

ORDER

**ATLANTA TOWER
ATL ATCT**

ATL 7110.65F

Effective Date:
June 1, 2011



ATL 7110.65F

STANDARD OPERATING PROCEDURES (SOP)

June 1, 2011

ATL 7110.65F

FOREWORD

This Order prescribes standard operating procedures for use by persons providing air traffic control services at Atlanta (ATL) Airport Traffic Control Tower (ATCT) on the VATSIM network. Controllers are required to be familiar with the provisions of the Order and to exercise their best judgment if they encounter situations that are not covered.

A handwritten signature in black ink, appearing to read 'William Lewis', written in a cursive style.

William Lewis
Air Traffic Manager

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DATE	REVISION	EDITOR/VERSION
<i>1 NOV 2012</i>	<i>Formatting/Procedural</i>	<i>WL/F</i>

CHAPTER 1. GENERAL

Section 1. INTRODUCTION

1-1-1 PURPOSE.

This Order establishes standard operating procedures for use by persons providing air traffic control services at Atlanta (ATL) Airport Traffic Control Tower (ATCT) on the VATSIM network. This Order is designed to supplement national and regional directives.

1-1-2 AUDIENCE.

This order applies to all vZTL Air Traffic Control Specialist and vZTL Visiting Air Traffic Control Specialist manning Atlanta (ATL) Airport Traffic Control Tower (ATCT) positions.

1-1-3 DISTRIBUTION.

This Order is available in the vZTL Document Library

1-1-4 CANCELLATION.

This order cancels ATL 7110.65 dated prior to 1 June 2011.

1-1-5 REVISIONS.

Changes to this document are recorded and a copy may request from facility staff.

1-1-6 EFFECTIVE DATE.

This order is effective as of 1 June 2011.

1-1-7 ABBREVIATIONS/ACRONYMS/IDENTIFIERS

As used in this document, the following abbreviations/acronyms/identifiers have the meaning indicated (See APPENDIX A. TERMS, ABBREVIATIONS, ACRONYMS AND IDENTIFIERS TERM.).

Section 2. Equipment

1-2-1 OPERATIONAL POSITIONS AND ASSOCIATED FREQUENCIES.

POSITION	FREQUENCY	CHANNEL
CLEARANCE DELIVERY		
CD-1	118.1	ATL-CD1
CD-2	118.7	ATL-CD2
GROUND CONTROL		
GC-N (North Ground Control)	121.9	ATL-GCN
GC-C (Center Ground Control)	121.75	ATL-GCC
GC-S (South Ground Control)	121.65	ATL-GCS
GC-M (Ground Meter)	125.0	ATL-GCM
LOCAL CONTROL	PRIMARY	MONITOR
LC-1 (8L-R/26R-L)	119.1 ATL-LC1	126.9 A80-PRM
LC-2 (9R-L/27L-R)	119.3 ATL-LC2	126.9 A80-PRM
LC-3 (10/28)	119.5 ATL-LC3	126.9 A80-PRM

1-2-2 VOICE SERVERS.

ATL ATCT controllers shall utilize the liveatc.net as the primary voice servers at RW.LIVEATC.NET. VOICE.AIRCHARTS.ORG shall serve as a backup voice server.

1-2-3 INFORMATION DISPLAY SYSTEM.

The ATL IDS shall be operational any time ATL ATCT is staffed. The IDS may be discontinued when only a single controller is staffing ATL ATCT and A80 or vZTL is not staffed.

Section 3. GENERAL AIRSPACE

1-3-1 AIRSPACE JURISDICTION.

The Tower is delegated that airspace from the surface up to and including 4,000' MSL underlying the A80 Satellite Corridor Airspace, excluding the airspace delegated to A80 Satellite Radar south of the Fulton County Airport (FTY) localizer and the FTY Class D Airspace. (see FIG 4-1-1 and FIG 4-1-2 for specific Local Control airspace delegation based upon the direction of operation).

1-3-2 CLASS B AIRSPACE.

Notify the FLM/CIC of any observed Class B airspace violations. Coordinate with and/or assist A80 if the aircraft is observed entering their airspace.

1-3-4 MINIMUM VECTORING ALTITUDE CHARTS.

Charts are depicted for operations utilizing the Atlanta radar systems.

FIG 1-3-1: ATLANTA CLASS B AIRSPACE CHART

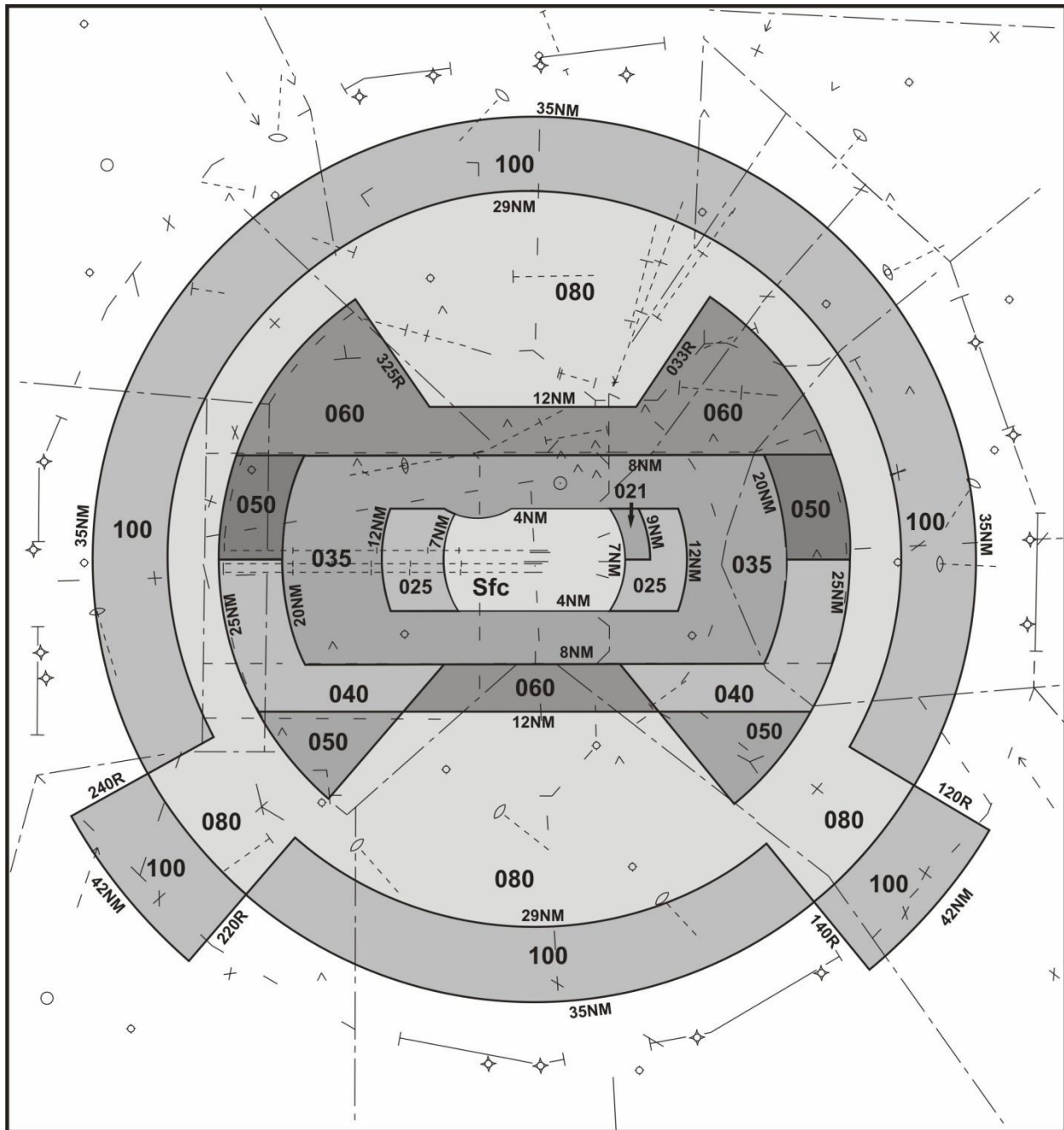
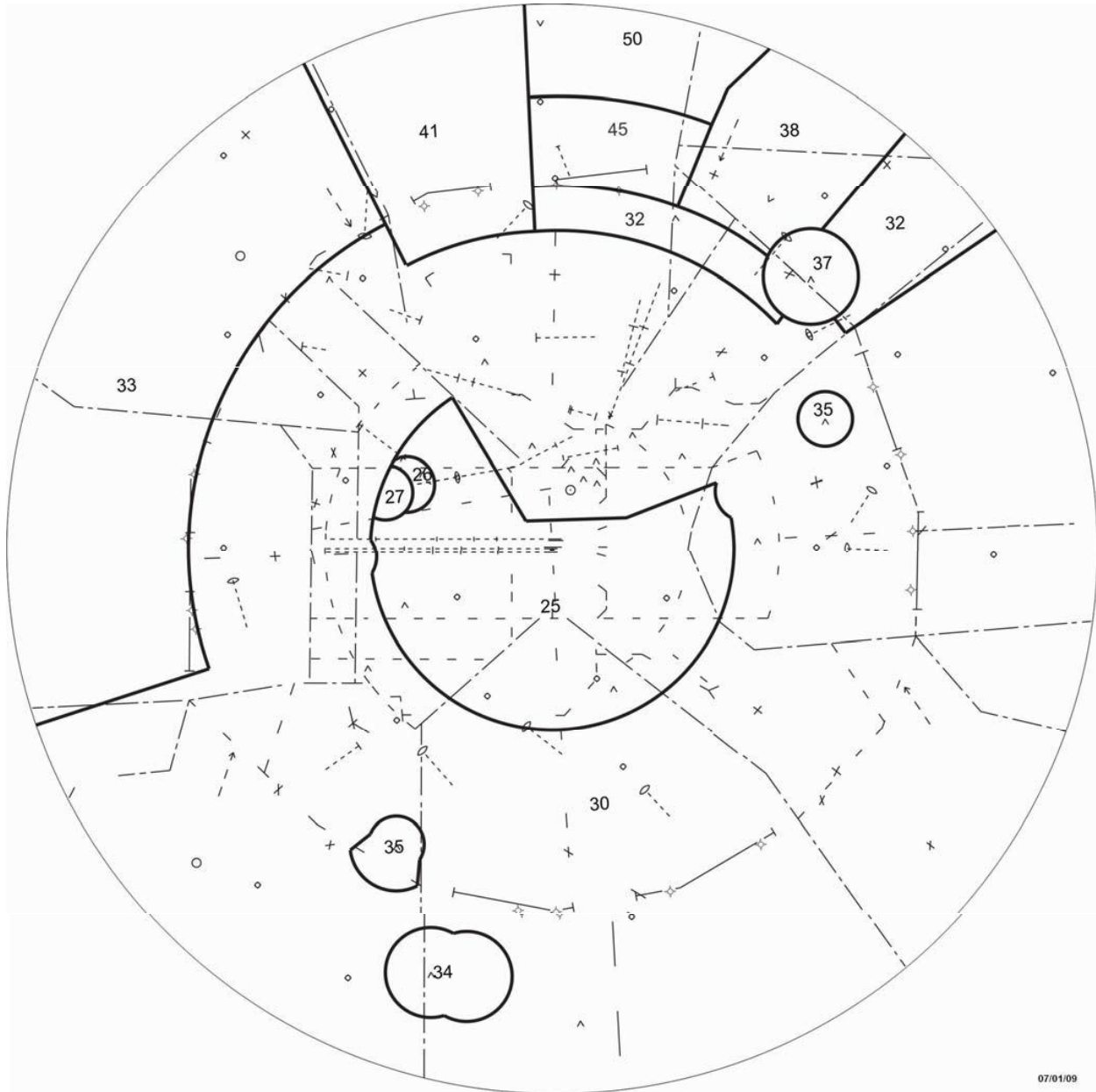


