

ORDER

A80 7110.65H

Atlanta Terminal Radar Approach Control (A80)



Standard Operating Procedures

July 9, 2026

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Chapter 1. General

Section 1. Introduction

1-1-1. PURPOSE

This Order establishes standard operating procedures for use by persons providing air traffic control services at Atlanta Terminal Radar Approach Control (A80 TRACON) on the VATSIM network. This Order is designed to supplement national and regional directives.

1-1-2. Approval

Zach Williams

Air Traffic Manger

Virtual Atlanta ARTCC

1-1-3. DISTRIBUTION

All personnel controlling the A80 TRACON.

1-1-4. CANCELLATION

This order cancels A80 7110.65G CHG 1 dated prior to August 28, 2025.

1-1-5. EFFECTIVE DATE

This order is effective July 9, 2026.

Section 2. General Airspace

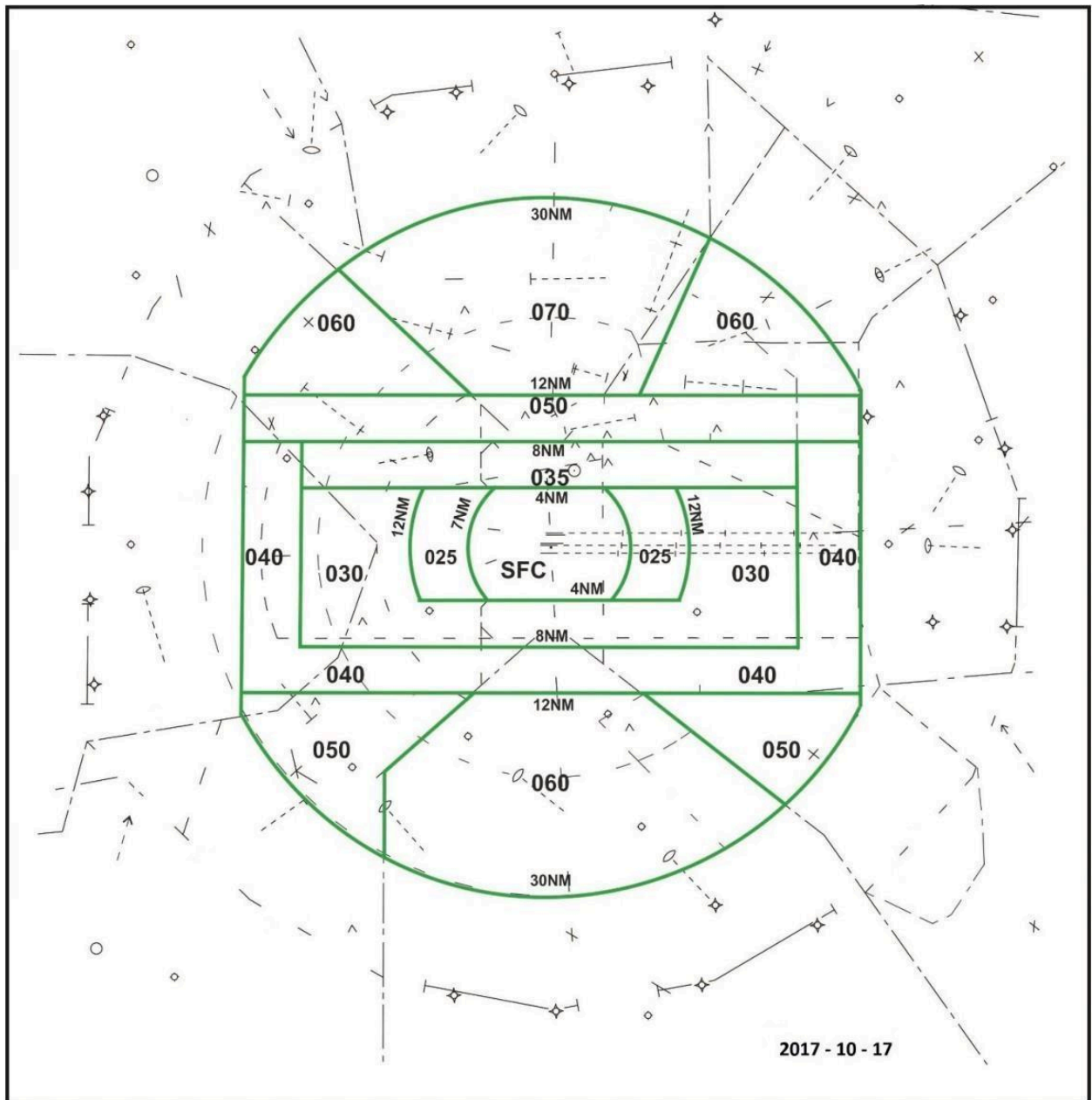
TBL 1-2-1

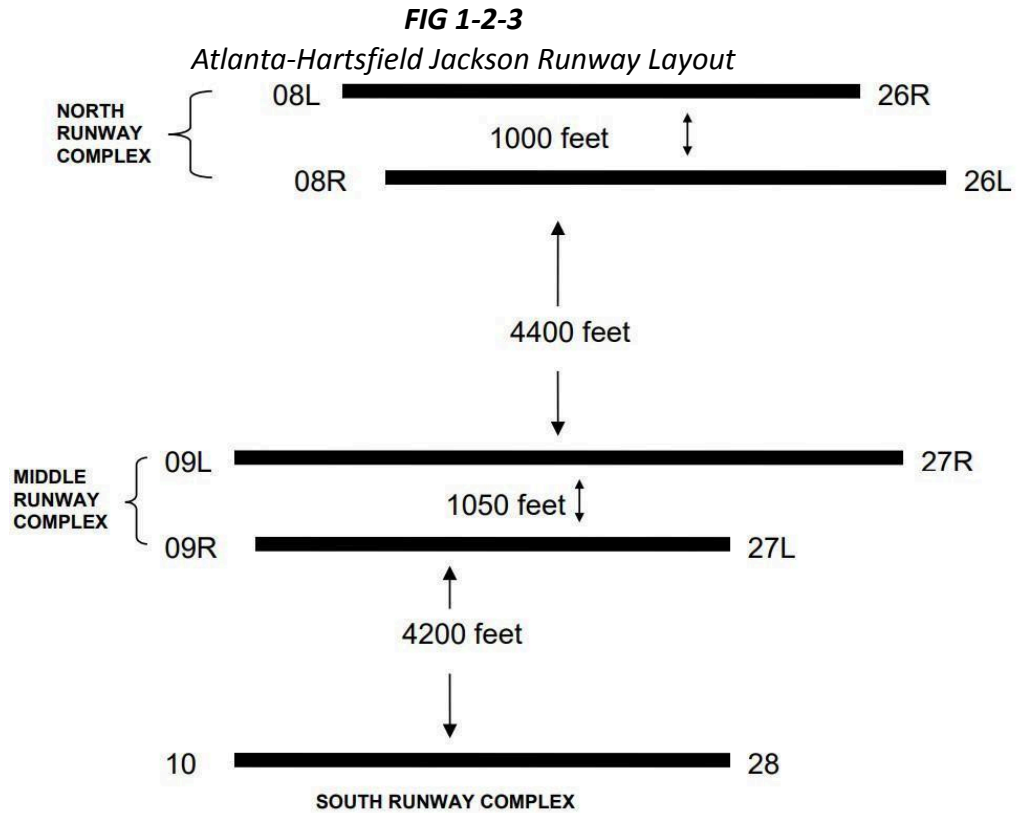
Operational Positions and Associated Frequencies

TAR		AR		DR		SAT		OUTERS	
TAR-H	134.725	AR-O	124.600	DR-N	133.475	SAT-P	126.975	SAT-E	132.475
TAR-D	128.000	AR-V	127.250	DR-S	125.650	SAT-F	121.000	SAT-3E	119.875
TAR-L	128.525	AR-A	135.375	DR-I	121.225	SAT-X	119.800	MCN-M	124.200
TAR-Y	124.725					SAT-G	128.575	MCN-W	119.600
						SAT-Q	124.300	CSG-Z	125.000
								CSG-R	126.550

NOTE – Normally AR combines to TAR. Normally TAR, SAT, and the Outers combine to DR.

FIG 1-2-1
Atlanta Class B Airspace (top is 12,500ft)





NOTE – Same runway complex requires 3nm/applicable wake turbulence separation. Separate complexes are approved for simultaneous independent instrument approaches or visual approaches.

Section 2. General Operating Procedures

1-2-1. TRAFFIC MANAGEMENT

- a. Comply with traffic management initiatives.
- b. Do not change routes or proposal times for aircraft participating in traffic management programs without prior coordination.

1-2-2. AIRSPACE JURISDICTION

Control positions have responsibility for 500 feet below the depicted lower altitude limit within their areas of jurisdiction. This airspace may be used by VFR aircraft only, without coordination. This excludes the AR airspace where the lower IFR limit is 2500 MSL. SAT retains at and below 2400 MSL for VFR operations outside of the CLASS B.

NOTE – *This is NOT intended to extend the lower limits of delegated airspace for use by IFR aircraft.*

1-2-3. CLASS B / TRSA AIRSPACE

VFR aircraft operating within the Atlanta Class B or Macon TRSA Airspace should be assigned an appropriate VFR altitude.

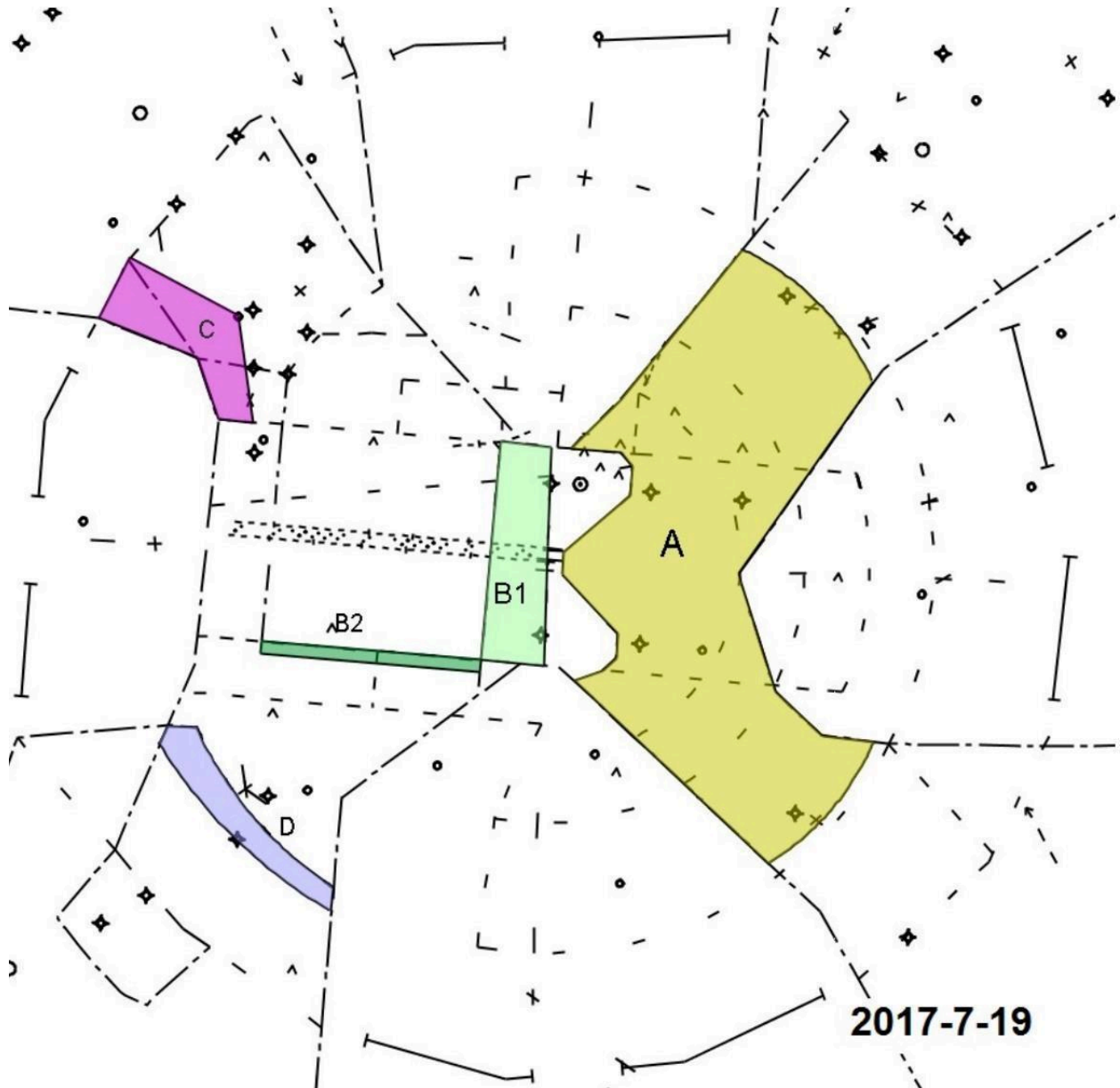
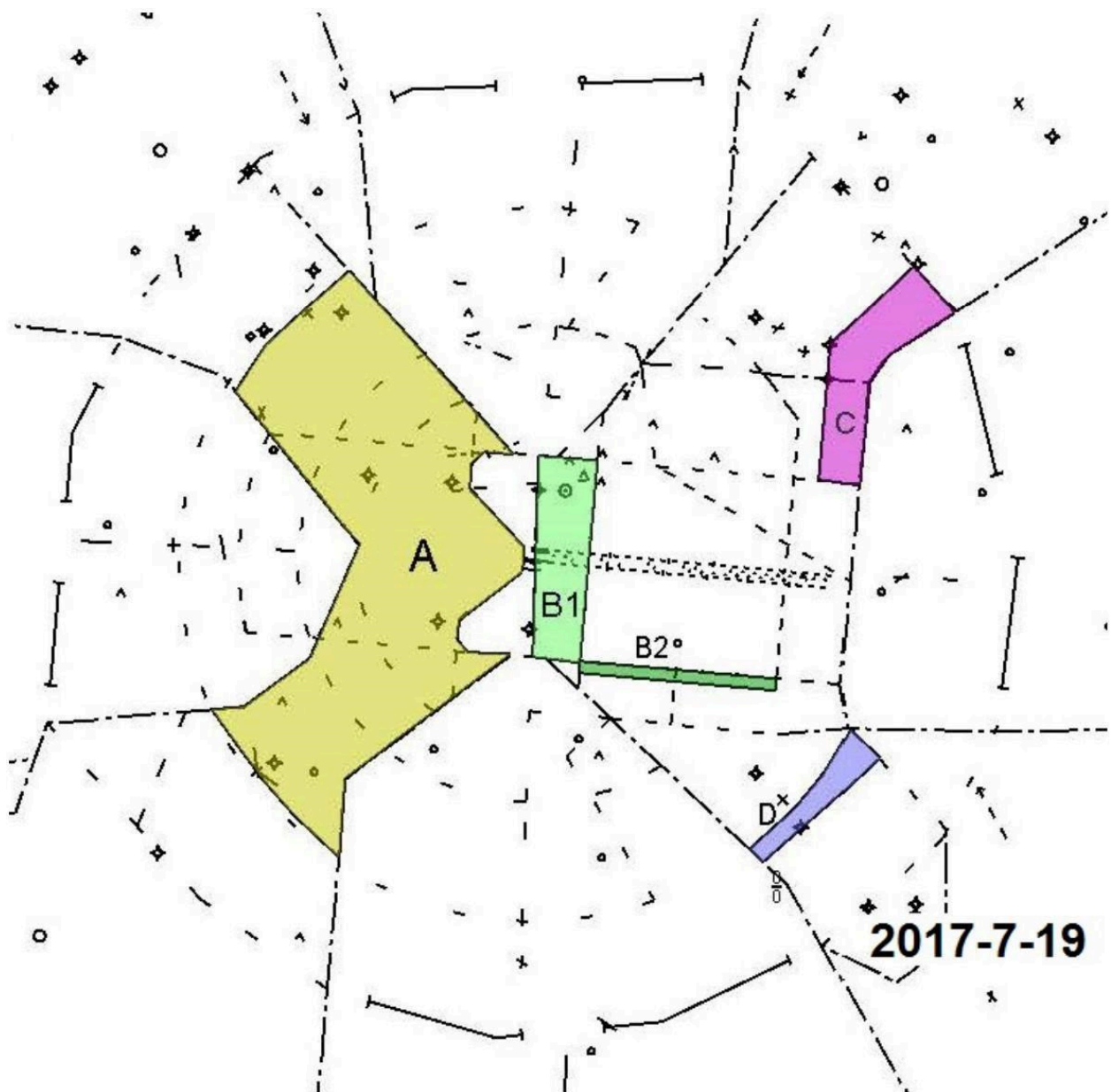
1-2-4. PREARRANGED COORDINATION PROCEDURES (P-ACP)**FIG 1-2-4***Prearranged Coordination Areas - East Configuration*

FIG 1-2-5
Prearranged Coordination Areas - West Configuration



- a. As depicted in Figures 1-2-1 and 1-2-2, the following areas are defined for the following uses:
- i. **AREA "A"** – DR is authorized to use the airspace of TAR that laterally overlies their DR airspace within 30 miles of ATL, as depicted with the ATL Class B.
 - ii. **"B1"** – Arrival side of ATL Airport SAT Corridor: AR is authorized to use SAT airspace for aircraft on the downwind to ATL. AR-V is permitted to use the north downwind and AR-A is permitted to use the south downwind. When 3 Final positions are in

operation, AR-O is not authorized to use P-ACP without prior coordination with the appropriate AR position.

