ATLANTA ARTC CENTER AND ATLANTA LARGE TRACON LETTER OF AGREEMENT

EFFECTIVE: **January 1, 2020**

SUBJECT: APPROACH CONTROL SERVICE

1. PURPOSE. This Letter of Agreement (LOA) between Atlanta Air Route Traffic Control Center (ZTL) and Atlanta Large TRACON (A80) delegates authority and responsibility for air traffic control services in the airspace described in Annex 1, Annex 2, Annex 3, and Annex 6 and establishes interfacility procedures that are supplemental to FAA Order 7110.65, Air Traffic Control.

2. CANCELLATION. This LOA cancels Atlanta ARTC Center and Atlanta Large TRACON Letter of Agreement dated March 1, 2011.

3. RESPONSIBILITIES.

a. A80 Atlanta Sector must provide a minimum of 7 miles separation, constant or increasing, between departures and/or en route aircraft entering ZTL airspace at or climbing to the same altitude, except when utilizing transitional procedures defined in Annex 5.

b. ZTL must provide A80 arrivals a minimum of 5 miles separation, or 10 miles following A380 aircraft, with comparable speed at the Atlanta VORTAC 40 DME (TCP).

c. Radar handoffs and communication transfer for Atlanta Arrivals and Departures must be accomplished prior to the TCP.

d. Procedures in this Letter of Agreement (LOA) apply separately and distinctly to each of the Sectors (A80 Atlanta Sector, CSG Sector, MCN Sector, ATHENS Sector). One sector's procedures does not authorize penetration of another sector without prior coordination.

e. A80/ZTL Coordination will be as follows:

(1) Coordination between A80 Departure Sectors and ZTL Sectors will be facilitated by reference to the Departure Gate most closely associated to the operation being coordinated. For example: "West Two, West Departure, Point Out" or "East One, East Departure, request control for turns DAL123."

(2) Coordination effected by a ZTL Sector to an A80 Departure Sector will constitute all coordination necessary within the affected Departure Transition Area (DTA). The A80 Departure Sector that accepts the coordination from ZTL will be responsible for coordination to any other Departure Sector affected within the specified DTA. ZTL will still be responsible for coordination that affects other DTA's or other Approach or Satellite Sectors.

(3) Coordination between A80 Approach Sectors and ZTL Arrival Sectors will be facilitated by the use of the Arrival Fixes LOGEN, DALAS, HUSKY, and TIROE. For Example: "TIROE 24, Hand-Off!"

4. A80 ATLANTA SECTOR PROCEDURES.

a. Hartsfield-Jackson Atlanta International Airport (KATL) Arrivals must be cleared as follows:

(1) During All times unless coordinated:

(a) To KATL via the appropriate Atlanta Standard Terminal Arrival Route (STAR) or STAR radial as depicted in Annex 1. **Exception: Turboprop and prop aircraft from the Northwest may be cleared via V333.DALAS..ATL**

(b) All arrivals must be established on the STAR prior to the TCP.

(c) A80 has control for turns from DALAS and LOGEN Sectors.

(d) A80 has control to increase speed.

(e) DALAS and LOGEN must **not** conduct Optimized Profile Descent STAR operations.

(f) Turbojets Non-Optimized Profile Descent STAR operations:

1 **Downwind** (LONG SIDE)	
a. CHPPR and ONDRE	Cross TCP at 13,000 feet
b. All other STAR's	Cross TCP at 14,000 feet
2 **Baseleg** (SHORT SIDE)	
a. GLAVN, OZZZI & WHINZ	Cross TCP at 12,000 feet and 250 knots
b. CHPPR, ONDRE & RMG	Cross TCP at 13,000 feet and 250 knots
c. LaGRANGE, SINCA, JJEDI & GNDLF	Cross TCP at 12,000 feet and 250 knots A80 must have control for descent within the lateral confines of the arrival shelves as depicted in Annex 1.

(g) Turbojets Optimized Profile Descent STAR operations from TIROE and SINCA:

1. Aircraft must be cleared via altitude and speed depicted for the appropriate STAR based upon runway configuration.

2. TIROE and SINCA will ensure appropriate coordination with A80 for all cases of aircraft **NOT** issued a "descend via" clearance.

3. In the event of a landing direction change, ZTL TMU must coordinate with A80 the first aircraft to be issued a STAR for the new landing direction.

(h) Turboprops:

1 **High Performance**	
a. Long Side	Cross TCP at 11,000 feet
b. Short Side	
(1) North	Cross TCP at 9,000 feet
(2) South	Per A80 Columbus Sector Procedures or A80 Macon Sector Procedures
2 **Medium/Low Performance**	
a. Northwest	Cross TCP at 6,000 feet
b. Northeasat	Per A80 ATHENS Sector Procedures
c. South	Per A80 Columbus Sector Procedures or A80 Macon Sector Procedures

(i) Props:

1 **From the northwest**	Cross TCP at 6,000 feet
2 **From the northeast**	Per A80 ATHENS Sector Procedures
3 **From the south**	Per A80 Columbus Sector Procedures or A80 Macon Sector Procedures

(j) A80 will normally accept hand-offs on arrival aircraft already inside the ATL 45 DME when holding is implemented by Traffic Management (TMU).

(k) The ZTL Turnaround airspace, as depicted on Annex 1, is released to ARTCC in the event of holding OR if A80 does not accept a handoff by 3 NM from the TCP.

(l) In the event ZTL is required by A80 to implement holding for aircraft arriving on the ONDRE, OZZZI, and WHINZ STAR's, ZTL is authorized to hold aircraft in A80 airspace at the OZZZI/WHINZ holding fix from 11,000 feet through 14,000 feet. This authorization includes the use of the Turn-around airspace from 11,000 feet through 14,000 feet, as depicted in ANNEX 1.

(m) When holding is implemented IAW (k) above, and ZTL has established aircraft in the holding pattern, A80 will assume control of the holding pattern from 11,000 feet through 14,000 feet as soon as practical.

(n) A80 TMU and ZTL TMU will coordinate as appropriate to resume arrivals.

