

ZTL ARTCC
Atlanta Large TRACON (A80)

Standard Operating Procedures

A80 7110.65D

**DEPARTURE/SATILLITE (ATL Area) RADAR
(DR/SAT)**

Effective: May 1, 2011

Chapter 1. General Control (Departure)

Section 1. Callsign Usage and Frequency Delegation.

1.1.1. The following callsigns and frequencies shall be used when working positions at A80 Large TRACON.

Departure Radar (DR)			
Position	Callsign	Frequency	VOX Channel
DR-N	DR North	125.700	A80-N
DR-S	DR South	125.650	A80-S

NOTE- Bold letters indicates the base radar position.

Chapter 2. Departure RADAR

Section 1. Position Information

2-1-1. DEPARTURE SPILITS

a. During FTD's, Tower shall obtain a release from A80 CIC for all aircraft departing runways not associated with the current departure split.

Section 2. Position Duties and Responsibilities

2-2-1. DEPARTURE RADAR (DR-N, DR-S)

- Duties and responsibilities are IAW FAAO 7110.65, Terminal Radar Team Position Responsibilities.
- Provide departure control service to aircraft departing ATL. DR-N normally provides service to aircraft departing the North Complex; DR-S normally provides service to aircraft departing the South Complex; DR-S normally provides service to aircraft departing Runway 10/28.
- Traffic permitting, provide departure service to turbojet aircraft departing SAT airports.
- Evaluate the effectiveness of assigned noise track headings and advise LC if adjustments are necessary to ensure track accuracy.

Section 3. Position Standard Operating Procedures

2-3-1 MANAGING DEPARTURE TRAFFIC

- Ensure departure aircraft are routed via the appropriate departure gate/RNAV SID.
- Unless an operational need exists, turbojets shall not be turned off the noise track until five (5) miles from the departure end of the runway or 5,000 feet.
- Start a track on the departure aircraft as soon as prior to or when it becomes airborne.

d. DR/SAT Coordination:

1) Upon accepting a handoff on aircraft from SAT, initiate a climb into DR airspace as soon as practical. DR is authorized to climb aircraft through all altitudes in SAT airspace.

2) DR is authorized to turn aircraft within SAT airspace after completion of a hand-off under the following conditions:

a) Only the DR that accepts the hand-off from SAT has control for turns within SAT airspace.

b) DR is only authorized to turn aircraft towards the Departure Gate/Fix

NOTE- *It is the transferring SAT controller's responsibility to point out traffic that will enter an adjacent SAT sector.*

e. Transfer communication to an adjacent sector as soon as possible to enable the aircraft to continue an uninterrupted climb.

Section 4. Potential Problem Areas

2-4-1. POTENTIAL PROBLEM AREAS

a. V18 overflight traffic may conflict with ATL turbojet departures.

b. RNAV aircraft on their own navigation could conflict with non-RNAV aircraft turned early/late at the pivot points.

