

From the President's Desk

March 2006

Happy Fifth Anniversary Delta Virtual Airlines!

We went from a startup to the largest virtual airline in America and just 25 active pilots shy of passing British Virtual Airlines to be the largest in the world. Perhaps by the time you read this we will be number one since our growth continues at breakneck speed.

Delta Virtual Airlines' development and growth is the result of ingenious planning, a unique business plan and model and a professional commitment to create the best while being totally independent and free of corporate sponsorship or commercial advertising.

We had numerous contributors over the five years who gave willingly and freely of their time, resources and talent. To all who contributed, we applaud you for your vision and support.

As is often the case in organizations there is an individual that stands out who epitomizes the organization's values, mission and holds the course through good and bad times. I am referring to Luke Kolin who continues to tirelessly work on making DVA a stronger and better business that will make our experience more enjoyable. Luke built virtual communities from the early days of bulletin boards developing an understanding of critical components needed for survival. The principles learned were applied to DVA. Luke reminds us frequently of what is really important keeping our focus on excellence. Luke, we will be eternally indebted to your many contributions.

The past year was a milestone for another reason, the website was completely

rewritten and moved from a bedroom server to an industrial strength state of technology dedicated server. The shift to improved technology and hosting progressed ahead of schedule. Since the move we have had a few glitches, but no major meltdowns. We gained new tools like ACARS, live Google map and enhanced management of exams and check rides. Our fleet was totally reworked for ease in installation and use.

The rewriting of the site and commercial hosting was a deliberate decision to assure independence of the organization, enhanced performance and reliability. Administrative policies are in place to assure backups and redundancy. A structure was created to attend to funding for bill payment and to "own" the rights to the airline. We owe a big round of praise and gratitude to the twenty-three pilots who voluntarily contributed funds to pay for our hosting expenses. A separate site is being prepared to recognize the contributors.

The finishing touches are being made to the Flight Academy. George Lewis, Director of Training, is working with Luke Kolin to structure sections within the Academy that will enhance the learning experience of aviation basics including certifications like the real world.

Andrew Dalrymple, Director of Events, is working on an anniversary group flyin event that will be observed on Sunday March 12, 2006. Mark your calendars now so that you will be able to participate in a daylong event.

The revised promotion policies that went into effect in January were readily adopted and integrated into our system making it simpler to understand and follow from both the pilot and administration viewpoints.

Mark Mestre, Chief Pilot B767, program resigned after years of service in the 757/767 stage. Mark a professional aviator made significant contributions in aviation technical aspects while leading the popular twin jet heavy program. He was and will continue to be a technical aviation consultant. Our gratitude goes out to Mark for his many contributions.

Will Chambers recently returned to active staff service as Mark's assistant, he will takeover as Chief Pilot. Will is experienced in the 767 staff position having been the Chief Pilot before Mark Mestre.

Thank you for flying Delta Virtual Airlines,



Terry Eshenour
President, Senior Captain 777
DVA057

From the Acting Editor

Welcome to the March 2006 issue of Delta FLY! I'll be filling in for Matt Reamy for the next couple issues of FLY! while he takes care of some real world commitments.

I apologize for the late publication. I accepted this position and received the articles several days ago and just put them together.

Because of this, I wasn't able to put together nifty little headers and the amazing screen shots the other Matt would have inserted for your enjoyment. Although he most likely won't get to them for a while, I've put Matt's photo submission guidelines on the back page.

On a more positive note, we have a good issue for your reading pleasure. Luke Kolin will open the issue with a brief history of our airline, from the beginning. George Lewis will bring us into Cincinnati on the SWEED7 arrival in his trusty 727. Matt Reamy will take us across the Atlantic with full Oceanic coverage and procedures. Chris Williams helps us to get out of Atlanta with a discussion about ATL departures.

I think this is my cue to shut up and let you all enjoy what these guys have put together. I'll check back in at the end of the issue. Until then, keep the shiny side up... or was it down?

