



Bucholz ATCT
Standard Operating Procedure
Version 1.0

List of Changes

| VERSION | DATE | DESCRIPTION |
|---------|-----------|-----------------|
| 1.0 | 28NOV2024 | Initial Release |

Table of Contents

| | |
|--|----------|
| Section 1. General Information..... | 3 |
| 1-1 Purpose..... | 3 |
| 1-2 Distribution | 3 |
| 1-3 Cancellation..... | 3 |
| 1-4 Equipment | 3 |
| 1-5 Positions Table | 3 |
| Section 2. Control Procedures..... | 4 |
| 2-1 General..... | 4 |
| 2-2 Departures | 4 |
| 2-3 Arrivals | 4 |

Section 1. General Information

1-1 Purpose

This Standard Operating Procedure (SOP) outlines the procedures to be used by controllers working Bucholz ATCT 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 and VATPAC on VATSIM.

1-3 Cancellation

All previous procedures are canceled.

1-4 Equipment

- a. Bucholz ATCT is equipped with a Certified Tower Radar Display (CTRD).
- b. Bucholz ATCT is simulated to have Flight Date Input/Output (FDIO), except when coordinated.
 - a. An overlying oceanic sector must be online, and both the oceanic sector controller and the ATCT controller must agree to simulate the lack of FDIO.

1-5 Positions Table

| FACILITY | CALLSIGN | RADIO CALLSIGN | FREQUENCY |
|------------------|-----------|------------------|-----------|
| Kwajalein Ground | KWA_GND | Kwajalein Ground | 121.900 |
| Kwajalein Tower | KWA_TWR | Kwajalein Tower | 126.200 |
| Kwajalein ATIS | PKWA_ATIS | | 119.675 |

Section 2. Control Procedures

2-1 General

- a. Tower must:
 - a. Advise the overlying sector of the runway(s) in use.
 - b. Advise the overlying sector of the: current ATIS code, and when field conditions change to or from basic VFR minima.

2-2 Departures

- a. When simulating the lack of FDIO, the IFR clearance must be obtained from the overlying oceanic sector and relayed to the aircraft.
- b. Bucholz ATCT obtains releases from Oakland Oceanic.
 - a. Oakland Oceanic issues a "depart at-or-after" time and a "clearance void" time with each release. Tower must ensure these times are met.
- c. Tower must call Oakland Oceanic with a departure time on each outbound aircraft.
- d. Tower must advise departures to squawk 2000 and contact San Francisco Radio on the appropriate frequency.

2-3 Arrivals

- a. Oakland Oceanic must forward arrival information at least 30 minutes prior to the airport estimate, in accordance with 7110.65 4-7-6 (a).
- b. Tower must call Oakland Oceanic with the arrival time of each inbound aircraft.