- iii. **"B2"** – Arrival Base Leg, Shaded area between the lateral boundary of the ATL Class B, where SAT jurisdiction is SFC – 030 and the common boundary between AR and SAT. AR-A is authorized to use SAT airspace for aircraft on the base leg to ATL.
 - iv. **"C"** – SAT-P or F (depending on the operation) is authorized to use the designated TAR airspace.
 - v. **"D"** – TAR Base Leg, shaded area prior to the lateral limits of the ATL Class B. TAR is authorized to descend no lower than 5,000 MSL through SAT airspace.
- b. The position initiating the use of the prearranged coordinated area is responsible to provide radar separation, including wake turbulence application, from all traffic when utilizing this procedure.
 - c. Controllers who penetrate another controller's airspace using P-ACP must display data block information of that controller's aircraft which must contain, at a minimum, the position symbol and altitude information.

NOTE 1 – Mode C may not be used for separation purposes under P-ACP.

NOTE 2 – The authority to use P-ACP combines along with the position.

1-2-5. AUTOMATED POINT-OUT PROCEDURES

The automated point-out function may be used in lieu of verbally initiating and coordinating a point-out. However, due to VATSIM limitations, the receiving controller must verbally approve the point-out. The following procedures apply:

- a. Limitations.
 - i. Automated point-outs must not be used without a validated Mode C.
 - ii. Automated point-out procedures must not be used to point out aircraft to any control tower, except as per letter of agreement.
 - iii. The transferring controller must ensure all data block information is accurate, to include the Mode C readout, prior to initiating an automated point-out.
- b. The transferring controller must define the following in the scratch pad/temporary altitude:
 - i. Exit fix (e.g., NO1, EA2, 3S1, 2W2, PLR, CTN, etc.) or
 - ii. Destination airport (e.g. PDK, ATL, FTY, etc). Do not put an A80 airport in the scratch pad unless the aircraft will actually land at that airport.
 - iii. Altitude when not included in the route of flight. Enter assigned altitude via the temporary altitude (+###) function.

- c. The transferring controller is not required to make scratch pad entries under the following conditions:
- i. Aircraft inbound to ATL that are high on the base leg may be pointed out to DR. This indicates the aircraft is descending to altitudes within the lateral limits of TAR airspace.
 - ii. Aircraft inbound to ATL established on the downwind with AR airspace may be pointed out to SAT. This indicates the aircraft will remain within 25 miles of ATL and is released for descent to 3,000 feet.
 - iii. Aircraft inbound to ATL on base leg or final, within AR airspace where the lower limit is 3,000 feet, may be pointed out to SAT. This indicates that the aircraft will remain on a base leg to final flight path and is released for descent to FAF altitude.
 - iv. VFR aircraft transitioning through the Final (AR) airspace must remain outside of the CLASS BRAVO. **NOTE** – *A point-out is not required for VFR aircraft transitioning the area where SAT owns SFC-2,400 for VFR operations only. However, the data block should be forced to the appropriate Final controllers for VFR aircraft between 2,000 and 2,400ft.*
- d. The receiving controller must evaluate the information contained in the data block (if required) and may:
- i. Approve the point out via STARS automation.
 - ii. Accept a hand off via STARS automation.
 - iii. Verbally coordinate as necessary (hand off, point out, unable, restrictions, etc).

NOTE – *Failure of the receiving controller to take one of the above actions constitutes a disapproval of the point out and the transferring controller should initiate other alternatives.*

Chapter 2. Terminal Arrival Radar (TAR)

Section 1. Area of Jurisdiction

FIG 2-1-1

TAR Airspace East Configuration

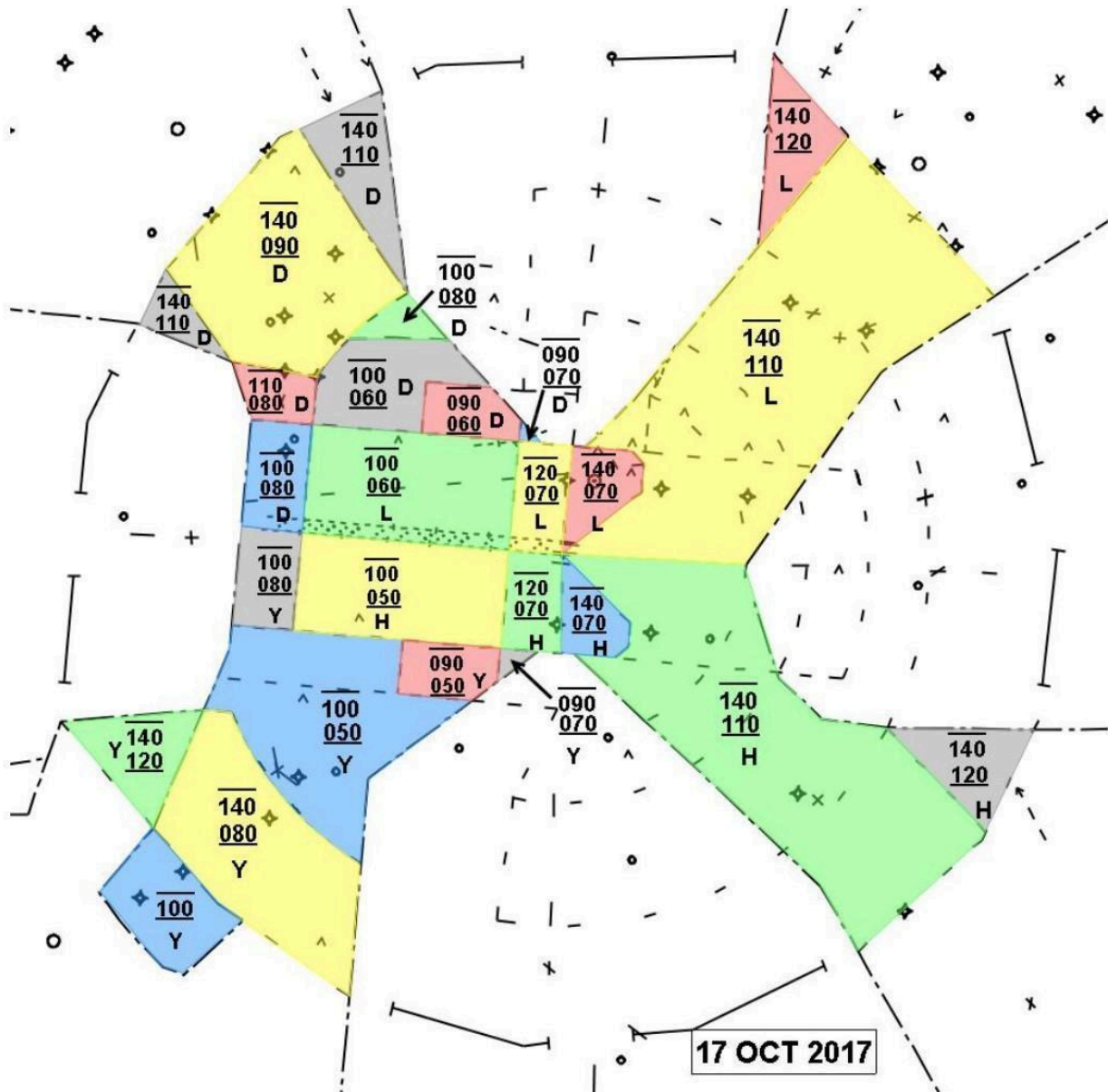
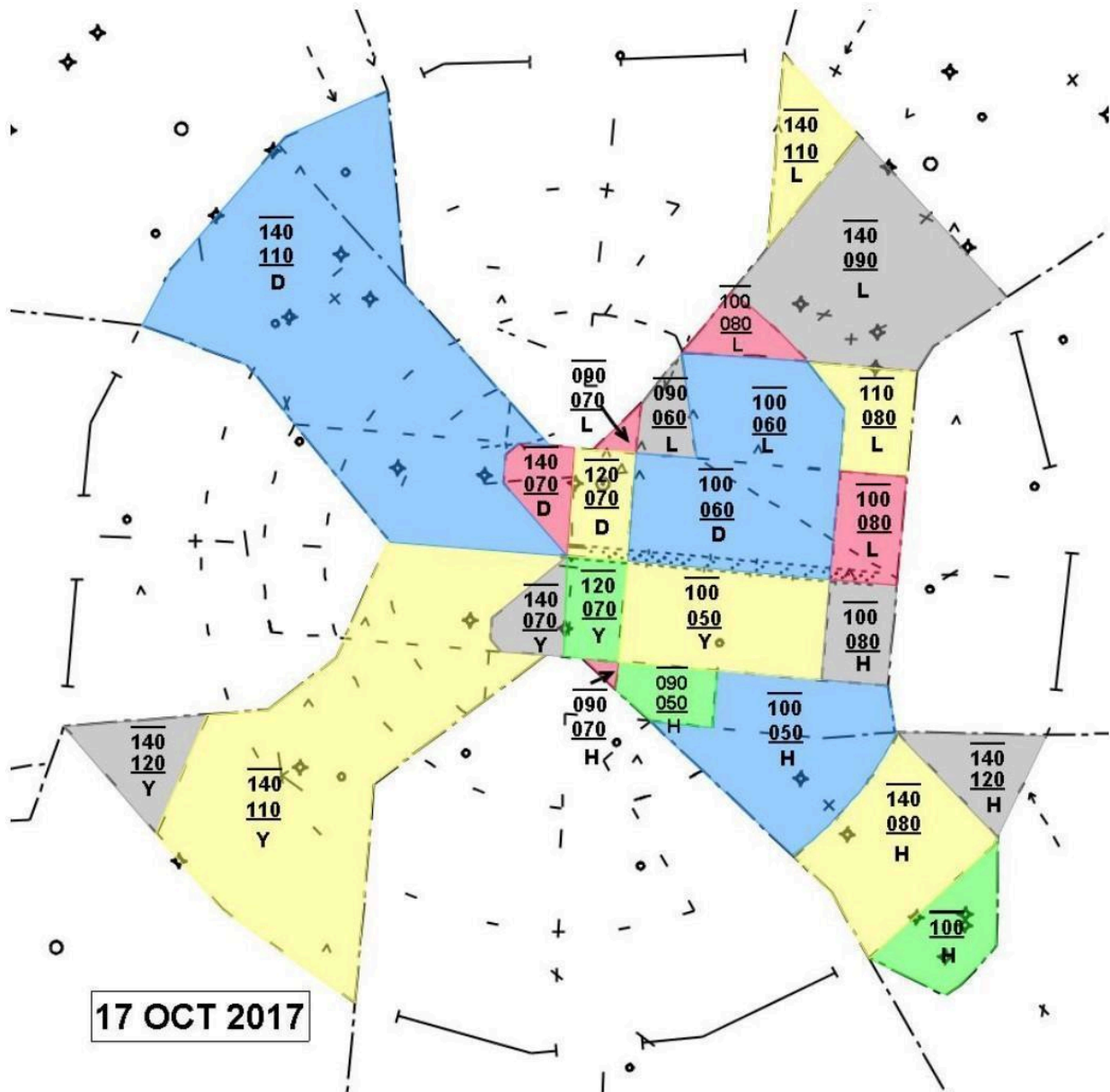


FIG 2-1-2
TAR Airspace West Configuration



Section 2. Position Information

TBL 2-2-1

Frequencies/Combining Positions		
TAR-H	134.725	Base Frequency
TAR-D	128.000	Combines to TAR-H
TAR-L	128.525	Combines to TAR-D
TAR-Y	124.725	Combines to TAR-H

Section 3. Position Duties and Responsibilities

- a. Duties and responsibilities are IAW FAAO 7110.65, Terminal Radar Team Position Responsibilities.
- b. Provide approach control service to aircraft arriving ATL.
 - i. *Dual Operation.* TAR-D/L will normally assign aircraft Runway 8L/26R and TAR-H/Y will normally assign aircraft Runway 9R/27L.
 - ii. *Triple Operation.* TAR-D will normally assign 9L/R landing east and 26L/R landing west; TAR-H/Y will normally assign Runway 10/28; and TAR-L will normally assign Runway 8L/R landing east and Runway 27L/R landing west.
- c. On initial contact, inform aircraft of the approach and landing runway to expect when assigning or changing an aircraft to a runway that will require a side-step maneuver to land.
- d. Ensure user receipt of current arrival ATIS.
- e. As appropriate, the transferring TAR controller shall ensure that changes to the runway assignment, runway transition, and/or type of approach are issued to and acknowledged for by aircraft, for the correct Final Position prior to transfer of communications.

NOTE 1 – Outside of 10 miles from the RNAV Runway Transition Waypoint:

Example – “(Aircraft ID) change transition to runway two six right.”

NOTE 2 – At and inside of 10 miles from the RNAV Runway Transition Waypoint:

Example – “(Aircraft ID) change runway to runway two seven left, FLY HEADING ###”.

- f. If a runway change is issued when an aircraft is on the downwind or base leg, issue the new localizer frequency associated with the new runway.

Section 4. Position Standard Operating Procedures

2-4-1. MANAGING TAR TRAFFIC

TAR primarily feeds traffic to AR from either the base leg or downwind leg.

NOTE – Refer to Chapter 1, Fig 1-2-3 for the depiction of the “North”, “Middle”, and “South” Complexes. Refer to Chapter 3, Figures 3-1-1 and 3-1-2 for the definition of the “Inner” and “Outer” final boxes.

a. Base leg feed:

- i. Ensure aircraft placed on the base leg can remain on the base leg and be contained within AR airspace.
- ii. Traffic should be at a manageable speed, usually not above 210 knots.
- iii. DUAL runway operation, NORTH base leg;
 1. NORTH Complex – The clearance limit is 6000’ in the “inner” final box and 8000’ in the “outer” final box.
 2. MIDDLE Complex – The clearance limit is 8000’ in the “outer” final box.
 3. SOUTH Complex – The clearance limit is 8000’ in the “outer” final box.
- iv. DUAL runway operation, SOUTH base leg;
 1. NORTH Complex – The clearance limit is 6000’ in the “outer” final box.
 2. MIDDLE Complex – The clearance limit is 5000’ in both the “inner and outer” final boxes.
 3. SOUTH Complex – The clearance limit is 5000’ in both the “inner and outer” final boxes.
- v. TRIPLE runway operation, NORTH base leg;
 1. NORTH Complex – The clearance limit is 6000’ in the “inner” final box.
 2. MIDDLE Complex – The clearance limit is 9000’ in the “outer” final box.
 3. SOUTH Complex – The clearance limit is 9000’ in the “outer” final box.
- vi. TRIPLE runway operation, SOUTH base leg;
 1. NORTH Complex – The clearance limit 6000’ in the “outer” final box.
 2. MIDDLE Complex – The clearance limit is 8000’ in the “outer” final box.
 3. SOUTH Complex – The clearance limit is 5000’ in both the “inner and outer” final boxes.

b. Downwind leg feed:

- i. Ensure downwind aircraft are established on the appropriate RNAV STAR or on a vector to emulate the RNAV STAR.
- ii. Traffic should be at a manageable speed, usually not above 210 knots.

- iii. Downwind leg clearance limit is normally 7,000 feet. Pattern traffic may be at a lower altitude in TAR airspace.
- c. Display the automated data tag (point out) to the appropriate TAR controller(s) when sequencing traffic to a final not normally associated with your TAR position.
***EXAMPLE** — When an aircraft inbound from the Southeast on the base leg is requesting a North complex runway, TAR-H shall ensure the data block is pointed out to TAR-D and TAR-L.*

2-4-2. CONTROL TRANSFER BETWEEN TAR AND AR

- a. The TAR controller may change assigned heading, airspeed, and altitude of an aircraft after the handoff to AR has been accepted.
- b. Non-RNAV downwind aircraft shall display "NR#" in the Scratch Pad, where # is the second number of the arrival runway. Aircraft transitioning from the north via the outside base leg on radar vectors must be verbally coordinated with AR or have "NR#" in the Scratch Pad.
***EXAMPLE** — "NR6" for 26R; "NR8" for 8L in east flow or 28 in west; "NR0" for 10.*

2-4-3. CONTROL TRANSFER BETWEEN TAR POSITIONS

- a. The transferring TAR controller may change assigned heading, airspeed, and altitude after the receiving TAR controller accepts the handoff when traffic is being flowed.
- b. For aircraft flowed from the northeast or northwest long side/downwind leg, the transferring TAR (D or L) controller releases control for:
 - i. Turns when aircraft is 15 miles or less from ATL;
 - ii. Descent not below 12,000 feet;
 - iii. Speed restrictions not below 250 knots until the aircraft is 20 miles from ATL.
- c. For aircraft flowed from the southeast or southwest long side/downwind leg, the transferring TAR (H or Y) controller releases control for:
 - i. Turns;
 - ii. Descent not below 12,000 feet;
 - iii. Speed restrictions not below 250 knots until the aircraft is 20 miles from ATL.
- d. For aircraft flowed from the Base Leg to the Downwind during FTA's, the transferring TAR controller shall initiate a descent to 9,000 feet prior to communications transfer. The transferring TAR controller releases control for turns and speed restrictions not below 210 knots until the aircraft is 25 miles from ATL, and control for descent to 6,000 feet (TAR-D/L) or 5,000 feet (TAR-H/Y) and speed restrictions not below 180 knots inside of 25 miles from ATL, unless otherwise coordinated.
- e. For aircraft flowed from the Opposite Direction Base Leg during FTAs, the transferring TAR controller shall initiate a descent to 10,000 feet. The transferring TAR controller releases

control for turns into / toward FINAL O airspace, descent, and speed no less than 210 KTS, inside 29 miles from ATL.

