

**ORDER**

**OMAHA TRACON  
7220.10B**

**OMAHA TRACON  
STANDARD OPERATING PROCEDURES**



October 27, 2024

**VATSIM MINNEAPOLIS ARTCC**  
**VIRTUAL AIR TRAFFIC SIMULATION NETWORK**

**SUBJ:** Omaha TRACON (R90) Standard Operating Procedures

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This order prescribes air traffic control procedures and phraseology for use by Air Traffic Control Specialists at the Omaha TRACON on the VATSIM network. Controllers are required to be familiar with the provisions of this order that pertain to their operational responsibilities and to exercise their best judgement if they encounter situations not covered by it.



Dhruv Kalra

Air Traffic Manager

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## CHAPTER 1. INTRODUCTION

### 1-1. Purpose:

This order establishes standard operating procedures for Omaha TRACON personnel on the VATSIM network to maintain a safe and efficient operation and the jurisdictional boundaries for each operational position/sector, responsibility for duty familiarization and transfer of position responsibility.

### 1-2. Distribution:

This order is distributed to all VATSIM Minneapolis ARTCC controllers.

### 1-3. Cancellation:

This order cancels vZMP R90 SOP 7110.10B CHG 1, dated Nov 6, 2023.

## CHAPTER 2. POSITION DUTIES AND RESPONSIBILITIES

### 2-1. COMMUNICATIONS

Controllers operating R90 TRACON positions must configure their radar client frequencies, callsigns, and voice channels as follows.

<i>Position Name</i>	<i>Frequency</i>	<i>STARS ID</i>	<i>Callsign</i>
<b>Radar West</b>	<b>135.875</b>	<b>W</b>	<b>OMA_W_APP</b>
Radar East	124.500	X	OMA_X_APP
Radar Final	133.325	V	OMA_V_APP
Radar Offutt	124.950	O	OMA_O_APP
<b>Radar Lincoln</b>	<b>124.000</b>	<b>L</b>	<b>LNK_L_APP</b>
Lincoln Final	128.150	F	LNK_F_APP

### 2-2. POSITION RESPONSIBILITIES COMMON TO ALL RADAR POSITIONS

- a. Make necessary STARS configuration entries.
- b. Ensure auto-acquisition for departures at satellite airports.
- c. Provide direct control of aircraft.
- d. Coordinate pilot applied visual separation prior to communication transfer to an adjacent sector or facility.
- e. Complete required data block entries prior to initiating transfer of radar identification.
- f. Resolve all potential conflicts prior to transferring radio communication.
- g. Ensure radar hand-off/point-outs are accomplished. Accepts and initiates automated hand-offs.
- h. Each position must monitor and operate communications equipment and select and utilize the associated frequencies defined in section 2-1.

## CHAPTER 3. GENERAL

### 3-1. DUTY FAMILIARIZATION

Prior to assuming an operational position, each specialist must become familiar with the current status of the air traffic control system as it relates to the Omaha area. The familiarization must include:

- a. Current weather and forecasts.
- b. vZMP IDS: Status Information pages for R90 TRACON airspace.
- c. System Status Area.
- d. Position Information.
  1. SIGMETS.
  2. CWAs.
  3. TMU Resitrictions.

NOTE: Stating “I have one and two” must imply the relieving controller has at a minimum complied with the provisions defined above.

### 3-2. RELIEF BRIEFING

All operational positions require a Position Relief Briefing before a specialist may assume responsibility for that position. This also applies to the combining and decombining of positions. Use the position checklist, check equipment, monitor traffic, and get the “total picture.”

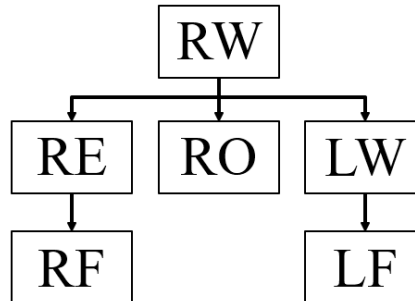
- a. The position relief briefing checklist is located in Appendix B.

