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Atlanta Large TRACON and Atlanta Airport Traffic Control Tower

LETTER OF AGREEMENT

EFFECTIVE: March 15, 2016

SUBJECT: Delegation of Airspace, Authorization for Separation Services and Inter-facility Coordination Procedures

1. PURPOSE: This agreement delegates airspace to Atlanta (ATL) 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 Atlanta Large TRACON and Atlanta Airport Traffic Control Tower Letter of Agreement dated March 15, 2016.

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

4. AIRSPACE DELEGATION: The ATL ATCT is delegated that airspace from the surface up to and including 4,000 feet MSL, underlying the A80 Satellite Corridor Airspace, excluding the airspace delegated to A80 Satellite as depicted in ATL ATCT Standard Operating Procedures.

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

- a) Separation between successive departures.
- 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 unless coordinated for VATSIM purposes

6. PROCEDURES:

a. Departures:

(1) ATL ATCT shall:

(a) The Tower Controller or the CC shall 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.

1. When Atlanta is in West Operations, Runways 26L and 27R are normally the designated departure runways.

NOTE: This is the preferred operation at ATL.

2. When Atlanta is in East Operations, Runways 8R and 9L are normally the designated departure runways.

NOTE: When weather is bad (Lo CIGS/ VIS) this is the preferred operation at ATL.

(b) CC shall ensure ALL ATL controllers/A80 controllers are aware of **and** acknowledge the DR/SAT/APP position splits/ LC splits.

(c) Clear all IFR departures via the appropriate SID and a PDC/PDAR or via a Coded Departure Route. Issue a Full Route Clearance (FRC) whenever necessary.

(d) Clear VFR departures requesting flight following out of the Class B airspace. Manually enter flight plan if needed including aircraft identification, destination airport, aircraft type and requested altitude, and transponder code.

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(e) Assign the following initial altitudes and frequencies:

1. IFR turbojets: 10,000 feet, or requested altitude if lower, but not below 5,000 feet; Departure Radar North or South, as appropriate.
2. VFR turbojets: 5,500 feet; Departure Radar North or South, as appropriate.
3. IFR props/turboprops: 4,000 feet; the appropriate Satellite Radar.
4. VFR props/turboprops: at or below 3,500 feet; the appropriate Satellite Radar.

(f) Issue all aircraft on an assigned RNAV SID a RNAV Off-The-Ground (OTG) take-off clearance.

PHRASEOLOGY: "[Aircraft Call Sign], RNAV to (fix name), Runway (Number), Cleared for Takeoff."

(g) If advised "Unable RNAV" by a flight crew, assign the aircraft the ATL8 departure and coordinate with the Atlanta Large TRACON (A80)

(h) Assign all non-RNAV aircraft an initial heading. Assign headings that ensure:

1. All turbojets are assigned turns at the Middle Marker, and fly the following tracks:

Transition on ATL8	Heading given
WEONE, WETWO	065/285
NOONE, NOTWO	080/300
EAONE, EATWO	095/270
SOONE, SOTWO	110/250

- (i) Ensure all propeller-driven/Turboprop aircraft, are assigned headings that enter A80 Satellite airspace on the departure side of V97 (360/180), unless otherwise coordinated. Then push a Flight Strip to the appropriate satellite sector.

- (j) Request release from the appropriate Satellite for aircraft that will enter Satellite airspace north of V18, except turbojet aircraft exiting A80 airspace.

EXAMPLE - A LJ45 requesting 5,000 feet landing LZU would be issued DR-N frequency (125.700), and a release **must** be obtained from the appropriate Satellite position. A LJ45 requesting 10,000 feet landing CHA would *not* require a release.

- (k) Ensure the proper spacing is provided to departure control.
 - 1. Provide an additional mile to radar separation minima for successive RNAV downwind departures departing the same runway.

EXAMPLE- West Operation, departing Runway 27R, DAWGS followed by a DOOLY; East Operation, departing Runway 8R, RMBLN followed by a GEETK.