Section 5. Potential Problem Areas

- a. Failure to descend base leg arrivals for the South Complex in a timely manner may result in aircraft being too high for AR to ensure proper IFR separation at turn-on to the final approach course.
- b. Failure of TAR to transfer communication to AR in a timely manner may result in a loss of separation.
- c. Failure of TAR to ensure base leg traffic is contained within AR delegated airspace may result in a loss of separation.
- d. Failure to issue runway changes and/or localizer frequencies in a timely manner may result in aircraft on the wrong final.

Chapter 3. Arrival Radar (AR)

Section 1. Area of Jurisdiction

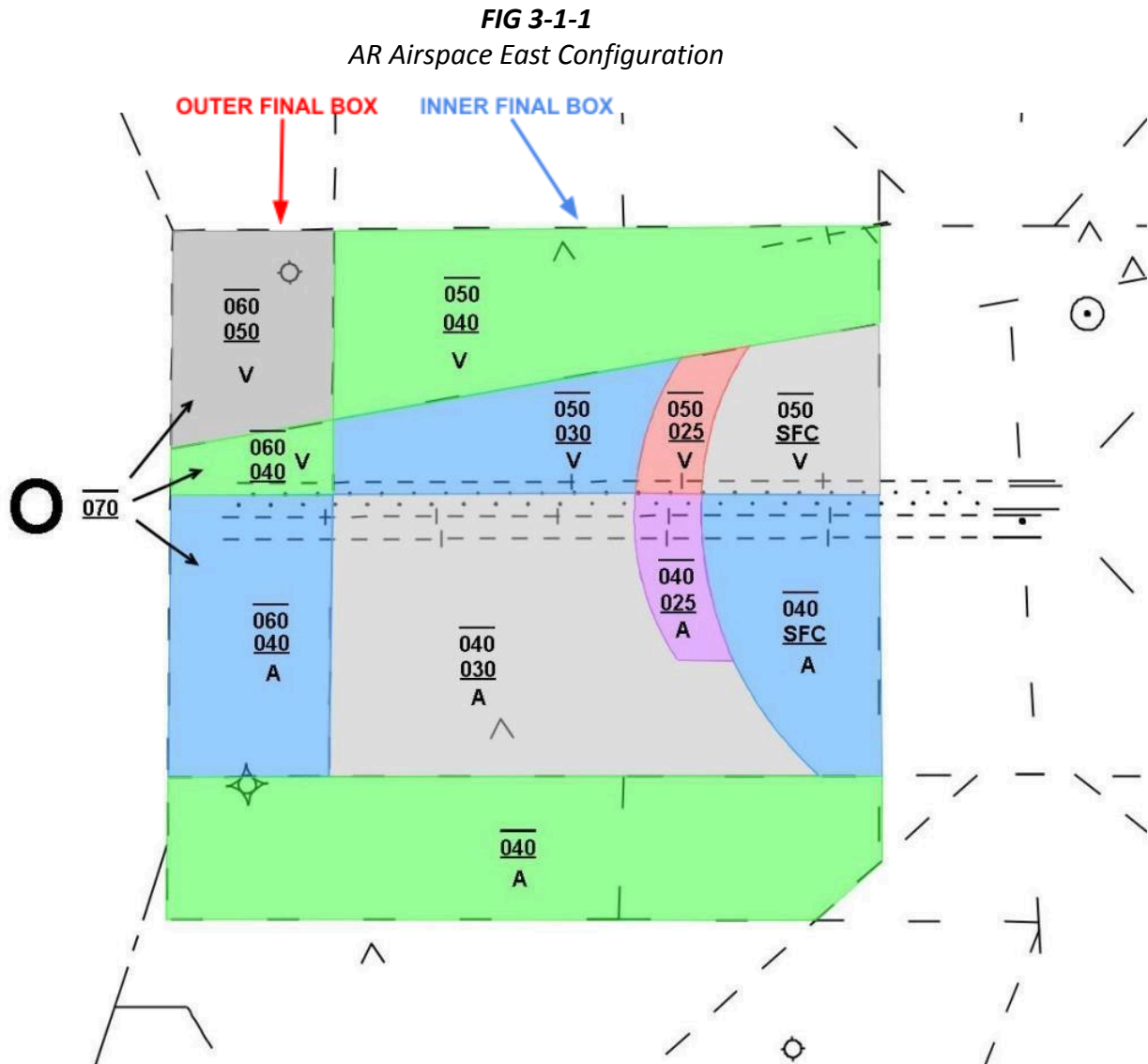
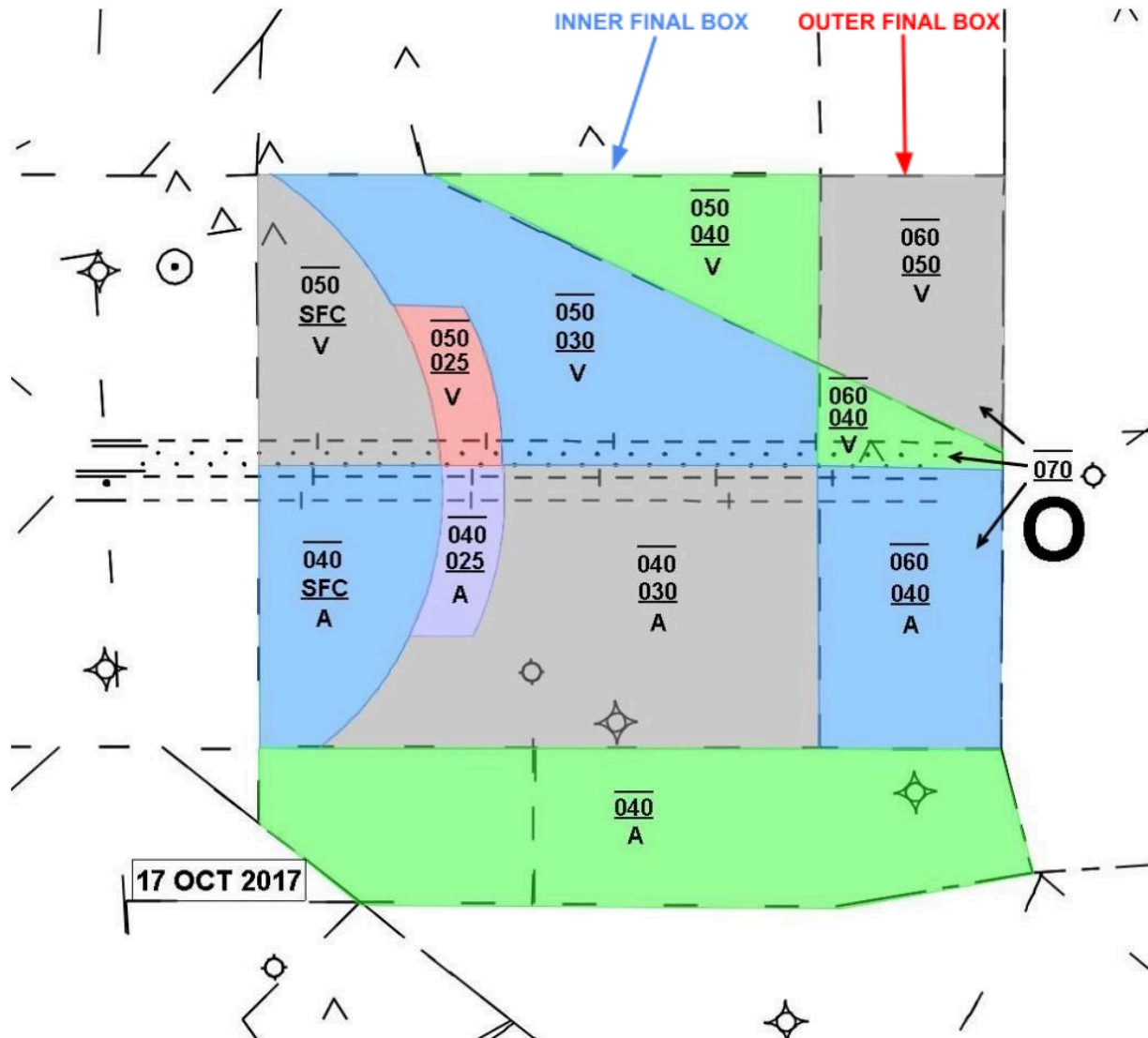


FIG 3-1-2
AR Airspace West Configuration



NOTE – When conducting operations to two arrival runways (Duals) that portion of AR-O airspace north of the RWY 9R/27L centerline is delegated to AR-V.

IAW para 1-2-2a, AR may use 500 feet below their lateral limits for VFR operations only, EXCEPT in the area where the lower limit is 2500 MSL.

Section 2. Position Information

TBL 3-2-1

Frequencies/Combining Positions		
AR-O	124.600	Base Frequency
AR-V	127.250	Combines to AR-O
AR-A	135.375	Combines to AR-O

Section 3. Position Duties and Responsibilities

- a. Duties and responsibilities are IAW FAAO 7110.65, Terminal Radar Team Position Responsibilities.
- a. Maintain a consistent interval on the final approach course IAW FAAO 7110.65 minima.
- b. Should, on initial contact, restate the landing runway assignment.
- c. Enter the landing runway in the scratch pad for any aircraft landing on other than a designated arrival runway and force a full data block on the appropriate Tower position(s). This includes Runway 10/28 when Full Triple Arrival (FTA) Procedures are not in use.

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. When FTA procedures are in use, individual coordination to use runway 10/28 is not required.

- d. Unless otherwise coordinated, a hand-off and transfer of communications shall be accomplished to ensure that final controllers work all aircraft assigned a runway for which they have responsibility.
- e. The Final Controller initiating a runway change shall ensure that the new runway assignment and localizer frequency are issued to and acknowledged for by the aircraft.
- f. Prior to communications transfer to another Final Controller, ensure the correct runway assignment and associated localizer frequency has been issued to and acknowledged for by the aircraft.
- g. To the maximum extent practical, allow aircraft navigating on an RNAV STAR that contains altitude restrictions, to remain on the star by issuing “Descend Via” and approach clearances when appropriate.

Section 4. Position Standard Operating Procedures

3-4-1. SCRATCH PAD INFORMATION

- a. As appropriate, use the Scratch Pad entries contained in the Atlanta Large TRACON and Atlanta Airport Traffic Control Tower Letter of Agreement. This constitutes coordination with ATL ATCT using Automated Information Transfer (AIT).
- b. When a controller enters a “V” or “VR” into the scratch pad, the controller is declaring that the aircraft is OR will be cleared for a visual approach prior to losing standard separation with any other aircraft on an adjacent final. Use “VS” to indicate that your pilot is providing visual separation with other aircraft and is or will be cleared for an ILS.
- c. The controller entering the scratch pad entry accepts all separation responsibility for that aircraft from aircraft on the adjacent finals.

3-4-2. INTERCEPT OF THE FINAL APPROACH COURSE

Turbojet and four-engine propeller-driven aircraft arriving Atlanta must be controlled in a manner that ensures the aircraft are established on the extended runway centerline a minimum of five (5) miles from the approach end of the runway.

3-4-3. ARRIVALS TO TWO RUNWAYS (DUALS)

a. Simultaneous Visual Approaches

- i. Assign headings that will:
 1. Ensure a track to intercept the extended centerline of the runway at an angle not greater than 30 degrees.
 2. Ensure a track to intercept the final approach course at an angle not greater than 30 degrees and a speed not to exceed 210 knots during turn onto final when utilizing runways 9R/27L and 10/28. (Waiver 09-T-09 – see appendix 1)
- ii. AR-V normally issues a clearance limit of 5,000 feet or above.
- iii. AR-A/O normally issues a clearance limit of 4,000 feet or below.

b. Simultaneous Visual/Instrument Approaches

- i. Instrument Approach North/VA South:
 1. AR-V conducts Instrument approaches, normally issues a clearance limit at or above 5,000 feet, and turns on outside HAINZ, BOYKN, MAASN, SEJAY, JAAJJ, PEARI, ARRBE or GGUY.
 2. AR-A/O conducts visual approaches; normally issues a clearance limit of 4,000 feet or below and assigns aircraft a heading to intercept the extended runway centerline at an angle not greater than 30 degrees.
- ii. Instrument Approach South/VA North:

1. AR-A/O conducts Instrument approaches; normally issues a clearance limit of 4,000 feet or below, and turns on outside HRDEY, EEASY, CTEEE, MRCER, GRMPI or WONZR.
2. AR-V conducts visual approaches, normally issues a clearance limit at or above 5,000 feet, and assigns aircraft a heading to intercept the extended runway centerline at an angle not greater than 30 degrees.

NOTE – *Weather requirements for visual approaches dictate that aircraft vectored to intercept parallel final approach courses at the same altitude would be in VFR conditions; therefore the controller conducting Instrument approaches should issue specific traffic information to aircraft vectored to intercept the final approach course inside the appropriate outer fix, side-by-side with aircraft conducting visual approaches.*

c. Simultaneous Independent Instrument Approaches (SIAPS)

- i. Aircraft shall be turned on so as to ensure they are established on the FAC at altitudes in accordance with the fix identified in Table 3-4-2 except in the following cases.
 1. Visual separation is applied.
 2. 1,000 feet vertical or a minimum of three (3) miles radar separation between aircraft during turn-on to parallel final approach courses (FAC) is provided.
 3. AR controllers providing separation in accordance with (1) or (2) above are responsible for that separation until the aircraft is at the TCP (FAF).
- ii. Traffic vectored to the North Runway FAC shall be at or above 5,000 feet unless coordination has been effected with AR-A/O.
- iii. Traffic vectored to the South Runway FAC shall be at or below 4,000 feet unless prior coordination has been effected with AR-V.

3-4-4. ARRIVALS TO THREE RUNWAYS (TRIPS)

a. Simultaneous Triple Visual Approaches

- i. Assign headings that will:
 1. Ensure a track to intercept the extended centerline of the runway at an angle not greater than 30 degrees.
 2. Ensure a track to intercept the final approach course at an angle not greater than 30 degrees and a speed not to exceed 210 knots during turn onto final when utilizing runways 9R/27L and 10/28. (Waiver 09-T-09 – see appendix 1)
- ii. AR-V normally issues a clearance limit between 5,000 and 6,000 feet.
- iii. AR-O normally issues a clearance limit of 7,000 feet.

- iv. AR-A normally issues a clearance limit of 4,000 feet or below.

b. Combination Instrument/VA Approaches

- i. Instrument or Visual approaches may be conducted to any combination of runways.

NOTE – *Nothing in this paragraph is intended to preclude clearing an aircraft for visual approach that was originally cleared for an Instrument approach*

- ii. Assign headings that will:
 - 1. Ensure a track to intercept the extended centerline of the runway at an angle not greater than 30 degrees.
 - 2. Ensure a track to intercept the final approach course at an angle not greater than 30 degrees and a speed not to exceed 210 knots during turn onto final when utilizing runways 9R/27L and 10/28. (Waiver 09-T-09 – see appendix 1)
- iii. AR-V normally issues a clearance limit of 5,000 feet.
- iv. AR-O normally issues a clearance limit of 7,000 feet.
- v. AR-A normally issues a clearance limit of 4,000 feet or below.

NOTE 1 – *Weather requirements for visual approaches dictate that aircraft vectored to intercept parallel final approach courses at the same altitude would be in VFR conditions. Therefore, the controller conducting Instrument approaches should issue specific traffic information to aircraft vectored to intercept the final approach course inside the appropriate outer fix, side-by-side with aircraft conducting visual approaches.*

NOTE 2 – *IAW Waiver 09-T-09 (see appendix 1), treat runways 9R/10 and 27L/28 as if they are 4300 feet apart when clearing one of those aircraft for a visual approach.*

c. Simultaneous Triple Instrument Approaches (STIAPs)

- i. Aircraft shall be turned on so as to ensure they are established on the FAC at altitudes in accordance with the fix identified in Table 3-4-2 except in the following cases.
 - 1. Visual separation is applied.
 - 2. 1,000 feet vertical or a minimum of three (3) miles radar separation between aircraft during turn-on to parallel final approach courses (FAC) is provided.
 - 3. AR controllers providing separation in accordance with (1) or (2) above are responsible for that separation until the aircraft is at the TCP (FAF).

- ii. Traffic vectored to the North Runway FAC shall be at 5,000 feet unless otherwise coordinated.
- iii. Traffic vectored to the Middle Runway FAC shall be at or above 7,000 unless otherwise coordinated.
- iv. Traffic vectored to the South Runway FAC shall be at or below 4,000 unless otherwise coordinated.
- v. Aircraft being vectored to final approach course shall be on a heading to intercept the extended runway centerline at angle not greater than 20 degrees.