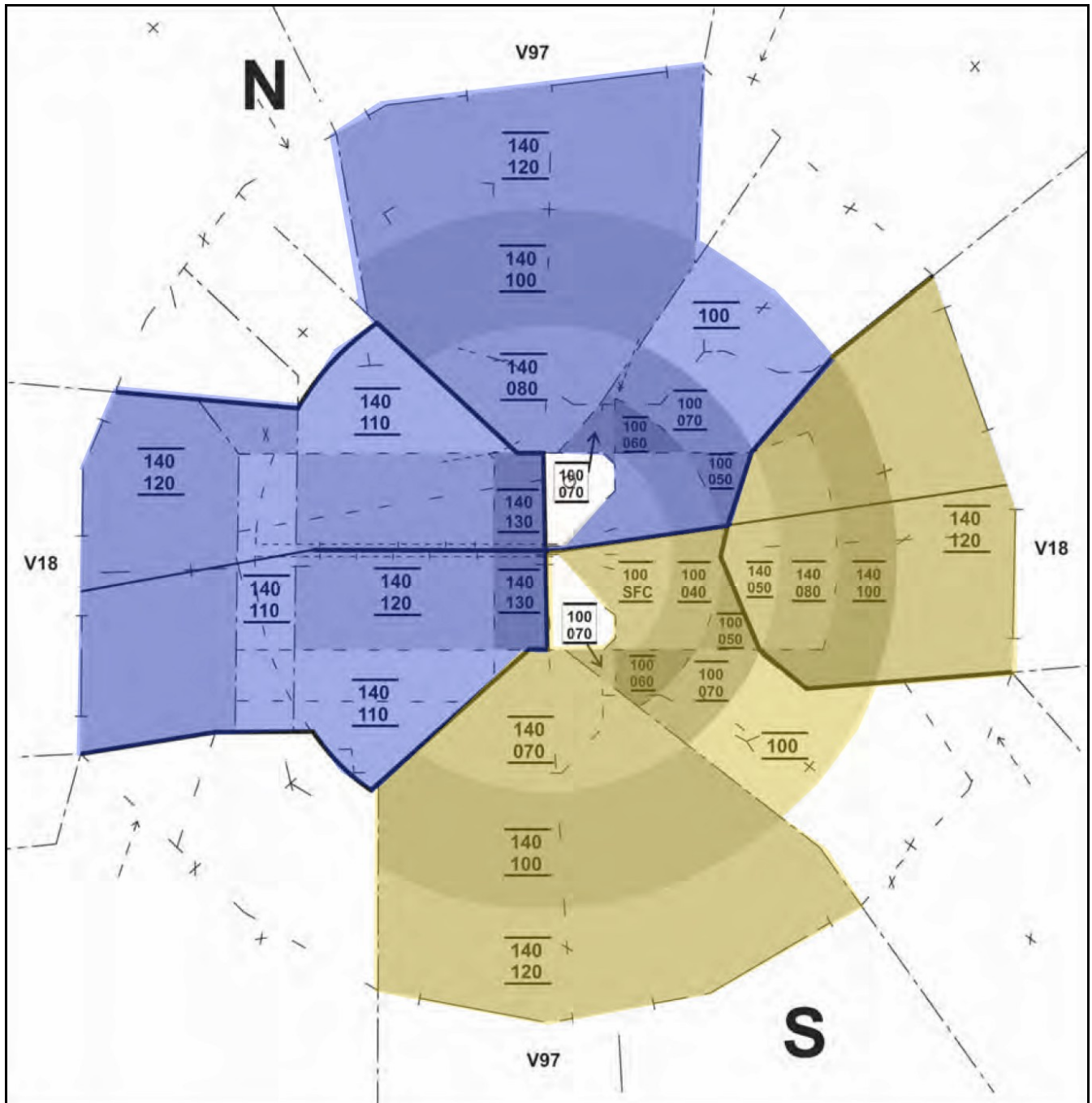
c. Lack of consistency of RNAV aircraft performance may cause conflict with other aircraft/airspace.

d. Application of Transitional Separation between RNAV and non-RNAV aircraft may cause a conflict if the full RNAV path is not considered.

e. Point-outs from Satellite may not define what RNAV waypoint the aircraft are being vectored over. (e.g. WE2, EA1 does not specify GEETK/RMBLN or DAWGS/DOOLY)

SECTION 5. AREA OF JURISDICTION

DR AIRSPACE EAST Operations



Chapter 3. General Control (Satellite)

SECTION 1. Callsign Usage and Frequency Delegation.

3-1-1. The following callsigns and frequencies shall be used when working positions at A80 Large TRACON.

Satellite Sector (SAT)			
Position	Callsign	Frequency	VOX Channel
SAT-P	SAT "P"	126.970	A80-P

NOTE: Bold letters indicates the base radar position.

