

LETTER OF AGREEMENT

EFFECTIVE: March 1, 2011

SUBJECT: Delegation of Airspace, Authorization for Separation Services and Interfacility Coordination Procedures

1. PURPOSE: This agreement delegates airspace to Atlanta (ATL) Airport Traffic Control Tower (ATCT) and defines the responsibilities and standard operating procedures between ATL ATCT and Atlanta Large TRACON (A80).

2. CANCELLATION: This agreement cancels the Atlanta Large TRACON and Atlanta Airport Traffic Control Tower Letter of Agreement dated October 5, 2010.

3. SCOPE: The responsibilities and procedures contained herein shall apply to all IFR/VFR/SVFR aircraft, except as noted.

4. AIRSPACE DELEGATION: ATL ATCT is delegated that airspace from the surface up to and including 4,000 feet MSL, underlying the A80 Satellite Corridor Airspace, excluding the airspace delegated to A80 Satellite as depicted in ATL ATCT Standard Operating Procedures.

5. RESPONSIBILITIES: ATL ATCT is authorized to perform the following radar services/procedures:

- a. Separation between successive departures.
- b. Separation between successive arrivals.
- c. Separation between arrivals and departures.
- d. Separation between SVFR/VFR overflights and arrivals.
- e. Separation between SVFR/VFR overflights and departures.
- f. Separation between SVFR/VFR overflights.
- g. Issuance of radar vectors.
- h. Issuance of visual approach clearances.
- i. Visual separation within the Atlanta Class B Surface Area.

NOTE- Fixed-wing special VFR is not authorized unless coordinated for VATSIM purposes.

6. PROCEDURES:

a. Departures:

(1) ATL ATCT shall:

(a) CC shall determine the direction of operation (e.g., East or West). Changing the direction of the operation requires coordination with A80. Considerations include current/forecasted wind direction/velocity and minimizing aircraft delays.

1. On a West Operation, Runways 26L and 27R are normally the designated departure runways. This is the preferred operation at ATL.

2. On an East Operation, Runways 8R and 9L are normally the designated departure runways. When weather is bad (LO CIGS/ VIS) this is the preferred operation at ATL.

(b) CC shall ensure ALL ATL controllers/ A80 coordinator are aware of and acknowledge the DR/SAT/APP position splits/ LC splits.

(c) Clear all IFR departures via the appropriate SID and a PDR/PDAR or via a Coded Departure Route. Issue a Full Route Clearance (FRC) whenever necessary.

(d) Clear VFR departures requesting flight following ***out of*** the Class B airspace. Manually enter flight plan if needed including aircraft identification, destination airport, aircraft type and requested altitude, and transponder code.

(e) Assign the following initial altitudes and frequencies:

1 IFR turbojets: 10,000 feet, or requested altitude if lower, but not below 5,000 feet; Departure Radar North or South, as appropriate.

2 VFR turbojets: 5,500 feet; Departure Radar North or South, as appropriate.

3 IFR props/turboprops: 4,000 feet; the appropriate Satellite Radar.

4 VFR props/turboprops: at or below 3,500 feet; the appropriate Satellite Radar.

(f) During dual departure operations, issue all aircraft assigned an RNAV SID an RNAV Off-The-Ground (OTG) take-off clearance, except as required by the Cross Complex Departure procedures (see "n" below).

PHRASEOLOGY: "[Aircraft Call Sign], RNAV to (fix name), Runway (Number), Cleared For Takeoff."

(g) If advised "Unable RNAV" by a flight crew, issue the appropriate non-RNAV heading and verbally coordinate this heading with Atlanta Large TRACON (A80).

(h) Assign all non-RNAV aircraft an initial heading. Assign headings that ensure:

1. All turbojets (assign turns at the Middle Marker, fly the following tracks:

<i>RUNWAY</i>	<i>TRACK FROM MM</i>
8L	075 degrees
8R	070 degrees
9L/R	North and East Departures - 090 degrees South and West Departures - 105 degrees
26L	South and West Departures - 275 degrees North and East Departures - 290 degrees
26R	South and West Departures - 270 degrees North and East Departures - 290 degrees
27R/L	250 degrees
<i>NOTE-</i> <i>ATL ATCT is responsible for evaluating the effectiveness of assigned noise track headings and making necessary track accuracy adjustments.</i>	

(i) Ensure all propeller-driven/Tuboprop aircraft, are assigned headings that enter A80 Satellite airspace on the departure side of V97, unless otherwise coordinated. Push a Flight Progress Strip to the appropriate satellite sector.

