
Subject: ATL STAR Implementation

Background

On August 22, 2013, ATC will implement six new RNAV STARs into KATL. The table below provides guidance on how air traffic control will transition flights from the STAR to the approach segment:

STAR	Serves KATL	Landing East	Landing West
DIRTY1	From NE (SOT, MOL, or SPA and overflies DIRTY (Replaces FLCON)	Radar Vectors	Runway Transition ("VIA")
EVULE1	From NE (HVQ) and overflies SOT (Replaces PECHY)	Radar Vectors	Radar Vectors
ONYON1	From SE (VQQ, CRG, AMG, CAE) and overflies ONYON (Replaces SINCA)	Radar Vectors	Radar Vectors
WARRR1	From SW (MEI, PAYTN, MGM, SZW, CTY) and overflies LGC (Replaces HONIE)	Radar Vectors	Radar Vectors
KOLTT1	From NW (MEM, BNA, BWG) and overflies RMG (Replaces ERLIN)	Runway Transition ("VIA")	Radar Vectors
BNELE1	From NW (MEM, BNA) and overflies BNELE (Replaces HERKO)	Runway Transition ("VIA")	Radar Vectors

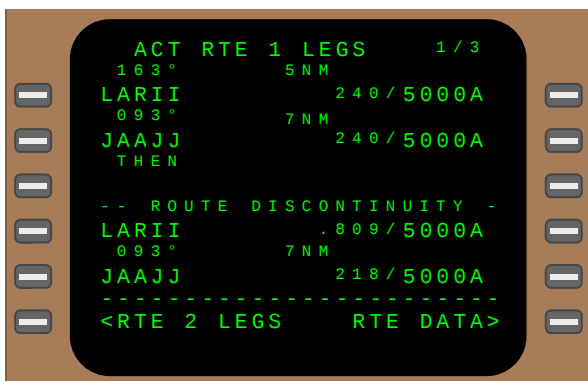
ATL STAR Procedure

1 - Select the Arrival, Transition, ILS Approach and Approach Transition.

Note: The design of the approach transition creates a discontinuity.

2 - Clean up any route discontinuities on LEGS page (see next page).

3 - Verify proper points, altitudes and airspeeds on LEGS page.



Atlanta Approach Control

1 - On initial contact, Atlanta Approach will advise which runway to expect. They may provide a “Descend via ____” clearance or a “Descend via ___, cleared ILS ____” clearance.

2 - If “expect” runway is different than planned, select ILS for expected runway and transition, and clean up discontinuity.

3 - Remain in LNAV until established on the final approach course.

4 - When cleared for the approach, set MCP altitude at glidepath intercept altitude or lower to avoid early altitude capture.

Do not arm approach (APP) until all intermediate altitude restrictions prior to the glidepath intercept are ensured (“VNAV to the feather”).

Summary

The new ATL STARS make arrivals into Atlanta more efficient. If there is any doubt about a clearance received, query ATC for clarification.

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