
Subject: ATL RNAV Visuals

Background

Atlanta RNAV VISUAL approaches to runways 8L and 26R will resume with improved flight paths reducing over 4 miles from the previous arrivals in January 2014. These approaches are selectable from the FMS database with new Jeppesen charts and ATTENTION ALL USERS pages.

Communication

During reported weather conditions of a ceiling at or above 8,000 feet and visibility at or greater than 5 SM, aircraft arriving on a north downwind to 8L or 26R can expect the RNAV Visual. Crews will be notified via ATIS or on initial check-in with ATL to "... Expect RNAV Visual." Pilots should not request these approaches, but when assigned, crews should load the approach and transition into the FMS and brief the approach. Crews should connect the RNAV Visual to the STAR only when told to "join" the approach. When approaching the airport, ATC will request the crew to report traffic to follow or the airport "in sight." Once reported, expect clearance for the RNAV Visual Approach. Ensure compliance with the lateral path, altitude and airspeed constraints.

If unable to accept an RNAV Visual, notify ATL Approach on initial contact.

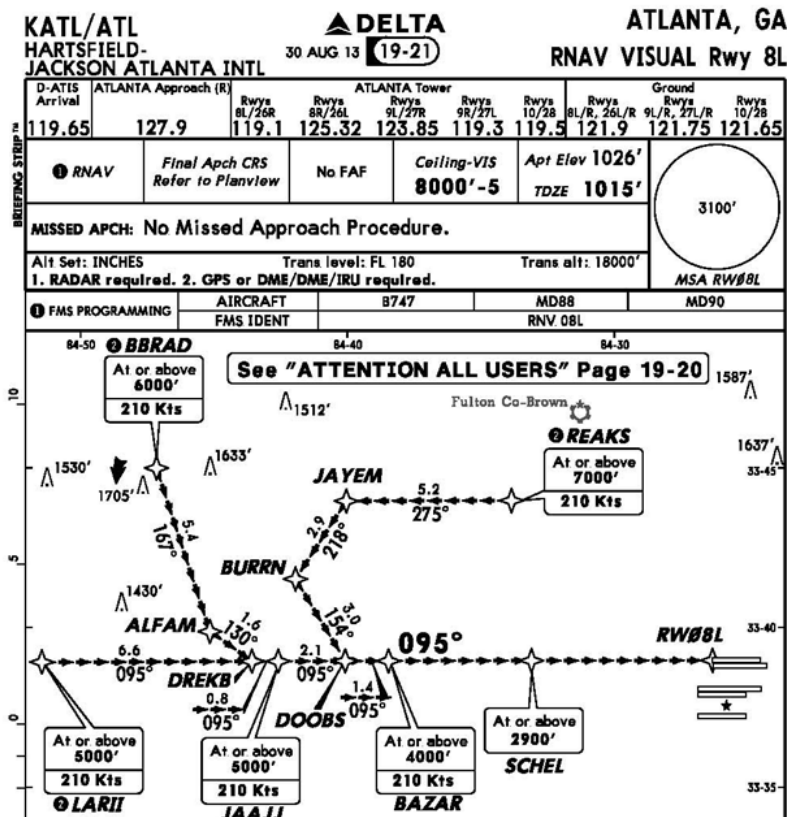
GPS is not required for RNAV visual approaches.

The following RNAV arrivals will be used in conjunction with ATL RNAV Visuals:

RNAV Arrival	Jeppesen Approach Title
DIRTY RNAV ARRIVAL	RNAV VISUAL RWY 8L
EVULE RNAV ARRIVAL	RNAV VISUAL RWY 8L
ONYON RNAV ARRIVAL	RNAV VISUAL RWY 8L

RNAV Arrival	Jeppesen Approach Title
BNELE RNAV ARRIVAL	RNAV VISUAL RWY 26R
KOLTT RNAV ARRIVAL	RNAV VISUAL RWY 26R
WARRR RNAV ARRIVAL	RNAV VISUAL RWY 26R

Example of TF (Track to Fix) Approach:



Procedural Knowledge and Key Phraseology

When advised to “expect” the approach:

- Select the appropriate approach from the database and verify all waypoints are correct

❶ FMS PROGRAMMING	AIRCRAFT	B747	M88	M90
	FMS IDENT	RNV 08L		

- Brief the appropriate approach

When cleared to “join” the approach:

- This is an authorization to continue on the lateral portion of the procedure prior to receiving approach clearance.
- Resolve any route discontinuities between the arrival and the approach
- Continue to fly the lateral portion of the procedure using LNAV
- ATC will be responsible for altitude assignments.
- Comply with ATC directed descent clearances while monitoring vertical path
- Autopilot usage required, if available
- With reference to example on previous page; BBRAD, LARII, and REAKS have been coded as the key waypoint. This allows crews to manually control speed by use of the MCP speed knob while remaining on the VNAV path.

When “cleared” for the approach:

- Clearance for the approach authorizes crews to fly both the lateral and vertical paths
- Situational awareness relative to the lateral and vertical path is paramount
- Use of drag devices may be required to ensure vertical path compliance

Missed Approach

The ATL RNAV Visuals have no missed approach procedures. In the event of a missed approach, ATC will issue instructions; initially fly the runway heading/track.

Summary

RNAV Visual approaches are important to Delta's strategic initiatives. These procedures are designed to eliminate long downwind vectors and “slam dunk” visual maneuvers. As ATC and pilots become more familiar with these procedures, “base leg” and “final” traffic can expect to fly RNAV Visuals. ATL plans to expand this program to runways 10 and 28 in 2014 and Delta looks to expand RNAV visuals to other key hubs as soon as possible.

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