

# ATL OPS

## Aircraft Movement Area (AMA) Training Program

### Study Guide & Program Informational Booklet



Hartsfield-Jackson  
Atlanta International Airport



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## Introduction

The FAA requires Movement Area access be limited to only those with a daily, operational need. Authorized personnel include Airport Operations, Airport Maintenance, ARFF, FAA, engineers, and certain airline personnel, including airline mechanics and specially trained tug and tow teams. Airports must ensure vehicle operators with access to the movement area are familiar with the airport's procedures for the operation of ground vehicles, as well as the consequences of non-compliance:

- **Suspension** and/or **Permanent Revocation** of Aircraft Movement Area driving privileges.
- **A Notice of Violation:** Seven (7) day suspension of driving privileges in Non-Movement area, three (3) points on airport driving record, retest of SMS and Non-Movement Area Driving classes.
- **Criminal penalties and/or fines** issued by the FAA and/or City of Atlanta.

Students who successfully complete the course, with a passing grade of 90% or better for the multiple-choice exam, and 80% or better for the map exam, will be issued an AMA license similar to those depicted below. Those operators that do not have a regular need to cross or access an open runway will be issued a Restricted License.



Restricted licenses are issued to Airport Maintenance, Planning & Development, AMA licensed construction personnel, certain airline personnel, and any other stakeholders as deemed by Airside Operations. Unrestricted AMA licenses are issued to Airport Rescue and firefighting personnel, Airside Operations, FAA TechOps, and airline taxi/tow personnel.

An AMA license is valid for a maximum of 12 calendar months. Once an AMA license is issued, it is **your** responsibility to ensure the license does not expire. If you do allow your AMA license to expire, your access to the movement area is revoked and you may not enter the movement area. To have a new AMA badge issued, you must schedule and complete a recurrent AMA training course with Airside Operations.

## Definitions

**Movement Area** – the runways, taxiways, and other areas of an airport that are used for taxiing, takeoff, and landing of aircraft – does not include loading ramps and aircraft parking areas.

**Safety Area** – a defined area comprised of either a runway or taxiway and its surrounding surface that is suited to reduce the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway, or the unintentional excursion from a taxiway. Figure 3 illustrates the runway safety area.

**Runway (Rwy)** – a rectangular paved surface on an airport designed for the take-off or landing of aircraft.

**Taxiway (Twy)** – a paved surface designed for the movement of aircraft from one part of an airport to another.

**Taxilane** - The portion of the aircraft parking area used for access between taxiways and aircraft parking positions.

## **Acronyms**

**ADST** - Airport Driver Safety Training

**AOA** – Airport Operations Area

**AMA** – Aircraft Movement Area

**ATC** or **ATCT** – Air Traffic Control or Air Traffic Control Tower

**ATL** – Three letter identifier for the Hartsfield-Jackson Atlanta International Airport

**ATIS** – Automated Terminal Information Services

**CPTC** – Central Passenger Terminal Complex. Commonly called “the ramp”

**DOA** – Department of Aviation for the City of Atlanta

**FAA** – Federal Aviation Administration

**FBO** – Fixed Base Operator (handles GA Aircraft)

**FOD** – Foreign Object Debris

**GA** – General Aviation

**H-JAIA** – Hartsfield-Jackson Atlanta International Airport

**ICAO** – International Civil Aviation Organization

**ILS** – Instrument Landing System

**NLVR**- Non-licensed Vehicle Roadway

**RSA** – Runway Safety Area

**RVR** – Runway Visual Range

**RWY** – Abbreviation for Runway

**SMGCS** – Surface Movement Guidance and Control System

**TOC** – Delta Air Lines’ Technical Operations Center (maintenance facility)

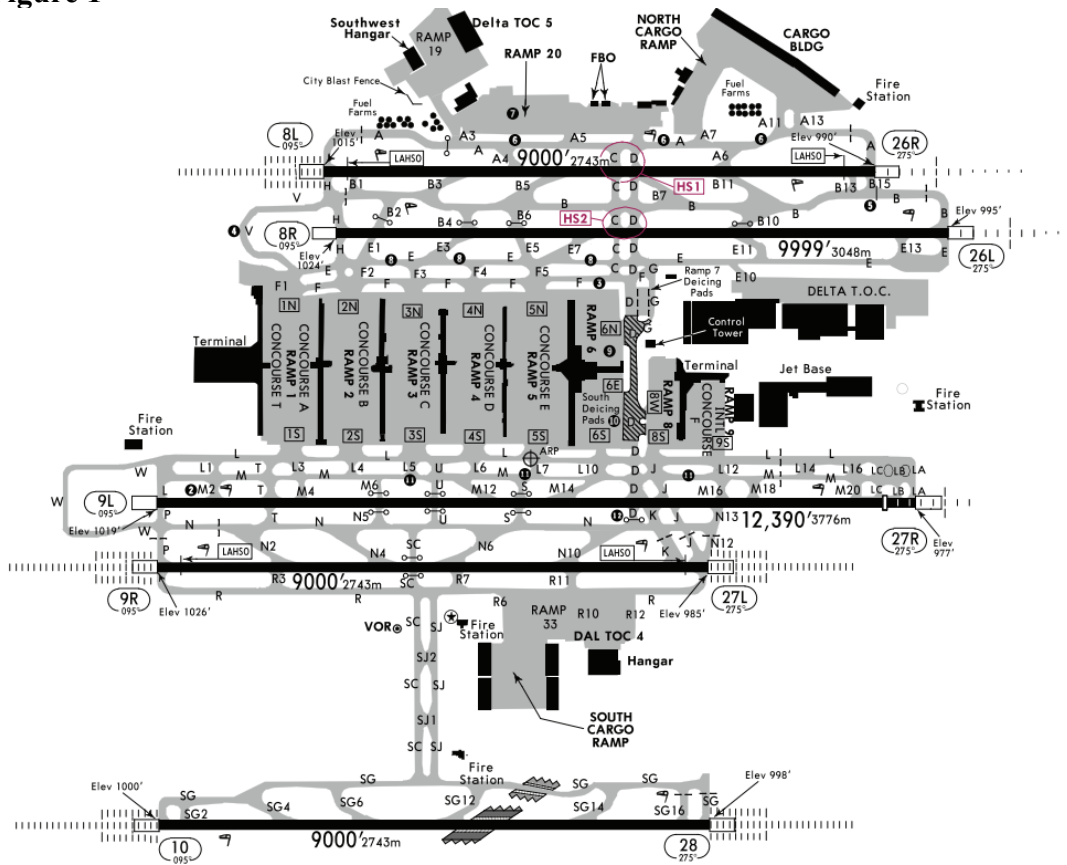
**TLTV** – Towbarless Tow Vehicle (supertug, minitug etc)

**TWY** – Abbreviation for Taxiway

## MODULE 1: INTRO TO ATL'S AIRFIELD

Figure 1 depicts an airport diagram for Hartsfield-Jackson Atlanta International Airport. An airport diagram is a map used by pilots and ground vehicle operators to navigate the airfield. The diagram illustrates the layout of runways, taxiways, ramps/aprons, and other major facilities. Always have a current airport diagram in your vehicle.

