

**ATLANTA ARTCC AND ATLANTA TRACON
LETTER OF AGREEMENT**

SUBJECT: APPROACH CONTROL SERVICE

EFFECTIVE: August 1, 2022

- 1. PURPOSE.** This Letter of Agreement (LOA) between Atlanta Air Route Traffic Control Center (ZTL) and Atlanta Large TRACON (A80) delegates authority and responsibility for air traffic control services in the airspace described in Annex 2, Annex 3, Annex 4, and Annex 5 and establishes interfacility procedures that are supplemental to FAA Order 7110.65, Air Traffic Control.
- 2. CANCELLATION.** This LOA cancels Atlanta ARTCC and Atlanta TRACON Letter of Agreement dated June 27, 2021.
- 3. RESPONSIBILITIES.**
 - a. A80 Atlanta Sector must provide a minimum of 7 miles separation, constant or increasing, between departures and/or en route aircraft entering ZTL airspace at or climbing to the same altitude, except when utilizing transitional procedures defined in Annex 7.
 - b. ZTL must provide A80 arrivals a minimum of 5 miles separation, or 10 miles following A380 aircraft, with comparable speed. ZTL will resolve all conflicts prior to 40 NM from KATL (TCP) between aircraft on RNAV STARs and non RNAV routing.
 - c. Radar handoffs and communication transfer for Atlanta Arrivals and Departures must be accomplished prior to the TCP.
 - d. Procedures in this Letter of Agreement (LOA) apply separately and distinctly to each of the Sectors (A80 Atlanta Sector, CSG Sector, MCN Sector, ATHENS Sector). One sector's procedures does not authorize penetration of another sector without prior coordination.
 - e. A80 CSG, MCN, and Athens sectors may be released to ZTL. These procedures are outlined in Annex 1.
 - f. A80/ZTL Coordination will be as follows:
 - (1) Coordination between A80 Departure Sectors and ZTL Sectors will be facilitated by reference to the Departure Gate most closely associated to the operation being coordinated. For example: "West Two, West Departure, Point Out" or "East One, East Departure, request control for turns DAL123."
 - (2) Coordination effected by a ZTL Sector to an A80 Departure Sector will constitute all coordination necessary within the affected Departure Transition Area (DTA). The A80 Departure Sector that accepts the coordination from ZTL will be responsible for coordination to any other Departure Sector affected within the specified DTA. ZTL will

still be responsible for coordination that affects other DTA's or other Approach or Satellite Sectors.

- (3) Coordination between A80 Approach Sectors and ZTL Arrival Sectors will be facilitated by the use of the Arrival Fixes LOGEN, DALAS, HUSKY, and TIROE. For example: "TIROE, 24, Hand-Off!"

4. A80 ATLANTA SECTOR PROCEDURES.

a. Hartsfield-Jackson Atlanta Interational Airport (KATL) arrivals must be cleared as follows:

- (1) When A80 is combined to a single controller and it is coordinated by A80:
- (a) Turbojets direct KATL descending to 15,000 feet.
 - (b) High performance turboprops direct KATL descending to 11,000 feet.
 - (c) All other aircraft direct KATL, cross the TCP at or below 10,000 feet at an appropriate altitude for direction of flight.
 - (d) All aircraft will be released for turns up to 15 degrees after completion of handoff.
- (2) During all times unless coordinated:
- (a) To KATL via the appropriate Atlanta Standard Terminal Arrival Route (STAR) or STAR radial as depicted in Annex 2.
 - i. Exception: Turboprop, prop, and Non-RNAV aircraft from the Northwest should be cleared via RMG V333 DALAS.**
 - ii. Exception: Non-RNAV aircraft from the Southeast should be cleared via SINCA V179 HUSKY.**
 - iii. Exception: Turboprop, prop, and Non-RNAV aircraft from the Southwest should be cleared via LGC V222 TIROE and released for turns to A80.**
 - iv. Exception: RNAV Turboprops and props from the Northeast will be cleared via CORCE T414 LOGEN. All non-RNAV aircraft from the Northeast should be cleared via a coordinated heading towards the WOMAC waypoint.**
 - (b) All arrivals must be established on the STAR prior to the TCP.
 - (c) A80 has control for turns from DALAS and LOGEN Sectors.
 - (d) A80 has control to increase speed.
 - (e) DALAS and LOGEN must **not** conduct Optimized Profile Descent STAR operations.

(f) Turbojets Non-Optimized Profile Descent STAR operations:

Downwind (LONG SIDE)	
CHPPR and ONDRE	Cross TCP at 13,000 feet
All other Arrivals	Cross TCP at 14,000
Baseleg (SHORT SIDE)	
GLAVN, OZZZI, or vectored over WOMAC	Cross TCP at 12,000 feet and 250 knots
CHPPR, ONDRE & RMG.V333.DALAS	Cross TCP at 13,000 feet and 250 knots
From the South	Cross TCP at 12,000 feet and 250 knots A80 must have control for descent within the lateral confines of the arrival shelves as depicted in Annex 2.

(g) Turbojet Optimized Profile Descent STAR operations from TIROE and SINCA:

- i. Aircraft must be cleared via altitude and speed depicted for the appropriate STAR based upon runway configuration.
- ii. TIROE and SINCA will ensure appropriate coordination with A80 for all cases of aircraft **NOT** issued a "descend via" clearance.
- iii. In the event of a landing direction change, ZTL TMU must coordinate with A80 the first aircraft to be issued a STAR for the new landing direction.

(h) Turboprops:

High Performance	
Long Side	Cross TCP at 11,000 feet
Short Side	
North	Cross TCP at 9,000 feet
South	Per A80 Columbus Sector Procedures or A80 Macon Sector Procedures*
Medium/Low Performance	
Northwest	Cross TCP at 6,000 feet
Northeast	Per A80 ATHENS Sector Procedures*
South	Per A80 Columbus Sector Procedures or A80 MACON sector Procedures*

*If Columbus/Macon/Athens is released to ZTL, refer to Annex 1 procedures.