### 3-3. TRANSFER OF POSITION RESPONSIBILITY

- a. All positions must maintain operational continuity during transfer of position responsibility.
- b. The relieving specialist must monitor the specialist being relieved for at least two minutes prior to taking the position.
- c. The specialist being relieved must monitor the position for an adequate period of time (minimum of two minutes) in order to complete the following steps:
  1. Review checklist, SIAs, written notes, and other prescribed sources of information and advise the relieving specialist of known omissions, updates, or inaccuracies.
  2. Observe and monitor overall position operation to determine if assistance is needed.
  3. If assistance is needed, provide or summon it as appropriate.

### 3-4. COMBINING/DECOMBINING POSITIONS

Positions are *normally* combined as follows:



### 3-5. INTRA-FACILITY TRANSFER OF CONTROL

- Transfer of control occurs after a hand-off and frequency change has been accomplished.
- Receiving controller has control for descent and turns of up to 45 degrees for aircraft landing at airports in which they provide approach control service.
- Any control instruction that requires coordination with another sector/facility is the responsibility of the controller issuing the control instruction.

### 3-6. INTRA-FACILITY TRANSFER OF COMMUNICATIONS

Transfer of radio communications must occur before an aircraft enters the receiving controller's area of jurisdiction.

### 3-7. AUTOMATED POINT OUTS

Transfer of radar identification must be accomplished in accordance with FAA Order 7110.65, Chapter 5, Section 4. When utilizing Automated Point Out procedures, heading, speed, and altitude information does not need to be transferred between TRACON positions provided the data block contains the appropriate scratch pad information and the type aircraft.

Note: Automated Point Out Procedures to the controller responsible for sequencing **MUST NOT** be used for Eppley/Lincoln and Offutt arrivals.



### 3-8. ARRIVAL PROCEDURES

RW/RE must ensure all OMA and OFF arrivals have approach information and airport conditions. LW must ensure all LNK arrivals have approach information and airport conditions.

- a. Omaha Arrivals
  1. Aircraft will be on a procedure or assigned a heading or direct a fix that penetrates RF airspace.
  2. Once a handoff is accepted, no changes to assigned heading or assigned altitude without verbal approval from the receiving controller.
  3. The setup must allow the aircraft to conduct a stabilized approach.
  4. RF must obtain approval from OMA Tower for all opposite direction arrivals.
- b. Offutt Arrivals
  1. Aircraft will be on a procedure or assigned a heading or direct a fix that allows for a stabilized approach.
  2. No changes to assigned heading or assigned altitude after handoff acceptance without verbal approval from the receiving controller.
  3. RO must obtain approval from OFF Tower for all opposite direction arrivals.
- c. Lincoln Arrivals
  1. Aircraft will be on a procedure or assigned heading or direct a fix that penetrates LF airspace.
  2. Once a handoff is accepted, no changes to assigned heading or assigned altitude without verbal approval from the receiving controller.
  3. The setup must allow the aircraft to conduct a stabilized approach.
  4. LF must obtain approval from LNK Tower for all opposite direction arrivals.
- d. Satellite Arrivals
  1. Aircraft will be on a procedure or assigned a heading or direct a fix that allows for a stabilized approach.
  2. Once a handoff is accepted, no changes to assigned heading or assigned altitude without verbal approval from the receiving controller.

### 3-9. PREARRANGED COORDINATION

- a. General
  1. All aircraft entering prearranged coordination airspace must have an operational transponder and the associated full data block.
- b. Omaha Tower Departures
  1. RE must only use prearranged coordination airspace owned by RW to climb and turn OMA departures into RE airspace as depicted in Appendix D.
  2. RW must only use prearranged coordination airspace owned by RE to climb and turn OMA departures into RW airspace as depicted in Appendix D.