3-4-5. CONTROL TRANSFER

Between AR and TAR: AR may change assigned heading, airspeed, and altitude of an aircraft in TAR airspace after accepting the handoff from TAR. However, AR shall advise TAR prior to initiating vectors to the downwind with base leg traffic.

- a. When sequencing aircraft to the center runway inside of the 7,000-foot turn on fix, AR-O must coordinate with AR-A/V for approval prior to leaving 7,000 feet.
- b. AR-O is authorized to transition TAR-D/H/L/Y airspace when vectoring to the 9L/R or 27L/R final approach course outside the 6,000-foot fix without coordination.

3-4-6. TRANSFER OF COMMUNICATION/CONTROL BETWEEN TRACON AND TOWER

- a. The LC positions shall Quick Look the AR positions, or as appropriate, the TAR or DR positions.
- b. Transfer of control and communications changeover points are identified in TBL 3-4-1.
- c. There are no hours or conditions under which facility policy prohibits the use of the Quick Look function for data transfer. At all times, the LC positions are 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 radar handoff).

TBL 3-4-1*Transfer of Control/Communications Changeover Points Between Local and AR*

RUNWAY	TRANSFER POINT	RUNWAY	TRANSFER POINT
26R	AAJAY	8L	SCHEL
26L	DEJAA	8R	HARSN
27R	OSTRR	9L	VINII
27L	DEPOT	9R	BURNY
28	JUBBA	10	ZMANN

TBL 3-4-2*Capture Points for Simultaneous Instrument Approaches*

TRIPS		DUALS	
26R	ZELOW @ 5,000	26R	HAINZ @ 5,000
27L	SLVAA @ 7,000	27L	SEJAY @ 3,000
28	abeam SEJAY @ 3,000		ROMMM @ 4,000
	PRMAN @ 4,000	8L	JAAJJ @ 5,000
8L	LARII @ 5,000	9R	GGUYY @ 3,000
9R	ANDIY @ 7,000		DFINS @ 4,000
10	abeam GGUYY @ 3,000		
	DEWHY @ 4,000		

3-4-7. GO-AROUND PROCEDURES

NOTE – Unless otherwise coordinated, "North Runway" means 8L/R-26R/L. "South Runway" means 9L/R-27R/L in Duals and 10/28 in Trips.

- a. Go-Around Procedures for Outside Runways
 - i. LC will 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.
 - ii. AR will issue to LC a heading toward the downwind.
 - iii. LC will issue 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 toward the downwind, speed and altitudes changes.
- b. Go-Around Procedures for the Middle Runway
 - i. LC will climb the aircraft to 4,000, resolve all conflicts with Runway 10/28 traffic, retain aircraft in Tower airspace and coordinate with AR-A.
 - ii. AR-A will issue to LC a heading toward the downwind.
 - iii. 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.

3-4-8. BREAKOUT/BLUNDER PROCEDURES

- a. Breakout procedures are used when an aircraft is observed to be deviating (blundering) into the non-transgression zone (NTZ) depicted on the video map.

PHRASEOLOGY – *TRAFFIC ALERT, (call sign), TURN (right/left) IMMEDIATELY HEADING (degrees), and/or CLIMB/DESCEND AND MAINTAIN (altitude).*

- b. After the breakout is initiated as described in paragraph (a) above, cancel approach clearance and issue control instructions as required to re-sequence the aircraft. If necessary, issue a point out to Tower.

3-4-9. REDUCED SEPARATION ON FINAL

Reduced separation on final (2.5NM) is authorized to the following runways in accordance with FAAO 7110.65: 8L, 9R, 10, 26R, 27L, and 28.

Section 5. Potential Problem Areas

- a. There is a potential for loss of IFR separation when turning aircraft on to the FAC.
- b. When swapping aircraft from one final to another, ensure appropriate vertical separation is achieved in order to prevent aircraft from being nose-to-nose at the same altitude.
- c. Not using good judgment and common sense may result in less than optimum performance, thus resulting in degraded efficiency.
- d. During Simultaneous Triple Visual Approaches, it is important for AR-O to assign an altitude to maintain until established on the final approach course when turning on inside the 7,000-foot fix. This will preclude a possible loss of separation by ensuring that aircraft being worked by AR-O do not prematurely descend into AR-A/AR-V traffic being vectored to the final approach course.

Chapter 4. Departure Radar (DR)

Section 1. Area of Jurisdiction

FIG 4-1-1

DR Airspace East Configuration (Duals)

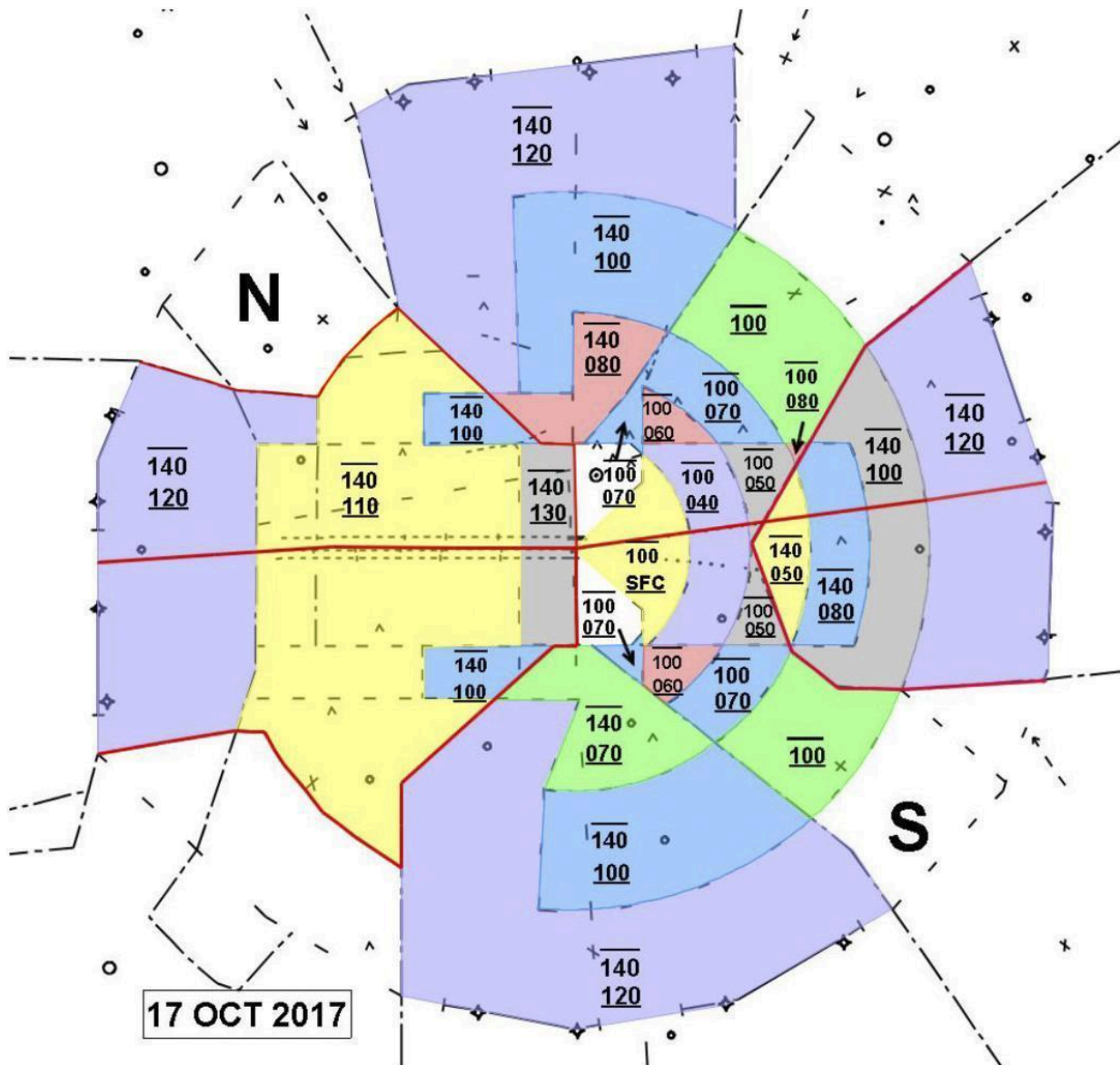


FIG 4-1-2
DR Airspace East Configuration (Trips)

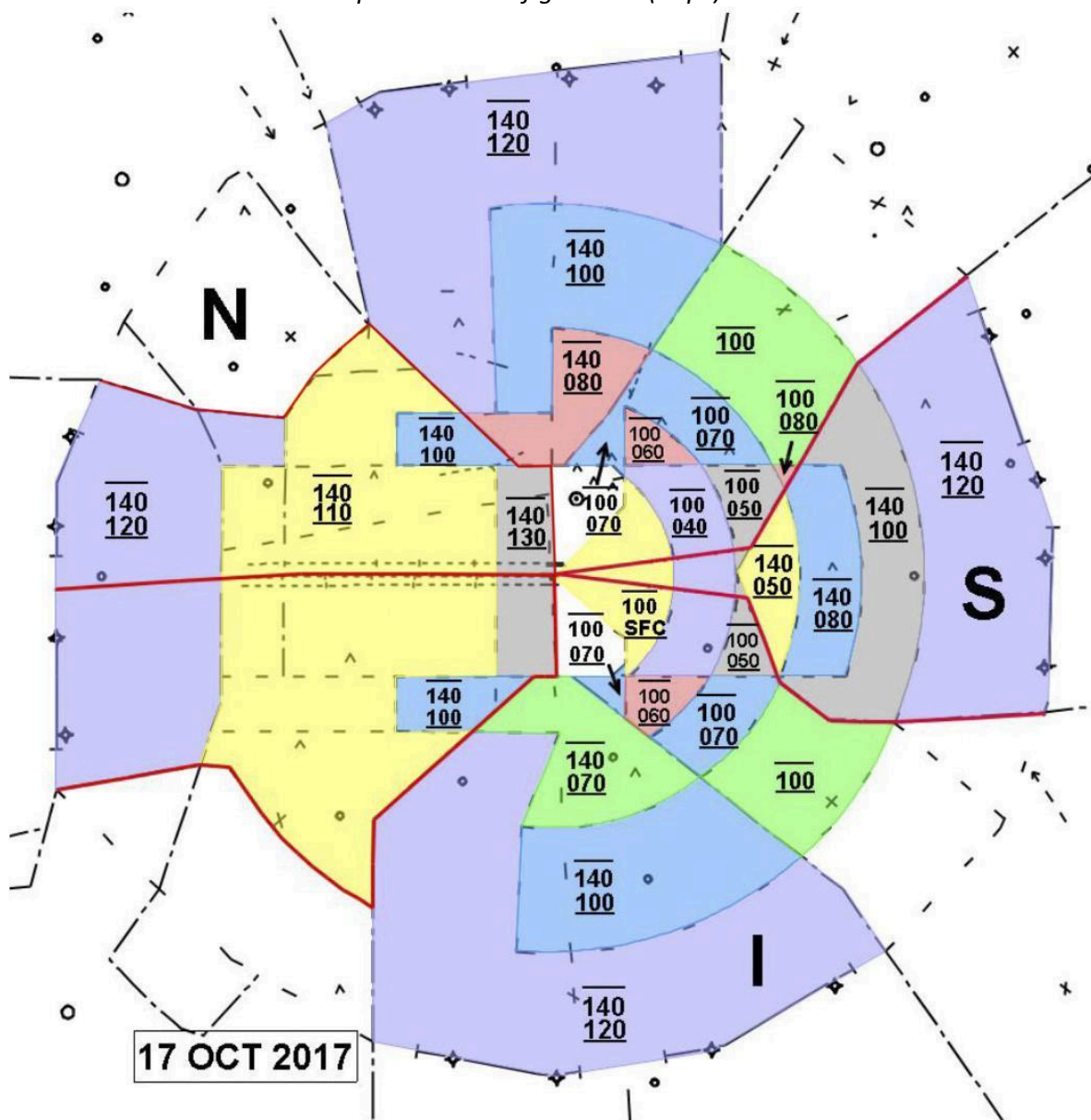


FIG 4-1-3
DR Airspace West Configuration (Duals)

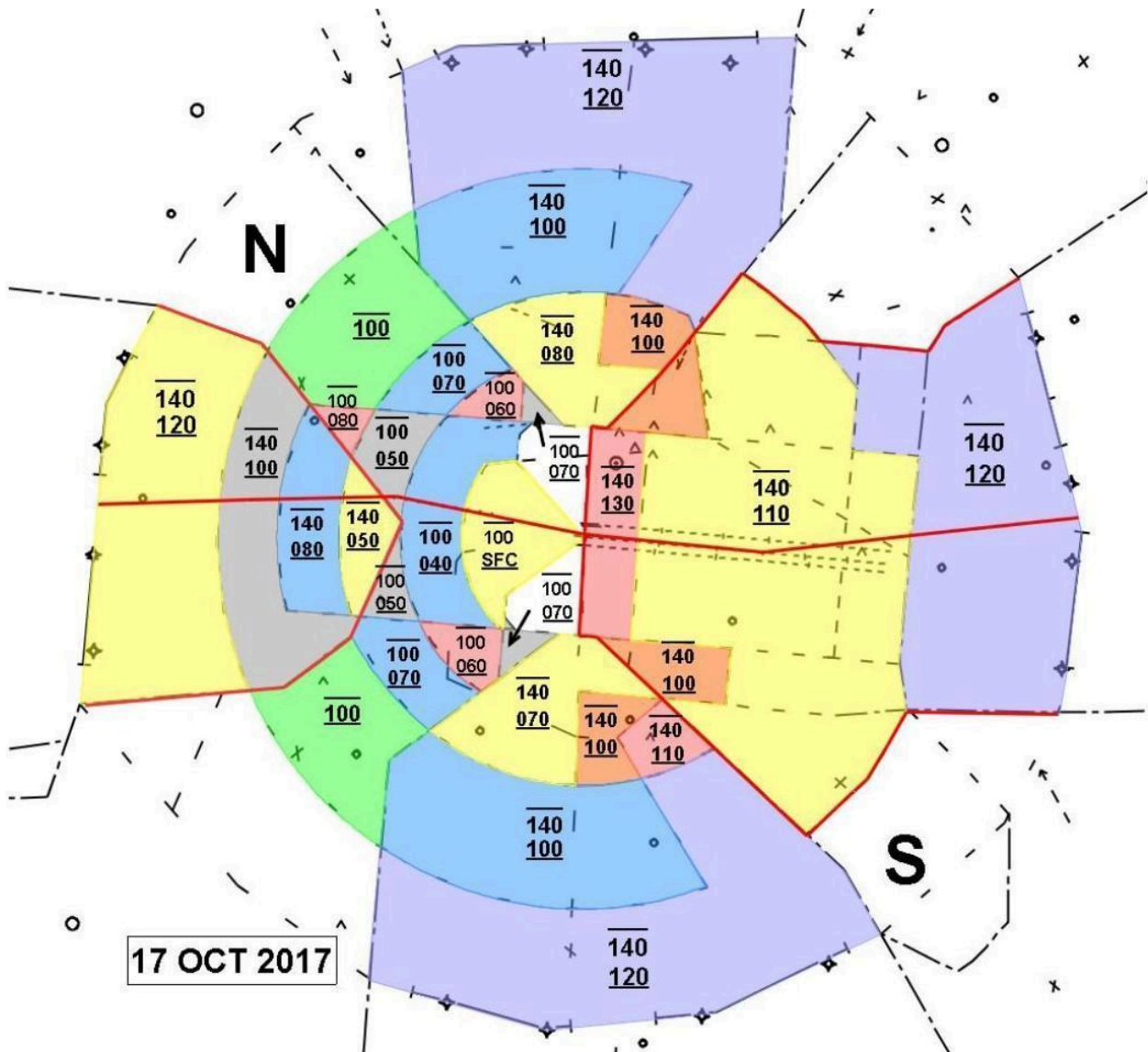
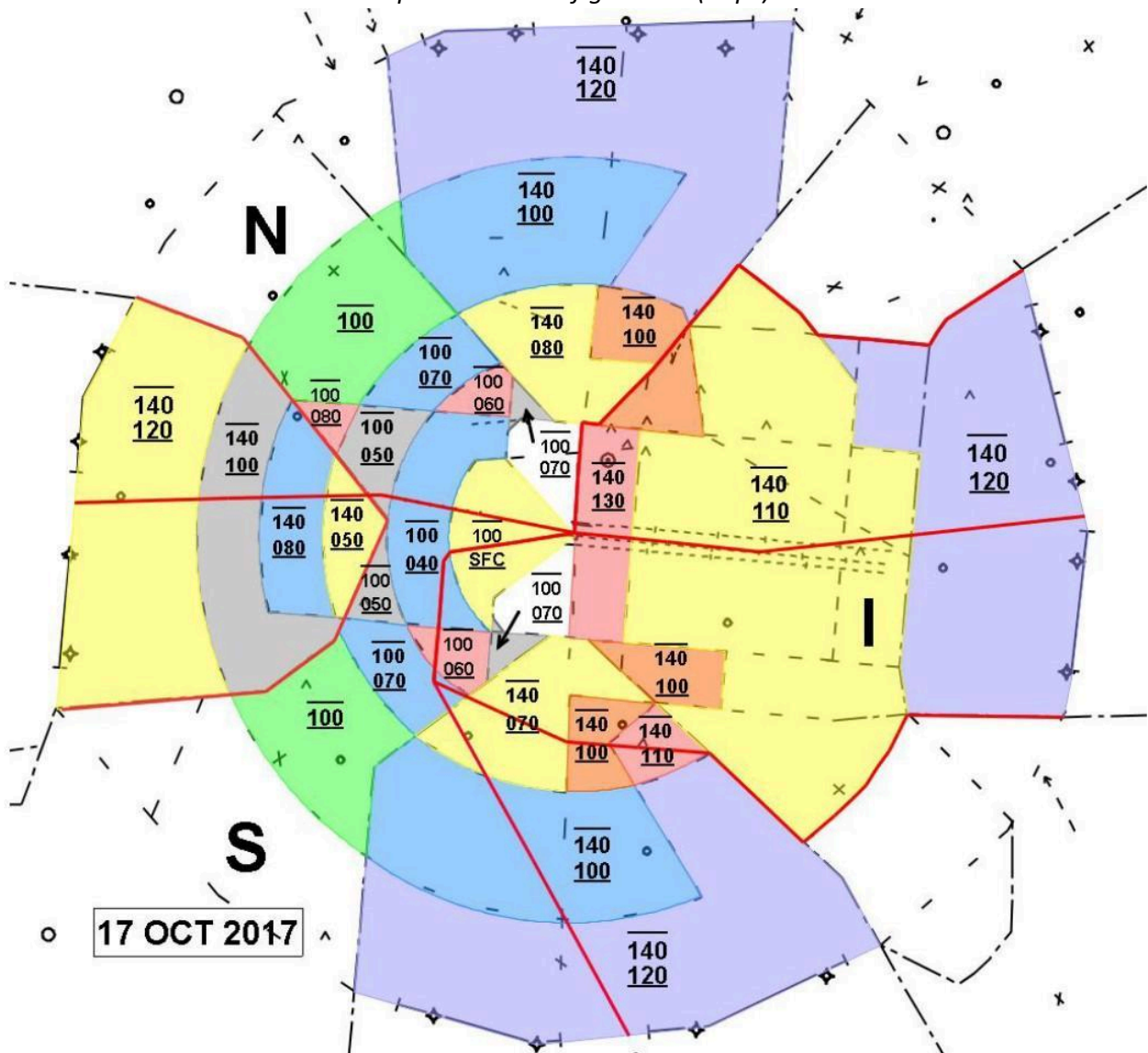