(o) The appropriate A80 Arrival Sector(s) will coordinate with the appropriate ZTL Arrival Sector(s) to advise when the holding pattern at OZZZI/WHINZ is being vacated to ensure a smooth transition when resuming arrivals.

b. Arrivals to A80 Atlanta Sector Satellite Airports must be cleared as follows:

(1) Turbojets and Turboprops:

(a) **From the northwest**	
1 Landing north of ATL	Established on the appropriate STAR cross TCP at 8,000 feet; or V333 DALAS direct, cross TCP at 7,000 feet.
2 Landing south of ATL	Established on the appropriate STAR cross TCP at 8,000 feet: or V333 DALAS direct, or HEFIN TIROE direct, cross TCP at 7,000 feet
(b) **From the northeast**	
1. Landing A80 Sector Satellites	Cross TCP at 12,000 feet and 250 knots
(c) **From the southeast**	
1 RNAV equipped Turbo jet aircraft landing north of ATL	Established on the appropriate STAR, Cross TCP at 11,000 feet and 250 Kts or less.
2 Non-RNAV equipped Turbo jet aircraft landing north of ATL	Vectored near the WRGNZ waypoint and the heading must be verbally coordinated, cross TCP at 11,000 feet and 250 kts or less.
3 All Others	Per A80 Macon Sector Procedures
(d) **From the southwest**	
1 Turbojets landing north of	Established on the BOKRT or DIFFI

ATL except D73	STAR, Cross TCP at 11,000 feet and 250 Kts or less.
2 All Others	Per A80 Columbus Sector Procedures.

(2) Props:

(a) **From the northwest**	
1 Landing north of ATL	Established on the appropriate STAR or V333 DALAS direct, cross TCP at 5,000 feet.
2 Landing south of ATL	May be routed HEFIN TIROE direct, cross TCP at 5,000 feet.
(b) **From the northeast**	Per A80 ATHENS Sector Procedures
(c) **From the south**	Per A80 Columbus Sector Procedures or A80 Macon Sector Procedures

c. ATL / A80 Atlanta Sector Satellite Departures:

(1) A80 must:

(a) 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).

(b) Coordinate with ZTL TMU to obtain an appropriate departure gate/SID if one is not contained within a proposed flight plan or to clarify route integrity.

(c) Assign headings to all KATL departures not assigned a RNAV SID. Assigned vectors must contain aircraft within the departure gate (Annex 1) assigned in the SID/CDR/ADR/ADAR and the vector should emulate the RNAV SIDs as closely as possible.

(d) Ensure departures assigned an RNAV SID, join the SID no later than the ATL VOR 40 DME waypoint/fix.

(e) Verbally coordinate aircraft cleared via an RNAV SID, but are assigned a radar vector.

(f) Advise northbound departures departing airports north of ATL to expect requested altitude 5 minutes after departure. All other aircraft will be advised to expect requested altitude 10 minutes after departure.

(g) Assign headings to all ATL Satellite departures. Assigned vectors must contain aircraft

within the departure sector and must not place aircraft on converging courses when departures are assigned adjacent gates.

(h) Assign the following altitudes for departing aircraft:

Aircraft	*Altitude Assigned*
1 All Turbojets	14,000 feet, or requested altitude, if lower
2 All other aircraft	11,000 feet, or requested altitude, if lower

(2) ZTL must:

(a) Not routinely back coordinate for climb of Prop/Turboprop aircraft.

(b) Have control for turns within the assigned departure gate/sector for aircraft not assigned an RNAV SID.

(c) Have control for turns of RNAV aircraft for safety of flight reasons only. (e.g. avoid operational errors, safety alerts.)

(d) Have control for speed adjustments.

5. A80 COLUMBUS SECTOR PROCEDURES.

a. A80 Columbus Sector Arrivals:

(1) ZTL must clear arrivals operating at 11,000 feet or above to the destination airport to maintain 11,000 feet.

(2) Arrivals to LaGrange-Callaway (KLGC) and Callaway Gardens-Harris County-Pine Mountain (KPIM) from the north or northeast must be handled as follows:

(a) ZTL must clear the aircraft direct GRANT..KLGC/KPIM or:

(b) ZTL must vector the aircraft south of a point that is at least 40 DME from the ATL VOR. ZTL must not reclear the aircraft direct KLGC/KPIM until the on course heading will remain outside of A80 Atlanta Sector (as depicted in Annex 1) airspace.

(3) 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. EXCEPTION: 5,000 feet must not be assigned unless verbally coordinated prior to handoff.

(4) A80 must transition arrivals into A80 Columbus Sector airspace as soon as possible after handoff and communication transfer.

b. A80 Columbus Sector Departures:

(1) A80 Columbus Sector must clear aircraft requesting 11,000 feet or above to maintain 10,000 feet and expect filed altitude 10 minutes after departure.

(2) Columbus Metropolitan (KCSG), KLGC, and KPIM departures requesting 11,000 feet or above that will overfly A80 Atlanta Sector airspace must be handled as follows:

(a) The aircraft will be assigned a heading most consistent with the filed route of flight that will keep the aircraft clear of A80 Atlanta Sector airspace.

c. A80 Atlanta Sector Arrivals:

(1) KATL:

(a) When KATL is on an east operation, the Tiroe Sector must ensure that turboprop/prop arrivals cross 20 miles from A80 Atlanta Sector Boundary at 11,000 feet and handed off to A80 Columbus Sector.

(b) When the KATL arrival operation is turned around (east to west or west to east) any turboprop arrival being worked by A80 Columbus Sector will continue on the base leg procedure described in paragraph 4c(1), provided A80 Atlanta Sector can accept the aircraft at 6,000 feet. Aircraft not accepted by A80 Atlanta Sector must be coordinated with ZTL for transition above 10,000 feet.

(2) A80 Atlanta Sector Satellite airports south of ATL, including D73:
(a) Carrollton (KCTJ) must be cleared LGC..BUUZZ direct KCTJ to cross 20 miles from the A80 Atlanta Sector boundary at 11,000 feet.

(b) All others, including D73 must be cleared HONIE or PIZZO direct destination to cross 20 miles from A80 Atlanta Sector boundary at 11,000 feet.

(3) Turboprop and Prop Aircraft landing A80 Atlanta Sector Satellite airports north of ATL must be cleared via the appropriate STAR (note: if landing airport is not on a STAR, clear aircraft via LGC 013-R to RMG 172-R to DIFFI thence direct destination). The aircraft must cross 20 miles from A80 Atlanta Sector Boundary at 11,000 feet and handed off to A80 Columbus Sector.

d. A80 Columbus Sector Miscellaneous:

(1) A80 Atlanta Sector prop arrivals must be handed off in sufficient time to allow A80 Columbus Sector to comply with A80 Atlanta Sector arrival restrictions.

NOTE: This will be done approximately 20NM from the A80 Atlanta Sector boundary.

(2) A80 Columbus Sector must provide a minimum of 5NM radar separation, constant or increasing, between departure and/or en route aircraft entering ZTL airspace at the same altitude.

