

ORDER

**ATLANTA CENTER
ZTL ARTCC**

ZTL 7110.65G

Effective Date:
15 January 2018



ZTL 7110.65G

STANDARD OPERATING PROCEDURES (SOP)

January 15, 2018

FOREWORD

This order prescribes standard operating procedures for use by persons providing air traffic control services at Atlanta (ZTL) Air Route Traffic Control Center (ARTCC) on the VATSIM network. Controllers are required familiarize themselves with the provisions of this order and to exercise their best judgment if they encounter situations that are not covered in this order.

A handwritten signature in black ink that reads "Will Anderson". The script is cursive and fluid, with the first letters of "Will" and "Anderson" being capitalized and prominent.

Will Anderson
Air Traffic Manager

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01 NOV 2014	Formatting/Procedural	WL/E
22 JUL 2015	A80/AGS Boundaries	WL/F
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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 (ZTL) Air Route Traffic Control Center (ARTCC) on the VATSIM network. This order is designed to supplement national and regional directives. It is not expected of each controller to have the entirety of this document memorized but is available to be referenced when needed.

1-1-2 AUDIENCE.

This order applies to all Atlanta Center Air Traffic Control Specialist and Atlanta Center Visiting Air Traffic Control Specialist manning Atlanta (ZTL) Air Route Traffic Control Center (ARTCC) positions.

1-1-3 DISTRIBUTION.

This order is available in the Atlanta Center Document Library

1-1-4 CANCELLATION.

This order cancels ZTL 7110.65 dated prior to June 1, 2011

1-1-5 REVISIONS.

Changes to this document are recorded and a copy may be requested from facility staff.

1-1-6 EFFECTIVE DATE.

This order is effective as of June 1, 2011

1-1-7 ABBREVIATIONS/ACRONYMS/IDENTIFIERS

As used in this document, the following abbreviations/acronyms/identifiers have the meaning indicated (See APPENDIX A. TERMS, ABBREVIATIONS, ACRONYMS, AND IDENTIFIERS TERM.).

SECTION 2. EQUIPMENT

1-2-1 VOICE SERVERS.

Atlanta Center controllers shall utilize the liveatc.net as the primary voice servers at RW.LIVEATC.NET. VOICE.AIRCHARTS.ORG shall serve as a backup voice server.

1-2-2 OPERATIONAL POSITIONS AND ASSOCIATED FREQUENCIES.

POSITION	FREQUENCY	CHANNEL
OPERATIONS DESK		
FLIGHT WATCH	135.470	ZTL-FW
CLEARANCE DELIVERY	124.250	ZTL-CD
AREA1		
PULASKI 43 HIGH	132.970	ZTL-43
SALEM 42 HIGH	120.720	ZTL-42
SHINE 44 LOW	132.620	ZTL-44
BRISTOL 45 LOW	127.850	ZTL-45
MOPED 47 LOW	134.550	ZTL-47
AREA2		
LEEON 29 LOW	128.800	ZTL-29
LOCAS 30 LOW	133.150	ZTL-30
UNARM 31 LOW	135.350	ZTL-31
SPARTANBURG 32 HIGH	125.620	ZTL-32
CHARLOTTE 33 HIGH	124.420	ZTL-33
AREA3		
EAST DEPARTURE 16 LOW	124.450	ZTL-16
LOGEN 49 LOW	121.350	ZTL-49
LANIER 50 HIGH	124.370	ZTL-50
AREA4		
SINCA 19 LOW	123.950	ZTL-19
SOUTH DEPARTURE 21 LOW	134.500	ZTL-21
AUGUSTA 24 LOW	135.550	ZTL-24
DUBLIN 20 HIGH	126.420	ZTL-20
MACON 22 HIGH	119.370	ZTL-22
AREA5		
TIROE 09 LOW	120.450	ZTL-09
BIRMINGHAM 12 LOW	127.300	ZTL-12
MONTGOMERY 13 LOW	120.550	ZTL-13
MAXWELL 14 LOW	132.250	ZTL-14
LAGRANGE 10 HIGH	125.570	ZTL-10
MONROEVILLE 11 HIGH	128.020	ZTL-11
AREA6		
WEST DEPARTURE 04 LOW	134.950	ZTL-04
DALAS 05 LOW	121.320	ZTL-05
ROME 01 ULTRA LOW	135.170	ZTL-01
GADSDEN 03 HIGH	128.720	ZTL-03
ROCKET 06 HIGH	133.170	ZTL-06
AREA7		
NORTH DEPARTURE 38 LOW	133.100	ZTL-38
HINCH MOUNTAIN 41 LOW	133.600	ZTL-41
CROSSVILLE 37 HIGH	126.670	ZTL-37
BURNE 39 HIGH	125.920	ZTL-39

SECTION 3. GENERAL AIRSPACE

1-3-1 AIRSPACE JURISDICTION

High Sectors are delegated the airspace from FL240 and above (see FIG 1-3-1).

Low Sectors are delegated the airspace from the surface up to and including FL230 (see FIG 1-3-2).

Ultra-Low Sectors are delegated the airspace from the surface up to and including 10,000 MSL (see FIG 1-3-3).

1-3-2 AIRSPACE DELEGATION.

Reference ZTL Letter of agreements for airspace delegated to underlying terminal facilities and adjacent Control Centers (see FIG 1-3-3).

1-3-3 TERMINAL FACILITY CONSOLIDATION.

When Rome Ultra Low (ZTL 01) is staffed, all non-staffed terminal facilities consolidate into the Rome Ultra Low Sector (ZTL 01).

When Rome Ultra Low (ZTL 01) is not staffed, all non-staffed terminal facilities shall consolidate into the following sectors.

TERMINAL FACILITY	ZTL SECTOR
AUGUSTA (AGS)	AUGUSTA 24 LOW (ZTL 24)
ASHEVILLE (AVL)	SHINE 44 LOW (ZTL 44)
ATLANTA (A80)	NORTH DEPARTURE 38 LOW (ZTL 38)
ATLANTA ATHENS SECTOR (A80)	EAST DEPARTURE 16 LOW (ZTL 16)
ATLANTA MCN SECTOR (A80)	SOUTH DEPARTURE 21 LOW (ZTL 21)
ATLANTA CSG SECTOR (A80)	SOUTH DEPARTURE 21 LOW (ZTL 21)
BIRMINGHAM (BHM)	BIRMINGHAM 12 LOW (ZTL 12)
CHATANOOGA (CHA)	HINCH MOUNTAIN 41 LOW (ZTL 41)
CHARLOTTE (CLT)	LOCAS 30 LOW (ZTL 30)
GREENSBORO (GSO)	LEEON 29 LOW (ZTL 29)
GREER (GSP)	UNARM 31 LOW (ZTL 31)
MONTGOMERY (MGM)	MONTGOMERY 13 LOW (ZTL 13)
TRI-CITIES (TRI)	BRISTOL 45 LOW (ZTL 45)
KNOXVILLE (TYS)	HINCH MOUNTAIN 41 LOW (ZTL 41)

a. 1-3-4 MINIMUM IFR ALTITUDE.

MIAs are depicted for operations utilizing the Atlanta radar systems. Control personnel shall not clear/vector aircraft below the MIA unless the flights are operating along airways, transition routes, or off airway routes that have lower Minimum En Route Altitudes established. This restriction does not include aircraft on initial departure clearances, such situations being addressed elsewhere.

FIG 1-3-1: ZTL HIGH ALTITUDE SECTORS

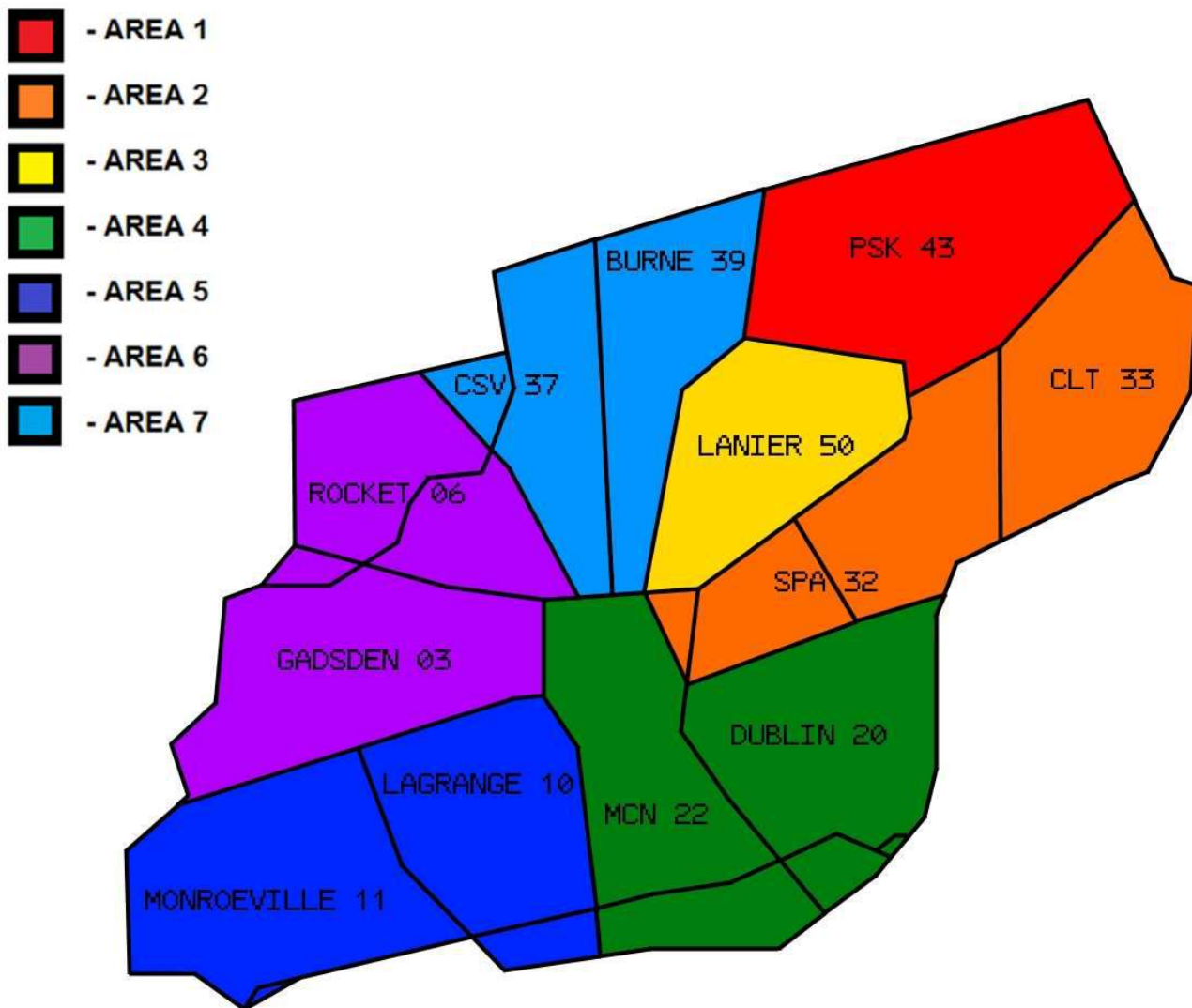


FIG 1-3-2: ZTL LOW ALTITUDE SECTORS

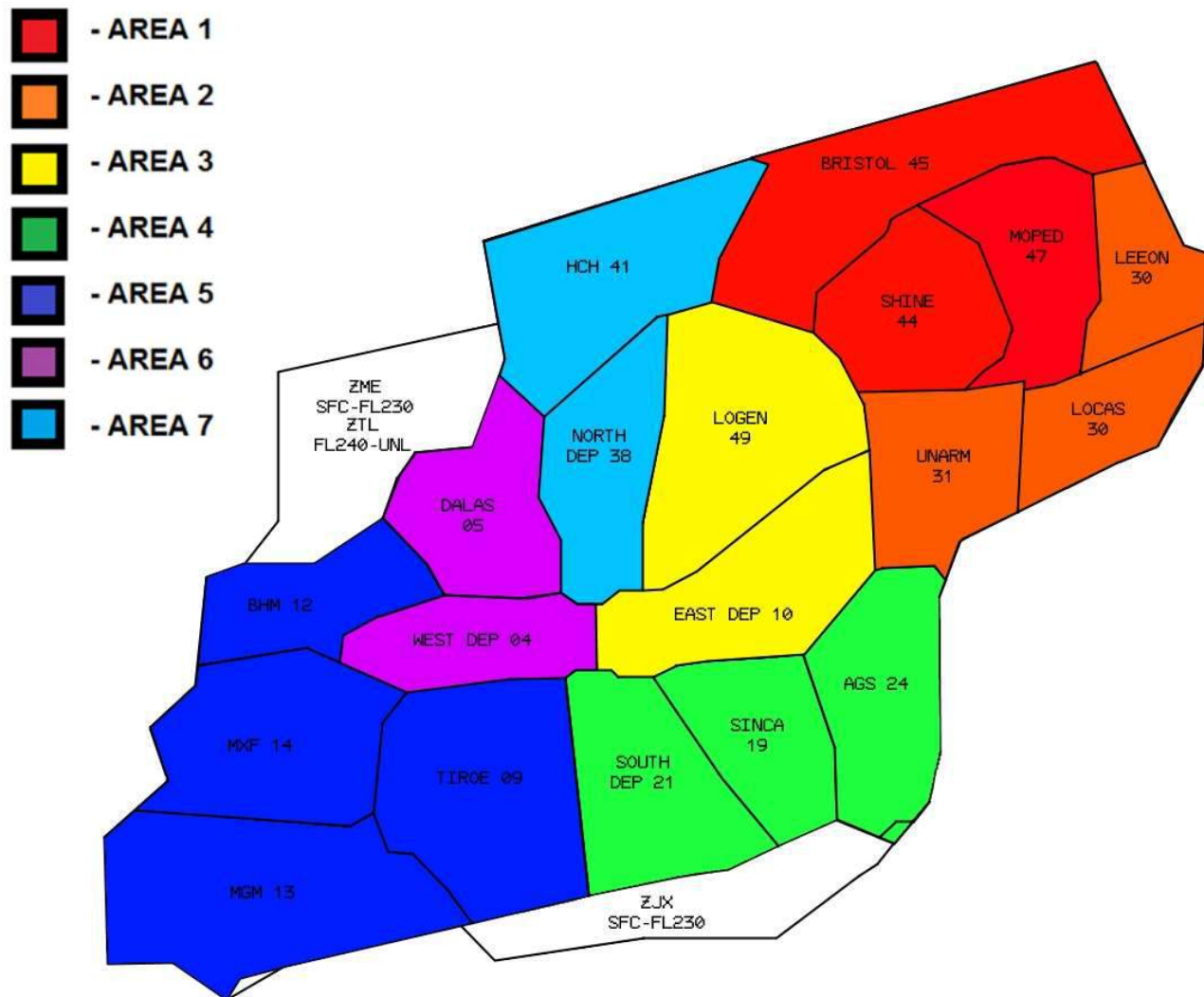
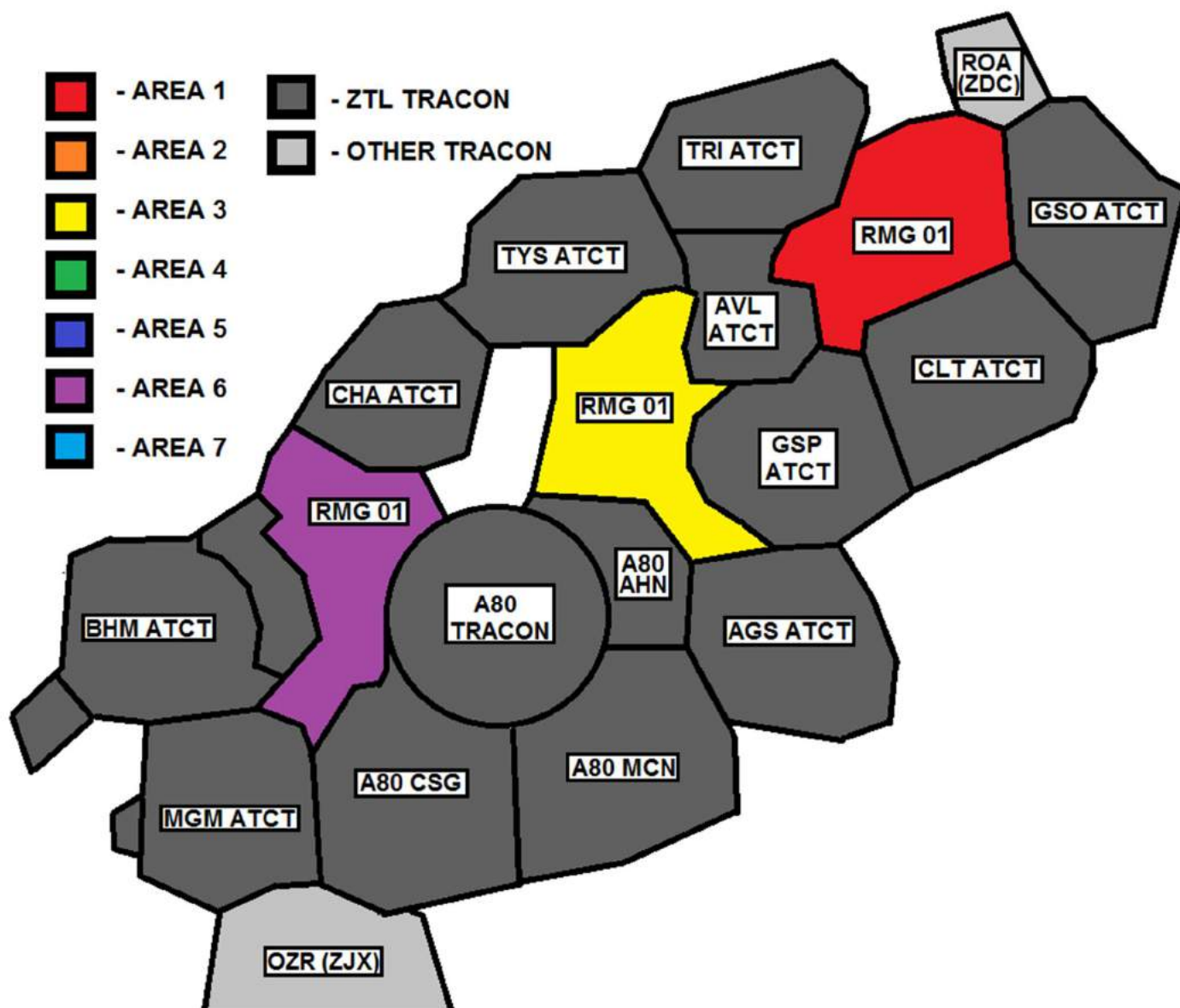


FIG 1-3-3: ZTL ULTRA LOW ALTITUDE SECTORS



SECTION 4. DUTY FAMILIARIZATION AND TRANSFER OF POSITION RESPONSIBILITY**1-4-1 POSITION RELIEF BRIEFING.**

Conduct a position relief briefing and transfer of position responsibility in accordance with FAAO 7110.65 using the appropriate position relief checklist. When assuming responsibility for the position, the relieving controller shall make a statement to the controller being relieved that position responsibility has been assumed.

In addition, the relieved controller must remain logged in for at least two minutes after being relieved from an operational position to heighten awareness and ensure both controllers can exchange all pertinent information.

SECTION 5. GENERAL OPERATING PROCEDURES**1-5-1. TRAFFIC MANAGEMENT.**

Comply with Traffic Management initiatives coordinated with TMU or CIC. Specific traffic management initiatives will be provided by the FLM/TMC.

1-5-2. DOBBINS DUMP.

Aircraft requesting the "DOBBINS DUMP." route the aircraft: DOB..WUDEE..ROJOS..MGE.

Amend remarks to "REQUEST DOBBINS DUMP."

1-5-3. AERIAL REFUELING TRACKS/AREAS.

Authorize aircraft to conduct aerial refueling along tracks published in appendix D or special tracks in their flight plan in accordance with 9-2-13. MILITARY AERIAL REFUELING in the FAA 7110.65.

1-5-4. ARRIVAL INFORMATION

Each controller must inform Clearance Delivery (when staffed) of arriving aircraft to non-towered fields and their subsequent estimated time of arrival. Each controller shall issue clearance delivery's frequency for IFR cancelation.

1-5-5. RELEASED FOR TURNS

All sectors release aircraft for turns up to 20 degrees and 20 miles without prior coordination.