Matt Young
DVA1008, Senior Captain DC-8
Acting Editor

History of Delta Virtual

By: Luke Kolin

As part of our 5th Anniversary celebrations, Terry Eshenour has asked me to write a few words about the history of Delta Virtual Airlines, and how far we have come since we were started in early 2001. To get back to the earliest roots of DVA is an exercise in archaeology. Unlike most of our counterparts that started off in a clean, organized fashion as a single entity and have members who were present at the creation, Delta Virtual is rather unique in that we evolved organically from a metaphorical virtual airline "primordial soup" - and that I suspect there is almost no one around from the very beginning. Like the Big Bang, we need to slowly work backwards, ever closer to the starting moment.

My own involvement with Delta Virtual commenced in May of 2001. At the time, I was an unemployed internet applications developer with a lot of free time, a dedicated internet connection and a wife who was 8 months' pregnant. Having owned a copy of Flight Simulator for a number of months, I had recently discovered virtual airlines and was interested in getting involved with them. Living in the Atlanta area, Delta Virtual was a natural fit. When I started looking around, I noticed that there were no fewer than four or five Delta Virtuals on the Internet, all of which had essentially static web sites that were updated once or twice a week. On a lark, I determined how long it would take me to build a dynamic site that combined the best attributes of all of the Delta Virtuals I saw on the web. Once I had completed this task a few days later, I approached the CEOs of all of these organizations offered my services and my server.

Virtual Airlines (especially in early 2001) had a reputation for being somewhat up

and down, and I only received one response - from Simon Larsson, who you will notice remains DVA001 on the roster to this day. From what best I can tell, Simon had put together a small virtual airline with a number of friends from Denmark in early March, and by the time I joined in June we were up to around 50 members. The new site went live at dva.sce.net on June 24th, 2001. At the time, I still remember considering 100 total (never mind active) members to be quite an accomplishment.

Around the time that I was offering my services to Simon, another individual was approaching him with some suggestions and ideas - namely to "purchase" the airline. Simon and his friends were moving in a different direction, and he was glad to let someone else take over the airline. In a fortuitous coincidence, I was introduced to the second CEO of Delta Virtual, Tony Dalman, who had worked at Virtual FedEx in years past and had good contacts among virtual airline aficionados. Tony took over on June 28th, and I think his appointment when combined with the new web site was the catalyst that made Delta Virtual what it is today. Much of what you see in 2006 dates back to Tony's ideas on how a virtual airline should be operated. Instead of hubs, automatic promotions and equipment ratings based solely on hours, Tony introduced the notion of equipment programs with Chief Pilots. He started moving forward with Check Rides and examinations for entrance into Delta Virtual. These elements should be quite familiar to you today - and they have been with us since some of the earliest days of the airline. The summer of 2001 was probably the most vibrant and fertile time in the airline's development - the vast majority of the organization's layout and features were created in a few short weeks.

As strange as it may sound, 9/11 in retrospect turned out to be quite a positive

event for Delta Virtual. The dramatic changes it unleashed in the US commercial aviation industry forced the retirement of many major equipment types used by Delta Air Lines, especially the 727, L-1011 and MD-11. These aircraft had become integral parts of our operations, and we faced a choice of either "facing reality" or condemning them to the bone yard, or recognizing their valuable contribution to Delta Air Lines and letting them fly on. We decided to let them live on as our historic programs, with a new series of "8000-flights" in our schedule. Looking at how enthusiastic and passionate our DC-8, 727, L-1011 and MD-11 pilots are (and how many virtual airlines have turned their back on these historic type), I think this decision and the investment it entailed have been repaid many times over in the intervening years.

As mentioned previously, we at Delta Virtual were not alone. Although we had an advanced web site, some of our other "Delta Virtual" counterparts remained active. In early 2002, we approached them with the idea of a merger. One of them, run by Conrad Roberts at deltava.org, was amenable. After several weeks of negotiation and discussion, we merged our two airlines into one unified roster. Tony remained as Chairman for a few months, and soon afterwards Conrad Roberts took over as the third (or first!) CEO of Delta Virtual. This was the second major event in our history - and its importance cannot be understated. For the first time, there was a virtual airline flying the Delta banner that had the mass necessary to truly become a leading virtual airline, rather than having Delta energies split in several directions. At the time of the merger, several of the smaller Delta Virtuals shut down due to inactivity, and with one small exception we had the field to ourselves.