6. A80 MACON SECTOR PROCEDURES.

a. A80 Macon Sector Arrivals:

(1) ZTL must clear arrivals operating at 11,000 feet or above, landing Middle Georgia Regional Airport (KMCN), Herbert Smart Downtown Airport (KMAC) and Robins Air Force Base (KWRB) to the destination airport to cross 15 miles from Macon VORTAC (MCN VOR) at 11,000 feet. In addition, turbojet arrivals must cross 15 miles from MCN VOR at 250 knots.

(2) ZTL must clear arrivals operating at 11,000 feet or above, landing all other airports within A80 Macon Sector, to the destination airport to maintain 11,000 feet.

(3) 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) A80 Macon Sector must clear aircraft requesting 11,000 feet or above to maintain 10,000 feet and expect filed altitude 10 minutes after departure.

(2) KMCN, KMAC, and KWRB departures requesting 11,000 feet or above that will over fly A80 Atlanta Sector airspace must be handled as follows:

(a) The aircraft will be assigned a heading most consistent with the filed route of flight that will keep the aircraft clear of A80 Atlanta Sector airspace.

(b) The aircraft will be handed off to the appropriate ZTL Sector.

c. KATL Arrivals:

(1) When KATL is on a west operation, ZTL Sinca and South Departure Sectors must ensure that turboprop arrivals cross the following points at 11,000 feet and a radar handoff is initiated by these points:

(a) 5 NM south of MCN VORTAC when transitioning over MCN. Upon handoff and communication transfer, A80 Macon Sector must transition these aircraft into A80 Macon Sector airspace prior to adjacent ZTL sector boundary unless otherwise coordinated by A80 Macon Sector.

(b) BEYLO Intersection or 70 miles west of Colliers VORTAC (IRQ) when transitioning from IRQ VORTAC.

(c) Twenty miles southeast of CANUK when transitioning over DBN VORTAC.

(2) When KATL changes from a west operation to an east operation, turboprop aircraft operating in A80 Macon Sector airspace will continue to destination under west operation procedures provided A80 Atlanta Sector can accept the aircraft. Aircraft not accepted by A80 Atlanta Sector may be coordinated with ZTL for transition above 10,000 feet.

d. A80 Atlanta Sector Satellite Airport Operations:

(1) A80 Macon Sector must clear aircraft landing A80 Atlanta Sector satellite airports via the following routes:

(a) Turbojets landing airports north of ATL via the appropriate STAR and expect 11,000 feet :

(b) All other aircraft will remain within A80 Macon Sector airspace.

(2) ZTL must clear aircraft landing A80 Atlanta Sector Satellite airports via the following routes:

(a) Turboprop and Prop Aircraft landing A80 Atlanta Sector Satellite airports north of V-18 must be cleared via the appropriate RNAV STAR and cross 20 miles from the A80 Atlanta Sector boundary at 11,000 feet and handed off to A80 Macon Sector. Aircraft incapable of flying the RNAV STAR must be vectored near the WRGNZ waypoint and the heading verbally coordinated and cross 20 miles from the A80 Atlanta Sector boundary at 11,000 feet and handed off to A80 Macon Sector.

(b) All aircraft landing A80 Atlanta Sector Satellite airports south of ATL and Carrolton (CTJ) airport via direct destination airport and cross 20 miles from the A80 Atlanta Sector boundary at 11,000 feet and handed off to A80 Macon Sector.

e. A80 Macon Sector Miscellaneous:

(1) A80 Atlanta Sector prop and Turboprop arrivals must be handed off in sufficient time to allow A80 Macon Sector to comply with A80 Atlanta Sector arrival restrictions.

(2) A80 Macon Sector must provide a minimum of 5NM radar separation, constant or increasing, between departure and/or en route aircraft entering ZTL airspace at the same altitude.

7. A80 ATHENS SECTOR PROCEDURES.

a. A80 ATHENS Sector Arrivals:

(1) ZTL must clear arrivals operating at 11,000 feet or above to the destination airport to maintain 11,000 feet.

(2) Arrivals to Lee Gilmer Memorial Airport (KGVL):

(a) From ZTL38 must be routed EUGNE direct KGVL at 7,000 feet. A80 will have control for turns of not more than 30 degrees and descent.

(b) From ZTL18 must cross the TCP at 6,000 feet. A80 will have control for turns of not more than 30 degrees and descent.

(3) Arrivals to Gwinnett County/Briscoe Field (KLZU) from ZTL18 may be cleared direct KLZU or direct the GWNET waypoint/Gwinnett LOM (TX, NDB/Outer Compass Locator), descending to 8000 feet. A80 will have control for turns of not more than 30 degrees and descent.

(4) Arrivals to Jefferson/Jackson County Airport (KJCA) from the north must be cleared direct KJCA descending to 8000 feet. A80 will have control for turns of not more than 30 degrees and descent.

(5) Arrivals to Athens-Epps Airport (KAHN) traversing the VALLEY FPA will be cleared direct to the airport (KAHN) descending to 8000 or at assigned altitude if lower. A80 will have control for turns.

b. A80 ATHENS Sector Departures.

(1) A80 ATHENS Sector must provide a minimum of 5NM radar separation, constant or increasing, between departure and/or en route aircraft entering ZTL airspace at the same altitude.

(2) Advise northbound departures departing airports north of ATL to expect filed altitude 5 minutes after departure. All others expect filed altitude 10 minutes after departure.

(3) Departures requesting 11,000 feet or above that will overfly A80 Atlanta Sector airspace must be cleared via the route on the flight progress strip and handled as follows:

(a) Aircraft filed north of ATL must be assigned a northwesterly heading that will keep the aircraft clear of A80 Atlanta Sector airspace and east of AWSON intersection and handed-off to Commerce Sector climbing to 10,000 feet.

(b) Aircraft filed ATL or south of ATL must be assigned a southwesterly heading that will keep the aircraft clear of A80 Atlanta Sector airspace and handed-off to East Departure Sector or Sinca Sector as appropriate climbing to 10,000 feet.

(4) Departures requesting 11,000 feet or above that will not over fly A80 Atlanta Sector airspace must be cleared via the route on the flight progress strip.

(a) Aircraft that depart airports north of ATL and will cross the Commerce Sector boundary must be handed off to Commerce Sector climbing to 10,000 feet.

(b) Departures off of KGVL and KJCA, handed off to ZTL18 (Commerce Sector), must be climbing to 5,000 feet. Commerce Sector will have control for climb. Departures off of KGVL and KJCA, handed off to ZTL38, must be climbing to 6,000 feet.

(c) All other aircraft must be handed off to East Departure Sector or Sinca Sector as appropriate climbing to 10,000 feet.

