

ORDER

ZTL 7110.65H

Atlanta Center



Standard Operation Procedure

November 10, 2020

FOREWORD

This order prescribes standard operating procedures for use by persons providing air traffic control services at the Atlanta (ZTL) Air Route Traffic Control Center (ARTCC) on the VATSIM network. Controllers are required to 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.

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<u>DATE</u>	<u>REVISION</u>	<u>EDITOR/VERSION</u>
01 NOV 2014	Formatting/Procedural	WL/E
22 JUL 2015	A80/AGS Boundaries	WL/F
15 JAN 2018	Formatting/Procedural	WA/G
10 NOV 2020	Formatting/Procedural	SO/H

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 ZTL Files Library located at <https://www.ztlartcc.org/controllers/files>, under SOPs.

1-1-4. CANCELLATION

This order cancels ZTL 7110.65G dated prior to April 15, 2020.

1-1-5. EFFECTIVE DATE

This order is effective as of November 10, 2020.

SECTION 2. EQUIPMENT

1-2-1. SIGNING ONTO POSITION

Upon sign-on into VATSIM and Audio For VATSIM, controllers should type "ZTL" into the station request area. Stations are organized as follows:

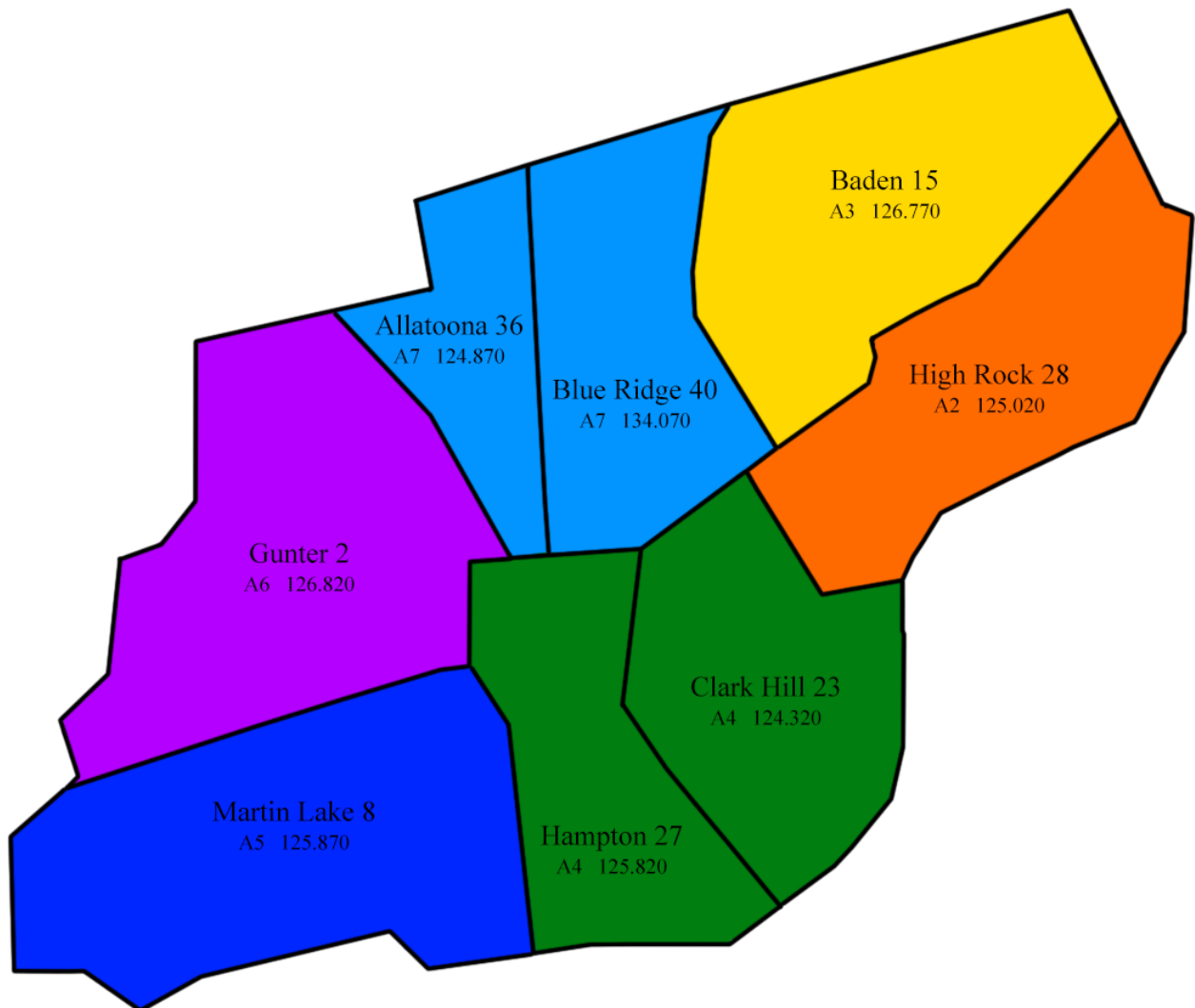
ATL_#_CTR will provide coverage for the **area** specified (1-7); e.g. ATL_2_CTR for Area 2

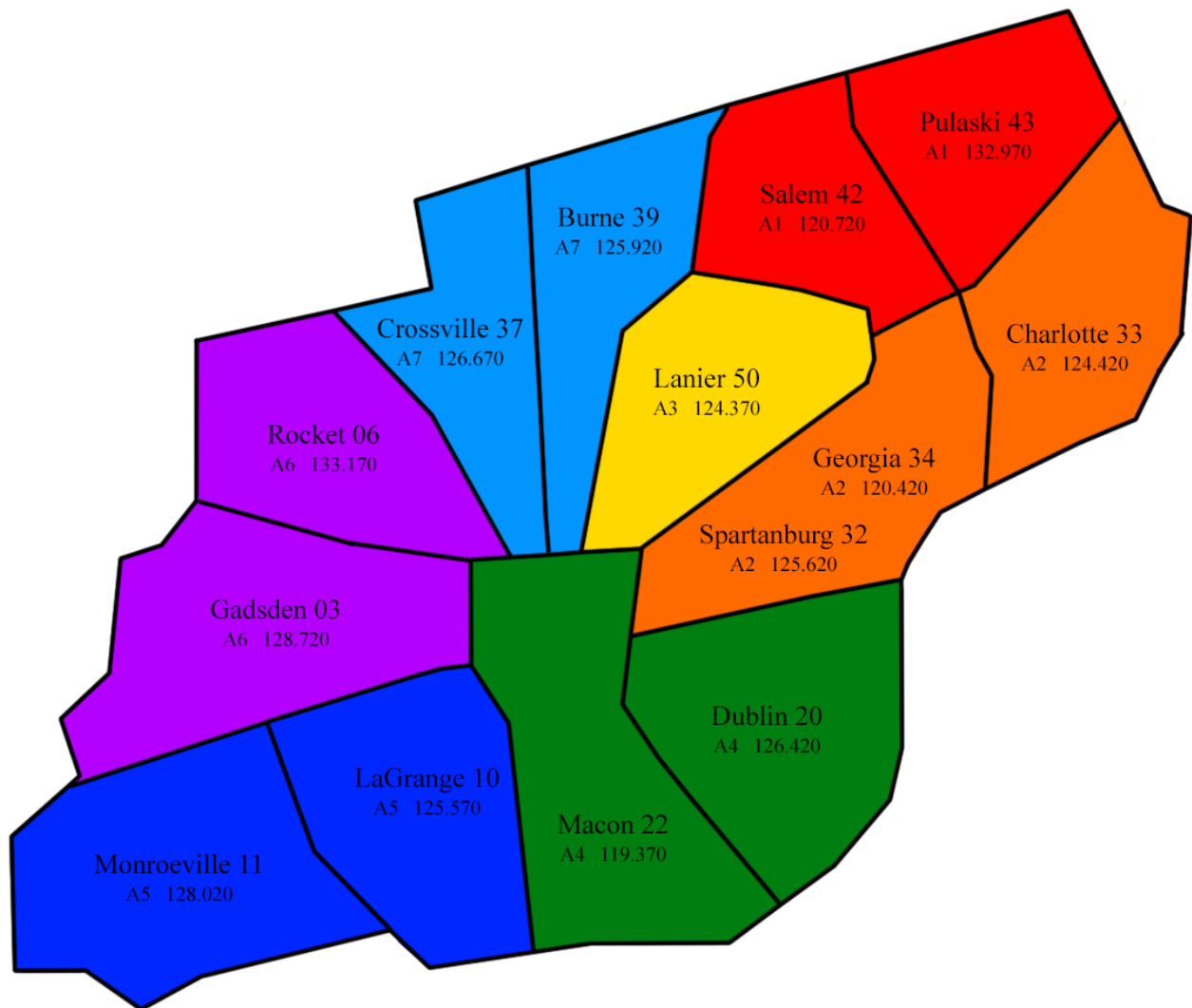
ATL_##_CTR will provide coverage for the **sector** specified (00-50); e.g. ATL_02_CTR for Sector 2

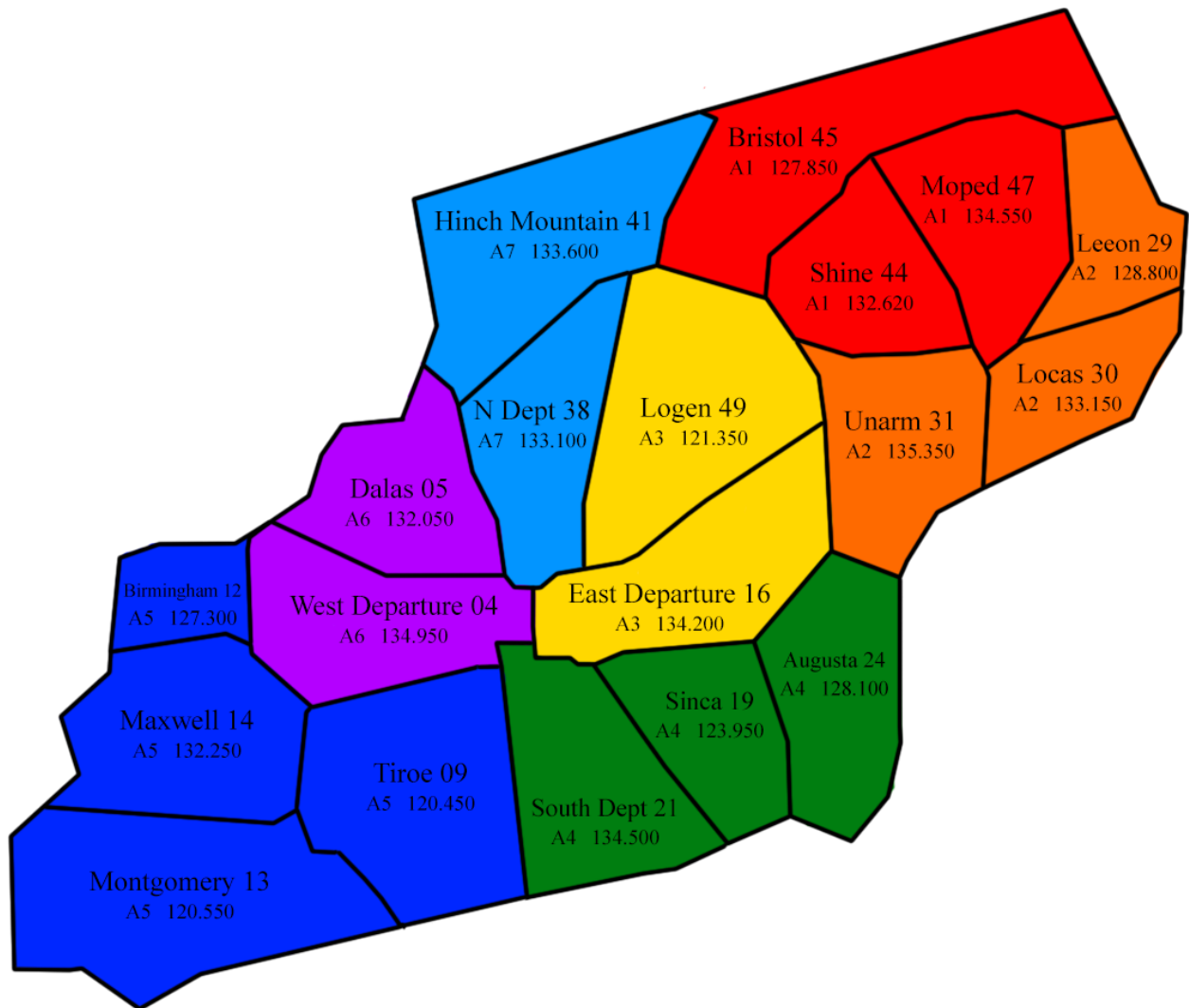
1-2-2. OPERATIONAL POSITIONS AND ASSOCIATED FREQUENCIES

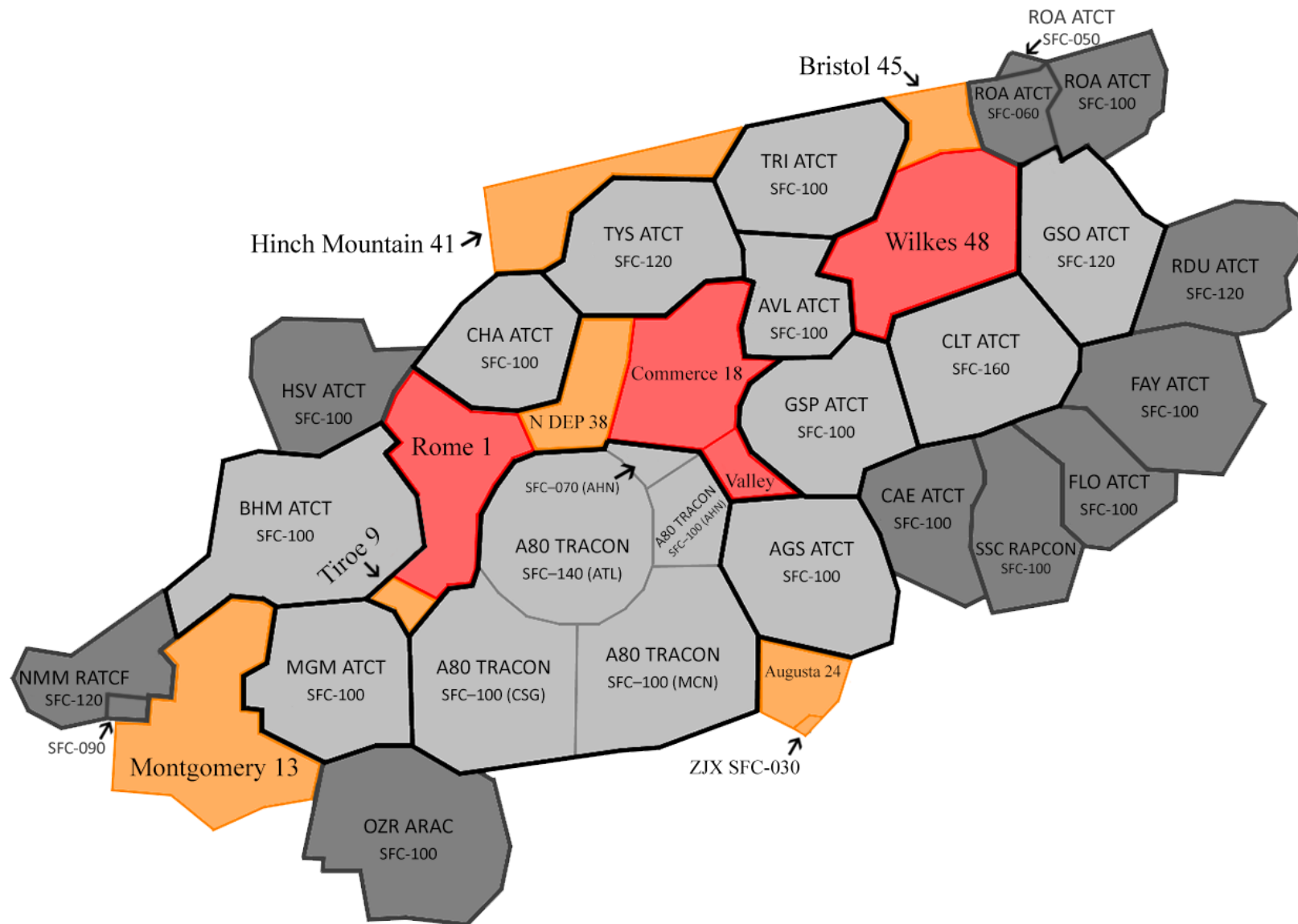
POSITION	FREQUENCY
OPERATIONS DESK	
ZTL TMU	199.997
AREA 1	
WILKES 48 ULTRA-LOW	125.150
SHINE 44 LOW	132.620
BRISTOL 45 LOW	127.850
MOPED 47 LOW	134.550
SALEM 42 HIGH	120.720
PULASKI 43 HIGH	132.970
AREA 2	
LEEON 29 LOW	128.800
LOCAS 30 LOW	133.150
UNARM 31 LOW	135.350
SPA 32 HIGH	125.620
CLT 33 HIGH	124.420
GEORGIA 34 HIGH	120.420
HIGH ROCK 28 ULTRA-HIGH	125.020
AREA 3	
COMMERCE 18 ULTRA-LOW	134.800
EAST DEPARTURE 16 LOW	134.200
LOGEN 49 LOW	121.350
LANIER 50 HIGH	124.370
BADEN 15 ULTRA-HIGH	126.770
AREA 4	

SINCA 19 LOW	123.950
SOUTH DEPARTURE 21 LOW	134.500
AUGUSTA 24 LOW	128.100
DUBLIN 20 HIGH	126.420
MACON 22 HIGH	119.370
CLARK HILL 23 ULTRA-HIGH	124.320
HAMPTON 27 ULTRA-HIGH	125.820
AREA 5	
TIROE 9 LOW	120.450
BHM 12 LOW	127.300
MGM 13 LOW	120.550
MAXWELL 14 LOW	132.250
LGC 10 HIGH	125.570
MVC 11 HIGH	128.020
MARTIN LAKE 8 ULTRA-HIGH	125.870
AREA 6	
ROME 1 ULTRA-LOW	135.170
WEST DEPARTURE 4 LOW	134.950
DALAS 5 LOW	132.050
GAD 3 HIGH	128.720
ROCKET 6 HIGH	133.170
GUNTER 2 ULTRA-HIGH	126.820
AREA 7	
NORTH DEPARTURE 38 LOW	133.100
HINCH MOUNTAIN 41 LOW	133.600
CROSSVILLE 37 HIGH	126.670
BURNE 39 HIGH	125.920
ALLATOONA 36 ULTRA-HIGH	124.870
BLUE RIDGE 40 ULTRA-HIGH	134.070

SECTION 3. GENERAL AIRSPACE DELEGATION**1-3-1. ZTL ULTRA-HIGH SECTORS**

1-3-2. ZTL HIGH SECTORS

1-3-3. ZTL LOW SECTORS

1-3-4. ZTL ULTRA-LOW SECTORS

SECTION 4. GENERAL OPERATING PROCEDURES

1-4-1. TERMINAL FACILITY CONSOLIDATION

All Ultra-Low sectors, as well as unstaffed terminal facilities, combine into/decombine from Wilkes 48 Ultra-Low. Neither Commerce 18 nor Rome 01 may be opened unless Wilkes 48 has been opened.

If Wilkes 48 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)
ATHENS (A80)	EAST DEPARTURE 16 LOW (ZTL 16)
MACON (A80)	SOUTH DEPARTURE 21 LOW (ZTL 21)
COLUMBUS (A80)	SOUTH DEPARTURE 21 LOW (ZTL 21)
BIRMINGHAM (BHM)	BIRMINGHAM 12 LOW (ZTL 12)
CHATTANOOGA (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)

1-4-2. 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.

1-4-3. MONITORING ALTIMETER SETTINGS

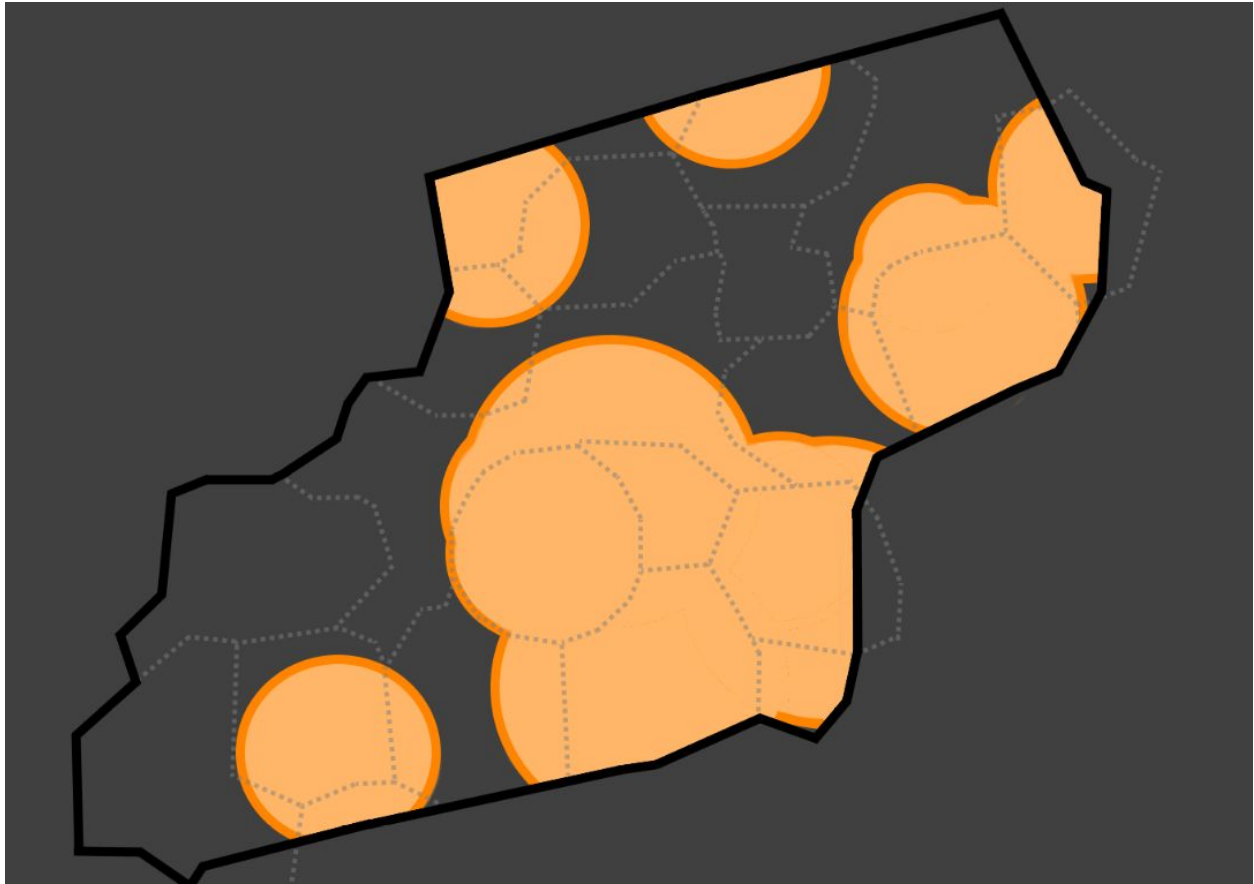
- a) When working center combined top-down, Controllers need only monitor altimeter stations relevant to where the traffic is that they are working.
 - i) Use command F2 + ABC + ENTER to add stations to the altimeter station list.
- b) Available Mode C Correction Altimeter Stations are: AGS ATL AVL BHM BNA CAE CHA CLT CSG CSV GSO GSP GSV MCN MGM MOB ROA TRI TYS.
- c) The following is a list of sectors and their associated altimeter stations. The lowest altimeter setting for an area should be used for determining the lowest usable flight level. Additional altimeters may be monitored at controller's discretion.

SECTOR	STATIONS	SECTOR	STATIONS
01 ROME (AREA 6)	HSV CHA ATL	24 AUGUSTA (A 4)	AGS MCN
04 WEST DEP (A 6)	ATL BHM	29 LEEON (AREA 2)	GSO CLT
05 DALAS (AREA 6)	HSV CHA ATL	30 LOCAS (AREA 2)	GSO CLT
09 TIROE (AREA 5)	ATL BHM CSG MGM	31 UNARM (AREA 2)	GSP CLT AGS AVL CAE
12 BHM (AREA 5)	HSV BHM	38 N DEP (AREA 7)	ATL CHA TYS
13 MGM (AREA 5)	MGM MOB	41 HCH MTN (A 7)	CSV TYS CHA
14 MAXWELL (A 5)	BHM MGM	44 SHINE (AREA 1)	TRI AVL GSP CLT
16 EAST DEP (A 3)	ATL AHN GSP AGS	45 BRISTOL (A 1)	TRI TYS AVL
18 COMMERCE (A 3)	TYS AVL AHN ATL GSP	47 MOPED (AREA 1)	TRI ROA GSO CLT
19 SINCA (AREA 4)	ATL AGS MCN	48 WILKES (AREA 1)	TRI AVL GSP CLT
21 SOUTH DEP (A 4)	ATL MCN CSG	49 LOGEN (AREA 3)	TYS AVL AHN ATL GSP

1-4-4. 3 MILE SEPARATION AREAS

Controllers are authorized to utilize 3 miles of separation provided:

- a) The aircraft is at or below FL230, and
- b) Controller's Radar Client indicates that the aircraft target is within reduced separation airspace.



1-4-5. COORDINATION PROCEDURES FOR FLIP-FLOP AIRSPACE

- a) There are several areas inside ZTL where airspace is assigned to a particular sector depending on the direction of takeoff and landing at Atlanta/Hartsfield Airport. These areas include the low altitude airspace overlying the Atlanta/Hartsfield Airport, the Athens West Departure Area, and the Gadsden East Area.
- b) The transferring controller shall ensure that the receiving controller has a handoff or point out on all affected aircraft. When the airspace is transferred to another position, using the Position Relief Checklist, the controllers affected shall ensure that all pertinent flight plan and sector information has been coordinated.

1-4-6. INAPPROPRIATE ALTITUDE FOR DIRECTION OF FLIGHT (IAFDOF)

When both the transferring and receiving sectors are within ZTL, “inappropriate altitude for direction of flight” need not be coordinated when:

- a) The aircraft’s assigned altitude is above or below the altitude limits of the receiving sector, or
- b) The aircraft is climbing to an interim altitude which is the highest altitude of either the transferring or receiving sector, or

- c) The aircraft is descending to an interim altitude which is the lowest altitude of either the transferring or receiving sector.

1-4-7. PRE-ARRANGED COORDINATION AREAS

- a) Shine Sector 44 is authorized to control CLT departures assigned the JOJO SID within the confines of Moped Sector 47 airspace in that area above CLT ATCT airspace without individual coordination.
- b) South Departure Sector 21 (Area 4) is authorized to control ATL departures assigned the SMLTZ and VRSTY SIDs within the confines of East Departure Sector 16 (Area 3) airspace without individual coordination.
- c) Hinch Mountain Sector 41 (Area 7) is authorized to control CHA departures within the confines of Dalas Sector 05 (Area 6) airspace without individual coordination.
- d) Burne Sector 39 is authorized to control ATL departures assigned the PADGT SID within the confines of Crossville Sector 37 airspace without individual coordination.

In each of the above instances:

1. The authorized sector must “quick look” the owning sector and maintain display of the owning sector’s data blocks while utilizing the airspace.
2. The authorized sector is responsible to provide radar separation, including wake turbulence separation, from all applicable traffic when utilizing this procedure.
3. If any of the above requirements are not met or at the request of either sector controller or CIC, this procedure is canceled and individual coordination is required.

1-4-8. CHARLOTTE, NC (CLT) DEPARTURE SPEEDS

The CLT SIDs contain a 280K published speed for all turbojet aircraft. Unless otherwise coordinated, sectors 31 (Unarm/Area 2), 44 (Shine/Area 1), and 47 (Moped/Area 1) will delete the published speed prior to communications transfer to the next ZTL sector.

1-4-9. ALTITUDE ASSIGNMENTS

- (a) Except as covered by a LOA or facility directive, do not clear aircraft to an altitude above or below the vertical limits of the transferring sector without verbal approval from the receiving sector.

Note: The intent of this paragraph is to preclude aircraft from penetrating the ceiling/floor of airspace without prior verbal approval.

- (b) Certain ZTL High Sectors are permitted to issue “descend via” operations into Low Sector airspace. “Descend via” operations in these instances may be cancelled at the request of either controller.

- (c) When issuing a “descend via” or other permanent descent clearance, controllers must amend the aircraft’s requested altitude to reflect the issuance of the instruction.

1-4-10. PIREPS & METARS

The Center Weather Service Unit (CWSU) shall immediately record solicited or unsolicited PIREPs (UA) as well as PIREPs meeting urgent criteria (UUA). Additionally, CWSU will send urgent PIREPs (UUAs) out to controllers via controlling clients in the form of a private message. CWSU may receive PIREPs and urgent PIREPs via any of the following means:

- a. Private Message. (preferred method for receiving PIREPs)
- b. VSCS.
- c. Teamspeak.

URGENT PIREP- URGENT PILOT WEATHER REPORTS (UUA)

Definition- Weather phenomena reported by pilot that represents a hazard or potential hazard to flight operations.

Disseminate the following as Urgent PIREPS (UUA)- Tornadoes, Funnel Clouds, Water Spouts, Severe/Extreme Turbulence (Including Clear Air Turbulence), Severe Icing, Hail, Low Level Wind Shear (Wind Shear within 2000 ft. of Surface), Volcanic Eruption/Volcanic Ash Cloud, and any other phenomena reported by the specialist as being hazardous or potentially hazardous to flight operations.

1-4-11. POSITION RELIEF BRIEFINGS

Conduct a position relief briefing and transfer of position responsibility in accordance with FAO 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.

1-4-12. TRAFFIC MANAGEMENT INITIATIVES

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

1-4-13. DOBBINS DUMP

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

Amend remarks to “REQUEST DOBBINS DUMP.”

1-4-14. AERIAL REFUELING TRACKS

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

1-4-15. RADAR CONSOLE SETUP

Because of the flexibility of the ERAM program, optional adjustments may be made to certain controls to meet current and changing situations.

- (a) Altitude limits, displayed on the Main Display Monitor (MDM), shall include as a minimum the altitude stratum of the sector plus, 1200 feet above the highest and below the lowest altitude or flight level of the sector.
- (b) All sectors that work airspace outside Class A airspace must enter beacon codes 1200, 1202, 1255, 1277, and 4000 in the sector's Code Select List (CSL).
- (c) Display altimeter stations required for your sector.
 - (i) For those persons controlling more than one area, display altimeter stations that you estimate will be most necessary for your area of responsibility.

1-4-16. TIME BASED METERING

The use of time-based flow management allows for the precise metering of aircraft to the airport. In order to distribute the delay across multiple sectors, it is necessary to define the maximum number of delay minutes an area or sector can pass to the next controller. During periods of metering, controllers must comply with the following time restrictions:

Arrival Airport	Area		Area	Sector	Sector	Maximum Delay Value Passed
ATL	1	to	3			3
ATL	2	to	3			2
ATL	3			Baden (15)	Lanier (50)	3
CLT	7	to	1			3
CLT	6	to	4			4
CLT	5	to	4			4
CLT	4	to	2	22/23/27	32/34	3
CLT	2	to	2	20/24	31/32	1

Note: The “Maximum Delay Value Passed” is the amount of delay that an aircraft has yet to absorb prior to meeting their assigned slot time. For example, an aircraft transitioning from Area 1 to Area 3 needs to only be within 3 minutes of their assigned slot time. All other sectors must comply with TBFM procedures as outlined in the 7110.65 (+/- 1 minute from assigned slot time).

CHAPTER 2. AREA OF SPECIALIZATION 1

SECTION 1. AREA SUMMARY

2-1-1. AREA SUMMARY FOR ULTRA-HIGH SECTORS

This area has no ultra-high sectors.

2-1-2. AREA SUMMARY FOR HIGH SECTORS

ZTL-42 (SALEM) & ZTL-43 (PULASKI) are the only high sectors for this area. They both have vertical limits of FL240 - FL340. Both high sectors are authorized to issue descend via clearances for arrivals into Charlotte. These operations may be suspended by either the high/low sectors; regardless, appropriate altitudes must be input into the aircraft's flight plan. When issuing a descend via clearance, the high sector must issue the Charlotte Altimeter. Certain Low Sectors are permitted to issue pilot's discretion descents for aircraft AOA FL240 (SHINE for SALEM, MOPED for PULASKI).

2-1-3. AREA SUMMARY FOR LOW SECTORS

ZTL-44 (SHINE), ZTL-45 (BRISTOL), and ZTL-47 (MOPED) are the low sectors for this area. All sectors have a vertical boundary with a varying low altitude and a maximum altitude of FL230. High sectors are authorized to issue descend via clearances for arrivals into Charlotte. These operations may be suspended by either the high/low sectors. SHINE/MOPED sectors are permitted to issue pilot discretion descents for aircraft AOA FL240.

2-1-4. AREA SUMMARY FOR ULTRA-LOW SECTORS

This area has one ultra-low sector. See "Wilkes Ultra-Low" for more information.

2-1-5. APPLICABLE ALTITUDE RESTRICTIONS

Arrival Field	Next Sector	Restriction	Arrival Field	From Area	Restriction
CHA	Area 7	AOB FL300			
BNA	Area 7	AOB FL300			

SECTION 2. SALEM SECTOR 42

2-2-1. SECTOR NARRATIVE

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.

