

**CHARLOTTE APPROACH CONTROL AND GREENSBORO APPROACH CONTROL
LETTER OF AGREEMENT**

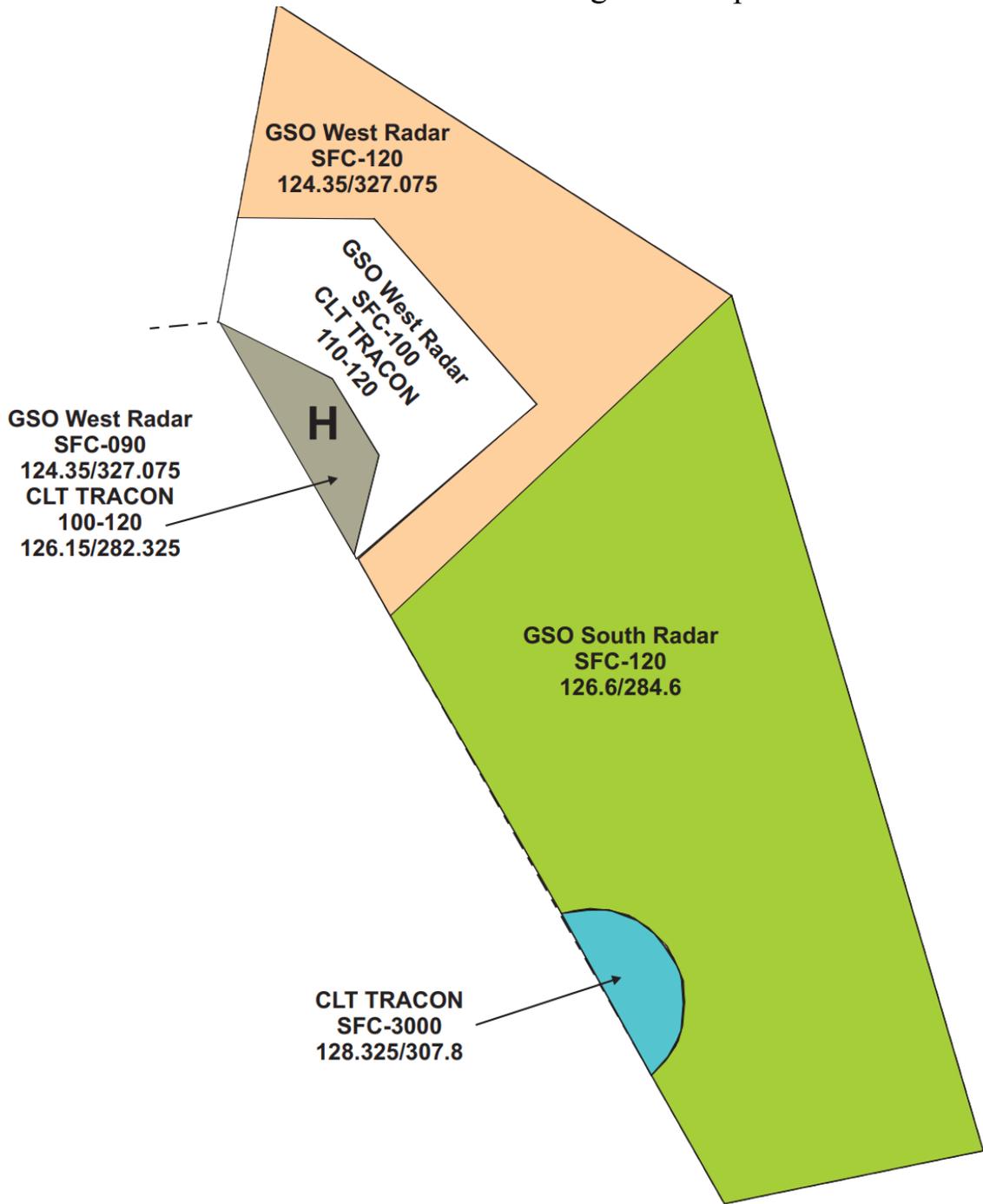
SUBJECT: INTERFACILITY COORDINATION

EFFECTIVE: 11 MAY 2023

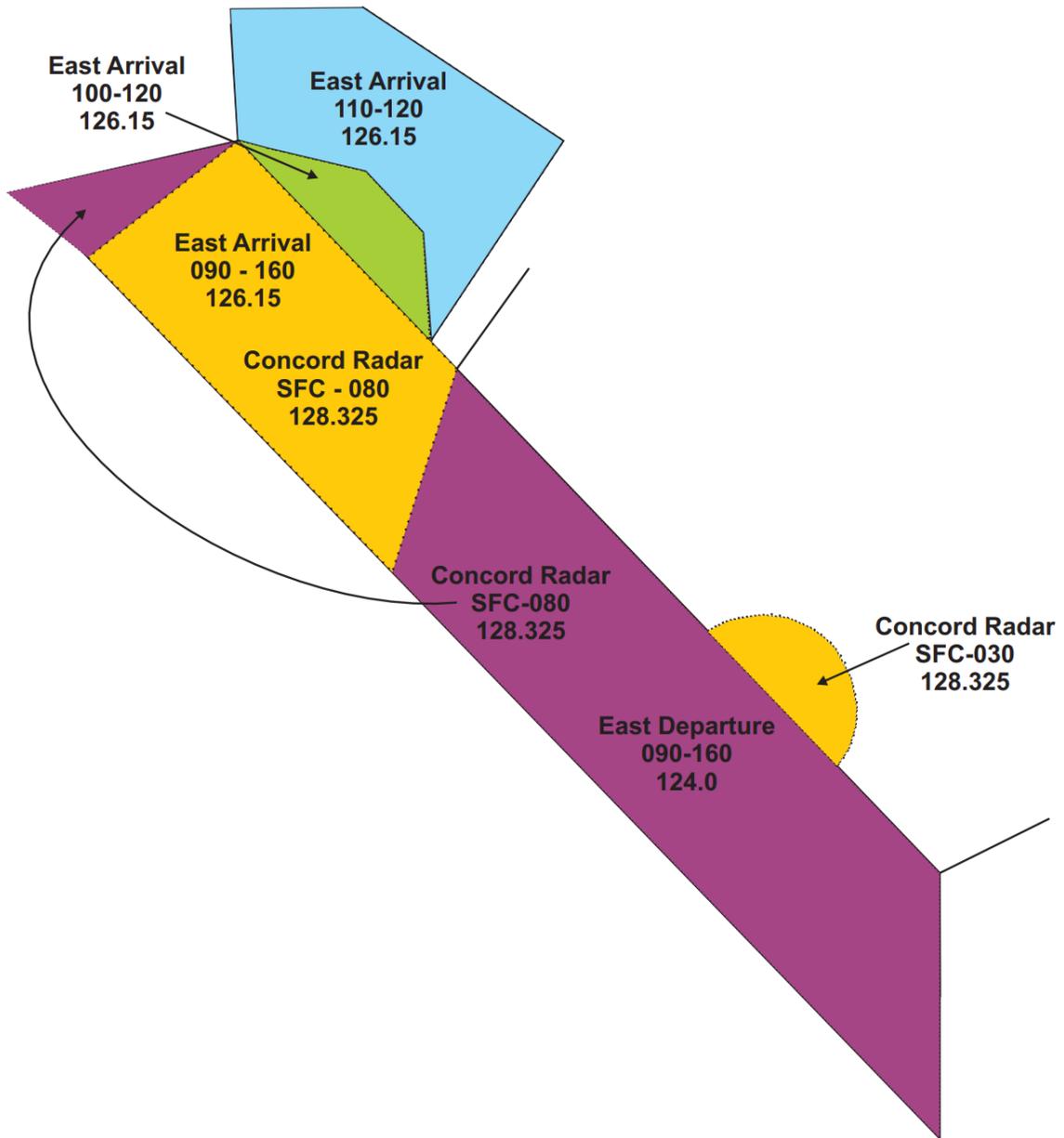
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1. **PURPOSE:** This agreement establishes coordination procedures between Charlotte Approach Control (CLT) and Greensboro Approach Control (GSO). This agreement is supplemental to procedures contained within FAA Order 7110.65.
 2. **DISCLAIMER:** Information contained herein is designed specifically for use in a virtual air traffic control environment. It is not applicable in the real National Airspace System (NAS).
 3. **CANCELLATION:** N/A.
 4. **RESPONSIBILITIES:** Transfer of control between facilities must be accomplished at the Transfer Control Point (TCP), except as noted, unless otherwise coordinated. The TCP is the common boundary.
 5. **DELEGATION OF AIRSPACE:** CLT/GSO are delegated the airspace depicted in Attachments A, B, and C.
 6. **PROCEDURES:**
 - a. **General.**
 - i. CLT must advise GSO of the current operation (north or south).
 - ii. After accepting a point out, the receiving controller must be responsible for all intra-facility coordination.
 - iii. The Transfer Control Point (TCP) is defined as the common boundary.
 - b. **Arrivals to Charlotte Terminal Area.**
