CHAPTER 1: GENERAL

1. PURPOSE. This Order prescribes the responsibilities and appropriate jurisdictional boundaries for the Little Rock Tower positions of operation.

2. AUDIENCE. This Order applies to all personnel at Little Rock ATCT who maintain currency or familiarity.

3. NOTICE. The contents of this order have been extracted from the real-world LIT 7110.65B, effective August 22, 2013. This document serves as a simplification of the real-world LIT SOP for use on the VATSIM network under the vZME ARTCC.

CHAPTER 2: CLEARANCE DELIVERY

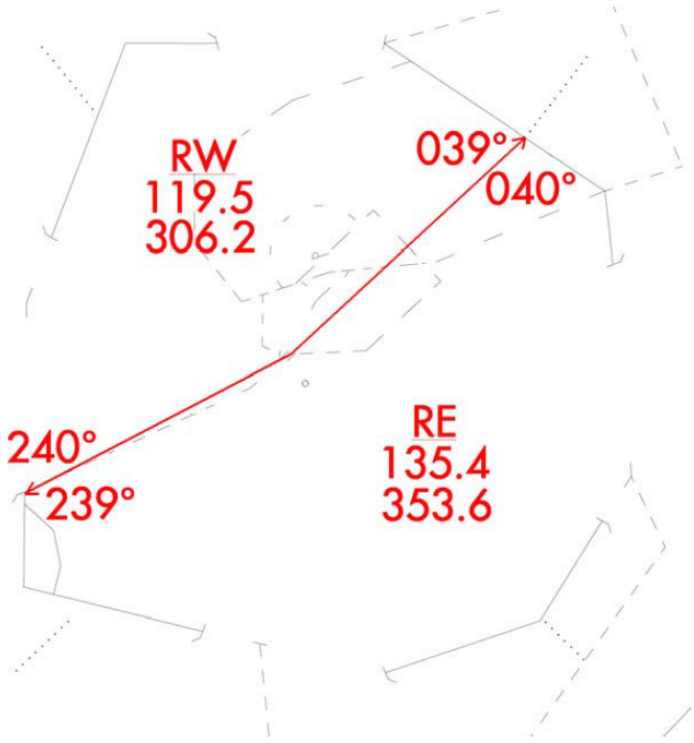
A. Departure frequencies.

1. Assign departure frequencies as follows (see Figure 9-4):

a. From the LIT airport, 040 magnetic bearing clockwise to 239 magnetic bearing, assign Radar East (RE).

b. From the LIT airport, 240 magnetic bearing clockwise to 039 magnetic bearing, assign Radar West (RW).

Figure 9-4, Departure Frequency Assignments



B. Clearances.

1. Issue IFR, SVFR, practice approaches, and basic radar service clearance in accordance with the FAAO 7110.65 and the following procedures:

    a. IFR Aircraft - Assign departures 4,000 or requested lower altitude.

    b. VFR - Assign maintain VFR at or below 2,000.

CHAPTER 3: GROUND CONTROL

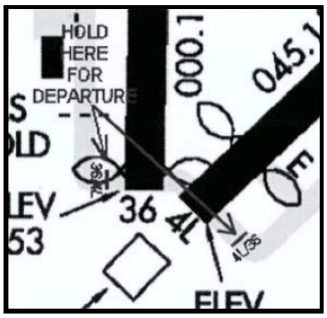
A. Control ground traffic on all movement areas except active runways.

B. Ensure departing aircraft have obtained the current ATIS or issue pertinent departure information.

C. Multiple Runway Crossings.

1. Aircraft may be cleared to cross the common hold-short lines of runways 4L and 36 in one transmission after coordination with Local Control (see Figure 9-1).

Figure 9-1



CHAPTER 4: LOCAL CONTROL

A. Tower Airspace.

1. In a south flow, that airspace is described as the airspace within a 5nm radius of the former LIT ASR-8 antenna (34-43-55N, 092-12-46.7W), from the surface to 2,000 feet MSL, except from the 160 magnetic bearing to the 260 magnetic bearing surface to 4,000 MSL. (See Figure 9-2).

2. In a north flow, that airspace is described as the airspace within a 5nm radius of the former LIT ASR-8 antenna (34-43-55N, 092-12-46.7W), from the surface to 2,000 feet MSL, except from the 300 magnetic bearing to the 080 magnetic bearing surface to 4,000 feet MSL. (See Figure 9-3).

Figure 9-2, LIT Tower Airspace South Flow

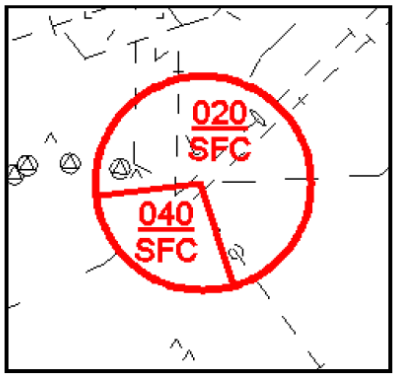
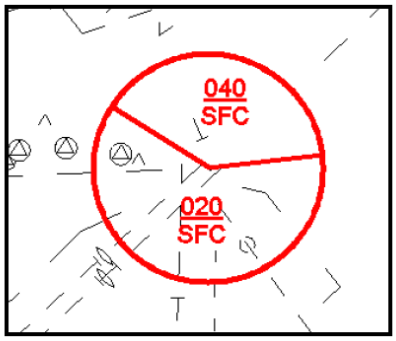


Figure 9-3, LIT Tower Airspace North Flow



B. VFR Local Traffic Pattern.

1. Provide Class C services to VFR local pattern traffic.

2. Ensure VFR aircraft in the local VFR pattern are on a discrete VFR beacon code.

C. Missed Approaches

1. Assign standard missed approach headings as follows:

   a. north flow, 080

   b. south flow, 160

D. Initial Headings

1. Except for standard missed approaches, assign the following headings unless otherwise coordinated:

    a. IFR, SVFR, VFR practice approaches, north flow.

        i. Radar West, assign 320 or 020.

        ii. Radar East, assign 060 or 080

    b. IFR, SVFR, VFR practice approaches, south flow.

        i. Radar West, assign 260 or 240

        ii. Radar East, assign 180 or 160.

    c. VFR north flow, assign on course, or a heading that will exit tower airspace to enter the appropriate radar sector. The on course or assigned heading can be 270 clockwise to 090.

    d. VFR south flow, assign on course, or a heading that will exit tower airspace to enter the appropriate radar sector. The on course or assigned heading can be 090 clockwise 270.

CHAPTER 5: RADAR

A. General.

1. Aircraft on opposing base turns must be vertically separated until separation requirements for aircraft on final from FAAO 7110.65 are met.

2. The TRACON sector accepting a handoff from Memphis Center is responsible for ensuring aircraft landing in LIT airspace have the current ATIS, weather, and landing information, as appropriate.

3. Restricted areas 2403 A and B:

    i. Separate aircraft from R-2403 A/B by the lateral boundaries of the restricted areas.

    ii. Assign aircraft overflying R-2403 A/B an altitude of at least 100 feet above the active upper limit of the restricted airspace.

iii. The separation standards above do not apply to military aircraft that are authorized to operate within or thru the boundaries of R-2403 A/B when it is active.

4. Prearranged Coordination:

i. Prearranged coordination may be applied by Radar West and Arrival Radar in the areas depicted in the Appendix and within the altitudes specified below:

a. SOUTH FLOW - By Arrival Radar within Radar East airspace from surface to 2,500' within the area depicted in Fig. 6-2.

b. NORTH FLOW - By Arrival Radar within Radar East airspace from surface to 2,000' within the area depicted in Fig. 6-3.

