

ORDER

ORDER
FAY ATCT/TRACON
7110.65V

**FAYETTEVILLE 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	11/29/16	2/12/17
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VIRTUAL AIR TRAFFIC SIMULATION NETWORK
VATUSA DIVISION – WASHINGTON ARTCC

SUBJ: FAY 7110.65V

This order provides direction and guidance for the day-to-day operations of the Fayetteville 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
Washington ARTCC

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Chapter 1: Quick Reference

FAY_GND (121.700)

- **Initial altitude for IFR aircraft:** 2000' (expect CRUISE 10 minutes after)
- **VFR departures:** "Maintain VFR at or below 2000' until advised"
- **Departure gates:** All fixes or VORs depicted on the MOUNTY3 (MTY3) departure.
- **IFR Departure Procedures**
 - MOUNTY3 (MTY3)
 - Radar vector – All runways and all aircraft
- Due to the simple taxiway layout, there are no preferred taxi routes

FAY_TWR (118.300)

- **Airspace:** 5nm and up to 2200'
- **ATIS:** Voice
- **Runway Selection:** Wind calm – Runway 4
- **Departure headings:** Runway heading
- **Missed Approach:** Fly runway heading, maintain 2000'.

Chapter 2: Positions

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

Identifier	Position	Frequency	VOX Channel
FAY_GND	Ground Control	121.700	FAY_0G
FAY_TWR	Local Control	118.300	FAY_0T
FAY_DEP	Departure	125.175	FAY_0D
FAY_N_APP	Approach (North Radar)	125.150	FAY_0K
FAY_E_APP	Approach (East Radar)	133.000	FAY_0H
FAY_W_APP	Approach (West Radar)	127.800	FAY_0I
KFAY_ATIS	ATIS	121.250	KFAY_ATIS

Primary approach sector is 125.150, 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 2000'. Aircraft should be told to expect their filed cruise altitude ten (10) minutes after departure.
- b. If an aircraft is on the MOUNTY# (MTY#) 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 125.17, squawk 3411."

3-3. IFR Departures

- a. Departure gates: All fixes or VORs depicted on the MOUNTY# (MTY#) 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 FAY.
- d. All aircraft should be assigned the MOUNTY# (MTY#) departure. This departure does NOT need to be entered into their flightplan.
- e. If aircraft are unable to fly a SID, clear them via fly runway heading, radar vectors to their first fix, and assign an appropriate altitude. This is meant to emulate the MOUNTY# departure.

Chapter 4: Ground Control

- a. Note that there is no clearance delivery frequency at FAY. Ground control or the next lowest controller online assumes this duty unless directed otherwise. See Chapter 3: Clearance Delivery for relevant procedures.
- b. There are no preferred taxi routes due to simplicity of the airport layout.
- c. All turbojets must depart runway 04/22, whichever is active. As well, any air carrier operation, regardless of prop or jet, is NOT permitted on runway 10/28 and MUST depart runway 04/22, whichever is active.

Chapter 5: Local Control

5-1. Airspace

- a. Fayetteville Local Control owns five (5) nm from the airport and up to 2200'.

5-2. Runway Selection

- a. Runway 04/22 must be in use at ALL TIMES as the primary runway, and all turbojet aircraft must use this runway. As well, all air carrier operations, regardless of jet or prop, are only authorized on runway 04/22.

5-3. Departures

- a. Departure headings: Assign all IFR or VFR departures runway heading unless coordinated otherwise. Aircraft on the MOUNTY# (MTY#) departure do not need to be told this in the takeoff clearance.

5-4. Departure releases:

- a. All IFR departures have blanket releases unless the following are true:
 - I. They are departing a non-active runway
 - II. The aircraft will be landing at a FAY TRACON satellite (ex. POB)
 - III. FAY 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 FAY 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.

5-5. Missed approaches or 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.

5-6. LAHSO

- a. LAHSO is NOT authorized at Fayetteville

Chapter 6: TRACON

6-1. General/Airspace

- a. When FAY TRACON is consolidated, it will use frequency 125.150 and a voice server of FAY_OK.
- b. Airspace is as depicted in Appendix I

6-2. Departures

- a. Departures routed via SDZ or airways off FAY may be cleared on course without coordination and climbed to 10000 or lower filed cruise altitude.
- b. All other departures must be climbed to 10000 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. Southern departures may go to ZJX, Westbound departures to ZTL.

PREAPPROVED COORDINATION: For aircraft that are going to ZTL (West of FAY TRACON) or ZJX (South of FAY 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 ZTL/ZJX. Note that clearance on course (to the first fix) must be APPREQ'd in this case.

