ATLANTA LARGE TRACON AND ATLANTA ATCT
LETTER OF AGREEMENT

EFFECTIVE: 16 July, 2025

SUBJECT: Delegation of Airspace
Authorization for Separation Services
Interfacility Coordination

1. **PURPOSE:** This agreement delegates airspace to the Atlanta Airport Traffic Control Tower (ATCT) and defines the responsibilities and standard operating procedures between ATL ATCT and Atlanta Large TRACON (A80).

2. **CANCELLATION:** This agreement cancels the ATL/A80 LOA dated 10 November, 2020.

3. **SCOPE:** The responsibilities and procedures contained herein must apply to all IFR/VFR/SVFR aircraft, excep as noted.

4. **AIRSPACE DELEGATION:** ATL ATCT is delegated that airspace from the surface up to and including 4,000 feet MSL, underlying the A80 Satellite Corridor Airspace, but excluding the airspace delegated to A80 Satellite sectors. This is depicted in Figure 4-1 and Figure 4-2.

Figure 4-1. East Operation Tower Airspace

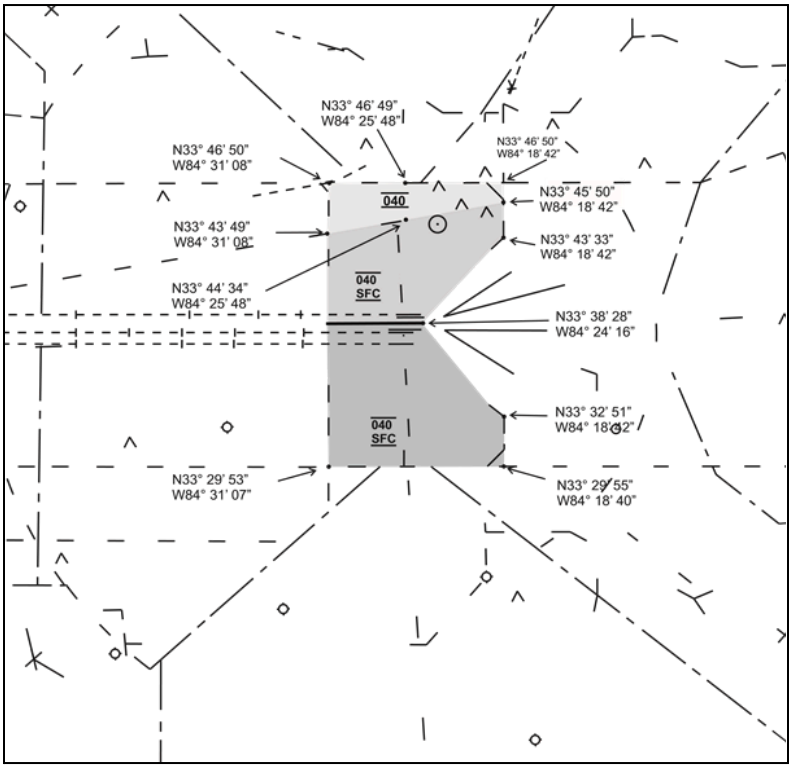
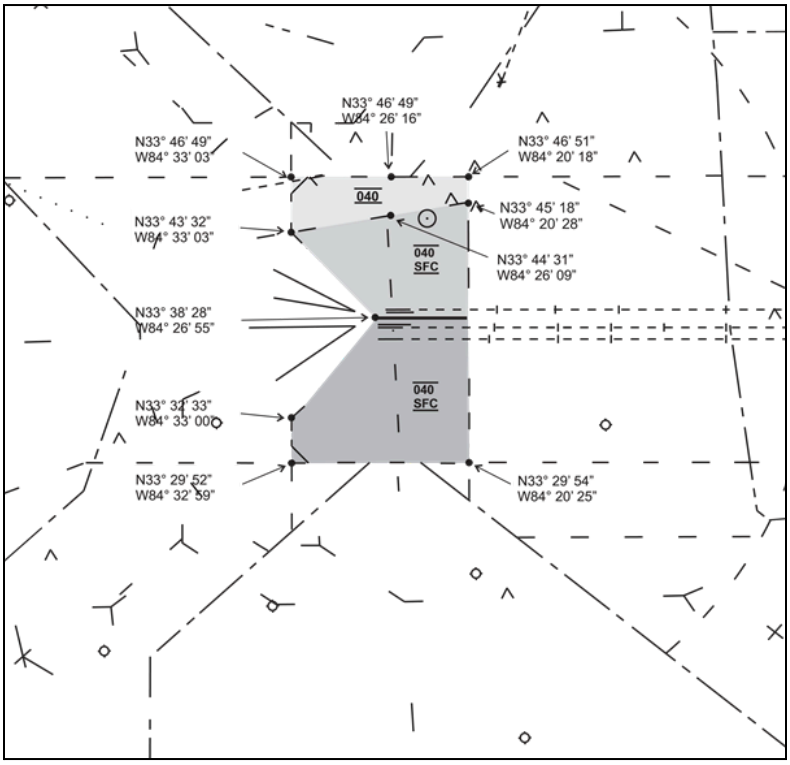


