

ORDER

ORDER
ROA ATCT/TRACON
7110.65V

ROANOKE ATCT AND TRACON STANDARD OPERATING PROCEDURES



February 12, 2017

RECORD OF CHANGES

BULLETIN NUMBER	SUBJECT	AUTHORIZED BY	DATE ENTERED	DATE REMOVED
7110.110	Initial	RR	11/2/16	2/12/17
7110.111	Updated formatting	RR	2/12/17	--



VIRTUAL AIR TRAFFIC SIMULATION NETWORK
VATUSA DIVISION – WASHINGTON ARTCC

SUBJ: ROA 7110.65V

This order provides direction and guidance for the day-to-day operations of the Roanoke Control Tower/TRACON and prescribes air traffic control procedures and phraseology. Controllers are required to be familiar with the provisions of these procedures.

This document is only to be used in a simulated environment. This document shall not be referenced or utilized in live operations in the National Airspace System (NAS). The Washington ARTCC, VATUSA, and VATSIM do not take any responsibility for uses of this order outside of the simulation environment.

/Rick Rump/
Air Traffic Manager
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Chapter 1: Quick Reference

ROA_DEL (119.700)

- **Initial altitude for IFR aircraft:** 5000' (expect CRUISE 10 minutes after)
- **VFR departures:** "Maintain VFR at or below 4,500' until 5 DME or advised"
- **IFR Departure Procedures**
 - Runway 6: SCUTA# SID (RNAV) or vectors (NON-RNAV)
 - Runway 16: MONAT# SID (RNAV), HOKEE# SID (NON-RNAV)
 - Runway 24: BUFIY # SID (RNAV), HOKEE# (East, NON-RNAV), DIXXY# SID (WEST, NON-RNAV)
 - Runway 34: IFR Departures not authorized

ROA_GND (121.900)

- Due to the simple taxiway layout, there are no preferred taxi routes

ROA_TWR (118.300)

- **Airspace:** 3nm and up to 3000'
- **ATIS:** Voice
- **Runway Selection:** Weather-based (no wind calm configuration)
- **Departure headings**

Runway Configuration	Direction of Departure	Headings	Missed Approach
6	NW	055	Runway heading, 5000'
	SE	070	
16	S	180	
	Other	150	
24	N/NW Prop	250	
	Other Prop	220	
	All Jet	235	
34	NE	030	
	NW	250	
	SW	220	
	SE	070	

Chapter 2: Positions

The following callsigns and frequencies shall be used when working positions at ROA ATCT or TRACON:

Identifier	Position	Frequency	VOX Channel
ROA_DEL	Clearance Delivery	119.700	ROA_8C
ROA_GND	Ground Control	121.900	ROA_8G
ROA_TWR	Local Control	118.300	ROA_8T
ROA_E_APP	Approach (East Radar)	126.900	ROA_8E
ROA_W_APP	Approach (West Radar)	118.150	ROA_8W
ROA_L_APP	Approach (LYH Radar)	135.000	ROA_8J

Primary approach sector is 126.900, and shall be used at all times unless the TRACON is split.

Chapter 3: Clearance Delivery

3-1. Altitude Assignments

- a. All IFR departures shall be assigned 5000'. Aircraft should be told to expect their filed cruise altitude ten (10) minutes after departure.
- b. All VFR departures shall be told to "Maintain VFR at or below 4,500' until 5 DME or further advised"

3-2. VFR Aircraft

- a. VFR Aircraft should be assigned an appropriate altitude, departure frequency and squawk code.

"Maintain VFR at or below 4,500' until 5 DME or further advised. Departure frequency 126.9, squawk 6540."

3-3. IFR Departures

- a. All IFR aircraft should be on a preferred routing, TEC route, or coordinated route.
- b. All clearances must be issued over voice. CPDLC is not authorized at ROA.
- c. All aircraft must be assigned an appropriate SID. If they are not RNAV capable, assign the non-RNAV SID.
 - o Runway 6: SCUTA# SID (RNAV) or vectors (NON-RNAV)
 - o Runway 16: MONAT# SID (RNAV), HOKEE# SID (NON-RNAV)
 - o Runway 24: BUFIY # SID (RNAV), HOKEE# (East, NON-RNAV), DIXXY# SID (WEST, NON-RNAV)
 - o Runway 34: IFR Departures not authorized
- d. Any aircraft assigned a SID should have the SID entered into their flight plan.
- e. If aircraft are unable to fly a SID, clear them via radar vectors to their first fix, and assign an appropriate altitude.

