

ZTL ARTCC

Knoxville McGhee-Tyson

Air Traffic Control Tower

Standard Operating Procedures

TYS 7110.65B

Effective: May 1, 2011

CHAPTER 1. GENERAL CONTROL

SECTION 1. EQUIPMENT

1-1-1. Callsign Usage and Frequency Delegation:

The following callsigns and frequencies shall be used when working positions at TYS ATCT / TRACON.

Callsign	Frequency	VOX Channel
ATIS	128.350	KTYS_ATIS
Clearance Delivery	121.650	TYS-CD
Ground Control	121.900	TYS-GC
Local Control	121.200	TYS-LC
Approach / Departure	123.900	TYS-APP

CHAPTER 2. CLEARANCE DELIVERY

SECTION 1. POSITION DUTIES AND RESPONSIBILITIES

2-1-1. RESPONSIBILITIES & PROCEDURES

a. Process flight plan/VFR departure information.

1) Issue IFR flight plan/VFR departure information:

(a) IFR: Appropriate clearance to destination (clear as filed), fly heading 230 or 050 (see note below), maintain 6000 feet, expect requested altitude 10 minutes after departure , departure frequency, beacon code.

(b) VFR: Fly appropriate pre-designated heading,(see note below) maintain 2500, departure frequency, beacon code.

(c) CLOSED TRAFFIC: Maintain at or below 2,000.

NOTE - Assign heading 230 to all aircraft departing Runways 23L/R. Assign heading 050 to all aircraft departing Runways 5L/R

b. ATIS broadcast.

KNOXVILLE TOWER INFORMATION . TIME ZULU. WIND VISIBILITY (Restrictions) (SKY CONDITION) , TEMPERATURE , DEW POINT , ALTIMETER ARRIVING AIRCRAFT EXPECT (Name of approach from chart) (If visual approach being conducted) ARRIVING AIRCRAFT EXPECT VECTOR FOR VISUAL APPROACH. LANDING AND DEPARTING RUNWAY(S) NOTICE TO AIRMEN. VFR DEPARTURES ADVISE TYPE AIRCRAFT, DIRECTION OF FLIGHT, AND ALTITUDE. READBACK ALL RUNWAY HOLD SHORT INSTRUCTIONS. ADVISE ON INITIAL CONTACT YOU HAVE .

EXAMPLE ATIS BROADCAST

Knoxville Tower information Alpha. One three zero zero Zulu. Wind zero one zero at six. Visibility two mist. Ceiling five hundred overcast. Temperature one two. Dew point one one. Altimeter three zero one one. Arriving aircraft expect ILS Runway Five Left Approach. Landing and departing Runways Five Left and Right. Notice to Airmen, VXX VOR out of service. Hazardous weather information for the Knoxville area available on HIWAS, Flight Watch, or Flight Service Frequencies. VFR departures advise type aircraft, direction of flight, and altitude. Readback all runway hold short instructions. Advise on initial contact you have Alpha.

CHAPTER 3. GROUND CONTROL

SECTION 1. POSITION DUTIES AND RESPONSIBILITIES

3-1-1. RESPONSIBILITIES

Ground Control shall:

a. Initiate control instructions as to provide ATC services and appropriate separation between all known aircraft operating on movement area taxiways. This does NOT include taxiways in between Runway 23L and Runway 23R.

CHAPTER 4. LOCAL CONTROL

SECTION 1. POSITION DUTIES AND RESPONSIBILITIES

4-1-1. RESPONSIBILITIES

Local Control shall:

a. Initiate control instructions as to provide air traffic control services between all known aircraft operating on runways and in Local Control airspace. This airspace is a 3NM ring around KTYS from the Surface to and including 2,000'.

b. All departures have automatic releases. LC MUST push the strip to APP/DEP when takeoff clearance is issued in order for automatic releases to be valid.

4-1-2. PROCEDURES

a. Informal Noise Abatement Procedures. Local Control shall ensure that Runway 23 departures which will make a left turn-out fly runway heading until approximately two miles southwest of the airport for noise abatement.

b. Helicopter Operations:

1) Helipad A is located on Taxiway G at the intersection of Taxiways G and G6.

2) Helipad B is located on Taxiway G just NE of Taxiway G7.

c. Coordinate with the TRACON prior to runway changes

d. Issue Arrival instructions

1) Provide additional instructions for aircraft executing:

(a) Touch and Go/ Stop and Go / Option / Go Around /Low Approach.

(b) Traffic Pattern - keep aircraft operating in the local traffic pattern at 2,000 feet or below within 3 miles of the airport.