FIG 1-3-2: MVA CHART - ATL ASR-9



Section 4. DUTY FAMILIARIZATION AND TRANSFER OF POSITION RESPONSIBILITY

1-4-1 INTRODUCTION.

Essential operational information is contained in the Facility Directives and Announcements Forum. Acknowledge of having read by initialing each item as outlined in the forum.

1-4-2 POSITION RELIEF BRIEFING.

Conduct a position relief briefing and transfer of position responsibility in accordance with FAAO 7110.65 using the appropriate position relief checklist. The relieving controller shall review the information contained on the Tower IDS page prior to accepting a position relief briefing. When assuming responsibility for the position, the relieving controller shall make a statement to the controller being relieved that position responsibility has been assumed.

In addition, the relieved controller must remain plugged in for at least two minutes after being relieved from an operational position to heighten awareness and ensure both controllers have the opportunity to exchange all pertinent information.

Section 5. FLIGHT PROGRESS STRIPS

1-5-1 FLIGHT PROGRESS STRIP.

1	5	8	12	14	15	16
2	6	9		17	18	19
3	7	10	13	20	21	22

1-5-2 FLIGHT DATA STRIP MARKING

Flight Data shall be responsible for receiving the initial flight strip for departing aircraft and pass to the appropriate control position.

BLOCK	INFORMATION RECORDED
12	Filed or amended route in accordance with preferred routings, letters of agreement, or coordinated TMU or SWAP routings.
13	Clearance routing type when routing has been amended. ++FRC++ - Full Route Clearance ++FRC XXX++ - Full Route Clearance to a particular routing waypoint. Substitute XXX with the appropriate waypoint. ++EDCT XXXXz++ - EDCT time when issued by ZTL
20	Departure control ARTS position ID
21	"HOLD" when a departure release is required

1-5-3 CLEARANCE DELIVERY STRIP MARKING.

BLOCK	INFORMATION RECORDED
14	Letter of reported ATIS if initial radio communication is established
17	"PDC" if PDC is issued successfully or Checkmark or "X" to indicate a correct clearance read back
11	"FF" if a VFR departure is requesting Flight Following

1-5-4 GROUND CONTROL STRIP MARKING.

BLOCK	INFORMATION RECORDED
14	Letter of reported ATIS if initial radio communication is established
15	Ramp number and holding point
19	Runway assignment if other than the normally assigned departure runway. When conducting Triple Departures, write the Runway Number when aircraft are assigned Runway 10/28.
18	The Taxiway designator for intersection departures, except for M2 Departures during east operations.

1-5-5 LOCAL CONTROL STRIP MARKING.

BLOCK	INFORMATION RECORDED
21	Initial departure instructions. H### when a heading is assigned or appropriate RNAV departure waypoint.
22	Departure time. Minutes only
16	"*" When a departure release has been obtained for aircraft with a EDCT time in box 13
11	Arrival parking location.
	# Ramp number
	DN Delta North
	NC North Cargo
	SC South Cargo
	LM Landmark Aviation

1-5-6 EXAMPLE FLIGHT PROGRESS STRIP.

DAL6318	1350	KATL	UGAAA3 AHN J208 HPW J191 PXT KORRY3	F	5S	
H/B763/Q	350	KLGA		PDC	M2	9R
429 I	350	NONE	++CAF++	S	LDS	35

Section 6. GENERAL OPERATING PROCEDURES

1-6-1 TRAFFIC MANAGEMENT.

Comply with Traffic Management initiatives coordinated with ZTL, A80 or CIC. Specific traffic management initiatives will be provided by the FLM/TMC and shall be displayed on the IDS Tower page.

Do not change routes or proposal times for aircraft participating in Traffic Management programs without prior coordination with the CIC/TMU.

1-6-2 RUNWAY USE OPERATIONS.

Atlanta airports operate on two primary runway use plans defined as East or West operations as defined in the airports runway use plan.

1-6-3 EMERGENCY RUNWAY USEAGE.

Runway 27R / 9L shall be used as the primary arrival runway for emergency aircraft when practical.

1-6-3 M2 INTERSECTION DEPARTURES.

During east operations all aircraft, to the extent possible, departing from Runway 9L will be taxied via Taxiway Mike to Taxiway Mike 2 for departure. Remaining distance is 10940 feet. Aircraft that have an operational need to depart Runway 9L full length should be taxied via Taxiway Mike to the approach end of Runway 9L to hold short of Taxiway Lima. Aircraft taxied to depart the full length of Runway 9L must display the letters "FL" for "full length" in Box 18 of the Flight Progress Strip.

- a) Runway 9R/10 arrivals should be staged to cross Runway 9L at Taxiway Papa.
- b) Aircraft may cross runway 9L behind aircraft departing or lined up on runway 9L at Mike two.
- c) The departure D-ATIS will state "Runway 9L departures, expect departure from Taxiway Mike 2."

1-6-4 CROSS COMPLEX OPERATIONS.

Aircraft shall be assigned a departure runway as outlined in the ATL/A80 LOA. When an operational advantage exists or the aircraft requires a runway that goes against this LOA, it is defined as a cross complex departure. A cross complex departure shall be coordinated with all local controllers, CIC, and A80 prior to runway assignment.

Local Control 1, 2 and 3 are all responsible for coordinating and providing appropriate in trail departure spacing during a cross complex departure.

CHAPTER 2. CLEARANCE DELIVERY

Section 1. INTRODUCTION

2-1-1 POSITIONS

POSITION	NETWORK CALLSIGN	FREQUENCY
ATIS	KATL_ATIS	125.550
Flight Data (FD)	ATL_#_DEL	N/A
Clearance One (CD1)	ATL_#_DEL	118.100
Clearance Two (CD2)	ATL_#_DEL	118.700

2-1-2 COMBINING/DECOMBINING POSITIONS.

FD combines to and de-combines from CD-2. CD-2 combines to and de-combines from CD-1. CD-1 combines to and de-combines from GC-N.

Section 2. FLIGHT DATA

2-2-1 POSITION RESPONSIBILITIES.

Flight Data's Primary responsibility is to reduce the workload of the entire air traffic control tower by performing the following functions.

2-2-2 AIRPORT TERMINAL INFORMATION SYSTEM.

FD shall prepare and maintain the ATL ATIS. The ATIS code shall be verbally passed to all ATL ATCT and A80 controllers.