(5) Aircraft filed 10,000 feet and below must be cleared via the route on the flight progress strip at an altitude appropriate for direction of flight.

c. A80 Atlanta Sector Arrivals

(1) Props and Low Performance Turbo Props from the northeast:

(a) Landing ATL Satellite airports via the appropriate STAR or V222 WOMAC direct, cross A80 ATHENS Sector Boundary at 6,000 feet.

(b) Landing ATL via V222 WOMAC direct, cross A80 ATHENS Sector Boundary at 6,000 feet.

(2) Aircraft entering A80 ATHENS Sector from the east landing at A80 Atlanta Sector Satellite airports must be handed-off at least 20 miles from the A80 Atlanta Sector boundary at 11,000 feet to allow A80 ATHENS Sector to comply with A80 Atlanta Sector arrival restrictions.

8. EXCEPTIONS. Deviations from this LOA will be permitted only when coordination that clearly defines responsibility has been effected.

9. ATTACHMENTS.

a. Annex 1 - A80 Atlanta Sector Airspace Chart

b. Annex 2 – A80 Columbus Sector Airspace Chart

c. Annex 3 – A80 Macon Sector Airspace Chart

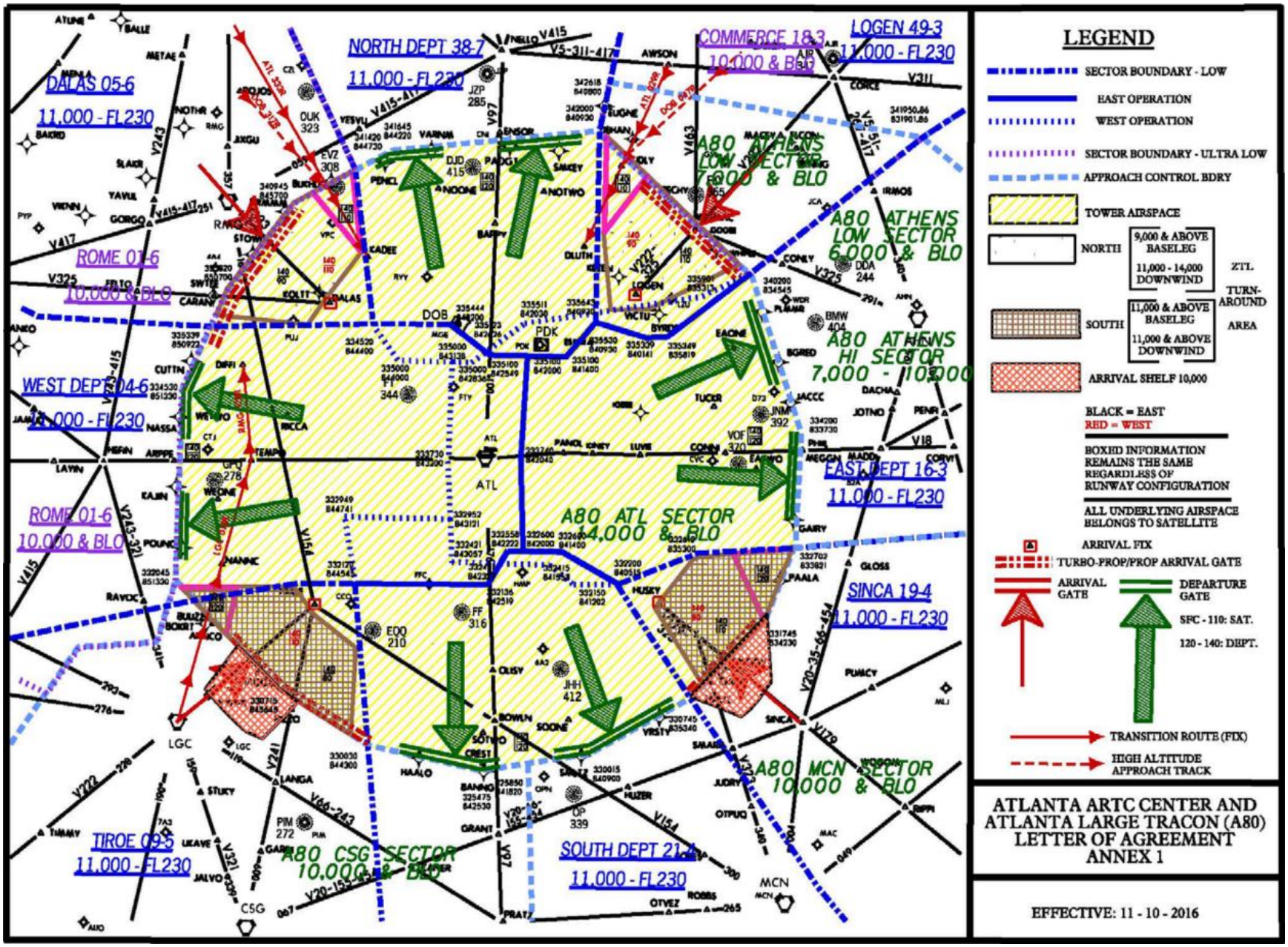
d. Annex 4 - A80 Atlanta Sector Satellite Arrival Routes and Altitudes

e. Annex 5 - Utilization of FAAO 7110.65, Radar Separation, Minima; Transitioning From Terminal to En Route Control, Three Miles Increasing to Five Miles Application

