Fresno ATCT/TRACON - STANDARD OPERATING PROCEDURE

Version 1.1

List of Changes

Change	Date	Description
--	23MAY2019	Rewrite - Initial Release
CHG01	20OCT2019	Removed VOX Channel due to AFV release; Removed CZQ VOR

Table of Contents

Section 1. General Information

1-1 Purpose

This Standard Operating Procedure (SOP) outlines the procedures to be used by controllers working Fresno ATCT/TRACON positions on the Vatsim network, to ensure that traffic flows are handled in as efficient and timely a manner as possible. This SOP is for simulation purposes only and shall not be used for real world use or reference.

1-2 Distribution

This SOP is distributed to all members of the Oakland ARTCC on Vatsim.

1-3 Cancellation

All previous procedures are canceled.

1-4 Positions Table

The following position table details authorized positions for Fresno ATCT/TRACON.

SECTOR	CALSIGN	RADIO CALLSIGN	FREQUENCY
Clearance Delivery	FAT_DEL	Fresno Clearance	124.350
Ground Control	FAT_GND	Fresno Ground	121.700
Local Control	FAT_TWR	Fresno Tower	118.200
Approach Combined	FAT_APP	Fresno Approach	119.600
Friant	FAT_F_APP	Fresno Approach	119.600
Chandler	FAT_C_APP	Fresno Approach	132.350
ATIS	KFAT_ATIS		121.350

1-5 Runway Configurations

RNO RWY CONFIGS	RWY CONFIG DEFINITIONS
FAT29	Landing and Departing Runways 29
FAT11	Landing and Departing Runways 11

Section 2. Flight Data/ Clearance Delivery

2-1 General Procedures

a. Issue departure clearance in accordance with current directives, Letters of Agreement and this section. Ensure accuracy of pilot readback.
b. Forward flight progress strips to Ground Control.
c. When an aircraft requesting clearance requires route or traffic management coordination, advise the TMU/CIC so that they can complete the coordination prior to issuing the clearance.

2-2 IFR Departures

a. Fresno departures filed at or above 10,000 shall be issued an interim altitude of 10,000
b. Departures to the west, north, or east shall be issued the YOSEM# SID.
c. Departures to the south shall be issued the BULL# SID.
d. The OAL# shall never be assigned.

2-3 VFR Procedures

a. Assign VFR props "at or below 2,000" and on course.
b. Assign VFR jets an unrestricted climb and "fly runway heading".

2-4 Departure Frequency

a. Always assign the frequency of the radar position covering the applicable offline sector.
b. Aircraft proceeding into Friant airspace shall be assign 119.6
c. Aircraft proceeding into Chandler airspace shall be assigned 132.35

2-5 Local Clearances

a. ON-TOP: Cleared to the Visalia VOR via fly runway heading. Climb to and report reaching VFR-on-top. If not on-top at 10,000, maintain 10,000 and advise. Tops reported ___
b. FAT APPROACHES: Cleared to Fresno Yosemite Intl via fly runway heading, vector to NTELL. Maintain 4,000
c. VISALIA (ILS OR VOR): Cleared to the Visalia Airport via fly runway heading, vector to Visalia VOR. Maintain 3,000.
d. VISALIA (VOR 12): Cleared to the Visalia Airport via fly runway heading, vector to INBUR, maintain 3,000.
e. VISALIA (GPS 30): Cleared to the Visalia airport via fly runway heading, vector to PANES. Maintain 3,000.
f. VISALIA (GPS 12): Cleared to the Visalia Airport via fly runway heading, vector to FRAME. Maintain 3,000.
g. HANFORD (VOR): Cleared to the Hanford Airport via fly runway heading, vector to Visalia VOR. Maintain 3,000.
h. HANFORD (GPS30): Cleared to the Hanford Airport via fly runway heading, vector to PIXEY. Maintain 3,000.
i. TULARE: Cleared to the Tulare Airport via fly runway heading, vector to Visalia VOR. Maintain 3,000.
j. CHANDLER-DOWNTOWN (NDB): Cleared to the Chandler Airport via fly runway heading, vector to Chandler radio beacon. Maintain 2,000.
k. CHANDLER-DOWNTOWN (VOR/DME): Cleared to the Chandler Airport via fly runway heading, vector to join V23 FRAME. Maintain 2,000.
l. CHANDLER-DOWNTOWN (GPS 30): Cleared to the Chandler Airport via fly runway heading, vector to FRAME. Maintain 2,000.
m. CHANDLER-DOWNTOWN (GPS 12): Cleared to the Chandler Airport via fly runway heading, vector to SIPZY. Maintain 2,000.
n. MADERA (VOR): Cleared to the Madera Airport via fly runway heading, vector to NTELL. Maintain 2,000.
o. MADERA (GPS): Cleared to the Madera Airport via fly runway heading, vector to NTELL. Maintain 2,000.

