

CHAPTER 1: GENERAL

- 1. PURPOSE.** This Order prescribes the responsibilities and appropriate jurisdictional boundaries for the Huntsville Tower positions of operation.
- 2. AUDIENCE.** This Order applies to all personnel at Huntsville ATCT who maintain currency or familiarity.
- 3. NOTICE.** The contents of this order have been extracted from the real-world HSV 7110.3K, effective October 15, 2011. This document serves as a simplification of the real-world HSV SOP for use on the VATSIM network under the vZME ARTCC.

CHAPTER 2: CLEARANCE DELIVERY

A. Departures.

1. Assign IFR departures the HSV One departure procedure or instructions per the following:
 - (A) Assign runway heading.
 - (B) Assign an altitude of 5,000 feet for aircraft requesting an altitude of 5,000 feet or higher and inform the pilot to expect the requested altitude within 10 minutes after departure.
 - (C) Assign requested altitude for aircraft filed for an altitude of 5,000 feet or below.
 - (D) Assign VFR departures runway heading and instruct aircraft to maintain at or below 3,000 feet.

CHAPTER 3: LOCAL CONTROL

A. Responsibilities.

1. Provide air traffic control services and separation on active runways and in tower airspace depicted and described in the Appendix.
2. Assign a departure heading to establish aircraft in the departure corridor and in the receiving radar sector's airspace as appropriate. Headings to be used without coordination are, for departing south, 150 clockwise to 210 degrees and, for departing north, 330 clockwise to 030 degrees.

CHAPTER 4: RADAR POSITIONS

A. Arrival Procedures.

1. When Final Radar (FR) is staffed, FR will own 4,000 feet within the lateral limits of FR airspace, and 4,500 feet for VFR altitude assignments.
2. When FR is not staffed, West Radar (WR) may conduct approaches/runway assignment to the west runway and East Radar (ER) may conduct approaches/runway assignment to the east runway without coordination with each other.
3. During single-runway operations, WR will call the approach sequence to runways 18R/36L and ER will call the approach sequence to runways 18L/36R.
4. ER and WR must ensure aircraft being vectored to final maintain positive separation until the aircraft are established on final.
5. Transfer arrivals to Local Control (LC) no sooner than 15 miles and no later than 5 miles from the airport.

B. Departure Procedures.

1. Do not turn any departure from the heading assigned by (LC) if that turn reduces the lateral separation between that departure and the extended runway centerline.

CHAPTER 5: WEST RADAR (WR)

A. Responsibilities.

1. Provide air traffic control services in area depicted in the Appendix.
2. When FR is operational, prior to handoff to FR, establish arriving aircraft at or in descent to the following altitudes:
 - a. For downwind entries: at or descending to 6,000 feet.
 - b. For base leg entries:
 - (a) Turboprop/turbojet -- at or above 5,000 to 5,000 feet.
 - (b) Non turbine powered -- 4,000 feet.
3. Release aircraft to FR for descent and turns after the aircraft has entered the lateral limits of FR airspace.

CHAPTER 6: EAST RADAR (ER)

A. Responsibilities.

1. Provide air traffic control services in area depicted in the Appendix.
2. When FR is operational, prior to handoff to FR, establish arriving aircraft at or in descent to the following altitudes:
 - a. For downwind entries: at or descending to 6,000 feet.
 - b. For base leg entries: at or descending to 4,000 feet.
3. Release aircraft to FR for descent and turns after the aircraft enters the lateral limits of FR airspace.

