

ZTL ARTCC AND MINOR ATCTs
LETTER OF AGREEMENT
(AGS, AVL, BHM, CHA, GSO, GSP, MGM, TYS, and TRI ATCT)

EFFECTIVE: July 30, 2021

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Augusta (AGS)

a. Arrivals:

1. ZTL must clear all Augusta Terminal Area arrivals direct or via a radar vector to the destination airport.
2. AGS will have control for turns, not to exceed 15 degrees, for all Augusta Terminal arrival aircraft at 11,000 feet MSL within the geographical confines of AGS airspace.
3. AGS must transition arrivals into terminal airspace prior to the adjacent facility or sector boundary unless coordinated by AGS.

b. Departures:

1. AGS must clear aircraft requesting 11,000 feet or above to maintain 10,000 feet and expect filed altitude 10 minutes after departure.
2. AGS must clear aircraft requesting 10,000 feet or below at requested altitude appropriate for direction of flight.
3. AGS must ensure departures from the AGS Terminal Area will be on course or assigned a heading to ensure they join their route of flight prior to the common lateral boundary.

c. Miscellaneous:

1. AGS must provide a minimum of 5NM radar separation, constant or increasing, between departures and/or en route aircraft entering ZTL airspace at the same altitude.
2. Departures destined KATL, via the SITTH, JJEDI, or other Arrivals must be handled as follows:
 - i. RNAV equipped turbojets must be cleared direct LAYUH and the SITTH/JJEDI STAR.
 - ii. Turboprops, props and Non-RNAV equipped turbojets must be issued a heading by AGS to join V155 at BEYLO.
3. Departures destined Charlotte/Douglas International Airport (KCLT) on a ADR/ADAR via IRQ UNARM Arrival must be cleared direct GRD UNARM Arrival by AGS.

Asheville (AVL)

a. Arrivals:

1. ARTCC shall clear arrivals operating at 11,000 feet or above to the destination airport at or descending to 11,000. Except for arrivals entering AVL between the SUG 140 Radial (V53) clockwise to the SUG 205 Radial (V20-35), AVL ATCT shall have control for turns up to 30 degrees for AVL arrivals at or below 15,000' within the lateral confines of the Transfer Control Point (TCP). ATCT shall ensure proper coordination (i.e. point outs) with all affected sectors/facilities when ATCT initiates turns under this provision.
2. ARTCC 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. Upon completion of radar handoff and communications transfers, AVL shall have control for turns up to 30 degrees. ATCT shall ensure proper coordination (i.e. point outs) with all affected sectors/facilities when ATCT initiates turns under this provision.

b. Departures:

1. ATCT shall clear aircraft requesting 11,000 feet or above to maintain 10,000 and expect filed altitude 10 minutes after departure.
2. ATCT is responsible to make point outs to adjacent Center sectors when ATCT verbally requests a higher altitude.
3. ATCT shall clear aircraft requesting 10,000 feet or below at an altitude appropriate for direction of flight.
4. Upon completion of radar handoff and communications transfer, ARTCC shall have control for turns up to 30 degrees on all AVL departures entering the ZTL SHINE and BRISTOL Sectors.
5. Traffic permitting, departures filed via SUG and south shall be assigned a 140 heading and are released for turns to the ZTL SHINE Sector.
6. AVL departures filed into the LOGEN sector requesting 12,000 feet or above must be handed off to the LOGEN sector, and upon completion of a radar hand off, cleared by ATCT to 12,000 feet. When utilizing this procedure, ATCT must ensure five nautical miles or 1,000 feet separation between the climbing aircraft and any mutually identified traffic (including successive departures) prior to frequency transfer.
7. **Charlotte Airport (CLT) Arrivals:**

- a. ATCT shall clear all aircraft destination CLT via the appropriate AAR/ADAR or via a heading to join the AAR/ADAR. Coordination of headings on these aircraft is not required.
- b. Upon completion of a radar handoff, ARTCC has control for turns of up to 30 degrees on all aircraft destination CLT.

