

Raleigh-Durham Air Traffic Control Tower

Standard Operating Procedures

- 1) **Purpose** This order defines duties and responsibilities, depicts areas of airspace, runways, and taxiways allocated to each position and provides supplemental direction as necessary for each position of operation within the Raleigh-Durham Air Traffic Control Tower (ATCT).
- 2) **Disclaimer** The information contained on all pages of this website is to be used for flight simulation purposes only on the VATSIM network. It is not intended nor should it be used for real world navigation. This site is not affiliated with the FAA, the actual RDU ATCT/TRACON or any governing aviation body. All content contained herein is approved only for use on the VATSIM network.
- 3) **Distribution** This order is distributed to all RDU ATCT and TRACON personnel.
- 4) **Positions**

<u>Position</u>	<u>Frequency</u>	<u>ARTS ID</u>	<u>Tag</u>	<u>Call sign</u>	<u>Relief Call sign</u>	<u>Voice Room</u>
Local Control East	127.450	5T	T	RDU_E_TWR	RDU_E1_TWR	RDU_5T
Local Control West	119.300	5Z	T	RDU_W_TWR	RDU_W1_TWR	RDU_5Z
Ground Control East (G1)	121.900	5G		RDU_E_GND	RDU_E1_GND	RDU_5G
Ground Control West (G2)	121.700	5R		RDU_W_GND	RDU_W1_GND	RDU_5R
Clearance Delivery	120.100	5D		RDU_DEL	RDU_1_DEL	RDU_5D

<u>Position</u>	<u>Frequency</u>	<u>ARTS ID</u>	<u>Tag</u>	<u>Call sign</u>	<u>Relief Call sign</u>	<u>Voice Room</u>
North Departure Radar	132.350	5N	N	RDU_N_DEP	RDU_N1_DEP	RDU_5N
South Departure Radar	118.200	5S	S	RDU_S_DEP	RDU_S1_DEP	RDU_5S
East Arrival Radar	124.950	5E	E	RDU_E_APP	RDU_E1_APP	RDU_5E
West Arrival Radar	128.300	5W	W	RDU_W_APP	RDU_W1_APP	RDU_5W
East Final Radar	124.800	5U	U	RDU_U_APP	RDU_U1_APP	RDU_5U
West Final Radar	135.150	5Y	Y	RDU_Y_APP	RDU_Y1_APP	RDU_5Y

Note: **Bolded** positions are the primary positions and must be opened first.

- 5) **Radio Call signs**
 - a) Local Control: Raleigh Tower
 - b) Ground Control: Raleigh Ground
 - c) Clearance Delivery: Raleigh Clearance
 - d) Departure Radar: Raleigh Departure
 - e) Arrival Radar: Raleigh Approach
 - f) Final Radar: Raleigh Approach
- 6) **Note** Controllers may differ from these procedures if it allows for an operational advantage.

Clearance Delivery (Y)

1) Responsibilities

- a) Issue clearances to all departing aircraft and ensure accuracy of pilot read back.
- b) Obtain approval from Local Control East prior to issuing clearances for practice approaches and Touch and Go's.

2) IFR Departure Instructions

- a) For all departures that do not file a Departure Procedure (DP), issue the RALEIGH-SID with radar vectors to the initial departure fix (LIB, GSO, SBV, FAK (vector to OXFRD to join V3), LVL, FKN, LYI, ILM, FAY, and SDZ.)
 - i) Departure Procedures – Non RNAV
 - (1) BLUE DEVIL SID – DAN or GSO transitions (turboprops only)
 - (2) FAYETTEVILLE SID
 - (3) PACKK SID – ROA or AZELL transitions (turbojets only)
 - (4) TAR HEEL SID – CHS or CLB transitions
- b) Instruct JET departures to maintain 7,000 feet, or lower filed altitude, and High Performance Turbo-Props departures to maintain 3,000 feet and an altitude to expect 10 minutes after departure. All other aircraft to maintain 2,000 feet.
- c) Issue the appropriate departure frequency (see table below).
- d) Assign a beacon code.
- e) Do not amend flight plan routes unless the pilot can accept and fly the new routing.

3) VFR Departure Instructions

- a) Assign VFR aircraft to "FLY RUNWAY HEADING" and "MAINTAIN AT OR BELOW 2,500."
- b) Issue the appropriate departure control frequency (see table below)

4) Departure Frequency

<u>North Departure (132.35)</u>	<u>South Departure (118.20)</u>
LIB	FKN
GSO	TYI
SBV	ILM
FAK	FAY
LVL	SDZ
BLUEDEVIL-SID	FAYETTEVILLE-SID
PACKK-SID	TAR HEEL-SID

- 5) **Aircraft Clearances and Delays** In the event aircraft will be delayed due to weather and/or traffic management initiatives, issue clearances to all aircraft regardless of the status of a particular route. After the clearance has been read back correctly, inform aircraft there are delays and to contact ground for an estimated departure time.
- 6) **Assigning a Ground Control** Once the pilot has correctly read back the clearance, determine the aircraft's location and instruct the aircraft to contact the appropriate ground control:
 - a) Aircraft on the South/East side of the airport shall use 121.900
 - b) Aircraft on the North/West side of the airport shall use 121.700

Ground Control (GC)

- 1) **General** Ground control shall be responsible for aircraft movement on taxiways and those runways designated as non-active.
- 2) **Helicopter Movements** When advised of helicopter movement by LC to/from other than active runways, exchange pertinent traffic information and approve or disapprove the movement as appropriate.

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- 3) **ATIS** Ensure all departing aircraft have current ATIS code.
- 4) **General Aviation Parking** Requests from general aviation aircraft for parking at air carrier gates shall be denied due to safety and security on the airport unless approved by airport operations. Direct general aviation aircraft to park at one the fixed based operator parking areas.
 - a) Landmark Aviation – Midfield General Aviation Ramp
 - b) TAC Air – Midfield General Aviation Ramp
- 5) **Taxiway Directions** Use the following taxi routes for arrival and departure aircraft. A deviation from these defined routes is approved as long as each is coordinated with all other Local and Ground positions.

