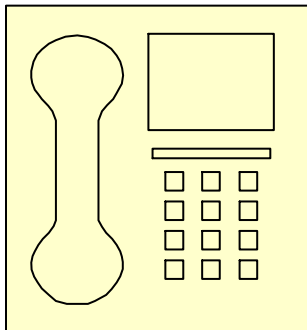




DELIVERY



Why does the controller always assign a new route?

In order to ensure the smooth flow of traffic, flights departing the Miami TRACON must leave via exit points known as **departure gates**. As a pilot, you are expected to file an appropriate SID for your route of flight. If this is done properly, you needn't worry about your route being changed. The easiest way to go about getting a valid route is to visit:

<http://flightaware.com/statistics/ifr-route>

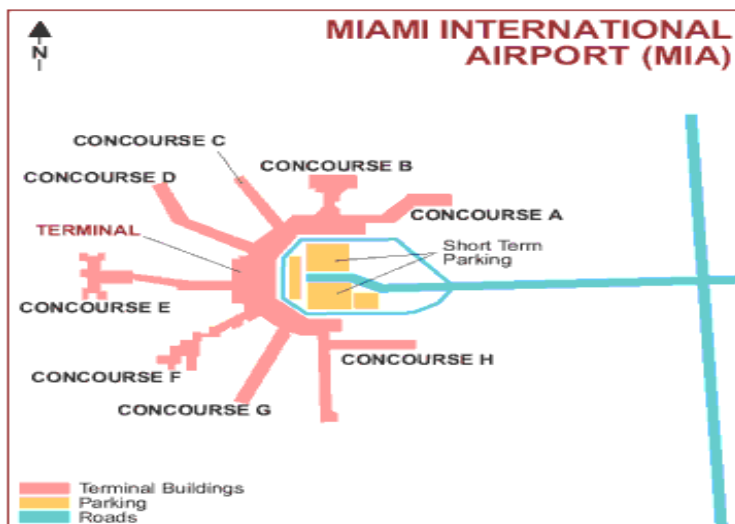
It's good for most any flight to or from a US airport. Also note the altitudes at which those plans are filed, to ensure that your altitude isn't invalid for the

direction of flight.

<http://simroutes.com>
and
<http://vroute.com>

are also good websites for planning.

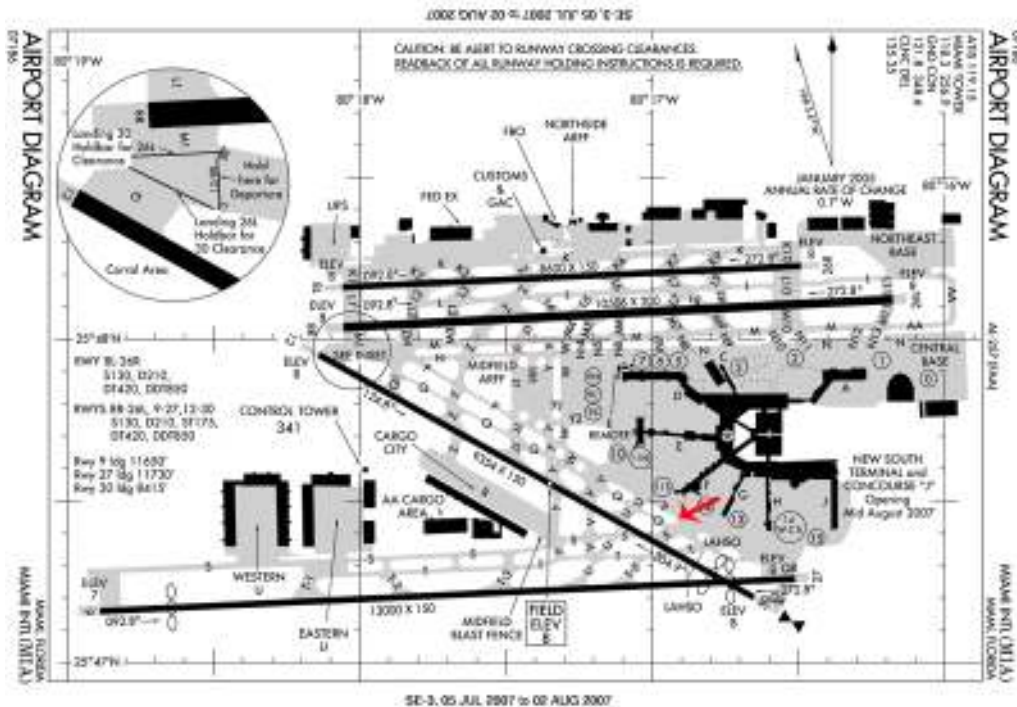
The default FS planner is **NOT** suitable for flight planning.



