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Atlantic City ATCT and TRACON

Version 2.00 – April 27, 2017

Change Log

Version 2.00 – April 27, 2014

- Updated formatting
- Re-drawn airspace delegation diagram

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Chapter 1. Positions

Identifier	Position	Frequency	VOX Channel	Notes
ACY_DEL	Clearance Delivery	127.850	ACY_9D	
ACY_GND	Ground Control	121.900	ACY_9G	
ACY_TWR	Local Control	120.300	ACY_9T	
ACY_APP	Atlantic City Approach	124.600	ACY_9S	1
ACY_S_APP	South Approach Radar	124.600	ACY_9S	2
ACY_N_APP	North Approach Radar	134.250	ACY_9N	2
KACY_ATIS	ATIS	125.725	KACY_ATIS	

1. Primary frequency and position.
2. Only used when split for events.

Chapter 2. Clearance Delivery

2-1. Altitude Assignments

- a. All IFR departures shall be assigned 2000'. Aircraft should be told to expect their filed cruise altitude ten (10) minutes after departure.
- b. If an aircraft is on the Atlantic City One (ACY1) SID, the "Climb via SID" phraseology may be used.
- c. All VFR departures shall be told to "Maintain VFR at or below 2000' until advised"

3-2. VFR Aircraft

- a. VFR Aircraft should be assigned an appropriate altitude, departure frequency and squawk code.
"Maintain VFR at or below 2000' until advised. Departure frequency 124.6, squawk 3411."

3-3. IFR Departures

- a. Departure gates: All fixes or VORs depicted on the Atlantic City One (ACY1) departure.
- b. All IFR aircraft should be on a preferred routing, TEC route, or coordinated route.
- c. All clearances must be issued over voice. CPDLC is not authorized at ACY.
- d. All aircraft should be assigned the Atlantic City One (ACY1) departure. This departure does NOT need to be entered into their flightplan.
- e. If an aircraft is unable to fly the ACY1 departure, assign them runway heading, radar vectors to their first fix, and the correct altitude (from above).
- f. If aircraft are unable to fly a SID, clear them via radar vectors to their first fix, and assign an appropriate altitude.

Chapter 3. Ground Control

- a. There are no preferred taxi routes due to simplicity of the airport layout.
- b. All turbojets must depart runway 13/31, whichever is active
- c. If more than one runway is in use for departures, assign a runway most aligned with the aircraft's route of flight for props.

Chapter 4. Local Control

5-1. Airspace

- a. Atlantic City Local Control owns five (5) nm from the airport and up to 2100'.

5-2. Runway Selection

- a. Runway 13/31 must be in use at ALL TIMES as the primary runway, and all turbojet aircraft must use this runway.
- b. 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.
- c. Runway 13/31 must always be used, even if the wind favors 04/22

5-3. Departure Headings

- a. Assign all IFR or VFR departures runway heading unless coordinated otherwise. Aircraft on the Atlantic City One (ACY1) departure do not need to be told this in the takeoff clearance.

5-4. LAHSO

- a. LAHSO is authorized at Atlantic City, see table below;

Runway Landing	Hold Short Runway	Distance
04	13-31	3,550 ft
13	04-22	3,600 ft
31	04-22	5,750 ft

5-6. Missed Approaches/Go Arounds

- a. All missed approaches or go arounds should initially be assigned to fly runway heading and to maintain 2000'.
- 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.

Chapter 6. TRACON

6-1. Airspace/General

- a. When ACY TRACON is consolidated, it will use frequency 124.600 and a voice server of ACY_9S.
- b. Airspace is as depicted in Appendix I

6-2. Departures

- a. Departures routed via SIE, VCN, ENO, PANZE, LEEAH, ATR, OOD, DQO, and airways off ACY may be cleared on course without coordination and climbed to 7000 or lower filed cruise altitude.
- b. All other departures must be climbed to 7000 or lower filed cruise altitude and APPREQ with the appropriate controller before being cleared on course and handed off.
- c. Some departures MAY NOT be going to ZDC. Northern departures may go to ZNY.

PREAPPROVED COORDINATION: For aircraft that are going to ZNY (North of ACY TRACON), issue an automated point out to the overlying ZDC sector. If the point out is approved, the aircraft may be handed off directly to ZNY. Note that clearance on course (to the first fix) must be APPREQ'd if the first fix is outside of ZDC/ACY airspace.

6-3. Handoffs

- a. TRACON has control for turns not greater than 30 degrees off course, and for descents, on initial contacts.
- b. Arrivals will be handed off at or descending to 8000 from ZDC/ZNY.
- c. Prop arrivals to PHL may be handed off to ACY at or descending to 8,000. They should be descended to 5,000 and handed off to PHL TRACON.

6-4. Scratchpads

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

Appendix 1. Airspace Delegation

