

**ATLANTA ARTC CENTER AND CHARLOTTE ATC TOWER
LETTER OF AGREEMENT**

EFFECTIVE: January 1, 2021

SUBJECT: APPROACH CONTROL SERVICE

1. **PURPOSE:** To delegate authority and responsibility for approach control services in the airspace described in Annex 1 and to outline interfacility procedures supplemental to the Air Traffic Control Order.
2. **CANCELLATION:** Atlanta ARTC Center (ZTL) and Charlotte ATC Tower (CLT) Letter of Agreement, Approach Control Service, dated prior to the effective date of this document.
3. **RESPONSIBILITIES:** ZTL delegates to CLT authority and responsibility for control of IFR aircraft operations within the delegated airspace described in Annex 1.
4. **PROCEDURES:** ZTL and CLT will transition arrivals and departures via the Arrival Transition Areas (ATA's) and Departure Transition Areas (DTA's) depicted in Annex 1. Departures from Charlotte/Douglas International Airport (KCLT) and satellite airports must be established on the appropriate departure procedure prior to the ZTL/CLT airspace boundary to ensure aircraft transition within the confines of the DTA. This procedure must be utilized for departures with requested altitudes of 11,000 feet and above.
 - a. **Arrivals:**
 - (1) The Transfer of Control Point (TCP) will be the common ZTL/CLT lateral boundary and vertical confines of CLT airspace.
 - (2) ZTL must provide CLT arrivals a minimum of 5 miles in trail and published speeds at the ZTL/CLT lateral boundary unless otherwise coordinated. CLT has control for speed increases on arrivals.
 - (3) The airspace inside the ATA, 11,000 - 16,000 feet as depicted on Annex 1, is released to ZTL in the event of holding or if CLT does not accept a handoff by 3 NM from the TCP.
 - (4) ZTL will clear turbojet and turboprop arrivals to KCLT via the appropriate Standard Terminal Arrival Route (STAR) and ensure all aircraft are established on the appropriate routing prior to the TCP. Prop arrivals may remain on filed routings. All CLT terminal area arrivals must be cleared to cross the arrival transition fix (or TCP for prop arrivals not on STAR) in accordance with the following routes and altitudes.

(5) Turbojet arrivals to KCLT must be cleared as follows:

(b) Non-Optimized Profile Descent STAR operations	
1. South Operation	CROSSING RESTRICTIONS
a. STARs: FILPZ, PARQR, LIINN, BTSEY	TCP @ 11,000 and 250 knots
b. STARs: JONZE, BANKR, CHPTR	TCP AOB 14,000 and 250 knots
c. STAR: MAJIC, CHSLY	TCP @ 13,000 and 250 knots
2. North Operation	CROSSING RESTRICTIONS
1. STARs: FILPZ, PARQR, LIINN, BTSEY	TCP @ 14,000 and 250 knots
2. STARs: JONZE, BANKR, CHPTR	TCP @ 11,000 and 250 knots
3. STAR: MAJIC, CHSLY	TCP @ 13,000 and 250 knots

(6) ZTL must issue the Descend Via clearance to turbojet aircraft in a timely manner that ensures aircraft are capable of meeting all restrictions based on landing direction. Aircraft are expected to be at these prescribed altitudes to meet appropriate CLT OPD windows. Special consideration will be made for high-performance aircraft.

(a) CLT North Operation

- (i) CHSLY, PARQR, and FILPZ via OPD
- (ii) JONZE cross JONZE at or below 13,000 feet
- (iii) BANKR cross DEBBT at or below 14,000 feet

(b) CLT South Operation

- (i) JONZE and BANKR via OPD
- (ii) FILPZ cross GLAXI at or below 15,000 feet
- (iii) PARQR cross PARQR at or below 13,000 feet

NOTE: Direct NCOMA and ensuring the 12,000 – 11,000 feet restriction

does not require coordination.