East Operations		
Active Runway	Taxiway	Taxiway Usage
5L	FOXTROT	Departures
	BRAVO	Arrivals
5R	ALPHA South of ALPHA 6	Departures
	ALPHA North of ALPHA 6	Arrivals
14	CHARLIE	Departures Only

West Operations		
Active Runway	Taxiway	Taxiway Usage
23L	ALPHA North of ALPHA 6	Departures
	ALPHA South of ALPHA 6	Arrivals
23R	FOXTROT	Departures
	BRAVO	Arrivals
32	CHARLIE	Arrivals Only

- 6) **Frequency Change to Tower** LC shall decide whether departures shall *contact* or *monitor* tower’s frequency. This must be coordinated with the appropriate GC. The following are suggestions on when to use each method that provides the most efficiency.
 - a) GC shall use “**contact tower**” once the departure is sequenced and holding short of the departure runway. This is recommended during periods of light traffic. In most cases, the pilot will call tower when they are ready for takeoff.
 - b) GC shall use “**monitor tower**” once the departure is in line in the departure sequence. This is recommended during periods of heavy traffic. In most cases, the departures are in line and on the tower frequency waiting for instructions. Tower will call the departure when instructions need to be given. This reduces LC’s frequency congestions because pilots are not wasting frequency time checking in, rather waiting for somebody to call them.

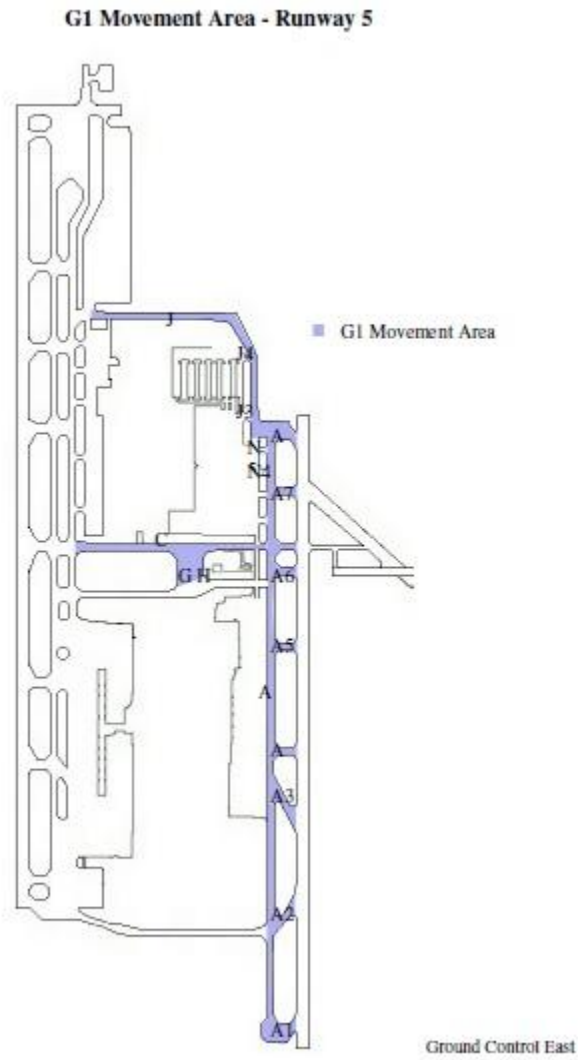
Ground Control East (G1)

- 1) **Responsibilities**
 - a) Do not allow non-air carrier/air taxi aircraft to park or drop off passengers at terminals A or C unless you verify that prior arrangements have been made.
 - b) Obtain approval from Local Control prior to taxiing aircraft to runway 14/32.
 - c) Respond to “push back” requests or advisories from non-movement areas at Terminal A as follows:
 - i) (aircraft), REMAIN CLEAR OF TAXIWAY ALPHA, ADVISE READY TO TAXI.

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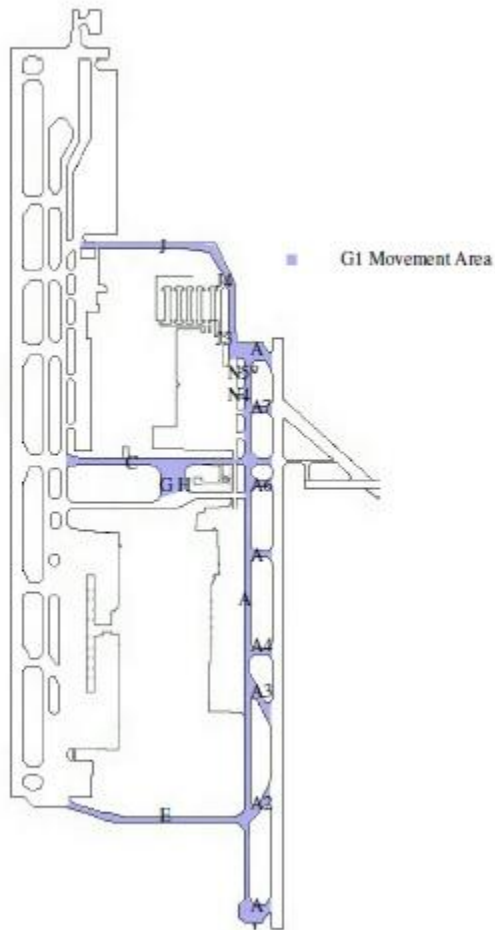
- d) Ensure aircraft on taxiway A do not prevent Category III aircraft from clearing the runway and having direct access to taxiway A.
 - e) Ensure taxiways C, G, H, and A between C and D are clear of traffic when advised by Local Control that an aircraft is landing runway 14 and/or departing runway 32.
 - f) G1 is authorized to flow traffic westbound on taxiway C to hold short of taxiway F.
 - g) The transfer of communications point (TCP) for aircraft utilizing taxiways C and D is taxiway G. Transfer communications of aircraft utilizing taxiway E as the aircraft enters taxiway E.
 - h) Taxiway C between runways 32 and 23L, taxiway Z and taxiway connector C1 are controlled by T.
- 2) Position Information**
- a) Frequency: 121.90
 - b) Call sign: RDU_E_GND
 - c) ARTS ID: 5E
- 3) Potential Problem Areas**
- a) Be aware of power backs/push backs at Terminals A and A Extension and the close proximity of aircraft on taxiway A.
 - b) When runway 23 is in use, flow traffic westbound on taxiway E.
 - c) Use caution putting any aircraft in an unsafe proximity of another aircraft requesting a “cross-bleed” start.