Figure 1



### Runways

A runway is a rectangular piece of pavement used for the landing and takeoff of aircraft.

ATL has five runways. All runways are configured in an east/west direction and are depicted in black in Figure 1. Each runway has a parallel taxiway and numerous high speed taxiway turnoffs.

Runways have primarily white colored markings. (See Figure 2 below.)

**Figure 2**



The runway designator (i.e., the runway’s number) is determined by the runway’s magnetic heading. Think of an aircraft sitting on a runway and visualize where its nose would be pointing on a compass. For example, if an aircraft was sitting on Rwy 9L, awaiting departure, its nose would be pointing to the east, or 090 degrees. The zeros are then dropped from the heading giving a runway designator of Rwy 9.

Because ATL has parallel runways, the runways are paired up via complex (see Figure 1). An “L” for left or “R” for right, following the runway designator, is determined by the pilot’s point of view. For example, if a pilot is approaching from the west towards the pair of two Rwy 9’s, the left runway would be Rwy 9L and the right would be Rwy 9R.

### **Taxiways**

A taxiway is a paved surface used to transition aircraft between parking and runways. ATL has 24 taxiways and numerous taxiway connectors. Taxiways look like runways, but Taxiways have different color markings and are not as wide. Instead of numbers, taxiways use letters or letter/number combinations using the phonetic alphabet such as A, B, B2, or SG12. Taxiway “B” is referred to as “Taxiway Bravo.” Taxiways are depicted with a grey color in Figure 1 on the previous page.

Taxiways have **yellow** pavement markings.

### **Ramps & Apron Areas**

A ramp, also called an apron, is an area of the airport where aircraft park, load, and unload. These areas are located in the non-movement area.

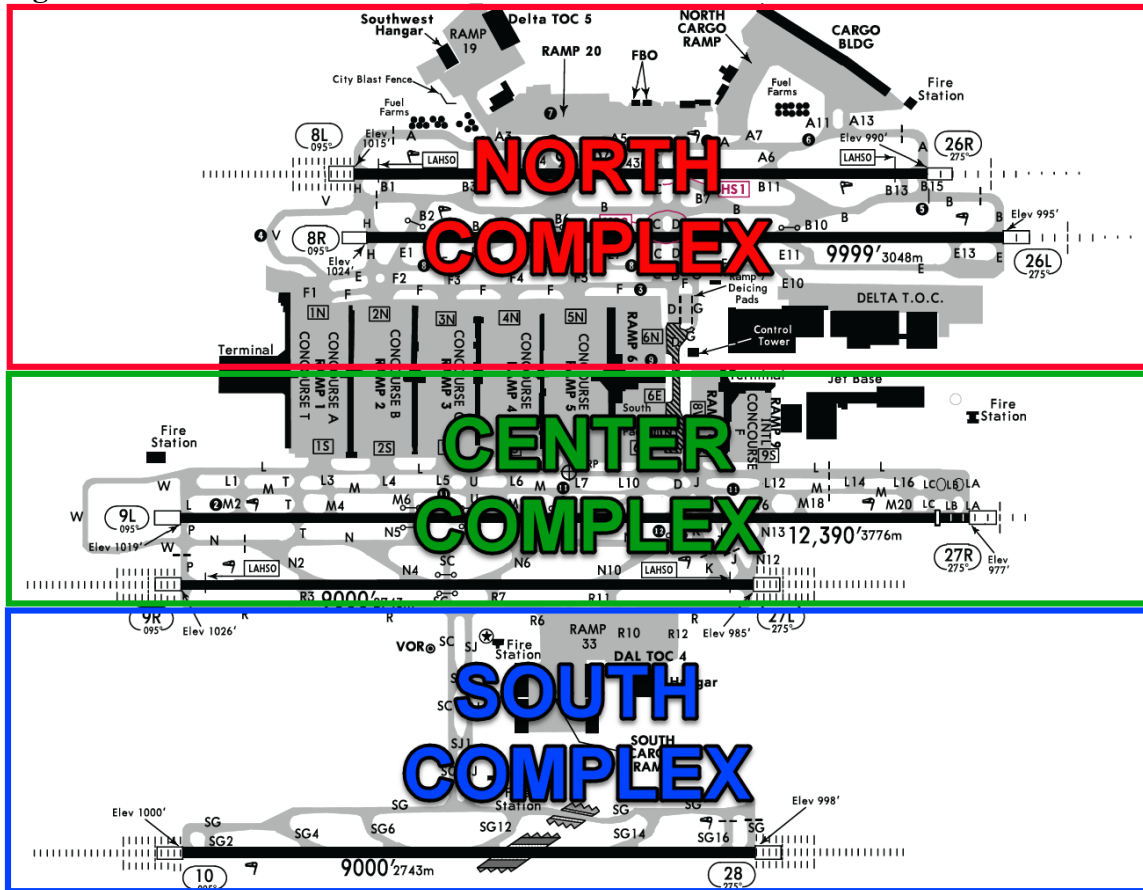
ATL has several ramps that include both passenger ramps, cargo ramps, and parking ramps. Ramps for passenger aircraft to park are commonly designated as “North” and “South,” depending on which end of the ramp you are currently positioned.

## Airfield Familiarization

ATL's airfield is broken up into three distinct complexes:

- **North Complex:** includes all taxiways and runways north of the CPTC, including Taxiway Golf. The north complex is depicted in red on Figure 3.
- **Center Complex:** includes all taxiways and runways south of the CPTC, and from Taxiway Romeo north. The center complex is depicted in green on Figure 3.
- **South Complex:** includes all taxiways and runways south of Taxiway Romeo. The south complex is depicted in blue on Figure 3.

Figure 3



## Movement Area vs Non-Movement Area

1. **Movement Area:** The Movement area is the portion of the airport that aircraft use for taxiing, takeoff, and landing. These include:
  - a. Runways
  - b. Taxiways
  - c. Safety Areas associated with runways and taxiways

The movement area is under the control of the air traffic control tower. In order to drive on the movement area, you need to have *authorization from ATCT* and have a *valid AMA license*.



2. Non-Movement Area: The non-movement area includes other areas used by aircraft for the loading, unloading, and parking. These areas include:
  - a. Ramps/Aprons
  - b. NLVR
  - c. Taxilanes (This is different than a “taxiway.” A taxilane is a piece of pavement in the non-movement area used by aircraft to taxi and is *not* controlled by ATCT)

The non-movement area is **not** controlled by the air traffic control tower. To drive on the non-movement area, you must possess a SIDA badge with the “D” designation on it.





The Movement/Non-Movement Area Boundary Marking and the Zipper Marking are used to separate the Movement Area from the Non-Movement Area here at ATL. The red and white zipper marking is a marking that is unique to ATL. The Movement/Non-Movement Area Boundary Marking is a solid yellow line next to a dashed yellow line, outlined in black, to enhance visibility. The solid yellow line is on the Non-Movement Area side and the dashed yellow line is on the Movement Area side. In most locations, the Zipper markings are used to supplement the Movement/Non-Movement Area Boundary Marking to prevent non-movement area drivers from entering the movement area. The movement/non-movement area boundary marking & the red and white zipper marking indicate:

- Beginning/ending of a taxiway
- Edge of the NLVR
- ATC clearance is required to go further

See examples of each marking below in Figure 4.