8. GSP Arrivals via the RCTOR STAR:

- a. Traffic permitting, aircraft must cross LUVTT at 11,000 feet and 250 knots.
- b. AVL has control for right turns.

e. Miscellaneous:

1. AVL must provide a minimum of 5NM radar separation, constant or increasing, between departures and/or en route aircraft entering ZTL airspace at the same altitude.
2. When ARTCC approves an altitude for ATCT aircraft with reference to ARTCC traffic, ATCT shall provide a minimum of 1,000 feet vertical or 5NM lateral separation, constant or increasing, prior to communications transfer to ARTCC.

Birmingham (BHM)

- a. **Arrivals.** The Transfer Control Point (TCP) is the vertical extension of the lateral limits of the 10,000 feet airspace. ZTL must release arrivals for turns of up to 15 degrees crossing the TCP.
 1. **Birmingham-Shuttlesworth Airport (KBHM) Arrivals:**
 - a. When the arrival and departure fixes are active, ZTL must clear arrivals operating at 11,000 feet or above to KBHM via SHIMS, NESTS, LYMPH, HERKO, WANDS, KIOSK, DIODE, or NULLS. Aircraft must be issued a restriction to cross the fix at 11,000 feet and:
 - i. When KBHM is operating on Rwy 6, turbojet arrivals must be issued a clearance to cross NESTS, LYMPH and HERKO at 250 knots.
 - ii. When KBHM is operating on Rwy 24, turbojet arrivals must be issued a clearance to cross NULLS, DIODE and KIOSK at 250 knots.
 - b. When the arrival and departure fixes are not active, ZTL must clear arrivals operating at 11,000 feet or above direct KBHM and issue a restriction that ensures the arrival is at 11,000 feet by 30 NM from KBHM and:
 - i. When KBHM is operating on Rwy 6, turbojet arrivals from HERKO clockwise to NESTS must be issued a clearance to cross 30 NM from KBHM at 250 knots.
 - ii. When KBHM is operating on Rwy 24, turbojet arrivals from NULLS clockwise to KIOSK must be issued a clearance to cross 30 NM from KBHM at 250 knots.
 - c. ZTL must clear arrivals operating at 10,000 feet and below to cross the Transfer Control Point (TCP) at an altitude appropriate for direction of flight.
 - d. BHM must transition arrivals into terminal airspace as soon as possible after handoff and communication transfer.
 2. **East Satellite Arrivals:**
 - a. Aircraft landing Anniston Regional (KANB) Talladega Municipal (KASN), Northeast Alabama Regional (KGAD), Robbins Field (20A), Albertville Regional-Thomas J Brumlik Field (8A0) and St Clair County (KPLR) must be descending to 6,000 feet or level at a lower requested altitude unless an alternate altitude has been coordinated.
 - b. Aircraft landing Merkel Field Sylacauga Muni (KSCD) arriving from the south or southeast must be descending to 6,000 feet or level at a lower requested altitude unless an alternate altitude has been coordinated.
 3. **West Satellite Arrivals:**

- a. Aircraft landing Tuscaloosa Regional (KTCL), Bessemer (EKY), and Shelby County (EET), arriving from the south or southeast must be descending to 6,000 feet or level at a lower requested altitude unless an alternate altitude has been coordinated.
- b. KTCL, KEKY, and KEET arrivals within 10NM of the TCP are released by ZTL Maxwell Sector for descent and turns not to exceed 15 degrees.
- c. KASN, KPLR, KSCD, KGAD, KANB, 20A, and 8A0 arrivals within 10NM of the TCP are released by ZTL Rome and Tiroe Sectors for descent and turns not to exceed 15 degrees.

b. Birmingham-Shuttlesworth (KBHM) Departures:

1. Aircraft requesting 11,000 feet and above must be assigned 10,000 feet and advised to expect higher 10 minutes after departure.
2. When the arrival and departure fixes are not active, BHM must disregard the departure gate fix and clear and clear the aircraft via the appropriate route of flight.
3. When the arrival and departure fixes are active, BHM must clear departures requesting at or above 11,000 feet via CHEHA, GUMMP, DAYVS, JOEYE, KELCC, RHETT, or MRICA.
4. BHM must clear aircraft requesting 10,000 feet or below at requested altitude appropriate for direction of flight.

c. Miscellaneous:

1. BHM must provide a minimum of 5NM radar separation, constant or increasing, between departures and/or en route aircraft entering ZTL airspace at the same altitude.
2. BHM must advise the ZTL Traffic Management Unit (TMU) of runway changes.