f. Annex 6 – A80 ATHENS Sector Airspace Chart

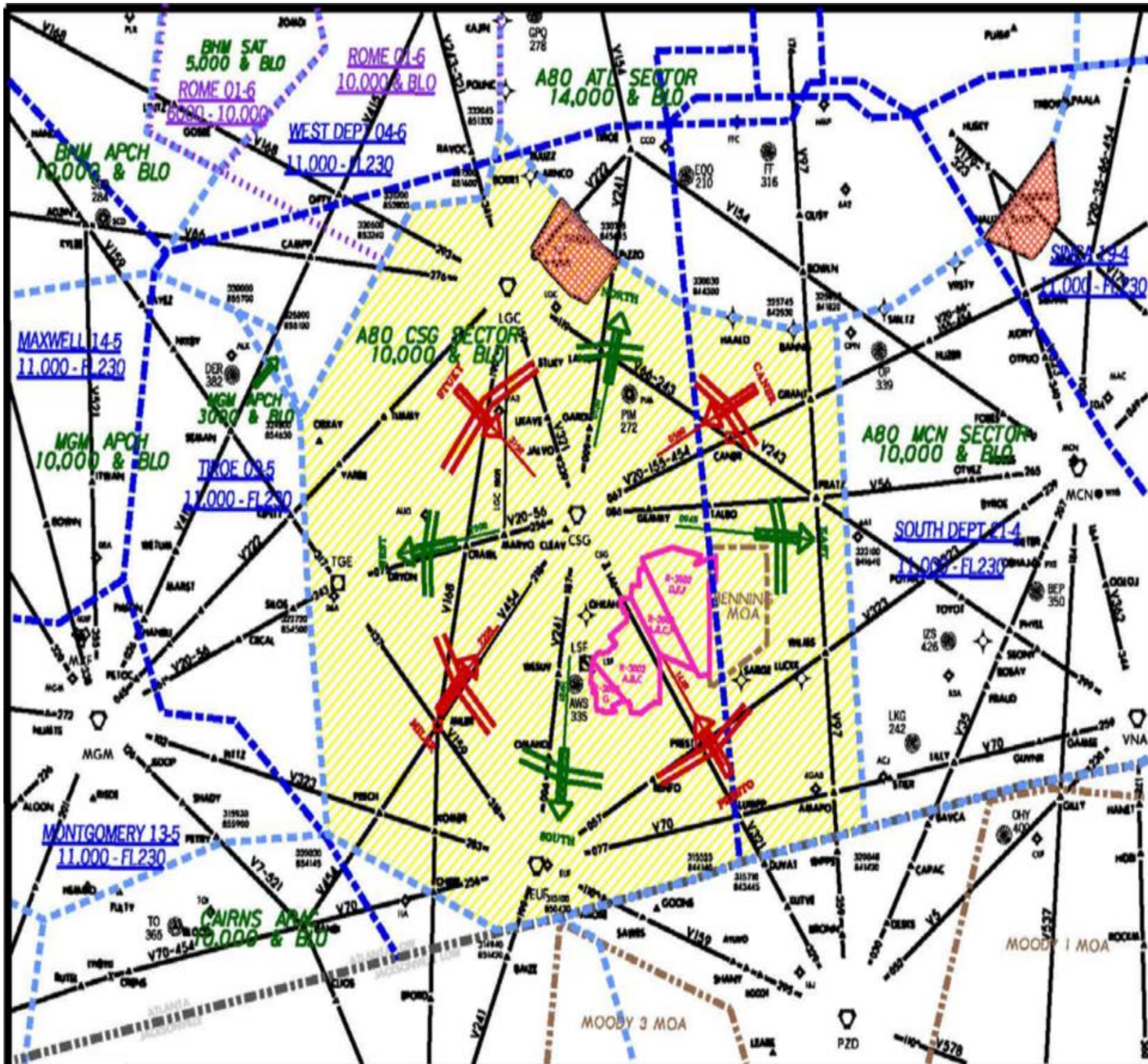
g. Annex 7 - A80 Columbus/Athens/Macon Sector Airspace Quick Reference

h. Annex 8 - Adjacent ZTL Sectors



ATLANTA ARTC CENTER AND ATLANTA LARGE TRACON (A80) LETTER OF AGREEMENT ANNEX 1

EFFECTIVE: 11 - 10 - 2016

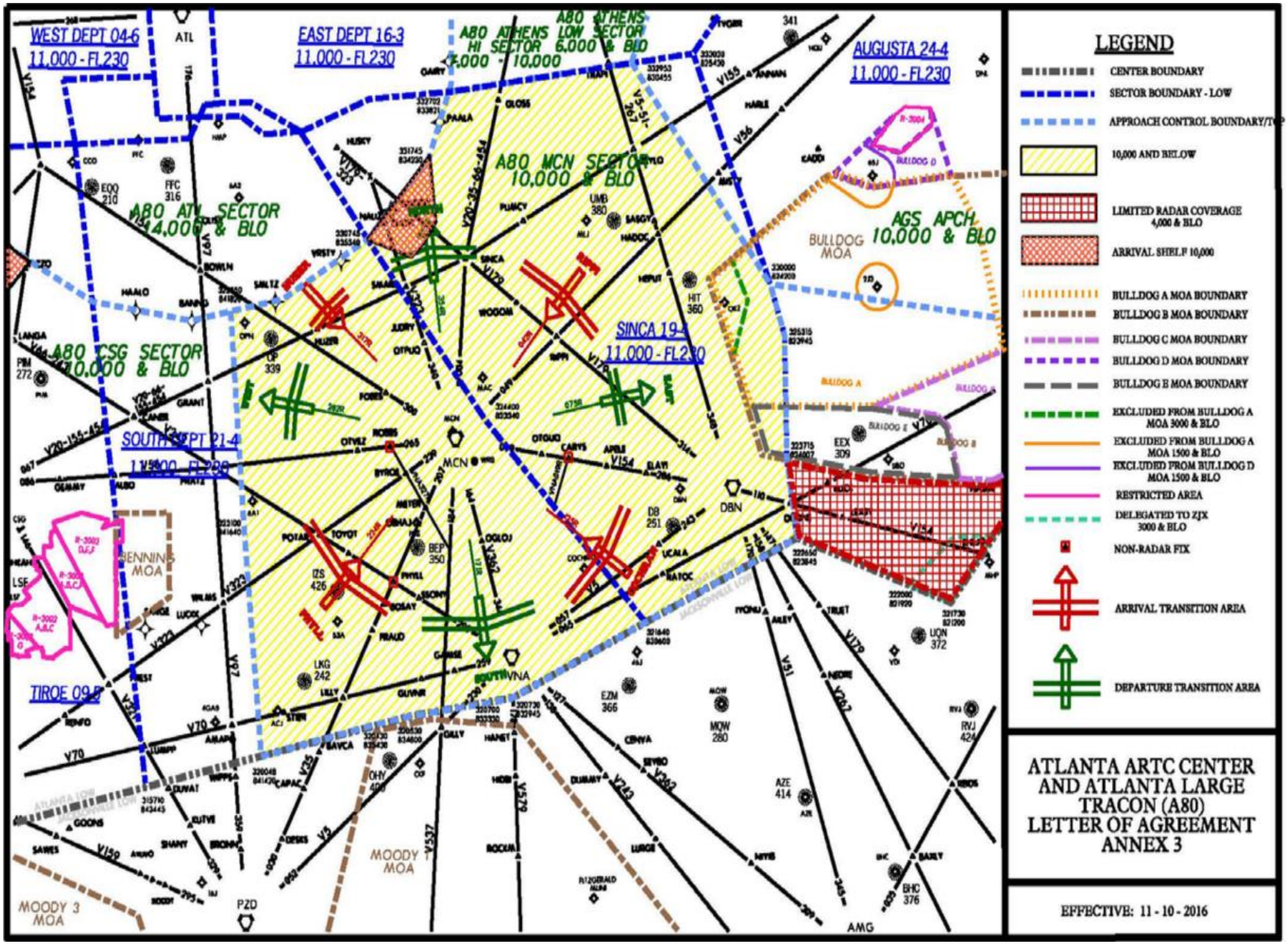


LEGEND

- CENTER BOUNDARY
- SECTOR BOUNDARY - LOW
- SECTOR BOUNDARY - ULTRA LOW
- APPROACH CONTROL BOUNDARY/TCP
- 10,000 AND BELOW
- ARRIVAL SHELF 10,000
- MOA BOUNDARY
- RESTRICTED AREA
- NON-RADAR FIX
- ARRIVAL TRANSITION AREA
- DEPARTURE TRANSITION AREA