4) Areas of Responsibility
a) Runway 5



b) Runway 23

G1 Movement Area - Runway 23



Ground Control West (G2)**1) Responsibilities**

- a) Do not allow non-air carrier/air taxi aircraft to park or drop off passengers at terminals A or C unless you verify that prior arrangements have been made.
- b) Ensure aircraft on taxiway B do not prevent category III aircraft from clearing the runway and having direct access to taxiway B.
- c) Ensure taxiway C, D, and taxiways B and F between C and D are clear of traffic when advised by LC that an aircraft is landing runway 14 and/or departing 32.
- d) The transfer communications point (TCP) for aircraft utilizing taxiways C and D is taxiway G. Transfer communications of aircraft utilizing taxiway E as the aircraft enters taxiway E.
- e) ILS Critical Areas are marked at Taxiways B1, B2, B8, and B9; all are depicted. G2 shall restrict aircraft operations in Critical Areas in accordance with FAA 7110.65.

2) Position Information

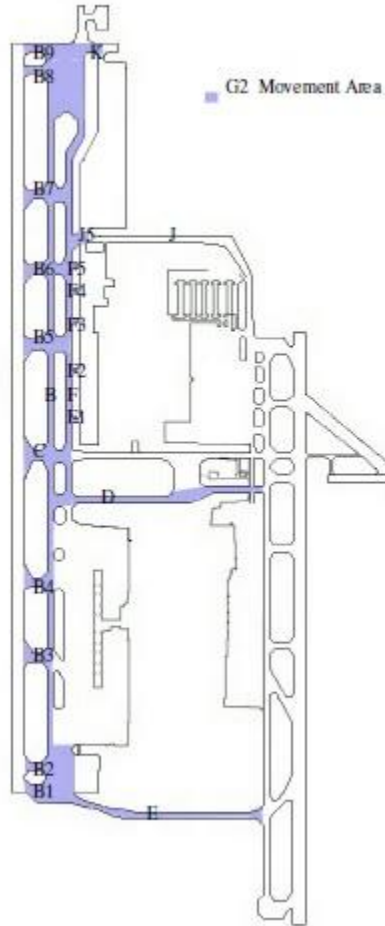
- a) Frequency: 121.70
- b) Call sign: RDU_W_GND
- c) ARTS ID: 5W

3) Potential Problem Areas

- a) Category III aircraft clearing the runway and not holding short of the parallel taxiway.
- b) When runway 5 is in use, flow traffic eastbound on taxiway E.
- c) Use caution when putting any aircraft in an unsafe proximity of another aircraft requesting a "cross-bleed" start.
- d) Taxiing aircraft on taxiway E after an engine run is approved in front of South Cargo on taxiway F.

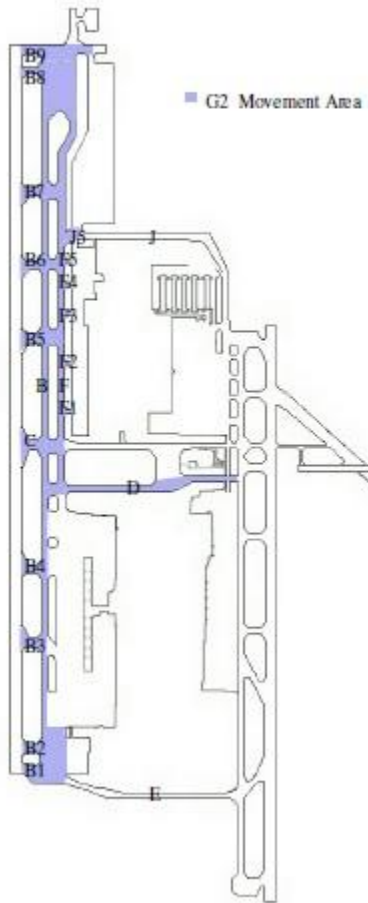
4) Areas of Responsibility
a) Runway 5

G2 Movement Area - Runway 5



b) Runway 23

G2 Movement Area - Runway 5



Local Control (LC)

1) General

- a. Local Control shall be responsible for separation between:
 - i. Successive departures.
 - ii. Departures and arrivals.
 - iii. Departures and missed approaches/go-arounds.
 - iv. Tower local traffic and over flights – from departures, arrivals, and go-arounds.
- b. Local Control shall determine the active runways.
- c. Local Control shall maintain the ATIS.

2) Active Runway Selection

- a. The runway 23L/23R configuration is the *calm wind* configuration and shall be used when the winds are less than 5 knots. Other runway configurations may be used with calm winds if it provides an operational advantage.
- b. Use the following table to determine the active runways based on the wind direction when the winds are 5 knots or greater.

<u>Wind Directions</u>	<u>Active Runways</u>
311 clockwise to 140	5L, 5R, and 14
141 clockwise to 310	23L, 23R, and 32

3) Forwarding Departure Information

Forward departure information and the departure sequence to North Departure Radar or South Departure Radar via the chat box or override unless requested otherwise.

- a. Rolling Calls shall be made no sooner than when the aircraft commences departure roll and no later than the aircraft reaching the departure end of the runway.
- b. Release Requests shall be made up to five (5) minutes prior to the aircraft beginning their departure roll.
- c. Rolling Calls and Release Requests shall include the following information:
 - i. Call sign.
 - ii. Departure runway.
 - iii. IFR departure fix, initial route, or name of local airport/destination, and the term “VFR” if appropriate.
 - iv. Heading if non-standard or additional information/restrictions as needed/required.

4) Simultaneous Runway Use

- a. Runways 5L/23R and 5R/23L shall be operated independently of each other. LC shall ensure there will be no conflicts with traffic departing or executing a missed approach on another runway when assigning departure headings.
- b. Issue traffic advisories to landing traffic when conducting simultaneous approaches by advising them of other arriving and departing traffic.

5) Line Up and Wait (LUAW)

LUAW procedures are authorized at RDU. Such operations are generally viewed as necessary to maintain airport efficiency. Use LUAW when it is expected the aircraft will depart after conflicting traffic is clear of the runway/intersection. Utilize good operating practices and memory aids as needed when using LUAW procedures.

