

MEMPHIS ARTCC & MEMPHIS ATC TOWER LETTER OF AGREEMENT

PURPOSE:

To delegate authority and responsibility for approach control services in the airspace depicted on the attached chart, and to outline interfacility procedures supplemental to the FAA Order 7110.65

RESPONSIBILITIES:

Memphis ATRC Center (ARTCC) delegates to Memphis ATC Tower (ATCT) authority and responsibility for control of IFR aircraft operations within the terminal area depicted on the attached chart.

PROCEDURES:

The ARTCC and the ATCT shall transition arrivals and departures via the Arrival Transition Areas (ATA) and Departure Transition Areas (DTA) as depicted on the attached chart.

A. Memphis International Arrivals

1. Turbojets and turboprop arrivals shall be cleared to Memphis International airport and enter ATCT airspace through the depicted ATA and established on the appropriate STAR at or prior to 30 NM from the airport. All other aircraft shall be cleared direct MEM.
2. Turbojets on the Wlder STAR shall cross the transfer control point (TCP) at 10,000 ft. Turbojets on the Gilmore, Holly and Marvell STARS and RNAV STARS shall cross the TCP at 12,000 ft if landing on the long side and 10,000 ft on the short side. If either runway 9 or 27 are part of the active runways in use, then arrival gates closest to those runways shall be crossed at 10,000 ft.
3. Turboprops shall cross the TCP at 8,000 ft, except HLI arrivals that transition under the Columbus MOA's shall cross the TCP at 6,000 ft.
4. All other aircraft shall be cleared to cross the TCP at 6,000 ft.
5. ARTCC shall ensure miles-in-trail restrictions for like type aircraft are accomplished at or prior to the TCP.
6. Runways 36L & 36R are used as the calm wind runways for arrivals. On request and availability Runway 27 can be used for the aircraft on the North Ramp (FedEx) or GA Aircraft, especially those at Wilson Air.

B. Satellite Arrivals

1. Shall be routed direct to their destination airport.
2. Turbojets shall cross the TCP at 10,000 ft.
3. All other aircraft shall cross the TCP at 6,000 ft.

C. Holding

1. When holding is required, ATCT shall coordinate with ARTCC to release the holding pattern airspace depicted on the attached chart from 6,000 ft up to and including 14,000 ft. ATCT shall not descend aircraft operating at 7,000 ft and above until they are clear of the holding pattern airspace. Aircraft at 6,000 ft and below may be descended providing they are within ATCT's lateral airspace boundaries and inbound to their destination airport.
2. Turbojets shall not be held above 14,000 ft in the holding patterns without prior coordination.
3. In the event that holding is anticipated, the ATCT will notify the ARTCC.

D. Other

1. Transfer of control shall be accomplished at the TCP depicted on the attached chart, at or below 16,000 ft.
2. ATCT shall keep ARTCC advised of the active runways at Memphis International Airport.

E. Departures

1. ATCT shall clear turbojets to maintain 16,000 ft or requested altitude, whichever is lower, and to expect requested altitude 10 mins after departure.
2. ATCT shall clear all other aircraft to maintain 14,000 ft or requested altitude, whichever is lower, and to expect requested altitude 10 mins after departure.
3. ATCT shall establish all departures on a vector through the appropriate DTA depicted on the attached chart, or on the following routes: Fisherville J42, Moscow J66/J118, Cuba J35, Union J71 and Braden J29. Departures assigned jet routes shall be established on those routes prior to the TCP. All MARKS departures shall be assigned the MEM 137 radial.
4. ATCT shall provide at least 5 NM separation, constant or increasing; between departures and/or en route aircraft entering ARTCC's airspace assigned the same altitude.
5. ATCT shall release departures that are 13,000 ft or above for turns toward the next filed fix or route.
6. Runway 36C & 36L is used as the calm wind runway departures. On request and availability Runway 27 can be used for the aircraft on the North Ramp (FedEx) or GA Aircraft, especially those at Wilson Air.

F. Overflights

1. Overflights shall be via routes/altitudes printed on the strips.

Signed: Air Traffic Manager, Memphis Center

Air Traffic Manager, Memphis Tower

ATTACHMENT 1

MEMPHIS ARTC CENTER
MEMPHIS ATC TOWER
LETTER OF AGREEMENT
SUBJECT: APPROACH CONTROL SERVICE

