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Wilmington ATCT and TRACON

Version 2.00 – April 26, 2017

Change Log

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- Formatting updated
- Re-drawn airspace delegation

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Chapter 1. Positions

Identifier	Position	Frequency	VOX Channel	Notes
ILM_GND	Ground Control	121.900	ILM_0A	
ILM_TWR	Local Control	119.900	ILM_0B	
ILM_APP	**Approach Control**	**135.750**	**ILM_0L**	**1**
ILM_E_APP	East Approach Radar	135.750	ILM_0L	
ILM_W_APP	West Approach Radar	118.250	ILM_0M	
KILM_ATIS	ATIS	124.975	KILM_ATIS	

1. Primary frequency and position.

Chapter 2. Clearance Delivery

2-1. Altitude Assignments

a. All IFR departures shall be assigned 3000'. 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 2500' until advised"

2-2. VFR Aircraft

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

   "Maintain VFR at or below 2500' until advised. Departure frequency 135.75, squawk 3411."

2-3. 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 ILM.
c. Clear all aircraft via radar vectors to their first fix, and assign an appropriate altitude.

Chapter 3. Ground Control

a. Note that there is no clearance delivery frequency at ILM. 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.

Chapter 4. Local Control

4-1. Airspace/General

    a. Wilmington Local Control owns five (5) nm from the airport and up to 2500'.

    b. The ATIS at Wilmington must be a voice ATIS and recorded.

4-2. Departure Instructions

    a. Since all IFR releases must be obtained from TRACON before an aircraft can depart, departure instructions must be coordinated individually

4-3. LAHSO

    a. LAHSO is NOT authorized at Wilmington.

4-4. Departure Releases

    a. All IFR departures must have a release obtained individually from TRACON. These releases must include:

        I.   Departure instructions. Direct first fix is preferred, but a heading may be issued.

        II.   A departure time or void time (only if required due to traffic)

    b. Releases (verbal or textual) are valid for three (3) minutes.

4-5. Missed Approaches and Go Arounds

    a. All missed approaches or go arounds should initially be assigned to fly runway heading and to maintain 3000'.

    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 5. TRACON

6-1. Airspace

a. When ILM TRACON is consolidated, it will use frequency 135.750 and a voice server of ILM_0L.
b. East/West split is along ILM R164. See Appendix I.
c. ILM TRACON is delegated the airspace as depicted in Appendix I.

6-2. Departures

a. Departures may be cleared direct their first fix in their IFR release with ILM ATCT. If a heading is provided, all IFR departures must be cleared on course and climbed to 10000 or lower filed altitude.
b. Some departures MAY NOT be going to ZDC. Southern departures may go to ZJX.

PREAPPROVED COORDINATION: For aircraft that are going to ZJX (South of ILM 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 ZJX.

6-3. Handoffs

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

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 signifying approach type, and the runway.

Appendix 1. Airspace Delegation