

# **ATLANTA ARTC CENTER AND ATLANTA LARGE TRACON LETTER OF AGREEMENT**

**EFFECTIVE: March 1, 2011**

## **SUBJECT: APPROACH CONTROL SERVICE**

**1. PURPOSE.** This Letter of Agreement (LOA) between Atlanta Air Route Traffic Control Center (ZTL) and Atlanta Large TRACON (A80) delegates authority and responsibility for air traffic control services in the airspace described in Annex 1, Annex 2, Annex 3, and Annex 7 and establishes interfacility procedures that are supplemental to FAA Order 7110.65, Air Traffic Control.

**2. CANCELLATION.** This LOA cancels Atlanta ARTC Center and Atlanta Large TRACON Letter of Agreement dated prior to March 1, 2011.

## **3. RESPONSIBILITIES.**

a. A80 Atlanta Sector shall provide a minimum of 7 miles separation, constant or increasing, between departures and/or en route aircraft entering ZTL airspace at or climbing to the same altitude, except when utilizing transitional procedures defined in Annex 6

b. ZTL shall provide A80 arrivals a minimum of 5 miles separation with comparable speed at the Atlanta VORTAC 40 DME (TCP).

c. Radar handoffs and communication transfer for Atlanta Arrivals and Departures should be accomplished prior to the Atlanta VORTAC 40 DME (TCP).

d. A80/ZTL Coordination will be as follows:

(1) Coordination between A80 Departure Sectors and ZTL Sectors will be facilitated by reference to the Departure Gate most closely associated to the operation being coordinated. For example: "West Two, Dalas, Point Out" or "East One, Logen, request control for turns DAL123."

(3) Coordination between A80 Approach Sectors and ZTL Arrival Sectors will be facilitated by the use of the Arrival Fixes LOGEN, DALAS, HUSKY, and TIROE. For Example: "HUSKY, Sinca, Hand-Off!"

#### 4. A80 ATLANTA SECTOR PROCEDURES.

a. Hartsfield-Jackson Atlanta International Airport (ATL) Arrivals shall be cleared as follows:

(1) During All times unless coordinated:

(a) To ATL via the appropriate Atlanta STAR or STAR radial as depicted in Annex 1.

(b) All arrivals shall be established on the STAR prior to the TCP.

(c) Turbojets:

Downwind "Long Side"	
PECHY,HERKO	X TCP @ 13,000
All other STARs	X TCP @ 14,000
Baseleg "Short Side"	
ERLIN,RMG,PECHY	X TCP @ 13,000 @ 250kts
All other STARs	X TCP @ 12,000 @ 250kts

(d) Turboprops:

Downwind "Long Side"	
a. High Performance	X TCP @ 11,000
b. Low Performance	
From the NW	X TCP @ 6,000
From the NE	Per LINKS Procedures
From the S	Per CSG/MCN Procedures
Baseleg "Short Side"	
a. From the N	High Performance X TCP @9,000
b. From the NW	Low Performance X TCP @ 6,000
c. From the NE	Per LINKS Procedures
d. From the S	Per CSG/MCN Procedures

(e) Props:

a. From the NW	X TCP @ 6,000
b. From the NE	Per LINKS Procedures
c. From the S	Per CSG/MCN Procedures

(g) The ZTL Turnaround airspace, as depicted on Annex 1, is released to ARTCC in the event of holding OR if A80 does not accept a handoff by 3 NM from the TCP.

b. Arrivals to A80 Atlanta Sector Satellite Airports shall be cleared as follows:

(1) Turbojets and Turboprops:

From the NW	
a. Landing N of V18	BUNNI STAR or V325.DALAS X TCP @ 8,000
b. Landing S of V18	RMG.V154.TIROE X TCP @ 7,000
From the NE	
a. Landing N of V18	AWSON STAR or V222.LOGEN X TCP @ 8,000
b. Landing S of V18	Same as above. Per LINKS Procedures
From the SE	
a. Jet Landing N of V18	<b>Non RNAV</b> – TRBOW STAR <b>RNAV</b> – JRAMS STAR X TCP @ 11,000 @ 250kts or less
b. Turboprops Landing S of V18	Per MCN Procedures
c. Landing S of V18	Per MCN Procedures
From the SW	
a. Landing N of V18	DIFFI STAR X BUZZ @ 11,000 @ 250kts or less
b. Turboprops Landing S of V18	Per CSG Procedures
c. Landing S of V18	Per CSG Procedures

(2) Props:

From the NW	
a. Landing N of V18	ATL328R or V325.DALAS X TCP @ 5,000
b. Landing S of V18	RMG.V154.TIROE X TCP @ 7,000
From the NE	
Per LINKS Procedures	
From the S	
Per CSG/MCN Procedures	

c. ATL / A80 Atlanta Sector Satellite Departures:

(1) A80 shall:

- (a) Clear all IFR departures via the appropriate SID / Preferential Route.
- (b) Coordinate with ZTL TMU to obtain an appropriate departure gate/SID if one is not contained within a proposed flight plan or to clarify route integrity.
- (c) Assign vectors to all ATL departures not assigned a RNAV SID and to all A80 Atlanta Satellite departures. Assigned vectors shall contain aircraft within the departure gate (Annex 1) assigned in the SID/PDR and the vector should emulate the RNAV SIDs as closely as possible.
- (d) Ensure ATL departures assigned an RNAV SID, join the SID no later than the ATL VOR 40 DME waypoint/fix.
- (e) Coordinate aircraft cleared via an RNAV SID, but are assigned a radar vector.
- (f) Not assign aircraft converging courses when departures are assigned adjacent gates.
- (g) Assign the following altitudes for departing aircraft:

Aircraft	Altitude Assignment
1. All Turbojet	<b>14,000</b> or requested altitude if lower
2. All Other Aircraft	<b>11,000</b> or requested altitude if lower

(2) ZTL shall:

- (a) Not routinely back coordinate for climb of Prop/Turboprop aircraft.
- (b) Upon completion of radar handoff and two-way communications transfer, have control for turns within the assigned departure gate for aircraft not assigned an RNAV SID.

## **5. A80 COLUMBUS SECTOR PROCEDURES.**

### **a. A80 Columbus Sector Arrivals:**

- (1) ZTL shall clear arrivals operating at 11,000 feet or above to maintain 11,000 feet.
- (2) ZTL shall clear arrivals operating at 10,000 feet and below to the destination airport to cross the TCP at an altitude appropriate for direction of flight.

### **b. A80 Columbus Sector Departures:**

- (1) A80 Columbus Sector shall clear aircraft requesting 11,000 feet or above to maintain 10,000 feet and expect filed altitude 10 minutes after departure.
- (2) The aircraft will be assigned an easterly heading that will keep the aircraft clear of A80 Atlanta Sector airspace.
- (3) The aircraft will be handed off to the ZTL.

### **c. A80 Atlanta Sector Arrivals:**

- (1) ATL:
  - (a) Ensure that turboprop/prop arrivals will cross 30NM from LGC at 11,000 feet and shall initiate a radar handoff.
- (2) A80 Atlanta Sector Satellite airports south of V-18 shall be cleared HONIE or PIZZO direct destination to cross 40 miles from A80 Atlanta Sector boundary at 11,000 feet.
- (3) Turboprop and Prop Aircraft landing A80 ATL Sector Satellite airports north of V-18 shall be cleared via LGC013R.DIFFI or DIFFI STAR . The aircraft shall cross 20 miles from A80 Atlanta Sector Boundary at 11,000 feet and handed off to A80 Columbus Sector.