2-2-2. PROCEDURES

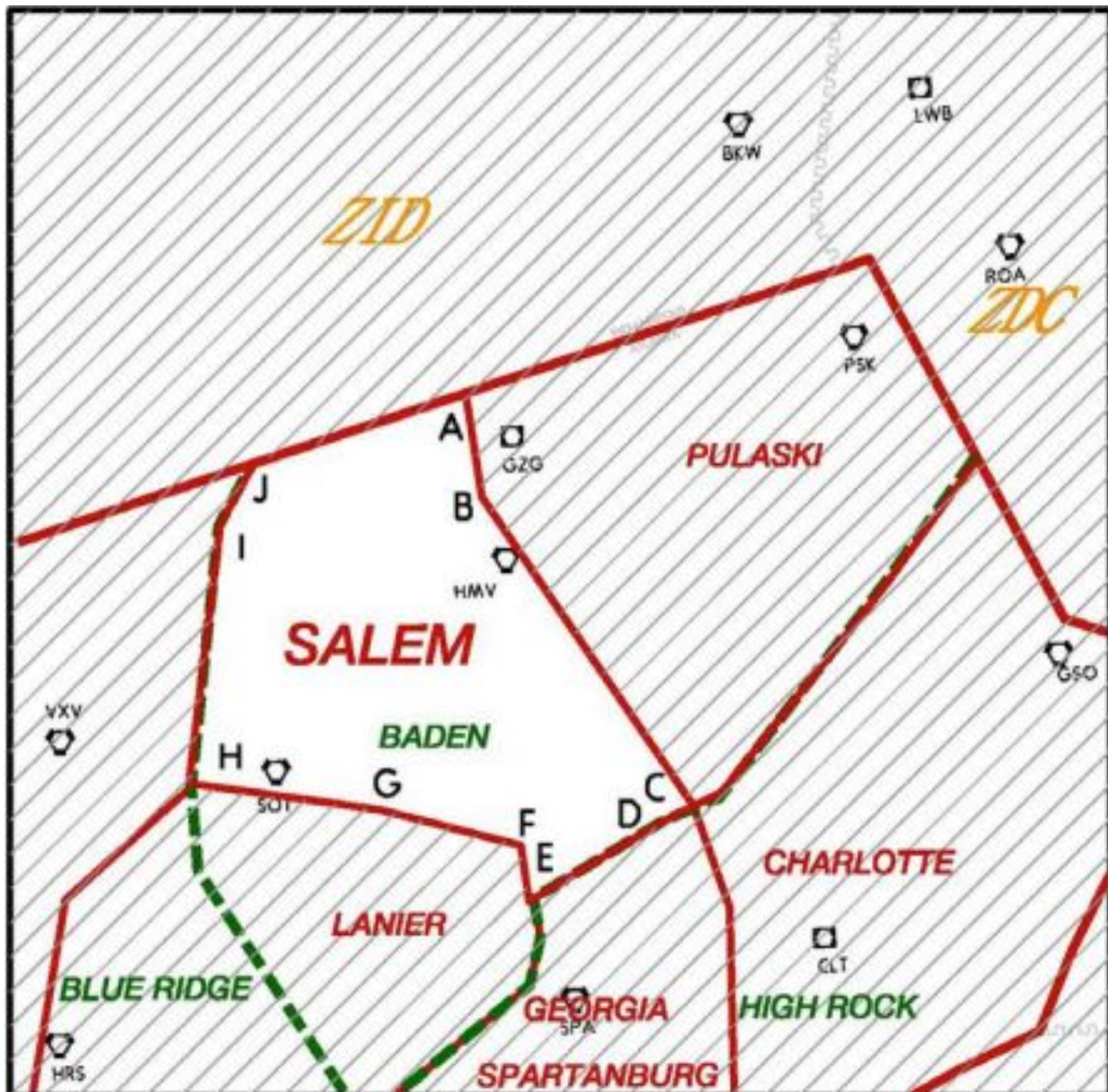
a. Arrivals

i. Charlotte Arrivals:

1. CLT turbojet arrivals from the Burne Sector shall cross the Salem/Burne Sector boundary at or below FL330. Aircraft east of VXV are released to Salem for Speed Control turns.
2. Arrivals to CLT and CLT Satellite Airports are released for turns up to 20 degrees from the Salem Sector. Point outs to adjacent sectors are the responsibility of the Shine Sector. 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.
3. 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.
4. Traffic permitting, Salem must issue the descend via clearance to aircraft on the FILPZ arrivals. For aircraft issued the descend via clearance, Sector 42 shall enter an appropriate altitude and initiate a hand-off to Shine. The CLT altimeter shall be issued with the descend via clearance.
5. Either Shine or Salem may choose to suspend descend via operations. For aircraft not descending via, Salem shall descend aircraft to FL240 and initiate a hand-off to Shine.

- ii. 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.
- iii. Aircraft inbound to the BNA terminal area must be descended to cross the Salem/Burne boundary AOB FL300.
- iv. Upon completion of radar handoff and communications transfer, Lanier Sector shall have control for turns direct to OZZZI/ONDRE intersection and speed control for all ATL arrivals within 15NM of the Lanier boundary from Salem.

2-2-3. SECTOR MAP



SECTION 3. PULASKI SECTOR 43

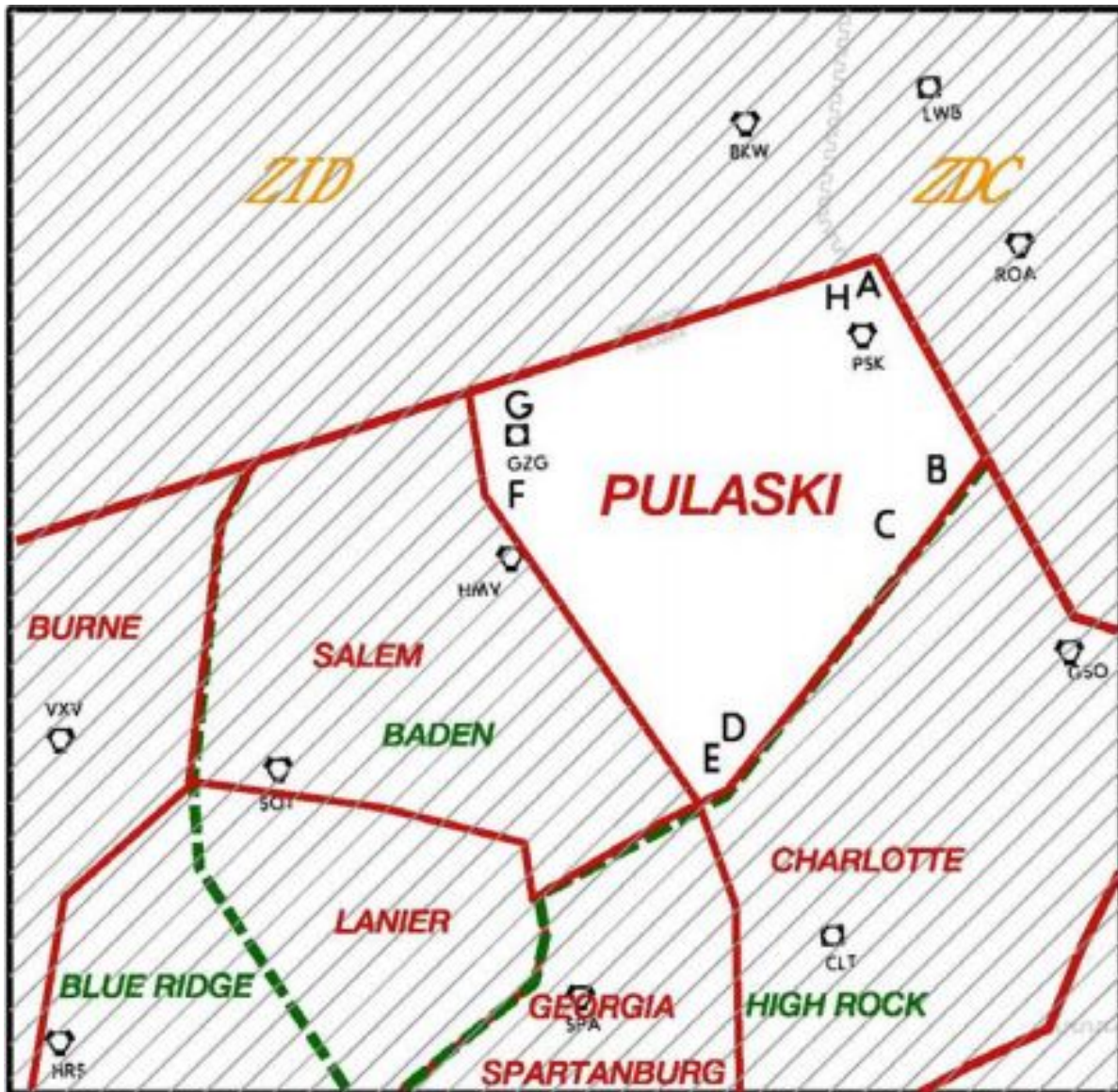
2-3-1. SECTOR NARRATIVE

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.

2-3-2. PROCEDURES

- a) Arrivals
 - i) Charlotte:
 - 1) Traffic permitting, Pulaski must issue the descend via clearance to aircraft on the PARQR arrivals. For aircraft issued the descend via clearance, Sector 43 shall enter an appropriate altitude and initiate a hand-off to Moped. The CLT altimeter shall be issued with the descend via clearance.
 - 2) Either Moped or Pulaski may choose to suspend descend via operations. For aircraft not descending via, Pulaski shall descend aircraft to FL240 and initiate a hand-off to Moped.
 - 3) Arrivals to CLT and CLT Satellite Airports are released for turns up to 20 degrees from the Pulaski Sector. 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.
 - ii) Upon completion of radar handoff and communications transfer, Salem Sector shall have control for speed adjustment on all ATL arrivals within 20 miles of the Salem boundary from Pulaski.

2-3-3. SECTOR MAP



SECTION 4. SHINE SECTOR 44

2-4-1. SECTOR NARRATIVE

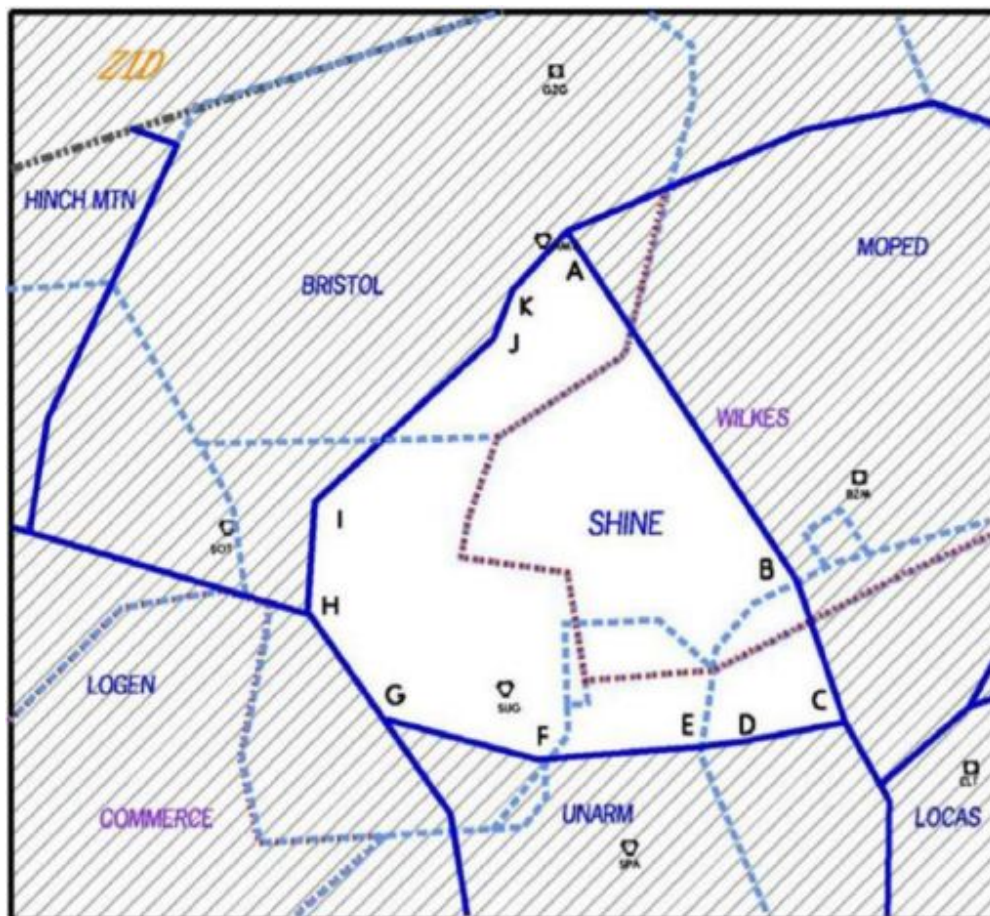
The Shine Sector is a low sector with altitude limits from 17,000 feet to FL230 for the airspace overlying Charlotte ATCT (CLT) and 11,000 feet to FL230 for the remainder of the airspace. This sector serves as an arrival sector for aircraft landing Charlotte airport as well as surrounding approach control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

2-4-2. PROCEDURES

- a. Arrivals:
 - i. Charlotte Procedures:
 - 1. Arrivals to CLT and CLT Satellite Airports are released for turns up to 20 degrees from the Salem Sector. Point outs to adjacent sectors are the responsibility of the Shine Sector.
 - 2. 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.
 - 3. Traffic permitting, Salem must issue the descend via clearance to aircraft on the FILPZ arrivals. For aircraft issued the descend via clearance, Salem Sector 42 shall enter an appropriate altitude and initiate a hand-off to Shine. The CLT altimeter shall be issued with the descend via clearance.
 - 4. Either Shine or Salem may choose to suspend descend via operations. For aircraft not descending via, Salem shall descend aircraft to FL240 and initiate a hand-off to Shine.
 - 5. Turboprop arrivals to the CLT Terminal Area, above 13,000 feet, shall cross the Bristol/Shine sector boundary, at or below 17,000 feet descending to 13,000 feet. Pilot's discretion descent need not be coordinated on these aircraft.
 - ii. Arrivals to GSO/INT shall be descended to at least FL210. Arrivals from over SPA are released for right turns to the Moped Sector.
 - iii. Hickory (HKY) and Statesville (SVH) arrivals shall be cleared via GENOD...destination, descended to 110 and handed off to SHINE sector.
 - iv. Aircraft landing GSP, GMU, SPA and GYH on the RCTOR STAR from the Bristol Sector to the Shine Sector shall be handled as follows:
 - 1. Bristol Sector, traffic permitting, shall clear aircraft to cross the LUVTT intersection at 11,000 and 250kts.
 - 2. Bristol Sector shall initiate a handoff to the Shine Sector.
 - 3. Shine Sector shall accept the handoff and immediately initiate a handoff to AVL Approach.
 - 4. When AVL approach accepts the handoff, Bristol Sector shall transfer communications to AVL Approach.

5. If Shine Sector requires communication with the aircraft, Shine Sector shall request communications from the Bristol Sector prior to accepting the handoff.
 6. If AVL Approach has not accepted the handoff prior to the aircraft crossing the Bristol/Shine boundary, Bristol will transfer communications to the Shine Sector.
- b. Departures:
- i. Unarm shall clear GSP area departures to an altitude of 17,000 or lower and initiate a handoff to Shine. Upon handoff and transfer of communications, GSP area departures shall be released for climb and left turns or right turns no further than a 010 heading by the Unarm Sector.
- c. Pre-Arranged Coordination:
- i. Sector 44 is authorized to control CLT departures assigned the JOJJO SID within the confines of Moped Sector 47 airspace in that area above CLT ATCT airspace without individual coordination.

2-4-3. SECTOR MAP



SECTION 5. BRISTOL SECTOR 45

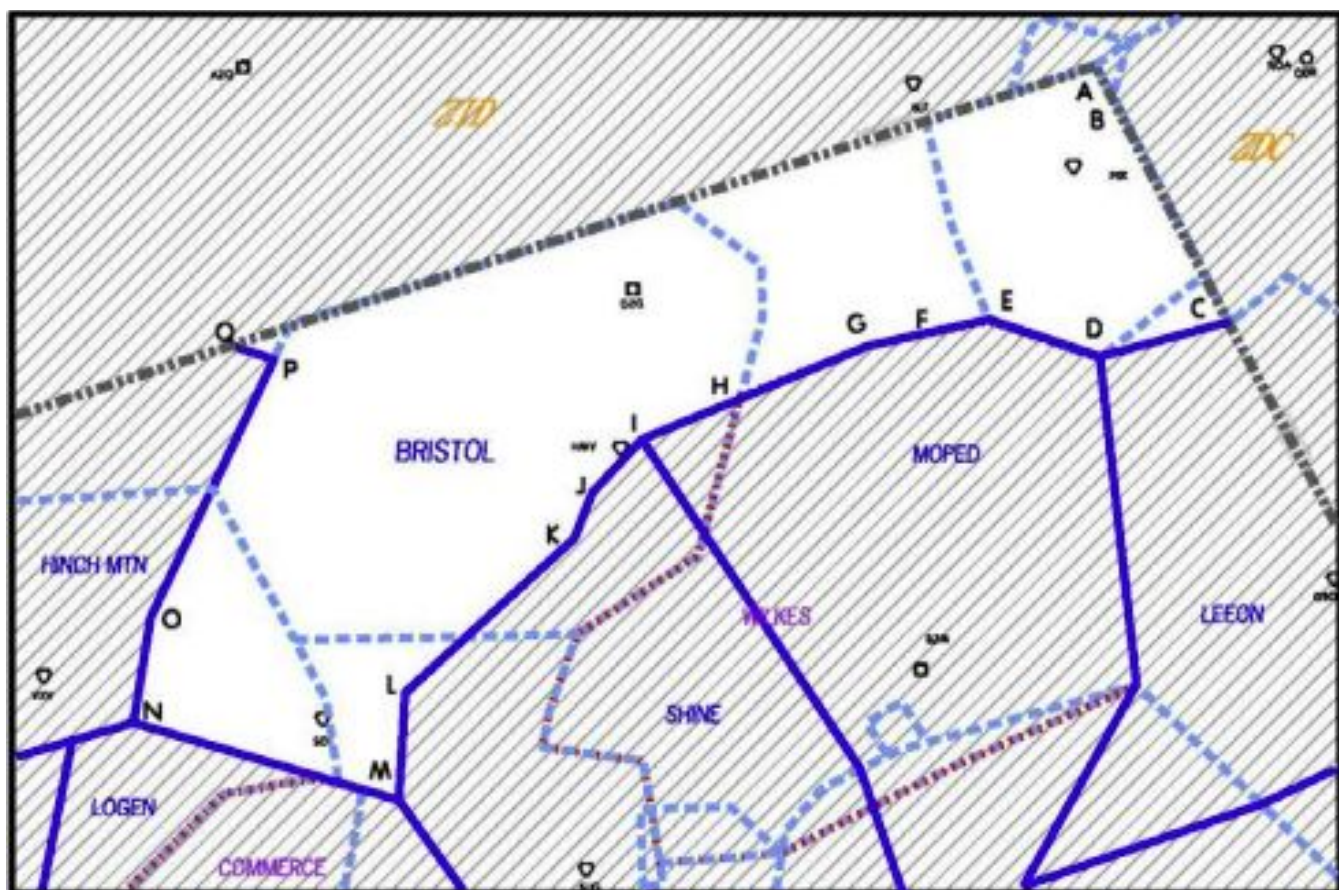
2-5-1. SECTOR NARRATIVE

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.

2-5-2. PROCEDURES

- a. Arrivals:
 - i. 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.
 - ii. Aircraft within 15 miles of the common sector boundary, transitioning to the Logen sector from the Bristol Sector and landing KATL are released for speed control without back coordination.
 - iii. All Tri-City (TRI) arrivals from the Logen Sector shall be descending to 17,000 feet, traffic permitting, or at filed altitude, if lower. These aircraft shall be released for turns up to 15 degrees to the Bristol Sector upon receipt of communications transfer.
 - iv. GSO Terminal Arrivals entering the Moped Sector shall be descended to FL210 or requested lower.
 - v. Aircraft executing instrument approach procedures at MKJ shall be coordinated with ROA ATCT.
 - vi. Arrivals to Southern Pines, NC (SOP) shall cross the Bristol/Leeon boundary at or below FL210, traffic permitting.
 - vii. Arrivals to Pope AFB, NC (POB) shall cross the Bristol/Leeon boundary at or below FL230, traffic permitting.
 - viii. The Bristol Sector may issue a pilot's discretion clearance (this includes crossing restriction clearances) to aircraft on the RCTOR STAR from FL240 or above without first coordinating with Salem Sector.

2-5-3. SECTOR MAP



SECTION 6. MOPED SECTOR 47

2-6-1. SECTOR NARRATIVE

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.

2-6-2. PROCEDURES

a. Arrivals.

- i. Arrivals to the GSP Terminal Area, operating at 17,000 feet or above, shall be routed via the SPA 080 radial to SPA then direct destination airport or via the JUNNR RNAV STAR. These aircraft shall cross the SPA 080039 fix or OPENS Waypoint at 17,000 feet, handed off and communications transferred to CLT Approach.

NOTE: Upon handoff and communications transfer from Leeon Sector to the Moped Sector, turboprop and turbojet aircraft inbound to GSP, GMU, SPA, and GYH are released for right turns and descent at or below FL230.

- ii. Arrivals, operating 12,000 feet and below, to the GSP Terminal Area shall be routed via BZM.V20. GENOD.SPA.DESTINATION. These aircraft shall be descended to 11,000 feet and handed off to ZTL-48 (Wilkes).
- iii. Aircraft landing ROA shall be descended to 11,000 feet or the lowest available altitude and handed off to the Bristol Sector. Bristol Sector will have control for right turns.
- iv. Arrivals to GSO/INT from over SPA are released for right turns from the Shine Sector.
- v. Charlotte:
 1. Arrivals to CLT and CLT Satellite Airports are released for turns up to 20 degrees from the Pulaski Sector. Point outs to adjacent sectors are the responsibility of the Moped Sector. 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. Traffic permitting, Pulaski must issue the descend via clearance to aircraft on the PARQR arrivals. For aircraft issued the descend via clearance, Pulaski Sector 43 shall enter an appropriate altitude and initiate a hand-off to Moped. Either Moped or Pulaski may choose to suspend descend via operations. For aircraft not descending via, Pulaski shall descend aircraft to FL240 and initiate a hand-off to MOPED.

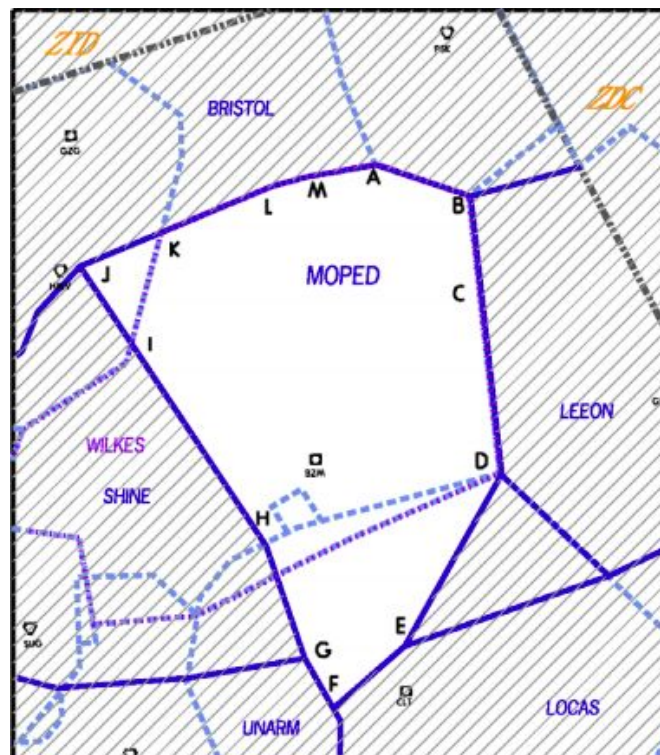
b. Departures

- i. CLT departures enroute to LYH and CHO, departing the KRITR gate will not be turned on course until the aircraft has passed the CLT TCP.
- ii. Non-advanced NAV Turboprop and turbojet aircraft departing the GSO Terminal Area, filed north of the BOTTM DTA shall be cleared on course by the LEEON Sector.
- iii. Turboprop and turbojet aircraft departing the GSO Terminal Area, routed out the BOTTM DTA entering the MOPED sector shall be released for turns on course by the LEEON 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.

- iv. Departures from HKY and SVH that will enter Sector 29 (Leeon) airspace shall be assigned a heading to enter Sector 29 north of TRAKS intersection with heading entry into scratchpad. Sector 29 shall have control for turns on course.
- c. Pre-Arranged Coordination:
 - i. Shine Sector 44 is authorized to control CLT departures assigned the JOJO SID within the confines of Sector 47 airspace in that area above CLT ATCT airspace without individual coordination.

2-6-3. SECTOR MAP



SECTION 7. WILKES SECTOR 48

2-7-1. SECTOR NARRATIVE

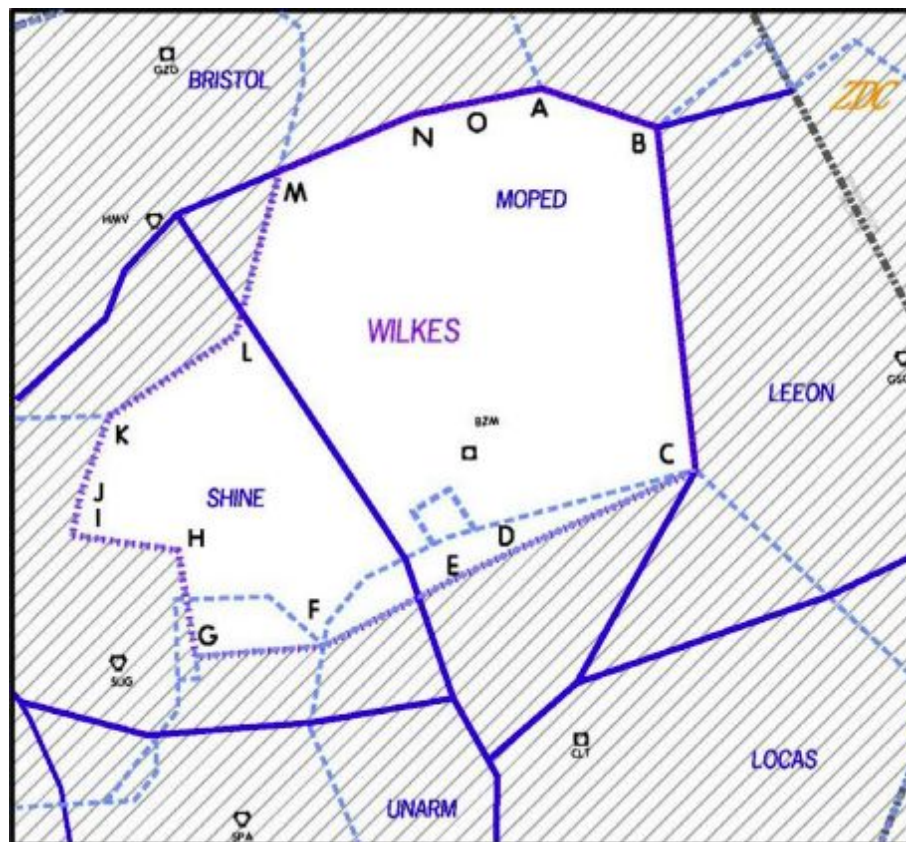
The Wilkes Sector is an ultra-low sector with altitude limits from the surface to 10,000 feet. Wilkes complexity is increased because of the mountainous terrain and multiple airports it provides approach control service to. Wilkes also controls traffic arriving into the Charlotte Terminal area and numerous military training routes.

2-7-2. PROCEDURES

a. Arrivals.

1. Arrivals to the GSP Terminal Area shall be routed clear of CLT ATCT delegated airspace.

2-7-3. SECTOR MAP



CHAPTER 3. AREA OF SPECIALIZATION 2

SECTION 1. AREA OVERVIEW

3-1-1. AREA NARRATIVE FOR ULTRA-HIGH SECTORS

This area has one ultra-high sector. See “High Rock Sector 28” for more information.

3-1-2. AREA NARRATIVE FOR HIGH SECTORS

ZTL-32 (SPARTANBURG), ZTL-33 (CHARLOTTE), and ZTL-34 (GEORGIA) are the high sectors for this area. ZTL-32 and 34 share lateral boundaries, with 32 owning FL240 to FL290 and 34 owning FL300 to FL340. ZTL-33 vertically owns FL240 to FL340, from FL280 to FL340 over the RDU Climb Shelf, and FL290 to FL340 over the ZJX Climb Shelf. Spartanburg is authorized to issue descend via clearances for arrivals into Charlotte and must issue the CLT altimeter. This operation may be suspended by Spartanburg or the low Unarm sector; regardless, appropriate altitudes must be input into the aircraft's flight plan. Unarm is permitted to issue crossing restriction or descend via clearances for aircraft AOA FL240 coming from Spartanburg.

3-1-3. AREA NARRATIVE FOR LOW SECTORS

ZTL-29 (LEEON), ZTL-30 (LOCAS), and ZTL-31 (UNARM) are the low sectors for this area. All sectors have a vertical boundary with a varying low altitude and a maximum altitude of FL230, except ZTL-29 owns up to FL270 in the CHSLY shelf. Washington Gordonsville Sector (ZDC-32) is permitted to issue descend via clearances to aircraft on the CHSLY arrival into CLT and are handed off directly to ZTL low (29). The Locas (ZTL-30) sector handles CLT departures which are handed off directly to ZJX and ZDC high sectors, which have the ZJX Climb Shelf and CLT Shelf overlying ZTL low airspace.

3-1-4. AREA NARRATIVE FOR ULTRA-LOW SECTORS

This area has no ultra-low sectors.

3-1-5. AREA RESTRICTIONS

Note - This list is not all inclusive.

Arrival Field	Next Sector	Restriction	Arrival Field	Next Sector	Restriction
DCA/IAD	ZDC	AOB FL330	POB	AREA 1	AOB FL230
RIC	ZDC	AOB FL290	SOP	AREA 1	AOB FL210

ATL	AREA 3	AOB FL340			
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SECTION 2. HIGH ROCK SECTOR 28

3-2-1. SECTOR NARRATIVE

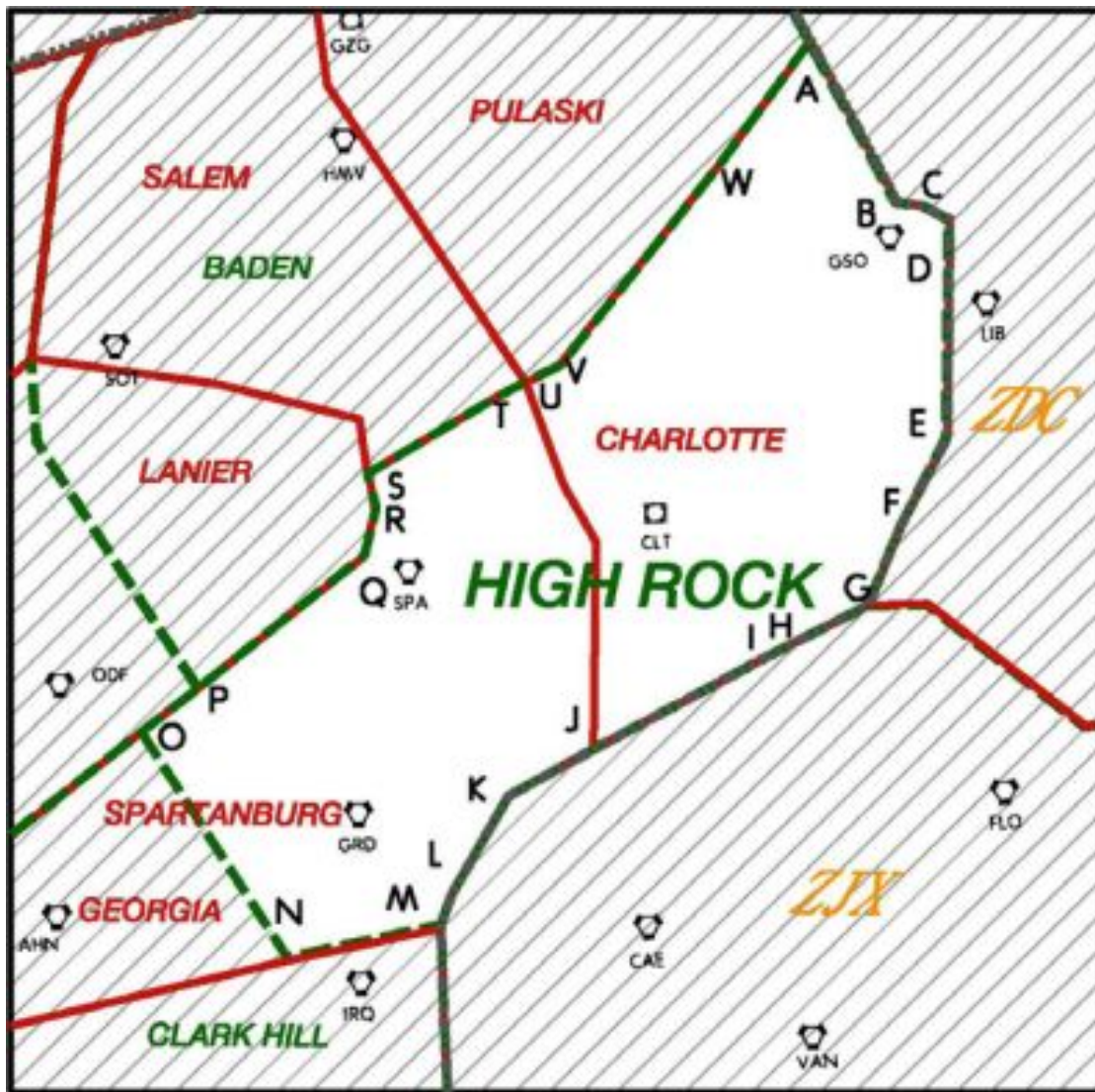
The High Rock sector is an ultra-high sector with altitude limits from FL350 and above. The main traffic flow is south and southwest bound from Indianapolis and Washington Center. Special care should be exercised when vectoring aircraft. The jet stream can exceed 200 knots from the west and increase/decrease aircraft speed dramatically.

3-2-2. PROCEDURES

a. Arrivals.

1. High Rock will descend aircraft inbound to the Washington, D.C. area (IAD and NSF) to FL350 and initiate a handoff to the Charlotte High sector in time to allow the aircraft to cross the Atlanta/Washington Center boundary at FL330.
2. High Rock will descend aircraft landing the Atlanta Terminal Area via the DEHAN STAR, 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 FL300.
3. High Rock will descend aircraft landing Atlanta Hartsfield 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.
4. High Rock will descend aircraft inbound to Richmond (RIC) to FL350 and initiate a handoff to the Charlotte High sector in time to allow the aircraft to cross the Atlanta/Washington Center boundary at FL290.
5. Aircraft landing at KTYS airport must cross the Lanier, High Rock, Georgia High common boundary at or below FL300.

