ORDER

OMAHA TRACON
7220.10B

OMAHA TRACON

STANDARD OPERATING PROCEDURES

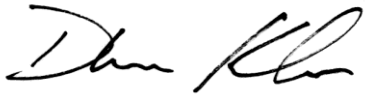
November 6, 2023

VATSIM MINNEAPOLIS ARTCC

VIRTUAL AIR TRAFFIC SIMULATION NETWORK

SUBJ: Omaha TRACON (R90) Standard Operating Procedures

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.



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Order Record of Changes

Description	Effective Date	Issued By
Original Publication	Dec 23, 2018	DE
Frequency update, removal of voice channels. PACP, Chapter 3 rewrite. Updated appendix maps.	Jul 1, 2023	DE
Addition of scratchpads (3-10) and updated STARS map list.	Nov 6, 2023	DE

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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, dated July 1, 2023.

CHAPTER 2. POSITION DUTIES AND RESPONSIBILTIES

2-1. COMMUNICATIONS

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

Position Name	*Frequency*	*STARS ID*	*Callsign*
Radar West	**120.100**	**W**	**OMA_W_APP**
Radar East	124.500	X	OMA_X_APP
Radar Final	133.325	V	OMA_V_APP
Radar Offutt	124.950	O	OMA_O_APP
Radar Lincoln	**124.000**	**L**	**LNK_L_APP**
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.”

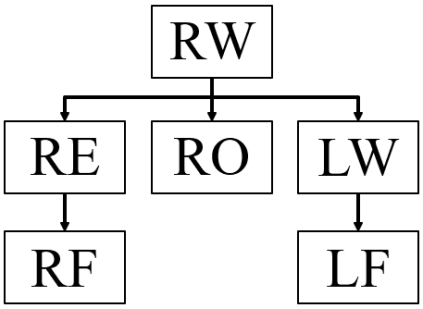
a. The position relief briefing checklist is located in Appendix B.

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

a. Transfer of control occurs after a hand-off and frequency change has been accomplished.
b. 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.
c. 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 120.1) V = Miss to OVR (Frequency 124.5) P = Published Miss (Frequency 124.5) ***NOTE*** *– All missed approaches should be assigned 120.1 when RE is not open.*
	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:

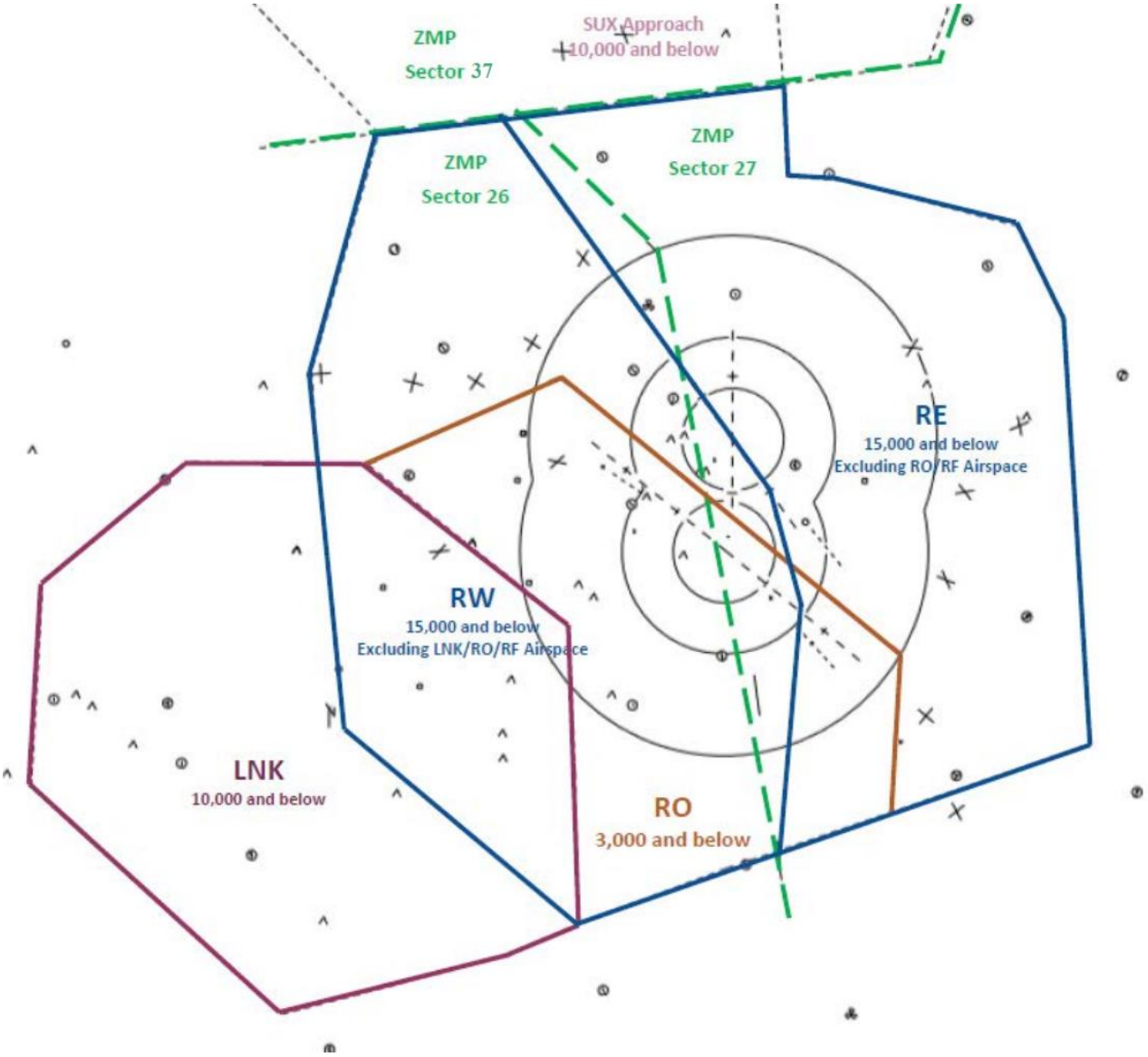
APPROACH	TERMINATION
R = RNAV (Ex: R8E, R6F, R2E, R8F, R4P) I = ILS Rwy 36 (Ex : I*F, I*E) VR = VOR-A (Ex: VRF, VRE) VA = Visual Approach (Ex: VA) CBF = VFR Arrival ***NOTE*** *– CBF IFR/VFR practice approaches should have "CBF" entered into their secondary scratchpad.*	E = Miss to East P = Published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