### **d. A80 Columbus Sector Miscellaneous:**

- (1) A80 Atlanta Sector prop arrivals shall be handed off in sufficient time to allow A80 Columbus Sector to comply with A80 Atlanta Sector arrival restrictions, approximately 20NM from the A80 Atlanta Sector boundary.
- (2) A80 Columbus Sector shall provide a minimum of 5NM radar separation, constant or increasing, between departure and/or en route aircraft entering ZTL airspace at the same altitude.

## **6. A80 MACON SECTOR PROCEDURES.**

### **a. A80 Macon Sector Arrivals:**

- (1) ZTL shall clear arrivals operating at 11,000 feet or above, landing MCN, MAC and WRB to cross 15 miles from MCN at 11,000 feet. In addition, turbojet arrivals shall cross 15 miles from MCN at 250 knots.
- (2) ZTL shall clear arrivals operating at 11,000 feet or above, landing all other airports within A80 Macon Sector, to maintain 11,000 feet.
- (3) ZTL shall clear arrivals operating at 10,000 feet and below to cross the TCP at an altitude appropriate for direction of flight.

### **b. Departures:**

- (1) A80 Macon Sector shall clear aircraft requesting 11,000 feet or above to maintain 10,000 feet and expect filed altitude 10 minutes after departure.
- (2) MCN, MAC, and WRB departures requesting 11,000 feet or above that will over fly A80 Atlanta Sector airspace shall be handled as follows:
  - (a) The aircraft will be assigned a westerly heading that will keep the aircraft clear of A80 Atlanta Sector airspace.
  - (b) The aircraft will be handed off to the ZTL.

### **c. ATL Arrivals:**

- (1) ZTL shall ensure that turboprop arrivals cross the following points at 11,000:
  - (a) 5 NM south of MCN.
  - (b) BEYLO Intersection or 50 miles west of IRQ.
  - (c) 20 NM northwest of DBN

### **d. A80 Atlanta Sector Satellite Airport Operations:**

- (1) ZTL shall clear aircraft landing via the following routes:
  - (a) Turbojet/Turboprop Aircraft landing north of V-18 shall be cleared via the TRBOW/JRAMS arrival and cross 20 nm from the A80 Atlanta Sector boundary at 11,000 feet and handed off to A80 Macon Sector.

(b) Prop Aircraft landing north of V-18 shall be cleared MCN350R.TUCKR and cross 20 nm from the A80 Atlanta Sector boundary at 11,000 feet and handed off to A80 Macon Sector.

(c) All aircraft landing south of V-18 and CTJ airport via direct destination airport and cross 20 NM from the A80 Atlanta Sector boundary at 11,000 feet and handed off to A80 Macon Sector.

e. A80 Macon Sector Miscellaneous:

(1) A80 Macon Sector shall provide a minimum of 5NM radar separation, constant or increasing, between departure and/or en route aircraft entering ZTL airspace at the same altitude.

**7. A80 LINKS SECTOR PROCEDURES.**

a. A80 Links Sector Arrivals:

(1) ZTL shall clear arrivals operating at 11,000 feet or above to maintain 11,000 feet.

(2) Arrivals to 19A/LZUGVL from the north shall descending to 5000 feet.

(3) ZTL shall clear arrivals operating at 10,000 feet and below to cross the A80 LINKS Sector boundary at an altitude appropriate for direction of flight.

b. A80 LINKS Sector Departures.

(1) A80 LINKS Sector shall provide a minimum of 5NM radar separation, constant or increasing, between departure and/or en route aircraft entering ZTL airspace at the same altitude.

(2) Advise all departures to expect filed altitude 10 minutes after departure.

(3) Departures requesting 11,000 feet or above that will overfly A80 Atlanta Sector airspace shall be cleared via the route on the flight progress strip and handled as follows:

(a) Aircraft filed north of V18 shall be assigned a northwesterly heading that will keep the aircraft clear of A80 Atlanta Sector airspace and east of AWSO intersection and handed-off to ZTL climbing to 10,000 feet.