3-2-3. SECTOR MAP



SECTION 3. LEEON SECTOR 29

3-3-1. SECTOR NARRATIVE

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), 13,000 feet to FL270 underlying the CHSLY Shelf, 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).

3-3-2. PROCEDURES

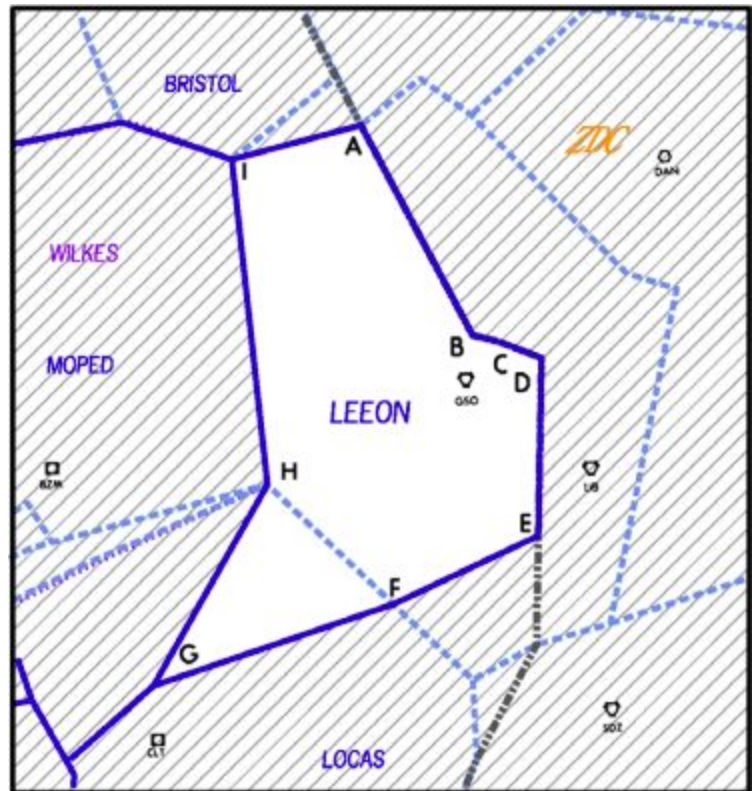
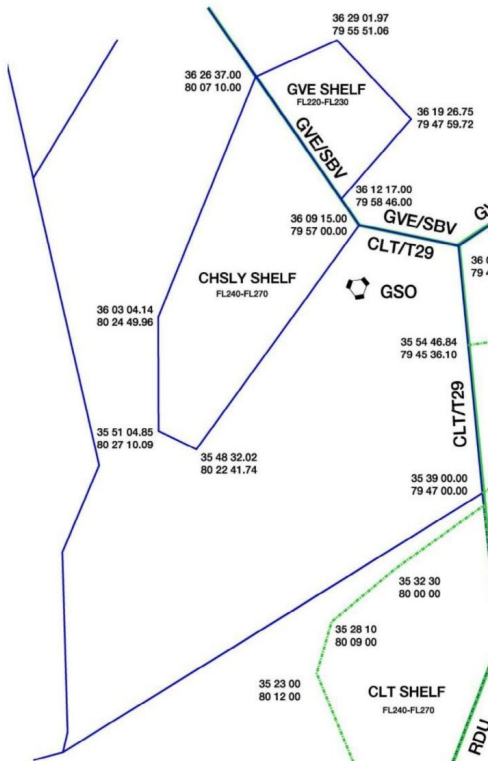
a. Arrivals.

1. Turbojet and turboprop aircraft inbound to GSP, GMU, SPA and GYH at or above 17,000 feet shall be placed on a heading that will intercept the SPA080 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. Upon handoff and communications transfer to the Moped Sector, these aircraft are released for right turns and descent at or below FL230.
2. Arrivals to Southern Pines, NC (SOP) shall cross the Area 1/Leeon boundary at or below FL210, traffic permitting.
3. Arrivals to Pope AFB, NC (POB) shall cross the Area 1/Leeon boundary at or below FL230, traffic permitting.

b. Departures.

1. Departures from HKY and SVH that will enter Sector 29 (Leeon) airspace shall be assigned a heading to enter Sector 29 north of TRAKS intersection with heading entry into 4th line. Sector 29 shall have control for turns on course.
2. GSO Terminal Area departures entering the Moped/Bristol Sectors:
 - i. Non-advanced NAV Turbojet and turboprop aircraft departing the GSO Terminal Area routed out the BOTTM DTA proceeding northbound shall be cleared on course by the Leeon Sector.
 - ii. Turbojet and turboprop aircraft departing the GSO Terminal Area routed out the BOTTM DTA entering the MOPED sector shall be released for turns on course by the Leeon Sector.

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

3-3-3. SECTOR MAP

SECTION 4. LOCAS SECTOR 30

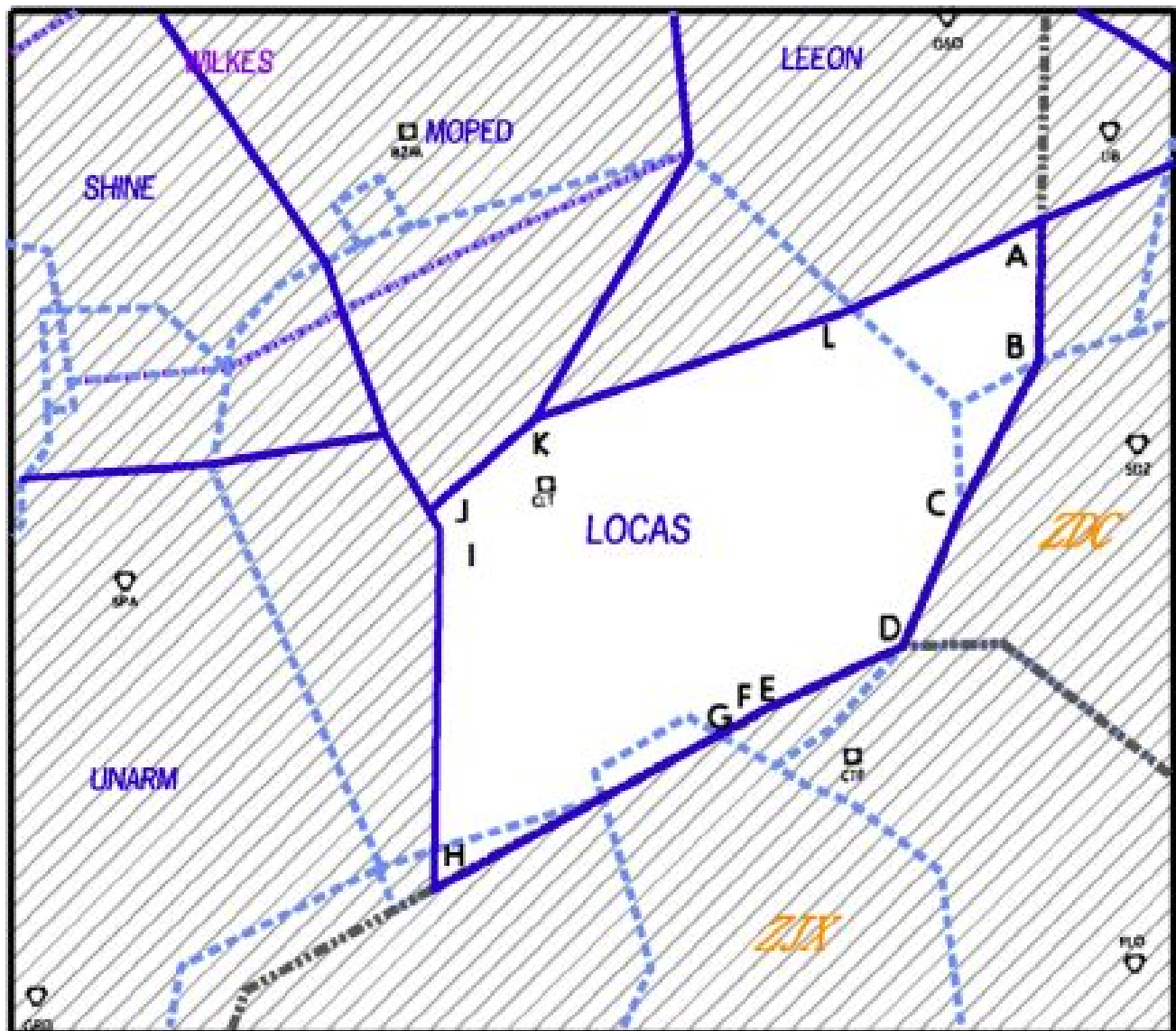
3-4-1. SECTOR NARRATIVE

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.

3-4-2. PROCEDURES

- a. Arrivals.
 - 1. Arrivals to Pope AFB, NC (POB) shall cross the Moped/Locas boundary at or below FL230, traffic permitting.
 - 2. Arrivals to Southern Pines, NC (SOP) shall cross the Moped/Locas boundary at or below FL210, traffic permitting.
- b. Departures.
 - 1. Charlotte Douglas International Airport Turbojet departures on LILLS SID shall be climbed to FL190 or requested altitude if lower.

3-4-3. SECTOR MAP



SECTION 5. UNARM SECTOR 31

3-5-1. SECTOR NARRATIVE

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 Ashville 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.

3-5-2. PROCEDURES

a. Arrivals.

1. HKY. Hickory (HKY) and Statesville (SVH) arrivals shall be cleared via GENOD..destination, descended to 110 and handed off to SHINE sector.
2. 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.
3. 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.
4. Charlotte Arrivals:
 - i. Pilot's discretion descents resulting from the issuance of a crossing restriction or a descend via clearance may be issued by Unarm Sector for aircraft landing within the CLT Terminal Area, which are transitioning from the Spartanburg Sector, without back coordination.
 - ii. At or north of J4/52 shall be released for speed control and turns up to 30 degrees left or right to CHPTR/DEBBT by sector 24.
 - iii. Spartanburg must issue the descend via clearance to aircraft on the JONZE and BANKR arrivals. For aircraft issued the descend via clearance, Spartanburg Sector 32 shall enter an appropriate altitude and initiate a hand-off to Unarm. The CLT altimeter shall be issued with the descend via clearance.
5. Arrivals to GSP Terminal Area via the MCHLN STAR; Augusta Low shall clear the aircraft to cross MCHLN at 11,000 feet. Aircraft not on MCHLN STAR shall cross the GSP boundary at 11,000 feet in accordance with the GSP LOA.
6. Aircraft within 15 miles of the common sector boundary, transitioning to the Logen sector from the Unarm Sector and landing KATL are released for speed control without back coordination.

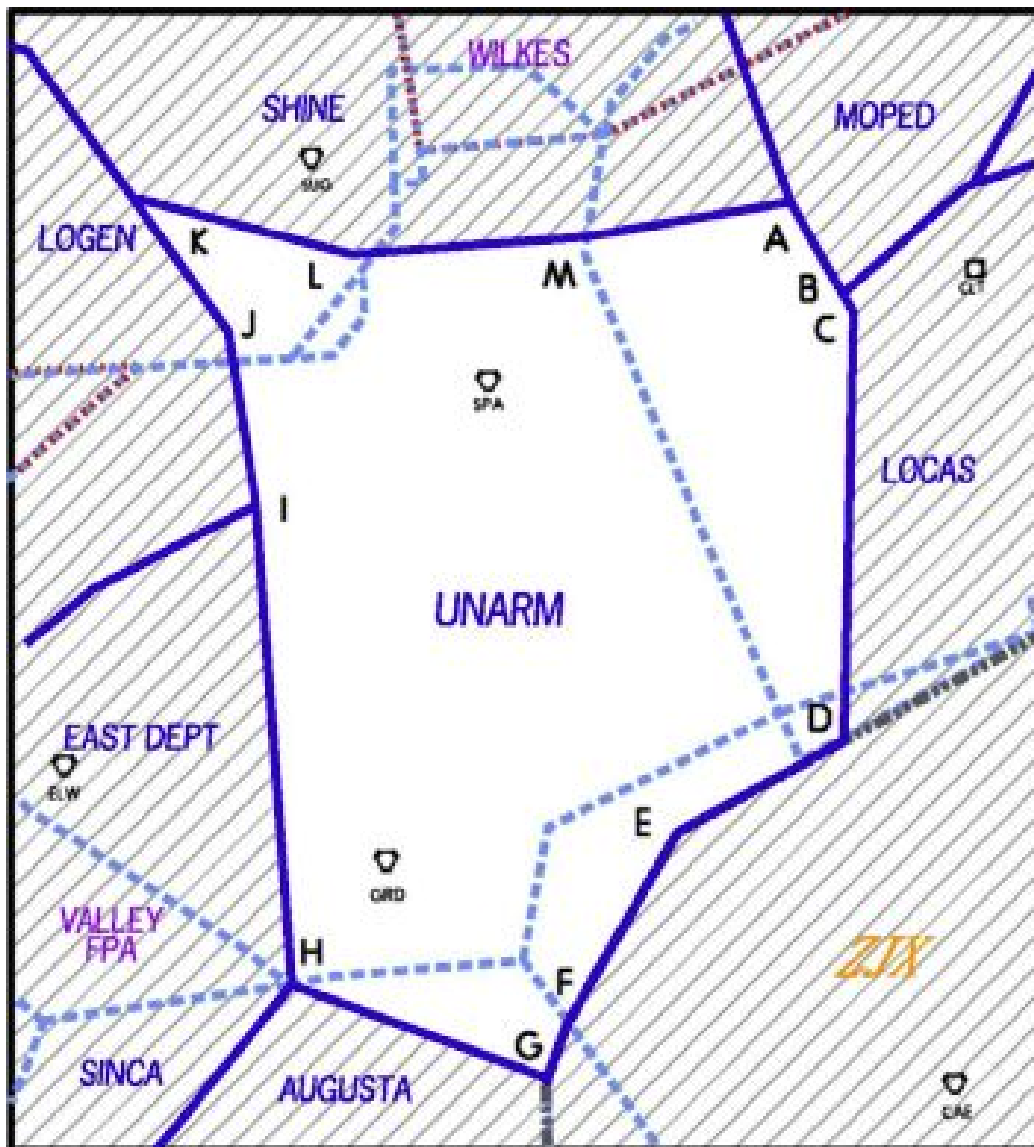
b. Departures.

1. Unarm shall clear GSP area departures to an altitude of 17,000 or lower and initiate a handoff to Shine. Upon handoff and transfer of communications, GSP area departures

shall be released for climb and left turns or right turns no further than a 010 heading by the Unarm Sector.

2. An interim altitude of FL230, or the requested altitude if lower than FL230, shall be displayed on all Charlotte Douglas International Airport turbojet departures.
3. When Snowbird MOA is active, Logen shall advise Unarm. CLT departures over BRAYN shall be assigned a heading of 260 degrees, except the aircraft that are filed over HRS, and the heading will be in the 4th line of the data block.

3-5-3. SECTOR MAP



SECTION 6. SPARTANBURG SECTOR 32

3-6-1. SECTOR NARRATIVE

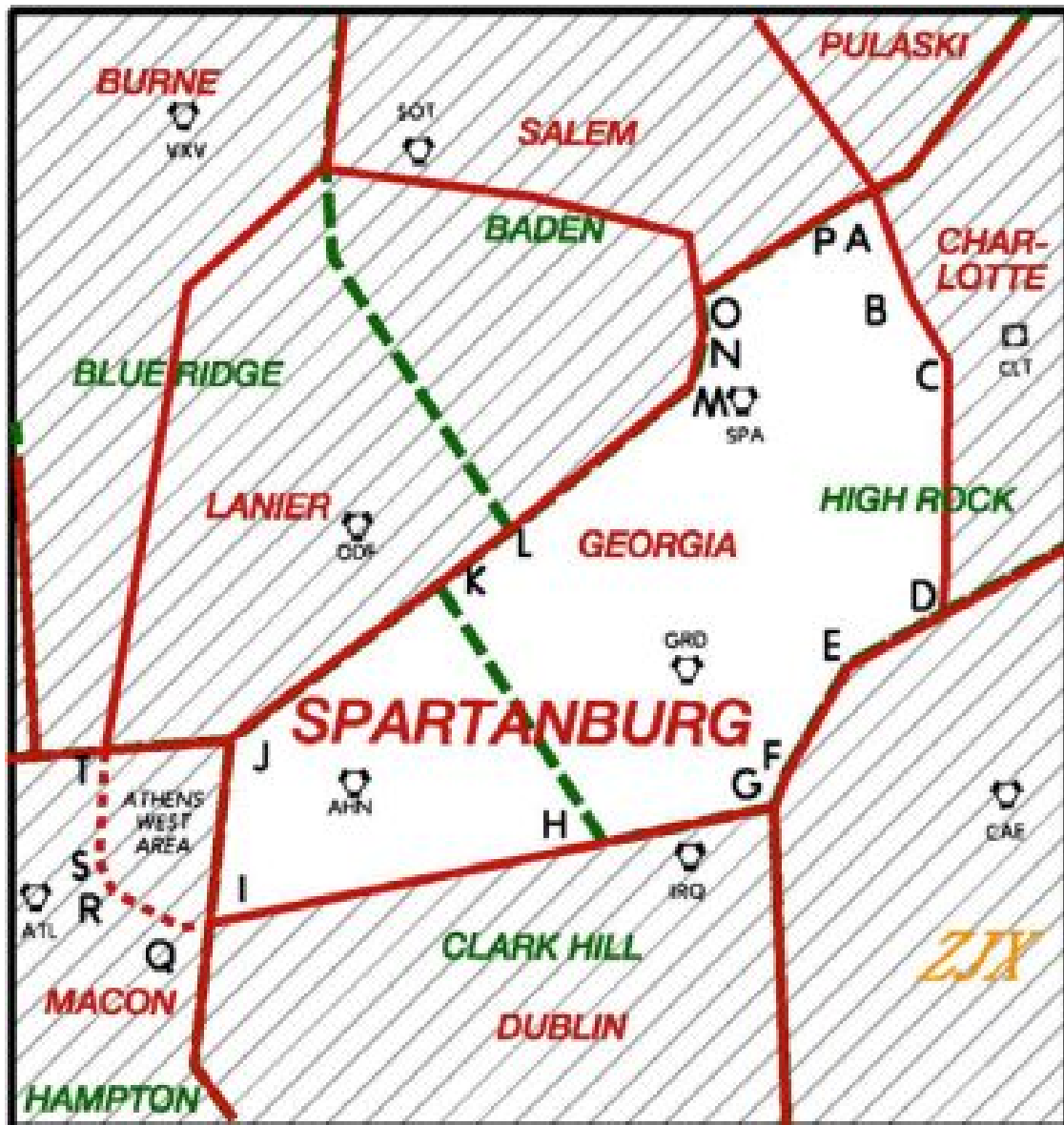
The Spartanburg sector is a high sector with altitude limits from FL240 to FL290. Traffic is comprised of an overflight flow and departures from Atlanta and Charlotte transitioning into the en-route environment. The initial sequencing into the Charlotte Terminal Area is accomplished by this sector.

3-6-2. PROCEDURES

- a. Airspace.
 - 1. When A80-Atlanta Sector is on a West operation, the airspace overlying J14/37, designated as the Athens West Area FL240 to FL290, is assigned to Spartanburg sector and is depicted on the HIGHW map.
- b. Arrivals.
 - 1. Turboprop and turbojet aircraft inbound to GSO/INT shall be cleared via the appropriate arrival. These aircraft shall cross 30 miles northeast of SPA at FL240.
 - 2. CAE terminal area arrivals (CAE/CUB/CDN)
 - i. Arrivals to the CAE terminal area from Lanier, J99 and east, shall cross the Lanier/Spartanburg boundary at or below FL250.
 - ii. Arrivals to the CAE terminal area from Lanier, west of J99, shall cross the Lanier/Spartanburg boundary at or below FL290.
 - 3. Arrivals to GSO and INT, south of a line GSO to GQO shall cross the Lanier/Spartanburg boundary at or below FL290.
 - 4. Arrivals to the Augusta Terminal Area (AGS, AIK, DNL, and HQU) at or above FL250 shall cross the Lanier/Spartanburg boundary at FL250.
 - 5. CLT Arrivals:
 - i. At or north of J4/52 shall be released for speed control and turns up to 30 degrees left or right to BANKR/DEBBT by sector 20.
 - ii. Pilot's discretion descents resulting from the issuance of a crossing restriction or descend via clearance may be issued by Unarm Sector for aircraft landing within CLT Terminal Area, which are transitioning from the SPA Sector, without back coordination.
 - iii. Charlotte (CLT) area arrivals transitioning through the Dublin Sector shall be handled as follows:
 - 1. Aircraft on the BANKR STAR and shall cross PONZE at or below FL270. Spartanburg sector shall have control to issue the descend via clearance on aircraft assigned FL270. Spartanburg Sector shall have control for descent at (and north of) PONZE.

2. Aircraft on the CHPTR Star shall cross the Spartanburg boundary at or below FL270. Spartanburg Sector shall have control for descent north of PONZE.
 3. Dublin sector will normally ensure at least 5 miles in-trail spacing between subsequent CHPTR and BANKR arrivals.
 4. Spartanburg must issue the descend via clearance to aircraft on the JONZE and BANKR arrivals. For aircraft issued the descend via clearance, Sector 32 shall enter an appropriate altitude and initiate a hand-off to Unarm. The CLT altimeter shall be issued with the descend via clearance.
-
6. Aircraft landing GSP overflying the Macon Sector shall cross the Macon/Spartanburg Sector boundary at or below FL270.
 7. AVL arrivals at or above FL250 from DBN sector shall cross 95 miles south of KAVL at or below FL240.
 8. Non-advanced NAV CHS arrivals must cross the ZTL/ZJX common boundary at or below FL270. Advanced NAV CHS arrivals must cross WBODY at or below FL270.
 9. Aircraft within 15 miles of the common sector boundary, transitioning to the Lanier sector from the Spartanburg or Georgia High Sector and landing KATL are released for speed control without back coordination.
 10. Aircraft landing at KTYS airport must cross the Lanier, High Rock, Georgia High common boundary at or below FL300.

3-6-3. SECTOR MAP



SECTION 7. CHARLOTTE SECTOR 33

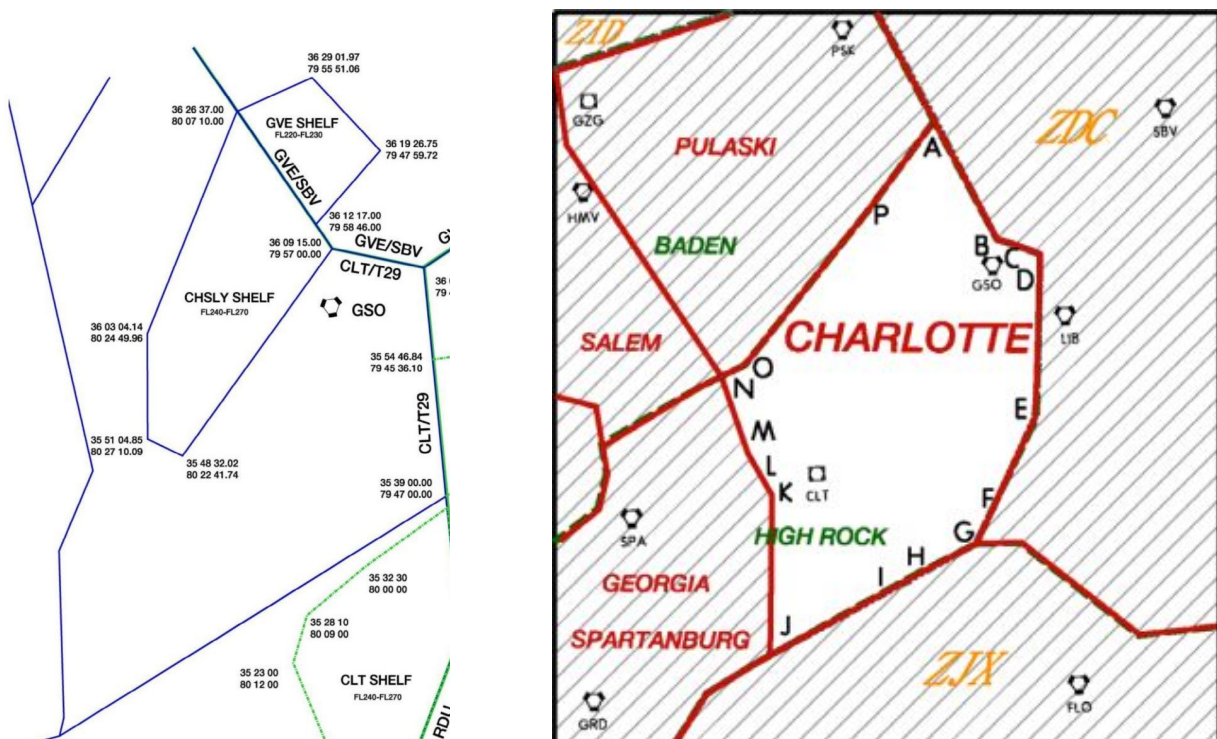
3-7-1. SECTOR NARRATIVE

The Charlotte sector is a high sector with altitude limits from FL240 to FL340, from FL280 to FL340 over the RDU Climb Shelf, from FL280 to FL340 over the CHSLY Shelf, and FL290 to FL340 over the ZJX Climb Shelf. 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.

3-7-2. PROCEDURES

- a. Arrivals.
 1. Turboprop and turbojet aircraft inbound to GSP, GMU, SPA, 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 and handed off to Leeon for descent.
 2. CHS arrivals must cross the common center boundary at or below FL280.
- b. Other Procedures.
 1. Procedures for conducting operations in the Raleigh/Charlotte shelves are found in the ZDC/ZTL Letter of Agreement.

3-7-3. SECTOR MAP



SECTION 8. GEORGIA SECTOR 34

3-8-1. SECTOR NARRATIVE

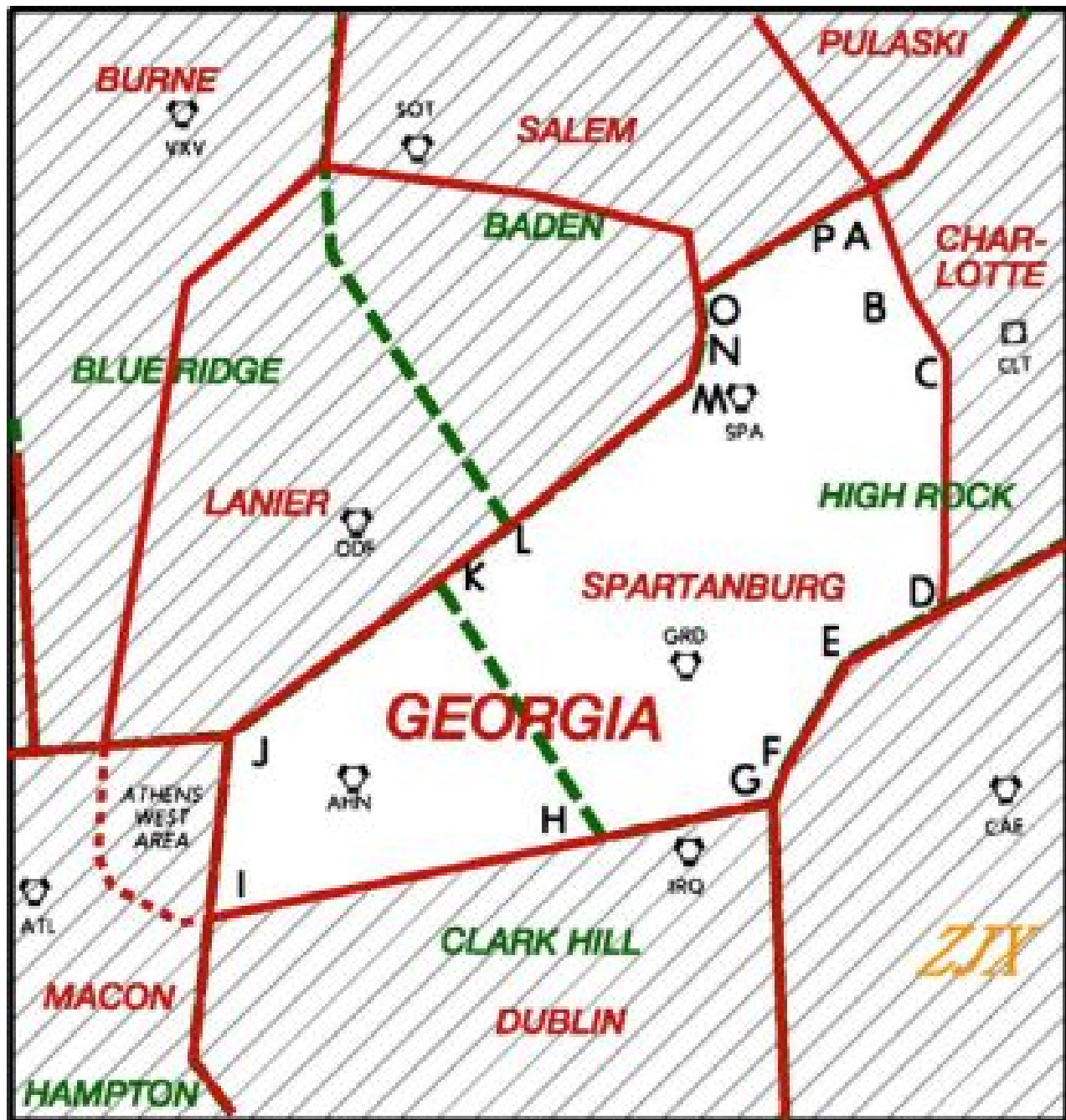
The Georgia sector is a high sector with altitude limits from FL300 to FL340. This is a workload sector serving to alleviate traffic volume and complexity at the Spartanburg sector. Traffic is comprised of a heavy en route flow and departures from Atlanta and Charlotte airports, transitioning into the en route environment.

3-8-2. PROCEDURES

a. Arrivals.

1. Turboprop and turbojet aircraft inbound to GSO/INT shall be cleared via the appropriate arrival. These aircraft shall cross 30 miles northeast of SPA at FL240.
2. Aircraft landing in the Atlanta Terminal Area via the DEHAN STAR shall cross the Lanier/Spartanburg-Georgia High boundary at or below FL300.
3. High Rock will descend aircraft landing Atlanta Hartsfield 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.
4. Aircraft within 15 miles of the common sector boundary, transitioning to the Lanier sector from the Spartanburg or Georgia High Sector and landing KATL are released for speed control without back coordination.
5. Aircraft landing at KTYS airport must cross the Lanier, High Rock, Georgia High common boundary at or below FL300.

3-8-3. SECTOR MAP



CHAPTER 4. AREA OF SPECIALIZATION 3

SECTION 1. AREA OVERVIEW

4-1-1. AREA NARRATIVE FOR ULTRA-HIGH SECTORS

This area has one ultra-high sector. See "Baden Sector 15" for more information.

4-1-2. AREA NARRATIVE FOR HIGH SECTORS

This area has one high sector. See "Lanier Sector 50" for more information.

4-1-3. AREA NARRATIVE FOR LOW SECTORS

Area 3 has two low sectors: East Departure (ZTL-10) and Logen (ZTL-49). East Departure works all eastbound departures from the A80 TRACON and Logen handles northeast arrivals into A80.

4-1-4. AREA NARRATIVE FOR ULTRA-LOW SECTORS

This area has one ultra-low sector and one fix posting area. See "Commerce Sector 18" and "VALLEY FPA" for more information.

4-1-5. AREA RESTRICTIONS

Note - This list is not all inclusive.

Arrival Field	Next Sector	Restriction	Arrival Field	Next Sector	Restriction
AGS	AGS ATCT	AOB 11,000	CHA	AREA 7	AOB FL180
CLT (props)	AREA 2	GRD AOB 11,000	HSV/BNA	(AREA 7)	AOB FL300
TRI	AREA 1	AOB 17,000			

SECTION 2. BADEN SECTOR 15

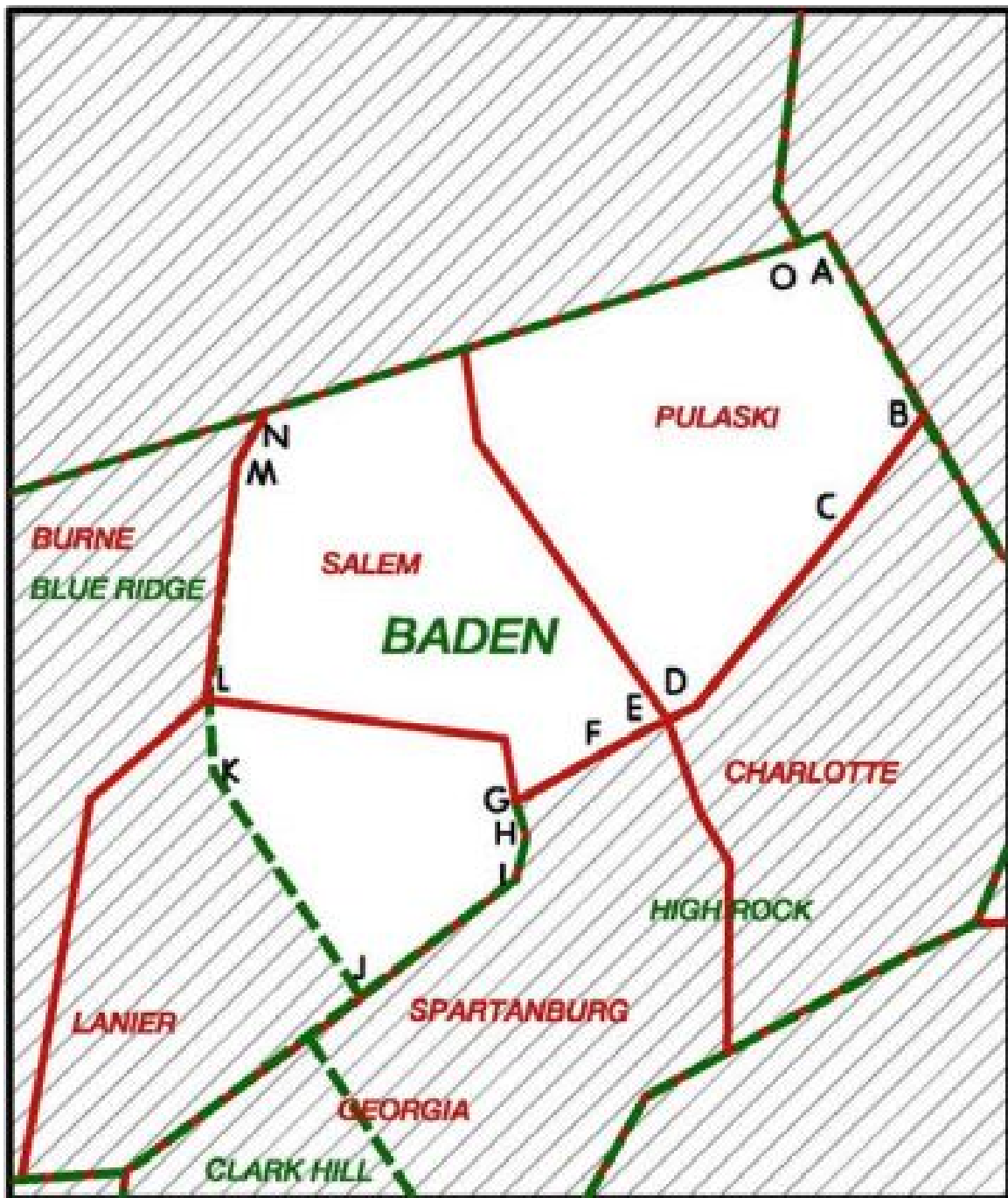
4-2-1. SECTOR NARRATIVE

The Baden Sector is an ultra-high sector with altitude limits from FL350 and above. The normal traffic flow is from northeast to southwest along J22 or J48 and inbounds into the Atlanta Terminal Area from the northeast. There are multiple crossing points within the airspace and opposite direction traffic is an issue.