- d. If ZDC approved the pointout for aircraft entering ZTL airspace, the aircraft must immediately be climbed to 15000 (to get above CLT TRACON airspace) and then handed off to ZTL.

6-3. Handoffs

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

Arrivals will be handed off at or descending to 11000.

6-4. Scratchpads

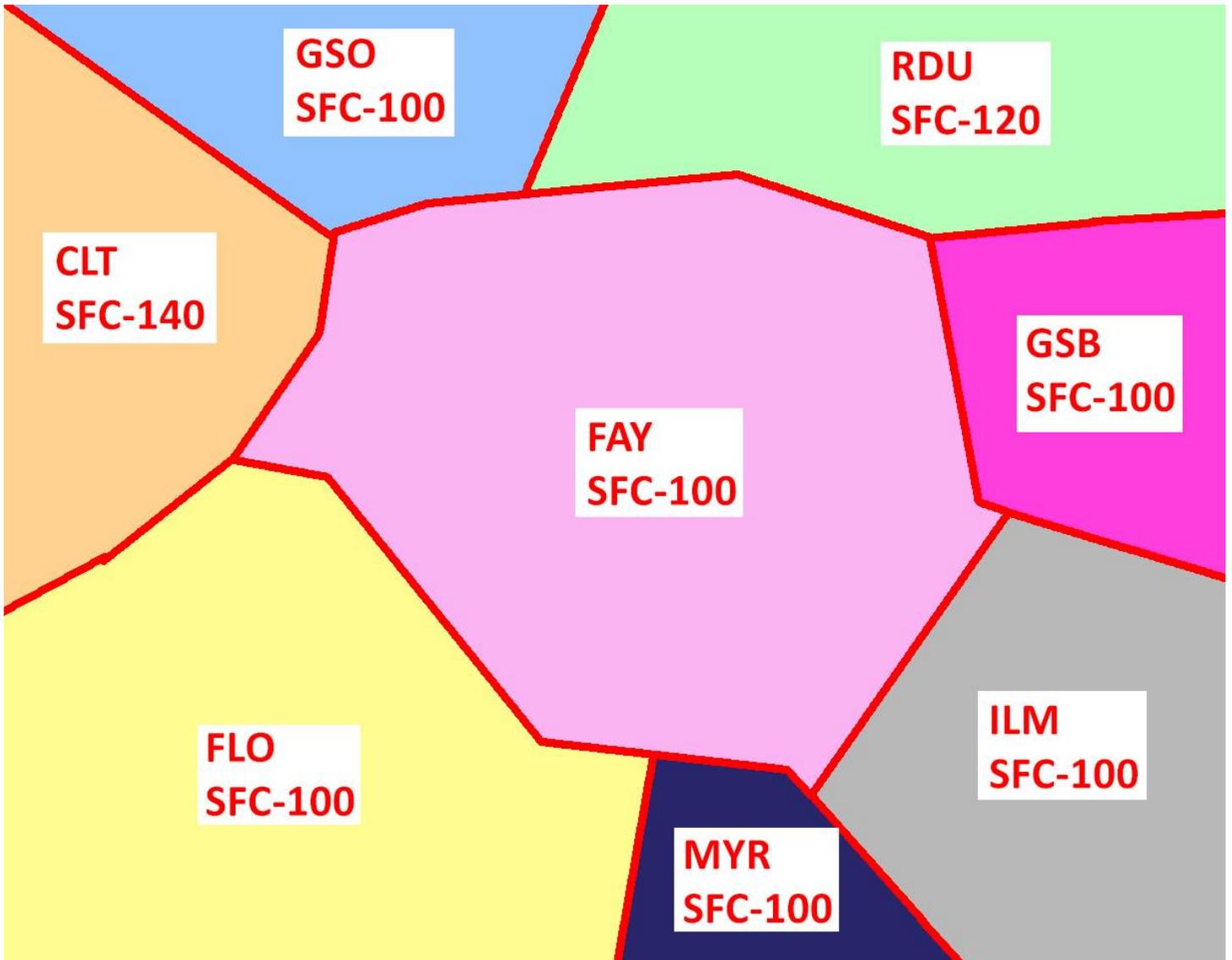
- a. All arrival aircraft should have appropriate scratchpad information entered before communications are transferred to local control. Correct scratchpad entries are the letter (see table below) signifying approach type, and the runway.

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

These are coming soon, as we do not currently have the real world information. If FAY TRACON is being split for an event or otherwise, the split must be decided then.