**Figure 4**



**Zipper Marking**



**Movement Area Boundary Marking**

### **East vs West Operation**

You may hear the term “east operation” or “west operation.” This is in reference to the flow of air traffic in and out of the airport due to the direction of the wind. Aircraft at ATL always fly in the same direction. This means you will never see an aircraft departing Rwy 8R while another is landing Rwy 26R.

The airfield is in an East Operation when *aircraft are traveling towards the East.*

The airfield is in a West Operation when *aircraft are traveling towards the West.*

### **Aircraft Right of Way**

As a vehicle driver on the airfield, it is important to know that aircraft always have the right of way, even over emergency response vehicles. Pilots have a limited view from the cockpit and often it is difficult to see vehicles. Anytime you encounter an aircraft, you are expected to yield and pull over well out of the way of the aircraft and its wing tips.

## Module 1 – Review Questions

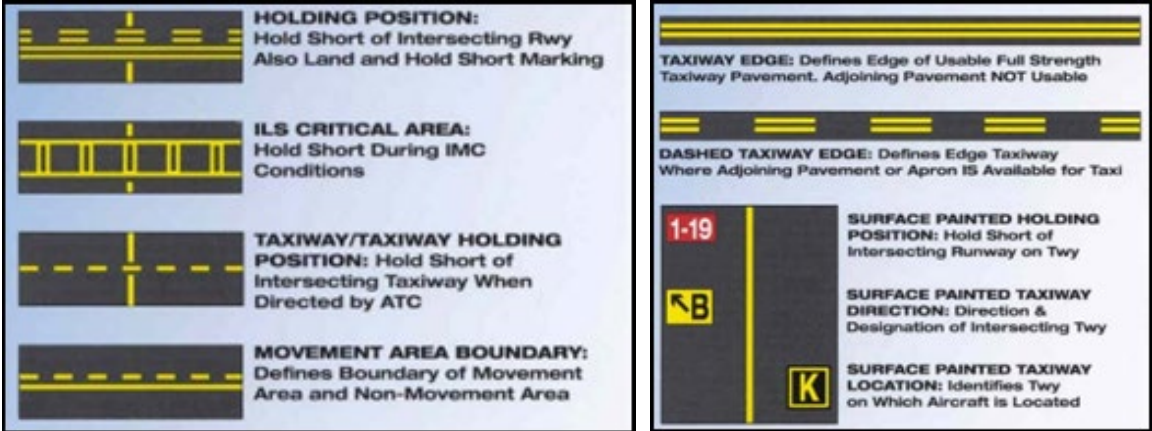
- What is an Airport Diagram?
  
- What is a runway used for and what color markings does it have?
  
- What is a taxiway used for and what color markings does it have?
  
- What areas of the airport are included in the movement area? What areas are included in the non-movement area?
  
- What is the purpose of (and the difference between) the Zipper Marking, the Movement Area Boundary Marking, and the Runway Hold Bar?
  
- What does it mean if the airfield is in an East Operation? What about a West Operation?
  
- What does the phrase “give way to aircraft” mean?

# MODULE 2: AIRFIELD FAMILIARIZATION- MARKINGS, SIGNS, LIGHTING

**Airfield Markings**

Pavement markings on taxiways consist of taxiway edge markings, taxiway centerline markings, holding points, critical area markings, and the runway hold bar. All taxiway pavement markings are yellow. Pavement markings are reflective and can be seen at night. Some examples can be seen below in Figure 5.

**Figure 5**



Pavement markings on runways consist of, but are not limited to, a runway identifier, edge lines, centerlines, aiming points, and precision runway markings. All runway pavement markings are white and reflective, so they are more visible in the dark. See an example of runway markings in Figure 6 below.

**Figure 6**



Some taxiways have surface painted signs. These are painted markings that look just like the actual signs off to the side of the taxiway. They are used in areas where there may not be enough room for a standing sign or to bring drivers' attention to a particular location. An example is shown in Figures 5 and 7.

**Figure 7**



The holding position marking (or hold bar) is **the most important marking on the airfield**. The hold bar is made up of double solid yellow lines and double dashed yellow lines. This marking is located at every runway/taxiway intersection. You will always hold short on the solid side of the marking. Holding short means that you will not cross a runway hold bar without permission from ATC. See an example below in Figure 8.

**Figure 8**



The Movement/Non-Movement Area Boundary Marking and the Zipper Marking are used to separate the Movement Area from the Non-Movement Area here at ATL. The red and white zipper marking is a marking that is unique to ATL. The Movement/Non-Movement Area Boundary Marking is a solid yellow line next to a dashed yellow line, outlined in black, to enhance visibility. The solid yellow line is on the Non-Movement Area side and the dashed yellow line is on the Movement Area side. In most locations, the Zipper markings are used to supplement the Movement/Non-Movement Area Boundary Marking to prevent non-movement area drivers from entering the movement area. The movement/non-movement area boundary marking & the red and white zipper marking indicate:

- Beginning/ending of a taxiway
- Edge of the NLVR
- ATC clearance is required to go further

See examples of each marking below in Figure 9.