Figure 6-2, AR South Flow Prearranged Coordination Area

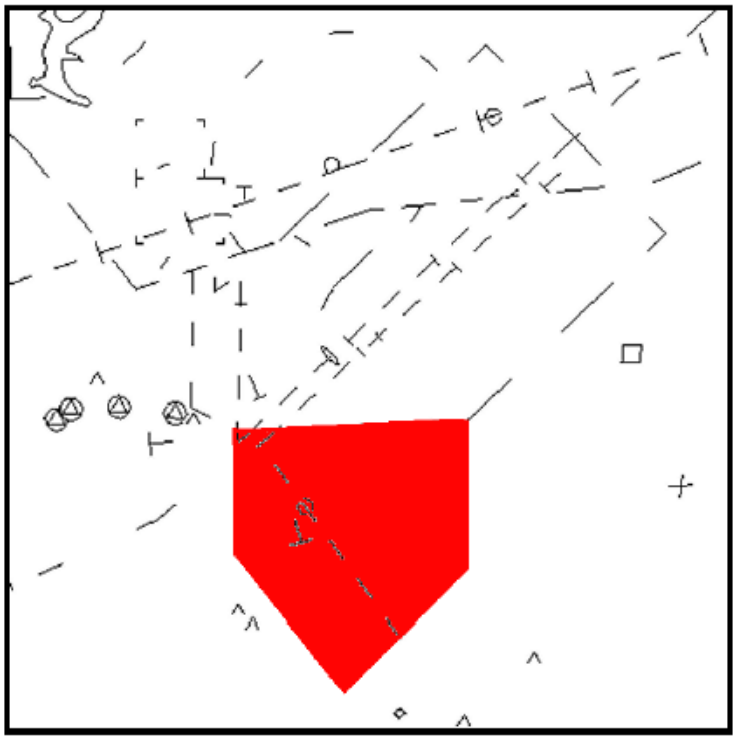
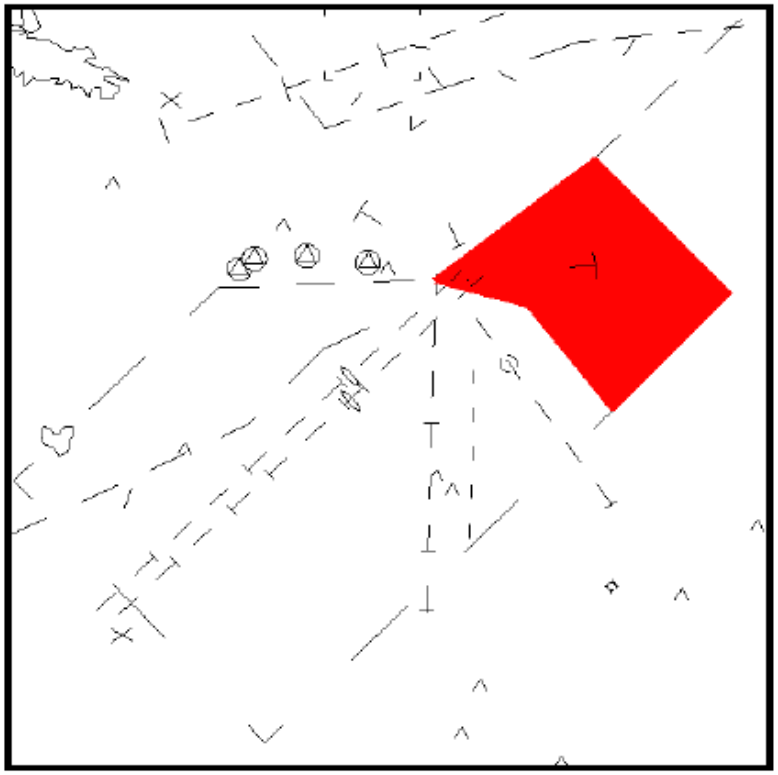


Figure 6-3, AR North Flow Prearranged Coordination Area



ii. Prearranged coordination may be applied by Radar West with Radar North in the areas depicted in Figures 6-4 and 6-5 with the restrictions specified below:

a. Aircraft must be climbing.

b. R-2403 B not active - Aircraft may only be vectored south of the extended runway centerline. Turns to the north are prohibited unless otherwise coordinated (see Figure 6-4).

c. R-2403B is active - Radar West departures off of runway 25 cannot be vectored off their initial heading until entering Radar West airspace, unless otherwise coordinated (see Figure 6-5).

Figure 6-4, RW RWY 25 and RWY 7 Prearranged Coordination Areas

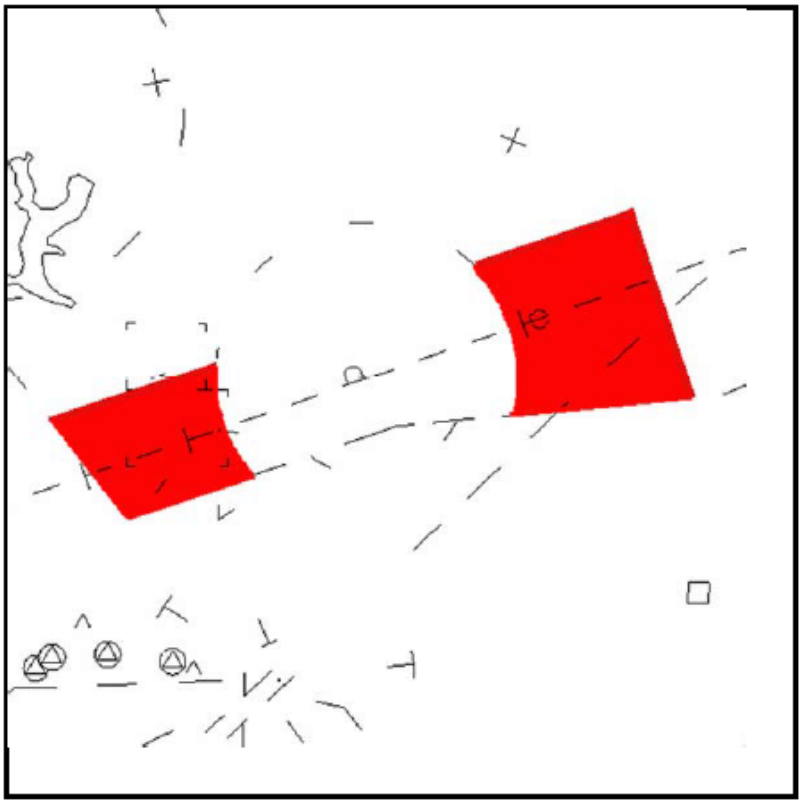
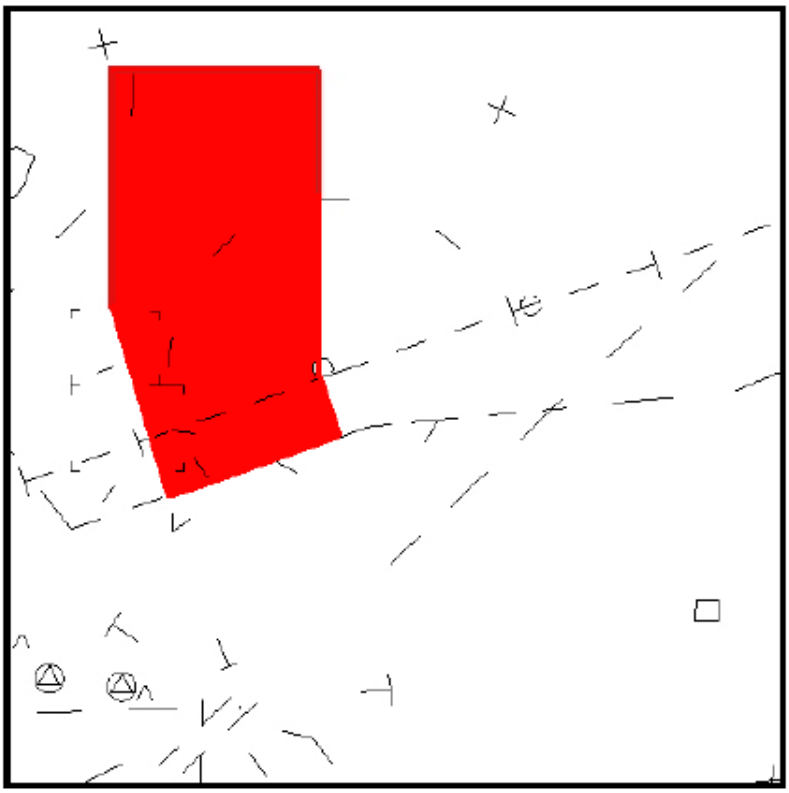