Chapter 2. Satellite RADAR/Satellite Final

SECTION 1. Position Duties and Responsibilities

2-1-1. SATELLITE RADAR

- a. Duties and responsibilities are IAW FAAO 7110.65, Radar Team Position Responsibilities.
- b. Provide approach, departure, and overflight service to aircraft operating within delegated SAT area of jurisdiction.
- c. Ensure user receipt of appropriate ATIS for aircraft landing ATL and within the SAT airspace.
- d. Obtain a down time or cancellation on IFR traffic at airports not served by a control tower.
- e. Point-out aircraft that will penetrate the DR/TAR Prearranged Coordination Area to the appropriate DR and TAR positions.
- f. Coordinate with the appropriate satellite Tower for aircraft requesting other than the designated arrival runway.

SECTION 2. Position Standard Operating Procedures

2-2-1. MANAGING TRAFFIC

- a. Departures.
 - 1) Turbojets departing satellite airports requesting 12,000 ' or above shall initially be worked by the appropriate SAT position.
 - 2) Ensure that the correct vector area and requested altitude (if needed) are in the scratch pad.
 - 3) To the extent practical, vector aircraft toward the appropriate RNAV SID waypoint corresponding to the aircrafts assigned route of flight. (e.g. Aircraft filed over AHN should be

vectored over UGAAA; aircraft filed over GAD should be vectored over RMBLN; etc.).

4) Initiate a handoff and /or point-out to the appropriate DR.

5) Satellite Departure Coordination:

(a) DR is authorized to turn aircraft within SAT airspace after completion of a hand-off under the following conditions:

(1) Only the DR that accepts the handoff from SAT has control for turns within SAT airspace.

(2) DR is only authorized to turn aircraft towards the Departure Gate/Fix

(3) DR is authorized to climb aircraft through all altitudes in SAT airspace.

6) In the event DR cannot accept a handoff or point-out on turbojet aircraft requesting above 11,000 ', retain the aircraft in SAT airspace. Coordinate with the adjacent ZTL sector prior to initiating a handoff.

b. Arrivals.

1) SAT Arrivals:

1. All VFR aircraft conducting practice instrument approaches at towered airports shall be provided standard IFR separation IAW FAAO 7110.65.

2) ATL Arrivals:

(a) Display the track of ATL arrivals to the appropriate TAR.

(b) Time permitting, coordinate with AR in regards to the location, altitude, and airspeed to enter the ATL arrival pattern. **NOTE:** *Aircraft entering the pattern via the corridor should be established on a downwind heading.*

c. Overflights:

1) Via V18 at 9,000 or 10,000 '; correct altitude for direction of flight,

NOTE- *Satellite shall point-out V-18 traffic to TAR-H/D, AR A/ V/O, DR-N/S, positions as appropriate.*

d. Aircraft movement between SAT/CSG/MCN/Links Sectors.

1) Aircraft entering CSG shall be cleared on course at even altitudes, 10,000 ' and below (V97 traffic shall be at odd altitude).

2) Aircraft entering MCN shall be cleared on course at odd altitudes, 9,000 ' and below.

3) Aircraft entering Links shall be cleared on course at odd altitudes 9,000 ' and below.

SECTION 3. Potential Problem Areas

2-3-1. POTENTIAL PROBLEM AREAS

1) Avoid vectoring aircraft in close proximity to AR delegated airspace (“the back of the box”) to prevent a possible conflict with aircraft that cannot be contained with AR airspace.

