

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

SUBJECT: APPROACH CONTROL SERVICE **EFFECTIVE: August 16, 2018**

- 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:** ZTL and CLT Letter of Agreement dated January 5, 2017.
- 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) CLT will not reverse, hold or climb an arrival within an ATA without ZTL approval.
 - (4) CLT will transition arrivals into CLT delegated airspace prior to the adjacent ZTL sector boundary.
 - (5) When notified that holding is required, ZTL will clear subsequent arrivals to the appropriate arrival transition fix depicted in Annex 1. CLT must accept any aircraft inside the arrival transition fix at the time holding is required.
 - (6) 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.

- (7) 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 routings 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.
- (8) **Turbojets arrivals to KCLT** must be cleared as follows:

Optimized Profile Descent (OPD) STAR operations: ZTL must issue landing direction.	
1. Altitude and speed depicted for the appropriate STAR based upon runway configuration. <ul style="list-style-type: none"> a. ZTL will ensure appropriate coordination with CLT for all cases of aircraft on an OPD STAR <u>NOT</u> issued a "descend via" clearance. b. ZTL must initiate handoff and communication transfer to CLT prior to the TCP to facilitate issuance of a runway assignment in a timely manner. c. In the event of a landing direction operation change, ZTL must coordinate with CLT the first aircraft to be on the new transition. 	
Non-Optimized Profile Descent STAR operations (CLT North Operation)	
FILPZ, PARQR, LIINN, BTSEY	TCP @ 14,000 and 250 knots
JONZE, BANKR, CHPTR	TCP @ 11,000 and 250 knots
MAJIC, CHSLY	TCP @ 13,000 and 250 knots
Non-Optimized Profile Descent STAR operations (CLT South Operation)	
FILPZ, PARQR, LIINN, BTSEY	TCP @ 11,000 and 250 knots
JONZE, BANKR, CHPTR	TCP @ or below 14,000 and 250 knots
MAJIC, CHSLY	TCP @ 13,000 and 250 knots

- (9) ZTL must issue the Descend Via clearance to turbojet aircraft in a timely manner that ensure 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. The CLT OPD windows are:
 - 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
- iii. PARQR: cross PARQR at or below 13,000 feet.
NOTE: Direct NCOMA and ensuring the 12-11,00 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.

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

Turboprop aircraft north of T398	
LIINN (South Operation)	TCP AOB 9,000 descending to 7,000
LIINN (North Operation)	TCP @ 9,000
Prop aircraft north of T398	
TCP AOB 7,000	
Turboprop/prop aircraft south of T398	
<i>Must be transitioned through Greer Approach (GSP) airspace.</i>	

(11) Arrivals to CLT satellite airports must be cleared as follows:

Landing: KDCM, N52, KUZA, KAFP, KLKR, KAKH, KEQY	
Turbojets via LIINN	TCP @ 11,000 and 250 knots
Turbojets via CHPTR (south operation)	TCP @ or below 14,000 and 250 knots
Turbojets via CHPTR (north operation)	TCP @ 11,000 and 250 knots
Turbojets via MAJIC	TCP @ 13,000 and 250 knots
Turboprops via LIINN	TCP @ 9,000
Props must be cleared as filed	North of T398: AOB 7,000 If south of T398: via Greer (GSP) airspace
Landing: KEHO, KIPJ	
Direct destination	TCP AOB 7,000 If from ZTL31 (UNARM): via GSP airspace
Landing: KJQF, KVUJ, KRUQ	
Turbojets through ZTL31 (UNARM) sector	On CHPTR STAR, cross TCP @ or below 14,000 and 250 knots
Landing any CLT satellite airport	
<p>May be cleared via PEGTE direct destination. These aircraft will be released for turns and descent. CLT will be responsible for required point outs to GSO.</p> <ol style="list-style-type: none"> a. When CLT is on a north operation, aircraft must be handled in accordance with the following: <ol style="list-style-type: none"> i. Turbojets must cross the TCP at 7,000 feet. ii. Turboprops/props must cross the common boundary at 5,000 feet. b. When CLT is on a south operation, all must cross the TCP at 5,000 feet. 	

(12) Arrivals to the following airports near CLT airspace must be cleared as follows:

<p>Hickory Regional Airport (KHKY)</p>	<p>ZTL31 (UNARM) to CLT. Routed via UNARM CLT direct destination and descended to 17,000.</p> <p>CLT to ZTL48 (WILKES). Assigned 5,000 and released to ZTL48 for turns and descent toward the airport or final approach course.</p>
<p>Statesville Regional Airport (KSVH)</p>	<p>ZTL31 (UNARM) to CLT. Routed via UNARM CLT direct destination and descended to 17,000.</p> <p>CLT to ZTL48 (WILKES). Assigned 4,000 feet and released to ZTL48 for turns and descent toward the airport or final approach course. When utilizing RNAV (GPS) RWY 28 or LOC/DME Z RWY 28 approaches, arrivals will be handled in accordance with the following:</p> <ul style="list-style-type: none"> a. Aircraft arriving from points south of KSVH will be coordinated with ZTL48 and cleared for the approach by CLT. CLT will instruct the aircraft to report cancellation or down time on ZTL48 frequency. b. Aircraft arriving from points north of KSVH will be coordinated with CLT and cleared for the approach by ZTL48. ZTL48 will advise CLT when the aircraft has canceled or landed.
<p>Landing in Greer Approach (GSP) airspace</p>	<p>AOA 17,000ft. Cleared via JUNNR STAR or SPA080 radial SPA direct destination to cross OPENS or SPA080039 fix at 17,000 feet. Handoff and communications transfer to CLT West Departure must be accomplished prior to OPENS/SPA080039.</p> <p>CLT will transition these aircraft to Greer Approach per the CLT/GSP LOA.</p> <p>Below 17,000ft. Treat as overflights IAW 4(c).</p>
<p>Columbia Metropolitan (KCAE)</p>	<p>Routed via CLT V37 CAE, descended to 17,000 feet, and handed off to CLT East Departure.</p> <p>CLT will transition these aircraft to Columbia Approach (CAE).</p> <p><i>NOTE: Arrivals flying on or east of a line between GSO-CAE will be transferred by ZTL to ZJX per ZTL/ZJX LOA and avoid CLT airspace.</i></p>

<p>Moore County (KSOP) Pope Army Airfield (KPOB)</p>	<p>Routed via LOCAS as filed to cross LOCAS at 17,000 feet and handed off to CLT East Departure. CLT has control for turns.</p> <p>CLT will transition these aircraft to Washington Center (ZDC) or Fayetteville Approach (FAY), as appropriate, per the CLT/ZDC and CLT/FAY LOAs.</p>
<p>Props/turboprops to Raleigh-Durham International Airport (KRDU)</p>	<p>Routed via LOCAS SDZ and appropriate STAR to cross LOCAS at 17,000 feet and handed off to CLT East Departure. CLT has control for turns.</p> <p>CLT will transition these aircraft to Washington Center (ZDC) per the CLT/ZDC LOA.</p>

b. Departures:

- (1) CLT will clear **all IFR departures** via the appropriate Standard Instrument Departure/Adapted Departure Route/Adapted Departure and Arrival Route/Coded Departure Route (SID/ADR/ADAR/CDR).
- (2) 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.
NOTE: CLT will handoff ALL turbojets requesting 17,000 or above to ZTL, even if they will eventually enter Jacksonville or Washington Center.
- (3) CLT transition **turboprop/prop departures that will next enter Jacksonville Center (ZJX)** directly to ZJX.
- (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**, excepted as noted in paragraphs b(3) and b(4), at requested altitude appropriate for direction of flight.
- (6) ZTL may only delete the speed restriction to aircraft assigned a SID. ZTL is authorized to delete the speed restriction within CLT delegated airspace.
NOTE: All CLT turbojet SIDs contain a 280KT speed restriction.
- (7) FAA Order 7110.65, Transitional Separation, is applicable in the SHINE, LOCAS, MOPED, and UNARM sectors (see Annex 2).

- (8) Aircraft **departing on the KRITR/WEAZL SID** are released to ZTL for turns leaving 14,000 feet. ZTL is responsible for separation from CLT arrivals.
- (9) Regardless of KCLT runway configuration, aircraft **departing KHKY landing KCLT** must be cleared to 5,000 feet on an assigned heading of 180. CLT has control for turns and descent.

c. Overflights:

- (1) Unless otherwise coordinated, ZTL will utilize one of the following routings for **overflight traffic transitioning southbound through CLT airspace**:
 - A. T203 at 4,000, 5,000, or 6,000
 - B. T201 at 4,000 or 5,000 (*6,000 permitted in North Operation*)
 - C. Over BZM VOR then via a 190 degree heading at 6,000 feet. ZTL must amend the flight plan on this route to indicate BZM direct the next fix south of CLT VOR.
 - D. Aircraft not RNAV capable may be assigned radar vectors to LOCKS or LOCAS or assigned a 190 degree heading over BZM VOR and advised to expect on course from CLT.
 - E. Unless otherwise coordinated, ZTL must ensure the flight plan reflects the route being flown.
- (2) **Other overflight traffic** must be between 14,000 to 16,000 and must be routed via V37/T437 or T398 and handed to the appropriate CLT Departure sector.
- (3) **KHKY departures filed at or below 16,000 feet whose route will traverse CLT airspace** must be assigned a 180 degree heading and 5,000 feet. ZTL will advise aircraft to expect clearance on course from CLT.
- (4) All other overflight traffic, regardless of altitude, not on prescribed routing as defined above, must be APREQ'd with CLT.