(j) Request release from the appropriate Satellite for aircraft that will enter Satellite airspace north of V18, except turbojet aircraft exiting A80 airspace.

EXAMPLE - A LJ45 requesting 5,000 feet landing LZU would be issued DR-N frequency and a release obtained from the appropriate Satellite position. A LJ45 requesting 10,000 feet landing CHA would not require a release.

(k) Ensure the proper interval is provided to departure control.

1 Provide one (1) additional mile spacing to radar separation minima for successive RNAV downwind departures departing the same runway; e.g., West Operation, departing Runway 27R, DAWGS followed by a DOOLY; East Operation, departing Runway 8R, RMBLN followed by a GEETK.

2 Treat JCKTS/JOGOR/WEONE as a single route. Treat THRSR/NOVSS/SOTWO as a single route.

(l) Advise A80 when non-standard noise tracks are in use and when standard noise track headings are resumed. (ie. Due to strong wind).

(m) Determine that data tag acquisition of departures occurs. If acquisition does not occur within five (5) miles of the departure end of the runway (DER), advise the appropriate Departure and/or Satellite Radar position.

(n) Cross Complex Departures are defined as aircraft departing a runway/complex other than the departure runway(s) designated in the Departure Split. Cross Complex Departures shall be assigned headings/tracks in accordance with the following table:

NOTE- In a dual operation, it is not necessary to assign a cross complex heading to EAST/WEST departures because the published RNAV track (or vectors to emulate the RNAV track) is the most safe and efficient route. During FTD's, EAST/WEST departures will be assigned cross complex headings as noted in the table below.

Departure Runway	Departure Gate/SID	Assigned Heading/Track
8L/R	S1,S2,PNUUTT,BRAVS,THRSR,NOVSS	120 (Dual/Triple)
9L/R	N1,N2,COKEM,CADIT,NUGGT,SUMMT	060 (Dual/Triple)
10	N1,N2,COKEM,CADIT,NUGGT,SUMMT	060 (Dual/Triple)
26L/R	S1,S2,PNUUTT,BRAVS,THRSR,NOVSS	240 (Dual/Triple)
27L/R	N1,N2,COKEM,CADIT,NUGGT,SUMMT	270* (Dual/Triple)
28	N1,N2,COKEM,CADIT,NUGGT,SUMMT	300 (Dual/Triple)
9L/R	W1,W2,RMBLN,GEETK,JCKTS,JOGOR	105 (Triple)
27L/R	E1,E2,DAWGS,UGAAA,DOOLY,MUNSN	250 (Triple)

*A80 will have control at ATL 3 DME to vector aircraft toward MPASS.

(o) Verbally advise the A80 Coordinator (A80-CI) that an aircraft will depart a runway different from the current departure split.

(p) Apply Visual Separation to successive departures as follows:

1. Consider weather conditions before applying visual separation procedures.
2. Use visual separation with the intent of obtaining three (3) miles radar separation at the first RNAV waypoint unless courses diverge by fifteen (15) degrees or more at the first RNAV waypoint.

EXAMPLE- On a West Operation, a GEETK followed by a RMBLN should have 3 miles separation when the RMBLN reaches the first waypoint. If a RMBLN was followed by a CADIT, 3 miles separation would not be necessary when the CADIT reaches the first waypoint since the RNAV routes diverge by more than 15 degrees at the first waypoint.

NOTE- This procedure does not supersede the requirement of one (1) additional mile spacing for successive RNAV downwind departures.

(2) A80 shall:

(a) Authorize automatic releases for all departures **except** aircraft that will enter Satellite airspace north of V18. Except jet aircraft exiting A80 airspace.

(b) A80-CI shall advise CC of APP/DR/SAT position splits.

