

ZTL ARTCC

Piedmont Triad International Airport

Airport Traffic Control Tower

Standard Operating Procedures

GSO 7110.65B

Effective: May 1, 2011

CHAPTER 1. GENERAL CONTROL

SECTION 1. EQUIPMENT

1-1-1. Callsign Usage and Frequency Delegation:

The following callsigns and frequencies shall be used when working positions at GSO ATCT / TRACON.

Callsign	Frequency	VOX Channel
ATIS	128.550	KGSO_ATIS
Clearance Delivery	121.750	GSO-CD
Ground Control	121.900	GSO-GC
Local Control	119.100	GSO-LC
Approach / Departure	118.500	GSO-APP

CHAPTER 2. CLEARANCE DELIVERY

SECTION 1. POSITION DUTIES AND RESPONSIBILITIES

2-1-1. RESPONSIBILITIES

a. Issue IFR/SVFR/Class C clearances to aircraft.

- 1) Clear IFR departures via radar vectors or the appropriate SID.
- 2) Assign one of these initial altitudes to departures:
 - (a) IFR Jets – 5,000
 - (b) IFR Props – 3,000
 - (c) VFR Aircraft – Maintain VFR at or below 2,500
- 3) All departures will expect their requested altitude 1-0 minutes after departure.
- 4) Assign a departure frequency.
- 5) Aircraft requesting pattern work shall be issued a transponder code.

CHAPTER 3. GROUND CONTROL

SECTION 1. POSITION DUTIES AND RESPONSIBILITIES

3-1-1. RESPONSIBILITIES

Ground Control is delegated jurisdiction of the inactive runway. Ground Control has jurisdiction of all taxiways except those taxiways that connect the active runway with the parallel taxiway.

CHAPTER 4. LOCAL CONTROL

SECTION 1. POSITION DUTIES AND RESPONSIBILITIES

4-1-1. RESPONSIBILITIES

In addition to FAA Order 7110.65, the following applies:

- a. Shall be responsible for the landing sequence.
- b. Responsible for initial departure separation on all departing aircraft in accordance with the FAA7110.65.
- c. Assign a heading and altitude that will place the departing aircraft in the appropriate sector on departure.
- d. In the event a turbojet aircraft executes a missed approach, LC shall issue runway heading to maintain either 3000 or 5000 as appropriate.
- e. Local shall ensure that coordination is accomplished for the following operations:
 - 1) Use of other than the active runway.
 - 2) Opposite direction departure on the runway in use.
 - 3) Helicopter departures and arrivals on non-movement areas.
- f. With the exception of opposite direction departures consider aircraft departing the active runway automatically released. Push the Flight Strip to "Departure" immediately after takeoff clearance is issued.

4-1-2. AREA OF JURISDICTION

Local Control's Area of Jurisdiction is depicted in Appendix A.

4-1-3. MANDATORY HEADING/ALTITUDE REQUIREMENTS

- a. All Turbojets departing the designated "Runway-In-Use" should be assigned Runway Heading at five thousand (5,000) feet.
- b. All other departures (Props/Turboprops) shall be assigned three thousand (3,000) feet and a heading that ensures the aircraft enters the appropriate departure area (Do not assign headings that are towards

the final “box”. Final Box is 90° left/right of the runway in use center line heading). Ie. On Runway 23 Operation, usable headings would be 140°-320°.

c. In the event of a missed approach assign an altitude/heading that will ensure separation.