In early 2003, we faced organizational issues and growing pains from the merger,

along with a troubled and ultimately aborted software upgrade. Within this context, I took over as the acting CEO of Delta Virtual. I can state that very little progress happened on my watch. Few program and policy changes were made, and probably the only major technological advancement was the completion of our manuals and the Fleet Library installers. Where I think we made great strides was in the area of organizational maturity - which is the ability for organizations to develop a structure and life that transcends the individuals involved. Many virtual airlines have fared poorly upon the departure of their founders. In 2003, we were moving into an era where all of the founders of Delta Virtual were no longer with the airline in a significant capacity, and we needed to survive and be able to progress forward. One other goal I had for late 2003 was to complete the second generation of our web site when on paternity leave for my second daughter. Unfortunately, what was supposed to be 10 days in hospital for her turned into 220, and yet another upgrade project was scrapped.

The only major development that did occur was the result of yet another fortuitous opportunity falling into our laps. Ross Carlson approached us with an offer of developing an ACARS client that could log various flight parameters. Within a week or so we had agreed on an API and Ross started work. I had a prototype ACARS server written, but near the time when we were going to release my daughter came home and the code was abandoned. Ross very generously cobbled together a server within a few days, and in early 2004 we had an ACARS utility that provided flight data logging when filing Flight Reports, much like FSACARS and FSFlightKeeper do today. The ACARS client and the messaging API it uses, while modified, remain what Ross wrote several years ago.

In early 2004, Delta Virtual was in need of a proper CEO who could focus on high-level strategic directions. While a technically oriented CEO is necessary during the stage where our technology was our strategic differentiator, that's no longer needed when the organization is large and has a significant management team. Our little virtual airline had grown in the intervening three years from 50 to 400 active users. I don't think anyone ever expected such a development, but the software held (and in fact we ran on our original server until late 2003.) In March of 2004, Terry Eshenour (who had joined us from deltava.org) was appointed as our Executive VP of HR, and three months later became the fifth CEO of Delta Virtual.

Since Terry's appointment, Delta Virtual continued progressing forward in a stable, organized fashion. On the technical side of things, we finally realized a dream we had for several years - creating a partner airline in Aviation Français Virtuel, based on Air France. Although AFV has not yet reached anywhere near the size of Delta Virtual, it remains an attraction for European pilots, and a technical proof of concept that we could have multiple airlines under one community umbrella.

In December 2004, I expressed to Terry my desire to move on from Delta Virtual and eliminate the organization's reliance on my hardware and financial support. As part of this, we needed to have a new site not based on commercial software (which the old one was), run on a hosted server outside of my spare bedroom, and funded by a group of members, instead of a single individual. It was part of this effort that DVA2006 and GVA were created. The organization you see today is the result of this effort.

DVA2006 you can see around you every

day. The original web site, created in 2001, was still viable and in some ways more advanced than some of our peers in late 2005. However, we set forth with a mandate to create a site so advanced in 2006 that it could still be used in 2010. That involved using open source application server and database technology, completely documented so that maintenance could be taken over by someone else down the road. It may interest you to note that a lot of the advanced mapping features of the site only came together in the last 90 days of development, as the Google APIs were released. At this time, Ross Carlson decided to move on and focus his efforts on VATSIM software development, where I anticipate you will soon see the results of his labors as VRC - new controller client package. As part of this, the ACARS server that was originally written (and abandoned) in 2004 was dusted off and imported into the DVA2006 code base - and much of its code is in use today. (As an aside, the software framework for DVA2006 is called Golgotha, after the Biblical hill of execution in Jerusalem. It is the result of an inside joke I had with myself over the second version of a Virtual Airline web site being the hill they all went to die upon. We managed to get it out the door three months' ahead of schedule, but only on the third try - as you can see above.)

What you probably don't see as much is GVA, but it is just as critical to Delta Virtual and Aviation Français Virtuel. Global Virtual Airlines Group is the legal entity that owns the Delta Virtual intellectual property and pays for the server. It ensures that no matter what happens to myself, or Terry, or Michael Carter or anyone else - this community will continue to move forward and survive. Instead of an old dual CPU server (with one CPU burnt out) in a spare bedroom, we have a 3Ghz Linux server in a

commercial data center with redundant backups and essentially unlimited bandwidth. Our program code and documentation use industry-standard source control packages, which ensures that catastrophic data loss cannot occur. And instead of relying on a single financial benefactor, our charter explicitly prohibits reliance on any one individual. Twenty-four members are supporting GVA in the 2005-2006 fiscal year. No organization, certainly not our peers or even something like VATSIM, can boast of an organizational structure explicitly designed for longevity and reliability.