 - i. **Charlotte/Douglas International (KCLT).**
 1. All arrivals are released to CLT for turns direct CLT within 10NM of the TCP.
 2. **Turboprops that normally operate at 200KT or greater** must be cleared via the MAJIC STAR at:
 - a. North Operation: 9,000ft prior to 1.5NM from box "H" on Attachment B
 - b. South Operation: 6,000ft
 3. **Other turboprops/props** must be cleared via V409 LOCAS CLT at or below 6,000.
 4. **Turbojets** must be transitioned through Atlanta Center.
 - ii. **Mid-Carolina Regional (KRUQ) and Stanly County (KVUJ).** All arrivals must be cleared as filed at 4,000.
 - iii. **Concorde Regional (KJQF).** All arrivals must be cleared via the NASCR STAR at 4,000 or 6,000. These aircraft are released to CLT for descent and turns up to 30 degrees within 10NM of the TCP.
 - iv. **Other CLT satellite airports.** All arrivals must be cleared as filed at or below 6,000.
 - c. **Overflights through CLT airspace.**
 - i. **On a north operation, RNAV overflights filed north or west of KCLT** must be given any routing on or north of T206 at 6,000. Non-RNAV must be routed SUDSY SPA as filed.
 - ii. **On a south operation, RNAV overflights filed south and west KCLT** must be given any routing on or north of T202 at or below 8,000. Non-RNAV must be routed GANTS HUSTN as filed with a 210 heading assigned at after GANTS.