CHAPTER 5. APPROACH/DEPARTURE

SECTION 1. POSITION DUTIES AND RESPONSIBILITIES

5-1-1. RESPONSIBILITIES

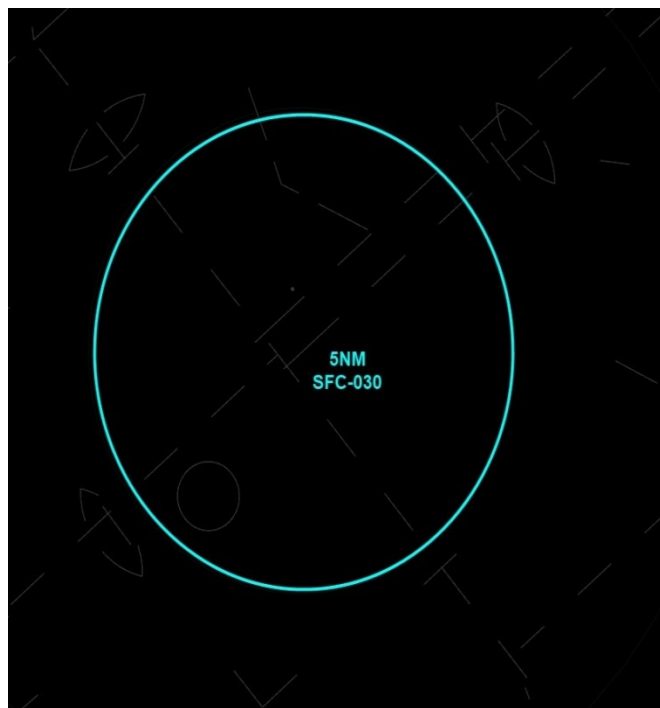
The duties and responsibilities for East Radar are defined in FAAH 7110.65 and as follows:

- a. Provide standard separation and radar services to all aircraft within Approches's Area of Jurisdiction as depicted in the appropriate Appendix.
- b. Ensure that all arrivals have the assigned runway, if other than the active runway, displayed in the scratch pad.

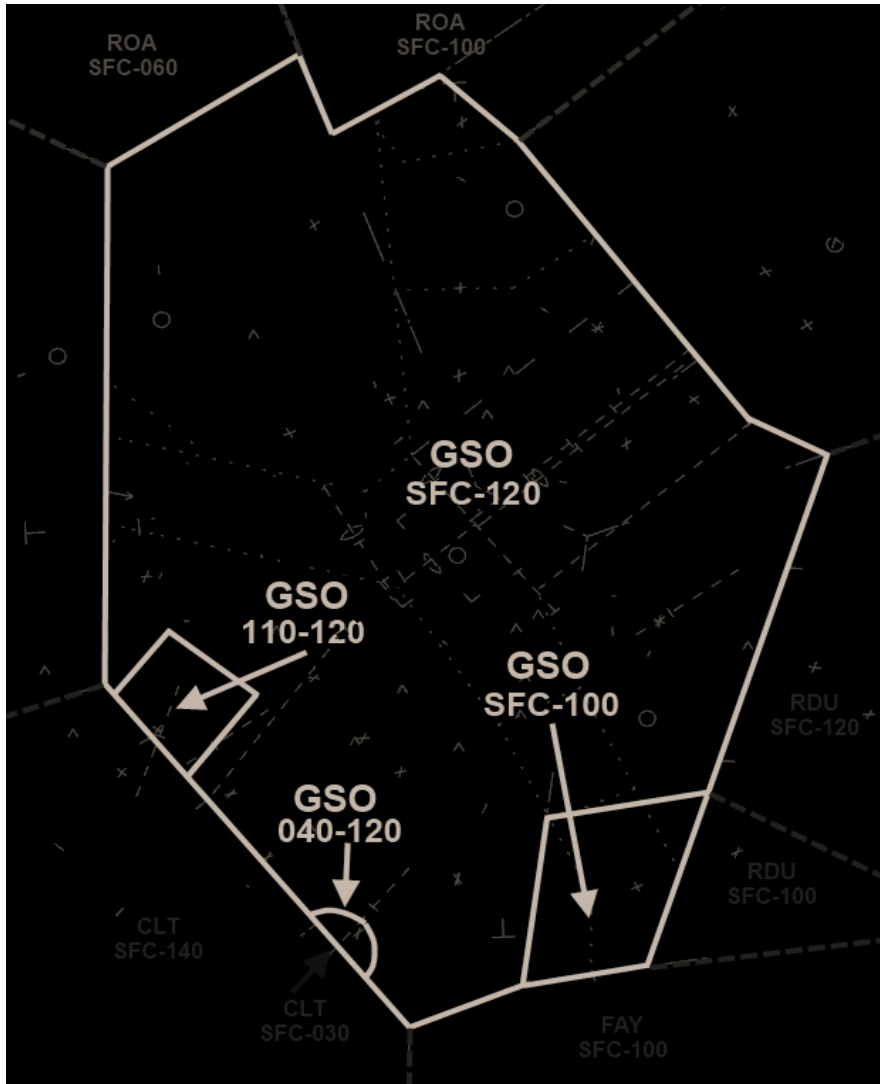
5-1-2. DEPARTURE RESPONSIBILITIES

- a. Advise Local Control (GSO and INT) when a heading other than the standard departure heading is required.
- b. Departures **SHALL NOT** be assigned a new heading by the departure controller until leaving 4,000 feet MSL or leaving Local Control’s airspace.