(i) Props:

From the northwest	Cross TCP at 6,000 feet
From the northeast	Per A80 ATHENS Sector Procedures*
From the south	Per A80 Columbus Sector Procedures or A80 MACON Sector Procedures*

*If Columbus/Macon/Athens is released to ZTL, refer to Annex 1 procedures.

- (j) A80 will normally accept hand-offs on arrival aircraft already inside of 45NM from KATL when holding is implemented by Traffic Management (TMU).
- (k) The ZTL Turnaround airspace, as depicted on Annex 2, is released to ARTCC in the event of holding OR if A80 does not accept a handoff by 3NM from the TCP.
- (l) In the event ZTL is required by A80 to implement holding for aircraft arriving on the ONDRE and OZZZI STARS, ZTL is authorized to hold aircraft in A80 airspace at the OZZZI holding fix from 11,000 feet through 14,000 feet. This authorization includes the use of the Turn-around airspace from 11,000 feet through 14,000 feet, as depicted in Annex 2.
- (m) When holding is implemented IAW (k) above, and ZTL has established aircraft in the holding pattern, A80 will assume control of the holding pattern from 11,000 feet through 14,000 feet as soon as practical.
- (n) A80 TMU and ZTL TMU will coordinate as appropriate to resume arrivals.
- (o) The appropriate A80 Arrival Sector(s) will coordinate with the appropriate ZTL Arrival Sector(s) to advise when the holding pattern at OZZZI is being vacated to ensure a smooth transition when resuming arrivals.

b. Arrivals to A80 Atlanta Sector Satellite Airports must be cleared as follows:

(1) Turbojets and Turboprops:

From the northwest	
Landing north of ATL	Established on the appropriate STAR cross TCP at 8,000 feet; or V333 DALAS direct, cross TCP at 7,000 feet; or KMGE arrivals direct DALAS BATLL CIPEL KMGE, cross TCP at 5,000 feet.
Landing south of ATL	Established on the appropriate STAR cross TCP at 8,000 feet: or V333 DALAS direct, or HEFIN TIROE direct, cross TCP at 7,000 feet
From the northeast	
Landing A80 Sector Satellites	Established on the appropriate STAR or CORCE T414 LOGEN or vectored near the LOGEN waypoint and the heading must be verbally coordinated, cross TCP at 8,000 feet or per A80 ATHENS Sector procedures.
From the southeast	
RNAV turbojet aircraft landing north of ATL	Established on the appropriate STAR, cross TCP at 11,000 feet and 250 kts or less.
Non-RNAV turbojet aircraft landing north of ATL	Vectored near the WRGNZ waypoint and the heading must be verbally coordinated, cross TCP at 11,000 feet and 250 kts or less.
All others	Per A80 MACON Sector Procedures*
From the southwest	
Turbojets landing north of ATL except D73	Established on the BOKRT or DIFFI STAR, Cross TCP at 11,000 feet and 250 Kts or less.
All others	Per A80 Columbus Sector Procedures*

*If Columbus/Macon/Athens is released to ZTL, refer to Annex 1 procedures.

(2) Props:

From the northwest	
Landing north of ATL	Established on the appropriate STAR or V333 DALAS direct, cross TCP at 5,000 feet.
Landing south of ATL	May be routed HEFIN TIROE direct, cross TCP at 5,000 feet.
From the northeast	Per A80 ATHENS Sector Procedures*
From the south	Per A80 Columbus Sector Procedures or A80 Macon Sector Procedures*

*If Columbus/Macon/Athens is released to ZTL, refer to Annex 1 procedures.

- (3) When the procedures of 4a(1) are coordinated to be in effect, ZTL may clear A80 Atlanta Sector Satellite arrivals via direct destination airport. Arrivals will enter A80 Atlanta Sector airspace at or below 11,000 feet at the proper altitude for direction of flight.

c. ATL / A80 Atlanta Sector Satellite Departures:

(1) A80 must:

- (a) Clear all IFR departures via the appropriate Standard Instrument Departure / Adapted Departure Route / Adapted Departure and Arrival Route / Coded Departure Route (SID / ADR / ADAR / CDR).
- (b) Coordinate with ZTL TMU to obtain an appropriate departure gate/SID if one is not contained within a proposed flight plan or to clarify route integrity.
- (c) Assign headings to all KATL departures not assigned a RNAV SID. Assigned vectors must contain aircraft within the departure gate (Annex 2) assigned in the SID/CDR/ADR/ADAR and the vector should emulate the RNAV SIDs as closely as possible.
- (d) Ensure departures assigned an RNAV SID, join the SID no later than 40NM from KATL.
- (e) Verbally coordinate aircraft cleared via an RNAV SID, but are assigned a radar vector.
- (f) Advise northbound departures departing airports north of ATL to expect requested altitude 5 minutes after departure. All other aircraft will be advised to expect requested altitude 10 minutes after departure.
- (g) Assign headings to all ATL Satellite departures. Assigned vectors must contain aircraft within the departure sector and must not place aircraft on converging courses when departures are assigned adjacent gates.
- (h) Assign the following altitudes for departing aircraft:

Aircraft	Altitude Assigned
All turbojets	14,000 feet, or requested altitude, if lower
All other aircraft	11,000 feet, or requested altitude, if lower

(2) ZTL must:

- (a) Not routinely back coordinate for climb of prop/turboprop aircraft.

- (b) Have control for turns within the assigned departure gate/sector for aircraft not assigned an RNAV SID.
- (c) Have control for turns of RNAV aircraft for safety of flight reasons only. (e.g. avoid operational errors, safety alerts.)
- (d) Have control for speed adjustments.

d. En Route Aircraft:

- (1) A80 will normally accept en route overflights on T-Routes per Annex 6. When the procedures of 4a(1) are in effect, A80 will accept all en route overflights.

