ORDER

OMA ATCT
7110.4A CHG 1

SUBJ: STANDARD OPERATING PROCEDURES

1. **PURPOSE.** This order prescribes air traffic control procedures and defines operation responsibilities for personnel providing ATC services within Omaha ATCT designated airspace.

2. **DISTRIBUTION.** This order shall be distributed to all vZMP personnel.

3. **CANCELLATION.** vZMP OMA ATCT 7110.4A.

4. **DESCRIPTIONS.**

   a. South profile describes traffic flow conditions where aircraft are landing and/or departing Runways 14R, 14L, and Runway 18.

   b. North Profile describes traffic flow conditions where aircraft are landing and/or departing runways 32L, 32R, and Runway 36.

   c. Designated area of jurisdiction.

      1. Ground Control's area of responsibility includes all movement areas excluding the runways.

      2. Local Control's area of responsibility includes all runways and the airspace within a 5nm radius of Omaha Eppley Airfield, at and below 3000' MSL.

5. **PROCEDURES**

   a. **Clearance Delivery (CD)**. CD is primarily responsible for the following:

      1. Use primary frequency 119.9.

      2. Process and forward flight plan information to GC and LC.

      3. Issue clearances and ensure accuracy of pilot read back.

4. Issue the following initial altitudes, or filed altitude if lower:

    a. IFR Turbojet: 5,000’ MSL

    b. IFR prop-driven: 4,000’ MSL

    c. VFR/SVFR turbojet: 5,000’ MSL

    d. VFR/SVFR prop-driven: 3,500’ MSL.

5. Issue the OMA departure procedure to all departing IFR aircraft.

b. **Ground Control (GC).** GC is primarily responsible for the following:

1. Use primary frequency 121.9.

2. Issue taxi instructions to all inbound/outbound aircraft.

3. Coordinate runway crossings with LC, as appropriate.

c. **Local Control (LC).** LC is primarily responsible for the following:

1. Use primary frequency 132.1.

2. Determine active runway(s) in use.

    a. When winds are less than 5 knots from any direction, north profile is the preferred operation. When winds are 5 knots or greater, select the profile most closely aligned with the winds.

3. Provide Class C services to aircraft operating in OMA Class C airspace.

4. Assign following headings to departing IFR aircraft:

    a. North profile:

        1. Turbojet heading 320 for R90 West sector and 360 for East sector.

        2. Prop-driven heading 300 clockwise through 020.

b. South profile:

1. Turbojet heading 180 for R90 West sector and 140 for East sector.

2. Prop-driven heading 120 clockwise through 200.

c. Appropriate headings shall:

1. Provide separation from prior departures, and;

2. Allow TRACON to turn the aircraft on course reference prior departures.

3. Prop-driven aircraft with on-course heading in the fan area shall be assigned the on-course headings.

5. Coordinate taxi movements as required with GC.

6. Assign missed approaches 3,000' MSL and heading 360 on north profile or heading 140 on south profile.

6. ATCT POSITIONS AND FREQUENCIES

Controllers operating OMA ATCT positions must utilize the following radar client frequencies.

Position Name	***Frequency***	***Callsign***
Clearance Delivery	119.900	OMA_DEL
Ground Control	121.900	OMA_GND
Local Control	132.100	OMA_TWR
ATIS	120.400	KOMA_ATIS

Dhruv Kalra
Air Traffic Manager
VATSIM Minneapolis ARTCC