Chattanooga (CHA)

a. Arrivals:

1. ARTCC must clear KCHA that will overfly Knoxville Approach Control (TYS ATCT) airspace operating at 13,000 feet or above to the destination airport via GQO..KCHA, to cross 20 DME northeast of GQO at 11,000 feet. All other KCHA arrivals must cross 25 DME from GQO at 11,000 feet.
2. Satellite Airports: Aircraft operating at 11,000 feet or above must be routed direct to destination airport descending to 11,000 feet.
3. ARTCC will clear arrivals operating AOB 10,000 feet to the destination airport to cross the TCP at an altitude appropriate for direction of flight. Exception: V243 northbound at an even altitude.
4. ATCT will transition arrivals into terminal airspace prior to adjacent ARTCC or sector boundary.
5. Arrivals assigned 11,000 feet will be released for turns of up to 15 degrees after completion of radar handoff and communications transfer.

b. Departures:

1. ATCT will clear departing aircraft at 10,000 feet or requested altitude if lower. Departures cleared at 10,000 feet requesting a higher altitude will be advised to expect filed altitude 10 minutes after departure.

c. Overflights:

1. Overflights must be cleared via the route/altitude printed on the strip, or as coordinated.
2. Enroute aircraft on V243 will be assigned even altitudes northbound and odd altitudes southbound.

d. Miscellaneous:

1. CHA must provide a minimum of 5NM radar separation, constant or increasing, between departures and/or en route aircraft entering ZTL airspace at the same altitude.

Greensboro (GSO)

a. Arrivals:

1. Turbojet arrivals to KGSO operating at 11,000 feet and above must be cleared via the TRAKS Standard Terminal Arrival (STAR) to cross TRAKS at 11,000 feet. TRAKS turbojet arrivals must be released for turns up to 15 degrees by Atlanta ARTCC within 10NM of ZTL/GSO boundary.
 - a. Mandatory speed restrictions for the TRAKS Arrival Transition Area (ATA) may be imposed through dynamic coordination with the Atlanta ARTCC MOPED Sector.
 - b. Arrivals to INT must be cleared direct and must cross the boundary at or below 9,000 feet, right altitude for direction of flight, and must be released for turns up to 15 degrees by Atlanta Center within 10NM of ZTL/GSO boundary
2. Turboprop arrivals must be cleared via the appropriate STAR as follows:
 - a. Arrivals using the SMOKN ATA must cross the GSO VORTAC 40 DME at 13,000 feet or must cross the ATCT boundary at an altitude appropriate for direction of flight.
 - b. Arrivals using the TRAKS ATA must cross the GSO VORTAC 35 DME at 11,000 feet or at an altitude appropriate for direction of flight.
3. Prop arrivals operating at 10,000 feet or below must cross the ATCT boundary at an altitude appropriate for direction of flight and cleared direct to the destination airport.
4. Arrivals to 8A7 and EXX must be descending to 5,000 feet and released for turns and descent by Atlanta ARTCC within 10NM of ZTL/GSO boundary.
5. Arrivals to MWK must be descending to 7,000 feet and released for turns and descent by Atlanta Center within 10NM of ZTL/GSO boundary.
6. The area inside the ATA is released to ARTCC in the event of holding.

b. Departures:

1. ATCT must clear GSO/INT departures requesting 11,000 feet or above via the appropriate SID. Aircraft departing airports other than GSO and INT must be cleared via the appropriate departure radial, unless otherwise coordinated by ATCT.
2. The Greensboro Terminal Area Departure Radials/DP Transitions are:

JETS	GSO R-312 BOTTM, LIB R-251 CARWN
PROPS	GSO R-297, YADKI GSO R-190 CLINE

3. ATCT must clear aircraft requesting 13,000 feet or above to maintain 12,000 feet and expect filed altitude 10 minutes after departure.
4. ARTCC must transition departures into ARTCC airspace as soon as possible after handoff and communications transfer. ARTCC must advise ATCT if they do not intend to climb the aircraft or when to expect the aircraft to climb.
5. North departures must be released for right turns by ATCT leaving 10,000 feet.
6. South departures must be released for turns south of V454 by ATCT leaving 10,000 feet.
7. **Turbojet aircraft departing GSO Terminal Area destined Charlotte Douglas Airport (CLT):**
 - a. The Adapted Departure Arrival Route (ADAR) for GSO/INT to CLT must be processed at 13,000 feet regardless of requested altitude.
 - b. ATCT must contact ARTCC TMU to obtain a departure release time for all turbojet aircraft departing GSO/INT destined the Charlotte Douglas Airport.
 - c. ATCT must clear aircraft departing GSO Terminal Area via radar vectors out BOTTM DTA. These aircraft must be assigned a heading out BOTTM DTA over the GSO R-312 and handed off to the LEEON Sector. This heading does not have to be coordinated.

c. Overflights:

1. T214 may be utilized for aircraft transiting GSO ATCT at or below 10,000 feet, right altitude for direction of flight.

d. Miscellaneous:

1. ATCT must provide a minimum of 5NM radar separation, constant or increasing, between departures and/or en route aircraft entering ARTCC airspace at the same altitude..
2. Arrivals to RDU transitioning ATCT delegated airspace must be cleared via LIB..RDU and shall cross the ATCT boundary at or below 9,000 feet.

Greer (GSP)

- a. Responsibilities.** When Asheville ATCT (AVL) is not operational, the AVL airspace underlying the ZTL UNARM sector will be delegated to GSP.
- b. Departure Transition Area (DTA)/Arrival Transition Area (ATA) Operations:**
1. When requested by either facility, ZTL and GSP must transition arrivals and departures via the ATAs and DTAs as depicted on Annex 1 via routings or vector headings to ensure that aircraft transition within the confines of the appropriate ATA/DTA, unless otherwise coordinated.
 2. The CART DTA, SOTHH DTA, and NORTH ATA are active continuously. The other ATAs/DTAs may be activated after coordination between the facilities is accomplished.
 3. GSP must transition all aircraft into the ZTL WILKES sector, including aircraft being vectored around CLT's delegated airspace, as follows:
 - a. RNAV aircraft must be routed over GENOD.
 - b. Non-RNAV aircraft must be routed over GENOD via airways or radar vectors. Aircraft on vectors will be advised to expect routing from ZTL.
 - c. Jet departures from KGSP and KGSP satellite airports landing KGSO or KINT, regardless of equipment capability, may be transitioned in accordance with this paragraph.
 4. GSP must transition Non-RNAV CART DTA departures requesting 11,000 or higher via SPA V605 GENOD or J83/J85. These aircraft must be cleared to join V605/J83/J85 prior to the ZTL WILKES sector boundary.
 5. GSP must deliver aircraft on the BWALL SID to UNARM via direct HALJO or ALYSA.
 6. GSP must deliver aircraft on the BIMMR SID to UNARM via direct ZNTRM or ZZCAR. GSP must ensure that aircraft are level at 10,000 feet by ZZCAR and must not cancel the speed restriction published on the SID.
- c. Arrivals:**
1. ZTL must clear arrivals operating at 11,000 feet or above to the destination airport. Arrivals must proceed via direct to the airport, via an appropriate STAR, or via a routing/vector heading to traverse the appropriate ATA and cross the Transfer Control Point (TCP) at 11,000 feet.
 - a. EXCEPTION: Arrivals from ZTL EAST DEPARTURE sector on the WORXS arrival must be cleared to cross ANGRI at 11,000 feet. Arrivals departing the ATL TERMINAL AREA must be cleared DABBO direct destination to cross DABBO at 11,000 feet.

