ORDER

ATL 7110.65J CHG 3

Atlanta Airport Traffic Control Tower

Standard Operating Procedures

28 April, 2022

FOREWORD

This order prescribes standard operating procedures for use by persons providing air traffic control services at the Atlanta Air Traffic Control Tower on the VATSIM network. Controllers are required to familiarize themselves with the provisions of this order and to exercise their best judgement if they encounter situations that are not covered in this order.

Table of Contents

Chapter 1. General

Section 1. Introduction

1-1-1. Purpose
This Order transmits ATL 7110.65J, Change 3, Standard Operating Procedures, to reflect current procedures in use at Atlanta Airport Traffic Control Tower (ATL ATCT) on the VATSIM network. This Order is designed to supplement VATUSA and ZTL directives.

1-1-2. Audience
All operational personnel controlling ATL ATCT.

1-1-3. Distribution
This Order is available in the ZTL Files Library located at https://www.ztlartcc.org/controllers/files, under SOPs.

1-1-4. Cancellation
ATL ATCT 7110.65I is cancelled.

1-1-5. Effective Date
This Order (Change 3) is effective as of April 28, 2022.

Section 2. Positions of Operation

Position	Frequency	General Description
Clearance Delivery		
Flight Data (FD)	N/A	Processes flight plans
Clearance Delivery One (CD-1)	118.100	Issues as filed clearances
Clearance Delivery Two (CD-2)	118.700	Issues reroutes
Ground Control		
Ground Control North (GC-N)	121.900	Ground control for north complex
Ground Control Center (GC-C)	121.750	Ground control for center complex
Ground Control South (GC-S)	121.650	Ground control for south complex
Ground Metering North (GM-N)	125.000	Meter departure traffic to the north runway complex
Ground Metering South (GM-S)	118.650	Meter departure traffic to the center/south runway complex
Local Control		
Local Control One (LC-1)	119.100	Local control for RWY 8L/26R
Local Control Two (LC-2)	125.320	Local control for RWY 8R/26L
Local Control Three (LC-3)	123.850	Local control for RWY 9L/27R
Local Control Four (LC-4)	119.300	Local control for RWY 9R/27L
Local Control Five (LC-5)	119.500	Local control for RWY 10/28

Section 3. General Airspace

1-3-1. Airspace Jurisdiction

The Tower is delegated that airspace from the surface up to and including 4,000 feet 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 1-3-1 and FIG 1-3-2 for specific Local Control airspace delegation based upon the direction of operation.)

1-3-2. Class B Airspace

Figure 1-3-3 displays ATL Class B Airspace. Notify the CIC of any observed Class B airspace violations. Coordinate with and/or assist A80 if the aircraft is observed entering their airspace.

FIG 1-3-1

Tower Airspace (East Operation)

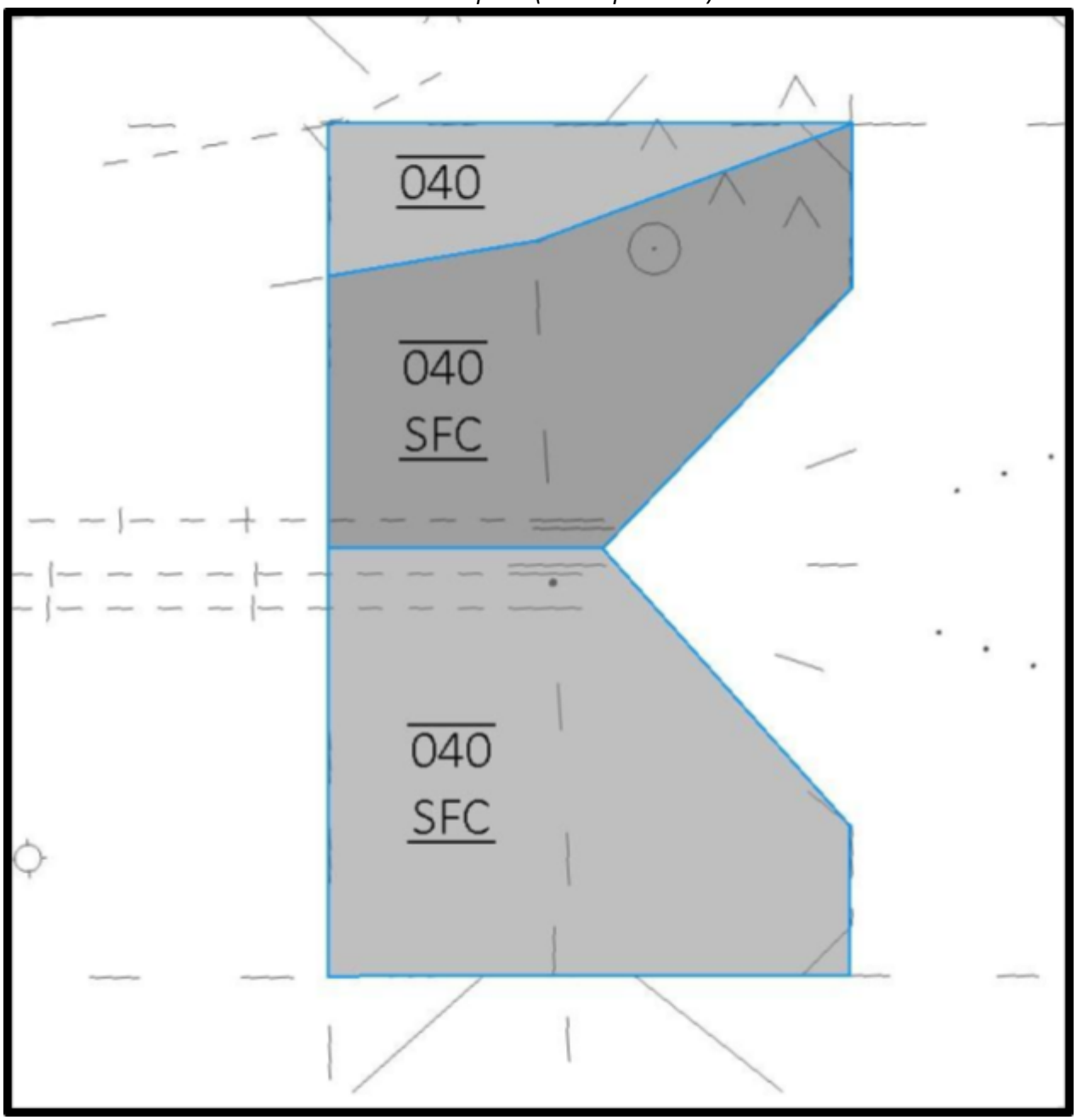


FIG 1-3-2

Tower Airspace (West Operation)

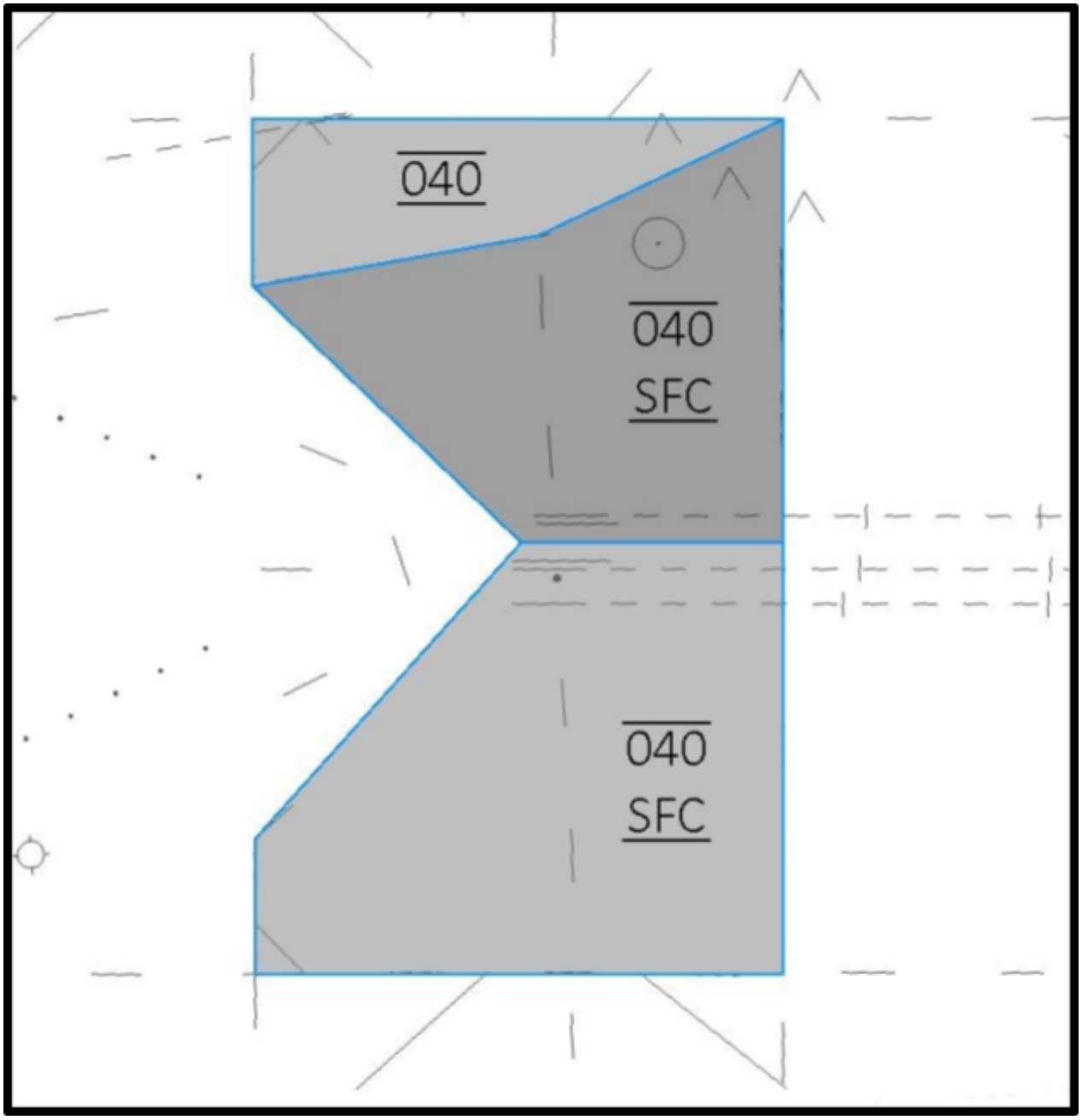
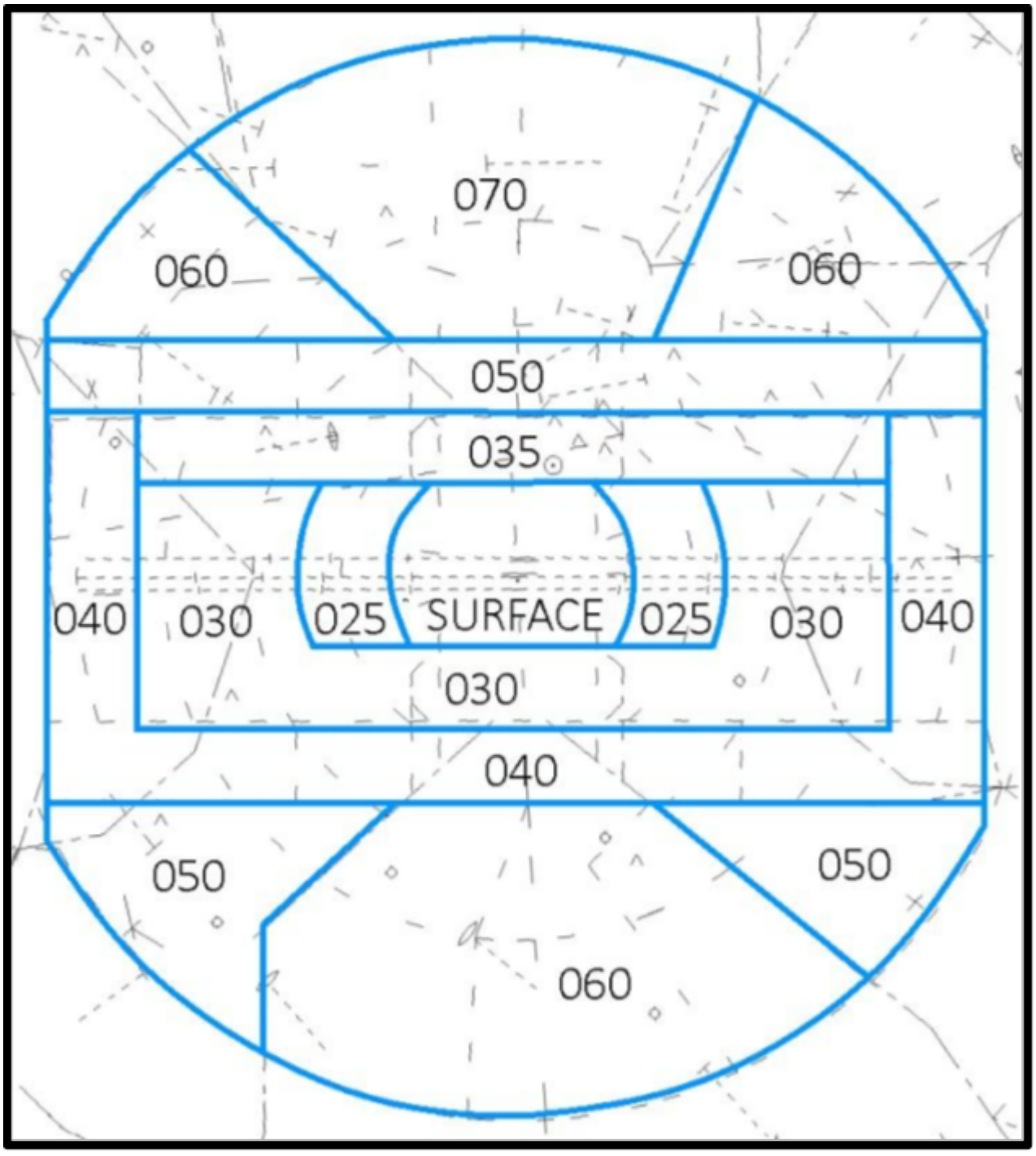


FIG 1-3-3

Atlanta Class B Airspace

(Top of Airspace is 12,500)



Section 4. Duty Familiarization and Transfer of Position Responsibility

1-4-1. 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 (see Appendix H). When assuming responsibility for the position, the relieving controller shall make a statement to the controller being relieved that position responsibility has been assumed. Additionally, the relieved controller must remain connected for at least two minutes after being relieved from an operational position to heighten awareness and ensure both controllers can exchange all pertinent information.

Section 5. Flight Progress Strips

1-5-1. Flight Progress Strip

FIG 1-5-1

Flight Progress Strip

1	5	8	12	14	15	16
2	6	9 10		17	18	19
3 4	7	11	13	20	21	22

FIG 1-5-2

Example Flight Progress Strip

DAL200	7261	KATL	GAIRY2 IRQ DEDDY Y436 OGGRE Y436 JAINS L435 BUTUX UL435 BUVUK 01N020W 03S015W 07S010W 10S005W 13S000E 16S005E 20S01..	W	6S	
H/A346/L		FA0R		PDC	FL	9L
I	310		/V/	S	LDS	45

1-5-2. Flight Data Strip Marking

Flight Data shall be responsible for receiving the initial flight strip for departing aircraft and passing it 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 issued up to a particular fix (XXX) **++EDCT XXXXz++** - EDCT time when issued by ZTL. **++CDR ATLXXXYY++** - A coded departure route has been utilized. XXX indicated the arrival field IATA, YY indicates the departure fix.
20	Departure control STARS 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; checkmark or "X" to indicate a correct clearance read back; or "CPL" if CPDLC is issued with a WILCO reply.
11	“NFF” if a VFR departure does not want 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, and standard LC/LA departures during west ops.

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 departure release has been obtained for aircraft with EDCT time in box 13.
11	Arrival parking (ramp # or appropriate abbreviation: DN, NC, SC, SN (Delta North, North Cargo, South Cargo, Signature))

Chapter 2. Miscellaneous Operations

Section 1. Arrival Operations

2-1-1. Use of Automation Scratchpad Information

(a) Coordination between A80 and ATL regarding arrival information is accomplished via the STARS scratchpad. Scratchpad entries and definitions are listed in Appendix I. Local Control positions “Quick Look" the AR position, or the other position it is combined into as appropriate, to receive arrival information.

(b) There are no hours or conditions under which facility policy prohibits the use of the Quick Look function for data transfer. At all times, the Local Control positions are responsible for determining whether the use of the Quick Look function is satisfactory, or if some other mode of transfer is to be used (e.g., voice call or radar handoff). Factors to be considered in this determination include, but are not limited to: traffic volume, other duties requiring the controller’s attention, and the number of controllers available in the Tower.

2-1-2. Minimum Safe Altitude Warning Procedures

(a) ATL ATCT is responsible for:

(i) Issuing MSAW Safety Alerts to aircraft that are within the adapted Tower aural alarm area and on Tower Frequency.

(ii) Issuing MSAW Safety Alerts received from A80 to any affected aircraft that is on Tower frequency.

Section 2. Departure Operations

2-2-1. Line Up and Wait

(a) Utilize ASDE-X and flight progress strips to assist in maintaining awareness of aircraft positions on the airport. The following procedures apply in order to conduct Line Up and Wait (LUAW) operations:

(i) Ground Control must coordinate with Local Control (verbal means or flight progress strip) when an aircraft is taxied to an intersection for departure. Departure runway and intersection must be indicated in block 18 and 19 of flight progress strip.