CHAPTER 2. AREA OF SPECIALIZATION ONE

SECTION 1. SHINE SECTOR 44

2-1-1. SECTOR NARRATIVE SHINE SECTOR 44

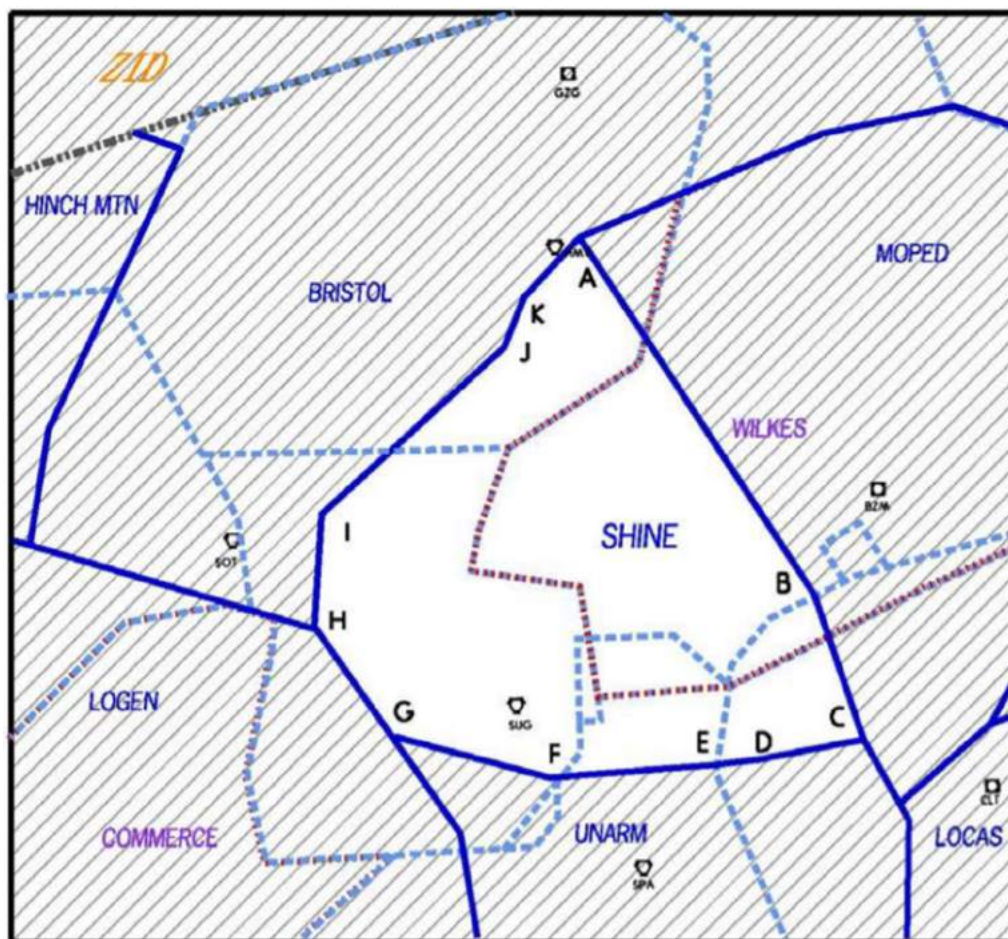
The Shine Sector is a low sector with altitude limits from 17,000 feet to FL230 for the airspace overlying Charlotte ATCT (CLT), 11,000 feet to FL230 for the remainder of the airspace. This sector serves as an arrival sector for aircraft landing Charlotte airport as well as, surrounding approach control facilities.

2-1-2 PROCEDURES

a. Arrivals

- (1) The Shine Sector may issue a pilot's discretion clearance (this includes crossing restriction clearances) from FL240 or above without first coordinating with Salem Sector.
- (2) Arrivals to GSO shall be descended to at least FL210.
- (3) Shine has control for turns and descents from Bristol on all Charlotte Terminal Area Arrivals.

2-1-3. SHINE SECTOR MAP



SECTION 2. BRISTOL SECTOR 45

2-2-1. SECTOR NARRATIVE BRISTOL SECTOR 45

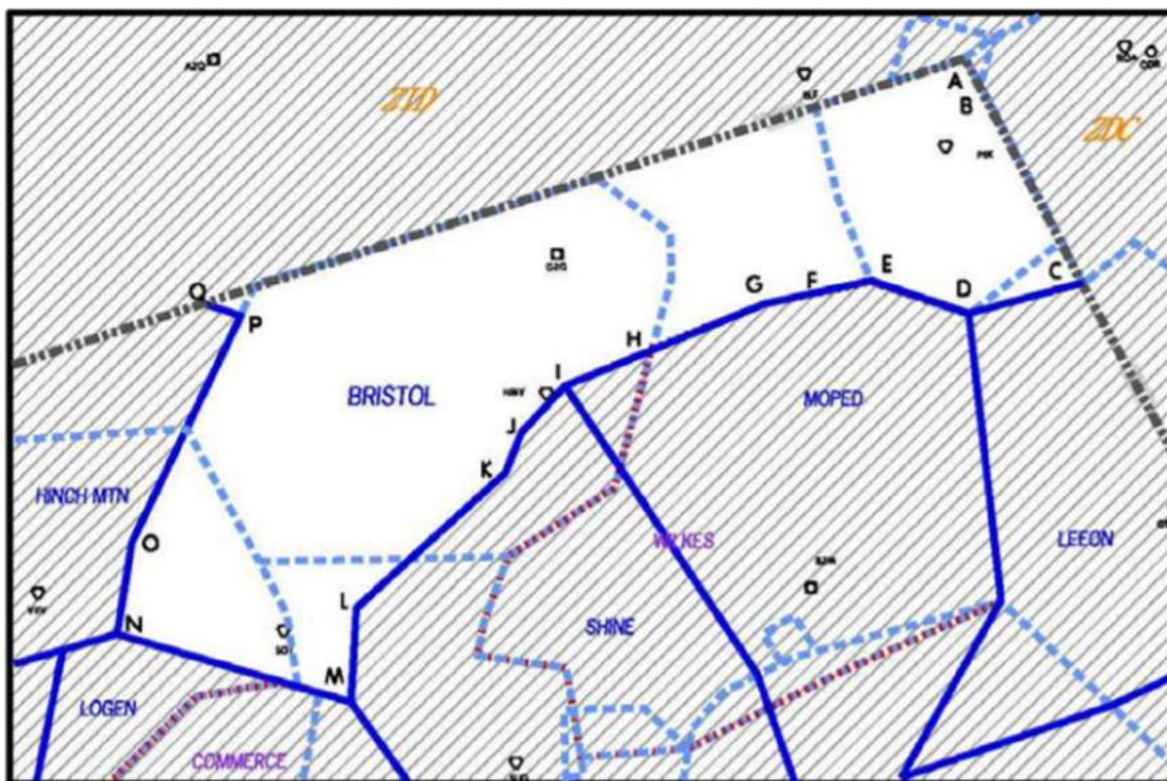
The Bristol Sector is a low sector with altitude limits from 11,000 feet to FL230 for the airspace overlying Ashville ATCT (AVL) and Tri-cities ATCT (TRI), from 13,000 feet to FL230 for the airspace overlying Knoxville ATCT (TYS), and from 7,000 feet to FL230 for the airspace overlying Roanoke ATCT (ROA). Elsewhere within the sector, the Bristol Sector altitude limits are from the surface to FL230. This sector has no predominant traffic flow, but is comprised of numerous aircraft traversing to and from approach control facilities. Bristol also contains several air-refueling tracks and military training routes. These military training areas reduce the number of useable altitudes which increases sector complexity.

2-2-2. PROCEDURES

a. Arrivals

- (1) Charlotte Terminal Area: Turboprop arrivals to the CLT Terminal Area shall cross the Bristol/Shine boundary at or below 17,000 feet descending to 13,000 feet.
- (2) Bristol releases control to Logen for all turns on all aircraft arriving in Atlanta Terminal Area.
- (3) Logen releases control for turns and descents on TRI Terminal Area Arrivals.
- (4) Bristol releases control to MOPED for GSO Terminal Area Arrivals.

2-2-4. BRISTOL SECTOR MAP



SECTION 3. MOPED SECTOR 47

2-3-1. SECTOR NARRATIVE MOPED SECTOR 47

The Moped Sector is a low sector with altitude limits from 17,000 feet to FL270 in the airspace overlying Charlotte ATCT (CLT) and under Charlotte High (33), 11,000 to FL270 over Wilkes (48) and under Charlotte High (33), and 11,000 to FL230 in the remainder of the airspace. Moped serves as a north departure sector for Charlotte airport and an arriving sector for Greensboro airport and Hickory Regional Airport.

2-3-2. PROCEDURES

a. Arrivals

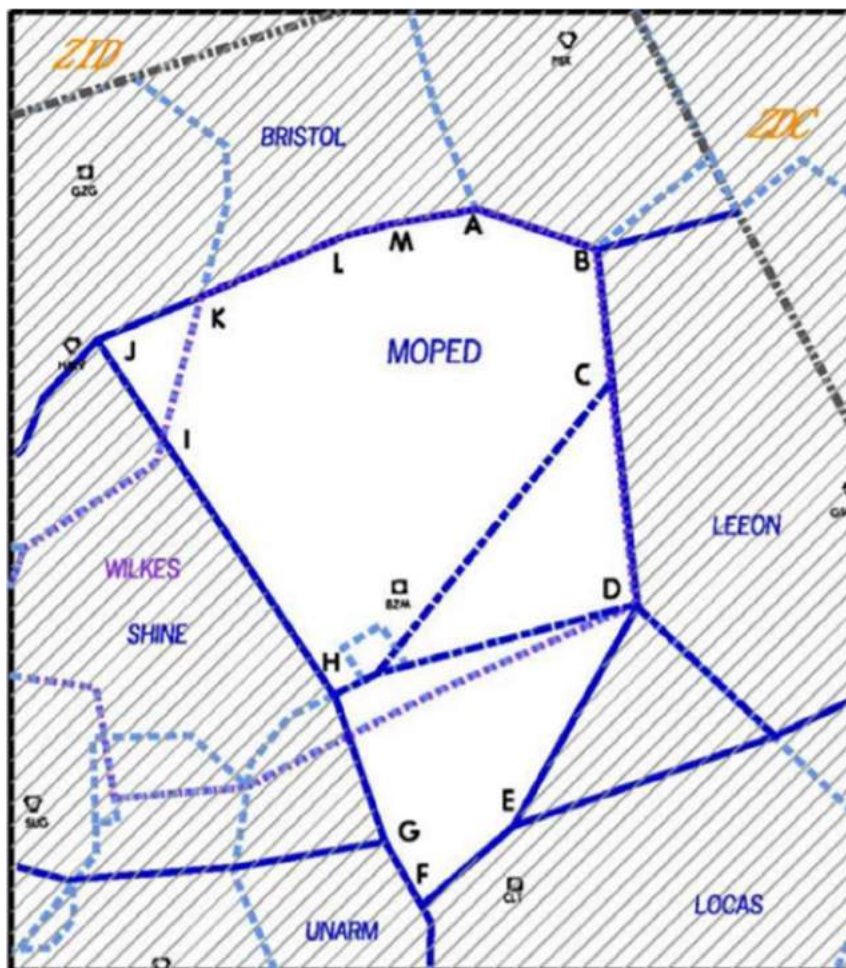
- (1) The Moped Sector may issue a pilot's discretion clearance (this includes crossing restriction clearances) from FL240 or above without first coordinating with Pulaski Sector.

b. Departures

- (1) Turboprop and turbojet aircraft departing the GSO Terminal Area, filed south of the BOTTM DTA shall be released for turns on course by the Leon Sector.

Exception: GSO turboprop departures destined the GSP Terminal Area shall be the Moped Sector's control for a left turn not to exceed a 270-degree heading.

2-3-3. MOPED SECTOR MAP

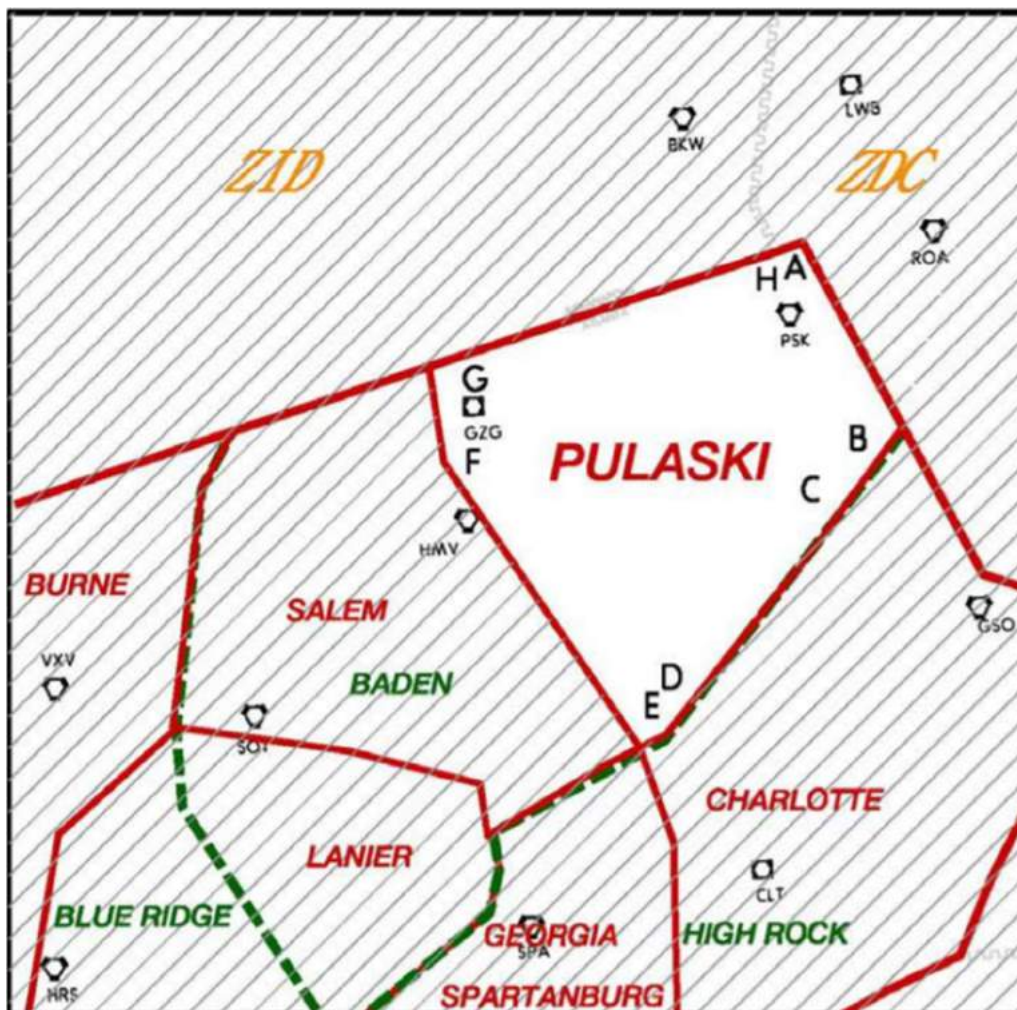


SECTION 4. PULASKI SECTOR 43**2-4-1. SECTOR NARRATIVE PULASKI SECTOR 43**

The Pulaski Sector is a high sector with altitude limits from FL240 to FL340. This sector serves as a transition sector for the Charlotte and Greensboro airports. There are several other smaller airports underlying the Pulaski Sector that transition to create traffic conflicts. Pulaski also provides spacing for traffic arriving at Atlanta airport.

2-4-2. PROCEDURES**a. Arrivals**

- (1) The Moped Sector may issue a pilot's discretion clearance (this includes crossing restriction clearances) from FL240 or above without first coordinating with Pulaski Sector.

2-4-3. PULASKI SECTOR MAP

SECTION 5. SALEM SECTOR 42

2-5-1. SECTOR NARRATIVE SALEM SECTOR 42

The Salem Sector is a high sector with altitude limits from FL240 to FL340. This sector serves as a transition sector for departing air traffic from the Charlotte Douglas (CLT) airport as well as providing spacing for aircraft arriving to the Atlanta Hartsfield Jackson (ATL) and CLT airports.

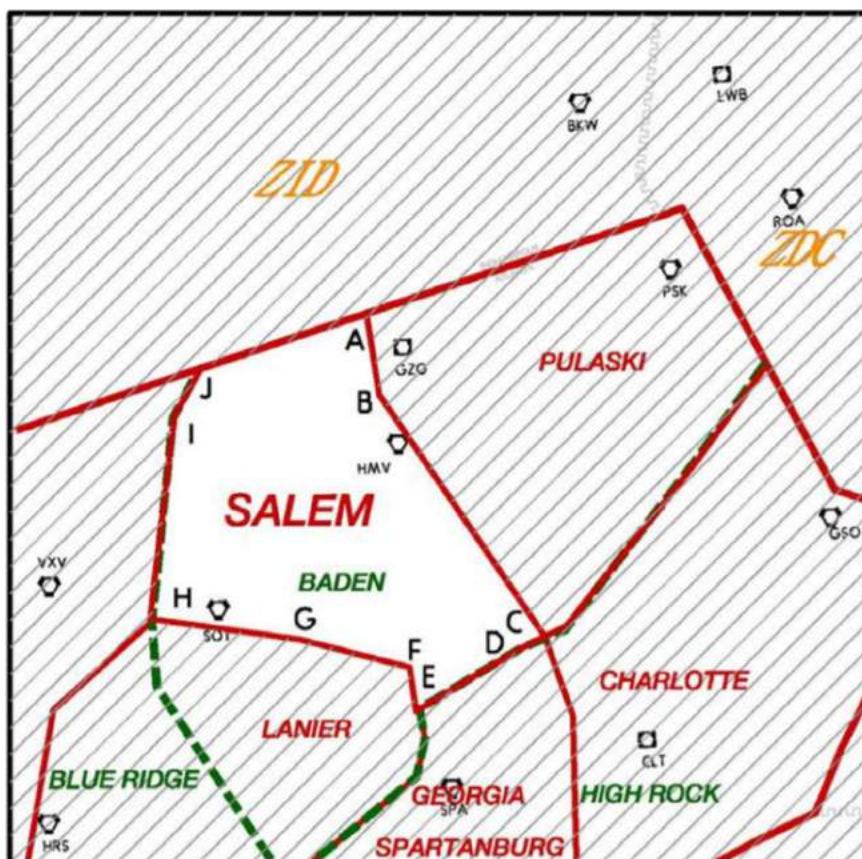
2-5-2. PROCEDURES

a. Arrivals

(1) Charlotte Arrivals:

- a. CLT turbojet arrivals from the Burne Sector shall cross the Salem/Burne Sector boundary at or below FL330.
 - b. The Shine Sector may issue a pilot's discretion clearance (this includes crossing restriction clearances) from FL240 or above without first coordinating with Salem Sector.
- (2) Aircraft inbound to CHA, operating on or north of a line from PSK to GQO, shall be descended to FL350 and handed off to the SALEM Sector in sufficient time for the aircraft to cross the Salem/Burne boundary at or below FL300.
- (3) Upon completion of radar handoff and communications transfer, Lanier Sector shall have control for turns direct to DIRTY intersection and speed control for all ATL arrivals within 15NM of the Lanier boundary from Salem.

2-5-3. SALEM SECTOR MAP



CHAPTER 3. AREA OF SPECIALIZATION TWO

SECTION 1. LEEON SECTOR 29

3-1-1. SECTOR NARRATIVE LEEON SECTOR 29

The Leeon Sector is a low sector with altitude limits from 13,000 feet to FL230 in the airspace overlying Greensboro ATCT (GSO) and under Pulaski (43), 13,000 feet to FL270 in the airspace over GSO and under Charlotte High (33), 17,000 feet to FL270 for the airspace overlying Charlotte ATCT (CLT) and under Charlotte High (33), and FL230 to FL270 in the RDU shelf over ZDC Liberty (27) sector and under ZDC Raleigh (36) sector. Leeon provides air traffic service primarily to arrivals into CLT and departures from GSO and Raleigh ATCT (RDU).

3-1-2. PROCEDURES

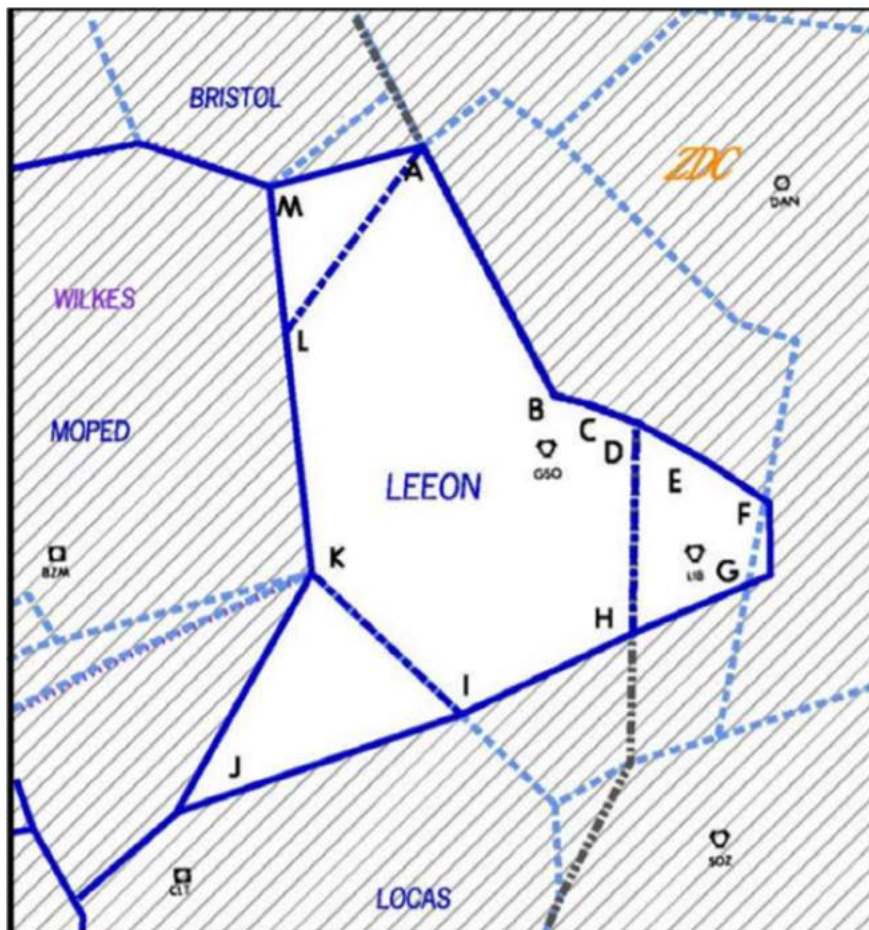
a. Arrivals

- (1) Turbojet and turboprop aircraft inbound to GSP and SPA at or above 17,000 feet shall be placed on a heading that will intercept the SPA 080 radial prior to the Leeon/Moped sector boundary or cleared via the JUNNR RNAV STAR. Leeon will descend the aircraft to FL200 or below and hand off to the Moped Sector.

b. Departures

- (1) GSO Terminal Area departures entering the Moped Sector shall be climbed by the Leeon Sector to FL230, or lower if requested, and handed off to the Moped Sector.

