

# ATLANTA ARTC CENTER AND BIRMINGHAM ATC TOWER

## LETTER OF AGREEMENT

**EFFECTIVE: January 4, 2010.**

### SUBJECT: APPROACH CONTROL SERVICE

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

**2. RESPONSIBILITIES:** Atlanta ARTC Center (ARTCC) delegates to Birmingham ATC Tower (ATCT) authority and responsibility for control of IFR aircraft operations within the Terminal Area described in Annex 1.

**3. PROCEDURES - RADAR:** When Arrival Transition Areas (ATA's) and Departure Transition Areas (DTA's) are active, ARTCC and ATCT shall transition arrivals and departures operating or requesting at or above 11,000 feet via the ATA's and the DTA's as depicted in Annex 1.

a. Arrivals. The Transfer Control Point (TCP) is the vertical extension of the lateral limits of the 10,000 feet airspace as described in Annex 1.

1. ARTCC shall clear arrivals operating at 11,000 feet or above to the Birmingham Airport via VUZ direct BHM, direct BHM or via an assigned vector heading to the airport. ARTCC shall issue a restriction that ensures the arrival is at 11,000 feet by the transition area as described in Annex 1.

(a) ATA's and DTA's active. ARTCC shall clear arrivals operating at 11,000 feet or above to the Birmingham Airport via the appropriate ATA. Aircraft shall be issued a restriction to cross the ATA at 11,000 feet and:

(1) When ATCT is operating on Rwy 6, turbojet arrivals shall be issued a clearance to cross the WE ATA, SW ATA, and SO ATA transition areas, as described in Annex 1, at 250 knots.

(2) When ATCT is operating on Rwy 24, turbojet arrivals shall be issued a clearance to cross the NO ATA, NE ATA, and EA ATA transition areas, as described in Annex 1, at 250 knots.

(b) ATA's and DTA's not active. ARTCC shall issue a restriction that ensures the arrival is at 11,000 feet by the transition area, as described in Annex 1, and:

(1) When ATCT is operating on Rwy 6, turbojet arrivals from the WE ATA/DTA, SW ATA, SW DTA, SO ATA, and SE DTA transition areas shall be issued a clearance to cross the transition area, as described in Annex 1, at 250 knots.

(2) When ATCT is operating on Rwy 24, turbojet arrivals from the NO ATA, NO DTA, NE ATA, NE DTA, EA ATA, and EA DTA transition areas shall be issued a clearance to cross the transition areas, as described in Annex 1, at 250 knots.

**NOTE:** High performance tactical military aircraft are exempt from speed restrictions.

2. ARTCC shall clear arrivals operating at 10,000 feet and below to the destination airport to cross the Transfer Control Point (TCP) at 6,000 or 7,000 feet, as appropriate for direction of flight. 3 ARTCC shall release arrivals for turns of up to 15 degrees crossing the TCP. 4 ATCT shall transition arrivals into terminal airspace as soon as possible after handoff and communication transfer. ARTCC is responsible to make point outs to adjacent Center sectors. If an aircraft is turned by ATCT, and that turn causes the need for a point out, ATCT shall be responsible for the point out.

b. Departures.

1. Aircraft requesting 11,000 feet and above shall be assigned 10,000 feet and advised to expect higher 10 minutes after departure. EXCEPTION: ATCT will make every effort to assign an expect further clearance altitude of FL330 10 minutes after departure to aircraft departing northbound, transitioning between the VUZ352 and the VUZ037 radials, requesting FL350 or above. ATCT will make every effort to enter FL330 as the requested altitude and place the aircraft's filed altitude in the remarks section of the flight plan.

(a) When ATA's and DTA's are active. ATCT shall clear departures requesting at or above 11,000 feet [via an assigned vector heading out the appropriate](#) DTA's as listed in Annex 1. DTA's shall be assigned based on the aircraft's initial course off VUZ or bearing off ATCT as follows:

Radials off VUZ DTA

355R to 038R NO  
039R to 078R NE  
079R to 125R EA  
126R to 180R SE  
181R to 239R SW  
240R to 290R WE  
291R to 354R NW

Bearings off BHM DTA

344B to 020B NO  
021B to 063B NE  
064B to 122B EA  
123B to 193B SE  
194B to 256B SW  
257B to 297B WE  
298B to 343B NW

(b) When ATA's and DTA's are not active. ATCT shall disregard the departure gate fix and clear the aircraft via the appropriate route of flight.

2. ATCT shall clear aircraft requesting 10,000 feet or below at requested altitude appropriate for direction of flight.

3. ATCT shall release departures for turns of up to 15 degrees. If an aircraft is turned by ARTCC and that turn causes a need for a point out to adjacent Center sectors or other facilities, ARTCC is responsible for the point out.

4. ARTCC shall transition departures into Center airspace as soon as possible after handoff and communications transfer. ATCT is responsible to make point outs to adjacent Tower sectors. Also, BHM Sat West Sector shall be responsible for point outs to other BHM ATCT sectors on aircraft departing TCL to the north, northeast, east, and southeast reentering ATCT airspace on climb out.

c. Overflights. When ATA's and DTA's are active: ARTCC shall ensure that en route aircraft operating at 10,000 feet do not enter DTA at 10,000 feet.

#### **4. MISCELLANEOUS:**

- a. ATCT shall provide a minimum of 5NM radar separation, constant or increasing, between departures and/or en route aircraft entering ARTCC airspace at the same altitude.
- b. When ARTCC is operating normally and ATCT is unable to provide air traffic control service due to an emergency, ARTCC will provide approach control service in ATCT's area.
- c. ATA/DTA operations shall be active Monday through Friday EST 10a.m until 8 p.m.
- d. ATCT shall advise the ZTL CIC of runway changes and changes to ATA/DTA times.
- e. Deviation from the procedures established in this agreement may be made only after coordination, which completely defines responsibility in each case.

#### **5. ATTACHMENT:**

Annex 1

ANNEX 1.