Figure 6-5, RW R-2403B Active Prearranged Coordination Areas



B. Radar North (RN)

1. Responsibilities.

a. Be responsible for operations within the position's assigned airspace (see Figure 8-1 in Appendix).

b. Determine approach sequence to LRF.

C. Radar West (RW)

1. Responsibilities.

a. Provide departure control services for ORK, CWS, SRC, SUZ, AR62, and LRF.

b. Assume duties and responsibilities for RN when RN is not staffed.

c. Provide air traffic services to aircraft operating within assigned airspace (see Figures 8-2 thru 8-5 in Appendix).

d. Sequence VFR and visual approach aircraft to Runway 18 when AR not staffed.

e. Coordinate with RN prior to releasing an IFR departure from CWS and SRC.

D. Radar East (RE)

1. Responsibilities.

a. Assume responsibilities of AR Radar Hunt (RH) when they are not staffed.

b. Provide air traffic services to aircraft operating within assigned airspace (see Figures 8-6 thru 8-9 in Appendix).

E. Arrival Radar (AR)

1. Responsibilities.

a. Establish approach sequence for all arrivals to Adams Field (If AR is combined with RE, then RW will sequence VFR and visual approach aircraft to Runway 18).

b. Provide air traffic services to aircraft operating within assigned airspace (see Figure 8-10 and 8-11 in Appendix).

F. Radar Hunt (RH)

1. Responsibilities.

a. Provide air traffic control services to aircraft operating within assigned airspace (see Figure 8-12 in Appendix).

APPENDICIES

Figure 8-1, Radar North Airspace

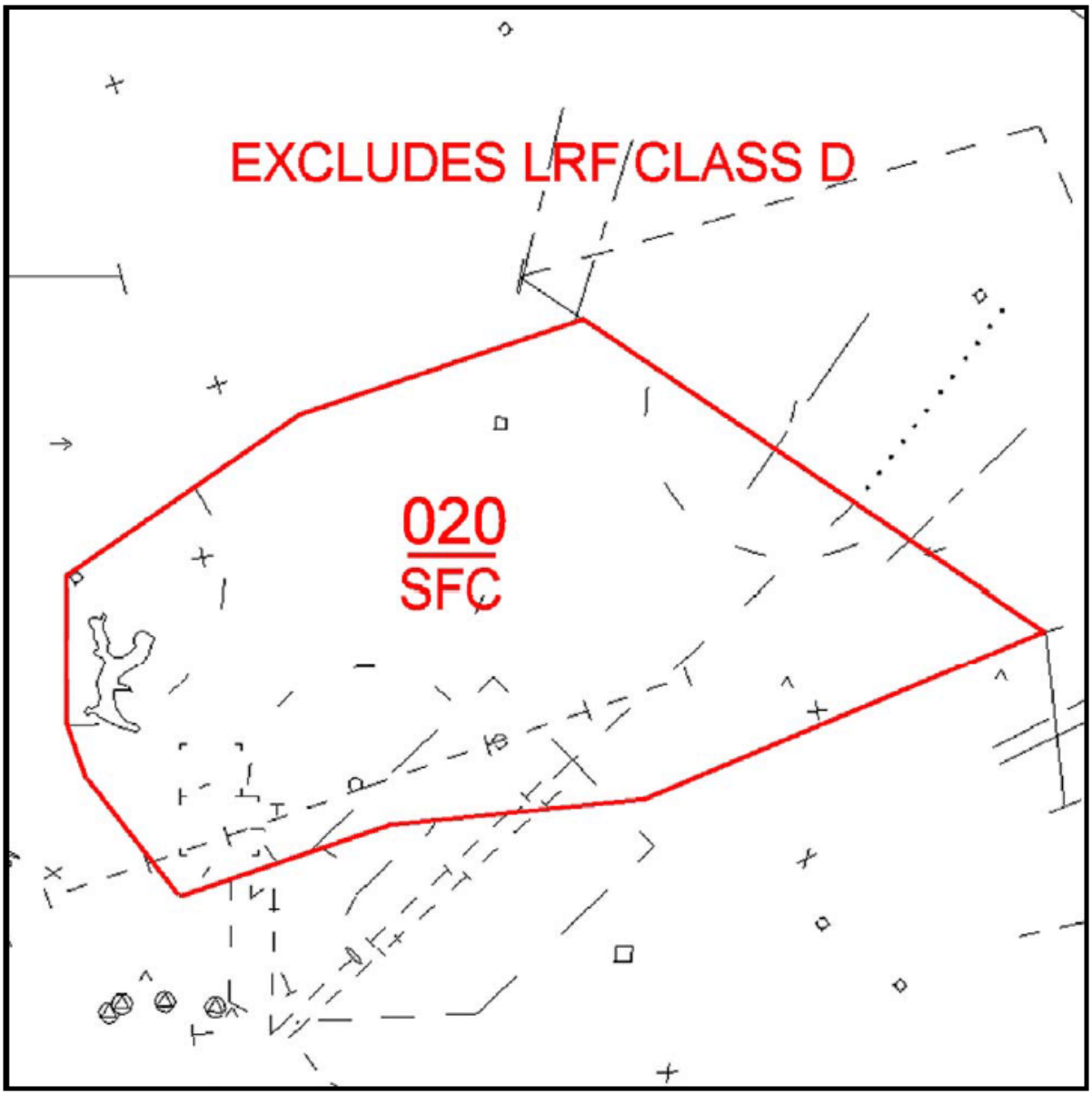


Figure 8-2, RW South Flow (AR open)