3-1-3. LEEON SECTOR MAP



SECTION 2. LOCAS SECTOR 30

3-2-1. SECTOR NARRATIVE LOCAS SECTOR 30

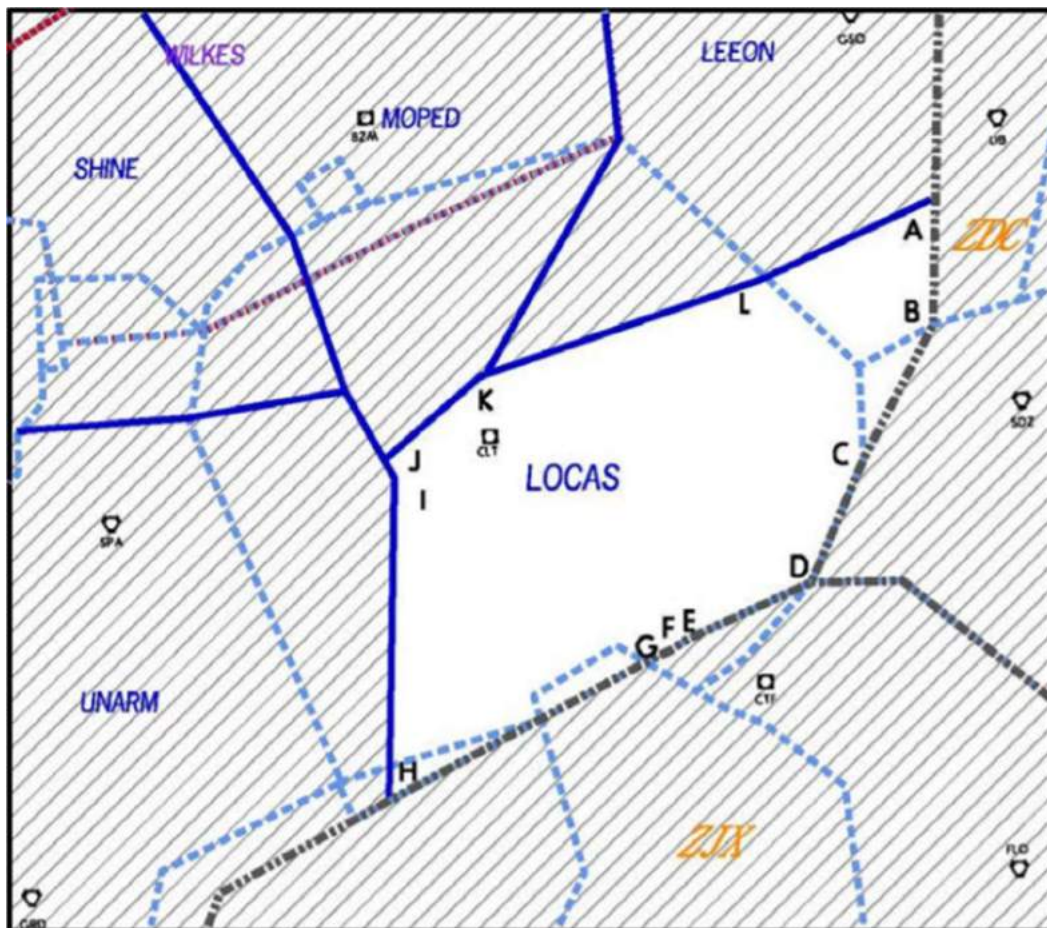
The Locas Sector is a low sector with altitude limits from 13,000 feet overlying Greensboro ATCT (GSO) and from 17,000 feet overlying Charlotte ATCT (CLT) to FL270 under Charlotte High (33), from 13,000 feet to FL230 over GSO and under the CLT Shelf and from 17,000 to FL230 over CLT ATCT and the Gipper shelf and under the CLT shelf area. Locas provides air traffic service primarily to CLT departures.

3-1-2. PROCEDURES

a. Departures

- (1) An interim altitude of FL230, or the requested altitude if lower than FL230, will be displayed on all Charlotte Douglas International Airport Turbojet departures except departures on LILLS SID will display FL190 or requested altitude if lower.

3-2-3. LOCAS SECTOR MAP



SECTION 3. UNARM SECTOR 31

3-3-1. SECTOR NARRATIVE UNARM SECTOR 31

The Unarm Sector is a low sector with altitude limits from 17,000 feet to FL230 overlying Charlotte ATCT (CLT) and 11,000 feet to FL230 overlying Greer ATCT (GSP) and Asheville ATCT (AVL). This sector provides air traffic service primarily to CLT arrivals and departures. Complexity is high due to limited airspace capacity, high traffic volume and required spacing into the Charlotte Douglas Airport.

3-3-2. PROCEDURES

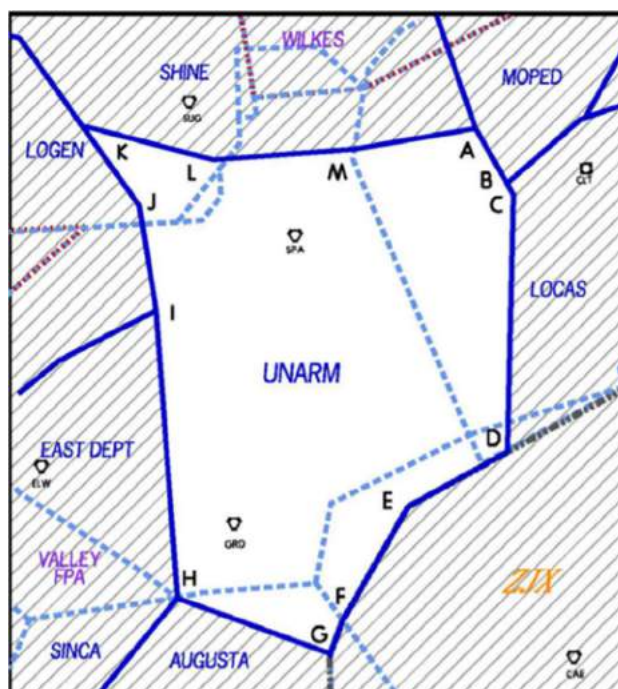
a. Arrivals

- (1) Augusta Terminal Area (AGS) arrivals shall be cleared direct to the COLLIERS VORTAC (IRQ) direct destination airport and descended to cross 15 miles north of IRQ at 11,000 feet.
- (2) From Augusta and East Departure, props and turboprops inbound to the Charlotte Terminal Area shall be issued a restriction to cross GRD VORTAC at 11,000 feet and handed off to Unarm Sector.
- (3) Charlotte Arrivals:
 - i) Pilot's discretion descents resulting from the issuance of a crossing restriction may be issued by Unarm Sector for aircraft landing within the CLT Terminal Area, which are transitioning from the Spartanburg Sector.
 - ii) At or north of a line between ATL to IRQ to CAE shall be released for speed control and turns up to 30 degrees left or right to ADENA by sector 24.

b. Departures.

- (1) Unarm shall clear GSP area departures routed into Shine Sector to an altitude of 11,000 and initiate a handoff to Shine.

3-2-3. UNARM SECTOR MAP



SECTION 4. SPARTANBURG SECTOR 32**3-4-1 SECTOR NARRATIVE SPARTANBURG SECTOR 32**

The Spartanburg sector is a high sector with altitude limits from FL240 to FL290. Traffic is comprised of an overflight flow and departures from Atlanta and Charlotte transitioning into the en-route environment. The initial sequencing into the Charlotte Terminal Area is accomplished by this sector.

3-4-2. PROCEDURES**a. Arrivals**

- (1)** Turboprop and turbojet aircraft inbound to GSO shall be cleared via the appropriate arrival. These aircraft shall cross 30 miles northeast of SPA at FL240.
- (2)** Arrivals to GSO, south of a line GSO to GQO shall cross the Lanier/Spartanburg boundary at or below FL290.
- (3)** Arrivals to the Augusta Terminal Area (AGS) at or above FL250 shall cross the Lanier/Spartanburg boundary at FL250.
- (4)** Charlotte Arrivals:
 - i) CLT Arrivals at or north of J4/52 shall be released for speed control and turns up to 30 degrees left or right to ADENA by sector 20.
 - ii) Pilot's discretion descents resulting from the issuance of a crossing restriction may be issued by Unarm Sector for aircraft landing within CLT Terminal Area.
- (5)** Aircraft landing GSP overflying the Macon Sector shall cross the Macon/Spartanburg Sector boundary at or below FL270.
- (6)** AVL arrivals at or above FL250 from DBN sector shall cross 95 miles south of KAVL at or below FL240.

3-4-3. AUTOMATED INFORMATION TRANSFER

En-route aircraft operating on, or south of, a course Atlanta (ATL) direct Colliers (IRQ) or IRQ direct ATL, between FL240 and FL340, shall be handled as follows.

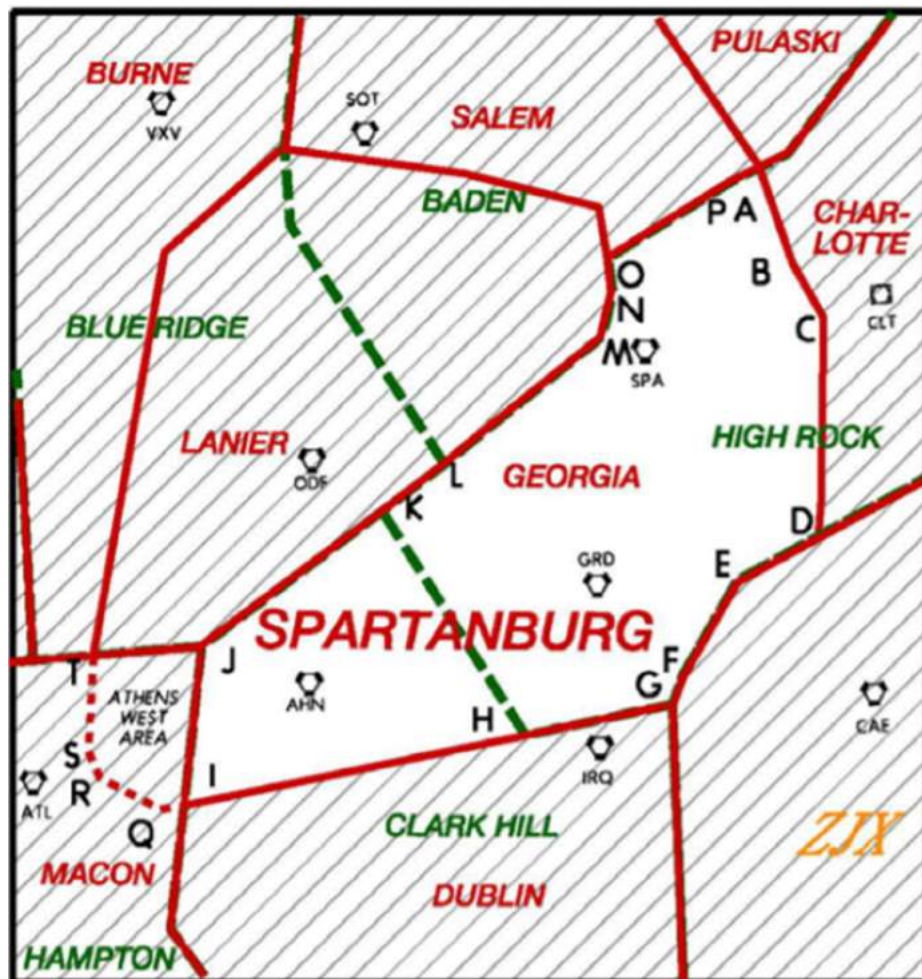
a. Eastbound Aircraft

- (1) Spartanburg/Georgia High, traffic permitting, shall accept the handoff and immediately initiate a handoff to the Dublin Sector.
- (2) When the Macon Sector observes that the Dublin Sector has accepted the handoff, Macon shall transfer communications and any pertinent flight plan information to Dublin.

b. Westbound Aircraft

- (1) Spartanburg/Georgia High, traffic permitting, shall accept the handoff and immediately initiate a handoff to the Macon Sector.
- (2) When the Dublin Sector observes that the Macon Sector has accepted the handoff, Dublin shall transfer communications and any pertinent flight plan information to Macon.

3-4-4. SPARTANBURG SECTOR MAP



SECTION 5. CHARLOTTE SECTOR 33

3-5-1. SECTOR NARRATIVE CHARLOTTE SECTOR 33

The Charlotte sector is a high sector with altitude limits from FL280 to FL340. Traffic is comprised of a heavy en-route flow with departures and arrivals from Atlanta, Columbia, Greenville-Spartanburg, Greensboro, Raleigh-Durham, and Charlotte airports. This sector serves as the primary feeder for the East Coast Plan Routes into Washington Center. The secondary traffic flow is south and southwest bound from Indianapolis and Washington Center areas. Special care should be exercised when vectoring aircraft. The jet stream can exceed 200 knots from the west and increase/decrease aircraft speed dramatically.

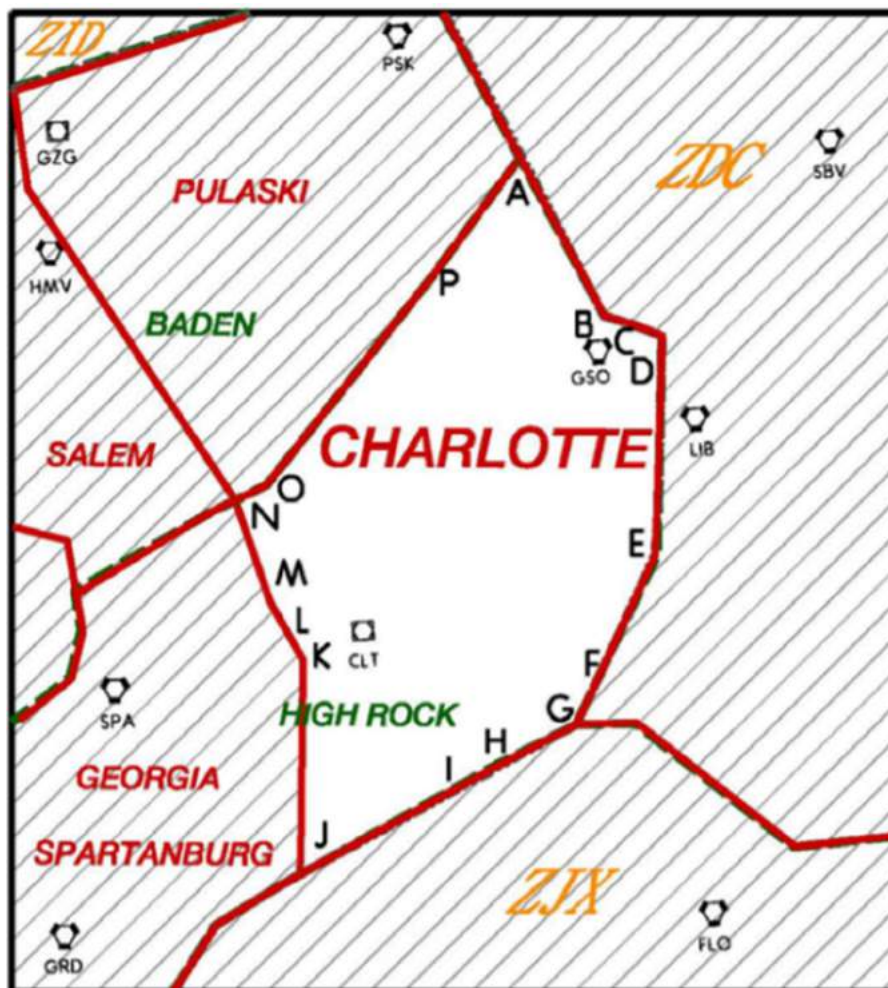
3-5-2. PROCEDURES

For aircraft landing the Atlanta Terminal Area via the AWSON STAR, Charlotte will descend the aircraft to FL350 and initiate a handoff to the Georgia High sector in time to allow the aircraft to cross the Lanier/SPARTANBURG sector boundary at or below FL300.

a. Arrivals

- (1) Turboprop and turbojet aircraft inbound to GSP and SPA, shall be placed on a heading that will intercept the SPA 080 radial prior to the Leon/Moped Sector Boundary or cleared via the JUNNR RNAV STAR and handed off to Leon for descent.

3-5-3. CHARLOTTE SECTOR MAP



CHAPTER 4. AREA OF SPECIALIZATION THREE

SECTION 1. EAST DEPARTURE SECTOR 16

4-1-1. SECTOR NARRATIVE EAST DEPARTURE SECTOR 16

The East Departure Sector is a low sector with altitude limits from 15,000 feet to FL230 for the airspace overlying A80-Atlanta Sector airspace, and 11,000 feet to FL230 for the remainder of the airspace. The primary traffic flow is west to east and consist of jet and turbojet departures climbing away from the Atlanta Terminal Area. There are major crossing points near Athens and ELW VORTAC's.

4-1-2. PROCEDURES

a. Arrivals

- (1) Aircraft landing the Augusta Terminal Area shall be cleared via direct IRQ direct destination airport, and descend to 11,000 feet.
- (2) Turboprops inbound to the Charlotte Terminal Area shall be issued a restriction to cross GRD VORTAC at 11,000 feet and handed off to Unarm Sector.

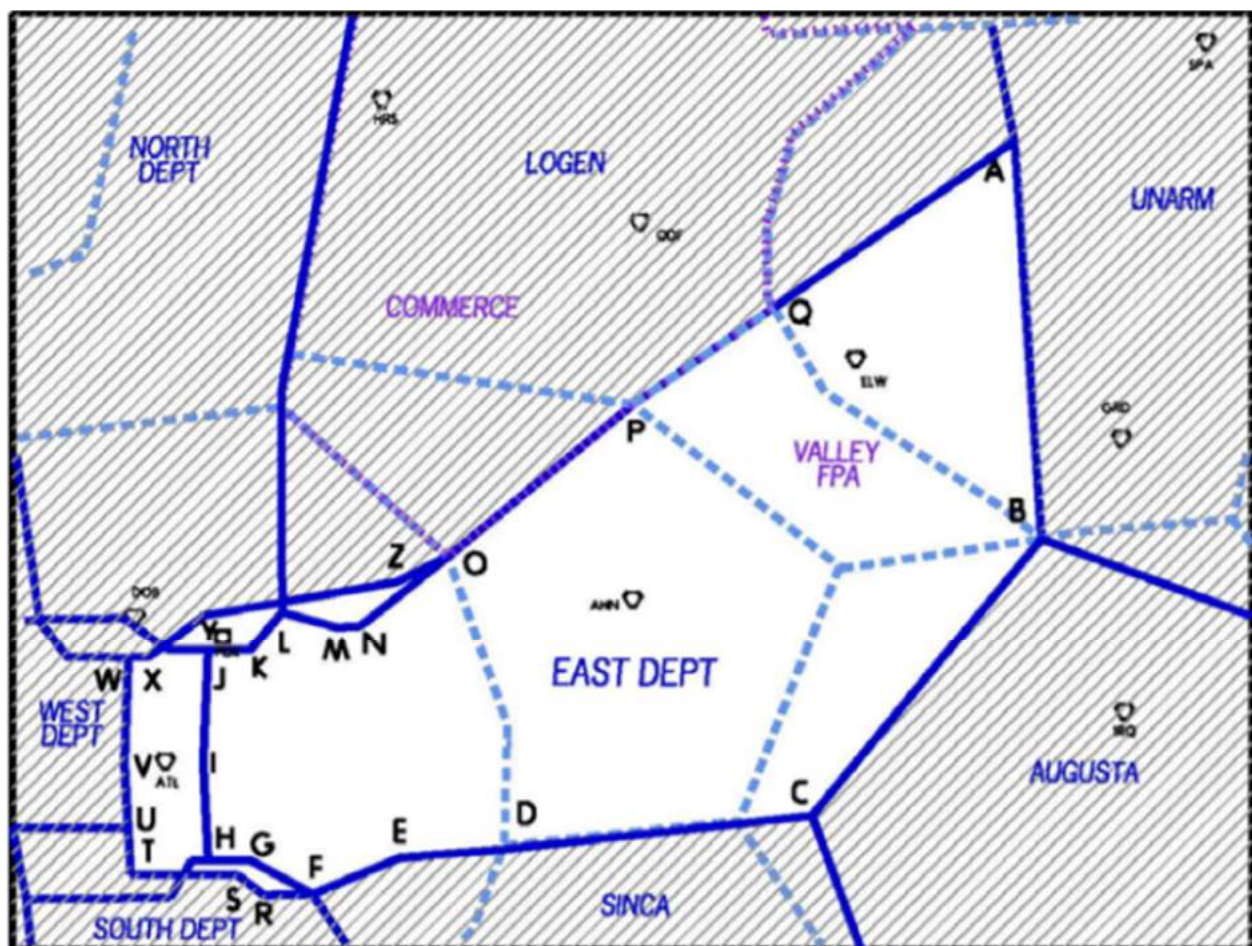
b. Departures

- (1) Atlanta Departures:
 - i) Aircraft departing the Atlanta Terminal Area and landing CHS/JZI/SAV/HXD/CAE requesting at or above FL230 shall be assigned FL230 as a final altitude.
 - ii) Departures from the Atlanta Terminal Area that will next enter the Sinca Sector, requesting FL230 or below, shall be assigned a heading to remain clear of Sinca airspace and handed off to Sinca. Aircraft are released for turns to the south. Sinca shall be responsible for point outs to the Augusta Sector.

c. **Mandatory Altitude Requirements.**

- (1) **From SINCA Sector.** High performance turbojet aircraft inbound to MGE via the Dobbin's Dump, SINCA shall descend to FL200.
- (2) **To Augusta Sector.** Aircraft departing the Atlanta Terminal Area and landing CAE requesting at or above FL230 shall be assigned FL230 as a final altitude.
- (3) **To Augusta Sector.** Aircraft landing the Augusta Terminal Area shall be cleared via direct IRQ direct destination to cross 15 DME west of IRQ at 11,000 feet.
- (4) **To Unarm Sector.** Turboprops inbound to the Charlotte Terminal Area shall be issued a restriction to cross GRD VORTAC at 11,000 feet and handed off to Unarm Sector.