- a. The landing clearance need not be withheld if traffic is holding in position.
- b. Withhold landing clearance if ceiling is less than 800 ft or visibility is less than two (2) miles. Do not use LUAW for departures between successive arrivals when weather conditions do not permit.

- 6) **Missed Approaches / Go Arouns** The tower shall verbally inform the appropriate departure controller of a missed approach/go-around. Unless otherwise coordinated, issue the following instructions to missed approach/go-around aircraft for the corresponding runways:
- a. Runway 5L or 5R – assign a heading from 035 thru 070 as necessary, climb to 3000 feet, and hand off to the appropriate departure controller.
 - b. Runway 23L or 23R – assign a heading from 215 thru 250 as necessary, climb to 3000 feet, and hand off to the appropriate departure controller.
 - c. Runway 32 – fly runway heading, climb to 2000 feet, and hand off to North Departure radar, 132.25.
- 7) **Transfer of Communications**
- a. Communications transfer should take place within 1 NM of the departure runway end. Transfer of control and communications occur simultaneously.
 - b. LC must notify departure control of any take-off cancellations or aborts which occur after the Release Request of Rolling Call has been made.

Local Control East (T)

1) Responsibilities

- a. Receive the arrival sequence by quick-looking the Final Radar (FR) positions.
- b. Advise FR when touch and go operations are in progress and when they have terminated.
- c. For aircraft departing runway 32:
 - i. Obtain release and specific instructions from the appropriate radar position.
 - ii. Coordinate with G1 to ensure taxiways C, G, H, and A between C and D are clear of traffic.
 - iii. Coordinate with G2 to ensure taxiway D and taxiways B and F between C and D are clear of traffic.
- d. Authorize simultaneous operations to runways 23L/5R and 32 as follows:
 - i. Visual approaches may be conducted simultaneously with visual or instrument approaches to another runway provided standard separation is maintained until the aircraft conducting the visual approach have been issued, and the pilot has acknowledged receipt of the visual approach clearance.
 - ii. Simultaneous instrument approaches may be conducted provided standard separation is maintained through the duration of the approaches or until visual separation is provided by the aircraft or the tower.
- e. Restrict all runway 14 departures to 2000 feet and issue a standard South Departure heading.
- f. Helicopters departing from or crossing over taxiways shall be reported clear to the appropriate GC.
- g. Sequence touch and go aircraft with arriving aircraft that have been transferred by radar.
- h. Obtain release and specific instructions from the appropriate radar position/s for aircraft departing opposite direction on runways 5/23.

2) Position Information

- a. Frequency: 127.45
- b. Call sign: RDU_E_TWR
- c. ARTS ID: 5T

3) Departure Headings

- a. Departure headings to be used for departures that will enter S airspace:

<u>Aircraft Type</u>	<u>Runway 5R</u>	<u>Runway 23L</u>
Jets	*RH	*210
High Perf. Turboprops	RH, 070, *090	210, *180
Others	RH, 070, 090, *120	210, *160

*Note 1: Headings designated by * are considered standard.*

Note 2: Assign heading closest to the "on course heading", when able.

- b) Departure headings to be used for departures that will enter N airspace:

<u>Aircraft Type</u>	<u>Runway 5R</u>	<u>Runway 23L</u>
Jets	*035	*210
High Perf. Turboprops	RH, 070, *090	210, *180
Others	RH, 070, 090, *120	210, *160

*Note 1: Headings designated by * are considered standard.*

Note 2: Prior to issuing takeoff clearance to an aircraft entering N airspace, coordinate with Local Control West.

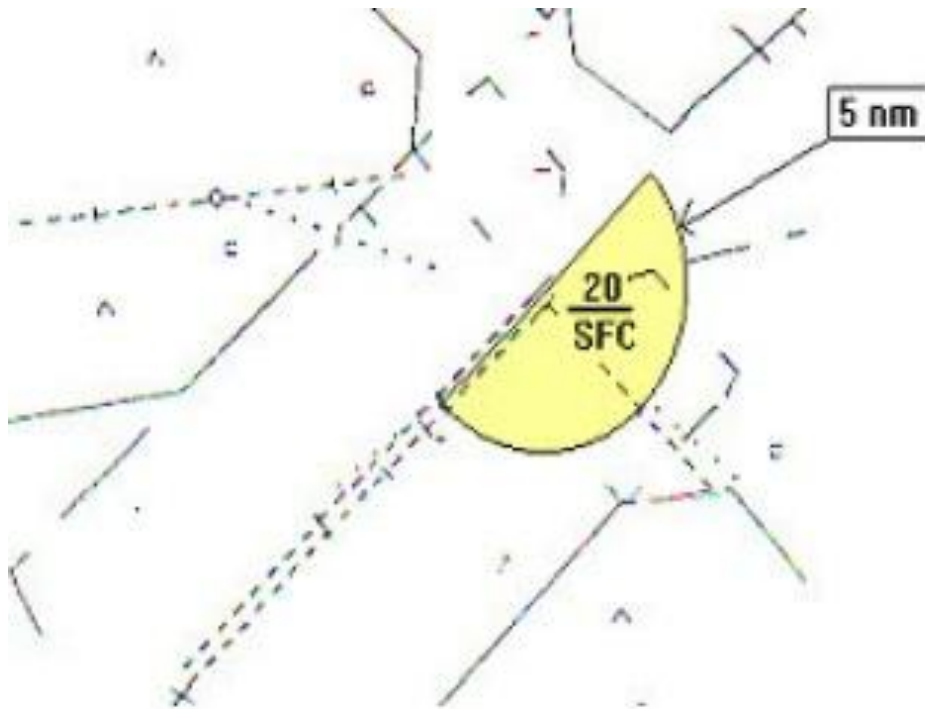
Note 3: Assign heading closest to the "on course heading", when able.

4) Missed Approach Procedures

- a. Assign standard climb out headings, regardless of type aircraft, that will provide a minimum of 30 degrees divergence from a preceding departure off another runway, an aircraft executing a missed approach, or simultaneous missed approaches.
- b. Assign the following altitudes:
 - i. Jets: 4000 ft
 - ii. Others: 2000 ft
- c. Coordinate with the appropriate radar position and issue a frequency change.