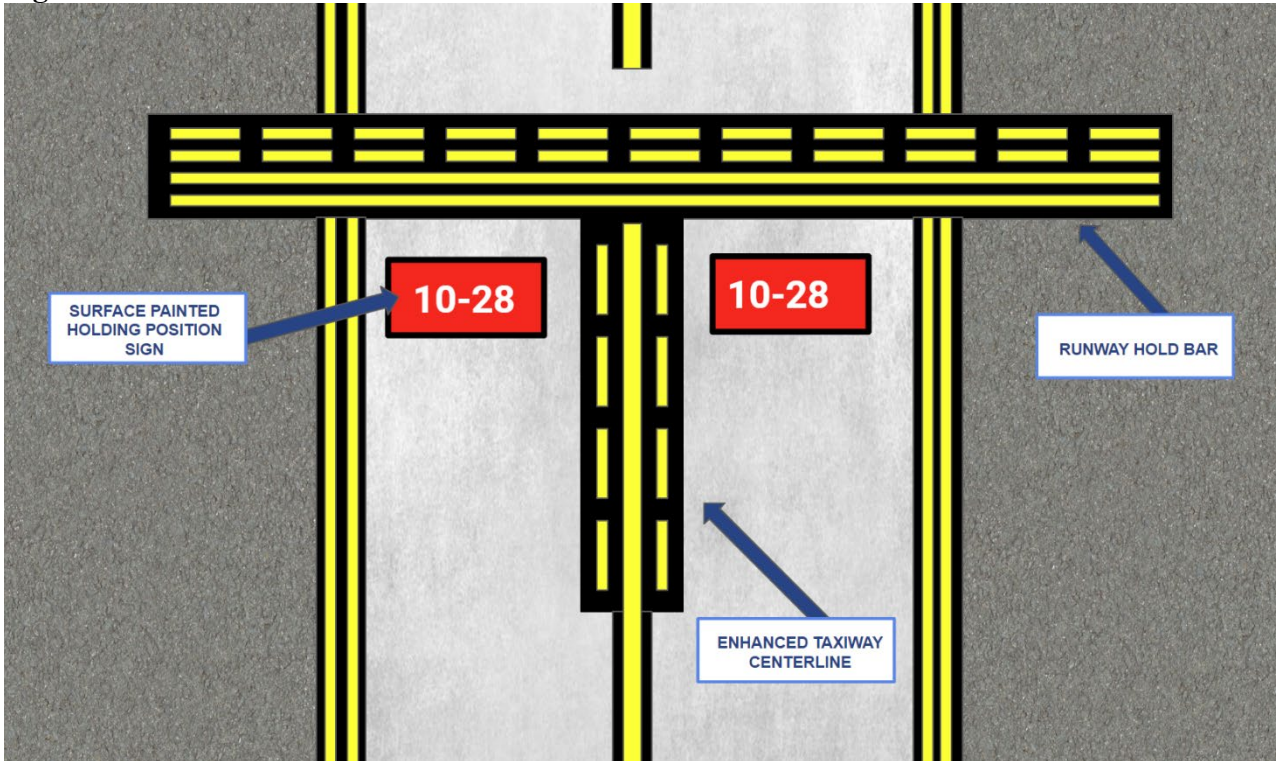
**Figure 9**



The Enhanced Taxiway Centerline looks like a normal taxiway centerline with dashes added on the side. As you approach the Runway Hold Bar, this is an indicator that you are approaching a runway and should hold short.

The Surface Painted Holding Position Signs consist of two red boxes with white text. This tells you which runway you are approaching and is another indicator that you are about to enter a runway. See examples of each marking below in Figure 10.

**Figure 10**



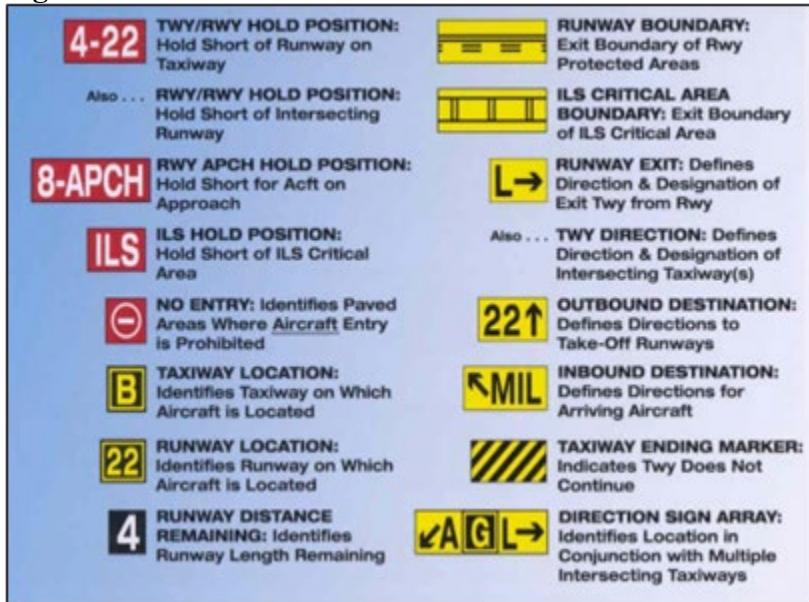
**Airfield Signage**

There are several different types of signs located on the airfield. They include, but are not limited to, the following:

- **Mandatory Instruction:** Red background with white letters
  - Holds you short of a runway or critical area.
  - Also called “runway holding position” sign
  
- **Directional Sign:** Yellow background with black letters
  - Indicates directions of other taxiways leading out of an intersection
  
- **Inbound Destination:** Yellow background with black letters
  - Indicates direction to a major destination
  
- **Location Sign:** Black background with yellow letters and border
  - Identifies the taxiway or runway you are located on

Figure 11 below illustrates some of the different signs you may see on the airfield. You will always see a runway holding position sign where a taxiway intersects with a runway. Runway holding position signs normally have a *runway boundary* sign on the back of them. When exiting a runway, this helps to identify where the surface marking is and whether you are on or off the runway.

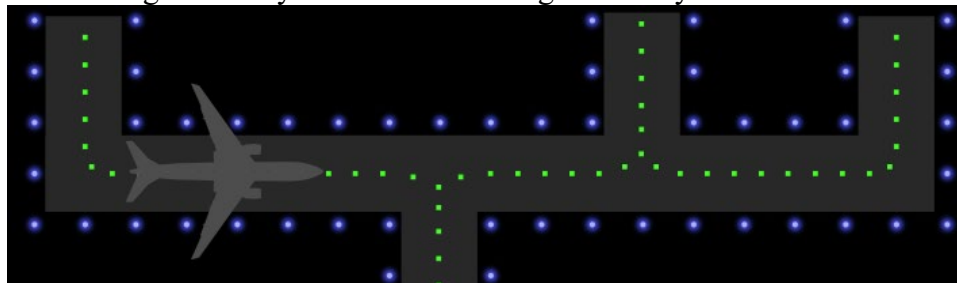
Figure 11



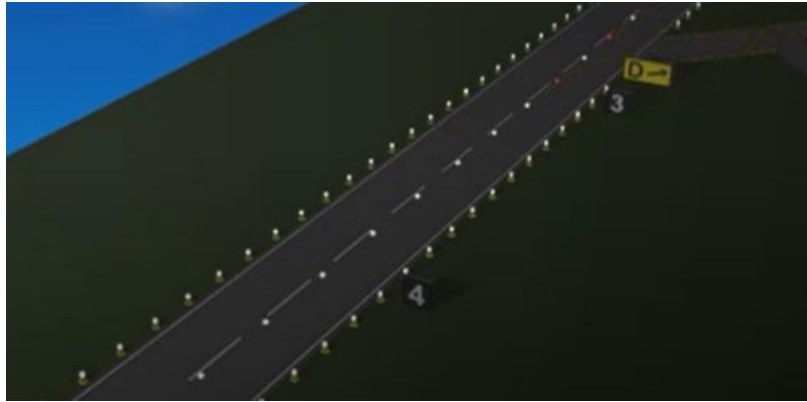
### Airfield Lighting



Taxiways at ATL have **blue** edge lights and **green** centerline lights. The centerline lights alternate between green and yellow when entering a Runway or an ILS Critical area.



Runways at ATL have predominately **white** colored edge lights and centerline lights.



Flashing **yellow** runway guard lights are located at each runway hold bar.



## Module 2 – Review Questions

- What color are Taxiway Edge Lights? What color are Taxiway Centerline Lights?
- What does a location sign look like? What does a directional sign look like?
- On which side of the Runway Hold Bar do you hold short?
- Runway lighting is primarily what color?
- What does the Enhanced Taxiway Centerline look like and what information does this give you?

