ATLANTA ARTC CENTER AND CHARLOTTE TOWER LETTER OF AGREEMENT

EFFECTIVE: March 1, 2011

SUBJECT: APPROACH CONTROL SERVICE

1. PURPOSE: To delegate authority and responsibility for approach control services in the airspace described in Annex 1 and to outline interfacility procedures supplemental to the Air Traffic Control Order.

2. CANCELLATION. This LOA cancels Atlanta ARTCC and Charlotte TRACON Letter of Agreement dated prior to the effective date of this document.

3. RESPONSIBILITIES: ARTCC delegates to TRACON authority and responsibility for control of IFR aircraft operations within the delegated airspace described in Annex 1.

4. PROCEDURES: ARTCC and TRACON shall transition arrivals and departures via the ATA's and DTA's depicted in Annex 1. Departures from CLT and satellite airports shall be established on the appropriate departure procedure prior to the ARTCC/TRACON boundary. This procedure shall be utilized for departures with requested altitudes of 11,000 feet and above.

a. CLT Arrivals:

1) The common boundary shall serve as the TCP.

2) ARTCC shall clear turbojet and turboprop arrivals to CLT via the appropriate STAR. Prop arrivals may remain on filed routings. All arrivals shall cross the arrival transition fix (or TCP for prop arrivals not on STAR) in accordance with the following:

(a) Turbojets:

South Ops	
ADENA*/UNARM/JOHNS/SHINE*	X TCP @ 12,000 @ 250kts
MAJIC/SHUDSY*	X TCP @ 13,000 @ 250kts
North Ops	
ADENA*/UNARM/JOHNS/SHINE*	X TCP @ 11,000 @ 250kts
MAJIC/SHUDSY*	X TCP @ 13,000 @ 250kts

NOTE - * denotes RNAV STAR

(b)Turboprop/Prop aircraft shall be handled in accordance with the following:

1. Turboprops through the Shine Sector shall cross 40NM from CLT AOB 7,000.

NOTE- Make sure (if needed) you descend aircraft to 11,000 (GSP) or 13,000 (GSO) and hand off to either GSP/GSO TRACON.

3)ARTCC shall clear arrivals to CLT satellite airports as follows:

(a) Turbojets shall be cleared via the appropriate STAR.

(b) Turboprop/props shall be cleared as filed to cross the TCP AOB 8,000 and at an altitude appropriate for direction of flight.

(c) JQF on the UNARM arrival shall be

(1) NORTH Ops: Turboprops shall cross the common boundary at 9,000.

(2) SOUTH Ops: Turboprops shall cross the common boundary at 11,000.

(d) Arrivals to JQF, VUJ, and RUQ entering the Shine Sector shall be cleared via PEGTE direct and handled as followed:

(1) Turbojets shall cross the common boundary at 7,000;

(2) Turboprops/props shall cross the common boundary at 5,000.

(e). Approach to SVH airport shall be handled as follows:

(1) From south of SVH, CLT shall coordinate with ZTL and be responsible for the arrival.

(2) From North of SVH, ZTL shall coordinate with CLT and be responsible for the arrival.

NOTE – Both facilities will advise when the arrival is no longer a factor (canceled IFR/landed).

4) CLT shall transition arrivals into TRACON airspace prior to the adjacent ARTCC sectors.

5) When notified that holding is required, ARTCC shall clear subsequent arrivals to the appropriate arrival transition fix depicted on Annex 1.

6) The airspace inside the ATA, 11,000-14,000 as depicted on Annex 1, is released to ARTCC in the event of holding OR if TRACON does not accept a handoff by 3 NM from the TCP.

b. Departures:

(1) TRACON shall clear all RNAV equipped turbojet CLT departures via the appropriate RNAV SID. TRACON shall verbally coordinate CLT departures assigned an RNAV SID, but cleared via other routing.

(2) TRACON shall clear turboprop/prop departures operating at or above 11,000 via the appropriate radial/DTA associated with the Hugo DP.

(3) South Operation CHOPN turboprop departures off CLT will be transitioned directly to ZJX.

(4) CLT shall clear departures requesting 15,000 or above to maintain 14,000 and expect filed altitude 10 minutes after departure.

(5) CLTshall clear aircraft requesting 14,000 feet or below, at requested altitude appropriate for direction of flight.

(6) ARTCC only may delete the speed restriction to aircraft assigned a SID. ARTCC is authorized to delete the speed restriction within TRACON airspace.

c. Overflights:

(1) ARTCC shall ensure all overflight traffic is on a published route (airway) at an altitude AOB 8,000 for direction of flight. Aircraft 9,000 and above shall be coordinated.

(2) ARTCC shall clear aircraft landing CAE, airspace via CLT.V37.CAE, descend them to 15,000 feet, and handoff to CLT. CLT shall transition these aircraft to CAE TRACON.

(3) ARTCC shall descend aircraft landing SOP to 15,000' and handoff to CLT. CLT shall transition these aircraft to FAY TRACON.

(4) ARTCC shall descend aircraft landing POB to 15,000' and handoff to CLT TRACON. CLT shall descend these aircraft to 11,000' and handoff to ZDC ARTCC.

(5) ARTCC shall descend prop and turboprop aircraft landing RDU to 15,000' and handoff to CLT. ARTCC shall clear these aircraft via SDZ BUZZY STAR and handoff to CLT. CLT shall transition them into CLT airspace and handoff to ZDC ARTCC.

5. MISCELLANEOUS:

a. TRACON shall provide a minimum of 7NM radar separation, constant or increasing, departures and/or en route aircraft entering ARTCC airspace at or via the same DTA.

b. GSP arrivals shall be descending to 15,000 and handed off to CLT. CLT shall descend to 11,000 (or lower) and handoff to GSP TRACON.

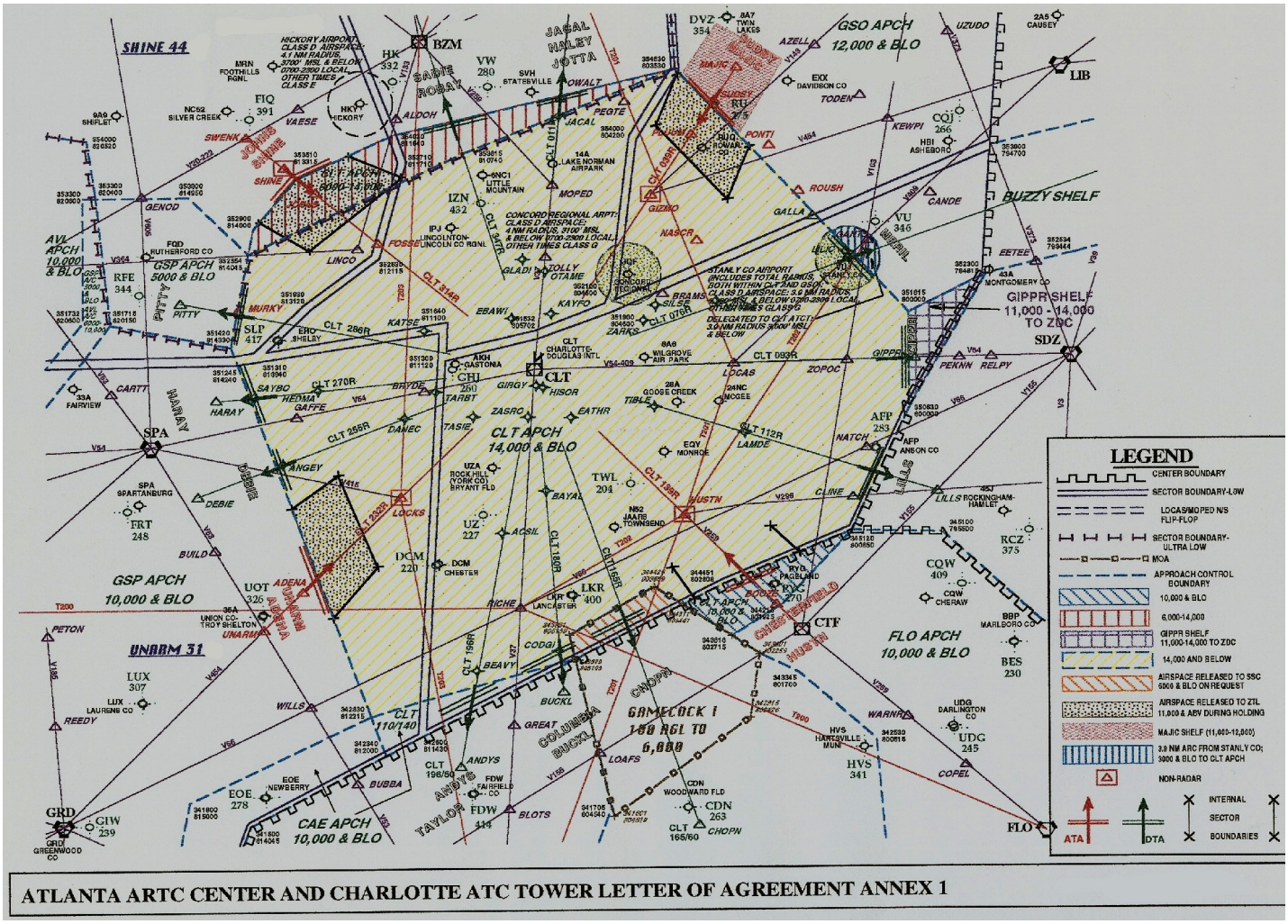
6. ATTATCHMENTS:

a. Annex 1 – ZTL ARTCC / CLT TRACON Airspace

b. Annex 2 – Utilization 3 Miles Increasing to 5 Miles

c. Annex 3 – ZTL/ZJX/ZDC ARTCC Low Sectors

ANNEX 1.



ATLANTA ARTC CENTER AND CHARLOTTE ATC TOWER LETTER OF AGREEMENT ANNEX 1

ANNEX 2. UTILIZATION 3 MILES INCREASING TO 5 MILES

1. BACKGROUND: This Annex contains procedures agreed upon between ZTL ARTCC and CLT TRACON. The procedures are established in order to apply the separation standard of 3 miles increasing to 5 miles or greater when transitioning from terminal to en route control.

2. PROCEDURES:

a. This procedure may be applied to departure aircraft transitioning from TRACON to ARTCC SHINE and UNARM Sector's airspace.

b. When this procedure is applied, the 7 mile radar separation standard established in the ZTL/CLT LOA, is waived.

c. When transitioning from terminal to en route control, 3 miles separation increasing to 5 miles or greater can be used provided:

(1) The aircraft are on diverging routes/courses; and

(2) Separation is constantly increasing and the first center controller will establish 5NM or other appropriate form of separation prior to the aircraft departing the first center sector.

ANNEX 3.