Figure 4-2. West Operation Tower Airspace



5. RESPONSIBILITIES: ATL ATCT is authorized to perform the following radar services/procedures:

A. Separation between successive/parallel departures in accordance with the provisions of this LOA.

B. Separation between successive arrivals.

C. Separation between arrivals and departures.

D. Separation between SVFR/VFR overflights and arrivals.

E. Separation between SVFR/VFR overflights and departures.

F. Separation between SVFR/VFR overflights.

G. Issuance of radar vectors.

H. Issuance of visual approach clearances.

I. Visual separation within the Atlanta Class B Surface Area. ***NOTE-*** *Fixed-wing special VFR is not authorized.*

6. PROCEDURES:

A. Departures

1) ATL ATCT Responsibilities

a. Determine the direction of operation (East or West). Changing the direction of the operation requires coordination with A80. Considerations include current/forecasted wind direction/velocity and minimizing aircraft delays.

i. Runways 8R/26L and 9L/27R are normally the designated departure runways. Runway 10/28 is used for Full Triple Departure (FTD) operations and as otherwise coordinated with A80.

ii. Opposite Direction Departures are NOT authorized unless otherwise coordinated with A80. See Appendix 1.

b. **Determine the departure split (e.g., NW/SE).** A80 may request changes to the departure split due to weather areas impacting traffic flows or impact from traffic management procedures.

i. When determining the departure split, align RNAV and overlying non-RNAV routes together (e.g., align the PLMMR RNAV SID and EAONE..SPA together; align the CUTN RNAV SID and WETWO..GAD together; etc).

ii. When determining the departure split, the gates/fixes in the North Departure Transition Area (DTA) must not be split.

c. **IFR departures.** Clear all IFR departures via the appropriate SID and Adapted Departure Route/Adapted Departure and Arrival Route (ADR/ADAR) or via a Coded Departure Route (CDR). Issue a Full Route Clearance (FRC) whenever FRC is included in the remarks section of the flight strip.

d. **VFR departures.** Clear VFR departures requesting flight following out of the Class B airspace.

e. Initial altitudes for departures:

i. IFR non-RNAV turbojets: 10,000ft, or requested altitude if lower, but not below 5,000ft.

ii. IFR RNAV turbojets: 10,000ft.

iii. VFR turbojets: 9,500ft, or requested altitude if lower, but not below 5,500ft.

iv. IFR props/turboprops: 4,000ft.

v. VFR props/turboprops: at or below 3,500ft.

f. **RNAV Off the Ground (ROTG)**. Allow all aircraft assigned an RNAV SID to fly the ROTG route except when ROTG operations are not in effect after coordination between A80 and ATL.

g. **Non-RNAV jet headings.**

i. When ROTG is in effect, assign non-RNAV turbojet aircraft headings in accordance with the table below.