4-2-2. PROCEDURES

- a. Arrivals.
 - 1. Arrivals into Atlanta Terminal area:
 - i. Upon completion of radar handoff and communications transfer, Lanier Sector shall have control for left or right turns up to 15 degrees and speed control for all ATL arrivals within 15NM of the Lanier boundary from Baden.
 - 2. Aircraft inbound to Chattanooga (CHA), operating on or north of a line from Pulaski (PSK) to Choo-Choo (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. Arrivals to the Nashville Terminal Area (BNA, MQY, JWN, MBT) shall be descended to FL350 and handed off to the Lanier or Salem Sectors in sufficient time for the aircraft to cross the Burne boundary at or below FL300.
 - 4. Arrivals to GSO and INT, north of a line GSO to GQO shall be handed off to BADEN at or descending to FL350.

4-2-3. SECTOR MAP



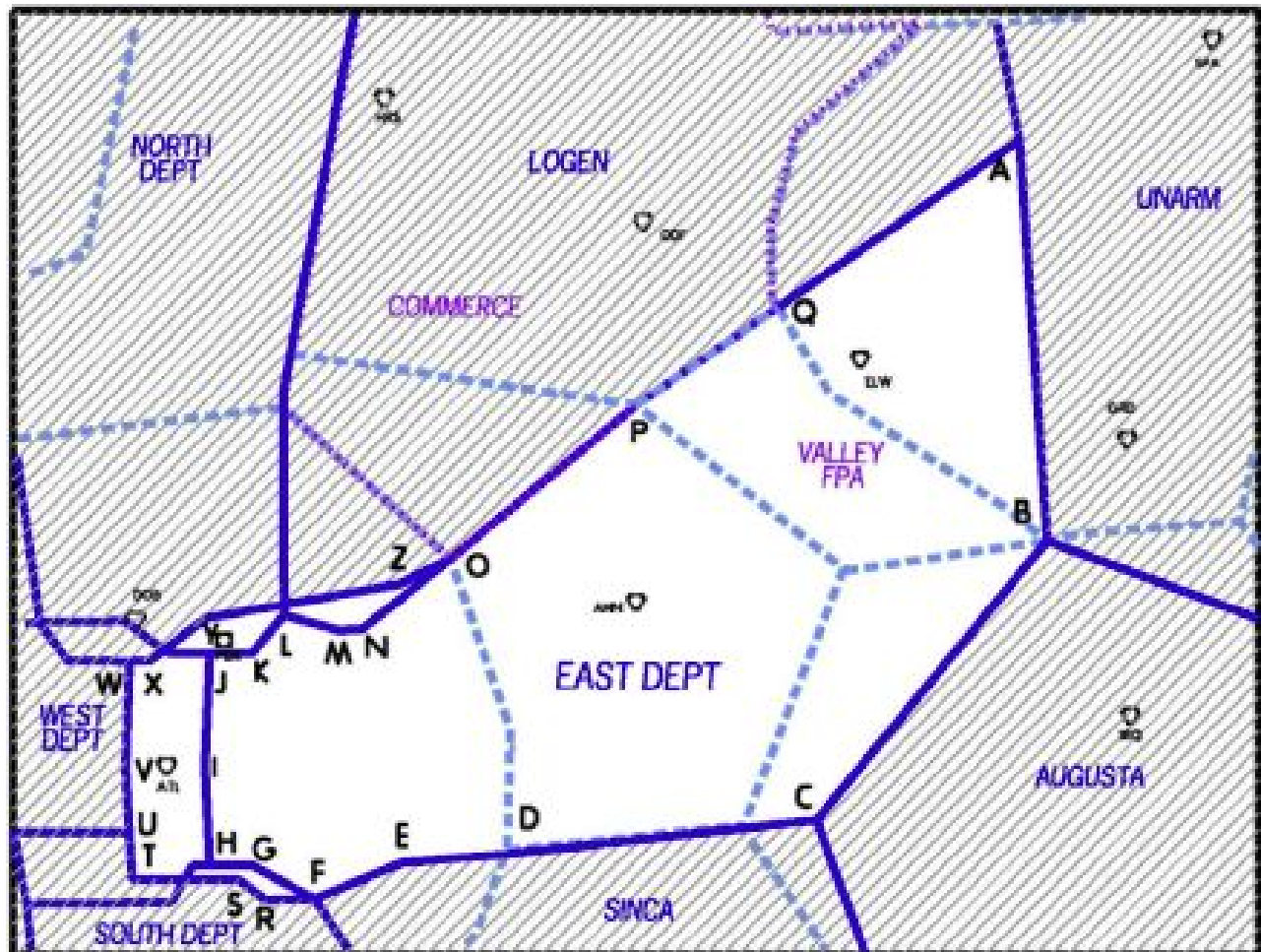
SECTION 3. EAST DEPARTURE SECTOR 16

4-3-1. SECTOR NARRATIVE

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.

4-3-2. PROCEDURES

- a. Arrivals.
 - 1. Aircraft landing the Augusta Terminal Area shall be cleared direct destination airport, and descend to 11,000 feet.
 - 2. Arrivals to SAV, CHS, JZI, AGS, DNL, HQU, HXD, and AIK shall be released to Augusta Sector for control for right turns. Augusta Sector shall ensure point-out to Sinca Sector.
 - 3. 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 via East Departure Sector that will next enter the Sinca Sector, 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. Additional Procedures.
 - 1. The "Athens West Area" is a portion of airspace delegated to SPA HI Sector from MCN HI Sector. The airspace is only released to SPA HI when Atlanta Hartsfield is on a west operation to allow for the continued climb of departing aircraft. The vertical limits of the "Athens West Area" are from FL240 - FL290. The lateral limits are depicted on the HIGH Filter Button by a dashed line from the southwestern corner of the Lanier Sector to the northwestern corner of the DBN HI sector.
- d. Pre-Arranged Coordination.
 - 1. South Departure Sector 21 is authorized to control ATL departures assigned the SMLTZ and VRSTY SIDs within the confines of East Departure Sector 16 without individual coordination provided the requirements in 1-4-7 are met.

4-3-3. SECTOR MAP

SECTION 4. COMMERCE SECTOR 18

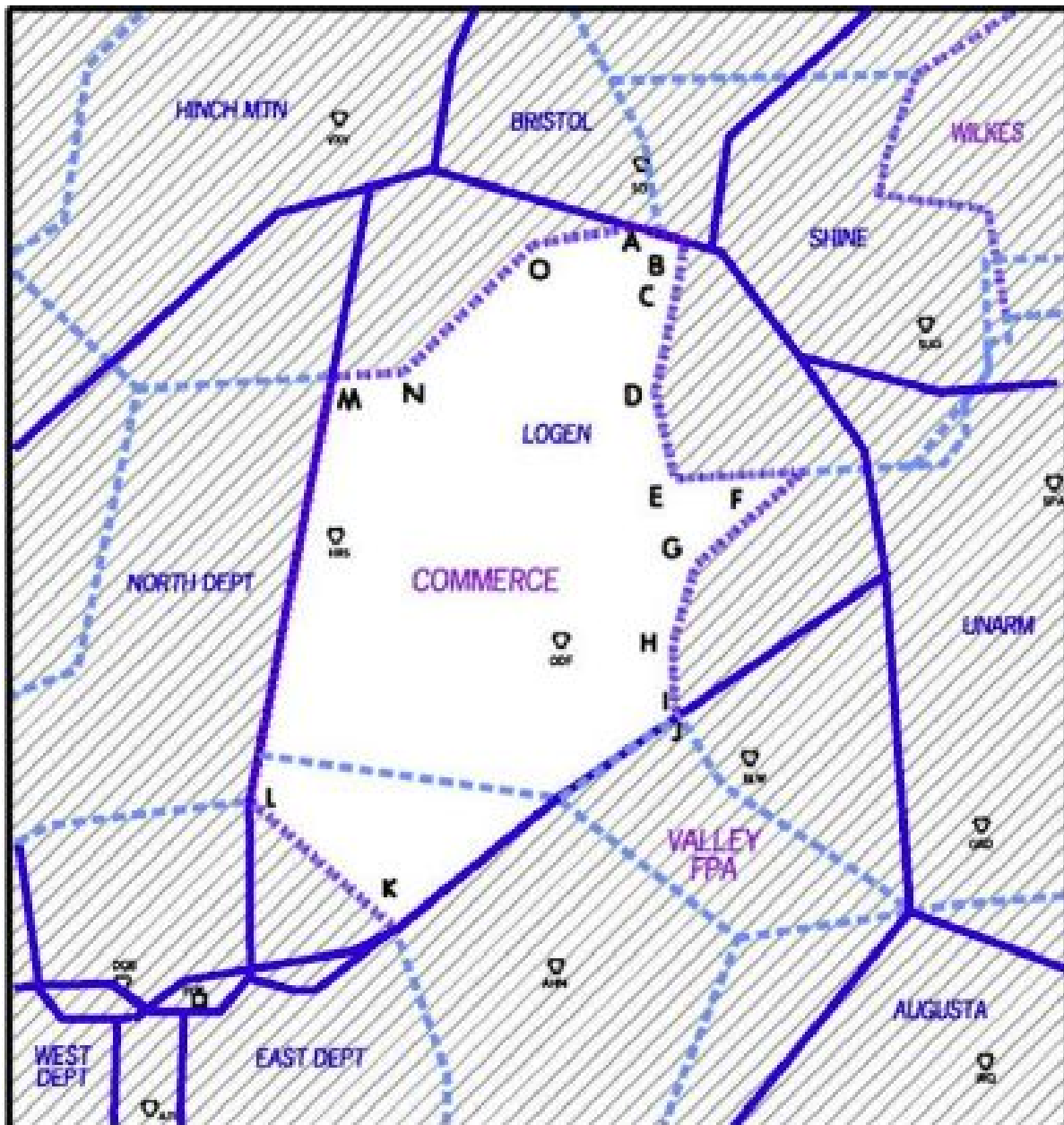
4-4-1. SECTOR NARRATIVE

The Commerce Sector is an ultra-low sector with altitude limits from 8,000 to 10,000 for the airspace overlying the A80-Gainesville Shelf (that area where A80 owns surface to 7,000), and the surface to 10,000 feet over the remaining airspace. The sector primarily controls general aviation aircraft entering or exiting the Atlanta, Knoxville, Greer, and Ashville Terminal Areas. Major crossing points occur at ODF & HRS VORTACs and the SUNET intersection. Potential instrument approach conflicts and mountainous terrain increases sector complexity.

4-4-2. PROCEDURES

- a. Arrivals.
 - 1. Arrivals to GVL/AJR:
 - i. Arrivals to GVL from south of V415 from North Departure Sector shall be routed via EUGNE..GVL and handed off to A80 at 7,000 feet.
 - ii. Arrivals to GVL crossing the Commerce/North Departure boundary from north of V415 to south of V54 shall cross the boundary at or below 7,000 feet.
 - iii. Arrivals to AJR crossing the Commerce/North Departure boundary south of V54 shall cross the boundary at or below 7,000 feet.
- b. Other Procedures.
 - 1. Prior to issuing HI - TACAN Approach Clearance to MGE, obtain approval from the PDK satellite sector at Atlanta Approach Control.

4-4-3. SECTOR MAP



SECTION 5. LOGEN SECTOR 49

4-5-1. SECTOR NARRATIVE

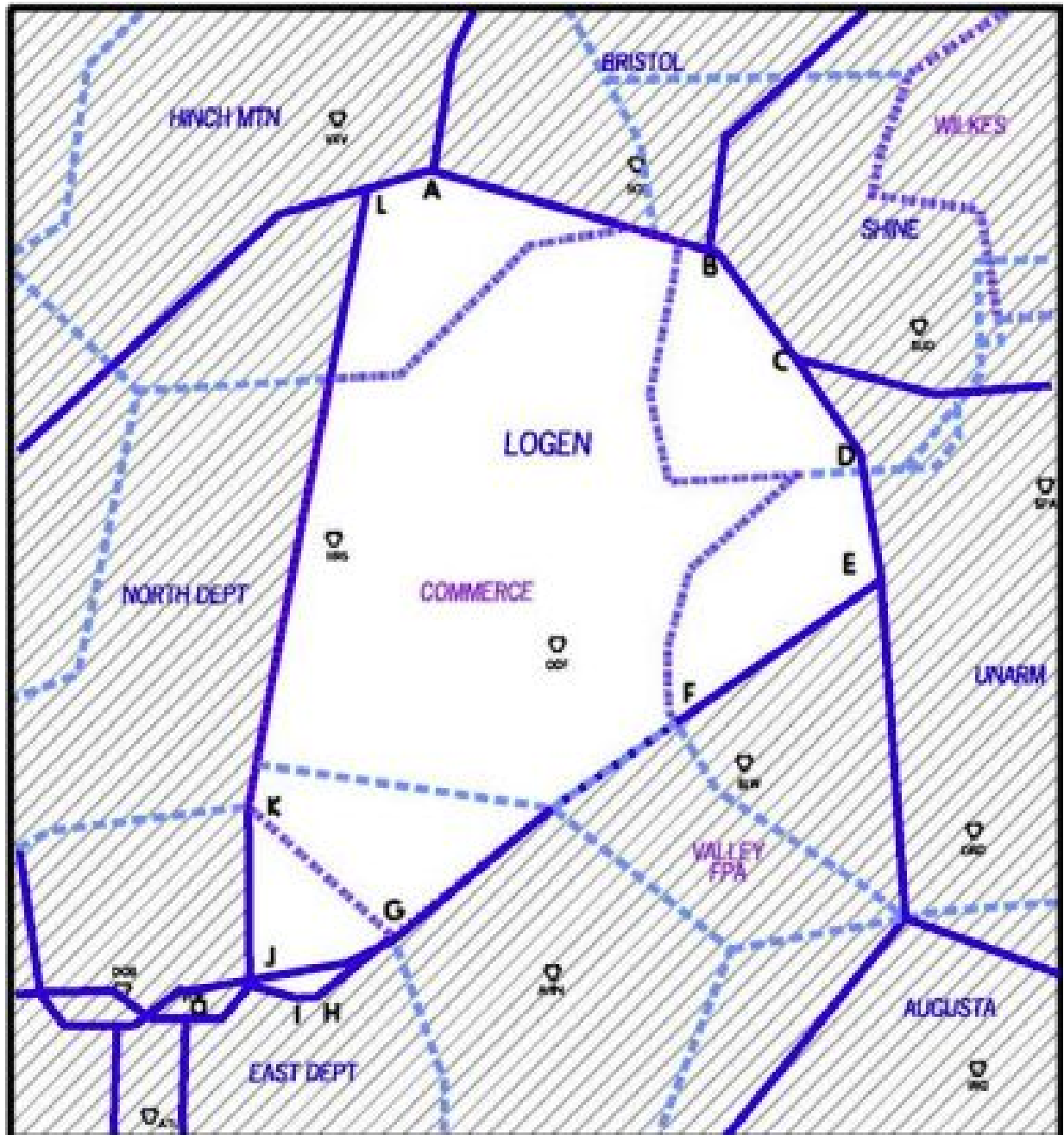
The Logen Sector is a low sector with altitude limits from 15,000 feet to FL230 for the airspace overlying A80- Atlanta sector, from 13,000 feet to FL230 for the airspace overlying Knoxville ATCT (TYS), and 11,000 feet to FL230 for the remaining airspace. Logen is an inbound sector for Atlanta Terminal 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.

4-5-2. 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. Upon completion of radar handoff and communications transfer, Logen Sector will have control from Bristol for speed control for all ATL arrivals within 15NM of the Logen boundary.
 - iii. Aircraft within 15 miles of the common sector boundary, transitioning to the Logen sector from the Unarm Sector and landing KATL are released for speed control without back coordination.
 2. All Tri-City (TRI) arrivals shall be cleared to 17,000 feet, traffic permitting, or at filed altitude, if lower. These aircraft shall be released for turns up to 15 degrees to the Bristol Sector upon receipt of communications transfer.
 3. 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:
 - i. VXXV..SOT..SUG.V185.UNMAN..destination (nonadvanced nav); or
 - ii. VXXV.UNMAN1. destination (advanced nav); or
 - iii. ATL..AHN.V20.ELW.V266.PELZE..destination.
 4. Arrivals to AND and CEU from Area 7 shall cross the Logen boundary at or below FL210 or assigned one of the following routes:
 - i. VXXV..SOT..SUG.V185.UNMAN..destination; or
 - ii. ATL..AHN.V20.ELW.V266.PELZE..destination
 5. Arrivals to GVL/AJR:
 - i. Arrivals to GVL or AJR crossing the Logen/North Departure boundary on or north of V54 at or above 13,000 feet, shall cross the boundary descending to or at 13,000 feet and handed off to Logen. Logen Sector has control for turns to the east concurrent with communications transfer.

6. Arrivals to Chattanooga (CHA) north of the Foothills VORTAC (ODF) shall enter the North Departure Sector at or below FL180.
 7. Arrivals to WDR, AHN, or JCA, south of HRS, 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:
 - i. 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. After Logen accepts the handoff, North Departure shall clear the aircraft direct HRS and effect communications transfer. 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 will be required by the transferring controller.
 - ii. 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.
- iii. Atlanta Terminal Area departures to TRI or AVL, requesting FL240 or higher, shall be assigned FL230 as a final altitude.
 2. When Snowbird MOA is active, Logen shall advise Unarm. CLT departures over BRAYN shall be assigned a heading of 260 degrees, except the aircraft that are filed over HRS, and the heading will be in the 4th line of the data block.
- c. Additional Procedures.
1. Prior to issuing Hi-TACAN Approach Clearance to MGE, obtain approval from the Commerce Sector.

4-5-3. SECTOR MAP



SECTION 6. LANIER SECTOR 50

4-6-1. SECTOR NARRATIVE

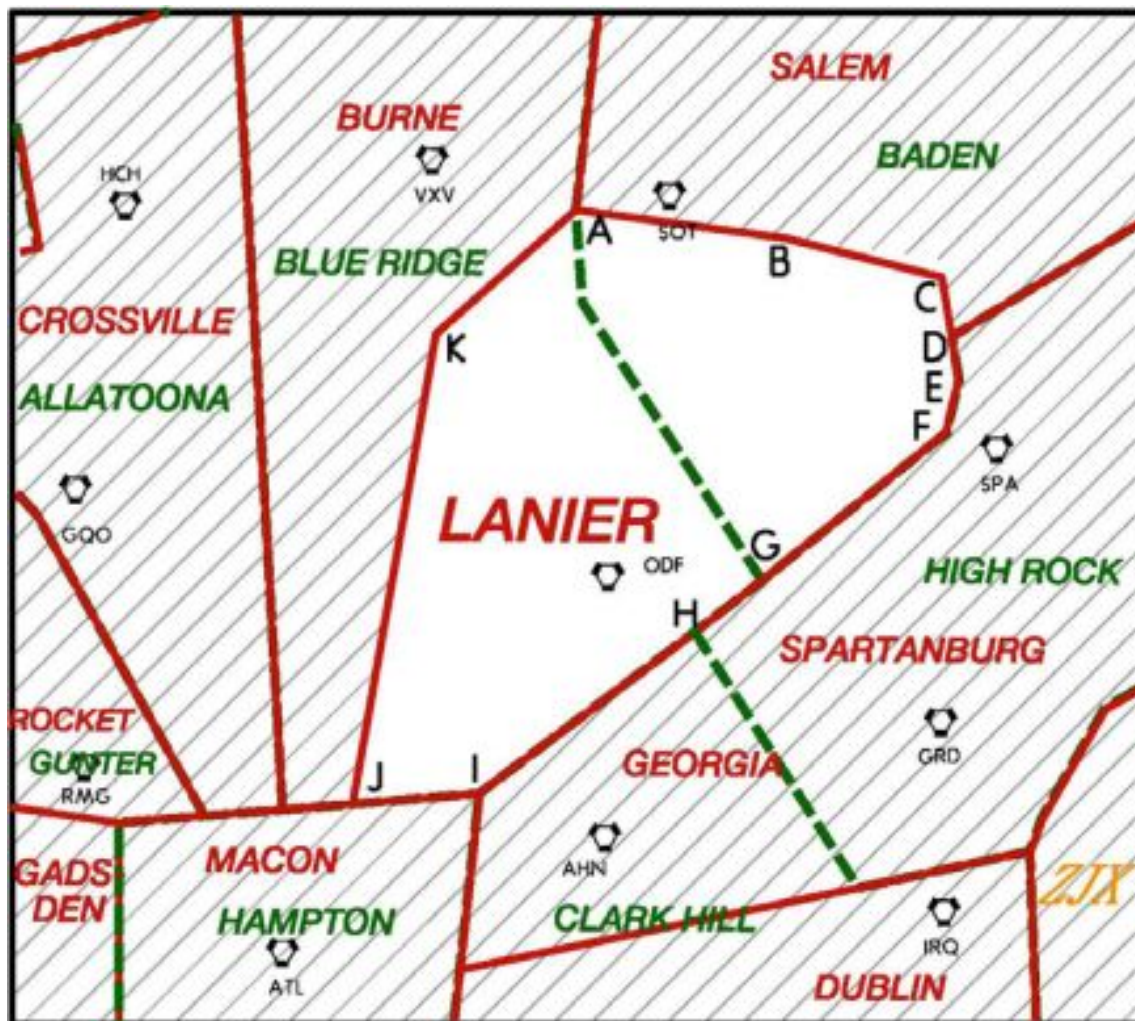
The Lanier Sector is a high sector with altitude limits from FL240 to FL340. Lanier provides preliminary sequencing for Atlanta Terminal area arrivals from the northeast. Lanier complexity is increased by crossing enroute traffic and aircraft departing Charlotte Terminal area proceeding northwest bound.

4-6-2. PROCEDURES

- a. Arrivals.
 1. Atlanta Terminal area:
 - i. Aircraft transitioning from the Lanier Sector to the Logen Sector landing in the Atlanta Terminal Area, may remain in the Lanier Sector airspace after communication transfer without back coordination.
 - ii. Upon completion of radar handoff and communications transfer, Lanier Sector shall have control for left or right turns up to 15 degrees and speed control for all ATL arrivals within 15NM of the Lanier boundary from Baden.
 - iii. Upon completion of radar handoff and communications transfer, Lanier Sector shall have control for turns direct OZZZI/ONDRE waypoint and speed control for all ATL arrivals within 15NM of the Lanier boundary from Salem.
 - iv. ATL Satellite arrivals from Spartanburg/Georgia High via the DEHAN STAR shall cross the Lanier/Spartanburg-Georgia High boundary at or below FL300.
 - v. 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.
 - vi. Aircraft within 15 miles of the common sector boundary, transitioning to the Lanier sector from the Spartanburg or Georgia High Sector and landing KATL are released for speed control without back coordination.
 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 and INT:
 - i. GSO/INT 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.
 - ii. 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, AIK, DNL, HQU) at or above FL250 shall cross the Lanier/Spartanburg boundary at FL250.

6. CAE Terminal area arrivals:
 - i. Arrivals to the CAE terminal area (CAE/CUB/CDN) from Lanier, J99 and east, shall cross the Lanier/Spartanburg boundary at or below FL250.
 - ii. Arrivals to the CAE terminal area (CAE/CUB/CDN) from Lanier, west of J99, shall cross the Lanier/Spartanburg boundary at or below FL290.
7. Aircraft landing at KTYS airport must cross the Lanier, High Rock, Georgia High common boundary at or below FL300.

4-6-3. SECTOR MAP



SECTION 7. VALLEY FPA

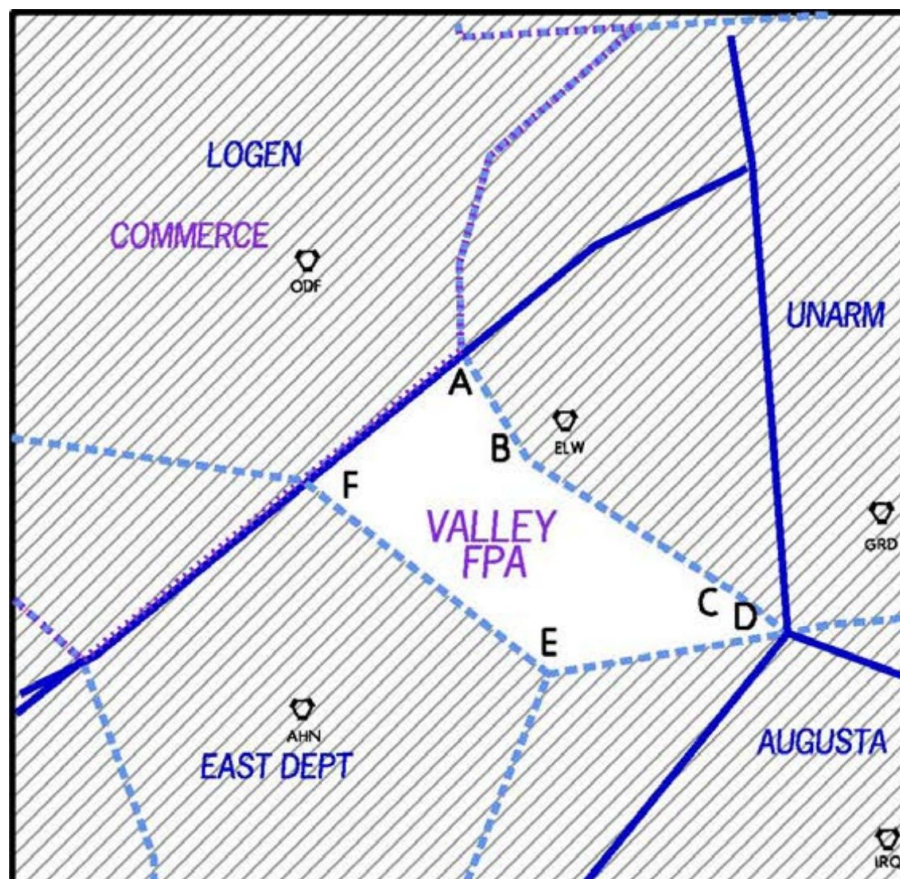
4-7-1. SECTOR NARRATIVE

The VALLEY FPA is an assignable Fix Posting Area, surface to 10,000' MSL, created to accommodate limited ASR radar coverage that exists between A80, GSP and AGS Approach Controls. The VALLEY FPA is a very small piece of airspace and its geography and traffic flows often may not be common with the sector where it is assigned.

The major traffic flow is northeast and southwest and consists primarily of traffic from the Atlanta Terminal Area, including the Athens Airport with a VFR Tower.

4-7-2. AIRSPACE ASSIGNMENT

Valley FPA is normally and shall by default be assigned to Commerce Sector 18. Based on traffic/workload it may be assigned to East Departure Sector 16 or Logen Sector 49.



CHAPTER 5. AREA OF SPECIALIZATION 4

SECTION 1. AREA OVERVIEW

5-1-1. AREA NARRATIVE FOR ULTRA-HIGH SECTORS

Area 4 has two ultra-high sectors: Clark Hill (ZTL-23) and Hampton (ZTL-27).

5-1-2. AREA NARRATIVE FOR HIGH SECTORS

Area 4 has two high sectors: Macon (ZTL-22) and Dublin (ZTL-20).

5-1-3. AREA NARRATIVE FOR LOW SECTORS

Area 4 has three low sectors: South Departure (ZTL-21), Sinca (ZTL-19), and Augusta (ZTL-24). South Departure receives all southbound A80 departure traffic. Sinca works all southeast arrivals into A80 and is permitted to issue descend via clearances on the SITTH/JJEDI arrivals into A80.

5-1-4. AREA NARRATIVE FOR ULTRA-LOW SECTORS

This area has no ultra-low sectors.

5-1-5. AREA RESTRICTIONS

Note - This list is not all inclusive.

Arrival Field	Next Sector	Restriction	Arrival Field	Next Sector	Restriction
CLT	SPA 32	PONZE AOB FL270	AVL	AREA 2	95 MILES S of AVL AOB FL240
GSP/GMU	SPA 32	AOB FL270	BHM	AREA 5	AOB FL320
GSP/GMU	ATCT	BDRY AOB 11,000	MGM/MXF	AREA 5	AOB FL260

SECTION 2. SINCA SECTOR 19

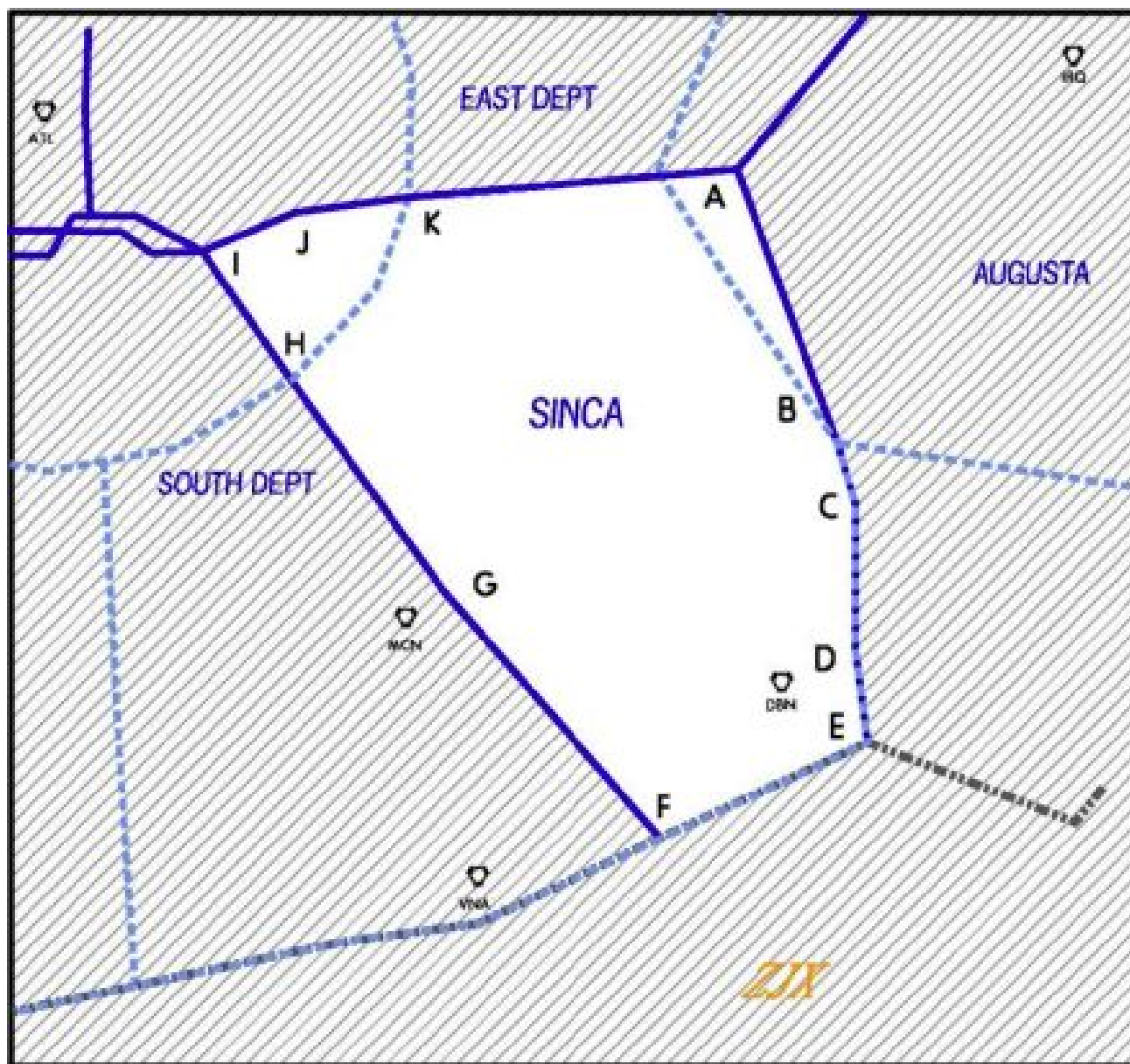
5-2-1. SECTOR NARRATIVE

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.

5-2-2. 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, which are transitioning from the Dublin Sector, without back coordination.
 - 2. Dublin Sector shall coordinate speed and heading changes with Sinca Sector manually or through 4th line data block capabilities.
 - 3. Atlanta Hartsfield arrivals are released to Sinca Sector 19 for turns up to 40 degrees and speed changes from Dublin Sector 20 without back coordination. Sector 19 will be responsible for point outs and other coordination with adjacent high sectors. Atlanta Hartsfield and Atlanta Satellite arrivals left on a heading for spacing by Sector 20 are released to Sector 19 for turns to join the arrival and speed changes without back coordination.
- b. Pre-Arranged Coordination.
 - 1. Sector 19 is authorized to control ATL ARRIVALS assigned the JJEDI and SITHH STARSS within 10 NM of the Sinca/Augusta Low common boundary without individual coordination provided the requirements in 1-4-7 are met.