- (iv) CHSLY cross CHSLY at or below 16,000 feet

NOTE: Direct KRISS and ensuring aircraft are at or below 13,000 feet does not require coordination

- (7) Turboprop and prop arrivals to KCLT must be cleared as follows:

(a) Turboprop Aircraft north of V54	
1. South Operation	CROSSING RESTRICTIONS
a. STAR: LIINN	TCP AOB 9,000 descending to 7,000
2. North Operation	CROSSING RESTRICTIONS
b. STAR: LIINN	TCP @ 9,000
(b) Prop Aircraft north of V54	Cross the TCP at or below 7,000

- (8) ZTL must clear arrivals to CLT satellite airports as follows:

(a) Landing: KDCM, N52, KUZA, KAFP, KLKR, KAKH, KEQY	
1. Turbojets, cleared via a Non-RNAV STAR	CROSSING RESTRICTIONS
1. STARS: LIINN	TCP @ 11,000 and 250 knots
2. STAR: CHPTR, south operation	TCP AOB 14,000 and 250 knots
3. STAR: CHPTR, north operation	TCP @ 11,000 and 250 knots
4. STAR: MAJIC	TCP @ 13,000 and 250 knots
2. Turboprops, cleared via a Non-RNAV STAR	CROSSING RESTRICTIONS
STAR: LIINN	TCP @ 9,000

3. Props, must be cleared as filed	CROSSING RESTRICTIONS
North of V54, As filed	AOB 7,000
(b) Landing: KEHO, KIPJ	
1. Direct destination	Cross TCP AOB 7,000
2. From UNARM, direct destination and handed off to GSP when online	
(a) Landing: KJQF, KVUJ, KRUQ	
North or South Operation	CROSSING RESTRICTIONS
Turbojets through the UNARM sector	On CHPTR STAR & Cross TCP @ or below 14,000 and 250 knots

(9) Arrivals to Hickory Regional Airport (KHKY) must be assigned 5,000 feet and released to the Wilkes Sector for turns and descent toward the airport or final approach course.

(10) Arrivals to Statesville Regional Airport (KSVH) must be assigned 4,000 feet and released to the Wilkes Sector for turns and descent toward the airport or final approach course. When utilizing RNAV GPS RWY 28 and ILS or LOC/DME Z RWY 28 approaches, arrivals will be handled in accordance with the following.

(a) Aircraft arriving from points south of the KSVH will be coordinated with the Wilkes Sector and cleared for the approach by CLT. CLT will instruct the aircraft to report cancellation or down time to ZTL.

(b) Aircraft arriving from points north of the KSVH will be coordinated with CLT and cleared for the approach by ZTL. The Wilkes Sector (ZTL) will advise CLT when the aircraft has cancelled or landed.

b. Departures:

(1) CLT will clear all IFR departures via the appropriate Standard Instrument Departure (SID).

(2) CLT will transition turboprop/prop departures from KCLT and satellite airports that will next enter Jacksonville ARTC Center (ZJX) directly to ZJX.

(3) CLT will clear turbojet departures requesting 17,000 or above to maintain 16,000 feet and expect filed altitude 10 minutes after departure. CLT must make point outs to adjacent ZTL sectors when CLT verbally requests a higher altitude.

- (4) CLT will clear turboprop/prop departures requesting 13,000 or above to maintain 12,000 feet and expect filed altitude 10 minutes after departure. ZTL has control for climb and 15 degree turns. ZTL is responsible for separation from CLT arrivals.
- (5) CLT will clear departure aircraft requesting 16,000 feet or below, except as noted in paragraph 3 and 4 of this section, at requested altitude appropriate for direction of flight.
- (6) Only ZTL may delete the speed restriction to aircraft assigned a SID. ZTL is authorized to delete the speed restriction within CLT delegated airspace.
- (7) Regardless of KCLT runway configuration, aircraft departing KHKY landing KCLT must be cleared to 5,000 feet on an assigned heading of 180 degrees. CLT has control for turns and descent.

c. Overflights:

- (1) ARTCC shall clear aircraft landing CAE airspace via CLT.V37.CAE, descend them to 15,000 feet, and handoff to CLT. CLT shall transition these aircraft to CAE TRACON.
- (2) ARTCC shall descend aircraft landing SOP to 15,000' and handoff to CLT. CLT shall transition these aircraft to FAY TRACON.
- (3) ARTCC shall descend aircraft landing POB to 15,000' and handoff to CLT TRACON. CLT shall descend these aircraft to 11,000' and handoff to ZDC ARTCC.
- (4) ARTCC shall descend prop and turboprop aircraft landing RDU to 15,000' and handoff to CLT. ARTCC shall clear these aircraft via SDZ BUZZY STAR and handoff to CLT. CLT shall transition them into CLT airspace and handoff to ZDC ARTCC.

d. Miscellaneous:

- (1) CLT must provide a minimum of 7 NM radar separation, constant or increasing, between departures and/or en route aircraft entering ZTL airspace at or climbing to the same altitude via the same DTA.
- (2) GSP arrivals shall be descending to 15,000 and handed off to CLT. CLT shall descend to 11,000 (or lower) and handoff to GSP TRACON.

5. ATTACHMENTS:

