ORDER

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CHG 2

Atlanta Center



Standard Operating Procedures

August 11, 2024

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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TABLE OF REVISIONS

DATE	REVISION	EDITOR/VERSION
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15 JAN 2018	Formatting/Procedural	WA/G
10 NOV 2020	Formatting/Procedural	SO/H
11 AUG 2024	Formatting/Procedural	JK/I

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 anyone controlling Atlanta Center (ZTL) sectors on VATSIM.

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 August 11, 2024.

SECTION 2. EQUIPMENT

1-2-1. AFV TRANSCEIVERS

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

- **Combined areas.** ATL_A#_CTR will provide coverage for the area specified (1-7); e.g. ATL_A2_CTR for Area 2.
- **Combined sectors.** ATL_##_CTR will provide coverage for the sector specified (01-50); e,g, ATL_20_CTR for Sector 2.
- **Manual sector combination.** When various sectors/areas are combined without sufficient transceiver coverage, the controller can add transceiver coverage by typing in a four letter airport ID and "_APP", and then add it to the same frequency. E.g. type "KTYS_APP" with a frequency of 128.725 to add TYS area coverage to ATL_03_CTR.

1-2-2. OPERATIONAL POSITIONS AND ASSOCIATED FREQUENCIES

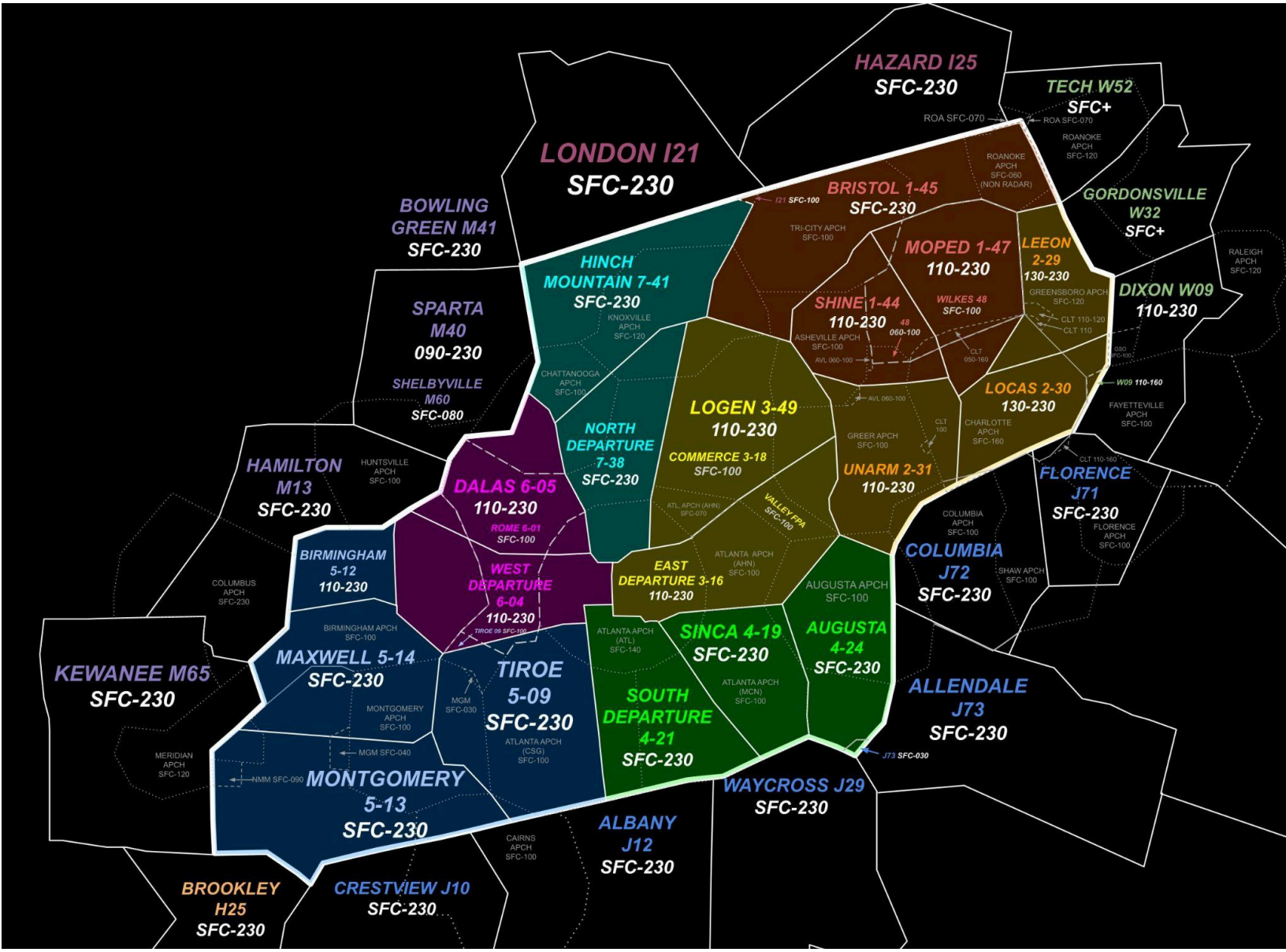
POSITION/STRATUM	FREQUENCY
OPERATIONS DESK	
ZTL TMU	199.997
AREA 1	
WILKES 48 ULTRA LOW	125.15
SHINE 44 LOW	132.62
BRISTOL 45 LOW	127.85
MOPED 47 LOW	134.55
SALEM 42 HIGH	120.72
PULASKI 43 HIGH	**132.97**
AREA 2	
LEEON 29 LOW	128.8
LOCAS 30 LOW	133.15
UNARM 31 LOW	135.35
SPARTANBURG 32 HIGH	**125.62**
CHARLOTTE 33 HIGH	124.42
GEORGIA 34 HIGH	120.42
HIGH ROCK 28 ULTRA HIGH	125.02
AREA 3	
COMMERCE 18 ULTRA LOW	134.8
EAST DEPARTURE 16 LOW	134.2
LOGEN 49 LOW	121.35
LANIER 50 HIGH	**124.37**
BADEN 15 ULTRA HIGH	126.77
AREA 4	
SINCA 19 LOW	123.95
SOUTH DEPARTURE 21 LOW	134.5
AUGUSTA 24 LOW	128.1
DUBLIN 20 HIGH	**126.42**
MACON 22 HIGH	119.37
CLARK HILL 23 ULTRA HIGH	124.32
HAMPTON 27 ULTRA HIGH	125.82

POSITION	FREQUENCY
AREA 5	
TIROE 9 LOW	120.45
BIRMINGHAM 12 LOW	127.3
MONTGOMERY 13 LOW	120.55
MAXWELL 14 LOW	132.25
LaGRANGE 10 HIGH	**125.57**
MONROEVILLE 11 HIGH	128.02
MARTIN LAKE 8 ULTRA HIGH	125.87
AREA 6	
ROME 1 ULTRA LOW	124.5
WEST DEPARTURE 4 LOW	134.95
DALAS 5 LOW	132.05
GADSDEN 3 HIGH	**128.72**
ROCKET 6 HIGH	133.17
GUNTER 2 ULTRA HIGH	126.82
AREA 7	
NORTH DEPARTURE 38 LOW	133.1
HINCH MOUNTAIN 41 LOW	133.6
CROSSVILLE 37 HIGH	**126.67**
BURNE 39 HIGH	125.92
ALLATOONA 36 ULTRA HIGH	124.87
BLUE RIDGE 40 ULTRA HIGH	134.07

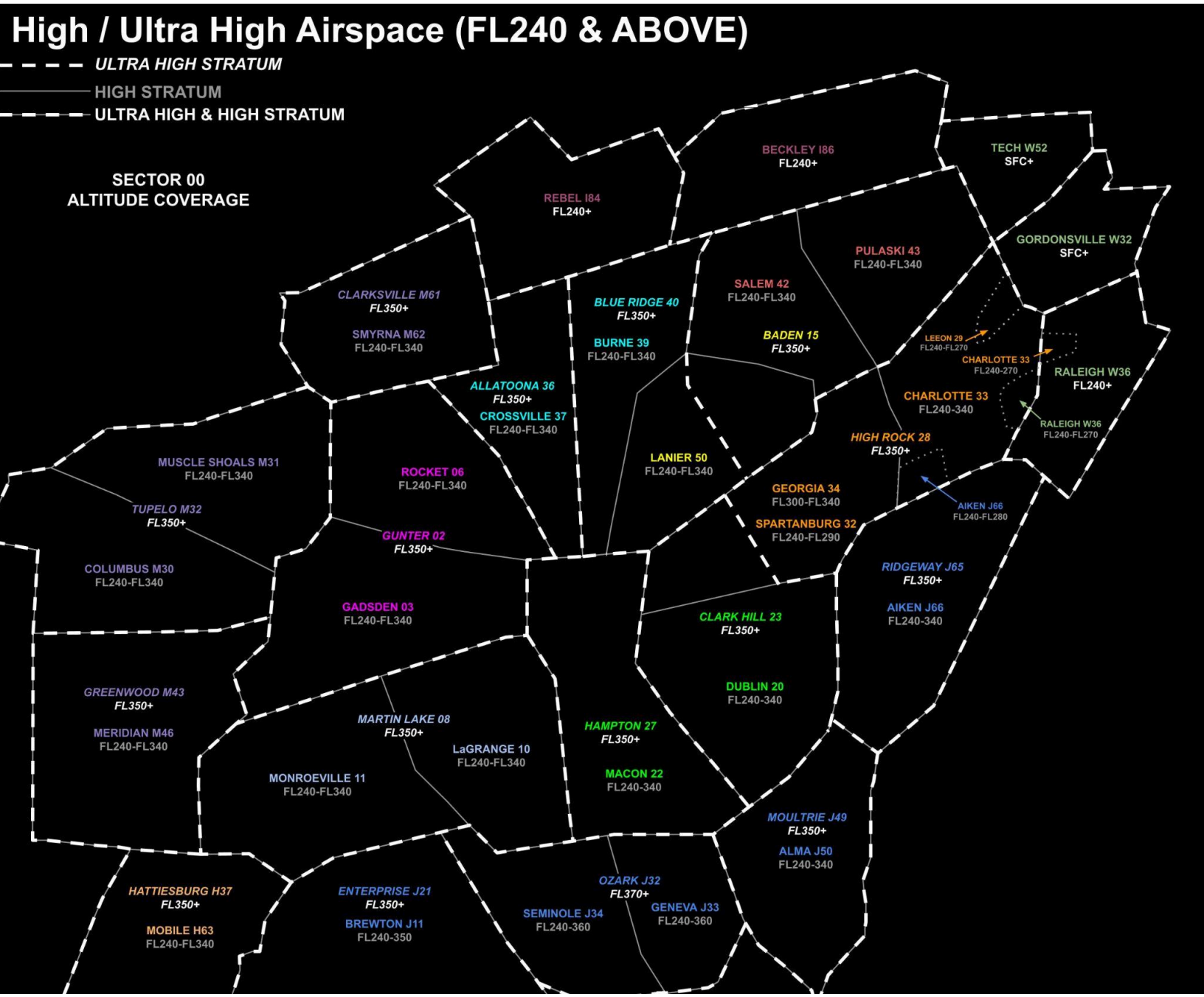
SECTION 3. GENERAL AIRSPACE DELEGATION

High resolution link here.

1-3-1. AIRSPACE AT AND BELOW FLIGHT LEVEL 230



1-3-2. AIRSPACE AT AND ABOVE FLIGHT LEVEL 240



SECTION 4. GENERAL OPERATING PROCEDURES

1-4-1. TERMINAL FACILITY CONSOLIDATION

Terminal approach control airspace, when not staffed, will have their lateral and vertical boundaries consolidated to a single ZTL sector. By default, this consolidations functions as follows. Approach control airspace may be delegated to a different sector depending on traffic and workload.

NOTE *- When A80 releases the Outer sectors (CSG/MCN/AHN) to ZTL, the appropriate low sectors will absorb that airspace underneath their regular boundaries. For example, A80 MCN airspace is absorbed into both South Departure and Sinca sectors.*

TERMINAL FACILITY	ZTL SECTOR
AUGUSTA (AGS)	AUGUSTA 24 LOW
ASHEVILLE (AVL)	SHINE 44 LOW **Note:** *If GSP APCH is open, the part of AVL APCH under UNARM 31 LOW is delegated to GSP.*
BIRMINGHAM (BHM)	BIRMINGHAM 12 LOW
CHATTANOOGA (CHA)	HINCH MOUNTAIN 41 LOW
CHARLOTTE (CLT)	LOCAS 30 LOW
GREENSBORO (GSO)	LEEON 29 LOW
GREER (GSP)	UNARM 31 LOW
MONTGOMERY (MGM)	MONTGOMERY 13 LOW
TRI-CITIES (TRI)	BRISTOL 45 LOW
KNOXVILLE (TYS)	HINCH MOUNTAIN 41 LOW

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 shall monitor the altimeter stations relevant for the traffic worked.
    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 in all ZTL airspace provided the aircraft is at or below FL230. ERAM targets eligible for 3 mile separation will have circular target symbols rather than slashes.

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 are the low sector boundaries between North Departure/West Departure/East Departure/South Departure, 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. APREQ FOR INAPPROPRIATE ALTITUDE FOR DIRECTION OF FLIGHT (IAFDOF)

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

a) The aircraft's assigned altitude is above or below the altitude limits of the receiving sector, or

EXAMPLE *- A low sector hands off an aircraft westbound at FL230 to a high sector.*

b) The aircraft is climbing to an interim altitude which is the highest altitude of either the transferring or receiving sector, or

EXAMPLE *- An ultra high sector hands off an aircraft eastbound at FL340 to another ultra high sector.*

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

EXAMPLE *- A high sector hands off an aircraft eastbound at FL240 to another high sector.*

1-4-7. PRE-ARRANGED COORDINATION AREAS

a) ZTL has various approved pre-arranged coordination areas that permit one sector to control certain aircraft within another controller's airspace for a more efficient traffic flow. These procedures are outlined in the individual sector procedures.

b) Requirements for all uses of pre-arranged coordination:

i) The authorized sector must Quick Look the owning sector to maintain display of the owning sector's data blocks while utilizing the airspace. (The controller need not quick look when they have no traffic utilizing the other sector's airspace.)

ii) The authorized sector must force the full data block of the aircraft transitioning the airspace to the owning sector.

iii) The authorized sector is responsible to provide radar separation, including wake turbulence separation, from all applicable traffic when utilizing this procedure.

iv) If any of the above requirements are not met or at the request of either sector controller, this procedure is canceled and individual coordination is required.

1-4-8. AUTOMATED INFORMATION TRANSFER (AIT)

a. An automated information transfer (AIT) or a "flash through" is a predefined transfer of control from one sector, to a second sector, to a third sector. A flash through eliminates unnecessary frequency changes or point outs when aircraft will only briefly transit the second controller's airspace.

b. Individual AITs are defined in the relevant sector procedures or interfacility letters of agreement, as appropriate. They may only be done when they are defined. Otherwise, a regular handoff or point out is required.

c. Requirements for all AITs:

i. The first sector shall initiate a handoff to the second sector.

ii. The second sector will accept the handoff and handoff to the third sector.

iii. Once the first sector observes that the third sector has accepted the handoff, the first sector shall transfer communications directly to the third sector.

iv. If the second sector requires communication with the aircraft, they will verbally coordinate with the first sector.

v. If the third sector does not take the handoff before the aircraft exits the first sector, the first sector will transfer communications to the second sector.

NOTE *- The first sector can see when the third takes the handoff by referencing the data block.*

1-4-9. ALTITUDE ASSIGNMENTS

a. Except as covered by a LOA or in this SOP, 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.*

EXAMPLE *- An ultra high sector should not handoff an aircraft to another ultra high sector descending to FL330 or below.*

1-4-10. EXCEPTIONS TO USE OF ERAM INTERIM ALTITUDE (QQ)

a. All aircraft must have an interim altitude (QQ) indicating the assigned altitude if they are not assigned their permanent altitude (QZ) to eliminate any ambiguity for the receiving sector.

b. The following handoffs are exempt for aircraft departing the ATL terminal area requesting FL240 or above. In these cases, the aircraft will always be assumed to be climbing to the top of the transferring controller's airspace, even though the datablock indicates a higher altitude.

i. North Departure Low to Crossville High or Burne High (climbing to FL230)

ii. East Departure Low to Spartanburg High or Dublin High (climbing to FL230)

iii. South Departure Low to Macon High (climbing to FL230)

iv. West Departure Low to Gadsden High (climbing to FL230)

v. Gadsden High to Gunter Ultra High (climbing to FL340)

vi. Macon High to Hampton Ultra High (climbing to FL340)

1-4-11. 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.

1-4-12. POSITION RELIEF BRIEFINGS

Conduct a position relief briefing and transfer of position responsibility in accordance with FAAO 7110.65 using the appropriate position relief checklist. When assuming responsibility for the position, the relieving controller shall make a statement to the controller being relieved that position responsibility has been assumed. In addition, the relieved controller must remain logged in for at least two minutes after being relieved from an operational position to heighten awareness and ensure both controllers can exchange all pertinent information.

1-4-13. TRAFFIC MANAGEMENT INITIATIVES

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

1-4-14. 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
Area 1 has no ultra high sectors. Baden ultra high sector 15 (Area 3) overlies the Area 1 high sectors.

2-1-2. AREA SUMMARY FOR HIGH SECTORS
Area 1 from FL240-FL340 is split west/east between Salem 42 and Pulaski 43. These sectors primarily work departures and arrivals from the Charlotte, Knoxville, Tri-Cities, Asheville, Greer, Greensboro, and Roanoke areas. Salem and Pulaski issue a descend via clearance on the CLT STARs into the low sectors.

2-1-3. AREA SUMMARY FOR LOW SECTORS
Shine 44, Bristol 45, and Moped 47 cover Area 1 up to FL230. Shine 44 primarily works conflicting traffic departing/arriving into CLT, TRI, AVL, and GSP. Bristol 45 primarily works departures/arrivals into TYS, TRI, and ROA. Moped 47 primarily works CLT and GSO departures/arrivals. GSO traffic utilizes a flash through procedure between Area 2, Area 1, and GSO Approach.

2-1-4. AREA SUMMARY FOR ULTRA-LOW SECTORS
The area from the surface to 10,000 in between the TRI, AVL, GSP, CLT, GSO, and ROA approach controls is worked by Wilkes Ultra Low. This includes Hickory Regional (HKY), a towered Class D facility, under Wilkes and in close proximity to CLT Approach.

2-1-5. APPLICABLE ALTITUDE RESTRICTIONS
Note - This list is not all inclusive.

Arrival Field	Next Sector	Restriction	Arrival Field	From Area	Restriction
BNA	Area 7	AOB FL300			
CHA	Area 7	AOB FL300			
SOP	Area 2	AOB FL210			
POB	Area 2	AOB FL230			

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 Burne sector** must be released to Salem east of VXV for speed control and turns and:
   (a) *CLT North Operation:* Cross Salem/Burne boundary AOB FL330.
   (b) *CLT South Operation:* Cross Salem/Burne boundary AOB FL290, or lowest available altitude below FL330.
2. **FILPZ descend via from Salem.** Traffic permitting, Salem must issue the descend via clearance to CLT arrivals on the FILPZ STAR. For aircraft issued the descend via clearance, Salem shall enter an appropriate altitude and initiate a hand-off to Shine. Salem shall issue the CLT altimeter with the descend via clearance.
3. **Shine control for CLT/CLT satellite arrivals.** Arrivals to CLT/CLT satellites are released to Shine for turns up to 20 degrees from Salem. 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. **Canceling descend via.** 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. **BNA/HSV terminal area arrivals to Burne** boundary AOB FL300, traffic permitting.

iii. **CHA arrivals** operating on or north of a line from PSK to GQO shall be descended to FL350 and handed off to Salem in sufficient time for the aircraft to cross the Salem/Burne boundary at or below FL300.

iv. **Lanier control for ATL OZZZI/ONDRE arrivals.** 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.

v. **Salem speed control for ATL arrivals.** Salem Sector shall have control for speed adjustment on all ATL arrivals within 20 miles of the Salem boundary from Pulaski.

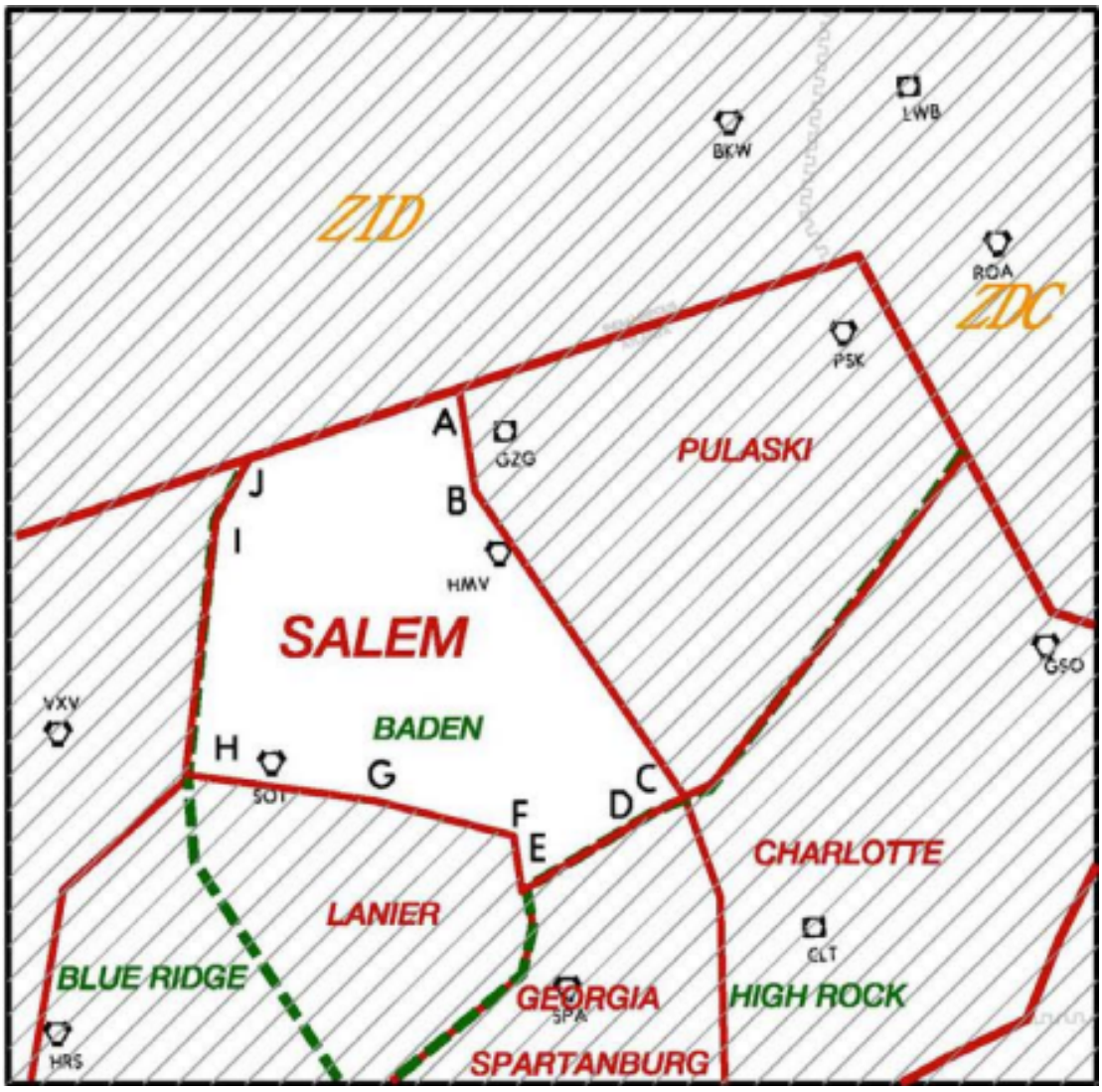
vi. **Bristol PD descent for GSP RCTOR arrivals.** The Bristol Sector may issue a pilot's discretion clearance (this includes crossing restriction clearances) to any aircraft on the GSP RCTOR STAR from FL240 or above without first coordinating with Salem Sector.

b. **Automated Information Transfer (AIT):**

i. Aircraft flying within 15NM of the four-way boundary between Georgia/Spartanburg, Charlotte, Salem, and Pulaski sectors. The aircraft will be flashed through from the first sector the aircraft passes through, to the second it passes through, to the third it passes through.

ii. **AVL, GSP terminal area arrivals, and CLT terminal area turboprop arrivals from Burne** will be assigned FL240 by Burne and flashed through Salem to Bristol Sector.

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 conflictions. Pulaski also provides spacing for traffic arriving at Atlanta airport.

2-3-2. PROCEDURES

a. Arrivals

i. Charlotte Arrivals:

1. **CLT/CLT satellite turbojet arrivals** shall be cleared via the appropriate routings as described in the ZTL/CLT LOA. CLT arrivals from ZID shall be cleared via the PARQR (BTSEY for non-RNAV) STAR and delivered AOB FL300.
2. **PARQR descend via from Pulaski.** Traffic permitting, Pulaski must issue the descend via clearance to CLT arrivals on the PARQR STAR. For aircraft issued the descend via clearance, Pulaski shall enter an appropriate altitude and initiate a hand-off to Moped. Pulaski shall issue the CLT altimeter with the descend via clearance.
3. **Moped control for CLT/CLT satellite arrivals.** Pulaski releases control to Moped Sector for turns up to 20 degrees for aircraft landing CLT/CLT satellites. Moped Sector may issue a pilot's discretion clearance (this includes crossing restriction clearances) from FL240 or above without first coordinating with Pulaski Sector.
4. **Canceling descend via.** 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.

ii. **Salem speed control for ATL arrivals.** Salem Sector shall have control for speed adjustment on all ATL arrivals within 20 miles of the Salem boundary from Pulaski.

b. Automated Information Transfer

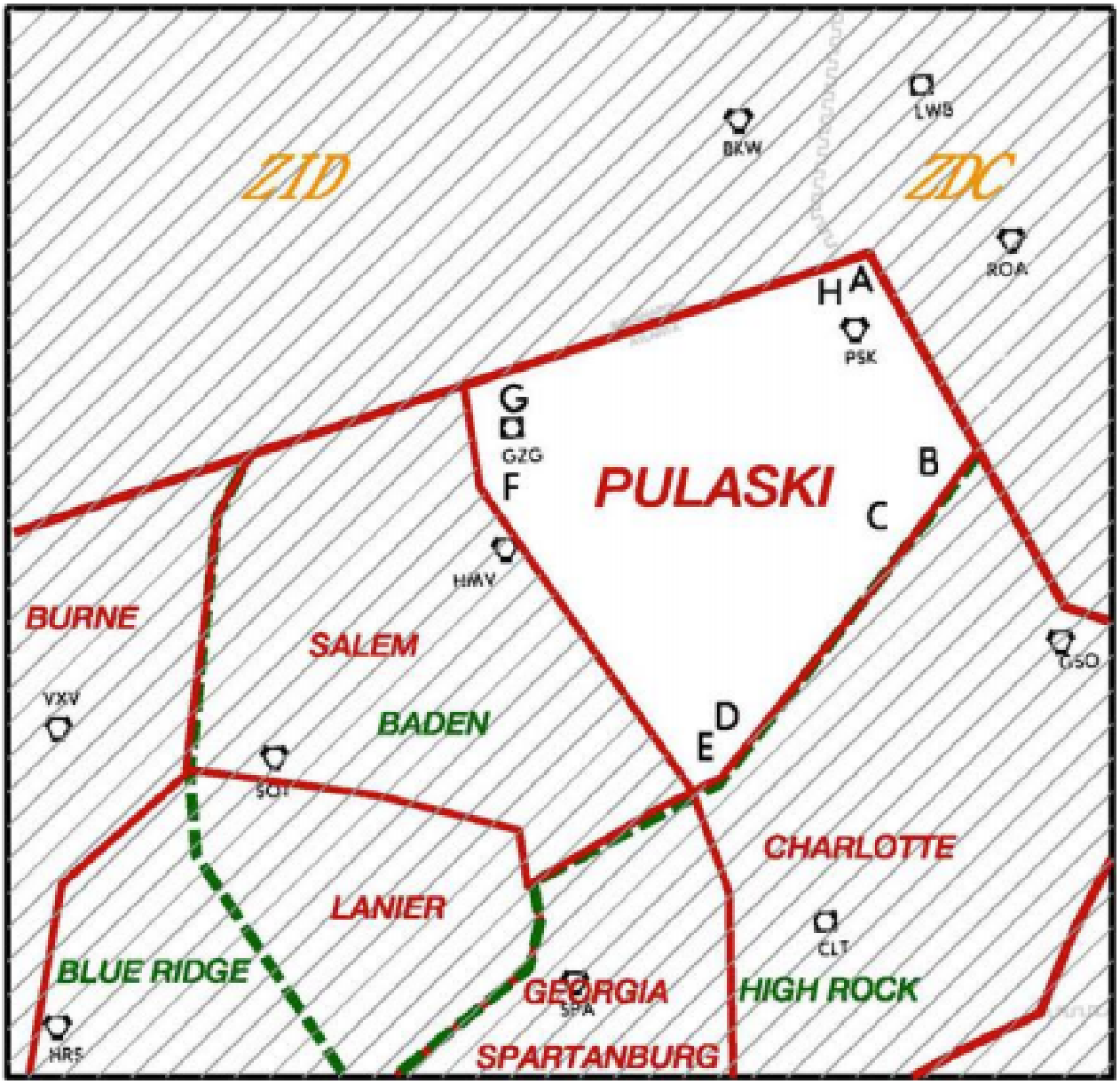
i. Aircraft flying within 15NM of the four-way boundary between Georgia/Spartanburg, Charlotte, Salem, and Pulaski sectors. The aircraft will be flashed through from the first sector the aircraft passes through, to the second it passes through, to the third it passes through.

ii. Aircraft flying between 5 miles west of the Q69 centerline and the ZTL/ZDC boundary from Charlotte Sector will be flashed through Pulaski to ZDC. Aircraft must remain in level flight.

c. Pre-Arranged Coordination:

i. **CLT terminal area departures within Charlotte above Moped.** Pulaski may climb and turn these departures up to 15 degrees sector within the confines of Charlotte Sector over that area above the Moped Sector.

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 Arrivals:

1. **FILPZ descend via from Salem.** Traffic permitting, Salem must issue the descend via clearance to CLT arrivals on the FILPZ STAR. For aircraft issued the descend via clearance, Salem shall enter an appropriate altitude and initiate a hand-off to Shine. Salem shall issue the CLT altimeter with the descend via clearance.
2. **Shine control for CLT/CLT satellite arrivals.** Arrivals to CLT/CLT satellites are released to Shine for turns up to 20 degrees from Salem. 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. **Canceling descend via.** 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.
4. **CLT/CLT satellite turboprop arrivals from Bristol**, above 13,000ft, shall cross the Bristol/Shine boundary at or below 17,000ft descending to 13,000ft. Pilot's discretion descent need not be coordinated.

ii. GSO terminal area arrivals to Moped. Shine shall descend to at least FL210. Arrivals from over SPA are released for right turns to Moped Sector.

iii. HKY/SVH arrivals from Unarm shall be cleared via GENOD direct destination, descended to 11,000ft, and handed off to Shine.

b. Departures

i. GSP area departures from Unarm. Unarm shall climb to 17,000ft or lower and initiate handoff to Shine. GSP area departures are released from Unarm to Shine sector for right turns no farther than a 010 heading and left turns.

ii. **CLT jet departures.** Shine will delete the charted 280KT restriction or coordinate with the next sector.

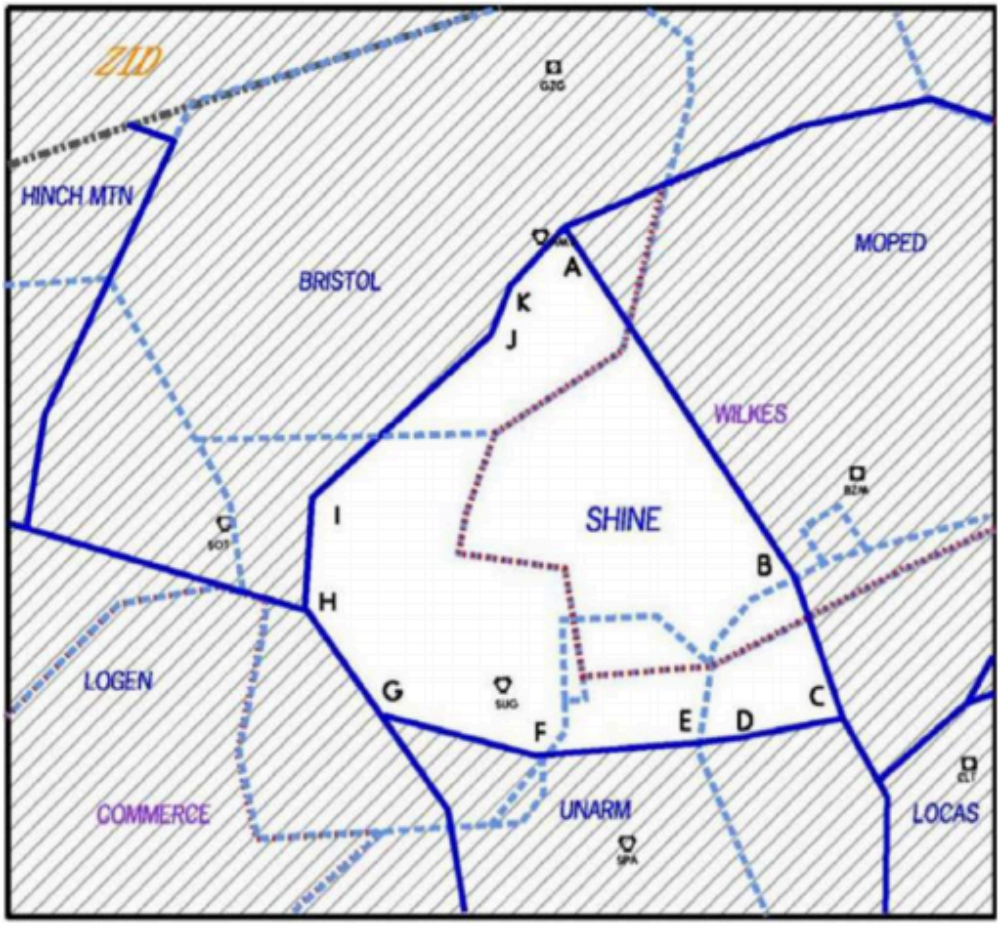
c. Automated Information Transfers

i. GSP terminal area arrivals on the RCTOR STAR. Bristol will clear the aircraft to cross LUVTT at 11,000 and handoff to Shine. Shine will flash through to AVL Approach.

d. Pre-Arranged Coordination:

i. **CLT JOJJO SID departures within Moped over CLT.** Shine may control these aircraft within Moped airspace in that area over CLT Departure/Approach airspace.

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-FL230 for the airspace overlying Ashville ATCT (AVL) and Tri-Cities ATCT (TRI), from 13,000-FL230 for the airspace overlying Knoxville ATCT (TYS), and from 7,000-FL230 for the airspace overlying Roanoke ATCT (ROA)'s nonradar sector. 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.

2-5-2. PROCEDURES

a. Arrivals

i. **CLT/CLT satellite turboprop arrivals to Shine,** above 13,000ft, shall cross the Bristol/Shine boundary at or below 17,000ft descending to 13,000ft. Pilot's discretion descent need not be coordinated.

ii. **ROA arrivals from Moped.** Moped Sector shall descend to 11,000 or lowest available and handoff to Bristol. Bristol has control for right turns.

iii. **TRI arrivals from Logen** shall be descending to 17,000, traffic permitting, or at filed altitude if lower. These aircraft shall be released for turns up to 15 degrees to Bristol.

iv. **Logen control for ATL arrivals.** Aircraft landing ATL within 15NM of the Logen/Bristol boundary are released from Bristol to Logen sector for speed control.

v. **Bristol PD descent for GSP RCTOR arrivals.** The Bristol Sector may issue a pilot's discretion clearance (this includes crossing restriction clearances) to any aircraft on the GSP RCTOR STAR from FL240 or above without first coordinating with Salem Sector.

vi. **GSO terminal area arrivals to Moped.** Bristol sector shall descend to at least FL210.

vii. **SOP/POB arrivals to Leeon** shall cross the Bristol/Leeon boundary AOB FL210 (SOP) or AOB FL230 (POB), traffic permitting.

viii. **Bristol PD descent for GSP RCTOR arrivals.** The Bristol Sector may issue a pilot's discretion clearance (this includes crossing restriction clearances) to any aircraft on the GSP RCTOR STAR from FL240 or above without first coordinating with Salem Sector.

ix. **MKJ arrivals.** Coordinate with ROA Approach nonradar sector.

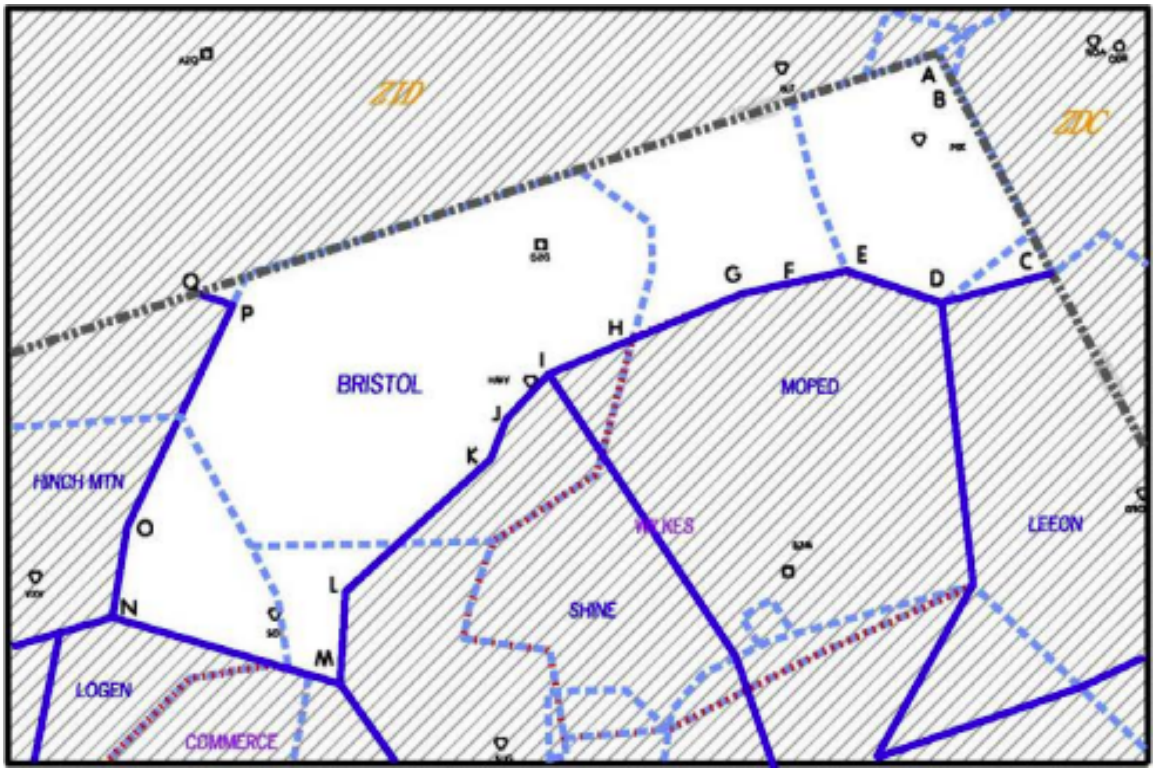
b. Automated Information Transfer:

i. **AVL, GSP terminal area arrivals, and CLT terminal area turboprop arrivals** will be assigned FL240 and flashed through Salem to Bristol Sector.

ii. **GSO terminal arrivals through the SMOKN ATA.** Bristol will issue the appropriate crossing restriction per the ZTL/GSO LOA and handoff to Leeon Sector. Leeon will flash through to GSO Approach.

iii. **GSP terminal area arrivals on the RCTOR STAR from Bristol** will be cleared by Bristol to cross LUVTT at 11,000. Shine will flash through to AVL Approach.

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 FL230 in the airspace overlying Charlotte ATCT (CLT), 11,000 to FL230 over Wilkes (48), 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. Charlotte Arrivals:

1. **PARQR descend via from Pulaski.** Traffic permitting, Pulaski must issue the descend via clearance to CLT arrivals on the PARQR STAR. For aircraft issued the descend via clearance, Pulaski shall enter an appropriate altitude and initiate a hand-off to Moped. Pulaski shall issue the CLT altimeter with the descend via clearance.
2. **Moped control for CLT/CLT satellite arrivals.** Pulaski releases control to Moped Sector for turns up to 20 degrees for aircraft landing CLT/CLT satellites. Moped Sector may issue a pilot's discretion clearance (this includes crossing restriction clearances) from FL240 or above without first coordinating with Pulaski Sector.
3. **Canceling descend via.** 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.

ii. **GSP terminal area arrivals**, operating at 17,000 or above, shall be routed via SPA080 SPA direct destination or via the JUNNR STAR. These aircraft shall cross the OPENS fix (SPA080039 fix) at 17,000 and handed to Charlotte approach control.

iii. **ROA arrivals to Bristol.** Moped shall descend to 11,000 or lowest available and handoff to Bristol Sector. Bristol has control for right turns.

iv. GSO terminal area arrivals.

1. *From Shine/Bristol:* Shine and Bristol Sectors shall descend to at least FL210. Arrivals from Shine over SPA are released for right turns to Moped.
2. *From Spartanburg:* Spartanburg will clear via the appropriate STAR to cross 30NM northeast of SPA at FL240 and handoff to Moped Sector.

v. SOP/POB arrivals to Locas shall cross the Moped/Locas boundary AOB FL210 (SOP) or AOB FL230 (POB), traffic permitting.

b. Departures

i. CLT departures to LYH/CHO via the KRITR gate shall not be turned on course until the aircraft has passed the CLT/ZTL TCP.

ii. CLT jet departures. Moped will delete the charted 280KT restriction or coordinate with the next sector.

iii. Non-RNAV GSO area departures filed north of the BOTTM DTA shall be cleared on course by Leeon Sector.

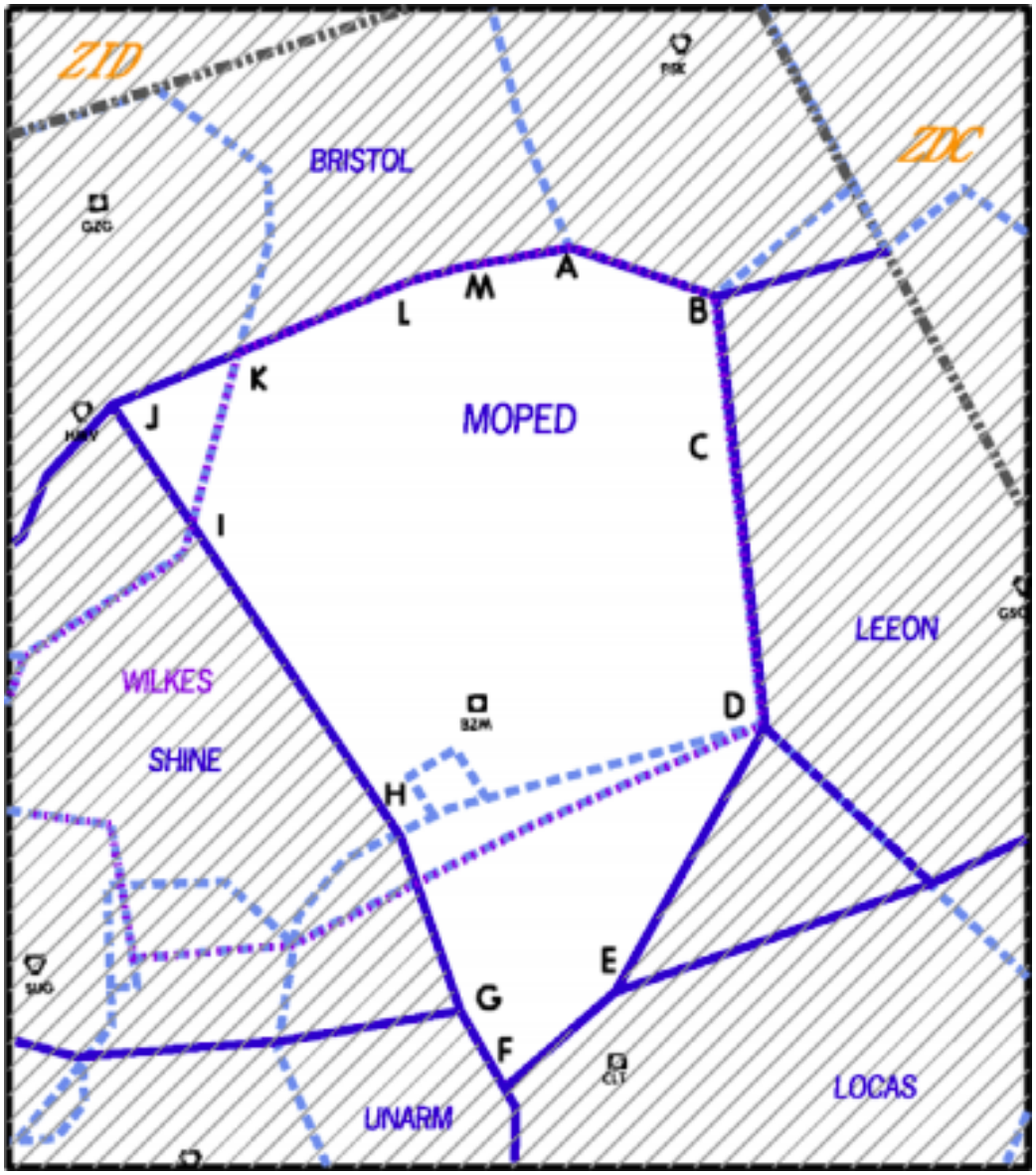
iv. **GSO area departures via the BOTTOM DTA from Leeon** shall be released to Moped for turns on course. *EXCEPTION: GSO turboprops destined the GSP area shall be Moped's control for left turns no farther than a 270 heading.*

v. **HKY/SVH departures to Leeon** shall be assigned a heading to enter Leeon north of the TRAKS fix with heading in the fourth line of the data block. Leeon has control for turns on course.

c. Pre-Arranged Coordination:

i. **CLT JOJJO SID departures within Moped over CLT.** Shine Sector may control these aircraft within Moped airspace in that area over CLT Departure/Approach airspace.

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.

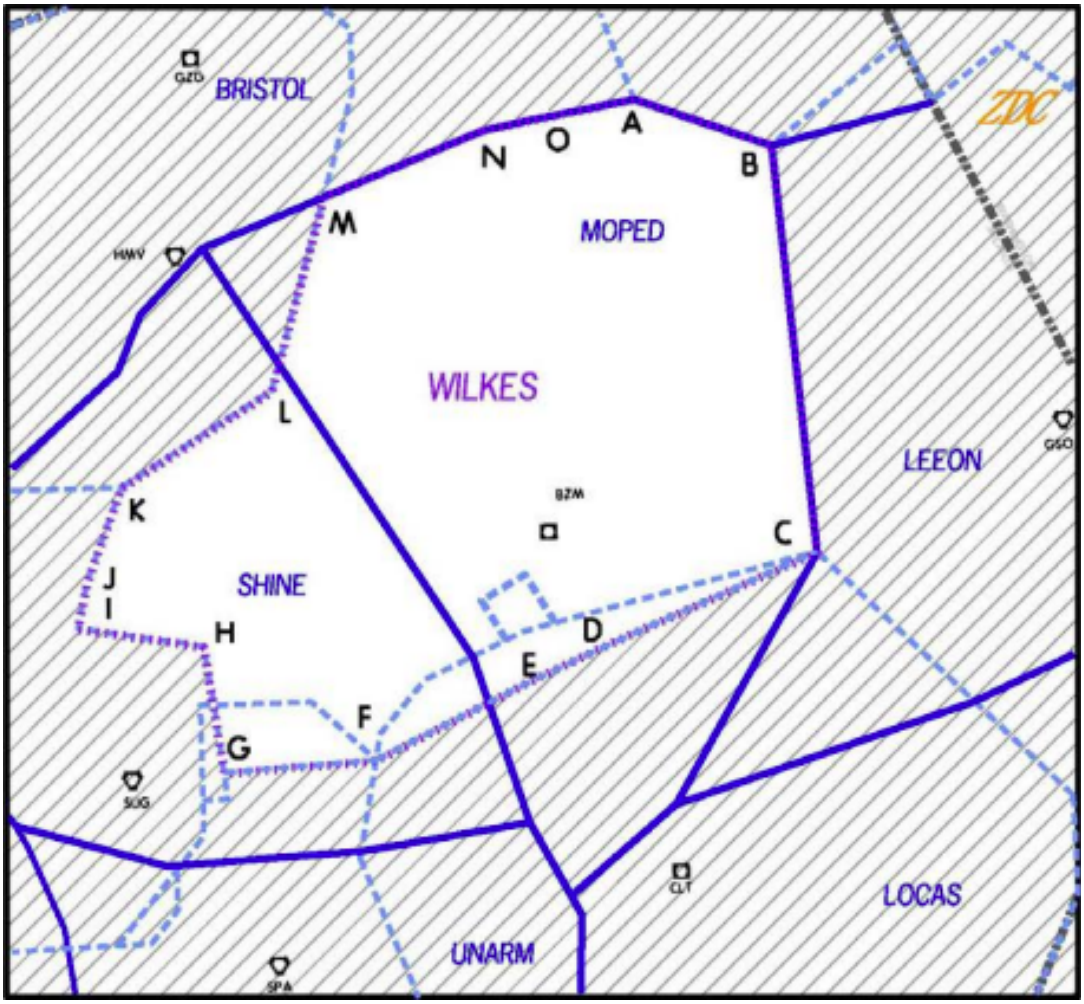
2-7-2. PROCEDURES

d. **Arrivals.**

i. **GSP terminal area arrivals** shall be routed clear of CLT approach control airspace.

ii. Aircraft entering ROA non-radar airspace, 6,000 feet and below, shall be coordinated non-radar prior to entry.

2-7-3. SECTOR MAP



CHAPTER 3. AREA OF SPECIALIZATION 2

SECTION 1. AREA OVERVIEW

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

High Rock 28 is the Area 2 ultra high sector (FL350 and above). When High Rock is not open, Georgia High absorbs the west portion and Charlotte High absorbs the east portion of High Rock. In this configuration, Area 2 is split two ways from FL240 to unlimited. Note that the lateral boundary of the west portion of High Rock is not fully coincident with the Georgia High lateral boundary.

3-1-2. AREA NARRATIVE FOR HIGH SECTORS

The high stratum (FL240-FL340) in Area 2 is split between Georgia 34/Spartanburg 32 and Charlotte 33. Georgia/Spartanburg share lateral airspace and are split between FL300-FL340 and FL240-FL290. ZDC and ZJX own shelves in Charlotte 33 airspace to permit the climb of Charlotte terminal area departures. The Georgia/Spartanburg sectors issue descend via clearances into the low sectors on the CLT STARs.

3-1-3. AREA NARRATIVE FOR LOW SECTORS

The Area 2 low stratum (FL230 and below) primarily services the Columbia, Greer, Charlotte, and Greensboro approach controls. Leeon 29 works Greensboro traffic to/from the west and the Charlotte northeast arrivals from Washington Center. Locas 30 works southbound and eastbound Charlotte departures which are handed off to Jacksonville and Washington Center high sectors. Unarm Sector 31 works the Charlotte arrivals and departures to/from the west, Greer traffic, and Columbia traffic to/from the northwest.

3-1-4. AREA RESTRICTIONS

Note - This list is not all inclusive.

Arrival Field	Next Sector	Restriction	Arrival Field	Next Sector	Restriction
IAD	ZDC	AOB FL330	DCA	AREA 1	AOB FL350
RIC	ZDC	AOB FL290	POB	AREA 1	AOB FL230
ATL	AREA 3	AOB FL340	SOP	AREA 1	AOB FL210

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**

i. **IAD/RIC arrivals.** High Rock will descend aircraft to FL350 and handoff to Charlotte High sector in time for the aircraft to cross the ZTL/ZDC boundary at FL330 (IAD) or FL290 (RIC) per the ZTL/ZDC LOA.

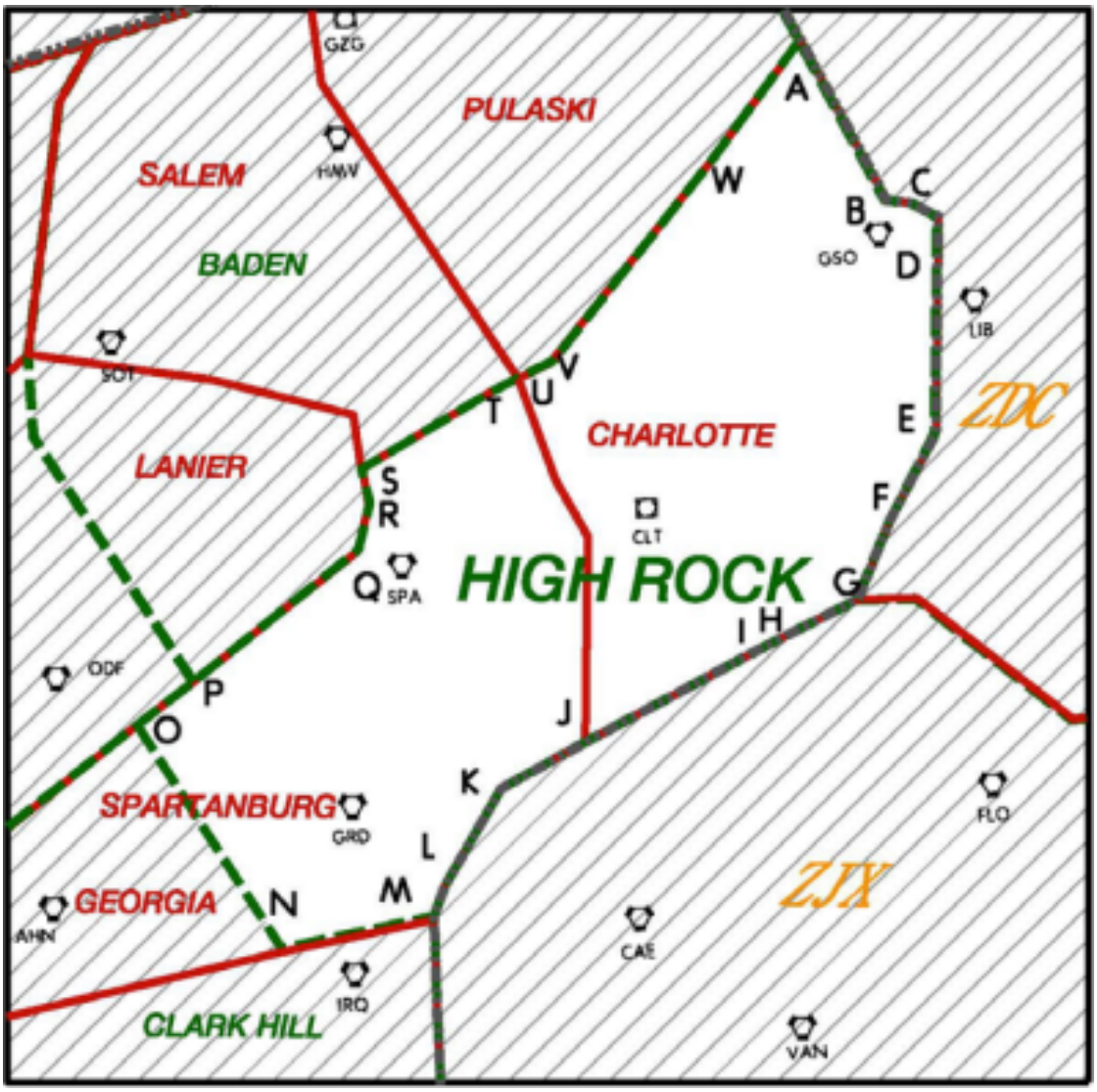
ii. **A80/ATL terminal area arrivals**. High Rock will descend aircraft on the OZZZI/DEHAN STARs to FL350 and initiate a handoff to the Georgia High sector in time to allow the aircraft to cross the Lanier/Georgia High sector boundary AOB 340 (OZZZI) or FL300 (DEHAN).

iii. **TYS arrivals to Georgia sector.** High Rock will descend TYS arrivals to FL350 and handoff to Georgia sector so as to cross the Lanier/High Rock/Georgia common boundary AOB FL300.

b. **Automated Information Transfer:**

i. **Aircraft flying between 5 miles west of the Q69 centerline and the ZTL/ZDC boundary** will be handed off to Baden and flashed through to ZDC. Aircraft must remain in level flight.

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**

i. **SOP/POB arrivals from Bristol** shall cross the Bristol/Leon boundary AOB FL210 (SOP) or AOB FL230 (POB), traffic permitting.

ii. **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.

b. **Departures**

i. **Non-RNAV GSO area departures filed north of the BOTTM DTA** shall be cleared on course by Leeon Sector.

ii. **GSO area departures via the BOTTOM DTA from Leeon** shall be released to Moped for turns on course. *EXCEPTION: GSO turboprops destined the GSP area shall be Moped's control for left turns no farther than a 270 heading.*

iii. **HKY/SVH departures to Leeon** shall be assigned a heading to enter Leeon north of the TRAKS fix with heading in the fourth line of the data block. Leeon has control for turns on course.

c. Additional Procedures

i. **CHSLY Shelf.** Delegated to Leeon Low from Charlotte High between FL240-FL270 to permit ZDC to handoff CLT CHSLY STAR arrivals directly to Leeon. ZDC will issue a descend via clearance/landing direction for the LYH transition and a hard altitude per the LOA on all others.

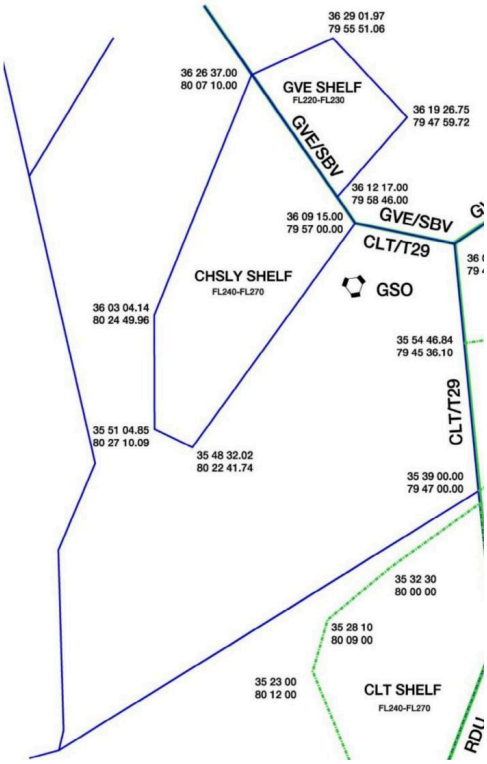
d. **Automated Information Transfers**

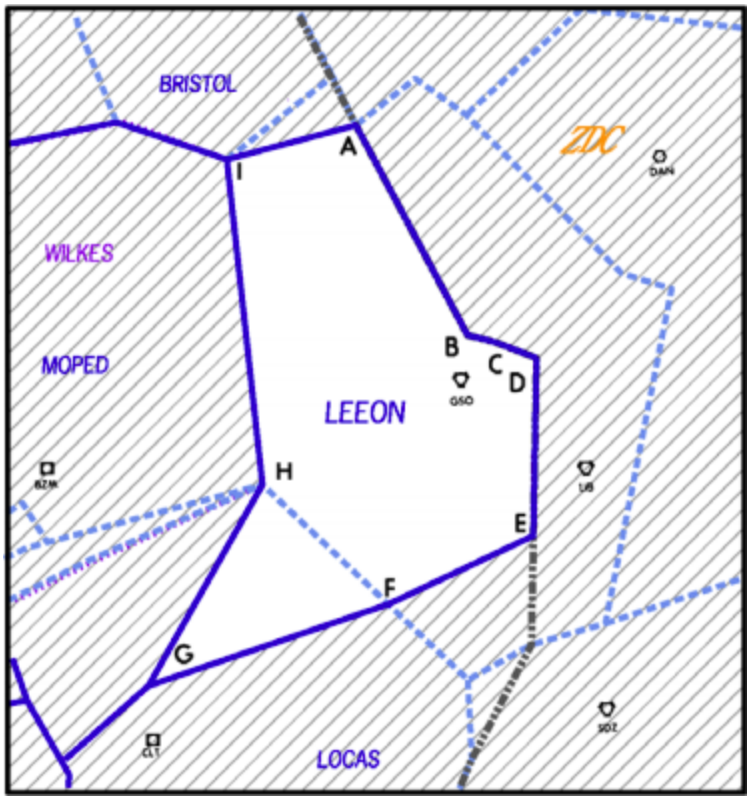
i. **GSO terminal area arrivals through the SMOKN ATN** will be handed off from Bristol Sector assigned the appropriate crossing restriction per the ZTL/GSO LOA. Leeon will flash through to GSO Approach.

ii. **Overflight aircraft through the CHSLY Shelf from Charlotte Sector** will be flashed through Leeon to ZDC.

iii. **GSP terminal arrivals AOA FL240 on the JUNNR STAR from Charlotte Sector.** Leeon will enter an altitude in the data block they can approve (17,000 if able) and flash through to Moped. Charlotte Sector will assign the altitude in the datablock and switch communications to Moped.

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 GIPPR shelf and under the CLT shelf area. Locas provides air traffic service primarily to CLT departures.

3-4-2. PROCEDURES

a. **Arrivals.**

i. **Arrivals to Pope AFB, NC (POB**) shall cross the Moped/Locas boundary at or below FL230, traffic permitting.

ii. **Arrivals to Southern Pines, NC (SOP)** shall cross the Moped/Locas boundary at or below FL210, traffic permitting.

b. **Departures.**

i. **CLT turbojet departures.**

1. **Aircraft on the LILLS SID** shall be climbed to FL190 or requested altitude if lower.
2. **Aircraft on all other SIDs** shall be climbed to FL230 or requested altitude if lower.

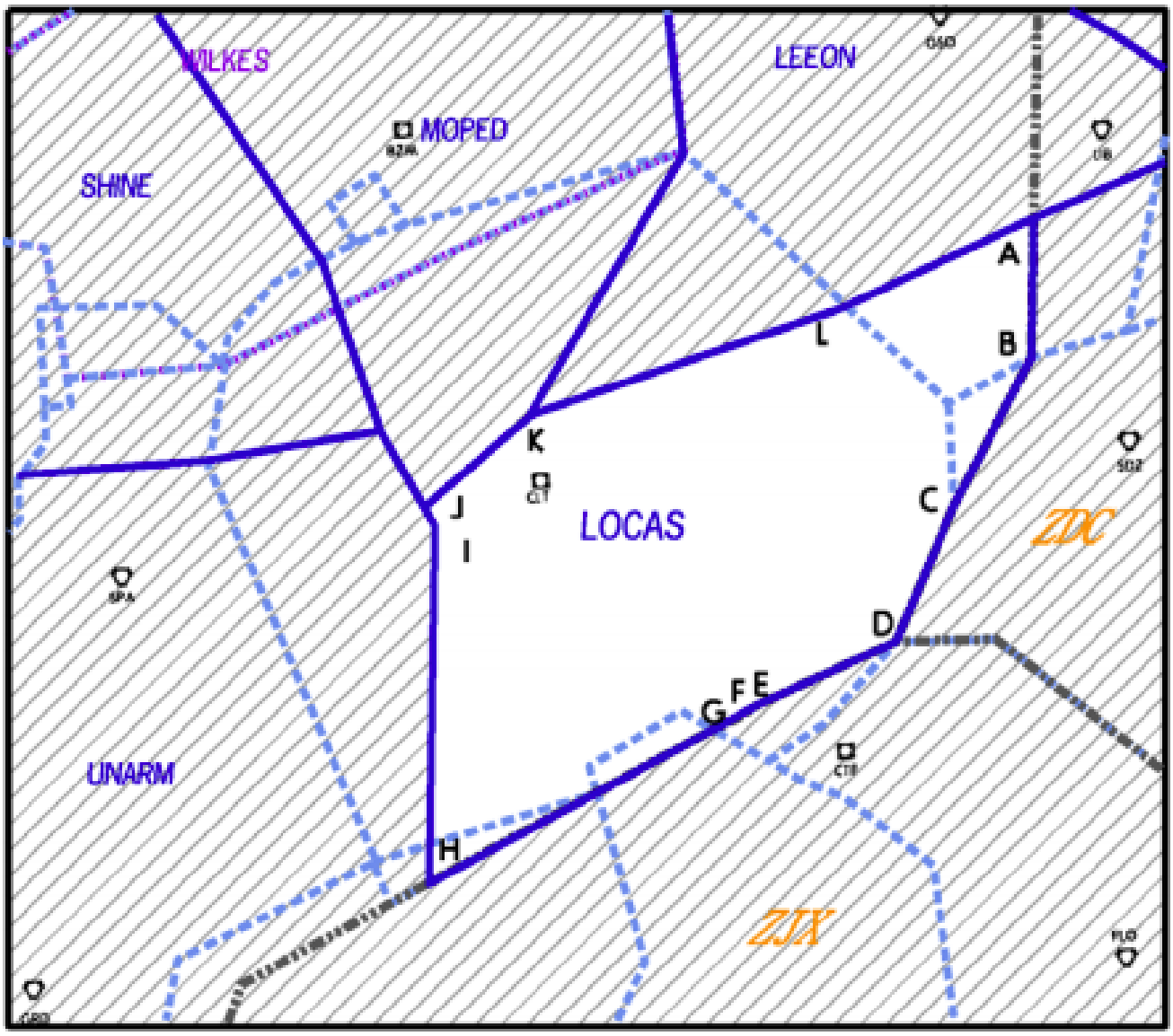
NOTE *- Locas sector will normally <u>not</u> delete the charted 280KT speed restriction. The next ZDC/ZJX sector will normally do so.*

c. **Automated Information Transfers**

i. **GSP BIMMR SID departures from Unarm** will be assigned FL230 by Unarm and flashed through Locas to Charlotte Sector.

3-4-3. SECTOR MAP

i



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/SVH arrivals.

i. *To Shine Sector:* shall be cleared via GENOD direct destination, descended to 11,000, and handed off to Shine.

ii. *To CLT Approach:* UNARM direct CLT direct destination, descended to 17,000, and handed off to CLT Approach.

2. **AGS terminal area arrivals** shall be cleared via direct IRQ direct destination airport and descended to cross 15NM north of IRQ at 11,000.

3. CLT terminal area arrivals.

i. **CLT terminal area prop/turboprop arrivals from Augusta and East Departure sectors** shall be issued a restriction to cross GRD at 11,000 and handed off to Unarm. At or north of Q54, control is released to Unarm for speed control and turns up to 30 degrees to CHPTR/DEBBT.

ii. CLT JONZE/BANKR descend via from Spartanburg. Spartanburg must issue the descend via clearance on aircraft on the JONZE and BANKR STARs. For aircraft issued the descend via clearance, Spartanburg shall enter the appropriate altitude and handoff to Unarm. Spartanburg shall issue the CLT altimeter with the descend via.

iii. **PD descent from Unarm in Spartanburg airspace.** 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 inside of Spartanburg sector airspace.

iv. Canceling descend via. Either Unarm or Spartanburg may choose to suspend descend via operations. For aircraft not descending via, Spartanburg shall descend aircraft to FL240 and handoff to Unarm.

4. **GSP terminal area arrivals from Augusta.** Augusta Sector 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. **KATL arrivals to Logen.** Aircraft within 15 miles of the Logen/Unarm boundary landing KATL are released to Logen sector for speed control without back coordination.

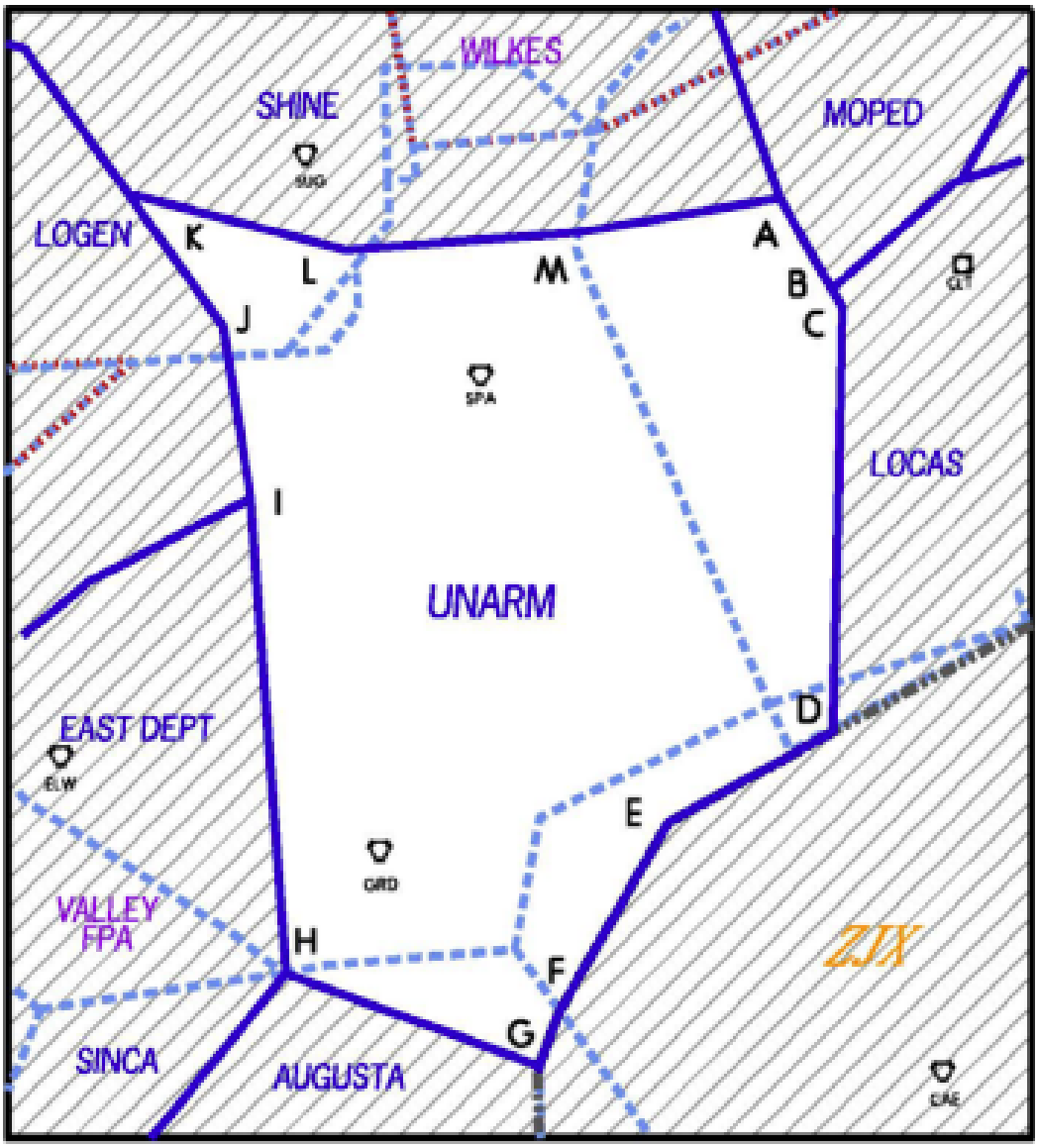
b. Departures.

1. **GSP area departures to Shine.** Unarm shall climb to 17,000ft or lower and initiate handoff to Shine. GSP area departures are released from Unarm to Shine sector for right turns no farther than a 010 heading and left turns.
2. **All CLT turbojet departures** shall be climbed to FL230, or requested altitude if lower. Unarm will delete the charted 280KT restriction or coordinate with the next sector.

c. Automated Information Transfers:

1. **Slow-climbing northwestbound CLT departures** may be handed off to Logen. Such aircraft will be flashed through to Lanier Sector.
2. **CLT terminal area departures climbing over IPTAY** shall be assigned FL230, traffic permitting, and handed off to East Departure. East Departure will flash through to Spartanburg.
3. **GSP BIMMR SID departures to Locas** will be assigned FL230 and handed off to Locas. Locas will flash through to Charlotte Sector.
4. **AGS terminal area arrivals to Augusta Sector** will be handed off to Augusta Sector assigned 11,000. Augusta Sector will flash through to AGS Approach.

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. **Athens West Area.** The Athens West Area is a portion of airspace from FL240-FL290 delegated to Spartanburg from Macon Sector when ATL is on a west operation, depicted on the HIGH WEST map, to allow eastbound departures an uninterrupted climb.

b. Arrivals.

1. GSO terminal area arrivals. Spartanburg will clear via the appropriate STAR to cross 30NM northeast of SPA at FL240 and handoff to Moped Sector.

2. CAE terminal arrivals (CAE/CUB/CDN) from Lanier. Spartanburg should descend these aircraft for handoff or point out to Unarm or Augusta sector to comply with ZTL/ZJX LOA.

i. J99 and east: Shall cross Lanier/Spartanburg boundary AOB FL250.

ii. West of J99: Shall cross Lanier/Spartanburg boundary AOB FL290.

3. GSO/INT arrivals from Lanier, south of a GSO-GQO line, shall cross the Lanier/Spartanburg boundary AOB FL290.

4. **AGS terminal are arrivals AOA FL250 from Lanier** shall cross the Lanier/Spartanburg boundary at FL250.

5. CLT terminal area arrivals to Unarm.

i. CLT JONZE/BANKR descend via from Spartanburg. Spartanburg must issue the descend via clearance on aircraft on the JONZE and BANKR STARs. For aircraft issued the descend via clearance, Spartanburg shall enter the appropriate altitude and handoff to Unarm. Spartanburg shall issue the CLT altimeter with the descend via.

ii. **PD descent from Unarm in Spartanburg airspace.** 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 inside of Spartanburg airspace.

iii. Canceling descend via. Either Unarm or Spartanburg may choose to suspend descend via operations. For aircraft not descending via, Spartanburg shall descend aircraft to FL240 and handoff to Unarm.

6. CLT terminal area arrivals from Dublin.

i. BANKR aircraft shall cross PONZE AOB FL270. Spartanburg has control to issue the descend via for aircraft inside Dublin airspace assigned FL270. Otherwise, Spartanburg has control for descent at/north of PONZE.

ii. CHPTR aircraft shall cross the Spartanburg/Dublin boundary AOB FL270. Spartanburg has control for descent at/north of PONZE.

iii. Dublin shall normally ensure at least 5 miles in trail between CHPTR/BANKR arrivals as one.

7. GSP arrivals from Macon. Arrivals shall cross Macon/Spartanburg boundary AOB FL270.

8. AVL arrivals AOA FL250 from Dublin. Dublin sector shall cross 95NM S of KAVL airport AOB FL240.

9. ATL arrivals to Lanier. Spartanburg releases speed control to Lanier sector within 15NM of the boundary.

c. Automated Information Transfers.

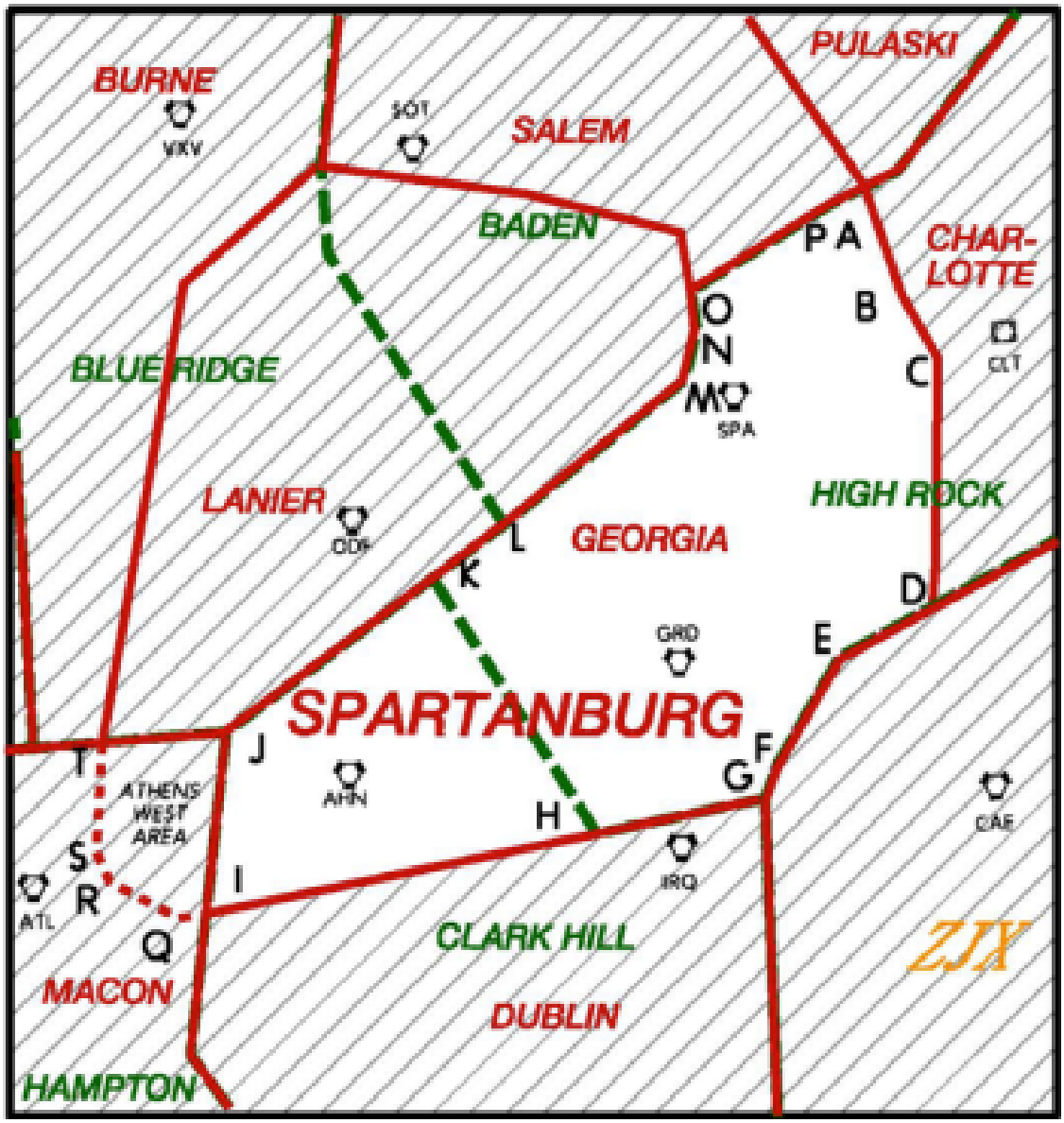
1. **En route aircraft routed THRSR-IRQ/IRQ-THRSR, or south of said course.**

i. Westbound from Dublin Sector. Spartanburg will flash through to Macon Sector.

ii. Eastbound from Macon Sector. Spartanburg will flash through to Dublin Sector.

2. **Aircraft flying within 15NM of the four-way boundary between Spartanburg, Charlotte, Salem, and Pulaski sectors.** The aircraft will be flashed through from the first sector the aircraft passes through, to the second it passes through, to the third it passes through.

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. **IAD/RIC arrivals from High Rock.** High Rock Ultra-High will descend aircraft to FL350 and handoff to Charlotte in time for the aircraft to cross the ZTL/ZDC boundary at FL330 (IAD) or FL290 (RIC) per the ZTL/ZDC LOA.
2. **GSP terminal area turboprop/turbojet arrivals** shall be routed via the JUNNR STAR or placed on a heading to intercept the SPA080 radial prior to the Leeon/Moped low sector boundary. These aircraft will be descended to the altitude approved by Leeon Low and handed off to Moped Low in accordance with the Automated Information Transfer procedure below.

b. Pre-arranged Coordination

1. **CLT terminal area departures within Charlotte above Moped.** Pulaski Sector may climb and turn these departures up to 15 degrees within the confines of Charlotte over that area above the Moped Sector.

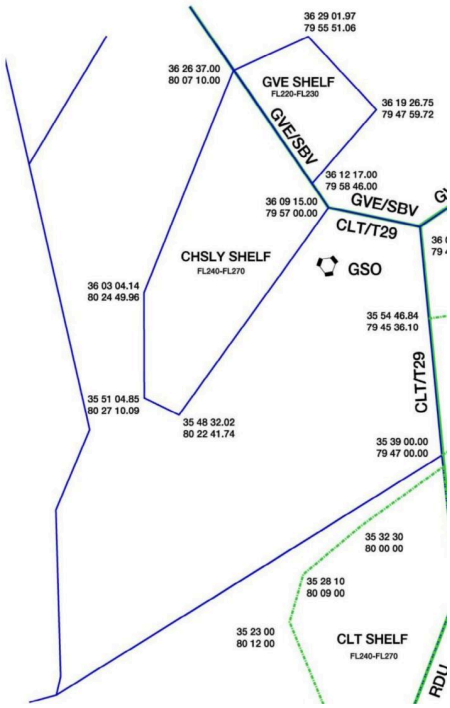
c. Additional Procedures.

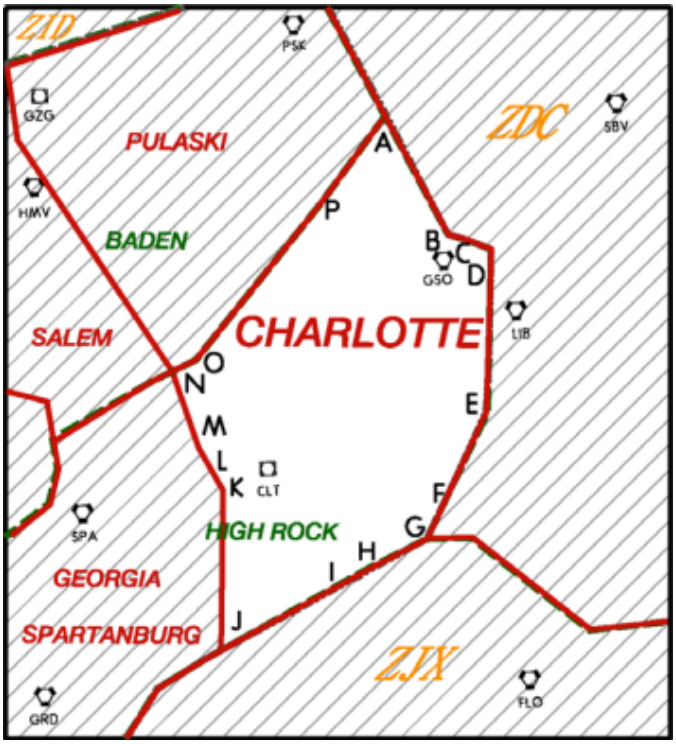
1. **CHSLY Shelf.** Delegated to Leeon Low from Charlotte High between FL240-FL270 to permit ZDC to handoff CLT CHSLY STAR arrivals directly to Leeon.

d. Automated Information Transfers

1. **Aircraft flying within 15NM of the four-way boundary between Georgia/Spartanburg, Charlotte, Salem, and Pulaski sectors.** The aircraft will be flashed through from the first sector the aircraft passes through, to the second it passes through, to the third it passes through.
2. **Aircraft flying between 5 miles west of the Q69 centerline and the ZTL/ZDC boundary** will be handed off to Pulaski and flashed through to ZDC. Aircraft must remain at level flight.
3. **GSP BIMMR SID departures from Locas** will be assigned FL230 by Unarm and flashed through Locas to Charlotte Sector.
4. **Overflight aircraft through the CHSLY Shelf** will be handed off to Leeon. Leeon will flashed through to ZDC.
5. **GSP terminal arrivals AOA FL240 on the JUNNR STAR** will be handed off to Leeon. Leeon will enter an altitude in the data block they can approve (17,000 if able) and flash through to Moped. Charlotte will assign the altitude in the datablock and switch communications to Moped.

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. Airspace

1. Athens West Area. The Athens West Area is a portion of airspace from FL240-FL290 delegated to Spartanburg from Macon Sector when ATL is on a west operation, depicted on the HIGH WEST map, to allow eastbound departures an uninterrupted climb.

b. Arrivals

1. A80/ATL terminal area arrivals to Lanier. KATL arrivals on the OZZZI STAR shall cross the Lanier/Georgia/Spartanburg boundary AOB FL340; Lanier has control for speed within 15NM. Satellite arrivals via the DEHAN STAR shall cross the boundary AOB FL300. High Rock Sector will descend arrivals to FL350 and hand off to Georgia in sufficient time to make the restriction.

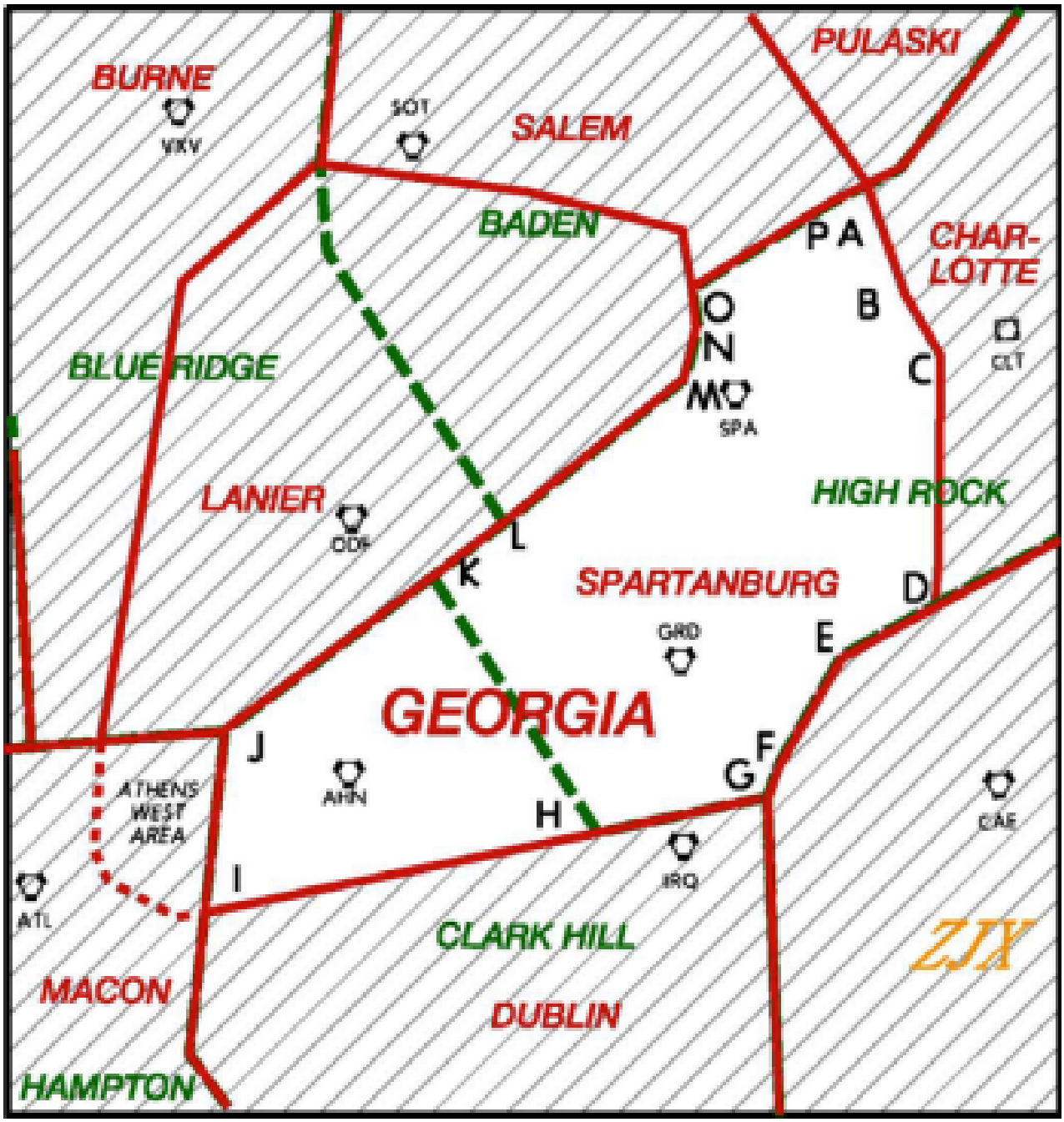
2. **TYS arrivals to Lanier.** TYS arrivals to the Lanier Sector shall cross the Lanier/Georgia/Spartanburg boundary AOB FL300. High Rock/Clark Hill sectors will descend TYS arrivals to FL350 and handoff to Georgia sector in sufficient time to make the restriction.

3. GSO terminal area arrivals. Georgia will descend to FL300 and handoff to Spartanburg Sector in sufficient time to cross 30NM northeast of SPA at FL240.

c. Automated Information Transfers

1. **En route aircraft routed THRSR-IRQ/IRQ-THRSR, or south of said course.**
   - **i. Westbound from Dublin Sector.** Georgia will flash through to Macon Sector.
   - **ii. Eastbound from Macon Sector.** Georgia will flash through to Dublin Sector.
2. **Aircraft flying within 15NM of the four-way boundary between Georgia, Charlotte, Salem, and Pulaski sectors.** The aircraft will be flashed through from the first sector the aircraft passes through, to the second it passes through, to the third it passes through.

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 which overlies both Area 1 high sectors and part of the Area 3 Lanier high sector. See "Baden Sector 15".

4-1-2. AREA NARRATIVE FOR HIGH SECTORS
This area has one high sector. See "Lanier Sector 50".

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. Greer Approach (GSP) traffic also flows through the area.

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

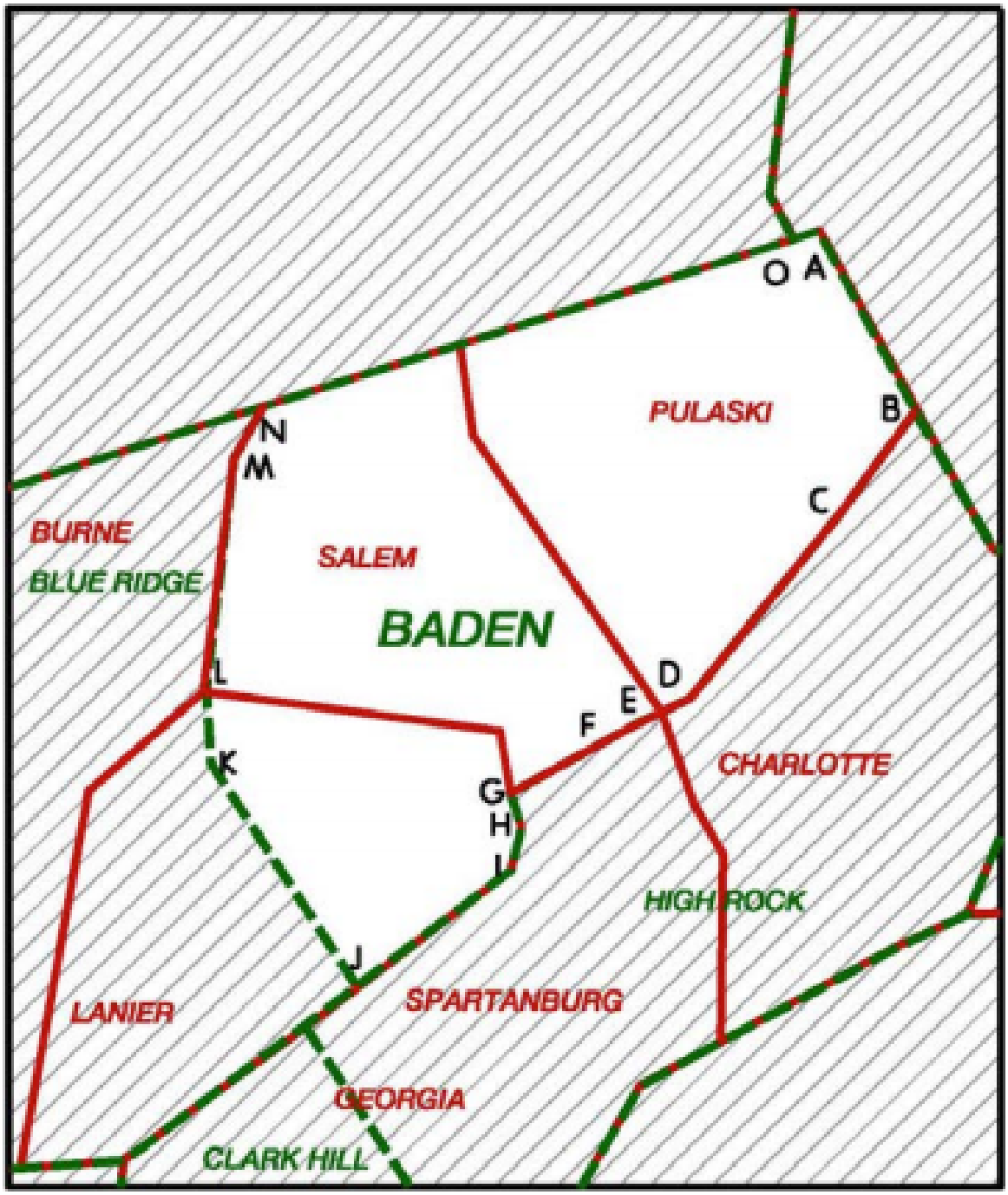
a. Arrivals

1. **ATL arrivals to Lanier.** Lanier Sector shall have control for turns up to 15 degrees and speed control for all ATL arrivals within 15NM of the Lanier/Baden boundary.
2. **CHA arrivals**, on or north of a line from PSK-GQO, shall be descended to FL350 and handed off to Salem Sector in sufficient time to cross the Salem/Burne boundary AOB FL300.
3. **BNA terminal arrivals** shall be descended to FL350 and handed off to the Lanier Sector or Salem Sector in sufficient time to cross the Burne boundary AOB FL300.

b. Automated Information Transfers

1. **GSO arrivals from Blue Ridge** will be handed off to Baden assigned FL350 by Blue Ridge. Baden will flash through to Salem Sector.
2. **Aircraft flying between 5 miles west of the Q69 centerline and the ZTL/ZDC boundary from High Rock** will be flashed through Baden to ZDC. Aircraft must remain level.

4-2-4. 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. Airspace

1. **Athens West Area.** The Athens West Area is a portion of airspace from FL240-FL290 delegated to Spartanburg from Macon Sector when ATL is on a west operation, depicted on the HIGH WEST map, to allow eastbound departures an uninterrupted climb.

b. Arrivals

1. **CLT terminal area prop/turboprop arrivals** shall be issued a restriction to cross GRD at 11,000 and handed off to Unarm Sector. At or north of Q54, control is released to Unarm for speed control and turns up to 30 degrees to CHPTR/DEBBT.
2. **SAV/CHS/JZI/AGS/DNL/HQU/HXD/AIK arrivals**. East Departure releases control to Augusta Sector for right turns. Augusta shall point out to Sinca Sector.

c. ATL terminal area departures.

1. **Landing CHS/JZI/SAV/HXD/CAE**, requesting AOA FL230, shall be assigned FL230 as their final altitude.

2. **A80 departures that will next enter Sinca Sector** shall be assigned a heading to remain clear of Sinca and handed off to Sinca. East Departure releases control for turns to the south. Sinca shall be responsible for point outs to Augusta Sector.

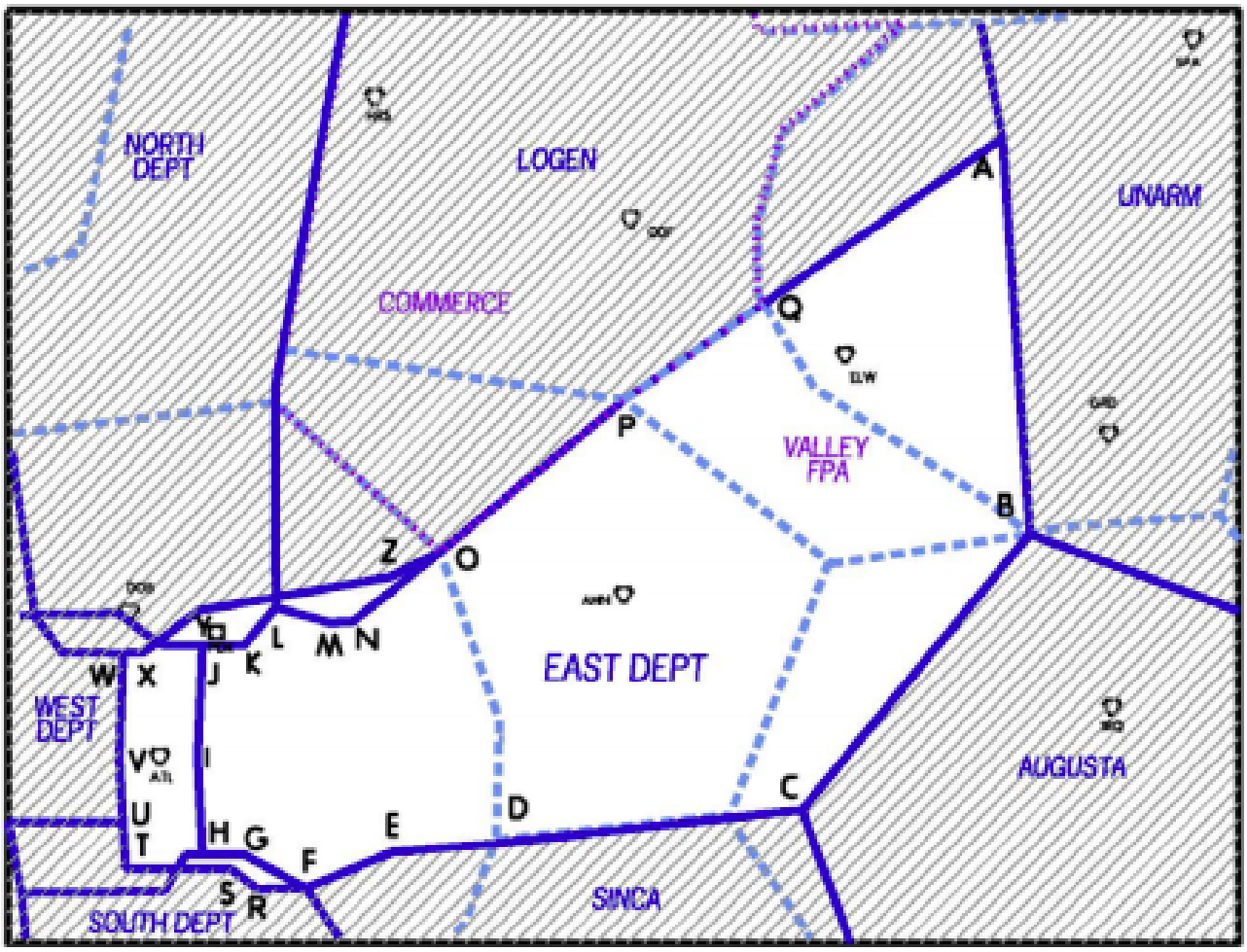
d. Pre-Arranged Coordination

1. **ATL SMLTZ/VRSTY SID departures.** South Departure is authorized to control ATL departures on the SMLTZ and VRSTY SIDs within the confines of East Departure.

e. Automated Information Transfers

1. **ATL GAIRY SID departures overflying IRQ requesting AOA FL240**. East Departure may handoff to Augusta Low climbinging to FL230 if the aircraft will reasonably enter Augusta's airspace. Augusta will flash through to Dublin Sector.
2. **CLT terminal area departures climbing over IPTAY from Unarm** shall be assigned FL230. East Departure will flash through to Spartanburg.
3. **AGS terminal area arrivals.** East Departure will descend to 11,000 and handoff to Augusta Sector. Augusta Sector will flash through to AGS Approach.

4-3-3. SECTOR MAP



SECTION 4. COMMERCE SECTOR 18

4-4-1. SECTOR NARRATIVE

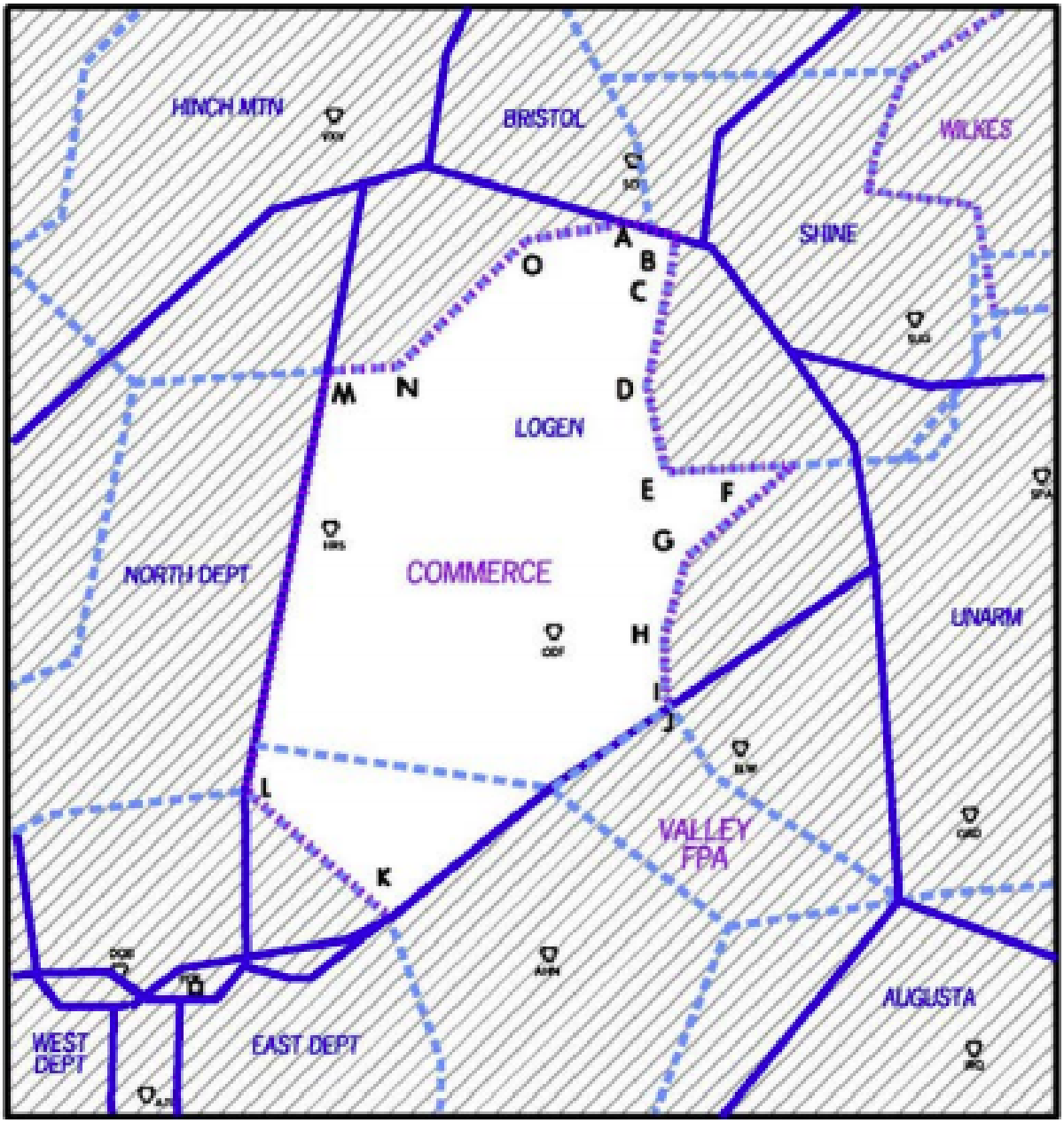
The Commerce Sector is an ultra-low sector with altitude limits from 8,000 to 10,000 for the airspace overlying the A80-Gainesville Shelf (that area where A80 owns surface to 7,000), and the surface to 10,000 feet over the remaining airspace. The sector primarily controls general aviation aircraft entering 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 conflictions and mountainous terrain increases sector complexity.

4-4-2. PROCEDURES

a. GVL/AJR arrivals from North Departure Sector.

1. *GVL arrivals south of V415 from North Departure Sector* shall be routed via EUGNE..GVL and handed off to A80 at 7,000 feet.
2. *GVL arrivals 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. *AJR arrivals crossing the Commerce/North Departure boundary south of V54:* cross boundary AOB 7,000.

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. ATL terminal area arrivals:

i. **From Lanier.** Aircraft from Lanier Sector to Logen may remain in Lanier airspace after communication transfer without coordination.

ii. **Speed control from Unarm or Bristol.** Aircraft landing KATL are released to Logen for speed control from Unarm and Bristol Sector within 15NM of their respective boundary.

2. **TRI arrivals to Bristol** shall be descending to 17,000, traffic permitting, or at filed altitude if lower. These aircraft shall be released for turns up to 15 degrees to Bristol.

3. GSP terminal area arrivals from Area 7 will cross the Logen boundary AOB FL210.

4. GVL/AJR arrivals, crossing the Logen/North Departure boundary on or north of V54 AOA 13,000, shall cross the boundary assigned 13,000 and handed off to Logen. Logen has control for turns to the east.

5. CHA arrivals to North Departure, north of ODF, shall enter North Departure AOB FL180. Such aircraft from Lanier Sector shall be descended to FL240 and handed off to Logen in sufficient time to meet the restriction.

6. WDR/AHN/JCA arrivals from North Departure, south of HRS, shall enter Logen AOB FL230 assigned 11,000.

b. **ATL terminal area departures from North Departure to Logen:**

1. **KATL non-RNAV/Satellite departures requesting 11,000-FL230** shall be assigned a heading to remain clear of Logen airspace and handed off to Logen. After Logen accepts the handoff, North Departure shall clear the aircraft direct HRS and transfer communications. Logen has control for additional turns to the east. I fLogen has not accepted the handoff prior to crossing V54, verbal coordination is required by North Departure.

2. KATL RNAV departures requesting 11,000-FL230 shall be routed via the SMKEY SID, direct HUCHH, flight plan route. Logen has control for turns to the east.

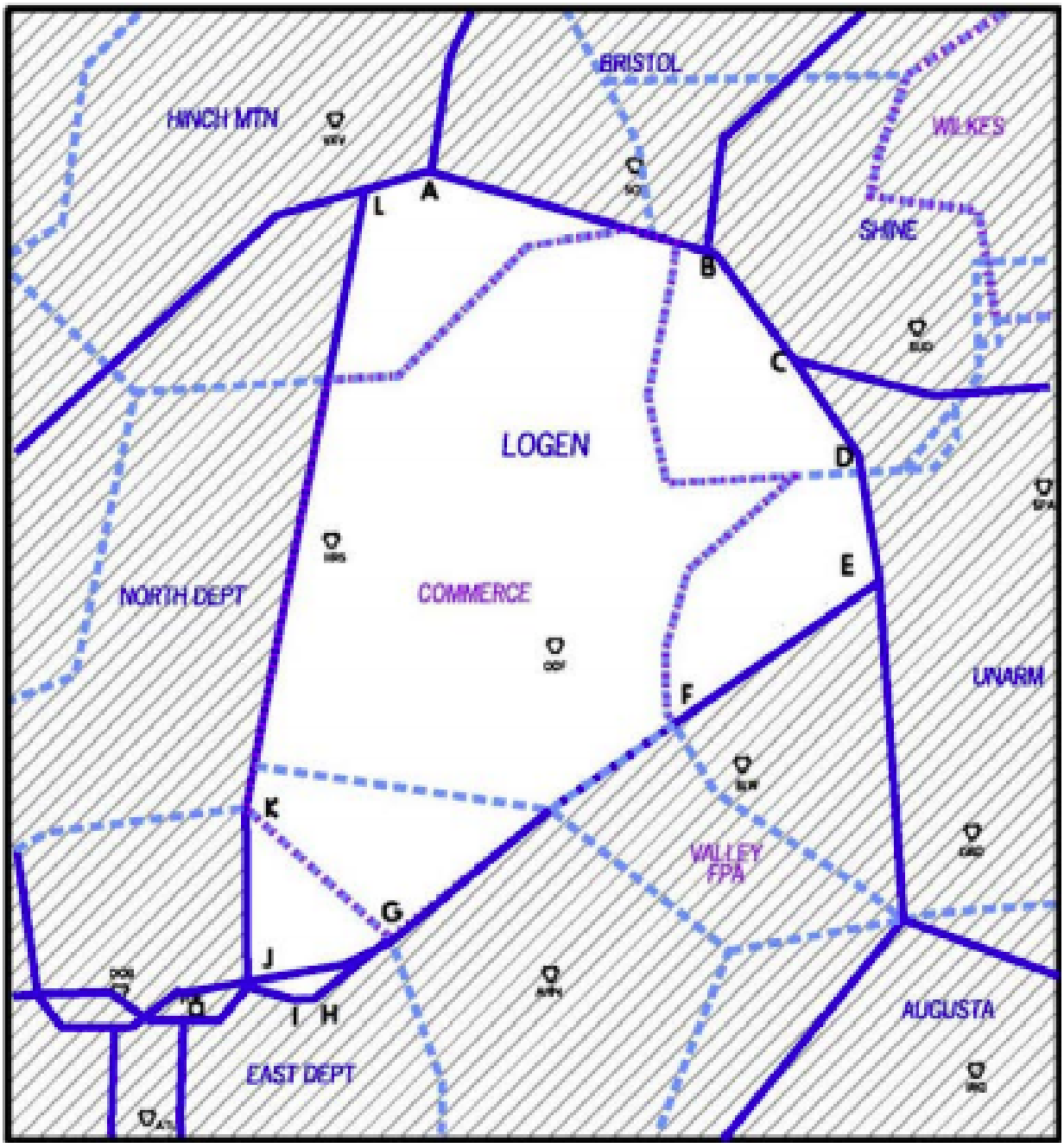
c. **Additional Procedures.**

1. **Aircraft on V267 between HRS and VXV** shall be at ODD altitudes southbound and EVEN altitudes northbound.

d. **Automated Information Transfers.**

1. **Slow-climbing northwestbound CLT departures from Unarm** may be handed off to Logen. Such aircraft will be flashed through Logen to Lanier 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 arrivals.

i. **To Logen.** Aircraft from Lanier Sector to Logen may remain in Lanier airspace after communication transfer without coordination.

ii. From Georgia. KATL arrivals will cross the boundary AOB FL340 and all others (DEHAN STAR) AOB FL300.

iii. From Burne. Satellite arrivals will cross the boundary AOB FL340 descending to lowest practical altitude. Verbal approval is not required for IAFDOF.

iv. Lanier speed control for KATL arrivals within 15NM of the boundary. Speed control is released to Lanier sector from Salem, Baden, Spartanburg, and Georgia sectors.

v. Lanier control for turns for KATL arrivals within 15NM of the boundary.

1. *From Salem.* Salem releases control for turns direct OZZZI/ONDRE.
2. *From Baden.* Baden releases control for turns up to 15 degrees.

2. CHA arrivals north of ODF. Shall be descended to FL240 and handed off to Logen Sector in sufficient time to cross the Logen/North Departure boundary AOB FL180.

3. CAE terminal arrivals (CAE/CUB/CDN) to Spartanburg.

i. J99 and east: Shall cross Lanier/Spartanburg boundary AOB FL250.

ii. West of J99: Shall cross Lanier/Spartanburg boundary AOB FL290.

4. GSO/INT arrivals south of a GSO-GQO line:

i. From Blue Ridge. Aircraft will cross 85NM west of SPA at FL350 and handed off to Lanier.

ii. To Spartanburg. Lanier shall cross the Lanier/Spartanburg boundary AOB FL290.

5. **AGS terminal are arrivals AOA FL250 to Spartanburg** shall cross the Lanier/Spartanburg boundary at FL250.

6. **TYS arrivals from Georgia** will cross the Lanier/Georgia boundary AOB FL300.

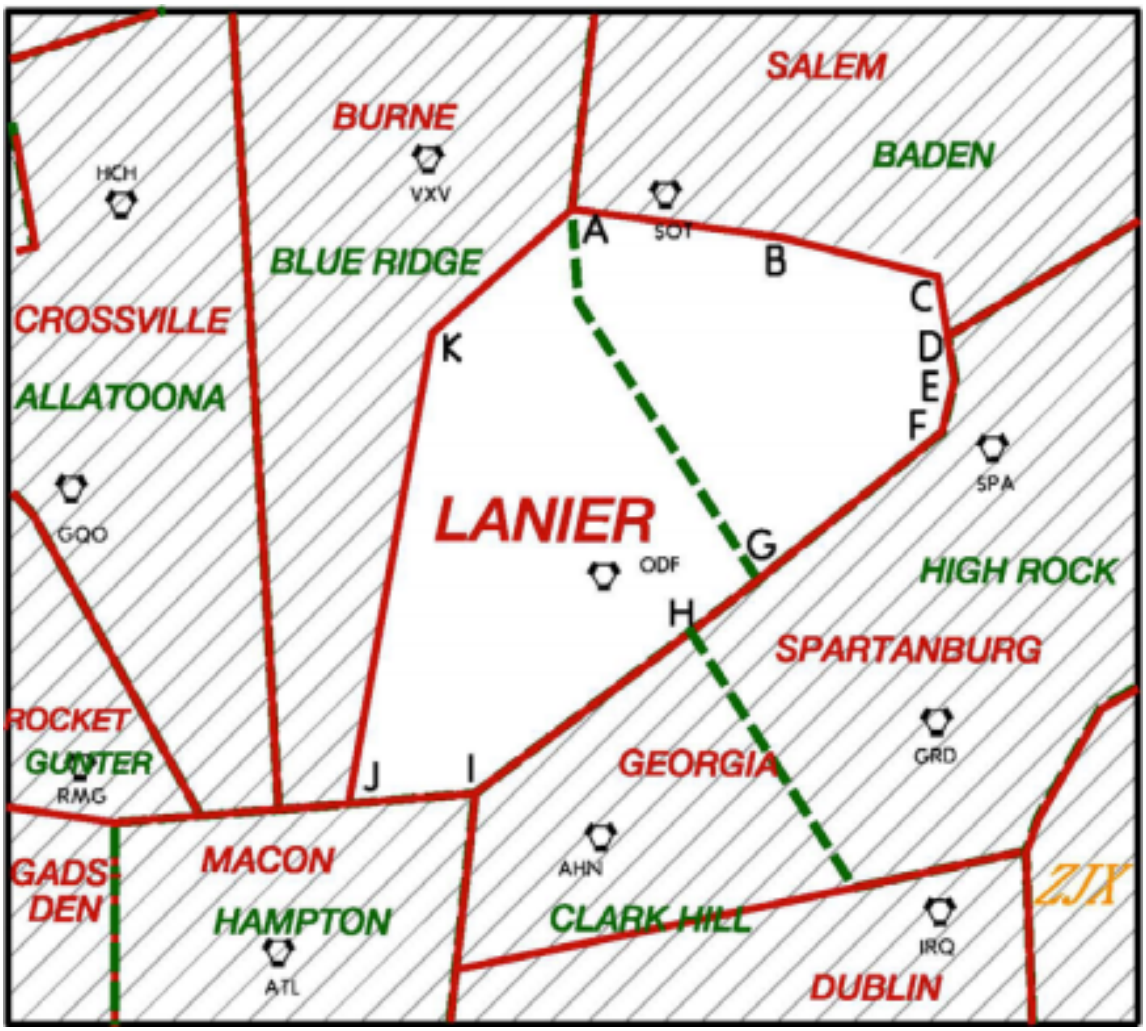
7. BNA terminal arrivals to Burne shall cross the Lanier/Burne boundary AOB FL300. Such aircraft from Baden Sector shall be descended to FL350 and handed off to Lanier in sufficient time to meet the restriction.

b. Automated Information Transfers

1. ATL terminal area and AVL arrivals from Burne shall be handed off to Lanier assigned FL240. Lanier will flash through to Logen.

2. CLT departures requesting AOA FL350 to Burne will be handed off to Burne assigned FL340. Burne will flash through to Blue Ridge Sector.

4-6-3. SECTOR MAP



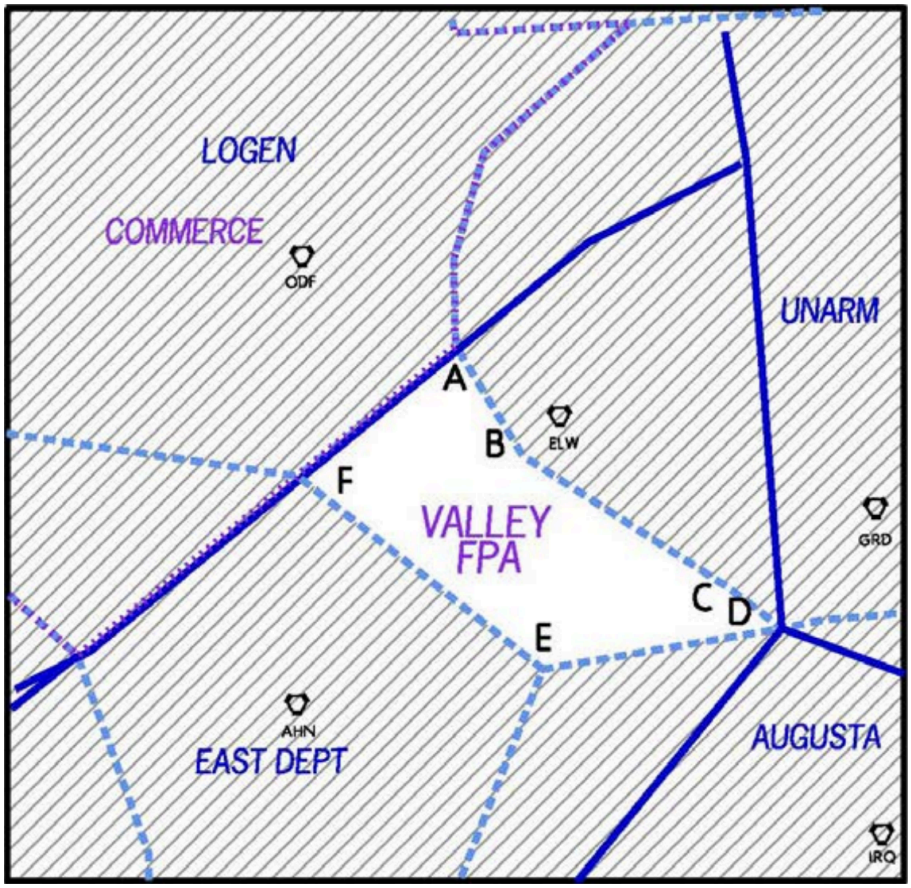
SECTION 7. VALLEY FPA

4-7-1. SECTOR NARRATIVE

The VALLEY FPA is an assignable Fix Posting Area from SFC-10,000 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 and AHN airport.

4-7-2. AIRSPACE ASSIGNMENT

Valley FPA will be by default assigned to East Departure Low. If Commerce Ultra Low is decombined on its own, Valley FPA will by default be assigned to Commerce.



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. ATL terminal area arrivals:

1. **PD descent by Sinca in Dublin airspace.** Pilot's discretion descents resulting from the issuance of a crossing restriction may be issued by Sinca without coordination.
2. **Sinca turn/speed control from Dublin.**
   - **i.** *KATL arrivals.* Released to Sinca for turns up to 40 degrees and speed changes. Sinca is responsible for point outs with adjacent high sectors.
   - *ii.* *All others.* Arrivals left on a heading for spacing by Dublin are released to Sinca for turns to join the arrival and speed control.

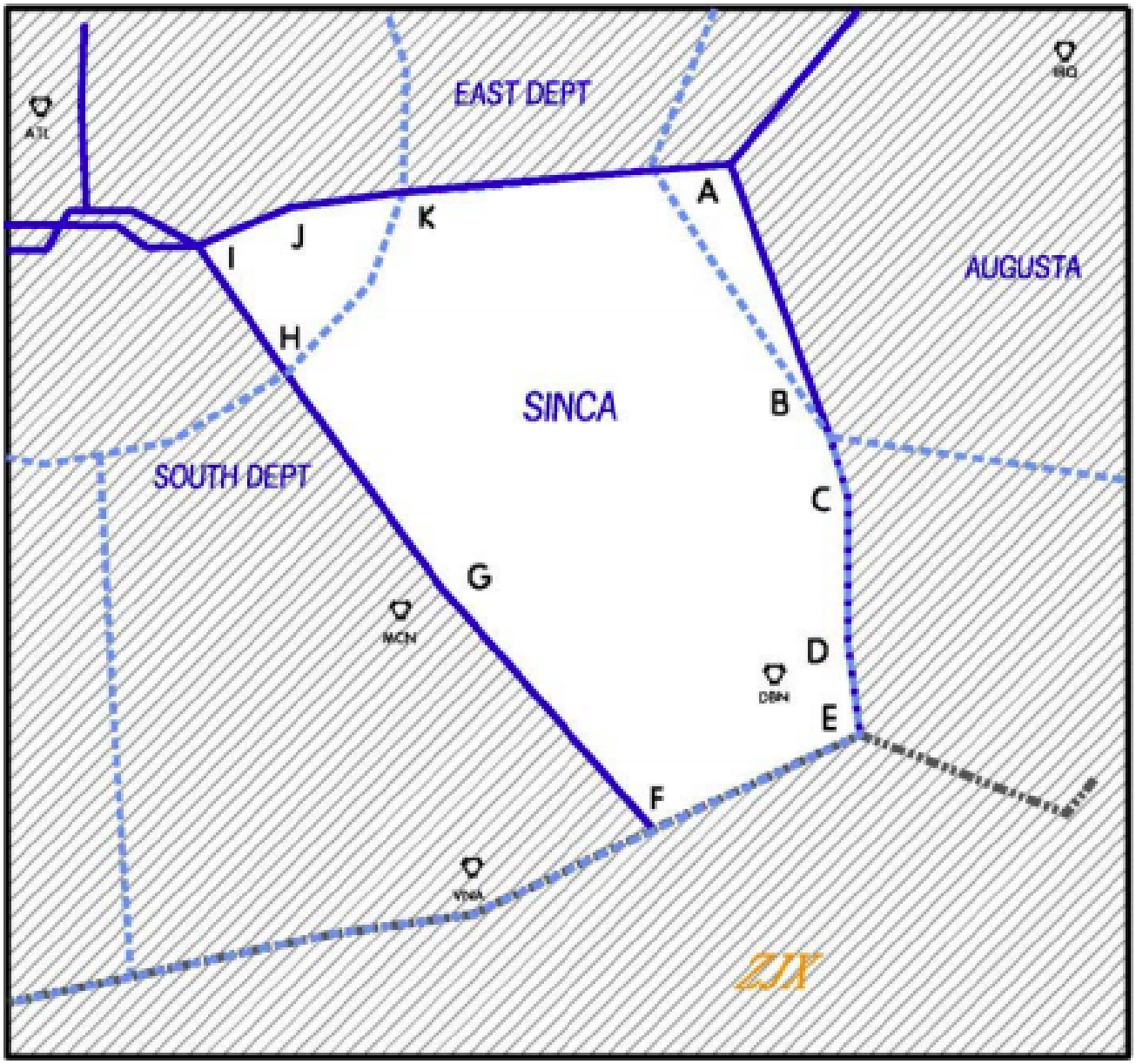
b. ATL terminal area departures:

1. **From East Departure that will next enter Sinca.** Aircraft will be assigned a heading to remain clear of Sinca and handed off to Sinca. East Departure releases control for turns to the south. Sinca shall be responsible for point outs to Augusta Sector.
2. **From South Departure that will enter Sinca after MCN/NOKIE.** South Departure releases control for left turns.

c. Pre-Arranged Coordination

1. **ATL JJEDI/SITTH STAR arrivals within Augusta Sector** may be controlled by Sinca within 10NM of the Sinca/Augusta boundary.

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. ATL terminal area arrivals:

1. PD descent by Sinca in Dublin airspace. Pilot's discretion descents resulting from the issuance of a crossing restriction may be issued by Sinca without coordination.

2. Turn/speed control to Sinca.

i. *KATL arrivals.* Released to Sinca for turns up to 40 degrees and speed changes. Sinca is responsible for point outs with adjacent high sectors.

ii. *All others.* Arrivals left on a heading for spacing by Dublin are released to Sinca for turns to join the arrival and speed control.

3. Dublin control in Clark Hill airspace. Arrivals are released to Dublin for left turns direct SITTH/JJEDI.

NOTE *- These aircraft will normally never communicate with Clark Hill due to the Automated Information Transfer (flash through) from ZJX→Clark Hill→Dublin.*

b. CLT terminal area arrivals to Spartanburg.

1. *BANKR arrivals* shall cross PONZE AOB FL270. Spartanburg has control to issue the descend via for aircraft inside Dublin airspace assigned FL270. Otherwise, Spartanburg has control for descent at/north of PONZE.
2. *CHPTR arrivals* shall cross the Spartanburg/Dublin boundary AOB FL270. Spartanburg has control for descent at/north of PONZE.
3. Dublin shall normally ensure at least 5 miles in trail between CHPTR/BANKR arrivals as one.

c. AVL arrivals AOA FL250 to Spartanburg shall cross 95NM south of KAVL AOB FL240.

d. RDU arrivals to ZJX shall be cleared via IRQ PYRES DMSTR STAR or IRQ CAE BUZZY STAR.

e. GSP terminal area arrivals overflying IRQ shall be assigned FL240 and handed off to Augusta.

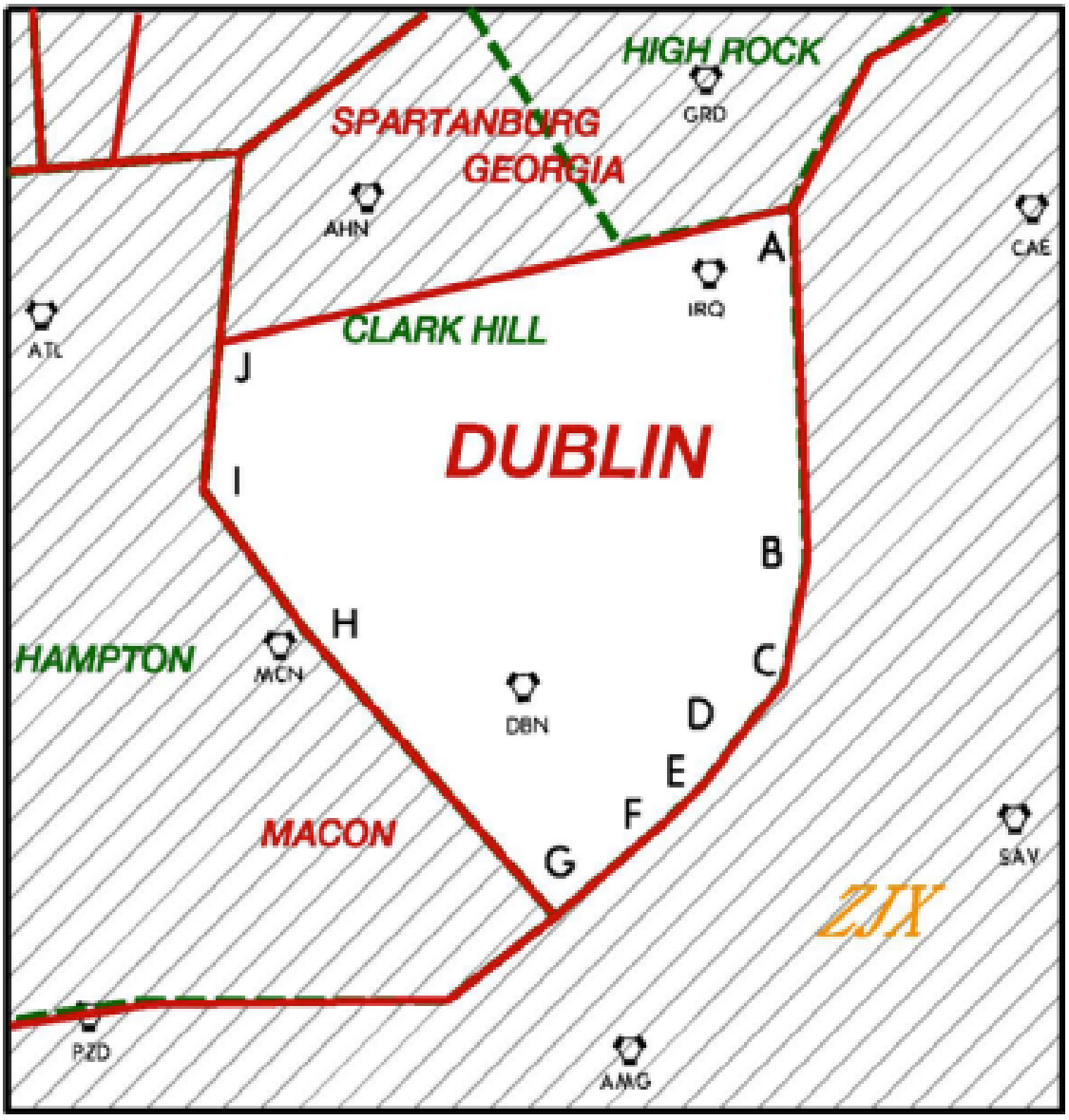
f. Automated Information Transfers

1. **En route aircraft routed THRSR-IRQ/IRQ-THRSR, or south of said course.**

i. Westbound. Flash through to Spartanburg/Georgia to Macon.

ii. Eastbound. Flash through from Macon to Spartanburg/Georgia to Dublin.

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. LGC/CSG/PIM arrivals shall be assigned 11,000 and handed off to A80 CSG Sector.

b. ATL terminal area departures.

1. Entering Sinca after MCN/NOKIE. South Departure releases control to Sinca for left turns.

2. Entering Tiroe.

i. KATL non-RNAV/all Satellite departures requesting AOB FL230. South Departure will assign a heading to remain clear of Tiroe Sector. Tiroe has control for turns to the west. Tiroe will ensure the aircraft enters their airspace before V323.

ii. KATL RNAV departures shall be cleared on the SIDs. Tiroe has control for right turns.

c. Automated Information Transfers

1. ATL terminal area departures that will enter LaGrange.

i. KATL RNAV departures will be assigned FL230 and handed off to Macon. Macon will enter an altitude in the datablock AOB FL280 and flash through to LaGrange. South Departure will clear the aircraft to the entered altitude and transfer communications to LaGrange. LaGrange has control for right turns and shall point out as required.

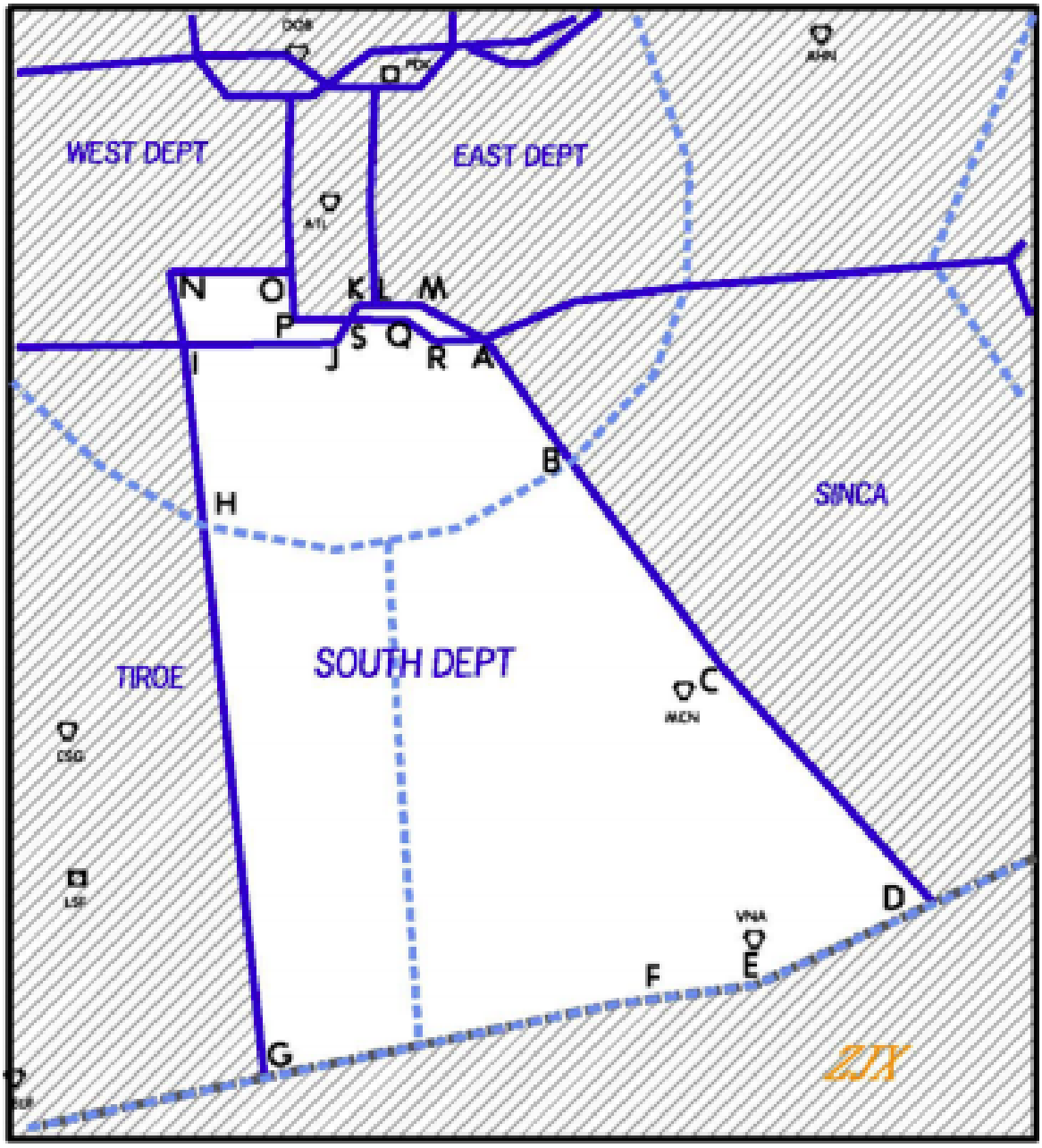
ii. All other ATL terminal area departures will be assigned FL230 and a heading to remain clear of Tiroe/LaGrange, and handed off to Macon. Macon will flash through to LaGrange. LaGrange has control for right turns and shall point out as required.

2. BQK/SSI arrivals AOB FL230 will be handed off to Sinca. Sinca will flash through to ZJX.

d. Pre-Arranged Coordination

1. **ATL SMLTZ/VRSTY SID departures.** South Departure is authorized to control ATL departures on the SMLTZ and VRSTY SIDs within the confines of East Departure.

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 FL240-FL340. Macon controls Atlanta terminal area southbound departures climbing into the en route stream and overflight en route traffic. Traffic complexity is increased because southeastbound traffic must have their altitude changed to comply with the ZJX LOA.

5-5-2. PROCEDURES

a. Airspace

1. **Athens West Area.** The Athens West Area is a portion of airspace from FL240-FL290 delegated to Spartanburg from Macon Sector when ATL is on a west operation, depicted on the HIGH WEST map, to allow eastbound departures an uninterrupted climb.

b. **Arrivals**

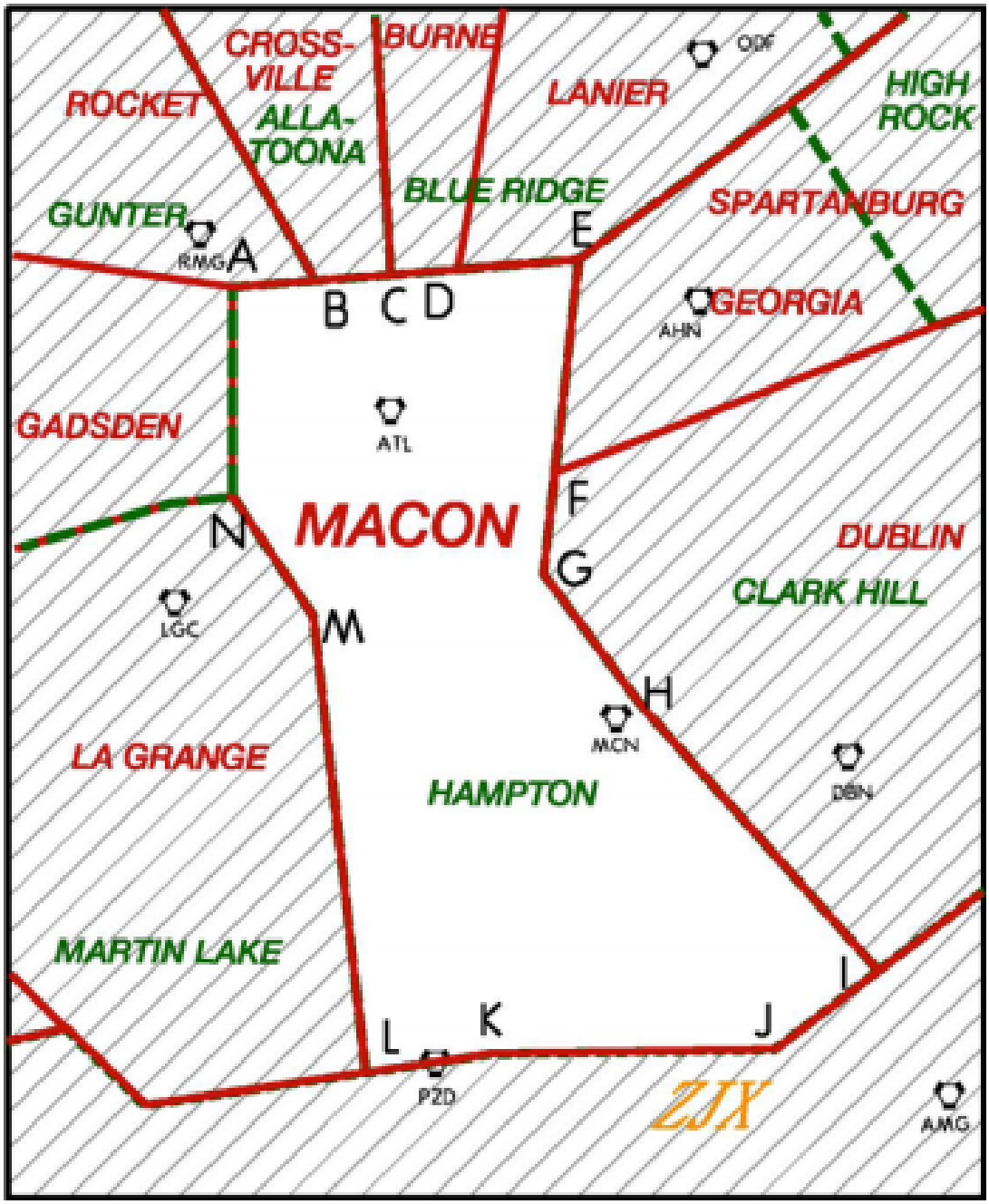
1. **GSP arrivals to Spartanburg** shall cross the Macon/Spartanburg boundary AOB FL270.
2. **JAX arrivals from Area 5** will be cleared into the high stratum, right for direction of flight.
3. **AHN arrivals from Area 5** will cross the LaGrange/Macon boundary AOB FL340 assigned FL240.
4. **BHM arrivals AOA FL320 to Area 5** shall cross the LaGrange/Macon boundary at FL320. Hampton will descend aircraft to FL350 and handoff to Macon in time for the restriction.
5. **MGM/MXF arrivals AOA FL260 to Area 5** shall be assigned FL260 and are released to LaGrange Sector for descent and left turns up to 15 degrees. Hampton will descend aircraft to FL350 and handoff to Macon.

c. Automated Information Transfers

1. **ATL terminal area departures requesting AOA FL350 entering ZJX** will be assigned FL330 entering ZJX33 or FL340 entering ZJX50 and handed off to Hampton.
   i. If Hampton enters an interim altitude of FL340, Macon will assign the aircraft FL340 and transfer communications to Hampton.
   ii. If Hampton enters an interim or assigned altitude above FL340, Macon will assign the aircraft that altitude. Hampton will flash through to ZJX. Macon will transfer communications to ZJX when ZJX accepts the handoff.
   iii. If Hampton is unable to take the aircraft, they will verbally coordinate.
2. **ATL terminal area departures from South Departure that will enter LaGrange.**
   i. KATL RNAV departures will be handed off assigned FL230. Macon will enter an altitude in the datablock AOB FL280 and flash through to LaGrange. South Departure will clear the aircraft to the entered altitude and transfer communications to LaGrange. LaGrange has control for right turns and shall point out as required.
   ii. All other ATL terminal area departures will be handed off assigned FL230 and a heading to remain clear of Tiroe/LaGrange. Macon will flash through to LaGrange. LaGrange has control for right turns and shall point out as required.

3. **MCN/WRB/MAC/PXE arrivals from LaGrange** will be handed off assigned FL240. Macon will flash through to South Departure.
4. **BHM arrivals AOA FL240 to Gadsden** will be assigned FL240 and flashed through Gadsden to West Departure.
5. **En route aircraft routed THRSR-IRQ/IRQ-THRSR, or south of said course.**
    i. **Westbound.** Flash through from Dublin to Spartanburg/Georgia to Macon.
    ii. **Eastbound**. Flash through to Spartanburg/Georgia to Dublin.
6. **En route aircraft from LaGrange that will enter ZJX west of Q118** will be flashed through Macon to ZJX.

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. Traffic complexity is increased because controllers are required to change altitudes on en route traffic to and from Jacksonville Center to comply with the Atlanta ARTCC and Jacksonville ARTCC Letter of Agreement.

5-6-2. PROCEDURES

a. **ATL arrivals to Dublin.** Arrivals are released to Dublin for left turns direct SITTH/JJEDI.

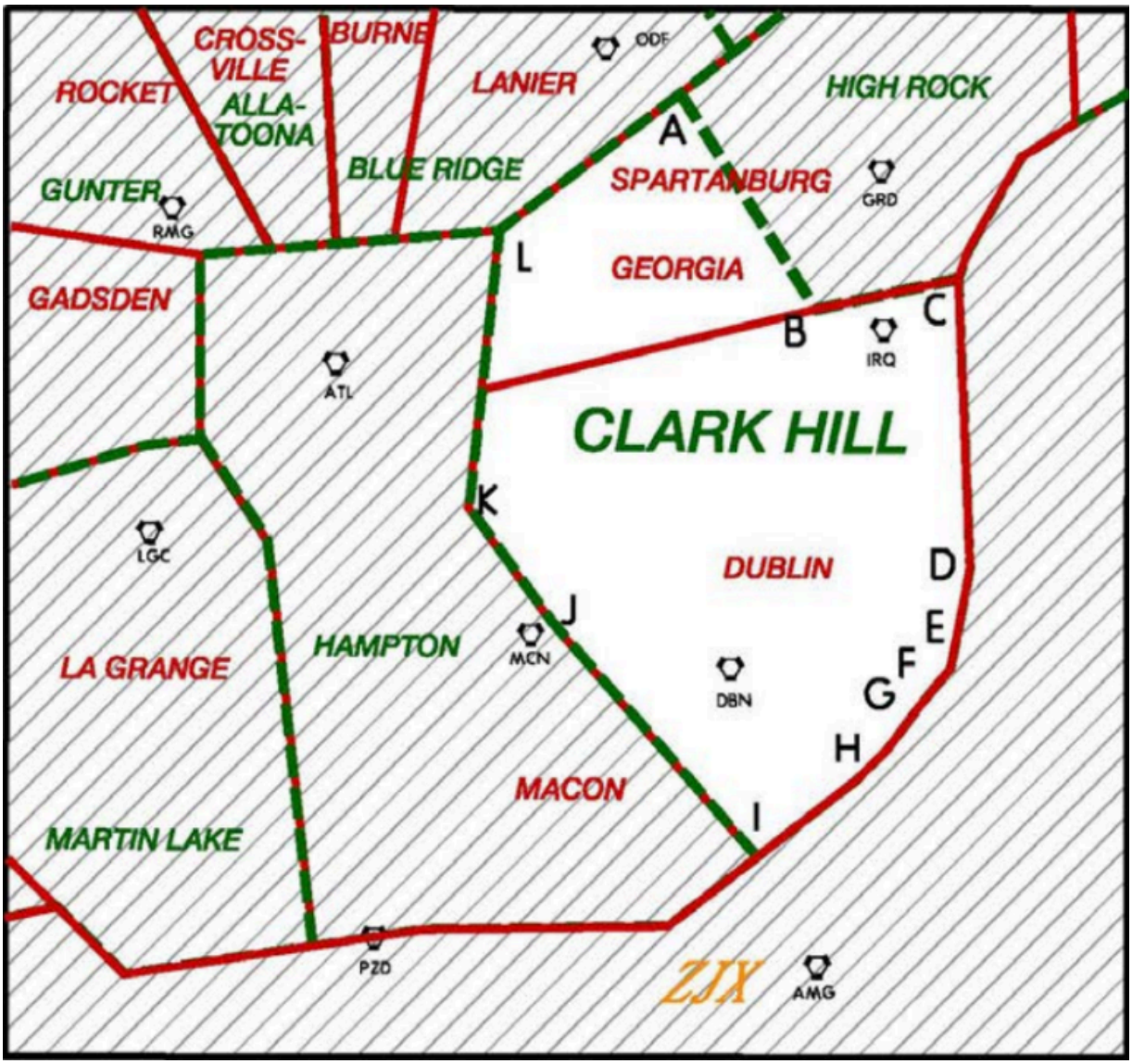
NOTE *- These aircraft will normally never communicate with Clark Hill due to the Automated Information Transfer (flash through) from ZJX→Clark Hill→Dublin.*

b. **CLT arrivals from the west** shall be assigned FL350 and handed off to Georgia High.

c. **TYS arrivals to Georgia** will be descended to FL350 in time for Georgia to cross the Georgia/Lanier boundary AOB FL300.

d. **Aircraft IAFDOF to/from Blue Ridge.** Inappropriate altitude for direction of flight (IAFDOF) need not be approved for aircraft transiting between Clark Hill and Blue Ridge Sectors.

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. **ATL terminal area arrivals.**
   - **i.** **KATL RNAV turbojets** shall be cleared via the JJEDI or SITTH arrivals, flow dependent.
   - **ii.** **All other KATL arrivals** shall be cleared via SINCA V179 HUSKY. When ATL is on a west operation, Augusta shall clear turboprop/prop arrivals to cross BEYLO or 50NM west of IRQ at 11,000.
   - **iii.** **All other ATL terminal area arrivals** shall be cleared via the WRGNZ STAR or APREQ'd according to the ZTL/A80 LOA.
2. **AGS arrivals.**
   - **i.** **From Unarm,** shall be cleared via direct IRQ direct to cross 15NM from IRQ at 11,000.
   - **ii.** **From East Departure,** shall be cleared direct destination assigned 11,000.
3. **CLT terminal area prop/turboprop arrivals to Unarm** shall be issued a restriction to cross GRD at 11,000 and handed off to Unarm Sector. At or north of Q54, control is released to Unarm for speed control and turns up to 30 degrees to CHPTR/DEBBT.
4. **GSP terminal area arrivals.**
   - **i.** **From Dublin overflying IRQ.** Arrivals shall be assigned FL240 and handed off to Augusta.
   - ii. **To Unarm.** Augusta shall clear the aircraft to cross MCHLN at 11,000 feet and handoff to Unarm Sector. Aircraft not on MCHLN STAR shall cross the GSP boundary at 11,000 feet in accordance with the GSP LOA.
5. **SAV/CHS/JZI/AGS/DNL/HQU/HXD/AIK arrivals from East Departure**. Augusta has control for right turns and shall point out to Sinca Sector as required.

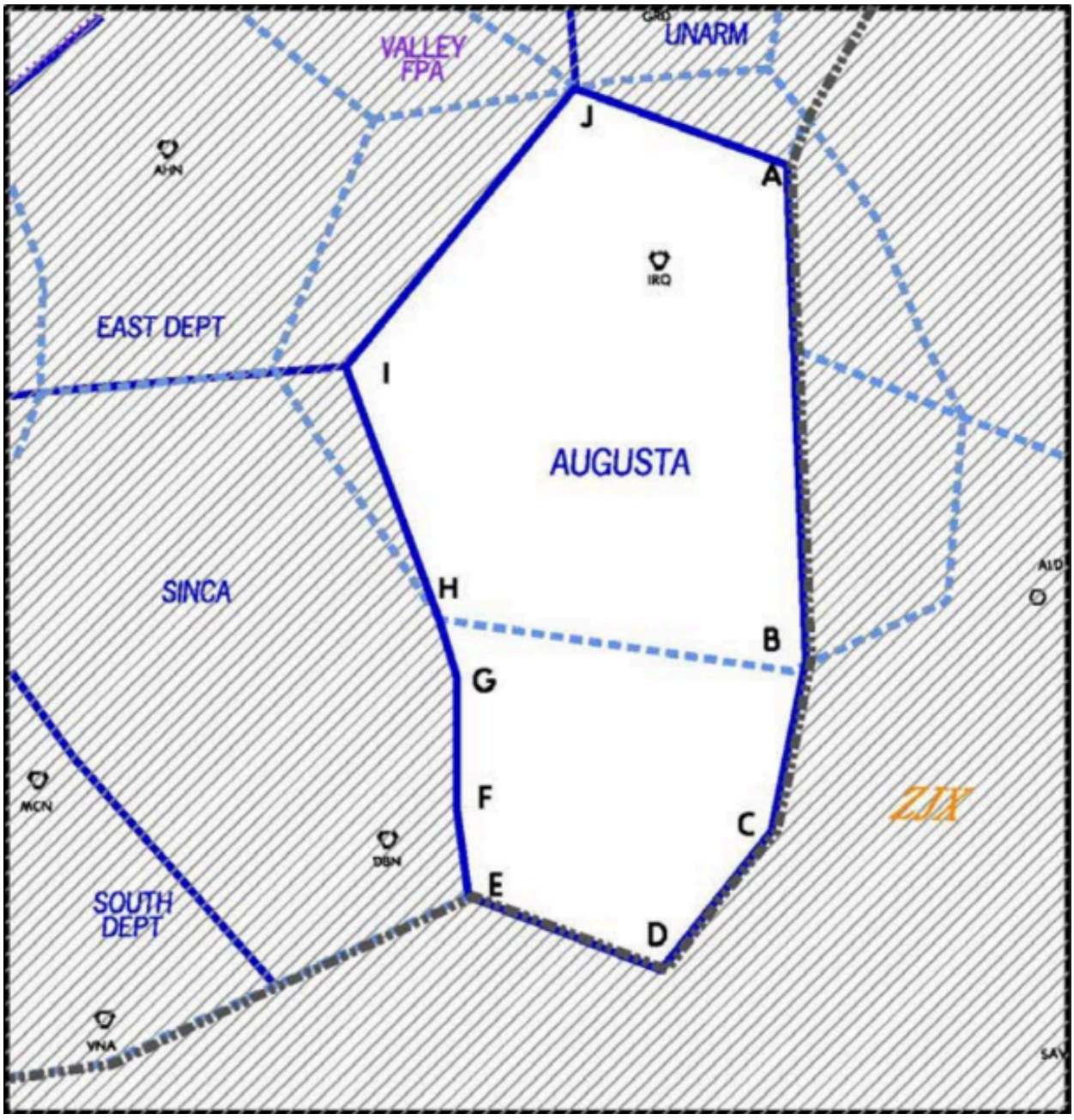
b. Pre-Arranged Coordination

1. **ATL JJEDI/SITTH STAR arrivals** may be controlled by Sinca Sector within 10NM of the Sinca/Augusta boundary.

c. Automated Information Transfers

1. **ATL GAIRY SID departures overflying IRQ requesting AOA FL240**. East Departure may handoff to Augusta assigned FL230 if the aircraft will reasonably enter Augusta's airspace. Augusta will flash through to Dublin Sector.
2. **AGS terminal area arrivals from East Departure/Unarm** will be handed off to Augusta Sector assigned 11,000 and flashed through to AGS Approach.

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 descended to FL350, pointed out to Clark Hill Ultra-High, and handed off to Georgia High.
2. **GSP terminal area arrivals from Gunter and Martin Lake** shall cross the Hampton boundary at FL350.
3. **SAV terminal area arrivals from Martin Lake** at or above FL350 operating abeam MCN/NOKIE and south must be descending to FL350 and handed off to the Hampton sector.
4. **BHM arrivals to Area 5** shall be descended to FL350 and handed off to Macon in time to cross the LaGrange boundary at FL320.
5. **MGM/MXF arrivals to Area 5** shall be descended to FL350 and handed off to Macon for descent.

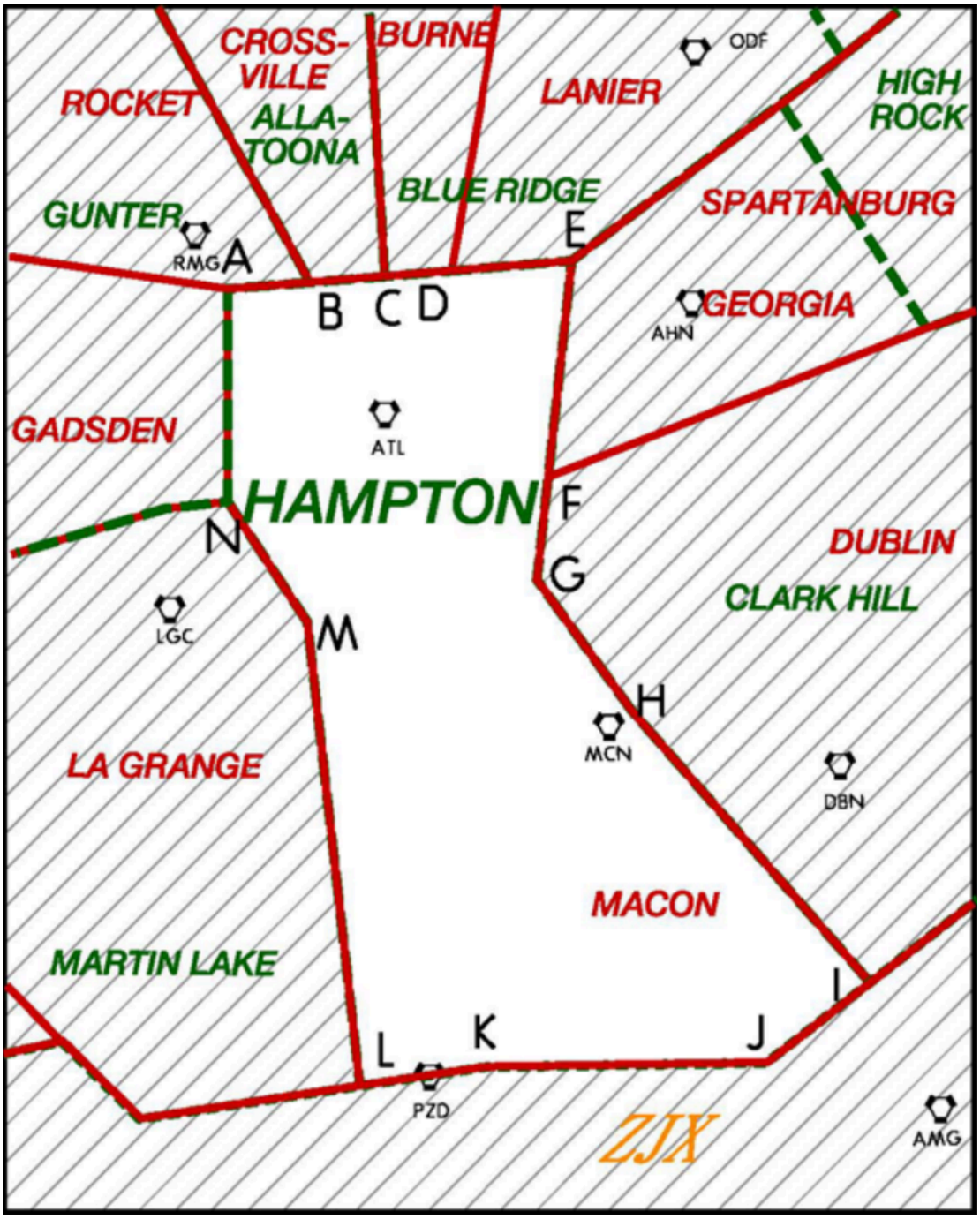
b. Aircraft IAFDOF to/from Blue Ridge. Inappropriate altitude for direction of flight (IAFDOF) need not be approved for aircraft transiting between Hampton and Blue Ridge Sectors.

c. Automated Information Transfers

1. **ATL terminal area departures requesting AOA FL350 from Macon entering ZJX** will be handed off assigned FL330 entering ZJX33 or FL340 entering ZJX50. The datablock will show the aircraft's requested altitude (even entering ZJX50, odd entering 33).
   i. If Hampton wishes to flash through to ZJX, they will enter an interim or assigned altitude and handoff to ZJX. Macon will climb the aircraft to the entered altitude and transfer communications to ZJX once ZJX accepts the handoff.
      NOTE *- Interim altitude is required if the approved altitude is the same as the requested altitude.*
   ii. If Hampton desires direct communications, they will enter an interim altitude of FL340. Macon will assign FL340 and transfer communications to Hampton.
   iii. If Hampton is unable to take the aircraft, they will verbally coordinate.
2. **En route aircraft from Martin Lake that will enter ZJX west of Q118** will be flashed through Hampton to ZJX.
3. **GSP/AGS terminal area arrivals from Gunter** will be assigned FL350 and flashed through Hampton to Macon.

4. **GSP terminal area arrivals from Martin Lake** will be descended to FL350 and flashed through Hampton to Macon.

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. Martin Lake may be absorbed by Monroeville and LaGrange for a two-way split of the entire area FL240 and above.

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.

If desired, the west and east portions of Martin Lake may be absorbed by Monroeville and LaGrange high sectors. In this configuration, the area is split two ways from FL240 and above.

6-2-2. PROCEDURES

a. **Arrivals**

i. **ATL terminal area arrivals** shall be descended to FL350 and handed off to Monroeville in time for Monroeville to cross the Monroeville/LaGrange boundary AOB FL290. Monroeville has control for turns up to 15 degrees.

ii. **CBM arrivals** shall be descended to FL350 and handed off to Monroeville. Except those routed via VUZ/VLKNN, Martin Lake should ensure timely descent to permit Monroeville to cross the Gadsden border AOB FL280.

iii. **AHN arrivals** shall be descended to FL350 and handed off to LaGrange in time for LaGrange to cross the Macon boundary AOB FL340.

iv. **JAX arrivals** shall be descended to FL350 and handed off to LaGrange in time to cross the Macon boundary AOB FL330.

v. **GSP terminal area arrivals to Hampton** shall cross the boundary at FL350.

vi. **SAV terminal area arrivals to Hampton** operating abeam MCN/NOKIE and south must be assigned FL350.

b. Departures

i. **ATL terminal area jet departures from Gunter**. Martin Lake has control for turns to the south and is responsible for point outs.

c. Automated Information Transfers

i. **ATL arrivals from ZME43** will be flashed through to Monroeville.

ii. **En route aircraft to ZME southwest of LDK** will flashed through Gunter to ZME. Aircraft must remain level.

iii. **En route aircraft from LaGrange that will enter ZJX west of Q118** will be flashed through Hampton to ZJX.

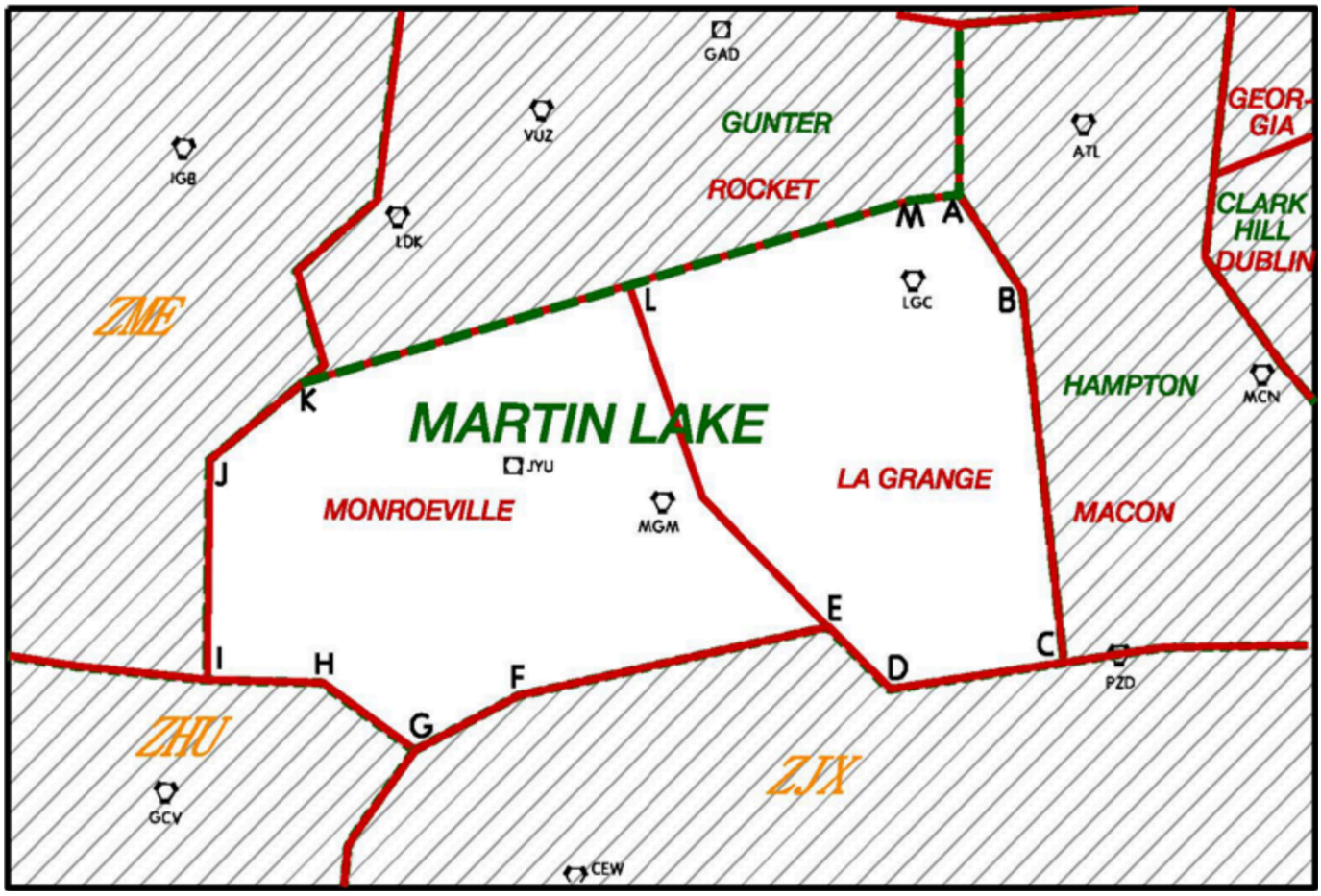
iv. **En route aircraft from ZME eastbound over THRSR/south** will be flashed through Gunter to Hampton.

v. **Aircraft from Gunter east of where J73 crosses the Gunter boundary entering Hampton** will be flashed through Martin Lake to Hampton.

vi. **GSP terminal area arrivals to Hampton** will be descended to FL350 and flashed through Hampton to Macon sector.

vii. En route aircraft to ZME bound for ZHU37 will be flashed through ZME43 to ZHU37.

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

i. ATL terminal area arrivals.

1. **PD descent by Tiroe within LaGrange/Monroeville.** Pilot's discretion descents resulting from the issuance of a crossing restriction/descend via may be issued by Tiroe Sector inside of LaGrange or Monroeville airspace without coordination.
2. **Tiroe control for speed.** Tiroe has control for speed from LaGrange, Monroeville, Birmingham, and Montgomery sectors.
3. **Tiroe control for turns for KATL arrivals.**
    a. *From LaGrange/Monroeville.* Turns up to 40 degrees.
    b. *From Birmingham/Montgomery Sectors*. Turns up to 15 degrees.
4. **Tiroe control for turns for other ATL terminal area arrivals.** For aircraft left on a heading for spacing by LaGrange, Monroeville, Birmingham, or Montgomery sector, Tiroe is released control for turns to rejoin the arrival.
5. **KATL arrivals from LaGrange**. LaGrange shall not be clear aircraft past SMAWG.

ii. LGC/PIM/CSG/LSF arrivals.

1. **From South Departure.** Arrivals shall be assigned 11,000 by South Departure.
2. **PIM/CSG/LSF arrivals from West Departure** shall cross the Tiroe boundary AOB FL190, assigned 11,000 or lowest available. West Departure shall ensure the aircraft's route is west of LGC/BRAVS or issue a heading if required to ensure it.
3. **LGC arrivals from West Departure** should not enter Tiroe Sector.

iii. BHM arrivals.

1. **From LaGrange** will be descended to FL240 and handed off to Tiroe.
2. **To Maxwell** will be instructed to cross the transition area at 11,000 per the ZTL/BHM LOA and handed off to Maxwell Sector.

b. Departures

i. ATL terminal area departures from West Departure that will enter Tiroe.

1. All Satellite jets requesting AOA 240/all KATL RNAV jets shall remain clear of Tiroe sector via the RNAV SID GRGIA transition, WEONE GRGIA, or a heading.

EXCEPTION: *MGM arrivals may fly the RNAV SID and enter Tiroe. All MGM jet arrivals shall be issued a final altitude of FL230 and handled according to the next paragraph.*

2. All other aircraft requesting AOB FL230. West Departure will assign a heading to remain clear of Tiroe Sector. Tiroe has control for turns to the south and shall ensure they enter Tiroe airspace before PNTHA or point out/handoff to Maxwell.

ii. ATL terminal area departures from South Departure that will enter Tiroe.

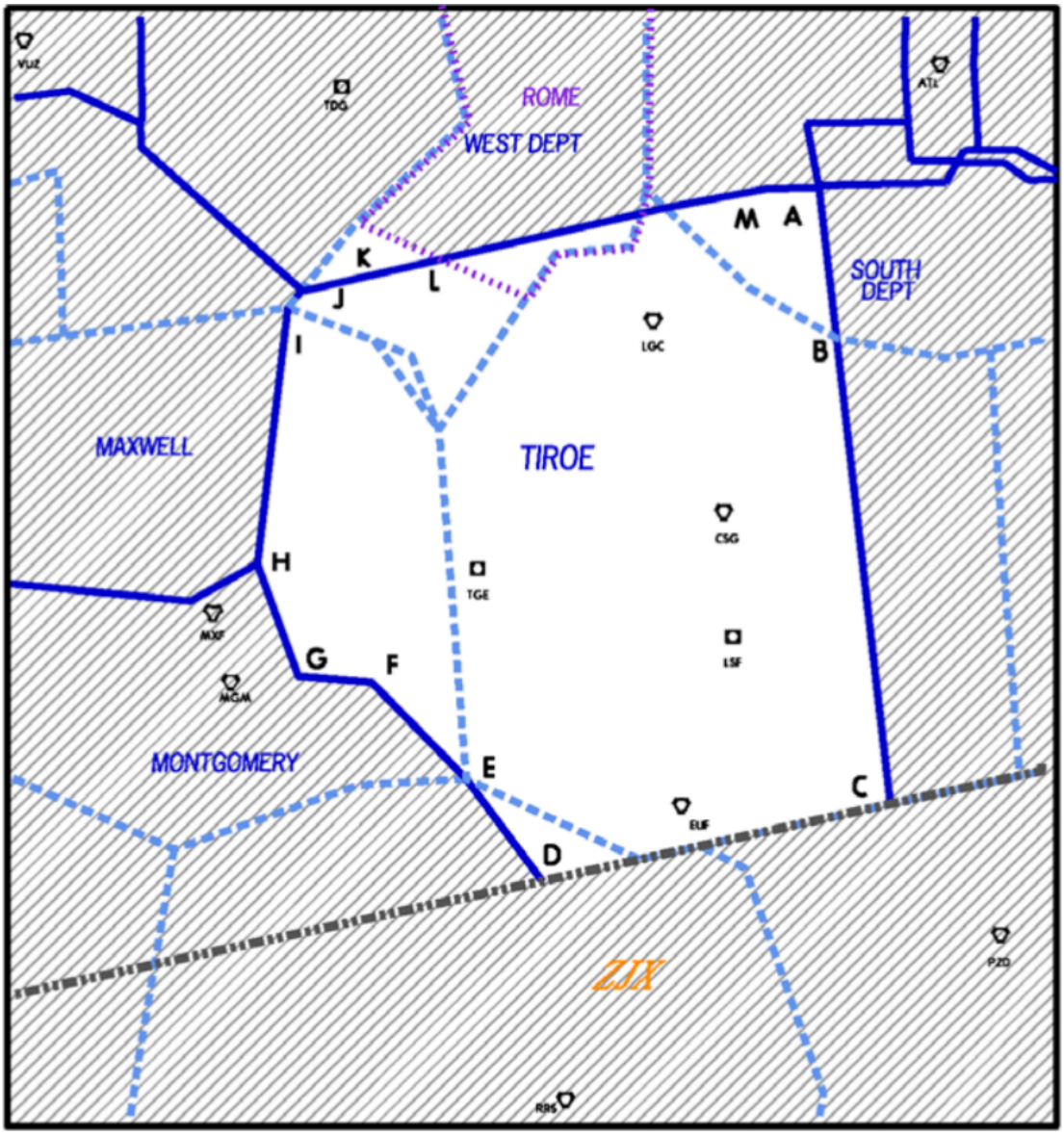
1. **KATL non-RNAV/all Satellite departures requesting AOB FL230**. South Departure will assign a heading to remain clear of Tiroe Sector. Tiroe has control for right turns and will ensure the aircraft enters their airspace before V323.

2. **KATL RNAV departures** shall be cleared on the SIDs. Tiroe has control for right turns.

c. Automated Information Transfers

i. Southwestbound aircraft to Montgomery Sector southeast of a CSG-KTOI line will be flashed through Montgomery to ZJX.

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.

If desired, LaGrange may absorb the east portion of Martin Lake Ultra High (FL350 and above). In this configuration, Monroeville and LaGrange sectors split the entire area from FL240 and above.

6-4-2. PROCEDURES

a. Arrivals

i. ATL terminal area arrivals.

1. From Monroeville.

a. Altitude. Shall cross the boundary AOB FL290, assigned FL240 or lowest available.

b. Shortcuts. Shall not be cleared beyond NZGUl/FNLEY/BGGNS/GONDR without approval. Vectors for spacing are allowed.

c. Control for turns. LaGrange has control for turns up to 40 degrees.

2. To Tiroe.

a. KATL arrivals shall not be cleared past SMAWG by LaGrange.

NOTE - *Tiroe Sector may clear aircraft past SMAWG.*

b. PD descent by Tiroe. Pilot's discretion descents resulting from the issuance of a crossing restriction/descend via may be issued by Tiroe Sector inside of LaGrange airspace without coordination.

c. KATL arrivals are released to Tiroe for turns up to 40 degrees and speed control.

d. All other arrivals are released to Tiroe for turns to rejoin the arrival for any aircraft left on a heading by LaGrange and speed control.

ii. **JAX arrivals to Area 4** must cross the boundary in the high stratum, right altitude for direction of flight. Martin Lake will descend aircraft to FL350 and handoff to LaGrange in time for the restriction.

iii. **AHN arrivals to Area 4** shall cross the LaGrange/Macon boundary AOB FL340 assigned FL240. Martin Lake will descend aircraft to FL350 and handoff to LaGrange in time for the restriction.

iv. **BHM arrivals.**

1. **From Area 4 AOA FL320** will cross the LaGrange boundary at FL320.

2. To Tiroe will be descended by LaGrange to FL240 and handed off to Tiroe in time for Tiroe to cross the BHM transition area at 11,000ft.

v. **MGM/MXF arrivals AOA FL260 from Area 4** will be assigned FL260. Macon Sector releases control to LaGrange for descent and turns up to 15 degrees.

vi. **HSV arrivals to Gadsden** shall cross the boundary AOB FL300. Gadsen has control for descent.

b. Automated Information Transfers

i. **ATL terminal area departures from Macon** will be flashed through from South Departure to Macon assigned AOB FL280. Aircraft not on RNAV SIDs will be assigned a heading clear of LaGrange/Tiroe. LaGrange has control for right turns and shall point out as required.

ii. **South westbound aircraft to Monroeville southeast of a CSG-KTOI line** shall be flashed through Monroeville to ZJX.

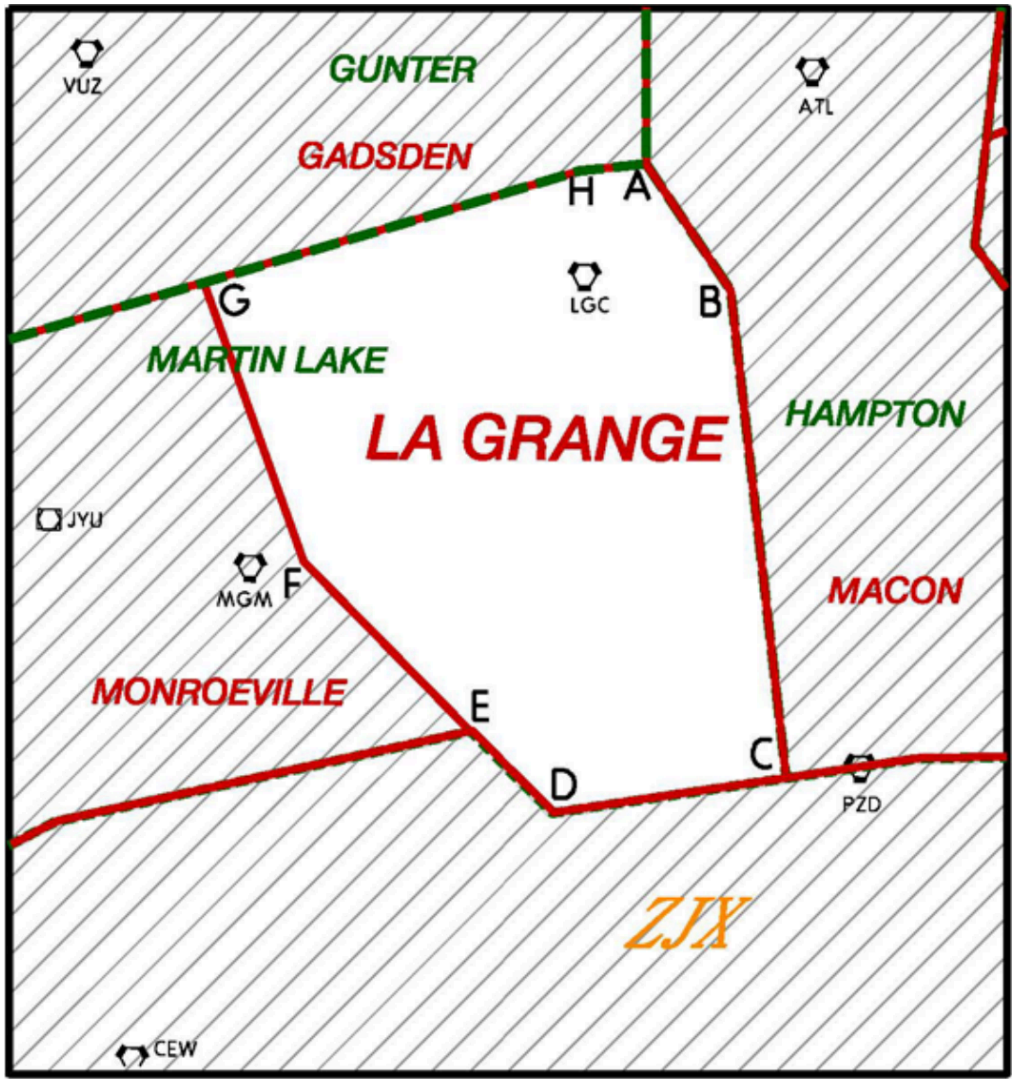
iii. **En route aircraft from LaGrange that will enter ZJX west of Q118** will be flashed through Hampton to ZJX.

iv. **Aircraft from ZME over/south of THRSR to Gadsden** shall be flashed through Gadsden Macon.

v. **Aircraft from Gadsden east of the point where J73 crosses the Gadsden boundary to Macon** will be flashed through LaGrange to Macon.

vi. **MCN/WRB/MAC/PXE arrivals** will be assigned FL240 and handed off to Macon. Macon will flash through to South Departure.

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.

If desired, Monroeville may absorb the west portion of Martin Lake Ultra High (FL350 and above). In this configuration, Monroeville and LaGrange sectors split the entire area from FL240 and above.

6-5-2. PROCEDURES

a. **Arrivals**

i. **ATL terminal area arrivals.**

1. **From Martin Lake** are released for turns up to 15 degrees. Martin Lake will descend aircraft to FL350 in time to meet the Monroeville/LaGrange restriction.
2. **Jets landing KATL or north of KATL to LaGrange.**
    a. **Altitude.** Shall cross the boundary AOB FL290, assigned FL240 or lowest available.
    b. **Shortcuts.** Shall not be cleared beyond NZGUI/FNLEY/BGGNS/GONDR without approval. Vectors for spacing are allowed.
    c. **Control for turns.** LaGrange (and Tiroe after handoff from LaGrange) has control for turns up to 40 degrees and speed control.
3. **All non-jets/arrivals landing south of KATL** shall be descended to FL240 and handed off to Montgomery or Maxwell Sector for direct transition into the Tiroe Sector.

ii. **BHM arrivals to Maxwell** shall be descended to FL240 and handed off to Maxwell Sector in sufficient time for Maxwell to comply with the ZTL/BHM LOA.

iii. **CBM arrivals filed AOA FL330,** except those routed via VUZ/VLKNN, shall cross the Gadsden boundary AOB FL280. Martin Lake will descend aircraft to FL350 in time to meet the restriction.

b. Departures

i. **ATL terminal area departures from Gadsden that will enter Monroeville** will avoid the Tiroe/LaGrange sector via either RNAV SID GRGIA transition, WEONE GRGIA (jets), WEONE PNTHA (others), or an assigned heading. Monroeville has control for turns to the south and is responsible for point outs.

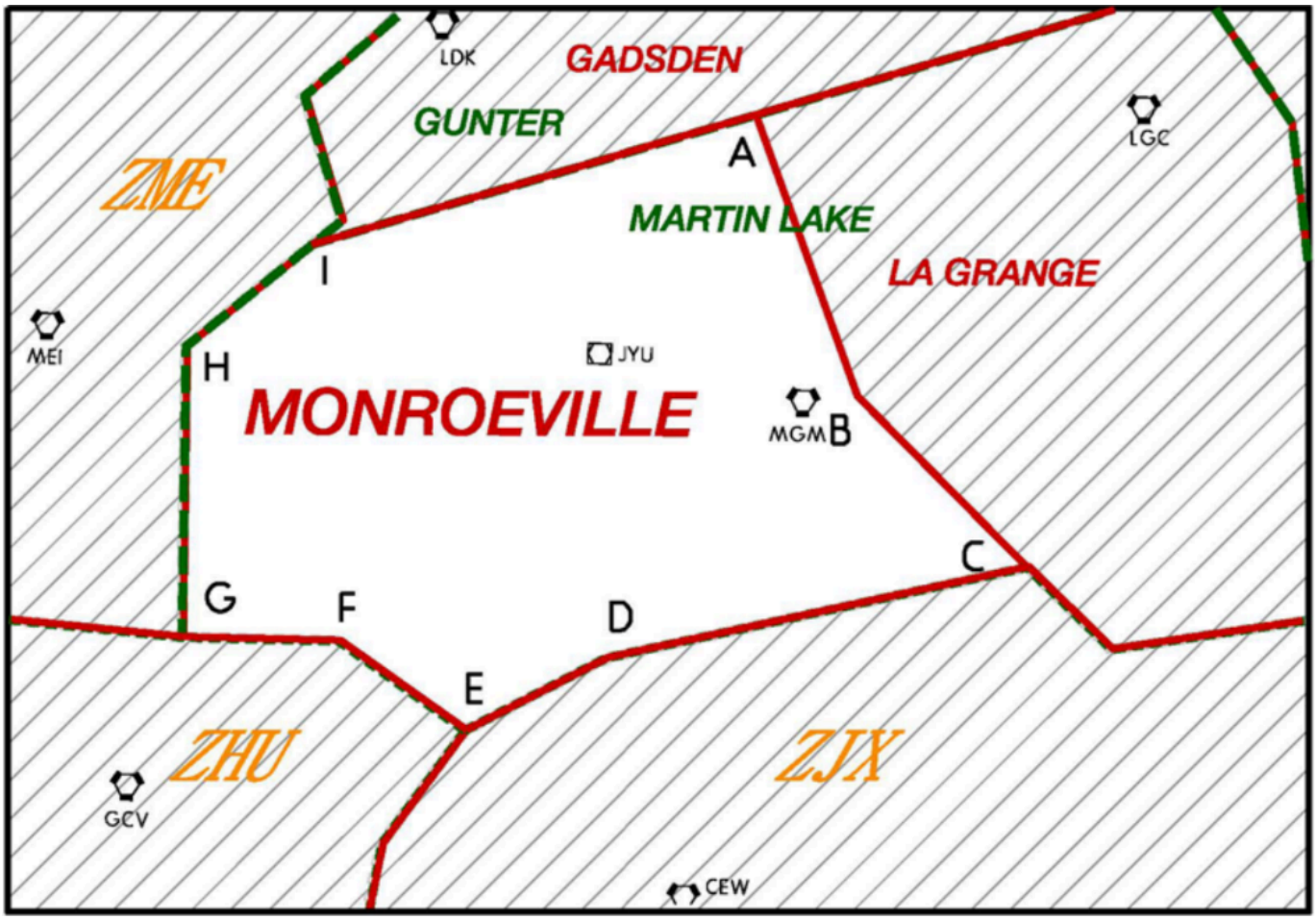
c. Automated Information Transfers

i. **Southwestbound aircraft from LaGrange southeast of a CSG-KTOI line** will be flashed through Monroeville to ZJX.

ii. **Aircraft southwest of LDK to Gadsden that will enter ZME** will be flashed through Gadsden to ZME. Aircraft must remain level.

iii. **En route aircraft to ZME bound for ZHU63** will be flashed through ZME46 to ZHU63.

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

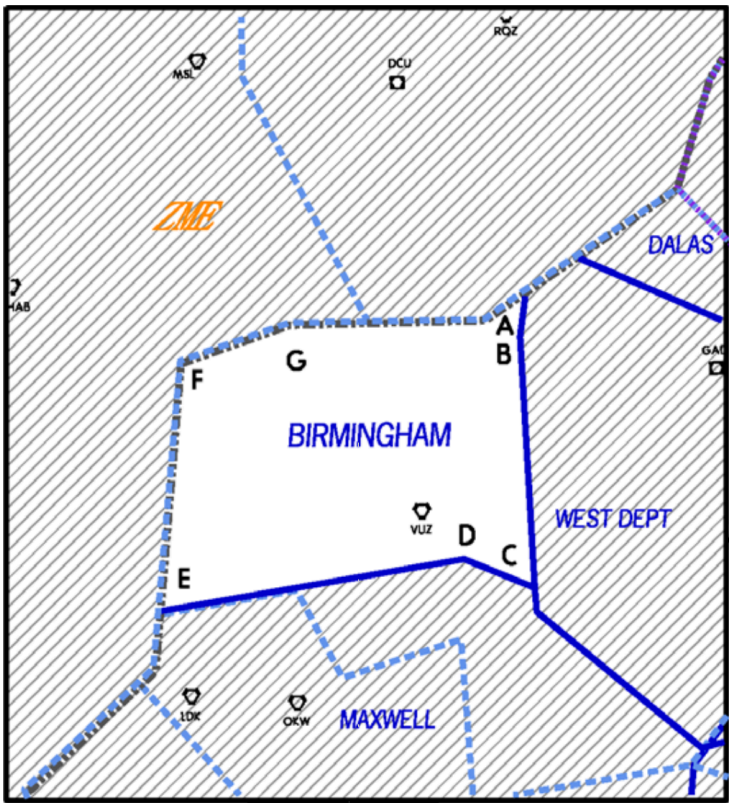
a. **IAFDOF APREQ between Birmingham/Montgomery/Maxwell Sectors.** Aircraft cleared via J39, V115, V115.MGM.V7 or V7.MGM.V115, at altitudes that are inappropriate for direction of flight, do not require verbal altitude approval of the receiving controller.

b. Automated Information Transfers

i. Low-performance ATL terminal area departures requesting AOA FL240 from West Departure will be handed off assigned FL230. Birmingham Sector will flash through to Gadsden.

ii. Fast-climbing BHM departures filed over IGB, HAB, or EWA requesting AOA FL240 will be assigned FL230 and handed off to Gadsden. Gadsden will enter an altitude they can approve in the data block and handoff to ZME. Birmingham will climb the aircraft to the entered altitude and transfer communications to ZME.

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.

6-7-2. PROCEDURES

a. ATL terminal area arrivals.

i. All non-jets/arrivals landing south of KATL shall be descended to FL240 by Monroeville and handed off to Montgomery (or Maxwell) for direct transition into the Tiroe Sector.

ii. KATL arrivals to Tiroe. Tiroe has control for turns up to 15 degrees and speed.

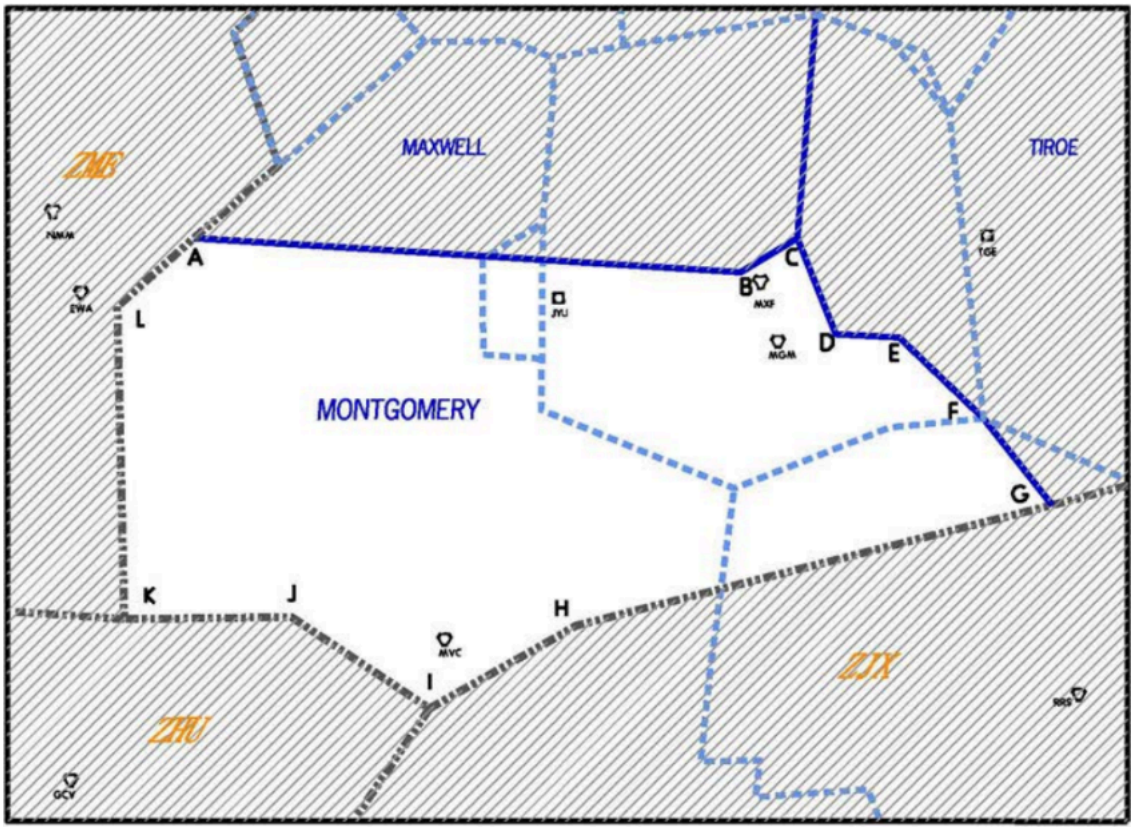
iii. All other arrivals to Tiroe. Tiroe has control for turns to rejoin the arrival for aircraft left on a heading for spacing by Montgomery and speed.

b. **IAFDOF APREQ between Birmingham/Montgomery/Maxwell Sectors.** Aircraft cleared via J39, V115, V115.MGM.V7 or V7.MGM.V115, at altitudes that are inappropriate for direction of flight, do not require verbal altitude approval of the receiving controller.

c. Automated Information Transfers

i. Southwestbound aircraft operating southeast of a CSG-KTOI line from Tiroe will be flashed through Montgomery to ZJX.

6-7-3. SECTOR MAP



SECTION 8. MAXWELL SECTOR 14

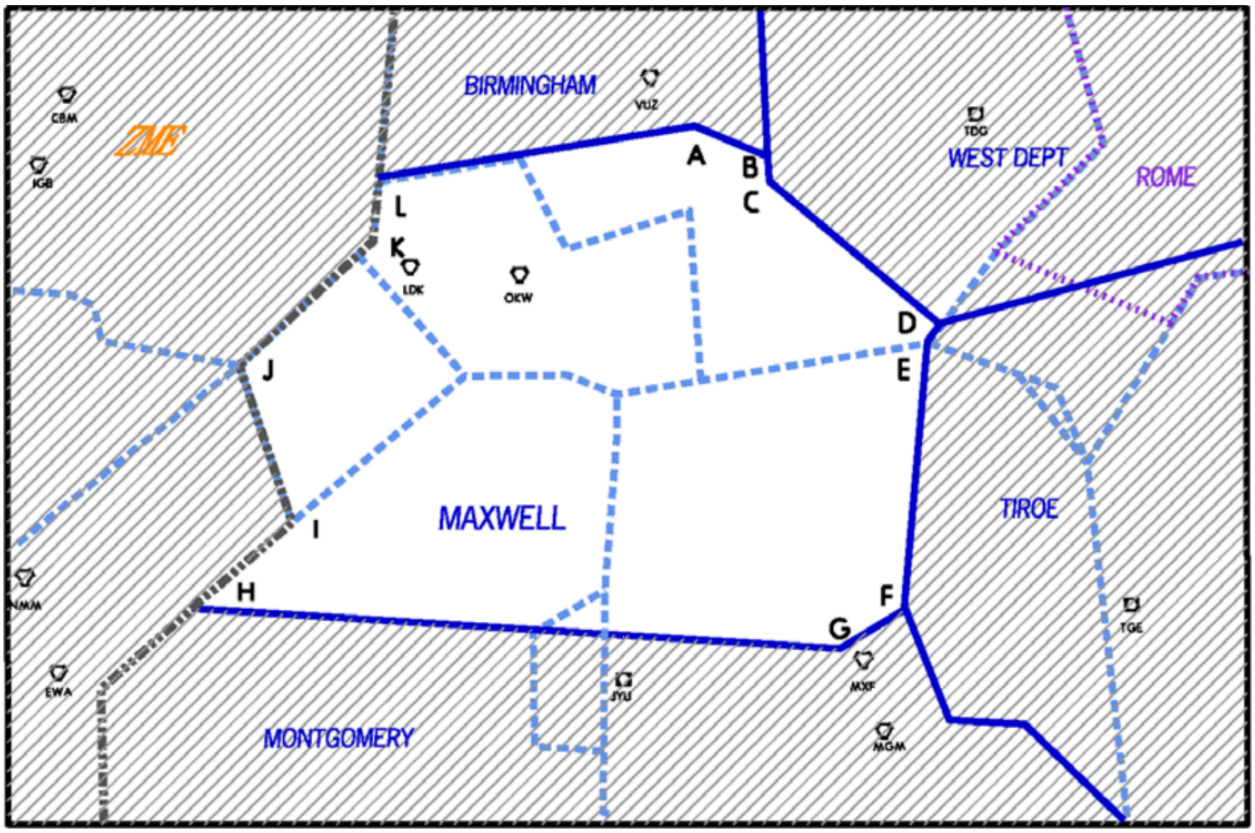
6-8-1. SECTOR NARRATIVE

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.

6-8-2. PROCEDURES

1. **Arrivals**
    a. **ATL terminal area arrivals.**
        i. **All non-jets/arrivals landing south of KATL** shall be descended to FL240 by Monroeville and handed off to Maxwell (or Montgomery) for direct transition into the Tiroe Sector.
        ii. **KATL arrivals to Tiroe.** Tiroe has control for turns up to 15 degrees and speed.
        iii. **All other arrivals to Tiroe.** Tiroe has control for turns to rejoin the arrival for aircraft left on a heading for spacing by Maxwell and speed.
    b. **BHM arrivals.**
        i. **From Tiroe** will, traffic permitting, be instructed to cross the transition area described in the ZTL/BHM LOA at 11,000ft and handed off to Maxwell.
        ii. **From Monroeville** shall be descended to FL240 and handed off to Maxwell in sufficient time for Maxwell to meet the ZTL/BHM LOA 11,000 restriction.
2. **Departures**
    a. **GTR departures requesting AOA 240 landing ATL terminal area** will be capped at FL230.
    b. **BHM departures via MGM SZW or MGM J141 SZW** shall not be rerouted in Tiroe/LaGrange Sector without prior coordination.
3. **Additional Procedures**
    a. **IAFDOF APREQ between Birmingham/Montgomery/Maxwell Sectors.** Aircraft cleared via J39, V115, V115.MGM.V7 or V7.MGM.V115, at altitudes that are inappropriate for direction of flight, do not require verbal altitude approval of the receiving controller.
4. **Automated Information Transfers**
    a. **Low-performance ATL terminal area departures requesting AOA FL240 from West Departure** will be handed off assigned FL230. Birmingham Sector will flash through to Gadsden.
    b. **Fast-climbing BHM departures filed over IGB, HAB, or EWA requesting AOA FL240** will be assigned FL230 and handed off to Gadsden. Gadsden will enter an altitude they can approve in the data block and handoff to ZME. Maxwell will climb the aircraft to the entered altitude and transfer communications to ZME.
    c. **MEI arrivals** will be flashed thru ZME65 to MEI approach control.

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. Gunter may be absorbed by Rocket and Gadsden for a two-way split of the entire area FL240 and above.

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
The airspace 10,000 and below under the West Departure and Dalas sectors may be opened on Rome 01. However, typically this airspace is absorbed by West Departure and Dalas.

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 surface to 10,000 feet. 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.

When Rome is not open, it will normally be absorbed by West Departure and Dalas low sectors. In this configuration, the south side of Rome sector is absorbed by West Departure and the north side by Dalas.

7-2-2. PROCEDURES

a. Arrivals

i. **LGC arrivals from West Departure** should not enter Tiroe Sector.

ii. **CZL arrivals from North Departure** will be cleared to the MIA and are released to Rome for turns toward the airport, descent, and approach clearance. Rome Sector shall advise North Departure when the arrival cancels IFR or completes the approach.

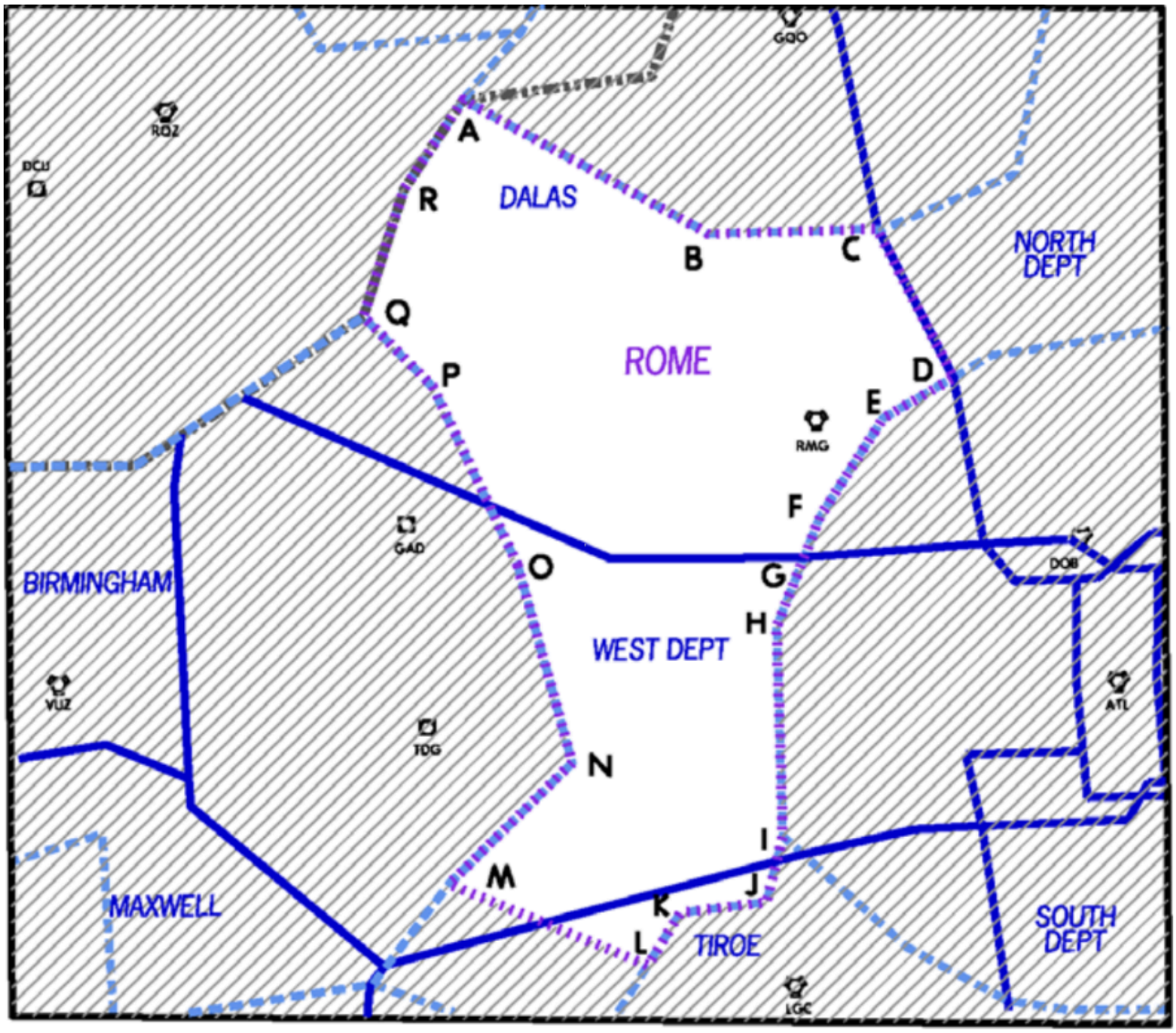
iii. **GAD arrivals** shall be coordinated with Birmingham Approach.

iv. **PUJ/20GA/VPC/CTJ arrivals.** Rome is responsible for coordination with A80 SAT sector. After coordination, Rome may either release aircraft to A80 or issue clearance with their approval. Rome shall block airspace until advised by A80 no longer in use.

b. Additional Procedures

i. **Aircraft on V243 between GQO and HEFIN AOB FL230** shall be at ODD altitudes southbound and EVEN altitudes northbound.

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.

If desired, the north and south portions of Gunter may be absorbed by Rocket and Gadsden high sectors. In this configuration, the area is split two ways from FL240 and above.

7-3-2. PROCEDURES

a. Arrivals

i. **GSP and AGS terminal area arrivals to Hampton** shall cross the boundary at FL350.

ii. **AVL arrivals south of GQO to Area 7** shall be descended to FL350 and handed off to Rocket in time to cross the Crossville boundary AOB FL330.

iii. **TYS terminal area arrivals to Area 7** shall be descended to FL350 and handed off to Rocket in time to cross the Crossville boundary at FL240.

b. Departures

i. **ATL terminal area departures to Martin Lake** are released for control for turns.

c. Automated Information Transfers

i. **A80 BUKHD/SWTEE arrivals from ZME** will be flashed through to Rocket.

ii. **BHM arrivals over/north of GQO from Allatoona** will be handed off assigned FL350. Gunter will flash through to Rocket.

iii. **Aircraft southwest of LDK from Martin Lake that will enter ZME** will be flashed through Gunter to ZME. Aircraft must remain level.

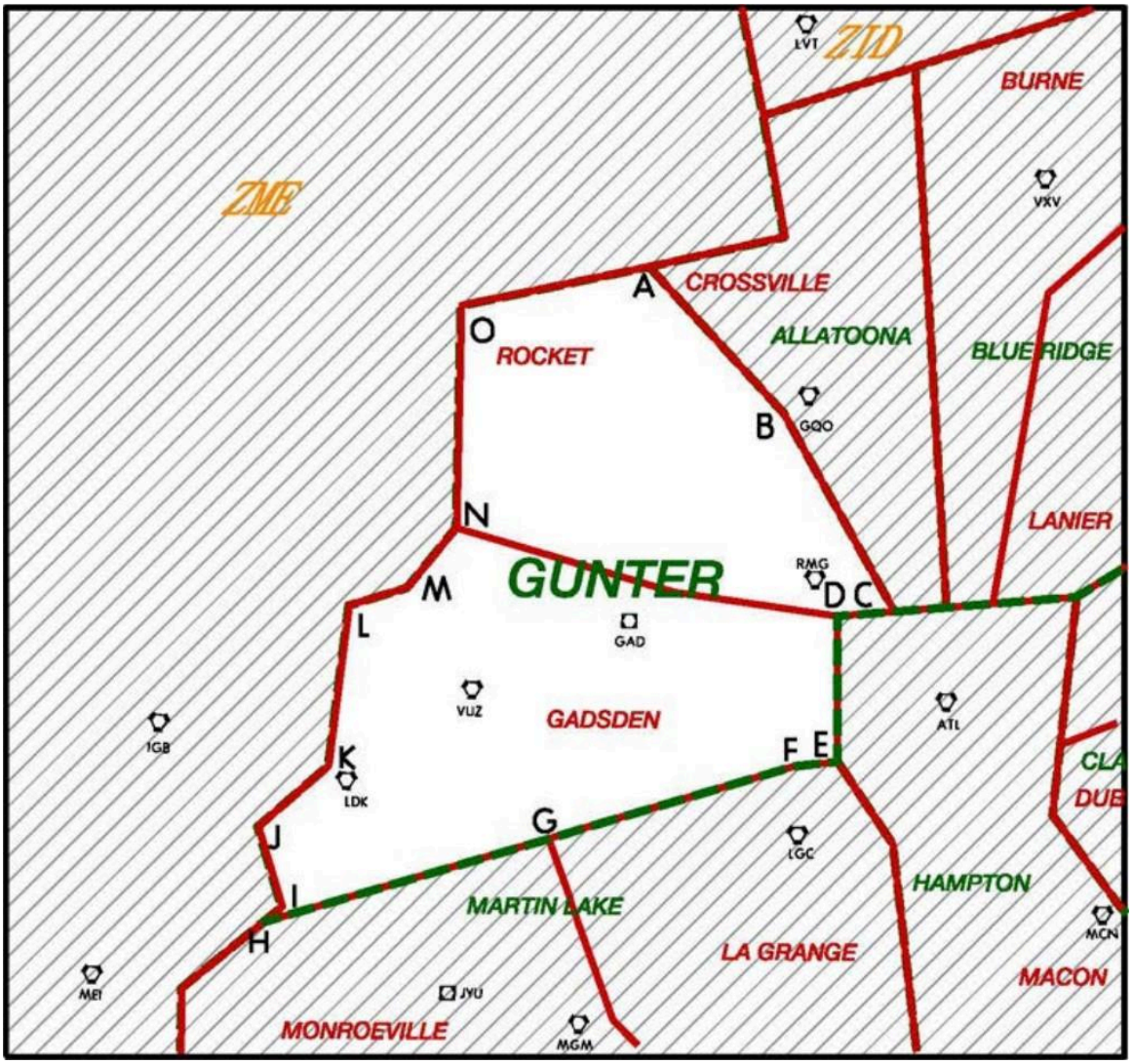
iv. **Aircraft AOA FL350 from ZME eastbound over/south THRSR** will be handed off from Martin Lake to Gunter and flashed through to Hampton.

v. **GSP and AGS terminal area arrivals to Hampton** shall be assigned FL350 and handed off to Hampton. Hampton will flash through to Macon.

vi. **En route aircraft to Martin Lake that will enter ZJX west of Q118** will be flashed through Martin Lake to ZJX.

vii. **ATL POUNC SID departures requesting AOA FL360 from Gadsden** will be handed off assigned FL340 with a temporary altitude. Gunter will enter an altitude they can approve in the datablock and flash through to Martin Lake. Gadsden will climb to the entered altitude and transfer communications to Martin Lake once the handoff is accepted.

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.

If desired, Gadsden may absorb the south portion of Gunter Ultra High (FL350 and above). In this configuration, Rocket and Gadsden sectors split the entire area from FL240 and above.

7-4-2. PROCEDURES

a. Airspace. When A80-Atlanta Sector is on an East operation, the airspace designated as "GADSDEN EAST AREA" FL240 through FL270, is released to Gadsden and is depicted on the HIGH EAST map.

b. Arrivals

i. **HSV arrivals from LaGrange** shall cross the boundary AOB FL300. Gadsen has control for descent.

ii. **CBM arrivals.**

1. **From Area 5 filed AOA FL330,** except those routed via VUZ/VLKNN, shall cross the Gadsden boundary AOB FL280.
2. **Via routes between J31/151** shall be cleared via BESOM IGB J52/V278, or V245 IGB, whichever is appropriate, assigned FL240, and handed off to Birmingham.

iii. **MEI/NMM arrivals from the northeast/east** shall be descended to FL240 and handed off to Maxwell or Birmingham Sector, as appropriate, in time to cross the ZTL/ZME boundary AOB FL230.

iv. **CSG/PIM/LSF turbojet arrivals** will be descended to FL240 and handed off to West Departure in sufficient time to cross the West Departure/Tiroe boundary AOB FL190. Gadsden must ensure the aircraft's routing is west of LGC/BRAVS or assign a heading.

c. Departures

i. **ATL terminal area departures to Monroeville** will avoid the Tiroe/LaGrange sector via either RNAV SID GRGIA transition, WEONE GRGIA (jets), WEONE PNTHA (others), or an assigned heading. Monroeville has control for turns to the south and is responsible for point outs.

d. Automated Information Transfers

i. **BHM arrivals from ZME61** shall be flashed through to Rocket.

ii. **BHM arrivals from Macon** shall be handed off assigned FL240. Gadsden will flash through to West Departure.

iii. **Eastbound BHM terminal area departures requesting AOA FL240 from West Departure** will be handed off assigned FL230. Gadsden will enter an altitude they can approve in the data block and flash through to the appropriate next sector.

iv. **Fast-climbing BHM departures filed over IGB, HAB, or EWA from Birmingham or Maxwell** will be handed off assigned FL230. Gadsden will enter an altitude they can

approve in the data block and handoff to ZME. Birmingham or Maxwell will climb the aircraft to the entered altitude and transfer communications to ZME.

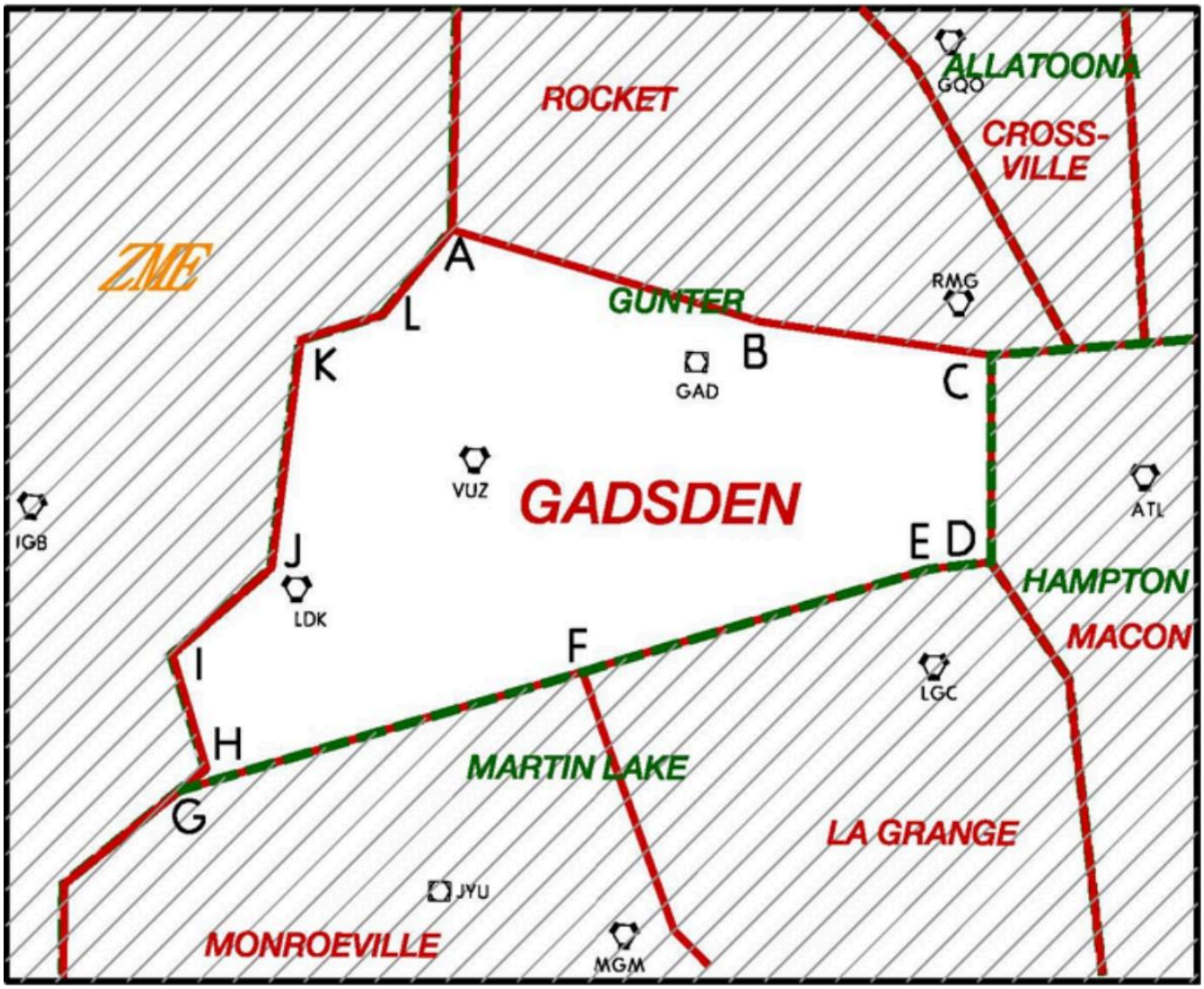
v. **ATL POUNC SID departures to Gunter** will be handed off assigned FL340 with a temporary altitude. Gunter will enter an altitude they can approve in the datablock and flash through to Martin Lake. Gadsden will climb to the entered altitude and transfer communications to Martin Lake once the handoff is accepted.

vi. **Aircraft southwest of LDK from Monroeville that will enter ZME** will be flashed through Gadsden to ZME. Aircraft must remain level.

vii. **Aircraft from ZME eastbound over/south of THRSR from LaGrange** will be flashed through Gadsden to Macon.

viii. **Aircraft through LaGrange to Macon east of the point where J73 crosses the Gadsden boundary** will be flashed through LaGrange to Macon.

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 FL230 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.

The portion of Rome Ultra Low sector south of the West Departure/Dalas boundary may be absorbed by West Departure. In this configuration, the north portion of Rome is absorbed by Dalas and the south portion is absorbed by West Departure.

7-5-2. PROCEDURES

a. Arrivals

i. **PIM/CSG/LSF arrivals.**

1. **From Gadsden** will be descended to FL240 in time to meet the Tiroe restriction.
2. **To Tiroe** shall cross the boundary AOB FL190 assigned 11,000. West Departure shall ensure the aircraft's route is west of LGC/BRAVS or issue a heading if required to ensure it.

ii. **LGC arrivals** should not enter Tiroe Sector. Descend to 11,000 and handoff to Rome in time to cross AOB 10,000 prior to the West Departure/Tiroe boundary.

b. Departures

i. **ATL terminal area departures that will enter Tiroe.**

ii. **All Satellite jets requesting AOA 240/all KATL RNAV jets** shall remain clear of Tiroe sector via the RNAV SID GRGIA transition, WEONE GRGIA, or a heading.

EXCEPTION: *MGM arrivals may fly the RNAV SID and enter Tiroe. All MGM jet arrivals shall be issued a final altitude of FL230 and handled according to the next paragraph.*

iii. **All other aircraft requesting AOB FL230.** West Departure will assign a heading to remain clear of Tiroe Sector. Tiroe has control for turns to the south and shall ensure they enter Tiroe airspace before PNTHA or point out/handoff to Maxwell.

c. Additional Procedures

i. **Aircraft on V243 between GQO and HEFIN AOB FL230** shall be at ODD altitudes southbound and EVEN altitudes northbound.

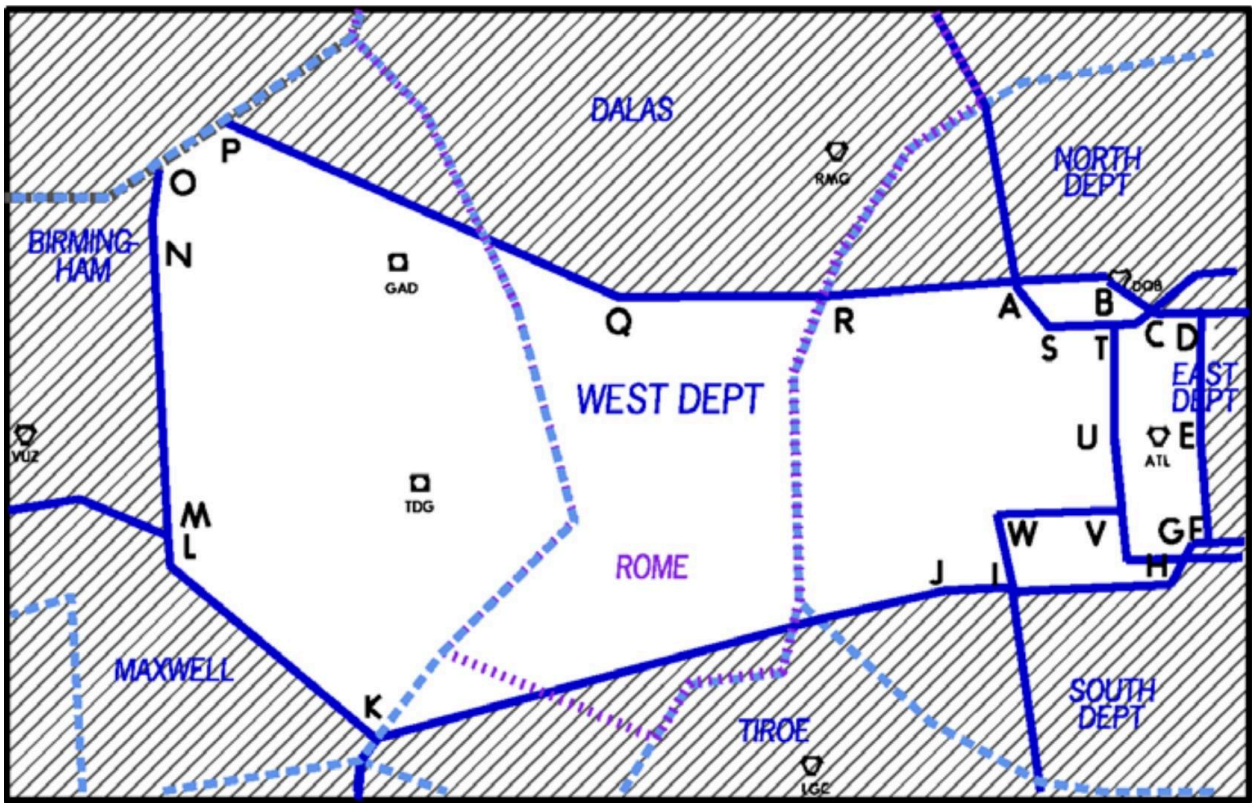
d. Automated Information Transfers

i. **Eastbound BHM terminal area departures AOA FL240** shall be handed off to Gadsden assigned FL230. Gadsden will enter an altitude they can approve in the data block and flash through to the next appropriate sector. West Departure will climb to the approved altitude and transfer communications once the third sector accepts the handoff.

ii. **Low performance ATL terminal area departures requesting AOA FL240 overflying Maxwell or Birmingham Sector** shall be handed off to Maxwell or Birmingham assigned FL230 and flashed through to Gadsden.

iii. **Northeastbound BHM departures requesting AOA FL240 through Dalas** shall be assigned FL230 and handed off to Dalas. Dalas will flash through to Rocket.

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.

The portion of Rome Ultra Low sector underneath Dalas may be absorbed by Dalas. In this configuration, the north portion of Rome is absorbed by Dalas and the south portion is absorbed by West Departure.

7-6-2. PROCEDURES

a. Arrivals

i. ATL terminal area arrivals.

1. **PD descent by Dalas within Rocket.** Pilot's discretion descents resulting from the issuance of a crossing restriction may be issued inside Rocket airspace without coordination.
2. **Dalas control for turns.** Rocket releases control to Dalas for turns direct RMG/CHPPR/GLAVN.
3. **All arrivals filed AOB FL230.** Dalas shall force the data block to Rocket to assist in planning.

ii. LGC arrivals AOA 15,000 shall be assigned 15,000 and handed off to West Departure in time to descend under the Tiroe sector (AOB 10,000).

iii. BNA terminal area prop/turboprop arrivals AOA 110 entering North Departure or Crossville, whose route is flight is south of GQO, must be cleared via GQO direct.

b. Additional Procedures

i. Aircraft on V243 between GQO and HEFIN AOB FL230 shall be at ODD altitudes southbound and EVEN altitudes northbound.

c. Pre-Arranged Coordination

i. CHA departures. Hinch Mountain Sector is authorized to control CHA departures within the confines of Dalas airspace.

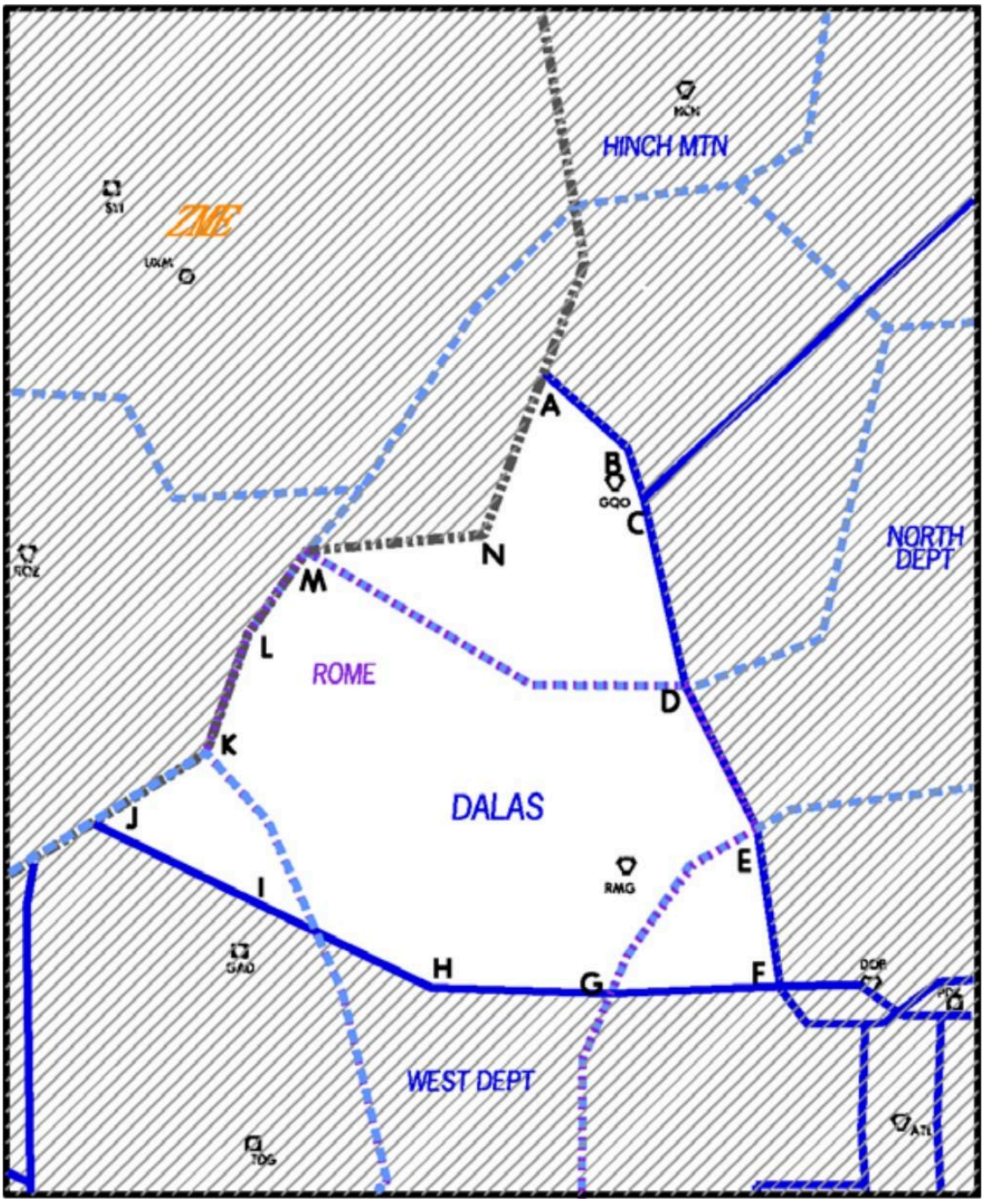
d. Automated Information Transfers

i. **Northeastbound BHM departures requesting AOA FL240 through Dalas** shall be assigned FL230 and handed off to Dalas. Dalas will flash through to Rocket.

ii. BHM arrivals from Rocket will be handed off assigned FL240. Dalas will enter an altitude into the datablock as traffic permits and flash through to West Departure. Rocket will assign the entered altitude and transfer communications to West Departure when the handoff is accepted.

iii. HSV arrivals that will enter Dalas north of MDTWN will be handed off from North Departure or Hinch Mountain crossing the ZTL/ZME boundary AOB FL230, assigned 16,000. Dalas will flash through to ZME.

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.

If desired, Rocket may absorb the north portion of Gunter Ultra High (FL350 and above). In this configuration, Rocket and Gadsden sectors split the entire area from FL240 and above.

7-7-2. PROCEDURES

a. Arrivals

i. ATL terminal arrivals.

1. **PD descents by Rocket.** Do not issue pilot's discretion descent to KATL arrivals on an east operation. (Arrivals must both descend and slow to 250kts by the 40DME.)
2. **PD descent by Dalas within Rocket.** Pilot's discretion descents resulting from the issuance of a crossing restriction may be issued inside Rocket airspace without coordination.
3. **Dalas control for turns.** Rocket releases control to Dalas for turns direct RMG/CHPPR/GLAVN.
4. **All arrivals filed AOB FL230.** Dalas shall force the data block to Rocket to assist in planning.
5. **Satellite BUKHD arrivals** shall cross HAVVE at FL240 and be handed off to Dalas.'

ii. BHM arrivals entering ZME Hamilton Sector. When the ATAs/DTAs are active, route aircraft via RQZ direct NULLS direct.

iii. TYS terminal area arrivals shall be assigned FL240 and handed off to Crossville Sector.

iv. AVL arrivals south of GQO to Area 7 shall cross the Crossville boundary AOB FL330. Gunter will descend arrivals to FL350 and handoff to Rocket in time to meet the restriction.

v. AGS terminal area arrivals to Macon shall cross the boundary AOB FL330.