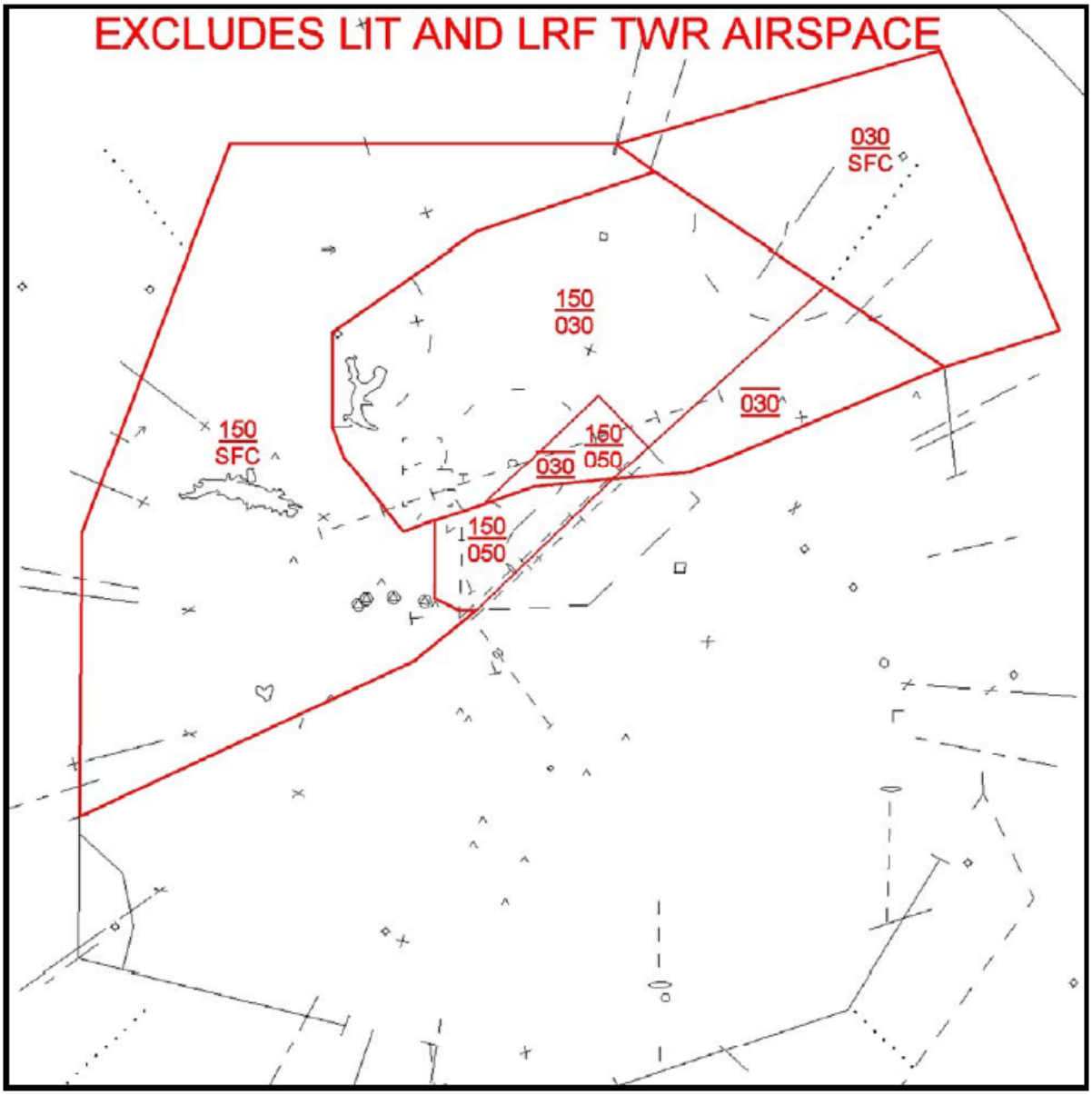


Figure 8-3, RW South Flow (AR closed)

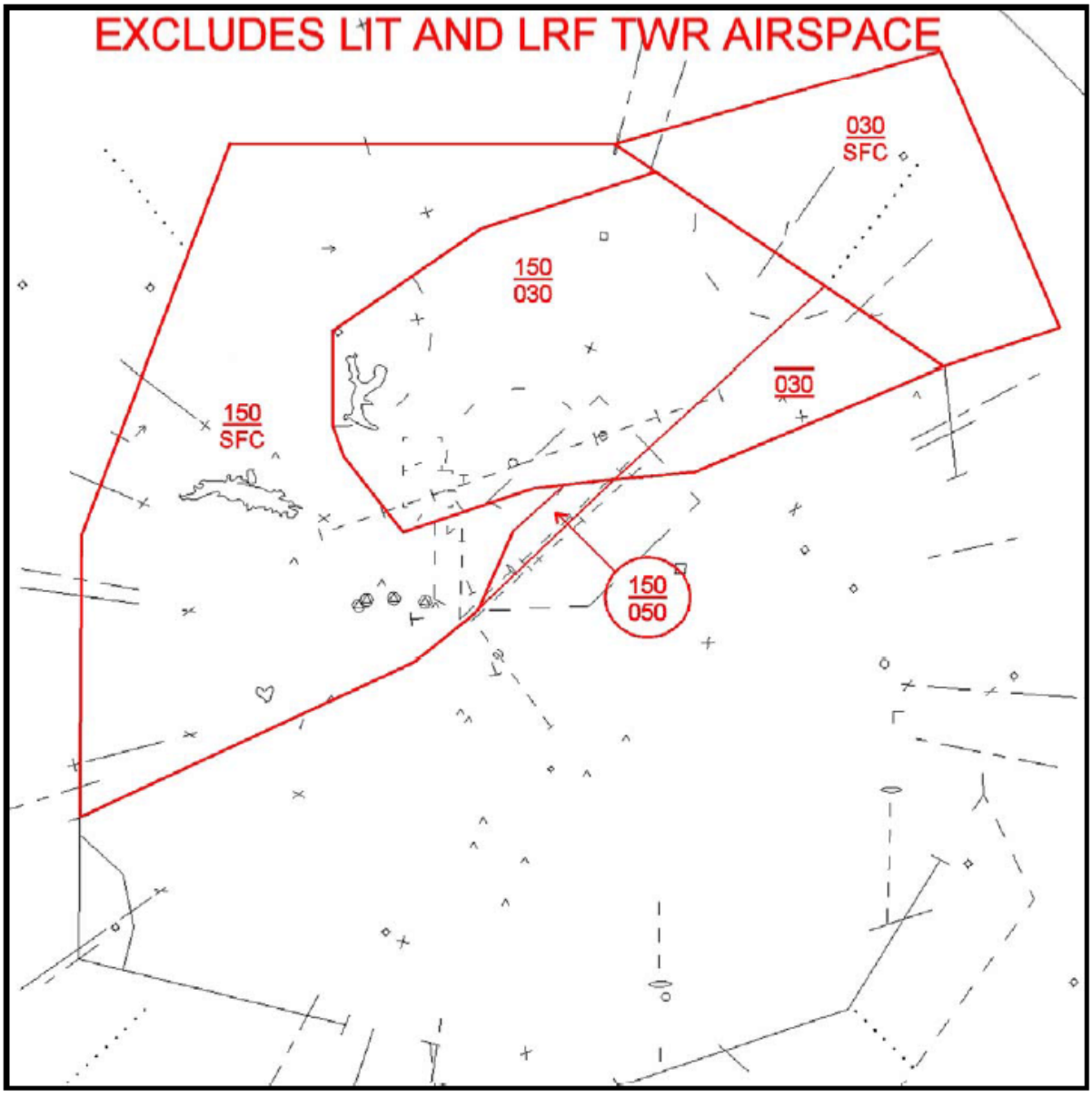


Figure 8-4, RW North Flow (AR open)