As we mark a half-decade in operation, it's remarkable to see how several static HTML sites in 2001 (one in a bedroom) slowly evolved into a large community. We expect that at some point in the next month, we will surpass British Airways Virtual as the largest single virtual airline in the world, with over 1,250 active members. We generate traffic that exceeds all but a few flight simulation sites - approximately 3GB of traffic every day - with just under 250,000 database operations every single day. However, what's important to realize is that this is only possible because of your efforts. You have created the community that attracts new members and new participants. All we can do as an organization is provide an infrastructure and environment that makes this possible.

I have been very fortunate and blessed to have worked with so many of you, who have created a wonderful virtual airline. Over five years, there are so many people who have lent their talents to Delta Virtual, too numerous to mention here. For years, we've had the most vibrant events on VATSIM because of David Schaum and a few friends getting together on Sunday nights to fly 777s into tiny airports in atrocious weather - and these grew into something huge every Sunday evening,

consisting up to 20% of all VATSIM traffic on some evenings. People such as Ross Carlson, Geoffrey Smith, Frank Pezzo, Tony Dalman and others fell into our laps almost by accident, and we fell into their's. No successful organization is the product of one person - it is the combination of talents that fortuitously merge together that creates something truly special. I've been very fortunate to deal with a lot of great people over the years, and I anticipate that going forward, Delta Virtual, Aviation Français Virtuel and GVA will continue to have more great people come through our doors.

It has been a privilege flying with you, and an honor that you've chosen Delta Virtual as your home.

Cheers!

Luke

From the Flight Academy

By George Lewis

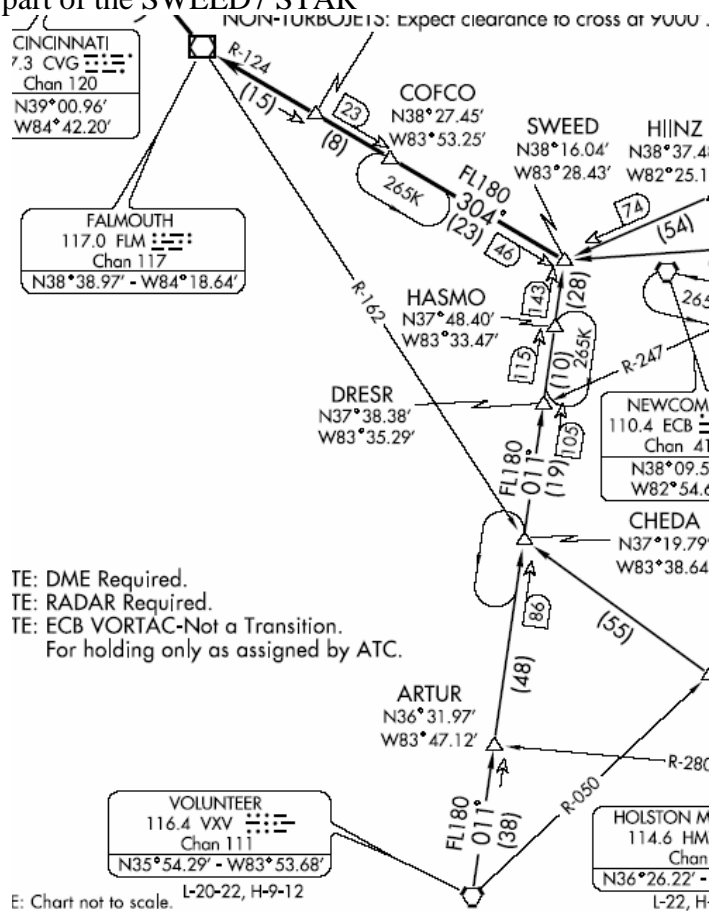
Last month I showed you how to fly a specific course radial. We flew using the Dreamfleet B727-200 HSI and we intercepted the ATL5.NOTWO SID. In the February 2006 Flight Academy newsletter I covered flight planning for KATL-KCVG. The flight plan was ATL5.NOTWO VXV.SWEED7.