5) Potential Problem Areas

- a. Category III aircraft clearing the active runway and not holding short of the parallel taxiway.
- b. When runway 23 is in use, use caution for early turnouts when issuing 210 heading to non-jet aircraft.

6) Airspace

Local Control West (Z)

1) Responsibilities

- a. Receive the arrival sequence by quick-looking the FR positions.
- b. Advise FR when touch and go traffic operations are in progress and when they have terminated.
- c. Arrivals being worked on the arrival side of the airport and above Tower Airspace may be issued a visual approach clearance or issued a descent to pattern altitude clearance into Tower Airspace. Tower assumed separation responsibility at the point of communication transfer and no farther than five flying miles from the airport.
- d. For aircraft landing runway 14:
 - i. Obtain approval from T.
 - ii. Coordinate with G1 to ensure taxiways C, G, H, and A between C and D is clear.
 - iii. Coordinate with G2 to ensure taxiway D and taxiways B and F between C and D is clear.
- e. Sequence touch and go aircraft with arriving aircraft that have been transferred by radar.
- f. Obtain release and specific instructions from the appropriate radar position/s for aircraft departing opposite direction on runways 5/23.

2) Position Information

- a. Frequency: 119.30
- b. Call sign: RDU_Z_TWR
- c. ARTS ID: 5Z

3) Departure Headings

- a. Departure headings to be used for departures that will enter N airspace are as follows:

<u>Aircraft Type</u>	<u>Runway 5L</u>	<u>Runway 23R</u>
Jets	*035	*RH
Turboprops	035, 020, *350	RH, *270
Others	035, 020, 350, *320	RH, 270, 290, *310

*Note 1: Headings designated by * are considered standard.*

Note 2: Assign heading closest to the "on course heading", when able.

- b. Departure headings to be used for departures that will enter S airspace are as follows:

<u>Aircraft Type</u>	<u>Runway 5L</u>	<u>Runway 23R</u>
Jets	*RH	*210
Turboprops	RH, 070, *090	210, *180
Others	RH, 070, 090, *120	210, *160

*Note 1: Headings designated by * are considered standard.*

Note 2: Coordination with T must be accomplished prior to issuing takeoff clearance to an aircraft which will enter S airspace.

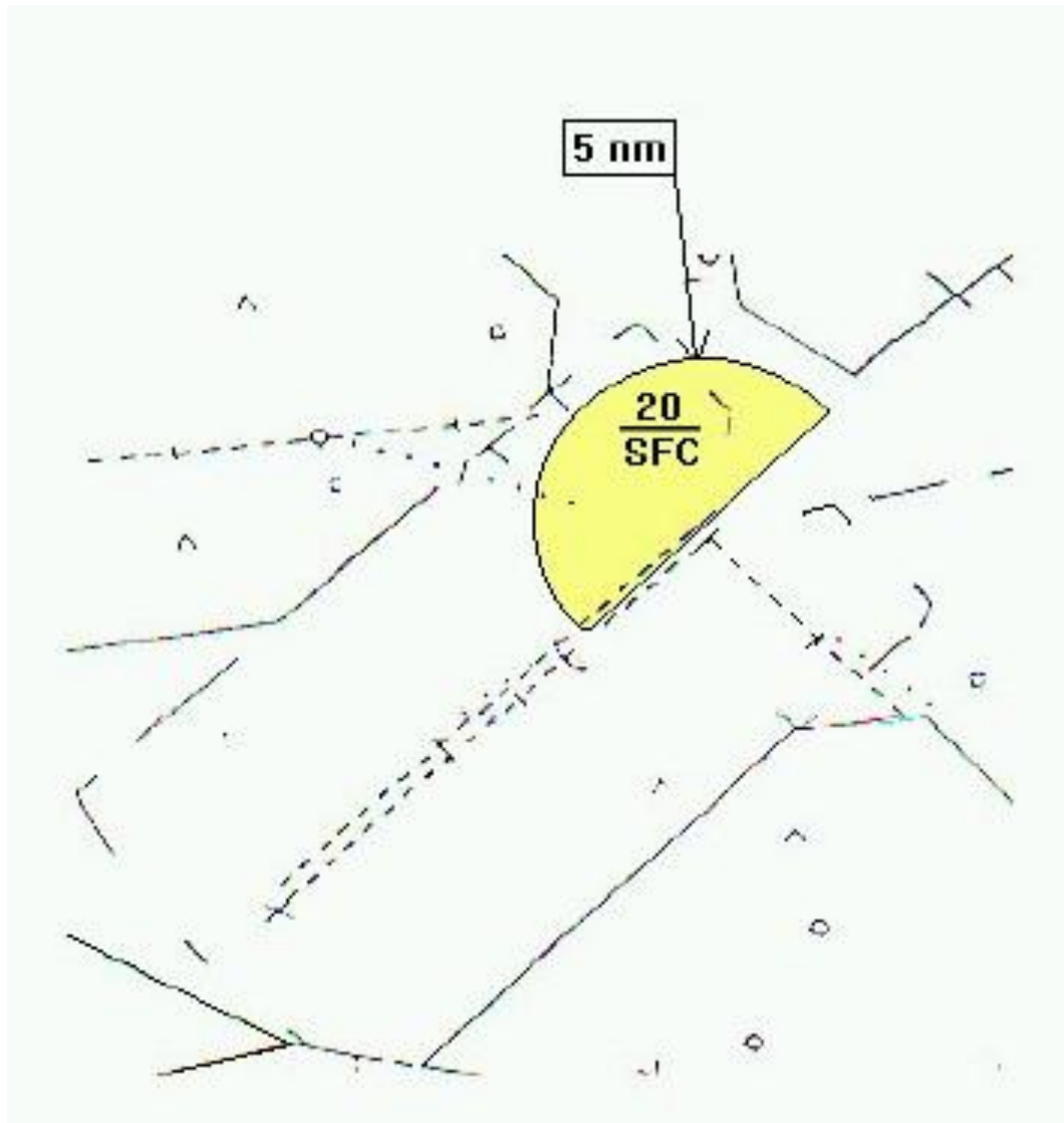
Note 3: Assign heading closest to the "on course heading", when able.