## MODULE 3: COMMUNICATIONS

### Communications

It is essential to use proper aviation terminology when talking with ATC while accessing the movement areas. As always, safety is the main concern. Use of CB jargon or 10-codes is strictly prohibited. It is imperative that all personnel responsible for aircraft movements be thoroughly familiar with ATC procedures and radio phraseology, especially those terms that are specific to ATL. Use of correct radio techniques will reduce frequency congestion, allow for a more efficient flow of aircraft movements, reduce miscommunications, and reduce the risk of runway incursions.

### Talking to “The Tower”

The primary frequency for communications on the movement area is called ground control. There are several positions in the tower that you may talk to, including “ground,” “tower,” and “metering.” Although you are talking to controllers in the tower, you will not always be talking to the person working the “tower” position (known to controllers as “local control”). In most situations, when you enter the movement area, your first contact will be ground control. Each subsequent frequency will be provided by the controller you are talking to, via a frequency change advisory.

When communicating on the FAA frequencies, it is important to keep your transmissions short and to the point. Being the world’s busiest airport means we could have well over 100 aircraft on the movement area at one time. This equates to congested frequencies which can in turn lead to many pilots trying to key their radios at once. Always listen before you speak. Never speak until you know what you want to say. Never take more time transmitting than necessary – you never know when ATC may need to stop someone from crossing a runway.

### **Initial Call to ATC**

When making your initial call to ATC, you should always use the who/who/where format. Because the frequencies at ATL can be extremely congested at times, we want to ensure we have ATC’s full attention before we convey any information to them.

**Who** you are calling

*“Atlanta ground”*

**Who** you are

*“Tug 1” or “Airport 20 Echo”*

**Where** you are

*“Ramp 4 North” or “Delta North”*

**Example:** “Atlanta ground, Airport 20 Echo, at Ramp 4 North.” Then, wait for acknowledgement from ATC before stating your intentions.



### **Phonetic Alphabet**

The use of the ICAO standard phonetic alphabet is required at ATL. Refrain from using police terms, such as “Adam” and “Baker” – proper use would be “Alpha” and “Bravo.” See below for a listing of the phonetic alphabet and a guide to proper pronunciation of letters and numbers.

<b>Character</b>	<b>Word</b>	<b>Pronunciation</b>
<b>A</b>	Alpha	ALFAH
<b>B</b>	Bravo	BRAHVOH
<b>C</b>	Charlie	CHARLEE
<b>D</b>	Delta	DELTAH
<b>E</b>	Echo	ECKOH
<b>F</b>	Foxtrot	FOKSTROT
<b>G</b>	Golf	GOLF
<b>H</b>	Hotel	HOHTELL
<b>I</b>	India	INDEE AH
<b>J</b>	Juliette	JEWLEE ETT
<b>K</b>	Kilo	KEYLOH
<b>L</b>	Lima	LEEMAH
<b>M</b>	Mike	MIKE
<b>N</b>	November	NOVEMBER
<b>O</b>	Oscar	OSSCAH
<b>P</b>	Papa	PAHPAH
<b>Q</b>	Quebec	KEHBECK
<b>R</b>	Romeo	ROWME OH
<b>S</b>	Sierra	SEEAIRAH
<b>T</b>	Tango	TANGGO
<b>U</b>	Uniform	YOUNEE FORM
<b>V</b>	Victor	VIKTAH
<b>W</b>	Whiskey	WISSKEY
<b>X</b>	X-ray	ECKSRAY
<b>Y</b>	Yankee	YANGKEY
<b>Z</b>	Zulu	ZOOLoo
<b>0</b>	Zero	ZE-RO
<b>1</b>	One	WUN
<b>2</b>	Two	TOO
<b>3</b>	Three	TREE
<b>4</b>	Four	FOW-ER
<b>5</b>	Five	FIFE
<b>6</b>	Six	SIX
<b>7</b>	Seven	SEV-EN
<b>8</b>	Eight	AIT
<b>9</b>	Nine	NIN-ER

### ATC Frequencies

There are 10 main frequencies that you may communicate on while operating on the movement area. Below, you will find a list of those frequencies.

North Complex		Center Complex		South Complex	
Ground	121.9	Ground	121.75	Ground	121.65
Tower 8L/26R	119.1	Tower 9R/27L	119.3	Tower 10/28	119.5
Tower 8R/26L	125.32	Tower 9L/27R	123.85		
Metering	121.0	Metering	118.65		
ATIS Dep.	125.55	ATIS Arr.	119.65		

### Ramp Tower

If repositioning an aircraft via a Terminal Ramp, it will be necessary to contact Ramp Control on the corresponding frequency, prior to pushback or entry into the ramp:

Ramp 1	131.45	Ramp 4	130.07
Ramp 2	131.85	Ramp 5	129.37
Ramp 3	129.27	Ramp 6	131.37

All ramp and ATC frequencies can be found on a current Airport Diagram/Jeppesen Chart, a copy of which can be obtained from Airside Ops.

### General Rules and Guidelines to Follow While Moving Aircraft

Ensure you have the latest airport information obtained from the ATIS frequency. It is important to know what areas are closed, to be aware of any possible frequency changes, and to know the current weather conditions (ceiling and visibility). It is important to have a route planned ahead of time, but ATC may have to reroute you due to construction activity of congestion on taxiways.

- **Always read back holding instructions, including your call sign and runway designator. This is mandatory.**
- Use the correct phraseology, including the phonetic alphabet. Remember, no 10-codes, slang, or CB jargon.
- Speak clearly.
- Maintain a sterile cockpit. Do not allow other people that may be with you to distract you. Refrain from conversations unless they apply to the task at hand.
- Ensure that you are on the correct frequency, and continuously monitor.
- If you are unsure of your location, or get lost, stop and advise ATC.
- Give way to aircraft and emergency vehicles.
- Advise ATC or DOA Ops of FOD or any other abnormalities on the movement area.
- If an instruction was not understood, ask ATC to “say again.”
- If your taxi route takes you to an unfamiliar location on the airfield, ask air traffic control for taxi assistance. ATC will then provide you with turn-by-turn instructions.

### **Aviation Terminology**

Listed below are some of the common terms you may hear while accessing the movement area, along with an explanation of what the term means.