GROUND

The most common problem we experience on this position is people moving their aircraft without clearance to do so. This interrupts the flow of operations, and can cause a collision. Please wait before starting your taxi.

The other problem we have is where pilots do not follow taxi instructions. We understand that you don't always have an airport diagram, and the airport may be unfamiliar. When in doubt, ASK. If you're not sure where to go, request clarification. If you're still unsure, request "progressive taxi".



Also note that ASDE-X is in use at Miami and Fort Lauderdale. Thus unless instructed otherwise, transponders should be in **Mode C** on all taxiways and runways at those airports.



TOWER

This is the local control position where most errors are made. First, it is assumed that turboprop/turbojet aircraft will be ready for departure when reaching the runway. That means that everything should be set for the departure before you even leave the gate. When you're unprepared, you hold up the flow of traffic. That doesn't mean you should depart before you're ready; but with proper planning, you'll be ready when you get to the runway. When we spot a gap in the traffic where we can get you out, you may hear something like this:

ABC123, will you be ready at the end?

or

ABC123, are you ready for an immediate departure?

If you are indeed ready, we'll say something like this:

ABC123, Fly heading 090, runway 08R, cleared for takeoff, no delay, traffic on a four mile final

If we do clear you for takeoff, and you're not ready to start rolling immediately, you MUST let us know so we can plan accordingly.

After departure is where most pilots make their first mistake by ignoring instructions. If you recall, the delivery controller said "Cleared to XXXX via the Miami 9 departure, HEDLY transition, then as filed. Maintain 5000, expect FL370 10 minutes after departure..."

Notice it says "maintain 5000". After departure, you're expected to stop climbing at 5000ft until we assign a higher altitude. There are a number of reasons for this, so it is absolutely essential that you maintain the assigned altitude.

Pilots frequently ignore the other departure instruction by not flying the assigned heading. Do NOT engage the autopilot in GPS/FMS mode until the controller tells you "proceed direct XXXXX" or "fly the RNAV departure". When you ignore the assigned heading, you increase the risk of collision, and reduce the rate at which traffic flows.

Unless you think you have been forgotten, there is no need to say "ABC123 is airborne."

What does "position and hold" mean?

This is the FAA equivalent to "line up and wait". Simply taxi onto the runway, line up and be ready for departure.

On final note, the word "takeoff" should only be used when reading back a takeoff clearance. You should never say "ABC123, ready for takeoff". The proper phraseology is "[ABC123, ready for departure.](#)"

Once you land, vacate the runway as quickly as possible. Some aircraft can safely use high speed exits at over 50kt. Spending more time on the runway inconveniences other VATSIM pilots.

If you have to do a go around or missed approach, listen VERY carefully to the instructions given. You will not normally be told to fly the published procedure. If you would like to practice flying the published procedure, request "a low approach, followed by the published missed approach procedure".

DEPARTURE



When I contact departure, I'm not allowed to climb to my cruising altitude. Why not?

Unless your cruising altitude is relatively low, departure will eventually have to hand you off to center. Depending on how busy either controller is, that process may take a while. Do not climb above your assigned altitude without a clearance, as again, you run the risk of a collision.

It's also worth noting that you are expected to remain at 250KIAS below 10,000ft unless otherwise cleared. If cleared to exceed 250kt, we will say "**no speed restriction**" or "**cleared high speed below 10,000**"

If you fly a heavy aircraft and need to exceed 250kt to reach minimum clean speed, advise the tower and/or departure controller before doing so.

When contacting departure, say:

[Departure, ABC123 leaving 1,200 for 5,000](#)

If you were instructed to fly something other than runway heading, you may want to include that in the transmission.



CENTER

What runway will I be using for landing?

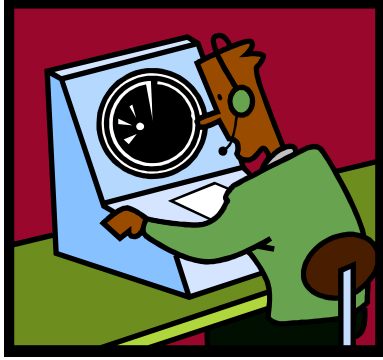
There's no point in asking the center controller what runway you'll get. It's not his airspace, so he won't know. When you contact approach, you'll be told what runway to expect. With a little analysis, you can make a reasonably good guess though.