(c) Not turn aircraft off the Departure Noise Track until aircraft reach 5,000 feet or 5 miles from the departure end of the runway. However, aircraft assigned an RNAV SID may be cleared direct to the first RNAV waypoint on the Tower assigned noise track.

(1). Exceptions:

(a). Runway 27R Northbound Cross Complex Departures – A80 will have control at ATL 3 DME to vector aircraft toward MPASS.

(b). Safety reasons, e.g., weather, avoid operational error, etc.

(d) Not turn SAT departures off of Tower assigned heading until the aircraft enters SAT airspace, unless otherwise coordinated.

b. Departures on Runway 10/28 and Triple Departures:

(1) In addition to Departure Procedures above, CC shall:

(a) Advise A80 of:

1. Individual aircraft departing Runway 10/28 and sequence Runway 10/28 departures with Runway 9L/R 27R/L departures; or

2. CC shall advise A80-CI once it is determined ATL will be in FTDs.

(2) ATCT shall assign aircraft an initial departure heading that ensures:

1. All turbojets fly the following **tracks** (use the Middle Marker (MM) where appropriate):

<i>RUNWAY</i>	<i>TRACK FROM MM</i>
8R/8L	070 degrees
9L/9R	090 degrees
10	105 degrees
26L/R	290 degrees
27R/L	270 degrees
28	250 degrees

2. Ensure all propeller-driven/Tuboprop aircraft, are assigned headings that enter A80 Satellite airspace on the departure side of V97, unless otherwise coordinated. Push a Flight Progress Strip to the appropriate satellite sector.

(3) A80 shall authorize automatic releases for all departures **except** aircraft that will enter Satellite airspace north of V18. These departures must be coordinated as stated earlier.

c. Coordination Procedures Via Flight Strip Transfer:

(1) ATL ATCT shall transfer Flight Progress Strip information to A80 by pushing the FPS when an aircraft is "cleared for takeoff".

d. Arrivals

(1) CC shall:

(a) Advise A80-CI of the following information:

1. Local Control (LC) position staffing (e.g., LC1 open, 5 locals, etc.)
2. Current ATIS
3. When visibility is less than 1 mile "2.5NM" separation on final is then NOT authorized.

(2) A80 shall:

(a) Designate the type approach in use **and** verbally advise ATL ATCT when Full Triple Arrival (FTA) procedures are in effect.

***NOTE-** FTA procedures are defined as those times when A80 will be assigning three (3) landing runways on a full time basis regardless of type approach in use.*

(b) Coordinate, AND enter the landing runway in the scratch pad for any aircraft landing on other than the designated arrival runway(s).

1. On a West Operation, Runways 26R, 27L, and 28 are normally the designated arrival runways.
2. On an East Operation, Runways 8L, 9R, and 10 are normally the designated arrival runways.
3. Advise ATL ATCT when arrivals are assigned Runway 10/28 unless FTAs are in effect.

(c) Transfer radio communications and control, for **other than monitored SILS/STILS approaches**, at the Final Approach Fix (FAF) for instrument approaches and five (5) miles **or** the FAF for visual approaches and VFR operations.

(d) To the extent possible, assign aircraft parking at Atlantic Aviation and North Cargo the North Runway Complex for landing and assign aircraft parking at South

Cargo the Center or South Runway Complex for landing.

e. Simultaneous ILS (SILS) and Simultaneous Triple ILS (STILS) Approach Procedures

(1) ATL ATCT shall:

(a) The TCP is defined as the point at which ATL ATCT will accept responsibility for separation (visual/radar/wake turbulence) on the final. The TCP shall be 1 mile from the runway.

(b) NOT adjust the speed of an aircraft on the final approach course when A80 has responsibility for separation.

(2) A80 shall:

(a) **NOT** change aircraft to ATL ATCT frequency until they are established on the localizer. On transfer communications at the FAF.

f. Pullout/Missed Approach/Go Around Procedures

NOTE- Unless otherwise coordinated, "North Runway" is 8L/R-26R/L; "South Runway" means 9L/R-27R/L in Dual Operations, and 10/28 in Triple Operations.

NOTE -In all circumstances, Tower has the option to use the noise track/departure area and coordinate with departure control.