- **Acknowledge:** Let me know that you have received and understood my message
- **Affirmative:** Yes
- **Clear:** Avoid using this phrase, use “exiting” or “off” instead
- **Expedite:** Used by ATC when prompt compliance is required to avoid an imminent situation
- **Go Ahead:** Proceed with your message – does not mean approved
- **Hold Short:** Stop at the location assigned until given further instructions
- **Immediately:** Compliance with instruction is required to avoid an imminent situation
- **Negative:** No
- **Proceed:** Authorization to begin/continue on an authorized route
- **Read Back:** Repeat my message back to me
- **Roger:** I have received all of your last transmission – does not mean “yes”
- **Say Again:** Used to request a repeat of the last transmission
- **Stand By:** Means the controller or pilot must pause for a few seconds, usually to attend to other duties of a higher priority
- **Unable:** Indicates inability to comply with a specific instruction, request, or clearance; request is denied
- **Verify:** Request confirmation of information
- **Wilco:** Will comply – I have received your message, understand it, and will comply with it
- **Without Delay:** With a sense of urgency, proceed with approved instructions in a rapid manner

### **Radio Communications Failure**

If your radio was to fail while operating on the movement area:

- Turn your vehicle toward the tower
- Flash your lights on and off repeatedly
- Wait for the controller to signal you with the light gun
- DO NOT proceed until cleared by the tower

***OR***

- Call Airport Ops for an escort at 404-787-6095

## Light Gun Signals

### Steady Green



Go, proceed, cross the Rwy or Twy

### Steady Red



Stop

### Flashing Red



Clear the Rwy or Twy

### Alternating Red/Green



Exercise extreme caution

### Flashing White



Return to starting point on airport

## Module 3- Review Questions

- What are the 3 pieces of information you should include in your initial call to ATCT?
- What do the different signals for light guns mean?
- When should you use ground frequency? When should you use tower frequency?
- What does it mean if a controller says, “go ahead?”
- What should you do if you don’t understand a controller’s instructions?

## MODULE 4: NAVIGATIONAL AIDS, WEATHER, & SMGCS

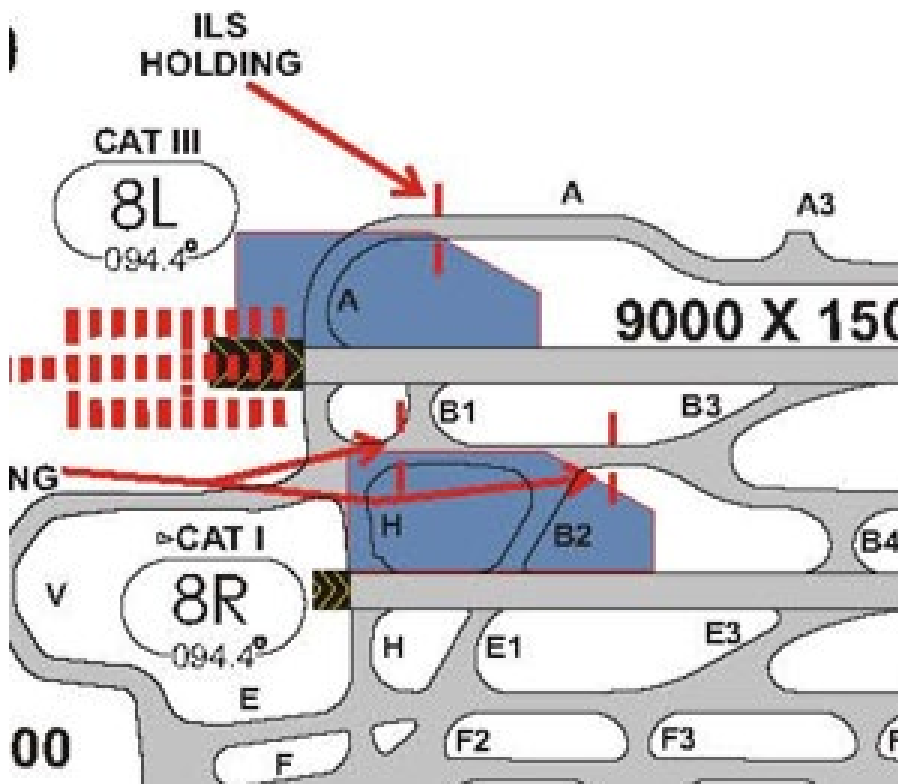
### ILS Critical Area

Weather conditions at ATL can change how we operate on the AMA. Certain portion of ATL's airfield have ILS (Instrument Landing System) Critical Areas. During certain conditions pilots use navigational aids located on the airfield in order to assist them in safely landing an aircraft. A critical area is a designated area of the airfield near the navigational aid that all aircraft, vehicles, or persons must remain clear of when the Instrument Landing System is in use. The purpose of remaining clear of this area is to avoid interference with the signals that are being sent to the aircraft.

**ILS Critical Areas must be “protected” when the cloud ceiling is less than 800 feet and/or the visibility is less than 2 miles.** It is our responsibility, while on the AMA, to know when we must hold short of the ILS critical area markings. Figure 12 below illustrates the Rwy 8L glide slope critical area. It is important to remain clear of this area so that one does not interrupt the glide slope signal that an inbound aircraft may be using to land. Figure 5 in Module 2 depict the associated ILS critical area markings and signage.

When in doubt, ask ATC if the critical area is being protected.

Figure 12



### **Surface Movement Guidance Control System (SMGCS)**

During periods of low visibility due to fog or snow, ATL will implement its SMGCS plan. Once the RVR readings drop below 600ft, landing traffic will be sent to Rwy 9R since the approach to Rwy 9R allows for aircraft to continue landing at a visibility level lower than any other runway at ATL. A Follow-Me truck will be deployed to escort aircraft into the gate areas. It is important to know that when the SMGCS plan is initiated, ground vehicle operations on the movement area are not authorized – including aircraft repositions. The only exception to this rule is ARFF vehicles responding to an emergency/aircraft accident.

### **LAHSO**

LAHSO, which stands for Land and Hold Short Operations, is an ATC procedure intended to increase airport capacity without compromising safety. ATL conducts LAHSO on the landing runways only, when weather conditions are clear and dry, and *only* at the departure end of the runway in use. LAHSO will be explained in more detail during the AMA Training Course.

## **Module 4- Review Questions**

- When are the ILS Critical Areas protected?
  
- What is the purpose of protecting the ILS Critical Area?
  
- Who is responsible for communicating that the ILS Critical Areas are being protected?
  
- Are ground vehicle operations allowed on the movement area during SMGCS?
  
- At which end of the runway do LAHSO operations take place? Approach end or departure end?

## MODULE 5: AIRFIELD SAFETY

### Runway Incursions

The FAA defines a runway incursion as:

**Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take-off of aircraft.**

Runway incursions are broken down into three categories.

1. **Operational Incident (OI):** An error is made by an air traffic controller.
2. **Pilot Deviation (PD):** When a pilot enters the runway without permission.
3. **Vehicle/Pedestrian Deviation (V/PD):** When a person or vehicle enters the runway without permission.

Some common causes of runway incursions are **miscommunications**, **unfamiliarity** with surroundings, **poor weather** conditions, or **complacency**.

Runway Incursions are a major concern at ATL. Safety is the primary goal when entering the AMA. We must always stay alert and be aware of other aircraft around us. There should be no distractions – such as listening to music, talking on a cell phone or company radio, or conversing about non-AMA related topics – with someone else in the cockpit/vehicle while operating on the AMA.

When operating on the AMA, it is important to listen closely to radio calls from ATC. The frequency can become very congested during the peak arrival/departure times. It is important to be sure the call you heard was intended for you. If you are unsure, or did not hear your call sign, ask ATC to repeat the instruction or verify for whom the call was intended.