(c) Missed Approach.

(1) IFR - Coordinated heading and 4000 feet.

(2) VFR - Coordinated heading and 2500 feet.

(3) Other missed approaches shall be coordinated with radar.

CHAPTER 5. APPROACH / DEPARTURE

SECTION 1. POSITION DUTIES AND RESPONSIBILITIES

5-1-1. RESPONSIBILITIES

a. Radar Position.

1) Ensure separation in airspace depicted in Appendix 3.

2) Initiate control instructions.

3) Ensure communications transfer for arrivals between 5 and 10 miles from the runway.

5-1-2. POTENTIAL PROBLEM AREAS

a. When aircraft calls for IFR clearance off MMI, coordinate with CHA, and ZTL as needed, prior to aircraft release.

b. Ensure DKX arrivals cancel prior to release of DKX departures.

c. Aircraft landing runways 5L and 5R, inbound from south, often need to be vectored for descent due to close proximity of airport.

5-1-3. COORDINATION

a. Ensure that all practice approaches are coordinated with LC, including type approach, aircraft identity, VFR or IFR status.

5-1-4. DEPARTURE PROCEDURES FOR TYS

The following procedures shall be adhered to:

a. For other than runway heading: The Radar controller shall not turn the aircraft assigned an IFR heading until the aircraft leaves 3000 feet. A turn toward runway heading must be coordinated with Local control.

b. For runway heading: The Radar controller shall not turn an aircraft assigned runway heading until the aircraft leaves 6500 feet/VFR or 7000 feet/IFR or until radar separation can be provided unless coordinated with Local control.

c. Aircraft executing practice approaches which will execute a touch-and-go or low approach shall be issued departure instructions by the sequencing sectors as follows:

- 1) IFR: Coordinated heading ; altitude 2500 or above; departure frequency.
- 2) VFR: Coordinated heading ; 2500 feet; departure frequency.

APPENDIX A. TRACON AIRSPACE.



APPENDIX B. TYS/ZTL Letter Of Agreement.

a. Arrivals.

- 1) ARTCC shall clear arrivals operating at 11,000 feet or above to the destination airport, to cross the VXV 30 DME at 11,000 feet and no greater than 250 knots.
- 2) ARTCC shall clear arrivals operating at 10,000 feet or below to the destination airport to cross the common facility boundary level at an altitude appropriate for direction of flight.
- 3) In the event ATCT negates a crossing restriction, ATCT shall assume the responsibility of coordination with the appropriate ARTCC sectors.

b. Departures.

- 1) ATCT shall clear aircraft requesting 11,000 feet or above to maintain 10,000 feet and expect requested altitude ten minutes after departure. Departures shall be cleared "on course".
- 2) Aircraft requesting 10,000 feet or below shall be cleared at an altitude appropriate for direction of flight. Departures shall be cleared "on course".
- 3) ATCT shall provide 5 NM lateral separation and/or 1,000 feet vertical separation, constant or increasing, for aircraft entering ARTCC airspace.

NOTE - The transfer of control point (TCP) is defined as the vertical and lateral limits of the airspace delegated to ATCT.

APPENDIX C. Scratch Pad Procedures.

All aircraft inbound to TYS shall display the type approach and / or assigned runway / request in **the scratchpad. Coordination is required if the scratch pad is left blank or opposite direction arrival information is included. If the approach will be completed to a runway in use, the runway number/designator is optional. Airports with parallel runways will use the last digit of the runway number followed by the L/C/R designator. ALL missed/low/option approaches SHALL be coordinated with the appropriate Local Controller.**

Scratchpad Entry	Definition
TYPE OF APPROACH	
I (XX)	ILS Approach
V (XX)	Visual Approach
N (XX)	NDB Approach
R (XX)	VOR Approach
T (XX)	TACAN Approach
G (XX)	GPS/RNAV Approach
L (XX)	Localizer Approach
Z (XX)	VFR arrivals assigned a runway
TG	Aircraft requesting a Touch and Go
LA	Aircraft requesting Low Approach
SG	Aircraft requesting Stop and Go
PTN	Aircraft is requesting Pattern Work (closed traffic)
OPT	Aircraft requesting the Option
OVH	Aircraft requesting the Overhead Maneuver
VS	Aircraft is maintain visual separation / following the preceding aircraft.
VL	Aircraft is maintain visual separation with the closest aircraft on adjacent final to it's left.
VR	Aircraft is maintain visual separation with the closest aircraft on adjacent final to it's right.