Check to see if your destination airport has an ATIS posted. The ATIS broadcast will contain the runways in use and loads of other handy information.

Alternatively, type “.metar kmia” into your radio dialogue box. This will display the current raw METAR information for Miami, or whichever airport code you choose.

If the wind gives more of a headwind component for an easterly landing, you'll be landing to the east. If you're approaching from the south, you're likely to be assigned runway 09 instead of 08R.

You should also be aware of the procedures you have filed in your flightplan. If a controller sees a SID/STAR in your flightplan, he's probably going to have you cross a waypoint at a specific altitude. If you don't have that point in your flightplan because you forgot to load the STAR, it really complicates everybody's job. If you are unable to fly the SID/STAR for any reason, don't file it, we'll vector you.



APPROACH

If I'm told to expect the visual approach, should I tune the ILS?

Yes. Having the instrument approach set up not only increases your situational awareness, but it also makes you more flexible in the terminal environment. When you're more flexible, you get to land faster. So even though you were told to expect the visual approach, don't be surprised if the controller says "fly heading 120 and intercept the localizer."

Why did you change runways on me?

The approach environment is dynamic, and if we see that putting you on another runway will get you down faster and increase traffic flow, we'll try to do it. For this reason, it is recommended that BEFORE your descent starts, you prepare yourself to make an approach to either of 2 runways. You can set up the most likely runway in RTE1 of your FMC and use the second route feature for the alternative runway. That way, it's very easy to change the landing runway in the FMS. If you're not sure how to do that, check the LDS or PMDG forums for detailed information.

How do I know when I'll get a visual approach?

Hard to say. When it's busy, we prefer visual approaches because we can get you on the ground faster. We try to set you up as nicely as we can for this approach, so if you're abeam the field at 2000-4000ft on a downwind leg when we clear you for the visual approach, please don't fly 20nm out before turning final. Try to make the approach as efficient as possible. If you need to do an extended downwind leg, let us know so we can adjust the plan accordingly.

General stuff:



Please do not send private messages to the controller regarding a clearance. Saying "hey, your voice sounds familiar, were you in my Math class in high school" is fine. It is not appropriate to ask for the active runways via PM though.

When told to switch frequencies, do it as soon as practical. This doesn't mean you should allow the plane to deviate from heading/altitude if flying manually while tuning the radios though. Aviate, Navigate, Communicate.

Keep radio transmissions short and to the point. There's no need to say "We need a few minutes on the taxiway to sort out a problem with the left engine, because the oil pressure is low, and the temperature and vibration gauges are reading high. We'll do some checklists to sort the problem then try..." Instead, just say "we need a few minutes to sort out a problem with the left engine."

LISTEN before transmitting on the frequency. If somebody just got their IFR clearance, or landing clearance, allow the pilot to respond before calling ATC. When two people transmit at the same time, nobody is heard, and precious time is wasted. Likewise, if we don't immediately respond to your initial call, be patient. We may be coordinating something with another controller.

When we say "ABC123, standby", do NOT read back "Standby, ABC123". It is entirely unnecessary, and clogs the frequency.



ROGER:

ROGER means "I have received all of your last message. It is **NEVER** acceptable to use "roger" when answering a question. Instead use "affirmative" or "negative".

"Roger that" is not acceptable phraseology. That phrase should never be used.

When given an instruction, do NOT begin your readback with "Roger".

There is no need to report when you are shutting down your engines.

In the US, flight levels always start at FL180, so when you contact departure and say "leaving flight level twelve hundred", does your altimeter really read 120,000ft?

Be considerate when using the radio. If you're doing circuits at Fort Lauderdale, then want to depart to the south along the beach below 500ft, then fly east for 2 miles then return to the field for a short approach, then a stop and go before finally departing to the north, don't make that your initial call. Instead, say:

[ABC123, request](#)

or

[Approach \(Tower, Center, etc..\), ABC123, when able](#)

That prepares the controller to listen to your request, instead of catching him off guard, then you'll probably have to repeat yourself.

For all charts needed to fly within KZMA, visit:

<http://airnav.com/airport/KMIA>.

Thanks, and have a safe flight!