(b) Aircraft filed V18 or south of V18 shall be assigned a southwesterly heading that will keep the aircraft clear of A80 Atlanta Sector airspace and handed-off to ZTL climbing to 10,000 feet.

4) Departures requesting 11,000 feet or above that will not over fly A80 Atlanta Sector

airspace shall be cleared via the route on the flight progress strip and handed off to ZTL.

c. A80 Atlanta Sector Arrivals

(1) Props and Low Performance Turbo Props from the northeast:

(a) Landing ATL or north of V18 via V222 LOGEN direct, cross A80 LINKS Sector Boundary at 6,000 feet or ATL024R (AWSON STAR), cross A80 LINKS Sector Boundary at 6,000 feet.

(b) Landing south of V18 or landing ATL via V222 LOGEN direct, cross A80 LINKS Sector Boundary at 6,000 feet.

(2) Aircraft entering A80 LINKS Sector from the east landing at A80 Atlanta Sector Satellite airports shall be handed-off at least 20 miles from the A80 Atlanta Sector boundary at 11,000 feet to allow A80 LINKS Sector to comply with A80 Atlanta Sector arrival restrictions mentioned above.

**8. EXCEPTIONS.** Deviations from this LOA shall be permitted only when coordination that clearly defines responsibility has been effected.

**9. ATTACHMENTS.**

- a. Annex 1 - Utilization of FAAO 7110.65, Radar Separation, Minima; Transitioning From Terminal to En Route Control, Three Miles Increasing to Five Miles Application
- b. Annex 2 - A80 Atlanta Sector Airspace Chart
- c. Annex 3 – A80 Columbus/Links/Macon Sector Airspace Chart
- d. Annex 4 - A80 Atlanta Sector Satellite Arrival Routes and Altitudes
- e. Annex 5 – ZTL ARTCC Low Sectors.