- iii. **All other overflights not specified above** must be routed via GANTS V103 CTF (RNAV may be routed GANTS CTF), as filed, at or below 8,000 on a south operation or 4,000 on a north operation.
- d. **Arrivals to and overflights through GSO airspace.** GSO has control for turns up to 30 degrees within 10NM of the TCP on all traffic.
 - i. **All aircraft that will enter GSO West Radar** must be cleared as follows:
 - 1. North Operation: at or below 7,000 as filed.
 - 2. South Operation: at or below 5,000 as filed. Aircraft requesting higher must be routed through GSO South Radar.
 - ii. **All aircraft that will enter GSO South Radar.**
 - 1. Traffic must be routed over GANTS as filed or on a heading or course to enter GSO South Radar airspace no farther north than 050.
 - 2. **Piedmont Triad International (KGSO) arrivals** must be at or below 9,000.
 - iii. **EXX, HBI, and 8A7 arrivals at or below 8,000** are released to GSO for descent.
- e. **Arrivals to Mid-Carolina (KRUQ) and Stanly County (KVUJ).** GSO Approach must control all arrivals from the east to RUQ and VUJ, as well as all arrivals from all directions which are executing an instrument approach in which the final approach course extends into GSO airspace, unless otherwise coordinated. When receiving a handoff from CLT, this constitutes CLT taking a point out for that aircraft. GSO must instruct all aircraft to cancel their IFR with CLT.

Attachment A - GSO Delegated Airspace



Attachment B - CLT Delegated Airspace (North Operation)



Attachment C - CLT Delegated Airspace (South Operation)

