

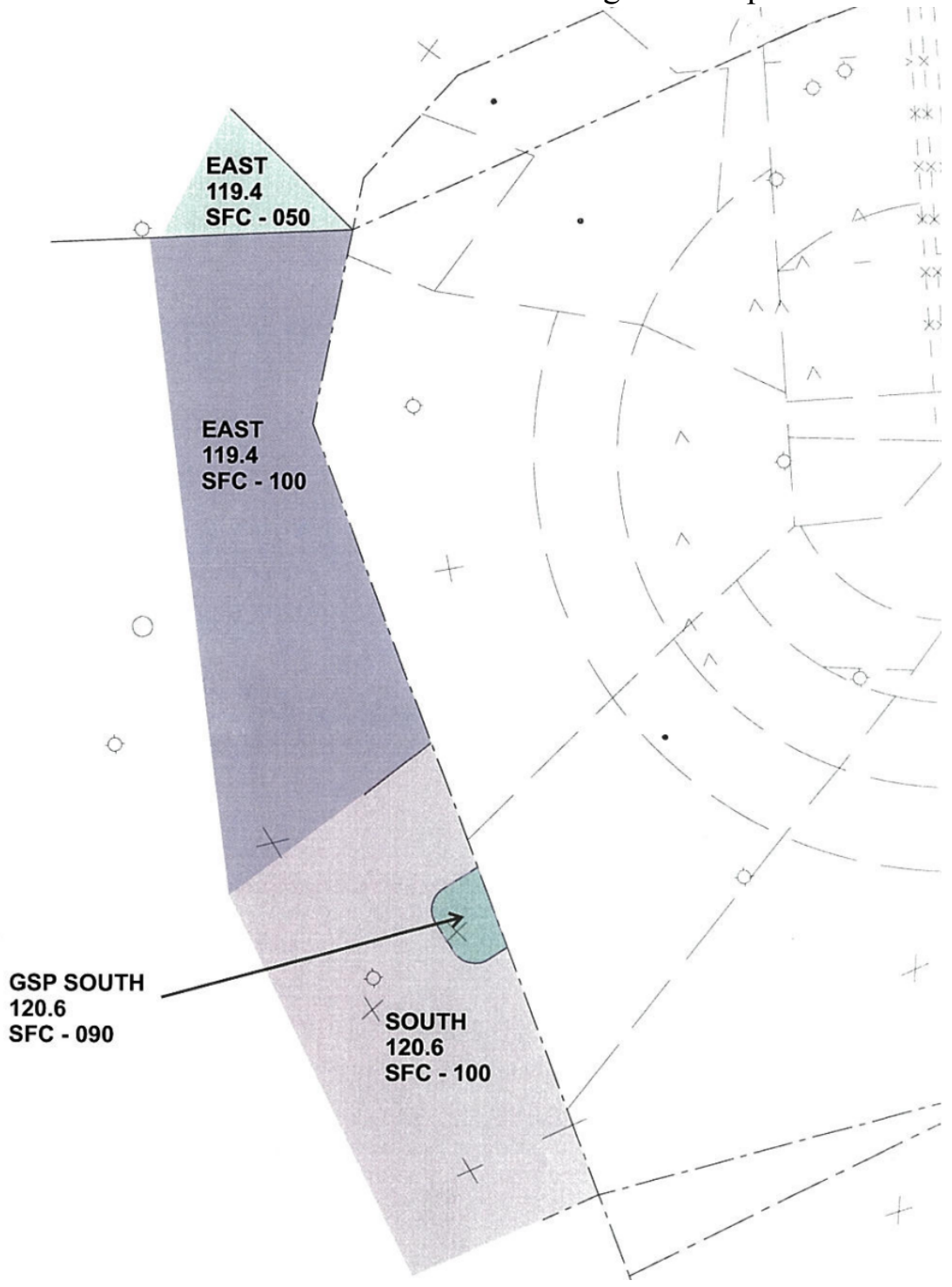
**CHARLOTTE APPROACH CONTROL AND GREER APPROACH CONTROL  
LETTER OF AGREEMENT**

**SUBJECT: INTERFACILITY COORDINATION**

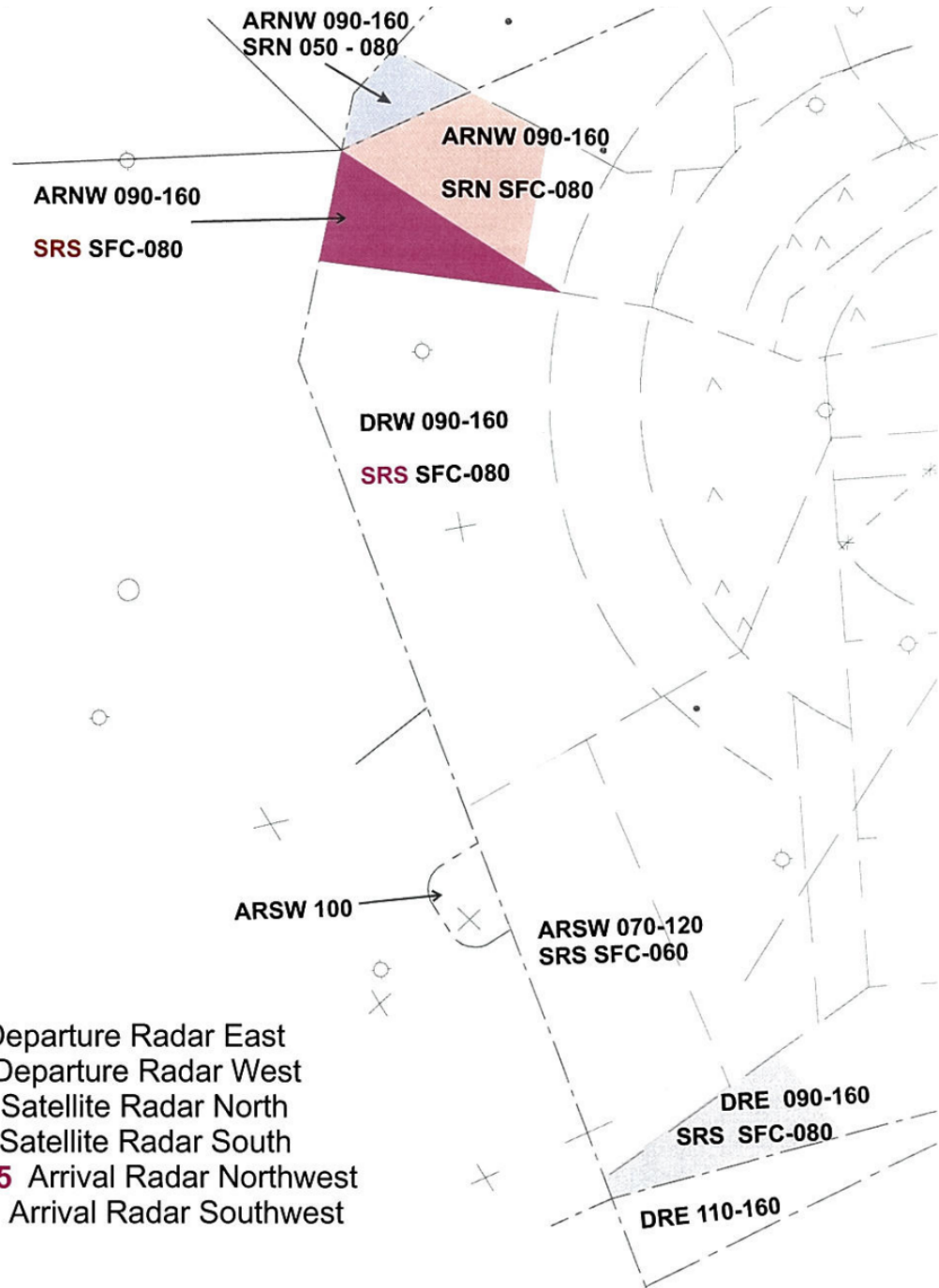
**EFFECTIVE: 11 MAY 2023**

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1. **PURPOSE:** This agreement establishes coordination procedures between Charlotte Approach Control (CLT) and Greensboro Approach Control (GSP). 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. **PROCEDURES:**
    - a. **General.**
      - i. CLT must advise GSP 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. **Turboprops that normally operate at 180KT or greater** must be on vectors within the confines of the Arrival Corridor, assigned to join the appropriate STAR, and:
          - a. North Operation: Level at 7,000ft
          - b. South Operation: Level at 9,000ft
        2. **Other turboprops/props** must be cleared as filed or direct CLT at 5,000ft.
        3. **Turbojets** must be transitioned through Atlanta Center.
      - ii. **Turboprops to Concord Regional (JQF)**, when CLT is on a north operation, must be handled the same as KCLT turboprop arrivals.
      - iii. **All other arrivals** must be cleared as filed or direct destination, at or below 5,000.
    - c. **Overflights through CLT airspace** must be routed as follows:
      - i. South Operation:
        1. Any routing on or north of a SPA-BZM line at 5,000ft.
        2. Any routing on or south of a SPA-RICHE line at 5,000ft.
        3. On a heading/course to join T202 at or west of RICHE at 5,000ft.
      - ii. North Operation:
        1. Any routing on or north of T206 at 5,000ft.
        2. T202 traffic must be rerouted south of CLT airspace.
      - iii. **Arrivals to HKY/SVH** must be cleared direct destination at or below 5,000ft.
    - d. **Arrivals to the Greer Terminal Area.**
      - i. **Turbojets** must be cleared direct SPA VORTAC or HARAY at 8,000 or 10,000ft.
      - ii. GSP must have control for speed, turns up to 30 degrees, and descent from 10,000 to 9,000.