5-2-3. SECTOR MAP



SECTION 3. DUBLIN SECTOR 20

5-3-1. SECTOR NARRATIVE

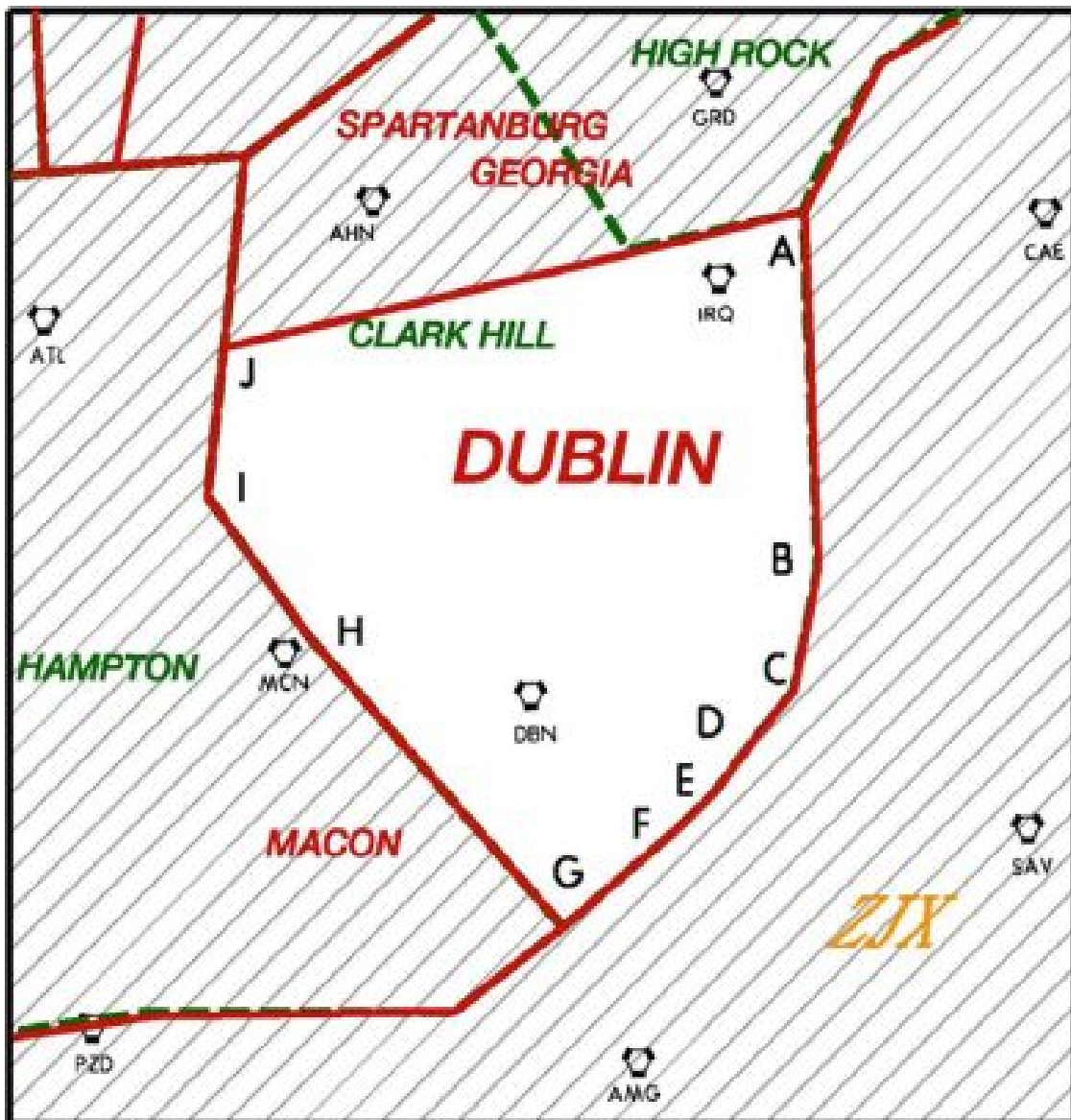
Dublin Sector is a high sector with altitude limits from FL240-FL340. Dublin provides preliminary sequencing for Atlanta Terminal area arrivals from the southeast and Charlotte Terminal area arrivals from the southwest. Cross-overs between the two airports increases Dublin complexity.

5-3-2. PROCEDURES

a. Arrivals.

1. Charlotte (CLT) arrivals transitioning through the Dublin Sector shall be handled as follows:
 - i. Aircraft on the BANKR STAR shall cross PONZE at or below FL270. Spartanburg sector shall have control to issue the descend via clearance on aircraft assigned FL270. Spartanburg Sector shall have control for descent at (and north of) PONZE.
 - ii. Aircraft on the CHPTR Star shall cross the Spartanburg boundary at or below FL270. Spartanburg Sector shall have control for descent north of PONZE.
 - iii. Dublin sector will normally ensure at least 5 miles in-trail spacing between subsequent CHPTR and BANKR arrivals.
 - iv. Charlotte (CLT) arrivals at or north of J4 shall be released for speed control and turns up to 30 degrees left or right to BANKR/DEBBT.
2. Raleigh-Durham (RDU) arrivals shall be cleared via IRQ CAE MALNR/BUZZY STAR.
3. Greer Spartanburg International (GSP), Donaldson Field (GYH), 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, which are transitioning from the Dublin Sector, without back coordination.
5. Aircraft landing Atlanta Hartsfield (ATL) shall be released to the Dublin Sector from the Clark Hill Sector for left turns direct SIITH/JJEDI.
6. ATL arrivals are released to Sinca Sector 19 for turns up to 40 degrees and speed changes from Sector 20 without back coordination. Sector 19 will be responsible for point outs and other coordination with adjacent high sectors. Atlanta Hartsfield and Atlanta Satellite arrivals left on a heading for spacing by Sector 20 are released to Sector 19 for turns to join the arrival and speed changes without back coordination.
7. AVL arrivals at or above FL250 from DBN sector shall cross 95 miles south of KAVL at or below FL240.

5-3-3. SECTOR MAP



SECTION 4. SOUTH DEPARTURE SECTOR 21

5-4-1. SECTOR NARRATIVE

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.

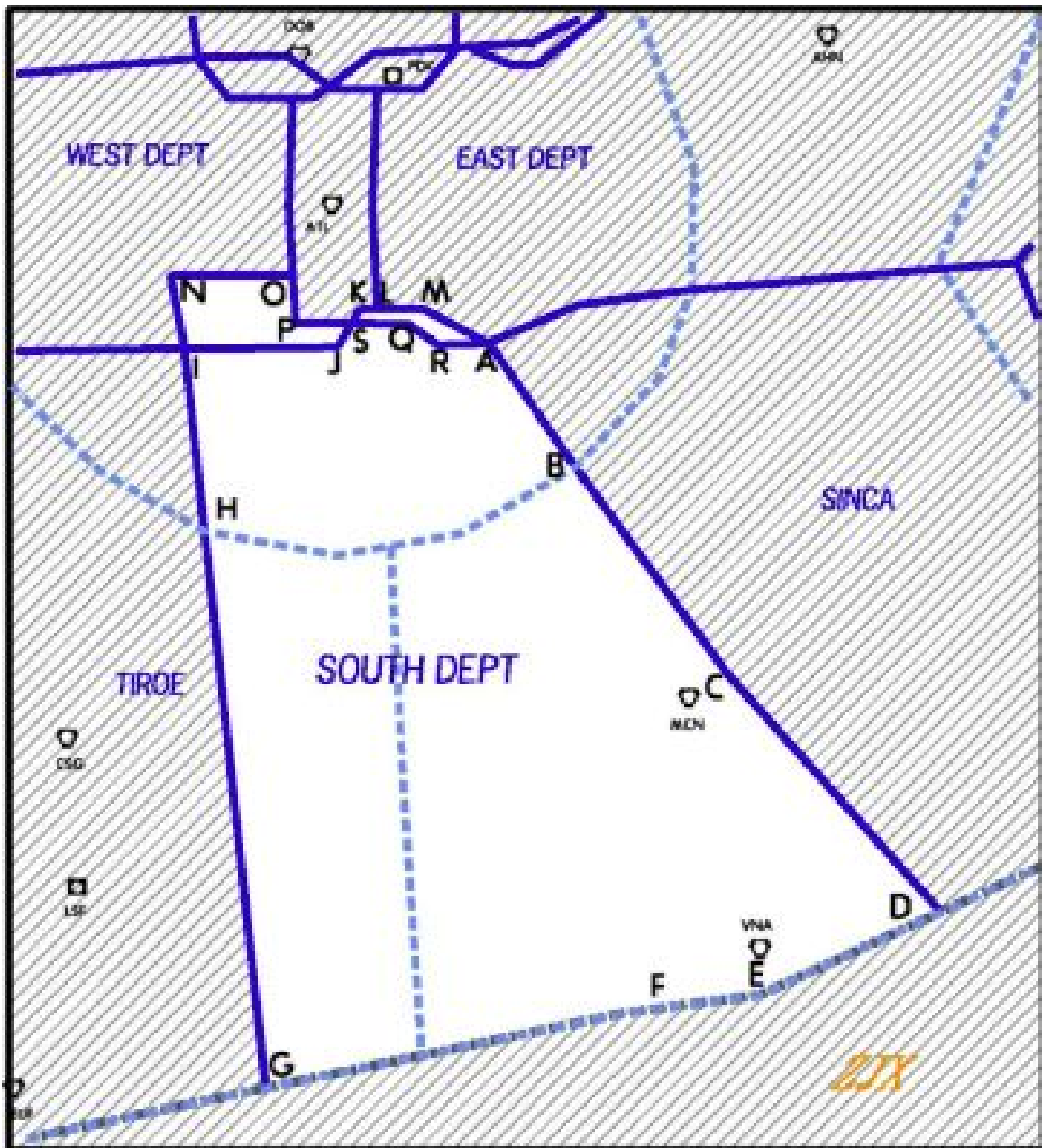
5-4-2. PROCEDURES

- a. Arrivals.
 - 1. LGC, CSG, PIM arrivals transitioning South Departure Sector shall be cleared by South Departure Sector to maintain 11,000 feet MSL and handed off to Atlanta Large TRACON Columbus Sector.
- b. Departures.
 - 1. 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.

- 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.
 - c. Pre-Arranged Coordination.
 - 1. Sector 19 is authorized to control ATL ARRIVALS assigned the JJEDI and SITHH STARSS within 10 NM of the Sinca/Augusta Low common boundary without individual coordination provided the requirements in 1-4-7 are met.

5-4-3. SECTOR MAP



SECTION 5. MACON SECTOR 22

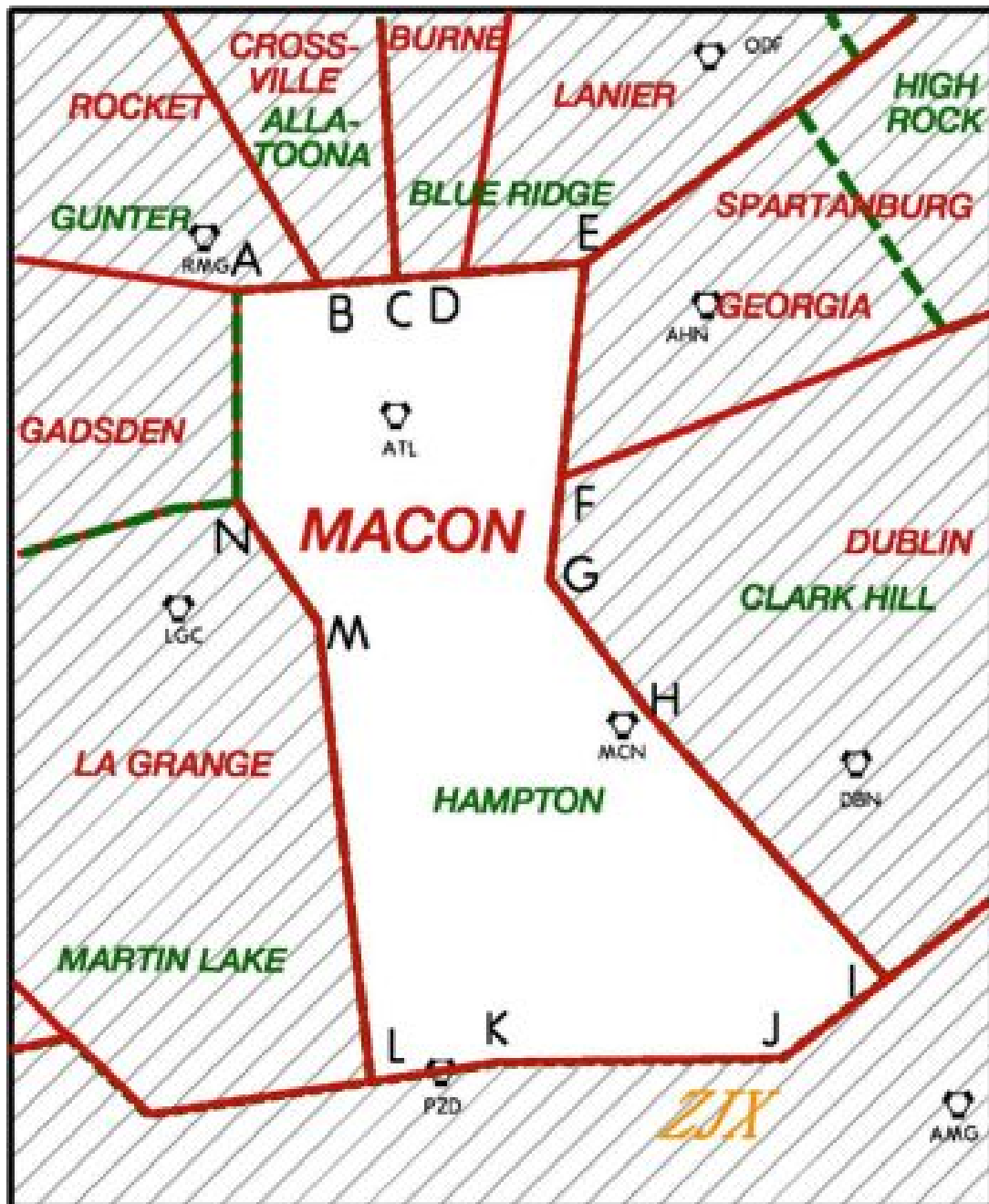
5-5-1. SECTOR NARRATIVE

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.

5-5-2. 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. JAX arrivals from Area 5 shall be cleared to an altitude below FL350 appropriate for direction of flight prior to the Martin Lake/Hampton Sector boundary.
 - 3. BHM arrivals above FL320 shall be at FL320, prior to the LaGrange/Hampton Sector boundary.
 - 4. MGM and MXF 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.
 - 5. 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.
- b. Additional Procedures.
 - 1. When ATL is on a west operation, the ATHENS WEST AREA, FL240 through FL290, is released to Spartanburg Sector and is depicted on the HIGHE and HIGHW maps. Any aircraft that will transition this airspace must be pointed out to Spartanburg Sector.
 - 2. When ATL is on an east operation, the GADSDEN EAST AREA, FL240 through FL270, is released to Gadsden Sector and is depicted on the HIGHE and HIGHW maps. Any aircraft that will transition this airspace must be pointed out to Gadsden Sector.

5-5-3. SECTOR MAP



SECTION 6. CLARK HILL SECTOR 23

5-6-1. SECTOR NARRATIVE

The Clark Hill Sector is an ultra-high sector with altitude limits from FL350 and above. Traffic flow is predominantly north/south, consisting of overflight traffic.

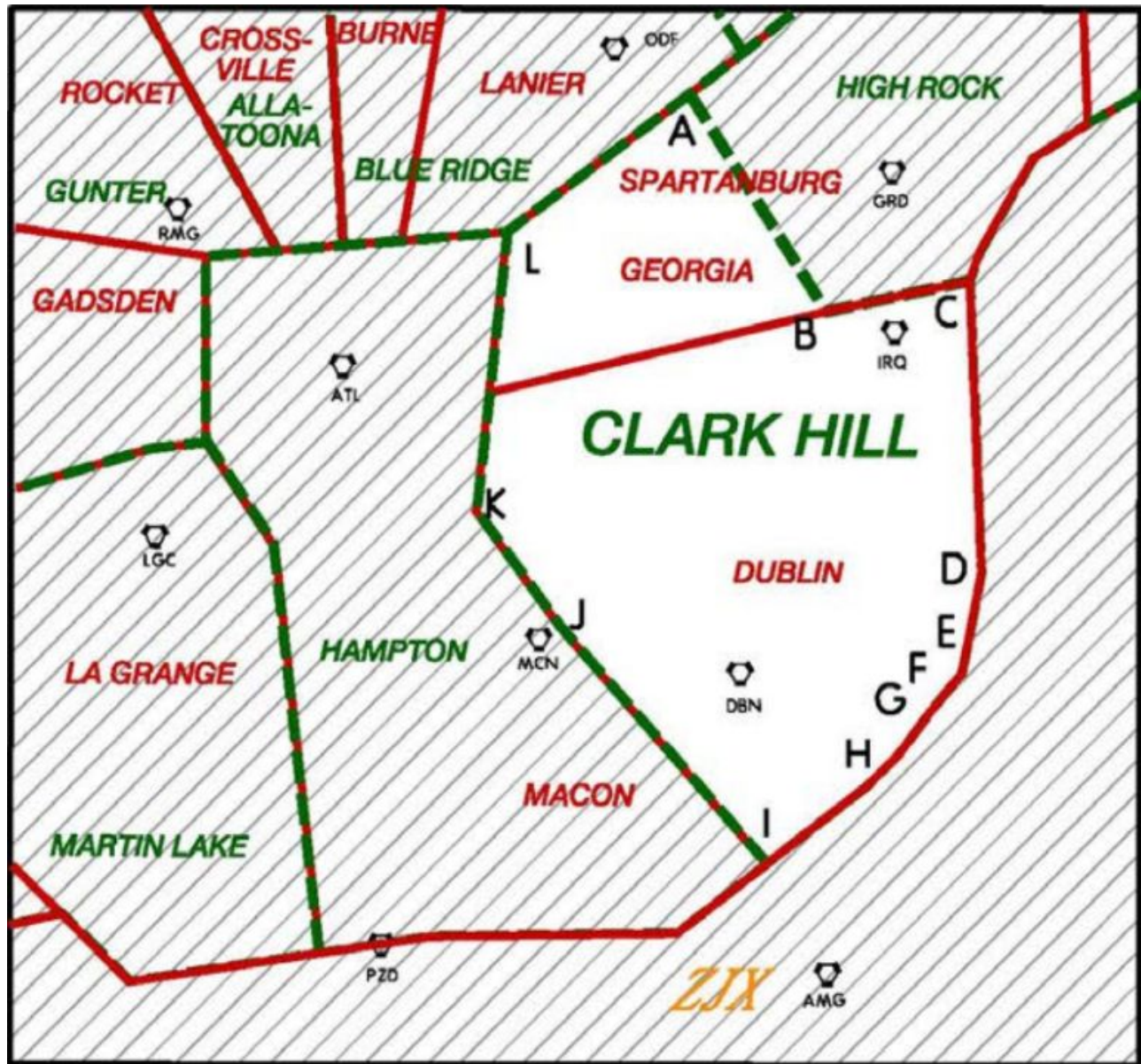
5-6-2. PROCEDURES

- a. Arrivals.
 - 1. CLT arrivals from the west shall be cleared to maintain FL350 and handed off to Georgia High.
 - 2. Atlanta Arrivals:
 - i. Point out ATL arrivals to Dublin Sector as soon as practical so that Dublin Sector may plan sequencing position.
 - ii. Aircraft landing ATL shall be released to the Dublin Sector from the Clark Hill Sector for left turns direct SIITH/JJEDI.
 - 3. AVL arrivals at or above FL250 from DBN sector shall cross 95 miles south of KAVL at or below FL240.
- b. Additional Procedures.

Wrong altitude for direction of flight approval is not required for:

 - 1. Aircraft northbound from the Clark Hill Sector into the Blue Ridge Sector.
 - 2. Aircraft southbound from the Blue Ridge Sector into the Clark Hill Sector.

5-6-3. SECTOR MAP



SECTION 7. AUGUSTA SECTOR 24

5-7-1. SECTOR NARRATIVE

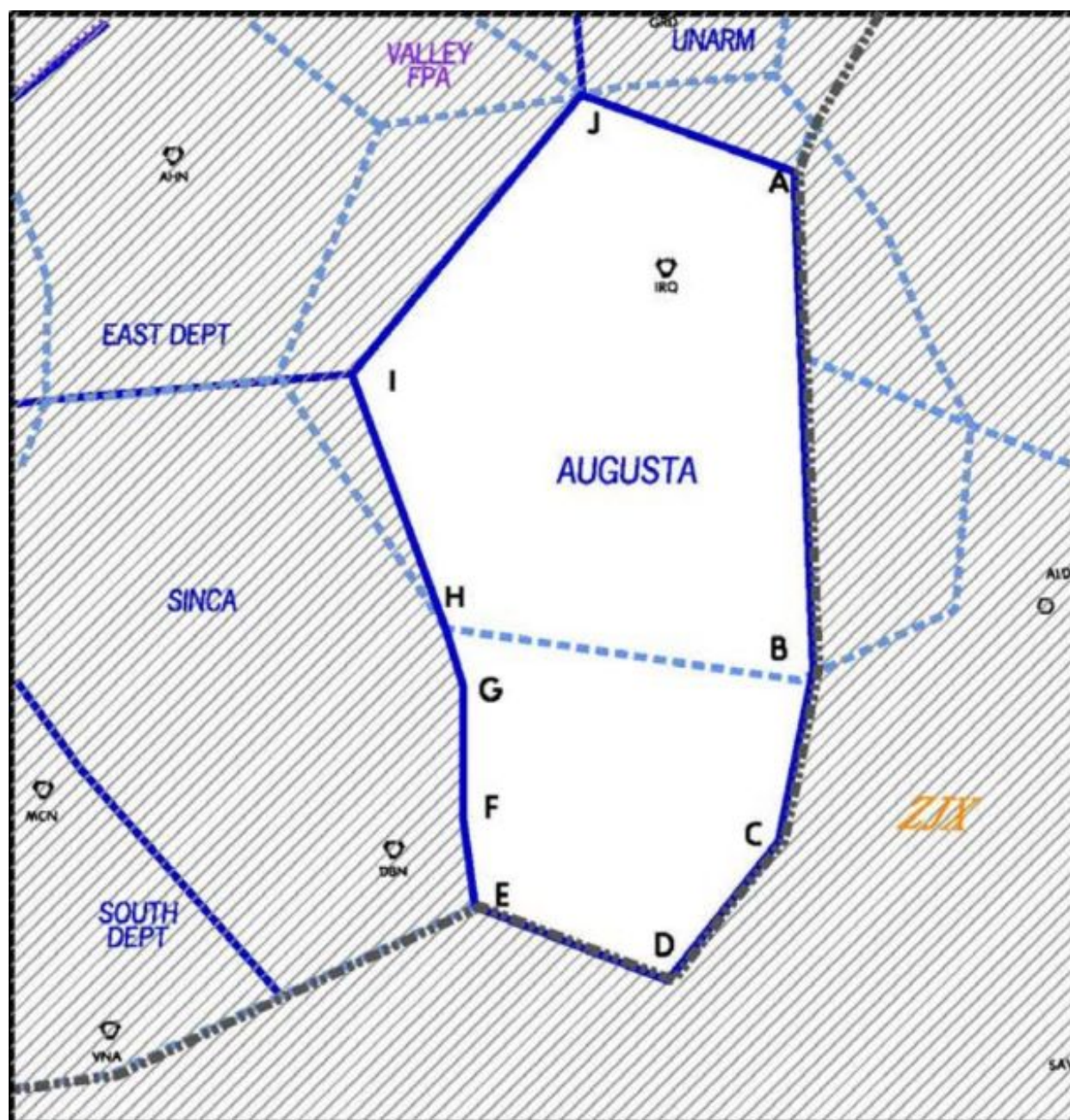
The Augusta Sector is a low sector with altitude limits from surface to FL230. Augusta's main traffic flow is aircraft transitioning to and from airports within or adjacent to the airspace, including turboprop arrivals into Atlanta.

5-7-2. 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.
2. Arrivals to Atlanta Terminal Area satellite airports shall be cleared via WRGNZ 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 destination airport, and descend to 11,000 feet.
4. Turboprop aircraft inbound to the Charlotte Terminal Area shall cross GRD VORTAC at 11,000 feet and hand off to Unarm Sector 31.
5. Charlotte (CLT) arrivals at or north of J4 shall be released for speed control and turns up to 30 degrees left or right to CHPTR/DEBBT.
6. Arrivals to SAV, CHS, JZI, AGS, DNL, HQU, HXD, and AIK shall be released to Augusta Sector for control for right turns. Augusta Sector shall ensure point-out to Sinca Sector.
7. 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.
8. Arrivals to CAE and SAV shall cross 35 miles west at 11,000 feet.
9. Arrivals to GSP Terminal Area via the MCHLN STAR; Augusta Low shall clear the aircraft to cross MCHLN at 11,000 feet. Aircraft not on MCHLN STAR shall cross the GSP boundary at 11,000 feet in accordance with the GSP LOA.

5-7-3. SECTOR MAP



SECTION 8. HAMPTON SECTOR 27

5-8-1. SECTOR NARRATIVE

The Hampton Sector is an ultra-high sector with altitude limits from FL350 and above. This sector primarily works en route traffic. A limited amount of departures and arrivals are transitioned to and from adjacent airports. Traffic flow is predominantly north/south; however, a large number of aircraft cross in the vicinity of the Atlanta VORTAC northeast/southwest bound.

5-8-2. PROCEDURES

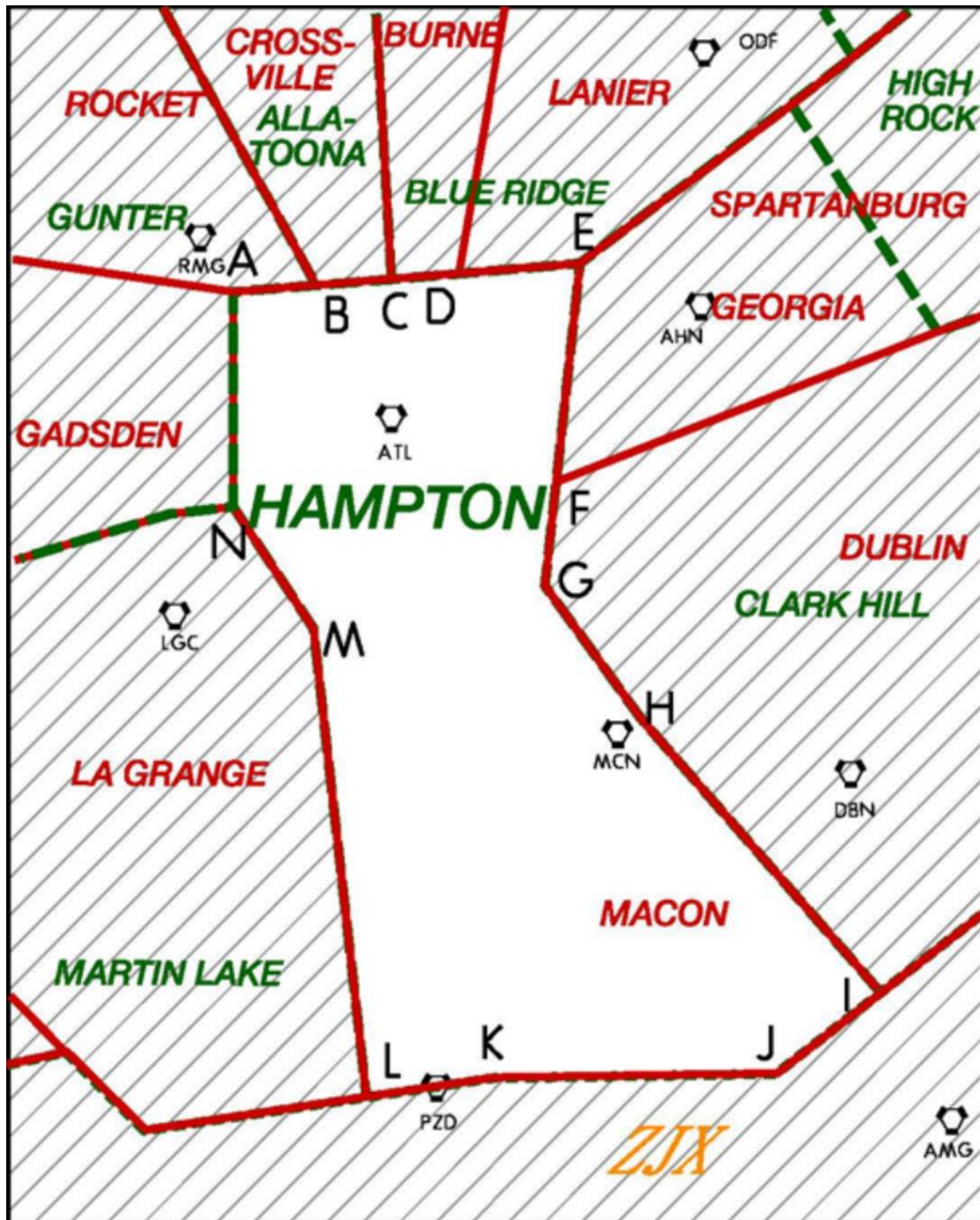
a. Arrivals.

1. CLT arrivals from the west shall be cleared to maintain FL350, pointed out to Clark Hill and handed off to Georgia High.
2. JAX arrivals from Area 5 shall be cleared to an altitude below FL350 appropriate for direction of flight prior to the Martin Lake/Hampton Sector boundary.
3. BHM arrivals above FL320 shall be at FL320, prior to the LaGrange/ Martin Lake Sector boundary.
4. Aircraft inbound to GSP, GMU, SPA, and GYH from Areas 5 and 6 shall be descended to cross the Hampton/Gunter or Hampton/Martin Lake common boundary at FL350.
5. Augusta Terminal area arrivals (AGS, AIK, DNL, and HQU) from Area 6 Gunter Sector shall cross the Hampton/Gunter boundary at or below FL350.
6. Savannah terminal arrivals (SAV, SVN) at or above FL350 operating abeam MCN and south must be descending to FL350 and handed off to the Hampton sector.

b. Additional Procedures.

1. Wrong altitude for direction of flight approval is not required for:
 - i. Aircraft northbound from the Hampton Sector into the Blue Ridge Sector.
 - ii. Aircraft southbound from the Blue Ridge Sector into the Hampton Sector.

5-8-3. SECTOR MAP



CHAPTER 6. AREA OF SPECIALIZATION 5

SECTION 1. AREA OVERVIEW

6-1-1. AREA NARRATIVE FOR ULTRA-HIGH SECTORS

This area has one ultra-high sector. See "Martin Lake Sector 8" for more information.

6-1-2. AREA NARRATIVE FOR HIGH SECTORS

This area has two high sectors: Monroeville (ZTL-11) and LaGrange (ZTL-10).

6-1-3. AREA NARRATIVE FOR LOW SECTORS

Area 5 has four low sectors: Tiroe (ZTL-09), Montgomery (ZTL-13), Maxwell (ZTL-14), and Birmingham (ZTL-12). The Tiroe sector is permitted to issue descend via clearances on the GNDLF/HOBTT arrival into A80.

6-1-4. AREA NARRATIVE FOR ULTRA-LOW SECTORS

This area has no ultra-low sectors.

6-1-5. AREA RESTRICTIONS

Note - This list is not all inclusive.

Arrival Field	Next Sector	Restriction	Arrival Field	Next Sector	Restriction
GSP, GMU, SPA, GYH	AREA 4	AOB FL350	AHN	AREA 4	AOB FL340 ↓ FL240
JAX	AREA 4	AOB FL350	BHM	ATCT	AOB 11K
LGC, PIM, CSG, LSF	S DEP	AOB FL190 ↓ 11,000			

SECTION 2. MARTIN LAKE SECTOR 8

6-2-1. SECTOR NARRATIVE

The Martin Lake Sector is an ultra-high sector with altitude limits from FL350 and above. There are three predominant north/south traffic flows within this sector which are created by traffic on J41, J151, and J73. These three routes are intersected by east/west traffic on J4 and J37. Martin Lake begins the transition of ultra-high arrivals into the Atlanta terminal area from the southwest.