4-1-3. EAST DEPARTURE SECTOR MAP



SECTION 2. LOGEN SECTOR 49

4-2-1. SECTOR NARRATIVE LOGEN SECTOR 49

The Logen Sector is a low sector with altitude limits from 15,000 feet to FL230 for the airspace overlying A80-Atlanta sector, from 13,000 feet to FL230 for the airspace overlying Knoxville ATCT (TYS), and 11,000 feet to FL230 for the remaining airspace. Logen is an inbound sector for Atlanta Terminal area arrivals from the northeast and is responsible for final spacing of aircraft to A80. Secondary traffic flows include Knoxville, Greer and Ashville arrivals and departures. Logen is also responsible for the Snowbird MOA.

4-2-2. PROCEDURES

a. Arrivals

(1) Atlanta Arrivals:

- i) Aircraft transitioning from the Lanier Sector landing in the Atlanta Terminal Area, may remain in the Lanier Sector airspace after communication transfer without back coordination.
- ii) All Atlanta arrivals from the Bristol Sector to the Logen Sector cleared via SOT-ODF-Whinz Arrival are released to the Logen Sector to be cleared via the SOT205 radial to join the Whinz Arrival.

(2) All Tri-City (TRI) arrivals shall be cleared to 17,000 feet, traffic permitting, or at filed altitude, if lower.

(3) Arrivals to Chattanooga (CHA) north of the Foothills VORTAC (ODF) shall enter the North Departure Sector at or below FL180.

(4) Arrivals to AHN shall cross the Logen/North Departure boundary at or below FL230, descending to 11,000 and handed off to Logen.

b. Departures

(1) Atlanta Terminal area departures:

- a) Hartsfield-Jackson Non-RNAV and Atlanta Satellite departures that will next enter the Logen Sector requesting 11,000 feet through FL230, shall be assigned a heading to remain clear of the Logen Sector airspace and handed off to the Logen Sector. The Logen Sector has control for additional turns to the east.
- b) Hartsfield-Jackson RNAV departures that will enter the Logen Sector requesting 11,000 feet through FL230, shall be routed via the SMKEY SID, then direct to HUCHH RNAV fix, and then via flight plan route. The Logen Sector has control for turns to the east.

NOTE: Unless the Logen Sector coordinates otherwise, all Hartsfield-Jackson RNAV departures will proceed on course.

- c) Atlanta Terminal Area departures to TRI or AVL, requesting FL240 or higher, shall be assigned FL230 as a final altitude

c. Additional Procedures

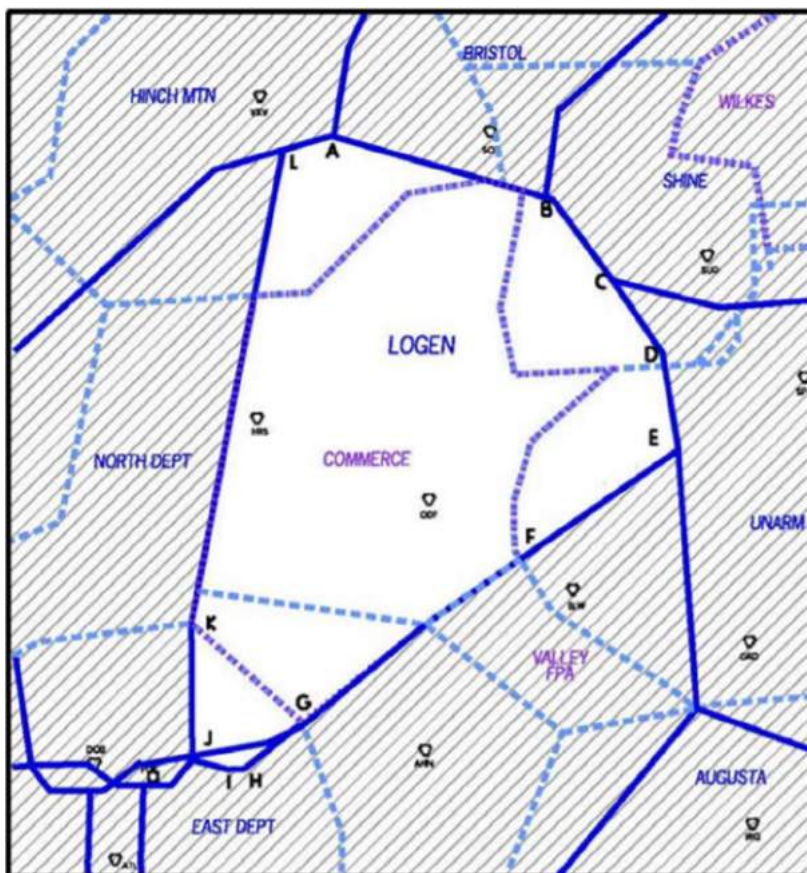
- (1) Aircraft operating between HRS and VXV on V267 shall operate at ODD altitudes southbound, and EVEN altitudes northbound.

d. Military Operations

Snowbird MOA

- a. Before clearing aircraft to operate in the Snowbird MOA, coordination/notification is required with the following sectors/facilities: 18, 31, 38, 39, 41, 42, 44, 45, 50, TYS Approach and AVL Approach. Logen shall make appropriate EDST entries to show activation.
- b. When Snowbird MOA is active, Logen shall advise Unarm. CLT departures over BRAYN shall be assigned a heading of 270 degrees, except the aircraft that are filed over HRS, and the heading will be in the 4th line of the data block.
- c. When SOT MOA is activated, TYS will assign VXV184 radial or VXV102 radial to remain clear of the moa. Sector 49 is responsible for turning the aircraft on course.

4-2-3. LOGEN SECTOR MAP



SECTION 3. LANIER SECTOR 50**4-3-1. SECTOR NARRATIVE LANIER SECTOR 50**

The Lanier Sector is a high sector with altitude limits from FL240 to FL340. Lanier provides preliminary sequencing for Atlanta Terminal area arrivals from the northeast. Lanier complexity is increased by crossing en-route traffic and aircraft departing Charlotte Terminal area proceeding northwest bound.

4-3-2. PROCEDURES**a. Arrivals****(1) Atlanta Terminal Area:**

- a. All aircraft landing at the Atlanta Terminal Area shall be cleared to cross the 50nm arc of ODF at FL350.
- b. Upon completion of radar handoff and communications transfer, Lanier Sector shall have control for turns direct to DIRTY and speed control for all ATL arrivals within 15NM of the Lanier boundary from Salem.
- c. ATL arrivals from Burne/Blue Ridge sectors shall cross the Burne/Lanier Sector boundary at FL350.
- d. ATL arrivals from Spartanburg/Georgia High via the AWSON STAR shall cross the Lanier/Spartanburg-Georgia High boundary at or below FL300.
- e. High Rock will descend aircraft landing ATL to FL350 and initiate a handoff to the Georgia High sector in time to allow the aircraft to cross the Lanier/Georgia High sector boundary at or below FL340.

(2) Arrivals to Chattanooga (CHA) north of ODF shall be descended to FL240 and handed off to the Logen Sector in sufficient time for the aircraft to cross the Logen/North Departure boundary at or below FL180.

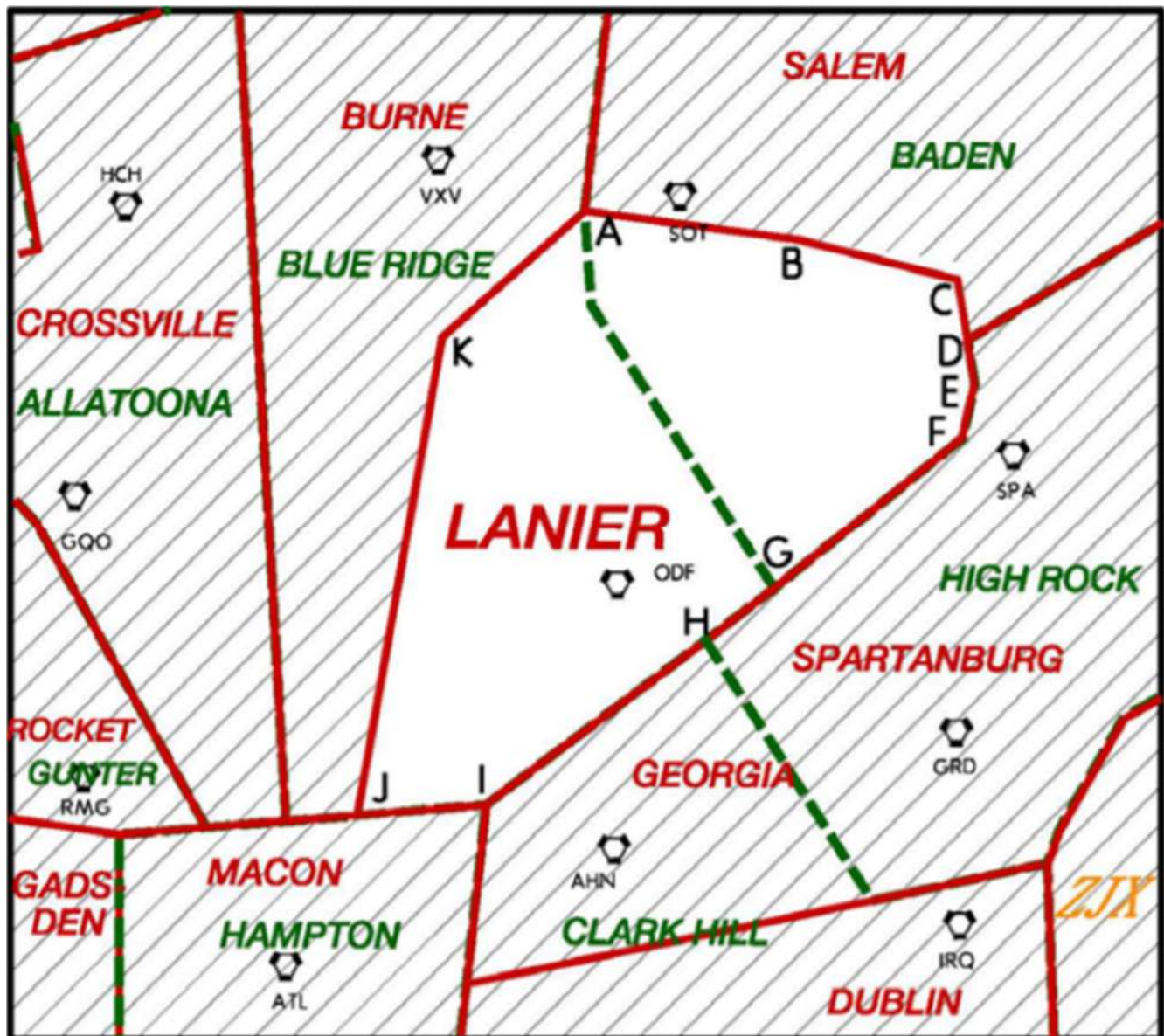
(3) Arrivals to GSO:

- a. GSO arrivals from south of a line GSO to GQO shall be descended to cross 85 miles west of SPA at FL350 and handed off to Lanier Sector.
- b. Lanier shall clear these aircraft to cross the Lanier/Spartanburg boundary at or below FL290.

(4) Arrivals to the Huntsville (HSV) or to the Nashville Terminal Area (BNA, MQY, JWN and MBT) shall cross the Lanier/Burne boundary at or below FL300.

(5) Arrivals to the Augusta Terminal Area (AGS) at or above FL250 shall cross the Lanier/Spartanburg boundary at FL250.

4-3-3. LANIER SECTOR MAP



CHAPTER 5. AREA OF SPECIALIZATION FOUR

SECTION 1. SINCA SECTOR 19

5-1-1. SECTOR NARRATIVE SINCA SECTOR 19

The Sinca Sector is a low sector with altitude limits from 15,000 feet to FL230 for the airspace overlying A80-Atlanta sector, and 11,000 feet to FL230 for the remainder of the airspace. Sinca is an inbound sector for Atlanta Terminal area arrivals from the southeast and is responsible for final spacing of aircraft to A80. Sinca complexity is increased by military operations from Robins AFB and functional check flights requiring multiple altitude changes for F15's, F16's, and KR35's, which have to cross out with arrivals on the SINCA STAR.

5-1-2. PROCEDURES

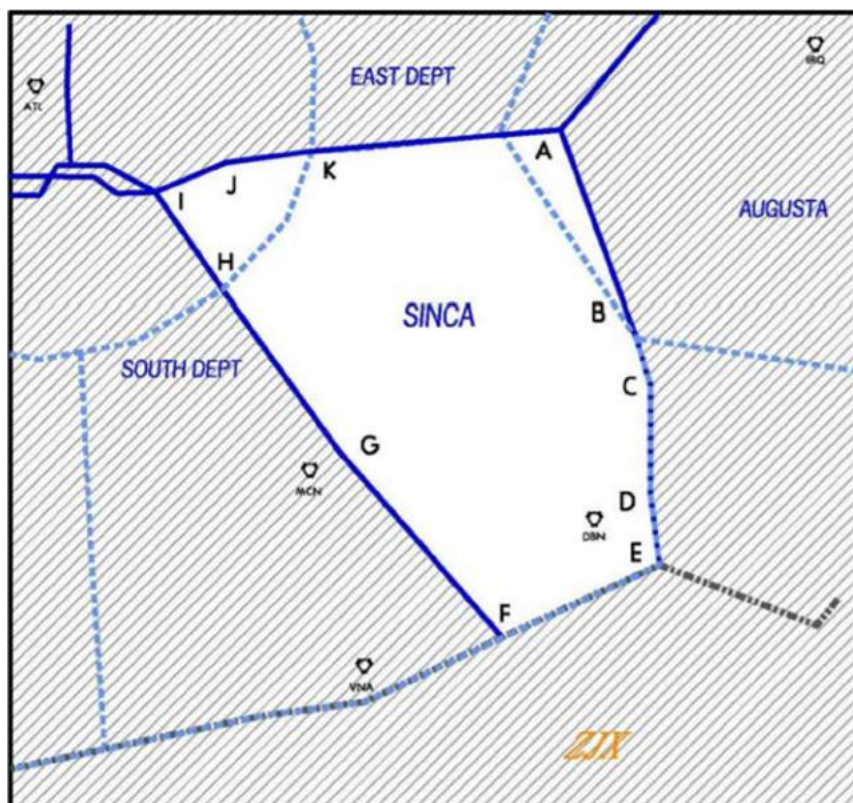
a. Arrivals

- (1) Pilot's discretion descents resulting from the issuance of a crossing restriction may be issued by Sinca Sector for aircraft landing within the Atlanta Terminal Area.
- (2) Dublin Sector shall coordinate speed and heading changes with Sinca Sector manually.

b. Departures

- (1) Departures from the Atlanta Terminal Area that will next enter the Sinca Sector, requesting FL230 or below, shall be assigned a heading to remain clear of Sinca airspace and handed off to Sinca. Aircraft are released for turns to the south. Sinca shall be responsible for point outs to the Augusta Sector.
- (2) Aircraft departing A80's airspace that enter Sinca Sector after MCN (i.e. MCN DBN SAV or MCN DBN HXD) shall be released for left turns to Sinca Sector.

5-1-3. SINCA SECTOR MAP



SECTION 2. DUBLIN SECTOR 20

5-2-1. SECTOR NARRATIVE DUBLIN SECTOR 20

Dublin Sector is a high sector with altitude limits from FL240-FL340. Dublin provides preliminary sequencing for Atlanta Terminal area arrivals from the southeast and Charlotte Terminal area arrivals from the southwest. Cross-overs between the two airports increases Dublin complexity.

5-2-2. PROCEDURES

a. Arrivals

- (1)** Charlotte (CLT) arrivals overflying IRQ shall be sequenced for the Spartanburg Sector and cross LUKES intersection at FL240 unless otherwise coordinated.
- (2)** Jacksonville arrivals cross common boundary AOB FL240.
- (3)** Greer Spartanburg International (GSP) and Greenville Downtown (GMU) arrivals overflying IRQ shall be descended to FL240 and handed off to the Augusta Sector.
- (4)** Pilot's discretion descents resulting from the issuance of a crossing restriction may be issued by Sinca Sector for aircraft landing with the Atlanta Terminal Area.
- (5)** Charlotte (CLT) arrivals at or north of J4/52 shall be released for speed control and turns up to 30 degrees left or right to ADENA by sector 20.
- (6)** Aircraft landing ATL shall be Dublin Sectors control for left turns direct SINCA or CANUK.
- (7)** AVL arrivals at or above FL250 from DBN sector shall cross 95 miles south of KAVL at or below FL240.
- (8)** CHS arrivals must cross the ZTL/ZJX common boundary at or below FL270.

5-2-3. AUTOMATED INFORMATION TRANSFER

En-route aircraft operating on, or south of, a course Atlanta (ATL) direct Colliers (IRQ) or IRQ direct ATL, between FL240 and above, shall be handled as follows.

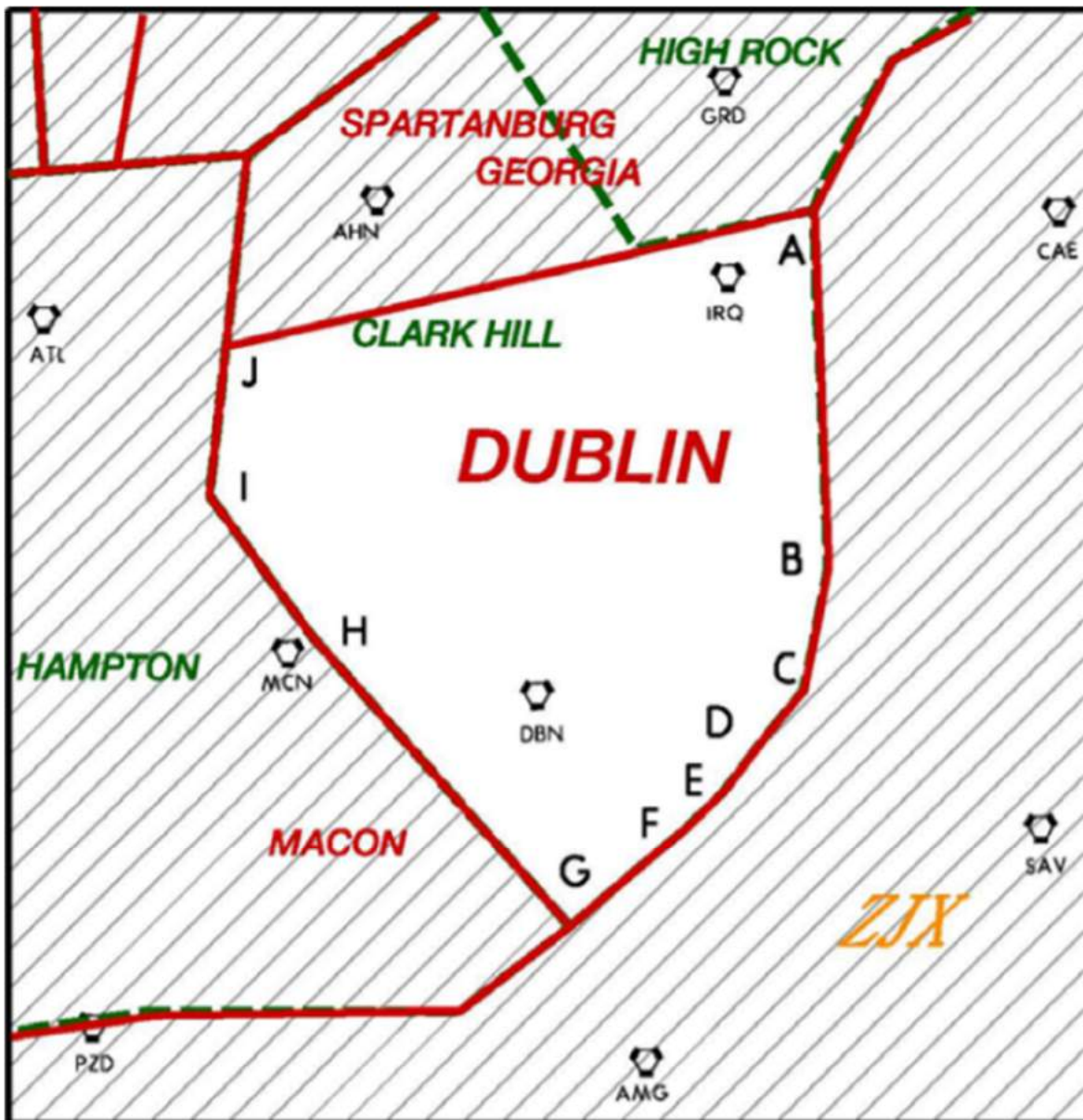
a. Eastbound Aircraft

The MACON Sector shall initiate a point out to the SPA Sector as appropriate and handoff and transfer communications to DUBLIN sector.

b. Westbound Aircraft

The DUBLIN Sector shall initiate a point out to the SPA Sector as appropriate and handoff and transfer communications to MACON sector.