- b. EXCEPTION: Arrivals from UNARM sector assigned the MCHLN arrival must be cleared to cross MCHLN at 11,000 feet.
 - c. EXCEPTION: No arrivals operating at 11,000 feet or above will be routed over the CART DTA.
 - d. Arrivals via the NORTH ATA must be handed off to AVL if operational. RNAV arrivals must be issued the appropriate STAR. Non-RNAV arrivals must be cleared via SUG V185 UNMAN then direct destination airport.
 - e. GSP must transition arrivals into terminal airspace prior to adjacent ZTL sector boundary. If GSP is unable to descend arrival aircraft prior to the adjacent sector boundary, GSP is responsible for making the appropriate point out(s).
 - f. Arrivals to KGSP, KGMU, KGYH, and KSPA from LOGEN and EAST DEPARTURE sectors must be released to GSP for turns not to exceed 30 degrees at or below 11,000.
2. ZTL must 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.
- a. EXCEPTION: No arrivals at 1,000 feet will be accepted through the CART DTA.
 - b. Arrivals to KAND, KLQK, or KCEU through ZTL COMMERCE or VALLEY FPA must be descended to lowest usable altitude, at or above 5,000' and handed off to GSP. GSP will have control for descent and turns not to exceed 30 degrees. If turned, GSP will be responsible for any appropriate point-out(s).

d. Departures:

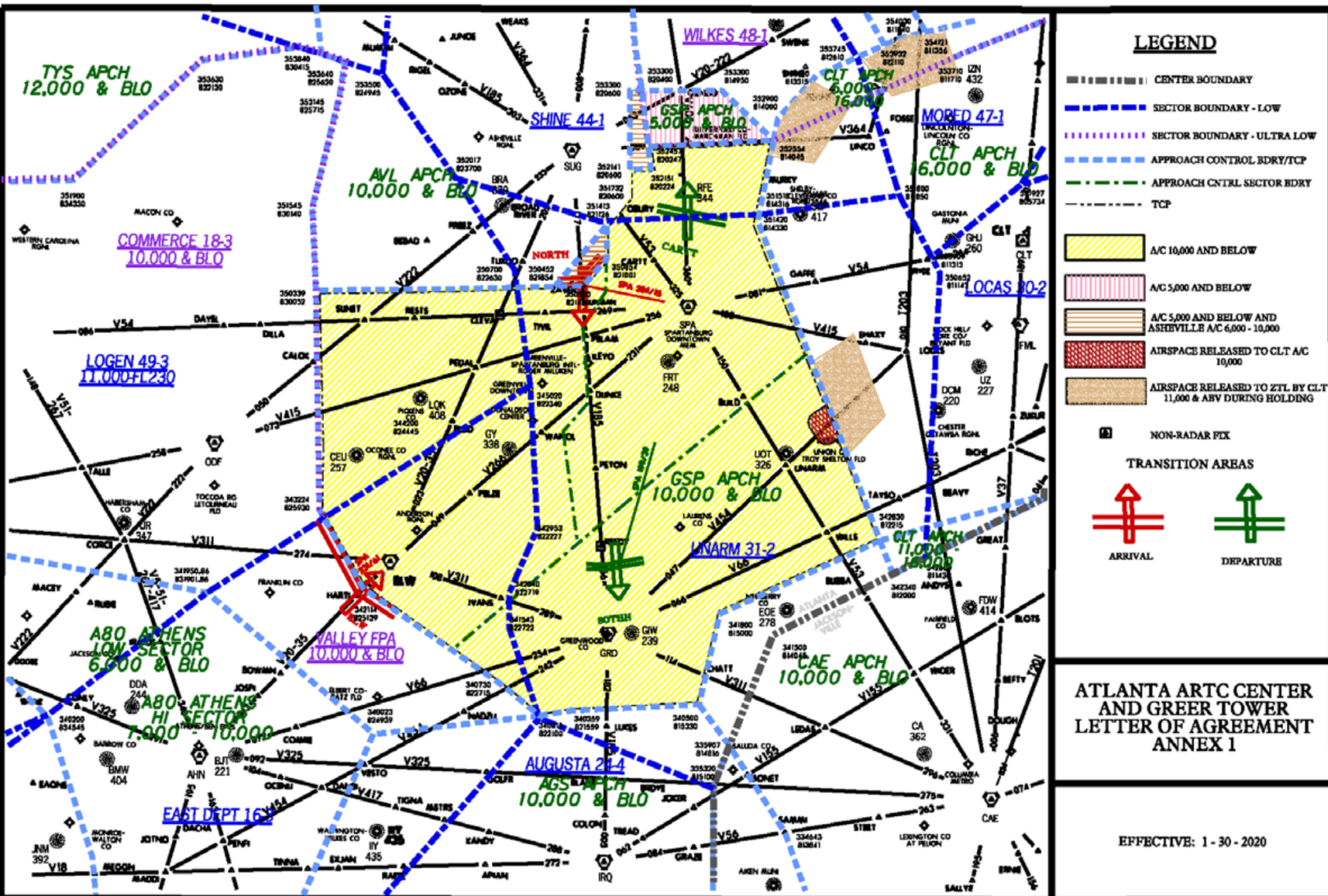
- 1. ATCT shall clear aircraft requesting 11,000 feet or above to maintain 10,000 and expect requested cruise altitude ten minutes after departure. Departures shall be cleared "on course".
- 2. Aircraft departing via the SOTHH DTA will be released for left turns.
- 3. GSP must clear aircraft requesting 10,000 feet or below at an altitude appropriate for direction of flight.
- 4. Departures less than 5 minutes flying time from the transferring facility's boundary must be coordinated prior to departure.
- 5. Aircraft requesting 10,000 feet or below shall be cleared to an appropriate altitude for direction of flight. Departures shall be cleared "on course".