To keep from becoming lost on the AMA, you should always carry an updated airfield diagram. Airside Operations can provide a copy upon request. If you are unsure of the route given to you by ATC, you may request taxi instructions. This will alert ATC to the fact that you are unfamiliar with the route given and will need turn-by-turn instructions.

ATL is a constantly evolving airport. We are always looking to expand, add new taxiways to improve our capacity, or to repair older components. Because of this, it is important to constantly be alert of changing conditions on the airfield in order to avoid complacency. Just because you may be accustomed to a particular route to reach your destination, does not mean that same route will be given to you each time you operate on the movement area. It is important to be aware of any areas under construction or areas that may be closed for routine maintenance. Prior to entering the movement area, you should listen to the ATIS frequency to receive up-to-date airfield information. It is also important to know which

NOTAMs have been issued. Current NOTAMs are available on the FAA's NOTAM Search website at: <https://notams.aim.faa.gov/notamSearch/>.

### **FOD**

FOD, which stands for Foreign Object Debris, is a major concern at ATL. While it is the responsibility of all airport personnel to refrain from creating FOD, removing FOD from the movement area is the responsibility of Airport Operations. While operating in the movement area, if FOD is spotted, do not attempt to maneuver, or chase, the debris. Report all FOD to the ATCT or Airport Operations.

### **Nighttime Driving**

If you are required to drive on the airport at night, on your first couple of trips take someone along who is very familiar with the airfield. The airfield looks completely different at night and extra caution should be used.

### **During Construction**

Extra vigilance is necessary when driving on an airport during construction. Normal driving routes may be altered, runways and taxiways may be closed, and runway thresholds may be displaced or relocated. Use extra caution especially if you are operating a rescue vehicle.

### **Best Practices for Safety**

- Use service roads or the NLVR whenever possible to minimize time spent on runways and taxiways.
- If you do not understand an instruction, ask ATC to repeat the instruction.
- While driving, refrain from using a cell phone, listening to music, or engaging in unnecessary conversation.

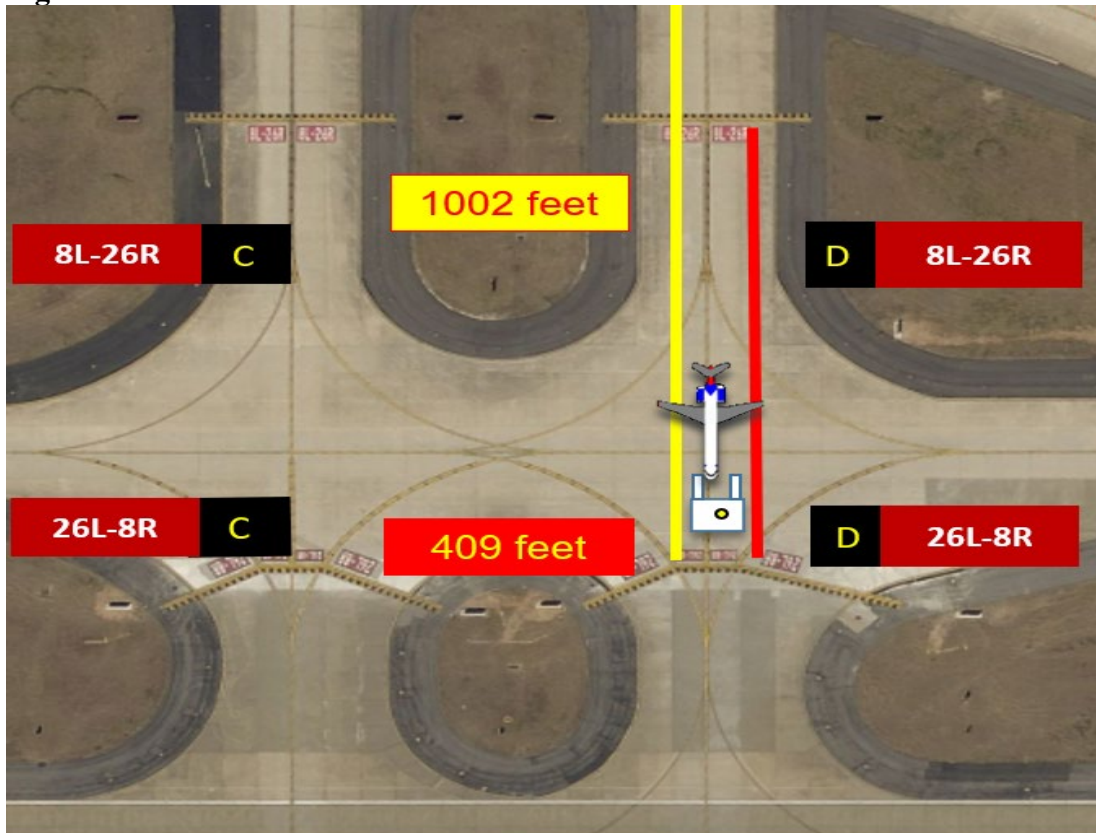
### **\*\*\*Hot Spot – Area of Concern\*\*\***

Twys C and D on the north complex are the primary routes to reach the north side maintenance facilities and hardstands. These taxiways cross both north complex runways. This area is one of ATL's two (2) FAA deemed hot spots. It is advised to use caution when operating in this area. As depicted below in Figure 4, there is a mere 1,002' between the hold bar on Twy A and the hold bar on Twy B, and only 409' between the runways where Twy C and D intersect with Twy B. (See Figure 13 on the next page.) Often, ATC will give clearance to cross Rwy 8L/26R and hold short of Rwy 8R/26L, and at the same time may advise you to "expedite" your crossing, all while you may be expected to change frequencies. It is important to keep your eyes scanning out of the vehicle/cockpit and to be aware of where the hold short bar is. Most of ATL's runway incursions occur at this intersection simply because the operator was not prepared to stop.

***Again, use caution while moving aircraft through this intersection - be prepared to stop***



Figure 13



## Module 5- Review Questions

- What are some ways you can prevent runway incursions?
- Who is responsible for FOD on the airfield?
- If you do not understand an instruction from ATC, what should you do?
- For new airfield drivers, you should or shouldn't take someone more familiar with the airfield along for your first few drives?
- Why should you use caution when traversing across the north complex on Taxiways C and D?