Prior to being transmitted, review the ATIS recording for accuracy. The voice/text should be cross-checked to ensure the message content is the same.

After the ATIS is monitored for accuracy, ensure that the ATIS is broadcasting.

2-2-3 WEATHER BRIEFINGS.

FD shall monitor local weather conditions and prepare a weather briefing to be issued to other controllers prior to assuming a control position. FD shall also pass any hazardous weather information to the CIC and other ATCT control positions.

2-2-4 INFORMATION DISPLAY SYSTEM

FD is responsible for maintaining the IDS system as well as filing PIREP reports received from local controllers.

2-2-5 FLIGHT STRIP PROCESSING

- a. FD shall initially receive IFR departure flight progress strips.
- b. Review IFR flight progress strips for complete and correct information.
 1. FD shall ensure the aircrafts routing meets preferred routings, letters of agreement, and coordinated TMU or SWAP routing requirements.
 2. FD shall amend the aircrafts routing as necessary utilizing appropriate departure procedures.
- c. Place the appropriate flight strip markings.
- d. Distribute to the appropriate clearance delivery controller.
 1. Notify controller of questionable data that you are unable to verify or correct.
 2. Distribute IFR flight progress strips to CD-2 for PDC issuance
 3. Distribute IFR flight progress strips to CD-1 when:
 - i. The cardinal direction (N, E, W, S) of the vector gate/exit fix for the filed routing does not match the cardinal direction of the vector gate/exit fix for the preferred departure route.
 - ii. The Route does not contain a vector gate/exit fix assignment, unless the aircraft is remaining in A80 airspace.
 - iii. Any clearance generated that in your opinion may cause misunderstanding on the pilot's interpretation of a clearance.

NOTE – Any questionable clearances should be presented to the FLM/CIC or TMC for clarification.

Section 3. CLEARANCE DELIVERY ONE**2-3-1 POSITION RESPONSIBILITIES.**

- a. Duties and responsibilities are in accordance with FAAO 7110.65, Tower Terminal Position Responsibilities.
- b. Issue clearances or routing changes to individual aircraft, as required complying with preferred routings, letters of agreement, traffic management initiatives and/or weather avoidance.
- c. Verbally forward flight plan information to aircraft using radio equipment.

2-3-2 VFR CLEARANCES.

- a. CD-1 shall create a flight progress strip for all aircraft requesting a VFR clearance out of the Atlanta Class B airspace. This flight progress strip must include all known information.
 1. Minimum VFR flight progress strip information
 - i. Callsign or Tail Number.
 - ii. Aircraft Type (Equipment suffix optional).
 - iii. Direction of flight.
 - iv. Beacon code.
 - v. Appropriate strip markings outlined in 1-5-3
- b. Issue a VFR clearance out of Class B airspace, the appropriate frequency, and beacon code.
 1. If the VFR aircraft is not requesting flight following or A80 is not staffed assign the local control frequency as the departure control frequency.
- c. Issue an initial altitude assignment at or below 3,500 feet for props/turboprops and at or below 5,500 feet for turbojets.

2-3-3 IFR CLEARANCES.

- a. Verbally issue IFR clearances in accordance with FAAO 7110.65
- b. Turbojets maintain 10,000 feet; props maintain 4,000 feet.

2-3-4 ADDITIONAL INFORMATION.

After a clearance has been issued and a readback received, provide the following information to IFR passenger air carrier departing aircraft.

- a. When Ground Metering is staffed.
 1. To contact ground metering prior to aircraft movement.
- b. When Ground Metering is not staffed.
 1. North Complex Departures.
 - i. Contact Ground Control at the north holding point of the terminal ramp.
 2. South Complex Departures.
 - i. Contact Ground Control at the south holding point of the terminal ramp.

Section 4. CLEARANCE DELIVERY TWO

2-4-1 POSITION RESPONSIBILITIES.

- a. Duties and responsibilities are in accordance with FAAO 7110.65, Tower Terminal Position Responsibilities.
- b. Issue pre departure clearances to qualified aircraft.

2-4-2 PRE DEPARTURE CLEARANCE.

Issue Pre Departure Clearances to appropriate aircraft using the following commands in the following order:

- a. Radio select the appropriate aircraft.
- b. Clearance Issuance
 - 1. .pdc (space) # [ENTER]
 - i. # - the appropriate departure radar controller ARTS sector ID when staffed.
 - 2. .pdcd [ENTER]
 - i. Use when A80 or ZTL is not staffed.
- c. Additional Information
 - 1. .pdc# [ENTER] – Substitute # is the following characters
 - i. N - Passenger air carrier aircraft which is a North Complex Departure
 - ii. S - Passenger air carrier aircraft which is a South Complex Departure
 - iii. C - Cargo or Charter aircraft normally parked at cargo or general aviation ramps
 - iv. M - All aircraft when ground metering is staffed

CHAPTER 3. GROUND CONTROL

Section 1. INTRODUCTION

3-1-1 POSITIONS.

POSITION	NETWORK CALLSIGN	FREQUENCY
Ground Metering (GM)	ATL_#_GND	125.000
Ground North (GC-N)	ATL_#_GND	121.900
Ground Center (GC-C)	ATL_#_GND	121.750
Ground South (GC-S)	ATL_#_GND	121.650

3-1-2 COMBINING/DECOMBINING POSITIONS.

GC-S combines to and de-combines from GC-C. GC-C combines to and de-combines from GC-N. GC-N combines to and de-combines from LC1. GC-S combines to LC3 when LC3 is staffed and GC-S is not staffed.

3-1-3 AREA OF JURISDICTION.

- GC-N is responsible for traffic north of an east/west line extending through the center of the midfield concourses, excluding those taxiways between Runways 8L/26R and 8R/26L, taxiway Dixie south of taxiway "G".
- GC-C is responsible for traffic between an east/west line extending through the center of the midfield concourses and Runway 9L/27R, and taxiway Dixie south of taxiway "G" including traffic into and out of Ramp 6N.

NOTE – Ground Control provides service to aircraft and vehicles between Runways 26R/8L and 26L/8R and between Runways 27R/9L and 27L/9R only after coordination with the appropriate Local Control.

- GC-S is responsible for traffic between Runway 9R/27L and Runway 10/28.

3-1-4 AIRPORT SURFACE DETECTION SYSTEM (ASDE-X).

Utilize the ASDE-X display to augment visual observation of aircraft and determine the exact location of aircraft in accordance with FAAO 7110.65.

Prior to taxing a departing aircraft which received a pre departure clearance, observe the beacon code and insure the aircraft is squawking the correct assigned code. If the aircraft is unable to derive the correct code, verbally issue or have clearance delivery verbally issue the aircrafts IFR clearance.

3-1-5 RECEPTION OF ATIS.

Ensure departing aircraft receive the current departure ATIS prior to taxi. Scratch the reported ATIS code in box 14.

Section 2. GROUND METERING

3-2-1 POSITION RESPONSIBILITIES.

The Ground Metering position may be opened to reduce Ground Control frequency congestion.

3-2-2 RUNWAY BALANCING.

With prior coordination with ATL CIC/FLM and A80 CIC balance runway optional usage by adjusting departure direction complex usage.

3-2-3 POSITION DETERMINATION.

With a pilot report or the use of ASDE-X determine the position of each aircraft. After the position has been determined instruct the aircraft to proceed to the appropriate ramp holding point. It is important to ensure that the aircraft continues to remain on the non-movement area. Scratch the holding point on box 15 on the flight strip.

3-2-4 METERING

As aircraft approach the assigned holding point instruct the aircraft to monitor the appropriate ground control frequency. Pass the flight strip to the ground controller in the correct order. Inform the aircraft which runway to expect for departure.

3-2-5 DEPARTURE DELAYS.

- a. Coordinate with the TMC or CIC/FLM when an aircraft requires a departure release.
- b. Inform aircraft of any departure delays or EDTC information affecting the aircraft.

3-2-6 REPOSITIONS.

Create a flight progress strip for any aircraft requesting reposition to an area which requires the aircraft to enter a movement area. Scratch the origin and destination parking areas in the appropriate boxes. Verbally coordinate this requested movement with the appropriate ground controller.

Section 3. GROUND CONTROL (GC-N, GC-C, GC-S)

3-3-1 POSITION RESPONSIBILITIES.

- a. Duties and responsibilities are in accordance with FAAO 7110.65, Terminal Tower Team Position Responsibilities.
- b. Provide service to arriving/departing aircraft and vehicular traffic operating on the movement areas, in accordance with "APPENDIX F. MOVEMENT/NON-MOVEMENT AREAS".

3-3-2 CROSS COMPLEX DEPARTURES

Obtain FLM/CIC & A80 approval for aircraft departing from runways not associated with the current departure split. Issue the new departure frequency if changed and mark the strip that the correct departure control frequency has been issued.

3-3-3 DETAILED TAXI INSTRUCTIONS.

Detailed taxi instructions are required for all aircraft/vehicle movement. If the aircraft/vehicle states the route in their request, Ground Control may authorize the movement as requested.

3-3-4 DEPARTURE TAXI METHODS.