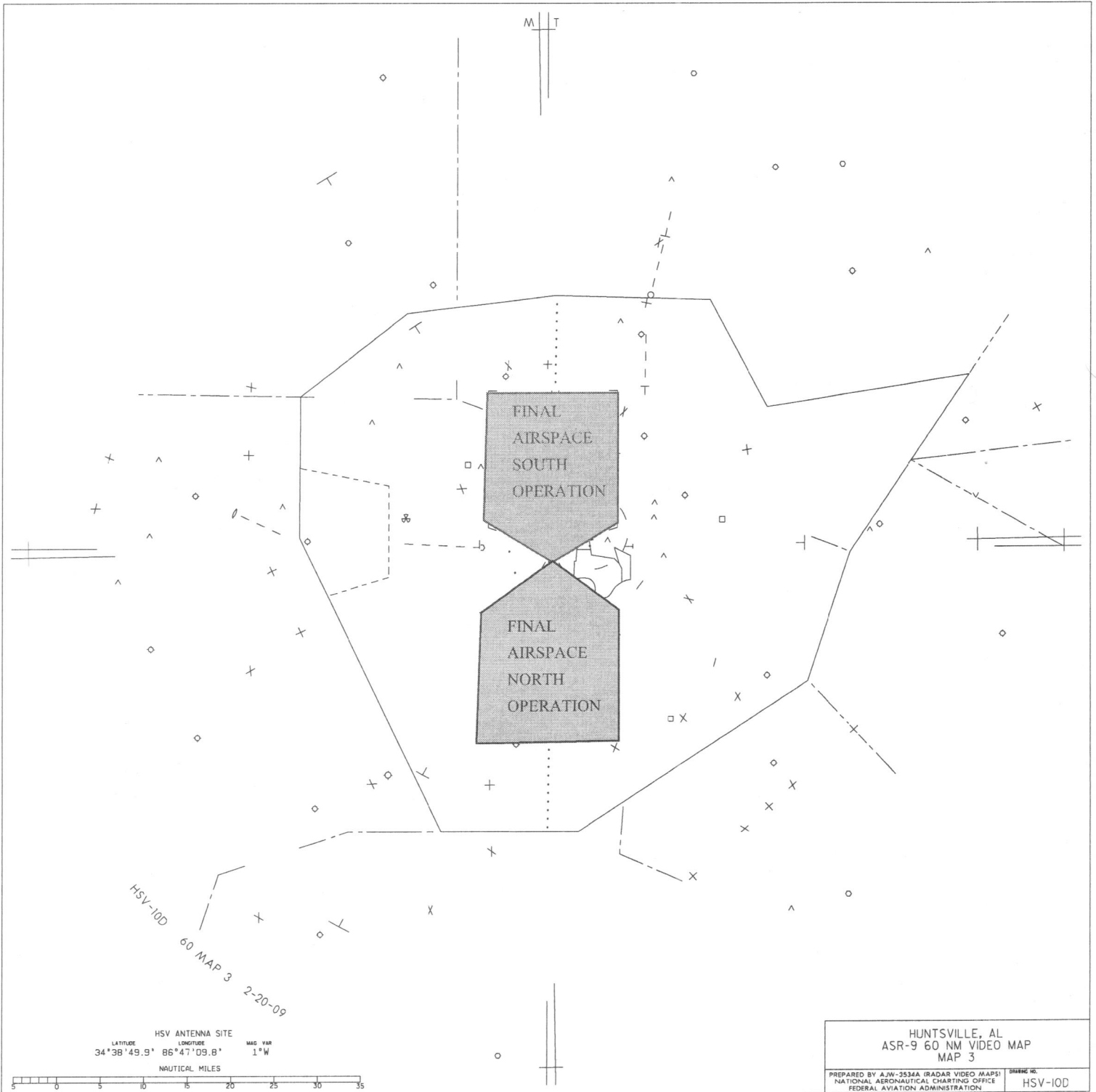
CHAPTER 7: FINAL RADAR (FR)