FIG 4-1-4
DR Airspace West Configuration (Trips)



Section 2. Position Information

TBL 4-2-1

Frequencies/Combining Positions		
DR-N	133.475	Base Frequency
DR-S	125.650	Combines to DR-N
DR-I	121.225	Combines to DR-S

- a. Departure Split: The Tower calls the Departure Split.
 - i. Each fix in a Departure Transition Area (DTA) may be individually configured to DR-N, DR-S, or DR-I with the exception of HAALO/BANNG and the North DTA, which cannot be split.
 - ii. When assigning the departure split, the Tower, after coordination with the TRACON, may define splits of one or more fixes in each DTA to be assigned to each DR. Fixes assigned to each DR must be adjacent. (e.g. PLMMR and JACCC may be assigned to DR-N, but not PLMMR and PHIL without JACCC.)
 - iii. All airspace within a single departure gate shall be assigned to a single DR position.
 - iv. Tower shall advise A80 of all aircraft departing runways not associated with the current departure split.

Section 3. Position Duties and Responsibilities

- a. Duties and responsibilities are IAW FAAO 7110.65, Terminal Radar Team Position Responsibilities.
- b. Provide departure control service to aircraft departing ATL in accordance with appropriate directives. DR-N normally provides service to aircraft departing the North Complex; DR-S normally provides service to aircraft departing the Center Complex; DR-I normally provides service to aircraft departing the South Complex.
- c. Traffic permitting, provide departure service to turbojet aircraft departing SAT airports.
- d. Evaluate the effectiveness of assigned departure headings and advise LC if adjustments are necessary to ensure separation from adjacent runway RNAV tracks / headings.

Section 4. Position Standard Operating Procedures

- a. Ensure departure aircraft are routed via the appropriate departure gate/RNAV SID.
- b. Unless an operational need exists, turbojets shall not be turned off the departure heading / RNAV until five (5) miles from the departure end of the runway or 5,000 feet. However, aircraft cleared via an RNAV SID and assigned a departure heading may be cleared direct to the first RNAV waypoint on the Tower assigned departure heading. Clearance to the first RNAV waypoint must ensure standard separation from other aircraft departing the same or parallel runway(s).
- c. DR/SAT and DR/DR Coordination:
 - i. Upon accepting a handoff on aircraft from SAT, initiate a climb into DR airspace as soon as practical. DR has control for climb.
 - ii. DR has control for a single turn up to 30-degrees toward the Departure Gate/Fix. This control may only be assumed by the first DR sector to take radar from SAT.
 - iii. The Receiving DR has control for a single turn up to 30-degrees toward the Departure Gate/Fix.
- d. Atlanta RNAV Departures that are landing CSG airport must be cleared direct CSG airport prior to communication change to CSG Sector at even altitudes 10,000 feet and below.
- e. Transfer communication to an adjacent sector as soon as possible to enable the aircraft to continue an uninterrupted climb.
- f. During FTD's, if an aircraft departing ATL is not assigned a DTA/Fix that is contained within the initial DR sector's airspace, as soon as practical, initiate a handoff/point-out to the appropriate sector. The receiving DR has control to turn aircraft into their airspace and climb.

Section 5. Potential Problem Areas

- a. RNAV aircraft on their own navigation could conflict with non-RNAV aircraft turned early/late at the pivot points.
- b. Lack of consistency of RNAV aircraft performance may cause conflict with other aircraft/airspace.
- c. Application of Transitional Separation between RNAV and non-RNAV aircraft may cause a conflict if the full RNAV path is not considered.
- d. Point-outs from Satellite may not define what RNAV waypoint the aircraft are being vectored over. (e.g. WE2, EA1 does not specify CUTTN/NASSA or PLMMR/JACCC).

Chapter 5. Satellite Radar (SAT)

Section 1. Area of Jurisdiction

FIG 5-1-1

SAT Airspace East Configuration

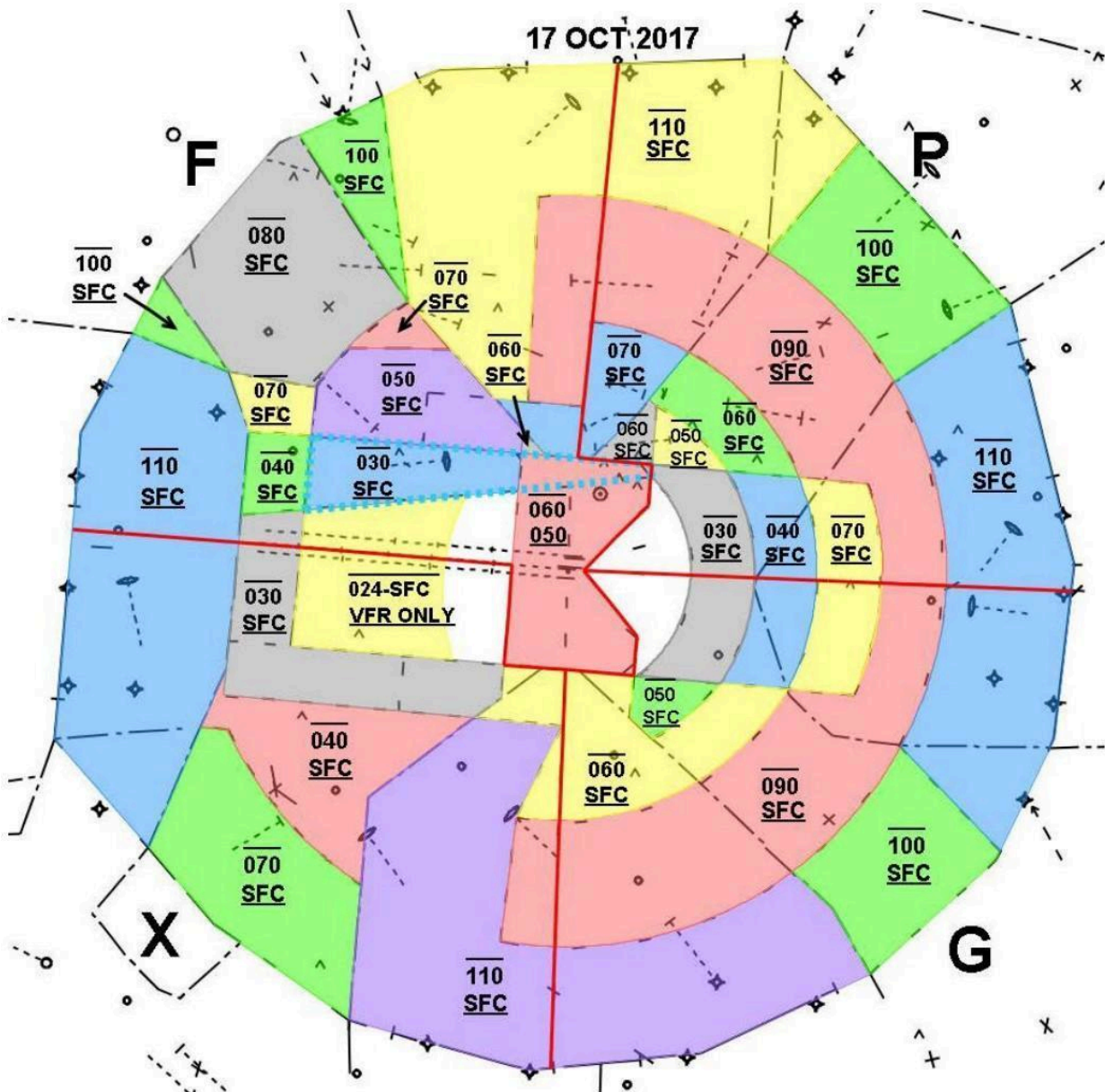


FIG 5-1-2
SAT Airspace West Configuration

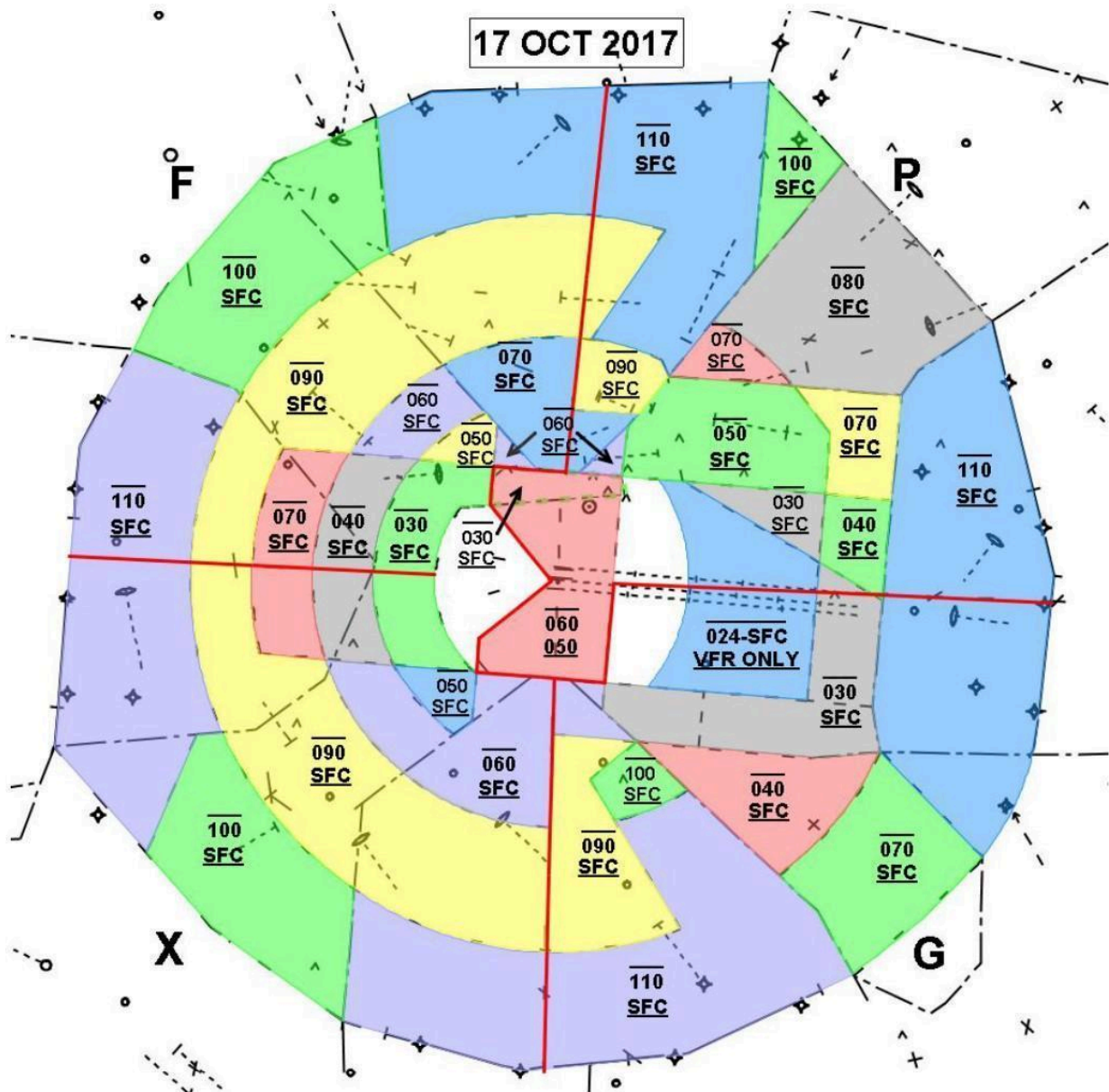
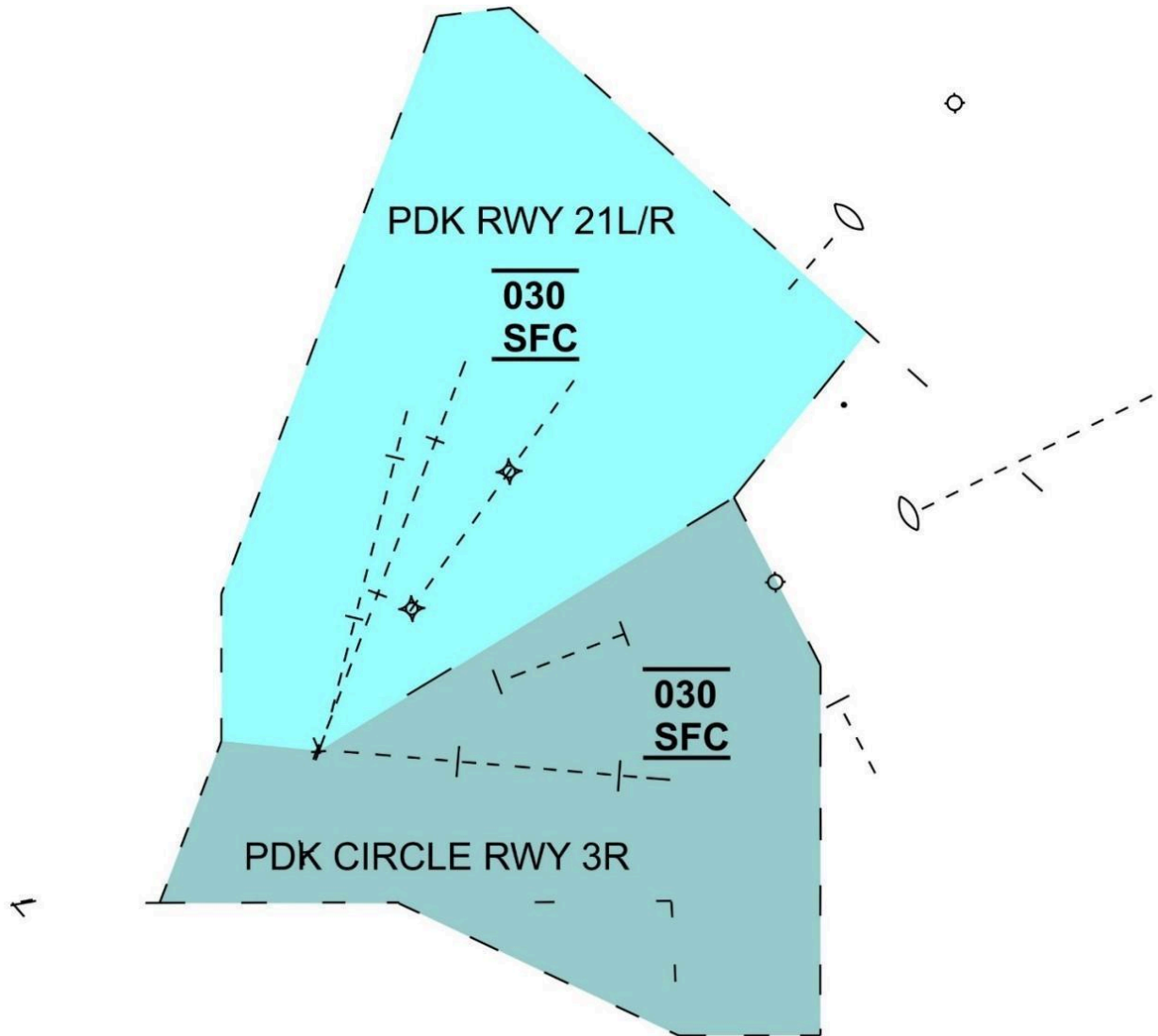


FIG 5-1-3
PDK Final (SAT-Q)



Section 2. Position Information

TBL 5-2-1

Frequencies/Combining Positions		
SAT-P	126.975	Base Frequency
SAT-F	121.000	Combines to SAT-P
SAT-X	119.800	Combines to SAT-F
SAT-G	128.575	Combines to SAT-P (2-way)
		Combines to SAT-X (3-way)
SAT-Q	124.300	Combines to SAT-P

Section 3. Position Duties and Responsibilities

- a. Duties and responsibilities are IAW FAAO 7110.65, Radar Team Position Responsibilities.
- b. Provide approach, departure, and overflight service to aircraft operating within delegated SAT area of jurisdiction.
- c. Ensure user receipt of appropriate ATIS for aircraft landing ATL and within the SAT airspace.
- d. Maintain an appropriate interval on the final approach course for satellite airports IAW FAAO 7110.65 minima.
- e. Verbally coordinate with the appropriate satellite Tower for aircraft requesting other than the designated arrival runway.
- f. Obtain a down time or cancellation on IFR traffic at airports not served by a control tower.
- g. Point-out aircraft that will penetrate the DR/TAR Prearranged Coordination Area to the appropriate DR and TAR positions.
- h. Force a data block to the appropriate AR position(s) when transitioning VFR aircraft under the Atlanta Finals above 2,000 MSL to and including 2,400 MSL.