Section 3. Ground Control

3-1 Position Jursidiction and Responsibilities

a. GC has responsibility of all taxiways, except those taxiways located between the runways (exclusive of apron and aircraft parking).
b. Coordinate with LC to determine amendments of flow control release times.
c. Advise LC of aircraft that have in-trail restrictions and taxi accordingly.
d. Forward strips on all aircraft to LC, and ensure LC is aware of time restricted aircraft or aircraft that require a call for release.
e. Maintain close observation of all airport traffic. Be alert to circumstances affecting operations. Anticipate the need for detailed instructions to itinerant or student pilots. Exercise caution when issuing instructions to aircraft operating in unlighted areas or when aircraft location is in doubt.

3-2 Multiple Runway Crossings

a. Multiple runway crossing is authorized on taxiways “C12”, “B12”, “C10”, and “B10”.

3-3 Taxiway Limitations

a. All taxiways are stressed for any aircraft with the following exceptions:
    i. 60,000 pounds or less on:
        1. taxiway “B” in front of Landmark Aviation
        2. taxiway “B5” between runway 29L and “B”
        3. taxiway “B7”
        4. taxiway “B8” (except forestry aircraft)
        5. taxiway “B10” between taxiway “A” and “B”
        6. taxiway “B11”
        7. taxiway “C10” north of taxiway “C”
        8. taxiway to California Highway Patrol (CHP) ramp

3-4 Operational Advisory (sim differences)

a. In Flight Simulator 2004 (FS9), Flight Simulator X (FSX) and Prepar3d (P3D) taxiway Alpha is not depicted by default.
b. In Flight Simulator 2004 (FS9), Flight imulator X (FSX), and Prepar3d (P3D) Runway 29L/11R is shorter and narrower than on the real world chart.

Section 4. Local Control

4-1 General Duties and Responsibilities

a. Provide initial separation of departing aircraft, and separation between departures and arrivals
b. Inform other positions of situations, which may affect the safe, orderly, and expeditious flow of traffic.
c. LC must sequence Class C arrivals with local pattern traffic and sequence downwind traffic with straight-ins. LC may advise the TRACON to discontinue specific entry points..
d. Ensure that flow control spacing requirements are within the time/distance span authorized.
e. Consider weather and traffic conditions and coordinate with the TRACON prior to a runway change.

4-2 Airspace Depiction

a. Tower owns the inner ring of the Class C airspace from SFC to 2,000ft.

4-3 Line Up And Wait (LUAW) Procedures

a. Line up and wait operations are not authorized.

4-4 Go-Around/ Missed Approach

a. Issue runway heading climbing to 3,000 feet for all IFR aircraft on an unplanned missed approach, unless otherwise coordinated.

4-5 Helicopters

a. LC is responsible for sequencing inbound helicopters from a point 5 NM from FAT. LC is responsible for ascertaining the landing point on the airport from the pilot.
b. Arriving Class C helicopters that departed from within the Class C surface may be sequenced by LC without coordination from the TRACON
c. Authorized areas of operation:
    i. All taxiways and runways.
    ii. All non-movement areas.
    iii. California Highway Patrol ramp (non-movement area).

d. Taxiway "C" at:
    i. Helistop 3
    ii. Helistop 4
    iii. Helistop 5
e. West of taxiway “B” and “B12” intersection (non-movement area)
f. Large helicopters (such as the S-58) generate rotor wash that will scatter dirt and debris on the taxiways and parking areas. Use only runways or taxiway “B” at intersection “B6” for landing these helicopters, then ground taxi to their destination.
g. LC must advise GC of all helicopters inbound or outbound from FAT when:
    i. The helicopter flight path is over any taxiway controlled by GC

The coordination must be completed in sufficient time so that GC can issue an advisory or a control instruction to aircraft to prevent conflicts and/or FOD.

4-6 ATIS Content

The following templates shall be used when creating an ATIS. A matching template that can be copied into VRC ATIS Maker is available in Attachment x.

a. Upon notification of changes to the ATIS code/message, a broadcast must be made on frequency of such change.