**3-10. SCRATCH PAD ENTRIES**

The primary scratch pad for all arrival aircraft should be entered as follows:

OMA Arrival Scratch Pad Entries:

APPROACH	TERMINATION
I = ILS (Ex: I8V, IRW, I6F, ILE) R = RNAV Y (Ex: R8F, RLZ, RRW, R6P) RN = RNAV Z (Ex :RN8, RNR, RNL, RN6) O = Overhead (OLF, ORZ, O8F, O6Z)  32L, 32R, R36, R18, 14R, 14L denotes visual approach to a full stop.  OMA = Tower sequenced VFRs	F = Full Stop Z = Tower VFR Pattern E = Miss to East (Frequency 124.5) W = Miss to West (Frequency 135.875) V = Miss to OVR (Frequency 124.5) P = Published Miss (Frequency 124.5)  <i>NOTE – All missed approaches should be assigned 135.875 when RE is not open.</i>
	T*G = Touch and Go – Runway assignment at Tower's discretion

LNK Arrival Scratch Pad Entries:

APPROACH	RUNWAY	TERMINATION
I = ILS	2 = R32	E = East departure
L = Localizer	4 = R14	F = Full stop
O = Overhead	5 = R35	W = West departure
R = RNAV	6 = R36	Z = Tower pattern
T = TACAN	7 = R17	P = Published missed approach
V = VOR	8 = R18	

\*Runway only in scratchpad indicates a Visual Approach to that runway

CBF Arrival Scratch Pad Entries:

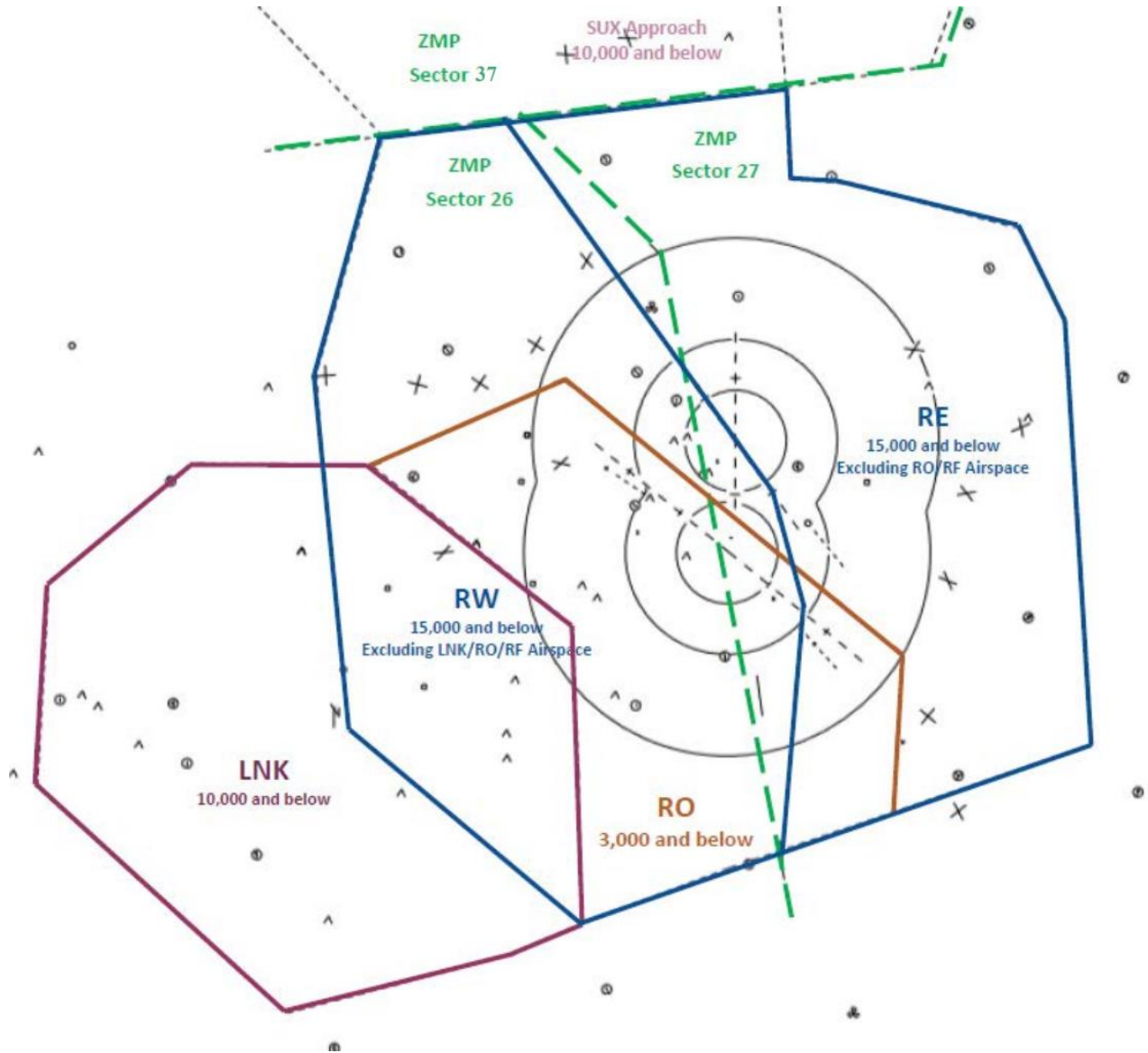
APPROACH	TERMINATION
R = RNAV (Ex: R8E, R6F, R2E, R8F, R4P) I = ILS Rwy 36 (Ex : I*F, I*E) VR = VOR-A (Ex: VRF, VRE) VA = Visual Approach (Ex: VA) CBF = VFR Arrival  <i>NOTE – CBF IFR/VFR practice approaches should have "CBF" entered into their secondary scratchpad.</i>	E = Miss to East P = Published Miss F = Full Stop