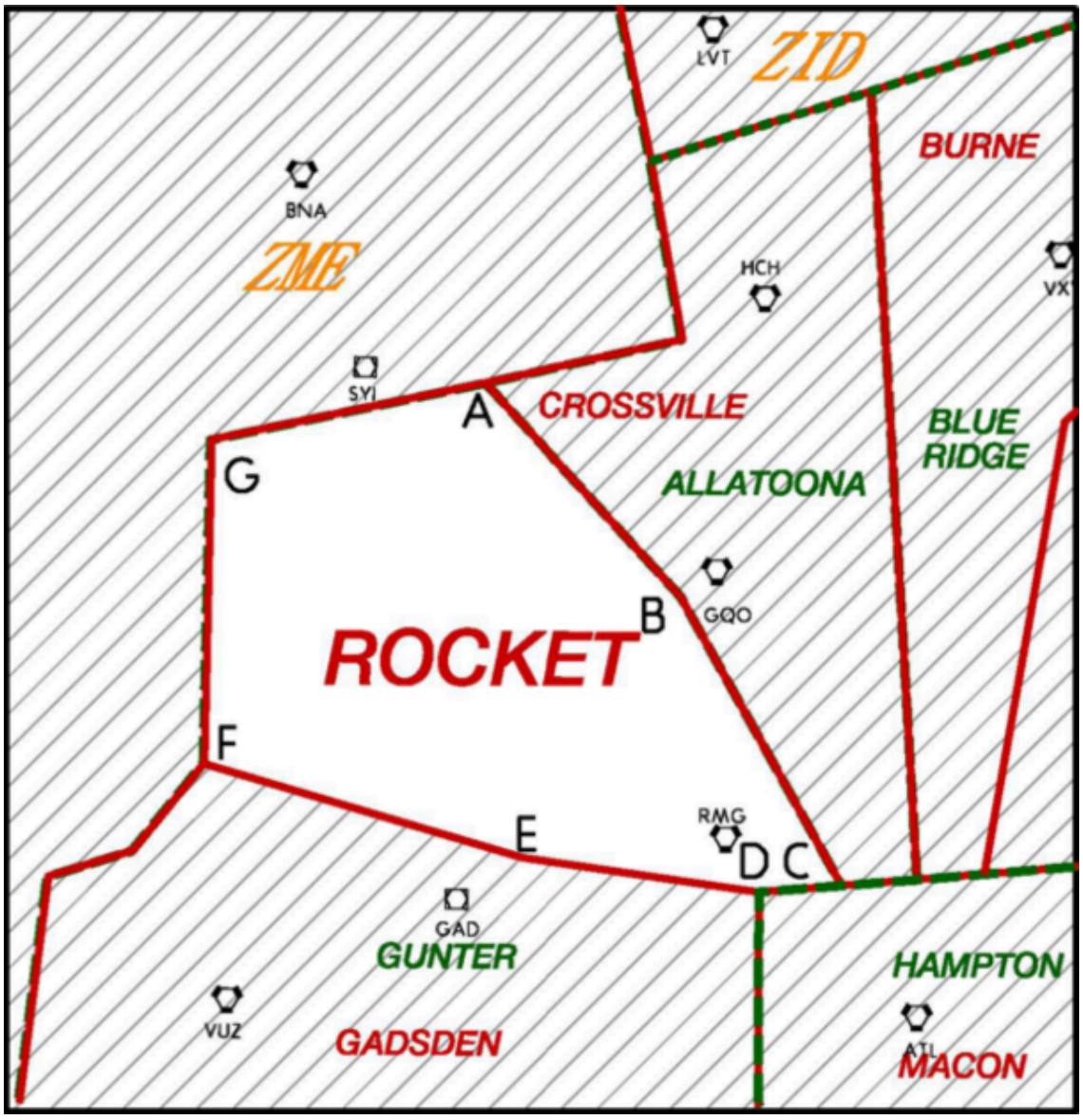
b. Departures

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

c. Automated Information Transfers

i. BHM arrivals that will transition Dalas Sector shall be handed off to Dalas assigned FL240. Dalas will enter a lower altitude into the datablock and flash through to West Departure. Rocket will assign the entered altitude and transfer communications to West Departure once the handoff is accepted.

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. GSP terminal area arrivals shall be descended to FL350 and handed off to Crossville in time to ultimately cross the Logen boundary AOB FL210, *or* be routed via either:

i. VXV RCTOR STAR (GSP/GMU/GYH/LQK);

ii. VXV SOT SUG V185 UNMAN direct; or

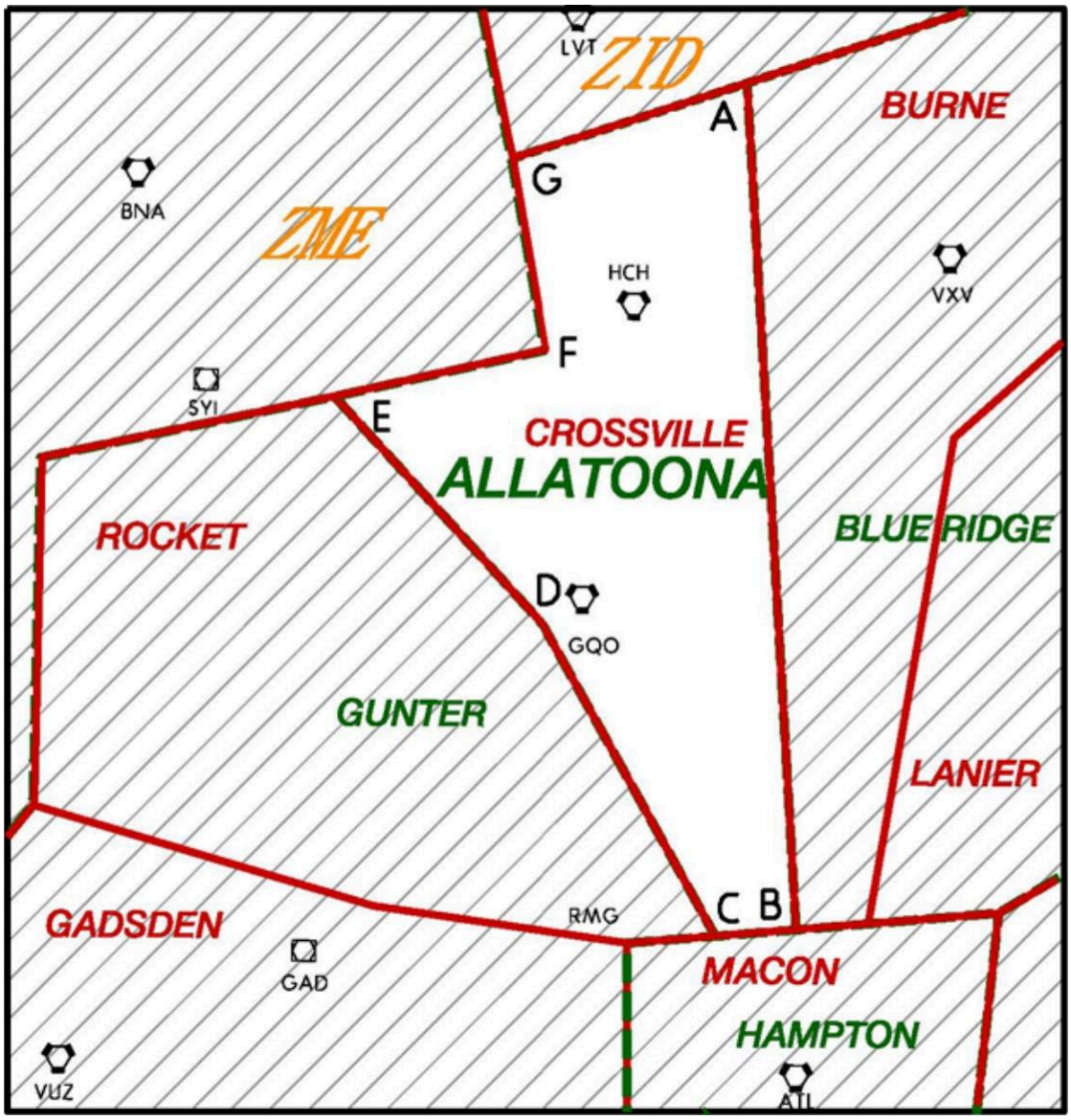
iii. ATL AHN V20 ELW V266 PELZE direct.

b. **Automated Information Transfers**

i. BHM arrivals over/north of GQO shall be assigned FL350 flashed through Gunter to Rocket.

ii. CLT arrivals AOA FL350. Allatoona shall descend the aircraft to FL350 and be flashed through Blue Ridge Ultra High to Burne High.

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. **ATL terminal area arrivals** (not KATL) shall be cleared via the BUKHD STAR to cross HAVVE AOB FL240 and handed off to Dalas.

ii. **AVL arrivals south of GQO from Area 6** shall cross the Rocket/Crossville boundary AOB FL330.

iii. **TYS terminal area arrivals from Area 6** shall cross the Rocket/Crossville boundary at FL240.

iv. **GSP terminal area arrivals.**

1. **To Area 3,** shall cross the Logen boundary AOB FL210. Allatoona will ensure timely descent to FL350 and handoff to meet the restriction.

To other areas, must be routed via either:

a. VXV RCTOR STAR (GSP/GMU/GYH/LQK);
b. VXV SOT SUG V185 UNMAN direct; or
c. ATL AHN V20 ELW V266 PELZE direct.

v. **BNA terminal area turboprop/prop arrivals AOA 110 south of GQO** must be cleared via direct GQO direct.

b. Departures

i. **HSV departures from ZME** will normally be handed off to the Crossville, Hinch Mountain, or Dalas Sectors. If, however, Rocket accepts a handoff on HSV departures requesting FL240 or above which will proceed over or north of GQO, Rocket shall verbally coordinate with Crossville any altitude above FL230.

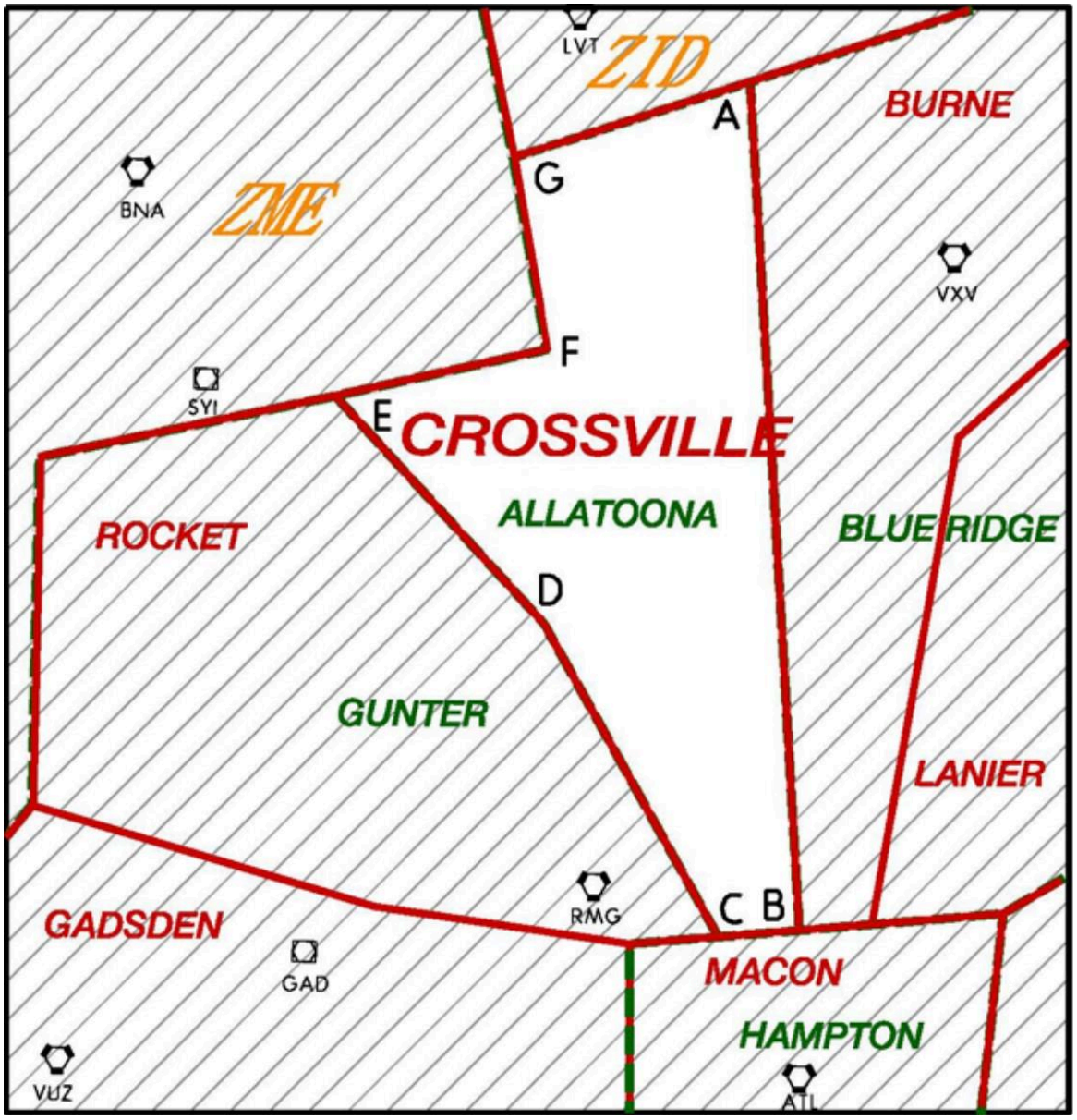
c. Pre-Arranged Coordination

i. **ATL PADGT SID departures** may be controlled by Burne within Crossville airspace.

d. Automated Information Transfer

i. **HSV/BNA/JWN/MBT/MQY arrivals that will enter Hinch Mountain Sector** will be handed off from Burne assigned FL240 and flashed through to Hinch Mountain Sector.

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. **BNA terminal area prop/turboprop arrivals AOA 110 from Crossville,** whose route is flight is south of GQO, will be cleared via GQO direct.

ii. **CZL arrivals to Rome** will be cleared to the MIA and are released to Rome for turns toward the airport, descent, and approach clearance. Rome Sector shall advise when the arrival cancels IFR or completes the approach.

iii. **CHA arrivals north of ODF from Area 3** shall cross the Logen/North Departure boundary AOB FL180.

iv. **GSP terminal area arrivals to Area 3** will cross the Logen boundary AOB FL210. Crossville will ensure these aircraft are descended to FL240 and handed off to North Departure in time for the restriction.

v. **GVL/AJR arrivals**, crossing the Logen/North Departure boundary on or north of V54 AOA 13,000, shall cross the boundary assigned 13,000 and handed off to Logen. Logen has control for turns to the east.

vi. **WDR/AHN/JCA arrivals to Logen**, south of HRS, shall cross the boundary AOB FL230 assigned 11,000.

vii. **GVL/AJR arrivals to Commerce.**

1. *GVL arrivals south of V415* shall be routed via EUGNE..GVL and handed off to A80 at 7,000 feet.
2. *GVL arrivals 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. *AJR arrivals crossing the Commerce/North Departure boundary south of V54:* cross boundary AOB 7,000.

b. Departures

i. **ATL terminal area departures to Logen:**

1. **KATL non-RNAV/Satellite departures requesting 11,000-FL230** shall be assigned a heading to remain clear of Logen airspace and handed off to Logen. After Logen accepts the handoff, North Departure shall clear the aircraft direct HRS and transfer communications. Logen has control for additional turns to the east.

If Logen has not accepted the handoff prior to crossing V54, verbal coordination is required.

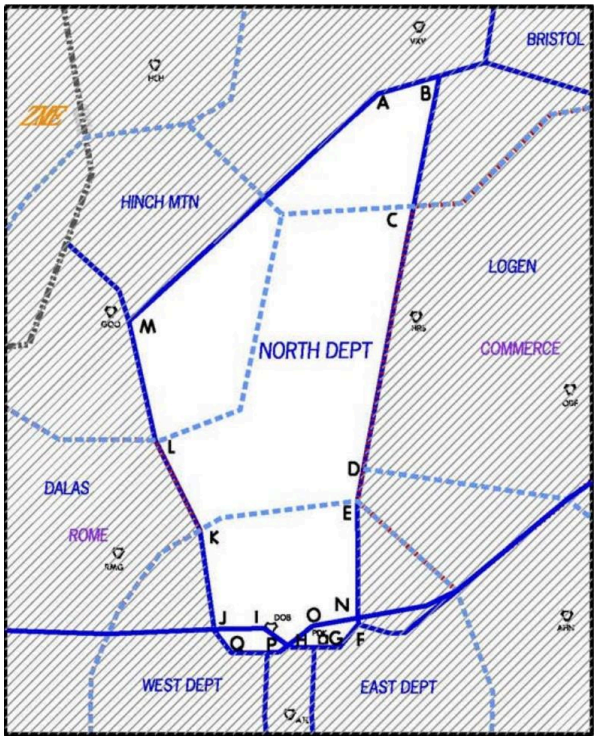
2. **KATL RNAV departures requesting 11,000-FL230** shall be routed via the SMKEY SID, direct HUCHH, flight plan route. Logen has control for turns to the east.

ii. **AVL/TRI terminal area arrivals from ATL terminal area** requesting AOA FL240 shall be capped at FL230.

c. Automated Information Transfers

i. **HSV arrivals to Dalas Sector north of MDTWN.** North Departure will clear the aircraft to cross the ZTL/ZME boundary AOB FL230 assigned 16,000 and handoff to Dalas who will flash through to ZME.

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 turbojet arrivals to Salem** shall cross the boundary as follows and be released for speed/turns east of VXV.

1. *CLT North Operation:* AOB FL330.
2. *CLT South Operation:* AOB FL290 or lowest available altitude below FL330.

ii. **CHA arrivals to Salem**, on or north of a line from PSK-GQO, shall cross the boundary AOB FL300.

iii. **ATL terminal area arrivals to Lanier** (non-KATL) shall cross the boundary AOB FL340 descending to the lowest practical altitude. Verbal approval for IAFDOF is not required.

iv. **BNA/HSV terminal arrivals from Lanier or Salem** shall cross the boundary AOB FL300.

b. Additional Restrictions

i. **Entering Macon from Burne:** eastbound (odd) altitudes.

ii. **From Macon to Burne:** westbound (even) altitudes.

iii. **Athens West Area.** The Athens West Area is a portion of airspace from FL240-FL290 delegated from Spartanburg to Macon Sector when Atlanta Hartsfield is on a west operation, depicted on the HIGH WEST map.

c. Pre-Arranged Coordination.

i. **ATL PADGT SID departures** may be controlled by Burne within Crossville airspace.

d. Automated Information Transfers

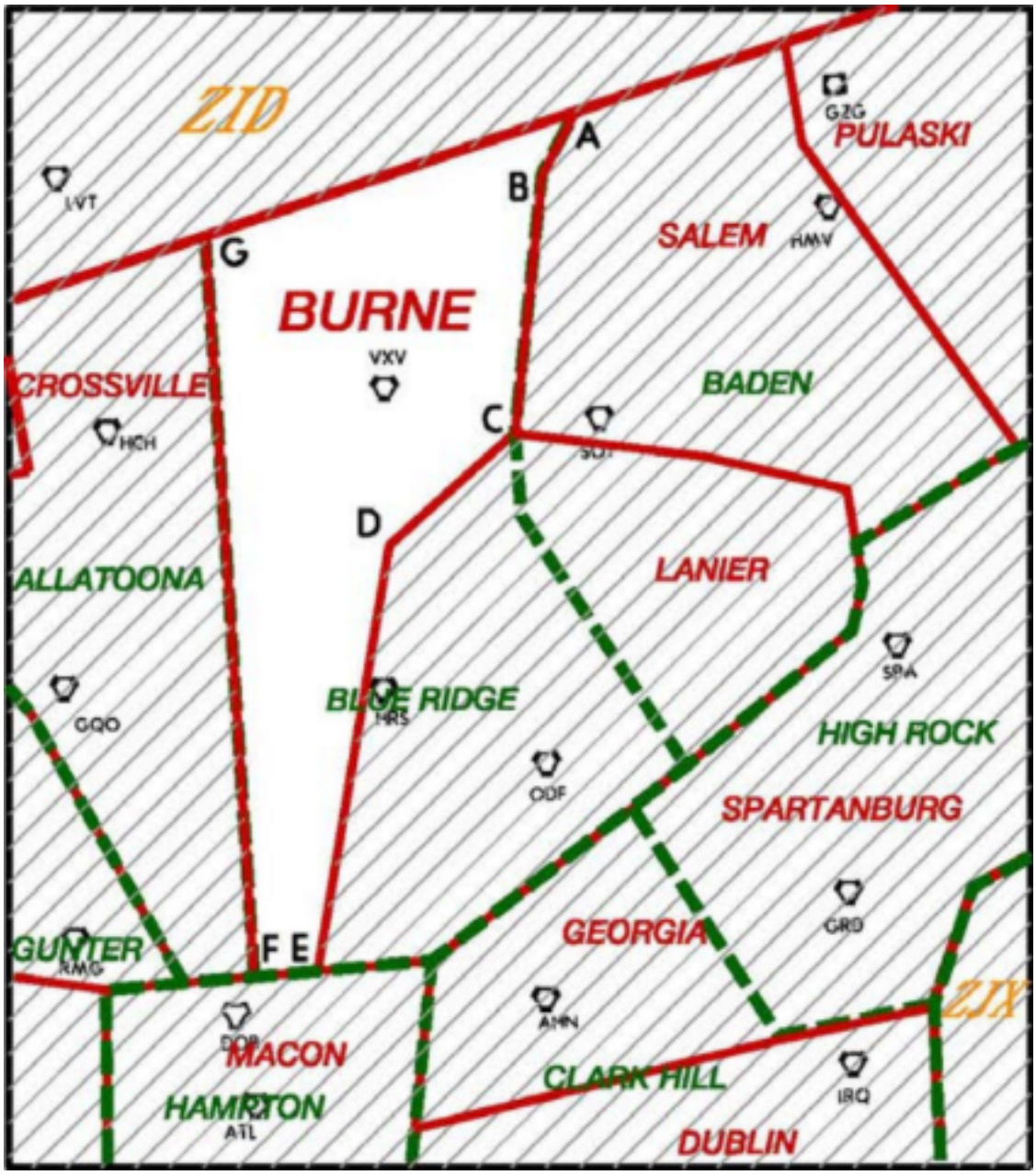
i. **ATL terminal area arrivals** shall be assigned FL240 and flashed through Lanier to Logen Sector.

ii. **HSV and BNA terminal area arrivals** shall be assigned FL240 and flashed through Crossville to Hinch Mountain Sector.

iii. **AVL, GSP terminal area arrivals, and CLT terminal area turboprop arrivals** will be assigned FL240 and flashed through Salem to Bristol Sector.

iv. **CLT departures requesting AOA FL350 from Lanier** will be handed off assigned FL340. Burne will flash through to Blue Ridge 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. ATL terminal area arrivals** (non-KATL) shall be descended to FL350 and handed off to Burne in time to cross the Burne/Lanier boundary AOB FL340.
- ii. **GSO/INT arrivals.**
  1. **North of a GSO-GQO line to Baden** shall be assigned FL350.
  2. **South of a GSO-GQO line to Lanier** shall cross 85NM west of SPA at FL350.

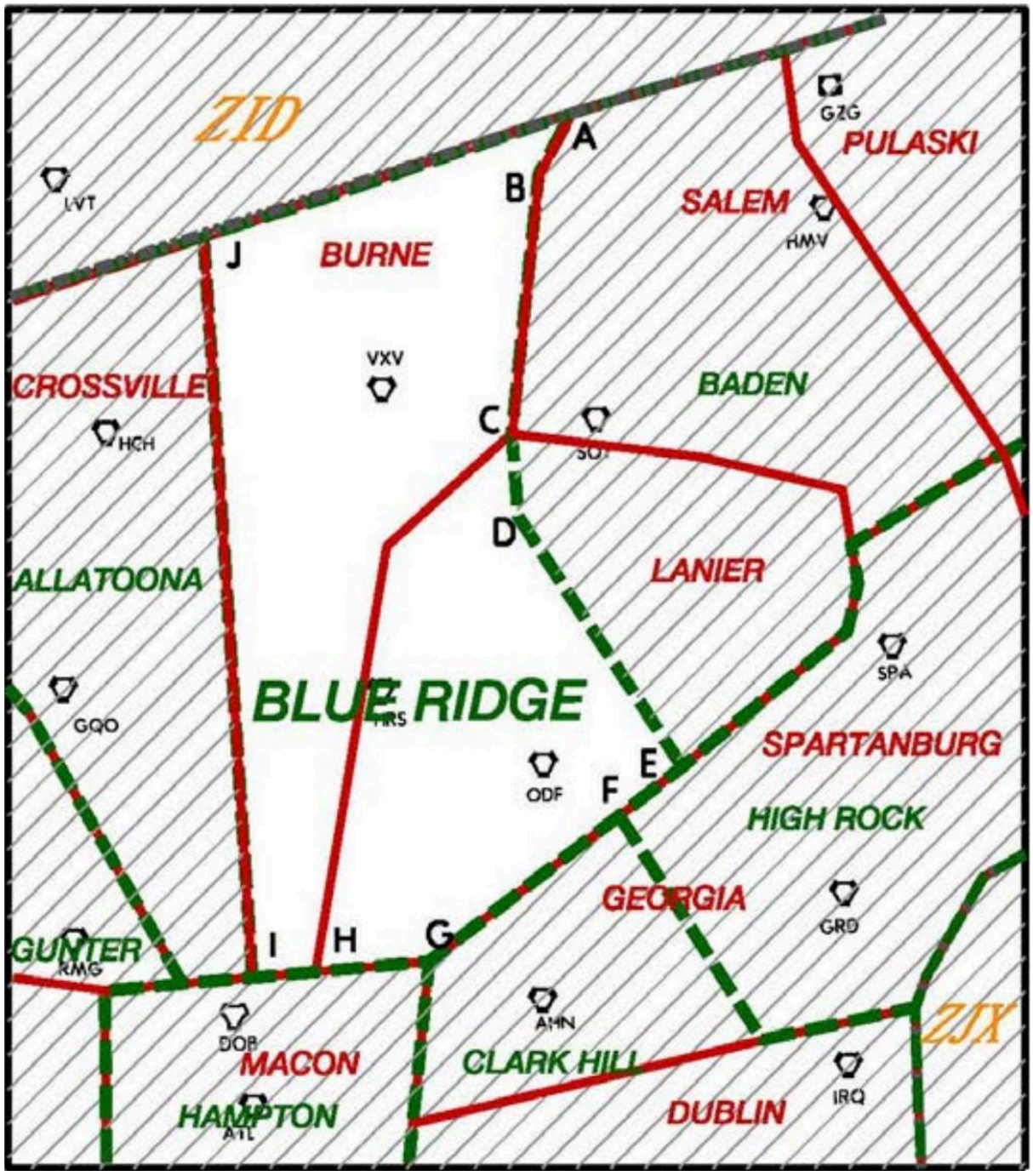
b. Additional Procedures

- **i. Aircraft IAFDOF to/from Hampton and Clark Hill.** Inappropriate altitude for direction of flight (IAFDOF) need not be approved for aircraft transiting between Hampton and Blue Ridge or between Clark Hill and Blue Ridge.

c. Automated Information Transfers

- **i. CLT arrivals AOA FL350 from Allatoona** will be handed off assigned FL350 and flashed through Blue Ridge to Burne.
- **ii. GSO arrivals AOA FL350** shall be assigned FL350 and flashed through Baden to Salem.

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

i. **CHA arrivals north of ODF from Area 3** shall cross the Logen boundary AOB FL180.

ii. **GSP terminal area arrivals** will cross the Logen boundary AOB FL210, *or* be routed via:

1. VXV RCTOR STAR (GSP/GMU/GYH/LQK);
2. VXV SOT SUG V185 UNMAN direct; or
3. ATL AHN V20 ELW V266 PELZE direct.

b. Pre-Arranged Coordination

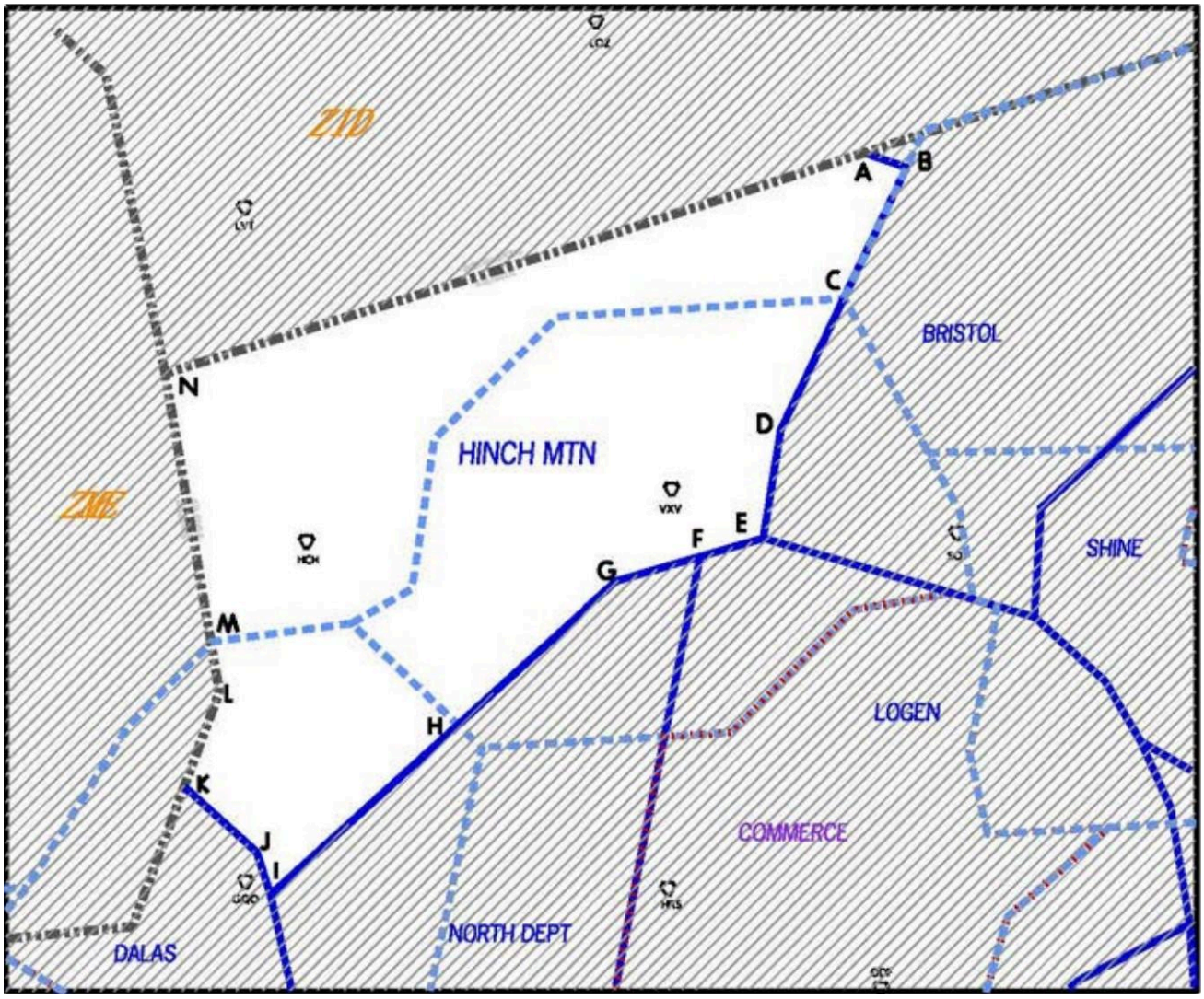
i. CHA departures. Hinch Mountain Sector is authorized to control CHA departures within the confines of Dalas airspace.

c. Automated Information Transfer

i. HSV/BNA/JWN/MBT/MQY arrivals from Crossville will be handed off from Burne assigned FL240 and flashed through to Crossville to Hinch Mountain.

ii. HSV arrivals that will enter Dalas north of MDTWN shall be handed off to Dalas assigned 16,000, ensuring they will cross the ZME boundary AOB FL230. Dalas will flash through to ZME.

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 or periods of high traffic.

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, 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	BARRETTS 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	**IIU**	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