Departure Runway	**Departure Transition Area**	**Departure Heading**
8L/R	N,E,W	070
	S	110
9L/R, 10	S,E,W	110
	N	070
26L/R	N, E, W, S**	295***
27L/R, 28	S, E, W	250
	N*	275 (Runway Heading)

* A80 will have control at ATL 3 DME (over/abeam CPARK) to vector aircraft toward MPASS.

** A80 will protect for eastbound departures of off 27R.

*** Ensure the heading tracks no further north than the MPASS track.

ii. When ROTG is NOT in effect, except for runway 10 departures, assign non-RNAV turbojet aircraft headings in accordance with the table below:

Runway	**Assign Heading to Emulate ROTG Track**
8L/R	HRSHL
9L/R	LIDAS
26L/R	SNUFY ***NOTE-*** *Due to noise sensitive areas, ensure assigned headings track over SNUFY or slightly south.*
27R/L	FUTBL
10	095 track
28	WLSON

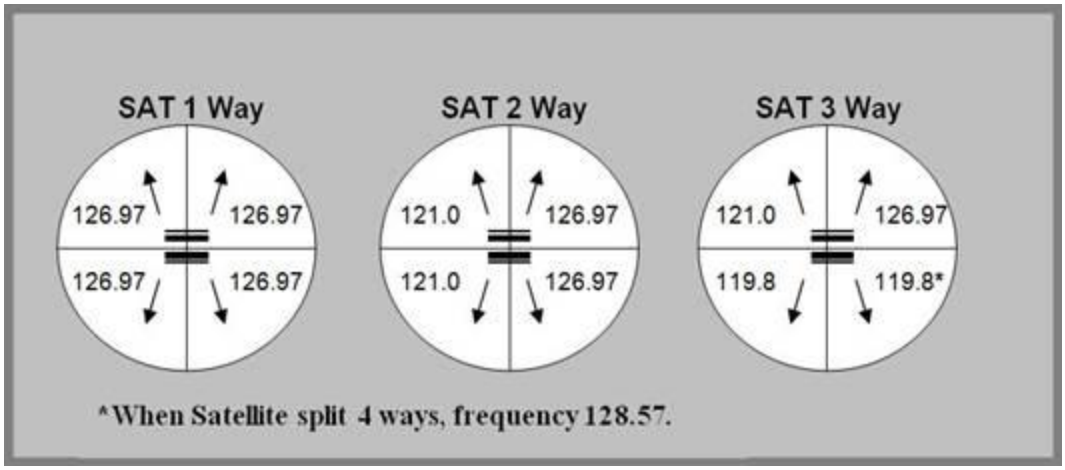
h. **Cancelling/resuming ROTG.** ATCT and A80 may coordinate to resume/terminate ROTG operations for weather or traffic demand. Termination of ROTG may be done during low traffic levels, particularly at night. Verbally advise A80 when transitioning to/from RNAV OTG operations:

i. The ATL CIC must coordinate with A80 CIC the call sign of the last aircraft departing each runway on the RNAV departure and the first aircraft to depart each runway on an assigned heading.

ii. ATCT CIC must coordinate with A80 the call sign of the last aircraft departing each runway on an assigned heading and the first aircraft to depart each runway on RNAV departure.

i. **Prop/turboprop departures.** Ensure propeller-driven aircraft are assigned headings that enter A80 Satellite airspace on the departure side of ATL, unless otherwise coordinated. Assign the appropriate satellite frequency, as depicted in the table below.

i. The standard departure split for aircraft that will enter A80 Satellite airspace must be a north/south split (e.g., East One on a northerly heading, East Two on a southerly heading). Request release from the appropriate Satellite position for aircraft that will enter Satellite airspace north of ATL, except turbojet aircraft exiting A80 airspace.



EXAMPLE 1-

An EAONE C208 will normally depart Runway 8R/26L and enter A80 Satellite airspace North of ATL. A release must be obtained from the appropriate Satellite position.