A. Responsibilities.

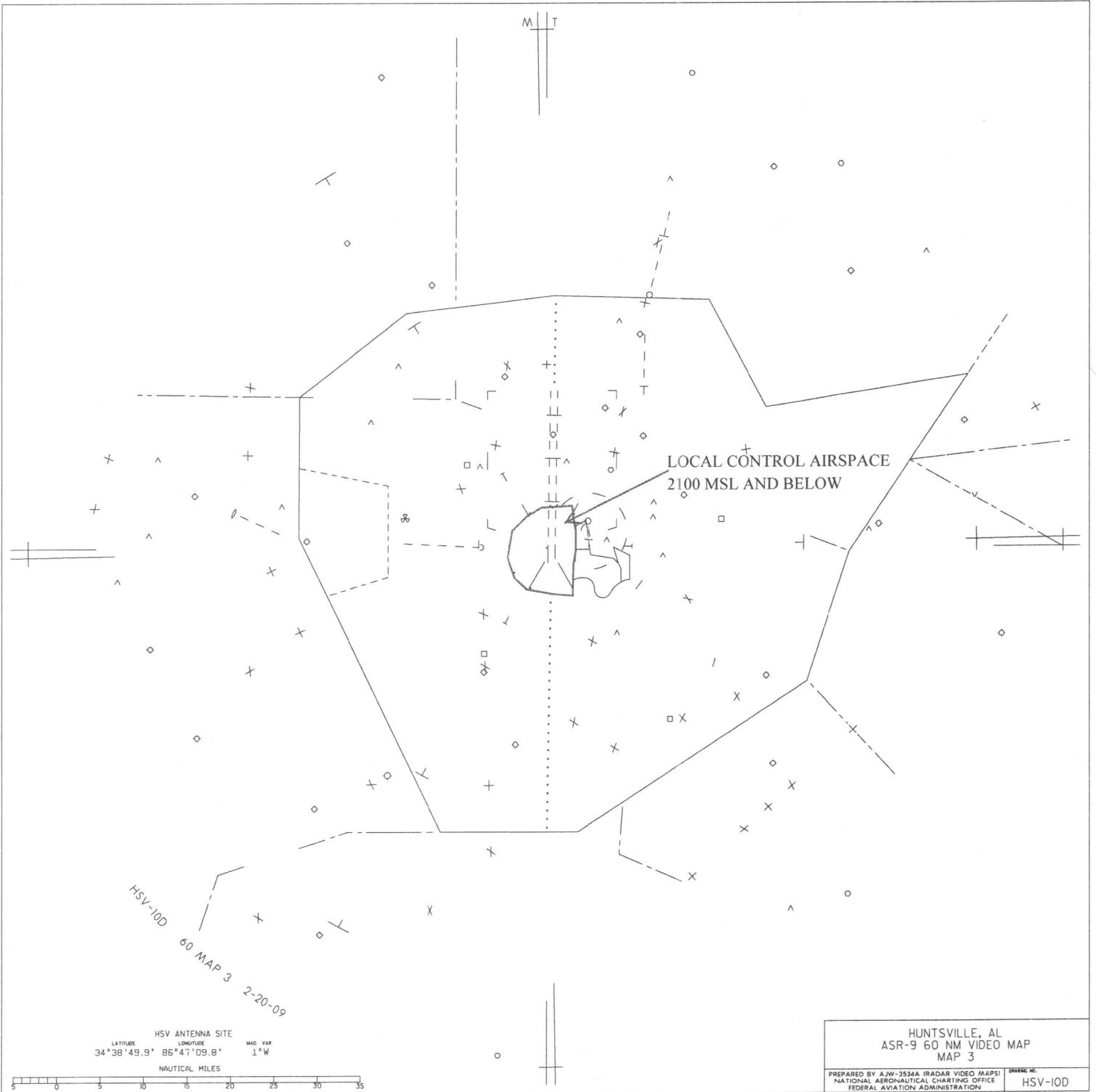
1. Provide air traffic control services in area depicted in the Appendix. Assume control of aircraft for altitude and heading assignments only within the lateral limits of FR airspace. Once aircraft are within the lateral limits, turns may be made toward the airport, regardless of altitude leaving. FR must not make turns away from the airspace until such aircraft are within the vertical limits of FR airspace.

