ZTL ARTCC
Atlanta Large TRACON (A80)

Standard Operating Procedures

A80 - AR 7110.65D

Effective: March 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 TRACON.

Arrival Radar (AR)			
Position	**Callsign**	**Frequency**	**VOX Channel**
AR-V	North Final	127.250	A80-V
AR-O	**Center Final**	**124.600**	**A80-O**
AR-A	South Final	118.350	A80-A

NOTE: Bold letters indicates the base radar position.

Chapter 2. Arrival RADAR

Section 1. Position Duties and Responsibilities

2-1-1. ARRIVAL RADAR (AR-A/O/V)

a. Duties and responsibilities are IAW FAAO 7110.65, Terminal Radar Team Position Responsibilities.

b. Maintain a consistent interval on the final approach course IAW FAAO 7110.65 minima.

c. Should, on initial contact, restate the landing runway assignment.

d. Unless otherwise coordinated with a CIC, a hand-off and transfer of communications shall be accomplished to ensure that final controllers work all aircraft assigned a runway for which they have responsibility.

e. Ensure longitudinal and lateral separation during SILS/STILS Approaches.

Section 2. Position Standard Operating Procedures

2-2-1. SCRATCH PAD INFORMATION - As appropriate, use the Scratch Pad entries contained in the Atlanta A80 and ATL ATCT LOA.

2-2-2. VECTORS TO THE FINAL APPROACH COURSE - Turbojet and four-engine propeller-driven aircraft arriving Atlanta shall be vectored in a manner that ensures the aircraft are established on the extended runway centerline a minimum of five (5) miles from the approach end of the runway.

2-2-3. ARRIVALS TO TWO RUNWAYS (DUALS)

a. Simultaneous Visual Approaches – Ensure the following criteria are met:

1) Assign aircraft a track to intercept the extended centerline of the runway at an angle not greater than 30 degrees.

2) AR-V normally issues a clearance limit of 5,000 feet or above.

3) AR-A/O normally issues a clearance limit of 4,000 feet or below.

b. Simultaneous Visual/ILS Approaches

1) ILS North/VA South:

(a) AR-V conducts ILS approaches, normally issues a clearance limit of 5,000 feet, and turns on outside FREAL, KINKY, HOYTT, DOOOH, BAHRR, CHINN, HITTT, HARSN.

(b) AR-A/O conducts visual approaches, normally issues a clearance limit of 4,000 feet or below, and assigns aircraft a heading to intercept the extended runway centerline at an angle not greater than 30 degrees.

2)ILS South/VA North:

(a) AR-A/O conducts ILS approaches; normally issues a clearance limit of 4,000 feet or below, and turns on outside ZABEL, TIZZY, PDITY, HOKIE, ANVAL, FOGER.

(b) AR-V conducts visual approaches, normally issues a clearance limit of 5,000 feet, and assigns aircraft a heading to intercept the extended runway centerline at an angle not greater than 30 degrees.

NOTE - *Weather requirements for visual approaches dictate that aircraft vectored to intercept parallel final approach courses at the same altitude would be in VFR conditions. Therefore, the controller conducting ILS approaches should issue specific traffic information to aircraft vectored to intercept the final approach course inside the appropriate outer fix, side-by-side with aircraft conducting visual approaches.*

c. Simultaneous ILS Approaches (SILS).

1) Aircraft shall be turned on so as to ensure they are established on the localizer outside/abeam FREAL, KINKY, HOYYT, BAHRR, CHINN, HITTT, HARSN, except in the following cases.

(a) Visual separation is applied.

(b) 1,000 feet vertical or a minimum or three (3) miles radar separation between aircraft during turn-on to parallel localizer courses is provided.

(c) AR controllers providing separation in accordance with (a) or (b) above are responsible for that separation until the aircraft is established on the localizer.

2) Traffic vectored to the North Runway localizer shall be at or above 5,000 feet unless coordination has been effected with AR-A/O.

3) Traffic vectored to the South Runway localizer shall be at or below 4,000 feet unless prior coordination has been effected with AR-V.