EXAMPLE 2-

An H25B requesting 5,000 feet landing LZU would be issued DR-N frequency ***and*** *a release obtained from the appropriate Satellite position. An LJ25 requesting 10,000 feet landing CHA would* ***not*** *require a release.*

j. Southbound Satellite Prop Departures from 8R/L or 26L/R (270-Over-The-Top).

i. Local Control 2 (or 1) must track the STARS data tag so that it can be handed off to the appropriate Satellite position.

ii. Local Control must radar identify the aircraft, verify its altitude, retain the aircraft in Tower airspace, and provide radar vectors to the appropriate departure course as defined in paragraph 6.A.1.i. above.

iii. Local Control will initiate a radar hand-off to the appropriate Satellite position and transfer communications upon completion of the hand-off.

k. Ensure the proper interval is provided to departure control.

i. **Successive RNAV downwind departures off the same runway.** Provide one (1) additional mile spacing to radar separation minima for successive RNAV downwind departures departing the same runway; e.g., West Operation, departing Runway 27R, PLMMR followed by a JACCC; East Operation, departing Runway 8R, CUTTN followed by a NASSA.

ii. **Successive departures on same routes.** Absent of Traffic Management Initiatives, Atlanta Center requires seven (7) miles, constant or increasing, separation per departure route for each altitude stratum. Adequate spacing must be provided to A80 when the same departure routes are departed in succession.

l. Verbally advise A80 when non-standard noise tracks are in use (e.g. for weather) and when standard noise track headings and/or RNAV OTG is resumed.

m. **Ensure data tag acquires.** If STARS does not auto-acquire the data tag within five (5) miles of the departure end of the runway, advise the appropriate Departure and/or Satellite Radar position.

n. **Cross Complex Departures.** Cross Complex Departures are defined as aircraft departing a runway/complex other than the departure runway(s) designated in the Departure Split. Verbally advise the appropriate A80 Departure Radar position that an aircraft will depart a runway different from the runway normally assigned in the current departure split.

o. Advise A80 DR when assigning the WIGLE RNAV Departure. Coordination must include either specific call signs, or a “first” and “last” aircraft when appropriate. Tower must amend the flight plan to indicate the WIGLE RNAV Departure.

p. **Visual separation between successive departures.** Apply Visual Separation to successive departures as follows:

i. Consider weather conditions before applying visual separation procedures. Visual separation should not normally be applied when ceilings are less than 8,000 feet and/or visibility is less than three (3) miles.

ii. Use visual separation with the intent of obtaining three (3) miles radar separation within seven (7) miles of the Departure End of the Runway (DER).

EXAMPLE - On a West Operation, a NASSA followed by a CUTTN should have 3 miles separation when the CUTTN reaches seven (7) miles from the DER.

NOTE - This procedure does not supersede the requirement of one (1) additional mile spacing for successive RNAV downwind departures.

q. **Exceptions to this LOA.** Coordinate with A80. All coordination must be specific. Open ended or blanket coordination is not authorized.

2) **A80 TRACON Responsibilities**

a. **Automatic releases.** Authorize automatic releases for all departures except aircraft that will enter Satellite airspace north of KATL.

b. **Satellite split.** Verbally advise ATL ATCT of the Satellite split.

c. **Vectors off SIDs.** Ensure that aircraft departing on an RNAV SID remain on the RNAV SID until standard separation is achieved. If an aircraft is cleared/vectored off of an RNAV SID, a heading/route must be assigned that will ensure a minimum of 15-degrees divergence from other aircraft until standard separation is achieved.

d. **DR control for turns.** Not turn aircraft assigned an initial heading off the Departure Noise Track until aircraft reach 5,000 feet or 5 miles from the departure end of the runway. However, aircraft cleared via an RNAV SID and assigned an initial heading may be cleared direct to the first RNAV waypoint on the Tower assigned noise track. Clearance to the first RNAV waypoint must ensure standard separation from other aircraft departing the same or parallel runway(s).

   i. Exceptions:

      I. Northbound cross complex runway 27L/R departures: A80 has control at ATL 3 DME (over/abeam CPARK) to vector non-RNAV aircraft toward MPASS.

      II. Safety reasons, e.g., weather, avoid operational error, etc.

e. **SAT control for turns.** Not turn SAT departures off of Tower assigned heading until the aircraft enters SAT airspace (laterally and/or vertically), unless otherwise coordinated.