    "ATTENTION ALL AIRCRAFT, ATIS INFORMATION ___ IS CURRENT"

b. Runways 29

    “FRESNO TOWER INFORMATION ___. ____ (time). (Weather) _____. LANDING RUNWAYS TWO NINER. ILS AND/OR VISUAL APPROACH(s) IN USE. (Braking action reports, NOTAMS, etc., as appropriate)"

c. Runways 11

    “FRESNO TOWER INFORMATION ZULU. _____(time). (Weather)_____. LANDING RUNWAYS ONE ONE. LOCALIZER RUNWAY ONE ONE LEFT AND/OR VISUAL APPROACH(s) IN USE. (Braking action reports, NOTAMS, etc., as appropriate)."

d. EDCT, CFR, or MIT program for any airport add

“METERING IN EFFECT FOR (type) AIRCRAFT LANDING (airports). CONTACT (CD/GC) PRIOR TO ENGINE START AND/OR BOARDING FOR YOUR METER TIME.”

e. Gate hold or ground stop add

“GATE HOLD PROCEDURES ARE IN EFFECT FOR (type) AIRCRAFT LANDING (airports), CONTACT (CD/GC) PRIOR TO BOARDING”.

Section 5. Radar

5-1 TRACON Jurisidction

a. TRACON airspace jurisdiction and sector boundaries are depicted in Attachment x.
b. Once an aircraft has been handed off within TRACON jurisdiction, the receiving controller has control within ten nautical miles of the lateral boundaries.

5-2 VFR Arrivals

a. Arriving traffic must remain clear of the Class C surface area until sequenced over an entry point or coordinated with LC
b. Ensure that downwind VFR arrivals remain at or above 2,500 feet MSL until they are descended by the tower, unless otherwise coordinated.
c. Friant may vector VFR aircraft that are radar identified in Friant airspace, to downwind runways 29 or straight-in runways 11, without coordination with Chandler provided the aircraft has a full data block. Chandler retains sequencing authority to runways 29. Chandler has the same authority when runways 11 are in use.

5-3 VFR Departures

a. VFR departures (except jets) issued an altitude restriction of 2,000 feet MSL. Turn on course permitted.
b. Cutting – Friant may work all VFR departures from runways 29 west and southwest bound without coordination with Chandler, provided the aircraft has a full data block.
c. LC may retain control of VFR departures landing at the FCH/E79 airports.
d. Approach control must not vector aircraft to a position that will conflict with IFR departures.

5-4 FAT29 Operations

a. Arrivals
    i. ALTTA STAR arrivals will be handed off from Center and shall be vectored for an approach after ALTTA.
    ii. All aircraft direct NTELL shall cross NTELL at 5,000, be assigned heading 100 after NTELL for vectors to their approach.

b. Departures
    i. BULL SID departures will be sent direct to appropriate fix upon leaving 2000 (Jets) or sent direct to appropriate fix on initial contact (props).
    ii. OAL SID departures shall not be used.
    iii. YOSE SID departures will be sent direct to appropriate fix upon leaving 2000 (Jets) or sent direct to appropriate fix on initial contact (props).
c. Missed Approaches
    i. Missed approaches are assigned runway heading and 3,000 by Local Control and shall be vectored for an approach.

5-5 FAT11 Operations

a. Arrivals
    i. ALTTA STAR arrivals shall depart ALTTA heading 310 for vectors to their approach.
    ii. GIVEN STAR arrivals will be issued a heading after TOPPE or vectored to their approach upon entering airspace.
    iii. Aircraft direct NTELL shall be vectored to their approach.
b. Departures
    i. BULL SID departures will be sent direct to appropriate fix upon leaving 2000 (Jets) or sent direct to appropriate fix on initial contact (props).
    ii. OAL SID departures shall not be used.
    iii. YOSE SID departures will be sent direct to appropriate fix upon leaving 2000 (Jets) or sent direct to appropriate fix on initial contact (props).
c. Missed Approaches
    i. Missed approaches are assigned runway heading and 3000 by tower and shall be vectored back to the airport.

Attachment 1. VRC ATIS Templates

Paste the applicable template into the VRC ATISMaker and ensure you've selected the appropriate arrival and departure runways, and select the visual approaches check box (if applicable). Edit the template text when applicable (highlighted text). Once complete you may record your ATIS.

Standard Template

> FRESNO TOWER INFORMATION %id% Time %time% ZULU. Wind $wind(%icao%) Vis %vis% Sky Conditions %clouds% Temperature %temp% Dewpoint %dew% Altimeter $altim(%icao%). %runways%.