- a. Runways 8R/26L and 9L/27R shall normally be used for departure by all turbojet and four-engine propeller-driven aircraft. Random departures from Runway 10/28 must be individually coordinated with A80 and sequenced with Runway 9/27 departures.
- b. During Full Triple Departures (FTDs), Runways 8R/26L, 9L/27R, and 10/28 are normally the designated departure runways.
- c. Unless otherwise coordinated, assign south, east and west departures entering Satellite airspace the southern runway complex (Runway 9L/27R in dual; Runway 10/28 in FTD) for departure. Assign northbound departures entering Satellite airspace Runway 8R/26L as appropriate.

3-3-5 NORTH DEPARTURE TAXI ROUTES.

Normal Taxi Routes from the North Side Midfield Terminal.

- a. West Operation: Taxi via Taxiway "F"
- b. East Operation: Taxi via Taxiway "E."

NOTE 1 – Departures may be taxied via Taxiways "E" or "F" to facilitate aircraft exiting the ramp in a timely manner and to establish the desired departure queue.

NOTE 2 – Ensure that ground traffic will not obstruct runway exits from 26L/8R.

3-3-6 SOUTH DEPARTURE TAXI ROUTES.

Normal Taxi Routes from the South Side Midfield Terminal.

- a. West Operation: Runway 27R departure queue should be taxied via Taxiway "L". Runway 28 departure queues should be taxied via Taxiway "M" to hold short of Runway 27R at Taxiway Dixie or Taxiway "S".
- b. East Operation: Runway 9L departure queue should be taxied via Taxiway "M" with instructions to hold short taxiway "M2". Runway 28 departure queues should be taxied via Taxiway "L" to hold short of Runway 9R at Taxiway "P".

NOTE – Ensure that ground traffic will not obstruct runway exits from 27R/9L.

3-3-7 DEPARTURE SEQUENCING

- a. Ground Controllers need to establish a departure queue that assists the LC in maximizing the departure flow and reducing departure delays.
- b. Once a demand is established at the departure runway, develop the departure queue by alternating departure gates/exit fixes. Alternating departure gates/exit fixes may not be necessary if wake turbulence separation will achieve the same result.
- c. Ensure the departure queue meets Traffic Management initiatives.

3-3-8 ARRIVAL TAXI METHODS.

- a. Ensure appropriate runway exits are available to aircraft and there are no ATC restrictions to continued movement beyond the applicable holding position marking. Advise LC if appropriate runway exits are not available.

3-3-9 NORTH ARRIVAL TAXI ROUTES.

Normal Taxi Routes from North Runway Arrivals.

- a. Taxiway "V" shall be used as much as practical to reduce runway crossings.
 - 1. Ground Control North is responsible for Taxiway Victor operations. On a West Operation, Ground Control North will coordinate with Local Control One when aircraft/vehicles will utilize Taxiway Victor to access Taxiway Bravo.
 - 2. Local Control One will instruct aircraft/vehicles utilizing Taxiway Victor to taxi via Bravo and Victor and contact Ground on Victor. Aircraft shall be closely monitored to ensure they do not attempt to cross runway 8R/26L.

3. Aircraft/vehicles may operate on Taxiway Victor simultaneously with Runway 8L arrivals regardless of weather conditions unless RVR is less than 1200'.
- b. West Operation: Aircraft/vehicles will normally taxi via Taxiways "B" and "V". When Runway 26L departure demand is light, aircraft may be instructed to cross Runway 26L at Taxiways "C," "Dixie," "B-6", "B-4", or "B-2" and join Taxiway "E." Aircraft/vehicles crossing Runway 26L at Taxiway "H" will join Taxiway "E" to Ramp 1, straight into Ramp 2, or join Taxiway "E" to Ramp 3 and east. Aircraft/vehicles crossing Runway 26L at Taxiway "B-2" may also taxi straight into Ramp 2 via Taxiway "F-2".
- c. East Operation: Aircraft/vehicles will normally taxi via Taxiways "B" and "V". When Runway 8R departure demand is light, aircraft may be instructed to cross Runway 8R at Taxiways "C" & "Dixie" and join Taxiway "F." Aircraft/vehicles that cross Runway 8R at Taxiway "B-10" will join Taxiway "E", then Taxiway "F".

3-3-10 SOUTH ARRIVAL TAXI ROUTES.

- a. West Operation: Aircraft/vehicles will normally cross Runway 27R at Taxiways "T" & "P" and join Taxiway "L." Aircraft/vehicles that cross Runway 27R at Taxiways "N5" & "S" will normally join Taxiway "M".
- b. East Operation: Aircraft/vehicles will normally cross Runway 9L at Taxiway "P" and join Taxiway "L". When Runway 9L departure demand is light or during FTDs, aircraft may be instructed to cross Runway 9L at Taxiway "Dixie" and join Taxiway "L". Aircraft/vehicles that cross Runway 9L at Taxiway "S" will normally join Taxiway "M".

3-3-11 RESTRICTIONS.

- a. Taxiway "F": Group VI aircraft, such as the C-5A, AN-124, and AN-225, have a wing span greater than 214 feet and are restricted from using Taxiway "F" east of Ramp 5 North to the west side of Taxiway "C".
- b. Taxiway "L": Group VI aircraft, such as the C-5A, AN-124, and AN-225, have a wing span greater than 214 feet and are restricted from using Taxiway "L" east of Ramp 5 South to the west side of Ramp 6 South.
- c. Taxiway "V" may only be used by aircraft with wingspans equal to 171 feet or less (aircraft Groups I-IV). The following aircraft have wingspans in excess of 171 feet and are not authorized on Taxiway Victor: A330, A340, A380, AN22, AN124, B747, B777, B787-8, B787-9, C5, C124, and C133.

3-3-12 COORDINATION PROCEDURES.

- a. GC-N and GC-C shall coordinate on the use of Taxiway "Dixie" when traffic will enter the other GC's area of jurisdiction.
- b. Prior approval by the FLM/CIC is required in order to taxi turbojet aircraft to a runway not associated with the current advertised departure split. The FLM/CIC is responsible for the associated coordination internally, Atlanta Approach (A80), and for issuing a specific release to the appropriate Local Control position working the affected aircraft. The coordination procedure for aircraft entering A80 satellite airspace remains unchanged.
- c. GC shall obtain approval from LC for the use of Taxiways "B" & "N".
- d. GC shall coordinate with TMC or CC when an aircraft requires a release.

NOTE – When a GM position is open, GM shall coordinate releases for all aircraft.

CHAPTER 4. LOCAL CONTROL

Section 1. INTRODUCTION

4-1-1 POSITIONS.

POSITION	NETWORK CALLSIGN	FREQUENCY
Local Control One (LC1)	ATL_#_TWR	119.100
Local Control Two (LC2)	ATL_#_TWR	119.300
Local Control Three (LC3)	ATL_#_TWR	119.500

4-1-2 COMBINING/DECOMBINING POSITIONS.

LC3 combines to and de-combines from LC2. LC2 combines to and de-combines from LC1. GC-N combines to and de-combines from LC1. GC-S combines to LC3 when LC3 is staffed and GC-S is not staffed.

4-1-3 AREA OF JURISDICTION.

- a. LC is responsible for visual separation:
 1. At the outer marker or five (5) miles from the airport for VFR operations/visual approaches.
 2. At the final approach fix for aircraft conducting instrument approach procedures, other than monitored SILS/STILS approaches.
 3. At one (1) mile from the runway for monitored SILS/STILS approaches, unless otherwise coordinated. LC may, after coordination, assume visual separation responsibilities inside the Outer Marker when weather conditions permit.
- b. LC is responsible for Radar separation in the area defined in FIG 4-1-1 and FIG 4-1-2.
 - a. LC1 is responsible for arrivals, departures, and crossings on 26R/8L and 26L/8R, and taxi operations on taxiway "B".
 - b. LC2 is responsible for arrivals, departures, and crossings on 27R/9L and 27L/9R, and taxi operations on taxiway "N".
 - c. LC3 is responsible for arrivals, departures, and crossings on 28/10.

FIG 4-1-1: LC Airspace West Configuration

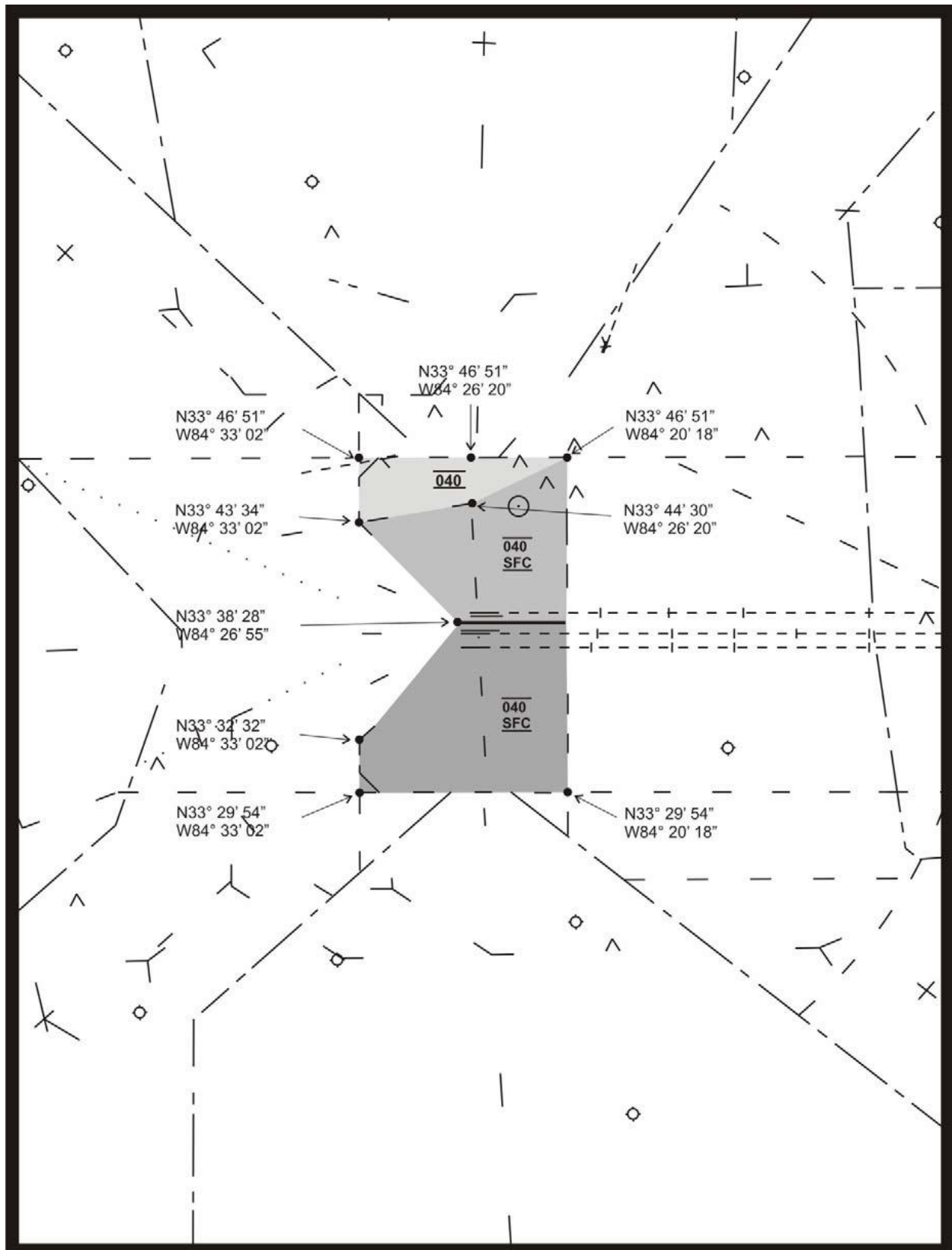
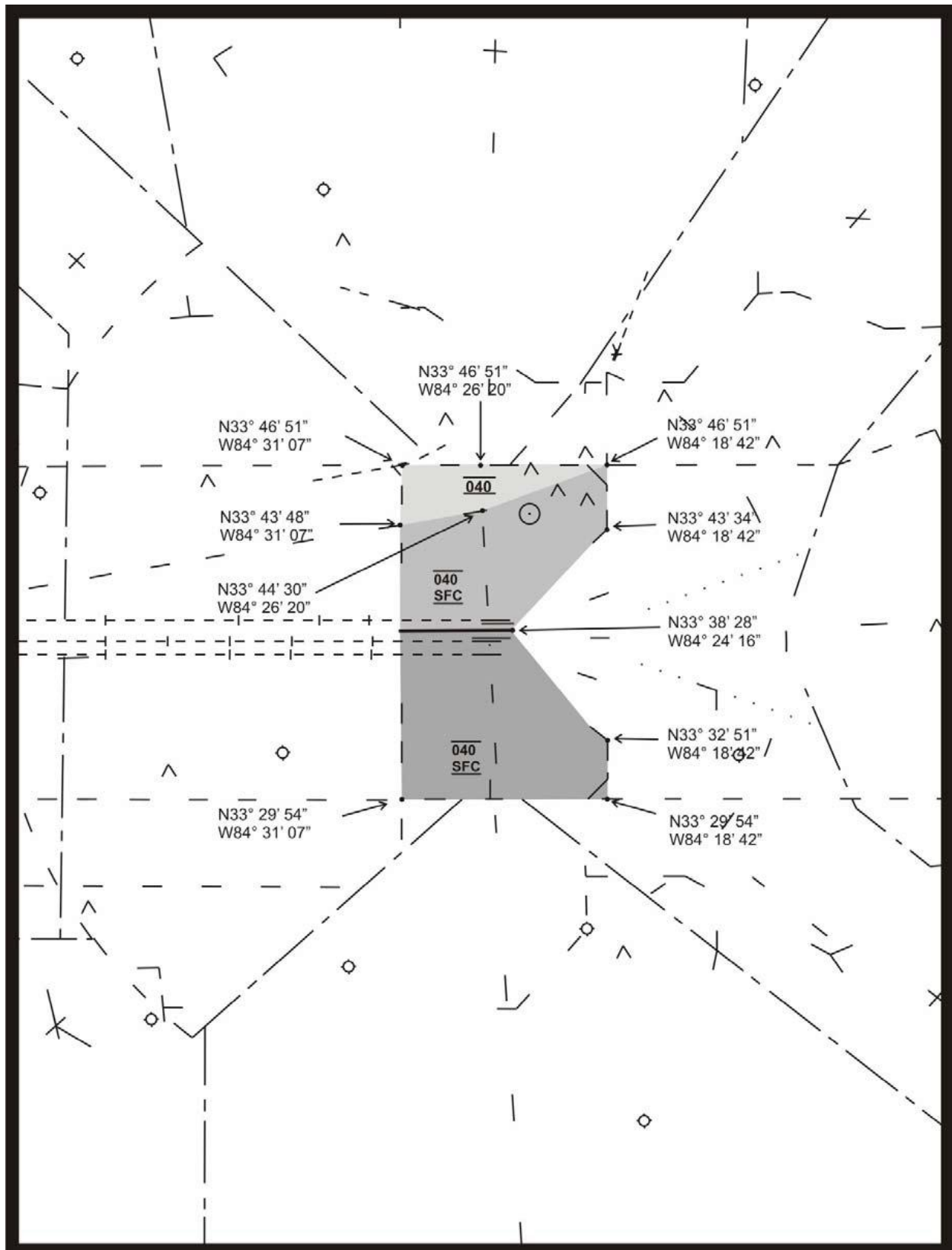


FIG 4-1-2: LC Airspace East Configuration



Section 2. POSITION OPERATING PROCEDURES

4-2-1 MANAGING FLIGHT STRIPS.

a. Departure Flight Progress Strips:

1. Maintain the order of aircraft cleared for takeoff by retaining the flight progress strip in the sequence received from Ground Control.
2. Pass the departure strip to the appropriate A80 DR when the aircraft is cleared for takeoff.

b. Arrival Flight Progress Strips:

1. A Flight Progress strip does not need to be obtained for an arrival if the following conditions are met.
 - i. The aircraft is only intending on performing a full stop landing.
 - ii. The aircraft is has been sequenced on a final approach by A80.
 - iii. Full data block information is displayed on Tower Radar Displays.
2. Arrival parking locations shall be entered into the data block scratch pad and visible on the ASDE-X display.

4-2-2 MANAGING LOCAL CONTROL TRAFFIC

a. Departures:

1. Runways 8R/26L and 9L/27R shall normally be used for departures by all turbojet and 4-engine propeller aircraft. Runway 10/28 will not normally be designated as a departure runway unless Full Triple Departures are in effect.
2. All propeller-driven aircraft, except for large 4-engine turboprop aircraft, will be issued headings that will enter A80 Satellite Airspace.
3. Aircraft not requesting Flight Following (NFF) shall be retained within LC airspace. Advise aircraft to remain outside Atlanta Class B Airspace prior to terminating radar service at the lateral limits of LC airspace.

NOTE – NFF aircraft departing Runway 26L/R should be assigned a heading to avoid FTY Class D airspace.

4. Aircraft landing FTY shall be retained within LC airspace. Advise the aircraft to remain clear of the Atlanta Class B Airspace, and transfer communication to FTY Tower prior to the aircraft entering FTY Class D Airspace

b. Arrivals

1. Runways 8L/9R or Runways 26R/27L are normal arrival runways. Arrivals to Runway 10/28 must be verbally coordinated by A80 unless Full Triple Arrivals are in effect.
2. Arriving turbojet and four-engine aircraft within five (5) miles of the airport assigned the North Complex should not be changed to the Center or South Complexes, or vice versa.
3. LC shall not adjust the speeds of aircraft over which PRM has responsibility.
4. LC shall normally advise aircraft crossing Runways 26L/8R to join Taxiway "E."
5. LC shall advise aircraft crossing at Taxiway "C" and Taxiway "Dixie" to join the inner-Taxiway "F."
6. Breakout Procedures – In the event an aircraft has to be pulled out of the approach sequence by LC, use the procedures outlined in the A80-ATL Letter of Agreement.

c. Full Triple Arrivals

1. When conducting triple simultaneous visual approaches or Dual SILS approaches to the north and center runway complexes with visual approaches to Runway 10/28, Runways 8L, 9R, and 10 or Runways 26R, 27L, and 28 will normally be designated as the arrival runways.

d. Helicopter Operations

1. A helipad is located on the Atlantic Aviation ramp adjacent to Taxiway A-5. This helipad is considered a non-movement area. Refer to FAAO 7110.65, Chapter 3, Section 11 for phraseology for helicopters departing from/arriving to a non-movement area.
2. Helicopters may be assigned airfield transition routes as follows:
 - i. East Operation - Helicopters should transition over the west side of the midfield ramp (Concourse A), between 2000 feet and 2500 feet MSL.
 - ii. West Operation - Helicopters should transition over the east side of the airport (Delta TOC), between 2000 feet and 2500 feet MSL.
3. The LC who initially identifies an overflying helicopter shall notify other affected LCs prior to the helicopter penetrating the airport boundary.

NOTE 1 – Avoid operations within 200 feet horizontally and 300 feet vertically of the ATL VORTAC to prevent azimuth interference.

NOTE 2 – LC shall coordinate with the appropriate GC on all helicopter traffic operating in the vicinity of, or flying over, movement areas designated to GC if the helicopter is less than 500 feet AGL.

4-2-3 Restricted Use Areas

- a. Taxiway “V” may only be used by aircraft with wingspans equal to 171 feet or less (aircraft Groups I-IV). The following aircraft have wingspans in excess of 171 feet and are not authorized on Taxiway Victor: A330, A340, A380, AN22, AN124, B747, B777, B787-8, B787-9, C5, C124, and C133.
- a. Taxiway “F”: Category VI aircraft, such as the C-5A, AN-124, and AN-225, have a wing span greater than 214 feet and are restricted from using Taxiway “F” east of Ramp 5 North to the west side of Taxiway “C”.
- b. Taxiway “L”: Category VI aircraft, such as the C-5A, AN-124, and AN-225, have a wing span greater than 214 feet and are restricted from using Taxiway “L” east of Ramp 5 South to the west side of Ramp 6 South.

Section 3. LAND AND HOLD SHORT OPERATIONS (LAHSO)

4-3-1 WEATHER REQUIREMENTS.

- a. The LAHSO runway must be dry (no visible moisture).
- b. The tailwind on the hold short runway shall be calm (less than 3 knots).
- c. Ceiling 1,000 feet and Visibility 3 miles or greater
- d. LAHSO shall not be utilized if wind shear has been reported within the previous 20 minutes.

4-3-2 GENERAL REQUIREMENTS.

- a. A LAHSO clearance shall not be issued to any aircraft that is not listed in FAA Order 7110.65, Appendix A, Performance Information, LAHSO group.
- b. When LAHSO operations are being utilized, the following announcement shall be included on the ATIS: “Land and Hold Short Operation in effect”. When the ATIS is out of service, pilots shall be advised on initial contact, or as soon as practicable thereafter, to expect a LAHSO clearance.

- c. Traffic information shall be exchanged and a read back shall be obtained from a landing aircraft with a LAHSO clearance. An acknowledgment shall be received from the crossing aircraft/vehicle. The crossing aircraft/vehicle shall be on the associated Local Control frequency.
- d. LAHSO shall be terminated for any situation or weather condition, which in the judgment of the FLM/CIC, would adversely affect land and hold short operations.
- e. Foreign Air Carrier and Foreign Commuter aircraft shall not be issued LAHSO clearances.

4-3-3 LAHSO CONFIGURATIONS.

RUNWAY	LOCATION	DESIGNATION	DISTANCE
8L	Group 1-9 Hold Short of B13	Day/Night/Dry	8,490'
26R	Group 1-9 Hold Short of H	Day/Night/Dry	8,620'
9L	Group 1-9 Hold Short of J	Day/Night/Dry	8,600'
27L	Group 1-9 Hold Short of P	Day/Night/Dry	8,600'

4-3-4 LAHSO PROCEDURES.

- a. When issuing a LAHSO clearance, issue crossing traffic information to the arrival aircraft and obtain a read back of the hold short instruction (be aware that pilots may not be able to accept a LAHSO clearance if it is issued when the aircraft is below 1,000' above ground level).
- b. Plan for all arrivals to use the full length of the runway until a LAHSO clearance has been issued and accepted. This may require the issuance of appropriate hold short instructions to affected crossing aircraft/vehicles until the arrival has acknowledged the LAHSO clearance.
- c. Issue traffic information to the aircraft/vehicle crossing the runway, and obtain an acknowledgement.

- APPENDIX -

APPENDIX A. TERMS, ABBREVIATIONS, ACRONYMS AND IDENTIFIERS TERM.

ACRONYM or IDENTIFIER MEANING			
A80	Atlanta Large TRACON	AAR	Airport Arrival Rate
ADR	Airport Departure Rate	AOA	At Or Above
AOB	At Or Below	APREQ	Approval Request
ARTCC	Air Route Traffic Control Center	ASDE	Airport Surface Detection Equipment
ASR	Airport Surveillance Radar	ATCT	Airport Traffic Control Tower
ATIS	Airport Terminal Information System	ATL	Hartsfield-Jackson Atlanta International
CAT	Category of ILS	CC	Cab Coordinator
CD	Clearance Delivery	CD-1	Clearance Delivery One
CD-2	Clearance Delivery Two	CIC	Controller-In-Charge
DA (DH)	Decision Altitude (Decision Height)	DME	Distance Measuring Equipment
DN	Delta North	EDCT	Expect Departure Clearance Time
ETA	Estimated Time of Arrival	ETD	Estimated Time of Departure
FAAO	Federal Aviation Administration Order	FDB	Full Data Block
FLM	Front Line Manager	FRC	Full Route Clearance
GC	Ground Control	GC-C	Ground Control Center
GC-N	Ground Control North	GC-S	Ground Control South
GDP	Ground Delay Program	GM	Ground Meter
ICAO	International Civil Aviation Organization	IDS	Information Display System
ILS	Instrument Landing System	LA	Low Approach
LA/CA	Low Altitude Alert/Conflict Alert	LAHSO	Land and Hold Short Operations
LAT	Lockheed Air Terminal	LC	Local Control
LC-1	Local Control One	LC-2	Local Control Two
LC-3	Local Control Three	LOA	Letter of Agreement
LUAW	Line Up and Wait	MA	Missed Approach
MIT	Miles In Trail	MM	Middle Marker
MON	Final Radar Monitor (A80)	MVA	Minimum Vectoring Altitude
NAS	National Airspace System	NAVAID	Navigational Aid
NAV/COMM	Navigation/Communications	NC	North Cargo
NOTAM	Notice to Airmen	OJT	On-The-Job Training
OJTI	On The Job Training Instructor	OTS	Out of Service
PDAR	Preferential Departure/Arrival Route	PDC	Pre-Departure Clearance
PDR	Preferential Departure Route	PIREP	Pilot Report
PRM	Precision Runway Monitor (A80)	RACD	Remote ARTS Color Display
RDVS	Rapid Deployment Voice Switch	RVR	Runway Visual Range
RWY	Runway	SAT	Satellite Sector (A80)
SC	South Cargo	SFC	Surface
SIGMET	Significant Meteorological Information	SIA	Status Information Area
SILS	Simultaneous ILS Approaches	SOP	Standard Operating Procedures
STR	Standard Taxi Route	SVA	Simultaneous Visual Approaches
SVFR	Special Visual Flight Rules	TMC	Traffic Management Coordinator
TMU	Traffic Management Unit	TRACON	Terminal Radar Approach Control
UHF	Ultra High Frequency	VA	Visual Approach
VFR	Visual Flight Rules	VR	Visual Approach Radar Separation required
VS	Visual Separation	ZTL	Atlanta Air Route Traffic Control Center

APPENDIX B-1. WEST ATIS MESSAGE FORMAT

Atlanta Tower Arrival and Departure Information _____. _____ ZULU.

Wind _____. Visibility _____. (Sky Conditions). Temperature____, Dew Point _____, Altimeter _____.

Simultaneous Departures are in Progress departing 26L, 27R, and 28.

RNAV departures are runway dependent. RNAV departures can expect RNAV off the runway. Confirm first RNAV waypoint with tower prior to departure.

Simultaneous Approaches are in progress (Type of approach) runway 26R, (Type of approach) runway 27L, (Type of approach) runway 28.

Notice to Airmen _____. Bird activity in the vicinity of airport. Land and hold short operations in effect. Operate transponder with mode C on all taxiways and runway. Advise on initial contact you have information _____.

Atlanta Tower Arrival and Departure Information %id% %time%.

Wind %winds% visibility %vis%, %precip%, %clouds%

Temperature %temp% dew point %dew% altimeter %altim%

Simultaneous departures are in progress departing 26L, 27R, and 28.

RNAV departures can expect RNAV off the runway.

Confirm first RNAV waypoint with tower prior to departure. Simultaneous approaches are in progress (Type of approach) runway 26R, (Type of approach) runway 27L, (Type of approach) runway 28.

NOTAM: Bird activity in the vicinity of the airport. Land and hold short operations in effect. Operate transponder with mode C on all taxiways and runway. Advise on initial contact you have information %id%.

APPENDIX B-2. EAST ATIS MESSAGE FORMAT

Atlanta Tower Arrival and Departure Information _____. _____ ZULU.

Wind _____. Visibility _____. (Sky Conditions). Temperature_____, Dew Point _____, Altimeter _____.

Simultaneous Departures are in Progress departing 8R, 9L, and 10. 9R departures expect intersection departure from taxiway Mike two.

RNAV departures are runway dependent. RNAV departures can expect RNAV off the runway. Confirm first RNAV waypoint with tower prior to departure.

Simultaneous Approaches are in progress (Type of approach) runway 8L, (Type of approach) runway 9R, (Type of approach) runway 10.

Notice to Airmen _____. Bird activity in the vicinity of airport. Land and hold short operations in effect. Operate transponder with mode C on all taxiways and runway. Advise on initial contact you have information _____.

Atlanta Tower Arrival and Departure Information %id% %time%.

Wind %winds% visibility %vis%, %precip%, %clouds%

Temperature %temp% dew point %dew% altimeter %altim%

Simultaneous departures are in progress departing 8R, 9L, and 10. 9L departures expect intersection departure from taxiway Mike two.

RNAV departures can expect RNAV off the runway.

Confirm first RNAV waypoint with tower prior to departure. Simultaneous approaches are in progress (Type of approach) runway 8L, (Type of approach) runway 9R, (Type of approach) runway 10.

NOTAM: Bird activity in the vicinity of the airport. Land and hold short operations in effect. Operate transponder with mode C on all taxiways and runway. Advise on initial contact you have information %id%.

APPENDIX C-1. POSITION RELIEF CHECKLIST

Flight Data and Clearance Delivery

POSITION RELIEF CHECKLIST

- 1) Status Information Areas:** Applicable IDS and PIREP page, etc.
- 2) Equipment Status:** Radios (proper frequencies (de)selected), Visibility Range and Center, ATIS, RADAR(s), etc.
- 3) Staffing:** Adjacent and inter-facility staffing. A80 Departure Split.
- 4) Airport Conditions/Status:** Airspace configuration, Runway(s) in use, Runway and taxiway closures, etc.
- 5) Airport Activities:** Gate hold procedures, Braking action reports, etc.
- 6) Weather:** Trends, Windshear, ATIS, PIREPs, SIGMETs, AIRMETs, etc.
- 7) Flow Control:** Special programs, Reportable ATL delays, etc.
- 8) Special Activities:** Events, Evaluations, Emergency, etc.
- 9) Special Instructions:** Coordination, CIC instructions, etc.
- 10) Training in Progress.**
- 11) Traffic information:**
 - a) Aircraft standing by for clearance or TMU release, etc.
 - b) PDC eligible flight plans which have not yet be sent a PDC.
 - c) Coordination agreements with other positions.

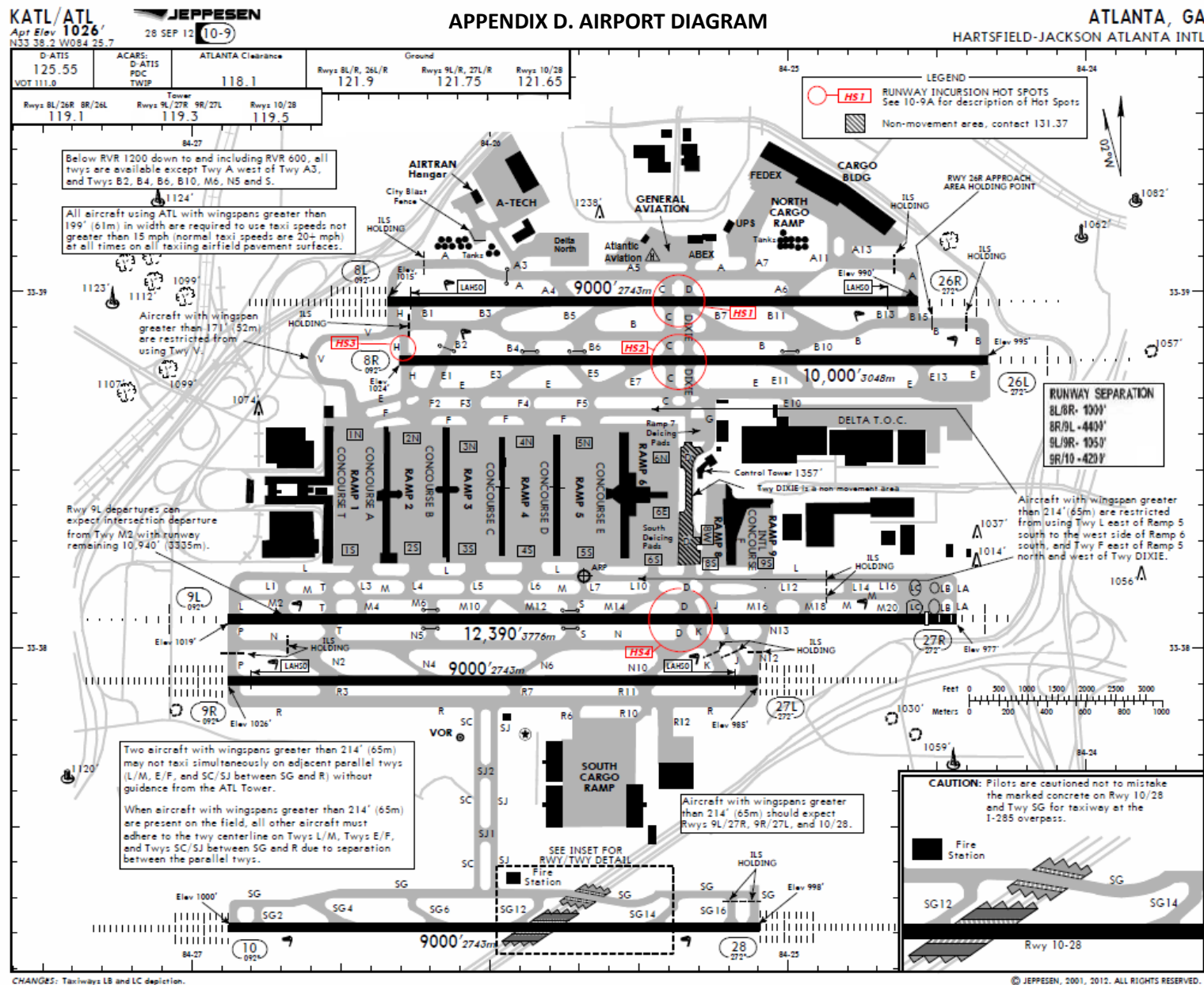
NOTE- There must be at least a 4 minute overlap during each position relief briefing as follows: A minimum of 2 minutes prior to receiving the briefing and a minimum of 2 minutes at the end of the briefing. The relieving specialist and the specialist being relieved are responsible for the completeness and accuracy of the position relief briefing.

APPENDIX C-2. GC AND LC POSITION RELIEF CHECKLIST

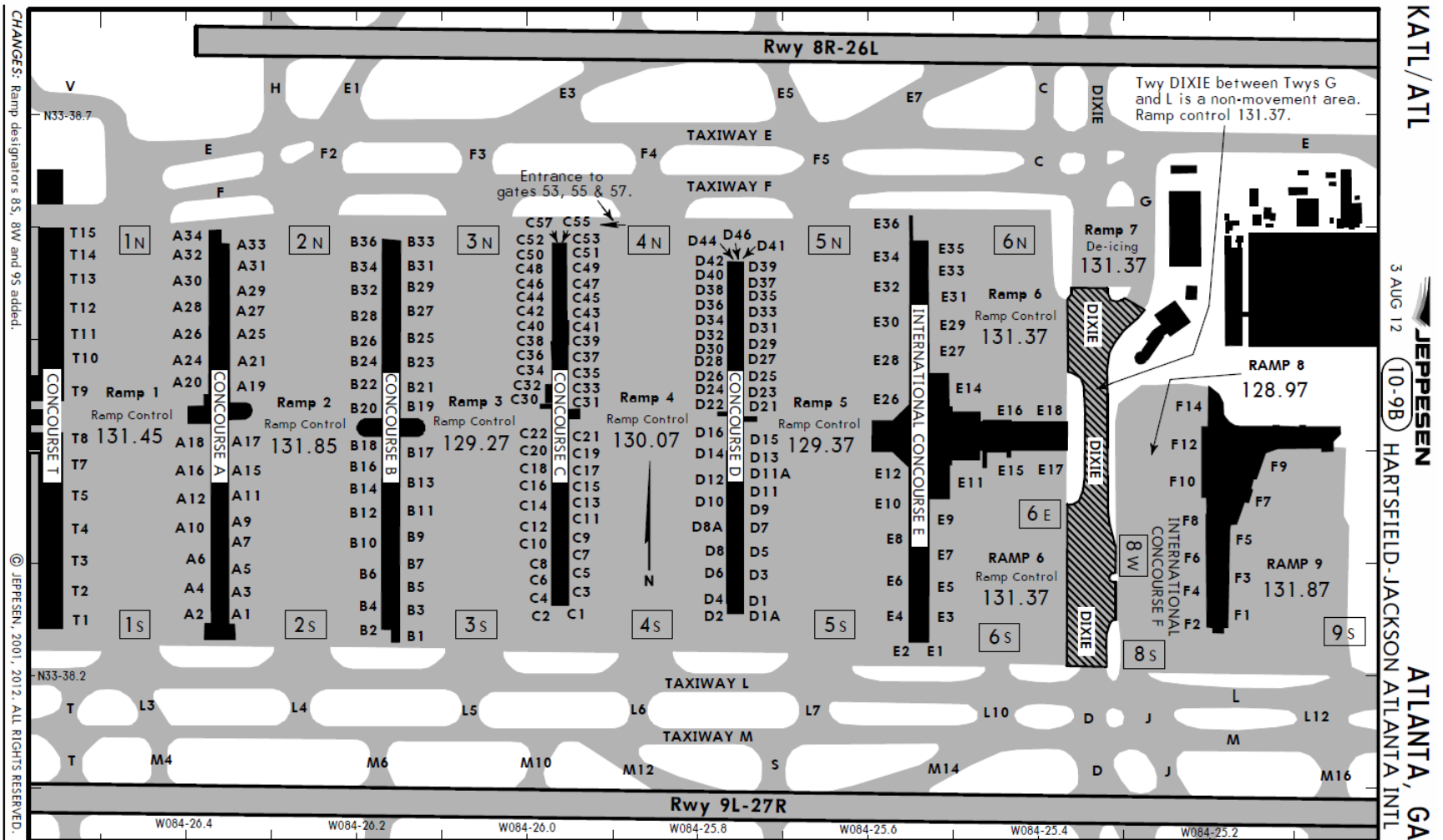
Ground and Local Control**POSITION RELIEF CHECKLIST**

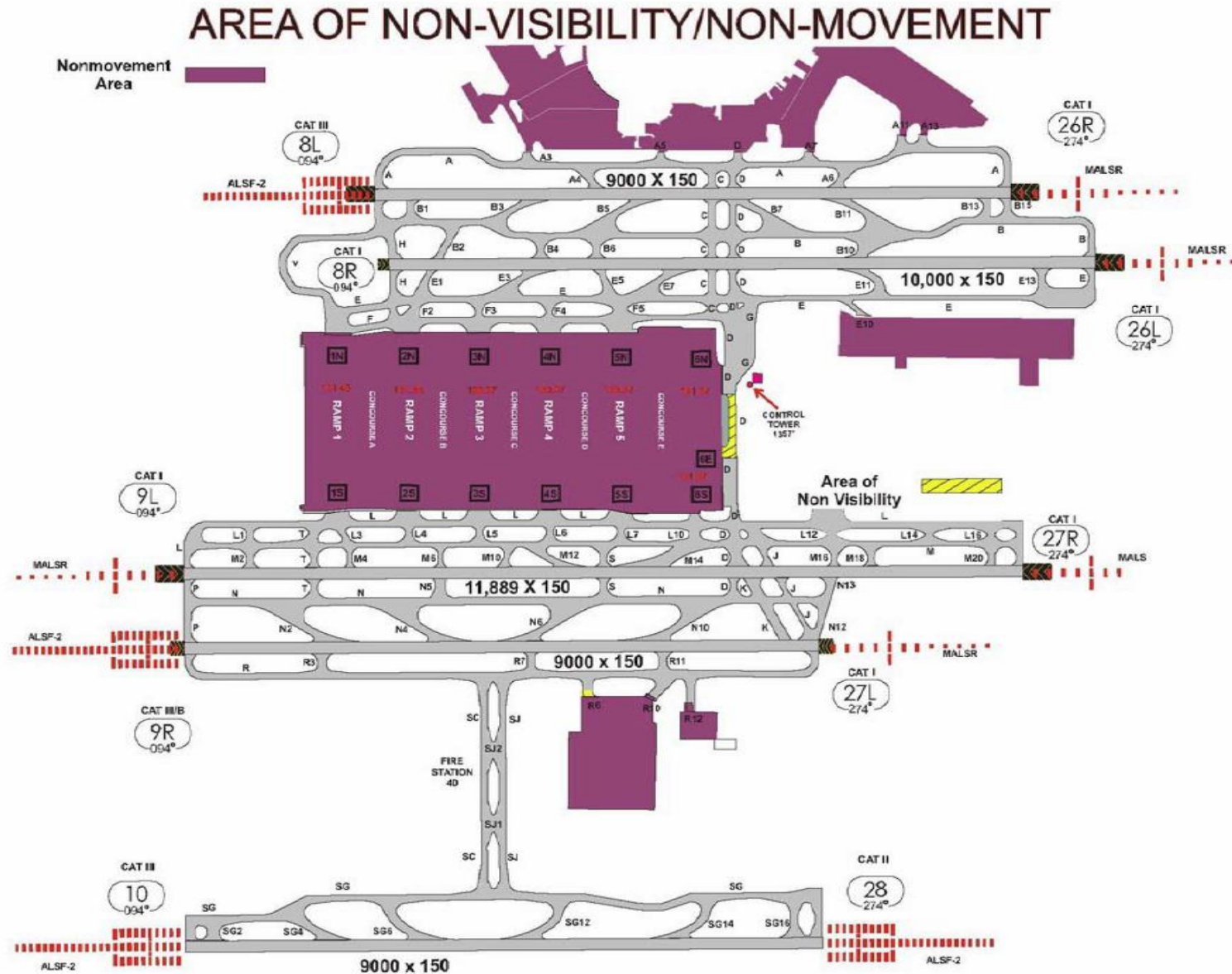
- 1) Status Information Areas:** Applicable IDS and PIREP page, etc.
- 2) Equipment Status:** Radios (proper frequencies (de)selected), Visibility Range and Center, ATIS, RADAR(s), etc.
- 3) Staffing:** Adjacent and inter-facility staffing.
- 4) Airport Conditions/Status:** Airspace configuration, Runway(s) in use, Runway and taxiway closures, Taxi pattern (Taxi Easy, Correct or Quiet), etc.
- 5) Airport Activities:** Gate hold procedures, Braking Action reports, etc.
- 6) Weather:** Trends, Windshear, ATIS, PIREP, SIGMETs, AIRMETs, etc.
- 7) Flow Control:** Special programs, Reportable ATL delays, etc.
- 8) Special Activities:** Events, Evaluations, Emergency, etc.
- 9) Special Instructions:** Coordination, CIC instructions, LUAW, LAHSO, etc.
- 10) Training in Progress.**
- 11) Verbally State Runway Status:** Unavailable, closed or occupied.
- 12) Traffic Information:**
 - a) Status of each aircraft and/or vehicle.
 - b) Point-outs.
 - c) Primary targets. Non-radar operations. VFR advisory aircraft.
 - d) Aircraft affected by TMU initiatives.
 - e) Coordination agreements with other positions.
 - f) Aircraft holding or standing by for service.

NOTE- There must be at least a 4 minute overlap during each position relief briefing as follows: A minimum of 2 minutes prior to receiving the briefing and a minimum of 2 minutes at the end of the briefing. The relieving specialist and the specialist being relieved are responsible for the completeness and accuracy of the position relief briefing.



APPENDIX E. PARKING GATES





APPENDIX G. INTERSECTION DEPARTURE LENGTHS**West Runways**

RUNWAY 26R		RUNWAY 26L		RUNWAY 27R		RUNWAY 27L		RUNWAY 28	
B13	8650	E13	9250	M20	11500	K	8600	SG16	8600
A6 / B11	6450	E11 / B10	6500	M18	9800	R11	6750	SG14	6800
D / B7	5050	D	4850	M16 / N13	9300	N10	6500	SG12	5600
C	4750	C	4550	J	8450	R7	4900	SG6	3500
B5	3850	D7	4050	D / K	8050	N6	4650	SG4	2200
A4	3200	E5 / B6	2900	M14	5950	N4	3800	SG2	400
B3	2250	E3 / B4	2250	S	5500	N2 / R3	2200		
B1	500	E1 / B2	650	M12	5250				
				M10	4450				
				M6 / N5	3650				
				M4	2350				
				T	1850				
				M2	950				

East Runways

RUNWAY 8L		RUNWAY 8R		RUNWAY 9L		RUNWAY 9R		RUNWAY 10	
B13	350	E13	750	M20	400	K	400	SG16	400
A6 / B11	2550	E11 / B10	3500	M18	2100	R11	2250	SG14	2200
D / B7	3950	D	5150	M16 / N13	2600	N10	2500	SG12	4400
C	4250	C	5450	J	3450	R7	4100	SG6	5500
B5	5150	D7	5750	D / K	3850	N6	4650	SG4	6800
A4	5800	E5 / B6	7100	M14	5250	N4	5200	SG2	8600
B3	6750	E3 / B4	7750	S	5950	N2 / R3	6800		
B1	8500	E1 / B2	9350	M12	6400				
				M10	7450				
				M6 / N5	8250				
				M4	9550				
				T	10050				
				M2	10950				