**The City of Atlanta, Department of Aviation, is the owner and operator of Hartsfield – Jackson Atlanta International Airport. The Airport Operations Division is tasked with the responsibility for the safe and efficient operations of the airport. The division operates 24 hours a day, 7 days a week, 365 days a year. Any request for the City Blast Fence, airfield debris, or any other assistance, contact Airport Operations at 404-787-6095 or via the Airport Dispatch at 9-1-1.**

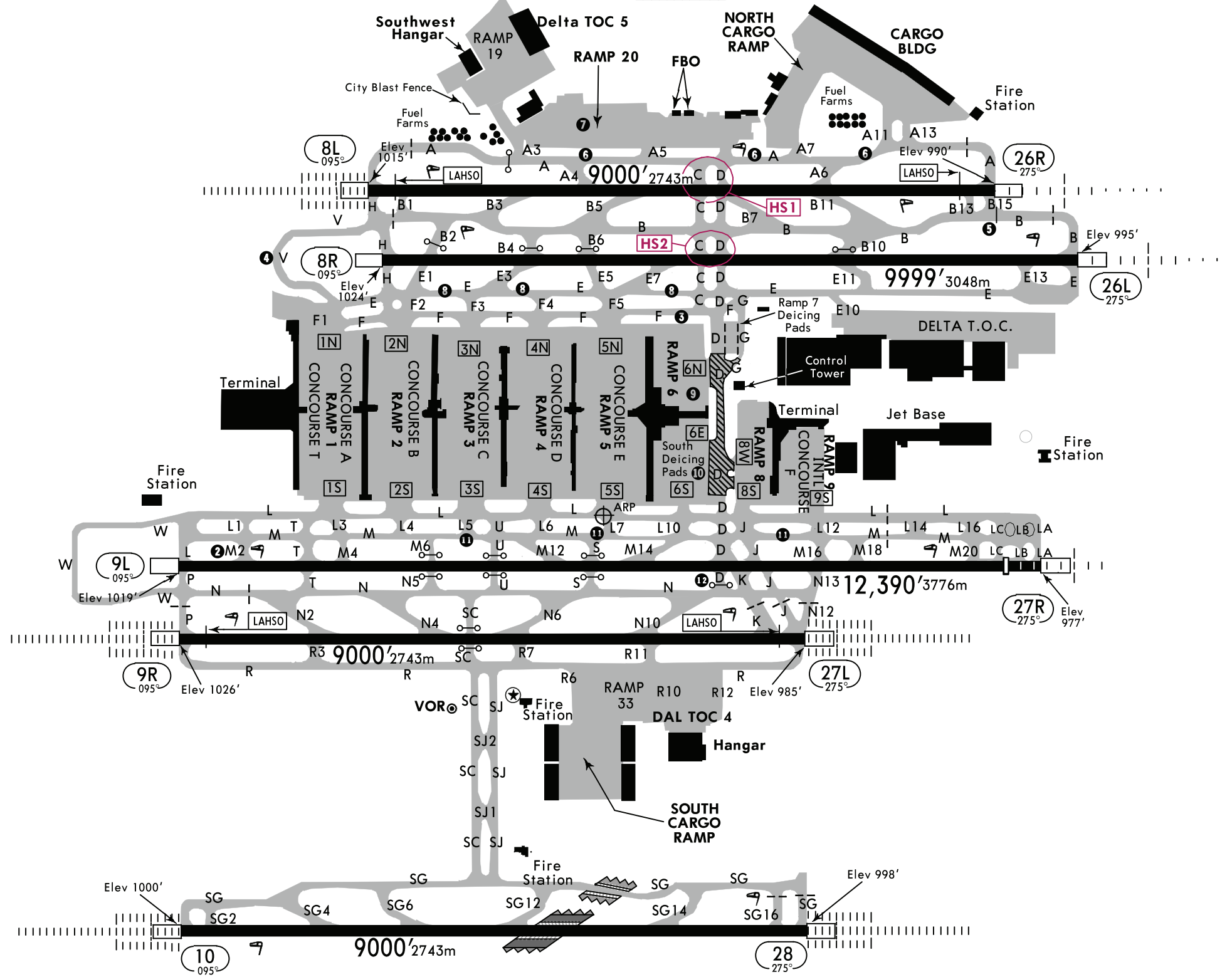
**To schedule a class, contact the Airside Ops via email at [ama@atl.com](mailto:ama@atl.com). To obtain an electronic copy of the AMA schedule, inquire about specialized training for large groups, or to schedule an on-site training session, email [ama@atl.com](mailto:ama@atl.com).**






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*Questions or comments on any information listed in this guide can be addressed by contacting Airport Operations at [ama@atl.com](mailto:ama@atl.com)*

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LEGEND	
	<b>RUNWAY INCURSION HOT SPOTS</b> See 10-9A for description of Hot Spots
	Non-movement area, contact 131.375
	ILS Holding

### CAUTION NOTES

- 1 CAUTION:** Pilots are cautioned not to mistake the marked concrete on Rwy 10/28 and Twy SG for taxiway at the I-285 overpass.

### OPERATIONAL NOTES

- Below RVR 1200 down to and including RVR 600, all twys are available except Twy A west of Twy A3, and Twys B4, B6, B10, M6, N5, U, S and SC north of Twy R.
  - Aircraft with wingspans greater than 171' (52m) are required to use taxi speeds less than 15 mph when passing aircraft with wingspans greater than 214' (65m) on Twys L/M (East of L7).
  - Aircraft with wingspans greater than 214' (65m) should expect to use Rwys 9L/27R and 9R/27L.
  - All aircraft with wingspans greater than 214' (65m) are required to use taxi speeds not greater than 15 mph on Twys A, L, M, and SJ.
  - No aircraft with wingspans greater than 213' (65m) may pass another aircraft with wingspan greater than or equal to 225' (69m) on Twy L/M east of L7.
  - No aircraft with wingspan greater than or equal to 225' (69m) may taxi on Twy M between L14 & L16, Twy N between P and SC, and Twy N between U and K.
  - Two aircraft with wingspans greater than or equal to 225' (69m) may not taxi simultaneously on adjacent parallel Twys L/M except west of L7 at speeds less than 15 MPH.
  - When aircraft with wingspans greater than 214' (65m) are present on the field, all other aircraft must adhere to the twy centerline on Twys L/M, Twys E/F, and Twys SC/SJ between SG and R due to separation between the parallel twys.
  - Aircraft with wingspan greater than 171' (52m) and/or tail height greater than 45' (14m) are restricted from using Twy W. During Twy W operations Rwy 27R intersection departures from Twy LB or Twy LC can expect the following distances with runway remaining: From Twy LB 11,040' (3365m) (TORA/TODA) and 12,140' (3700m) (ASDA); from Twy LC 10,810' (3295m) (TODA/TODA) and 11,910' (3630m) (ASDA). Aircraft may request the full length of Rwy 27R for departure upon initial contact with ATC.
- 2** Rwy 9L departures can expect intersection departure from Twy M2 with runway remaining 11,440' (3487m).
  - 3** Aircraft with wingspans greater than 214' (65m) are restricted from using Twy F east of Ramp 5 north and west of Twy D.
  - 4** Aircraft with wingspan greater than 171' (52m) are restricted from using Twy V.
  - 5** RWY 26R approach area holding point.
  - 6** FOR Twy A DE-ICING QUEUES SEE 10-9H3
  - 7** FOR RAMP 20 DE-ICING PADS SEE 10-9J2
  - 8** FOR Twy E DE-ICING QUEUES SEE 10-9H1
  - 9** FOR RAMP 6 NORTH DE-ICING PADS SEE 10-9J
  - 10** FOR RAMP 6 SOUTH DE-ICING PADS SEE 10-9J1
  - 11** FOR Twy M DE-ICING QUEUES SEE 10-9H2
  - 12** Twy D between Rwy 9L and Twy N is southbound only.