APPENDIX A. LOCAL AIRSPACE.



APPENDIX B. APPROACH/DEPARTURE AIRSPACE.



APPENDIX C. GSO/ZTL Letter Of Agreement.

a. Arrivals

ARTCC shall clear arrivals to the Greensboro (GSO) Terminal Area as follows:

1) Turbojet arrivals to GSO/INT, operating at 11,000 feet and above shall be cleared via the BROOK STAR to cross the GSO 35 DME (TRAKS) at 11,000' and 250 knots.

(a) Arrivals to INT cleared via BROOK STAR may cross the GSO 35 DME at or below 9,000 feet at an altitude appropriate for direction of flight.

2) Turboprop arrivals shall be cleared via the appropriate STAR as follows:

(a) Arrivals using the SMOKN STAR shall cross the GSO 40 DME at 13,000 feet or shall cross the ATCT boundary at an altitude appropriate for direction of flight.

(b) Arrivals using the BROOK shall cross the GSO 35 DME at 11,000 feet or at an altitude appropriate for direction of flight.

b. Departures

1) ATCT shall clear GSO/INT departures requesting 11,000 feet or above via the appropriate radial associated with the TRIAD DP as appropriate for the route of flight. Aircraft departing airports other than GSO and INT shall be cleared via the appropriate departure radial, unless otherwise coordinated by ATCT.

(a) The Greensboro Terminal Area Departure Radials/DP Transitions are:

JETS - GSO R-312 BOTTM or GSO R-205 GALLA

PROPS - GSO R-297 YADKI or GSO R-190 CLINE

2) ATCT shall clear aircraft requesting 13,000 feet or above to maintain 12,000 feet and expect filed altitude 10 minutes after departure.

3) ATCT shall clear aircraft requesting 12,000 feet or below at requested altitude appropriate for direction of flight.

4) ATCT shall provide 5 NM lateral separation and/or 1,000 feet vertical separation, constant or increasing, for aircraft entering ARTCC airspace.

NOTE - The transfer of control point (TCP) is defined as the vertical and lateral limits of the airspace delegated to ATCT.

APPENDIX C. GSO/ZDC Letter Of Agreement.

a. Arrivals

ARTCC shall clear arrivals to the Greensboro (GSO) Terminal Area as follows:

- 1) Turbojet arrivals shall be cleared to cross HENBY at 12,000 or BLOCC at 11,000.
- 2) Turboprop arrivals shall cross HENBY/BLOCC at 11,000.
- 3) Prop arrivals shall cross the Tower boundary at an altitude appropriate for direction of flight and may be cleared direct to the destination airport.

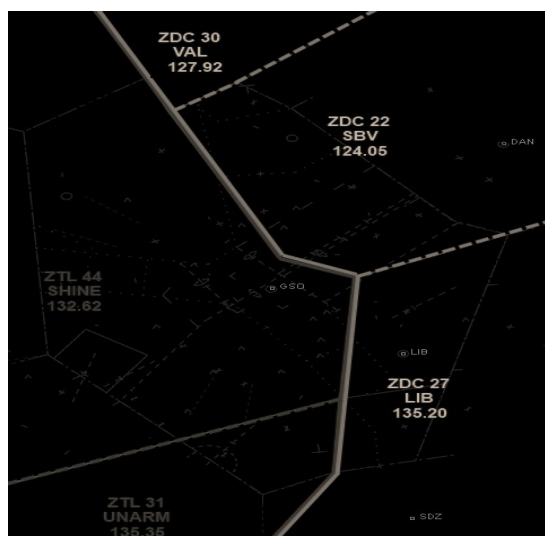
b. Departures

- 1) ATCT shall clear departures requesting 13,000 feet or above via the GSO 058 radial unless otherwise coordinated. Departures shall enter ZDC airspace either on the assigned routing or on a heading to join the assigned route within 10 miles of the Tower boundary.
- 2) Tower shall clear aircraft requesting 12,000 feet or below via flight plan route at requested altitude appropriate for direction of flight.
- 3) Aircraft requesting above 12,000 feet shall be assigned 12,000 feet and told to expect filed altitude 10 minutes after departure.
- 4) ATCT shall provide 5 NM lateral separation and/or 1,000 feet vertical separation, constant or increasing, for aircraft entering ARTCC airspace.