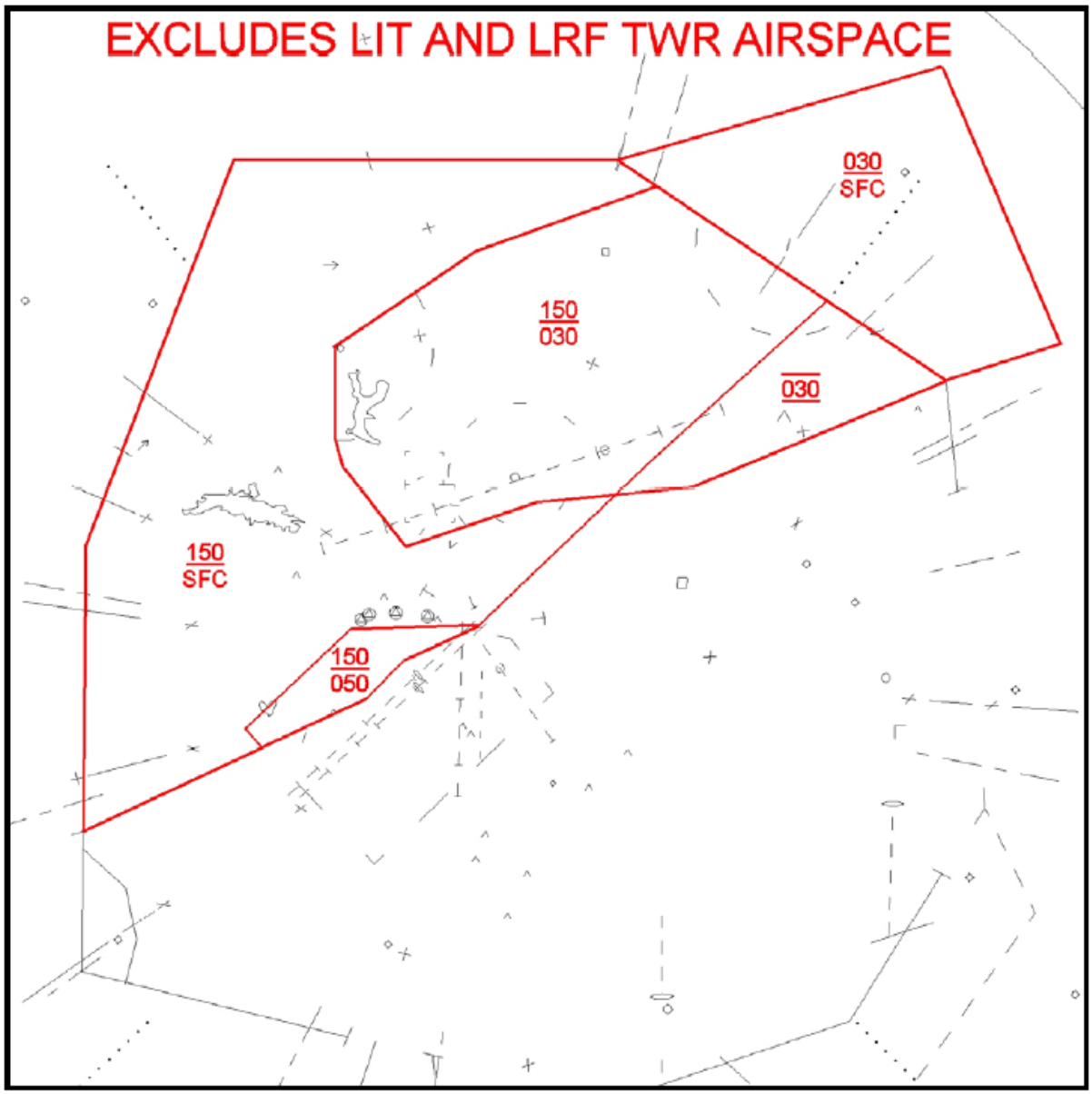


Figure 8-5, RW North Flow (AR closed)

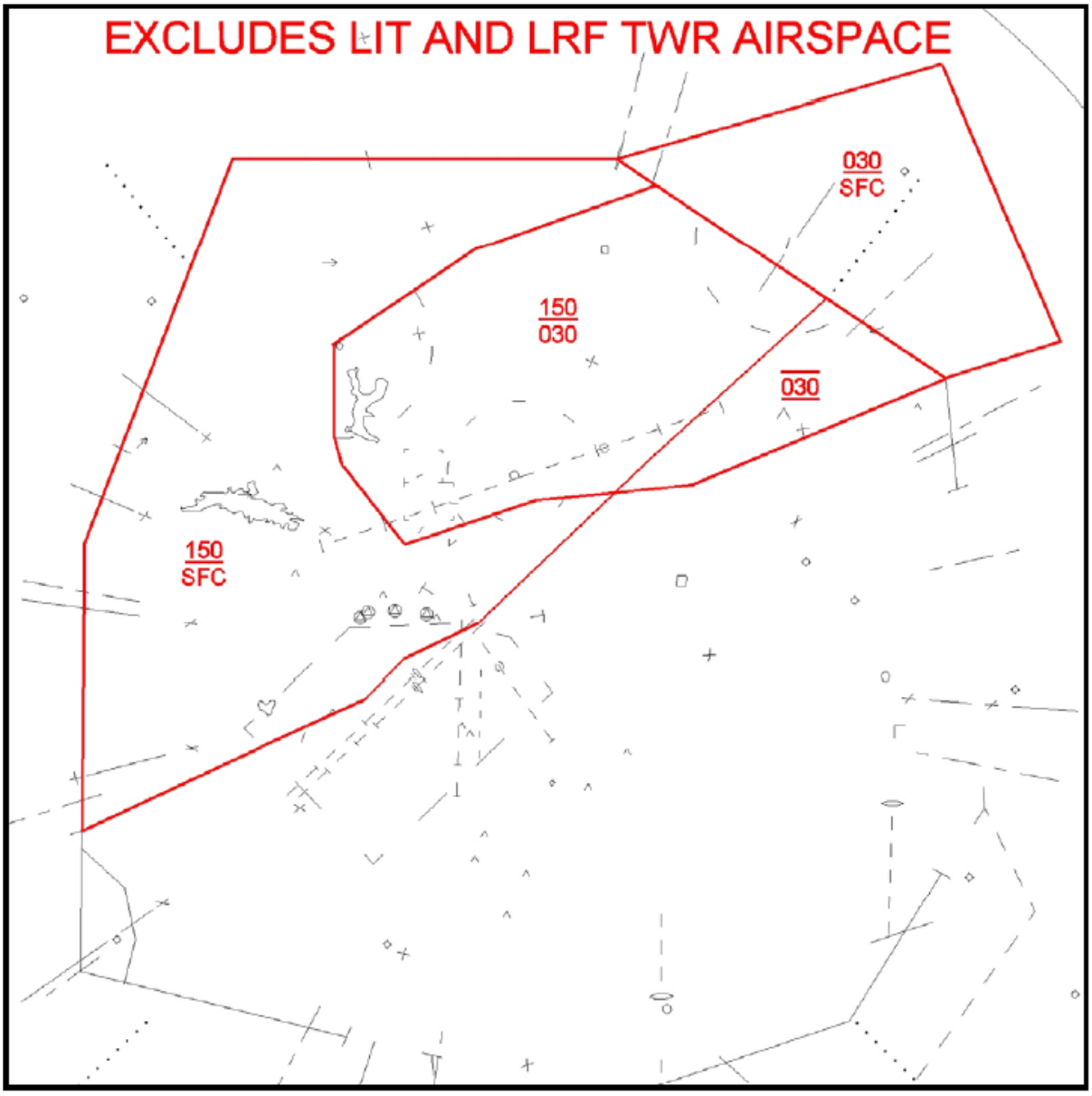


Figure 8-6, RE South Flow (AR open)