(1) Pullout Procedures for Outside Runways

a) LC will cancel Approach Clearance, retain aircraft in Tower airspace, and:

1. Issue 4000 feet to aircraft on the North Runway,
2. Issue 3000 feet to aircraft on the South Runway,
3. Coordinate with the appropriate AR.

b) AR will issue to LC a heading toward the downwind.

c) LC will issue the AR assigned heading to the aircraft, a speed not to exceed 210 knots and transfer communications to the appropriate AR. Communications transfer to AR constitutes LC release of control for turns to the downwind, speed and altitude changes.

(2) Pullout Procedures for the Middle Runway

a) LC will cancel Approach Clearance, climb the aircraft to 4000, resolve all

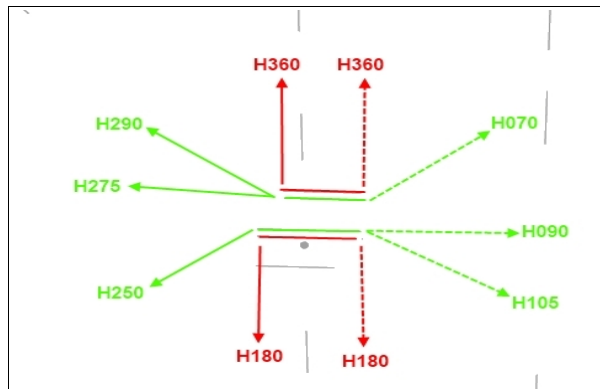
conflicts with Runway 10/28 traffic, retain aircraft in Tower airspace and coordinate with AR-A.

b) AR-A will issue to LC a heading toward the downwind.

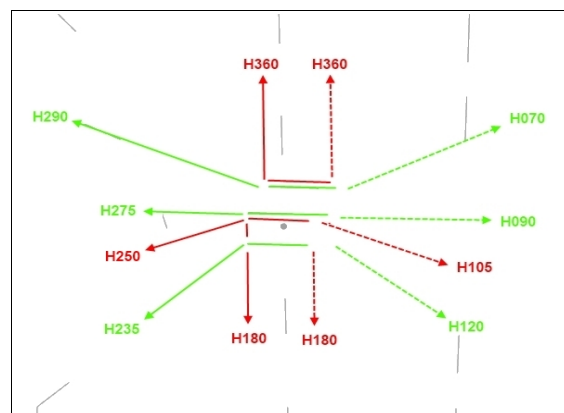
- c) LC will issue the AR-A assigned heading to the aircraft, a speed not to exceed 210 knots and transfer communications to AR-A frequency. Communications transfer constitutes release of control to AR-A for turns to the downwind, speed and altitude changes.

(3) The below figures are recommended headings to issue when there is a Missed Approach/Go Around. Green are departures. Red are arrivals. Solid is West Ops, Dashed is East Ops.

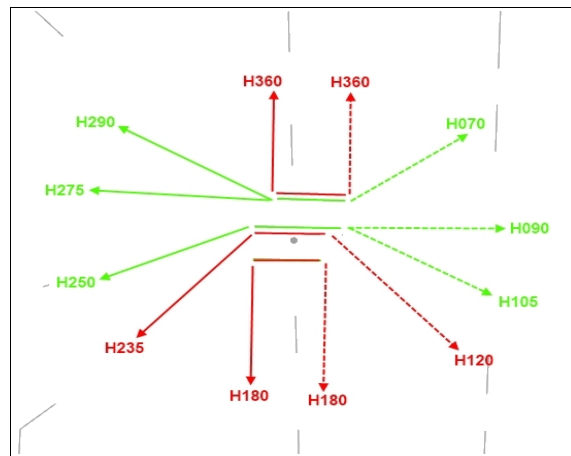
a) Duals



b) FTDs



c) FTAs



g. Runway Change Procedures

(1) CC shall identify the last aircraft to depart each runway prior to changing the takeoff/landing direction.

(2) A80-CI shall:

(a) Identify the last aircraft to land on each runway prior to changing the takeoff/landing direction. (LST may be placed in the scratchpad).

(b) Advise ATL ATCT when departures are released after completion of the runway change.