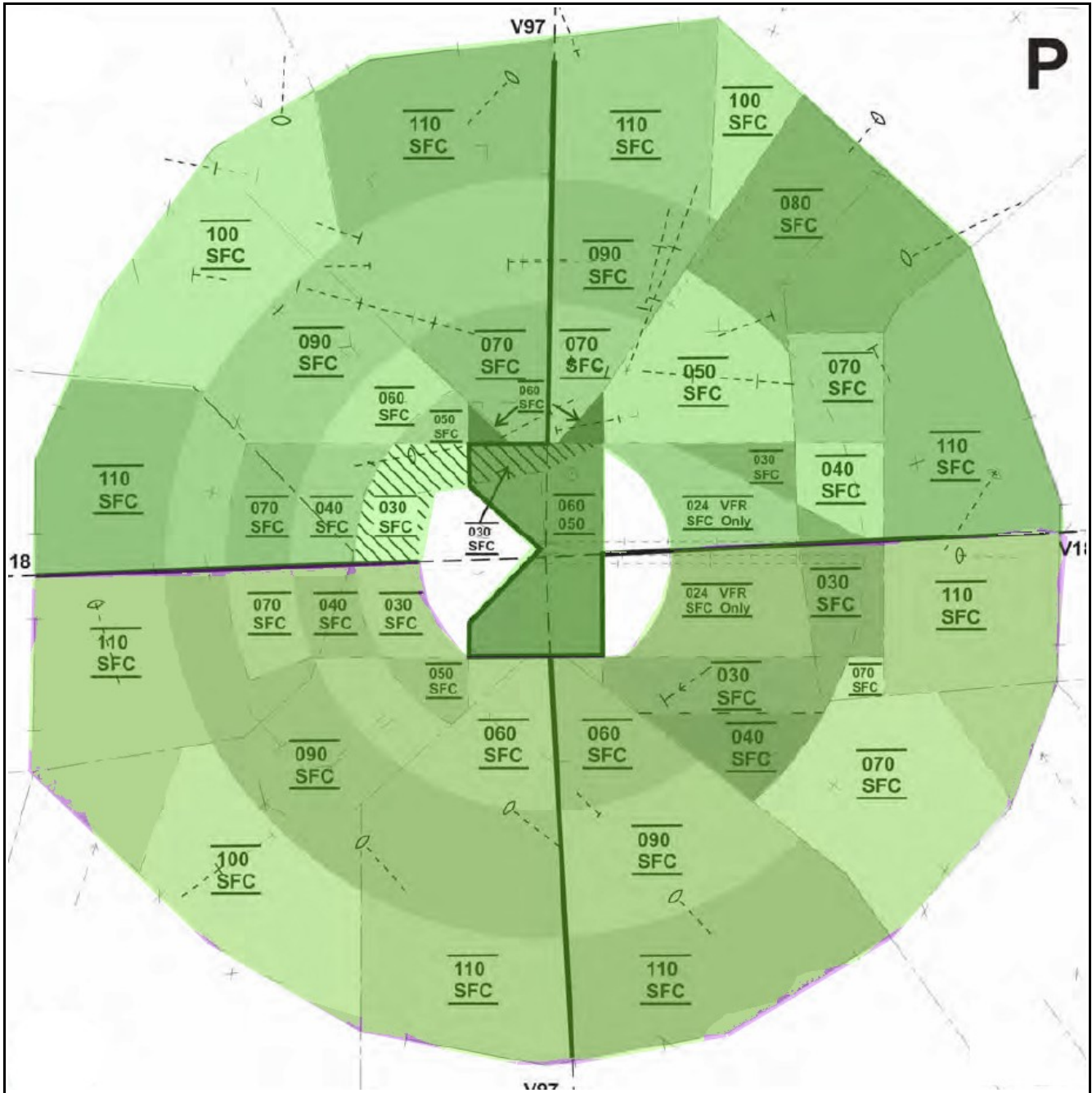
2) Handoff/transfer of communication to DR while the aircraft is in the airspace underlying TAR airspace may result in the aircraft remaining in Satellite airspace for an extended period of time.

3) Failure to transfer communication to adjacent satellite/departure sectors and/or facilities in a timely manner may result in a loss of separation.

4) When making point-outs to DR, be aware that ATL departures may be on RNAV routes that turn inside and/or outside of A80 airspace.

SECTION 4. Area Of Jurisdiction

SAT AIRSPACE West Operations.



SAT AIRSPACE EAST Operations.