4) Missed Approach Procedures

- a. Assign standard climb out heading, regardless of type aircraft, that will provide a minimum of 30 degrees divergence from a preceding departure off another runway, an aircraft executing a missed approach, or simultaneous missed approaches.
- b. Assign the following altitudes:
 - i. Jets – 4000 ft
 - ii. Others – 2000 ft
- c. Coordinate with the appropriate radar position and issue a frequency change.

5) Potential Problem Areas

- a. Category III aircraft clearing the active runway and not holding short of the parallel taxiway.
- b. Possible jet blast when small aircraft are positioned on the outside of the runway 5L/23R run-up pads while jet aircraft are taxiing by to take the runway.

6) Airspace

Terminal Radar Approach Control (TRACON)

1) General

- a. Radar controllers shall maintain separation between all aircraft at all times.
- b. Radar controllers shall direct the flow of inbound and outbound aircraft.

2) Scratchpad Entries

- a. With the use of RNAV STARs, input the following into the scratchpad as long as the aircraft remains on the published arrival.

<u>STAR</u>	<u>Scratchpad Entry</u>
FRAZI-STAR	FRZ
MEYER-STAR	MYR
RASKL-STAR	RSK
ZODAS-STAR	ZDS

- b. All other non-RNAV STARs will not be notated in the scratchpad. Use vectors to fit these aircraft in the RNAV flow. Denote this as necessary in the scratchpad.

3) Proper Use

- a. To instruct an aircraft to fly any of the RNAV arrivals, use the following phraseology:
 - i. (aircraft), descend via the FRAZI1 arrival, runway 5L, Raleigh altimeter 2992.

East Arrival Radar (E)

1) Position Information

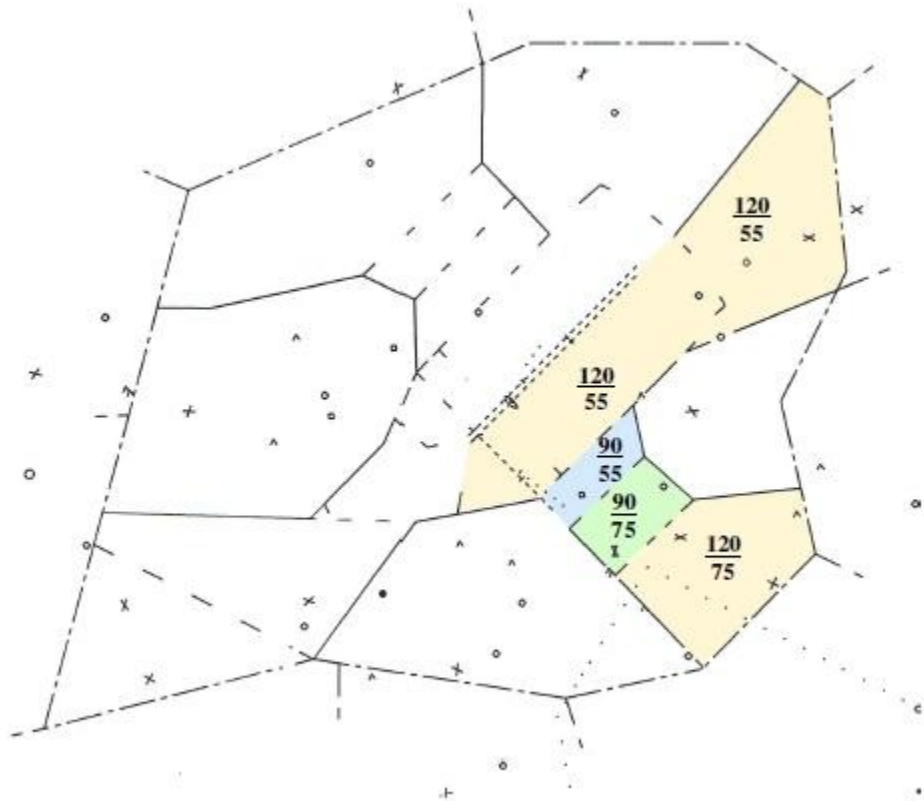
- a. Frequency: 124.95
- b. Call sign: RDU_E_APP
- c. ARTS ID: 5E

2) Responsibilities

- a. Ensure arriving turbojet aircraft do not descent below 6000 feet prior to entering Final airspace. When using a base leg entry to FR airspace, descent below 6000 feet may be permitted provided:
 - i. Approval is obtained from the appropriate controllers, and
 - ii. Descent below 6000 feet is not commenced prior to 20 flying miles from the airport.
- b. Unless otherwise coordinated with the final controller, assign 6000 feet to turbojet aircraft handed off to the Final radar position, even if the Arrival function and the Departure function are combined.
- c. An aircraft that has been handed off or is in a handoff status to the Final runway may be turned to enter the traffic pattern prior to transferring communications.

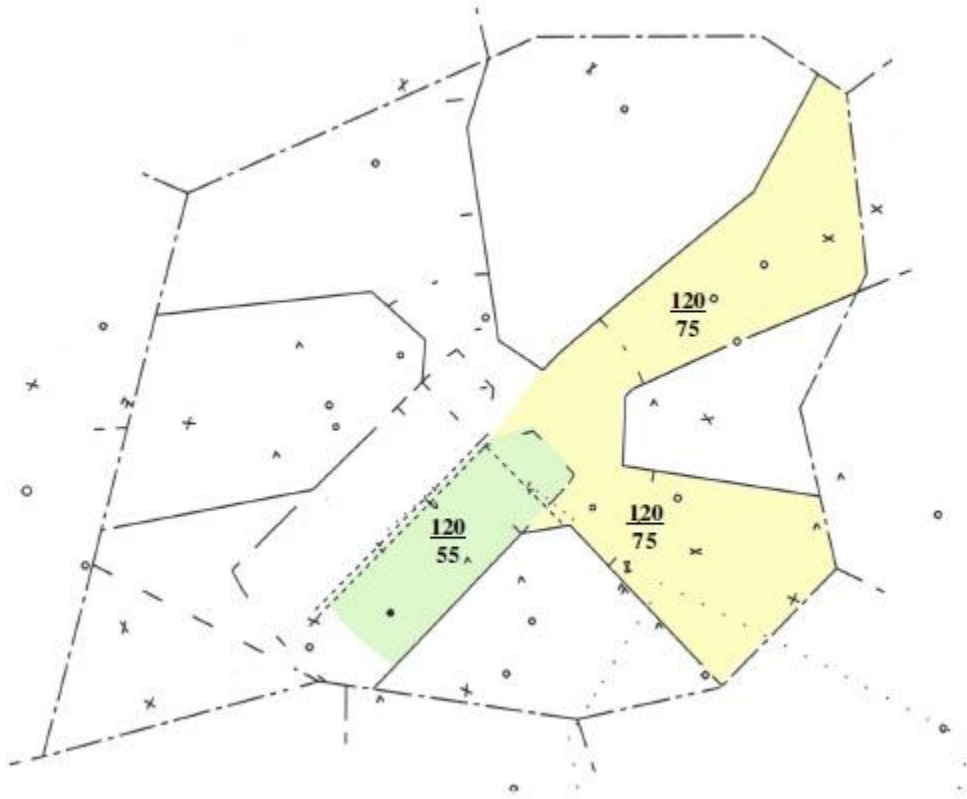
3) Airspace:

- a. Runway 23 Operations



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b) Runway 5 Operations



West Arrival Radar (W)

1) Position Information

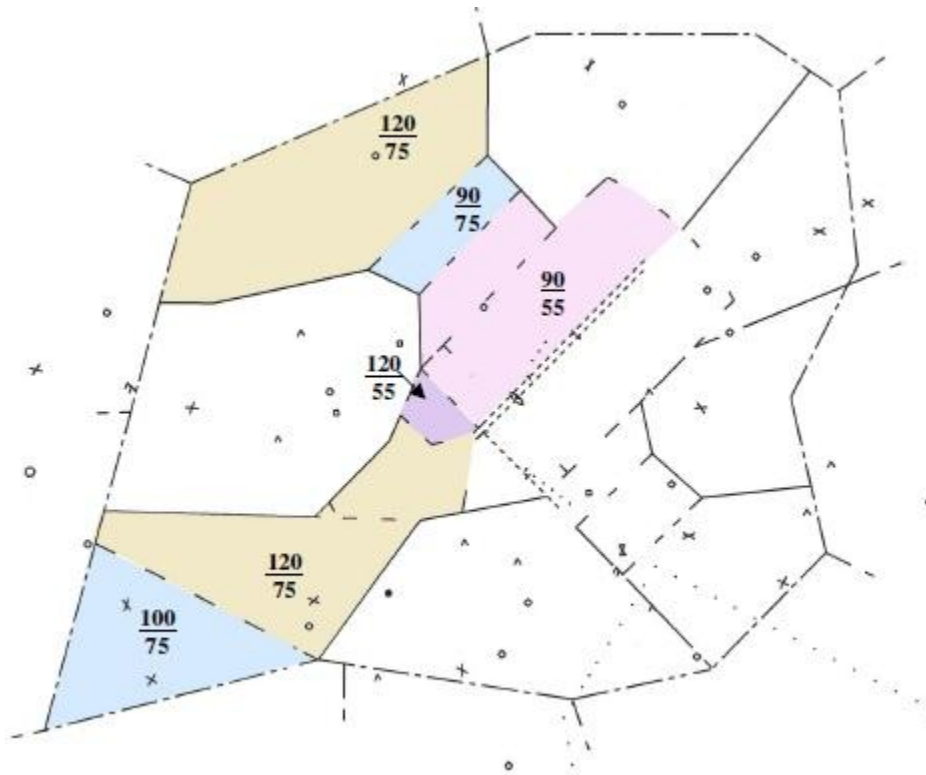
- a. Frequency: 128.30
- b. Call sign: RDU_W_APP
- c. ARTS ID:5 W

2) Responsibilities

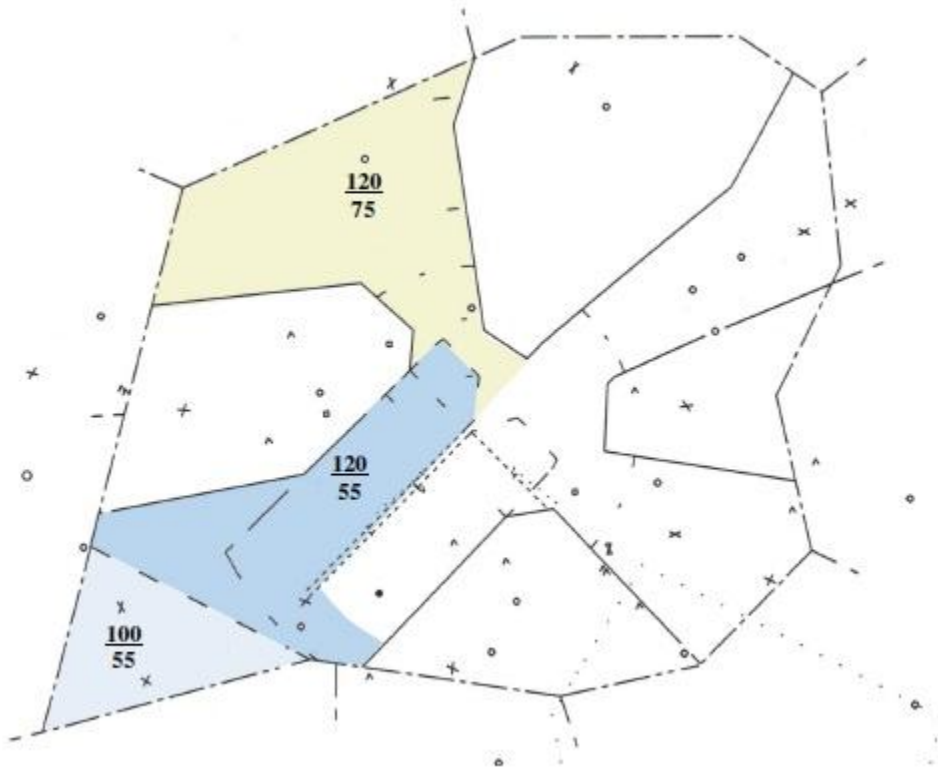
- a. Ensure arriving turbojet aircraft do not descent below 6000 feet prior to entering Final airspace. When using a base leg entry to FR airspace, descent below 6000 feet may be permitted provided:
 - i. Approval is obtained from the appropriate controllers, and
 - ii. Descent below 6000 feet is not commenced prior to 20 flying miles from the airport.
- b. Unless otherwise coordinated with the final controller, assign 6000 feet to turbojet aircraft handed off to the Final radar position, even if the Arrival function and the Departure function are combined.
- c. An aircraft that has been handed off or is in a handoff status to the Final runway may be turned to enter the traffic pattern prior to transferring communications.