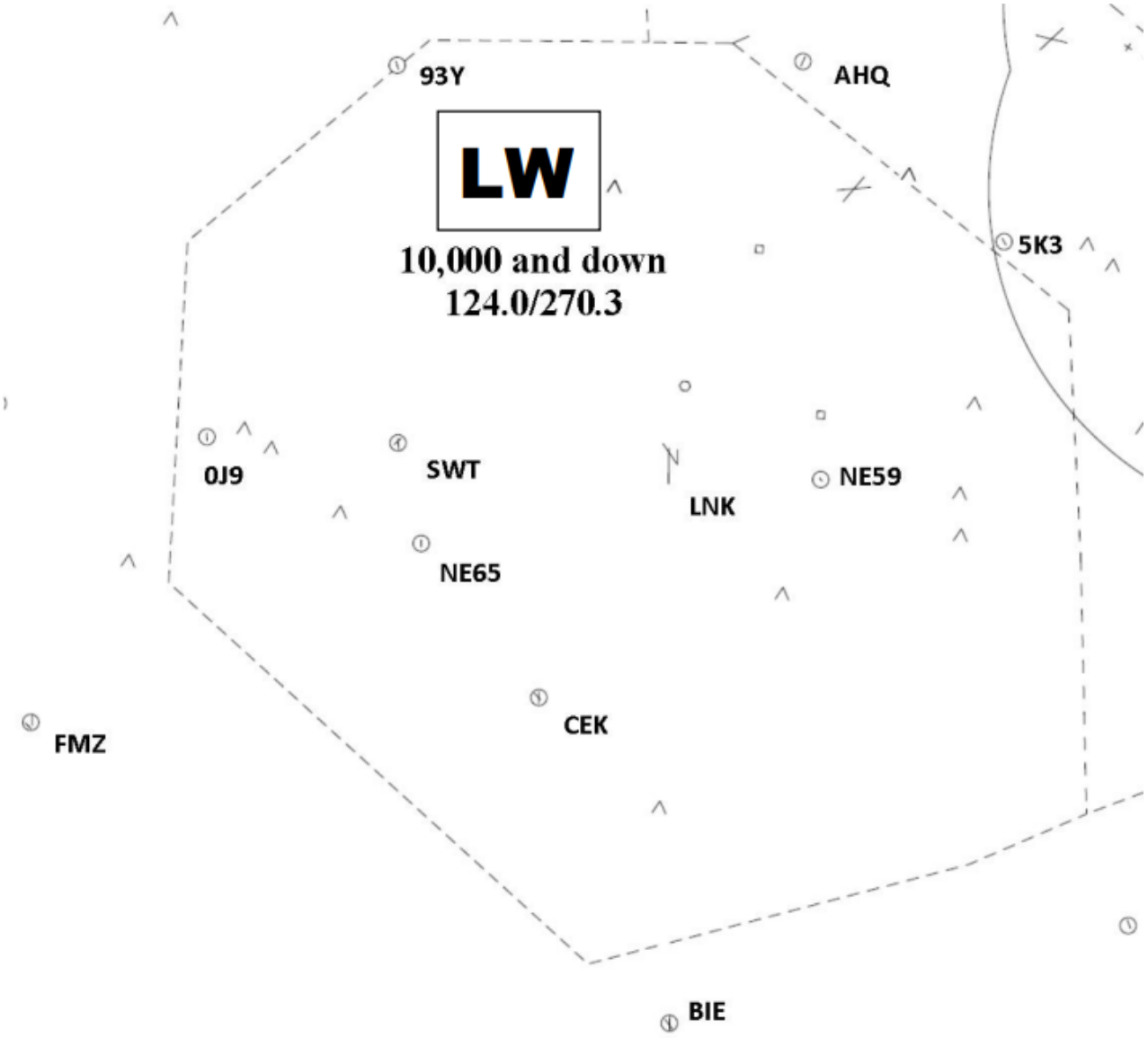
APPENDIX A

R90 Omaha Sector Boundaries



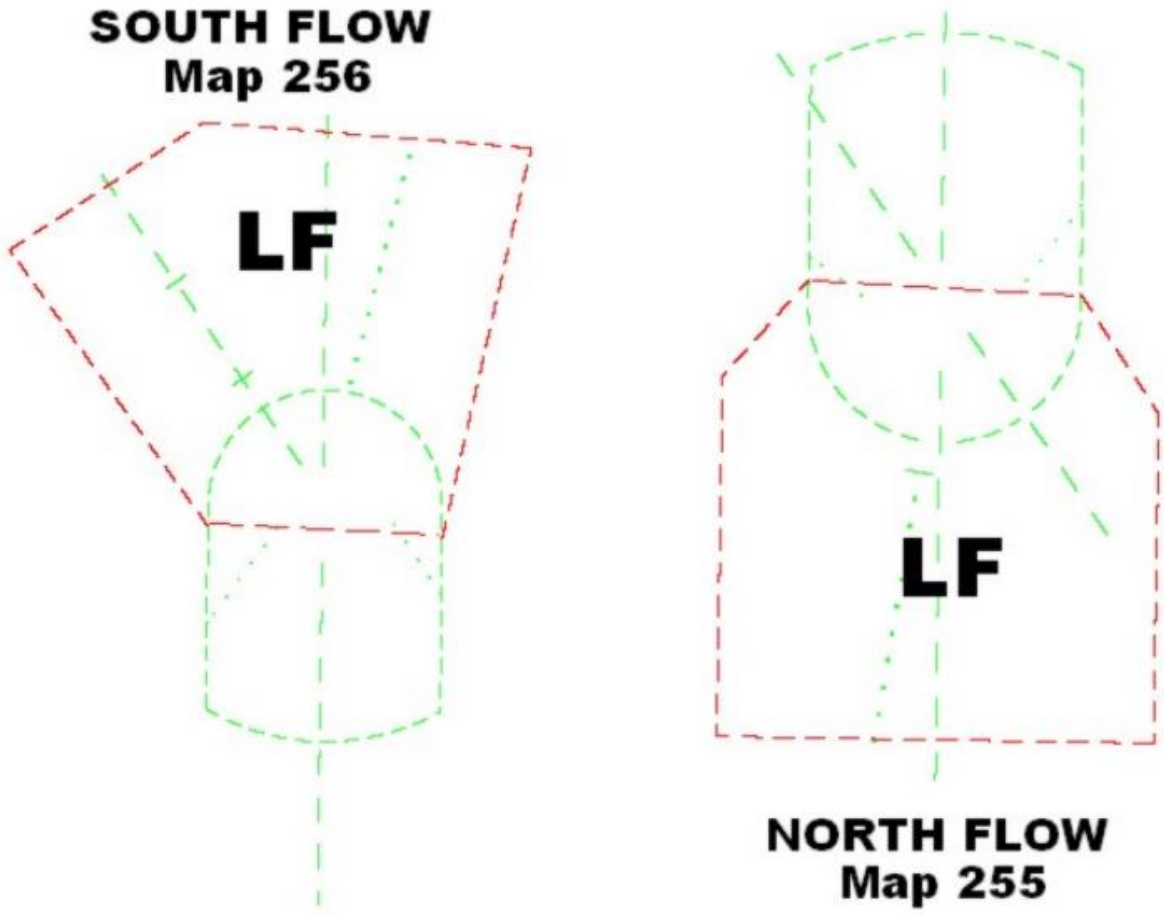
APPENDIX A