NOTE - The transfer of control point (TCP) is defined as the vertical and lateral limits of the airspace delegated to ATCT.

c. Overflights. CLT Satellite arrivals will be descended to 12,000 (at HENBY) and GSO shall descend to 11,000 and hand off to CLT.

APPENDIX D. ARTCC Airspace.



APPENDIX E. GSO/INT Letter Of Agreement.

a. Arrivals.

1) Winston Tower shall:

- (a) Not assume control or interrupt the IFR final approach sequence.
- (b) Advise GSO of any unplanned IFR Missed Approaches / Go Arounds.

2) Greensboro Approach Control shall:

- (a) Ensure separation between successive IFR/SVFR arrivals.
- (b) Coordinate arrival information shall be accomplished prior to the aircraft reaching a point 10 miles from the airport.
 - (1) Notification shall consist of aircraft call sign, type of approach (if other than advertised on the ATIS), type landing/intentions, and specific climb-out instructions, if applicable.
- (c) Transfer communications of all inbound aircraft to Winston Tower at least 5 NM out.
- (d) Issue climb out instructions to aircraft requesting the option/ or unplanned missed approaches/ go arounds.

b. Departures

1) Winston Tower shall:

- (a) Request release for ALL IFR/SVFR departures.
- (b) Assign 4,000' for all IFR departures.
- (c) Clear all IFR departures "as filed".
- (d) VFR aircraft requesting radar service shall have type aircraft type, requested altitude and direction of flight in the route section.

2) Greensboro Approach Control shall not assume control of departure until aircraft exit the INT Class D airspace

APPENDIX F. GSO/CLT/VUJ Letter Of Agreement.

a. Miscellaneous:

1) Stanly County Tower shall:

(a) Advise Charlotte Approach and Greensboro Approach when Stanly County Tower opens and/or closes.

b. Departures:

1) Charlotte Approach shall:

(a) Provide Stanly County ATC Tower with IFR releases and departure instructions if other than FLY RUNWAY HEADING, MAINTAIN 3000'.

(b) Coordinate all IFR releases with Greensboro ATC Tower for aircraft departing runway 4R/L.

(c) Not change a departing aircraft's heading within Class D Airspace

2) Stanly County ATC Tower shall:

(a) Issue IFR clearances IAW FAAO 7110.65.

(b) Assign IFR departures an initial altitude 3000' and to expect filed altitude 10 minutes after departure.

(c) Request release from Charlotte Approach on each IFR departure

c. Arrivals:

1) Charlotte Approach shall:

(a) Transfer communications prior to 7 mile final

2) Greensboro Approach shall:

(a) Coordinate arrivals to Stanly County Airport with Charlotte

(b) Transfer communications prior to 5 mile final

APPENDIX G. Scratch Pad Procedures.

All aircraft inbound to GSO shall display the type approach and / or assigned runway / request in the scratchpad. Coordination is required if the scratch pad is left blank or opposite direction arrival information is included. If the approach will be completed to a runway in use, the runway number/designator is optional. Airports with parallel runways will use the last digit of the runway number followed by the L/C/R designator. ALL missed/low/option approaches SHALL be coordinated with the appropriate Local Controller.

Scratchpad Entry	Definition
TYPE OF APPROACH	
I (XX)	ILS Approach
V (XX)	Visual Approach
N (XX)	NDB Approach
R (XX)	VOR Approach
T (XX)	TACAN Approach
G (XX)	GPS/RNAV Approach
L (XX)	Localizer Approach
Z (XX)	VFR arrivals assigned a runway
TG	Aircraft requesting a Touch and Go
LA	Aircraft requesting Low Approach
SG	Aircraft requesting Stop and Go
PTN	Aircraft is requesting Pattern Work (closed traffic)
OPT	Aircraft requesting the Option
OVH	Aircraft requesting the Overhead Maneuver
VS	Aircraft is maintain visual separation / following the preceding aircraft.
VL	Aircraft is maintain visual separation with the closest aircraft on adjacent final to it's left.
VR	Aircraft is maintain visual separation with the closest aircraft on adjacent final to it's right.