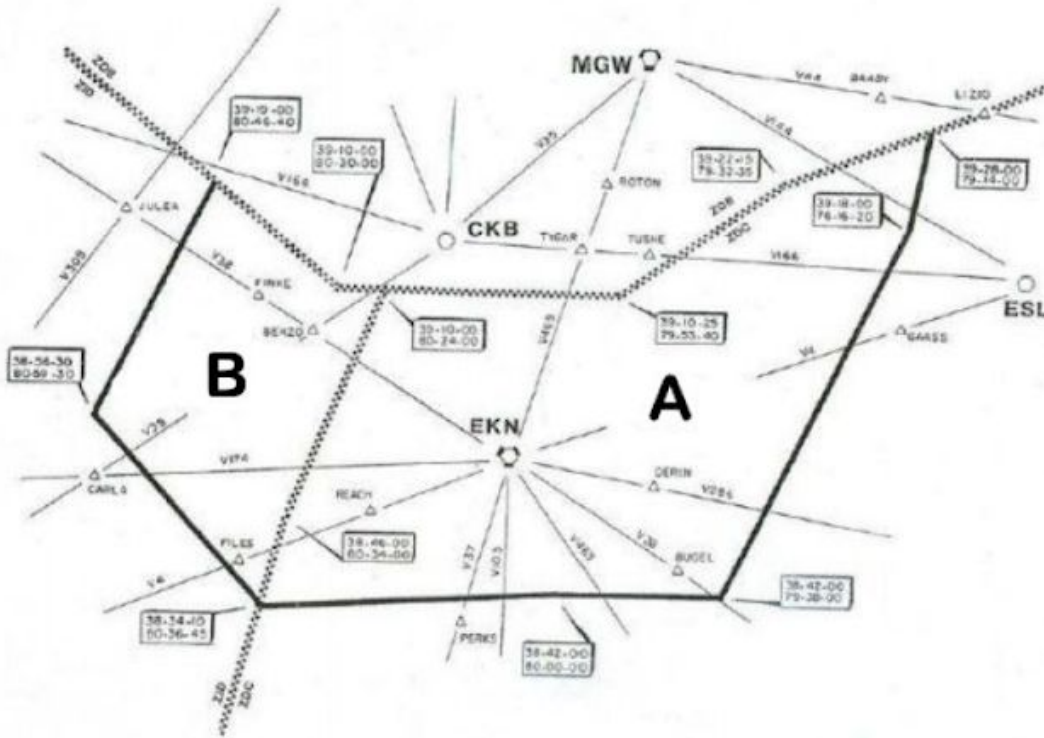


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ATTACHMENT A - DELEGATED AIRSPACE FROM ZDC TO ZOB

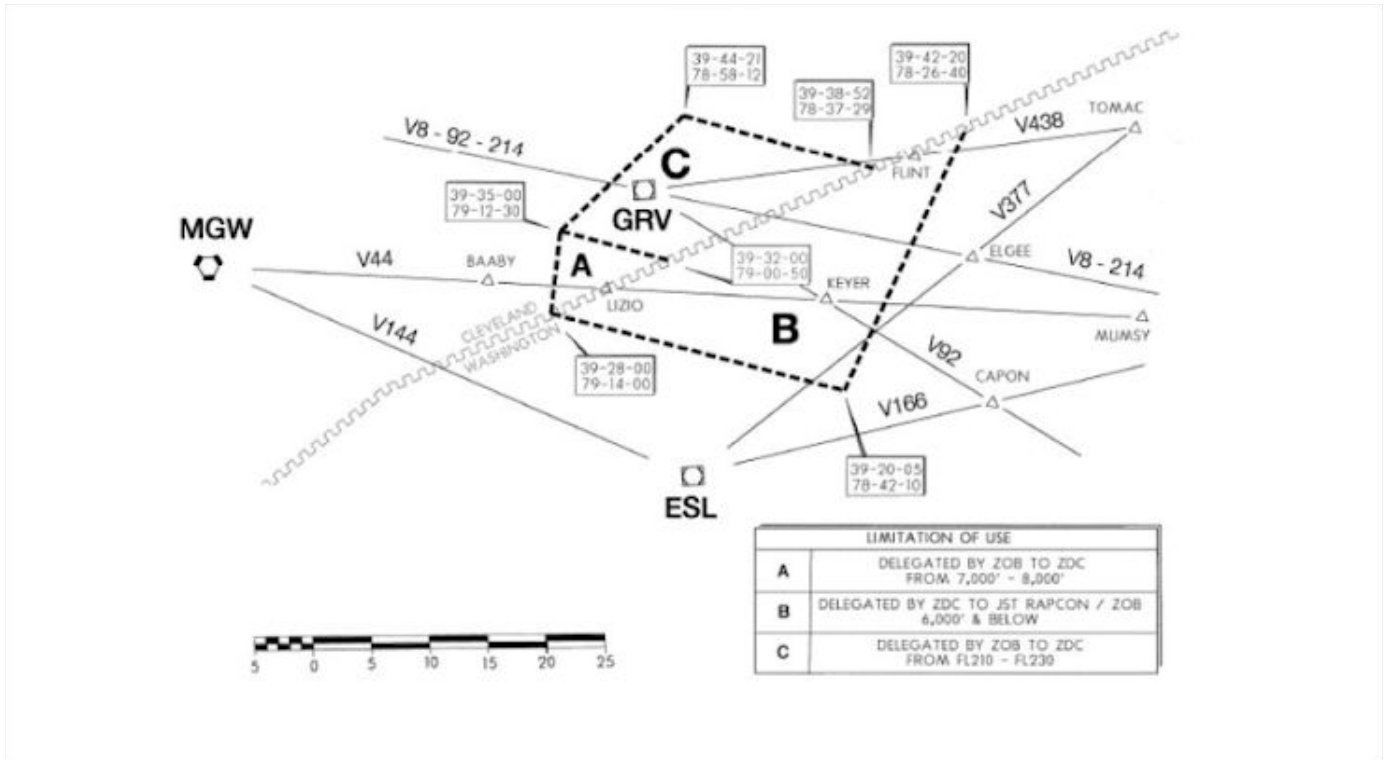


**A - Delegated to ZOB at and below 10,000' during Clarksburg (CKB) operating hours.  
ZDC at all other times.**

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

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ATTACHMENT B - INTER-FACILITY DELEGATION OF AIRSPACE



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**ATTACHMENT C - AREA AIRPORT LISTINGS**

<b>Area</b>	<b>Satellite Airport Codes</b>
Pittsburgh Area (PIT)	AGC, AFJ, BTP, BVI, FWQ, HLD, PJC, 02G, 2G2

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**ATTACHMENT D - PERMANENT ROUTE/ALTITUDE RESTRICTIONS FROM ZOB TO ZDC**

<b>Arrival Airports(s)</b>	<b>Qualifier</b>	<b>Route Via</b>	<b>Altitude</b> (Cross ZOB/ZDC common boundary, unless otherwise noted) <sub>1</sub>
DCA	RNAV	...BUCKO.FRDMM#	BUCKO AOB FL310
	Non-RNAV	...BUCKO.NUMMY#	BUCKO AOB FL310
IAD	RNAV	...MGW.GIBBZ#	BRNDN AOB FL290
	Non-RNAV	...MGW V44 MRB AML	FL290
BWI	RNAV	...NUSMM.ANTHM#	LUNDY AOB FL290
	Non-RNAV	...AIR.EMI#	LUNDY AOB FL290
		...MGW.EMI# <sub>2</sub>	LIZIO AOB FL290
