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Delta 540, LaGuardia to Atlanta

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SUMMARY

A 2 hour flight from LaGuardia to Atlanta with some surprises along the way.

Set your weather to the FSI-DAL540 preset and the time to around 1pm

This scenario will have an unexpected event that will force you to take action and to manage the flight to be successful.

If you don't want to read the whole lesson plan (to be surprised), just keep in mind that KDCA airport along the route is a good diversion airport for you as Delta Air Lines has ground staff there.

Note: While the MCDU/FMC may be pre-programmed by FSiPanel for convenience, it remains the pilot's responsibility to verify the correctness of the routing against the provided route details. Please be aware that if this scenario is flown weeks or months after its release, airspace changes may necessitate adjustments to the routing in your FMS/MCDU to ensure it matches the current authorized routing. Always cross-check and confirm the flight plan accuracy before departure.

INITIAL SETUP

| Airport | KLGA |
|-------------------|----------------------------|
| Runway | 13 |
| Position initiale | Delta Terminal C, anywhere |
| WX Preset | FSI-DAL540 |

AIRCRAFT WEIGHT AND FUEL

If the selected aircraft offers full cockpit preparation functionality, FSiPanel will automatically configure everything for you. For aircraft without this feature, you'll need to set up the cockpit manually, following the lesson plan. To simplify the process, you can import all necessary details into Simbrief using the 'Simbrief FPN' button found on the Setup/Scenarios page.

FMS / MCDU / CLEARANCE

ATC ROUTE : RWY 13 LAGUARDIA7 CONEY CLIMB LANNA J48 MOL FLASK OZZZI1

WEATHER

KLGA RWY13 10SM 170/14 SCT040 SCT080 18/12 A2965

KATL 5000 RA 190/14G25 OVC014 OVC040 10/08 A2987

COMPANY NOTAM

KIAD enroute alternate closed due to VIP movement, use KDCA If required

PROCEDURE

1. Start MSFS in KLGA, Delta termina C, any gate
2. Set Preset Weather FSI-DAL540
3. Make sure aircraft is powered, engines off
4. Start FSiPanel.
5. Select and start the scenario.
6. Do not interfere with the cockpit setup until you get the first ATC clearance.
7. Check tips and notes on the following pages.
8. Have fun.

NOTE

This scenario requires you to switch frequencies and readback instructions as requested by ATC, if you have enabled PTT in SETUP / Scenarios, you will need to transmit on the new frequency using your defined PTT button to get to the next instruction.

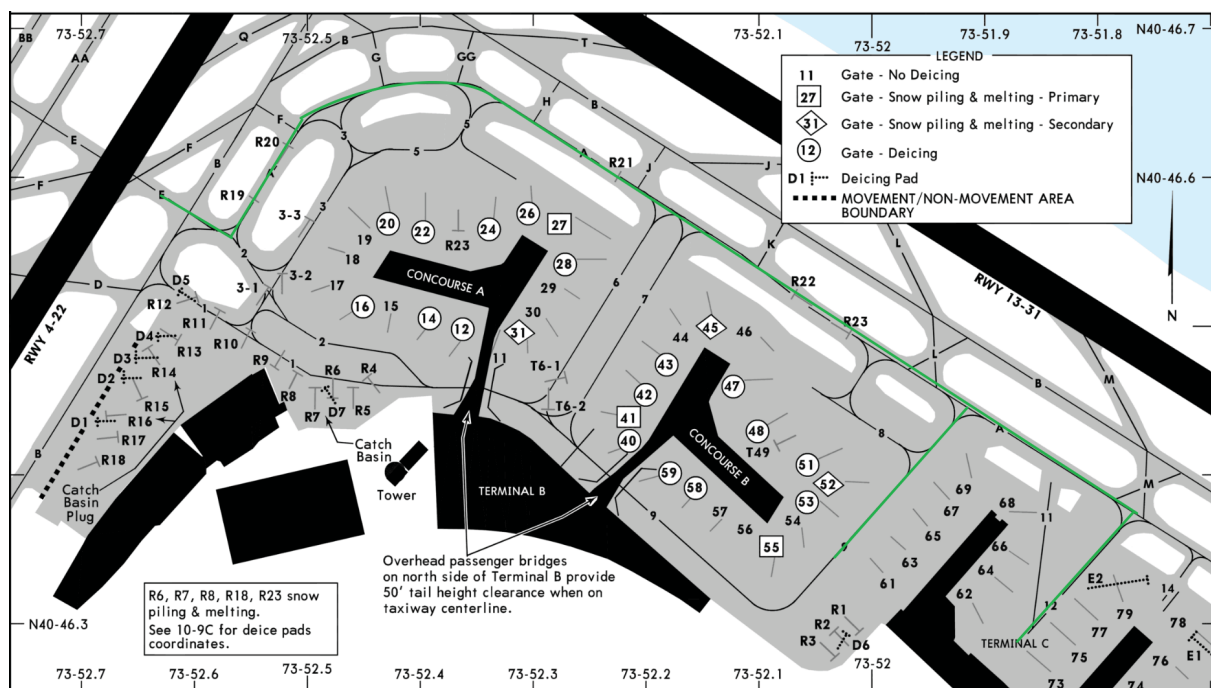
If you don't understand an ATC instruction, use your say again button. If you are still not sure about the instructions, use say again another time, you will get a readback and a window message.