Section 4. Position Standard Operating Procedures

5-4-1. DEPARTURES

- a. Turbojets departing satellite airports requesting 12,000 feet or above shall initially be worked by the appropriate SAT positions.

- b. Ensure that the correct vector area is in the data tag scratch pad.
- c. To the extent practical, vector aircraft toward the appropriate RNAV SID waypoint corresponding to the aircraft's assigned route of flight. (e.g. Aircraft filed over AHN should be vectored over JACCC; aircraft filed over GAD should be vectored over CUTTN; etc.).
- d. Initiate a handoff and/or point-out to the appropriate DR.
- e. Departure/SAT Coordination:
 - i. DR has control for a single turn up to 30-degrees toward the Departure Gate/Fix.
 - ii. SAT shall display the full data block of aircraft handed off to DR until the aircraft leaves 12,000 feet.
- f. In the event DR cannot accept a handoff or point-out on turbojet aircraft requesting above 11,000 feet, retain the aircraft in SAT airspace. Coordinate with the adjacent ZTL sector prior to initiating a handoff.
- g. Coordination between SAT-F and SAT-P: Aircraft departing PDK, RYY, FTY, and MGE may be assigned headings, which will take the aircraft into adjacent SAT airspace. These aircraft may be assigned the adjacent SAT frequency as the initial departure control frequency. When these aircraft are released, the receiving SAT controller has control for climb.
- h. Coordination between SAT-P/G and AHN: Aircraft departing LZU, D73, CVC, WDR, and GVL filed at 10,000 feet and below may be assigned headings which will take the aircraft into adjacent sectors airspace. These aircraft may be assigned the adjacent sectors frequency as the initial departure control frequency. When these aircraft are released, the receiving sector controller has control for climb.

5-4-2. ARRIVALS

a. SAT Arrivals

- i. All VFR aircraft conducting practice instrument approaches at airports with operating control towers shall be provided standard IFR separation IAW FAAO 7110.65, except 500 feet vertical separation is authorized when wake turbulence is not a factor.
- ii. When Peachtree Final is open, aircraft should be handed off to Peachtree Final descending to 4,000 feet or below, unless otherwise coordinated.
- iii. Aircraft from MCN and CSG sectors landing Carrollton (CTJ), Cy Nunnally Memorial (D73) or airports within SAT-G or SAT-X airspace shall be cleared direct destination airport:
 - 1. From MCN Sector: at 4,000 or 6,000 feet.
 - 2. From CSG Sector: at 5,000 or 7,000 feet.

3. SAT shall have control for descent.
 4. RNAV Aircraft landing D73 may be cleared direct SKYME the appropriate STAR.
- iv. From AHN Sector:
1. RNAV equipped aircraft landing within SAT-P or SAT-F designated airspace, requesting 10,000 feet or below shall be cleared via WOMAC direct destination airport, at 6,000 feet. Non-RNAV aircraft must be cleared via radar vectors at 6,000 feet.
 2. RNAV equipped turbojet and high performance turbo prop aircraft landing within SAT-G or SAT-X airspace, requesting 10,000 feet or below, shall be cleared via direct TATRS intersection direct destination airport, at or descending to 6,000 feet. Non-RNAV aircraft must be cleared via radar vectors at 6,000 feet.
 3. RNAV equipped props and low performance turboprops landing within SAT-G or SAT-X shall cleared via direct TATRS intersection direct destination airport, at or descending to 4,000 feet. Non-RNAV aircraft must be cleared via radar vectors at 4,000 feet.
 4. Aircraft landing LZU shall be cleared direct LZU or established on the localizer at 4,000 feet. A80 Atlanta Satellite Sector shall have control for descent.
 5. The destination airport shall be indicated in the scratch pad for all IFR and VFR aircraft.

v. ATL Arrivals

1. Accept handoffs on props and low performance turboprops at 6,000 feet from MCN and 5,000 feet from CSG (6,000 feet GRANT direct ATL) and 6,000 feet from AHN (via WOMAC).
2. Force the datablock of ATL arrivals to TMC, when staffed, or otherwise the appropriate TAR position. TMC (or feeder, if not staffed) shall advise SAT of the location, altitude, and airspeed to enter the ATL arrival pattern.

NOTE – Aircraft entering the pattern via the corridor should be established on a downwind heading. AR does not have control for turns.

vi. Overflights

1. Cleared via the T Routes at and below 7,000 feet or must be coordinated on individual basis, workload permitting.

b. Aircraft movement between SAT and CSG/MCN/AHN Sectors:

- i. Obtain approval from the appropriate SAT position for northbound traffic to utilize the Satellite corridor prior to 20 miles from ATL.

- ii. Aircraft entering CSG shall be cleared on course at even altitudes, 10,000 feet and below. Clear aircraft landing CSG airport direct CSG airport prior to communication change to the CSG sector. On an East Operation, aircraft at 8,000 and 10,000 feet shall transition the departure gate. CSG shall have control for descent for aircraft landing 7A5, LGC, PIM, and 5A9 airports.
- iii. Aircraft entering MCN shall be cleared on course at odd altitudes, 9,000 feet and below. On a West Operation, aircraft at or above 8,000 feet shall transition the departure gate. At the completion of a radar hand off, MCN shall have control for descent for aircraft landing OPN airport.
- iv. Turbojet aircraft requesting 10,000 feet, landing at Macon Regional Airport (MCN), shall be cleared on course at 10,000 feet. At the completion of a radar hand off, MCN shall have control for descent.
- v. Aircraft entering AHN shall be cleared on course at odd altitudes 9,000 feet and below. All aircraft shall transition the departure gate unless otherwise coordinated. AHN shall have control for descent for aircraft landing GVL and WDR airports.
- vi. Aircraft transitioning between SAT-P/F/G/X sectors shall normally be at the correct altitude for direction of flight.
- vii. Aircraft landing within SAT-P or SAT-F airspace may be cleared:
 - 1. CSG sector; all RNAV aircraft via the BOKRT STAR, and Non-RNAV aircraft via the LGC 013 radial to intercept the RMG 172 radial to DIFFI intersection direct destination airport. Turbojet and high performance turboprop at 9,000 or 7,000 feet. Props and low performance turboprops at 7,000 or 5,000 feet.
 - 2. MCN sector; all RNAV aircraft via the appropriate STAR, and all Non-RNAV aircraft via the MCN354 radial to the MCN354068 DME fix, direct destination airport. Turbojets and high performance turboprops at 8,000 or 6,000 feet. Props and low performance turboprops at 6,000 or 4,000 feet.
- viii. AHN releases control for climb for aircraft released from WDR and GVL airports directly to SAT.
- ix. At the completion of a RADAR handoff, all traffic transferring between A80 SAT, CSG, MCN and AHN sectors are released for control for turns, not to exceed 30 degrees.
- x. Peachtree Final may change assigned heading not more than 30 degrees and adjust the speed of an aircraft on initial contact, provided these changes will not result in a loss of in-trail separation. However, unless otherwise coordinated, Peachtree Final shall not descend aircraft until the aircraft is within the lateral limits of Peachtree Final's delegated airspace.

Section 5. Potential Problem Areas

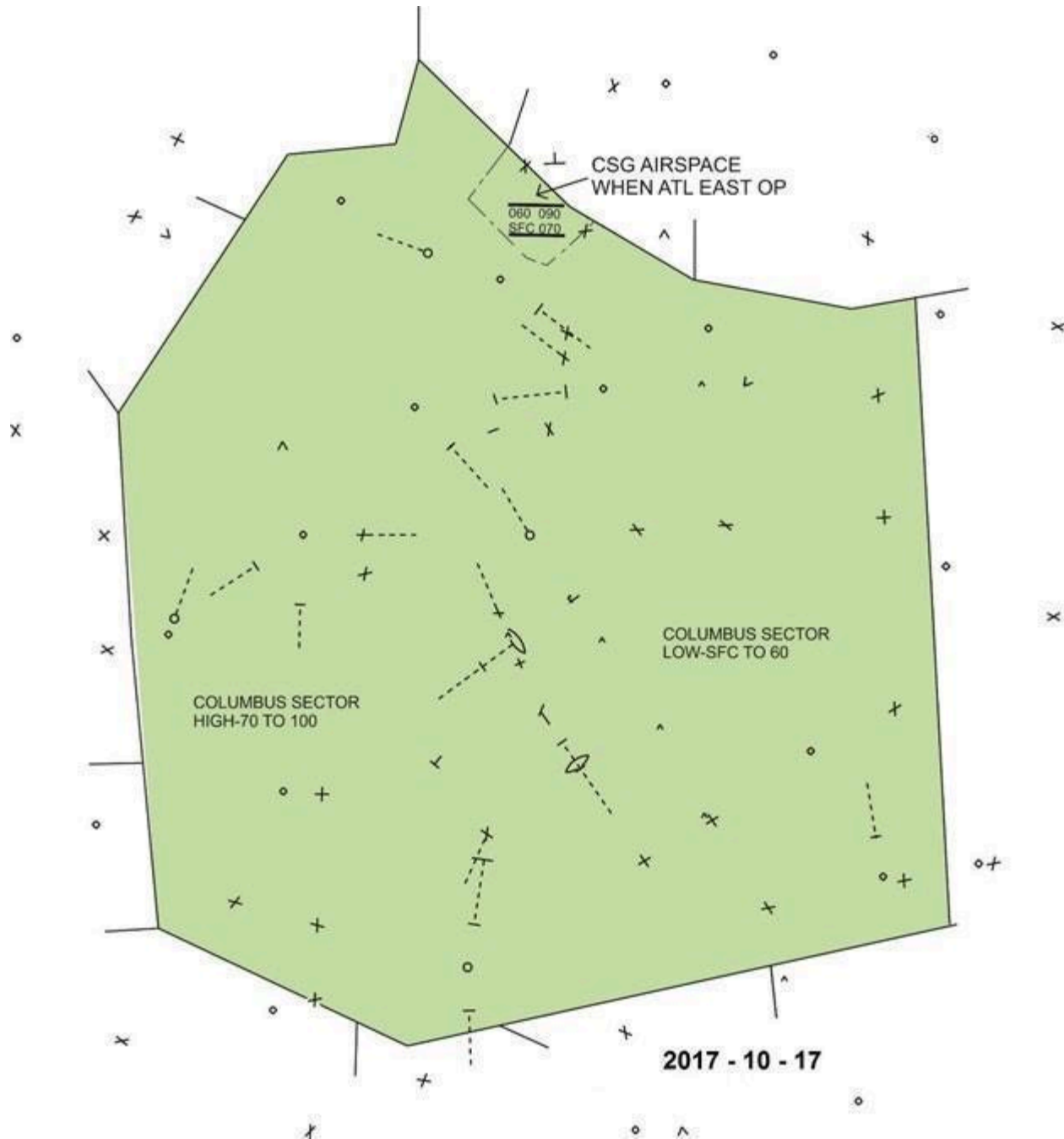
- a. Avoid vectoring aircraft in close proximity to AR delegated airspace ("the back of the box") to prevent a possible conflict with aircraft that cannot be contained with AR airspace.

- b. Handoff/transfer of communication to DR while the aircraft is in the airspace underlying TAR airspace may result in the aircraft remaining in Satellite airspace for an extended period of time.
- c. Failure to transfer communication to adjacent satellite/departure sectors and/or facilities in a timely manner may result in a loss of separation.
- d. When making point-outs to DR, be aware that ATL departures may be on RNAV routes that turn inside and/or outside of A80 airspace.

Chapter 6. Columbus Sector (CSG)

Section 1. Area of Jurisdiction

FIG 6-1-1
CSG Airspace



Section 2. Position Information

TBL 6-2-1

Frequencies/Combining Positions		
CSG-Z	125.500	Base Frequency
CSG-R	126.550	Combines to CSG-Z

Section 3. Position Duties and Responsibilities

- Duties and responsibilities are IAW FAAO 7110.65, Terminal Radar Team Position Responsibilities.
- Provide approach, departure, and overflight service to aircraft operating within delegated area of jurisdiction.
- Maintain an appropriate interval on the final approach course of CSG sector airports IAW FAAO 7110.65 minima.
- Verbally coordinate with the appropriate Tower for aircraft requesting other than the designated arrival runway.
- Ensure user receipt of appropriate ATIS for aircraft landing within the CSG Sector airspace.
- Obtain a down time or cancellation on IFR traffic at airports not served by a control tower.

Section 4. Position Standard Operating Procedures

6-4-1. DEPARTURES

- All turbo prop/turbo jet aircraft departing Columbus Airport must remain on runway heading until leaving 2,000 feet or two miles from the runway departure end for noise abatement.

6-4-2. ARRIVALS

- All VFR aircraft conducting practice instrument approaches at the Columbus Airport (CSG) or Lawson AAF (LSF), when the ATCTs are open, must be provided standard IFR separation IAW FAAO 7110.65, except 500 feet vertical separation is authorized when wake turbulence is not a factor.

6-4-3. HARTSFIELD ATLANTA ARRIVALS

- West Operation.

- i. Props and low performance turboprops will be cleared via TIROE direct ATL at 5,000 feet, with in-trail spacing. Aircraft may also be routed via GRANT direct ATL at 6,000 feet. CSG prop departures may be cleared direct ATL at 5,000 feet.
 - ii. Turbojet and high performance turboprop aircraft must be cleared to ATL via the appropriate STAR or non-RNAV routing. Assign turbojets 9,000 feet. Assign turboprops 7,000 feet.
- b. East Operation.
 - i. Props and low performance turboprops will be cleared via TIROE direct ATL, at 5,000 feet or via GRANT direct ATL at 6,000 feet. CGS prop departures may be cleared direct ATL at 5,000 feet.
 - ii. Turbojet and high performance turboprop aircraft must be cleared to ATL via the appropriate STAR at 8000 feet. Aircraft must be established on the STAR prior to leaving CSG airspace.
- c. Enter "NR" in the scratch pad for all turbojet aircraft NOT cleared via the RNAV STAR.
- d. In-trail spacing must be at the direction of A80 TMC.
- e. At the completion of a radar hand off, TAR/SAT must have control for turns of not more than 30 degrees.
- f. Any air file requesting landing at ATL or enroute aircraft requesting change of destination to ATL must be APREQ'd with A80 TMC, if staffed, prior to issuing clearance.
- g. Departures destined ATL must be APREQ'd with A80 TMC, if staffed, prior to issuing departure release.

6-4-4. ATLANTA AREA SATELLITE AIRPORT ARRIVALS

NOTE – *This section applies to CNI and GVL arrivals.*

- a. All RNAV capable aircraft requesting 10,000 feet or below landing within SAT-P or SAT-F airspace must be cleared via the BOKRT STAR. Turbojet and high performance turboprop at 9000 or 7000 feet. Props and low performance turboprops at 7000 or 5000 feet.
- b. All non-RNAV aircraft requesting 10,000 feet or below landing within SAT-P or SAT-F airspace must be cleared via the LGC 013 radial to intercept the RMG 172 radial to DIFFI intersection, direct destination airport. Turbojet and high performance turboprop at 9,000 or 7,000 feet. Props and low performance turboprops at 7000 or 5000 feet.
- c. Aircraft destined airports in SAT-P airspace, operating east of a line from EUF to WRGNZ, may be cleared; RNAV aircraft via direct SKYME and the appropriate STAR, or Non-RNAV aircraft via radar vectors to join the MCN354 radial to the MCN354-068 DME fix direct destination airport.
- d. Aircraft landing Carrollton (CTJ), Cy Nunnally Memorial (D73) or airports SAT-G or SAT-X airspace must be cleared direct destination airport at 5,000 or 7,000 feet. RNAV Aircraft

landing D73 may be cleared direct SKYME and the appropriate STAR. Upon completion of a RADAR handoff, SAT has control for descent.