## ANNEX 1

### SUBJECT: UTILIZATION OF FAAO 7110.65, RADAR SEPARATION, MINIMA; TRANSITIONING FROM TERMINAL TO EN ROUTE CONTROL

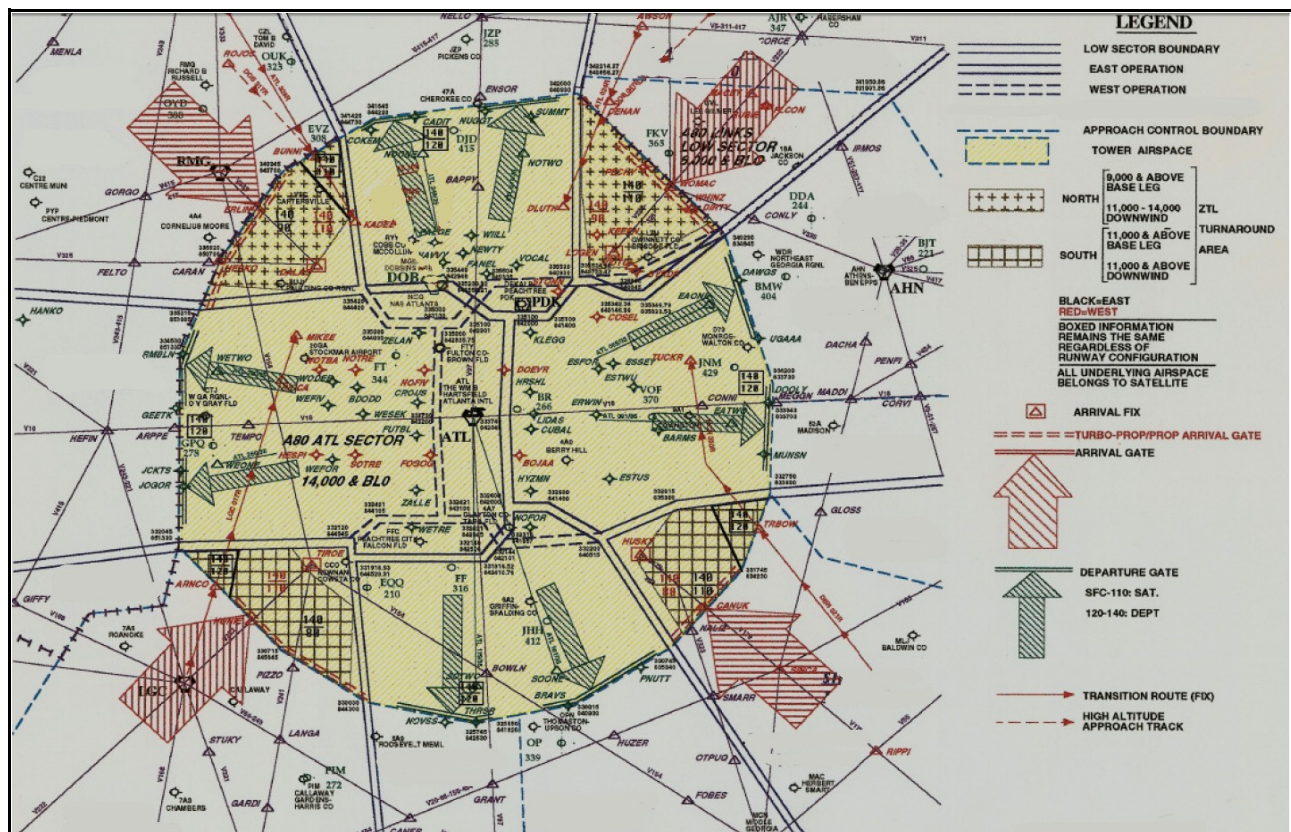
**1. PURPOSE.** This Annex outlines the procedures to be utilized when transitioning from the terminal to the en route environment.