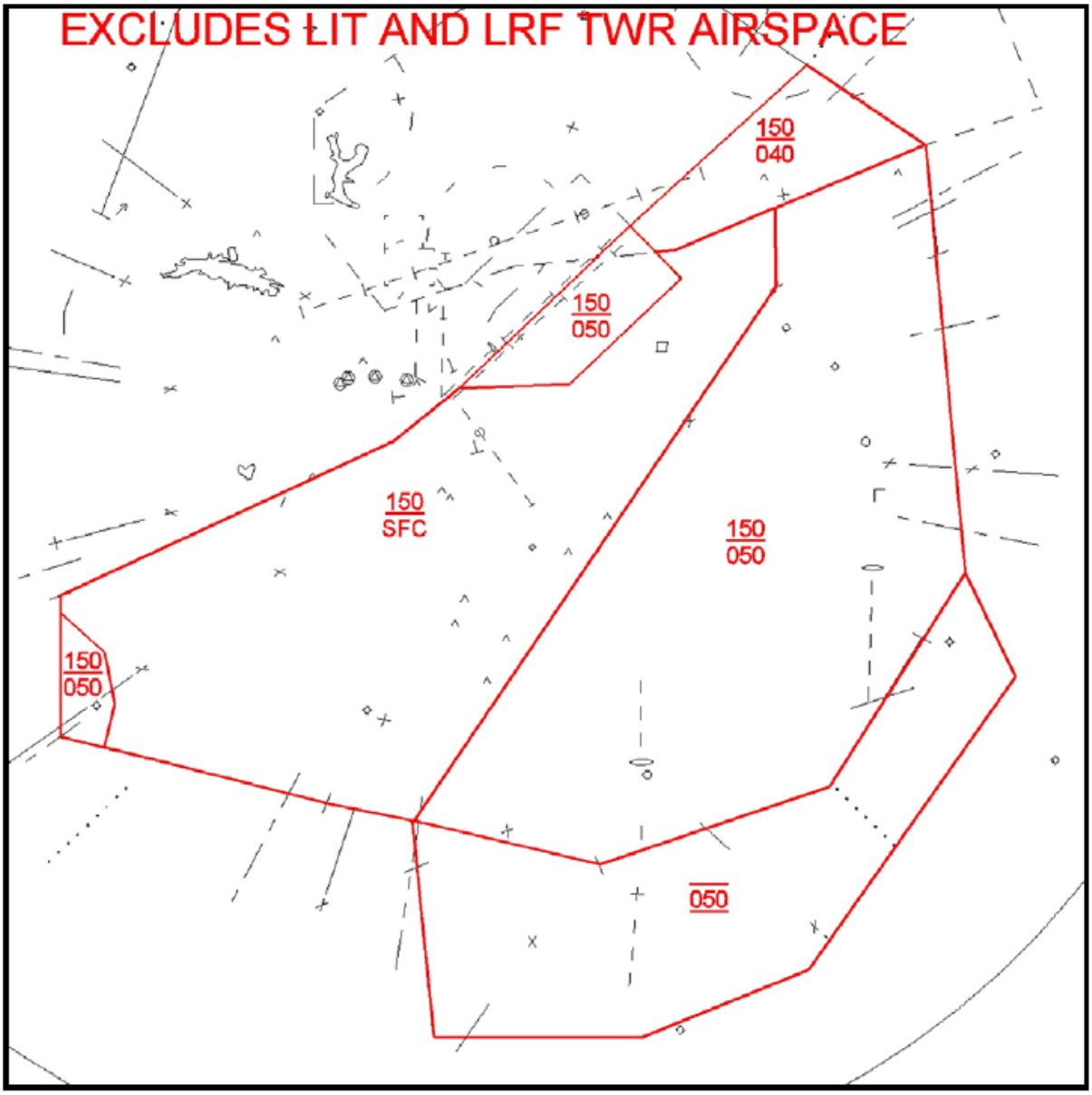


Figure 8-7, RE South Flow (AR closed)

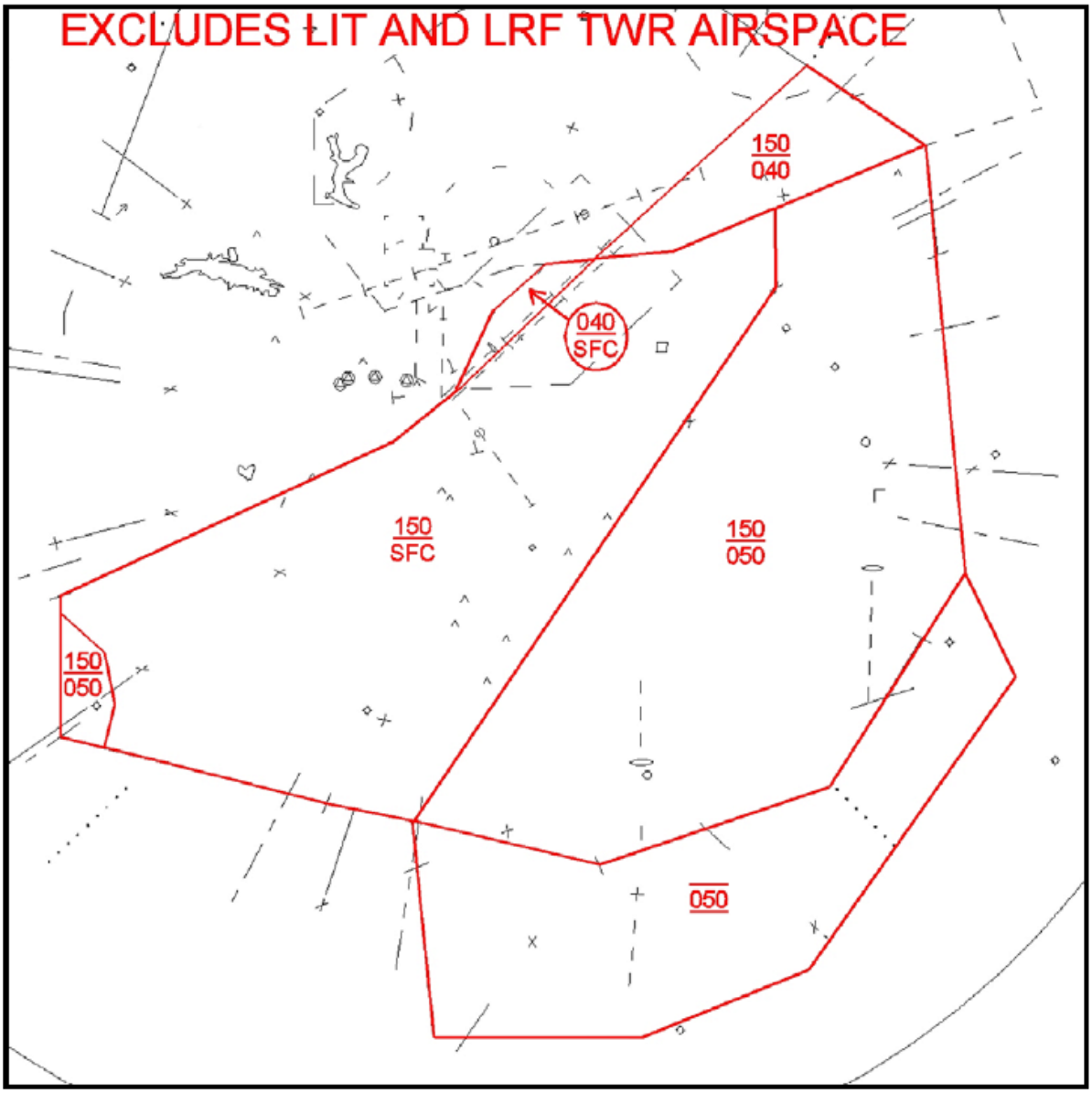


Figure 8-8, RE North Flow (AR open)