All other airports arrival scratch pad entries:

APPROACH	RUNWAY
I = ILS	Digits of runway number or last digit and L/R if parallel runways. (Ex: ILS 34R would be I4R, ILS 30 would be I30.)
R = RNAV	
L = Localizer	
T = TACAN	
V = VOR	
VA = Visual Approach	

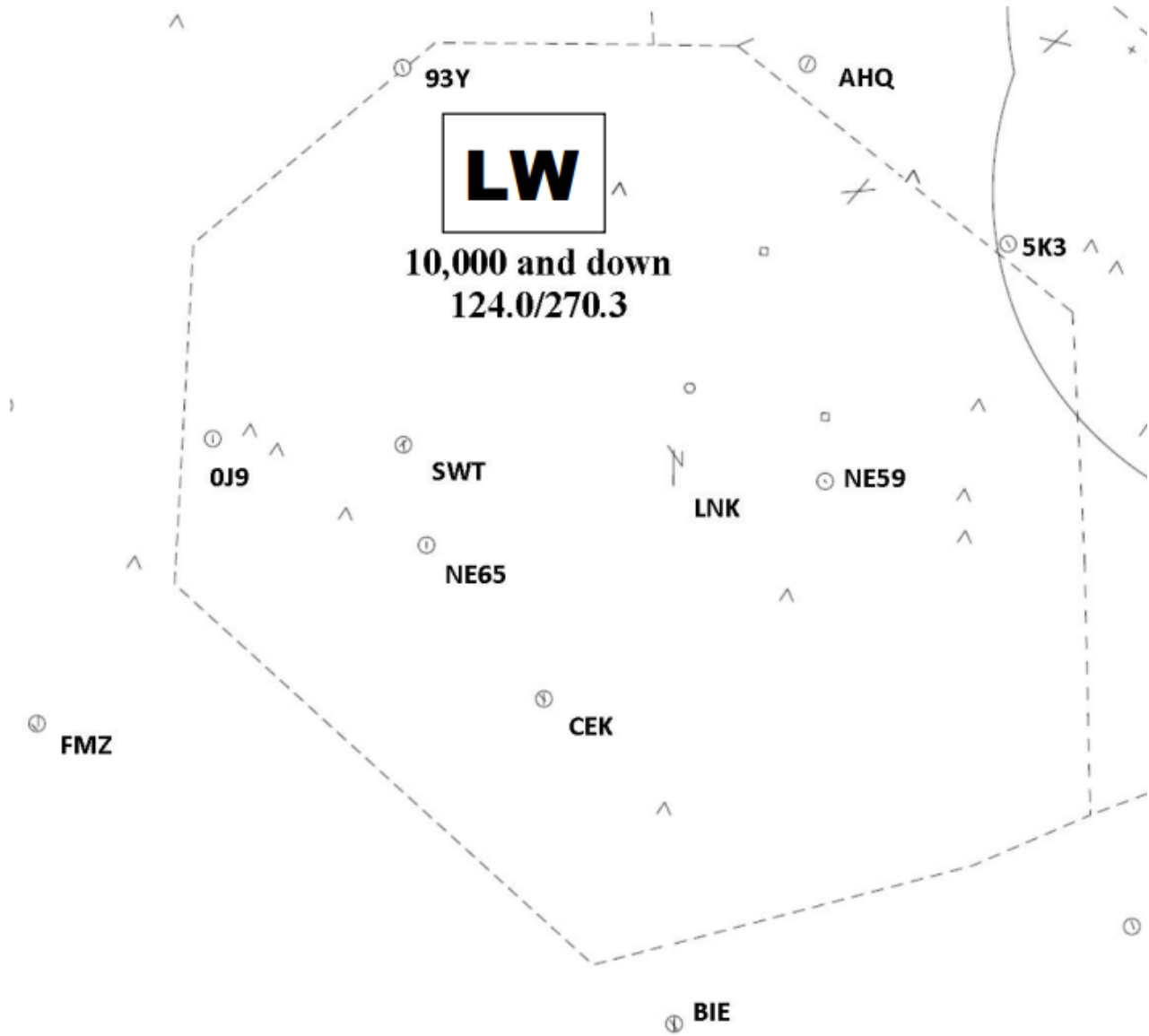