This month we'll break down flying the VXV.SWEED7 STAR from the HSI perspective.

To arrive at the VXV VOR, we simply tune in the VOR frequency, 116.4 and fly direct to the VOR. Once we arrive at the VOR, we want to track the outbound 011 course radial of the VXV VOR for 143 NM, then turn left and track the inbound 304 course radial of the FLM VOR for 46 NM, where we will exit the STAR and start our approach at KCVG.

To simplify this month's tutorial, we'll continue to use the DF722 HSI.

Here is a look at part of the SWEED7 STAR



You can see on the SWEED7 STAR the route we will take – the 011 outbound from VXV up

to Sweed, then turning left and tracking the 304 inbound to the FLM VOR.
The route description is also helpful:

VOLUNTEER TRANSITION (VXV.SWEED7): From over VXV VORTAC via VXV R-011 to SWEED INT. Thence. . . .

. . . .From over SWEED INT via FLM VOR/DME R-124 to FLM then via FLM R-324 and CVG R-144 to CVG VORTAC. Expect vectors to final approach course after FLM VOR/DME.

They basically just said the same thing I have said, except they used R-124, not 304. This is the reciprocal. To figure out the course, just add 180 to the number. 124+180 is 304.

Note that the description says “expect vectors to final approach course after FLM VOR/DME”

This means that ATC will be telling us what heading to fly once we pass the FLM VOR. If we don't have any ATC or you are flying online, you should refer to the instrument approach chart that you will be flying in order to get where you need to go.



We arrive at the VXV VOR and begin to track outbound on the 011 course radial



Tracking outbound on the VXV VOR on the 011 course radial, we are at 38 on the DME. You can look at the STAR and see that this is ARTUR.



Here we are at 105 on the DME on the 011 outbound course radial of the VXV VOR. Can you figure out which intersection this is on the SWEED7 STAR? This is the DRESR intersection.



Here we are at 115 on the DME on the same course radial. Looking on the SWEED7 STAR, this is the HASMO intersection.



Here we are at the SWEED intersection. Now we need to swap the radio frequency from 116.4 (VXV VOR) to 117.0 (FLM VOR) and start tracking the inbound 304 course radial.



We have now tuned the radio to the FLM VOR and tuned in the 304 course radial. We are actually on this course radial, so we will need to turn and track this course inbound.



We have started turning to track the 304 inbound.



We are tracking the 304 course inbound to the FLM VOR. We are not at any intersection on the STAR at this point.



This is the COFCO intersection on the SWEED7 STAR. The next stop on the STAR is the OBBAN intersection, where we need to arrive at 11000' when crossing.



Here we are at the OBBAN intersection. The next course of action for us is to just track this VOR for another 15 NM and then let ATC vector us to an approach at KCVG.

If you have kept up with the previous navigation articles I have written, this should be fairly straightforward. I have shown how to navigate direct to a VOR, and how to navigate on a specific course radial inbound and outbound. Then I took this a step further and showed how to find and track to the ATL5.NOTWO on the Atlanta5 SID. This month we have shown how to fly the SWEED7 STAR using the HSI. If you have any questions, please post a question on the cooler or email me at training@deltava.org

FLIGHT PLANNING FOR FLIGHT SIMULATOR

By Matt Reamy

We're going to briefly cover North Atlantic Tracks in this article. So far, we've spoken about the major parts of the flight plan including SIDs and STARS and a few of the utilities available to you for flight planning.

North Atlantic Tracks are in place to help trans-Atlantic traffic to take advantage of favorable winds. NAT messages are updated every 12 hours with a series of routes with this intent in mind.

Since there is no real airway system in place over the North Atlantic, the NAT system provides an organized series of routes as published from various sources: New York, Boston, Shanwick, and Gander Centers. Obviously it makes no sense to just let aircraft do what they wish over the expanse of the North Atlantic.