5-2-4. DUBLIN SECTOR MAP



SECTION 3. SOUTH DEPARTURE SECTOR 21

5-3-1. SECTOR NARRATIVE SOUTH DEPARTURE SECTOR 21

The South Departure Sector is a low sector with altitude limits from 15,000 feet to FL230 for the airspace overlying A80-Atlanta sector, and 11,000 feet to FL230 for the remaining airspace. The main traffic flow is out of A80 airspace, southbound. South Departure also provides IFR arrival and departure services to the Macon, Warner Robins (WRB), LaGrange (LGC), Columbus (CSG) and Lawson (LSF) areas. South Departure must also ensure aircraft remain clear of R3002 at Fort Benning and the Moody MOA's just south of the airspace.

5-3-2. PROCEDURES

a. Departures

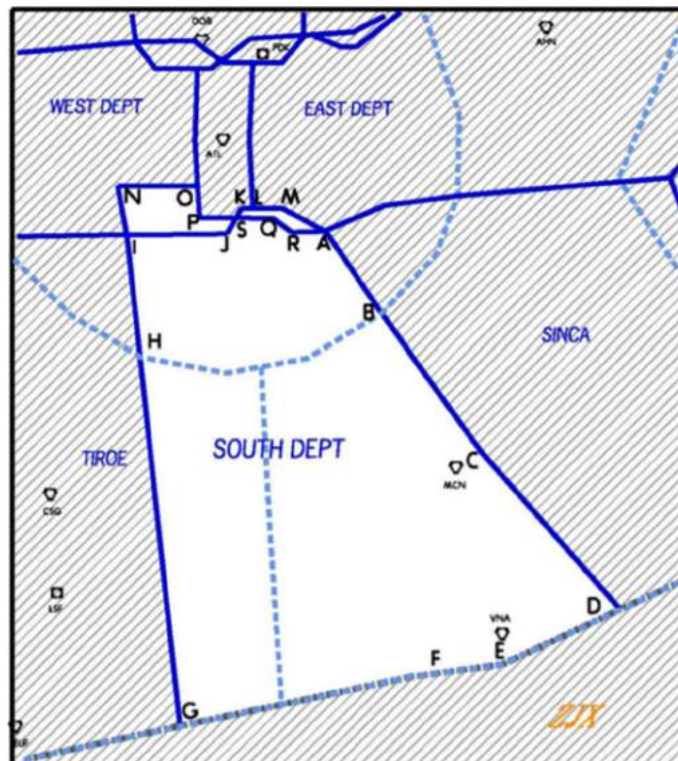
(1) Atlanta Terminal Area South Departures which will enter the Tiroe Sector:

- a. Hartsfield-Jackson Non-RNAV and Atlanta Satellite Departures via South Departure Sector requesting at or below FL230 that will enter Tiroe Sector shall be assigned a heading to remain clear of Tiroe Sector. Tiroe Sector has control for turns to the west. Tiroe Sector shall ensure the aircraft enters their airspace prior to V323.
- b. Hartsfield-Jackson RNAV Departures:
 - i) Hartsfield-Jackson RNAV Departures equipped and capable of flying the RNAV SIDs, shall be cleared on the SIDs. Tiroe Sector will have control for right turns.

NOTE: If Tiroe Sector does not turn these aircraft, they will proceed on course.

(2) Aircraft departing A80's airspace that enter Sinca Sector after MCN. (i.e. MCN DBN SAV or MCN DBN HXD) shall be released for left turns to Sinca Sector.

5-3-3. SOUTH DEPARTURE SECTOR MAP



SECTION 4. MACON SECTOR 22

5-4-1. SECTOR NARRATIVE MACON HIGH SECTOR 22

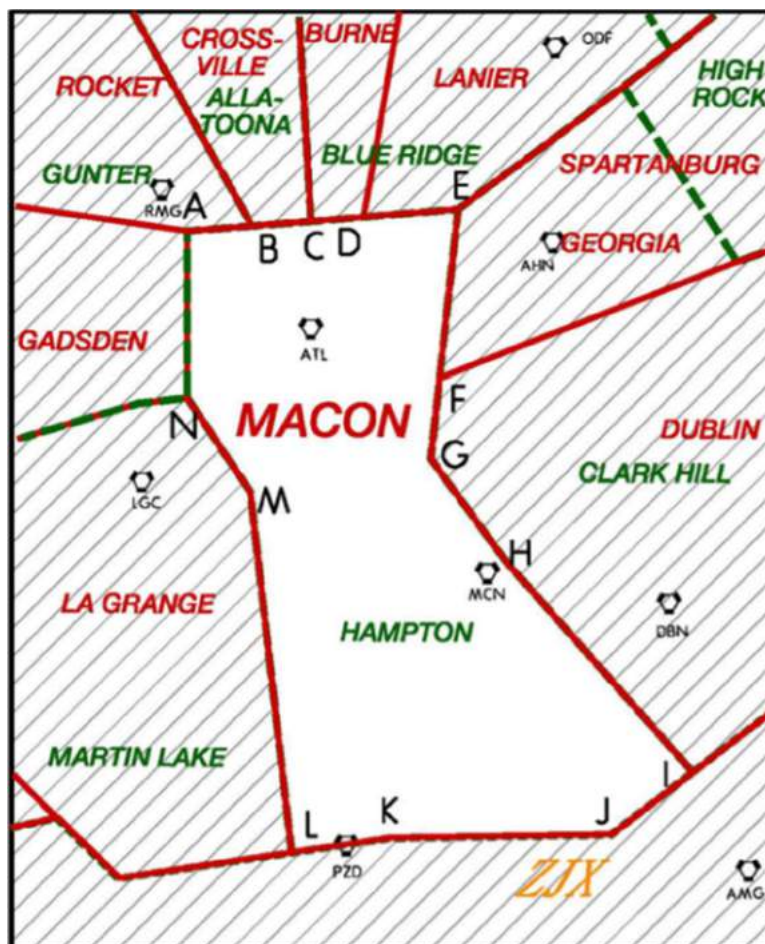
The Macon Sector is a high sector with altitude limits from FL300-FL340 over the “Athens West Area” and FL240-FL340 over the remainder of the sector. Macon controls Atlanta Terminal Area Departures climbing into the en route stream and overflight en route traffic. Traffic complexity is increased because controllers are required to change altitudes on all en route traffic to and from Jacksonville Center, Alma, and Moultrie Sectors on J45 to comply with the Atlanta ARTCC and Jacksonville ARTCC Letter of Agreement.

5-4-2. PROCEDURES

a. Arrivals

- (1) Aircraft landing Greer (GSP) Terminal Area, overflying the Macon Sector, shall cross the Macon/Spartanburg Sector boundary at or below FL270.
- (2) BHM arrivals above FL320 shall be at FL320, prior to the LaGrange/Hampton Sector boundary.
- (3) MGM arrivals at or above FL260 from Macon Sector shall cross the LGC/MCN common boundary at or descending to FL260 and are released to LGC Sector for descent and left turns up to 15 degrees.
- (4) AHN arrivals at or above FL240 from LGC/Martin Lake sectors shall cross the LGC/MCN sectors common boundary at or below FL340 descending to FL240.

5-4-3. MACON SECTOR MAP



SECTION 5. AUGUSTA SECTOR 24

5-5-1. SECTOR NARRATIVE AUGUSTA SECTOR 24

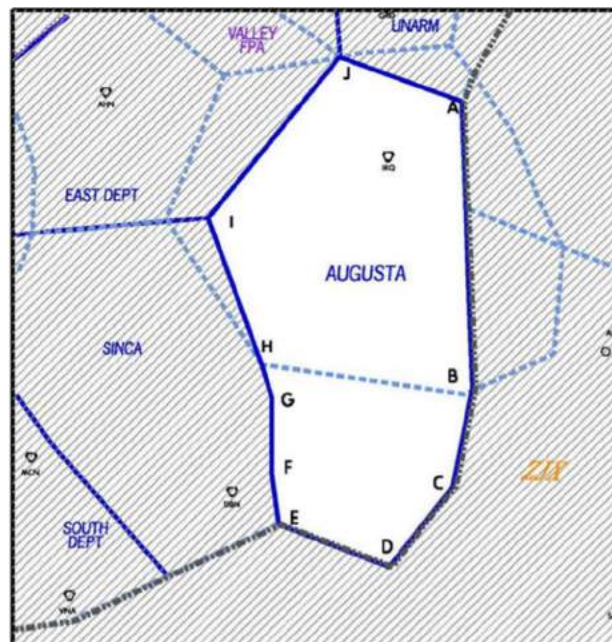
The Augusta Sector is a low sector with altitude limits from surface to FL230. Augusta's main traffic flow is aircraft transitioning to and from airports within or adjacent to the airspace, including turboprop arrivals into Atlanta. Augusta works a high volume of military traffic and is responsible for controlling the Bulldog MOA/ATCAA.

5-5-2. PROCEDURES

a. Arrivals

- (1) Arrivals to ATL shall be cleared via the appropriate STAR. Prop arrivals to ATL shall be cleared via V155 SINCA V179 HUSKY ATL. When ATL is on a west operation, Augusta Sector shall clear turboprop arrivals to cross BEYLO or 50 DME west of IRQ at 11,000 feet. Arrivals to Atlanta Terminal Area satellite airports shall be cleared via IRQ BEYLO..PUMCY..TRBOW.
- (2) Arrivals to Atlanta Terminal Area satellite airports shall be cleared via JRAMS STAR.
- (3) Augusta Arrivals:
 - i) Unarm Sectors shall clear AGS Terminal Area arrivals direct IRQ direct destination airport to cross 15 miles from IRQ at 11,000 feet.
 - ii) East Departure Sector shall clear AGS Terminal Area arrivals direct IRQ direct destination airport, and descend to 11,000 feet.
- (4) Charlotte (CLT) arrivals at or north of a line between ATL to IRQ to CAE shall be released for speed control and turns up to 30 degrees left or right to ADENA by sector 24.
- (5) Aircraft departing the Atlanta Terminal Area and landing CHS/JZI/SAV/HXD/CAE requesting at or above FL230 shall be assigned FL230 as a final altitude.
- (6) Arrivals to CAE and SAV shall cross 35 miles west at 11,000 feet.

5-5-3. AUGUSTA SECTOR MAP



CHAPTER 6. AREA OF SPECIALIZATION FIVE

SECTION 1. TIROE SECTOR 09

6-1-1. SECTOR NARRATIVE TIROE SECTOR 09

The Tiroe Sector is a low sector with altitude limits from 15,000 feet to FL230 for the airspace overlying A80-Atlanta Sector, from 11,000 to FL230 for the airspace overlying A80-Columbus Sector, Montgomery ATCT, Carnes ATCT, and ZTL Rome sector, and surface to FL230 for the remaining airspace. Tiroe is an inbound sector for Atlanta Terminal area arrivals from the southwest and is responsible for final spacing of aircraft to A80. Tiroe complexity is increased because of crossing traffic to/from Birmingham (BHM), Montgomery (MGM), Columbus (CSG), and smaller airports.

6-1-2. PROCEDURES

a. Arrivals

(1) Atlanta Arrivals:

- i) Pilot's discretion descents resulting from the issuance of a crossing restriction may be issued by Tiroe Sector for aircraft landing in the Atlanta Terminal Area, that are transitioning from LaGrange and Monroeville Sectors, without back coordination.

- (2) Aircraft transitioning the Tiroe Sector inbound to the Birmingham Airport shall be issued a restriction by the Tiroe Sector, traffic permitting, to cross the transition area described in Annex 1 of the Atlanta ARTC Center and Birmingham ATC Tower Letter of Agreement at 11,000 feet and handed off to the Maxwell Sector.

b. Departures

(1) Atlanta Terminal Departures transitioning West Departure Sector:

- i) Atlanta Terminal Area West Departures shall be assigned a heading or RNAV SID to remain clear of Tiroe sector airspace.

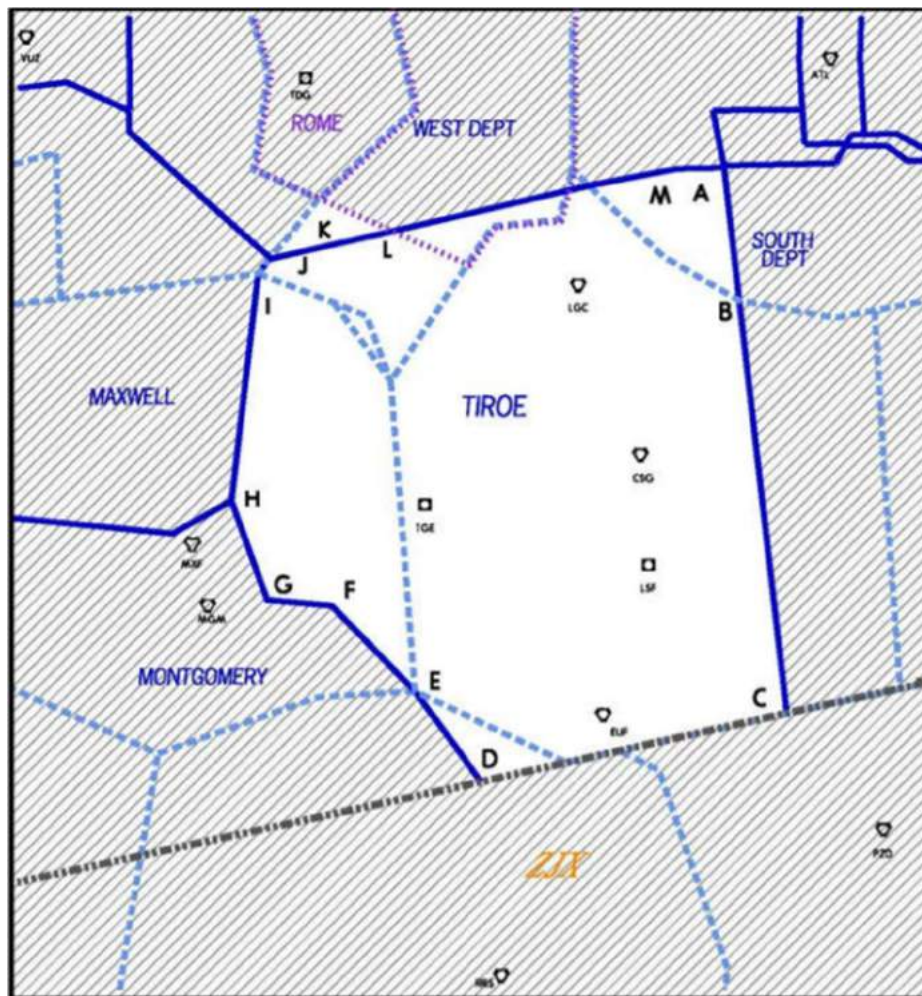
(2) Atlanta Terminal Area South Departures which will enter the Tiroe Sector:

- i) Hartsfield-Jackson Non-RNAV and Atlanta Satellite Departures via South Departure Sector requesting at or below FL230 that will enter Tiroe Sector shall be assigned a heading to remain clear of Tiroe Sector. Tiroe Sector has control for turns to the west. Tiroe Sector shall ensure the aircraft enters their airspace prior to V323.

ii) Hartsfield-Jackson RNAV Departures:

Hartsfield-Jackson RNAV Departures equipped and capable of flying the RNAV SIDs, shall be cleared on the SIDs. Tiroe Sector will have control for right turns.

NOTE: If Tiroe Sector does not turn these aircraft, they will proceed on course.

6-1-3. TIROE SECTOR MAP

SECTION 2. LAGRANGE SECTOR 10

6-2-1. SECTOR NARRATIVE LAGRANGE SECTOR 10

The LaGrange Sector is a high sector with altitude limits from FL240 to FL340. LaGrange provides preliminary sequencing for Atlanta Terminal area arrivals from the southwest. LaGrange complexity is increased by en-route crossing traffic.

6-2-2. PROCEDURES

a. Arrivals

(1) Atlanta Arrivals

a) Atlanta Terminal Area arrivals are released to LaGrange Sector by Martin Lake Sector for turns up to 15 degrees. LaGrange Sector shall be responsible for point outs and coordination with adjacent sectors.

b) Atlanta Terminal Area arrivals are released to LaGrange Sector by Monroeville Sector for turns up to 40 degrees. LaGrange Sector shall be responsible for point outs and coordination with adjacent high sectors.

c) Atlanta Terminal Area arrival traffic shall cross the MVC/LGC Sector boundary direct LGC VORTAC, then appropriate STAR.

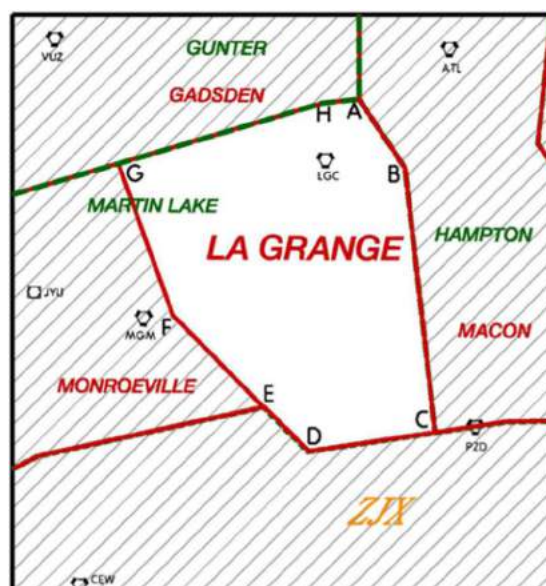
d) Atlanta Hartsfield arrivals are released to Tiroe Sector for turns up to 40 degrees and speed changes from Sector 11 and Sector 10 without back coordination.

e) Atlanta Terminal Area arrivals shall cross the Monroeville/LaGrange (MVC/LGC) Sector boundary at or below FL290 then traffic permitting, pilot's discretion descent to FL240 or lowest altitude traffic permits.

(2) BHM arrivals above FL320 from Area 4 (to Area 5) shall be at FL320, prior to the LaGrange/Hampton Sector boundary.

(3) AHN arrivals at or above FL240 from LGC/Martin Lake sectors shall cross the LGC/MCN sectors common boundary at or below FL340 descending to FL240.

6-2-3. LAGRANGE SECTOR MAP



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SECTION 3. MONROEVILLE SECTOR 11

6-3-1. SECTOR NARRATIVE MONROEVILLE SECTOR 11

The Monroeville Sector is a high sector with altitude limits from FL240 to FL340. Monroeville has four predominant traffic flows; en route traffic transitioning along J37, en route traffic transitioning along J4/20, J41 north and southbound en route traffic, and inbounds to Atlanta from the southwest.