3) **ATL ATCT Responsibilities for Runway 10/28 Departures and Full Triple Departures**
    a. Verbally advise A80 of:
        i. When FTD is not in effect, of individual aircraft departing Runway 10/28 and sequence Runway 10/28 departures with Runway 9L/27R-9R/27L departures.
        ii. When ATL initiates official Full Triple Departures (FTD), of start/stop time for FTDs.
            I. Determine the departure split (e.g., NW2—26L; SW1—27R; E—28). During FTDs, all departures must, to the maximum extent possible, be assigned the runway that conforms to the departure split.
4) **Coordination Procedures Via Flight Strip Transfer**
    a. ATL ATCT must transfer Flight Progress Strip information to A80 by sending FPS when an aircraft is "cleared for takeoff". The following information, as appropriate, must be coordinated by ATL ATCT via the flight strip or verbal coordination.
        i. Visual Separation (V) – indicates the aircraft is maintaining visual separation from the preceding departure.
        ii. No Flight Following – indicates an aircraft requests "No Flight Following".
        iii. Runway Designator – indicates departure runway.
    b. Local Control must verbally coordinate with the associated departure control when applying visual separation between two successive departures and “V” information was not transmitted to A80 via the initial FPS.

B. Arrivals

1) ATL ATCT Responsibilities

a. Verbally advise A80 of the following information:

i. Current ATIS.

ii. Weather changes, including IFR to VFR and vice versa.

iii. When runway turnoffs are not visible from the Tower.

iv. Changes in Braking Action when Braking Action is less than "GOOD."

b. Quick Look the A80 Arrival Radar (AR) and Tower positions, and/or other positions AR is combined to as appropriate.

2) A80 TRACON Responsibilities

a. Designate the type approach in use and verbally advise ATL ATCT when Full Triple Arrival (FTA) procedures are in effect.
NOTE *- FTA procedures are defined as those times when A80 will be assigning three (3) landing runways on a full time basis regardless of type approach in use.*

b. Verbally coordinate, force a full data block, and enter the landing runway in the automated scratch pad for any aircraft landing on other than the designated arrival runway(s).

i. On a West Operation, Runways 26R, 27L, and 28 are normally the designated arrival runways.

ii. On an East Operation, Runways 8L, 9R, and 10 are normally the designated arrival runways.

iii. Verbally advise ATL ATCT when arrivals are assigned Runway 10/28 unless FTAs are in effect.

c. Opposite Direction Arrivals are not authorized unless otherwise coordinated with ATL ATCT. See Appendix 1.

d. Transfer radio communications and control at the Final Approach Fix (FAF) or five (5) miles.

e. To the extent possible, assign aircraft parking north of Runway 8L/26R the North Runway Complex for landing and assign aircraft parking south of Runway 9R/27L the Center or South Runway Complex for landing.

f. Enter the landing runway in the scratch pad whenever an aircraft will land on a runway on the opposite side of its base entry and is within 10 miles of the airport.

g. Advise ATL ATCT when Arrival Radar is being worked by any function other than Arrival Radar; e.g., TAR or DR.

C. Pullout/Missed Approach/Go Around Procedures

NOTE - *Unless otherwise coordinated, "North Runway" means 8L/R-26R/L; "South Runway" means 9L/R-27R/L in Dual Operations, and 10/28 in Triple Operations. In all circumstances, Tower has the option to use the noise track/departure area and coordinate with departure control.*

1) Pullout Procedures for Outside Runways

a. LC will cancel Approach Clearance, retain aircraft in Tower airspace, and:

i. issue 4,000ft and a 360 heading to aircraft on the North Runway,

ii. issue 3,000ft and a 180 heading to aircraft on the South Runway,

iii. coordinate with the appropriate AR.

b. AR will issue to LC a heading toward the downwind.

c. LC will issue the AR assigned heading to the aircraft, a speed not to exceed 210 knots and transfer communications to the appropriate AR. Communications transfer to AR constitutes LC release of control for turns to the downwind, speed and altitude changes.

