

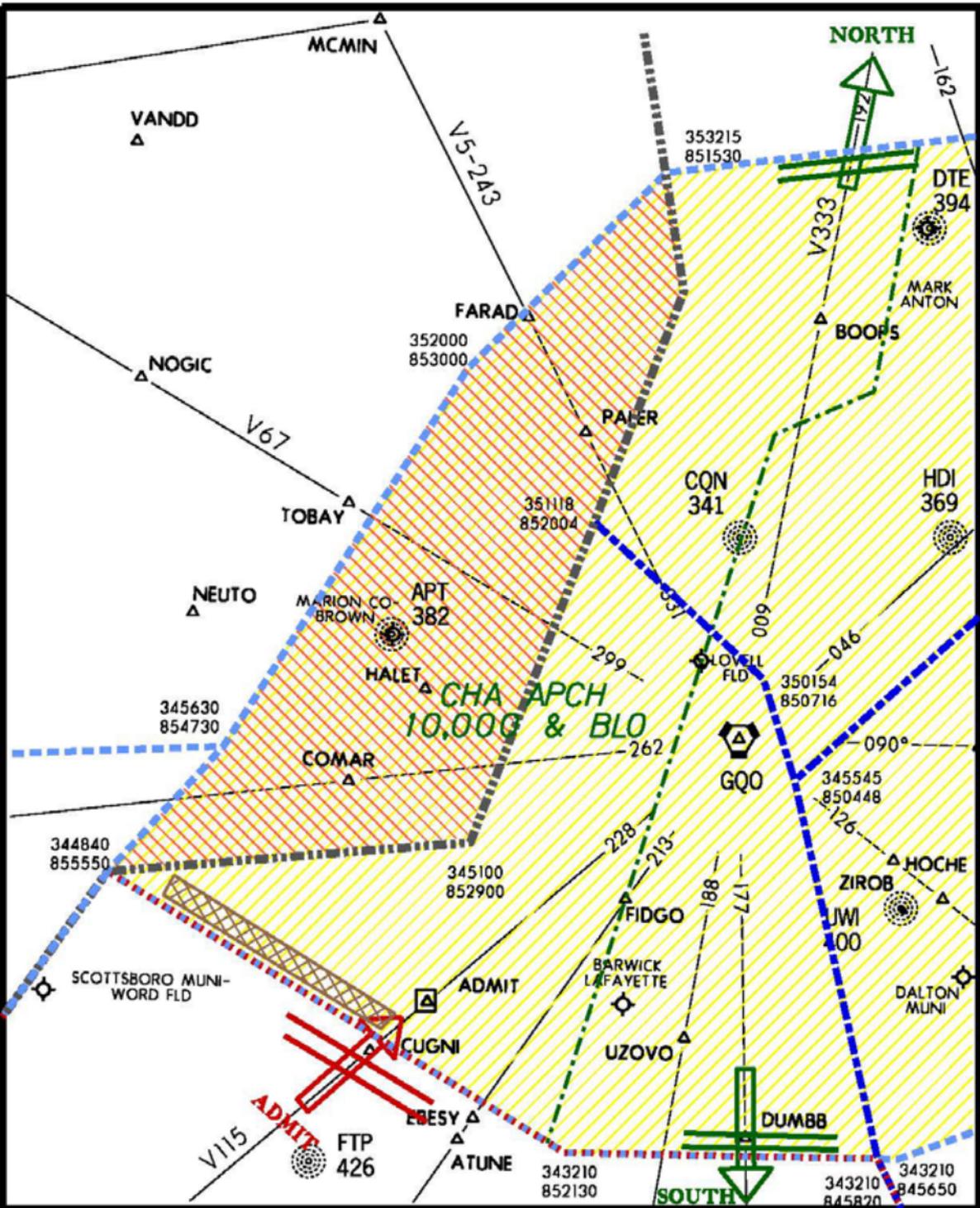
**ATLANTA ARTCC AND MEMPHIS ARTCC  
LETTER OF AGREEMENT**

**SUBJECT: INTERFACILITY COORDINATION**

**EFFECTIVE: 2 February, 2022**

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- 1. PURPOSE:** This agreement between Atlanta ARTCC (ZTL) and Memphis ARTCC (ZME) covers coordination procedures and is supplementary to the procedures in FAA Order 7110.65.
- 2. CANCELLATION:** ZTL and ZME Letter of Agreement dated September 1, 2019 is canceled.
- 3. COORDINATION PROCEDURES:**
  - a. Coordination shall be done by reference to sector ID or frequency, not callsign.
  - b. Chattanooga ATCT (CHA) departure/arrival transition area (DTA/ATA) operations and Birmingham ATCT departure/arrival fix operations (see [Attachment D](#) and [Attachment E](#)) shall be in effect when ZTL coordinates with ZME (for BHM) or CHA coordinates with ZME (for CHA).
  - c. ZTL and ZME must release control for 15 degree turns on aircraft 15NM on either side of the ZTL/ZME boundary.
- 4. DELEGATION OF AIRSPACE:** Memphis ARTCC responsibility for air traffic control service from surface to 10,000ft as depicted in [Attachment A](#) to Chattanooga ATCT, or Atlanta ARTCC if Chattanooga ATCT is not operational.
- 5. ROUTE AND ALTITUDE ASSIGNMENTS.**
  - a. ZTL and ZME shall restrict aircraft in accordance with [Attachment B](#). CHA and ZME shall restrict aircraft in accordance with [Attachment C](#).
- 6. ATTACHMENTS:**
  - a. [Attachment A - CHA Shelf](#)
  - b. [Attachment B - ZTL/ZME Restrictions](#)
  - c. [Attachment C - ZME/CHA Restrictions](#)
  - d. [Attachment D - CHA Arrival/Departure Transition Areas](#)
  - e. [Attachment E - BHM Arrival/Departure Fixes](#)
  - f. [Attachment F - ZTL/ZME Airspace](#)
    - i. [Attachment F1- Low \(SFC-FL230\)](#)
    - ii. [Attachment F2 - High \(FL240-FL340\)](#)
    - iii. [Attachment F3 - Ultra High \(FL350+\)](#)



# LEGEND

- CENTER BOUNDARY
- - - - - SECTOR BOUNDARY - LOW
- ..... SECTOR BOUNDARY - ULTRA LOW
- - - - - APPROACH CONTROL BOUNDARY/TCP
- · - · - APPROACH CONTROL SECTOR BOUNDARY