# APPENDIX A

## R90 Omaha Sector Boundaries



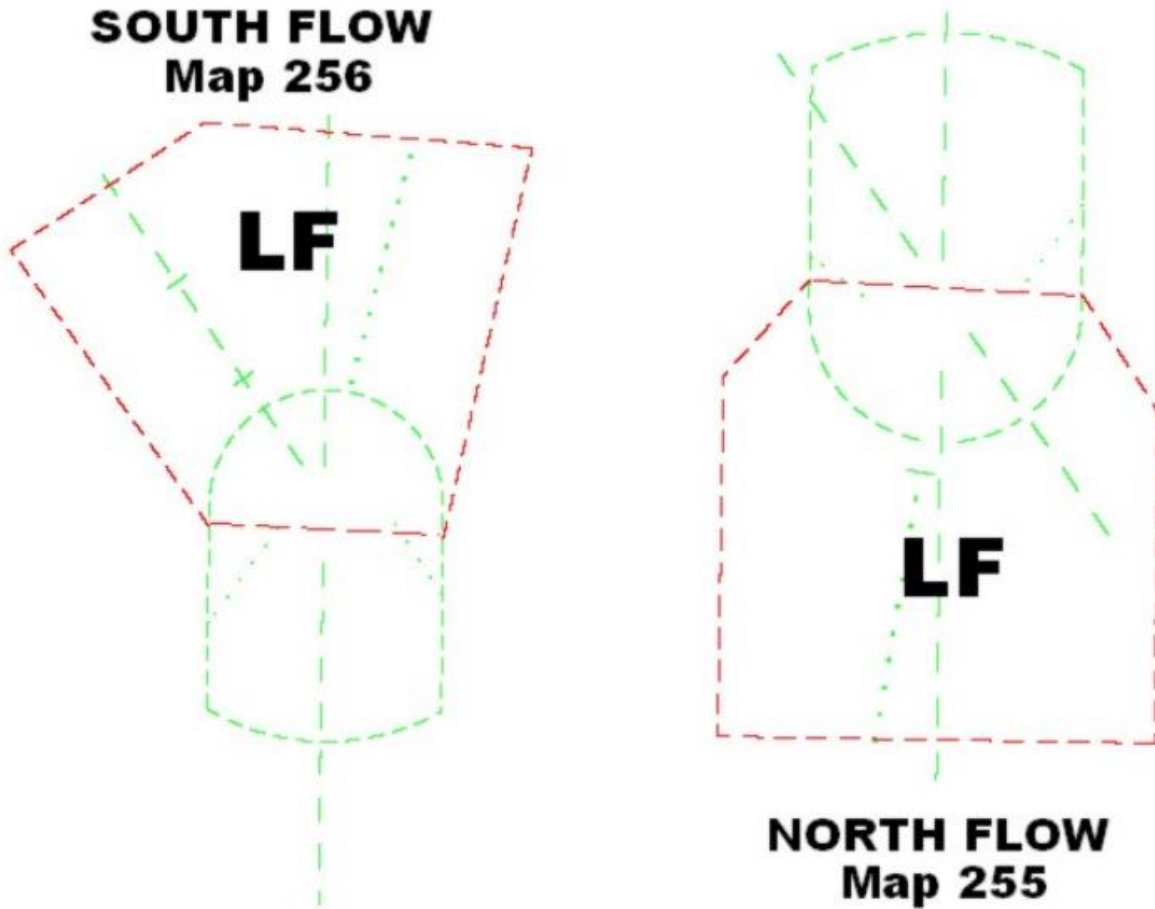
# APPENDIX A

## R90 Lincoln Sector Boundaries



# APPENDIX A

## Lincoln Final (LF) Airspace

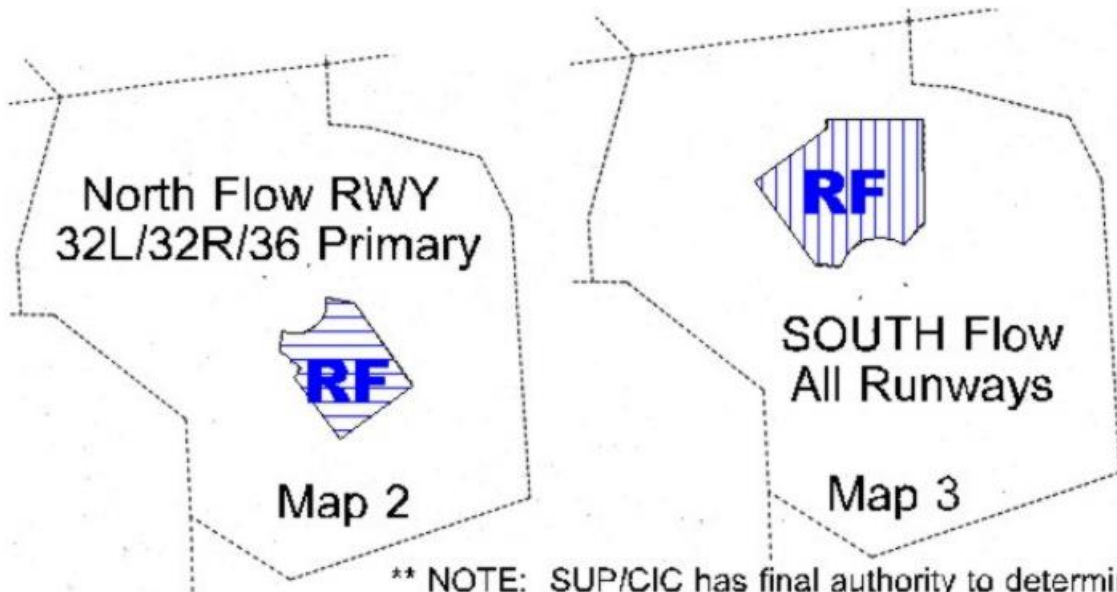


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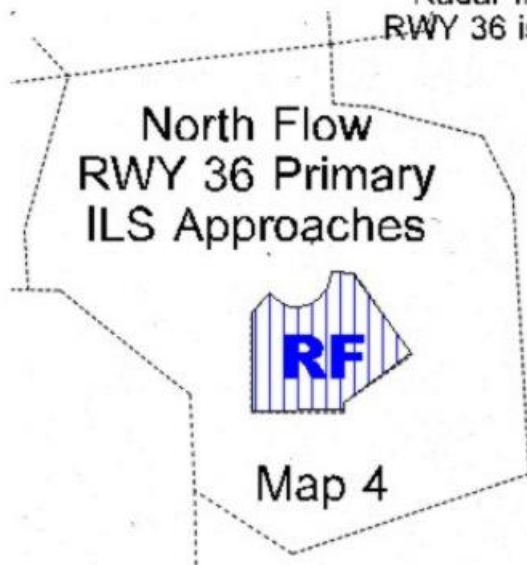
LF Airspace  
4,000 MSL and below  
Excluding LNK ATCT airspace  
Frequencies: 128.15/270.3

# APPENDIX A

## RADAR Final Boundaries



**\*\* NOTE:** SUP/CIC has final authority to determine Radar final map. Map 4 is normally used when RWY 36 is the primary runway and ILS approaches are in use.