- 2. Treat JCKTS/JOGOR/WEONE as a single route, and treat THRSR/NOVSS/SOTWO as a single route.
- (L) Observe that each data tag is acquired by the appropriate controller. If acquisition does not occur within five (5) miles of the departure end of the runway, advise the appropriate Departure and/or Satellite Radar position.

(m) Cross Complex Departures are defined as aircraft departing a runway/complex other than the departure runway(s) designated in the Departure Split (See ATL Cheat Sheet). Cross Complex Departures shall be assigned RNAV fixes in accordance with the following table:

*Note- All Cross Complex Departures **must** be coordinated with the appropriate departure sector before the aircraft departs.*

Departure Runway	Departure Gate/SID	RNAV FIX
8L/R	BRAVS, NOVSS,PNUTT, THRSR	SKNNR
8L/9R	DAWGS,DOOLY, MUNSN, UGAAA	RONII
9L/R	CADIT, COKEM, NUGGT,SUMMT	PICKT
9L/R	GEETK, JCKTS,JOGOR, RMBLN	GRITZ
10	CADIT, COKEM, NUGGT,SUMMT	PICKT
10	GEETK, JCKTS, JOGOR, RMBLN	GRITZ
26L/R	BRAVS, NOVSS, PNUTT, THRSR	SNUFY
26L/R	DAWGS, DOOLY MUNSN, UGAAA	MPASS
27R/L	GEETK, JCKTS, JOGOR, RMBLN	SLAWW
27L/R	CADIT, COKEM, NUGGT, SUMMT	CPARK
28	GEETK, JCKTS, JOGOR, RMBLN	WLSON
28	CADIT, COKEM, NUGGT, SUMMT	CPARK

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(n) Apply Visual Separation to successive departures as follows:

1. Consider weather conditions before applying visual separation procedures.

2. Use visual separation with the intent of obtaining three (3) miles radar separation at the first RNAV waypoint unless courses diverge by fifteen (15) degrees or more at the first RNAV waypoint.

EXAMPLE- When Atlanta is in West Operations, a GEETK followed by a RMBLN should have 3 miles separation when the RMBLN reaches HRSHL. If a RMBLN was followed by a CADIT, 3 miles separation would not be necessary when the CADIT reaches the first waypoint since the RNAV routes diverge by more than 15 degrees at the first waypoint.

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

A80 shall:

- (a) Authorize automatic releases for all departures except aircraft that will enter Satellite airspace north of V18. Except jet aircraft exiting A80 airspace.
- (b) A80-CIC shall advise the ATL- CIC of APP/DR/SAT position splits.
- (c) Not turn aircraft off the Departure ATL8 Track until the aircraft reaches 5,000 feet, or the aircraft is 5 miles from the departure end of the runway. However, aircraft assigned an RNAV SID may be cleared direct to the first RNAV waypoint on the Tower assigned noise track.

Exceptions:

- i. Safety reasons: weather, to avoid operational error, etc.
 - ii. Not turn SAT departures off of Tower assigned heading until the aircraft enters SAT airspace, unless otherwise coordinated.
 - iii. During departures on Runway 10/28 and Triple Departures
- d) In addition to Departure Procedures above, the ATL CIC shall advise the A80 CIC of:
- 1. Individual aircraft departing Runway 10/28 and sequence Runway 10/28 departures with Runway 9L/R 27R/L departures
 - 2. ATL-CIC shall advise A80-CIC once it is determined ATL will be in FTDs.
 - 3. A80 shall authorize automatic releases for all departures except aircraft that will enter Satellite airspace north of V18. These departures must be coordinated as stated earlier.
- e) Coordination Procedures via Flight Strip Transfer:
- 1. ATL ATCT shall transfer Flight Progress Strip information to A80 by pushing the FPS when an aircraft is "cleared for takeoff".

f) **Arrivals**

(1) ATL- CIC shall advise A80-CIC of the following information:

1. Which Local Control (LC) positions are staffed.
2. Current ATIS
3. When visibility is less than 1 mile “2.5NM” separation on final is then NOT authorized.

(2) A80 shall:

- 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) Coordinate, AND enter the landing runway in the scratch pad for any aircraft landing on other than the designated arrival runway(s).

