

ORDER

OMA ATCT
7110.4A

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 ATCSOP Rev 7, Section 4.4 Omaha Eppley Airfield, Omaha, NE (KOMA).
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.

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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 following departure procedures:
 - a. BLUFS departure to all aircraft routed through R90 East sector.
 - b. CATTL departure to all aircraft routed through R90 West sector.
- 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 CATTL departure, 360 for BLUFS departure.
 2. Prop-driven heading 300 clockwise through 020.

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- b. South profile:
 - 1. Turbojet heading 180 for CATTL departure, 140 for BLUFS departure.
 - 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.

6. ATCT POSITIONS AND FREQUENCIES

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

<i>Position Name</i>	<i>Frequency</i>	<i>Callsign</i>	<i>Voice Channel</i>
Clearance Delivery	119.900	OMA_DEL	OMA_119.90
Ground Control	121.900	OMA_GND	OMA_121.90
Local Control	132.100	OMA_TWR	OMA_132.10
ATIS	120.400	KOMA_ATIS	

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