2) Pullout Procedures for the Middle Runway

a. LC will climb the aircraft to 4000, resolve all conflicts with Runway 10/28 traffic, issue a 180 heading, retain aircraft in Tower airspace and coordinate with AR-A.

b. AR-A will issue to LC a heading toward the downwind.

c. LC will issue the AR-A assigned heading to the aircraft, a speed not to exceed 210 knots and transfer communications to AR-A frequency. Communications transfer constitutes release of control to AR-A for turns to the downwind, speed and altitude changes.

D. A380 Operations

1) The Airbus A380 (A388) is restricted to runways 9L/27R and 9R/27L only.

    a. When ILS approaches are being conducted to the Center Runway Complex, A80 will assign A380 aircraft Runway 9L/27R whenever other aircraft will incur a delay landing runway 9R/27L. For example, whenever a natural gap of less than 30 miles exists behind the A380, the A380 should be assigned runway 9L/27R.

    b. A80 must advise ATL of the landing runway assignment prior to an A380 entering A80 airspace.

E. Runway Change Procedures

1) Runway changes must be a coordinated effort involving ATL ATCT, A80 TRACON, and ZTL.

2) A80 will coordinate with ATCT to determine the most advantageous time to transition from one runway configuration to another.

3) ATL ATCT must identify the last aircraft to depart each runway prior to changing the takeoff/landing direction.

4) A80 must:

    a. Identify the last aircraft to land on each runway prior to changing the takeoff/landing direction.

    b. Force a FDB of the last arrival aircraft on the appropriate ATL ATCT displays.

    c. Advise ATCT of the call signs of the last arrival aircraft for each runway.

    d. Advise ATCT of the anticipated ATL departure stop.

    e. STOP ATL departures when the last airport arrival is 25 flying miles from landing and obtain the call sign of the last ATL departure.

    f. Resume ATL arrivals from the 40 DME.

    g. Not permit the new ATL arrivals closer than 5 flying miles until the ATCT reports the preceding arrival has landed.

    h. Advise ATL ATCT when departures are released after completion of the runway change.

F. Use of Modify/Quick Look for Data Transfer

1) Automation Modify/Quick Look functions must be used to forward arrival data from A80 to ATL ATCT. A blank automation scratch pad indicates that the aircraft is conducting the type of approach that is advertised on the ATIS.

2) ATL ATCT is responsible for determining whether the use of the Quick Look function is satisfactory, or if some other mode of transfer is to be used (e.g., voice call or handoff).

3) Facility policy does not prohibit the times/conditions that the Quick Look function for data transfer may be utilized.

   a. The following automation scratch pad entries are available for Atlanta arrivals:

Entry	Definition
Blank	Aircraft is conducting the type of approach that is advertised on the ATIS.
I	Aircraft is on an ILS approach when ILS approaches are not advertised on the ATIS.
V	Aircraft is on a visual approach when visual approaches are not advertised on the ATIS. ***NOTE-*** *Entering "V" is optional when Visual Approaches are in use.*
VR	Aircraft is cleared for a visual approach and radar separation is being provided. ***NOTE-*** *VR is only required when separation may compress to less than required separation and the Tower is expected to ensure separation either visually or by other means (i.e. Missed Approach/Go-Around).*
VS	Aircraft is maintaining visual separation from traffic on a parallel final approach course.
G	Aircraft is on an RNAV (GPS) approach when RNAV (GPS) approaches are not advertised on the ATIS.
Z	Aircraft is on an RNAV (RNP) Z approach when RNAV (RNP) Z approaches are not advertised on the ATIS.
L	Aircraft is executing a LOC only approach.
LA	Aircraft executing a low approach.
+26L	Aircraft assigned the advertised approach to Runway 26L.
+26R	Aircraft assigned the advertised approach to Runway 26R.
+27L	Aircraft assigned the advertised approach to Runway 27L.

