

ZTL ARTCC
Atlanta Large TRACON (A80)



Standard Operating Procedures

A80 7110.65D

TERMINAL ARRIVAL RADAR (TAR)

Effective: May 1, 2011

Chapter 1. General Control

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.

Terminal Arrival Radar (TAR)			
Position	Callsign	Frequency	VOX Channel
TAR-D	TAR North	128.000	A80-D
TAR-H	TAR South	127.900	A80-H

NOTE – Bolded positions indicate the base position.

Chapter 2. Terminal Arrival RADAR

Section 1. Position Duties and Responsibilities.

2-1-1. TERMINAL ARRIVAL RADAR

- a. Duties and responsibilities are IAW FAAO 7110.65, Terminal Radar Team Position Responsibilities.
- b. Provide approach control service to aircraft arriving ATL.
 - 1) TAR-D will normally assign aircraft Runway 8L/26R
 - 2) TAR-D will normally assign 9L/R landing east and 26L/R landing west
 - 3) TAR-D will normally assign Runway 8L/R landing east and Runway 27L/R landing west when in Trip's.
 - 4) TAR-H will normally assign Runway 10/28
 - 5) TAR-H will normally assign aircraft Runway 9R/27L when in Dual's.
- c. On initial contact, inform aircraft of the approach and landing runway to expect when assigning or changing an aircraft to a runway that will require a side-step maneuver to land.
- d. Ensure aircraft have the current arrival ATIS.
- e. As appropriate, the transferring TAR controller shall ensure that changes to the runway assignment, runway transition, and/or type of approach are **issued** to and acknowledged for by aircraft, for the correct Final Position prior to transfer of communications.

NOTE 1 – Outside of 10 miles from the RNAV Runway Transition Waypoint:

Example – “(Aircraft ID) change transition to runway two six right.”

NOTE 2 – At and inside of 10 miles from the RNAV Runway Transition Waypoint:

Example – “(Aircraft ID) change runway to runway two seven left, FLY HEADING ###”.

f. If a runway change is issued when an aircraft is on the downwind or base leg, issue the new localizer frequency associated with the new runway.

Section 2. Position Standard Operating Procedures.

2-2-1 MANAGING TAR TRAFFIC

TAR primarily feeds traffic to AR from either the base leg or downwind leg.

a. Base leg feed:

- 1) Ensure aircraft placed on the base leg can remain on the base leg and be contained within AR airspace.
- 2) Traffic should be at a manageable speed, usually not above 210 knots
- 3) During a dual runway arrival operation, the north base leg (TAR L) clearance limit is 6,000 feet on the “inner” (that airspace where the floor of L’s airspace is 6,000’) base leg and 8,000 feet on the “outer” (that airspace where the floor of L’s airspace is 8,000’) base leg. During a triple runway arrival operation, the north base leg (TAR L) clearance limit is 6,000 feet when feeding the North Arrival Runway and 9,000 feet when feeding the Center Arrival Runway, unless otherwise coordinated.

***NOTE-** In a Dual Operation when Runways 8L/R-26L/R are not in use, Runway 9L/R-27L/R is considered the “North Arrival Runway.”*

- 4) South base leg clearance limit is 5,000 feet, unless otherwise coordinated.

b. Downwind leg feed:

- 1) Ensure downwind aircraft are established on the appropriate RNAV STAR or on a vector to emulate the RNAV STAR.
- 2) Traffic should be at a manageable speed, usually not above 210 knots.
- 3) Downwind leg clearance limit is 7,000 feet, unless otherwise coordinated.

c. Display the data block to the appropriate TAR controller(s) when sequencing traffic to a final not normally associated with your TAR position.

***EXAMPLE-** When an aircraft inbound from the South on the base leg is requesting a North complex runway, TAR-H shall ensure the data block is displayed to TAR-L.*

2-2-2. CONTROL TRANSFER BETWEEN TAR AND AR

- a. The TAR controller may change assigned heading, airspeed, and altitude of an aircraft after the handoff to AR has been accepted.
- b. Non-RNAV downwind aircraft shall display “NR” in the Primary Scratch Pad.
- c. TAR will normally assign 9,000 feet from the North and 8,000 feet from the South, to aircraft fed in the “outer box”, assign runways 9R/L or 27R/L, prior to communications transfer to final, unless otherwise coordinated.