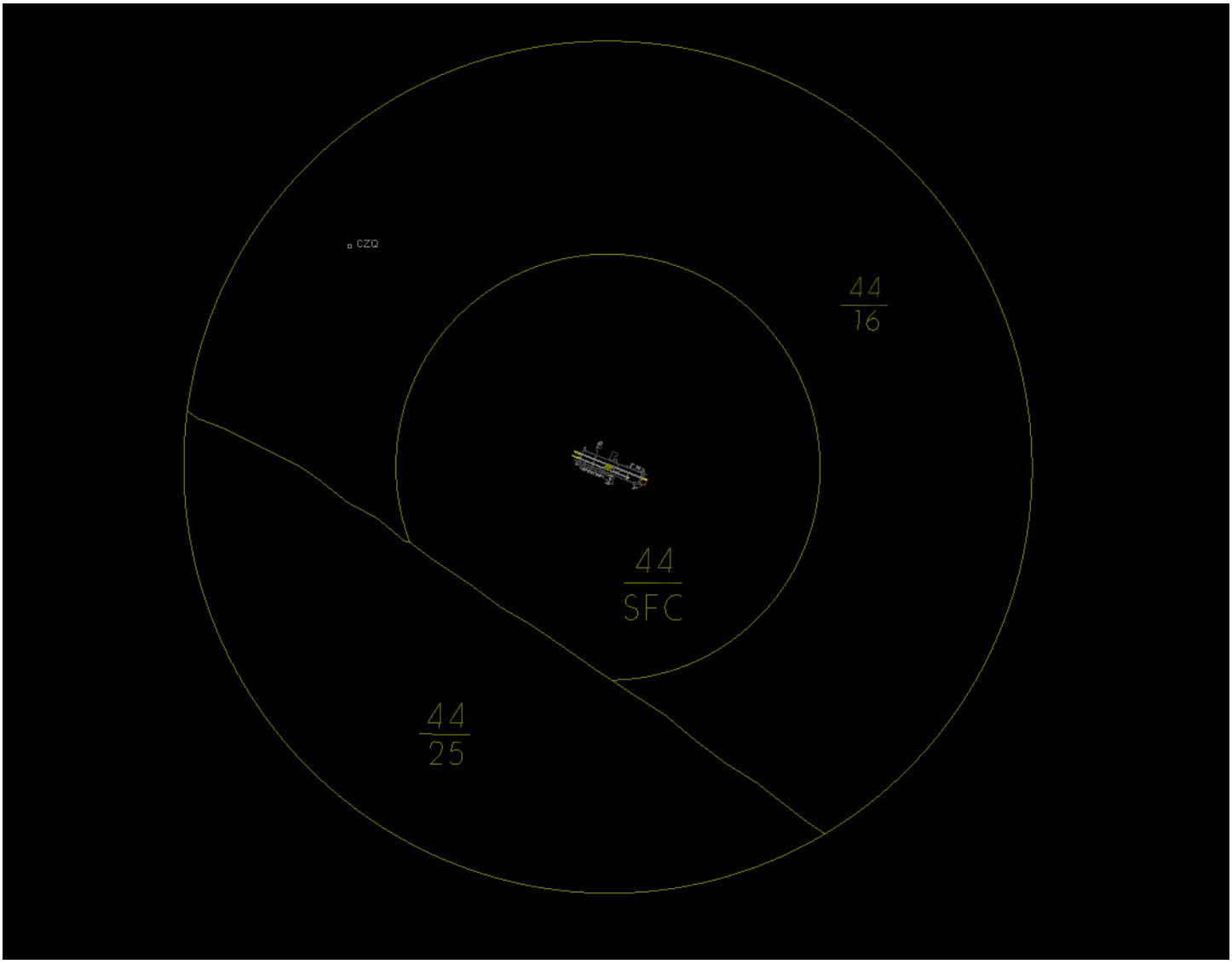
EDCT Template (edit the highlighted text)

> FRESNO TOWER INFORMATION %id% Time %time% ZULU. Wind $wind(%icao%) Vis %vis% Sky Conditions %clouds% Temperature %temp% Dewpoint %dew% Altimeter $altim(%icao%). %runways%. METERING IN EFFECT FOR (type) AIRCRAFT LANDING (airports). CONTACT (CD/GC) PRIOR TO ENGINE START AND/OR BOARDING FOR YOUR METER TIME.

Gate Hold/ Ground StopTemplate (edit highlighted text)

> FRESNO TOWER INFORMATION %id% Time %time% ZULU. Wind $wind(%icao%) Vis %vis% Sky Conditions %clouds% Temperature %temp% Dewpoint %dew% Altimeter $altim(%icao%). %runways%. GATE HOLD PROCEDURES ARE IN EFFECT FOR (type) AIRCRAFT LANDING (airports), CONTACT (CD/GC) PRIOR TO BOARDING

Attachment 2. Fresno Class C Airspace



Attachment 3. Fresno TRACON Airspace