+27R	Aircraft assigned the advertised approach to Runway 27R.
+R28	Aircraft assigned the advertised approach to Runway 28.
+8L	Aircraft assigned the advertised approach to Runway 8L.
+8R	Aircraft assigned the advertised approach to Runway 8R.
+9L	Aircraft assigned the advertised approach to Runway 9L.
+9R	Aircraft assigned the advertised approach to Runway 9R.
+R10	Aircraft assigned the advertised approach to Runway 10.
TOC*	Aircraft is parking at the Delta Technical Operations Center.
NC*	Aircraft is parking at North Cargo ramp.
SC*	Aircraft is parking at South Cargo ramp.
ΔN*	Aircraft is parking at Delta North ramp.

*These scratch pad entries are optional.

G. **MSAW Alert Areas**

1) Section reserved pending CRC STARS MSAW functionality.

Appendix 1 - Opposite Direction Operations (ODO)

A. **Definition:** IFR/IFR, IFR/VFR, or VFR/VFR operations conducted to the same or parallel runway (on the same complex, i.e. 26R/26L, 9L/9R) where an aircraft is operating in a reciprocal direction of another aircraft arriving, departing or conducting an approach.

B. **General:** ODO procedures are established to accommodate aircraft receiving operational priority. ODO CP (Cut Off Points) do not apply to emergencies.

C. **General Procedures:**

1) The initial departure path must be protected until the departure is airborne and turned away from the conflicting traffic.
2) The arrival path must be protected once the arriving aircraft crosses the cut-off point until the arriving aircraft crosses landing threshold.
3) Either the TRACON or ATL ATCT may initate ODO requests (APREQ) for an aircraft receiving IFR services. Initial coordination must include.
   i. Call Sign.
   ii. Aircraft Type
   iii. the phrase "Opposite Direction (Arrival/Departure), Runway ___".
4) Subsequent coordination must include the phrase "Opposite Direction".
5) Either party may deny/revoke the ODO APREQ due to Traffic Density or other operational constraints.
6) Visual Separation is not authorized for ODO between two IFR aircraft.
7) Traffic Advisories must be issued to all participating aircraft.
8) A80 must ensure Cut-Off points are protected. Cut Off points are determined by the TRACON Configuration as defined in Section D. A80 is solely responsible to ensure compliance with the Cut Off points. Aircraft on downwind are not ODO until turning base.
9) Cut Off points do not apply to VFR aircraft.
10) A80 may apply vertical separation to aircraft operating inside the CP, subject to other JO 7110.65 requirements. If vertical separation is being used in conjunction with a CP then the arriving aircraft may continue past the CP as long as vertical separation is maintained; however, the aircraft must not be cleared for an approach once inside of the CP unless an emergency situation exists (i.e. action must be taken to re-sequence the aircraft.)

    Example: Glide Slope / Approach Gate / stable approach requirements.

D. Procedures Applicable to Operational Configurations:

1) ODO IFR Departures: ***NOTE*** - *VERY RARE*

i. Opposite Direction Departures initial altitude will be 3000 feet MSL.
ii. A80 will provide a release for the ODO aircraft and ensure the initial departure heading diverges by a minimum of 45 degrees from the aircraft operating in a reciprocal direction.
iii. Cut off points for this configuration is fifteen (15) miles.

2) ODO VFR Departures: ***NOTE*** - *VERY RARE*
   i. Opposite Direction Departures initial altitude will be 3000 feet MSL.
   ii. A80 will provide a release for the ODO aircraft and ensure the initial departure heading turns away from the aircraft operating in a reciprocal direction.
   iii. Cut off points for this configuration is fifteen (15) miles.
3) ODO Arrivals, IFR and VFR: ***NOTE*** - *PROHIBTED, WITH LIMITED EXCEPTIONS.* This operation is PROHIBITED except for emergencies or extenuating circumstances determined by the ATL or TRACON CIC.
   i. The cutoff point for this configuration is seven (7) miles.
   ii. A80 will stop departures from ALL runways prior to the ODO aircraft reaching a fifteen (15) mile cutoff point.
   iii. Normal operations will resume upon completion of the ODO and ATCT advises A80.