2-2-3. CONTROL TRANSFER BETWEEN TAR POSITIONS

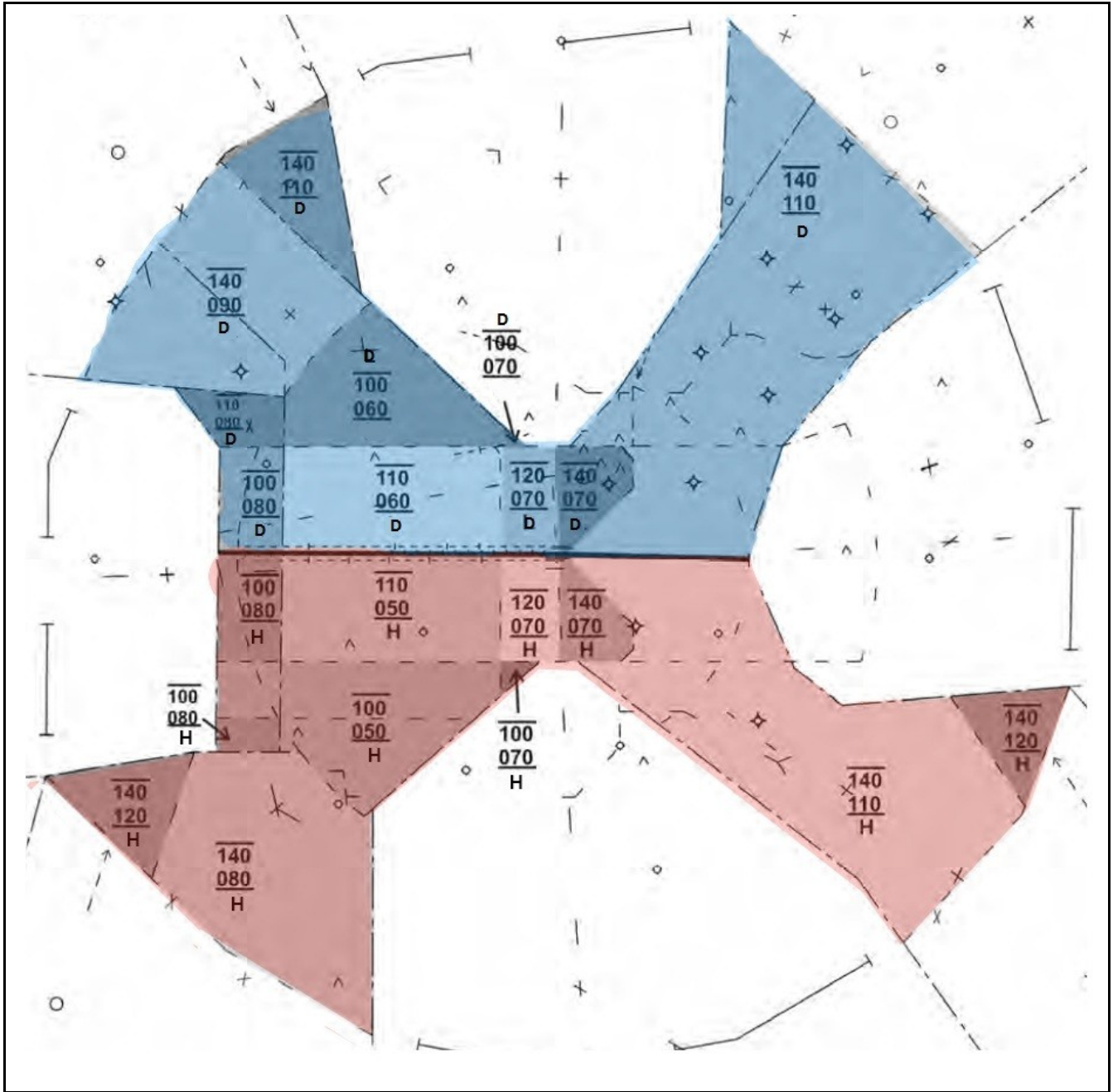
- a. The transferring TAR controller may change assigned heading, airspeed, and altitude after the receiving TAR controller accepts the handoff when traffic is being flowed.
- b. For aircraft flowed on the long side/downwind leg, the transferring TAR controller releases control for turns and/or descent not below 12,000 feet
- c. Opposite Direction Base Leg Flows during FTAs. - The transferring TAR controller shall initiate a descent to, 10,000'. Upon acceptance of hand off and transfer of comms, the transferring TAR controller releases control for turns into / toward FINAL O airspace, and descent.

Section 3. POTENTIAL PROBLEM AREAS

2-3-1. POTENTIAL PROBLEM AREAS.

- a. Failure to descend base leg arrivals for the South Complex in a timely manner may result in aircraft being too high for AR to ensure proper IFR separation at turn-on to the final approach course
- b. Failure of TAR to transfer communication to AR in a timely manner may result in a loss of separation.
- c. Failure of TAR to ensure base leg traffic is contained within AR delegated airspace may result in a loss of separation.
- d. Vectoring aircraft to the downwind below 7,000 feet without prior coordination with the appropriate SAT may cause a conflict with aircraft in the SAT corridor.
- e. Failure to issue radar vectors to aircraft navigating via an RNAV STAR on the base leg may result in the aircraft turning upwind.
- f. Failure to issue runway changes and/or localizer frequencies in a timely manner may result in aircraft on the wrong final.

TAR AIRSPACE EAST Operations.



TAR AIRSPACE WEST Operations.