5. A80 COLUMBUS SECTOR PROCEDURES.

NOTE: When Columbus sector airspace is released to ZTL, refer to Annex 1 procedures.

a. A80 Columbus Sector Arrivals:

- (1) ZTL must clear arrivals operating at 11,000 feet or above to the destination airport to maintain 11,000 feet.
- (2) Arrivals to LaGrange-Callaway (KLGK) and Callaway Gardens-Harris County-Pine Mountain (KPIM) from the north or northeast must be handled as follows:
 - (a) ZTL must clear the aircraft direct GRANT..KLGK/KPIM or:
 - (b) ZTL must vector the aircraft south of a point that is at least 40 NM from KATL. ZTL must not reclear the aircraft direct KLGK/KPIM until the on course heading will remain outside of A80 Atlanta Sector (as depicted in Annex 2) airspace.
- (3) ZTL must clear arrivals operating at 10,000 feet and below to the destination airport to cross the TCP at an altitude appropriate for direction of flight. EXCEPTION: 5,000 feet must not be assigned unless verbally coordinated prior to handoff.
- (4) A80 must transition arrivals into A80 Columbus Sector airspace as soon as possible after handoff and communication transfer.

b. A80 Columbus Sector Departures:

- (1) A80 Columbus Sector must clear aircraft requesting 11,000 feet or above to maintain 10,000 feet and expect filed altitude 10 minutes after departure.
- (2) Columbus Metropolitan (KCSG), KLGK, and KPIM departures requesting 11,000 feet or above that will overfly A80 Atlanta Sector airspace must be handled as follows:
- (3) The aircraft will be assigned a heading most consistent with the filed route of flight that will keep the aircraft clear of A80 Atlanta Sector airspace.

c. A80 Atlanta Sector Arrivals:

(1) KATL:

- (a) When KATL is on an east operation, the Tiroe Sector must ensure that turboprop/prop arrivals cross 20 miles from A80 Atlanta Sector Boundary at 11,000 feet and handed off to A80 Columbus Sector.
- (b) When the KATL arrival operation is turned around (east to west or west to east) any turboprop arrival being worked by A80 Columbus Sector will continue on the base leg procedure described in paragraph 5c(1), provided A80 Atlanta Sector can accept the aircraft at 6,000 feet. Aircraft not accepted by A80 Atlanta Sector must be coordinated with ZTL for transition above 10,000 feet.

(2) A80 Atlanta Sector Satellite airports south of ATL, including D73:

- (a) Carrollton (KCTJ) must be cleared LGC BOKRT direct KCTJ to cross 20 miles from the A80 Atlanta Sector boundary at 11,000 feet.
- (b) All others, including D73 must be cleared HONIE or PIZZO direct destination to cross 20 miles from A80 Atlanta Sector boundary at 11,000 feet.

(3) Turboprop and Prop aircraft landing A80 Atlanta Sector Satellite airports north of ATL must be cleared via the appropriate STAR (note: if landing airport is not on a STAR, clear aircraft via LGC 013-R to RMG 172-R to DIFFI thence direct destination). The aircraft must cross 20 miles from the A80 Atlanta Sector Boundary at 11,000 feet and handed off to A80 Columbus Sector.

d. A80 Columbus Sector Miscellaneous:

- (1) A80 Atlanta Sector prop arrivals must be handed off in sufficient time to allow A80 Columbus Sector to comply with A80 Atlanta Sector arrival restrictions. NOTE: This will be done approximately 20NM from the A80 Atlanta Sector boundary.
- (2) A80 Columbus Sector must provide a minimum of 5NM radar separation, constant or increasing, between departure and/or en route aircraft entering ZTL airspace at the same altitude.

6. A80 MACON SECTOR PROCEDURES.

NOTE: When Macon sector airspace is released to ZTL, refer to Annex 1 procedures.

a. A80 Macon Sector Arrivals:

- (1) ZTL must clear arrivals operating at 11,000 feet or above, landing Middle Georgia Regional Airport (KMCN), Herbert Smart Downtown Airport (KMAC) and Robins Air Force Base (KWRB) to the destination airport to cross 15 miles from Macon VORTAC (MCN VOR) at 11,000 feet. In addition, turbojet arrivals must cross 15 miles from MCN VOR at 250 knots.
- (2) ZTL must clear arrivals operating at 11,000 feet or above, landing all other airports within A80 Macon Sector, to the destination airport to maintain 11,000 feet.
- (3) ZTL must clear arrivals operating at 10,000 feet and below to the destination airport to cross the TCP at an altitude appropriate for direction of flight.

b. A80 Macon Sector Departures:

- (1) A80 Macon Sector must clear aircraft requesting 11,000 feet or above to maintain 10,000 feet and expect filed altitude 10 minutes after departure.
- (2) KMCN, KMAC, and KWRB departures requesting 11,000 feet or above that will over fly A80 Atlanta Sector airspace must be handled as follows:
 - (a) The aircraft will be assigned a heading most consistent with the filed route of flight that will keep the aircraft clear of A80 Atlanta Sector airspace.
 - (b) The aircraft will be handed off to the appropriate ZTL Sector.

c. KATL Arrivals:

- (1) When KATL is on a west operation, ZTL Sinca and South Departure Sectors must ensure that turboprop arrivals cross the following points at 11,000 feet and a radar handoff is initiated by these points:
 - (a) 5 NM south of MCN VORTAC when transitioning over MCN. Upon handoff and communication transfer, A80 Macon Sector must transition these aircraft into A80 Macon Sector airspace prior to adjacent ZTL sector boundary unless otherwise coordinated by A80 Macon Sector.

(b) BEYLO Intersection or 70 miles west of Colliers VORTAC (IRQ) when transitioning from IRQ VORTAC.