6-3-2. PROCEDURES

a. Arrivals

(1) Atlanta Terminal Area arrivals:

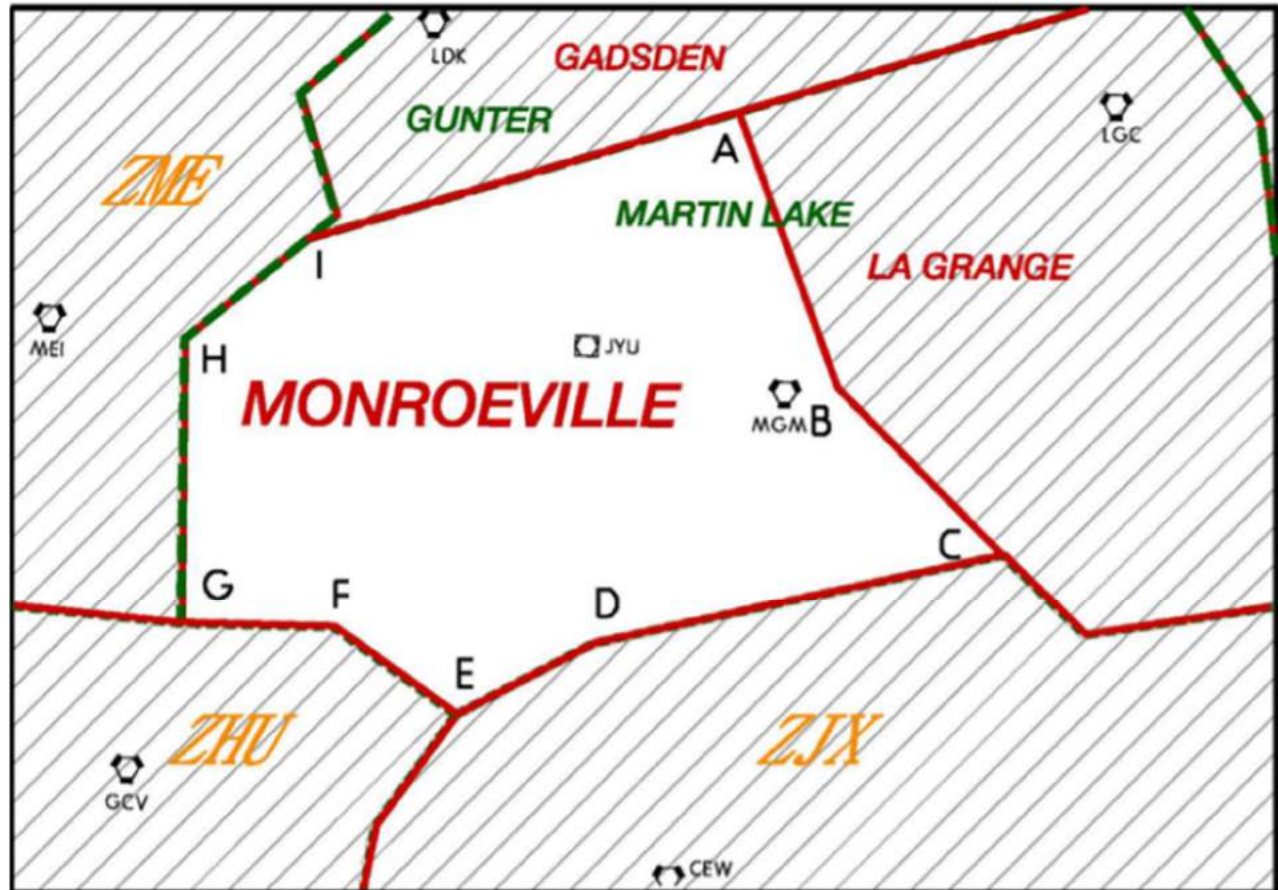
- a) Atlanta Terminal Area arrivals, transitioning Martin Lake Sector, may not be issued a pilot's discretion descent by Monroeville Sector to cross the MVC/LGC Sector boundary at or below FL290 without back coordination.
- b) Atlanta Terminal Area landing traffic shall cross the MVC/LGC Sector boundary direct LGC VORTAC, then appropriate STAR.
- c) Pilot's Discretion descents resulting from the issuance of a crossing restriction may be issued by Tiroe Sector for aircraft landing in the Atlanta Terminal Area, that are transitioning from LaGrange and Monroeville Sectors, without back coordination.
- d) Turboprop, Atlanta Terminal Area arrivals, shall be descended to FL240 and handed off to the MGM/MXF Sector as appropriate for transition into the Tiroe Sector.
- e) A80 Atlanta Sector Satellite airports south of V18, all aircraft shall be descended to FL240 and handed off to the MGM/MXF Sector as appropriate for transition into the Tiroe Sector.

b. Departures

(1) Atlanta Terminal Area West Departures which will enter the Monroeville Sector:

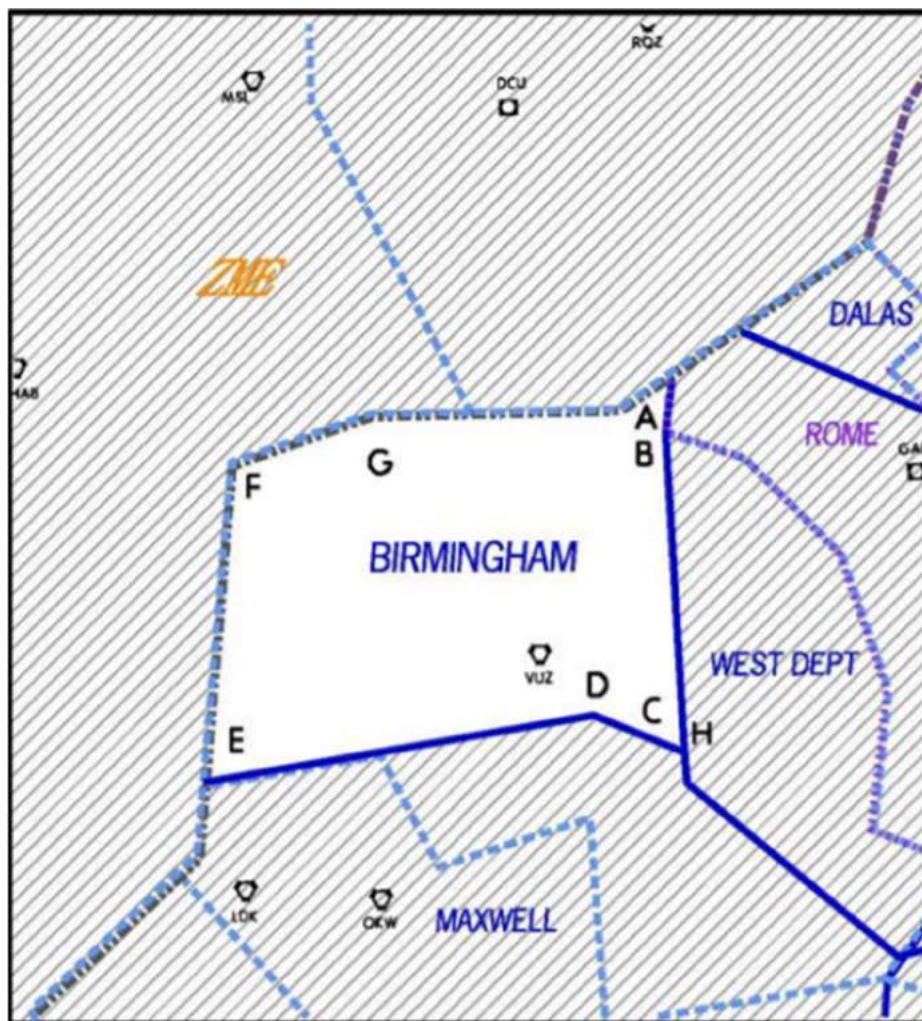
- a. Hartsfield-Jackson Non-RNAV and Atlanta Satellite Departures via West Departure Sector requesting at or above FL240 shall be assigned a heading to remain clear of Tiroe/LaGrange Sectors. Monroeville Sector has control for turns to the south from Gadsden Sector. Monroeville Sector shall ensure the aircraft enters their airspace prior to J69. Monroeville Sector must point out aircraft it turns.
- b. Hartsfield-Jackson RNAV Departures: Hartsfield-Jackson RNAV Departures equipped and capable of flying the RNAV SIDs, shall be cleared on the SIDs. Monroeville Sector has control for turns to the south from Gadsden Sector. Monroeville Sector must point out aircraft it turns.

6-3-3. MONROEVILLE SECTOR MAP



SECTION 4. BIRMINGHAM SECTOR 12**6-4-1. SECTOR NARRATIVE BIRMINGHAM SECTOR 12**

The Birmingham sector is a low sector with altitude limits from 11,000 feet to FL230 for the airspace overlying Birmingham ATCT and from 6,000 feet to FL230 for the airspace overlying Birmingham ATCT-Satellite East. This sector is a workload sector and is only opened when traffic dictates. Birmingham is normally combined Maxwell on Sector 14. Birmingham sector is responsible for Birmingham airport arrivals and departures and en route traffic transitioning via the VUZ VORTAC.

6-4-2. BIRMINGHAM SECTOR MAP

SECTION 5. MONTGOMERY SECTOR 13

6-5-1. SECTOR NARRATIVE MONTGOMERY SECTOR 13

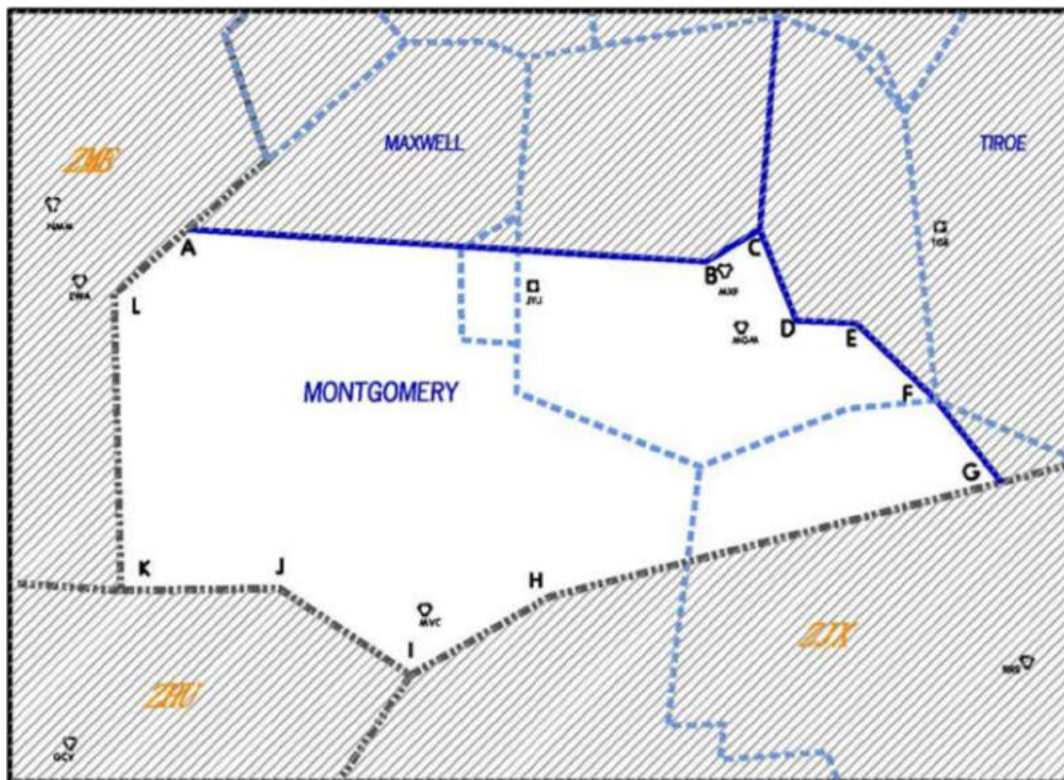
The Montgomery Sector is a low sector with altitude limits from 11,000 to FL230 for the airspace overlying Montgomery ATCT and Cairns ATCT, 13,000 to FL230 and 9000 to FL230 for the airspace overlying Meridian ATCT, and the surface to FL230 for the remaining airspace. Montgomery's main crossing point is the Montgomery VORTAC (MGM) with a north-south and an east-west flow meeting at MGM. The Montgomery Sector is responsible for military operations conducted in the Pine Hill, Camden Ridge, and Grove Hill MOA's.

6-5-2. PROCEDURES

a. Arrivals

- (1) Turboprop aircraft at or above FL240 landing Atlanta Terminal Airspace will be descended to FL240 and handed off to MGM/MXF Sector. MGM/MXF Sector shall descend these aircraft to keep them below the high volume of jet and turbojet aircraft inbound to the Atlanta Terminal Area.

6-5-3. MONTGOMERY SECTOR MAP



SECTION 6. MAXWELL SECTOR 14

6-6-1. SECTOR NARRATIVE MAXWELL SECTOR 14

The Maxwell Sector is a low sector with altitude limits from 11,000 to FL230 for the airspace overlying Birmingham ATCT and Montgomery ATCT, from 6,000 to FL230 for the airspace overlying Birmingham ATCT-West Satellite, from 13,000 to FL230 for the airspace overlying Meridian ATCT, and from the surface to FL230 for the remaining airspace. Maxwell is responsible for departures and arrivals to Birmingham, Montgomery, Tuscaloosa, and Meridian airports. Maxwell must also route traffic around the Birmingham, Columbus, Pine Hill, and Camden Ridge MOA's.

6-6-2. PROCEDURES

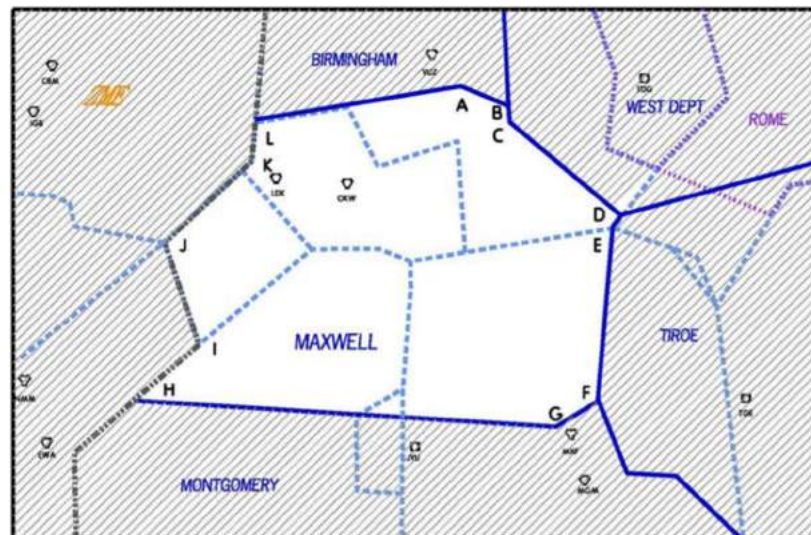
a. Arrivals

- (1) Aircraft transitioning Tiroe Sector inbound to the Birmingham Airport shall be issued a restriction by Tiroe Sector, traffic permitting, to cross the transition area described in Annex 1 of the Atlanta ARTC Center and Birmingham ATC Tower Letter of Agreement at 11,000 feet and handed off to the Maxwell Sector.
- (2) Turboprop aircraft at or above FL240 landing Atlanta Terminal Airspace will be descended to FL240 and handed off to MGM/MXF Sector. MGM/MXF Sector shall descend these aircraft to keep them below the high volume of jet and turbojet aircraft inbound to the Atlanta Terminal Area.

b. Departures

- (1) Departures off Birmingham Airport overflying SZW via MGM SZW or MGM J41 SZW shall not be rerouted in Tiroe Sector or LaGrange Sector airspace without prior coordination.
- (2) A80 West Departures with destination Montgomery, AL (MGM): Aircraft that can fly the RNAV SIDs shall be assigned the SID. West Departure Page 11-29 7/01/2016 ZTL 7230.2G shall assign all other aircraft a heading to remain clear of Tiroe Sector and initiate a handoff to Tiroe. Tiroe shall have control for left turns. These aircraft shall be assigned an altitude AOB FL230.

6-6-3. MAXWELL SECTOR MAP



CHAPTER 7. AREA OF SPECIALIZATION SIX

SECTION 1. WEST DEPARTURE SECTOR 04

7-1-1. SECTOR NARRATIVE WEST DEPARTURE SECTOR 04

The West Departure sector is a low sector with altitude limits from 15,000 feet to FL230 for the airspace overlying A80-Atlanta Sector and 11,000 feet to FL240 for the remaining airspace. Traffic is comprised of departures from the Atlanta Terminal area westbound, transitioning into the en-route structure. Complexity is increased by overflow traffic on north/south routes.

7-1-2. PROCEDURES

c. Arrivals

- (1) Aircraft landing LGC from West Departure Sector should not enter Tiroe Sector. Descend to 11,000 feet and hand off to Sector 01 in sufficient time to allow descent at or below 10,000 feet prior to the West Departure/Tiroe common boundary.

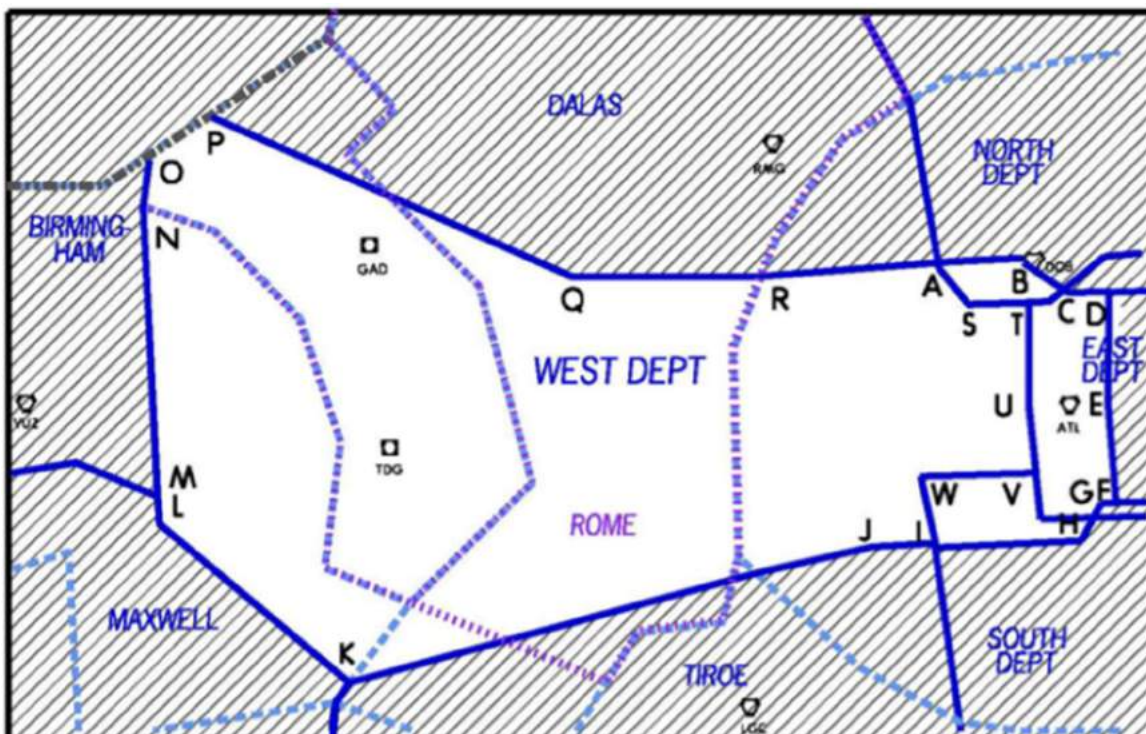
d. Departures

- (1) Atlanta Terminal Departures transitioning West Departure Sector:

- a) Atlanta Terminal Area West Departures shall be assigned a heading or RNAV SID to remain clear of Tiroe sector airspace.

- b) **A80 West Departures with destination Montgomery, AL (MGM):** Aircraft that can fly the RNAV SIDs shall be assigned the SID. West Departure shall assign all other aircraft a heading to remain clear of Tiroe Sector and initiate a handoff to Tiroe. These aircraft shall be assigned an altitude AOB FL230.

7-1-4. WEST DEPARTURE SECTOR MAP



SECTION 2. DALAS SECTOR 05

7-2-1. SECTOR NARRATIVE DALAS SECTOR 05

The Dalas sector is a low sector with altitude limits from 15,000 feet to FL230 for the airspace overlying A80-Atlanta Sector and 11,000 feet to FL230 for the remaining airspace. Dalas is an inbound sector for Atlanta Terminal area arrivals from the northwest and is responsible for final spacing of aircraft to A80. Dalas also controls arrivals into Chattanooga, Birmingham, and Huntsville airports.

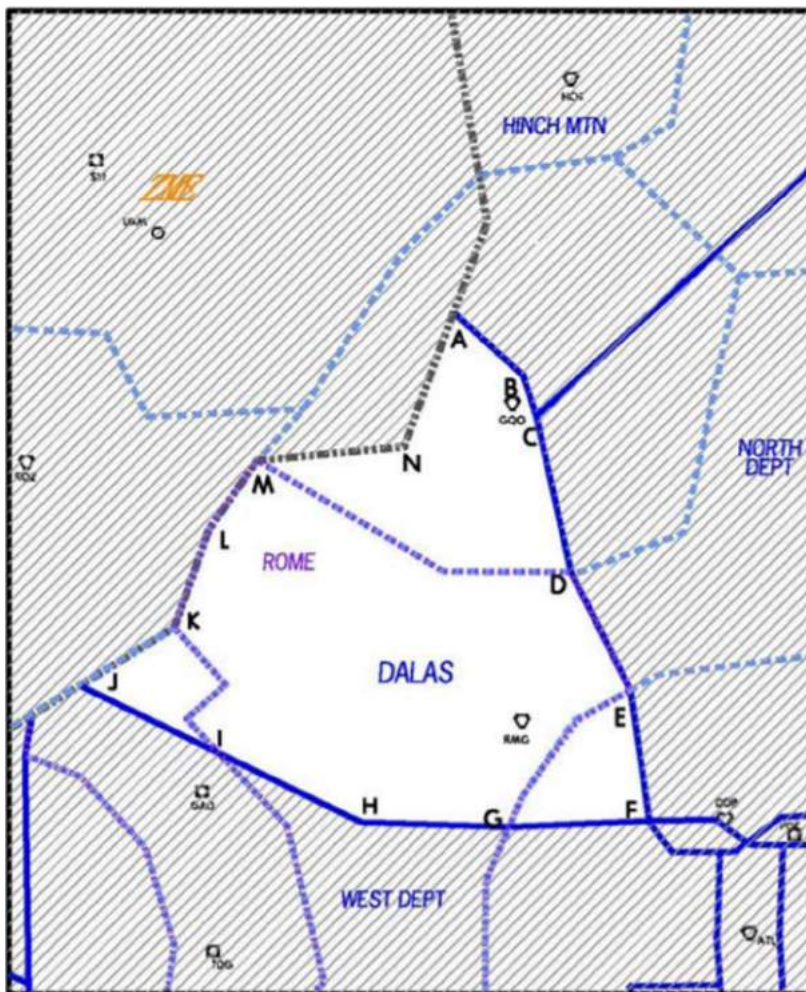
7-2-2. PROCEDURES

a. Arrivals

(1) ATL/ATL Satellite Arrivals:

- i. Pilot's Discretion descents resulting from the issuance of a crossing restriction, and release for turns direct RMG, ERLIN, KOLTT or BNELE on aircraft landing within the A80 Atlanta Sector may be issued without back coordination between sectors 5 and 6.
- ii. West Departure Sector shall clear A80 Atlanta Satellite Sector arrivals to cross 15 miles west of CARAN at 11,000 feet and affect a handoff to Dalas Sector.

7-2-3. DALAS SECTOR MAP



SECTION 3. ROCKET SECTOR 06

7-3-1. SECTOR NARRATIVE ROCKET SECTOR 06

The Rocket sector is a high sector with altitude limits from FL240 to FL340. Rocket provides preliminary sequencing for Atlanta Terminal area arrivals from the northwest. Rocket complexity is increased by crossing en-route traffic, and Nashville airport arrival and departure traffic.