R90 Lincoln Sector Boundaries



APPENDIX A

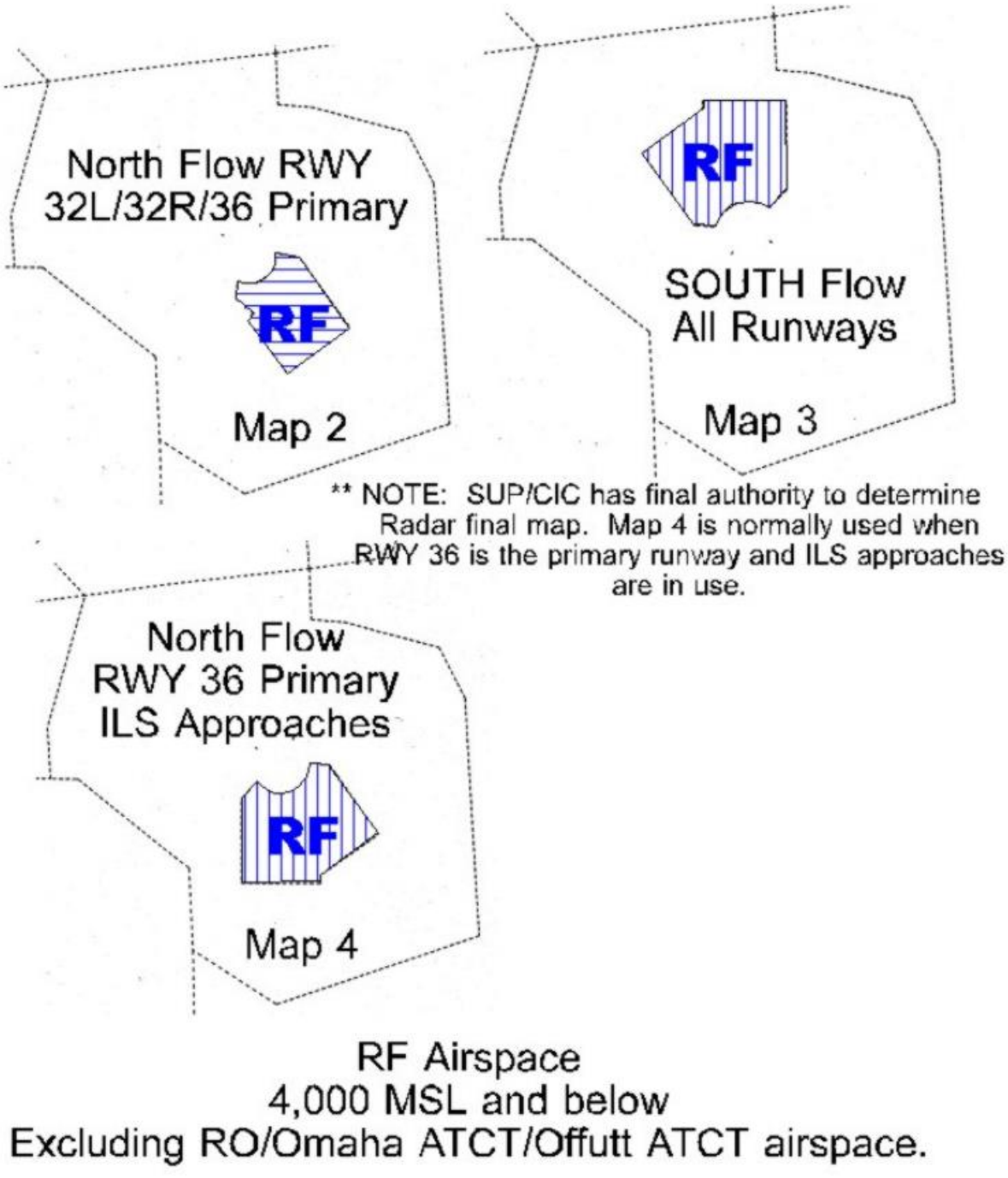
Lincoln Final (LF) Airspace



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

APPENDIX A

RADAR Final Boundaries



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.

