

ATLANTA ARTCC AND MEMPHIS ARTCC LETTER OF AGREEMENT

Effective: March 1, 2011

SUBJECT: INTER-CENTER COORDINATION PROCEDURES

1. PURPOSE. This agreement between Atlanta Air Route Traffic Control Center (ZTL) and Memphis Air Route Traffic Control Center (ZME) covers coordination procedures and is supplementary to the procedures in FAA Order 7110.65.

2. CANCELLATION. This LOA cancels Atlanta ARTCC and Memphis ARTCC Letter of Agreement dated prior to the effective date of this document.

3. COORDINATION PROCEDURES.

- a. Either Center may, after obtaining approval from the other, clear aircraft to operate at altitudes/flight levels wrong for the direction of flight as specified in FAA Order 7110.65.
- b. When combining/decombining sectors, each Center shall ensure that all affected sectors/facilities are notified.
- c. Deviations from the procedures established in this agreement may be made only after coordination which completely defines responsibility in each case.

4. ROUTE AND ALTITUDE ASSIGNMENTS.

a. Route Assignments.

(1) Aircraft shall enter the receiving facility's airspace via Preferred IFR Routes to the maximum extent possible. If the aircraft is not on a preferred routing, it is assumed that the pilot can not accept it.

(2) Aircraft landing Hartsfield-Jackson Atlanta International Airport (ATL).

(a) Arrivals may be cleared direct RMG or ERLIN if it is determined their projected routes of flight will be between MEM and the BNA.

(b) All arrivals landing at ATL from the southwest cleared via the appropriate STAR (LGC/HONIE).

(3) Aircraft landing (MEM) Memphis, Tennessee.

(a) Aircraft may be cleared direct HLI for the HLI/LARUE (RNAV) STAR if their route of flight will be on or north of J41.

b. Altitude Assignments.

(1) Atlanta, Georgia. Includes RYY, PDK, FTY, MGE, VPC, FFC, LZU, CTJ, and ATL.

(a) Arrivals to Atlanta and Satellite Airports that will be on or north of J52 shall cross the center boundary at or below FL330.

(2) Birmingham, Alabama.

(b) Turbojet arrivals operating at or above 11,000 feet shall cross the low altitude center boundary at or below FL230, with a clearance to cross 30 miles from VUZ at 11,000 feet, at 250 knots.

(3) Huntsville, Alabama (HSV).

(a) Arrivals that will enter ZME in the HSV area (over HSV airspace) shall cross the center boundary at 11,000 feet.

(b) All others shall cross the center boundary at or below FL230 descending to 11,000 feet.

(4) Knoxville, Tennessee. [Includes TYS, DKX, MOR, and GKT].

(a) Arrivals entering ZTL north of the low boundary shall cross the center boundary at or below FL230 descending to FL210.

(5) Meridian, Mississippi. [Includes MEI and NMM]. Arrivals from Rocket/Dalas shall cross the center boundary at or below FL230 descending to 13,000 feet.

(6) Montgomery, Alabama. [Includes MGM, MXF, and SEM]. Arrivals south of J66 shall cross the center boundary at or below FL330.

(7) Nashville, Tennessee. [Includes BNA, MBT, JWN), and MQY].

(a) Turbojet arrivals traversing the Dalas Sector shall cross the center boundary at or below FL230 descending to FL200.

(b) Turboprop arrivals traversing the Dalas Sector, shall cross 25 miles west of HCH at 14,000 feet.

(c) Turboprop arrivals from over GQO shall cross 25 miles northwest of GQO at 14,000 feet.

(d) Arrivals operating above FL240 assigned the GQO transition shall cross

JABRD intersection at FL240.

(8) Jackson, Mississippi. [Includes JAN, HKS, and MBO]. Arrivals operating south of J52 shall be level at an altitude which is right for direction of flight, at or below FL300.

5. ATTACHMENTS.

Annex 1 - Atlanta ARTCC and Memphis ARTCC Airspace

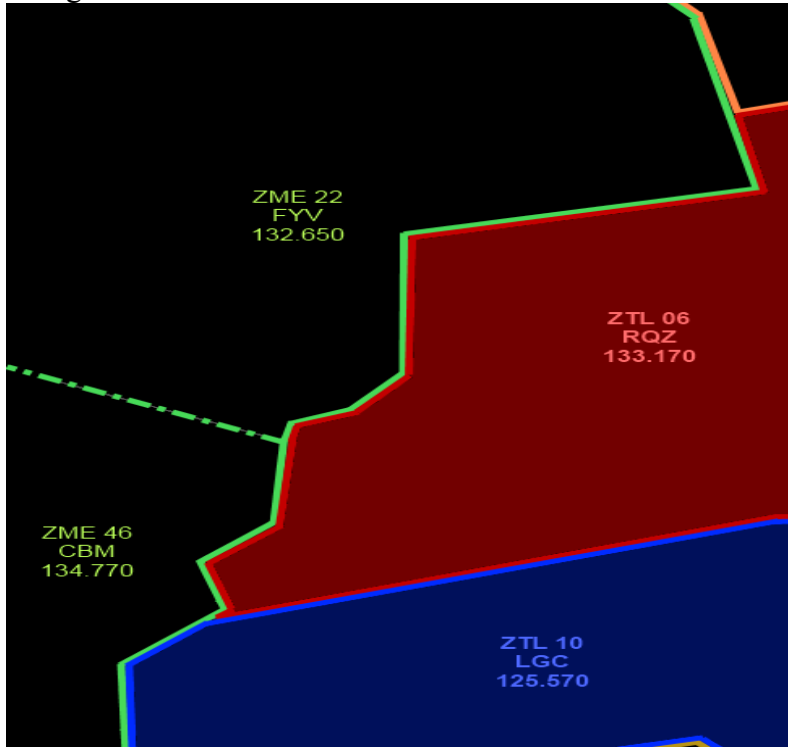
Annex 2 - Atlanta ARTCC and Birmingham Tower, Annex 1

ANNEX 1.

ZTL/ZME ARTCC Low Sectors



ZTL/ZME ARTCC High Sectors



ZTL/ZME TRACON Airspace