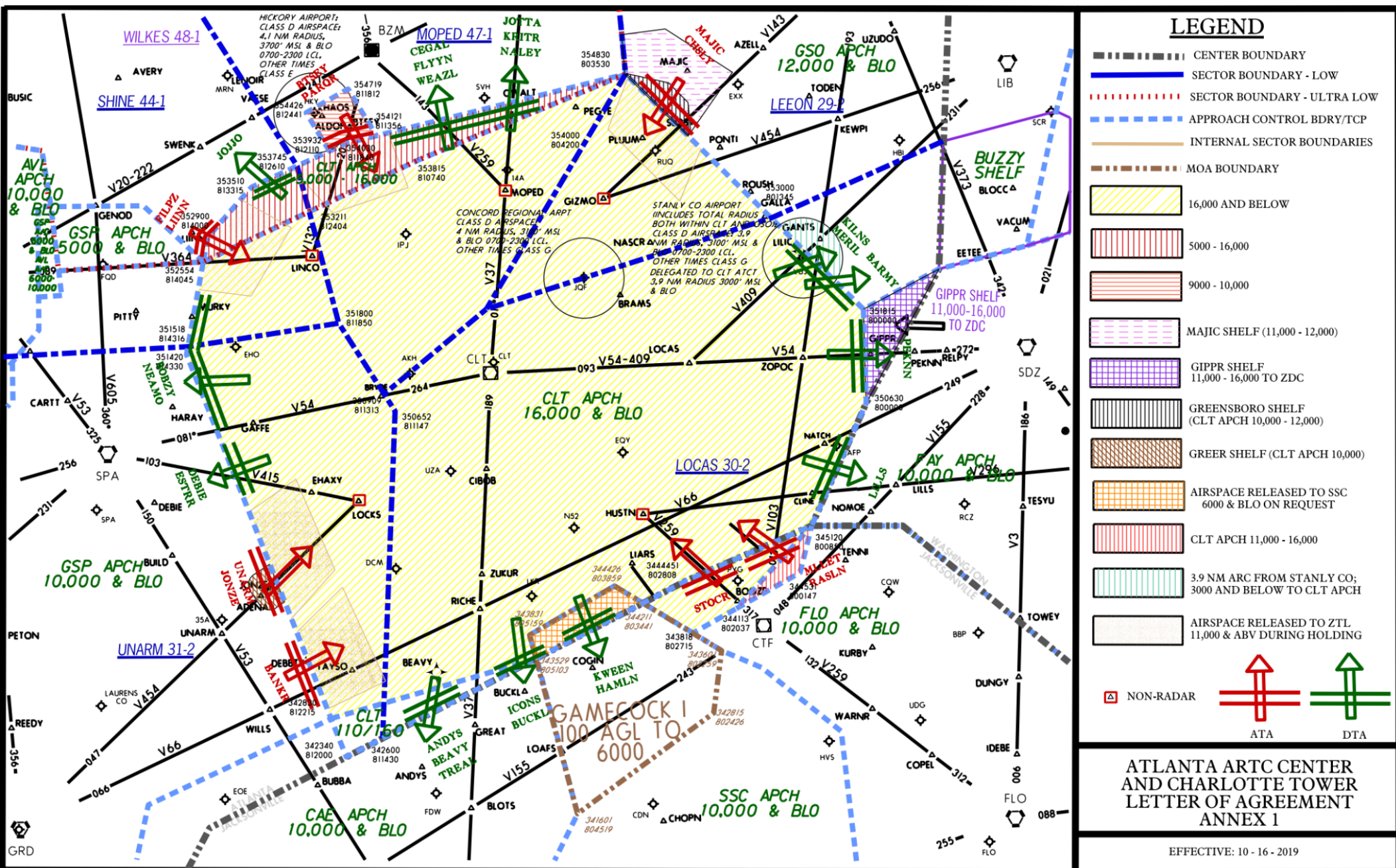
5. MISCELLANEOUS:

- a. CLT must provide a minimum of 7NM 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.
- b. Departures less than 5 minutes flying time from the common facility boundary must be coordinated before departure.
- c. The North Shelf (as depicted in Annex 1) altitude limits are 5,000–16,000. The appropriate CLT satellite sector is delegated 5,000–8,000. The appropriate CLT departure or arrival sector is delegated 9,000–16,000.
- d. The GIPPR shelf as depicted in Annex 1 is delegated to ZDC at 11,000–16,000.
- e. The MAJIC shelf as depicted in Annex 1 is delegated to GSO at 11,000–12,000.
- f. The PARQR shelf as depicted on Annex 1 is delegated to CLT at 9,000–10,000.
- g. Upon receipt of a point out from ZTL, CLT must ensure any additional point outs necessary to internal CLT sectors.

6. ANNEXES

- a. Annex 1
- b. Annex 2

Annex 1 - CLT/ZTL Airspace and Bordering Facilities



Annex 2 - Utilization of FAAO 7110.65, Radar Separation, 3 Miles Increasing to 5 Miles

1. PROCEDURES:

- a. This procedure may be applied to departure aircraft transitioning from CLT to ZTL LOCAS, MOPED, SHINE, and UNARM sector's airspace.
- b. When this procedure is applied, the 7 mile radar separation established in the ZTL/CLT LOA, paragraph 5(a), is waived.
- c. When transitioning from terminal to en route control, 3 miles separation increasing to 5 miles or greater can be used provided:
 - i. The aircraft are on diverging routes/courses; and
 - ii. Separation is constantly increasing and the first center controller will establish 5NM or other appropriate form of separation prior to the aircraft departing the first center sector.
- d. This procedure may be discontinued by either party if weather impacts the departure gates or sectors.