4) Aircraft will be instructed to contact the Tower on the appropriate LC frequency in sufficient time to allow initial contact with the Tower by the FAF.

2-2-4. ARRIVALS TO THREE RUNWAYS (TRIP'S)

a. Simultaneous Triple Visual Approaches

1) Assign aircraft a track to intercept the extended centerline of the runway at an angle not greater than 30 degrees. (Intercept angle is based on the TRACK of an aircraft. Wind must be considered.)

2) AR-V normally issues a clearance limit between 5,000 and 6000 feet.

3) AR-O normally issues a clearance limit of 7,000 feet.

4) AR-A normally issues a clearance limit of 4,000 feet or below.

b. Combination ILS/VA Approaches. ILS or Visual approaches may be conducted to any combination of runways:

NOTE - *Nothing in this paragraph is intended to preclude clearing an aircraft for a visual approach that was originally cleared for an ILS approach.*

1) Assign aircraft a track to intercept the extended centerline of the runway at an angle not greater than 30 degrees.

2) AR-V normally issues a clearance limit between 5,000 and 6000 feet.

3) AR-O normally issues a clearance limit of 7,000 feet.

4) AR-A normally issues a clearance limit of 4,000 feet or below.

NOTE- *Weather requirements for visual approaches dictate that aircraft vectored to intercept parallel final approach courses at the same altitude would be in VFR conditions. Therefore, the controller conducting ILS approaches should issue specific traffic information to aircraft vectored to intercept the final approach course inside the appropriate outer fix, side-by-side with aircraft conducting visual approaches.*

2-2-5. AUTOMATIC ALTITUDE READOUT OF AN AIRCRAFT UNDER ANOTHER CONTROLLER'S JURISDICTION

AR-A/O/V are authorized to use the automatic altitude readout of their respective aircraft for vertical separation purposes without verbal coordination provided:

a. The aircraft are within TAR or AR delegated airspace.

b. Any erroneous altitude readout is coordinated with all AR positions.

2-2-6. CONTROL TRANSFER

a. Between AR and TAR: AR may change assigned heading, airspeed, and altitude of an aircraft in TAR airspace after accepting the handoff from TAR. However, AR shall advise TAR prior to initiating vectors to the downwind with base leg traffic.

> ***NOTE 1-*** *When sequencing aircraft to the center runway inside of the 7,000-foot turn on fix, AR-O shall coordinate with ARA/ V for approval prior to leaving 7,000 feet on the downwind.*
>
> ***NOTE 2-*** *AR-O is authorized to transition TAR-D/H/L/Y airspace when vectoring to the 9L/R, 27L/R final approach course outside the 7,000 foot fix without coordination.*

b. Between AR and LC: Communication and control transfer points for arrival aircraft, other than monitored SILS approaches, shall be the FAF for IFR operations and five (5) miles for VFR operations and visual approaches.

2-2-7. TRANSFER OF COMMUNICATION BETWEEN TRACON AND TOWER

Coordination between the AR positions and the LC positions concerning arrival aircraft shall be considered to have been effected when the following actions have been accomplished:

a. Except during monitored SILS/STILS approaches, transfer of control and communications changeover points are identified in the table below:

Transfer of Control/Communications Changeover Points

RUNWAY	TRANSFER POINT
26R	AAJAY
26L	DEJAA
27R	LIAMS
27L	DEPOT
8L	SCHEL
8R	BBURG
9L	KIMMS
9R	BURNY
10	DAELE
28	JUBBA

2-2-8. SILS/STILS SEPARATION RESPONSIBILITIES

a. Ensure radar separation IAW FAAO 7110.65 minima.

b. The AR responsibility for separation (in regards to overshoots etc.) begins when the aircraft is established on the final approach course. This does not relive the AR controller of separating other traffic prior to interception.

c. AR responsibility for separation terminates one (1) mile from the runway.

NOTE- *When AR has responsibility for separation, LC shall not adjust the speed of aircraft on the final approach course.*

d. Dual SILS approaches may be conducted to any combination of runways separated by at least 4,200 feet utilizing following procedures:

1) Aircraft shall be turned on so as to ensure they are established on the localizer outside/abeam the appropriate 5,000-foot fix, except in the following cases:

(a) Visual separation is applied.