Note- The scratch pad is to be used for all arrivals no matter which runway they are to land on.

1. In West Operations, Runways 26R, 27L, and 28 are normally the designated arrival runways.
2. In East Operations, Runways 8L, 9R, and 10 are normally the designated arrival runways.
3. Advise ATL ATCT when arrivals are assigned Runway 10/28 unless FTAs are in effect.

c) Transfer radio communications and control, for, other than monitored SILS/STILS approaches, at the Final Approach Fix (FAF) for instrument approaches and five (5) miles or the FAF for visual approaches and VFR operations.

Note- All turbojets are to be instructed to maintain 180 knots until the respective final approach fixes.

- d) To the extent possible, assign aircraft parking at Atlantic Aviation and North Cargo the North Runway Complex for landing, and assign aircraft parking at South Cargo the Center or South Runway Complex for landing.

g) Simultaneous ILS (SILS) and Simultaneous Triple ILS (STILS) Approach Procedures:

(1) ATL ATCT shall:

- (a) The TCP is defined as the point at which ATL ATCT will accept responsibility for separation (visual/radar/wake turbulence) on final. The TCP shall be 1 mile from the runway.
- (b) NOT adjust the speed of an aircraft on the final approach course when A80 has responsibility for separation.

(2) A80 shall:

- (a) NOT change aircraft to ATL ATCT frequency until they are established on the localizer. Instead, transfer communications at the FAF.

h) Pullout/Missed Approach/Go around Procedures

NOTE1 - Unless otherwise coordinated, "North Runway" is 8L/R-26R/L; "South Runway" means 9L/R-27R/L in Dual Operations, and 10/28 in Triple Operations.

NOTE2- When Atlanta is in Dual Operations, the following is to be considered when issuing an altitude/heading for a Go Around/ Missed Approach/ Pullout. .

1) Pullout/ Missed approach/ Go around Procedures for **Outside** Runways:

- a) LC will cancel Approach Clearance, retain aircraft in Tower airspace, and:
 - 1. Issue 4,000 feet to aircraft on the North Runway,
 - 2. Issue 3,000 feet to aircraft on the South Runway,
 - 3. Coordinate with the appropriate AR.
- b) AR will then issue a heading to LC toward the downwind.
- c) LC will issue the AR assigned heading to the aircraft, a speed not to exceed 210 knots, and transfer communications AND track of the aircraft to the appropriate AR. Communications transfer to AR constitutes LC release of control for turns to the downwind, speed and altitude changes.

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2) Pullout/ Missed approach/ Go around Procedures for the **Middle** Runway in FTA's

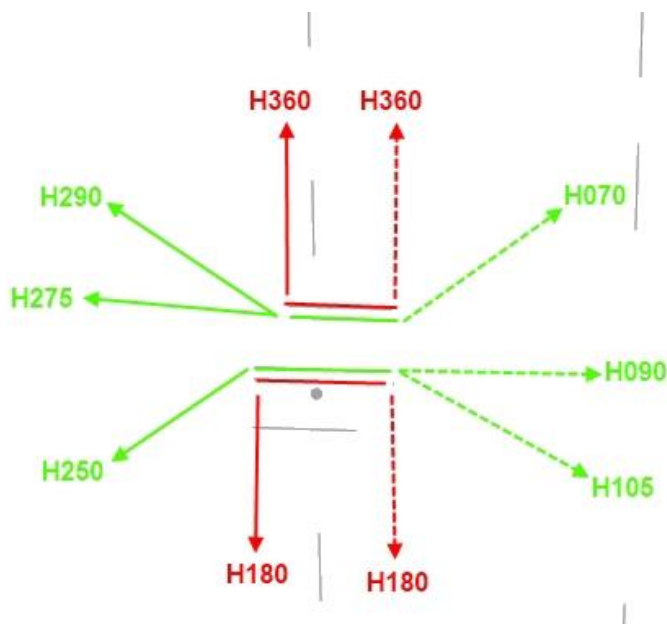
a) LC will cancel Approach Clearance, climb the aircraft to 4000, resolve all conflicts with Runway 10/28 traffic, retain aircraft in Tower airspace and coordinate with AR-A.