So what is a NAT and how do you decode it? You're typical NAT message, available from the Federal Aviation Administration website (<https://pilotweb.nas.faa.gov/qryhtml/nat.html>), lists a series of waypoints across the ocean that allows for organized and systematic crossings. Let's take a look at part of a NAT message:

MAR 06/1130Z TO MAR 06/1900Z
PART ONE OF TWO PARTS-
A GOMUP 58/20 60/30 60/40 58/50 PORGY HO
EAST LVLS NIL
WEST LVLS 310 320 330 340 350 360 370 380 390
EUR RTS WEST GINGA
NAR N284B N288C N292C N294C N298H N302C N304G N306C N308E N312A-
B MIMKU BILTO 57/20 59/30 59/40 57/50 LOACH FOXXE
EAST LVLS NIL
WEST LVLS 310 320 330 340 350 360 370 380 390
EUR RTS WEST MORAG
NAR N264A N270B N272C N274H N276A N278B N280A N282A-

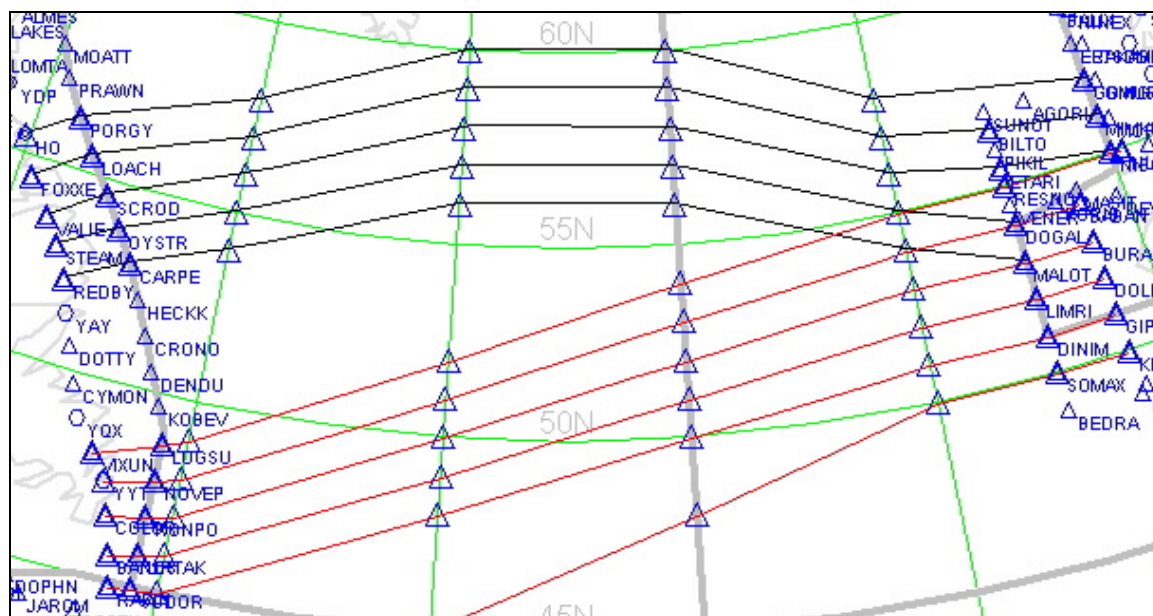
What we're looking at above is a couple of different track sections from part of the NAT message. Federal message systems tend to have a lot of clutter in the header sections of their messages; those are often codes for department routing.

The first line is obviously the date and time. This is the time this message is effective. In the above case, this message applies to all NAT traffic between 1130Z to 1900Z on 6 March. The second line denotes the number of sections the full message has. It's okay to ignore this it is for message traffic handlers.

The next line contains the Track designator and the route that is the waypoints along the given track. Track A consists of GOMUP 58/20 60/30 60/40 58/50 PORGY HO. Following the waypoints of the track is the flight levels to which the NAT applies. To read "EAST LVLS NIL" tells you that you shouldn't plan on using Track A for a flight from the East Coast to Europe. The line after that shows a series of Flight Levels that are available for use from Europe to North America: 310, 320, 330, etc. This isn't a mistake. These are the published flight levels and are acceptable for use on the Track.

There are a couple of other lines included, but are not necessary for your planning purposes. You've got what you need.