(b) 1,000 feet vertical or a minimum or three (3) miles radar separation between aircraft during turn-on to parallel localizer courses is provided.

(c) AR controllers providing separation in accordance with (a) or (b) above are responsible for that separation until the aircraft is established on the localizer, and the aircraft is on the appropriate LC frequency. Traffic vectored to the “North Runway” localizer shall be at or above 5,000 feet unless otherwise coordinated.

2) Traffic vectored to the “South Runway” localizer shall be at or below 4,000 feet unless otherwise coordinated.

3) Aircraft will be instructed to contact the Tower on the appropriate LC frequency in sufficient time to allow initial contact with the Tower by the FAF.

e. Simultaneous Triple ILS Approaches.

1) STILS approaches with are authorized as follows:

(a) To Runways 8L/9R/10, 8L/9L/10, 8R/9R/10, 8R/9L/10, 26R/27L/28, 26R/27R/28, 26L/27L/28 and 26L/27R/28 in accordance with published PRM Instrument Approach Procedures and FAAO 7110.65.

(b) Aircraft may be authorized to Side-Step to runways with published side-step minimums as per FAAO 7110.65.

2) When STILS are in use, the following procedures apply:

(a) Aircraft shall be established on the localizer outside/abeam OSTRR, PRMAN, VARNM, VINII, SMLTZ, LUVIE, HRLES, YABBA, except in the following cases:

(1) Visual separation is applied.

(2) 1,000 feet vertical or a minimum of three (3) miles radar separation between all aircraft during turn-on to parallel localizer courses is provided.

(3) AR controllers providing separation in accordance with (1), or (2) above are responsible for that separation until the aircraft is established on the localizer.

(b) Traffic vectored to the Runway 8L/26R or 8R/26L localizers shall be at or above 5,000 feet, but **not** above 6,000 feet, unless otherwise coordinated.

(c) Traffic vectored to the Runway 9R/27L or 9L/27R localizers shall be at or above 7,000 feet unless otherwise coordinated.

(d) Traffic vectored to the Runway 10/28 localizers shall be at or below 4,000 feet unless otherwise coordinated.

(e) Aircraft shall be instructed to contact the Tower on the appropriate LC frequency in sufficient time to allow initial contact with the Tower by the FAF.

(f) Aircraft shall be on a heading to intercept the extended runway centerline at an angle not greater than 20 degrees.

2-2-11. PULLOUT PROCEDURES

NOTE-

1. *In all circumstances, Tower has the option to use the noise track/departure area and coordinate with departure control.*

2. *Unless otherwise coordinated, "North Runway" means 8L/R-26R/L. "South Runway" means 9L/R-27R/L in Duals and 10/28 in Trips.*

3. *A80 Satellite Radar is required to point-out any aircraft to the appropriate A80 Final Radar that will enter ATL ATCT delegated airspace during monitored SILS/STILS approaches.*

a. Pull-out Procedures for Outside Runways

1) LC will cancel Approach Clearance, retain aircraft in Tower airspace, and:

(a) Issue 4000 feet to aircraft on the North Runway,

(b) Issue 3000 feet to aircraft on the South Runway,

2) Coordinate with the appropriate AR.

3) AR will issue to LC a heading toward the downwind.

4) LC will issue a speed not to exceed 210 knots and transfer communications to the appropriate AR. Communications transfer to AR constitutes LC release of control for turns toward the downwind, speed and altitude changes.

b. Pullout Procedures for the Middle Runway

1) LC will cancel Approach Clearance, climb the aircraft to 4000, resolve all conflicts with Rwy 10/28 traffic, retain aircraft in Tower airspace and coordinate with AR-A.

2) AR-A will issue to LC a heading toward the downwind.

3) LC will issue the AR-A assigned heading to the aircraft, a speed not to exceed 210 knots and transfer communications to AR-A frequency. Communications transfer constitutes release of control to AR-A for turns to the downwind, speed and altitude changes.

