



INFORMATION
ZTL 7410.89A

vZTL ARTCC

**Atlanta Real Ops - Pilot Briefing
7410.89A**

This is not for real world use.

Letter from the staff:

Hello, and thanks for taking the time to brief yourself for this event.

With Atlanta, the name of the game is efficiency and keeping planes moving, especially during periods of heavy traffic, which is what we're hoping comes of this event!

We'll do our best to keep you up-to-date on developments leading up to this event, including real-time airport and staffing statuses. This information will be available from our Social Media pages (links below), which we think you should follow!

Please note that a lot of the information within this involves common pilot errors.

To ensure that all sectors are staffed appropriately for traffic levels (which means less delays due to preventable causes), we ask that all pilots book their flight through [our website](#).

And of course, the general reminders:

- If you're unsure about an instruction or a clearance, *ask!*
- When in the air, conduct the instruction, *then*, readback the instruction.
- If you are using **X-Plane**, please make sure your graphics settings are not too high. **If your sim runs below 20fps, it will slow down your aircraft on the network and not allow us to control you properly.**

Thanks for your attention. Enjoy your flight through ZTL!

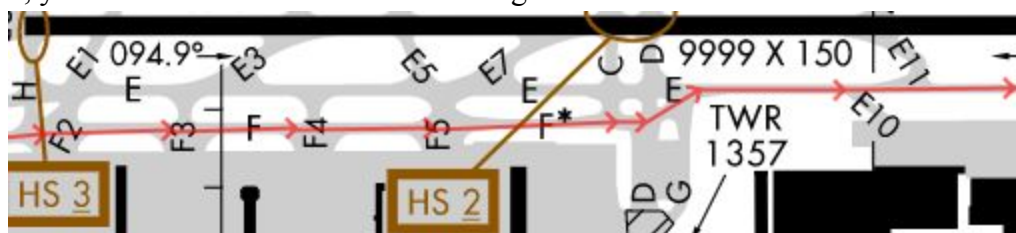
Check out our social media!



Departing ATL...

All aircraft:

- Pay close attention to taxi instructions assigned. You may hear instructions that involve two parallel taxiways. **Make sure you follow the taxi route as assigned.**
- ***If you are unsure about an instruction, ASK.***
- Taxiway F merges into taxiway E passing taxiway Dixie.
 - If assigned runway 26L as your departure runway, and told to taxi via F, E, your taxi route should look something like this.



- If told to taxi via an outer taxiway from the ramp, **continue straight out of the ramp**, then join the taxiway assigned.
 - For example, if leaving Ramp 5, and told to taxi to 8R via E, H, you should continue via F5, left E, and right H.

SID Assignment:

If you are:

- A Turbo-jet Aircraft
- RNAV capable

then you should file (and expect) an RNAV departure. In addition to briefing your specific RNAV departure, you should also review the RNAV Departure Procedure's *Attention All Users Page*.

[FAA DP AAUP Page 1](#) (Information about flying the departures)

[FAA DP AAUP Page 2](#) (Information about the runway to expect)

Here's the sparknotes version of that information:

Atlanta RNAV SIDs Directions:

EXPECT 8R/26L <u>North</u>	EXPECT 8R/26L <u>West</u>	EXPECT 9L/27R <u>South</u>	EXPECT 9L/27R <u>East</u>
PADGT	CUTTN	BANNG	GAIRY
PENCL	KAJIN	HAALO	JACCC
SMKEY	NASSA	SMLTZ	PHIIL
VARNM	POUNC	VRSTY	PLMMR

- Ensure that the sequence of waypoints loaded in the FMS match the waypoints on the appropriate chart(s). **Do not modify or manually construct RNAV procedures.** Ensure all transitions are loaded correctly.
- Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. **Pay particular attention if you have received a runway change or a revised ATC clearance**
- Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway via an RNAV path or via an assigned heading. If assigned a heading instead of an RNAV path, ATC must also issue an altitude to maintain.
- A typical takeoff clearance will state, for example, “Delta 123, RNAV to MPASS, Runway 26L, Cleared for takeoff”. **After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff,** the expected pilot response is, “Delta 123, RNAV to MPASS, Runway 26L, cleared for takeoff.” **If the takeoff clearance does not match the planned/loaded procedure, either request an initial heading from tower, or refuse the takeoff clearance until the discrepancy is resolved.**
- **Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track.** If unable to comply with the SID profile, immediately notify ATC.

NON-RNAV DEPARTURES:

If you don't meet the requirements listed above (Turbo-jet Aircraft that is RNAV capable), you should file (and expect) the [ATLANTA 9 Departure](#).

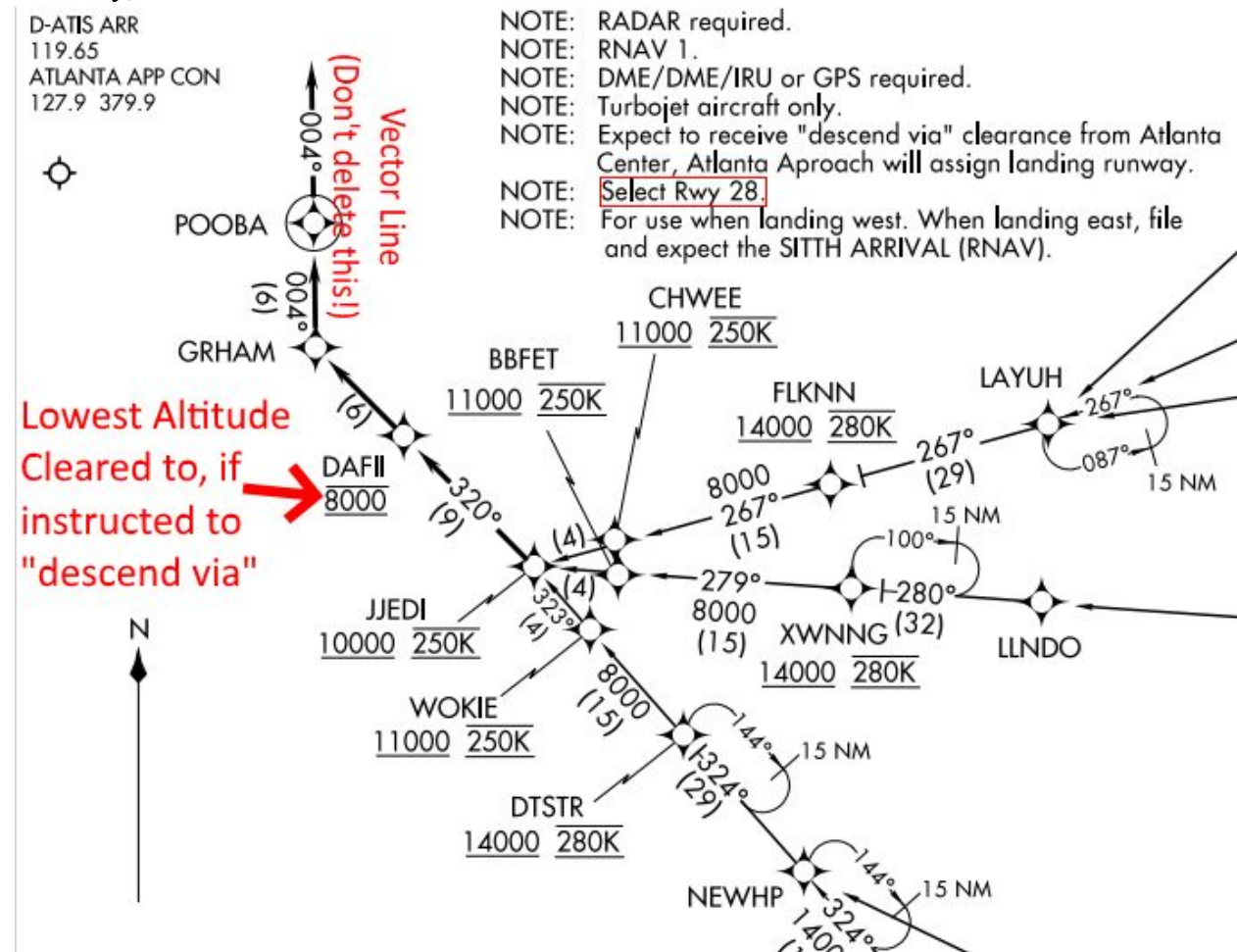
Arriving in ATL...

Pilots arriving on RNAV arrivals are reminded that:

- A crossing instruction does not provide clearance to descend below the altitude assigned.

- “Cross OZZZI at and maintain 14,000” **means you are only cleared down to 14,000 feet. You should *not* continue to descend until cleared by Approach.**
- A “descend via” instruction only clears you to the lowest published altitude on the STAR.
 - If told to descend via the JJEDI2 arrival, you should tune your MCP altitude to 8,000.
- **All RNAV arrivals have runways to select, even before you reach Atlanta Approach.** These runways can be found **ON** the chart, under the NOTES section of the graphic. “NOTE: Select runway 26L”.
- Pilots may **not** delete any discontinuities that appear due to vector lines when flying into ATL. These are headings assigned by the arrival to ensure that you do not conflict with other traffic. ATC is expecting you to follow the vector lines, as published on the chart.

Basically,



ALL PILOTS: REMAIN ON TOWER'S FREQUENCY UPON ARRIVAL UNTIL EXPLICITLY GIVEN INSTRUCTIONS TO CONTACT GROUND. These instructions usually follow a crossing instruction.

Also, if you're given a speed restriction until a fix/mileage, ***keep that speed until you are passing/have passed*** that fix/mileage.

DESCEND VIA THE (ARRIVAL) ARRIVAL, AT (FIX), CLEARED ILS APPROACH:

Atlanta has 4 RNAV arrivals that are considered "Descend Via" Arrivals that *may* end with a transition onto the ILS approach.

If instructed to descend via the arrival, and told that at the terminating fix, you are cleared for the ILS approach:

- Do not delete any fixes on the arrival or the approach.
- At the fix you were cleared for the ILS at, engage approach mode.

If you have a booking and are departing Atlanta:

Please connect to the network **BEFORE** your scheduled departure time. We recommend at least 20-30 minutes prior to ensure you have enough time to preflight, get clearance, and taxi to the runway.

There is a 30 minute window past your departure time. If you are not connected to the network at Atlanta within 30 minutes past your scheduled departure time, your booking will be void. You will then be treated as a regular aircraft with no booking.

If you do NOT have a booking and are departing Atlanta:

Before moving you should have received a Pre-Departure Clearance (PDC) via private message from Atlanta Clearance Delivery. If you are PDC capable and have not received a PDC within 15 minutes of filing your flight plan, or are unable PDC, contact clearance delivery.

Please note that if the airport is experiencing a heavy volume of departures and you do not have a booking, you may experience delays.

If you ever need anything at all, as far as events go, contact the Atlanta ARTCC Events Coordinator at ec@ztlartcc.org