Using NAT Plot (available at <http://ourworld.cs.com/bobraemer/ownnav/id25.htm?f=fs>), we can decode the message with little trouble, and that can help aid us in choosing the most direct route across the Atlantic:



Track A, in the above example is shown at the very top in this illustration. Using both NAT Plot and the Track Message, you can more readily see the how well a specific track fits in with your flight plan up to and after the track.

Formatting the Track Message waypoints for use in FSBuild is a quick step. Basically any waypoint that's not a coordinate can simply be copied in to your flight plan. The coordinates, 58/20 60/30 60/40, et al, are simply converted by removing the slash and adding an N to the

end. So 58/20 becomes 5820N, etc.

POSITION REPORTING

Because over the expanses of ocean there's no way for ATC to see your flight on their radar, you have to give position reports.

Position reporting isn't nearly as difficult as you might think it is. In the event that you have, say Gander Oceanic online when you're still feet wet in his airspace, he wants you to report over each waypoint with the following information:

- Flight Number/Call Sign/Flight Level/SELCAL code if assigned
- Speed in Mach
- The waypoint you're currently passing and the Zulu time at which you're passing that waypoint
- Your next waypoint and the estimated Zulu time you'll be crossing the next waypoint
- The waypoint after that

So if we're on Track A and we're crossing 6040N at FL390 w/a cruising at .82M, we'd report with something like:

Gander Oceanic, Delta1234, FL390, ETME crossing 6040N at 1200Z, estimate 5850N at 1250Z, PORGY.

Estimated time can be determined by dividing the distance between your current waypoint and the next waypoint by your Ground Speed. If the distance between two waypoints is 540nm and your ground speed is 320kts, it'll take you 1.7 hours to reach that waypoint. Multiply 60 by 1.7 and that's 102 minutes to the next waypoint. If your estimation is more than three minutes off either way, you should call with a revised estimation for crossing the next waypoint.

This is best done once you've reached your cruise altitude and you have a pretty good idea of what your cruise ground speed is going to be. It's a good idea to write out these estimations or at least the distances, before reaching the Track. This way, it's simply a matter of calculating them as your flight progresses.

KATL Flight Departure Planning - Part I

By Chris Williams DVA2086

What is the Atlanta 5 Departure? What's this DAWGS Departure?

Atlanta is a very advanced airport that has both vector and RNAV based departures. In Part I of my article on KATL flight planning, I'll explain which Departure Procedures to use and what runway to expect for departure, so that you'll be one step ahead of the game when planning your flight out of Atlanta. Part II will cover your arrival into Atlanta.

Today I'm using the following flight plan for my trip to Boston in the LDS 763:

KATL DAWGS2.SPA J14 RIC J14 PXT J191 RBV J222 JFK.ORW3 KBOS

I knew to use the DAWGS2 RNAV Departure and that I'd get Runway 27R for departure. How did I know this? Easy! Read on.



Picture by Stephen Faison used by permission.

Departing Atlanta:

Which Departure Procedure to use?

Atlanta ATC prefers you to use a Departure Procedure such as the Atlanta 5 Departure or an RNAV Departure.

The Atlanta 5 Departure is a vector-based departure, meaning you'll receive heading instructions to your first waypoint. This departure is preferred for planes without a FMC/GPS or for Turboprops.

An RNAV Departure is only for Turbojets with a FMC/GPS. Typically, a 727 for example, will not have a GPS, so you wouldn't be able to use a RNAV Departure.

Which one should you use? If you're flying a Turbojet with a FMC/GPS, then use a RNAV Departure, if you're flying a 727 or a turbojet without a FMC/GPS or are flying a Turboprop, then use the Atlanta 5 Departure.

If you do file for a RNAV Departure, make sure you know how to program the FMC/GPS and follow the RNAV Departure chart because you'll receive a take-off clearance such as:

“DAL2086, Winds 270 at 6 knots, Fly the DAWGS2 RNAV Departure, Cleared for takeoff RWY 27R.”

Notice I did not receive an initial heading. ATC will not give you the heading because it's in the RNAV Departure chart.

Which Runway should I expect for departure?

Here are the rules for runway assignment

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in Atlanta:

When winds are at or below 4 knots (from any direction) or if winds are 180-360 and 5 knots or higher, KATL operates under West Operations. Active departure runways are 26L and 27R. Active arrival runways are 26R and 27L.