-  CHA ATCT 10,000 AND BELOW
-  DELEGATED AIRSPACE BY ZME TO ZTL 10,000 & BELOW
-  LIMITED MUTUAL RADAR COVERAGE

ATLANTA ARTC CENTER/  
 MEMPHIS ARTC CENTER  
 LETTER OF AGREEMENT  
 SUBJECT: DELEGATION OF AIRSPACE  
 ATTACHMENT: 1  
 ANNEX 2

EFFECTIVE: 6-25-2015

## Attachment B - ZTL/ZME Restrictions

Departure Airport	Arrival Airport	Overflight	Qualifier	Aircraft Type	Altitude Restriction	Route Required	Special
<b>ZTL to ZME</b>							
ATL RYY PDK FTY MGE NCQ VPC FFC LZU 6A2 HMP			Entering ZME31/30/32 sectors south of a line GAD-LIT			1. May go direct SQS or LIT. 2. All others remain on FP route.	
BHM					If requesting AOA 240: 1. ↑ 230 <i>or</i> 2. ↑ AOA FL240 RAFDOF		
BHM	BNA				↑ 230 or requested if lower		
	SDF		Entering ZME62		AOB 290		
	BNA			RNAV Jets	15 NM from YUUNS or LENSE @ 240	SWFFT#	ZME60 has control for descend via clearance. Aircraft may remain at 240 until necessary to meet next constraint. ZME will ensure aircraft are transitioned to low stratum prior to ZME62 boundary.
				Non-RNAV Jets		direct BNA direct	
			Traversing ZTL41	Jets	AOB 200		ZME has control for turns/descent at BAMMA
				Turboprop	@ 120		
			Traversing ZTL05		AOB 220 ↓ 120 or requested if lower		
			All others AOA 240	Turboprop	15 NM from YUUNS or LENSE @ 240	direct BNA direct	

	<b>BNA SATs:</b>  <b>3M7 1M5 M91 XNX M54 MQY MBT JWN</b>			RNAV Jets	Cross 15 NM from YUUNS or LENSE @ 240	Direct ZANZA/LENSE/ BAMMA direct SWFFT direct BNA direct			
				Non-RNAV Jets		direct BNA direct			
				Turboprop Prop		Direct destination			
			Traversing ZTL41			Jets	AOB 200		
						Turboprop	@ 120		
			Traversing ZTL05			Turboprop	AOB 220 ↓ 120 or requested if lower		
			All others AOA 240				15 NM from YUUNS or LENSE @ 240		
				<b>CBM GTR UBS</b>		Between J22/J151		AOB 230	J52 IGB <i>or</i> V278 V245 IGB <i>or</i> BESOM IGB
	<b>HBG LUL PIB</b>		South of T290		AOB 230		ZME has control for descent		
	<b>HSV</b>		Over and north of MDTWN		AOB 230 ↓ 160				
			South of MDTWN		@ 110				
	<b>JAN HKS MBO</b>		South of J52		AOB 300 RAFDOF				
	<b>MEI NMM</b>		North of MEI 077 radial		AOB 230 ↓ 130				