**RF Airspace  
4,000 MSL and below  
Excluding RO/Omaha ATCT/Offutt ATCT airspace.**

**APPENDIX B****Position Relief Checklists****RADAR POSITION RELIEF  
CHECKLIST**

- 1. Status information areas**
- 2. Weather trends**
- 3. Equipment Status**
- 4. Airport closures**
- 5. Verbally state runway status  
(OMA and OFF) or (LNK).**
- 6. Communications status and Traffic:**
  - a. Special activity aircraft:
    - \*Flight check
    - \*airshows
    - \*restricted areas
  - b. Coordination agreements:
    - \*OMA Tower
    - \*OFF Tower
    - \*LNK Tower
    - \*ZMP/SUX
    - \*Other Positions
  - c. Special problems, requests, or instructions.
  - d. Aircraft released but not airborne.
  - e. Aircraft handed off, but still in our airspace.
  - f. Point outs:
    - \*to
    - \*from
  - g. Non-beacon/Primary aircraft.
  - h. Holding aircraft.
  - i. Aircraft standing by for service.

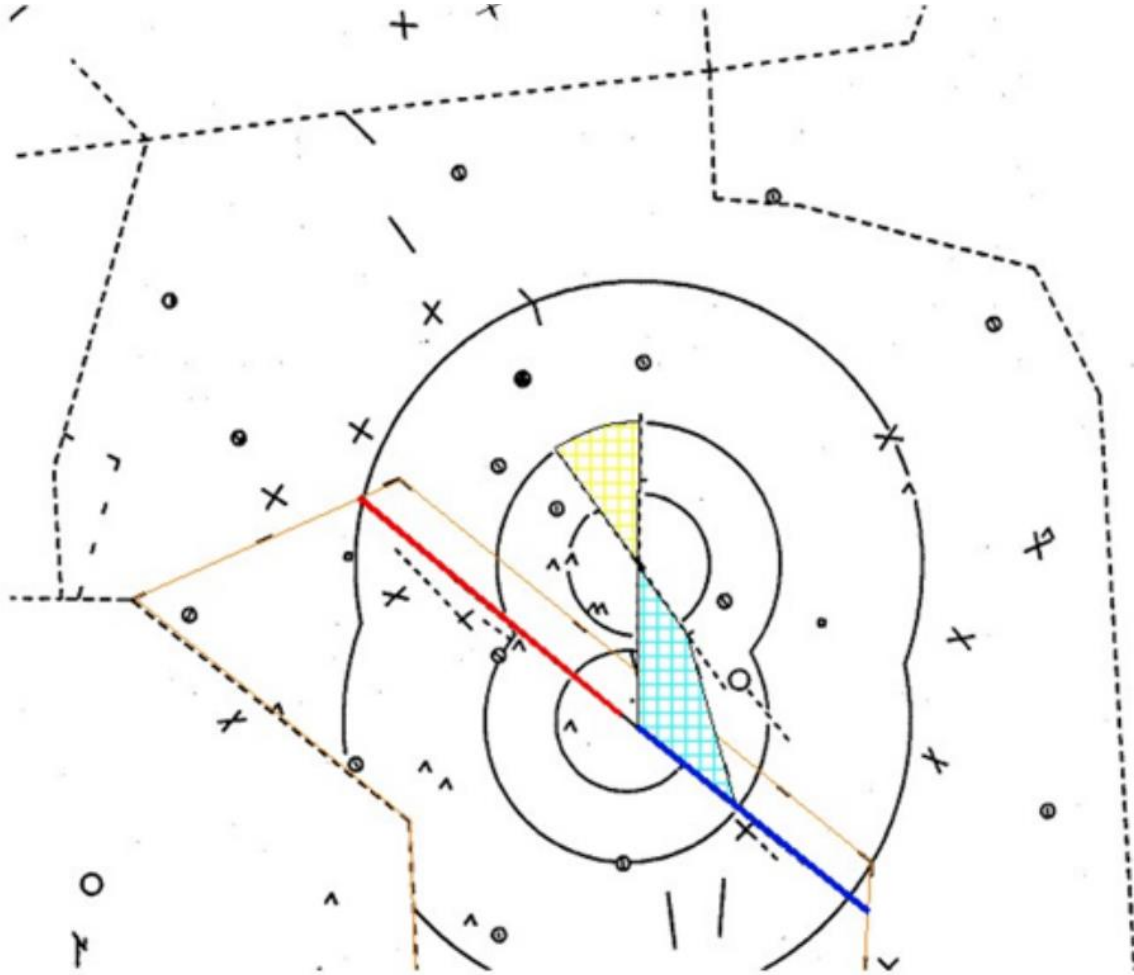


**APPENDIX C****R90 MAPS**

1. MAIN	49. RDK V A	201. L SHELF	302. L SFLOW
2. N FLOW	50. MAIN-2	202. LNK M	303. LNKT N
3. S FLOW	51. ILS32R1	203. L HT18	304. LNKT S
4. RWY 36	52. ILS32R2	204. L HI18	305. LNK ZEX
5. 5NM CIR	53. OFF EXT	205. LNK G14	500. FLC C36
6. 3NM CIR	54. ILS14L1	206. LNK G18	501. FLC L18
7. STATE	56. GPS14L	207. LNK G36	502. FLC L36
8. ZMP	57. GPS32R	208. L HI36	503. FLC O13
9. ARPTS	58. ILS14L2	209. L HT36	504. FLC O31
10. J RTS	59. SDA G4	210. LNK V17	505. FLC 14L
11. V RTS	60. STARS N	211. LNK V18	506. FLC 14R
12. STADIUM	61. STARS S	212. LNKT MVA	507. FLC E18
13. GEO	62. CBF G36	214. MOA	508. FLC 32L
14. OMA G32	63. CBF G18	215. LNK C	509. FLC 32R