Chapter 4: Ground Control

- a. Taxiway T is restricted to aircraft with a wingspan of 118 feet or less.
- b. There are no preferred taxi routes due to simplicity of the airport layout.
- c. If more than one runway is in use for departures, assign a runway most aligned with the aircraft's route of flight.

Chapter 5: Local Control

5-1. Airspace/General

- a. Roanoke Local Control owns three (3) nm from the airport and up to 3000'.
- b. The ATIS at Roanoke must be a voice ATIS and recorded.

5-2. Runway Selection

- a. Runway selection is based purely on weather. Select the two runways most aligned with the wind. If the wind is greater than 15 kts and closely aligned with a single runway, than a single runway may be used.

5-3. Departure Headings

- a. Assign an appropriate heading for all IFR and VFR departures. Aircraft on a SID should be left on the SID.

Runway Configuration	Direction of Departure	Headings	Missed Approach
6	NW	055	Runway heading, 5000'
	SE	070	
16	S	180	
	Other	150	
24	N/NW Prop	250	
	Other Prop	220	
	All Jet	235	
34	NE	030	
	NW	250	
	SW	220	
	SE	070	

5-4. LAHSO

- a. LAHSO is not authorized at Roanoke

5-5. Departure Releases

- a. All IFR departures have blanket releases unless the following are true:
 - I. They are departing a non-active runway or Runway 34
 - II. The aircraft will be landing at a ROA TRACON satellite (ex. LYH)
 - III. ROA TRACON asks for local to call for releases
- b. In the event of a go around or missed approach, all departure releases are suspended until TRACON advises
- c. All IFR departures that will land at another airport under ROA TRACON require a verbal or textual release from TRACON before they can depart. They do NOT have automatic releases.
- d. Releases (verbal or textual) are valid for three (3) minutes.

5-6. Missed approaches or go arounds

- a. All missed approaches or go arounds should initially be assigned to fly runway heading and to maintain 5000’.
- b. Immediately after a missed approach or go around, Local must coordinate with TRACON to see if there are any additional requests or necessary instructions.
- c. Departure releases are suspended in the event of a missed approach or go around. TRACON must release departures before aircraft can be given a takeoff clearance.

5-7. Intersection departure lengths

Runway 6		Runway 16		Runway 24		Runway 34	
From	Length	From	Length	From	Length	From	Length
Full Length	6800	Full Length	5800	Full Length	6800	Full Length	5800
E1	6500	A2	5450	G1	6500	A1	5450
RY 16	4750	RY 6	4450	N	5900	B	4350
A	4400	G	4100	M	4400	C	3450
L	3800	E	3600	L	2950	D	2700
M	2400	D	3050	A	2350	E	2150
		C	2300	RY 34	2000	G	1650
		B	1500			RY 6	1350

Chapter 6: TRACON

6-1. Airspace

- a. When ROA TRACON is consolidated, it will use frequency 126.900 and a voice server of ROA_8E.
- b. Airspace: Airspace is as depicted in Appendix I

6-2. Departures

- a. All departures should be cleared direct their first fix (only if going to ZDC. If going to ZTL or ZID, the initial fix must be APPREQ'd) and cleared to climb to the top of TRACON airspace (or their requested cruise altitude) before a handoff to Center is initiated
- b. Some departures MAY NOT be going to ZDC. Northwestern departures may go to ZID, Westbound departures to ZTL.

PREAPPROVED COORDINATION: For aircraft that are going to ZID/ZTL (West, Northwest), issue an automated point out to the overlying ZDC sector. If the point out is approved, the aircraft may be handed off directly to ZID/ZTL. Note that clearance on course (to the first fix) must be APPREQ'd in this case.

6-3. Handoffs

- a. TRACON has control for turns not greater than 30 degrees off course, and for descents, on initial contacts.

6-4. Special Use Airspace

Farmville MOA. The Farmville (FVX) MOA is active between 0800-1700, Monday through Friday, 300 feet AGL to 5000 feet MSL; other times by NOTAM. Washington Center (ZDC), Dominion Sector, is the controlling agency.

IFR Military Training Routes (IR). There are eight (8) IR routes through Roanoke airspace: IR081, IR608, IR715, IR719, IR721, IR726, IR761 and IR762.

IR721. IR721 conflicts with V45 traffic and 6000 feet and below within Roanoke airspace. Northbound traffic on V45 that has crossed the PSK 23 DME northbound is clear of the IR721 protected airspace. Roanoke's boundary on V45 is approximately 24.5 DME from PSK.