7-3-2. PROCEDURES

a. Arrivals

(1) A80 Atlanta Arrivals:

- i. Pilot's Discretion descents resulting from the issuance of a crossing restriction, and release for turns direct RMG, ERLIN, KOLTT or BNELE on aircraft landing within the A80 Atlanta Sector may be issued without back coordination between sectors 5 and 6.
- ii. Arrivals AOA FL240 and cleared via GQO shall be cleared to cross the Crossville/Rocket boundary AOB FL280 descending to FL240 with a hand off to Rocket Sector. Concurrent with communications transfer to the RQZ Sector, the arrivals are released for right turns.
- iii. Do **not** issue pilot discretion descents to Atlanta (ATL) Inbounds when ATL is on an East operation. Arrivals AOA FL240 and cleared via GQO shall be cleared to cross the CROSSVILLE/Rocket boundary AOB FL280 descending to FL240 with a hand off to Rocket Sector.

(2) A80 Atlanta Satellite Sector Satellite Arrivals:

- i. Arrivals AOA FL240 and cleared via GQO shall be cleared to cross GQO at FL240 with a hand off to Rocket Sector.

(3) Birmingham (BHM) Arrivals: Arrivals to BHM traversing the ZTL Rocket Sector into the ZME Hamilton Sector must be cleared over RQZ VORTAC, then via direct or airways to VUZ..BHM.

(4) Descend Knoxville (TYS) and Knoxville Satellite arrivals to FL240 and hand off to CSV Sector.

(5) Asheville (AVL) arrivals from Area 6 south of GQO shall cross the Crossville boundary at or below FL330.

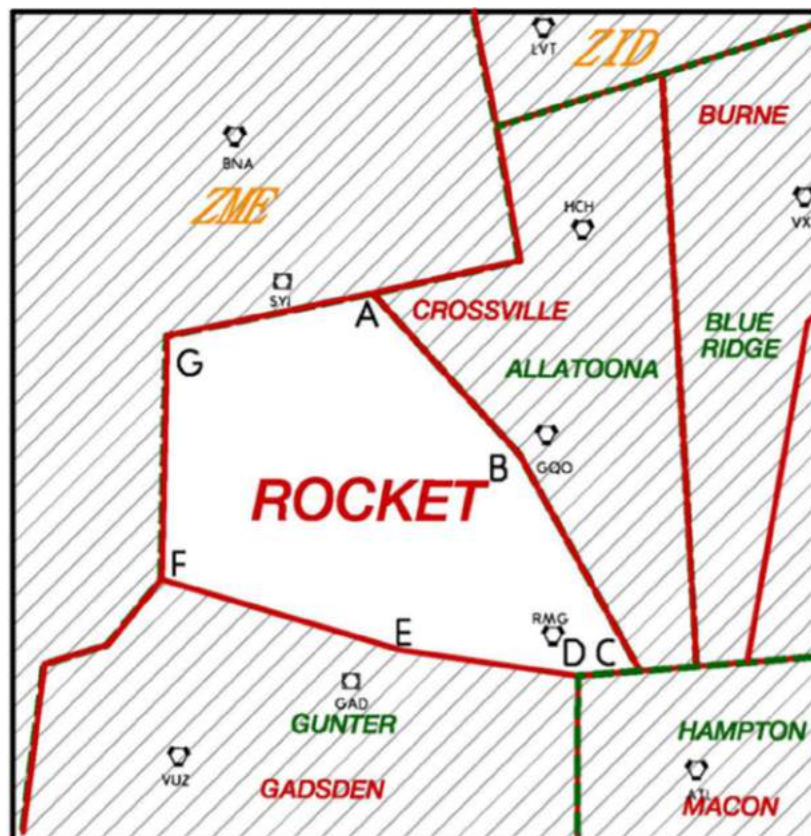
(6) Augusta Terminal Area Arrivals (AGS) arrivals from Area 6 shall cross the Macon Sector boundary at or below FL330.

7-3-3. SPECIAL USE AIRSPACE/MILITARY OPERATIONS**AIR REFUELING ROUTES:**

<u>ROUTE</u>	<u>ARIP</u>	<u>ARCP</u>	<u>EXIT</u>	<u>ALTITUDES</u>
AR 216 NE	VUZ 111047	RMG	PSK 244055	270B290
AR 216 SW	PSK 244055	TYS 110020	VUZ 111047	270B290

7-3-4. RESTRICTED AREAS

<u>Number</u>	<u>Altitude</u>
R2102C	140-FL240
R2104B	SFC To FL240
R2104D	120-FL300
R2104E	120-FL300

7-3-5. ROCKET SECTOR MAP

SECTION 4. GADSDEN SECTOR 03

7-4-1. SECTOR NARRATIVE GADSDEN SECTOR 03

The Gadsden sector is a high sector with altitude limits from FL240 to FL340. Gadsden controls departures out of the Atlanta Terminal area westbound as well as en-route traffic. Complex crossing points occur at the VUZ VORTAC and with traffic proceeding along J73.

7-4-2. PROCEDURES

a. Arrivals

- (1) Descend Hartsfield-Jackson Arrivals to FL240 and hand off to Sector 06.
- (2) A80 Atlanta Satellite Sector Arrivals:
 - i. Route via GAD V325 DALAS - DESTINATION or via ROJOS MGE as appropriate.
 - ii. Descend to cross 20 DME west of GAD VOR/DME at FL240 and hand off to BHM Sector.
- (3) Huntsville (HSV) and Huntsville Satellite Arrivals. Descend early enough to meet ZTL/ZME LOA restrictions.
- (4) Nashville (BNA), JWN, MBT, and MQY Arrivals. Route via RQZ transition, VOLLS STAR or ZANZA transition, SWFFT STAR and descend early enough to meet ZTL/ZME LOA restrictions.
- (5) Memphis (MEM) Arrivals: Arrivals operating at or above FL240 via routes within the confines of J31 and J118 shall be cleared via LUGOH or VANZE STAR. ATL terminal departures shall be cleared direct VUZ then STAR and they must be in-trail with the VUZ transition aircraft.
- (6) Meridian (MEI) Arrivals (including NMM): Arrivals from the northeast and east shall cross the ZTL/ZME boundary at or below FL230. Sector 03 shall descend the aircraft to FL240 and hand off to Sector 12 or Sector 14 as appropriate.

b. Departures

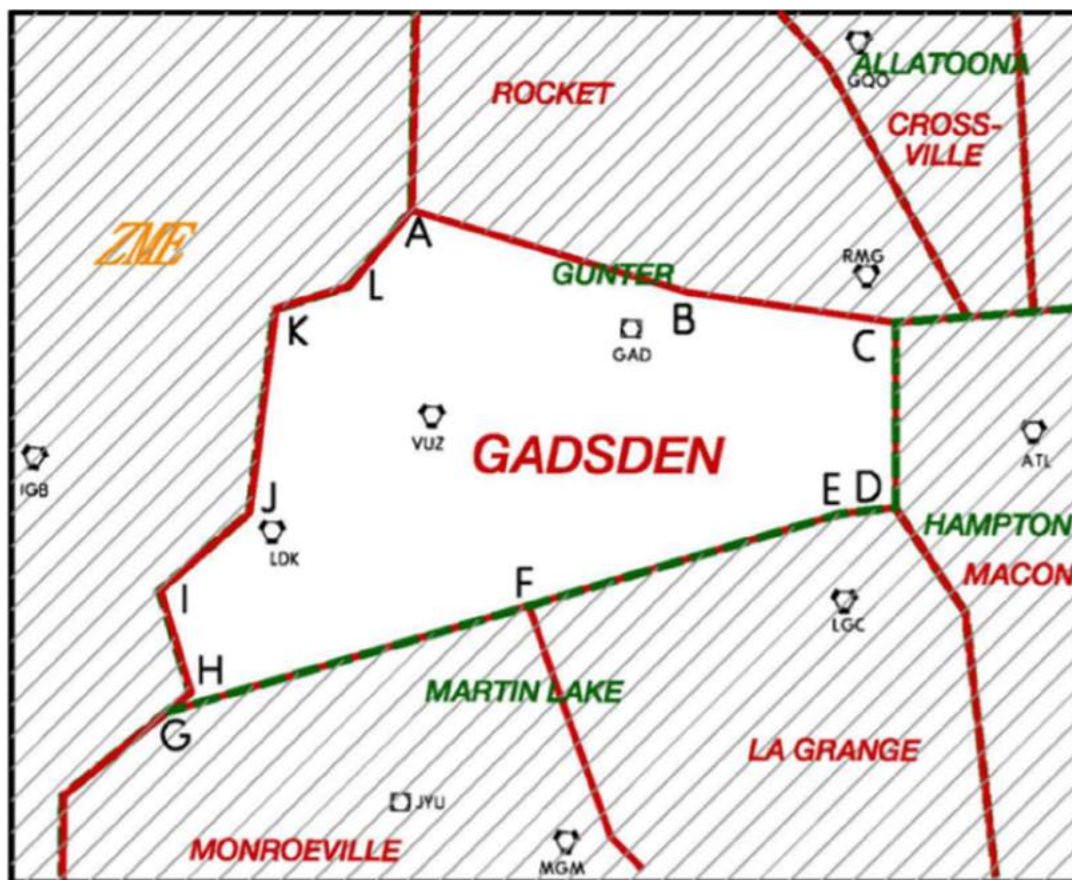
- (1) Atlanta Terminal Area West Departures which will enter the Monroeville Sector:
 - a. Hartsfield-Jackson Non-RNAV and Atlanta Satellite Departures via West Departure Sector requesting at or above FL240 shall be assigned a heading to remain clear of Tiroe/LaGrange Sectors. Monroeville Sector has control for turns to the south from Gadsden Sector. Monroeville Sector shall ensure the aircraft enters their airspace prior to J69. Monroeville Sector must point out aircraft it turns.
 - b. Hartsfield-Jackson RNAV Departures: Hartsfield-Jackson RNAV Departures equipped and capable of flying the RNAV SIDs, shall be cleared on the SIDs. Monroeville Sector has control for turns to the south from Gadsden Sector. Monroeville Sector must point out aircraft it turns.

7-4-3. SPECIAL USE AIRSPACE/MILITARY OPERATIONS**AIR REFUELING ROUTES:**

<u>ROUTE</u>	<u>ARIP</u>	<u>ARCP</u>	<u>EXIT</u>	<u>ALTITUDES</u>
AR 216 NE	VUZ 111047	RMG	PSK 244055	270B290
AR 216 SW	PSK 244055	TYS 110020	VUZ 111047	270B290

7-4-4. RESTRICTED AREAS

<u>Number</u>	<u>Altitude</u>
R2102C	140-FL240
R2104B	SFC To FL240
R2104D	120-FL300
R2104E	120-FL300

7-4-5. GADSDEN SECTOR MAP

SECTION 5. ROME SECTOR 01**7-5-1. SECTOR NARRATIVE ROME 01**

The Rome sector is an ultra-low sector with altitude limits from 6,000 to 10,000 feet for the airspace overlying Birmingham ATCT-East Satellite, and from the surface to 10,000 feet for the remaining airspace. This sector is a workload sector and is only opened when traffic dictates. Rome is responsible for general aviation and commuter traffic arriving and departing the Atlanta Terminal area. Rome also provides approach information and clearances to aircraft landing at multiple airports within the airspace.

7-5-2. PROCEDURES

- a. Aircraft not arriving to airports within the A80 Terminal Area shall be routed clear of ATL 45 DME.
- b. Arrivals to GSP Terminal Area shall be routed clear of CLT ATCT delegated airspace.

7-5-3. IR ROUTES

- | | | |
|----------|-----------|-----------|
| 1. IR089 | 6. IR074 | 11. IR079 |
| 2. IR090 | 7. IR089 | 12. IR080 |
| 3. IR077 | 8. IR090 | 13. IR082 |
| 4. IR078 | 9. IR743 | 14. IR083 |
| 5. IR002 | 10. IR022 | 15. IR726 |

The Rome Sector controller shall call each of the affected sectors and terminal facilities to obtain verbal approval prior to issuing a clearance into the IR route.

CHAPTER 8. AREA OF SPECIALIZATION SEVEN

SECTION 4. CROSSVILLE SECTOR 37

8-1-1. SECTOR NARRATIVE CROSSVILLE SECTOR 37

The Crossville Sector is a high sector with altitude limits from FL240 to FL340. Crossville controls departures out of the Atlanta, Nashville, and Charlotte Terminal areas climbing into the en-route environment. Crossville also controls en-route aircraft from the Eastern and Northeastern States to airports in Texas and Louisiana, and from Florida to airports north of Atlanta.

8-1-2. PROCEDURES

a. Arrivals

- (1) ATL arrivals, at or above FL240 and cleared via GQO, shall be cleared to cross the Rocket/Crossville sector boundary at or below FL280, descending to FL240.

NOTE: When ATL is on an East Operation, it may be necessary to obtain a release for descent from ZME/ZID and descend the arrival in ample time to meet ZTL/ATL LOA restrictions. Consider that Rocket Sector may need to reduce speed and/or vector for spacing.

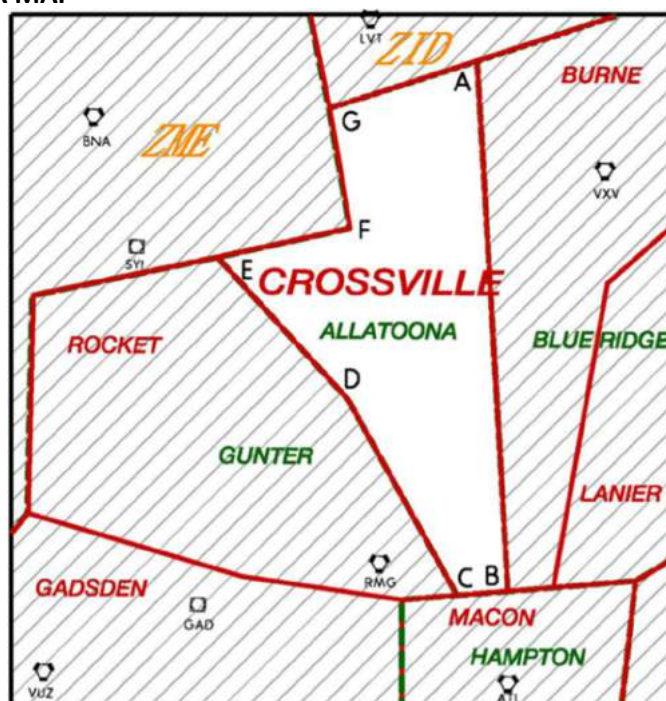
- (2) ATL arrivals, at or above FL240 and cleared via GQO, shall be cleared to cross the Rocket/Crossville sector boundary at or below FL280, descending to FL240.

NOTE: When ATL is on an East Operation, it may be necessary to obtain a release for descent from ZME/ZID and descend the arrival in ample time to meet ZTL/ATL LOA restrictions. Consider that Rocket Sector may need to reduce speed and/or vector for spacing.

- (3) ATL arrivals at or above FL240 and cleared via GQO are released for right turns after completion of a handoff.

- (4) AVL arrivals from Area 6 south of GQO shall cross the Crossville boundary at or below FL330.

8-1-3. CROSSVILLE SECTOR MAP



SECTION 2. NORTH DEPARTURE SECTOR 38

8-2-1. SECTOR NARRATIVE NORTH DEPARTURE SECTOR 38

The North Departure Sector is a low sector with altitude limits from 15,000 feet to FL230 for the airspace overlying A80-Atlanta Sector, from 11,000 feet to FL230 for the airspace overlying Chattanooga ATCT, from 13,000 feet to FL230 for the airspace overlying Knoxville ATCT, and from the surface to FL230 for the remaining airspace. North Departure controls departures out of the Atlanta Terminal area northbound, departures and arrivals into Chattanooga and Knoxville Terminal areas, and general aviation aircraft landing at airports outside the approach control airspaces.

8-2-2. PROCEDURES

a. Arrivals

- (1) Arrivals to AHN crossing the North Departure/Logen boundary south of V54 at or above 11,000 feet shall cross the boundary at or below FL230, descending to 11,000 feet, and be handed off to Logen Sector.
- (2) Arrivals to AVL or TRI departing the Atlanta Terminal Area and requesting FL240 or higher shall be assigned FL230 as a final altitude.
- (3) Arrivals to CHA north of ODF shall enter the North Departure Sector at or below FL180.
- (4) Arrivals to GSP from Area 7 shall cross the Logen Boundary at or below FL210 or assigned one of the following routes:
 - a. VXV..SQT..SUG.V185.UNMAN. destination (non-advanced nav); or VXV.UNMAN1. destination (advanced nav); or
 - b. ATL..AHN.V20.ELW.V266.PELZE..destination.

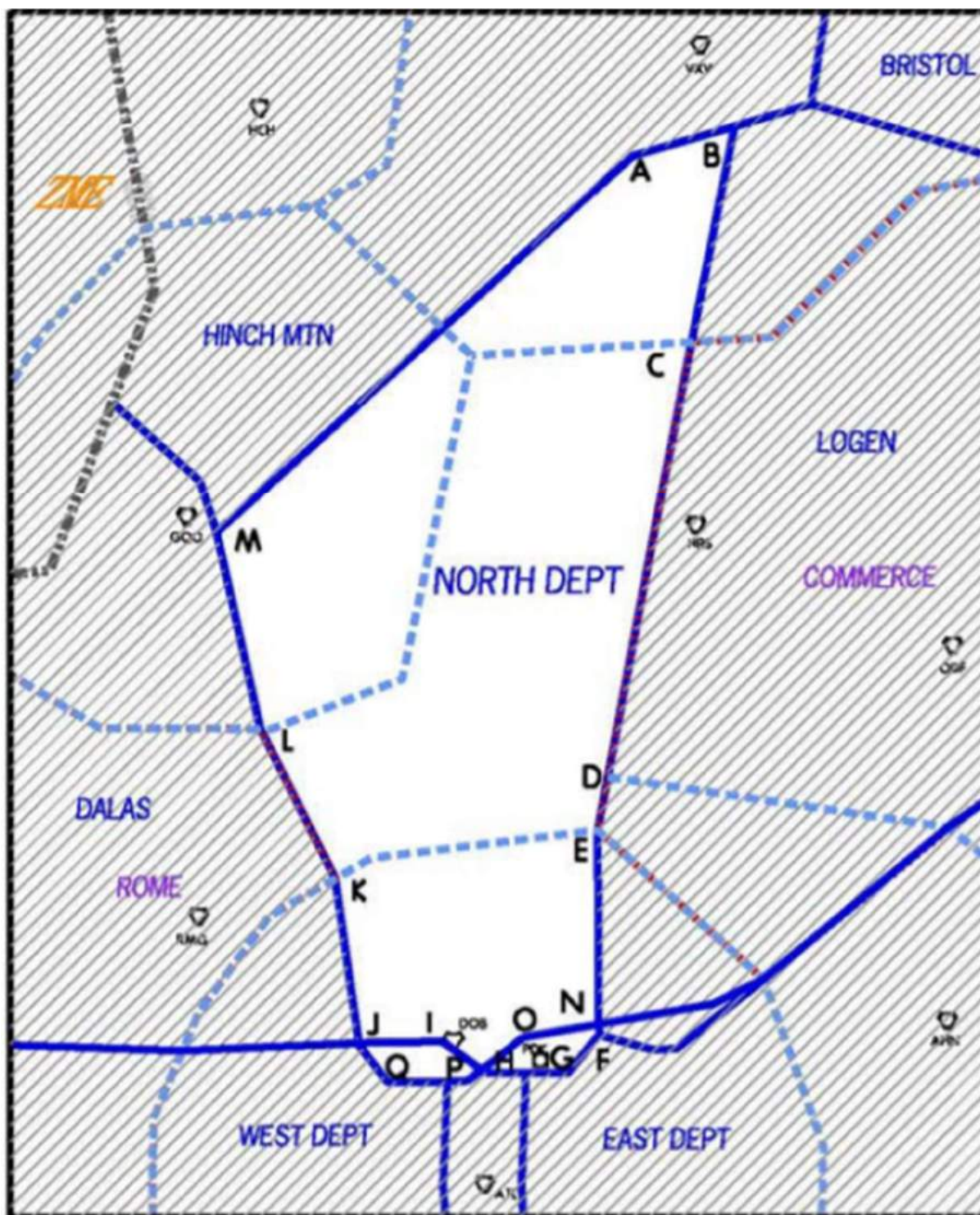
b. Departures

- (1) Non-RNAV Departures. Departures from the Atlanta Terminal Area that will enter the Logen Sector, requesting 11,000 feet through FL230, shall be assigned a heading to remain clear of the Logen Sector airspace and handed off to the Logen Sector. After Logen Sector accepts the handoff, North Departure shall clear the aircraft direct HRS and transfer communications. The Logen Sector has control for additional turns to the east. If the Logen Sector has not accepted the handoff prior to the aircraft crossing V54 verbal coordination by the transferring controller is required. To LOGEN Sector.
- (2) RNAV Departures. ATL RNAV departures that will next enter the Logen Sector requesting 11,000 feet through FL230 shall be routed via the SMKEY SID to Page 13-8 7/01/2016 ZTL 7230.2G HUCHH Waypoint and then via flight plan route. The Logen Sector has control for turns to the east.

8-2-3. SPECIAL USE AIRSPACE/MILITARY OPERATIONS

IR089 and IR090 are subject to use by various military units.