15. OMA G14	64. AFK 15	220. LNKNFLO	510. FLC E36
16. OMA G18	65. TQE G14	221. LNKSFLO	
17. OMA G36	66. VR ROUT	225. BIEG13	
19. CBF V A	67. R90067S	226. BIEG17	
20. CBF G32	68. R90068S	227. BIEV13	
21. CBF G14	69. CBF ILS	228. BIEV17	
22. MLE G12	70. ATC 0	229. CEKG17	
23. MLE G30	71. OFFGP13	230. CEKG35	
24. PMV G34	72. OFFGP31	231. CEKV17	
25. PMV G16	81. RNP 18	232. CEKV35	
26. PMV N34	82. RNP 32R	233. 93YG14	
27. PMV N16	83. RNP 32L	234. 93YG32	
29. HNR G33	84. RNP 36	236. SWTG16	
30. HNR G15	85. RNP 14R	237. SWTG34	
31. FET G13	86. RNP 14L	250. SHELF2	
32. FET V13	90. FET G32	251. ANT	
34. AHQ G20	99. PA BLKS	252. GEO LAB	
35. AHQ N20	100. LIST	253. MVA	
36. AFK G33	111. OFF001S	254. FUS MVA	
37. AFK N15	112. OFF002S	255. LF NORT	
38. AFK N33	113. OFF003S	256. LF SOUT	
40. TQE G33	114. OFF004S	261. R90261S	
41. SCB V35	115. OFF005S	262. R90262S	
42. SCB G35	116. OFF006S	263. R90263S	
43. SCB G17	131. OMAHA	270. R90270S	
44. SDA V12	132. CBF	271. R90271S	
47. RDK G17	134. KELLY	272. R90 CTV	
48. RDK G5	140. MVA LAB	301. L NFLOW	

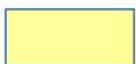
# APPENDIX D

## Prearranged Coordination Airspace



**RADAR WEST 14L & 14R / 18 Prearranged Coordination Airspace:**

Omaha Approach airspace 15,000 and below that lies on and between the extended centerlines of Runway 14R and 18 south to the extended centerline of Offutt Runway 12 East to the RW/RE boundary (excluding that airspace belonging to RO).



**RADAR EAST 32L & 32R / 36 Prearranged Coordination Airspace:**

Omaha Approach airspace 15,000 and below within 10 NM of Omaha Eppley that on or between the extended centerlines of RWY 32L and 36.

lies