APPENDICES

FINAL AIRSPACE

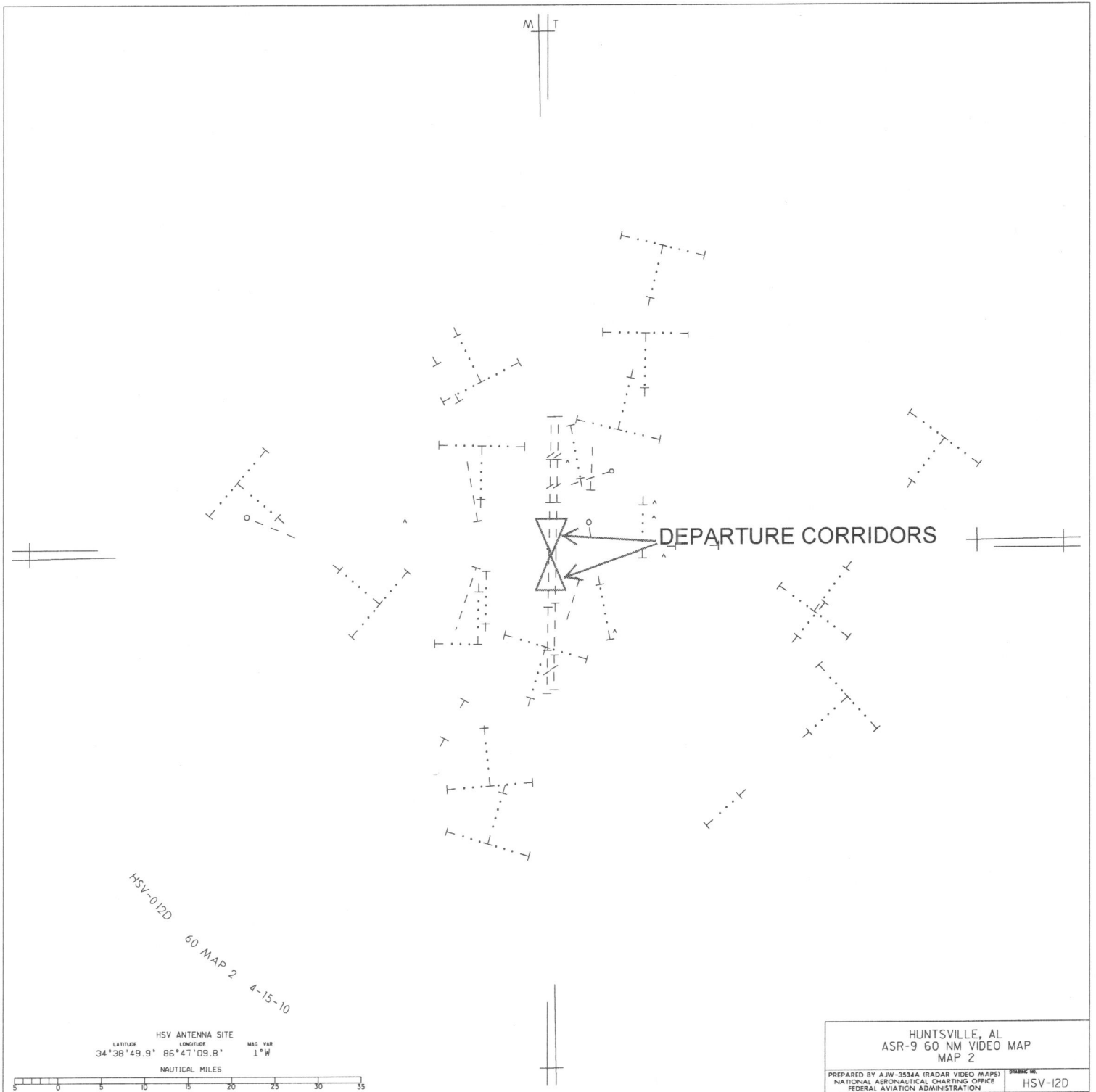


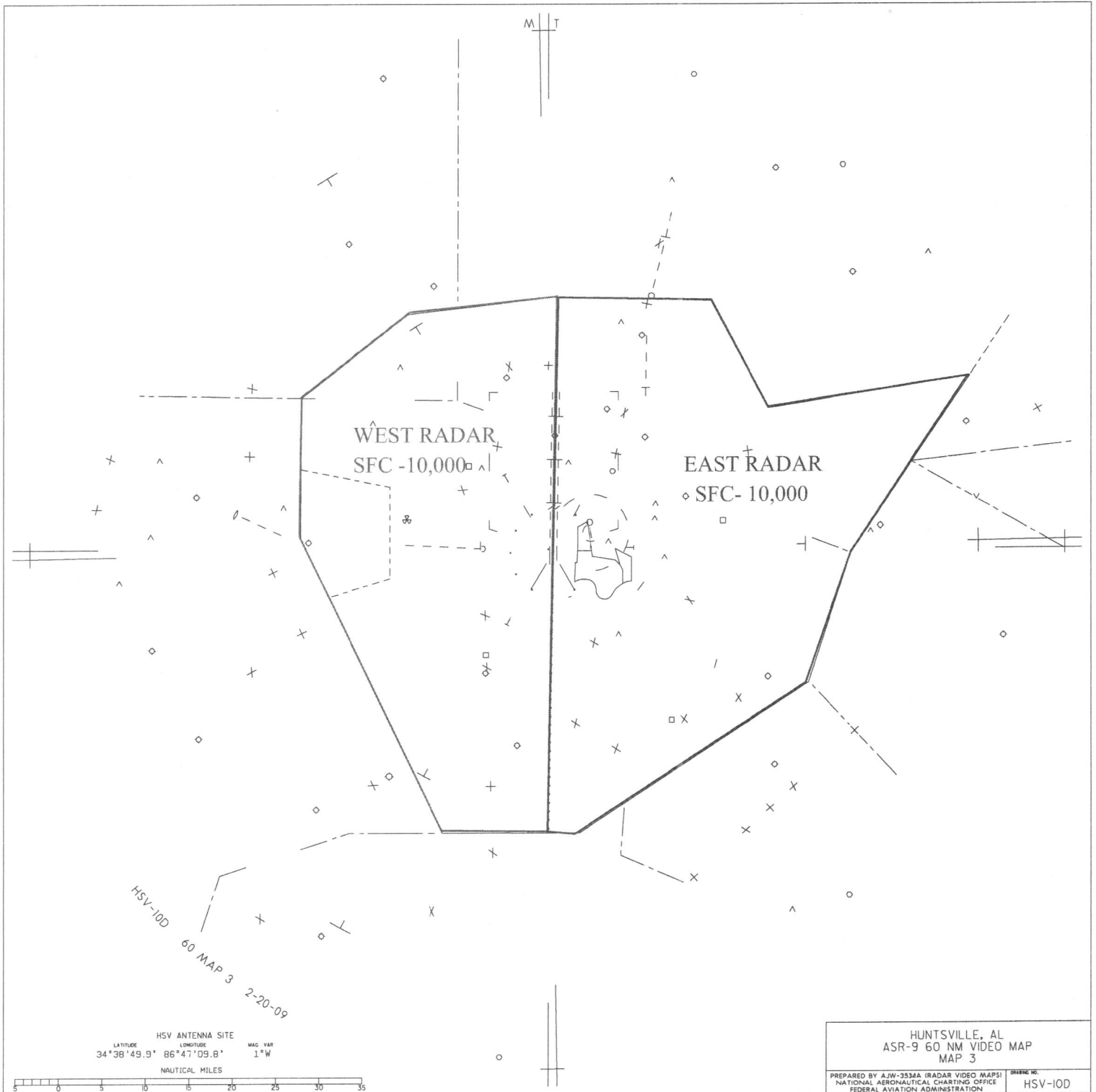
AIRSPACE MAP
LOCAL CONTROL AIRSPACE



12/22/2010

HSV7110.3K CHG 1





APPENDIX 4**ATIS FORMATS, OPENING AND CLOSING BROADCASTS*****OPENING BROADCAST PHRASEOLOGY***

"Huntsville Tower and Approach Control is now open and terminating Class Echo services. Class Charlie services are now in effect.

VFR TOWER OPENING BROADCAST

"Huntsville Tower is open. Class Charlie services are terminated. Huntsville Tower is operating as a VFR tower in Class Echo Airspace. Approach control services are available from Memphis Center on frequency 120.8."

CENRAP ATIS FORMAT

"Huntsville ASR-9 radar out-of-service, Memphis Center secondary radar in use. Weather returns not available. VFR radar services are available only to aircraft with transponders and are limited to safety alerts and traffic advisories".

VFR TOWER ATIS FORMAT

"Huntsville Tower information (the sequential letter of the alphabet from A to Z). HSV Tower is open operating a VFR tower in Class Echo Airspace. Approach control services are available from Memphis Center on 120.8". Continue with the normal ATIS format: observation, runways in use, etc.

CLOSING ATIS FORMAT

"Huntsville Tower and Approach Control hours of operation are 0600 local time to 2400 local time. The common traffic advisory and pilot controlled lighting frequency is 127.6. For additional information, contact Memphis Center on frequency 120.8.

CLOSING BROADCAST PHRASEOLOGY

Note: *This is to be done when the Tower closes for weather, security issues etc.*

The closing broadcast requires that you include: as appropriate (status of the airport and essential components, e.g.)

- a. NAVIADS
- b. Airport and Approach Lighting
- c. Weather
- d. NOTAM's
- e. Field conditions

"Huntsville Tower and Approach Control is terminating Class Charlie services. Class Echo airspace is in effect. Runway/taxiway lights for both parallel runways are on, 18R approach lights are on, ILS is selected for 18L and 36L, weather is VFR (issue the weather if deemed appropriate)."