- e. MCN Sector may clear RNAV aircraft destined airports in SAT-F airspace direct PINGG the BOKRT STAR, or LGC LGC013 radial to join RMG172 radial DIFFI intersection direct destination.

6-4-5. ATLANTA AREA OVERFLIGHTS

- a. CSG will either route all overflights around all SAT, DEP or ARR sectors or clear overflights via T-Routes at 7,000 MSL or below.

6-4-6. MISCELLANEOUS

- a. MCN must have control for descent, from the CSG sector for aircraft arriving Upson Co. (OPN) and Butler (6A1) and Cordele (CKF) and Americus airports (ACJ).
- b. At the completion of a radar hand off, the MCN / A80 SAT Sectors must have control for turns of not more than 30 degrees.
- c. At the completion of a radar handoff, SAT releases control for descent for aircraft landing 7A5, LGC, PIM and 5A9 airports.
- d. At the completion of a radar handoff, CSG High/Low sector must have control for turns of not more than 30 degrees.

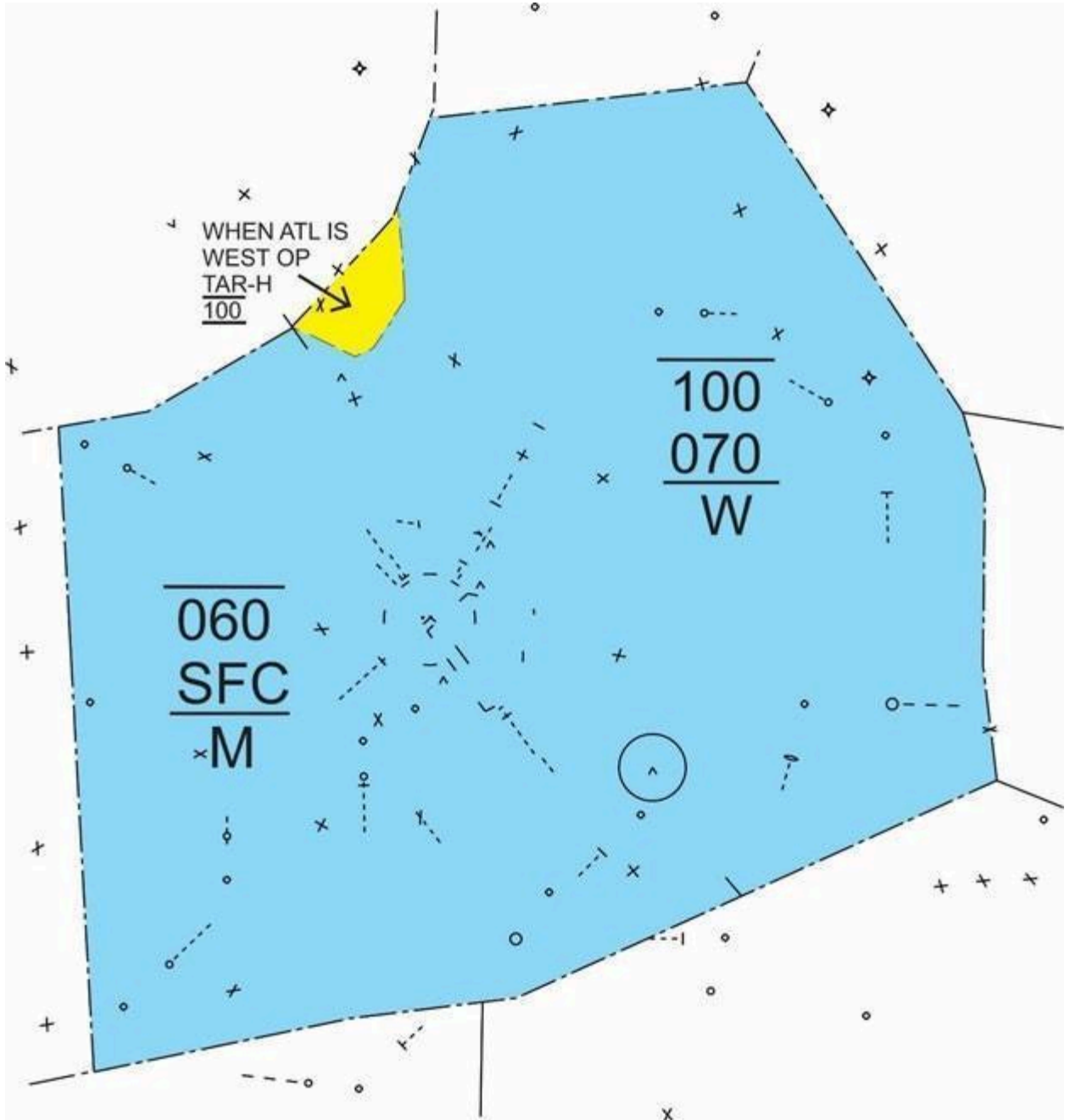
Section 5. Potential Problem Areas

- a. Notification and coordination with Ft. Benning and separation of participating and nonparticipating aircraft during use of the Benning MOA.
- b. Restricted Area R-3002 use. Controllers must be aware of area use and ensure status is updated in a timely manner.
- c. Traffic confliction with crossing traffic from SAT and MCN Sectors.

Chapter 7. Macon Sector (MCN)

Section 1. Area of Jurisdiction

FIG 7-1-1
MCN Airspace



Section 2. Position Information

TBL 7-2-1

Frequencies/Combining Positions		
MCN-M	124.200	Base Frequency
MCN-W	119.600	Combines to MCN-M

Section 3. Position Duties and Responsibilities

- Duties and responsibilities are IAW FAAO 7110.65, Terminal Radar Team Position Responsibilities.
- Provide approach, departure, and overflight service to aircraft operating within delegated area of jurisdiction.
- When the automation is inoperative, ensure a manual handoff on each aircraft to the appropriate facility sector.
- Ensure user receipt of appropriate ATIS for aircraft landing within the MCN Sector airspace.
- Obtain a down time or cancellation on IFR traffic at airports not served by a control tower.

Section 4. Standard Operating Procedures

7-4-1. ARRIVALS

- All VFR aircraft conducting practice instrument approaches at the Middle GA Regional Airport (MCN) or Robins AFB (WRB), when the ATCTs are open, must be provided standard IFR separation IAW FAAO 7110.65, except 500 feet vertical separation is authorized when wake turbulence is not a factor.

7-4-2. HARTSFIELD ATLANTA ARRIVALS

- East Operation.
 - Props and low performance turboprops must be cleared via HUSKY direct ATL at 6,000 feet. MCN prop departures may be cleared direct ATL at 6,000 feet.
 - Turbojet and high performance turboprop aircraft must be cleared to ATL via the appropriate STAR or non-RNAV routing. Assign turbojets 10,000 feet. Assign turboprops 8,000 feet.
- West Operation.

- i. Props and low performance turboprops must be cleared via HUSKY direct ATL at 6,000 feet or via GRANT direct ATL at 6,000 feet. MCN prop departures may be cleared direct ATL at 6,000 feet.
 - ii. Turbojet and high performance turboprop aircraft must be cleared to ATL via the appropriate STAR or non-RNAV routing at 8000 feet. Aircraft must be vectored to intercept the STAR prior to leaving MCN sector airspace.
- c. Enter "NR" in the scratch pad for all turbojet aircraft NOT cleared via the RNAV STAR.
- d. In-trail spacing must be at the direction of A80 TMAC.
- e. At the completion of a radar hand off, TAR must have control for turns of not more than 30 degrees.
- f. Any air-file requesting landing at ATL or enroute aircraft requesting change of destination to ATL must be APREQ'd with A80 TMAC prior to issuing clearance.
- g. Departures destined ATL must be APREQ'd with A80 TMAC prior to issuing departure release.

7-4-3. ATLANTA AREA SATELLITE AIRPORT ARRIVALS

***NOTE** – This paragraph applies to CNI arrivals.*

- a. All Non-RNAV aircraft landing within SAT-P or SAT-F airspace, operating at 10,000 feet or below must be cleared via the MCN354 radial to the MCN354068 DME fix, direct destination airport. Turbojets and high performance turboprops at 8000 or 6000 feet. Props and low performance turboprops at 6000 or 4000 feet.
- b. All RNAV equipped aircraft landing within SAT-P or SAT-F airspace, operating at 10,000 feet or below, must be cleared via the appropriate STAR. Turbojets and high performance turboprops at 8000 or 6000 feet. Props and low performance turboprops at 6000 or 4000 feet. Aircraft may be cleared direct WRGNZ to remain clear of TAR airspace.
- c. Aircraft destined airports in SAT-F airspace, operating west of a line from MCN to BOKRT, may be cleared; RNAV aircraft via direct PINGG the BOKRT STAR, or Non-RNAV aircraft via the LGC LGC013 radial to intercept the RMG172 radial to DIFFI intersection, direct destination airport.
- d. Aircraft landing Carrollton (CTJ), Cy Nunnally Memorial (D73) or airports within SAT-G or SAT-X airspace must be cleared direct destination airport at 4,000 or 6,000 feet. RNAV Aircraft landing D73 may be cleared direct SKYME the appropriate STAR. Upon completion of a RADAR handoff SAT has control for descent.
- e. CSG Sector may clear aircraft destined airports in SAT-P airspace via direct SKYME the appropriate STAR, or via radar vectors to join the MCN354 radial to the MCN354-068 DME fix direct destination.

7-4-4. MISCELLANEOUS

- a. **Atlanta Area Overflights:** MCN will either route all overflights around all SAT, DEP or ARR sectors or clear overflights via Tango Routes at 7,000 MSL or below. With prior approval, RNAV equipped aircraft may be cleared through the Atlanta area via direct LOGEN intersection, direct NELLO intersection, direct next filed fix, at 6,000 feet. Aircraft must enter SAT east of Husky intersection when ATL is on an East Operation or enter east of CANUK when ATL is on a West Operation.
- b. SAT releases control for descent for aircraft landing Upson County (OPN) airport, and Turbojets that are at 10,000 feet landing Middle Georgia Regional (MCN). MCN shall remain clear of ARR airspace or accomplish a point out.
- c. CSG releases control for descent for aircraft landing Upson County (OPN), Butler (6A1), Americus (ACJ), and Cordele (CKF) airports.
- d. At the completion of a radar hand off, the CSG / ATHENS / A80 SAT Sectors must have control for turns of not more than 30 degrees.
- e. At the completion of a radar hand off, the MCN High/Low Sector must have control for turns of not more than 30 degrees.

7-4-5. A80 ATHENS SECTOR ARRIVALS/OVERFLIGHTS

- a. Aircraft must be established on the route indicated on the current FPS at correct altitude for direction of flight.

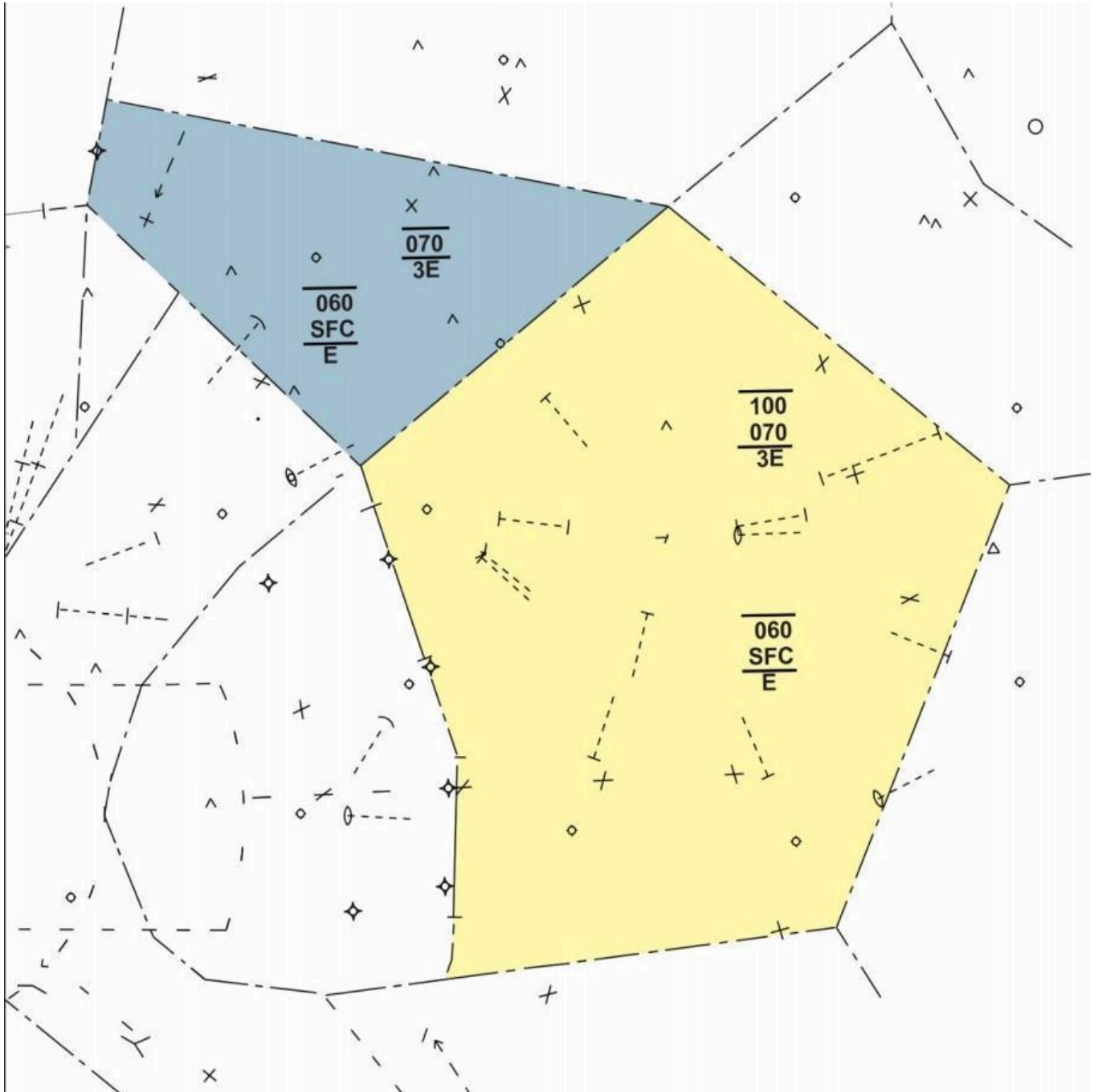
Section 5. Potential Problem Areas

- a. High performance aircraft and high altitude approaches to WRB AFB require extra coordination.
- b. Proximity of Middle Ga. Regional Airport and Robins AFB require diligent and extensive coordination for safe and efficient traffic flow.
- c. Address RADAR handoffs to the specific Atlanta and Jacksonville CENTER to ensure the correct Center receives the RADAR handoff.

Chapter 8. ATHENS Sector (SAT-E)

Section 1. Area of Jurisdiction

FIG 8-1-1
AHN Airspace



Section 2. Position Information

TBL 8-2-1

Frequencies/Combining Positions		
SAT-E	132.475	Base Frequency
SAT-3E	119.875	Combines to SAT-E

Section 3. Position Duties and Responsibilities

- Duties and responsibilities are IAW FAAO 7110.65, Terminal Radar Team Position Responsibilities.
- Provide approach, departure, and overflight service to aircraft operating within delegated area of jurisdiction.
- Ensure user receipt of appropriate Automated Weather Information for aircraft landing within the AHN Sector airspace.
- Issue the AHN altimeter to all aircraft overflying the AHN Sector airspace.
- Establish in-trail sequence for turboprop/jet aircraft landing Atlanta or Atlanta satellite airports.
- Obtain a down time or cancellation on IFR traffic at airports not served by a control tower.

Section 4. Position Standard Operating Procedures

8-4-1. ARRIVALS

- All VFR aircraft conducting practice instrument approaches at the Athens/Ben Epps Airport (AHN), when the ATCT is open, must be provided standard IFR separation IAW FAAO 7110.65, except 500 feet vertical separation is authorized when wake turbulence is not a factor.

8-4-2. ATL ARRIVALS

- Aircraft landing ATL must be cleared direct WOMAC direct ATL at 6,000 feet. Non-RNAV aircraft must be cleared via the AHN300031 radial, direct ATL at 6,000.
- Aircraft landing ATL must be handed off to SAT and must display ATL in the scratch pad.
- At the completion of a radar hand off, the A80 Atlanta Satellite Sector must have control for turns of not more than 30 degrees.
- Prior to issuing a clearance to ATL, obtain a release or delay time, as appropriate, through A80 TMAC.

NOTE – This would include uncontrolled airports, air files, change of destinations and VFRs.