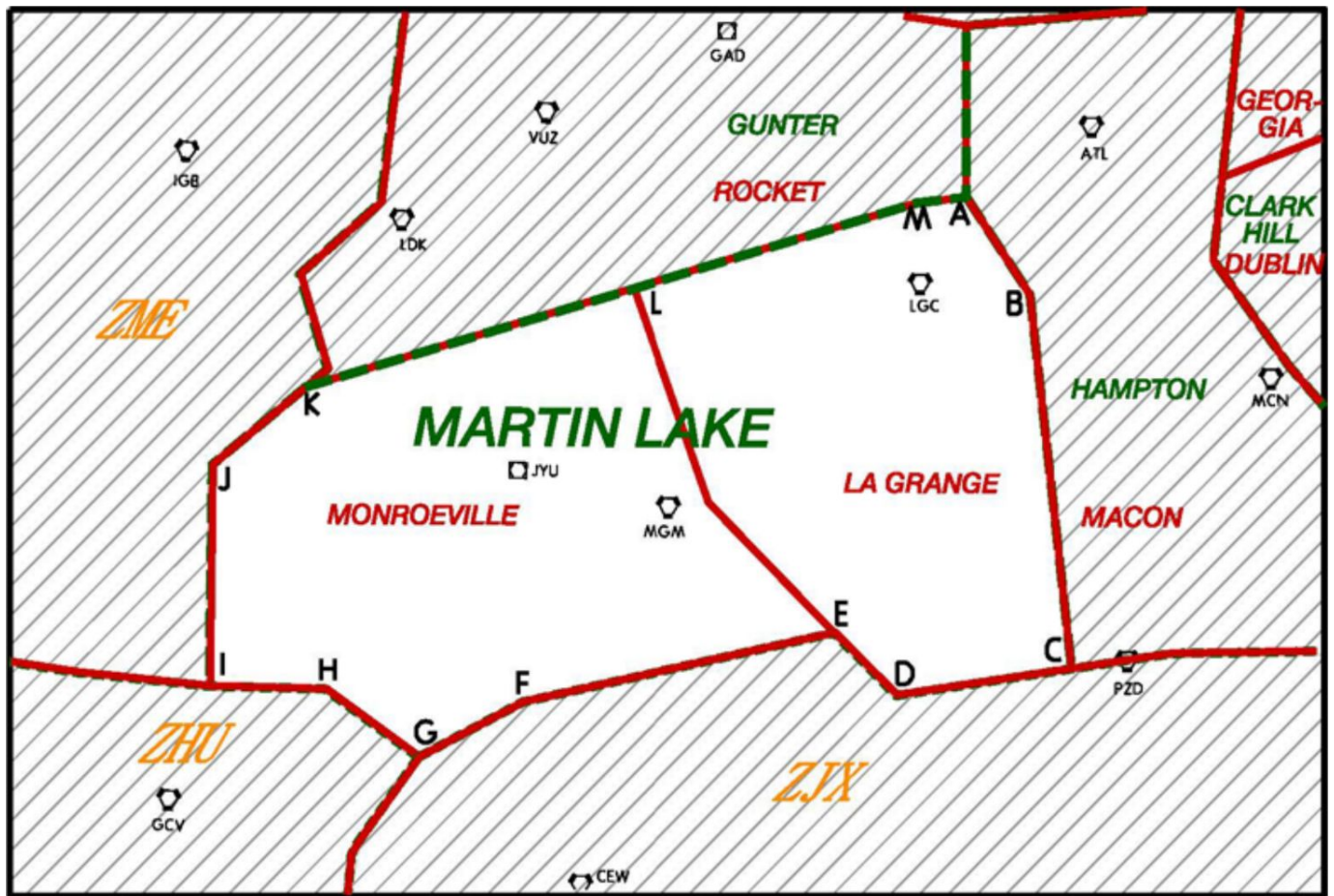
6-2-2. PROCEDURES

(a) Arrivals:

(1) Atlanta Terminal Arrivals

- (a) ATL arrivals are released to Sector 11 for turns up to 15 degrees. Sector 11 shall be responsible for point outs and coordination with adjacent sectors.
 - (b) When ATL is landing east, 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. Sector 08 shall descend these aircraft in a timely manner to allow Sector 11 to meet above restriction.
 - (c) When ATL is landing west, Atlanta Terminal Area arrivals shall cross the Monroeville/LaGrange (MVC/LGC) Sector boundary at or below FL310 then traffic permitting, pilot's discretion descent to FL240 or lowest altitude traffic permits. Sector 08 shall descend these aircraft in a timely manner to allow Sector 11 to meet above restriction
- (2) Arrivals to Columbus AFB (CBM) routed other than VUZ VORTAC, filed at or above FL330, shall be at or below FL280 prior to the MVC/GAD boundary. Sector 08 shall descend these aircraft in a timely manner to allow Sector 11 to meet above restriction. Sector 08 shall descend these aircraft in a timely manner to allow Sector 11 to meet above restriction.
- (3) JAX arrivals from Area 5 shall be cleared to an altitude below FL350 appropriate for direction of flight prior to the Martin Lake/Hampton Sector boundary.
- (4) Aircraft inbound to GSP, GMU, SPA, and GYH from Area 5 shall be descended to cross the Hampton/Martin Lake common boundary at FL350.
- (5) 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. SECTOR MAP



SECTION 3. TIROE SECTOR 9

6-3-1. SECTOR NARRATIVE

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.

6-3-2. PROCEDURES

(a) Arrivals:

(1) ATL Arrivals:

- (a) 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.
- (b) 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. Sector 09 will be responsible for point outs and other coordination with adjacent high sectors. Hartsfield arrivals left on a heading for spacing by Sector 11 or 10 are released to Sector 10 or 09 for turns to join the arrival and speed changes.
- (c) Atlanta Hartsfield arrivals are released to Tiroe Sector for turns up to 15 degrees and speed changes from Sector 13 and Sector 14 without back coordination. Sector 09 will be responsible for point outs and other coordination with adjacent low sectors. Hartsfield arrivals left on a heading for spacing are released to Sector 09 for turns to join the arrival and speed changes.
- (d) Atlanta Hartsfield arrivals from the LaGrange Sector shall not be cleared beyond SMAWG.

- (2) Aircraft transitioning the Tiroe Sector inbound to the Birmingham Airport shall be issued a restriction by the Tiroe Sector, traffic permitting, to cross fixes HERKO or KIOSK at 11,000 feet and handed off to the Maxwell Sector.

(3) LGC, PIM, CSG, LSF Arrivals:

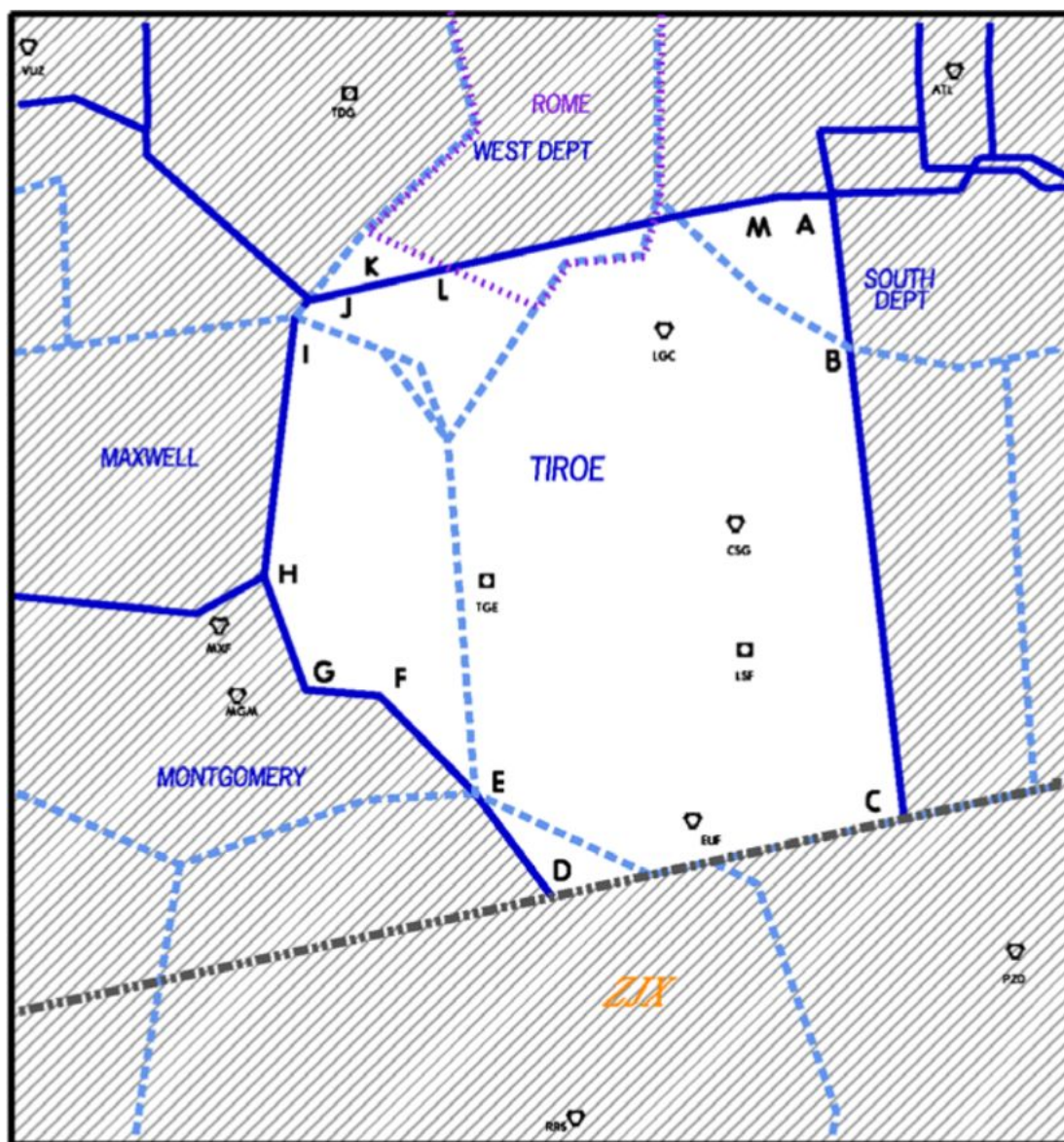
- (a) Aircraft landing CSG/PIM/LSF from Gadsden/West Departure Sector shall cross the West Departure/Tiroe common sector boundary at or below FL190 descending to 11,000 feet or lowest altitude available. If the aircraft's course will not keep the aircraft west of LGC VORTAC, assign the aircraft a coordinated vector heading which will keep the aircraft on such a course.
- (b) Aircraft landing LGC from West Departure Sector should not enter Tiroe Sector.

(b) Departures.

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

- (a) Hartsfield-Jackson Atlanta International Airport and Atlanta Satellite Jet Departures must be assigned WEONE GRGIA filed route or RNAV SID GRGIA. Aircraft incapable of flying direct GRGIA must be assigned a heading to remain clear of Tiroe with heading assigned in Fourth Line of datablock.
 - (b) Hartsfield-Jackson Non-RNAV and Atlanta Satellite Jet Departures via West 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 south. Tiroe Sector shall ensure the aircraft enters their airspace prior to PNTA. If Tiroe is unable to turn prior to PNTA they will ensure point outs or handoffs to Maxwell Sector.
 - (c) A80 West Departures with destination Montgomery, AL (MGM): Aircraft that are capable of flying 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. Tiroe shall have control for left turns. These aircraft shall be assigned an altitude AOB FL230. Tiroe Sector is responsible for point outs or handoffs to Maxwell Sector.
 - (d) Hartsfield-Jackson Atlanta International Airport and Atlanta Satellite Prop/Turboprop Departures requesting at or below FL230 must be assigned WEONE PNTA filed route or a heading to remain clear of Tiroe with heading assigned in Fourth Line of datablock. West Departure releases control for left turns to Tiroe. Tiroe Sector shall ensure the aircraft enters their airspace prior to PNTA. If Tiroe is unable to turn prior to PNTA they will ensure point outs or handoffs to Maxwell Sector.
- (2) 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: 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.

6-3-3. SECTOR MAP



SECTION 4. LaGRANGE SECTOR 10

6-4-1. SECTOR NARRATIVE

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.

6-4-2. PROCEDURES

(a) Arrivals.

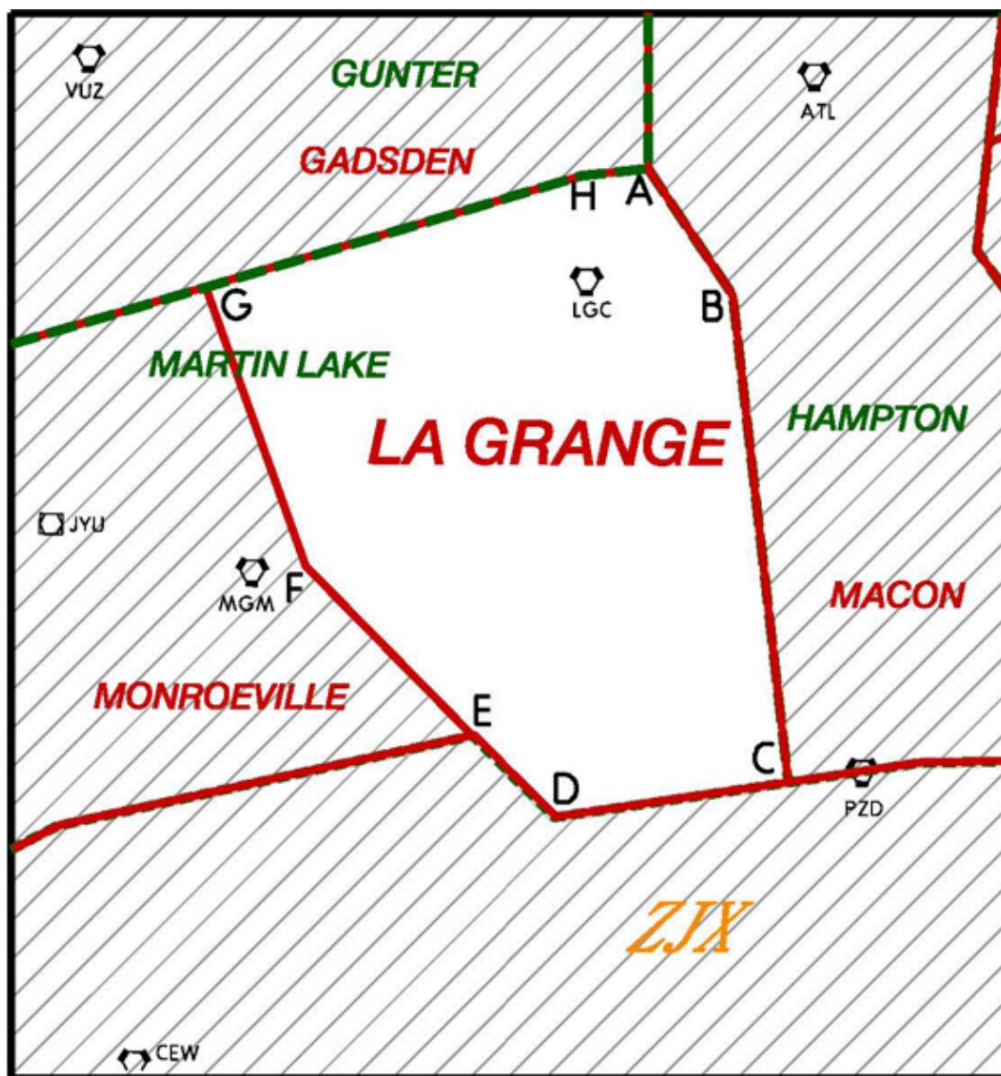
(1) Atlanta Terminal Area arrivals:

- (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 arrival traffic shall cross the MVC/LGC Sector boundary established on the appropriate STAR unless coordinated verbally or via 4th line data. Aircraft shall not be cleared beyond NZGUL, FNLEY, BGGNS, or GONDRA without prior approval from the LaGrange sector. Vectors away from the arrival for spacing are allowed.
- (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. Sector 09 will be responsible for point outs and other coordination with adjacent high sectors. Hartsfield arrivals left on a heading for spacing by Sector 11 or 10 are released to Sector 10 or 09 for turns to join the arrival and speed changes without back coordination.
- (e) Atlanta Terminal Area arrivals shall cross the Monroeville/LaGrange (MVC/LGC) Sector boundary at or below FL 290, then traffic permitting, pilot's discretion descent to FL240 or lowest altitude traffic permits. Sector 08 shall descend these aircraft in a timely manner to allow Sector 11 to meet above restriction.
- (f) 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.
- (g) Atlanta Hartsfield arrivals from the LaGrange Sector shall not be cleared beyond SMAWG.

- (2) JAX arrivals from Area 5 shall be cleared to an altitude below FL350 appropriate for direction of flight prior to the Martin Lake/Hampton Sector boundary.

- (3) BHM arrivals above FL320 from Area 4 (to Area 5) shall be at FL320, prior to the LaGrange/Hampton Sector boundary.
- (4) MGM and MXF 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.
- (5) 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) Huntsville (HSV) arrivals shall cross the Gadsden/LaGrange boundary at or below FL300. The Gadsden Sector has control for descent from the LaGrange Sector.

6-4-3. SECTOR MAP



SECTION 5. MONROEVILLE SECTOR 11

6-5-1. SECTOR NARRATIVE

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.

6-5-2. PROCEDURES

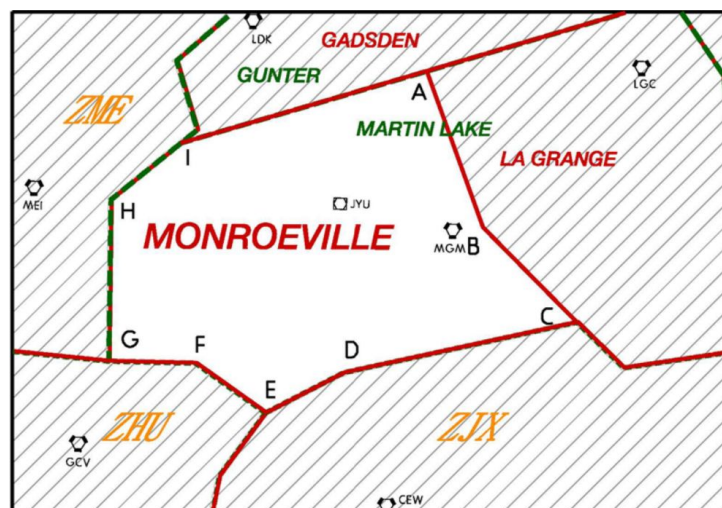
(a) Arrivals.

(1) Atlanta Terminal Area arrivals:

- (a) Atlanta Terminal Area arrivals are released by Martin Lake Sector 08 to Monroeville Sector 11 for turns up to 15 degrees. Monroeville Sector shall be responsible for point outs and coordination with adjacent high sectors.
- (b) Atlanta landing traffic shall cross the MVC/LGC Sector boundary established on the appropriate STAR unless coordinated verbally or via 4th line data. Aircraft shall not be cleared beyond NZGUL, FNLEY, BGGNS, or GONDR without prior approval from the LaGrange sector. Vectors away from the arrival for spacing are allowed.
- (c) 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. Sector 08 shall descend these aircraft in a timely manner to allow Sector 11 to meet above restriction.
- (d) Atlanta Terminal Area arrivals are released to LaGrange Sector for turns up to 40 degrees from Monroeville Sector. LaGrange Sector shall be responsible for point outs and coordination with adjacent high sectors.
- (e) 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. Sector 09 will be responsible for point outs and other coordination with adjacent high sectors. Hartsfield arrivals left on a heading for spacing by Sector 11 or 10 are released to Sector 10 or 09 for turns to join the arrival and speed changes without back coordination.
- (f) 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.
- (g) 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.

- (h) 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.
- (2) Arrivals to Columbus AFB (CBM) routed other than VUZ VORTAC, filed at or above FL330, shall be at or below FL280 prior to the MVC/GAD boundary.
- (b) Departures.
 - (1) Atlanta Terminal Area West Departures which will enter the Monroeville Sector:
 - (a) Hartsfield-Jackson Atlanta International Airport and Atlanta Satellite Jet Departures via West Departure Sector requesting at or above FL240 must be assigned WEONE GRGIA filed route. Aircraft incapable of flying direct GRGIA must be assigned a heading to remain clear of Tiroe/LaGrange with heading assigned in Fourth Line of datablock. 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 Atlanta International Airport and Atlanta Satellite Prop/Turboprop Departures requesting at or above FL240 must be assigned WEONE PNTA filed route. Aircraft incapable of flying direct PNTA must be assigned a heading to remain clear of Tiroe/LaGrange with heading assigned in Fourth Line of datablock. 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.

6-5-3. SECTOR MAP



SECTION 6. BIRMINGHAM SECTOR 12

6-6-1. SECTOR NARRATIVE

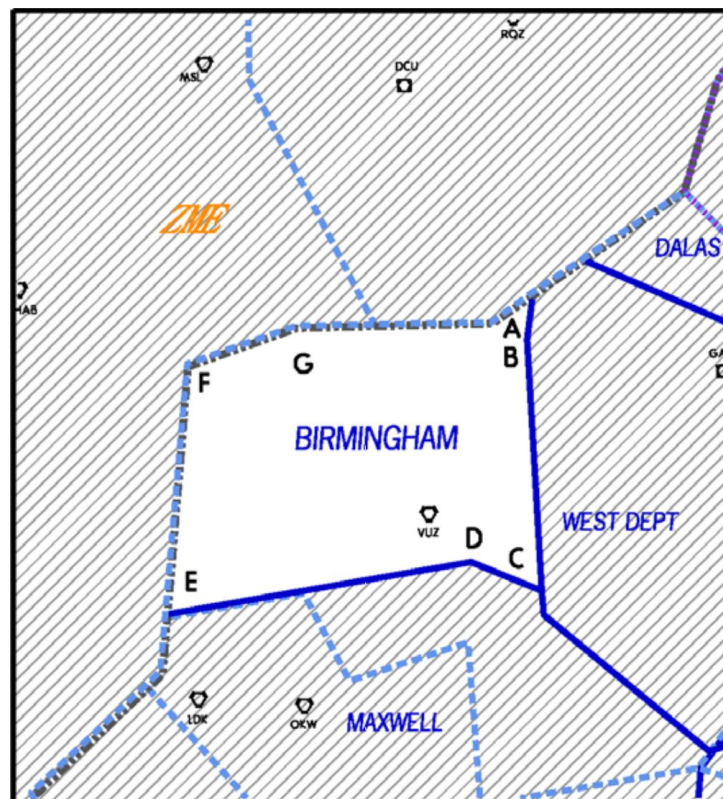
The Birmingham sector is a low sector with altitude limits from 11,000 feet to FL230 for the airspace overlying Birmingham ATCT and from 6,000 feet to FL230 for the airspace overlying Birmingham ATCT-Satellite East. This sector is a workload sector and is only opened when traffic dictates. Birmingham 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.

6-6-2. PROCEDURES

(a) Additional Procedures.

- (i) Aircraft cleared via J39, V115, V115.MGM.V7 or V7.MGM.V115, at altitudes that are wrong for direction of flight, do not require verbal altitude approval of the receiving controller between Birmingham, Montgomery, and Maxwell Sectors.

6-6-3. SECTOR MAP



SECTION 7. MONTGOMERY SECTOR 13

6-7-1. SECTOR NARRATIVE

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.

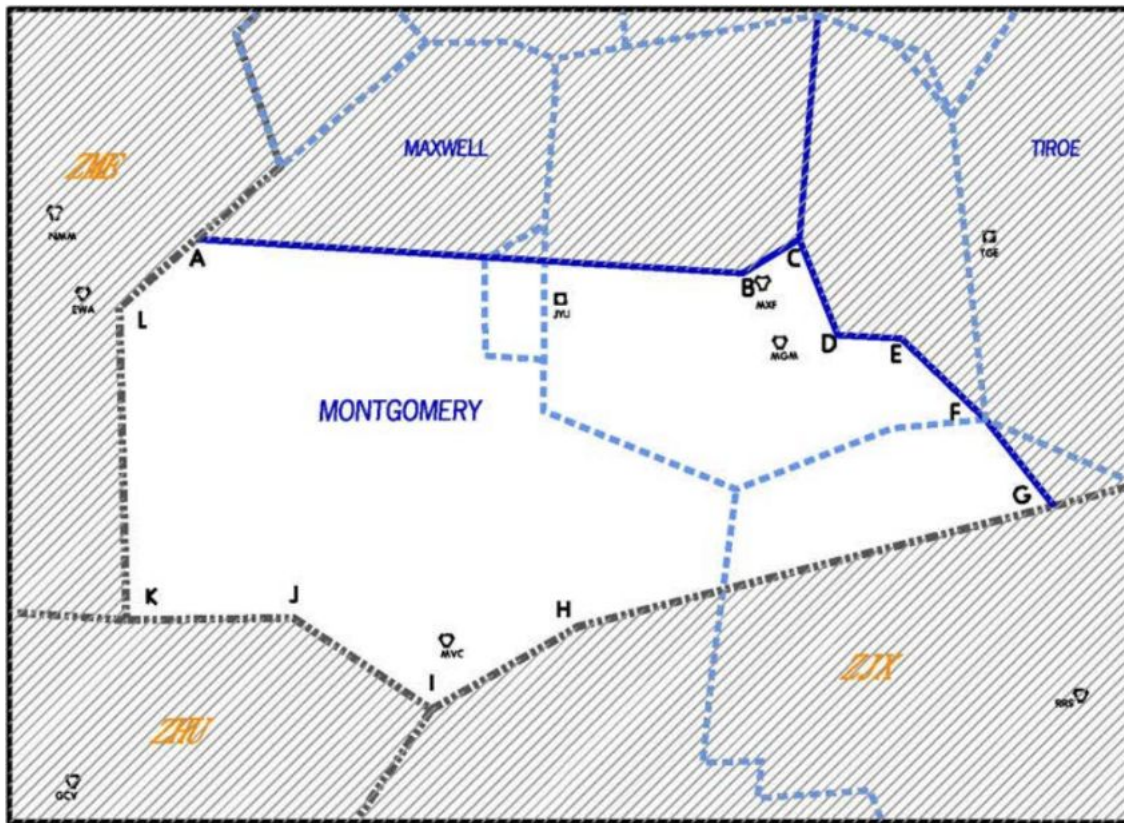
6-7-2. PROCEDURES

(a) Arrivals.

(i) ATL 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.
- (2) Atlanta Hartsfield arrivals are released to Tiroe Sector for turns up to 15 degrees and speed changes from Sector 13 and Sector 14 without back coordination. Sector 09 will be responsible for point outs and other coordination with adjacent low sectors. Hartsfield arrivals left on a heading for spacing by Sector 13 or 14 are released to Sector 09 for turns to join the arrival and speed changes without back coordination.

6-7-3. SECTOR MAP



SECTION 8. MAXWELL SECTOR 14

6-8-1. SECTOR NARRATIVE

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 ATCTWest 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.

6-8-2. PROCEDURES

(a) Arrivals.

- (i) Aircraft transitioning Tiroe Sector inbound to the Birmingham Airport shall be issued a restriction by Tiroe Sector, traffic permitting, to cross HERKO or KIOSK at 11,000 feet and handed off to the Maxwell Sector.
- (ii) 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.
- (iii) Turboprops and turbojets departing GTR and landing ATL Terminal Area requesting FL240 or above will be capped at or below FL230.
- (iv) Atlanta Hartsfield arrivals are released to Tiroe Sector for turns up to 15 degrees and speed changes from Sector 13 and Sector 14 without back coordination. Sector 09 will be responsible for point outs and other coordination with adjacent low sectors. Hartsfield arrivals left on a heading for spacing by Sector 13 or 14 are released to Sector 09 for turns to join the arrival and speed changes without back coordination.

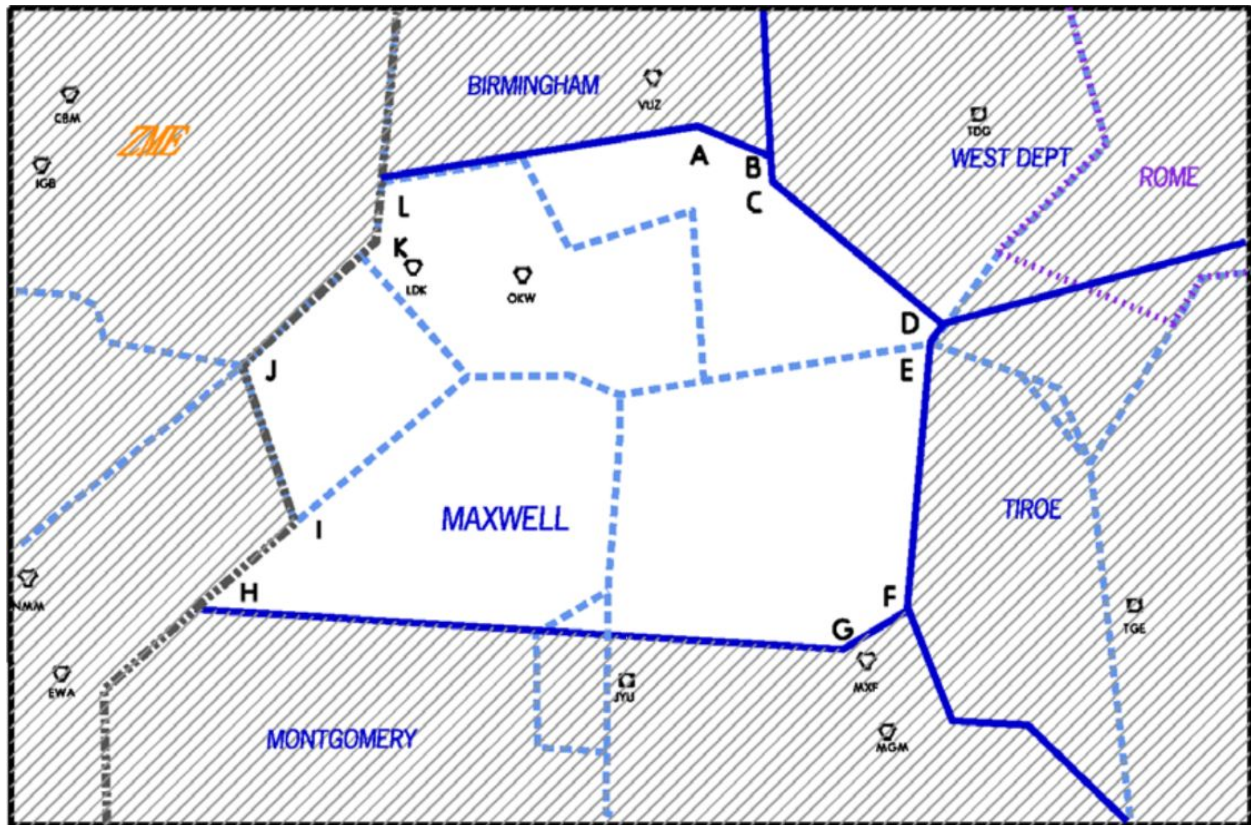
(b) Departures:

- (i) 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.
- (ii) A80 West Departures with destination Montgomery, AL (MGM): Aircraft that are capable of flying 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. Tiroe shall have control for left turns. These aircraft shall be assigned an altitude AOB FL230. Tiroe Sector is responsible for point outs or handoffs to Maxwell Sector.

(c) Additional Procedures:

- (i) Aircraft cleared via J39, V115, V115.MGM.V7 or V7.MGM.V115, at altitudes that are wrong for direction of flight, do not require verbal altitude approval of the receiving controller between Birmingham, Montgomery, and Maxwell Sectors.

6-8-3. SECTOR MAP



CHAPTER 7. AREA OF SPECIALIZATION 6

SECTION 1. AREA OVERVIEW

7-1-1. AREA NARRATIVE FOR ULTRA-HIGH SECTORS

This area has one ultra-high sector. See "Gunter Sector 2" for more information.

7-1-2. AREA NARRATIVE FOR HIGH SECTORS

This area has two high sectors: Rocket (ZTL-06) and Gadsden (ZTL-03).

7-1-3. AREA NARRATIVE FOR LOW SECTORS

This area has two low sectors: West Departure (ZTL-04) and Dalas (ZTL-05). West Departure works westbound departures out of A80 and Dalas handles arrivals from the northwest into A80.

7-1-4. AREA NARRATIVE FOR ULTRA-LOW SECTORS

This area has one ultra-low sector. See "Rome Sector 1" for more information.

7-1-5. AREA RESTRICTIONS

Note - This list is not all inclusive.

Arrival Field	Next Sector	Restriction	Arrival Field	Next Sector	Restriction
GSP, GMU, SPA, GYH	AREA 4	AOB FL350	AVL	AREA 7	AOB FL330
TYS	AREA 7	AOB FL240			

SECTION 2. ROME SECTOR 1

7-2-1. SECTOR NARRATIVE

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.

7-2-2. PROCEDURES

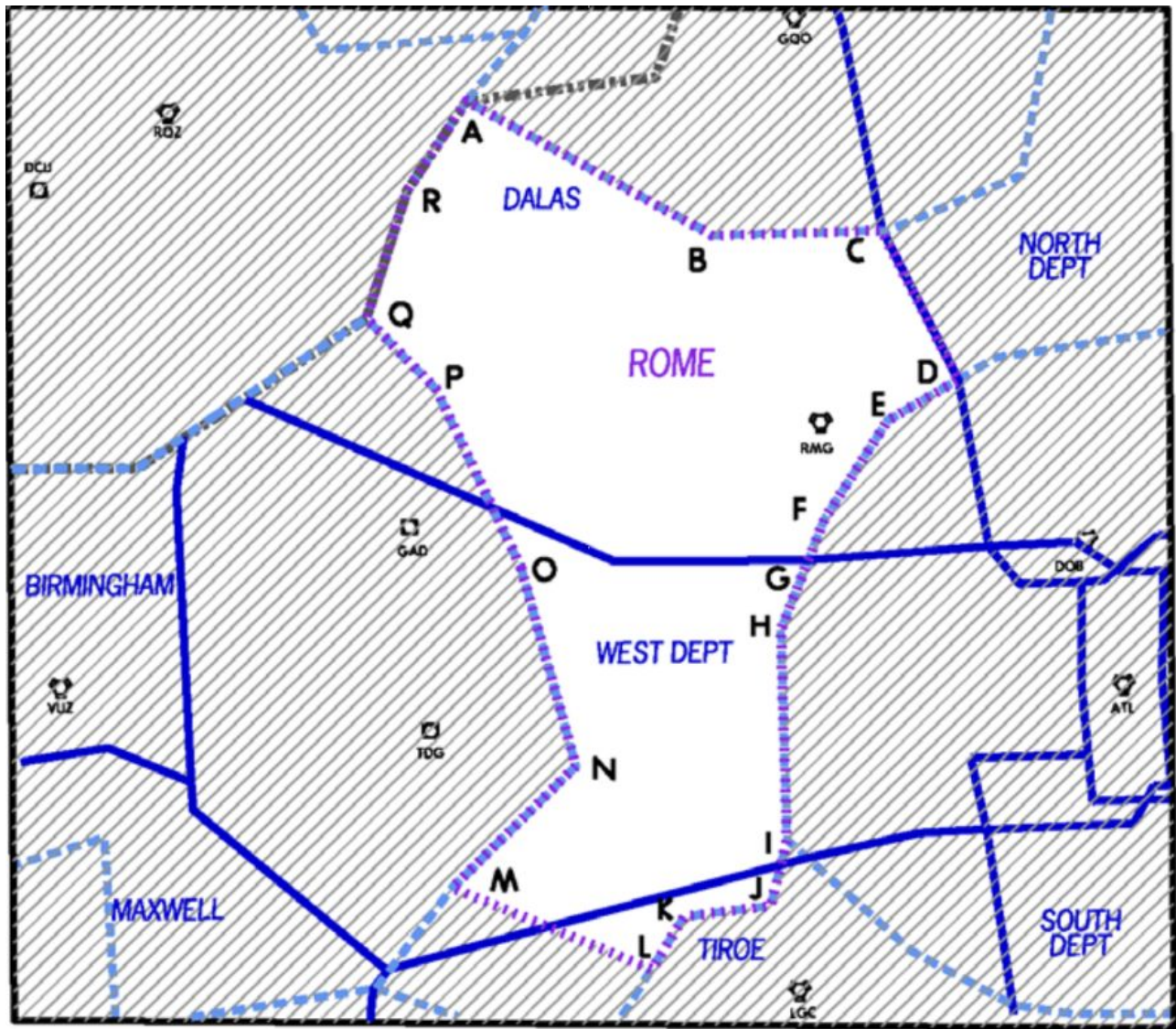
(a) Arrivals.