NARRATIVE AIRSPACE DESCRIPTION

1. PURPOSE. The following is a narrative description of the lateral and vertical limits of the airspace allocated to various positions/sectors of operation at Huntsville Tower/Approach Control (see appendix 2 for pictorial diagram).

NOTE. Lateral airspace is described in terms of latitude/longitude, degree/distance from the ASR-9 site, and/or geographical description.

(= degrees & nm = nautical miles)*

2. LOCAL CONTROL (LC). Local Control Airspace is that airspace 2100 feet MSL and below. The lateral boundary starts at the Huntsville 030/05 continuing to the northwest corner of R2104C then along the western boundary of R2104C and A to the Huntsville 150/05. From the Huntsville 150/05 the boundary continues clockwise via a 5 mile radial arc centered on Huntsville Airport to the Huntsville 030/05. When approach control authorizes automatic releases of the designated active runways, Local Control will also own 5,000 feet MSL and below in the automatic departure release area (departure corridor) which is defined as 30 degrees left and 30 degrees right of the automatic departure runway/s extended centerline (south operation - 150 degrees clockwise through 210 degrees and north operation - 330 degrees through 030 degrees). When automatic releases are not authorized, the area above 2100 MSL will revert to approach control.

4. EAST RADAR (ER). Airspace beginning at HSV Airport and extending north to the boundary of HSV Approach Control airspace (35°08'00"/86°46'00" or 003° @ 29nm) thence clockwise (cw) to a point (1), 35°07'30"/86°24'00" or 035° @ 34nm cw to a point, (2), 34°55'00"/86°16'00" or 059° @ 30nm cw to a point, (3), 34°58'30"/85°47'30" or 069° @ 53nm cw to a point, (4), 34°38'10"/86°04'30" or 092° @ 35nm cw to a point, (5), 34°23'10"/86°10'30" or 118° @ 34nm cw to a point, (6), 34°06'00"/86°42'48" or 175° @ 33nm cw to a point, (7), 34°06'00"/86°47'30" or 180° @ 33nm northward on a direct line to starting point, from surface to 10,000 feet msl, excluding Local control airspace, HUA Class "D" airspace, and Final Radar airspace, north or south operation when active.

NOTE. The dividing line between ER and WR airspace, surface to 10,000 feet MSL, is a north/south line that extends equal distance between the two parallel runways at Huntsville International Airport.