IR715. The exit point for IR715 is in LYH airspace at 8000 feet. There are two stored flight plans from Oceana NAS (NTU) that include IR-715. One departs IR-715 point "M" (the exit point) direct LVL and the other goes from point "M" direct LVL270010. Both routes hand-off to ZCW. The return altitude is 15,000 feet MSL, lost communications altitude 8,000 feet MSL.

- a. Aircraft exiting the route will need to obtain an IFR ATC exit clearance prior to exiting the IR. ROA ATCT (LYH Radar) should get a hand-off and communications transfer on the participating IR-715 aircraft from ZDC.
- b. All other IR routes. All other IR routes shall be handled as normal IFR traffic. Unless otherwise coordinated, the aircraft must be published altitude when it departs Roanoke airspace.

6-5. Scratchpads

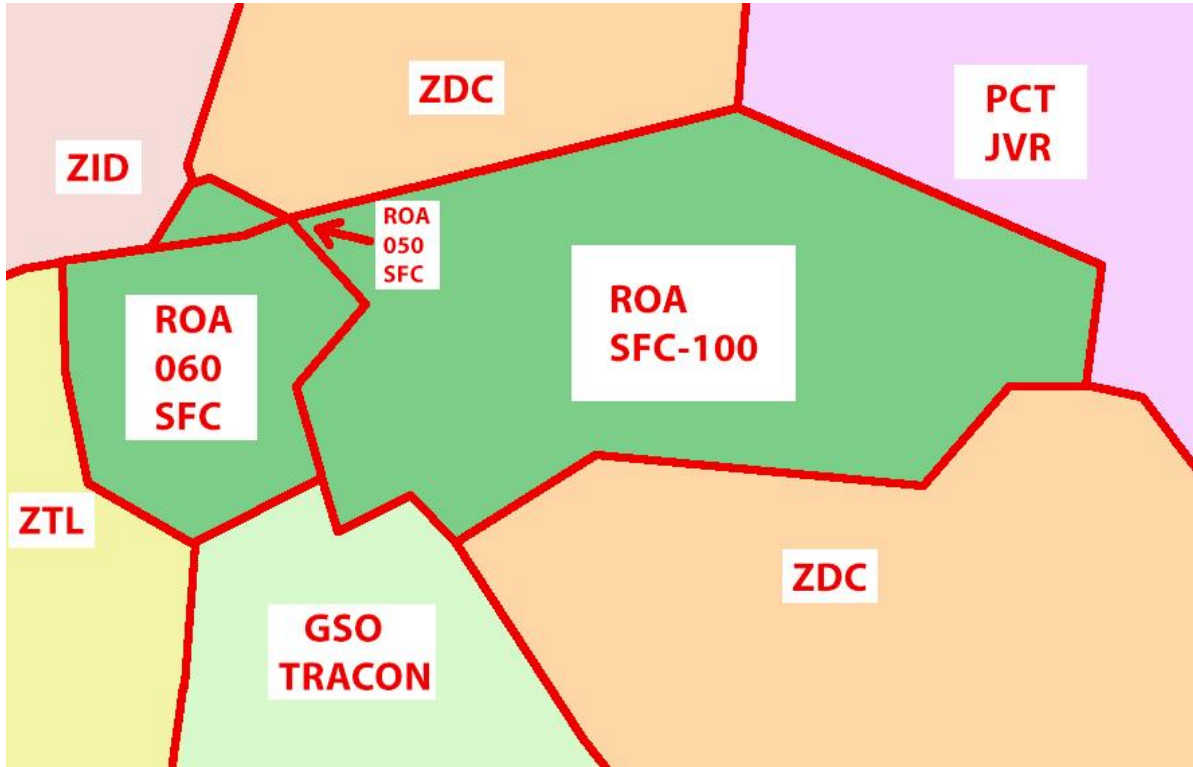
- a. All arrival aircraft should have appropriate scratchpad information entered before communications are transferred to local control. Correct scratchpad entries are the letter (see table below) signifying approach type, and the runway.

Approach Type	Letter
VISUAL	V
ILS	I
RNAV	R
VOR	O
NDB	N
LDA/LOC	L
PATTERN ENTRY (VFR)	P

Ex. R06 = RNAV Runway 6.

LY6 = LDA Y Runway 6

Appendix I: Airspace



Appendix II: Sector Splits

