

ATLANTA LARGE TRACON AND SATELLITE/OUTER ATCTs
LETTER OF AGREEMENT
(LZU, PDK, FTY, RYY, MGE, AHN, CSG, LSF, MCN, and WRB ATCTs)

EFFECTIVE: November 10, 2020

SUBJECT: Authorization for Separation Services and Interfacility Coordination Procedures

1. RESPONSIBILITIES:

- a. Atlanta TRACON (A80) is authorized use of the ATCT's Class D Surface Areas at:
 - i. *WRB*. 2,500 MSL and above.
 - ii. *MCN*. 2,000 MSL and above.
 - iii. *LSF*. Not authorized use of Class D.
 - iv. *All Others*. 3,000 MSL and above.

NOTE- All aircraft operating within the Class D Surface Area at and above these altitudes must display Mode C information unless otherwise coordinated with the ATCT.

- b. ATCT is authorized to provide arrival and departure separation services within the ATCT Class D Surface Area in accordance with FAA Order 7110.65 as described in this LOA.

These responsibilities include:

- i. Visual separation within the Class D Surface Area.
 - ii. Separation between arrivals and departures.
 - iii. Separation between successive departures.
- c. Restrictions to paragraph b:
 - i. *WRB*. Below 2,500 MSL.
 - ii. *MCN, LSF*. Within the Class D.
 - iii. *All Others*. Below 3,000 MSL.

2. PROCEDURES:

a. A80 must:

- i. Designate the approach in use after coordinating with ATCT.
- ii. Advise ATCT what frequency to use for departure frequency if not the frequency specified in 2(b)(x).
- iii. Increase the arrival interval at the threshold to accommodate traffic demands when requested by ATCT.
- iv. Send data blocks via handoff or pointout to ATCT at least 7NM from the airport. Forward arrival information on all aircraft to ATCT via the data block in accordance with Appendix 1. Verbally coordinate practice approaches.

NOTE- Sending the data block does not constitute a "radar handoff." This is only for the awareness of the ATCT.

- v. Instruct aircraft to contact ATCT at or before the final approach fix on instrument approaches; or for VFR inbounds and aircraft on visual approaches, in time to establish communications prior to entering the Class D Surface Area, unless otherwise coordinated.
- vi. Verbally coordinate approaches to other than the active runway.
- vii. Assign all IFR departures initial headings.
- viii. Advise PDK, LZU, MGE, and FTY ATCTs when PEACHTREE FINAL (SAT-Q) opens or closes.

b. ATCT must:

- i. Coordinate the active runway(s) with A80.
- ii. Provide separation as follows:
 - 1. Successive Departures:
 - a. Separate aircraft by 1 mile if courses diverge by 15-degrees or more immediately after takeoff. Ensure aircraft are established on assigned courses prior to communications transfer to Atlanta Departure, or
 - b. Use Visual Separation to ensure aircraft are established on assigned courses diverging by 15 degrees or more prior to communications transfer to Atlanta Departure, or
 - c. Use the Certified Tower Radar Display (CTRD) to ensure 3NM separation, constant or increasing.
 - d. Wake turbulence separation must be provided.
 - 2. A departing aircraft from an arriving aircraft:
 - a. Use Visual Separation, or
 - b. Use the CTRD to ensure a minimum of 2NM separation, which must increase to a minimum of 3NM within 1 minute after takeoff.
- iii. Allow all arrivals sequenced on or along the final approach course to proceed straight in and land. ATCT must coordinate with A80 prior to extending IFR arrivals on downwind outside the Class D Surface Area or prior to issuing a 270 or 360-degree turn to IFR arrivals. Action taken by ATCT must not affect the

sequence or separation provided by A80 without prior coordination. If an aircraft cannot proceed straight in and land and successive aircraft are involved, the aircraft may be brought over the numbers and be either:

1. treated as a departure and coordination accomplished with A80 for resequencing, or
 2. coordinate with A80 for aircraft to be kept in the pattern and ATCT accepts responsibility for providing visual separation with successive arrivals.
- iv. To all aircraft conducting an unplanned missed approach/go-around, unless otherwise coordinated:
1. Assign 3,000ft.
 2. *PDK*. Heading 090 for runways 21L/R.
 3. *All Others*. Runway heading and coordinate ASAP with A80 prior to changing frequency.
- v. Advise A80, using the phrases "Visual Separation" or "In Sight" and aircraft call signs, that ATCT accepts responsibility for providing visual separation between two or more arrival aircraft.
- vi. Advise aircraft requesting practice approaches to "Maintain VFR conditions and contact Atlanta Approach [appropriate frequency]."
- vii. Obtain a release for all IFR departures. Coordinate with A80 when a departure will be delayed for more than 3-minute following a release. If successive releases are authorized, the 3-minute window begins when the prior aircraft is airborne.
- viii. Issue 3,000 as the initial altitude for all IFR departures.
- ix. Advise aircraft routed out the North departure gates (NOONE, NOTWO) to expect filed altitude 5 minutes after departure. Advise all others to expect filed altitude 10 minutes after departure.
- x. Departure frequency for all IFR departures, unless otherwise instructed:
- | | | |
|--------------------------|--------|-------|
| 1. <i>PDK, LZU.</i> | 126.97 | SAT-P |
| 2. <i>RYY, MGE, FTY.</i> | 121.0 | SAT-F |
| 3. <i>AHN.</i> | 132.47 | AHN-E |
| 4. <i>CSG, LSF.</i> | 125.5 | CSG-Z |
| 5. <i>MCN, WRB.</i> | 124.2 | MCN-M |
6. If the above are combined to a different position, A80 will advise ATCT of appropriate frequency to issue.
- xi. Not initiate automated tracks unless authorized by A80.

3. APPENDIX 1. DATA BLOCK SCRATCHPAD ENTRIES

BLAN K	ATIS Advertised Approach	##	ATIS Advertised Approach with Runway
V##	Visual Approach	T##	TACAN Approach
I##	ILS Approach	G##	RNAV (GPS) Approach
N##	NDB Approach	P##	RNAV (RNP) Approach
R##	VOR Approach	L##	Localizer Approach