(ii) The Controller-in-Charge (CIC) is responsible for ensuring that an arrival to a departure runway (e.g., emergency inbound to Runway 27R) is individually coordinated with the appropriate Local Control position(s).

(iii) Arrivals to a departure runway (e.g., emergency inbound to Runway 27R) shall be switched to the appropriate local controller’s frequency.

(iv) Departures using a designated arrival runway shall be individually coordinated and approved by the appropriate local controller or CIC.

(v) LUAW from an intersection is only authorized between sunrise and sunset, except for Runway 9L Intersection M2 departures. Runway 9L Intersection M2 departures will be in accordance with paragraph 2-2-2.

(vi) Simultaneous LUAW operations on the same runway are not authorized.

(b) Runway Geometry:
   (i) Runways 8R / 26L and 9L / 27R are designated departure runways.
   (ii) Runways 8L / 26R and 9R / 27L are designated arrival runways.
   (iii) Runway 10 / 28 is utilized by arrival and departure aircraft.

2-2-2. Runway 9L Intersection M2 Departures

(a) Runway 9L intersection departures at Taxiway M2 while simultaneously crossing Runway 9L at Taxiway P is authorized utilizing the following provisions:
   (i) Runway 9L is used as a departure-only runway.
   (ii) Only one aircraft at a time is permitted to Line Up and Wait on Runway 9L.

(b) To the extent possible, all aircraft departing from Runway 9L will be taxied via Taxiway M to Taxiway M2 for departure. Remaining distance is 11450 feet.

(c) Aircraft that have an operational need to depart Runway 9L full length should be taxied via Taxiway M to the approach end of Runway 9L to hold short of Taxiway L. 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.

(d) Runway 9R / 10 arrivals should be staged to cross Runway 9L at Taxiway P.

(e) Local Control 4 (LC-4) is responsible for crossing Runway 9L at Taxiway Papa and will instruct aircraft to contact ground joining Taxiway L.

(f) When taxiing Runway 10 departures to cross Runway 9L at the approach end, Ground Control Center (GC-C) is responsible for crossing Runway 9L and should instruct aircraft to hold short of Runway 9R at Taxiway N2 or Taxiway P.

(g) When departing Runway 9L from Taxiway M2 with a category B/C/D/E (heavies/B757) aircraft, category H/I aircraft may not cross Runway 9L at Taxiway P until the B/C/D/E is airborne. Additionally, when category A (A380) aircraft depart Runway 9L, category H/I aircraft may not cross Runway 9L at Taxiway P until the category A has departed and crossed the departure end of the runway.

(h) Local Control 3 (LC-3) shall coordinate with LC-4 / GC-C, as appropriate, any departure utilizing the full length of Runway 9L. LC-4 will hold aircraft short of Runway 9L on Taxiway P until LC-3 advises that M2 departures are resumed. GC-C will hold aircraft short of Taxiway Mike on Taxiway Lima until LC-3 advises that M2 departures are resumed.

(i) On initial contact, Local Control must state the aircraft call sign and the intersection when issuing a LUAW clearance.
   Example: *"Delta Five-Thirty-One, Runway Niner Left, At Intersection Mike Two, Line Up and Wait"*

(j) Local Control must restate the aircraft call sign and intersection when issuing a departure clearance.
   Example: *"Delta Five-Thirty-One, RNAV to LIDAS (or GRITZ),"* or *"fly heading XXX, Runway Niner Left at Intersection Mike Two, cleared for takeoff."*

2-2-3. RNAV Off The Ground

(a) The procedures described below must be used during RNAV Off-the-Ground (RNAV OTG) operations.

(i) The issuance of RNAV OTG is runway dependent.

(ii) Prescribed RNAV OTG phraseology is: "[Call Sign], RNAV to (fix name), Runway (number), Cleared for Takeoff"
Example: *"Southwest Four-Nineteen, RNAV to MPASS, runway 26L, cleared for takeoff."*

(iii) Appropriate in-trail separation must be provided between an RNAV aircraft and a non-RNAV aircraft.

(iv) If advised "Unable RNAV" by a flight crew, issue the appropriate non-RNAV heading and coordinate this heading with Departure.

(v) The departure Automatic Terminal Information Service (ATIS) will include information when RNAV OTG procedures are in effect.

(vi) When changing a runway assignment to an aircraft already taxiing, a statement stating the change must be included in the instructions.
Example: *"United Seventy-Three, change your runway, expect runway 26L."*

2-2-4. Runway 27R Departure Procedures

(a) The following procedures are in effect for the taxiway feeds to Runway 27R for departures:

(i) The standard departure point (except Group VI and Cross Complex departures) will be Taxiway LC. The preferred taxi route is via Taxiway L, J, M, LC. Ground Control shall issue full taxi instructions. **Example:** *"[Call Sign], Runway 27R, taxi via Lima, Juliet, Mike, Lima Charlie."*

(ii) Group VI and Cross Complex departures should access Runway 27R via Taxiway LA. These departures should be taxied via Taxiway L to Taxiway LA.

(iii) Taxiway LA and Taxiway LB should normally be reserved for LC-3 to adjust the sequence. If Ground Control issues taxi instructions utilizing Taxiway LA / LB, it must be first verbally coordinated and indicated by writing "LA" or "LB" in box 8 of the flight progress strip.

(iv) There are Airport Design Group aircraft restrictions which apply to Taxiways LA, LB and LC when they are utilized simultaneously. They are as follows:

LC	LB	LA
Group V	Group IV	Group V
Group V	<empty>	Group VI
Group IV	Group IV	Group IV

Examples of Airport Design Group aircraft are as follows:

Group VI – A388, B748, A124
Group V – B744, B777, B787
Group IV – B767, B757, MD11
Group III – CRJ2, B717, E170, B737, MD88

(v) Wake Turbulence Application

(1) There is no intersection departure wake turbulence for aircraft departing from Taxiway LA to Taxiway LC. Additionally, there is no intersection departure wake turbulence for aircraft departing between Taxiway LC and Taxiway M20.

(2) Intersection departure wake turbulence applies for aircraft departing from Taxiway LA to Taxiway M20. Additionally, intersection departure wake turbulence applies for aircraft departing from Taxiway LB to Taxiway M20.

2-2-5. Guidance - Heading vs. Track

(a) To ensure appropriate course divergence between aircraft on non-RNAV headings and RNAV aircraft departing ATL while conforming to noise abatement directives, the following guidance and procedures are in effect:

(i) Non-RNAV aircraft should be assigned the headings contained in the Atlanta TRACON/Atlanta ATCT Letter of Agreement (paragraph 5-2-2f) to the maximum extent possible.

(ii) If weather/wind conditions require aircraft to be assigned headings other than those contained in the A80/ATL LOA (paragraph 5-2-2), ensure that the assigned heading is never less than 15 degrees from the parallel runway RNAV track. For example, aircraft departing Runway 8R must never be assigned a heading further south than 080 degrees because the Runway 9L track to LIDAS is 095 degrees.

(iii) If weather/wind conditions cause aircraft assigned a heading track closer to the parallel runway RNAV track than anticipated, assign a heading that increases separation between the departure tracks.

(iv) When weather/wind conditions are so severe that aircraft cannot consistently fly the RNAV track, terminate RNAV Off-The-Ground operations and assign initial departure headings to all aircraft as outlined in the A80/ATL LOA (paragraph 5-2-2j).

(v) Adjusting the non-RNAV departure track is a collaborative effort between ATL and A80. The Tower and TRACON must coordinate closely to ensure the safest and most efficient operation while keeping noise abatement a high priority.

2-2-6. Simultaneous Departures on Adjacent Runway Complexes While Landing Runways 9R/L or 27L/R

(a) When weather conditions preclude the use of visual separation between arrivals and departures, the following procedures must be used to comply with FAA Order 7110.65 when conducting simultaneous departures on adjacent runway complexes while landing Runways 9R/L or 27L/R:

(i) In the event of a missed approach/go-around on Runway 9R/L or 27L/R, Local Control 3 (LC-3) or LC-4 (as appropriate) must follow the procedures outlined in the Atlanta Large TRACON and Atlanta ATCT Letter of Agreement.

(ii) The Local Controller working the missed approach/go-around must immediately advise the local control positions responsible for departures on the adjacent runway complexes (Runways 8R/L, 26L/R, 10/28) of the missed approach.

(iii) When advised of a missed approach or go-around on Runway 9R/L or 27L/R, LC-1, LC-2, or LC-5 (as appropriate) must issue the following headings to simultaneous departure until appropriate radar separation can be applied between the missed approach and any simultaneous departures:

RUNWAY	TRACK/HEADING
8L/8R	060
26L/26R	305
10	125
28	240

(iv) Local Control must advise the appropriate A80 departure controller of the assigned heading for the simultaneous departure.

2-2-7. Airbus A380 Operations

(a) A380s are only authorized on the Center Complex (Runways 9L / 27R and 9R / 27L).

(b) Normally, A380s will land Runway 9R / 27L and depart Runway 9L / 27R. Upon landing, A380s will roll to the end of the runway. A380s are limited to crossing Runway 9L / 27R at Taxiways J, K, N13, P and U. They will utilize standard hold short lines at ATL.

(c) A380 aircraft are restricted to no greater than 15mph on Taxiway L. This is for informational purposes only. ATL ATCT will not control/police speeds of aircraft on taxiways. ATCT must not advise the A380 to expedite taxi speed.

(d) A380s are only authorized on the following taxiways: D (north of Runway 9L / 27R), J, K, L, LA, LB, LC, L3, L10, L12, L14, L16, M (except between L14 and L16), M16, M18, N between SC and U, N12, N13, P, R, SC, T (north of Runway 9L / 27R), and U.

(e) East of Taxiway L7:

(i) A380s may not operate simultaneously on Taxiways L and M.

(ii) No A380 may operate simultaneously with a B747-8 and/or B747-400 on Taxiways L and M.

(iii) Group VI aircraft may operate simultaneously with Group V aircraft that have a wingspan of less than 206 feet on Taxiways L and M at reduced speeds.

(f) Landing Runway 9R/27L:

(i) When any aircraft is within 1 mile of the landing threshold, no A380 may operate on Taxiway R.

(ii) When an A380 is within 1 mile of the landing threshold in less than ½ mile visibility conditions, no Group V (e.g., B744, A330) or VI (e.g. A380, B748) may operate on Taxiway R. Group IV aircraft (e.g., B764) and smaller may operate on Taxiway R during the above listed conditions.

(iii) When the visibility is less than 1 mile, A80 will coordinate with ATL of an A380 arrival that is no closer than 30 DME from ATL due to (ii) above.

(g) Landing Runway 9L/27R:

(i) When any aircraft is within 1 mile of the landing threshold, no A380 may operate on Taxiway M or N.

(h) Departing Runway 9L:

(i) A380 aircraft are limited to the use of Taxiway L to reach the departure queue so that aircraft may continue to depart. Aircraft may not depart Runway 9L if the A380 is on Taxiway M, except as stated below.

(ii) A380 aircraft may queue for departure on Taxiway M within the first 1500 feet from the start of takeoff roll (west of and including Taxiway M4 if departing from Taxiway M2; west of Taxiway T if departing from the full length).

(iii) Other aircraft up to Group V (e.g., B744, B777, A340) may operate on Taxiway M or Taxiway N beyond the first 1500 feet from the start of takeoff roll of the A380 unless there is frozen precipitation.

(iv) When there is frozen precipitation, no aircraft are permitted on Taxiway M or N beyond 1500 feet from the start of takeoff roll of the A380.

(i) Departing Runway 27R:

(i) A380 aircraft are limited to the use of Taxiway L to reach the departure queue so that aircraft may continue to depart. Aircraft may not depart Runway 27R if the A380 is on Taxiway M except as state below.

(ii) A380 aircraft may queue for departure on Taxiway M east of Taxiway L16.

(iii) Other aircraft up to Group V (e.g., B744, B777, A340) may operate on Taxiway M or Taxiway N beyond the first 1500 feet from the start of takeoff roll of the A380 unless there is frozen precipitation, see below.

(iv) When there is frozen precipitation, no aircraft are permitted on Taxiway M or Taxiway N beyond 1500 feet from the start of takeoff roll of the A380.

(j) Category H or I (small) aircraft may not cross Runway 9L at Taxiway P until a departing A380 has passed the departure end of the runway.

2-2-8. Non-Standard Departure Operations

a. When aircraft are staged on Taxiways B, N, or P to depart runways normally designated as arrival runways, ensure the following to prevent jet blast from affecting aircraft on the parallel runway:
   i. Departing Runway 26R: LC must instruct aircraft to hold short of Taxiways B13 or B15 on Taxiway B.
   ii. Departing Runway 8L: LC must instruct aircraft to hold short of Taxiway H on Taxiway B.
   iii. Departing Runway 9R: LC must instruct aircraft to hold short of Taxiway P on Taxiway N.
   iv. Departing Runway 27L: LC must instruct aircraft to hold short of Taxiways J, K, or N12 on Taxiway N.

2-2-9. Displaying Departure Split in IDS

a. Departure splits are displayed in the IDS. The following entries apply:
   i. RNAV departure entries will be confined to three letters. The RNAV departures and their designated IDS entries are:

DEPARTURE	IDS ENTRY	DEPARTURE	IDS ENTRY	DEPARTURE	IDS ENTRY	DEPARTURE	IDS ENTRY
PENCL	PEN	PLMMR	PLR	VRSTY	VTY	POUNC	POU
VARNM	VNM	JACCC	JAC	SMLTZ	SMZ	KAJIN	KJN
PADGT	PGT	PHIIL	PHL	BANNG	BNG	NASSA	NAS
SMKEY	SKY	GAIRY	GRY	HAALO	HLO	CUTTN	CTN

   ii. Non-RNAV departures are paired to their corresponding RNAV departure. The non-RNAV departures and their paired RNAV departures in IDS format are:

DEPARTURE	IDS ENTRY	DEPARTURE	IDS ENTRY	DEPARTURE	IDS ENTRY	DEPARTURE	IDS ENTRY
NOONE	PEN or VNM	EAONE	PLR or JAC	SOONE	VTY or SMZ	WEONE	POU or KJN
NOTWO	PGT or SKY	EATWO	PHL or GRY	SOTWO	BNG or HLO	WETWO	NAS or CTN

   iii. The IDS entry depicting a cardinal direction and numeral designates the two RNAV departures and one associated non-RNAV departure per departure gate (e.g. N1 includes NOONE, PEN, and VNM). The IDS entry depicting only a cardinal direction designates all RNAV and non-RNAV departures for that cardinal direction (e.g., N includes NOONE, PEN, VNM, NOTWO, PGT, and SKY).
   iv. The use of "+" and "/" is the method of designating entries in the same line. The "+" denotes that a fix is in addition to that depicted. For example, "NW+PLR" in the top line of the departure split on the IDS designates that PLMMR (and corresponding EAONE) are assigned to Runway 8R/26L, in addition to the North and West departures. In a two departure runway scenario, the same split above would show "S E2+JAC" in the second

line of the departure split on the IDS. The "/" would separate fixes in the same line (e.g., SMZ/BNG/HLO).

Section 3. Low Visibility Operations

2-3-1. Definitions

(a) Low Visibility Operations: The movement of aircraft or vehicles on the airport paved surfaces when visibility conditions are reported to be less than 1,200' RVR.

(b) North Complex: The aircraft movement area which consists of Runway 8L/26R, Runway 8R/26L and associated taxiways. Low visibility approaches are conducted to Runway 8L under ILS Category IIIa.

(c) Center Complex: The aircraft movement area which consists of Runway 9L/27R, Runway 9R/27L and associated taxiways. Low visibility approaches are conducted to Runway 9R under ILS Category IIIb.

(d) South Complex: The aircraft movement area which consists of Runway 10/28 and associated taxiways. Low visibility approaches are conducted to Runway 10 under ILS Category IIIa.

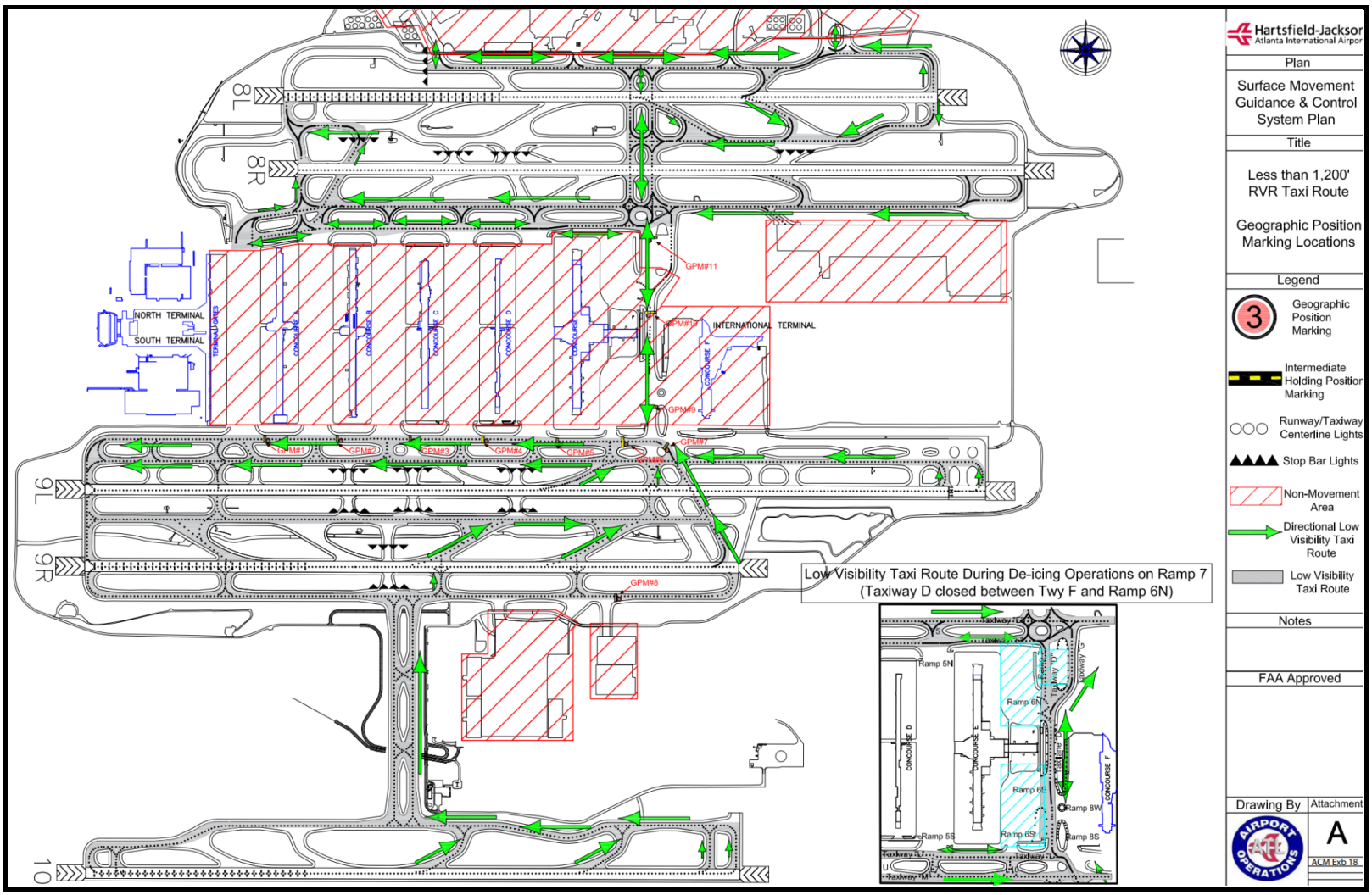
2-3-2. Procedures for Operations Below 1,200' RVR

(a) Update the ATIS broadcast to state that "Less than 1,200 RVR procedures are in effect".

(b) Restrict aircraft taxi in accordance with FIG 2-3-1.

FIG 2-3-1

1200 to 600 RVR Taxi Chart



2-3-3. Procedures for Operations Below 600' RVR

(a) Update the ATIS broadcast to state that "Less than 600 RVR procedures are in effect" and NOTAMs regarding any runway closure(s).

(b) When any of the RVR readings in the North Complex reaches less than 600' RVR, close Runways 8L/26R and 8R/26L.

(c) When any of the RVR readings in the Center Complex reaches less than 600' RVR and:

(i) all South Complex RVR readings are above 600' RVR, close Runways 9L/27R and 9R/27L, Runway 10/28 will remain open; or

(ii) any South Complex RVR reading is below 600' RVR, close Runways 10/28 and 9L/27R. Aircraft departures in less than 600' RVR conditions are not authorized at ATL.

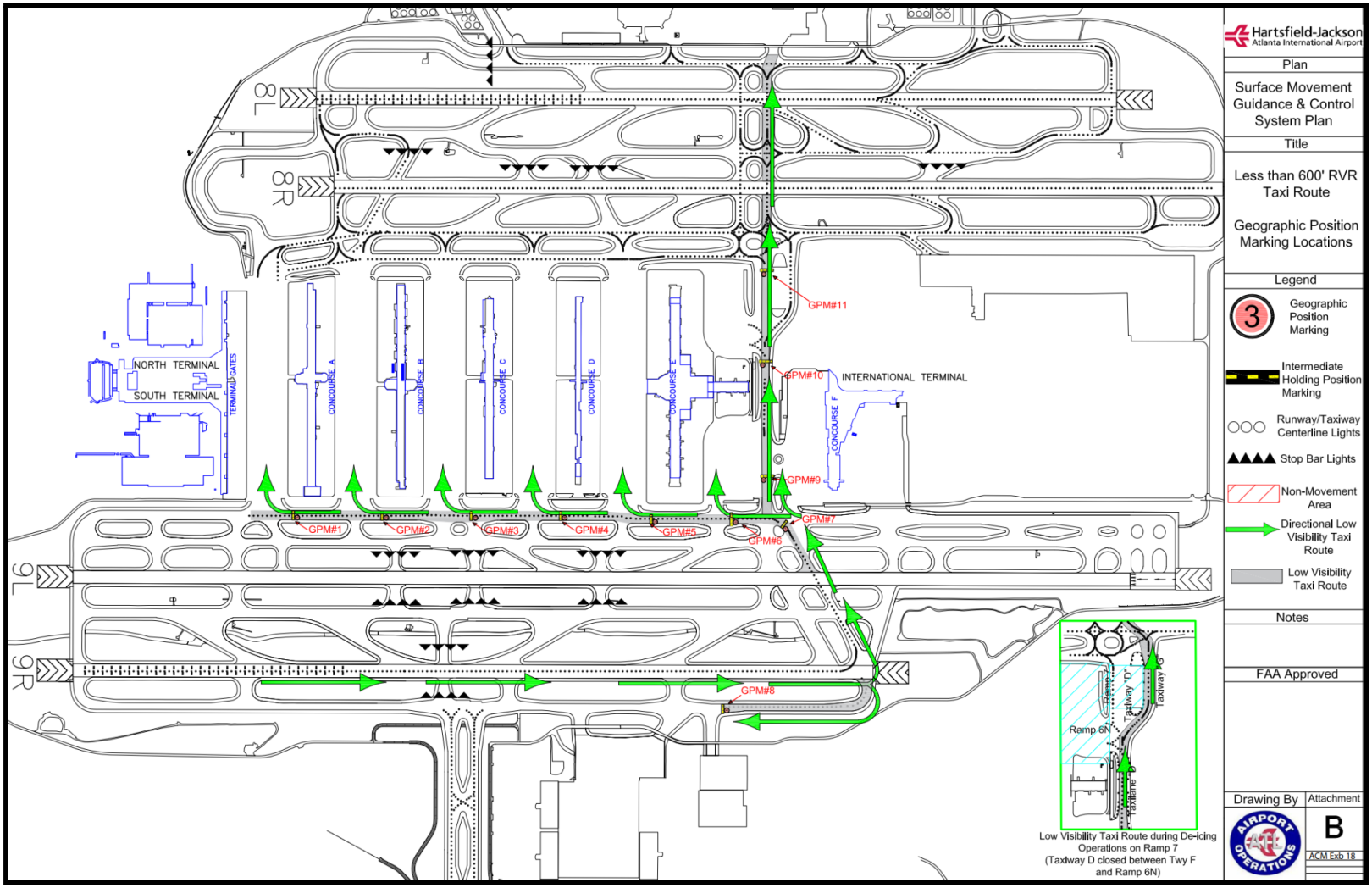
(d) When any of the RVR readings in the South Complex reaches less than 600' RVR, close Runway 10/28.

(e) Restrict aircraft taxi in accordance with FIG 2-3-2.

NOTE — *Do not deny a VATSIM pilot insisting to depart the airport, regardless of visibility.*

FIG 2-3-2

Less Than RVR 600 Taxi Chart



Chapter 3. Clearance Delivery

Section 1. Position Information

3-1-1. Positions

Position	Network Callsign	Frequency	Combines to/decombines from
Clearance Delivery One (CD-1)	ATL_#_DEL	118.100	GC-N
Clearance Delivery Two (CD-2)	ATL_#_DEL	118.700	CD-1
Flight Data (FD)	ATL_#_DEL	N/A	CD-2
Departure ATIS	KATL_D_ATIS	125.550	N/A
Arrival ATIS	KATL_A_ATIS	119.650	N/A

Section 2. Flight Data

3-2-1. Position Responsibilities

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

3-2-2. Automatic Terminal Information System

(a) The Digital-Automatic Terminal Information Service (D-ATIS) is the primary source for flight crews to receive pertinent airfield information. Since D-ATIS is digitally produced, some words may be pronounced differently than what was intended. When using free text, ensure the message sounds the same as intended.

(b) Prepare and disseminate the ATIS as follows:

(i) Arrival ATIS broadcasts must be identified by phonetic alphabet code letters "Alpha (A)" through "Mike (M)", in sequential order.

(ii) Departure ATIS broadcasts must be identified by phonetic alphabet code letters "November (N)" through "Zulu (Z)", in sequential order.

(iii) When appropriate, the voice/text should be cross-checked to ensure the message content is the same.

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

3-2-3. Weather Briefings

(a) Flight Data shall monitor local weather conditions and pass any hazardous weather information to the ATCT control positions.

3-2-4. Flight Strip Processing

(a) FD shall initially receive IFR departure flight progress strips.

(b) Review IFR flight progress strips for complete and correct information.
   (i) FD shall ensure the aircrafts routing meets preferred routings, letters of agreement, and coordinated TMU or SWAP routing requirements.
   (ii) 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.
   (i) Notify controller of questionable data that you are unable to verify or correct.
   (ii) Distribute IFR flight progress strips to CD-1 when:
      (1) PDC issuance is appropriate.
      (2) Any clearance generated that in your opinion may cause misunderstanding on the pilot's interpretation of a clearance.
   (iii) Distribute IFR flight progress strips to CD-2 when:
      (1) 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.
      (2) The Route does not contain a vector gate/exit fix assignment unless the aircraft is remaining in A80 airspace.
      (3) The aircraft requires a re-route.
(e) When amending a flight plan to match a coded departure route, indicate the CDR route code in the remarks by inserting "++CDR ATLXXXYY++", where XXX is the arrival IATA, and YY is the departure fix.

Section 3. Clearance Delivery One

3-3-1. Position Responsibilities

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

3-3-2. 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.
   (i) Minimum VFR flight progress strip information
      (1) Callsign/Tail Number
      (2) Aircraft Type (Equipment Suffix optional)
      (3) Direction of flight
      (4) Beacon code
      (5) Appropriate strip markings
(b) Issue a VFR clearance out of Class B airspace, the appropriate frequency, and beacon code.
   (i) If a VFR non-jet aircraft is not requesting flight following, assign the local control frequency as the departure control frequency.

(c) Issue an initial altitude at or below 3,500 feet for props/turboprops and at 9,500 feet, or requested altitude if lower, but not below 5,500 feet for turbojets.

3-3-3. IFR Clearances

(a) Verbally issue IFR clearances in accordance with FAAO 7110.65.

(b) Issue turbojets an initial altitude of 10,000 feet; issue props 4,000 feet.

(i) RNAV turbojet aircraft must be filed at 10,000 feet or above to be on the RNAV departure procedures. Aircraft requesting below 10,000 feet for a final altitude must be on the ATL1 departure procedure. Turbojet aircraft may not be assigned a final altitude lower than 5,000 feet.

(c) Issue Pre-Departure Clearances (PDCs) to appropriate aircraft using the following commands:

(i) Radio select the appropriate aircraft.

(ii) Syntax for turbojets:

(1) `.pdca [departure STARS ID]` – used when departure is online.
Example: `.pdca N`

(2) `.pdcad` – used when A80 or ZTL is not staffed.

(3) Add an `n` or `s` to the end of a command to add a message instructing pilots to call at the north/south end of the ramp. Add an `nf` or `sf` to include GC-N/GC-C frequency. Add an `sm` or `sm` to include GM-N/GM-S frequency.
NOTE - *Commands will otherwise advise pilots to refer to the Attention All Users Page for runway assignment which is for a NW/SE departure split.*

(iii) Syntax for props: `.pdcap`

(d) If incorrect information has been transmitted, Clearance Delivery must hold the flight progress strip and verbally reissue the clearance to the flight crew.

(e) Pre-Departure Clearances should not be used to transmit:

(i) Any revised, amended, or duplicate flight plans.

(ii) Full Route Clearances (FRC).

3-3-4. Additional Information

(a) If Ground Metering is staffed, instruct aircraft to contact Ground Meter prior to taxi.

Section 4. Clearance Delivery Two

3-4-1. Position Responsibilities

(a) Duties and responsibilities are in accordance with FAAO 7110.65, Tower Terminal Position Responsibilities.

(b) Issue reroutes in accordance with TMI and LOA routings.

(c) Assist other positions of operation, as necessary, particularly with the issuance of predeparture clearances.

3-4-2. Issuance of Reroutes

(a) Issue reroutes through one of two methods:

(i) Through use of CPDLC.

(1) To send a CPDLC message, radio select the aircraft and use a command:

a) `.cpdlc [departure STARS ID] [route code]` - issues Coded Departure Route. Example: `.cpdlc N atlcltrp`

b) `.cpdlcrr [departure STARS ID] [route code]` - issues Coded Departure Route as a reroute. Example: `.cpdlcrr N atlcltrp`
NOTE - *Controllers may verify the existence of a Coded Departure Route through .prd [route code]; e.g. .prd atlcltrp*

c) `.cpdlcam [departure STARS ID]` - issues current route as a CPDLC reroute (used for non-CDR reroutes). Example: `.cpdlcam N`

d) Add a letter `s` or `n` to the end of any cpdlc command to add a message instructing pilots to call at north/south end of the ramp.
NOTE - *Commands will otherwise advise pilots to refer to the Attention All Users Page for runway assignment which is for a NW/SE departure split.*

(2) CPDLC is acknowledged with Wilco (W) or Unable (U). If the flight crew responds U, they must verbally request Clearance Delivery to achieve resolution of the issue.
NOTE - *Treat aircraft who reply with neither "W" nor "U" as having not accepted the clearance.*

(3) If erroneous information was sent via CPDLC, the voice message *"(CALLSIGN) DISREGARD CPDLC MESSAGE"* must be transmitted.

(ii) Verbally issuing the clearance on 118.7.

(1) Aircraft that indicate they are CDR capable may be issued an amended clearance via a CDR by stating: *(Identification) CLEARED TO (destination) AIRPORT VIA (CDR code), rest of route unchanged.*

(2) Aircraft that are not CDR capable must be issued a full route clearance.

Section 5. Potential Problem Areas

3-5-1. Potential Problem Areas

a. ATIS not being updated when significant weather changes occur.
b. RNAV turbojet aircraft must be filed at 10,000 feet or above to be on the RNAV departure procedures. Aircraft requesting below 10,000 feet for a final altitude must be on the ATL1 departure procedure.
c. Non-turbojet aircraft filing RNAV (turbojet only) departures.
d. Pilots with outdated AIRAC data. Use ATL1 departure to remedy outdated SID libraries.

Chapter 4. Ground Control

Section 1. Position Information

4-1-1. Positions

Position	Network Callsign	Frequency	Combines to/Decombines from
Ground North (GC-N)	ATL_#_GND	121.900	LC-2
Ground Center (GC-C)	ATL_#_GND	121.750	LC-3
Ground South (GC-S)	ATL_#_GND	121.650	LC-5/LC-4/GC-C
Ground Meter North (GM-N)	ATL_#_GND	125.000	GC-N
Ground Meter South (GM-S)	ATL_#_GND	118.650	GC-C

4-1-2. Area of Jurisdiction

(a) Ground Control North (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, and Taxiway D south of Taxiway G.

(b) Ground Control Center (GC-C) is responsible for traffic south of the midfield concourses, excluding those taxiways between Runways 9L / 27R and 9R / 27L and those taxiways south of Runway 9R / 27L.

(c) Ground Control South (GC-S) is responsible for traffic between Runway 9R / 27L and Runway 10 / 28. GC-S may be combined under the following scenarios:

(i) Combined to Local Control 5 (LC-5). This is the default setting.

(ii) Combined to Local Control 4 (LC-4), when LC-5 is combined to LC-4.

(iii) Combined to Ground Control Center (GC-C).

4-1-3. Position Duties and Responsibilities

(a) Ground Control (GC-N, GC-C, GC-S) / Ground Meter (GM-N, GM-S)

(i) Provide service to arriving / departing aircraft operating on the movement areas.

(ii) Taxi aircraft out of the ramp areas as expeditiously as possible.

(iii) Ensure departing aircraft receive the current departure ATIS.

(iv) Obtain CIC approval (or LC-1 if CIC is not independently staffed) for aircraft departing from runways not associated with the current departure split.

(v) Upon receipt of a flight strip that indicates a coded departure route and/or full route clearance has been issued, verify the RNAV SID name, number, and first waypoint prior to issuing taxi instructions. Suggested phraseology would be: *"[Call Sign], Atlanta Ground (or Ground Meter), Runway [number], verify RNAV SID name, number and first waypoint."*

(vi) When General Aviation jet aircraft that are assigned an RNAV SID call for taxi instructions, verify the RNAV SID name, number, and first waypoint. Suggested phraseology would be:

"[Call Sign], Atlanta Ground (or Ground Meter), Runway [number], verify RNAV SID name, number and first waypoint."

(vii) When a runway assignment change is issued to an aircraft, a statement stating the change must be included in the instructions. Aditionally, verify the correct RNAV information is in their FMS. Suggested phraseology would be: *"[Call Sign], change your runway, expect Runway [number], verify your first FMS RNAV waypoint."*

(viii) Coordinate with Local Control for the use of Taxiways B or N, as appropriate. Ground must not routinely coordinate the use of these taxiways, and aircraft must be on tower's frequency for runway crossings.

(ix) Obtain CIC approval (or LC-1 if CIC is not staffed) prior to assigning an arrival runway as a departure runway (26R/8L and 9R/27L on a normal operation)

(x) Instruct aircraft to monitor tower (or contact, as appropriate).

(xi) Coordinate the use of taxiway D between taxiways L and G.

(b) Additional Ground Meter Duties:

(i) When an aircraft requests taxi, ensure the ramp number and appropriate ATIS code are depicted on the flight progress strip.

(ii) Provide flight progress strips to the appropriate GC in the order the aircraft called for taxi. Sequence the flight progress strips starting at the bottom (i.e. the strip at the bottom is the first aircraft that called for taxi).

(iii) Prepare a flight progress strip for aircraft repositioning from the Midfield Terminal Area and provide the strip to the appropriate GC. The flight progress strip shall include: Aircraft Callsign, Position of the aircraft on the ramp, and requested destination.

(iv) Coordinate with the TMC/CIC when an aircraft requires a release.

Section 2. Managing Ground Control Traffic

4-2-1. Arrival Traffic

(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.

(b) Aircraft landing runway 8L will normally taxi via Taxiways B and V (see paragraph 4-2-3 for Taxiway V restrictions). Aircraft will contact GC-N on Taxiway V for access to the ramp. When Runway 8R departure demand is light, aircraft may be instructed to cross Runway 8R at Taxiways C and/or D to join F or at Taxiway B10 to join Taxiway E, then Taxiway F, for access to the ramp.

(c) Aircraft landing Runway 9R will normally taxi westbound on Taxiway N and cross Runway 9L at Taxiway P to join Taxiway L to the ramp. Aircraft will contact GC-C on Taxiway L for access to the ramp. When Runway 9L departure demand is light, aircraft may be instructed to cross Runway 9L at Taxiways D, J, K, or N13 to join Taxiway L or at Taxiway S to join M for access to the ramp.

(d) Aircraft landing Runway 10 will normally taxi via Taxiways SG, SC, and R to cross Runway 9R at Taxiway R3 or at the approach end of Runway 9R. When Runway 9L departure demand is light, aircraft may be instructed to taxi via Taxiway SJ to cross Runway 9R at Taxiway R7 or at the departure end of Runway 9R.

(e) Aircraft landing Runway 26R will normally taxi via Taxiways B and V (see paragraph 4-2-3 for Taxiway V restrictions). Aircraft will contact GC-N on Taxiway V for access to the ramp. When Runway 26L departure demand is light, aircraft may be instructed to cross Runway 26L at Taxiways B2, B4, B6, C, or D for access to the ramp.
(f) Aircraft landing Runway 27L will normally cross Runway 27R at Taxiways S, U, or N5 to join Taxiway M or Taxiways T and P to join Taxiway L for access to the ramp.
(g) Aircraft landing Runway 28 will normally taxi via Taxiways SG and SJ or SC, to cross Runway 27L at Taxiway R7 or SC.

4-2-2. Departure Traffic

(a) Aircraft departing Runway 8R will normally taxi via Taxiway E. Depending on the length of the taxi queue and location of the aircraft taxiing, it may be necessary to taxi via Taxiway F to join Taxiway E or Taxiway H for departure.
(b) Aircraft departing Runway 9L will normally taxi via Taxiway M. Depending on the length of the taxi queue and location of the aircraft taxiing, it may be necessary to taxi via Taxiway L to join Taxiway M for departure.
(c) Aircraft departing Runway 10 will normally taxi via Taxiway L to cross Runway 9L and 9R at the west end, then via Taxiways R, SC, and SG. After coordination with LC-3, GC-C is normally responsible to cross Runway 9L at the west end, ensure the aircraft will hold short of Runway 9R and instruct the flight crew to monitor LC-4 on 119.3 for Runway 9R crossing clearance.
(d) Aircraft departing Runway 26L will normally taxi via Taxiway F (joining Taxiway E at Taxiway G). Utilize Taxiway E, as appropriate, to maximize the departure queue for LC-2.
(e) Aircraft departing Runway 27R will normally taxi via Taxiways L, J, M and LC. Utilize Taxiway L to LC to maximize the departure queue for LC-3.
(f) Aircraft departing Runway 28 will normally taxi via Taxiway M to hold short of Runway 27R at Taxiway D or S. When taxiing Runway 28 departures, evaluate arrival traffic spacing on final to Runway 27L and weather conditions (critical areas being protected, etc.) and stage aircraft in appropriate manner to maximize efficiency to crossing runways.
(g) Establish a departure queue that assists the LC in maximizing the departure flow.
(h) At the beginning of a departure push, ensure the expeditious flow of departure aircraft accessing the runway. Once a demand is established, develop the departure queue by alternating aircraft whose initial RNAV departure tracks are different to take the greatest advantage of reduced divergence RNAV procedures. Alternating these aircraft is not necessary if wake turbulence spacing will achieve the same result.
(i) Ensure the departure queue meets Traffic Management initiatives / restrictions.
(j) Unless otherwise coordinated, assign North, West Two, and East One Satellite departures Runway 8R / 26L for departure. Assign South, East Two and West One Satellite departures the southernmost runway complex (Runway 9L / 27R in dual operation; Runway 10 / 28 in triple) for departure. This is known as a north-south departure split.
(k) All general aviation aircraft, and any other aircraft departing from the Signature Flight Support ramp, must exit the ramp at Taxiway A5. The cargo/freight carriers that park adjacent to the Signature Flight

Support ramp are exempt from this and may exit at Taxiway D. Issue specific taxi instructions to these aircraft in order to ensure compliance.

4-2-3. Taxiway Victor

(a) Taxiway Victor (V) is the preferred method for aircraft taxiing from north of Runway 8R / 26L to access the midfield terminals. Taxiway V may be utilized only under the following conditions:
   (i) Taxiway V may only be used by aircraft with wingspans equal to 171 feet or less (aircraft Groups I - IV). Group I - IV aircraft with tail heights greater than 59 feet are not authorized on Taxiway V simultaneously with Runway 26L departures. There are no Group I - IV aircraft with tail heights greater than 59 feet that currently operate into or out of ATL. The following aircraft have wingspans in excess of 171 feet and are not authorized on Taxiway V: A330, A340, A350, A380, AN22, AN124, B747, B777, B787-8, B787-9, C5, C124, and C133.

(b) Aircraft may operate on Taxiway V simultaneously with Runway 8L arrivals regardless of weather conditions unless RVR is less than 1200'.
   ***NOTE** – Taxiway B, between Taxiway B2 and Taxiway C, and Taxiway V are not authorized for less than 1200' RVR conditions.*

(c) Runway 8R landing aircraft are not authorized to fly over aircraft on Taxiway V. The following procedures should be used when landing Runway 8R:
   (i) Aircraft on Taxiway B and queued to use Taxiway V (westbound) will be held short of Taxiway H until runway 8R arriving aircraft have crossed the landing threshold.
   (ii) Aircraft on Taxiway E and queued to use Taxiway V (eastbound) to access Taxiway B will be instructed to hold short of Taxiway V until the arriving aircraft has passed or landed on Runway 8R.

(d) Runway 26L departures are not authorized with simultaneous Taxiway V operations when weather conditions are below reported ceiling of 300 feet and / or visibility 1 mile.

(e) Responsibilities:
   (i) Ground Control North is responsible for Taxiway V operations. On a West Operation, Ground Control North will coordinate with Local Control One when aircraft will utilize Taxiway V to access Taxiway B.
   ***NOTE** – Use caution and be alert for arriving aircraft contacting Ground Control between Runway 26L and 26R requesting taxi to the ramp.*
   (ii) Local Control One will instruct aircraft utilizing Taxiway V to taxi via B and V and contact Ground on V.
   (iii) Local Control Two will advise Ground Control North when an aircraft will land on Runway 8R.

4-2-4. Restricted Use Areas

(a) Use caution when taxiing aircraft in the following restricted use areas:
   (i) **ILS Critical Areas.** In weather conditions below 800ft ceiling and/or 2 mile visibility, taxi aircraft so as to comply with the ILS critical areas depicted in Appendix J (East) and K (West).
   (ii) **Runway 26R Obstacle Clearing Surface.** On a west operation, aircraft access to Taxiway B east of Taxiway B15 is allowed **except** under the following condition:
      (1) When an aircraft on a vertically-guided (e.g., ILS / RNAV) approach is within 2 miles of the runway threshold and the reported ceiling is below 800ft or visilbiity is less than 2

miles.

***NOTE** – If weather conditions deteriorate to less than those states in (ii)(1) and taxiing aircraft are on Taxiway B east of Taxiway B15, these aircraft must vacate the area as soon as practicable. If this is impossible, issue traffic to the arriving aircraft.*

(iii) Group VI aircraft are restricted from using Taxiway F east of Ramp 5 North to the west side of Taxiway C. Additionally, Group VI aircraft must taxi at speeds less than 15 knots. A380 restrictions are located in paragraph 2-2-7.

Section 3. Potential Problem Areas

4-3-1. Potential Problem Areas

(a) Aircraft taxiing on Taxiway A may conflict with aircraft exiting the ramps north of Taxiway A.

(b) Aircraft taxiing on the outer parallel taxiways (E or M) may conflict with aircraft crossing Runways 8R / 26L or 9L / 27R.

(c) Failure to expeditiously taxi aircraft from midfield ramps onto taxiways may create congestion within ramps.

Chapter 5. Local Control

Section 1. Position Information

5-1-1. Positions

Position	Network Callsign	Frequency	Combines to/decombines from
Local Control 1 (LC-1)	ATL_#_TWR	119.100	
Local Control 2 (LC-2)	ATL_#_TWR	125.320	LC-1
Local Control 3 (LC-3)	ATL_#_TWR	123.850	LC-4
Local Control 4 (LC-4)	ATL_#_TWR	119.300	LC-1
Local Control 5 (LC-5)	ATL_#_TWR	119.500	LC-4

5-1-2. Area of Jurisdiction

(a) Local Control One (LC-1) is responsible for arrivals and departures on Runway 8L / 26R, all taxiways between Runways 8L / 26R and 8R / 26L and crossing Runway 8L / 26R.

(b) Local Control Two (LC-2) is responsible for arrivals and departures on Runway 8R / 26L and crossing Runway 8R / 26L.

(c) Local Control Three (LC-3) is responsible for arrivals and departures on Runway 9L / 27R and crossing Runway 9L / 27R.

(d) Local Control Four (LC-4) is responsible for arrivals and departures on Runway 9R / 27L, all taxiways between Runways 9R / 27L and 9L / 27R and crossing Runway 9R / 27L. When Runway 9L intersection M2 departures are in effect, LC-4 is responsible to cross Runway 9L at Taxiway P after initial coordination with LC-3.

(e) Local Control Five (LC-5) is responsible for arrivals and departures on runway 10 / 28.

5-1-3. Position Duties and Responsibilities

(a) Local Control (LC-1, LC-2, LC-3, LC-4, LC-5):

(i) Provide service to arriving / departing aircraft operating on the movement areas.

(ii) Instruct Runway 8L / 26R arrivals to taxi via Taxiways B and V and switch to Ground Control upon joining Taxiway V. Refer to paragraph 4-2-3 for information regarding Taxiway V. If Runway 8R / 26L departure demand is light, aircraft may be instructed to hold short of Runway 8R / 26L at crossing points conducive to their destination ramp and monitor appropriate Tower frequency (to cross Runway 8R / 26L). To the extent possible, sequence arrival traffic to preclude Ground Control having a "cross out".

(iii) Instruct Runway 9R arrivals to taxi westbound on Taxiway N (to cross Runway 9L at Taxiway P). Instruct Runway 10 arrivals to cross Runway 9R, and taxi via Taxiways N and P (to cross Runway 9L). Ensure Runway 9L crossing clearance is issued after aircraft are west of Taxiway T

to prevent a possible runway incursion with aircraft inadvertently crossing Runway 9L at Taxiway T. If Runway 9L departure demand is light, aircraft may be instructed to hold short of Runway 9L at points most conducive to their ramp and monitor appropriate Tower frequency (to cross Runway 9L). To the extent possible, sequence arrival traffic to preclude Ground Control having a "cross out".

(iv) When GC-S is combined to LC-5, instruct Runway 10 arrivals to taxi via Taxiways SC and R to hold short of Runway 9R at Taxiway R3 or the west end and monitor appropriate Tower frequency (to cross Runway 9R). When Runway 9L departure demand is light, aircraft may be instructed to hold short of Runway 9R at Taxiways R7 or SC and monitor appropriate Tower frequency (to cross Runway 9R).

(v) Instruct Runway 27L arrivals to hold short of Runway 27R conducive to their destination ramp and monitor Tower 123.85 (to cross Runway 27R). Instruct Runway 28 arrivals to cross Runway 27L when appropriate, hold short of 27R at crossing points most conductive to their destination ramp, taking into consideration Runway 27L arrival traffic, and monitor Tower on 123.85 (to cross Runway 27R). During Full Triple Departures, Taxiways N5 and S should not be used for arrival traffic.

(vi) When GC-S is combined to LC-5, instruct Runway 28 arrivals to taxi via Taxiways SC (or SJ) and R to hold short of Runway 27L at Taxiways R7 or SC and monitor appropriate Tower frequency (to cross Runway 27L).

(vii) Instruct aircraft cleared to cross runways to join the most accessible taxiway to their crossing point / ramp location. For example, instruct aircraft crossing Runway 9L at Taxiway S to join Taxiway M, aircraft crossing Runway 27R at Taxiway T to join Taxiway L, and aircraft crossing Runway 26L at Taxiway B4 to join Taxiway E. Aircraft that cross the runway directly across from their ramp may be instructed to taxi straight ahead and contact Ground Control.

(viii) Retain departures on Local Control frequency until it is verified the departure is turning / flying the appropriate RNAV / departure noise track heading and that the proper interval is provided to departure control.

(ix) Evaluate the effectiveness of assigned noise track headings and adjust when necessary to ensure track accuracy.

(x) Local Control is responsible for 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.

(xi) Issue Minimum Safe Altitude Warning (MSAW) / Conflict Alerts (CA) as appropriate.

(xii) Comply with Traffic Management initiatives / restrictions.

Section 2. Managing Local Control Traffic

5-2-1. Arrival Traffic

(a) Turbojet and large four-engine aircraft within 5 miles of the airport assigned the North Complex should not be changed to the Center or South Complexes, or vice versa.

(b) Do not adjust aircraft speeds over which A80 has responsibility (i.e. outside the TCP).

(c) Issue wake turbulence advisories on departing category B/C/D/E (heavy/B757) aircraft departing the parallel runway, as appropriate.
(d) Advise adjacent Local Control (LC-4 must advise all Local Controls) of aircraft that go around or miss approach.
(e) Utilize procedures outlined in the A80/ATL Letter of Agreement for aircraft that go around or miss approach (paragraph 5-2-3).
(f) When weather conditions are less than 800' ceiling and/or 2 miles visilbity and arrivals are landing Runway 9L, the Glide Slope Critical Area precludes the use of Taxiway N west of Taxiway N2 and Taxiway P between Runways 9L and 9R. Additionally, when arrivals are landing Runway 27R, the Localizer Critical Area precludes the use of Taxiway P to cross Runway 27R.

5-2-2. Departure Traffic

(a) Automatic releases are authorized for all departures except those that will enter Satellite airspace north of ATL.
(b) All aircraft departing a runway not normally assigned in the current departure split (cross complex) must be coordinated with the CIC (LC-1 if not designated) before takeoff.
(c) Between 0700L and 2200L, turbojet and 4-engine propeller driven aircraft that park at the North Cargo Ramp and the fixed-base operator may depart Runway 26R. When possible, instruct aircraft to Line Up and Wait on Runway 26R before issuing takeoff clearance. This will ensure thrust noise from the engines is directed away from the City of Hapeville.
(d) Turbojet and 4-engine propeller driven aircraft are not authorized to depart Runway 8L when Runway 8R is available.
(e) Issue all aircraft assigned an RNAV SID an RNAV Off-The-Ground (OTG) take-off clearance in accordance with the table below, except when ROTG operations are not in effect after coordination between A80 and ATL. Example: *"Delta Twenty-Six Thirty-Four, RNAV to RONII, runway 8R, cleared for takeoff."*
(f) Assign non-RNAV turbojet aircraft headings in accordance with the A80/ATL Letter of Agreement:

Departure Runway	Departure Transition Area	Departure Heading
8L/R	N,E,W	070
8L/R	S	110
9L/R, 10	S,E,W	110
9L/R, 10	N	070
26L/R	N,E,W,S	295
27L/R, 28	S,E,W	250
27L/R, 28	N*	275 (RH)

(g) Obtain a release from A80 Satellite for aircraft that will enter Satellite airspace north of ATL, except for turbojet aircraft exiting A80 airspace. LC-2 must advise LC-1 of all northbound satellite turnouts.
(h) Issue all propeller-driven aircraft headings that will enter A80 Satellite Airspace on the departure side of ATL. LC-3 must advise LC-4 and LC-5 of all southbound satellite turnouts.

(i) LC-2 (or LC-1 as appropriate) may issue southbound Satellite prop departures from Runways 8L / 26R or 8R / 26L a "270-Over-The-Top" maneuver. In accordance with the A80/ATL Letter of Agreement:
   (i) Local Control must radar identify the aircraft, verify its altitude, retain the aircraft in Tower airspace, and provide radar vectors to the appropriate departure course.
   (ii) Local Control will initiate a radar hand-off to the appropriate A80 Satellite Sector and transfer communications upon completion of the hand-off.

(j) ATCT/A80 may coordinate to terminate/resume ROTG operations for weather or low traffic demand. When ROTG is NOT in effect, turbojets must be assigned headings that most closely emulate the following RNAV departure courses in accordance with the A80/ATL Letter of Agreement:

Departure Runway	Assign Heading to Emulate RNAV Track
8L/R	HRSHL
9L/R	LIDAS
26L/R	SNUFY**
27R/L	FUTBL
10	095 heading
28	WLSON

NOTE *- Due to noise sensitive areas, ensure assigned headings track over SNUFY or slightly south.*

(k) Ensure the proper interval is provided to departure control.

(l) Provide one (1) additional mile spacing to radar separation minima for successive RNAV downwind departures departing the same runway; e.g., West Operation, departing Runway 27R, PLMMR followed by a JACCC; East Operation, departing Runway 8R, CUTTN followed by a NASSA.

(m) Atlanta Air Route Traffic Control Center (ARTCC) requires seven (7) miles, constant or increasing, separation per departure route for each altitude stratum. Adequate spacing must be provided to A80 when the same departure routes are departed in succession.

(n) Determine that automated data tag auto-acquisition of departure occurs. If auto-acquisition does not occur within five (5) miles of the departure end of the runway (DER), advise the appropriate Departure and/or Satellite Radar position.

(o) Cross Complex Departures are defined as aircraft departing a runway/complex other than the departure runway(s) designated in the Departure Split. Verbally advise A80 Departure Radar that an aircraft will depart a runway different from the runway normally assigned in the current departure split.

NOTE *– Cross Complex routes are built in to the RNAV DPs. See the Table above for appropriate non-RNAV headings*

(p) Aircraft requesting No 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. NFF aircraft departing Runway 26L / 26R should be assigned a heading to avoid FTY Class D Airspace.

(q) VFR aircraft landing FTY shall be retained within LC airspace. Time permitting, handoff the aircraft to FTY Tower, advise the aircraft to remain out side of the Atlanta Class B Airspace, and transfer communication to FTY Tower (frequency 118.45) prior to the aircraft entering FTY Class D Airspace.

5-2-3. Go-Around / Missed Approach Procedures

NOTE 1 *– Unless otherwise coordinated, "Outside Runways" mean 8L / 26R and 9R / 27L in Dual Operations; and 8L / 26R and 10 / 28 in Triple Operations. 5-2-3(b) only applies in Triple Operations.*

NOTE 2 *– In all circumstances, Tower has the option to use the noise track/departure area and coordinate with departure control.*

(a) Go-Around / Missed Approach Procedures for Outside Runways

(i) Retain aircraft in Tower airspace, and issue:

(1) 4000 feet and a 360 heading to aircraft on the North Runway

(2) 3000 feet and a 180 heading to aircraft on the South Runway

(ii) Coordinate with AR for a heading toward the downwind.

(iii) Issue the AR assigned heading to the aircraft, a speed not to exceed 210 knots and transfer communications to AR frequency. Communications transfer constitutes release of control to AR for turns to the downwind, speed and altitude changes.

(b) Go-Around / Missed Approach Procedure for Middle Runway

(i) Climb the aircraft to 4000, resolve all conflicts with Runway 10/28 traffic, and retain aircraft in Tower airspace.

(ii) Immediately advise the local control positions responsible for departures on the adjacent runway complexes (Runways 8R/L, 26L/R, or 10/28) of the go around/missed approach.

(iii) Coordinate with AR for a heading toward the downwind.

(iv) Issue the AR assigned heading to the aircraft, a speed not to exceed 210 knots and transfer communications to AR frequency. Communications transfer constitutes release of control to AR for turns to the downwind, speed and altitude changes.

5-2-4. Helicopter Traffic

(a) A helipad is located on the Signature Flight Support ramp adjacent to Taxiway A5. 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.

(b) Helicopters may be assigned random 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.

(iii) Advise GC of any helicopter arrivals / departures from the north helipad. Additionally, coordinate with 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.

(iv) The LC who initially identifies an overflying helicopter shall notify other affected LCs prior to the helicopter penetrating the airport boundary.

5-2-5. Land And Hold Short Operations

(a) Land and Hold Short Operations (LAHSO) are authorized under the following conditions:

(i) Weather requirements:

(1) The LAHSO runway must be dry (no visible moisture)

(2) The tailwind on the LAHSO runway must be calm (less than 3 knots)

(3) Weather conditions must be ceiling and visibility at or greater than 1000’ and 3 miles.

(ii) General Requirements:

(1) When LAHSO operations are being utilized, the following announcement shall be included on the ATIS: "LAHSO 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.

(2) The crossing aircraft / vehicle must be on the associated Local Control frequency.

(3) Foreign Air Carrier and Foreign Commuter aircraft shall not be issued LAHSO clearances but may be issued runway crossing clearance when another aircraft is Landing to Hold Short.

(iii) Runway Configurations:

RUNWAY	LOCATION	ALD
8L	Hold Short of Twy B13	8490
26R	Hold Short of Twy H	8600
9R	Hold Short of Twy J	8627
27L	Hold Short of Twy P	8600

(iv) LAHSO Procedures:

(1) 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).

(2) 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 until the arrival has acknowledged the LAHSO clearance.

(3) Issue traffic information to the aircraft crossing the runway and obtain an acknowledgement.

Section 3. Potential Problem Areas

5-3-1. Potential Problem Areas

(a) Aircraft back taxiing on Taxiways B and N may experience a “nose-to-nose” conflict with aircraft exiting the runways via the high-speed taxiways.

(b) Aircraft executing north runway complex go-around may require a point- out to the A80 Satellite sector (due to the FTY airspace cutout), particularly during hot summer months when aircraft climb rates are reduced.

(c) Aircraft executing center runway complex go-arounds will require immediate coordination with adjacent positions based upon operational and weather conditions.

(d) When any Tower personnel receive a point out, the position that receives the point out must ensure the information is communicated to all affected positions.

Example 1: If Local Control 5 (LC-5) receives a point out on an aircraft descending through tower airspace, LC-5 must ensure that information is communicated to Local Control 4 (LC-4) in the event that LC-4 has go-around or missed approach. Additionally, this information must be coordinated to other Local Control positions as appropriate.

Example 2: If LC-5 receives a point out on an aircraft descending through tower airspace, LC-5 must ensure that information is communicated to Local Control 3 (LC-3) in the event of a satellite turnout. This would be accomplished as a safety check and does not relieve LC-3 of coordinating the satellite turnout with appropriate Local Control positions.

Chapter 6. Traffic Management

Section 1. Position Information

6-1-1. Objective

(a) The objective of local traffic management is to maintain an efficient balance between system capacity and system demand during events. The primary goal of the Traffic Management Coordinator (TMC) is to ensure the optimum flow of departing aircraft by balancing departure demand with airport capacity. The TMC serves as the ATL operational specialist in coordinating with the Atlanta Air Route Traffic Control Center (ZTL), Atlanta Large TRACON (A80), and users of the VATSIM Network.

(b) The primary functions of the TMC are as follows:

(i) Monitor

(1) TMCs shall monitor their specific area of responsibility as well as the general condition of the air traffic system and its relationship to the position assigned.

(ii) Analyze

(1) TMCs shall analyze all factors that have an effect on the position. Apply general air traffic and position specific knowledge to determine what constraints are being placed on the air traffic system. The TMC will determine a safe and effective course of action to mitigate identified system constraints.

(iii) Implement

(1) The course of action formulated by a TMC shall be implemented in a timely manner. All system users must be equitably served when Traffic Management Initiatives (TMIs) are implemented. The systems approach should be embraced when TMIs are initiated to balance demand with capacity. Make a reasonable attempt to distribute delays equitably among all flights affected by specific traffic management initiatives. Implement restrictions that will adequately mitigate system problems and minimize user impact.

(iv) Document

(1) The TMC shall document all pertinent information, including reportable delays, in the National Traffic Operations System (NTOS).

6-1-2. Frequencies

Position	Frequency
TMC	118.700

6-1-3. Position Duties and Responsibilities

(a) Traffic Management Coordinator:

(i) Perform pre-duty familiarization to gain an overview of existing and forecast weather, projected traffic, current and expected restrictions, special operations, etc.

(ii) Establish the Airport Departure Rate (ADR) and relay as appropriate

(iii) Initiate Traffic Management Initiatives when needed. Conditions that require TMIs include:

(1) Airport demand that exceeds airport capacity

(2) Meteorological events that may disrupt normal air traffic flows or restrict capacity

(3) Airport event reducing airport capacity (closed runway, disabled aircraft, etc.)

(4) Any event that may disrupt the normal flow of traffic

(iv) The principal TMI options of the TMC are:

(1) Reroutes / Coded Departure Routes (CDRs)

(2) Modifying the departure split

(3) Reduce Arrival or Departure Rates

(4) Termination of arrivals / departures

Note *– This list is not all-inclusive and does not preclude the innovative application of other procedures that may be dictated by a specific situation. Bear in mind that some of the options listed above are very restrictive and should be used only when no other alternatives are available. Utilize available resources to analyze departure splits and recommend splits to CIC to ensure balanced departure traffic flows.*

(v) Initiate planned and tactical conferences with ZTL and A80 outlining the ATL operation.

(vi) Coordinate ground stops (GSs), approval requests (APREQs), ground delay programs (EDCTs) and mile-in-trail restrictions (MIT) with affected control positions, as required.

(vii) Relay ZTL imposed mile-in-trail restrictions to A80 TMC.

(viii) Enter pertinent restrictions into NTOS.

(ix) Advise ZTL TMU when departure delays exceed 15 minutes and of any 15-minute increase / decrease thereafter. Document delay information into the NTOS.

(x) Inform the A80 CIC when an aircraft not subject to a ground delay program receives a delay in excess of 90 minutes.

Chapter 7. Controller-In-Charge

Section 1. Position Duties and Responsibilities

7-1-1. Position Duties and Responsibilities

(a) CIC is staffed during periods of especially high volume. At other times, the CIC combines to LC-1. The CIC shall:

(i) Be responsible for the tower and supervise all phases of the operation.

(ii) Determine the direction of operation (e.g., East or West) and designate the active runways. Changing direction of operation requires coordination with A80. Consider current and forecast wind direction / velocity and minimizing aircraft delays.

(iii) Determine the departure split based upon weather and demand. A80 may request changes to the departure split due to weather areas impacting traffic flows or due to Special Traffic Management Procedures (e.g., NASCAR events, other sporting events, etc.)

(iv) Obtain current and forecast weather at the start of each shift

(v) Review NOTAMs and ensure that NOTAMs / advisories are disseminated.

(vi) Advise the A80 CIC when in receipt of information that may impact A80 operation

(vii) Make position assignments consistent with operational needs, including combining and de-combining positions of operation as required. Additionally, ensure personnel are provided appropriate relief periods

(viii) Review the ATIS broadcast message for completeness and accuracy

(ix) Comply with Traffic Management Initiatives

(x) Maintain awareness of special operations, such as, aerial photography, side-step operations, arrivals to a departure runway, etc.

(xi) Notify the A80 CIC and ZTL TMU when any of the following events occur:

(1) Departure delays exceed 90 minutes. This includes all delays except Ground Delay (EDCT) programs

(2) Gridlock or potential gridlock on the airport

(3) Significant reductions in airport capacity (AAR / ADR). ***Note*** *– The above list of events is not all inclusive.*

Appendix A. Abbreviations / Acronyms / Identifiers

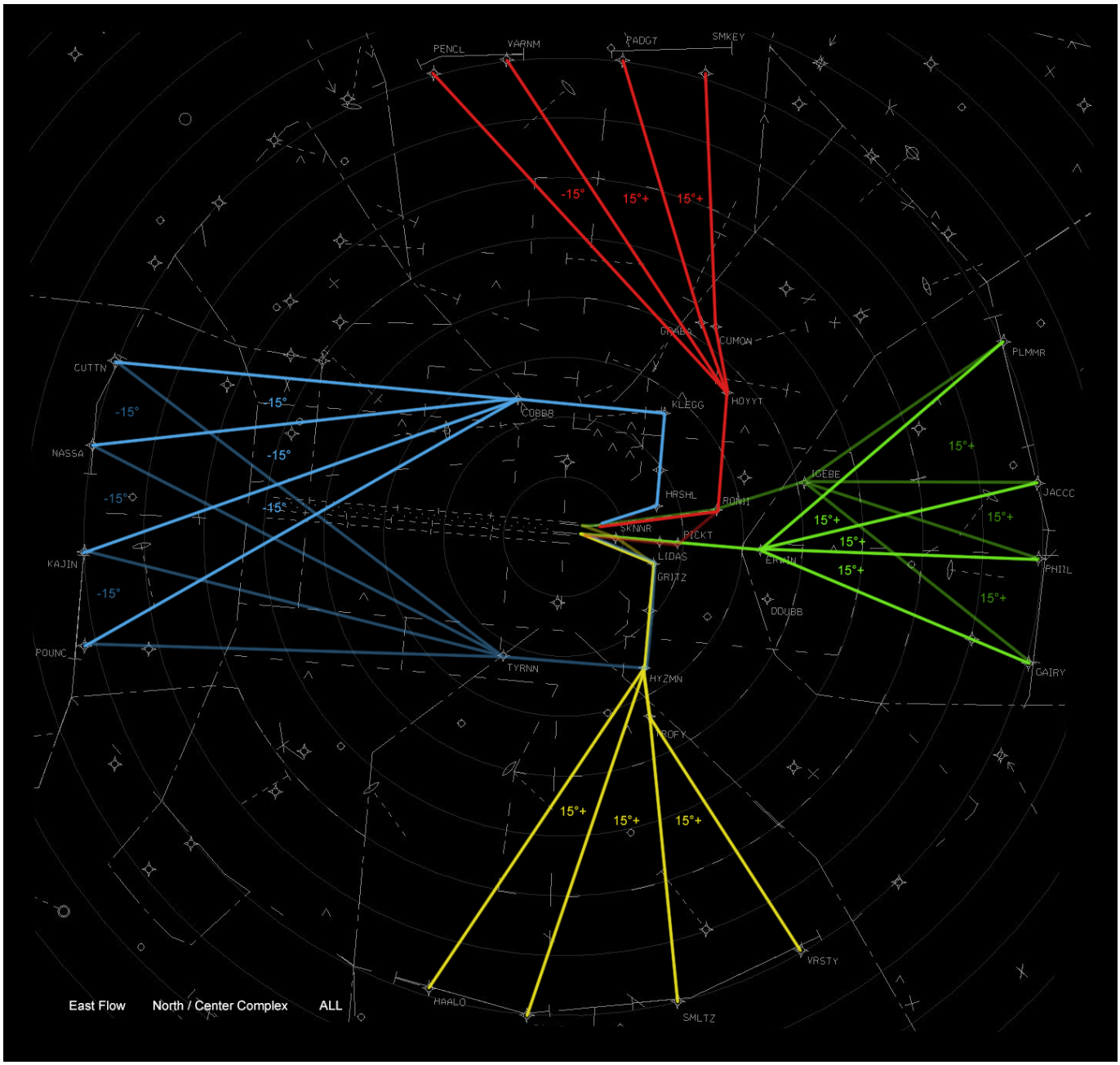
Abbreviation	Meaning	Abbreviation	Meaning
A80	Atlanta Large TRACON	AAR	Airport Arrival Rate
ALD	Available Landing Distance	ADR	Airport Departure Rate
AOA	At or Above	AOB	At or Below
APREQ	Approval Request	ARTCC	Air Route Traffic Control Center
STARS	Standard Terminal Automation Replacement System	EDCT	Expect Departure Clearance Time
ESP	Enroute Spacing Program	ETA	Estimated Time of Arrival
ASDE-X	Airport Surface Detection Equipment, Model X	ETD	Estimated Time of Departure
CDM	Collaborative Decision Making	FDB	Flight Data Block
ATCSCC	Air Traffic Control System Command Center	ATCT	Airport Traffic Control Tower
ATIS	Automated Terminal Information Service	ATL	Hartsfield-Jackson Atlanta International Airport
CAT	Category of ILS	GC	Ground Control
CC	Cab Coordinator	GC-C	Ground Control Center
CD-1	Clearance Delivery 1	GC-N	Ground Control North

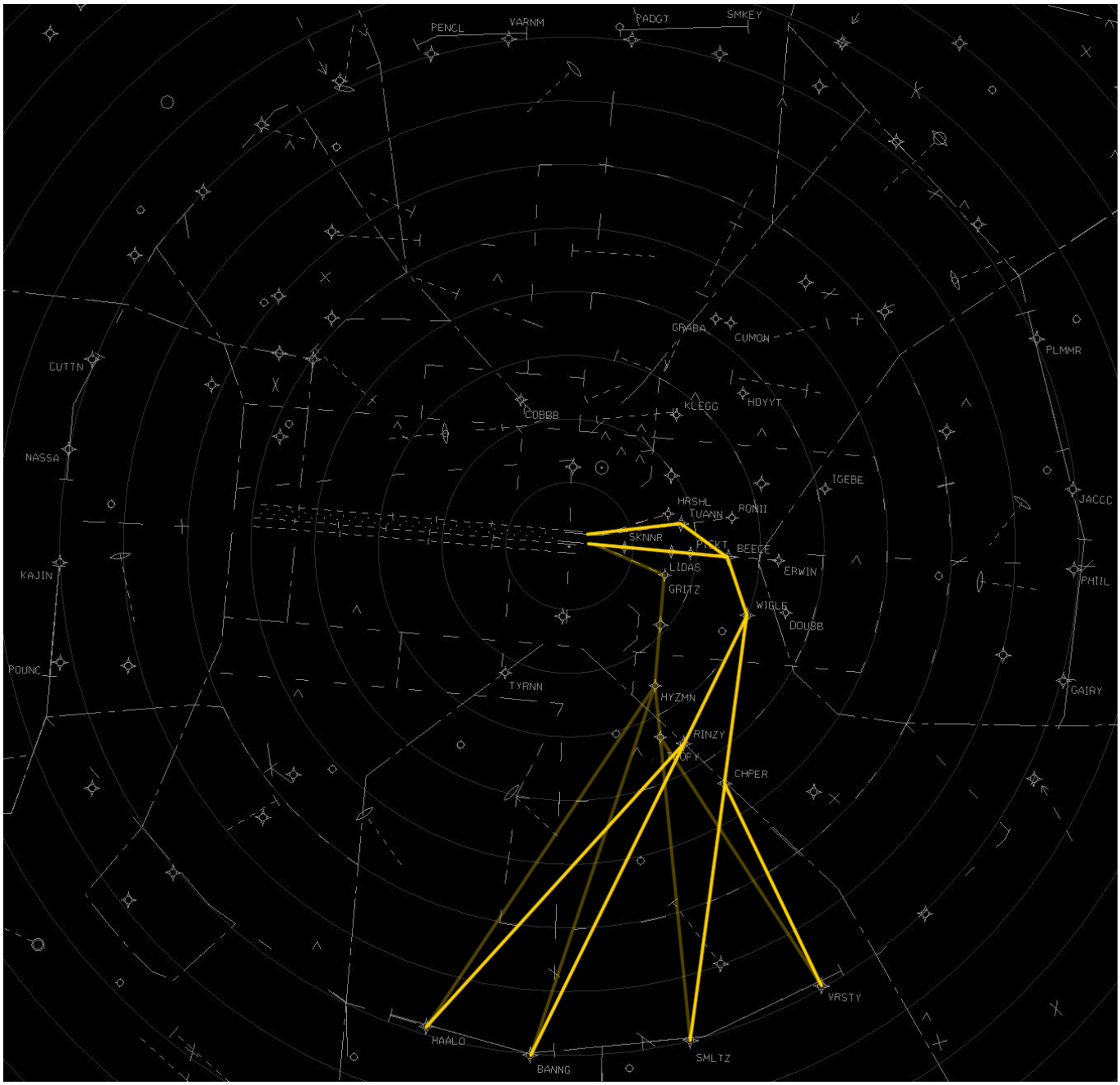
CD-2	Clearance Delivery 2	GC-S	Ground Control South
CDR	Coded Departure Route	CIC	Controller-In-Charge
GDP	Ground Delay Program	GM	Ground Meter
CWSU	Center Weather Service Unit	CWA	Center Weather Advisory
DA (DH)	Decision Altitude (Decision Height)	IDS	Information Display System
ILS	Instrument Landing System	D-ATIS	Digital-Automatic Terminal Information Service
DME	Distance Measuring Equipment	ROTG	RNAV-Off-The-Ground
DN	Delta North	LA/CA	Low Altitude Alert / Conflict Alert
LAHSO	Land and Hold Short Operations	LVMC	Low Visual Meteorological Conditions
LIMC	Low Instrument Meteorological Conditions	PDC	Pre-Departure Clearance
LLWAS	Low Level Windshear Alert System		
VS	Visual Separation	LC	Local Control
LOA	Letter of Agreement	MA	Missed Approach
LUAW	Line Up and Wait	MIT	Miles In Trail
PIREP	Pilot Report	MON	Final Radar Monitor
RVR	Runway Visual Range	MSAW	Minimum Safe Altitude Warning
RWY	Runway	MVA	Minimum Vectoring Altitude
SAT	Satellite Sector	NAS	National Airspace System
SFC	Surface	NC	North Cargo
SC	South Cargo	NOTAM	Notice to Airmen
SIA	Status Information Area	SOP	Standard Operating Procedure
SIGMET	Significant Meteorological Information	SVFR	Special Visual Flight Rules
SILS	Simultaneous Instrument Landing System	TDWR	Terminal Doppler Weather Radar
SVA	Simultaneous Visual Approach	TMU	Traffic Management Unit

TechOps	Technical Operations	TOC	Delta Technical Operations Center (Jet Base)
TMC	Traffic Management Coordinator	TRACON	Terminal Radar Approach Control
VA	Visual Approach	VMC	Visual Meteorological Conditions
VFR	Visual Flight Rules	VR	Visual Approach with Radar Separation still required
VHF	Very High Frequency	ZTL	Atlanta Air Route Traffic Control Center

Appendix B. ROTG Routes

B-1. East Operation




PENCL
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PADGT
SMKEY
GRABA
CUMOW
PLMMR
CUTTN
KLEGG
HOYYT
COBBB
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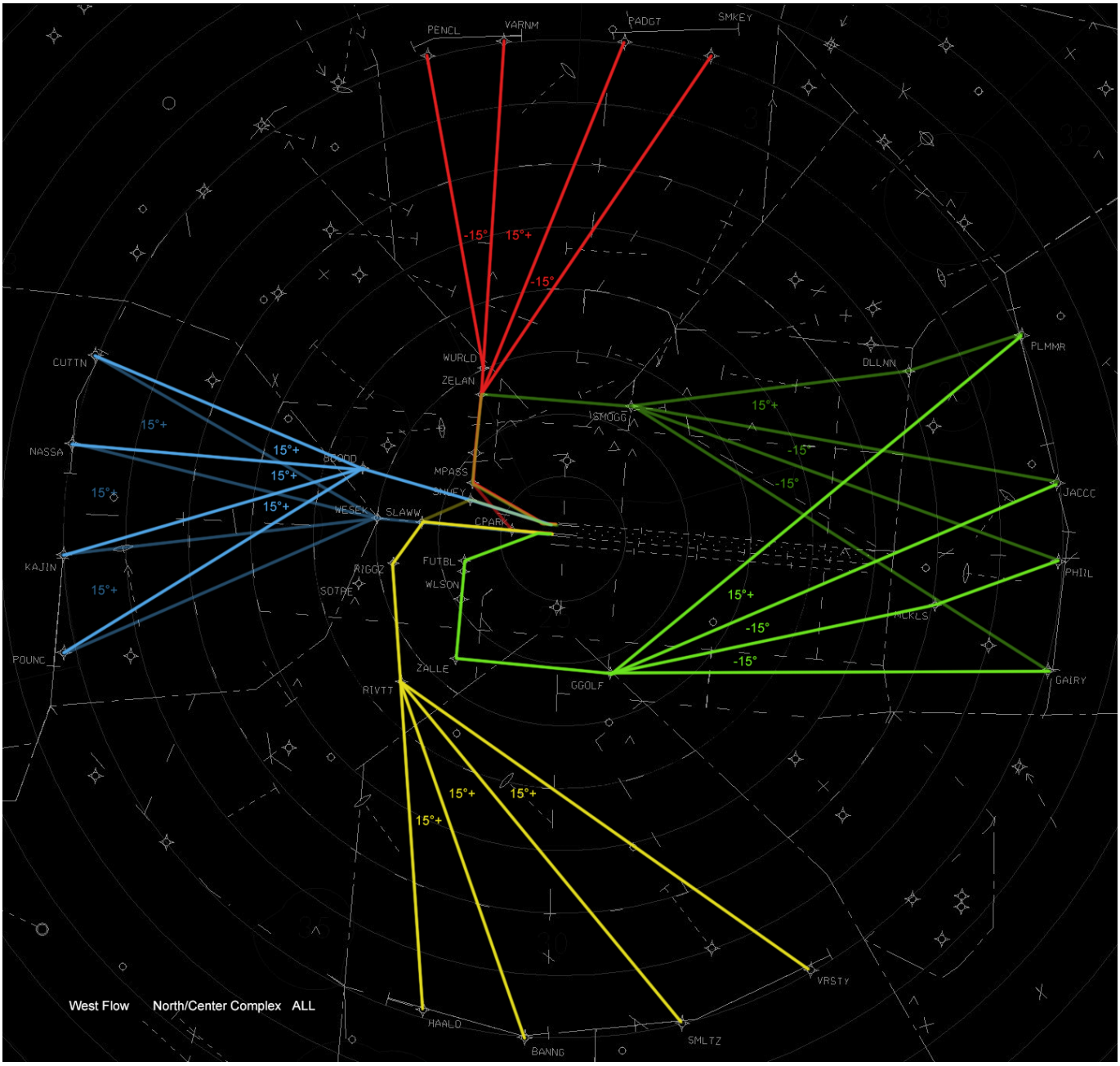
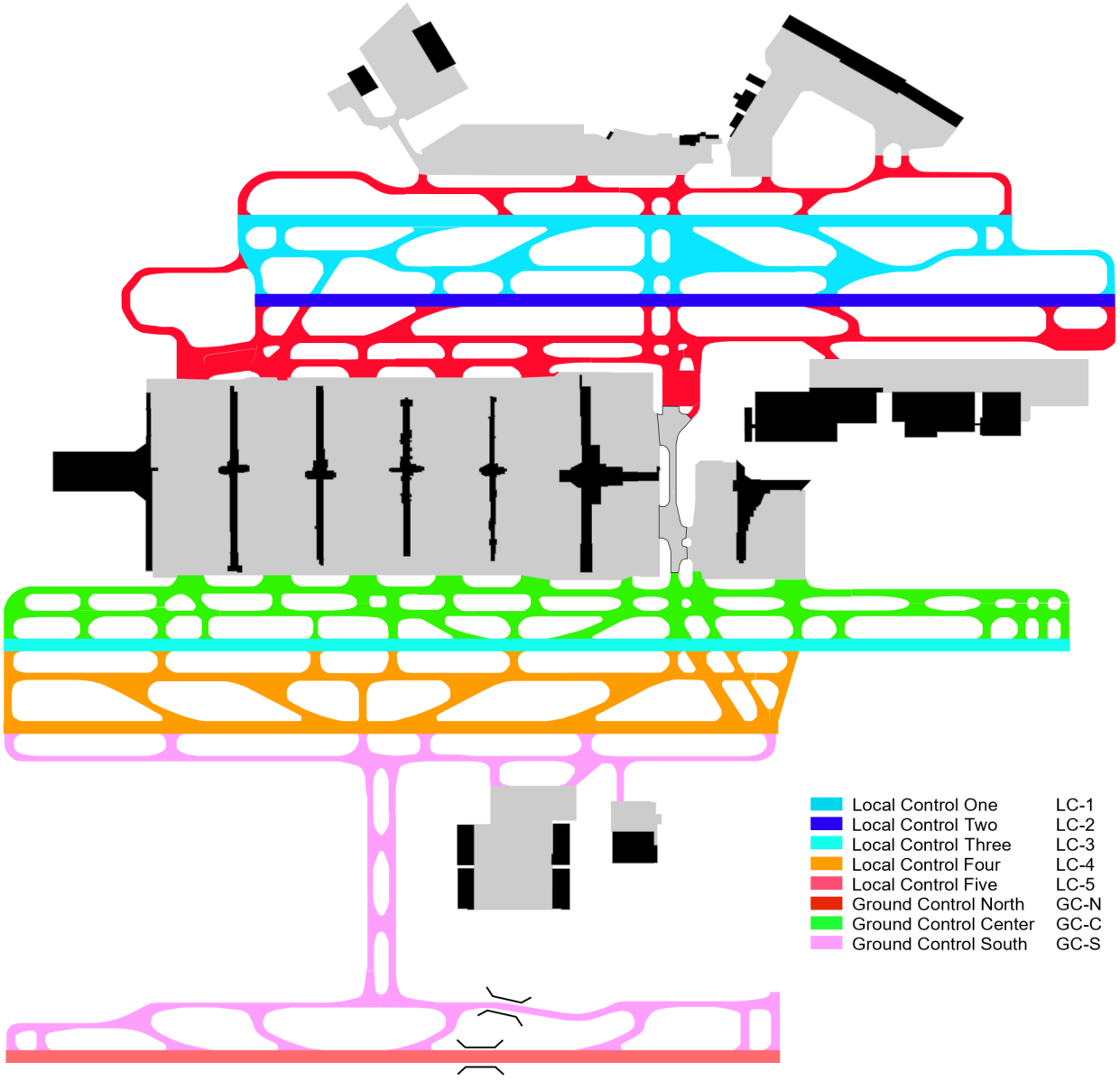
HRSHL
TUANN
RONII
SKNNR
BEECE
ERWIN
KAJIN
LIDAS
GRITZ
PHIL
WIGLE
DOUBB
POUNC
TYRNN
HYZMN
GAIRY
RINZY
CHPER
VRSTY
HAALO
BANNG
SMLTZ

B-2. West Operation

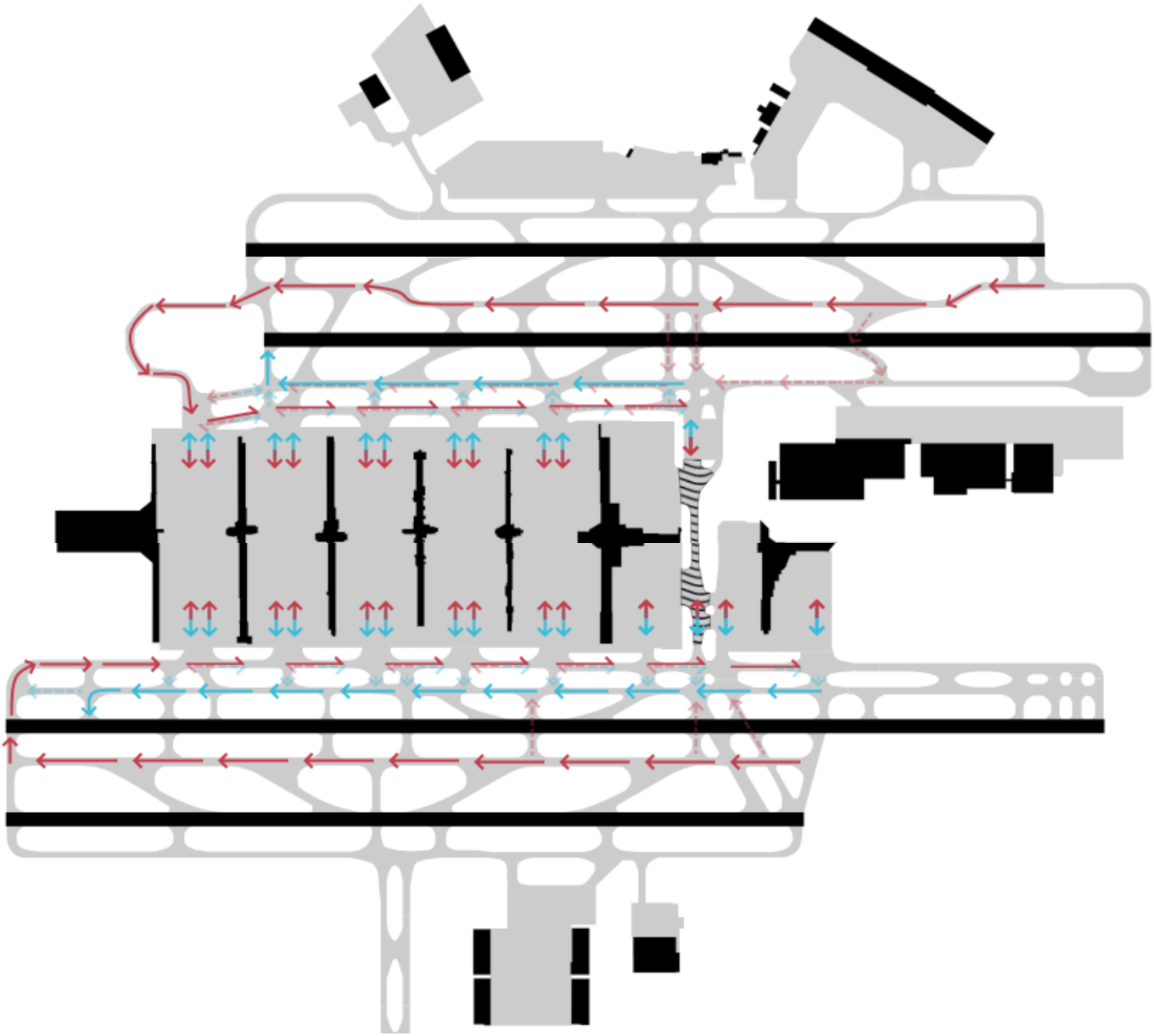


Appendix C. Areas of Jurisdiction



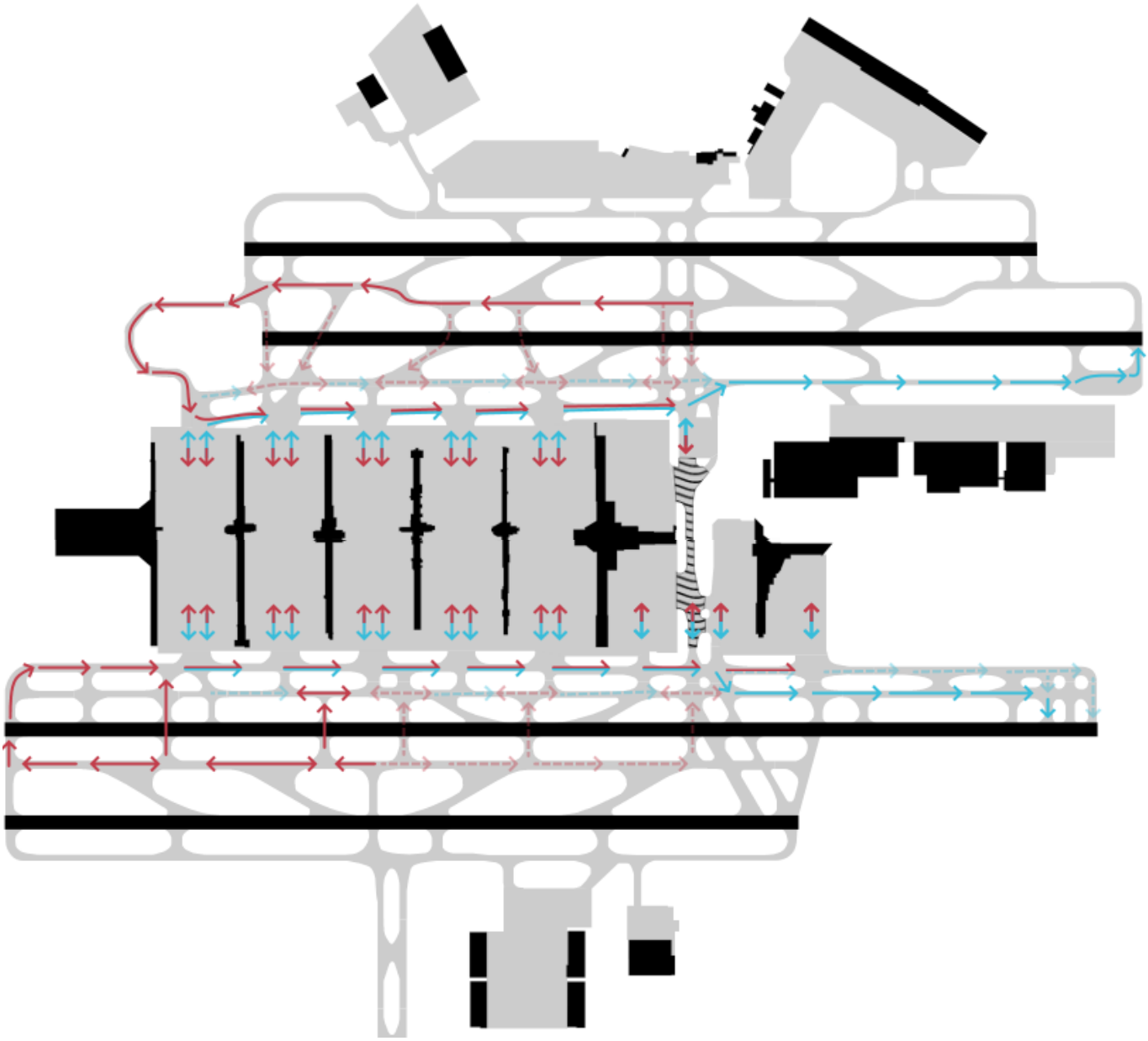
Appendix D. Taxi Flows

D-1. East Flow



NOTE *– Red lines indicate arrival flows and cyan lines indicate departure flows. Lighter lines indicate flows when departure demand is light.*

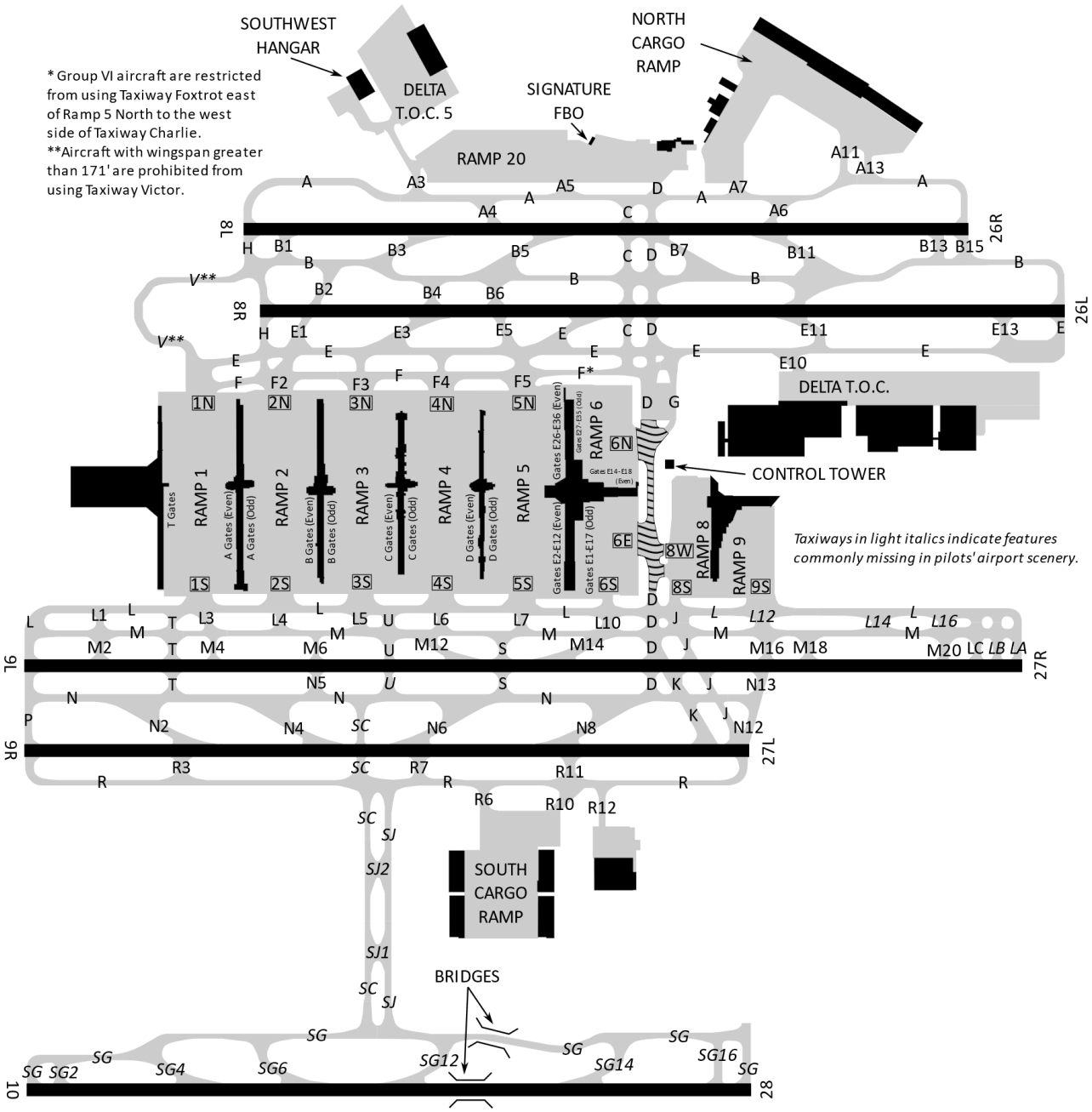
D-2. West Flow



NOTE *– Red lines indicate arrival flows and cyan lines indicate departure flows. Lighter lines indicate flows when departure demand is light.*

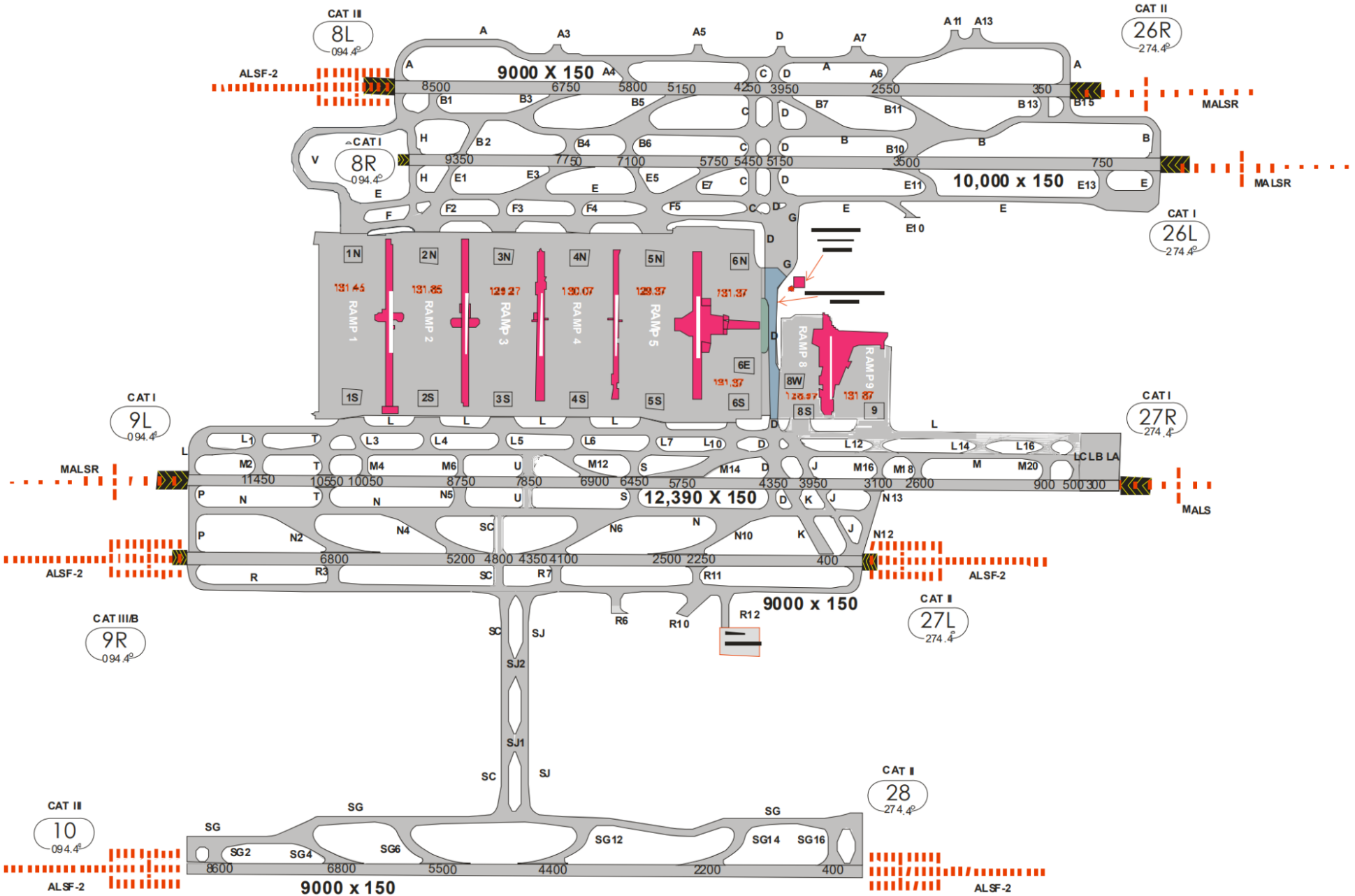
Appendix E. Airport Diagram

(Includes scenery discrepancies)

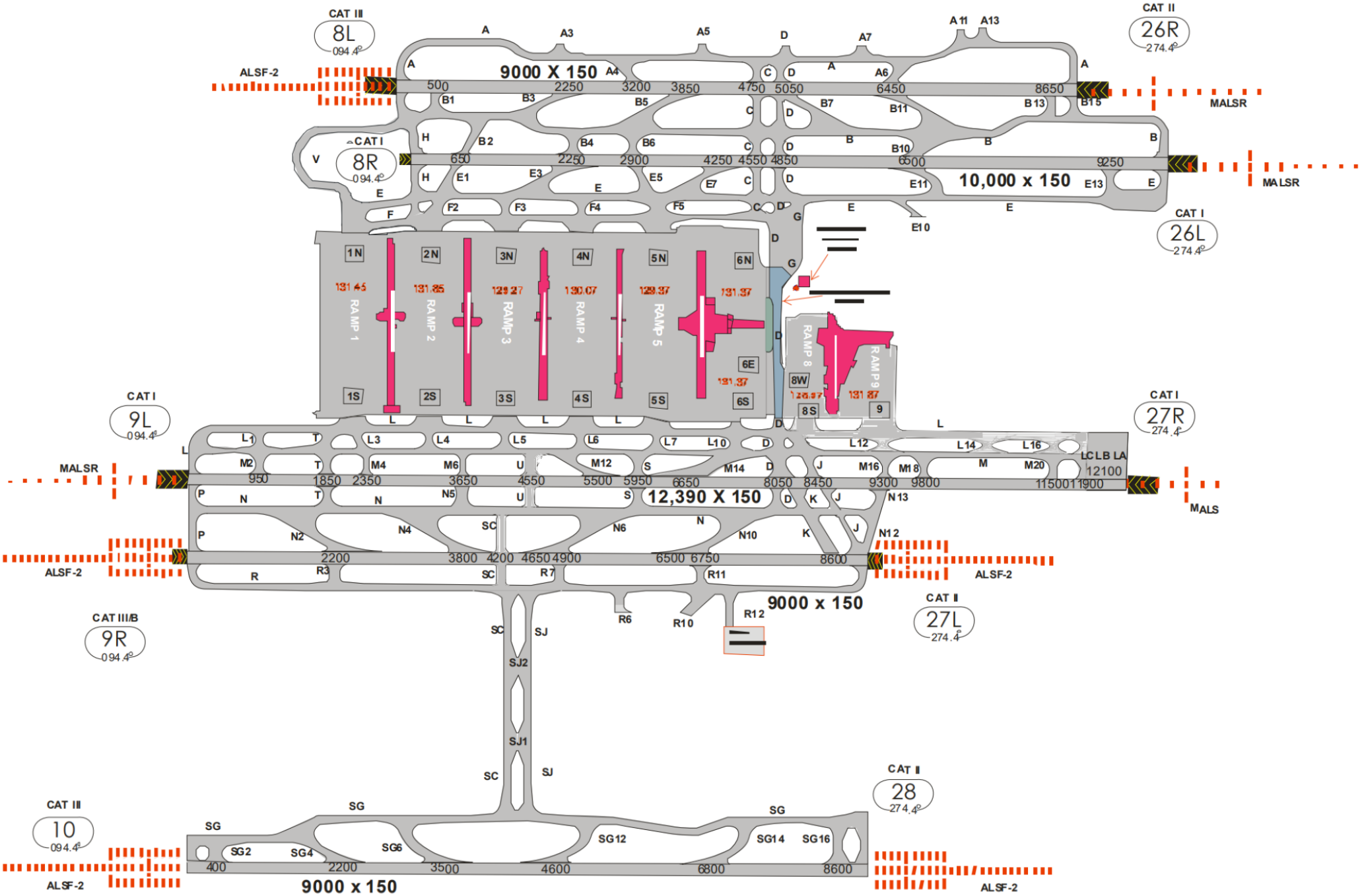


Appendix F. Runway Distance Remaining

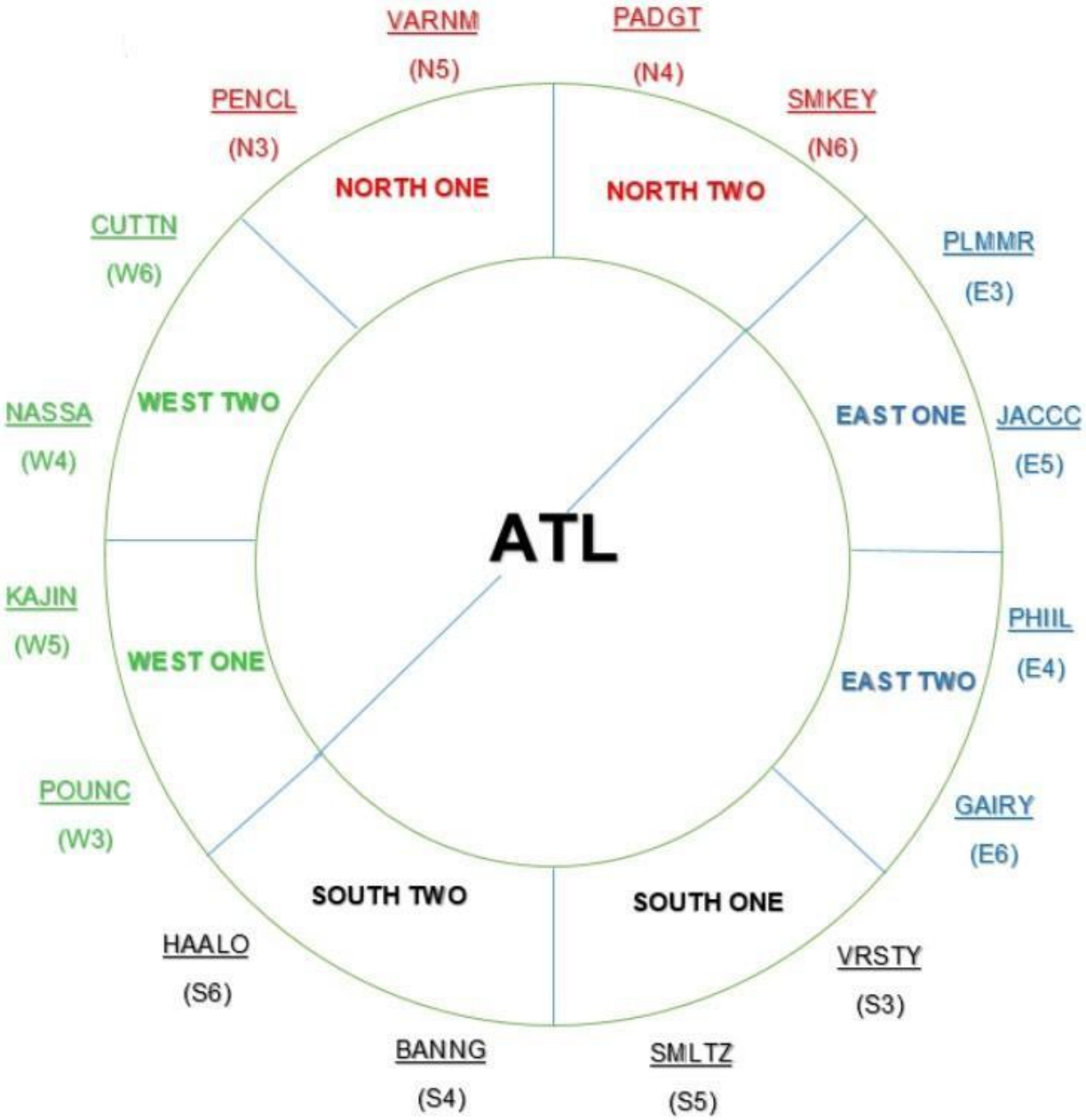
F-1. East Operation



F-2. West Operation



Appendix G. Departure Exit Fixes



**Standard Departure Split is:*
NORTH/WEST GATES via NORTH COMPLEX
SOUTH/EAST GATES via CENTER COMPLEX

This is amendable by the CIC.

Appendix H. Position Relief Briefing

H-1. Flight Data/Clearance Delivery 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: Airspace configuration, Runway(s) in use, runway/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, 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 been sent a PDC.
    c) Coordination agreements with other positions.

NOTE: There must be at least a 4 minute overlap during each position relief briefing: A minimum of 2 minutes prior to receiving the briefing and a minimum of 2 minutes at the end of the briefing. At the beginning of the 2 minutes prior to the briefing, the relieving controller must be monitoring the frequency. Upon completion of the briefing, the controller relieved must monitor the frequency for 2 minutes.

H-2. Ground & Local Control 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: Airspace configuration, Runway(s) in use, runway/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 CLT 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) Aircraft affected by Traffic Management Initiatives.
    d) Coordination agreements with other positions.
    e) Aircraft holding or standing by for service.

NOTE: There must be at least a 4 minute overlap during each position relief briefing: A minimum of 2 minutes prior to receiving the briefing and a minimum of 2 minutes at the end of the briefing. At the beginning of the 2 minutes prior to the briefing, the relieving controller must be monitoring the frequency. Upon completion of the briefing, the controller relieved must monitor the frequency for 2 minutes.

Appendix I. Arrival Scratchpad Entries

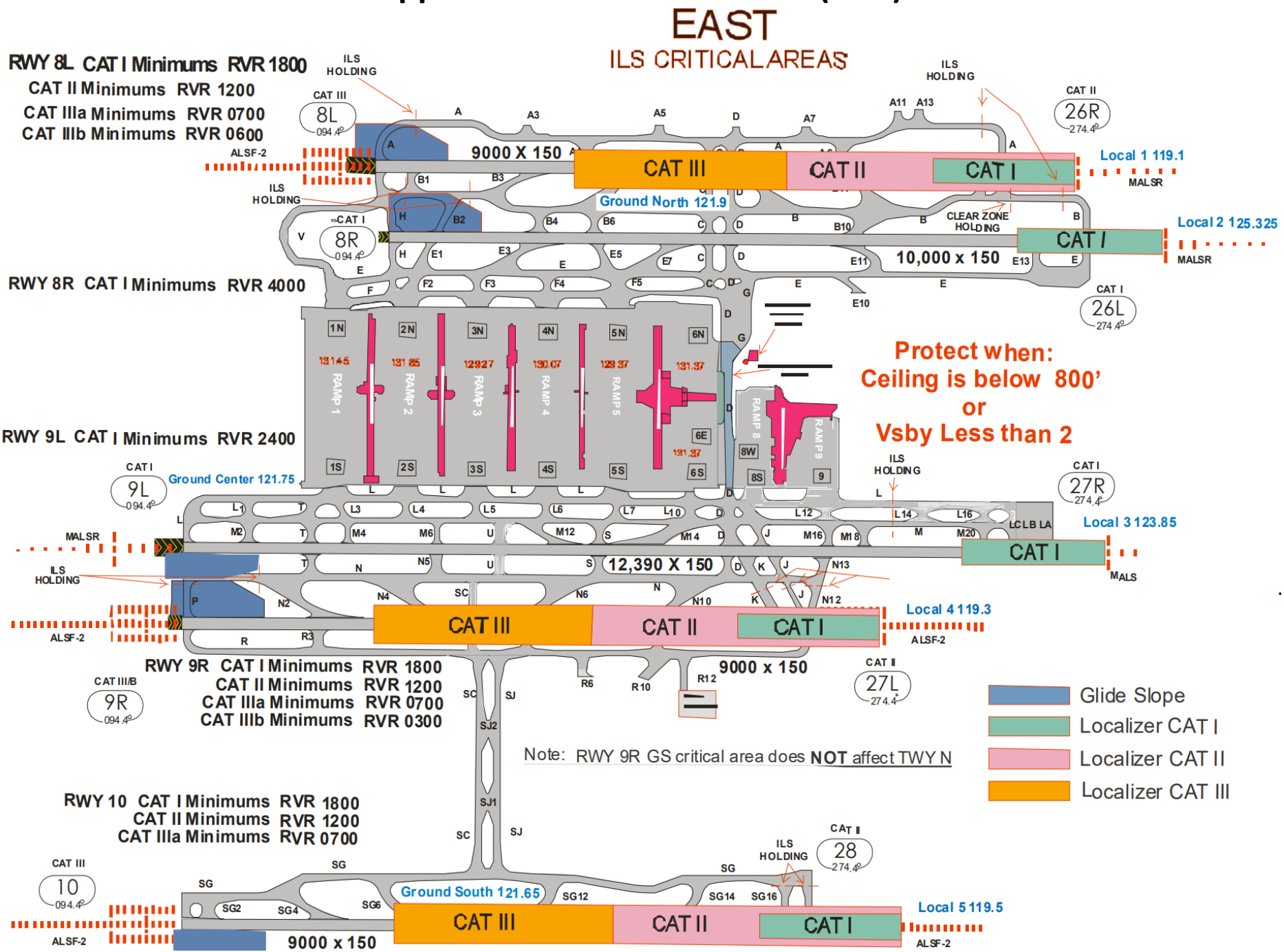
The following scratch pad entries can be expected by A80 in accordance with the A80/ATL Letter of Agreement.

Entry	Definition
Blank Scratch Pad	Aircraft is conducting the type of approach that is advertised on the ATIS.
I	Aircraft is on an ILS approach when ILS approaches are not advertised on the ATIS.
V	Aircraft is on a visual approach when visual approaches are not advertised on the ATIS.
	NOTE- *Entering "V" is optional when Visual Approaches are in use.*
VS	Aircraft is maintaining visual separation from traffic on a parallel final approach course.
VR	Aircraft is cleared for a visual approach and radar separation is being provided. ***NOTE-*** *VR is only required when separation may compress to less than required separation and the Tower is expected to ensure separation either visually or by other means (i.e. Missed Approach, Go-Around, Break-Out).*
G	Aircraft is on an RNAV (GPS) approach when RNAV (GPS) approaches are not advertised on the ATIS.
Z	Aircraft is on an RNAV (RNP) Z approach when RNAV (RNP) Z approaches are not advertised on the ATIS.
L	Aircraft is executing a LOC only approach.
LA	Aircraft executing a low approach.
26L*	Aircraft assigned the advertised approach to Runway 26L.
26R*	Aircraft assigned the advertised approach to Runway 26R.
27L*	Aircraft assigned the advertised approach to Runway 27L.
27R*	Aircraft assigned the advertised approach to Runway 27R.
28*	Aircraft assigned the advertised approach to Runway 28.

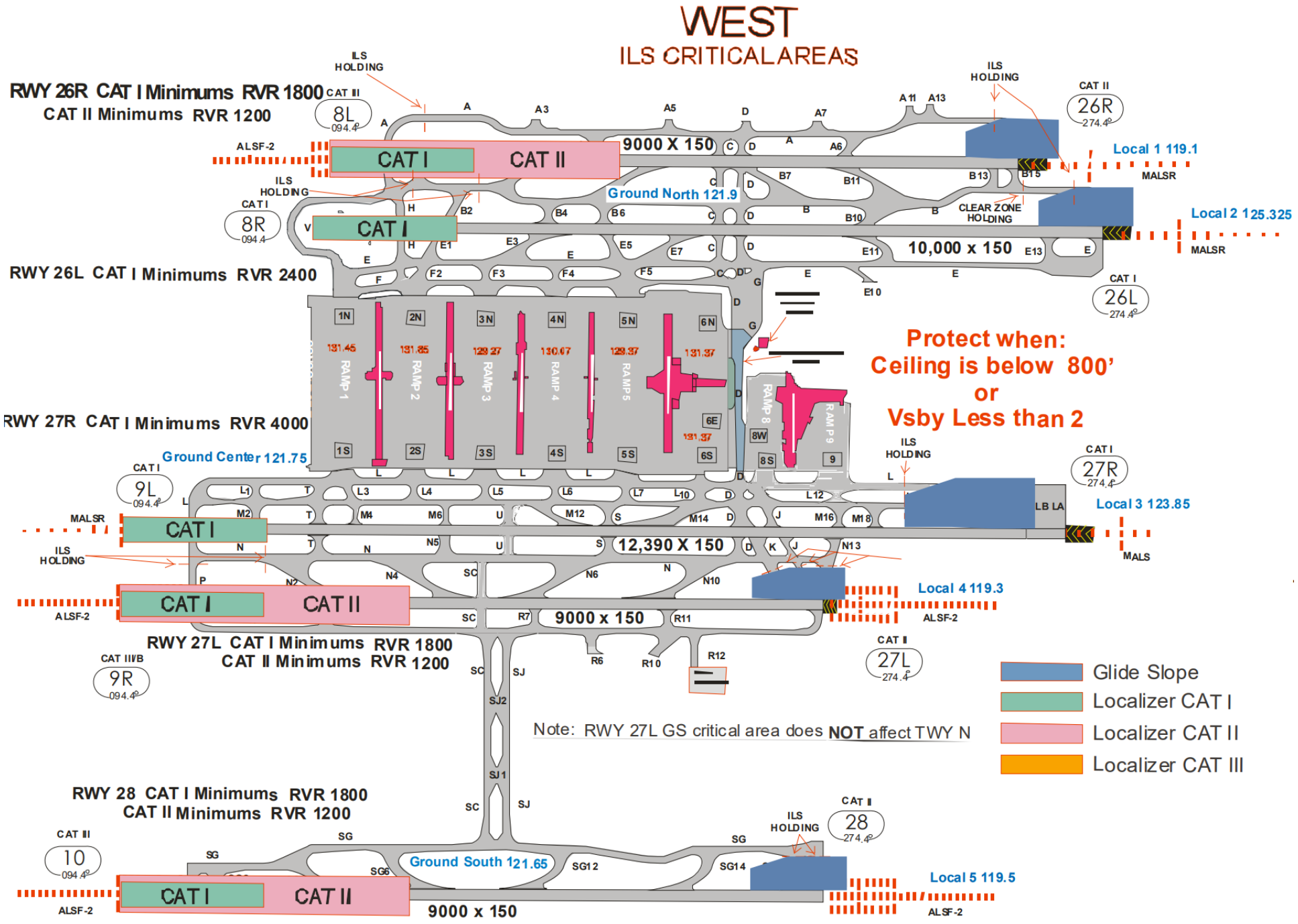
8L*	Aircraft assigned the advertised approach to Runway 8L.
8R*	Aircraft assigned the advertised approach to Runway 8R.
9L*	Aircraft assigned the advertised approach to Runway 9L.
9R*	Aircraft assigned the advertised approach to Runway 9R.
10*	Aircraft assigned the advertised approach to Runway 10.
TOC*	Aircraft is parking at the Delta Technical Operations Center.
NC*	Aircraft is parking at North Cargo ramp.
SC*	Aircraft is parking at South Cargo ramp.
ΔN*	Aircraft is parking at Delta North ramp.

*These scratch pad entries are optional, except A80 must fill in the runway when an aircraft is within 10 miles of the airport and will land on the opposite side of its base entry.

Appendix J. ILS Critical Areas (East)



Appendix K. ILS Critical Areas (West)



Appendix L. Consolidated Wake Turbulence Standard (CWT/RECAT)

ATL ATCT is authorized to use the Consolidated Wake Turbulence (CWT) recategorized wake turbulence separation rules ("RECAT") in accordance with FAAO 7110.126.

L-1. Aircraft Wake Categories

For the purposes of Wake Turbulence Separation Minima, aircraft are categorized as Category A through Category I.

Category A	A388, A225
Category B	Pairwise Upper Heavy aircraft
Category C	Pairwise Lower Heavy aircraft
Category D	Non-Pairwise Heavy aircraft
Category E	B757 aircraft
Category F	Upper Large aircraft excluding B757 aircraft
Category G	Lower Large aircraft
Category H	Upper Small aircraft with a maximum takeoff weight of more than 15,400 pounds up to 41,000 pounds
Category I	Lower Small aircraft with a maximum takeoff weight of 15,400 pounds or less.

TBL L1-1

Common Types Categorized

NOTE — *This table is not all-encompassing. For a complete list, see the CWT category listed in FAA JO 7360.1F.*

A Super	B Upper Heavy	C Lower Heavy	D Non-Pairwise Heavy		E B757	F Upper Large		G Lower Large		H Upper Small	I Lower Small
A388	A332	A306	A124	DC85	B752	A318	C130	AT43	E170	ASTR	BE10
A225	A333	A30B	A339	DC86	B753	A319	C30J	AT72	E45X	B190	BE20
	A343	A310	A342	DC87		A320	CVLT	CL60	E75L	BE40	BE58
	A345	B762	A3ST	E3CF		A321	DC93	CRJ1	E75S	B350	BE99
	A346	B763	A400	E3TF		B712	DC95	CRJ2	F16	C560	C208
	A359	B764	A50	E6		B721	DH8D	CRJ7	F18H	C56X	C210
	B742	C17	AN22	E767		B722	E190	CRJ9	F18S	C680	C25A
	B744	DC10	B1	IL62		B732	GL5T	CRJX	F900	C750	C25B
	B748	K35R	B2	IL76		B733	GLEX	DC91	FA7X	CL30	C402
	B772	MD11	B52	IL86		B734	GLF5	DH8A	GLF2	E120	C441
	B773		B703	IL96		B735	GLF6	DH8B	GLF3	F2TH	C525
	B77L		B741	K35E		B736	MD82	DH8C	GLF4	FA50	C550
	B77W		B743	KE3		B737	MD83	E135	SB20	GALX	P180

	B788		B74D	L101		B738	MD87	E145	SF34	H25B	PAY2
	B789		B74R	MYA4		B739	MD88			LJ31	PA31
	C5		B74S	R135			MD90			LJ35	PC12
	C5M		B78X	T144						LJ45	SR22
			BLCF	T160						LJ55	SW3
			BSCA	TU95						LJ60	
			C135	VMT						SH36	
			C141							SW4	

L-2. Words and Phrases

1. The word Super must be used as part of the identification in all communications with or about Category A aircraft.
2. The word Heavy must be used as part of the identification in all communications with or about Category B, C, or D aircraft.

L-3. Departure Same/Parallel Runway Separation

Radar minima (L-5) may be used in lieu of time-based minima for full length departures and intersection departures separated by 500ft or less.

TBL L3-1

In Front	Behind	Time
● Same runway or parallels separated by less than 2,500ft ● Parallels separated by 2,500ft or more when projected flight paths will cross		
A	B/C/D/E/F/G/H/I	3 minutes
B/D	B/C/D/E/F/G/H/I	2 minutes
C	E/F/G/H/I	
● Same runway or parallels separated by less than 700ft or any if flight paths will cross		
E	I	2 minutes
● Runway with displaced landing threshold if flight paths will cross when departure follows arrival or arrival follows departure		
A	B/C/D/E/F/G/H/I	3 minutes
B/D	B/C/D/E/F/G/H/I	2 minutes
C	E/F/G/H/I	
E	I	

L-4. Intersection Departure Same/Parallel Runway Separation

TBL L4-1

In Front	Behind	Time
● Same runway		
H/F/G	I	3 minutes
● Same runway or parallels separated by less than 700ft ● Parallels separated by 700ft or more if flight paths will cross and the thresholds are offset by 500ft or more		
E	I	3 minutes
● Same runway or parallels separated by less than 2,500ft ● *Parallels separated by less than 2,500ft with thresholds offset by 500ft or more counts as an intersection departure for this section*		
A	B/C/D/E/F/G/H/I	4 minutes
B/D	B/C/D/E/F/G/H/I	3 minutes
C	E/F/G/H/I	

Same runway I behind H/F/G separation may be waived by the I category pilot.

L-5. Intersecting Runway/Flight Path Runway Separation

TBL L5-1

● Departing behind landing or departing aircraft on intersecting or converging runway if flight paths will cross ● Landing behind departing aircraft on crossing runway if arrival will cross flight path *(may use radar separation)*		
A	B/C/D/E/F/G/H/I	3 minutes
B/D	B/C/D/E/F/G/H/I	2 minutes
C	E/F/G/H/I	
E	I	

L-6 Radar Minima

Separate aircraft by the minima specified in TBL 6-1 in accordance with the following:

1. When operating within 2,500ft and less than 1,000ft below the flight path of the leading aircraft over the surface of the earth of a Category A, B, C, or D aircraft.
2. When operating within 2,500ft and less than 500ft below the flight path of the leading aircraft over the surface of the earth of a Category E aircraft.
3. When departing parallel runways separated by less than 2,500ft, the 2,500ft requirement in subparagraph 2 is not required when a Category I aircraft departs the parallel runway behind a Category E aircraft. Issue a wake turbulence cautionary advisory and instructions that will establish lateral separation in accordance with subpara 2. Do not issue instructions that will allow the Category I aircraft to pass behind the Category E aircraft.

NOTE –

The application of 7110.65 5–8–3, Successive or Simultaneous Departures, satisfies this requirement. Consider runways separated by less than 700 feet as a single runway because of the possible effects of wake turbulence.

TBL L6-1

	Follower								
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**
A		5	6		7			8	
B		3	4		5				5 (6)
C					3.5			5	
D		3	4		5			5 (6)	
E									4
F									(4)
G									
H									
I									

NOTES –

The leading (in front) aircraft is listed on the left. Numbers are in nautical miles.

The numbers in parentheses are only applicable for two aircraft on approach and such separation must exist by the time the aircraft in front is over the landing threshold.