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 AND track of the aircraft to AR-A frequency. Communications transfer constitutes release of control to AR-A for turns to the downwind, speed and altitude changes.

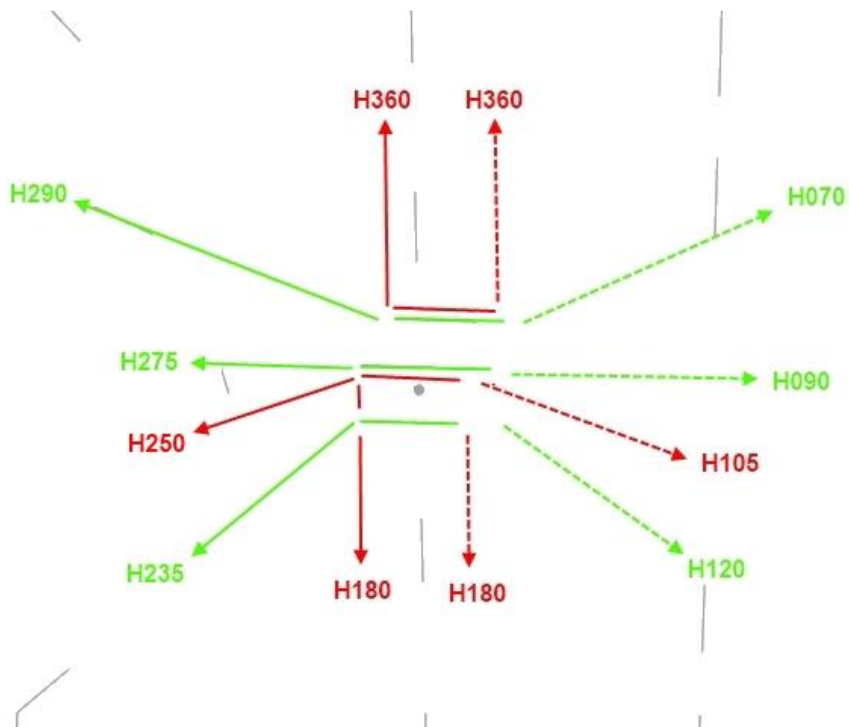
(3) The below figures are required headings to issue when there is a Missed Approach/Go Around. Green are departures. Red are arrivals. Solid is West Ops, Dashed is East Ops.

a) Duals

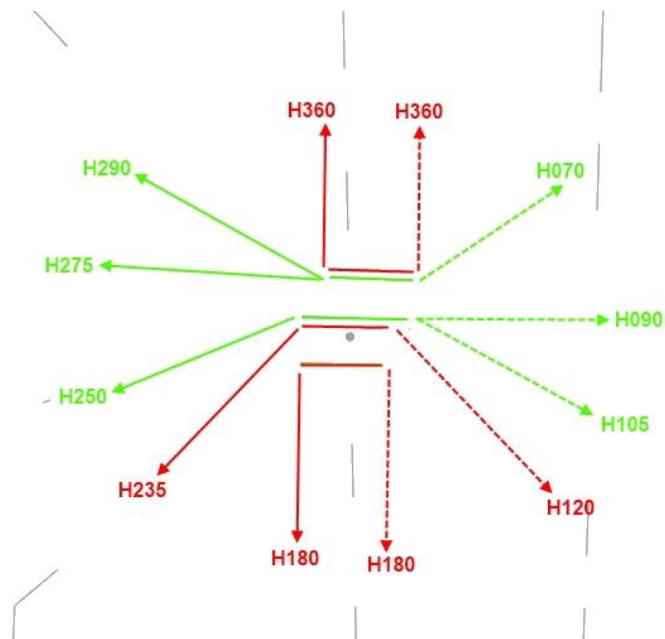


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b) FTDs



c) FTAs



i) Runway Change Procedures

1) ATL- CIC shall identify the last aircraft to depart each runway prior to changing the takeoff/landing direction.

(2) A80-CIC shall:

a) Identify the last aircraft to land on each runway prior to changing the takeoff/landing direction. (LST may be placed in the scratchpad).

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