- (i) Aircraft landing LGC from West Departure should not enter Tiroe (09) airspace.
- (ii) Calhoun (CZL) arrivals via North Departure (38) shall be cleared to the minimum IFR altitude (MIA) and, concurrent with communications transfer to Rome Sector, the arrival is released for an instrument approach and/or turns toward the airport and descent for a visual approach. Rome Sector shall advise North Departure Sector of the arrival's cancellation or completion of approach.
- (iii) Gadsden (GAD) arrivals via the Rome Sector shall be coordinated with Birmingham Approach Satellite and/or BHM Sector.
- (iv) **Dalas (PUJ), Villa Rica (20GA), Cartersville (VPC) and Carrollton (CTJ) Arrivals.** Rome Sector is responsible for coordination with A80 Satellite. After coordination Rome Sector may either release aircraft to A80 for clearance or issue clearance with their approval. Rome Sector shall block airspace until advised by A80 no longer in use.
- (v) **A80 Atlanta Sector Satellite Airports.** Turbojets and turboprops landing south of V18: Established on the appropriate STAR cross TCP at 8,000 feet: or V333 DALAS direct, or HEFIN TIROE direct, cross TCP at 7,000 feet.

(b) Additional Procedures.

- (i) Aircraft operating between Choo Choo (GQO) and HEFIN Intersection on V243, AOB FL230, shall be assigned ODD altitudes southbound and EVEN altitudes northbound.
- (ii) Aircraft at 5,000 feet must be aseq'ed with A80 CSG Sector.
- (iii) ZTL and ZME must release control for 15 degree turns on aircraft 15 NM on either side of the ZTL/ZME boundary.

7-2-3. SECTOR MAP



SECTION 3. GUNTER SECTOR 2

7-3-1. SECTOR NARRATIVE

The Gunter sector is an ultra-high sector with altitude limits from FL350 and above. Gunter is the transition sector for initial sequencing of arrivals into the Atlanta Terminal area from the northwest and into the Nashville and Memphis Terminal areas from the east. Gunter is also the high altitude sector for departures out of Atlanta westbound and out of Memphis and Nashville southeast bound. In addition, Gunter controls enroute traffic crossing the arrival and departure corridors.

7-3-2. PROCEDURES

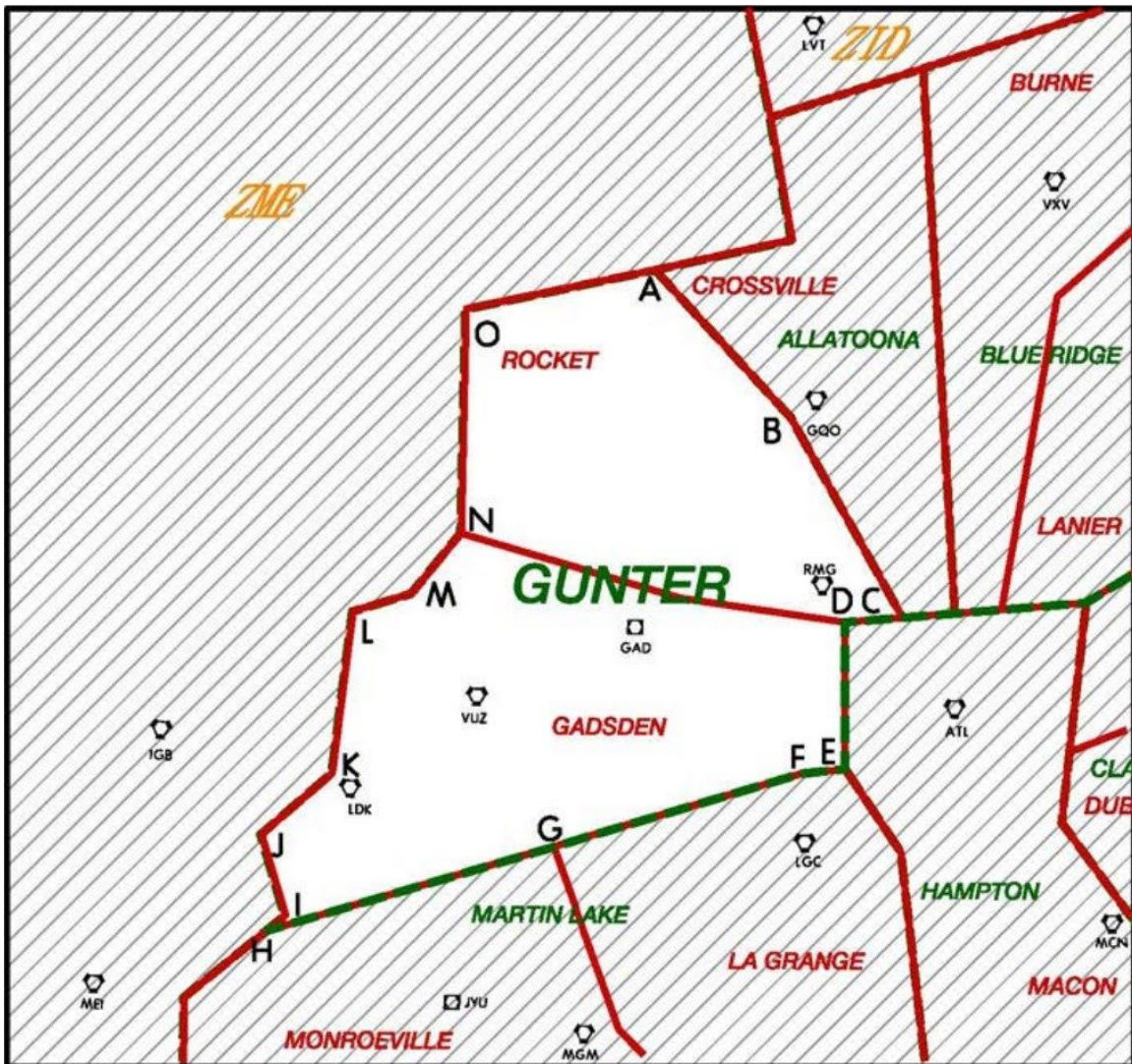
(a) Arrivals.

- (i) Aircraft inbound to GSP, GMU, SPA, and GYH from Area 6 shall be descended to cross the Hampton/Gunter common boundary at FL350.
- (ii) AVL Arrivals from Area 6 south of GQO shall cross the Crossville boundary at or below FL330.
- (iii) Augusta Terminal area arrivals (AGS, AIK, DNL, and HQU) from Area 6 Gunter Sector shall cross the Hampton/Gunter boundary at or below FL350.

(b) Departures.

- (i) Huntsville (HSV) departures should normally be handed off to the CROSSVILLE, HINCH MOUNTAIN, or DALAS Sectors. If, however, Rocket (RQZ) Sector accepts a handoff on HSV departures requesting FL240 or above which will proceed over or north of GQO, RQZ Sector shall verbally coordinate with Crossville (CSV) Sector any altitude above FL230.

7-3-3. SECTOR MAP



SECTION 4. GADSDEN SECTOR 3

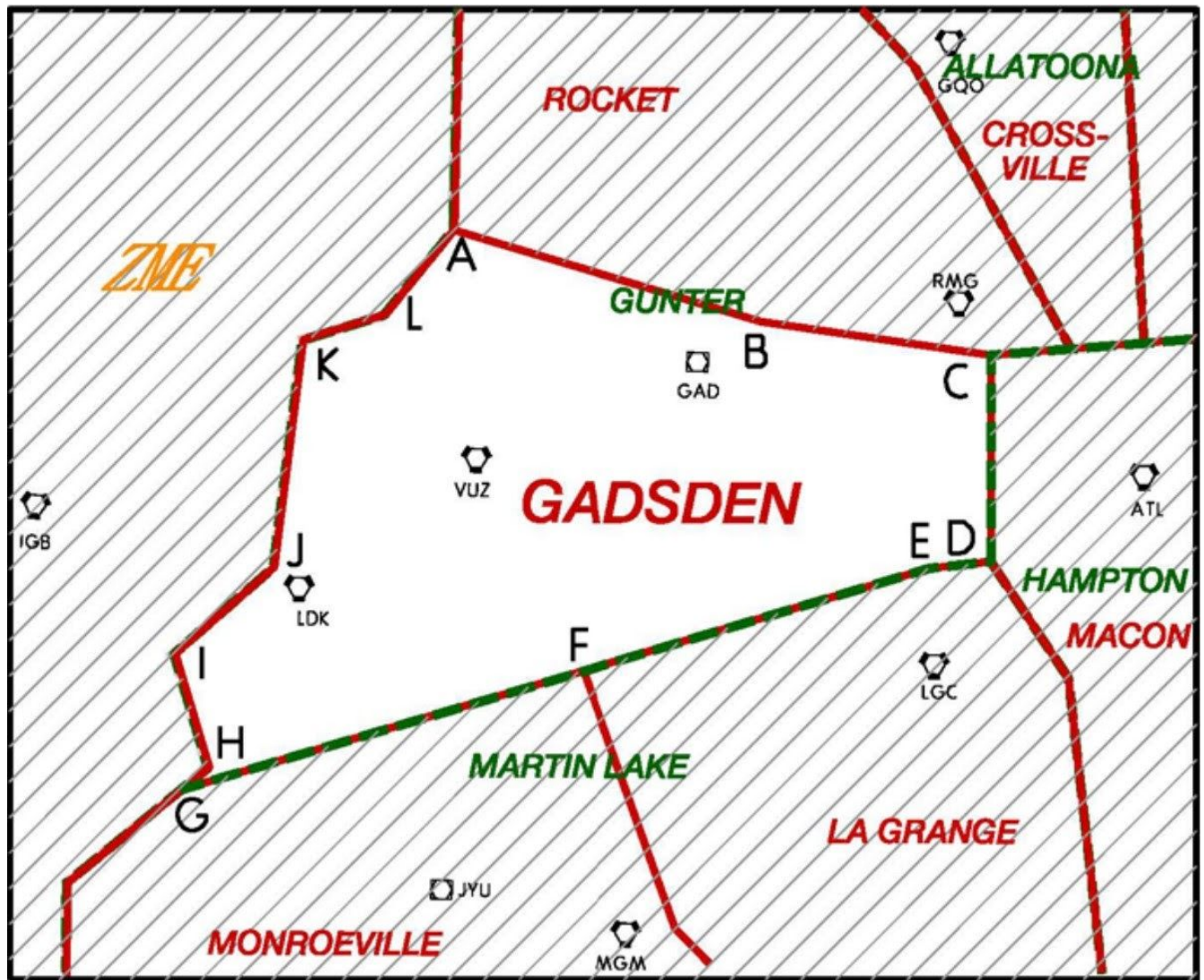
7-4-1. SECTOR NARRATIVE

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) Airspace.
 - (i) When A80-Atlanta Sector is on an East operation, the airspace designated as "GADSDEN EAST AREA" FL240 through FL270, is released to GADSDEN Sector and is depicted on the HIGH maps.
- (b) Arrivals.
 - (i) AVL Arrivals from Area 6 south of GQO shall cross the Crossville boundary at or below FL330.
 - (ii) Augusta Terminal area arrivals (AGS, AIK, DNL, and HQU) from Area 6 Gunter Sector shall cross the Hampton/Gunter boundary at or below FL350.
- (c) Departures.
 - (i) Huntsville (HSV) departures should normally be handed off to the CROSSVILLE, HINCH MOUNTAIN, or DALAS Sectors. If, however, Rocket (RQZ) Sector accepts a handoff on HSV departures requesting FL240 or above which will proceed over or north of GQO, RQZ Sector shall verbally coordinate with Crossville (CSV) Sector any altitude above FL230.
- (d) Additional Procedures.
 - (i) ZTL and ZME must release control for 15 degree turns on aircraft 15 NM on either side of the ZTL/ZME boundary.

7-4-3. SECTOR MAP



SECTION 5. WEST DEPARTURE SECTOR 4

7-5-1. SECTOR NARRATIVE

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.

7-5-2. PROCEDURES

(a) Arrivals.

- (i) Aircraft landing CSG/PIM/LSF from Gadsden/West Departure Sectors shall cross the West Departure/Tiroe Sector common boundary at or below FL190 descending to 11,000 feet or lowest available altitude. If the aircraft's course will not keep the aircraft west of the LGC VORTAC, assign the aircraft a coordinated vector heading which will keep the arrival on such a course.
- (ii) 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.
- (iii) **A80 Atlanta Satellite Sector Arrivals.**
 - (1) Landing north of V18: West Departure Sector shall clear A80 Atlanta Satellite Sector arrivals via the SWTEE arrival or direct RMG.V333.DALAS.
 - (2) Landing south of V18: Turbojets and turboprops landing south of V18: Established on the appropriate STAR cross TCP at 8,000 feet: or V333 DALAS direct, or HEFIN TIROE direct, cross TCP at 7,000 feet.

(b) Departures.

- (i) Atlanta Terminal Departures transitioning West Departure Sector:
 - (1) Hartsfield-Jackson Atlanta International Airport and Atlanta Satellite Jet Departures must be assigned WEONE GRGIA filed route or RNAV SID GRGIA. Aircraft incapable of flying direct GRGIA must be assigned a heading to remain clear of Tiroe with heading assigned in Fourth Line of datablock.
 - (2) Hartsfield-Jackson Non-RNAV and Atlanta Satellite Jet Departures via West 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 south. Tiroe Sector shall ensure the aircraft enters their airspace prior to PNTHA. If Tiroe is unable to turn prior to PNTHA they will ensure point outs or handoffs to Maxwell Sector.
 - (3) **A80 West Departures with destination Montgomery, AL (MGM):** Aircraft that are capable of flying the RNAV SIDs shall be assigned the SID. West Departure shall assign all other aircraft a heading to remain clear of Tiroe Sector and

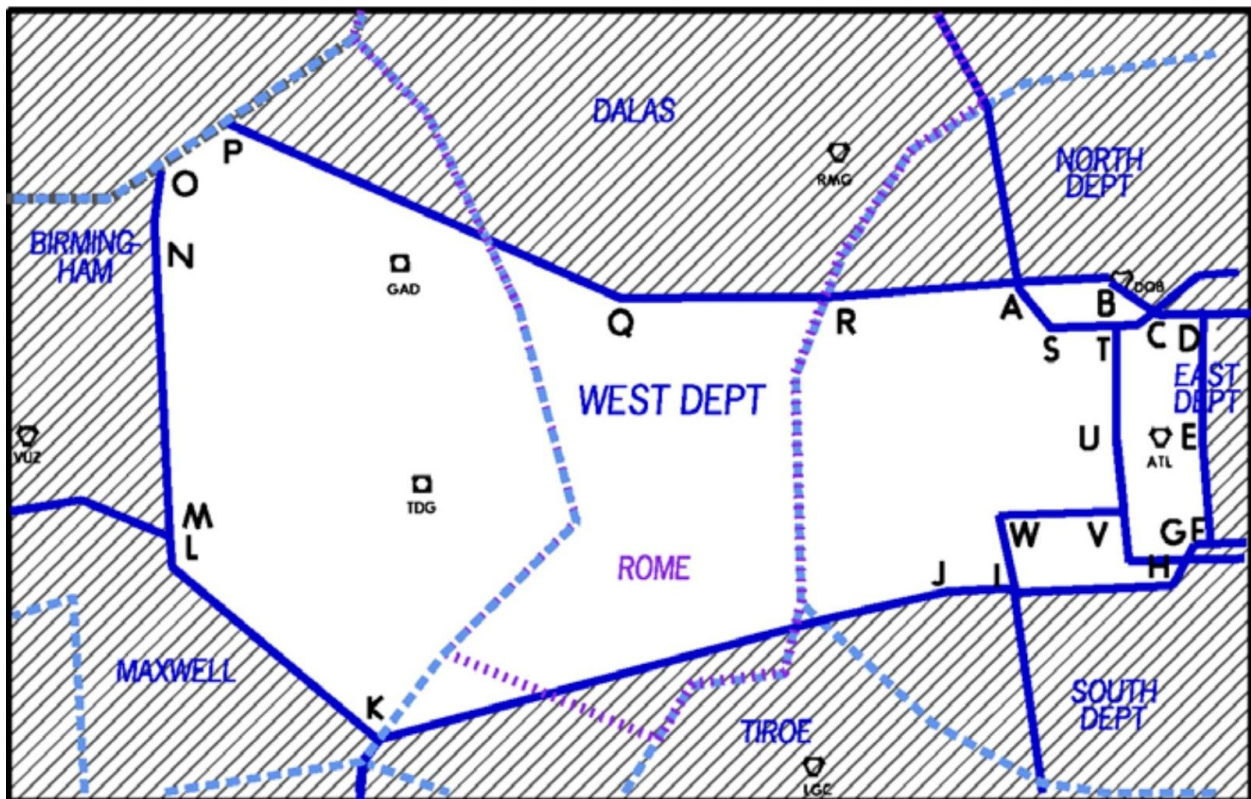
initiate a handoff to Tiroe. Tiroe shall have control for left turns. These aircraft shall be assigned an altitude AOB FL230. Tiroe Sector is responsible for point outs or handoffs to Maxwell Sector.

- (4) Hartsfield-Jackson Atlanta International Airport and Atlanta Satellite Prop/Turboprop Departures requesting at or below FL230 must be assigned WEONE PNTHA filed route or a heading to remain clear of Tiroe with heading assigned in Fourth Line of datablock. West Departure releases control for left turns to Tiroe. Tiroe Sector shall ensure the aircraft enters their airspace prior to PNTHA. If Tiroe is unable to turn prior to PNTHA they will ensure point outs or handoffs to Maxwell Sector.

(c) Additional Procedures.

- (i) Aircraft operating between Choo Choo (GQO) and HEFIN Intersection on V243, at or below FL230, shall be assigned ODD altitudes southbound and EVEN altitudes northbound.

7-5-3. SECTOR MAP



SECTION 6. DALAS SECTOR 5

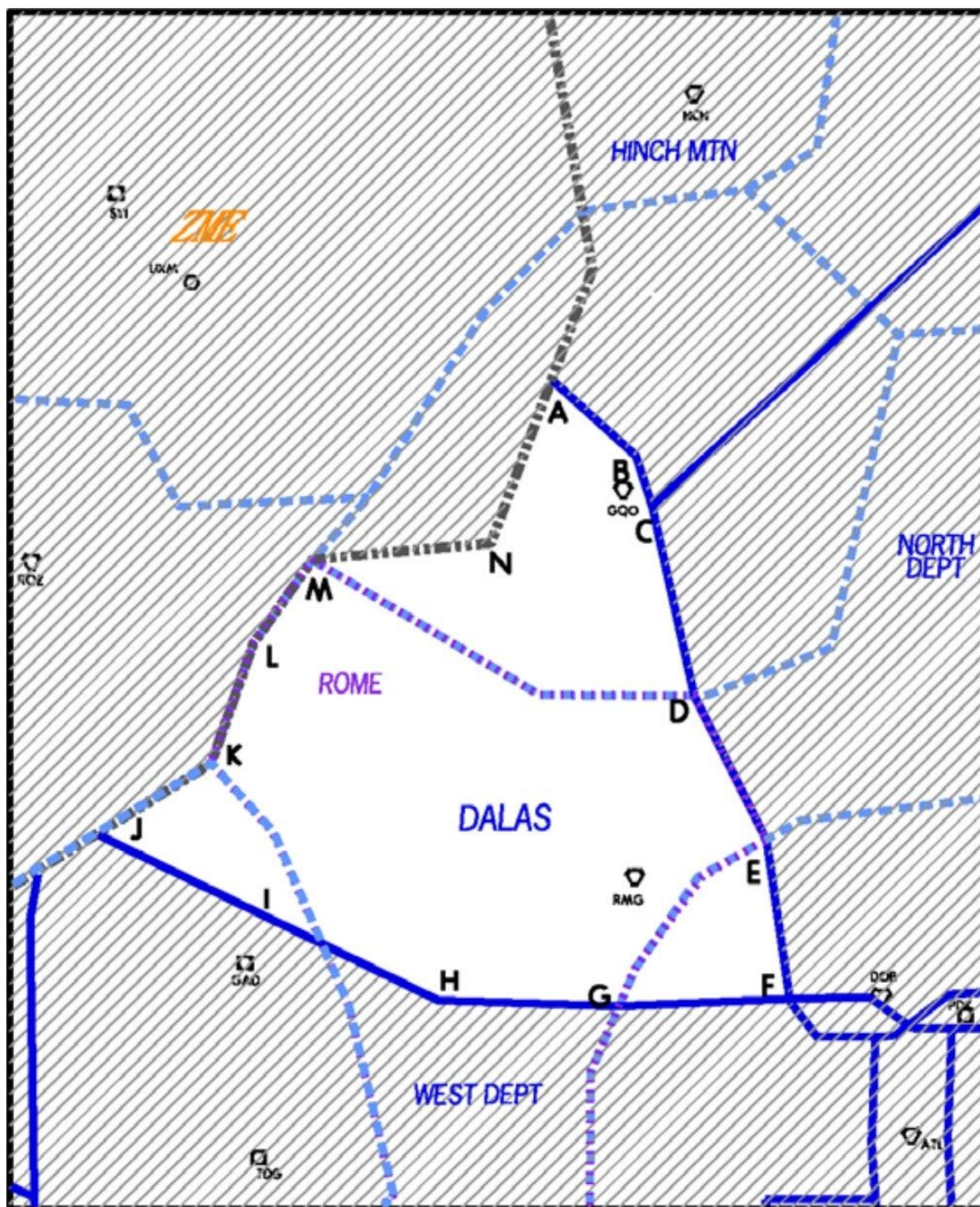
7-6-1. SECTOR NARRATIVE

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.

7-6-2. PROCEDURES

- (a) Arrivals.
 - (i) ATL/ATL Satellite Arrivals:
 - (1) Pilot's Discretion descents resulting from the issuance of a crossing restriction, and release for turns direct RMG, CHPPR or GLAVN on aircraft landing within the A80 Atlanta Sector may be issued without back coordination between sectors 5 and 6.
 - (2) A80 Atlanta Satellite Sector Arrivals filed AOB FL230 - Provide RQZ Sector with a PVD data block to assist in arrival planning.
 - (ii) LGC Arrivals operating AOA 15,000 feet should be descended to 15,000 feet to allow Sector 04 and Sector 01 sufficient time to comply with inter area procedures.
 - (iii) Nashville (BNA) area arrivals: Props and turboprops operating at or above 11,000 feet and landing in the BNA terminal area must be routed direct destination.
- (b) Additional Procedures.
 - (i) Aircraft operating between Choo Choo (GQO) and HEFIN Intersection on V243, at or below FL230, shall be assigned ODD altitudes southbound and EVEN altitudes northbound.
- (c) Pre-Arranged Coordination.
 - (i) Hinch Mountain Sector 41 is authorized to control CHA departures within the confines of Sector 05 without individual coordination provided the requirements in 1-4-7 are met.

7-6-3. SECTOR MAP



SECTION 7. ROCKET SECTOR 6

7-7-1. SECTOR NARRATIVE

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 enroute traffic, and Nashville airport arrival and departure traffic.

7-7-2. PROCEDURES

(a) Arrivals.

(i) Atlanta (ATL) arrivals.

- (1) Do not issue pilot discretion descents to Atlanta (ATL) Inbounds when ATL is on an East operation.
- (2) Pilot's Discretion descents resulting from the issuance of a crossing restriction, and release for turns direct RMG, GLAVN, or CHPPR on aircraft landing within the A80 Atlanta Sector may be issued without back coordination between sectors 5 and 6.

(ii) Atlanta Satellite arrivals.

- (1) Atlanta satellite arrivals, at or above FL240 and cleared via BUKHD STAR, shall cross HAVVE at or below FL240 and be handed off to DALAS Sector.

(iii) Birmingham (BHM) Arrivals: Arrivals to KBHM traversing the ZTL Rocket Sector into the ZME Hamilton Sector must be cleared over RQZ VORTAC, then via direct NULLS direct KBHM.

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

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

(vi) Augusta Terminal Area Arrivals (AGS, DNL, AIK, and HQU) arrivals from Area 6 shall cross the Macon Sector boundary at or below FL330.

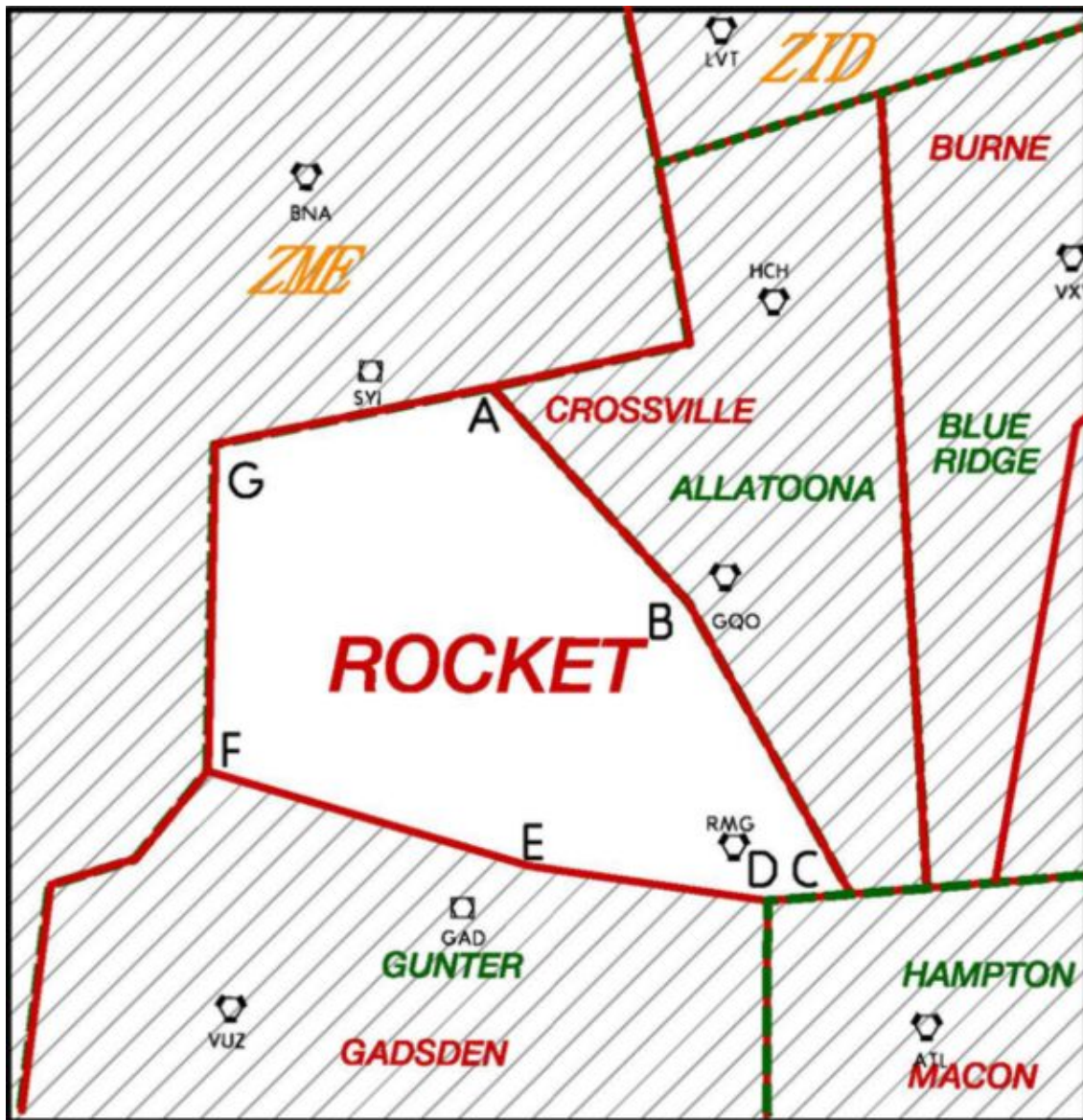
(b) Departures.

- (i) Huntsville (HSV) departures should normally be handed off to the CROSSVILLE, HINCH MOUNTAIN, or DALAS Sectors. If, however, Rocket (RQZ) Sector accepts a handoff on Huntsville (HSV) departures requesting FL240 or above which will proceed over or north of GQO, RQZ Sector shall verbally coordinate with Crossville (CSV) Sector any altitude above FL230.

(c) Additional Procedures.

- (i) ZTL and ZME must release control for 15 degree turns on aircraft 15 NM on either side of the ZTL/ZME boundary.

7-7-3. SECTOR MAP



CHAPTER 8. AREA OF SPECIALIZATION 7

SECTION 1. AREA OVERVIEW

8-1-1. AREA NARRATIVE FOR ULTRA-HIGH SECTORS

This area has two ultra-high sectors: Blue Ridge (ZTL-40) and Allatoona (ZTL-36).

8-1-2. AREA NARRATIVE FOR HIGH SECTORS

Area 7 has two high sectors: Burne (ZTL-39) and Crossville (ZTL-37).

8-1-3. AREA NARRATIVE FOR LOW SECTORS

Area 7 has two low sectors: North Departure (ZTL-38) and Hinch Mountain (ZTL-41).

8-1-4. AREA NARRATIVE FOR ULTRA-LOW SECTORS

This area has one ultra-low sector. See “Wilkes Ultra-Low” for more information.

8-1-5. AREA RESTRICTIONS

Note - This list is not all inclusive.

Arrival Field	Next Sector	Restriction	Arrival Field	Next Sector	Restriction
GSP, GMU, SPA, LQK	LOGEN 49	AOB FL210	CLT	SALEM 42	AOB FL330
GSO/INT	AREA 1	AOB FL350			

SECTION 2. ALLATOONA SECTOR 36

8-2-1. SECTOR NARRATIVE

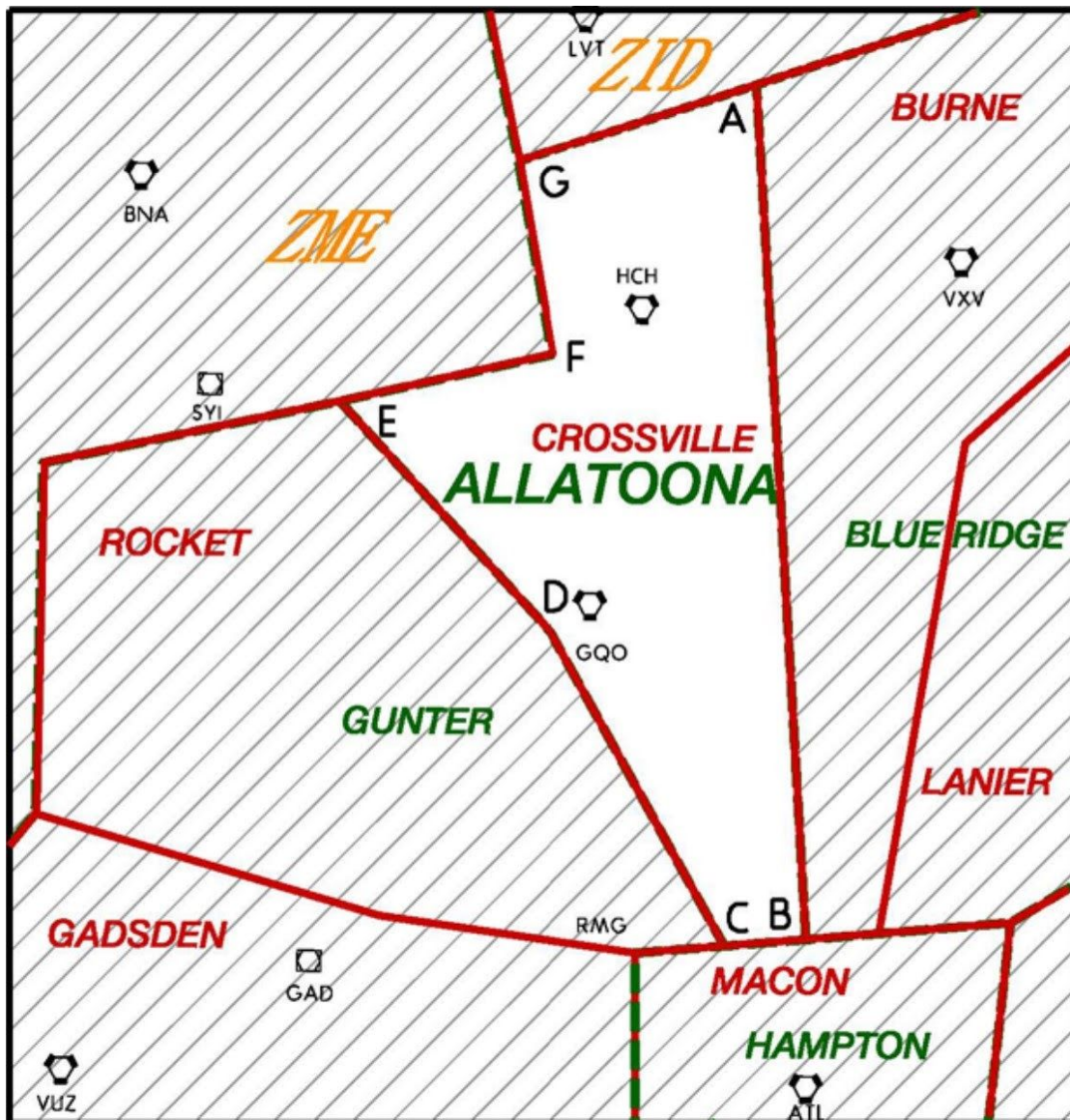
The Allatoona sector is an ultra-high sector with altitude limits from FL350 and above. Allatoona works aircraft south-westbound from the eastern and northeastern states to airports in Texas and Louisiana, and northbound from Florida and Atlanta to airports north and northwest of Atlanta. Significant secondary flows of air traffic include departures over Nashville to Charlotte and Atlanta airports and arrivals from over Nashville to Charlotte airport.