8-4-3. A80 ATLANTA SATELLITE SECTOR ARRIVALS

NOTE – Aircraft cleared via the DEHAN Arrival IAW the A80/ZTL LOA need not be re-cleared IAW the provisions of this paragraph.

- a. Aircraft landing within SAT-P or SAT-F, requesting 10,000 feet or below must be cleared via WOMAC direct destination airport, at 6,000 feet.
- b. Turbojet and high performance turbo prop aircraft landing within SAT-G or SAT-X airspace, requesting 10,000 feet or below, must be cleared via direct TATRS intersection direct destination airport, at or descending to 6,000 feet.
- c. Props and low performance turboprops landing within SAT-G or SAT-X airspace must be cleared via the direct TATRS intersection direct destination airport, at or descending to 4,000 feet. Carrollton (CTJ) arrivals may also use this route. Non-RNAV aircraft must be cleared via radar vectors.
- d. Aircraft landing LZU must be cleared direct LZU or established on the localizer at 4,000 feet. A80 Atlanta Satellite Sector must have control for descent.
- e. At the completion of a radar handoff, the A80 Atlanta Satellite Sector must have control for turns of not more than 30 degrees.

8-4-4. ATLANTA SECTOR OVERFLIGHTS

- a. Must be cleared via the TEE Routes at or below 7,000 feet, OR
- b. APREQ on an individual basis, OR
- c. Routed around A80 Atlanta Sector airspace via V5 NELLO or V20 GRANT.

8-4-5. A80 MACON SECTOR ARRIVALS/OVERFLIGHTS

- a. Aircraft must be established on the route indicated on the current FPS at correct altitude for direction of flight.
- b. At the completion of a radar hand off, the A80 Macon Sector must have control for turns of not more than 30 degrees.

8-4-6. COORDINATION BETWEEN SAT AND AHN

- a. Aircraft departing LZU, D73, CVC, WDR and GVL filed at 10,000 feet or below may be assigned headings which will take the aircraft into adjacent sector's airspace. These aircraft may be assigned the adjacent sector's frequency as the initial departure control frequency. When these aircraft are released, the receiving sector controller has control for climb.
- b. AHN has control for descent for aircraft landing Gainesville (GVL) and Winder (WDR) airports.
- c. Aircraft entering AHN must be cleared on course at odd altitudes 9,000 feet and below. AHN must have control for descent for aircraft landing GVL and WDR airports. AHN must remain clear of ARR airspace or accomplish a point out.

- d. At the completion of a radar handoff, the AHN High/Low Sector must have control for turns of not more than 30 degrees.

Section 5. Potential Problem Areas

- a. Non Radar holding pattern protected airspace for missed approaches may encroach on the protected airspace of other airports and affect operations at those airports.
- b. IR Routes are in close proximity to airports and may conflict with departures or published instrument approaches.
- c. Numerous airports are in close proximity to adjacent airspace. When issuing IFR clearance from these airports, coordination may be required with adjacent facilities/sectors.

Chapter 9. Traffic Management

Section 1. Position Information

TBL 9-1-1

Combining Positions	
TMAC	Base Position
TMDC	Combines to STMC

Section 2. Position Duties and Responsibilities

9-2-1. TRAFFIC MANAGEMENT ARRIVAL COORDINATOR

- a. The TMAC ensures optimum flow of ATL arrival aircraft into A80 airspace. This is accomplished by merging airport/airspace capacity with arrival demand.
- b. TMAC position is U which may be used to yellow-up data blocks to the TMAC.
- c. TMAC has general authority to direct TAR/AR positions and coordinate with other appropriate sectors to best balance the traffic demand with airport/airspace capacity.
 - i. The TMAC will direct TAR positions to assign runways other than those normally associated with the particular TAR position in the given configuration of the airspace.

9-2-2. TRAFFIC MANAGEMENT DEPARTURE/NAS COORDINATOR

- a. The TMDC facilitates operations within A80 airspace by merging satellite airport/airspace capacity with satellite arrival/departure demand. TMDC also coordinates with the ATL TMDC and DR positions to recommend departure split changes to optimize operations during convective weather activity or other special events.

Appendix 1. Waiver 09-T-090 Simultaneous Visual Approaches to 9R/27L with 10/28

AFFECTED DIRECTIVE(S):

1. FAA Order JO 7110.65, paragraph 7-4-4c2, Approaches to Multiple Runways.
2. FAA Order JO 7110.65, paragraph 7-4-4c3, Approaches to Multiple Runways.

OPERATION(S) AUTHORIZED:

This waiver authorizes A80 TRACON personnel to conduct simultaneous visual approaches or simultaneous visual/instrument approaches to Runways 9R/27L and Runway 10/28 with centerlines separated by 4,200 feet at Hartsfield-Jackson Atlanta International Airport (ATL).

SPECIAL PROVISIONS, CONDITIONS AND LIMITATIONS:

- a. The provisions of FAA Order JO 7110.65, paragraph 7-4-4c2 are waived.
- b. When conducting simultaneous visual approaches or simultaneous visual/instrument approaches to Runway 9R/27L and Runway 10/28 with centerlines separated by 4,200 feet, A80 must comply with the provisions of FAA Order JO 7110.65, paragraph 7-4-4c3. This waiver is issued on the basis that these procedures continue to provide an equivalent level of safety and ensure the safe and efficient control of aircraft.
- c. A80 must ensure aircraft on vectors for visual approach do not exceed 210 knots during final approach course turn on.

NOTE – the only difference in rules between 7110.65 paragraph 7-4-4c2 (runways separated by 2,500 to less than 4,300ft) versus 7-4-4c3 (runways separated by 4,300ft or more) is that c2 requires that both aircraft be issued a visual approach clearance or one be issued a visual approach clearance and the other another type of approach clearance, with both established on a 30 degree intercept, before normal separation can cease. On the other hand, c3 only requires one aircraft to be issued a visual approach clearance and the other does not need to have any approach clearance before normal separation can cease, as long as both are assigned (not inherently established) on the 30 degree intercept. All other provisions (e.g. flight paths do not intersect) are shared between c2 and c3. This waiver authorizes A80 to conduct visual approaches to 10/28 and 9R/27L with the rule set as if they were 4,300ft or more apart, when they would normally fall under the 2,500 to less than 4,300ft rule set. (10/28 and 9R/27L are 4,200ft apart.)

Appendix 2. Consolidated Wake Turbulence Standard (CWT/RECAT)

A80 TRACON is authorized to use the Consolidated Wake Turbulence Standard (CWT or "RECAT", wake turbulence recategorization) in accordance with FAAO 7110.126 which replaces the wake turbulence separation provisions of FAAO 7110.65.

2-1. Aircraft Wake Categories

For the purposes of Wake Turbulence Separation Minima, aircraft are categorized as Category A through Category I in accordance with TBL 1-1.

Category A	A388/A225 aircraft
Category B	Pairwise Upper Heavy aircraft
Category C	Pairwise Lower Heavy aircraft
Category D	Non-Pairwise Heavy aircraft
Category E	B757 aircraft
Category F	Upper Large aircraft excluding B757 aircraft
Category G	Lower Large aircraft
Category H	Upper Small aircraft with a maximum takeoff weight of more than 15,400 pounds up to 41,000 pounds
Category I	Lower Small aircraft with a maximum takeoff weight of 15,400 pounds or less

TBL 1-1**Aircraft Types Categorized**

NOTE — This table is not all-encompassing. Refer to [FAA JO 7360.1G](#) and see CWT categories.

A Super	B Upper Heavy	C Lower Heavy	D Non-Pairwise Heavy		E B757	F Upper Large		G Lower Large		H Upper Small	I Lower Small
A388	A332	A306	A124	DC85	B752	A318	C130	AT43	E170	ASTR	BE10
A225	A333	A30B	A339	DC86	B753	A319	C30J	AT72	E45X	B190	BE20
	A343	A310	A342	DC87		A320	CVLT	CL60	E75L	BE40	BE58
	A345	B762	A3ST	E3CF		A321	DC93	CRJ1	E75S	B350	BE99
	A346	B763	A400	E3TF		B712	DC95	CRJ2	F16	C560	C208
	A359	B764	A50	E6		B721	DH8D	CRJ7	F18H	C56X	C210
	B742	C17	AN22	E767		B722	E190	CRJ9	F18S	C680	C25A
	B744	DC10	B1	IL62		B732	GL5T	CRJX	F900	C750	C25B
	B748	K35R	B2	IL76		B733	GLEX	DC91	FA7X	CL30	C402
	B772	MD11	B52	IL86		B734	GLF5	DH8A	GLF2	E120	C441
	B773		B703	IL96		B735	GLF6	DH8B	GLF3	F2TH	C525
	B77L		B741	K35E		B736	MD82	DH8C	GLF4	FA50	C550
	B77W		B743	KE3		B737	MD83	E135	SB20	GALX	P180
	B788		B74D	L101		B738	MD87	E145	SF34	H25B	PAY2
	B789		B74R	MYA4		B739	MD88			LJ31	PA31
	C5		B74S	R135			MD90			LJ35	PC12
	C5M		B78X	T144						LJ45	SR22
			BLCF	T160						LJ55	SW3
			BSCA	TU95						LJ60	
			C135	VMT						SH36	
			C141							SW4	

2-2. Words and Phrases

- The word Super must be used as part of the identification in all communications with or about Category A aircraft.
- The word Heavy must be used as part of the identification in all communications with or about Category B, C, or D aircraft.

2-3. Departure Same/Parallel Runway Separation

Radar minima may be used in lieu of time-based minima for full length departures and intersection departures separated by 500ft or less.

TBL 3-1

In Front	Behind	Time
- Same runway or parallels separated by less than 2,500ft - Parallels separated by 2,500ft or more when projected flight paths will cross		
A	B/C/D/E/F/G/H/I	3 minutes
B/D	B/C/D/E/F/G/H/I	2 minutes
C	E/F/G/H/I	
Same runway or parallels separated by less than 700ft or any if flight paths will cross		
E	I	2 minutes
Runway with displaced landing threshold if flight paths will cross when departure follows arrival or arrival follows departure		
A	B/C/D/E/F/G/H/I	3 minutes
B/D	B/C/D/E/F/G/H/I	2 minutes
C	E/F/G/H/I	
E	I	

2-4. Intersection Departure Same/Parallel Runway Separation**TBL 4-1**

In Front	Behind	Time
Same runway		
H/F/G	I	3 minutes
- Same runway or parallels separated by less than 700ft - Parallels separated by 700ft or more if flight paths will cross and the thresholds are offset by 500ft or more		
E	I	3 minutes
- Same runway or parallels separated by less than 2,500ft <i>Parallels separated by less than 2,500ft with thresholds offset by 500ft or more counts as an intersection departure for this section</i>		
A	B/C/D/E/F/G/H/I	4 minutes
B/D	B/C/D/E/F/G/H/I	3 minutes
C	E/F/G/H/I	

Same runway I behind H/F/G separation may be waived by the I category pilot.

2-5. Intersecting Runway/Flight Path Runway Separation**TBL 5-1**

- Departing behind landing or departing aircraft on intersecting or converging runway if flight paths will cross - Landing behind departing aircraft on crossing runway if arrival will cross flight path (<i>may use radar separation</i>)		
A	B/C/D/E/F/G/H/I	3 minutes
B/D	B/C/D/E/F/G/H/I	2 minutes
C	E/F/G/H/I	
E	I	

2-6. Radar Minima

- a. Separate aircraft by the minima specified in TBL 6-1 in accordance with the following:
 - i. When operating within 2,500ft and less than 1,000ft below the flight path of the leading aircraft over the surface of the earth of a Category A, B, C, or D aircraft.
 - ii. When operating within 2,500ft and less than 500ft below the flight path of the leading aircraft over the surface of the earth of a Category E aircraft.
 - iii. When departing parallel runways separated by less than 2,500ft, the 2,500ft requirement in subparagraph 2 is not required when a Category I aircraft departs the parallel runway behind a Category E aircraft. Issue a wake turbulence cautionary advisory and instructions that will establish lateral separation in accordance with subpara 2. Do not issue instructions that will allow the Category I aircraft to pass behind the Category E aircraft.

NOTE 1 – *The application of 7110.65 5–8–3, Successive or Simultaneous Departures, satisfies this requirement.*

NOTE 2 – *Consider runways separated by less than 700 feet as a single runway because of the possible effects of wake turbulence.*

TBL 6-1

	Follower								
	A	B	C	D	E	F	G	H	I
A		5	6		7			8	
B		3	4		5				5 (6)
C					3.5		5		
D		3	4		5		5 (6)		
E									4
F									(4)
G									
H									
I									

NOTE –

The leading (in front) aircraft is listed on the left.

All values are in nautical miles.

The values in parentheses are only applicable for two aircraft on approach and such separation must exist by the time the aircraft in front is over the landing threshold.

Appendix 3. Position Relief Briefing

Conduct position relief briefings IAW FAAO 7110.65 using the following checklists.

3-1. Position Relief Briefing for DR

- a. Status information area (A80 IDS page).
- b. Weather impact (e.g. impact of winds aloft, PIREPs, etc).
- c. ZTL split for all sectors bordering DR airspace (arrival and departure sectors).
- d. Special operations.
- e. Coordination agreements (e.g., departure airspace delegated to another position, etc).
- f. Traffic. (Including RNAV aircraft on radar vectors, speed assignments).
- g. If the IDS is not up to date, the following information must be briefed:
 - i. DEP split (NW/SE, FTD, RNAV OTG / Vectors - etc).
 - ii. SAT, Outers, TAR, and DR airspace split.
 - iii. Traffic Management initiatives (e.g., miles-in-trail restrictions, etc).

3-2. Position Relief Briefing for SAT-P/F/G-X

- a. Status information area (A80 IDS page).
- b. Weather impact (e.g. deviations, impact of winds aloft, etc).
- c. ZTL split for all sectors bordering SAT airspace (arrival and departure sectors, Rome).
- d. Special operations.
- e. Traffic.
- f. If the IDS is not up to date, the following information must be briefed:
 - i. ATL Arrival ATIS code, type of approaches/runways in use, latest ATL weather.
 - ii. For PDK/FTY/MGE/RYY/LZU, if open, ATIS code, runway in use, latest weather.
 - iii. SAT, Outers, AR, TAR, and DR split.

3-3. Position Relief Briefing for TAR

- a. Status information area (A80 IDS page).
- b. Weather impact (e.g. winds aloft impact on aircraft speed/track, deviations, downwind heading, RVR, etc).
- c. ZTL split for all sectors bordering TAR airspace (arrival and departure sectors).
- d. Traffic Management initiatives (e.g., speed restrictions at the outer fix, aircraft flowed on the downwind or base leg side, etc).
- e. Special operations.
- f. Coordination agreements (e.g. approaches other than advertised, arrivals to departure runways, airspace, etc).
- g. Traffic. (Including RNAV aircraft on radar vectors).
- h. If the IDS is not up to date, the following information must be briefed:
 - i. ATL Arrival ATIS code, type of approaches/runways in use, latest ATL weather.
 - ii. SAT, Outers, AR, and DR split.

3-4. Position Relief Briefing for AR

- a. Status information area (A80 IDS page).
- b. Weather impact (e.g. winds aloft impact on aircraft speed and track, deviations, RVR, etc).
- c. Special operations.¹
- d. Coordination agreements (e.g. approaches other than advertised, arrivals to departure runways, airspace, etc).
- e. Traffic. (Including speed assignments).
- f. If the IDS is not up to date, the following information must be briefed:
 - i. Type of approach and runways in use.
 - ii. Latest ATL weather.

3-5. Position Relief Briefing for CSG/MCN/SAT-E

- a. Status information area (A80 IDS page).
- b. Weather impact (e.g. winds aloft, etc).
- c. Special operations.
- d. ZTL split for all sectors which border the sector(s) being briefed.
- e. ZJX split for all sectors which border the sector(s) being briefed (CSG and MCN only).
- f. Montgomery/Cairns Approach split (CSG only).
- g. Augusta Approach split (MCN and Athens only).
- h. Traffic.
- i. If the IDS is not up to date, the following information must be briefed:
 - i. As appropriate for sector being briefed and if the tower is open, ATIS letter/approaches and runways in use/latest weather for CSG/LSF/MCN/WRB/AHN.
 - ii. Outers, SAT, DR, and TAR airspace split.

Appendix 4. Automatic Departure Scratch Pads

STARS is configured to automatically add scratch pads to aircraft departing ATL and all satellite airports. The scratch pads are designed to remind the controller of the aircraft SID or gate and also indicate if an aircraft is cruising inside of the TRACON airspace.

SID/Gate	Requested Altitude	Scratch Pad	Example	Meaning
ATL RNAV SID	15,000+	3 character abbreviation	PLR	Via PLMMR3 SID requesting 15,000ft or higher
	10,000–14,000	Last digit of requested altitude and 2 character abbreviation	3PL	Via PLMMR3 SID requesting 13,000ft
ATL1/SAT gate	15,000+	3 character abbreviation	SO2	Via SOTWO requesting 15,000ft or higher
	11,000–14,000	Last digit of requested altitude and 2 character abbreviation	2S2	Via SOTWO requesting 12,000ft
	Below 11,000	2 character abbreviation	S2	Via SOTWO requesting below 11,000