e. Miscellaneous:

- 1. ATCT must provide a minimum of 5NM radar separation, constant or increasing, between departures and/or en route aircraft entering ARTCC airspace at the same altitude.

2. Aircraft landing KHKY and KMRN are released for control to ZTL WILKES.
3. The UNARM sector may transition aircraft to the CLT UNARM arrival via vector headings to join the arrival prior to the UNARM intersection as needed without coordination of the heading with GSP.
4. ZTL must clear turboprop arrivals to KCLT and KCLT satellite airports via the appropriate STAR. Prop arrivals to these airports may remain on filed routings or may be cleared direct destination. Regardless of CLT configuration, all turboprop/prop aircraft south of V54 must be transitioned through GSP airspace.

Annex 1



Montgomery (MGM)

a. Arrivals:

1. ZTL must clear arrivals operating at 11,000ft or above direct to the destination airport to maintain 11,000ft.
2. ZTL must clear arrivals operating at 10,000ft and below direct to the destination airport to cross the transfer of control point (TCP), which is the airspace boundary, level at a requested altitude for appropriate direction of flight.
3. ZTL must coordinate all aircraft at altitudes of 3,000 feet or below with MGM prior to handoff.
4. MGM must transition arrivals into terminal airspace as soon as possible after handoff and communications transfer, unless ZTL has issued and coordinated with MGM a pilots' direction descent for the aircraft.
 - a. MGM must have control of aircraft for turns of not more than 15 degrees without coordination with ZTL. ZTL is responsible to make point outs to adjacent Center sectors.
5. Aircraft requesting high altitude instrument approaches to MGM must be cleared to the IAF to hold and must be issued an EFC. The ZTL Maxwell sector will coordinate the EFC altitude and type of approach requested with MGM. ZTL releases control to MGM for issuing approach clearance. It is the responsibility of Maxwell sector to ensure aircraft requesting an instrument approach are clear of all other traffic prior to the communication changeover. MGM will advise Maxwell if an aircraft's EFC will be extended more than 5 minutes.

b. Departures:

1. MGM must clear aircraft requesting 11,000 feet or above to maintain 10,000 feet and expect requested altitude 10 minutes after departure.
 - a. ZTL must transition departures into ZTL airspace as soon as possible after handoff and communications transfer. ZTL must advise MGM if they do not intend to climb the aircraft upon initial contact and when to expect the aircraft to climb.
 - b. MGM must make subsequent point outs to adjacent facilities/ultra low sectors until the aircraft departs MGM airspace. (Note: Aircraft have departed MGM's airspace after climbing through 10,000 feet.)
 - c. When MGM verbally requests a higher altitude that will penetrate another sector's airspace, MGM is responsible for the point out to that sector.
2. MGM must clear aircraft requesting 10,000 feet or below at requested altitude for direction of flight.