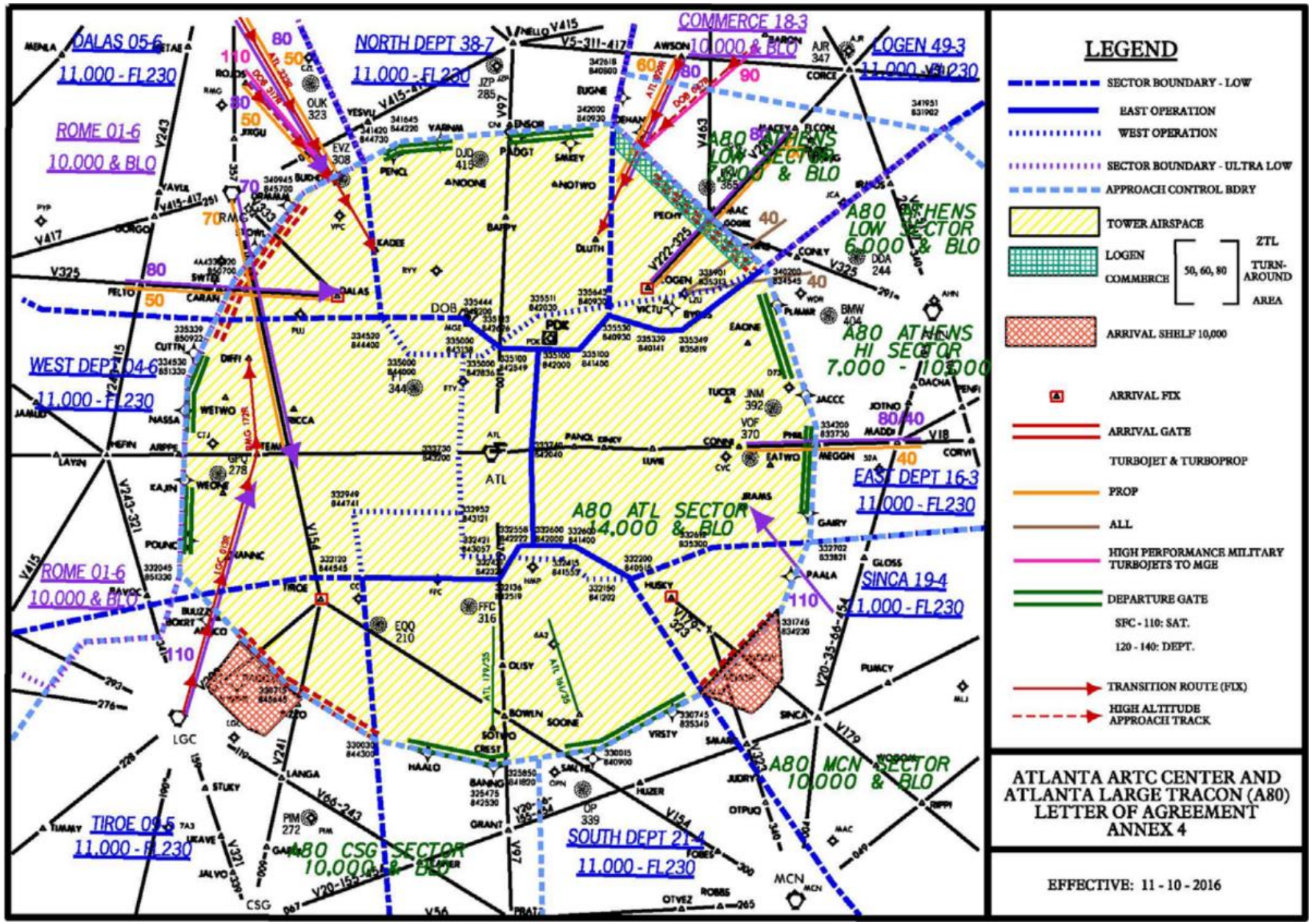
ATLANTA ARTC CENTER
AND ATLANTA LARGE
TRACON (A80)
LETTER OF AGREEMENT
ANNEX 2

EFFECTIVE: 11 - 10 - 2016



ATLANTA ARTC CENTER AND ATLANTA LARGE TRACON (A80) LETTER OF AGREEMENT ANNEX 3

EFFECTIVE: 11 - 10 - 2016



ATLANTA ARTC CENTER AND ATLANTA LARGE TRACON (A80)
LETTER OF AGREEMENT
ANNEX 4

EFFECTIVE: 11 - 10 - 2016

ANNEX 5

ATLANTA ARTC CENTER AND ATLANTA LARGE TRACON LETTER OF AGREEMENT

ANNEX 5 EFFECTIVE: 9-18-2014

SUBJECT: UTILIZATION OF FAAO 7110.65, RADAR SEPARATION, MINIMA; TRANSITIONING FROM TERMINAL TO EN ROUTE CONTROL

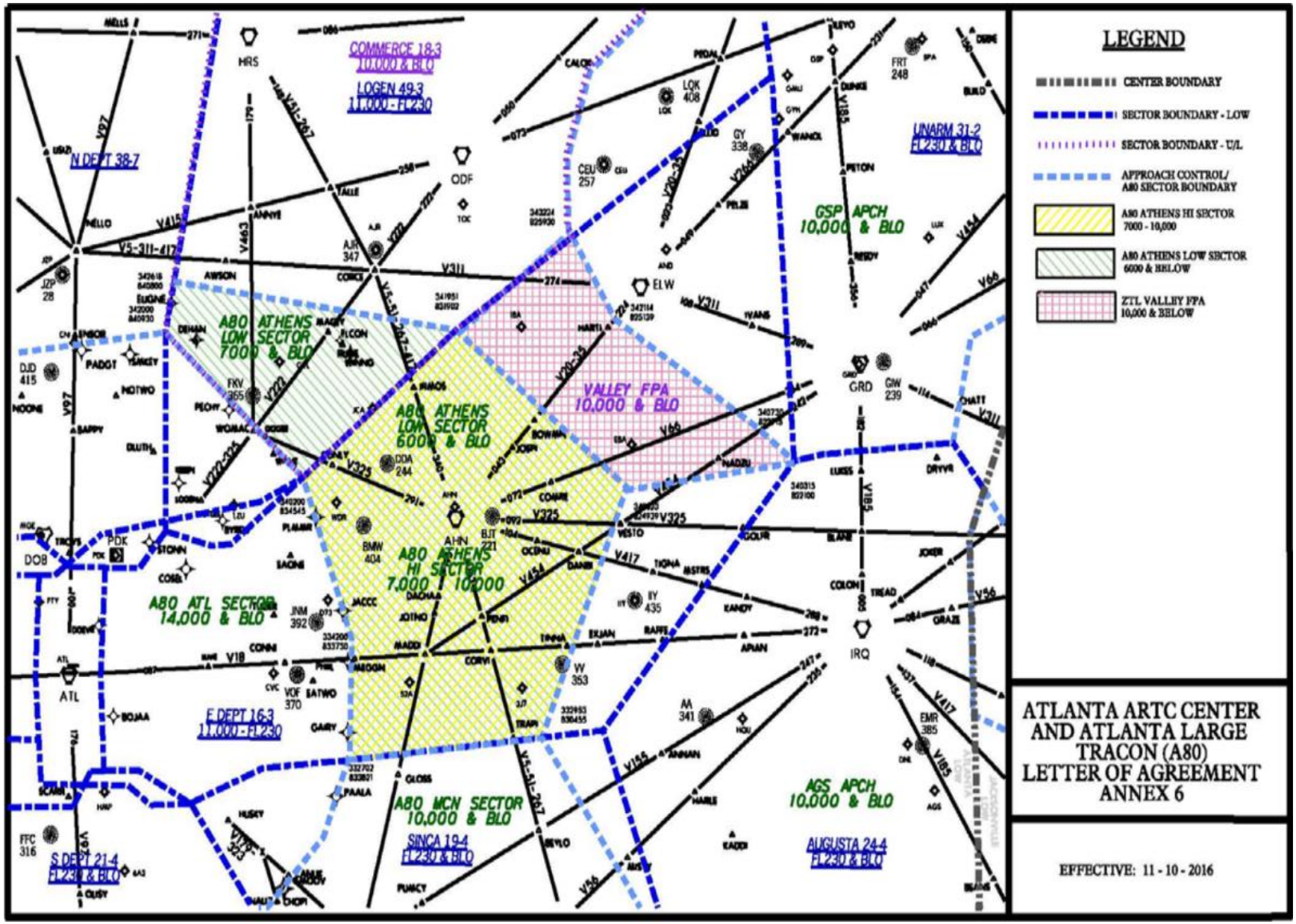
1. PURPOSE. This Annex outlines the procedures to be utilized when transitioning from the terminal to the en route environment.

2. BACKGROUND. This annex contains procedures agreed upon between ZTL and A80. The procedures are established in order to apply the separation standard of FAAO 7110.65, Radar Separation, Minima, Transitioning From Terminal To En Route Control.

3. PROCEDURES.

