



## LESSON 7 – TWO DEPARTURES

Version 2, 6-13-16 D. Logan

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**Note: to recreate the traffic as seen in the lesson, from an older schedule database, please download and install the files in ATCproTutorial traffic db files.zip. See included readme install instructions. To see the traffic, set the slider to “Custom” 100% instead of “Commercial” 100% (see below).**

**Welcome to Lesson 7 of ATCpro!** This lesson will demonstrate how to handle two departing aircraft at the same time. We will be using a new facility, Miami, for this lesson.

Let's get a new scenario setup on the Duty Desk.

Make the following settings:

Facility MIA - Miami

Weather: East flow, Wind 080 degrees at 5 knots, few clouds

Traffic: Departures - set **Commercial** to 100%, Everything else to 0%

**Note: set to Custom 100% instead of Commercial 100% if custom traffic database is installed.**

Arrivals - Commercial 0%,

Other – all set to 0%

Position: Now set Miami South Departure (W) to User control and all other positions to Computer control.

Time: set from your current time and day to 12:20 Saturday. You can right click and choose from the Previous Times menu if repeating this session.

Click the **Begin Your Shift** button.

When the program finishes loading, go ahead and **pause the sim** to rearrange the pop up windows and set up maps on the scope for our controlling session.

On the Comm panel Click on the TX SEL and RX SEL buttons on the 2nd row, W, (if not already on). You can close this window to get it out of the way if you want.

Move and resize the Flight Information strip window and the Communications history window as desired as in previous lessons

Click on the Range button on the DCB and set it to 30. Click on the Place Center button and move the control area up to have better visibility on the screen.

Click on Maps, then map 16 (ZMA SEC – Center frequencies)

Click on AIR SPC, then map 500 (W EAST).

Click on ARR DEP, then KMIA then maps 312 (MNATE1) and 315 (SKIPS1). Click Done.

**Unpause the sim** and I'll explain what's going on.

Listen to the briefing so we know that the scope is under our control.

You will see in the lower part of our airspace American 21 73 climbing on the EONNS1 departure procedure. Enter C then click the datatag to begin the handoff to Center. When the datatag turns green give the center frequency. I'll do that now:

American 21 73, contact Miami Center 135.65.

(readback) American 21 73, contact Miami Center 135.65

Now that American 21 73 is out of the way we will have two departing aircraft to handle in a minute.

First you will see American 13 31 show up on radar. **Pause the sim** while I describe a few things.

Notice his datatag in the list has the letter Sierra which stands for Skips. When his flight strip pops up you can see he will be on the Jonzi1 departure with the Skips transition. Rather than clear him for the departure procedure let's give him clearance to fixes along the way for practice. The first fix of the procedure is Victor Kilo Zulu (spoken "Virginia Key"). You can look up the pronunciation in the Info Display popup window.

Notice the altitude boundaries of our airspace when the aircraft take off from the runway. It shows SFC – 70. That means we own from the surface to 7000' in this area. Let's give an initial climb to 7000 for American 13 31.

If you get any alert warnings when the aircraft first appears on radar you can ignore them. These are automatically generated and won't affect your score unless the instructor makes a comment on the Communication History window.

**Unpause the sim** and I'll give the first command now:

American 13 31, Miami Departure, Radar Contact, Climb and maintain 7000, proceed direct to Virginia key.

Now American 13 31 is on his way and we have another departure, American 9 25. After he has called us on our frequency **pause the sim** while I describe a few things.

American 9 25 has the flight plan of JONZI1, MNATE transition (the letter Mike on the list). The first fix of the procedure is Victor Kilo Zulu same as the previous aircraft's route. Let's give him a clearance for the first fix along with a climb to 7000.

Unpause the sim and I'll give the first command now:

American 9 25, Miami Departure, Radar Contact, Climb and maintain 7000, proceed direct to Virginia Key.

(readback) Climbing to 7000, direct VKZ, American 9 25

Now we can give the full departure procedure clearance:

American 9 25, join the JONZI1 departure.

(readback), join the JONZI1 departure, American 9 25

Now both of our departures are on their way. Pretty quickly American 13 31 will need a clearance to the exit fix of our airspace, CRABI in this case. I'll give that command now:

American 13 31, proceed direct to CRABI.

(readback) did you want CRABI for American 13 31?

American 13 31, affirmative.

(readback) direct CRABI American 13 31.

Note that sometimes the pilot asks for clarification about a fix name and you have to confirm it.

We watch both aircraft until they cross the next altitude boundary where we will give the climb to 1 6 000.

American 13 31 Climb and maintain 1 6 000.

(readback) climbing to 1 6 000, American 13 31.

When American 9 25 crosses the next boundary we will give the climb command too:

American 9 25, Climb and maintain 1 6 000.

(readback) climbing to 1 6 000, American 9 25.

Now we can hand off each aircraft to Center.

Enter the letter Charlie and click on American 13 31. When the datatag turns green give the frequency change:

American 13 31 contact Center 133.85

(readback), Miami Center on 133.85, American 13 31.

Enter the letter Charlie and click on American 9 25. When the datatag turns green give the frequency change:

American 9 25 contact Center 124.7

(readback), Miami Center on 124.7, American 9 25.

**That's it for this lesson. In the next lesson 8 you will practice controlling two arriving aircraft at the same time. Feel free to skip ahead to lesson 9 to get more practice with giving basic commands. You can click the x in the upper right to end the lesson.**