RDU	RNAV	...AIR EKN ROA.ALDAN#	
	Non-RNAV	...AIR EKN ROA.SBV#	

<sub>1</sub> Aircraft whose destination airports lie within 60NM of the ZOB/ZDC common boundary must enter the receiving ARTCC's airspace AoB FL230 unless otherwise noted in Attachment D and/or Attachment E.

<sub>2</sub> Transition is for the PIT area or assigned by ATC.

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**ATTACHMENT E - PERMANENT ROUTE/ALTITUDE RESTRICTIONS FROM ZDC TO ZOB**

<b>Arrival Airports</b>	<b>Qualifier</b>	<b>Route Via</b>	<b>Altitude (Cross ZOB/ZDC common boundary, unless otherwise noted)<sub>2</sub></b>
PIT	RNAV	IHD.DEMME#	FL200
	Non-RNAV	IHD NESTO	FL180
PIT <sub>1</sub>		IHD NESTO AGC	FL180
CLE	RNAV (E of AIR)	...UPPRR.TRYBE#	
	Non-RNAV (E of AIR)	...YNG CXR	
	RNAV (W of AIR)	...JANYS.	
	Non-RNAV (W of AIR)	...BSV	
DTW	RNAV	...KOZAR.BONZZ#/ KLYNK#	
	Non-RNAV	...DJB DXO	
JST		...JST	14,000'
CKB		...CKB	ZDC/CKB boundary 10,000'
MGW		...MGW	ZDC/CKB boundary 10,000'

<sub>1</sub> Pittsburgh Satellite Airports

<sub>2</sub> Aircraft whose destination airports lie within 60NM of the ZOB/ZDC common boundary must enter the receiving ARTCC's airspace AoB FL230 unless otherwise noted in Attachment D and/or Attachment E.