**2. BACKGROUND.** This annex contains procedures agreed upon between ZTL and A80. The procedures are established in order to apply the separation standard of FAAO 7110.65, Radar Separation, Minima, Transitioning From Terminal To En Route Control.

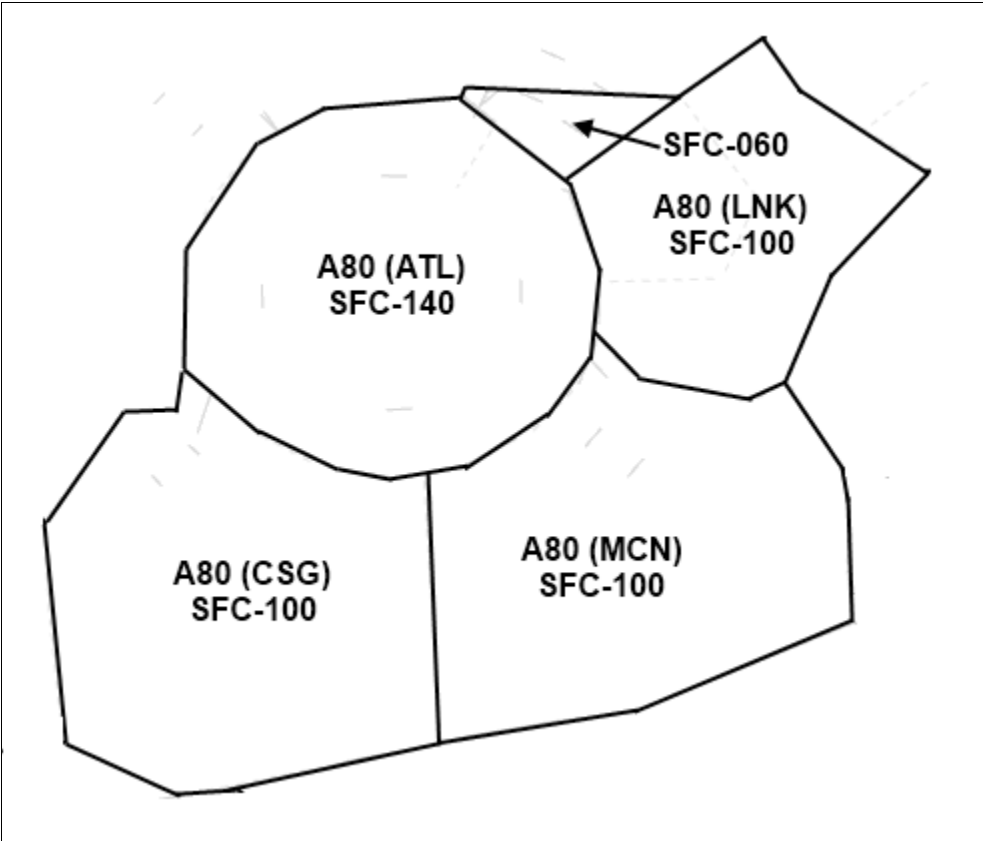
### 3. PROCEDURES.