3. MGM must release departures for turns of up to 15 degrees after completion of radar handoff and communications transfer.

c. Miscellaneous:

1. MGM must provide a minimum of 5 NM radar separation, constant or increasing, between departures and/or enroute aircraft entering ARTCC airspace at the same altitude.
2. Departures, other than from Montgomery Regional (MGM) and Maxwell AFB (MXF), that are less than 5 minutes flying time from the transferring facility's boundary must be coordinated before departure.

Knoxville (TYS)

a. Arrivals:

1. Aircraft operating at or above 13,000:
 1. West of V268 and south of V16: cross the VXV 40 DME at 13,000 feet and 250 knots or less.
 2. From Hinch Mountain (ZTL41), V16 and north: cross the VXV 35 DME at 13,000 feet and 250 knots or less.
 3. All others: cross the VXV 35 DME at 13,000 feet.
2. ARTCC will clear arrivals operating at 12,000 feet or below to the destination airport to cross the common facility boundary level at an altitude appropriate for direction of flight.

EXCEPTION: V267/T323 arrivals from the south must be level at an even altitude.
3. ATCT has control for turns not to exceed 15 degrees for arrivals within 10 NM of the approach control boundary, after transfer of radar identification and communications.

NOTE: If the turn will cause the aircraft to conflict with sectors/facilities adjacent to the transferring sector, ATCT must accomplish coordination with that sector/facility.

EXCEPTION: ATCT will have control for descent and turns not to exceed 30 degrees for aircraft traversing Hinch Mountain (ZTL41) and North Departure (ZTL38) airspace.
4. In the event ATCT negates a crossing restriction, ATCT will assume the responsibility of coordination with the appropriate ARTCC sectors.
5. ATCT may remove the speed restriction assigned by ARTCC. ATCT will assume separation responsibility of any in-trail traffic.

b. Departures:

1. ATCT will clear aircraft requesting 13,000 feet or above to maintain 12,000 feet and expect requested altitude ten minutes after departure.
2. Aircraft requesting 12,000 feet or below must be cleared at an altitude appropriate for direction of flight. **EXCEPTION:** *Departures southbound on V267/T323 must use 9,000 or 11,000 feet only.*
3. When an altitude is approved by ARTCC with reference to traffic, ATCT must provide 1,000 feet vertical separation and/or 5 NM lateral separation prior to communications transfer.
4. ATCT must provide 5 NM lateral separation and/or 1,000 feet vertical separation, constant or increasing, for aircraft entering ARTCC airspace.

5. ATCT must release control for turns to ARTCC up to 15 degrees on McGhee Tyson (KTYS) departures.
- c. **Overflights:**
1. Each facility will assign overflights operating through ATCT airspace an altitude appropriate for direction of flight. **EXCEPTION:** Overflights operating on V267/T323 must be at even altitudes northbound and odd altitudes southbound.

Tri-Cities (TRI)

a. Arrivals:

1. ZTL must clear arrivals operating at 11,000 feet or above to the destination airport to cross the Transfer Control Point (TCP) descending to 11,000 feet. Upon completion of radar handoff and communications transfer from ZTL, TRI will have control for turns up to 30 degrees on Tri-Cities Regional (KTRI), Virginia Highlands (KVJI), Elizabethton Municipal (0A9), and Greenville-Greene (KGCY) arrivals at or below 15,000 feet within 10 miles of the geographical confines of TRI airspace.
2. ZTL must 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. Departures:

1. TRI must clear aircraft requesting 11,000 feet or above to maintain 10,000 feet and expect filed altitude 10 minutes after departure.