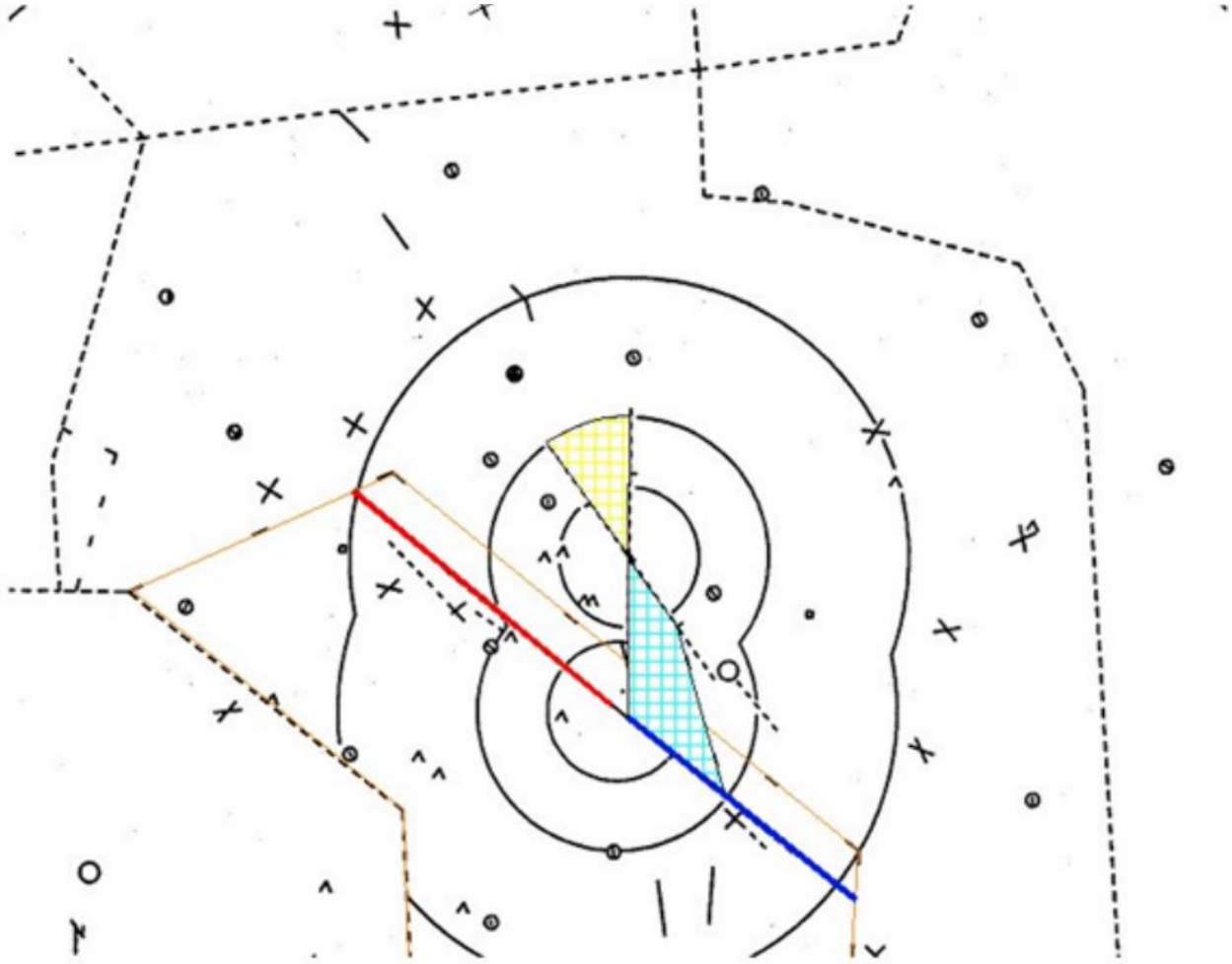
APPENDIX C

R90 MAPS

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

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 lies on or between the extended centerlines of RWY 32L and 36.