	<b>MEM</b>					via appropriate STAR	<ol style="list-style-type: none"> <li>1. Overflying GQO to VANZE/LUGOH must join by TALLO/MSL</li> <li>2. Overflying VUZ to VANZE must join by WASER</li> <li>3. All others for VANZE/LUGOH join by TALLO/MSL/WASER/OTB</li> </ol>
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Departure Airport	Arrival Airport	Overflight	Qualifier	Aircraft Type	Altitude Restriction	Route Required	Special
<b>ZME to ZTL</b>							
	<b>ATL</b>		From ZME46/43	RNAV Jet		GNDLF# <i>or</i> HOBTT#	<ol style="list-style-type: none"> <li>1. Over ORRKK not beyond ORRK</li> <li>2. South of ORRKK not beyond MORDR</li> <li>3. Via COOUP not beyond KHYA</li> </ol>
				Others		LGC#	
			From ZME31	RNAV Jet	AOB 330	GLAVN#	No clearance beyond JKSON
				Others		RMG#	
			From ZME62	RNAV Jet		CHPPR#	No clearance beyond BBABE
				Others		RMG#	
<b>HSV</b>	<b>ATL</b>				GLAVN GLAVN#		
<b>BNA</b>					TIPPN SID BRXTN CHPPR CHPPR#		

	<b>RYY PDK</b> <b>FTY MGE</b> <b>NCQ VPC</b> <b>FFC LZU</b> <b>6A2 HMP</b> <b>PUJ CVC</b> <b>CCO D73</b>		Airports north of J52		AOB 350	<b>BUKHD#</b>  <i>PUJ RYY PDK</i> <i>FTY FFC VPC</i> <i>LZU 6A2 CVC</i> <i>MGE HMP CCO</i> <i>D73</i>	Join by RIZZZ
						<b>SWTEE#</b>  <i>PUJ VPC RYY</i> <i>MGE PDK FTY</i> <i>LZU CVC D73</i>	Join by LPTON
<b>HSV</b>							<b>BIZKT SWTEE#</b>
<b>BNA</b>						<b>TIPPN BRTXN</b> <b>MDTWN</b> <b>HLNDS</b> <b>BUKHD#</b>	
				Airports south of J52			<b>SWTEE#</b>
			Airports north of J52 through ZTL03/02			<b>1. Via BOKRT#</b> <b>2. FFC 6A2 HMP</b> <b>CCO D73: via</b> <b>LGC HONIE</b> <b>direct</b>	
	<b>BHM</b>		Aircraft south of CBM RAPCON AOA 130		AOB 230 ↓ 130	LYMPH direct	
			ZTL06 to ZME13		NULLS @ 110	RQZ NULLS direct	BHM on RWY24: NULLS @ 250kts
			All others	Jets	Arrival fix @ 110		Exception for arrivals south of KCBM
			From the west RWY6	Jets			Arrival fix @ 250KT
			From the north RWY24	Jets			