When winds are 5 knots and above from 001-179, KATL operates under East Operations. Active departure runways are 8R and 9L. Active arrival runways are 8L and 9R.

To find the current winds, I would type .metar KATL in the Squawkbox window and I'd receive something like this:

```
KATL 081452Z 19009KT 10SM FEW200  
BKN250 12/M02 A3019 RMK AO2  
SLP224 T01221017 58001
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Looking at the METAR report, winds are 190 at 9 knots. Looking above I can see Atlanta is in West Operations, so the active departure runways will be 26L and 27R, but which one will I get? There's a method for finding that as well.

EAONE, NOTWO, NOONE, and WETWO transitions via the **Atlanta 5 Departure** and JCKTS, GEETK, RMNBLN, COKEM, CADIT, NUGGT, and SUMMT **RNAV SIDS** should be routed to runway 26L via taxiway Echo, or Bravo if parked at the Northern Cargo Ramps.

EATWO, SOONE, SOTWO, and WEONE transitions via the **Atlanta 5 Departure** and THRSR, BRAVS, PNU TT, MUNSN, DOOLY, and DAWGS **RNAV SIDS** should be routed to runway 27R via taxiway Mike, or November if parked at

the Southern Cargo Ramps.

So, referring to the flight plan again:

KATL
DAWGS2.SPA J14 RIC J14 PXT J191 R
BV J222 JFK.ORW3 KBOS

I know Atlanta is in West Ops, so by looking at the runway assignment for the DAWGS RNAV SID, I see that I should expect runway 27R.

Atlanta ATC follows these assignments to a T. The only exception is if I was parked in the North Cargo section and used the flight plan above. Instead of traveling around the whole airport, Atlanta Tower would ask Approach if a southern departure on runway 26L would be ok. A majority of time it would be.

This should give you a heads up and help you prepare for your departure out of Atlanta. Part II will cover STARs and what runways to expect for landing.

Editorial

VATSIM Voice Restrictions

By: Matt Young
Acting Editor Delta FLY!

How many times have you been coasting down the glide slope in your DC-8 with one hand on the yoke and the other on the throttles? Around five miles out you hear the dreaded statement "Delta 1008 heavy contact the tower on 119.5 he's text only..." ARRRRGGGGHHHHHHH!!!
HOW AM I GOING TO
COMMUNICATE WITH THIS GUY?!?!
Okay, if I take my right hand off the throttle I can click the text box and then

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move my right hand to the yoke and left to the keyboard, then I can type some shorthand that looks something like "alt-twr ds11908 inbound on the ils rwy 26r" in a matter of three seconds.

That may be slightly over dramatic, but it can get challenging in bad weather. Back when I first started flying on VATSIM, not many controllers had microphones and almost everyone used text. As the number of active users grew, voice became much more popular. In the last year or so, with the release of SB3 and AVC for FSInn, more people use voice than text.

VATSIM has always said "text is the preferred method of communication." Controllers in training are taught to deal with text-only pilots before they even pick up the microphone and that they can't refuse ATC to a text-only pilot. With the recent rise in voice usage, the membership in general wants this to change.

During the February 1, 2006, BoD meeting, this policy was discussed and the Board members unanimously voted to change the policy. The new policy reads:

"10. Since voice is the preferred method of communications on VATSIM, all controllers, regardless of their ATC rating, are encouraged and permitted to use voice whenever possible. There shall be no rules preventing or otherwise restricting the use of voice by air traffic controllers.

Pursuant to Code of Conduct Rule C(8) above, all controllers must be prepared to provide text-based services to pilots who so desire and no pilot may be denied such service for any reason."

The new regulations become official policy on March 13, 2006. Now, we most likely will rarely use text again. Traffic

flow will be expedited at peak hours. Getting clearances will be easier and the occasional "whoops I missed that message because they're scrolling so fast" will disappear.

Using voice as the primary communication method requires a little more from us, the pilots. We have to be patient with new controllers just learning the trade. Speak slowly and clearly so everyone can understand you. This is extremely important on international flights. Don't take your frustration out on the controllers when things aren't going well. They provide us a valuable service and the sky would be a hectic place without them.

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On the Cover: Delta Airlines Boeing 767-300 enroute to New York Kennedy.

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