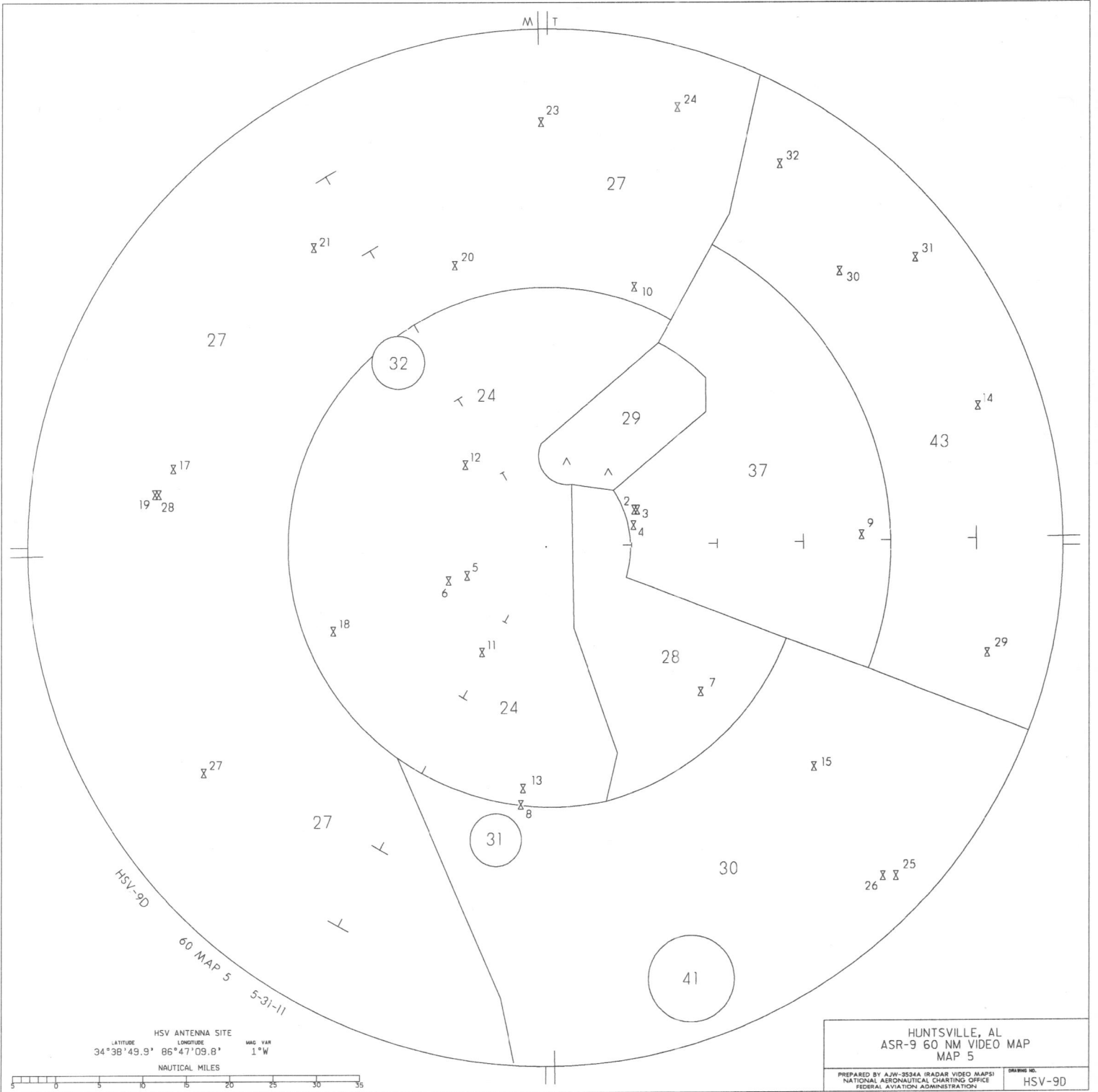
5. WEST RADAR (WR). Airspace beginning at HSV airport and extending north to the boundary of HSV Approach Control airspace (35°08'00"/86°46'00" or 003° @ 29 NM), thence counter clockwise (ccw) to a point, (11), 35°06'00"/87°07'00" or 330° @ 32nm ccw to a point, (10), 34°56'15"/87°22'00" or 302° @ 43nm ccw to a point, (9), 34°40'00"/87°22'00" or 274° @ 29nm ccw to a point, (8), 34°06'00"/87°02'00" or 202° @ 35nm ccw to a point, (7), 34°06'00"/86°47'30" or 180° @ 33nm northward on a direct line to the starting point, from surface to 10,000 feet msl excluding Local control airspace, and Final Radar airspace, north and south operation when active.

6. FINAL RADAR (FR).

a. FR (North Operation). Beginning at a point 34°38'30"/86°46'26" (airport terminal building) draw a line 250° bearing from the starting point to a point eight miles from starting point, likewise begin at same starting point and draw a line 110° bearing from starting point to a point eight miles from starting point, then draw a straight line 180° to a point twenty miles from the starting point. At the eight mile 250° bearing point draw a straight line 180° to a point twenty miles from the starting point. Join both twenty mile points with an east-west line. This describes final airspace on a runway 36 operation surface to 4000 feet MSL excluding Local Control Airspace and HUA Class "D" airspace.

b. FR (South Operation). Beginning at a point, 34°38'30"/86°46'26" (airport terminal building) draw a line 290° bearing from the starting point to a point eight miles from starting point, likewise begin at same starting point and draw a line 070° bearing from starting point to a point eight miles from starting point. At each eight mile point draw a line 360° to a point twenty miles from starting point. Join the twenty mile points with an east-west line. This describes final airspace on a runway 18 operation surface to 4000 feet MSL excluding Local Control Airspace and HUA Class "D" airspace.

MVA MAP



HSV ANTENNA SITE
 LATITUDE 34°38'49.9" LONGITUDE 86°47'09.8"
 MAG VAR 1°W
 NAUTICAL MILES

HUNTSVILLE, AL
 ASR-9 60 NM VIDEO MAP
 MAP 5

PREPARED BY AJW-3534A (RADAR VIDEO MAPS)
 NATIONAL AERONAUTICAL CHARTING OFFICE
 FEDERAL AVIATION ADMINISTRATION

DRAWING NO.
 HSV-9D