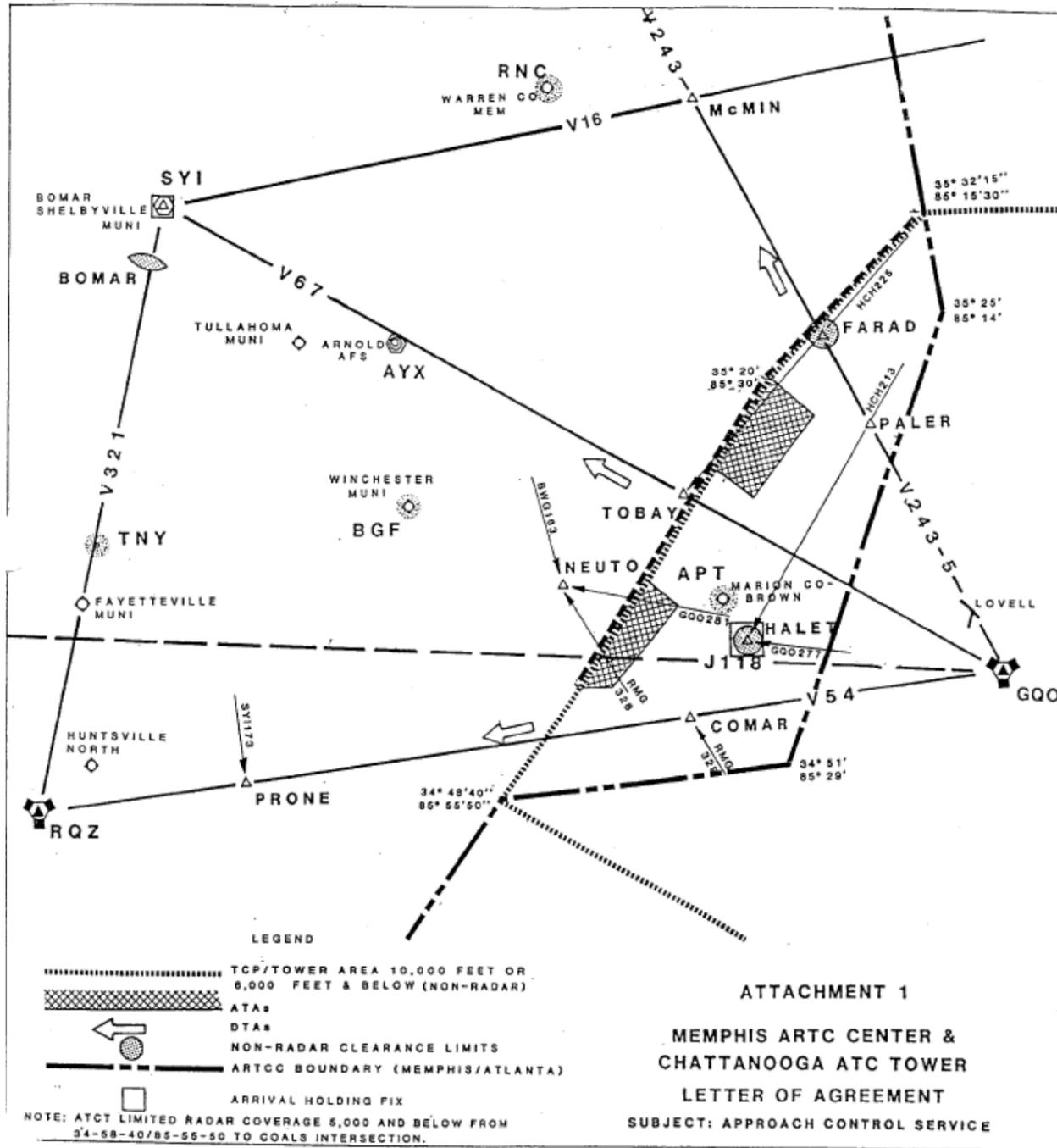
<b>BNA/BNA satellites</b>			Overflying ZTL41		↑ AOB 310		
			Overflying ZTL05		AOB 290		
<b>HSV</b>			Requesting AOA 240 over/north of GQO		↑ 230		Handoff to ZTL37/41/05
	<b>MGM MXF SEM</b>		South of J66		AOB 330		
			From ZME46/11		AOB 290 ↓ 240		
	<b>NPA VPS DTS PNS</b>		South of J52			Direct MGM as filed	
	<b>TYS DKX MOR GKT</b>		From southern edge of V16 and north		@ 210		
		<b>ZME to ZTL</b>				No direct SZW south of line MHZ-SZW	

### Attachment C - ZME/CHA Restrictions

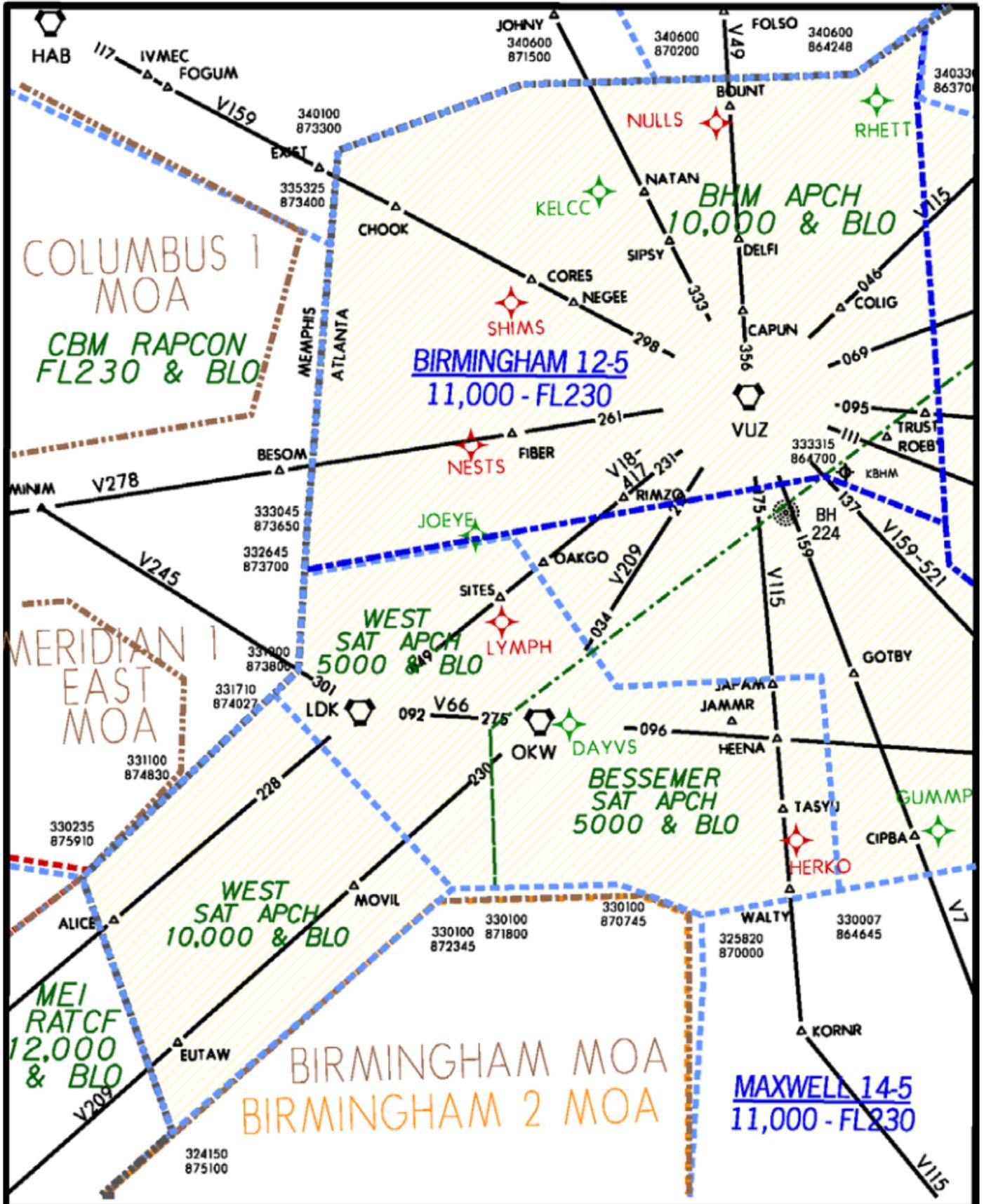
Departure Airport	Arrival Airport	Overflight	Qualifier	Aircraft Type	Altitude Restriction	Route Required	Special
<b>CHA to ZME</b>							
			Departing CHA airspace		↑ 100 or lower if requested	<i>When DTAs active:</i> Via routing or heading thru DTA (Attachment D)	<ol style="list-style-type: none"> <li>CHA shall ensure at least 5NM separation, constant or increasing, between departures climbing to the same altitude.</li> <li>ZME has control for turns up to 30 degrees at GQO 20DME.</li> </ol>

Departure Airport	Arrival Airport	Overflight	Qualifier	Aircraft Type	Altitude Restriction	Route Required	Special
<b>ZME to CHA</b>							
			Arrivals into CHA airspace AOA 110	Jet	GQO 30 DME fix @ 110	<i>When ATAs active:</i> Via routing or heading thru ATA (Attachment D)	<ol style="list-style-type: none"> <li>CHA shall transition arrivals into CHA airspace prior to ZME/ZTL boundary.</li> <li>CHA has control for turns up to 30 degrees and descent to 5000 at GQO 35DME.</li> </ol>
			Arrivals into CHA airspace 100 & below		GQO 35 DME at an altitude right for direction of flight		

# Attachment D - CHA Arrival/Departure Transition Areas



Attachment E - BHM Arrival/Departure Fixes



ATLANTA ARTC CENTER AND MEMPHIS ARTC CENTER LETTER OF AGREEMENT ANNEX 4

EFFECTIVE: 10 - 17 - 2017

Attachment F - ZTL/ZME Airspace

Attachment F1 - Low (SFC-FL230)