(c) Twenty miles southeast of CANUK when transitioning over DBN VORTAC.

(2) When KATL changes from a west operation to an east operation, turboprop aircraft operating in A80 Macon Sector airspace will continue to destination under west operation procedures provided A80 Atlanta Sector can accept the aircraft. Aircraft not accepted by A80 Atlanta Sector may be coordinated with ZTL for transition above 10,000 feet.

d. A80 Atlanta Sector Satellite Airport Operations:

(1) A80 Macon Sector must clear aircraft landing A80 Atlanta Sector satellite airports via the following routes:

(a) Turbojets landing airports north of ATL via the appropriate STAR and expect 11,000 feet.

(b) All other aircraft will remain within A80 Macon Sector airspace.

(2) ZTL must clear aircraft landing A80 Atlanta Sector Satellite airports via the following routes:

(a) Turboprop and Prop Aircraft landing A80 Atlanta Sector Satellite airports north of ATL must be cleared via the appropriate RNAV STAR and cross 20 miles from the A80 Atlanta Sector boundary at 11,000 feet and handed off to A80 Macon Sector. Aircraft incapable of flying the RNAV STAR must be vectored near the WRGNZ waypoint and the heading verbally coordinated and cross 20 miles from the A80 Atlanta Sector boundary at 11,000 feet and handed off to A80 Macon Sector.

(b) All aircraft landing A80 Atlanta Sector Satellite airports south of ATL and Carrolton (CTJ) airport via direct destination airport and cross 20 miles from the A80 Atlanta Sector boundary at 11,000 feet and handed off to A80 Macon Sector.

e. A80 Macon Sector Miscellaneous:

(1) A80 Atlanta Sector prop and Turboprop arrivals must be handed off in sufficient time to allow A80 Macon Sector to comply with A80 Atlanta Sector arrival restrictions.

(2) A80 Macon Sector must provide a minimum of 5NM radar separation, constant or increasing, between departure and/or en route aircraft entering ZTL airspace at the same altitude.

7. A80 ATHENS SECTOR PROCEDURES.

NOTE: When Athens sector airspace is released to ZTL, refer to Annex 1 procedures.

a. A80 ATHENS Sector Arrivals:

- (1) ZTL must clear arrivals operating at 11,000 feet or above to the destination airport to maintain 11,000 feet.
- (2) Arrivals to Lee Gilmer Memorial Airport (KGVV):
 - (a) From ZTL38 must be routed EUGNE direct KGVV at 7,000 feet. A80 will have control for turns of not more than 30 degrees and descent.
 - (b) From ZTL18 must cross the TCP at 6,000 feet. A80 will have control for turns of not more than 30 degrees and descent.
- (3) Arrivals to Gwinnett County/Briscoe Field (KLZU) from ZTL18 may be cleared direct KLZU or direct the GWNET waypoint/Gwinnett LOM (TX, NDB/Outer Compass Locator), descending to 8000 feet. A80 will have control for turns of not more than 30 degrees and descent.
- (4) Arrivals to Jefferson/Jackson County Airport (KJCA) from the north must be cleared direct KJCA descending to 8000 feet. A80 will have control for turns of not more than 30 degrees and descent.
- (5) Arrivals to Athens-Epps Airport (KAHN) traversing the VALLEY FPA will be cleared direct to the airport (KAHN) descending to 8000 or at assigned altitude if lower. A80 will have control for turns.

b. A80 ATHENS Sector Departures.

- (1) A80 ATHENS Sector must provide a minimum of 5NM radar separation, constant or increasing, between departure and/or en route aircraft entering ZTL airspace at the same altitude.
- (2) Advise northbound departures departing airports north of ATL to expect filed altitude 5 minutes after departure. All others expect filed altitude 10 minutes after departure.
- (3) Departures requesting 11,000 feet or above that will overfly A80 Atlanta Sector airspace must be cleared via the route on the flight progress strip and handled as follows:

- (a) Aircraft filed north of ATL must be assigned a northwesterly heading that will keep the aircraft clear of A80 Atlanta Sector airspace and east of AWSON intersection and handed-off to Commerce Sector climbing to 10,000 feet.
 - (b) Aircraft filed ATL or south of ATL must be assigned a southwesterly heading that will keep the aircraft clear of A80 Atlanta Sector airspace and handed-off to East Departure Sector or Sinca Sector as appropriate climbing to 10,000 feet.
- (4) Departures requesting 11,000 feet or above that will not over fly A80 Atlanta Sector airspace must be cleared via the route on the flight progress strip.
- (a) Aircraft that depart airports north of ATL and will cross the Commerce Sector boundary must be handed off to Commerce Sector climbing to 10,000 feet.
 - (b) Departures off of KGVV and KJCA, handed off to ZTL18 (Commerce Sector), must be climbing to 5,000 feet. Commerce Sector will have control for climb. Departures off of KGVV and KJCA, handed off to ZTL38, must be climbing to 6,000 feet.
 - (c) All other aircraft must be handed off to East Departure Sector or Sinca Sector as appropriate climbing to 10,000 feet.
- (5) Aircraft filed 10,000 feet and below must be cleared via the route on the flight progress strip at an altitude appropriate for direction of flight.

c. A80 Atlanta Sector Arrivals:

- (1) Props and Low Performance Turbo Props from the northeast:
- (a) Landing A80 Satellite airports via the appropriate STAR or CORCE T414 LOGEN or vectored near LOGEN waypoint, heading must be coordinated, cross A80 ATHENS Sector Boundary at 6,000 feet.
 - (b) Landing ATL via WOMAC direct or CORCE T414 LOGEN or vectored near LOGEN waypoint, heading must be coordinated, cross A80 ATHENS Sector Boundary at 6,000 feet.
- (2) Aircraft entering A80 ATHENS Sector from the east landing at A80 Atlanta Sector Satellite airports must be handed-off at least 20 miles from the A80 Atlanta Sector

boundary at 11,000 feet to allow A80 ATHENS Sector to comply with A80 Atlanta Sector arrival restrictions.

8. EXCEPTIONS. Deviations from this LOA will be permitted only when coordination that clearly defines responsibility has been effected.

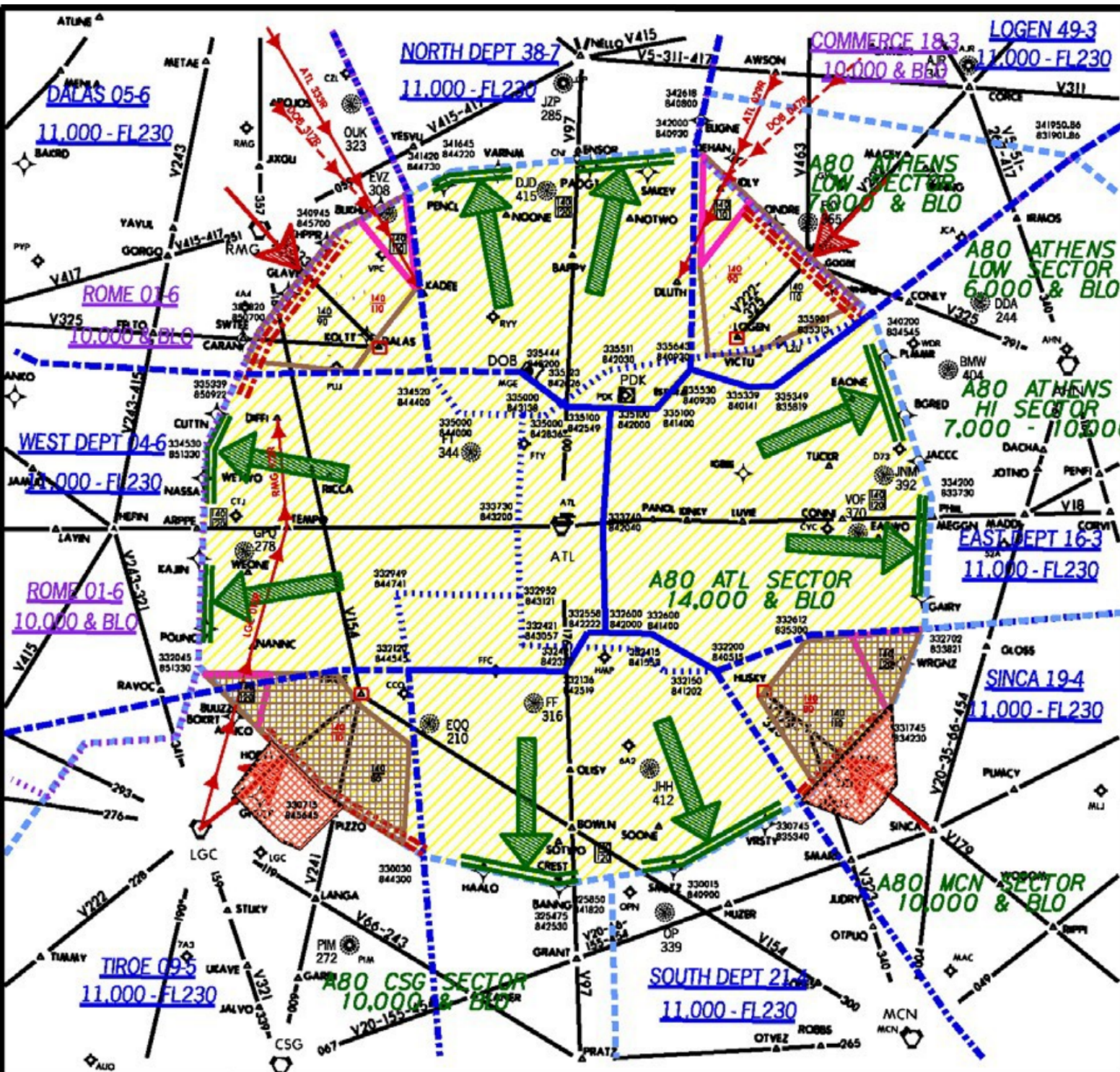
9. ANNEXES.

- a. Annex 1 - Columbus, Macon, and Athens Sector Closing Procedures
- b. Annex 2 - A80 Atlanta Sector Airspace Chart
- c. Annex 3 - A80 Columbus Sector Airspace Chart
- d. Annex 4 - A80 Macon Sector Airspace Chart
- e. Annex 5 - A80 Athens Sector Airspace Chart
- f. Annex 6 - T-Route Utilization
- g. Annex 7 - Utilization of Terminal to Enroute 3 to 5NM Transitional Separation Procedures

ANNEX 1 - Columbus, Macon, and Athens Sector Closing Procedures

- a. **Closing Columbus, Macon, and Athens Sector Airspace.** ZTL/A80 will assume control of the CSG, MCN, and AHN sectors when mutually agreed. **NOTE:** ZTL normally assumes control from 2300–0615 for CSG/MCN and 2200–0615 for AHN (local time). However, A80 may release them to ZTL at any time.
- b. **ZTL Procedures for Aircraft Arriving Atlanta Sector Airports when ZTL assumes control of CSG/MCN/AHN sectors when paragraph 4a(1) procedures have not been coordinated to be in effect are as follows.** When paragraph 4a(1) procedures have been coordinated to be in effect, then the following procedures are not applicable.
 - i. **Athens Sector Arrivals**
 1. Aircraft landing KATL or Atlanta Satellite Airports north of KATL via AHN WOMAC Direct Destination at 6,000 feet.
 2. Aircraft landing Atlanta Satellite Airports south of KATL via TATRS Direct Destination at 6,000 or 4,000 feet.
 - ii. **CSG Sector Arrivals**
 1. Aircraft landing KATL via LGC V222 TIROE KATL at 7,000 or 5,000 feet.
 2. Aircraft landing A80 Atlanta Sector Satellite Airports north of KATL via the appropriate STAR or via LGC LGC013R RMG172 DIFFI Direct Destination, at 5,000, 7,000, 9,000, or 11,000 feet.
 3. Aircraft landing Atlanta Satellite Airports south of KATL via Direction Destination at 7,000 or 5,000 feet.
 - iii. **MCN Sector Arrivals**
 1. Aircraft landing KATL via SINCA V179 HUSKY direct at 8,000 or 6,000 feet.
 2. Aircraft landing Atlanta Satellite Airports north of KATL via the appropriate STAR, at 8,000 feet or 6,000 feet. Aircraft incapable of flying the appropriate STAR must be verbally coordinated.
 3. Aircraft landing Atlanta Satellite Airports south of KATL via Direct Destination at 6,000 feet or 4,000 feet.

ANNEX 2 - A80 Atlanta Sector Airspace Chart



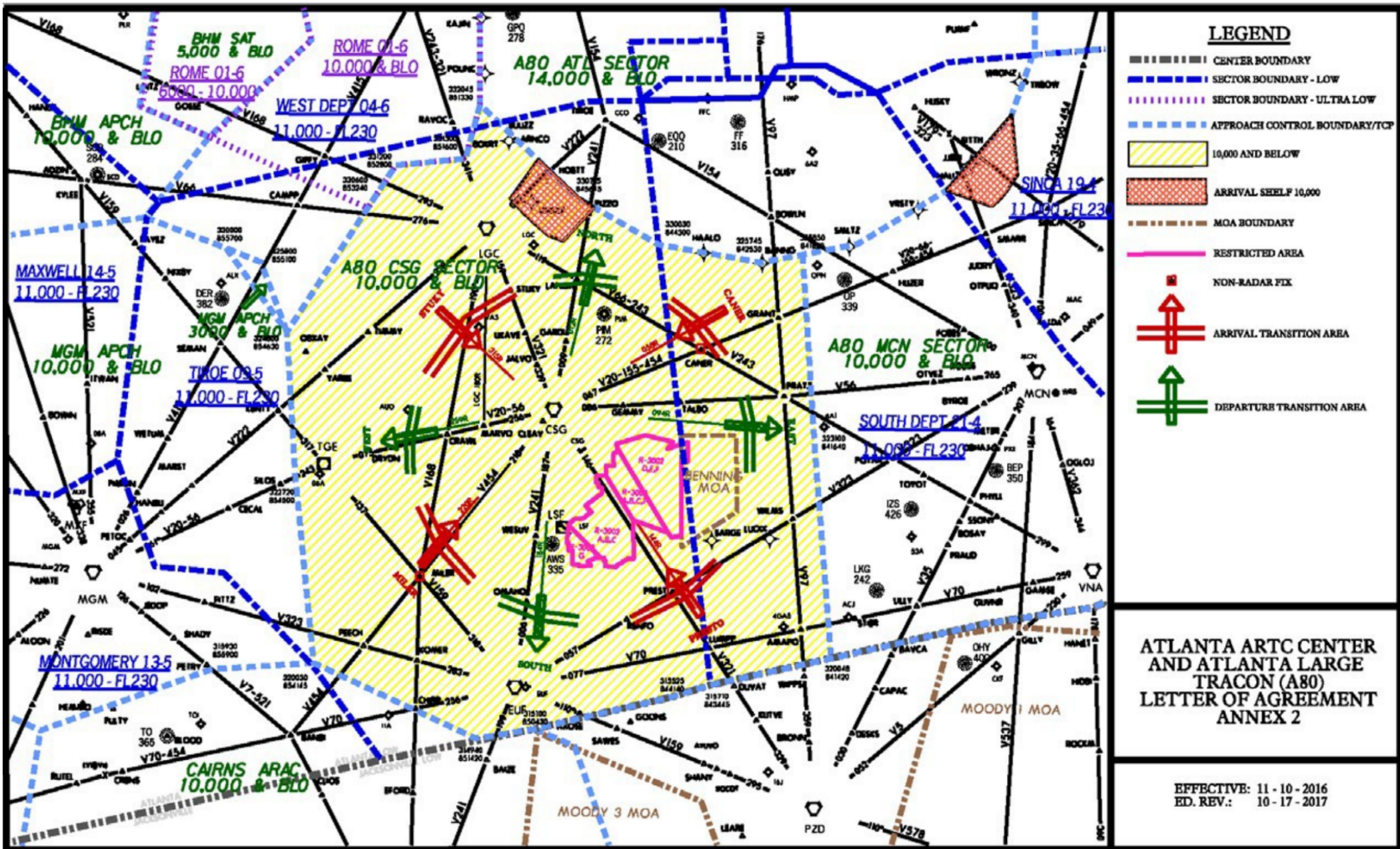
LEGEND

- SECTOR BOUNDARY - LOW
- EAST OPERATION
- WEST OPERATION
- SECTOR BOUNDARY - ULTRA LOW
- APPROACH CONTROL BDRY
- TOWER AIRSPACE
- NORTH
- SOUTH
- ARRIVAL SHELF 10,000
- BOXED INFORMATION REMAINS THE SAME REGARDLESS OF RUNWAY CONFIGURATION
- ALL UNDERLYING AIRSPACE BELONGS TO SATELLITE
- ▲ ARRIVAL FIX
- TURBO-PROP/PROP ARRIVAL GATE
- ARRIVAL GATE
- DEPARTURE GATE
- SFC - 110: SAT.
- 120 - 140: DEPT.
- TRANSITION ROUTE (FIX)
- - - → HIGH ALTITUDE APPROACH TRACK