8-2-4. NORTH DEPARTURE SECTOR MAP



SECTION 3. BURNE SECTOR 39

8-3-1. SECTOR NARRATIVE BURNE SECTOR 39

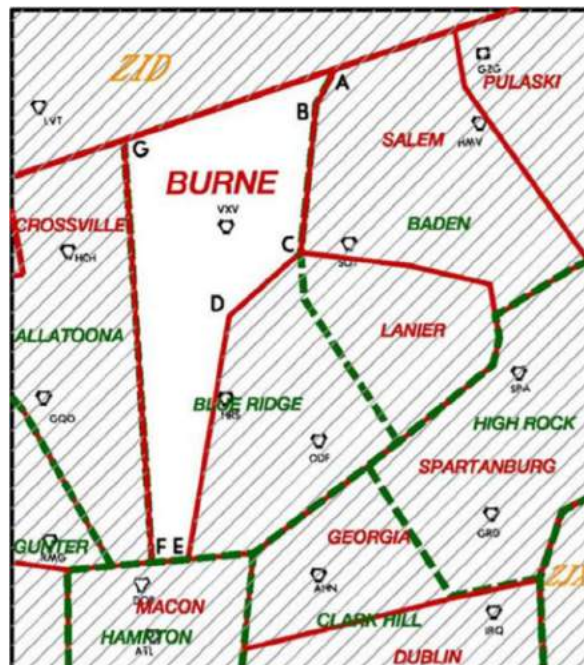
The Burne Sector is a high sector with altitude limits from FL240 to FL340. Burne controls Atlanta Terminal area departures climbing into the en-route stream. Traffic complexity is increased because of crossing en-route traffic and departures climbing off Charlotte, Knoxville, Chattanooga, and Ashville Terminal areas. Additional traffic complexities include arrival aircraft to Charlotte and Atlanta Terminal areas which must be descended thru the en-route and climbing traffic.

8-3-2. PROCEDURES

a. Arrivals

- (1) CLT arrivals from the Burne Sector shall cross the Salem/Burne Sector boundary at or below FL330. All CLT arrivals are released to Salem east of VXV for speed control and turns.
- (2) Arrivals to HSV or to the Nashville Terminal Area (BNA, MQY, JWN and MBT) shall cross the Lanier/Burne boundary at or below FL300.
- (3) Arrivals to the Nashville Terminal Area (BNA, MQY, JWN, MBT) from the Salem Sector shall enter the Burne Sector at or below FL300, traffic permitting.
- (4) Aircraft inbound to CHA, operating on or north of a line from PSK to GQO, shall be descended to FL350 and handed off to the SALEM Sector in sufficient time for the aircraft to cross the SALEM/BURNE boundary at or below FL300.
- (5) Arrivals to GSP, GMU, GYH, and LQK from Area 7 shall cross the Logen boundary at or below FL210 or assigned one of the following routes:
 - a. VXV..SOT..SUG.V185.UNMAN..destination (non-advanced nav); or VXV.UNMAN1..destination (advanced nav); or
 - b. ATL..AHN.V20.ELW.V266.PELZE..destination.

8-3-3. BURNE SECTOR MAP



SECTION 4. HINCH MOUNTAIN SECTOR 41

8-4-1. SECTOR NARRATIVE HINCH MOUNTAIN SECTOR 41

The Hinch Mountain Sector is a low sector with altitude limits from 11,000 feet to FL230 for the airspace overlying Chattanooga ATCT, 13,000 to FL230 for the airspace overlying Knoxville ATCT, and 11,000 to FL230 for the remaining airspace. Hinch Mountain controls arrivals into Nashville Terminal area, departures off Atlanta Terminal area airports climbing northwest bound, and arrivals and departures off Chattanooga and Knoxville airports.

8-4-2. PROCEDURES

a. Arrivals

(1) Arrivals to GSP from Area 7 shall cross the Logen boundary at or below FL210 or assigned one of the following routes.

- a. VXV..SOT..SUG.V185.UNMAN..destination (non-advanced nav); or VXV.UNMAN1..destination (advanced nav); or
- b. ATL..AHN.V20.ELW.V266.PELZE..destination.

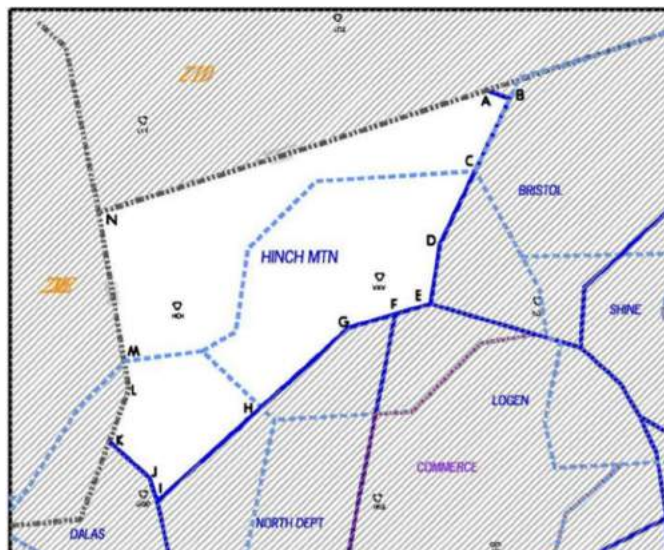
b. Military Routes.

(1) **IFR Military Training Routes (IR's).** Coordination procedures for IR-002: Prior to clearing an aircraft into IR-002, the HINCH MOUNTAIN Sector shall affect verbal coordination with ZID/London Sector, Knoxville (TYS) ATC Tower, the LOGEN Sector and Tri-City (TRI) ATC Tower. As a minimum, this coordination shall include the exit fix estimate, requested altitude after exit and other information as may be deemed applicable. HINCH MOUNTAIN Sector shall advise when the aircraft is clear of Indianapolis Center.

(2) Aerial Refueling Routes.

ROUTE	ARIP	ARCP	EXIT
AR633A	HCH073005	HCH073076	HCH073026 or HCH058079
AR633B	HMV278072	HMV269120	HMV260117 or HMV262068

8-4-3. HINCH MOUNTAIN SECTOR MAP



CHAPTER 9. OPERATIONS DESK POSITIONS

SECTION 1. GENERAL

9-1-1. POSITIONS

- a. Traffic Management Unit (TMU)**
- b. Clearance Delivery (CD)**
- c. En Route Flight Advisory / Flight Watch (WX)**

9-1-2. STAFFING

Operation Desk Positions are not normally staffed on a day to day basis. Operations Desk Positions are normally only staffed during a major event, periods of high traffic, training, or other times deemed appropriate by Atlanta Center Executive Staff.

9-1-3 POSITION COMBINING

- a. Traffic Management Unit**

Combines into Flight Watch (when staffed). May be combined into a sector controlled by the CIC or delegated by the CIC. This position is not required to be open when ZTL is online.

- b. Clearance Delivery**

Combines into Rome Sector (when staffed). When Rome Sector not staffed Clearance Delivery responsibilities fall onto each individual sector open in ZTL. This position responsibilities are continuously active anytime Atlanta Center is staffed.

- c. En Route Flight Advisory / Flight Watch**

Flight Watch does not combine into any one position, but each sector shall assume the responsibilities of Flight Watch whenever Flight Watch is not staffed.

SECTION 2. TRAFFIC MANAGEMENT UNIT

9-2-1. POSITION NARRATIVE

The traffic management unit is responsible to balance air traffic demand with system capacity to ensure the maximum efficient utilization of not only ZTL but the NAS.

9-2-2. POSITION DESCRIPTION AND RESPONSIBILITIES

a. Develop and implement operational plan

Direct/Solicit communication with CICs, first-tier facilities, and system stakeholders to determine impacting elements and establish a plan of action to successfully maintain a smooth operation. Monitor major traffic flows and weather movement and address issues as they arise which affect/impact the AT system. Provide solutions to mitigate problems and safely move traffic through the AT system. Utilize the National Playbook when appropriate to reroute traffic through ZTL airspace.

b. Determine runway configurations

Coordinate with ATCT's and CIC's to determine impacting elements and probable configuration outcomes throughout the course of the event.

c. Establish arrival/departure rates

Coordinate with ATCT's to determine current Airport Arrival Rate (AAR) and projected AAR's for and throughout the course of the event.

d. Manage traffic management initiatives

Communicate with CICs, first-tier facilities, and system stakeholders to ensure compliance and understanding of necessary initiatives. Monitor Operational ZTL positions to verify implementation is complete and accurate. Continually monitor/adjust/cancel/implement initiatives as Weather/AT needs change.

9-2-3. PROCEDURES

a. Metering

During times of events or unusual high traffic loads establish a flow control program to each TRACON experiencing or foreseen to become overwhelmed based on the airports projected arrival rate.

b. Routing

During times of severe weather establish alternate routes which will avoid the severe weather and are still advantageous to the smooth flow of traffic. Utilize the national playbook when possible.

SECTION 3. CLEARANCE DELIVERY

9-3-1. POSITION NARRATIVE

The clearance delivery position is utilized to reduce workload and radio congestion on each open sector by handling the clearance responsibility at both towered and non-towered fields within ZTL airspace. Clearance Delivery must establish a direct line of communication with each sector and solicit for departure release times when necessary.

9-3-2. PROCEDURES

a. Clearance

Disseminate clearances to aircraft at both towered and non-towered fields. Each sector's controller has control and is ultimately responsible for each aircraft within his sector and may alter an aircraft's route when necessary. Clearance delivery must solicit each sector's controller for an initial altitude for each airport which does not have one set either via a departure procedure or standard operating procedure. Clearance Delivery must APPREQ any nonstandard routings or procedures.

b. Clearance Void Times, Hold for Release, and Release Times

Clearance Void Times and Release Times must be obtained from each sector's controller prior to issuing to each aircraft. Clearance delivery may issue a hold for release until a void and release time is obtained.

c. Flight Progress Strips

Clearance shall initial receive each departure flight strip and distribute each strip to the appropriate sector controller after a clearance has been issued or other times when appropriate. Each strip should be appropriately filled out to each ATCT SOP specifications.

d. IFR Cancellation

Clearance delivery shall obtain IFR Cancellation for arriving aircraft to non-towered fields. Clearance must inform the sector's controller of the cancellation as soon as it is received to open the airfield for further IFR operations. IFR is automatically canceled at towered fields when the aircraft is observed on the ground by the sector's controller.

SECTION 4. FLIGHT WATCH

9-4-1. POSITION NARRATIVE

Flight Watch assists Atlanta Center controllers by monitoring weather and the impact it creates on an operation. Flight Watch assists in reducing the workload of controllers by obtaining PIREPs and notifying controllers of upcoming weather. Flight Watch will work with TMU to assist in determining appropriate routings to avoid severe weather and future effects on the overall operation. Flight Watch will also operate a communications frequency to provide En Route Flight Advisory Service as well as receive PIREPs.

9-4-2. PROCEDURES

a. PIREPS

Write down and acknowledge any PIREPs received. If the PIREP is received through Flight Watch's communication frequency, notify the affected sector of the PIREP. Inform CIC and TMU of all Urgent PIREPs.

b. Weather Observation

Monitor weather and inform the TMU, CIC and affected sectors of incoming severe weather along with estimate time which it will affect primary airports. Provide a weather briefing to incoming controllers when requested.

c. En-Route Flight Advisory Service

Provide en-route aircraft with timely and pertinent weather data tailored to a specific altitude and route using the most current available sources of aviation meteorological information.

- APPENDIX -

APPENDIX A. TERMS, ABBREVIATIONS, ACRONYMS, AND IDENTIFIERS TERM.

ACRONYM OR IDENTIFIER MEANING			
A80	Atlanta Large TRACON	AAR	Airport Arrival Rate
ADR	Airport Departure Rate	AOA	At or Above
AOB	At or Below	APREQ	Approval Request
ARTCC	Air Route Traffic Control Center	ASDE	Airport Surface Detection Equipment
ASR	Airport Surveillance Radar	ATCT	Airport Traffic Control Tower
ATIS	Airport Terminal Information System	ATL	Hartsfield-Jackson Atlanta International
CAT	Category of ILS	CC	Cab Coordinator
CD	Clearance Delivery	CD-1	Clearance Delivery One
CD-2	Clearance Delivery Two	CIC	Controller-In-Charge
DA (DH)	Decision Altitude (Decision Height)	DME	Distance Measuring Equipment
DN	Delta North	EDCT	Expect Departure Clearance Time
ETA	Estimated Time of Arrival	ETD	Estimated Time of Departure
FAAO	Federal Aviation Administration Order	FDB	Full Data Block
FLM	Front Line Manager	FRC	Full Route Clearance
GC	Ground Control	GC-C	Ground Control Center
GC-N	Ground Control North	GC-S	Ground Control South
GDP	Ground Delay Program	GM	Ground Meter
ICAO	International Civil Aviation Organization	IDS	Information Display System
ILS	Instrument Landing System	LA	Low Approach
LA/CA	Low Altitude Alert/Conflict Alert	LAHSO	Land and Hold Short Operations
LAT	Lockheed Air Terminal	LC	Local Control
LC-1	Local Control One	LC-2	Local Control Two
LC-3	Local Control Three	LOA	Letter of Agreement
LUAW	Line Up and Wait	MA	Missed Approach
MIT	Miles in Trail	MM	Middle Marker
MON	Final Radar Monitor (A80)	MVA	Minimum Vectoring Altitude
NAS	National Airspace System	NAVAID	Navigational Aid
NAV/COMM	Navigation/Communications	NC	North Cargo
NOTAM	Notice to Airmen	OJT	On-The-Job Training
OJTI	On the Job Training Instructor	OTS	Out of Service
PDAR	Preferential Departure/Arrival Route	PDC	Pre-Departure Clearance
PDR	Preferential Departure Route	PIREP	Pilot Report
PRM	Precision Runway Monitor (A80)	RACD	Remote ARTS Color Display
RDVS	Rapid Deployment Voice Switch	RVR	Runway Visual Range
RWY	Runway	SAT	Satellite Sector (A80)
SC	South Cargo	SFC	Surface
SIGMET	Significant Meteorological Information	SIA	Status Information Area
SILS	Simultaneous ILS Approaches	SOP	Standard Operating Procedures
STR	Standard Taxi Route	SVA	Simultaneous Visual Approaches
SVFR	Special Visual Flight Rules	TMC	Traffic Management Coordinator
TMU	Traffic Management Unit	TRACON	Terminal Radar Approach Control
UHF	Ultra-High Frequency	VA	Visual Approach
VFR	Visual Flight Rules	VR	Visual Approach Radar Separation required
VS	Visual Separation	ZTL	Atlanta Air Route Traffic Control Center

APPENDIX B. POSITION RELIEF CHECKLIST

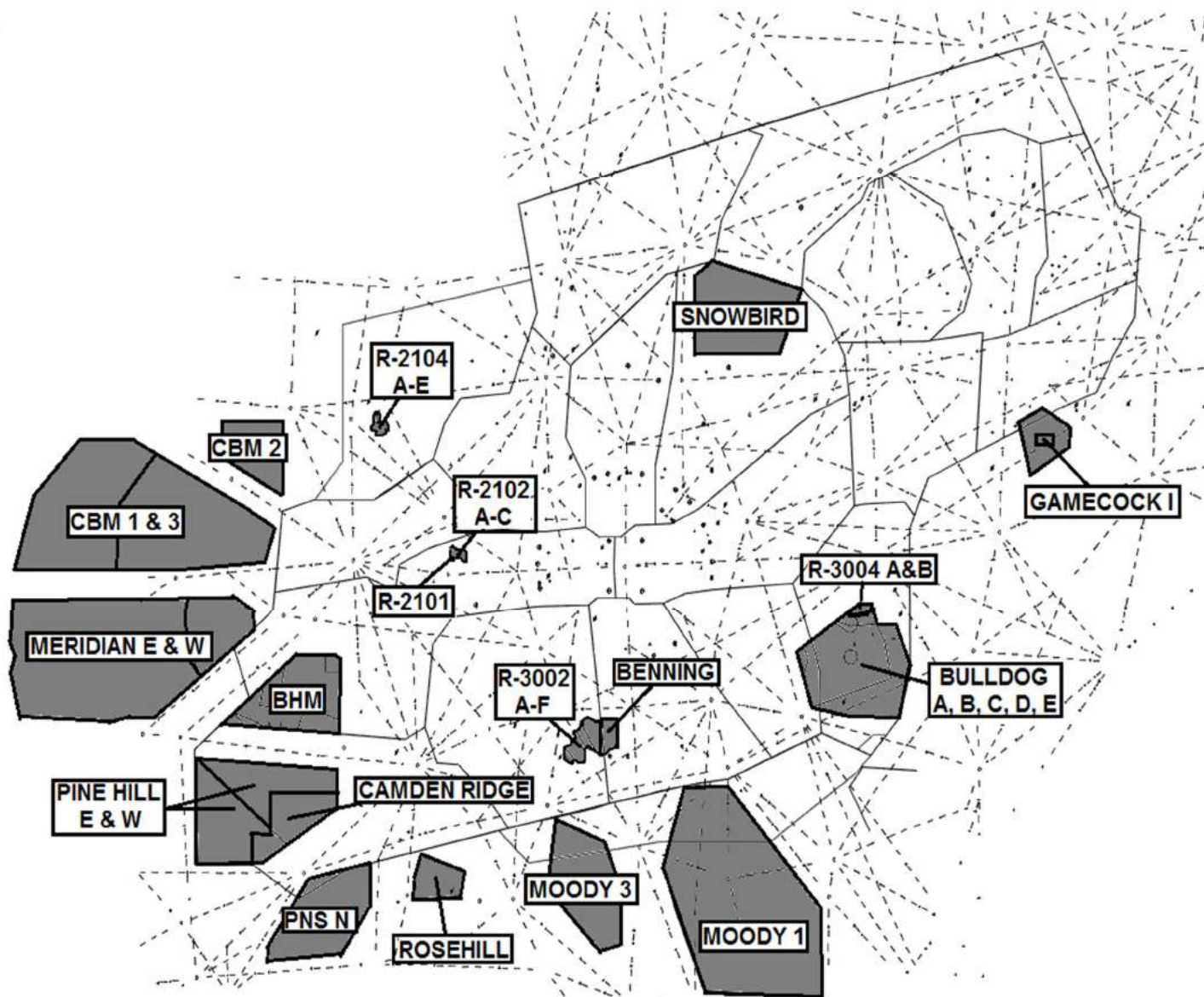
ZTL RADAR CONTROLLER

POSITION RELIEF CHECKLIST

- 1) Status Information Areas:** Applicable PIREP page, etc.
- 2) Equipment Status:** Radios (proper frequencies (de)selected), ATIS, RADAR(s), etc.
- 3) Staffing:** Adjacent and inter-facility staffing. A80 Departure Split.
- 4) Airport Conditions/Status:** Airspace configuration, Runway(s) in use, Runway, and taxiway closures, etc.
- 5) Airport Activities:** Gate hold procedures, Braking action reports, etc.
- 6) Weather:** Trends, Wind shear, ATIS, PIREPs, SIGMETs, AIRMETs, etc.
- 7) Flow Control:** Special programs, Reportable ATL delays, etc.
- 8) Special Activities:** Events, Evaluations, Emergency, etc.
- 9) Special Instructions:** Coordination, CIC instructions, etc.
- 10) Training in Progress:** Known pilot or controller training on surrounding airspace and positions.
- 11) Traffic information:**
 - a) a. Status of all aircraft located in airspace
 - b) b. Point-outs
 - c) c. Status of primary only targets, VFR Operations, and Mode C Intruders
 - d) d. Aircraft Released but not airborne
 - e) e. Aircraft handed off but still in airspace
 - f) f. Coordination agreements with adjacent facilities or controllers
 - g) g. Aircraft holding or standing by for service

NOTE- There must be at least a 4-minute overlap during each position relief briefing as follows: A minimum of 2 minutes prior to receiving the briefing and a minimum of 2 minutes at the end of the briefing. The relieving specialist and the specialist being relieved are responsible for the completeness and accuracy of the position relief briefing.

APPENDIX C-1. SPECIAL USE AIRSPACE MAP



APPENDIX C-2. MILITARY OPERATIONS AREA

<u>Name</u>	<u>Altitude</u>	<u>Controlling Sector</u>
Benning	500 AGL – 8000	A80
Birmingham	10,000 – FL180*	Maxwell 14
Bulldog	A 500 AGL – 10,000*	Augusta 24
	B 10000 - FL180*	
	C 500 AGL – 10,000*	
	D 500 AGL – 17,000	
	E 5000 AGL – 10,000*	
Camden Ridge	500 – 10,000*	
Columbus	8000 – FL180	ZME
Gamecock I	100 AGL - 6000	ZIX
Meridian	8000 – FL180*	ZME
Moody 1	8000 – FL180*	ZIX
Moody 3	8000 – FL180*	ZIX
Pensacola North	10,000 – FL180*	ZIX
Pine Hill	10,000 – FL180*	Montgomery 13
Rosehill	8000 – FL180*	ZIX
Snowbird	11,000 - FL180*	Logen 49

APPENDIX C-3. RESTRICTED AIRSPACE

<u>Name</u>	<u>Altitude</u>	<u>Controlling Sector</u>
R-2101	SFC – 5000	
R-2102	A SFC – 8000	
	B 8000 – 14,000	
	C 14,000 – FL240	
R-2104	A SFC – 12,000	
	B SFC – 2400	
	C SFC – 12,000	
	D 12,000 – FL300	
	E	
R-3002	A SFC – 4000	A80
	B 4000 - 8000	
	C 8000 – 14,000	
	D SFC – 8000	
	E 8000 – 14,000	
	F 14,000 – FL250	
R-3004	A SFC-7000	AGS 24
	B 7001 – 16,000	

APPENDIX D. AERIAL REFUELING TRACKS