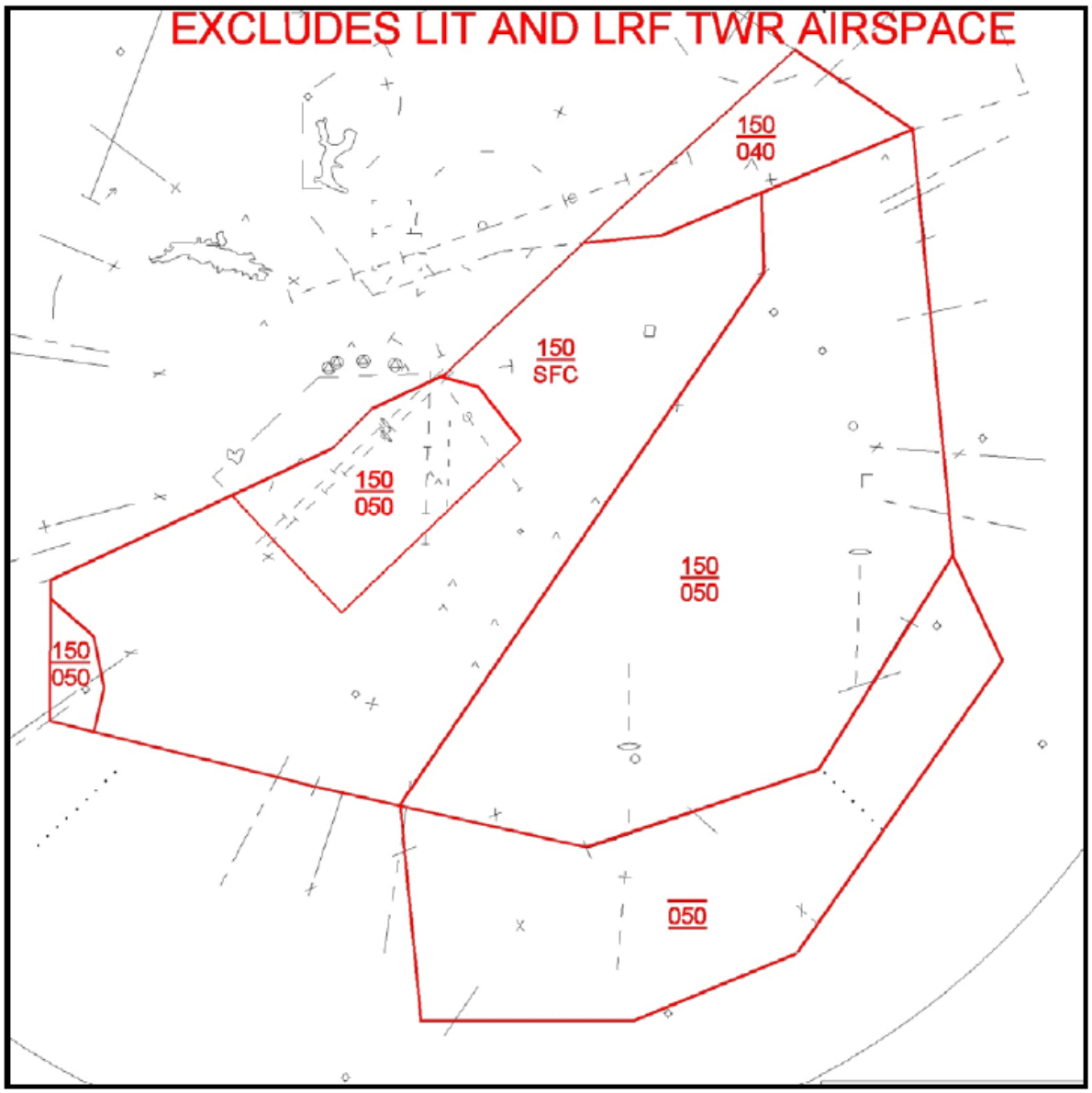


Figure 8-9, RE North Flow (AR closed)