# Attachment A - GSP Delegated Airspace



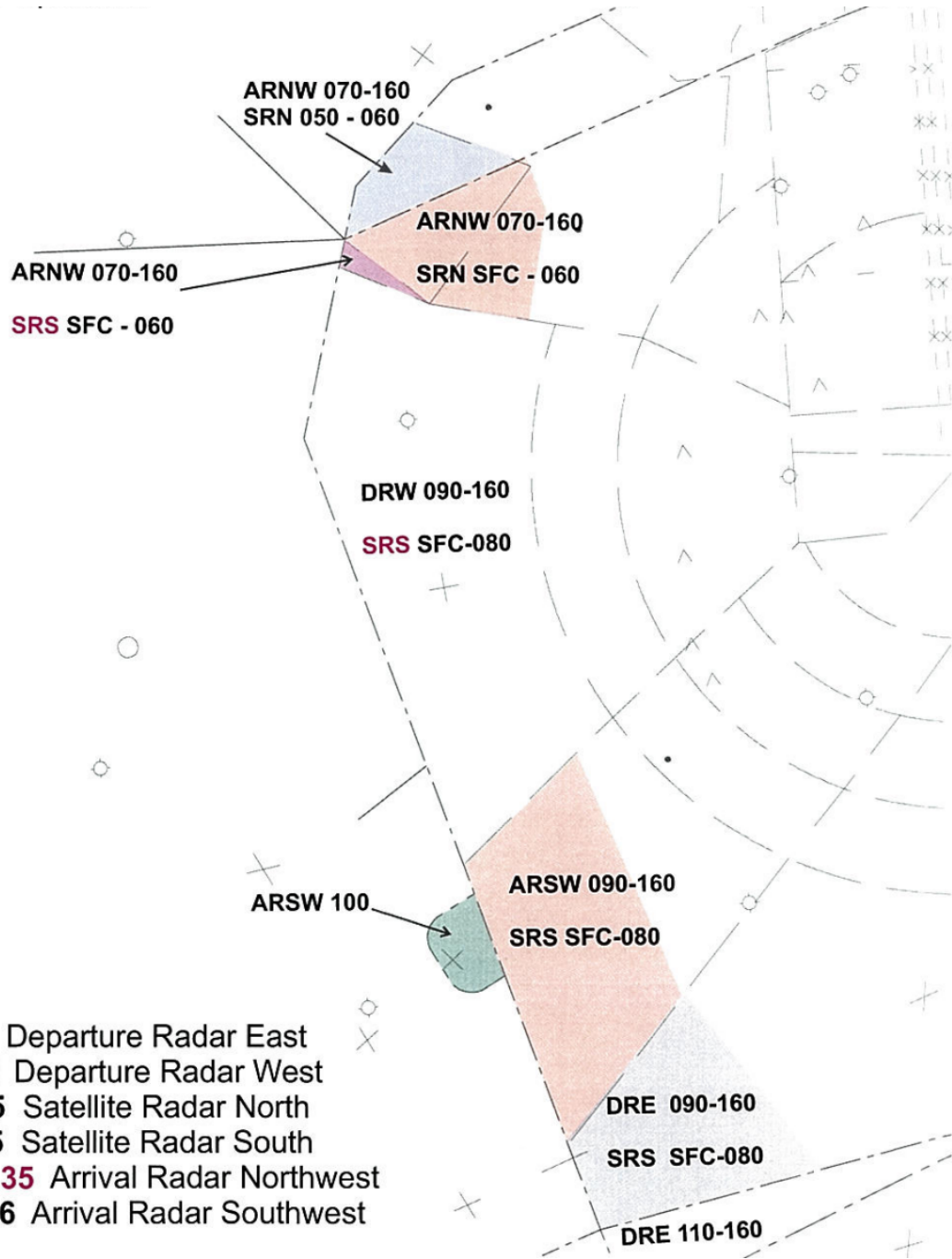
# Attachment B - CLT Delegated Airspace (North Operation)



Key:

- DRE - 124.0 Departure Radar East
- DRW - 120.5 Departure Radar West
- SRN - 134.75 Satellite Radar North
- SRS - 120.05 Satellite Radar South
- ARNW - 125.35 Arrival Radar Northwest
- ARSW - 135.6 Arrival Radar Southwest

# Attachment C - CLT Delegated Airspace (South Operation)



Key:

- DRE - 124.0 Departure Radar East
- DRW - 120.5 Departure Radar West
- SRN - 134.75 Satellite Radar North
- SRS - 120.05 Satellite Radar South
- ARNW - 125.35 Arrival Radar Northwest
- ARSW - 135.6 Arrival Radar Southwest