2-2-12 BREAKOUT/BLUNDER PROCEDURES

a. Breakout Procedures are used when an aircraft is observed to be deviating (blundering) into the NTZ.

PHRASEOLOGY- *TRAFFIC ALERT, (call sign), TURN (right/left) IMMEDIATELY HEADING (degrees), and/or CLIMB/DESCEND AND MAINTAIN (altitude).*

b. After the breakout is initiated as described in the paragraph above, use the procedures in paragraphs

2-2-13 REDUCED SEPARATION ON FINAL- Reduced separation on final (2.5NM) is authorized to the following runways in accordance with FAAO 7110.65: 8L, 9R, 10, 26R, 27L, and 28.

Section 3. Potential Problem Areas

3-3-1. POTENTIAL PROBLEM AREAS

a. There is a potential for loss of IFR separation when turning aircraft on to the localizer.

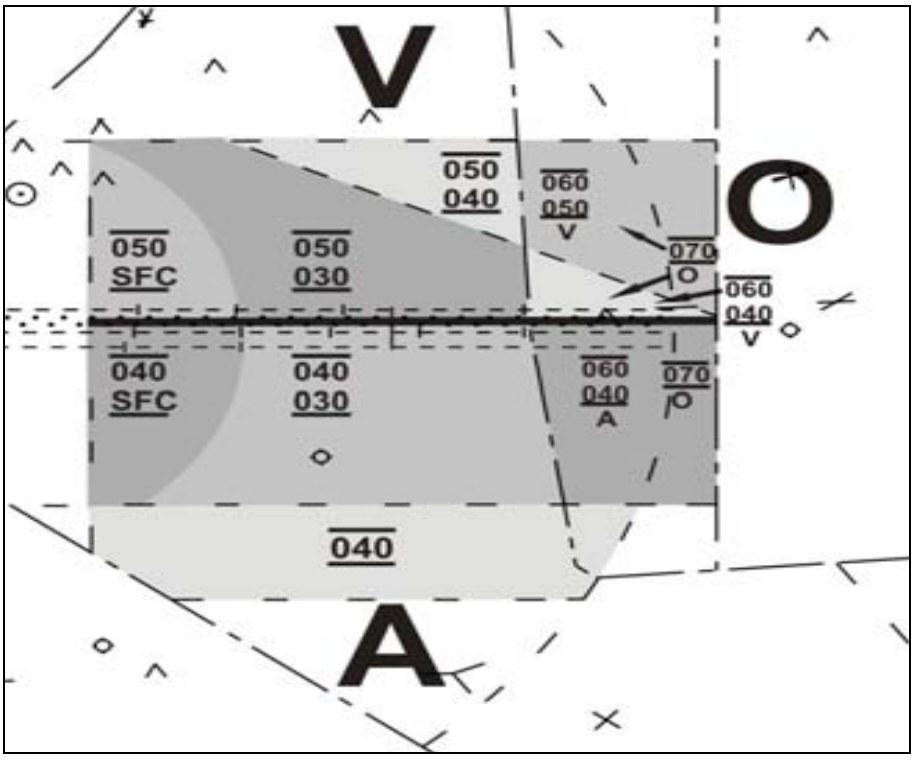
b. When swapping aircraft from one final to another, ensure appropriate vertical separation is achieved in order to prevent aircraft from being nose-to-nose at the same altitude.

c. During Simultaneous Triple Visual Approaches, it is important for AR-O to assign an altitude to maintain **until established on the final approach course** when turning on inside the 7,000-foot fix. This will preclude a possible loss of separation by ensuring that aircraft being worked by AR-O do not prematurely descend into AR-A/AR-V traffic being vectored to the final approach course.

d. During STILS approaches, AR-V has the option of turning on to the final approach course between 5,000 feet and 6,000 feet. Unless 3-miles radar separation is used, AR-V must assign an appropriate altitude to ensure 1,000 feet vertical separation is maintained from both AR-O and AR-A aircraft until established on the final approach course.

Section 4. Area Of Jurisdiction

AR AIRSPACE WEST Operations.



AR AIRSPACE EAST Operations.