If your cockpit preparation is not done automatically by FSiPanel, click on the Simbrief FPLN button to create your FMS/MCDU file and to see your OFP.

NEW: If you want FSiPanel to automatically set the next frequency on Standby, tick the box under SETUP / Scenarios.

TAXI OUT

Once you received your ATC clearance, you will have to contact ramp to get your pushback clearance. They will instruct you to push facing north east.



Taxi will be straight via A E to hold short of runway 4.

Expect to cross and to taxi via E CC and G to holding point 13

TIPS FOR THIS SCENARIO

Before diving into this scenario, please note that some key hints are provided below to guide you. However, if you prefer a completely unguided and surprise-filled experience, feel free to skip these tips and proceed directly to the scenario.

Departure:

- **LaGuardia7 Coney Climb:** You will not find this procedure in your FMC/MCDU, you will need to find a way to fly it correctly, it is very important to turn right on heading 180 and to intercept CRI radial 043 inbound to remain clear of JFK airspace, you will see JFK on your left wing once established on the correct radial.
- **Vectors to PTW R059:** As depicted on your SID chart, ATC will give you some vectors to intercept R059 inbound PTW VOR, here again, you will need to program the FMC/MCDU correctly. As a hint, remember that R059 inbound PTW is course 239 to PTW.
 - **Boeing :** LEGS, direct to PTW, intc course 239, EXECUTE, ARM LNAV
 - **Airbus :** DIR PTW, Radial IN 059, execute

Enroute:

- **Medical emergency:** Cabin crew will call you to report a sick passenger with breathing difficulties, a doctor has been paged and he is looking at the passenger, more news to come within a few minutes. Take this time to look for options, where to land if the case becomes serious, Washington Dulles is not available... but KDCA also a Delta Hub is not far away.. ATIS is available on 123.45 COM2
- **Electrical Malfunction:** Plan to have a minor electrical malfunction on this sector, nothing serious
 - **Boeing :** if AP fails, engage the other side autopilot, then try to put the failed Generator back online, if not working, start the APU and when available, put the APU GEN on the failed side. Reengage AP if needed.
 - **Airbus :** Follow the ECAM instructions, if generator is not coming back to life, have a look at the status page and see what can improve the situation... (Hint, it is at the back of the aircraft and makes a lot of noise on ground 😊)

Diversion to KDCA

- After the call from Purser saying that an emergency landing is advised by the doctor, declare an emergency on the active frequency requesting a diversion to KDCA due to medical case.
- Once cleared to descend to FL180, select FLCH or OP DES on the airbus and extend the speedbrake, we need to descent with high rate as we are very close to alternate airport.
- Prepare the Visual RIVER 19, it will start at FERGI and then along the river with recommended altitudes on the path, remember the most important ones :
 - FERGI 3000ft
 - 6NM DCA 1800'
 - 4NM 1500' (abeam the reservoir)
 - 3NM 900'

- Passing the last bridge at 900ft, aim for a right turn to the runway and continue to descend or you will be too high for the landing, your final turn will take place at around 300ft AGL.
- STOP on the runway as requested by ATC and then:
 - Secure the AC (After Landing Procedure, shutdown the engines, shutdown procedure) when this is done fire brigade will approach the aircraft to assist the sick passenger!

Feedback and Sharing:

- I am very keen to hear about your experience with this scenario! Please share your feedback, comments, and any interesting moments on the Discord channel DAL540. Your insights are invaluable for further improving these scenarios.

Join Discord [here](#)

FREQUENCIES

Should you miss a frequency, these are the ones used today.

| ATC | Radio 25khz |
|-------------------|----------------|
| Delivery | 135.200 |
| Ramp | 131.475 |
| Ground | 121.700 |
| Tower | 118.700 |
| Departure | 120.400 |
| NYC Center | 127.600 |
| Washington center | 134.150 |
| Potomac approach | 119.850 |
| KDCA Tower | 119.100 |

Have a safe trip to Atlanta...