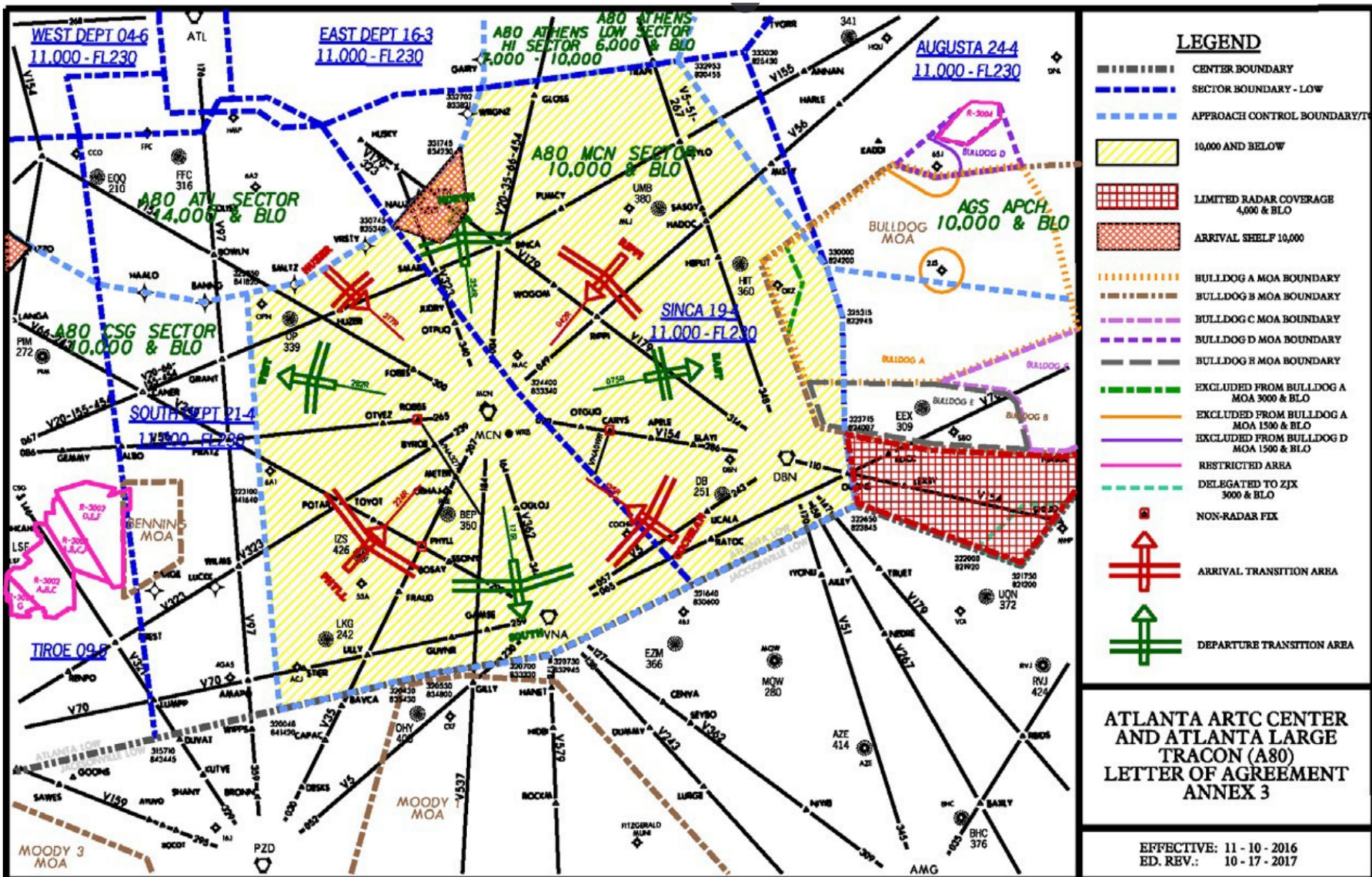
ATLANTA ARTC CENTER AND ATLANTA LARGE TRACON (A80) LETTER OF AGREEMENT ANNEX 1

EFFECTIVE: 11 - 10 - 2016
ED. REV.: 10 - 17 - 2017

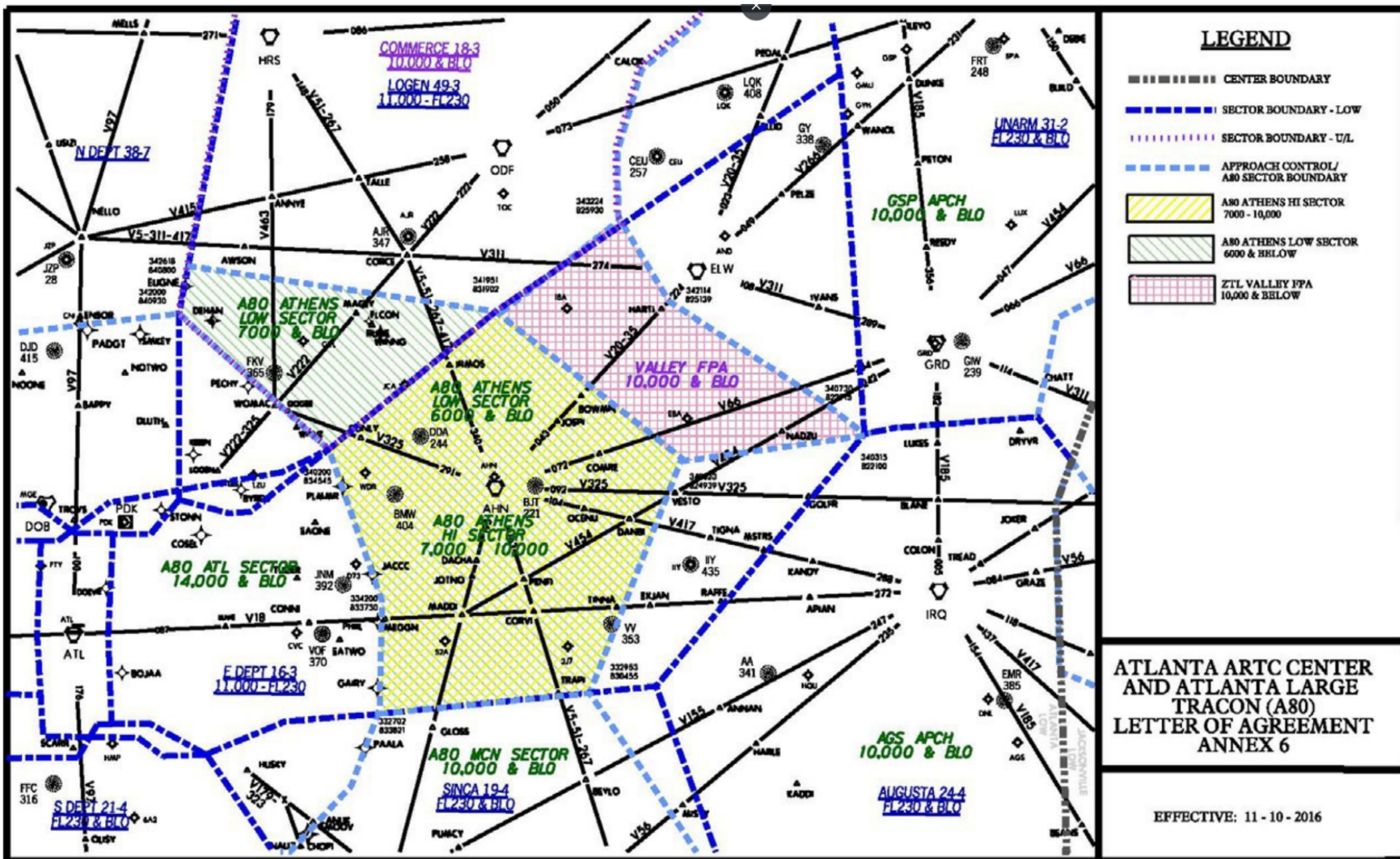
ANNEX 3 - A80 Columbus Sector Airspace Chart



ANNEX 4 - A80 Macon Sector Airspace Chart



ANNEX 5 - A80 Athens Sector Airspace Char



ANNEX 6 - T-Route Utilization

- a. T-routes usage within Atlanta Large TRACON airspace is for overflight purposes only.
- b. **T-290 – for use between 4,000 and 7,000 feet.**
 - 1. Eastbound aircraft must scross SCAIL at or below 7,000 feet appropriate altitude for direction of flight.
 - 2. Westbound aircraft at or above 11,000 must cross BOBBR at 11,000 feet and handed off to A80 Macon sector for descent. All other aircraft must be at or below 6,000 feet appropriate altitude for direction of flight.
- c. **T-292 - for use between 4,000 and 7,000 feet.**
 - 1. Eastbound aircraft must cross RKMRT at or below 7,000 feet appropriate altitude for direction of flight.
 - 2. Westbound aircraft at or above 11,000 feet must cross TRREE at 11,000 feet and handed off to A80 Athens sector for descent. All other aircraft must be at or below 6,000 feet appropriate altitude for direction of flight.
- d. **T-293 – for use between 4,000 and 7,000 feet.**
 - 1. Northbound aircraft must be at eastbound altitudes.
 - 2. A80 must cross the TCP at 7,000 or 9,000 feet.
 - 3. Aircraft at or above 11,000 feet must cross 15 miles south of NFTRY at 11,000 feet and handed off to A80 Columbus sector for descent. All other aircraft must be at or below 7,000 feet.
 - 4. Southbound aircraft must cross DAISI at 6,000 feet.
- e. **T-294 – for use between 4,000 and 7,000 feet.**
 - 1. Southeast bound aircraft must cross HEFIN at or below 7,000 feet appropriate altitude for direction of flight.
