

MEMPHIS ARTCC & HUNTSVILLE ATC TOWER

LETTER OF AGREEMENT

PURPOSE:

To delegate authority and responsibility for approach control service in the airspace depicted on Attachment 1 and to outline interfacility procedures supplemental to the Air Traffic Control Handbook.

RESPONSIBILITY:

Memphis ARTC Center (ARTCC) delegates to Huntsville ATC Tower (ATCT) authority and responsibility for control of IFR aircraft operations within the Terminal Area described in Attachment 1.

PROCEDURES:

The ARTCC and ATCT will transition arrivals, departures, and overflights via filed routes.

A. Arrivals

1. Huntsville Arrivals operating at 11,000 feet or above must be cleared direct to their destination airport to cross:
 - a) 30NM DME at 11,000 for arrivals from the east.
 - b) 40NM DME at 11,000 for arrivals from the west.
2. Arrivals from the North must be reduced to 250 Knots when landing south.
3. Arrivals from the South must be reduced to 250 Knots when landing north.
4. All other arrivals must be cleared to their destination airport to cross the TCP level at the proper altitude for direction of flight or as coordinated.
5. ATCT will have control for descent and turns on communications transfer for all HSV, DCU, CMD, HUA, FYM and MDQ arrivals. ATCT must not reverse, hold or climb an arrival until the aircraft is contained within ATCT delegated airspace.
6. ATCT must keep the ARTCC sectors advised of the current runway configuration

B. Departures

1. ATCT must clear departures via filed route.
2. ATCT must clear departures requesting 11,000 feet or above to maintain 10,000 feet and to expect requested altitude 10 minutes after departure.
3. ATCT must clear departures requesting 10,000 feet or below at 10,000 feet or requested altitude.

4. ATCT shall provide a minimum of 5 NM separation, constant or increasing, between departures and/or en route aircraft entering ARTCC's airspace on the same route and at the same altitude.
5. The ARTCC has control for turns of all departing aircraft upon communications transfer.
6. ARTCC will have control for turns and lower upon communications transfer of all MSL landers. ARTCC must not reverse the aircraft until it is contained within ARTCC airspace.

C. Overflights

1. All other overflights shall be cleared via routes/altitudes printed on the flight strips, or as coordinated.

SIGNED: Air Traffic Manager, Memphis ARTCC

Air Traffic Manager, Huntsville ATCT

Memphis ARTC Center and Huntsville ATC Tower Letter of Agreement

Attachment #1