- This procedure may be applied between any aircraft transitioning from A80 Atlanta Sector to ZTL Logen, Sinca, Tiroe, and Dalas Sectors' airspace. (must exit through the appropriate DTAs and NOT through Arrivals areas).
- This procedure may be discontinued by either facility if weather impacts the departure gates or sectors.

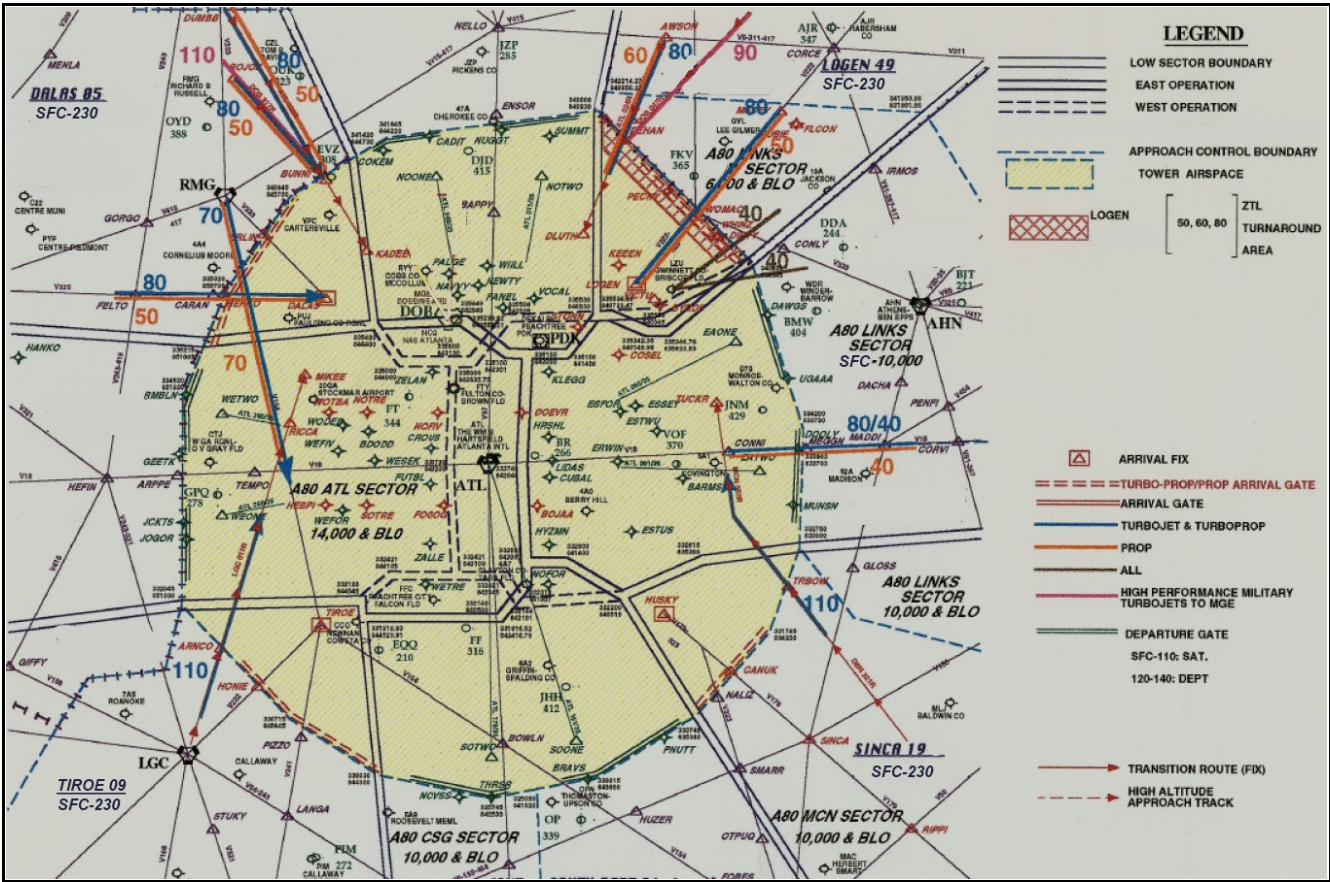
## ANNEX 2



ANNEX 3



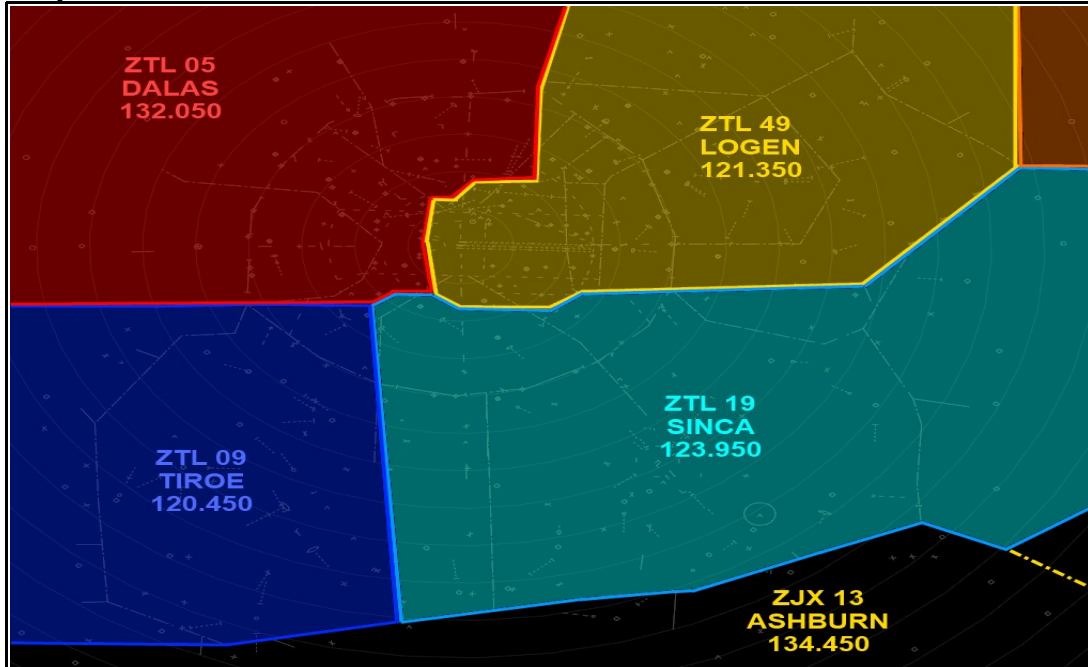
ANNEX 4





## ANNEX 5

### ATL West Operations:



### ATL East Operations:

