

## ATLANTA (ATL/KATL)

Elevation 1026ft

### CATEGORY A

AV brief – not required

### GENERAL

- Delays can build up quickly during periods of poor weather, however Expected Approach Times often turn out to be over pessimistic.
- To minimise impact on the Airport, A380 operations will be restricted to the Center Airfield Complex (Runway 9L/27R and Runway 9R/ 27L).

### Threats

#### Loss of Control

- Speed control from ATC during approach is erratic. Aircraft asked to slow may often be asked to speed up again.
- ATC induced high, fast approaches do occur.

#### Runway Excursion

- Rwy 10/28 is a bridge over the I-285 (between Twy SG12 and SG14). The bridge is wider than the runway with the concrete extending N and S of the runway and marked by yellow chevrons. Beware that during LVPs these could be mistaken for taxiways with yellow taxi lines exiting the runway.

### ARRIVAL

#### Diversion Airports

CHARLOTTE	CLT/KCLT	197 nm/061°T	CAT A
ORLANDO	MCO/KMCO	352 nm/153°T	CAT A
TAMPA	TPA/KTPA	354 nm/164°T	CAT A
BIRMINGHAM	BHM/KBHM	116 nm/268°T	CAT B

Others that may be used include Washington, Miami and Jacksonville.

### Approach

- Expect radar vectors to finals.
- All the Rwys have the same QDM.
- Sidestep Rwy 08L/08R: After an ILS approach to Rwy 08L/08R, a side-step manoeuvre is required to land on the adjacent Rwy.
- Sidestep Rwy 09L/09R: After an ILS approach to Rwy 09L/09R, a side-step manoeuvre is required to land on the adjacent Rwy.
- There are also sidestep minima for Rwys 26L/R and Rwys 27L/R, to land on the adjacent Rwy after an ILS approach to the other.

**ARRIVAL**

A32N A350 B747 B777 B787

Not Applicable

A380

**West Flow Arrivals on Runway 27L**

- All A380 aircraft must taxi at reduced speeds ( $\leq 15$  mph) while on Taxiway L.
- The use of Taxiway M for A380 movements requires that all arrival and departures on Runway 27R be discontinued until the aircraft has cleared Taxiway M.
- The use of Taxiway R for A380 movements requires that all arrival operations on Runway 27L be discontinued until the aircraft has either cleared the runway or Taxiway R. No A380 may be on Taxiway R when an arrival aircraft is within 1 mile of the Runway 27L landing threshold.
- ADG VI aircraft may hold short of Runway 09L/27R at the standard hold positions for crossing the runway (Taxiways P, U, K, J, SC, and N13) while operations are conducted on Runway 09L/27R.

**East Flow Arrivals on Runway 09R**

- All A380 operations must taxi at reduced speeds ( $\leq 15$  mph) while on Taxiway L.
- A380 on either Taxiway M or Taxiway L will impose the following restrictions due to the separation between the two taxiways along these routes:
  - No simultaneous dual A380 operations allowed;
  - No simultaneous operations by A380 and 747-8/747-400;
  - No simultaneous operations by A380 and ADG V aircraft with a wingspan greater than 205'. ADG V and ADG VI aircraft that are permitted under this scenario must operate at reduced speeds ( $\leq 15$  mph).
- ADG VI aircraft may hold short of Runway 09L/27R at the standard hold positions for crossing the runway (Taxiways K, J, and N13) while operations are conducted on Runway 09L/27R.

**GROUND**

ALL

- Parking is at Ramp 9S Concourse F, usually Stand F7.
- Ramp 9S has three taxilanes; West (Spot 4), Central (Spots 1, 7) and East (Spots 5, 6). When two 777-300ER aircraft are accurately positioned on the parallel West and East taxilanes there is adequate wingtip clearance (approximately 10 m) between aircraft. When arriving on the East taxilane, ensure departing aircraft are clear to the south before initiating the turn onto Stand F7.
- No ramp area should be entered without clearance from Ramp Control, even if only transiting the ramp.
- If landing on the Northern Rwy's, Taxiway D crosses Ramps 6 or 7. Therefore clearance must be sought from Ramp Control (131.375) as soon as practicable as taxi time is very short.
- Taxiways Dixie (in both directions) and G have an upward slope.
- Rwy 10/28 is a bridge over I-285 (between Twy SG12 and SG14). The bridge is wider than the runway with the concrete extending N and S of the runways and marked by yellow chevrons. Beware that during LVPs this could be mistaken for a taxiway with yellow taxi lines.

**Rwy 10/28 crossing I-285. See 'Runway Excursion' section above.**



### Preferred Taxiing Routings

A32N A350 B747 B777 B787

Not Applicable

A380

- The Airport operates in two distinct operating configurations, East Flow and West Flow.
- The predominant operating configuration at Atlanta is West Flow.
- Normal West Flow operations for the A380 will be landing on Runway 27L and departing on Runway 27R regardless of weather conditions.
- Normal East Flow operations for the A380 will be landing on Runway 09R and departing on Runway 09L regardless of weather conditions.
- There are occasional operating issues (i.e. construction, repairs, or emergency situations, etc.) that require the Airport to modify these operating configurations, and assign departures to Runway 09R/27L or arrivals to Runway 09L/27R.
- These situations are considered to be rare, but taxi routes have been developed for these scenarios should they arise.

**DEPARTURE**

## ALL

- Push-back clearance is required from Ramp Control. Typical instruction is to push onto West line Spot 4 (abeam F3).
- Exercise caution when taxiing from Spot 4 on Apron 9S as multiple reports have been received of vehicles using the road to cross the taxiway ahead of the aircraft. Airfield authorities request that crew report all incidents to Ramp Tower with vehicle company and identification number to enable immediate investigation by Airside Operations.
- Pilots can expect a take-off clearance from ATC to depart either using an RNAV path or an assigned heading.
- During simultaneous Dual Rwy departures, expect an RNAV take-off clearance.
- During simultaneous Triple Rwy departures, expect a radar vector take-off clearance to join the filed RNAV route.

If given an RNAV path take-off clearance:

- ATC will direct aircraft to fly the required RNAV path to the initial waypoint in the SID in the ATC clearance, e.g. 'Speedbird 123, RNAV to TREXX, Rwy 17R, Cleared for take-off.'
- After verifying the SID is set up correctly, the expected pilot response is

'Speedbird 123, RNAV to TREXX, Rwy 17R, Cleared for take-off.'

**West Flow Departures on Runway 27R**

A32N A350 B747 B777 B787

Not Applicable

A380

The primary route will be Taxiway L from Ramp 6S to Taxiway LA.

This will allow ATC to queue the aircraft at the end of Runway 27R on Taxiway LA with the least amount of impact on other aircraft in the departure queue.

Taxiway M is identified as a potential secondary route; however, the A380 must be maneuvered back to Taxiway L at the L14 crossover taxiway due to the proximity of the Runway 27R Glide Slope Antenna.

- There are two weather conditions where ADG VI aircraft departing Runway 27R impose restrictions on Taxiway M:
  1. No Frozen Precipitation Contamination on Runway:

Aircraft up to ADG V MAY operate or hold on Taxiway M beyond the first 1,500' of the take-off roll area (West of Taxiway L14) and Taxiway N during ADG VI aircraft departures.

2. Frozen Precipitation Contamination on Runway:

NO aircraft or vehicles may operate or hold on Taxiway M beyond the first 1,500' of the take-off roll area (West of Taxiway L14) or Taxiway N during ADG VI aircraft departures.

- When any aircraft is departing Runway 27R, no ADG VI aircraft (A380 and 747-8) may operate or hold on Taxiway M beyond the 1,500' take-off roll area (west of Taxiway L14) or on Taxiway N. However, ADG VI aircraft may hold on Taxiway M (east of Taxiway L16).
- A380 on either Taxiway M or Taxiway L will impose the following restrictions due to the separation between the two taxiways along these routes (300' versus 267' east of L7):
  - No simultaneous dual A380 operations allowed;
  - No simultaneous operations by A380 and 747-8/747-400;
  - No simultaneous operations by A380 and ADG V aircraft with a wingspan greater than 205'. ADG V and ADG VI aircraft that are permitted under this scenario must operate at reduced speeds ( $\leq 15$  mph).
- A380 operations must taxi at reduced speeds ( $\leq 15$  mph) while on Taxiway L.
- The A380 must not operate on Taxiway M east of L14 due to the proximity of the Runway 27R Glide Slope Antenna.

### East Flow Departures on Runway 09L

Due to the limited spacing between Taxiway M and Runway 09L/27R, the use of Taxiway M as the primary route is limited to just the area adjacent to the first 1,500' of the take-off roll by other aircraft.

The following A380 restrictions are imposed:

- All A380 operations must taxi at reduced speeds ( $\leq 15$  mph) while on Taxiway L.
- An A380 on either Taxiway M or Taxiway L will impose the following restrictions due to the separation between the two taxiways along these routes between Ramp 6S and Taxiway L7:
  - No simultaneous dual A380 operations allowed;
  - No simultaneous operations by A380 and 747-8/747-400;
  - No simultaneous operations by A380 and ADG V aircraft with a wingspan greater than 205'. ADG V and ADG VI aircraft that are permitted under this scenario must operate at reduced speeds ( $\leq 15$  mph).
- An A380 on either Taxiway M or Taxiway L will impose the following restrictions due to the taxiway to taxiway separation west of L7 (300' versus 267' east of L7):
  - Dual A380 operations are permitted as long as both aircraft are operated at reduced taxi speeds ( $\leq 15$  mph).
  - Simultaneous operations by A380 and 747-8 aircraft are permitted with the A380 operating at reduced speeds ( $\leq 15$  mph).
  - Simultaneous operations by A380 and all ADG V or smaller aircraft are permitted with no speed restrictions, except A380 on Taxiway L must use reduced speed ( $\leq 15$  mph).
- The use of Taxiway M for A380 movements beyond the first 1,500' of the take-off roll area requires that all arrivals and departures on Runway 27R be discontinued until the aircraft has cleared Taxiway M. If no other aircraft are landing or departing Runway 09L, then the A380 may use the full length of Taxiway M to reach the end of the runway.
- During Runway 09L departures by all aircraft (excluding ADG VI aircraft) using the Taxiway M2 intersection departure procedure, the following restrictions apply:
  - ADG VI aircraft may operate or hold on Taxiway M within the first 1,500' of the take-off roll area for aircraft using the M2 departure procedure.
  - No ADG VI aircraft may operate or hold on Taxiway M beyond the first 1,500' of the take-off roll area from M2 by all aircraft (East of Taxiway T).
  - No ADG VI aircraft may operate or hold on Taxiway M beyond the first 1,500' of the ADG VI aircraft take-off roll area (East of Taxiway T) when another ADG VI aircraft is departing Runway 9L.

- There are two weather conditions where ADG VI aircraft departing Runway 9L impose restrictions on Taxiway M and Taxiway N:
  - No Frozen Precipitation Contamination on Runway: Aircraft up to ADG V MAY operate or hold on Taxiway M or Taxiway N beyond the first 1,500' of the take-off roll area (East of Taxiway T) during ADG VI aircraft departures.
  - Frozen Precipitation Contamination on Runway: NO aircraft or vehicles may operate or hold on Taxiway M or Taxiway N beyond the first 1,500' of the take-off roll area (East of Taxiway T) during ADG VI aircraft departures.

ALL

### WEATHER

- Cb activity occurs throughout the year – most severe during Mar, Apr and May. Tornadoes most likely to form during this period.
- Surface winds are often only light.
- Early morning fog is a possibility.
- Most Winters experience snow fall but this usually melts quickly.
- Ice storms (freezing rain) occur roughly every 2 yrs resulting in very difficult surface weather conditions.

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	Halmark Aviation
<b>Handling Agent VHF</b>	Speedbird Atlanta 129.77 or 129.37 Ramp 9 131.87
<b>Potable Water</b>	Uplift Permitted

<b>IF ONLY Electrical Power is required</b>	Use ground power at all times
<b>If BOTH electrical power and air conditioning is required:</b>	Use at all times