a. This procedure may be applied between any aircraft transitioning from A80 Atlanta Sector to ZTL East Departure, North Departure, South Departure, or West Departure Sectors' airspace.

b. This procedure may be discontinued by either facility if weather impacts the departure gates or sectors.


COMMERCE 18-3
10,000 & BLO
LOGEN 49-3
11,000 - FL230
N DEPT 38-7
UNARM 31-2
FL230 & BLO
GSP APCH
10,000 & BLO
A80 ATHENS
LOW SECTOR
7000 & BLO
A80 ATHENS
LOW SECTOR
6000 & BLO
VALLEY FPA
10,000 & BLO
A80 ATHENS
HI SECTOR
7,000 - 10,000
A80 ATL SECTOR
14,000 & BLO
F DEPT 16-3
11,000 - FL230
A80 MCN SECTOR
10,000 & BLO
SINCA 19-4
FL230 & BLO
S DEPT 21-4
FL230 & BLO
AGS APCH
10,000 & BLO
AUGUSTA 24-4
FL230 & BLO
LEGEND
CENTER BOUNDARY
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SECTOR BOUNDARY - U/L
APPROACH CONTROL/
A80 SECTOR BOUNDARY
A80 ATHENS HI SECTOR
7000 - 10,000
A80 ATHENS LOW SECTOR
6000 & BELOW
ZTL VALLEY FPA
10,000 & BELOW
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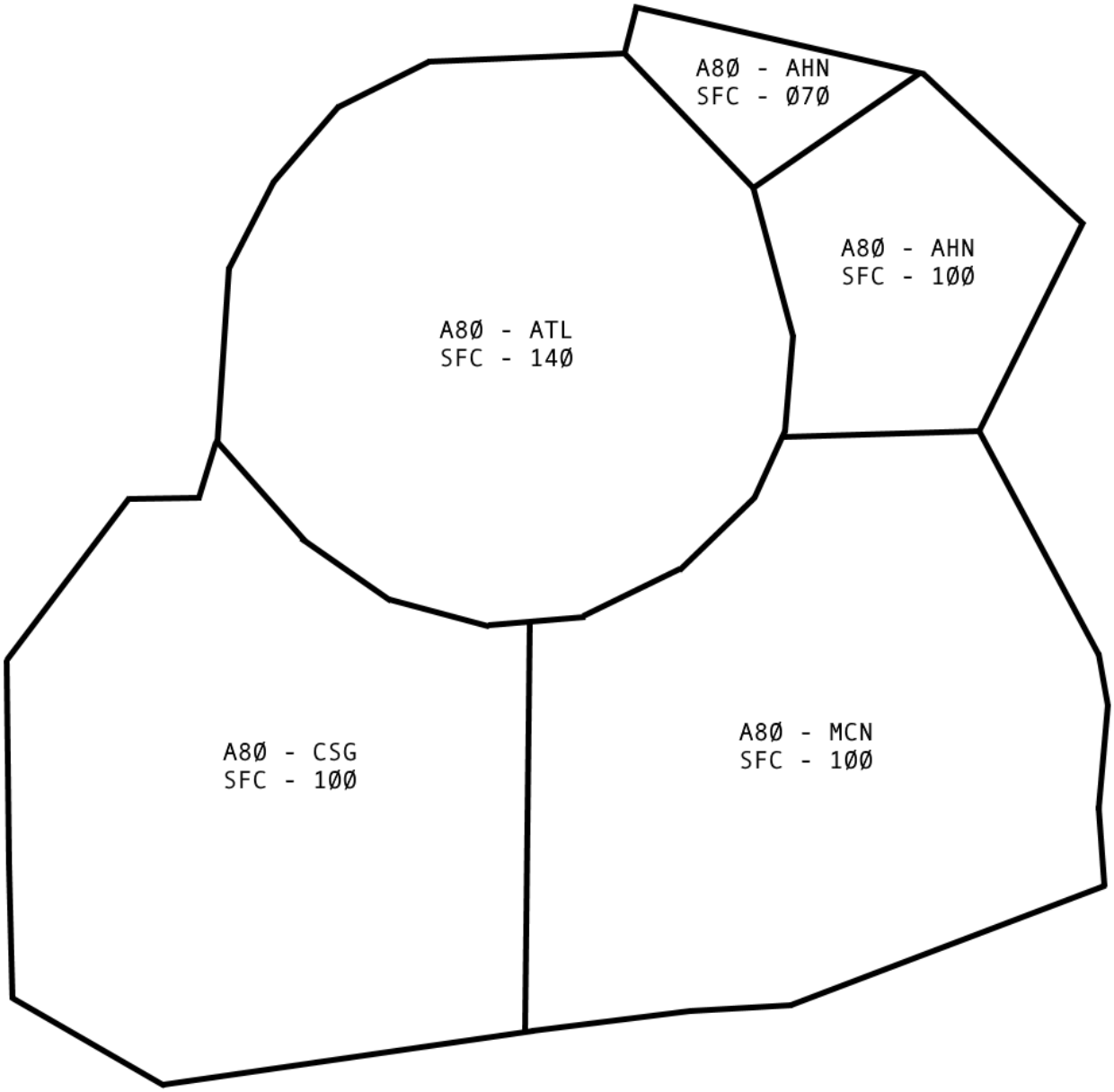
AND ATLANTA LARGE
TRACON (A80)
LETTER OF AGREEMENT
ANNEX 6
EFFECTIVE: 11 - 10 - 2016