8-2-2. PROCEDURES

(a) Arrivals.

- (i) 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:
 - (1) VXV..SOT..SUG.V185.UNMAN..destination (non-advanced nav); or
VXV.UNMAN1.destination (advanced nav); or
 - (2) ATL..AHN.V20.ELW.V266.PELZE..destination.
- (ii) Arrivals to AND and CEU from Area 7 shall cross the Logen boundary at or below FL210 or assigned one of the following routes:
 - (1) VXV..SOT..SUG.V185.UNMAN..destination; or
 - (2) ATL..AHN.V20.ELW.V266.PELZE..destination.

8-2-3. SECTOR MAP



SECTION 3. CROSSVILLE SECTOR 37

8-3-1. SECTOR NARRATIVE

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.

8-3-2. PROCEDURES

(a) Arrivals.

- (i) Atlanta satellite arrivals, at or above FL240 and cleared via BUKHD STAR, shall cross HAVVE at or below FL240 and be handed off to DALAS Sector.
- (ii) 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:
 - (1) VXV..SOT..SUG.V185.UNMAN..destination (non-advanced nav); or
 - (2) VXV.UNMAN1.destination (advanced nav); or
 - (3) ATL..AHN.V20.ELW.V266.PELZE..destination.
- (iii) Arrivals to AND and CEU from Area 7 shall cross the Logen boundary at or below FL210 or assigned one of the following routes:
 - (1) VXV..SOT..SUG.V185.UNMAN..destination; or
 - (2) ATL..AHN.V20.ELW.V266.PELZE..destination.
- (iv) Nashville (BNA) area arrivals: Props and turboprops operating at or above 11,000 feet and landing in the BNA terminal area must be routed direct destination.

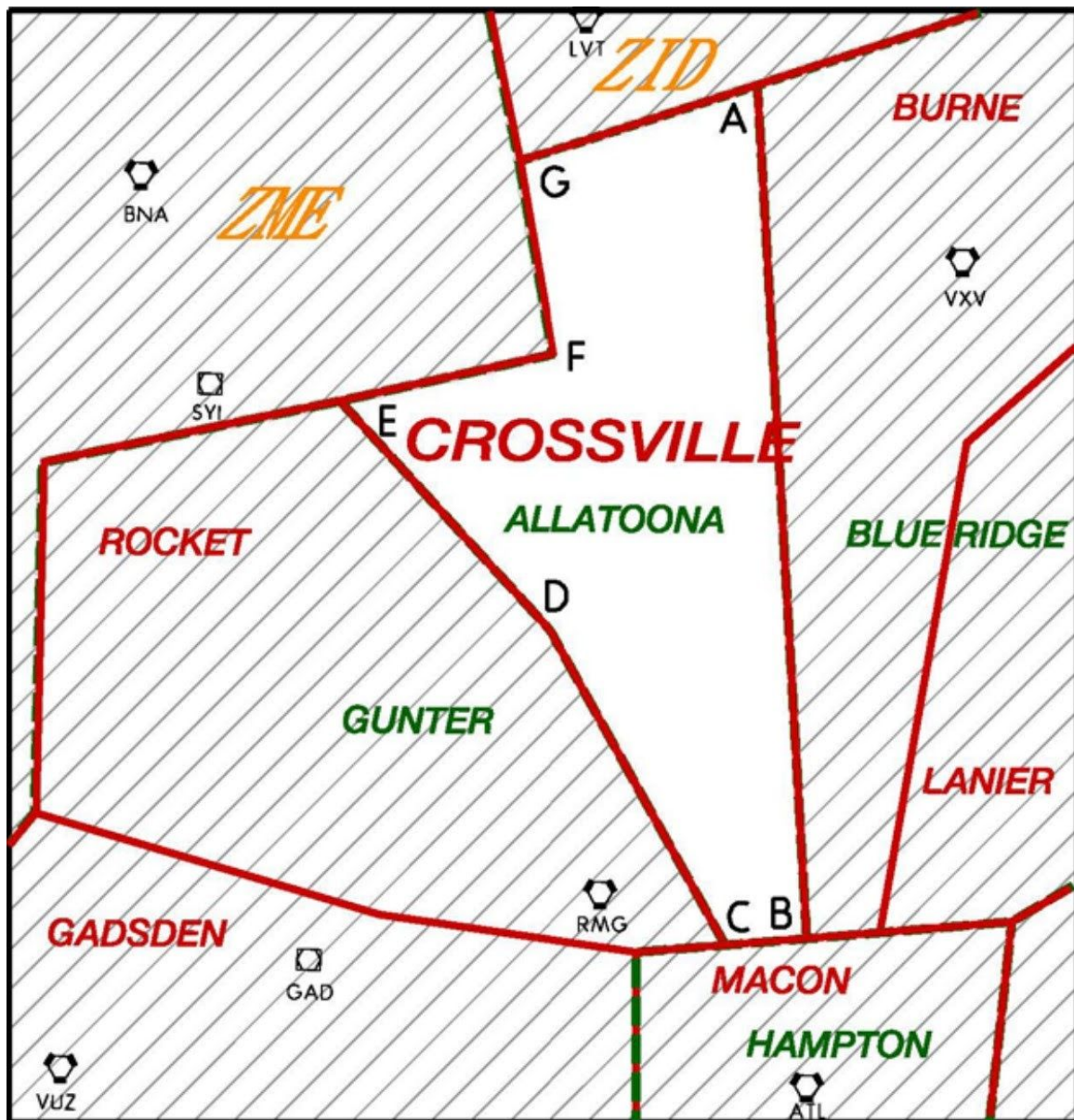
(b) Departures.

- (i) Huntsville (HSV) departures should normally be handed off to the Crossville, Hinch Mountain, or Dalas Sectors. If, however, Rocket (RQZ) Sector accepts a handoff on Huntsville (HSV) departures requesting FL240 or above which will proceed over or north of GQO, Rocket (RQZ) Sector shall verbally coordinate with Crossville (CSV) Sector any altitude above FL230.

(c) Pre-Arranged Coordination.

- (i) Burne Sector 39 is authorized to control ATL departures assigned the PADGT SID within the confines of Sector 37 without individual coordination provided the requirements in 1-4-7 are met.

8-3-3. SECTOR MAP



SECTION 4. NORTH DEPARTURE SECTOR 38

8-4-1. SECTOR NARRATIVE

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.

8-4-2. PROCEDURES

(a) Arrivals.

(i) Arrivals to GVL/AJR:

- (1) Arrivals to GVL south of V415 from North Departure Sector shall be routed via EUGNE..GVL and handed off to A80 at 7,000 feet.
- (2) Arrivals to GVL crossing the Commerce/North Departure boundary from north of V415 to south of V54 shall cross the boundary at or below 7,000 feet.
- (3) Arrivals to AJR crossing the Commerce/North Departure boundary south of V54 shall cross the boundary at or below 7,000 feet.
- (4) Arrivals to GVL or AJR crossing the Logen/North Departure boundary on or north of V54, at or above 13,000 feet shall cross the boundary at or descending to 13,000 feet and handed off to Logen Sector. Logen Sector has control for turns to the east concurrent with communications transfer.

(ii) Arrivals to Calhoun (CZL) shall be cleared to the minimum IFR altitude and handed off to Rome sector. Rome Sector has control for descent and turns for either an instrument or visual approach to CZL concurrent with communications transfer. The Rome Sector shall advise the North Departure Sector when the arrival cancels IFR or the approach is completed.

(iii) Arrivals to WDR, AHN, or KJCA 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.

(iv) Arrivals to AVL or TRI departing the Atlanta Terminal Area and requesting FL240 or higher shall be assigned FL230 as a final altitude.

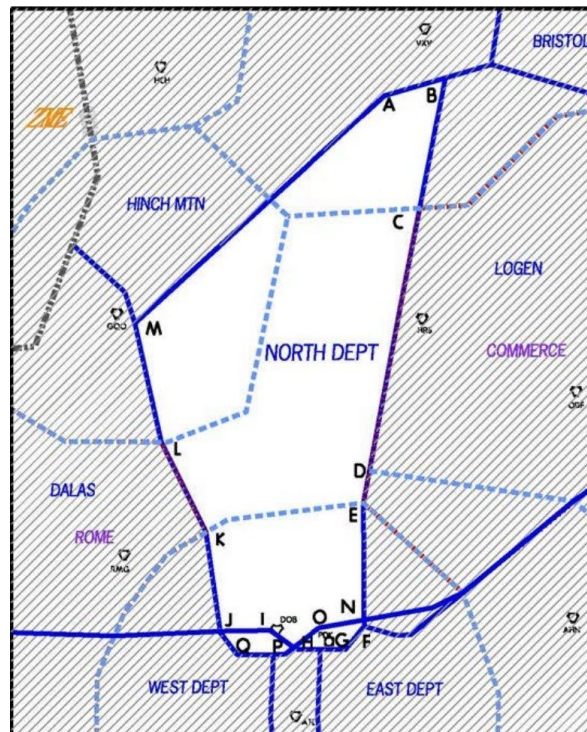
(v) Arrivals to CHA north of ODF shall enter the North Departure Sector at or below FL180.

(vi) 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:

- (1) VXV..SQT..SUG.V185.UNMAN.destination (non-advanced nav); or
VXV.UNMAN1.destination (advanced nav); or
- (2) ATL..AHN.V20.ELW.V266.PELZE..destination.

- (vii) Arrivals to AND and CEU from Area 7 shall cross the Logen boundary at or below FL210 or assigned one of the following routes:
 - (1) VXV..SOT..SUG.V185.UNMAN..destination; or
 - (2) ATL..AHN.V20.ELW.V266.PELZE..destination.
- (viii) Nashville (BNA) area arrivals: Props and turboprops operating at or above 11,000 feet and landing in the BNA terminal area must be routed direct destination.
- (b) Departures.
 - (i) 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.
 - (ii) 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 HUCHH Waypoint and then via flight plan route. The Logen Sector has control for turns to the east.

8-4-3. SECTOR MAP



SECTION 5. BURNE SECTOR 39

8-5-1. SECTOR NARRATIVE

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.

8-5-2. PROCEDURES

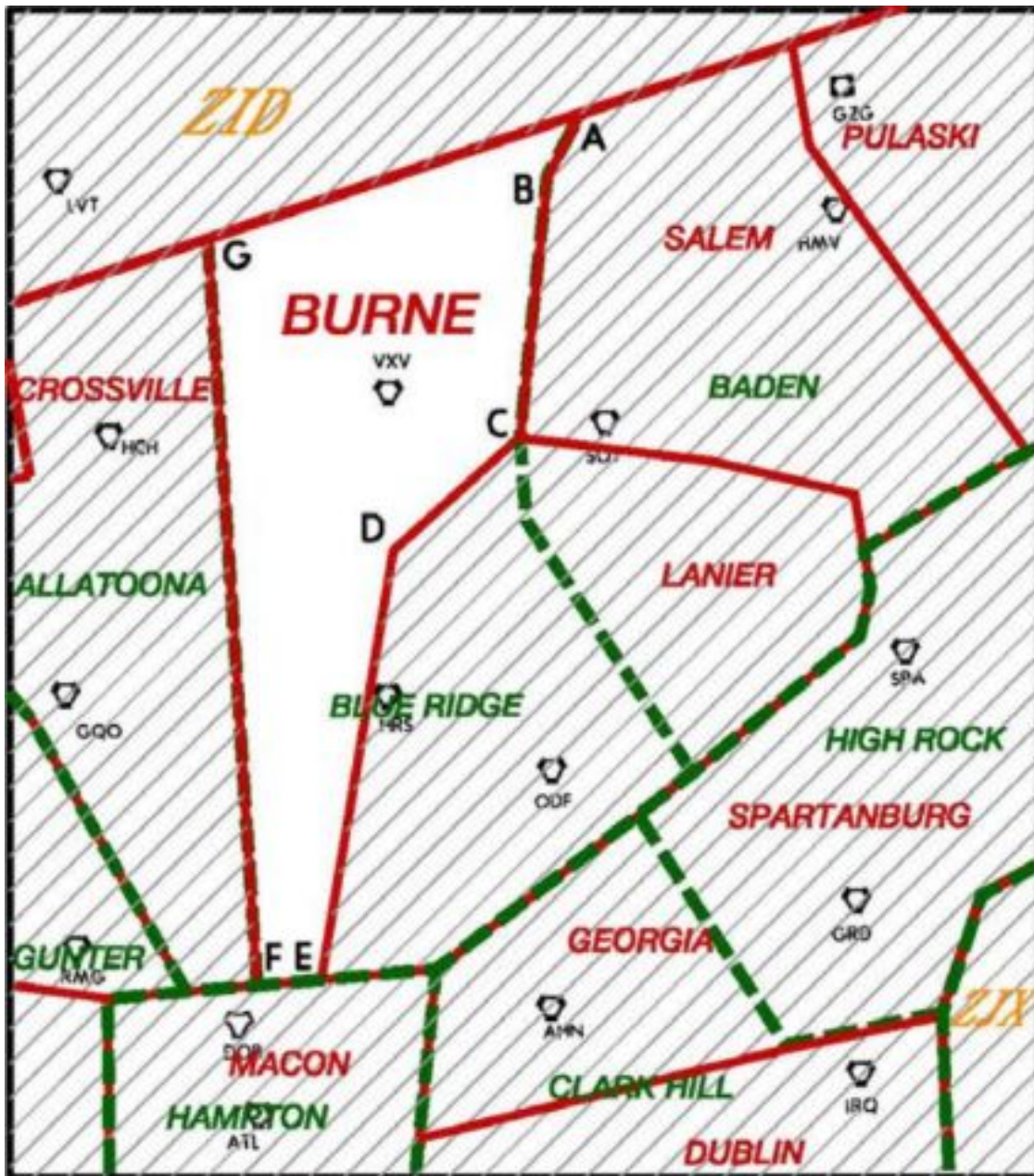
(a) Arrivals.

- (i) 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.
- (ii) Arrivals to HSV or to the Nashville Terminal Area (BNA, MQY, JWN and MBT) shall cross the Lanier/Burne boundary at or below FL300.
- (iii) 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.
- (iv) 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.
- (v) 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:
 - (1) VXV..SOT..SUG.V185.UNMAN..destination (non-advanced nav); or
VXV.UNMAN1.destination (advanced nav); or
 - (2) ATL..AHN.V20.ELW.V266.PELZE..destination.
- (vi) Arrivals to AND and CEU from Area 7 shall cross the Logen boundary at or below FL210 or assigned one of the following routes:
 - (1) VXV..SOT..SUG.V185.UNMAN..destination; or
 - (2) ATL..AHN.V20.ELW.V266.PELZE..destination.

(b) Additional Restrictions.

- (i) Aircraft entering the Macon Sector from Burne shall be assigned eastbound altitudes.
- (ii) Aircraft entering the Burne Sector from Macon shall be assigned westbound altitudes.
- (iii) The "Athens West Area" is a portion of airspace delegated to SPA HI Sector from MCN HI Sector. The airspace is only released to SPA HI when Atlanta Hartsfield is on a west operation to allow for the continued climb of departing aircraft. The vertical limits of the "Athens West Area" are from FL240 -FL290. The lateral limits are depicted on the HIGHW maps by a dashed line from the southwestern corner of the Lanier HI Sector to the northwestern corner of the DBN HI sector.

8-5-3. SECTOR MAP



SECTION 6. BLUE RIDGE SECTOR 40

8-6-1. SECTOR NARRATIVE

The Blue Ridge Sector is an ultra-high sector with altitude limits from FL350 and above. Blue Ridge controls enroute traffic, departures off Atlanta, Nashville, and Charlotte Terminal areas entering the ultra-high stream and arrivals into Atlanta and Charlotte Terminal areas.

8-6-2. PROCEDURES

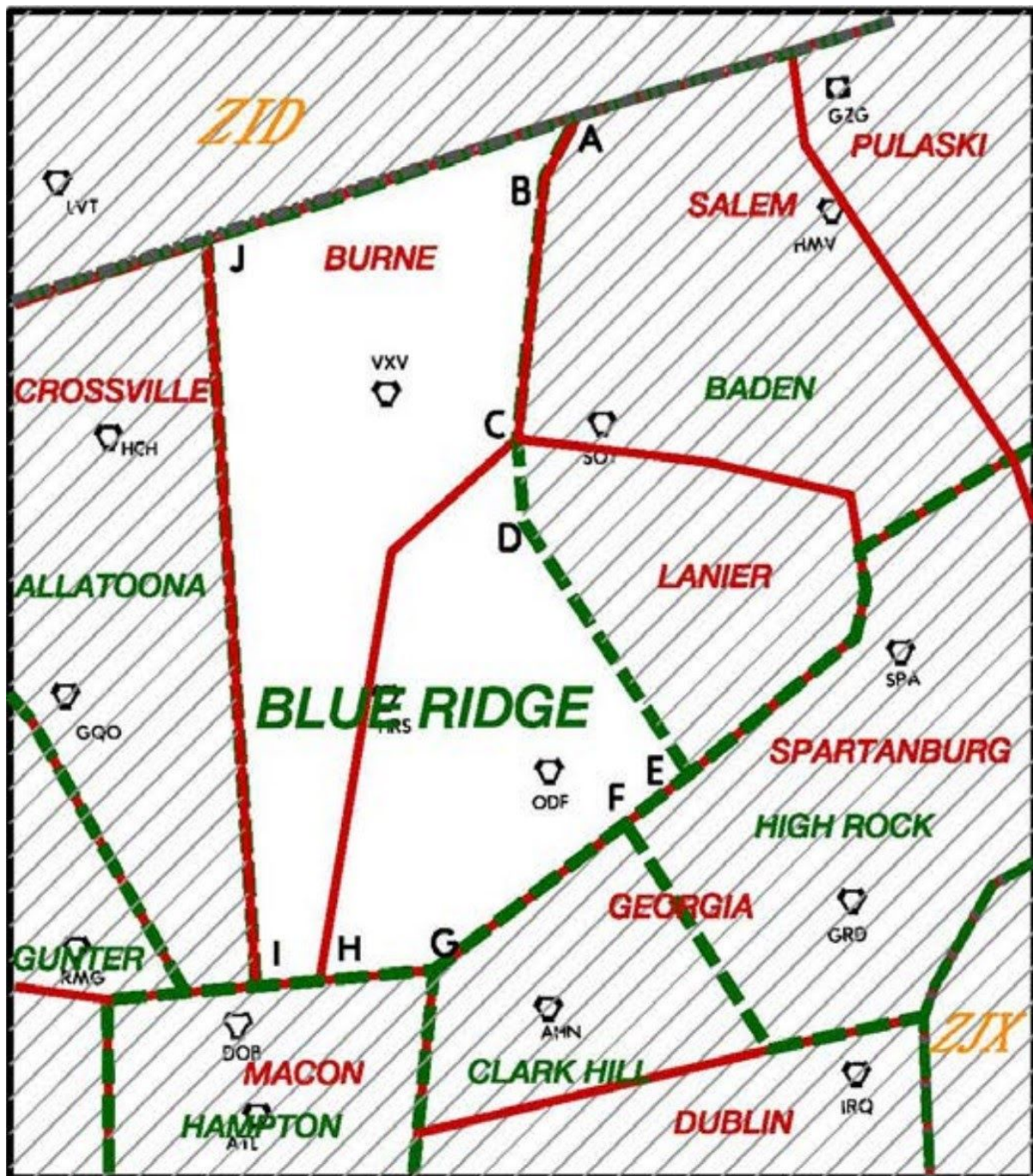
(a) Arrivals.

- (i) Atlanta satellite airport arrivals shall cross the Burne/Lanier Sector boundary at or below FL340; descending to the lowest practical altitude. Verbal approval is not required for aircraft descending to an altitude which is wrong for the direction of flight.
- (ii) 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:
 - (1) VXV..SOT..SUG.V185.UNMAN..destination (non-advanced nav); or
VXV.UNMAN1.destination (advanced nav); or
 - (2) ATL..AHN.V20.ELW.V266.PELZE..destination.
- (iii) Arrivals to AND and CEU from Area 7 shall cross the Logen boundary at or below FL210 or assigned one of the following routes:
 - (1) VXV..SOT..SUG.V185.UNMAN..destination; or
 - (2) ATL..AHN.V20.ELW.V266.PELZE..destination.
- (iv) Arrivals to GSO and INT, south of a line GSO to GQO and overfly SPA, shall be descended to cross 85 miles west of SPA at FL350 and handed off to Lanier Sector.
- (v) Arrivals to GSO and INT, north of a line GSO to GQO shall be handed off to BADEN at or descending to FL350.

(b) Additional Restrictions.

- (i) From and to Clark Hill/Hampton. Approval is not required for aircraft at the wrong altitude for direction of flight.

8-6-3. SECTOR MAP



SECTION 7. HINCH MOUNTAIN SECTOR 41

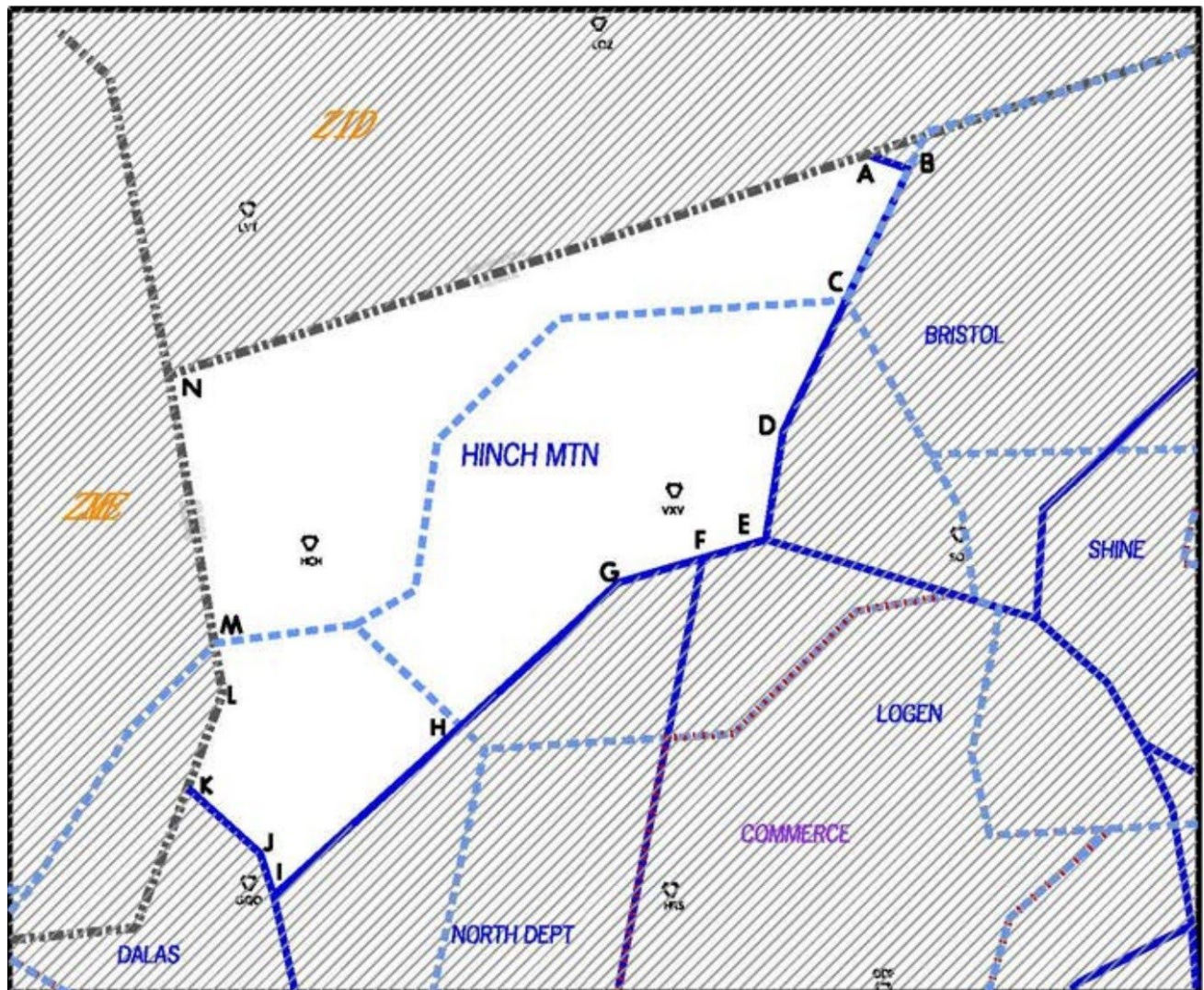
8-7-1. SECTOR NARRATIVE

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.

8-7-2. PROCEDURES

- (a) 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:
 - (i) VXV..SOT..SUG.V185.UNMAN..destination (non-advanced nav); or
VXV.UNMAN1.destination (advanced nav); or
 - (ii) ATL..AHN.V20.ELW.V266.PELZE..destination.
- (b) Arrivals to AND and CEU from Area 7 shall cross the Logen boundary at or below FL210 or assigned one of the following routes:
 - (i) VXV..SOT..SUG.V185.UNMAN..destination; or
 - (ii) ATL..AHN.V20.ELW.V266.PELZE..destination.

8-7-3. SECTOR MAP



CHAPTER 9. OPERATIONS DESK

SECTION 1. GENERAL

9-1-1. POSITIONS

- a. Traffic Management Unit (TMU)
- b. Center Weather Service Unit (CWSU)

9-1-2. PROCEDURES

Operations 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. COMBINING/DECOMBINING

- a. Traffic Management Unit (TMU) combines into/from the Center Weather Service Unit (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. Center Weather Service Unit (CWSU) does not combine into any one position, but each sector shall assume the responsibilities of the CWSU whenever it is not staffed.

SECTION 2. TRAFFIC MANAGEMENT ENROUTE COORDINATOR (TMEC)

9-2-1. POSITION NARRATIVE

The En Route Coordinator Position is designed to regulate the overhead stream through the National Airspace System. It is the responsibility of the En Route Coordinator to monitor and ensure Severe Weather Avoidance Programs (SWAP), Miles In Trail applications, Severe Weather Playbook Routes, etc., as necessary to maintain traffic flows through the NAS. The position may be split into two positions (TMEC1 and TMEC2) as necessary to accommodate increased volume and workload. For the purpose of this order, this position will be identified as TMEC whether it is staffed by one individual or two.

9-2-2. PROCEDURES

Responsibilities of the TMEC include:

- (a) Evaluate TMI's to ensure they are appropriate and efficient for ZTL. Ensure these initiatives are being implemented by control room personnel as appropriate. Coordinate and amend these initiatives as the traffic situation dictates.

(b) Coordinate enroute mile-in-trail restriction.

SECTION 3. TRAFFIC MANAGEMENT ARRIVAL COORDINATOR (TMAC)

9-3-1. POSITION NARRATIVE

The Arrival Coordinator Position (TMAC) maximizes system capacity for Atlanta/Charlotte terminal arrivals through close coordination with ZTL neighbors, the ZTL TMEC and appropriate TRACON Traffic Management Coordinator (TMC). TMAC is responsible for optimum arrival flow into the terminal area resulting in maximum landing capacity. Time-Based Flow Management (tmu.vatsim.net) is equipment associated with the position.

9-3-2. PROCEDURES

Responsibilities of the TMAC1 include:

- (a) Cooperate and coordinate with A80/CLT TMC, ZTL TMEC, and other involved facilities to ensure an optimum arrival flow is provided into the Atlanta (ATL)/Charlotte (CLT) terminal area, maximizing landing capacity.
- (b) Utilize TMI's to include Ground Delay Programs (GDP), Ground Stops (GS), Airborne holding, Airspace Flow Program (AFP), Miles-In-Trail (MIT), and Time Based Flow Management (TBFM) to manage the ATL/CLT arrival flow. Consider current and forecast weather during all inter and intra-facility actions and initiatives.
- (c) Monitor the ATL/CLT airport acceptance rate (AAR) to ensure it is consistent with weather reports.
- (d) Coordinate alternative arrival routes for fix balancing. When it is necessary, reroute/fix balance aircraft departing BHM, CHA, TYS, AVL, GSP, ATL/CLT, and GSO.
- (e) Change the TBFM runway configuration as necessary after communications with A80 TMC, and notification of affected first tier facilities, affected ZTL TMU Positions, and if necessary (ex. full metering in the Areas) affected ZTL Areas.
- (f) Advise all concerned entities of any unusual arrival procedures; these include but are not limited to, emergency aircraft, weather phenomenon affecting arrival gates/departure gates, triple departure implementation, equipment abnormalities, runway/airspace abnormalities, military/VIP movement, etc.

SECTION 4. CENTER WEATHER SERVICE UNIT

9-4-1. POSITION DESCRIPTION

Correct and timely weather dissemination is the responsibility of all operational personnel. The Center Weather Service Unit (CWSU) will normally be staffed at the direction of the event CIC, ZTL Events

Coordinator, Deputy Air Traffic Manager, or Air Traffic Manager. CWSU will typically combine to Traffic Management Arrival Coordinator (TMAC) position.

9-4-2. POSITION DESCRIPTION AND RESPONSIBILITIES

- (a) Prior to an event, the CWSU should make him/herself aware of current and expected weather activities.
- (b) Prior to the beginning of an event, the CWSU should prepare a weather briefing that includes the following information:
 - (i) Include information on significant convective activity contained within ZTL airspace,
 - (ii) Forecasted Atlanta, Ga. (ATL) and Charlotte, N.C. (CLT) Terminal Area Forecasts,
 - (iii) ATL and CLT vertical winds to 120,
 - (iv) Any meteorological hazards to flight.
 - (v) areas of forecasted ceilings below 050 and altimeter settings below 29.92.
- (c) Prepare and conduct weather briefings as required.
- (d) Solicit Pilot Weather Reports (PIREP's), through radar controllers, for known or suspected areas where conditions meet or approach advisory criteria.
- (e) Issue verbal forecasts and now-casts (current weather) when conditions warrant.

APPENDIXES

APPENDIX 1. VORs

ABB	NABB	EDS	EDISTO	JAN	JACKSON	PDK	PEACHTREE
AHN	ATHENS	ELW	ELECTRIC CITY	JKS	JACKS CREEK	PSK	PULASKI
ALD	ALLENDALE	EUF	EUFAULA	JYU	JUNIOR	PXV	POCKET CITY
AMG	ALMA	EWO	NEW HOPE	LBT	LUMBERTON	PZD	PECAN
ATL	ATLANTA	FAY	FAYETTEVILLE	LBY	EATON	RDU	RALEIGH/DURHAM
AYS	WAYCROSS	FFT	FRANKFORT	LDK	CRIMSON	RMG	ROME
AZQ	HAZARD	FLM	FALMOUTH	LGC	LAGRANGE	RNL	RAINELLE
BFM	BROOKLEY	FLO	FLORENCE	LIB	LIBERTY	ROA	ROANOKE
BKW	BECKLEY	FTK	FORT KNOX	LOZ	LONDON	RQZ	ROCKET
BLF	BLUEFIELD	GAD	GADSDEN	LSF	LAWSON	RRS	WIREGRASS
BNA	NASHVILLE	GCV	GREENE COUNTY	LVT	LIVINGSTON	SAV	SAVANNAH
BWG	BOWLING GREEN	GEF	GREENVILLE	MAI	MARIANNA	SDZ	SANDHILLS
BZM	BARRETT'S MOUNTAIN	GNV	GATORS	MCN	MACON	SGJ	ST AUGUSTINE
CAE	COLUMBIA	GOJ	GOSNELL	MEI	MERIDIAN	SJI	SEMMES
CBM	CALEDONIA	GPT	GULFPORT	MEM	MEMPHIS	SOT	SNOWBIRD
CCT	CENTRAL CITY	GQO	CHOO CHOO	MGM	MONTGOMERY	SPA	SPARTANBURG
CEW	CRESTVIEW	GRD	GREENWOOD	MHZ	MAGNOLIA	SQS	SIDON
CHS	CHARLESTON	GSO	GREENSBORO	MKL	MC KELLAR	SSI	BRUNSWICK

CKV	CLARKSVILLE	GZG	GLADE SPRING	MMT	MC ENTIRE	SUG	SUGARLOAF MOUNTAIN
CLT	CHARLOTTE	HCH	HINCH MOUNTAIN	MSL	MUSCLE SHOALS	SVN	HUNTER
CNG	CUNNINGHAM	HEY	HANCHEY	MVC	MONROEVILLE	SYI	HELBYVILLE
CRE	GRAND STRAND	HLI	HOLLY SPRINGS	MYS	MYSTIC	SZW	SEMINOLE
CRG	CRAIG	HLL	HANDLE	NUN	SAUFLEY	TAY	TAYLOR
CSG	COLUMBUS	HMV	HOLSTON MOUNTAIN	OCF	OCALA	TDG	TALLADEGA
CTF	CHESTERFIELD	HNB	HUNTINGBURG	ODF	FOOTHILLS	TGE	TUSKEGEE
CTY	CROSS CITY	HRS	HARRIS	ODR	WOODRUM	UXM	ULLAHOMA REGIONAL
DAN	DANVILLE	HVQ	CHARLESTON	OKW	BROOKWOOD	VAN	VANCE
DBN	DUBLIN	HYK	LEXINGTON	OMN	ORMOND BEACH	VNA	VIENNA
DCU	DECATUR	IFM	TIFT MYERS	OTB	TUPELO	VQQ	CECIL
DYR	DYERSBURG	IGB	BIGBEE	OTK	VALDOSTA	VUZ	VULCAN
ECB	NEWCOMBE	IJU	LOUISVILLE	OWB	OWENSBORO	VXV	VOLUNTEER
EDN	ENTERPRISE	IRQ	COLLIERS	OZR	CAIRNS	YRK	YORK

APPENDIX 2. POSITION RELIEF CHECKLIST

STATUS INFORMATION AREA

SECTOR CONFIGURATIONS

SPECIAL USE AIRSPACE

TMU RESTRICTIONS/NOTAMS

NAVAIDS/FREQ'S/VSCS/EDST

NON-RVSM TRANSIT

PENDING RADAR

BACKUP WEATHER/ALTIMETER/PIREP

SIGMETS/AIRPORT COND'S