 - 2. Northwest bound aircraft must cross JMPPR at or below 6,000 feet appropriate altitude for direction of flight.
- f. **T-296 – for use between 4,000 and 7,000 feet.**
 - 1. Northeast bound aircraft must cross JMPPR at or below 7,000 feet appropriate altitude for direction of flight.
 - 2. Southwest bound aircraft must cross TACKL at or below 6,000 feet appropriate altitude for direction of flight.

g. **T-297 – for use at or below 10,000 feet.**

1. Aircraft flying from REELL towards PAIRA must be at westbound altitudes. Aircraft flying from PAIRA towards REELL must be at eastbound altitudes.

h. **T-319 – for use by A80 only at or below 14,000.**

i. **T-321 – for use at or below 10,000 feet.**

1. Northbound aircraft must be at or below 10,000 feet at westbound altitudes.
2. Southbound aircraft must be at or below 9,000 feet at eastbound altitudes.

j. **T-323 – for use at or below 10,000 feet.**

1. Northbound aircraft must be at or below 10,000 feet at westbound altitudes.
2. Southbound aircraft must be at or below 9,000 feet at eastbound altitudes.

ANNEX 7 - Utilization of Terminal to Enroute 3 to 5NM Transitional Separation Procedures

1. **PURPOSE.** This Annex outlines the procedures to be utilized when transitioning from the terminal to the en route environment.
2. **BACKGROUND.** This annex contains procedures agreed upon between ZTL and A80. The procedures are established in order to apply the separation standard of FAAO 7110.65, Radar Separation, Minima, Transitioning From Terminal To En Route Control.
3. **PROCEDURES.**
 - a. This procedure may be applied between any aircraft transitioning from A80 Atlanta Sector to ZTL East Departure, North Departure, South Departure, or West Departure Sectors' airspace.
 - b. This procedure may be discontinued by either facility if weather impacts the departure gates or sectors.