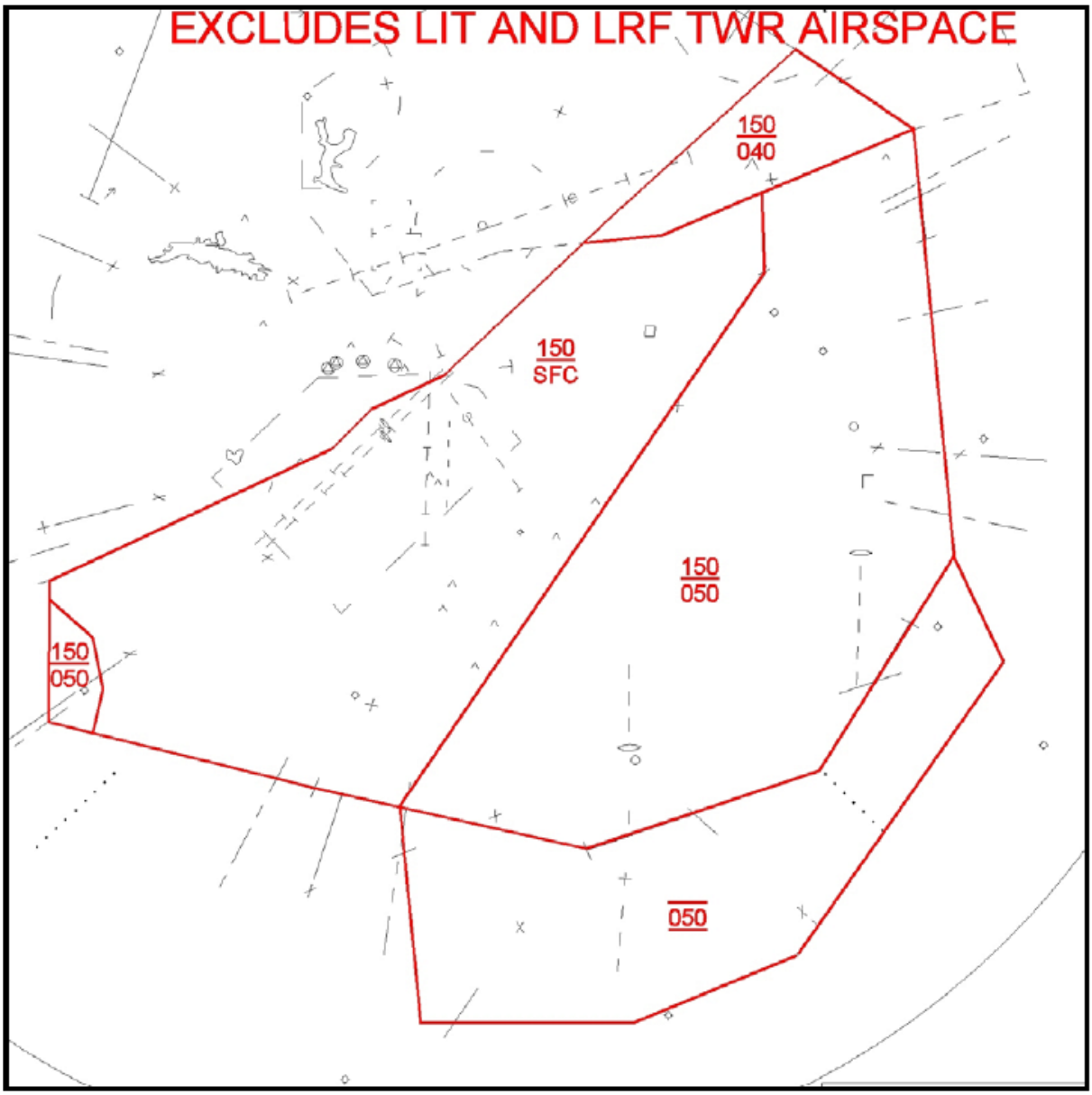


Figure 8-10, AR South Flow

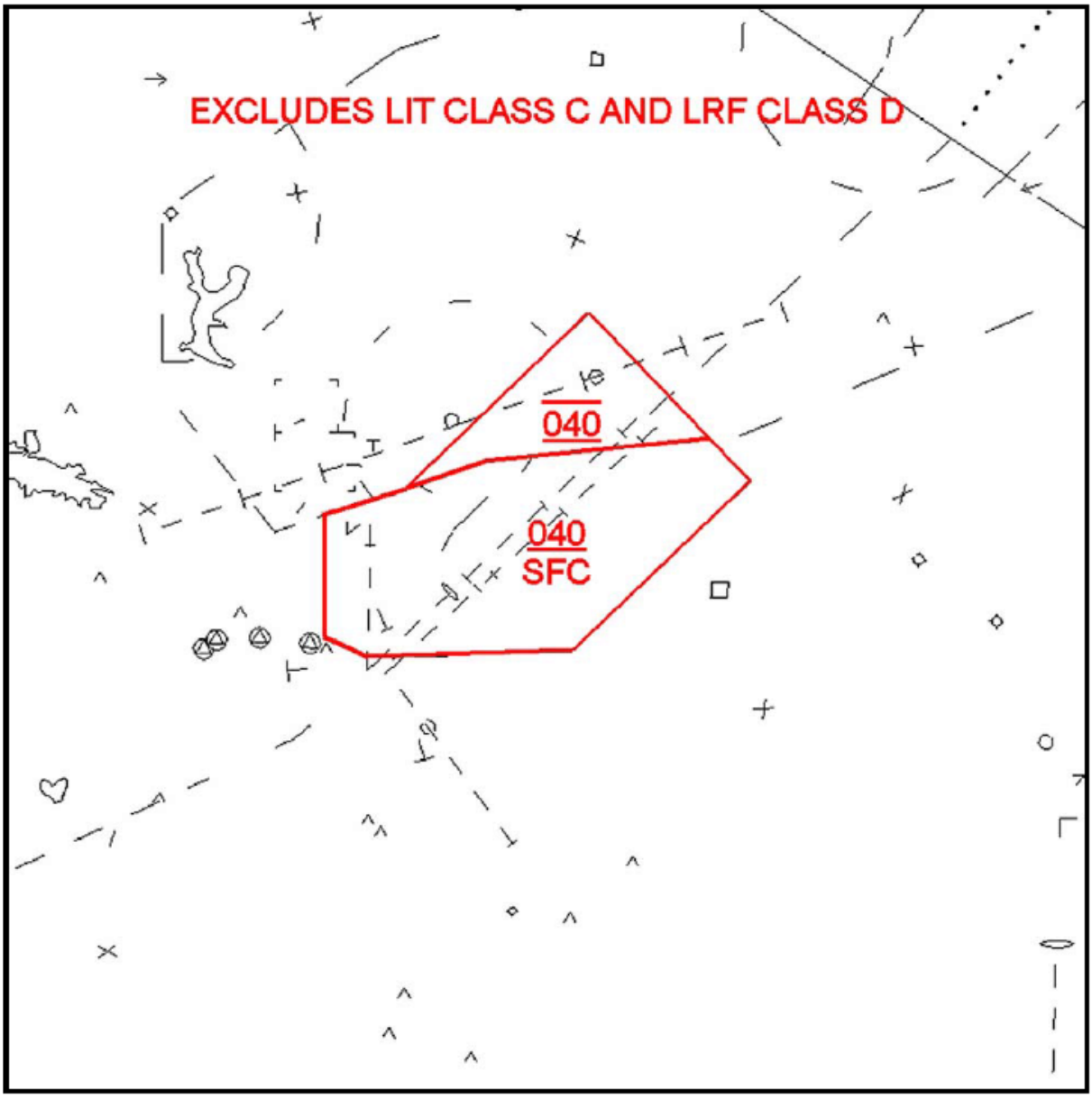


Figure 8-11, AR North Flow

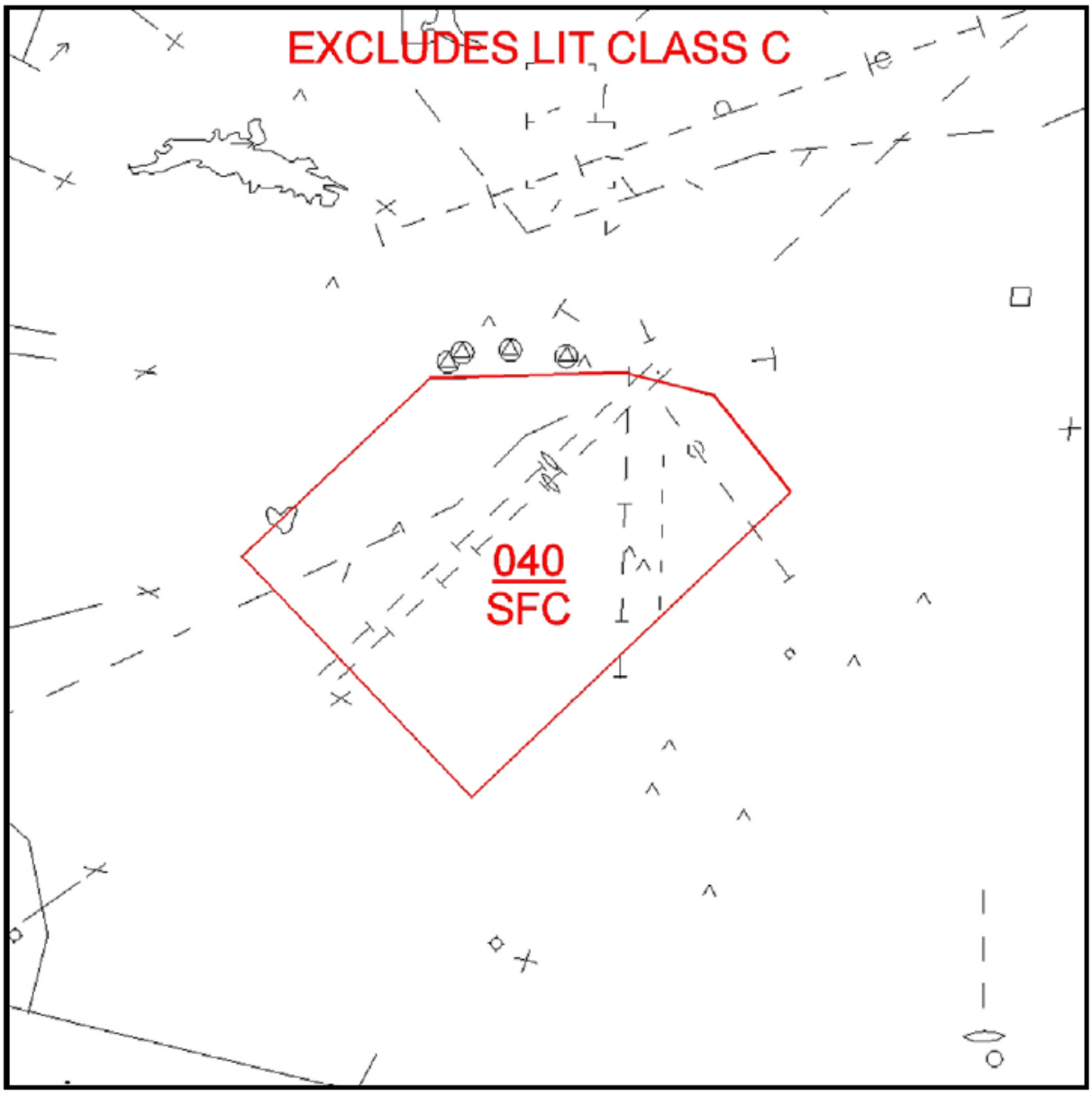


Figure 8-12, RH