A8Ø - AHN
SFC - Ø7Ø
A8Ø - AHN
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A8Ø - ATL
SFC - 14Ø
A8Ø - CSG
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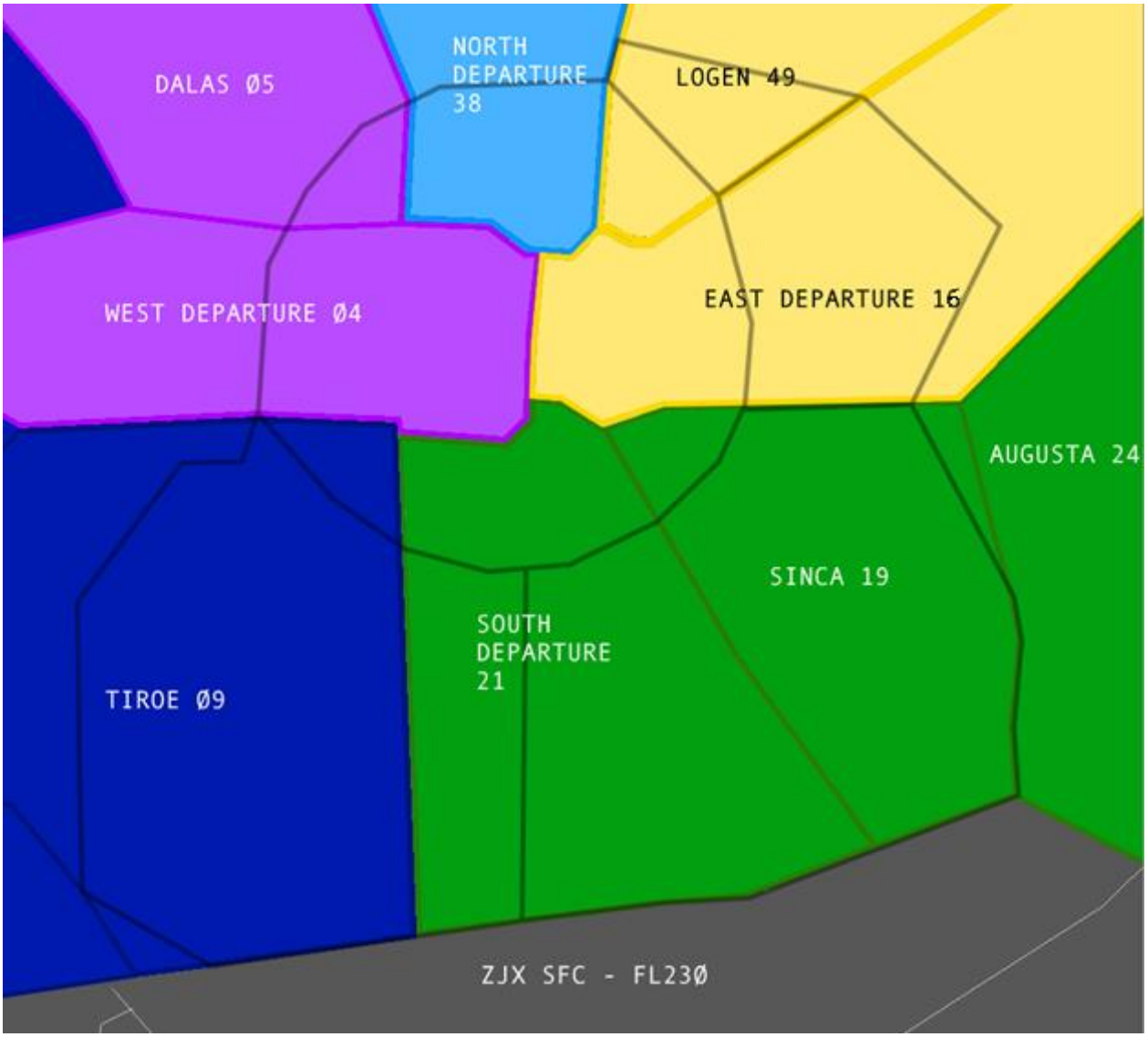
A8Ø - MCN
SFC - 1ØØ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LOGEN 49
WEST DEPARTURE Ø4
EAST DEPARTURE 16
AUGUSTA 24
SINCA 19
SOUTH DEPARTURE 21
TIROE Ø9
ZJX SFC - FL23Ø