3) Airspace

- a. Runway 23 Operations



b) Runway 5 Operations:



East Final Radar (U)**1) Position Information**

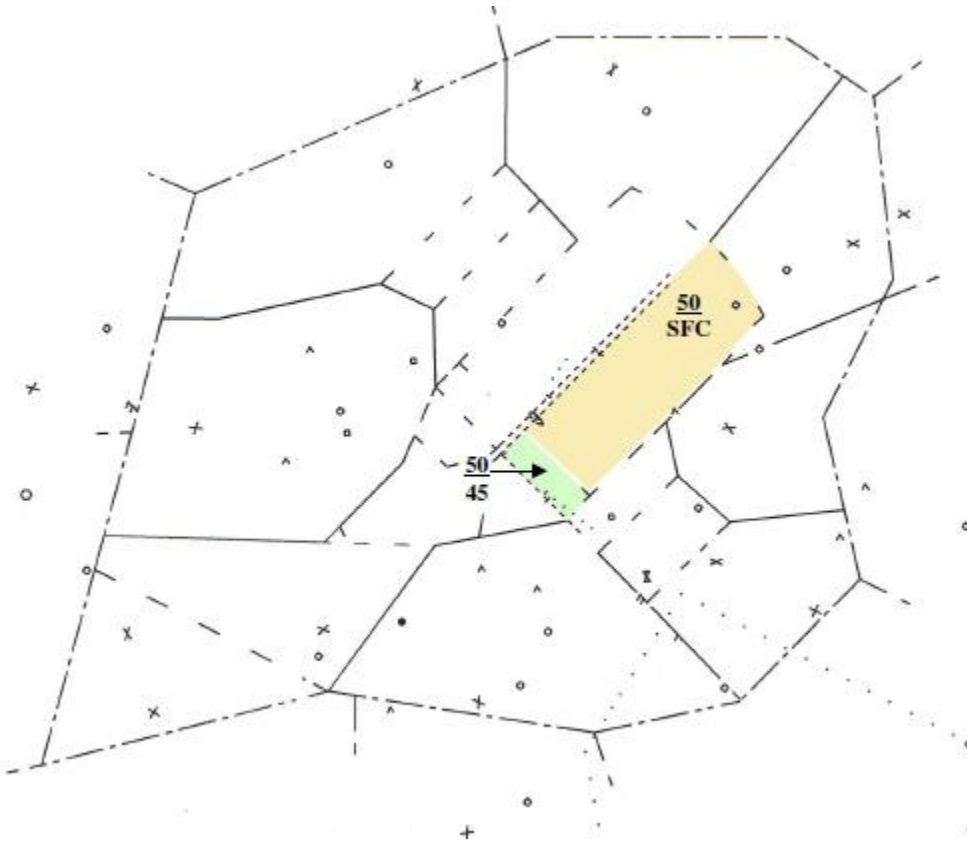
- a. Frequency: 124.80
- b. Call sign: RDU_U_APP
- c. ARTS ID: 5U

2) Responsibilities

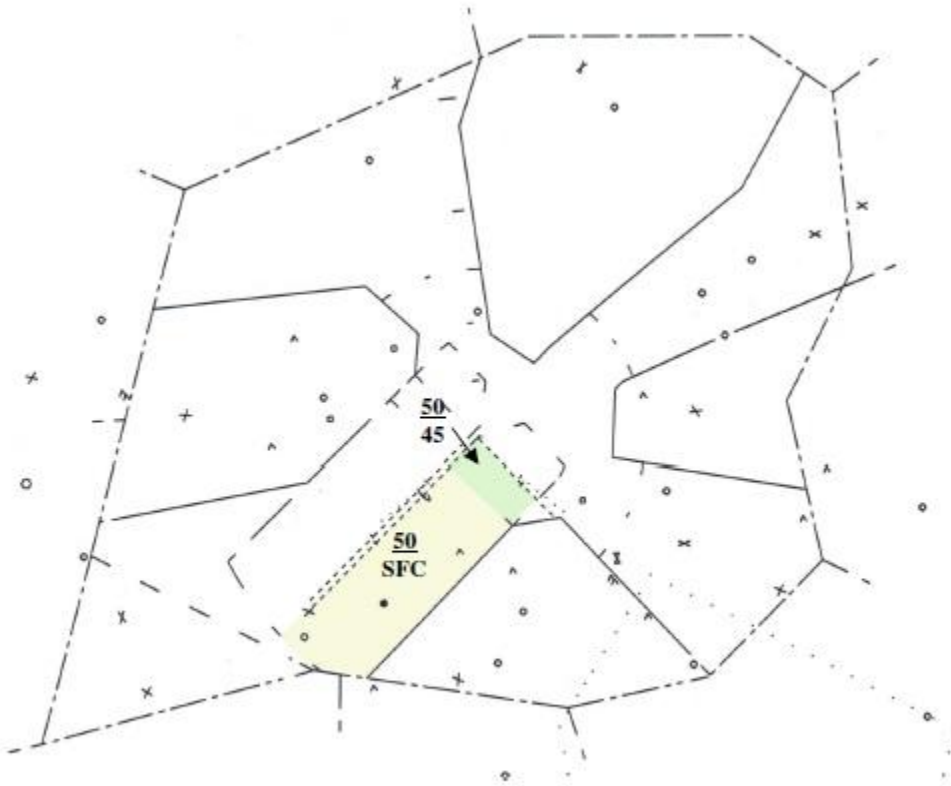
- a. Unless visual separation is applied or coordinated is affected, Final shall conduct parallel ILS approaches as follows:
 - i. Runway 23L – Ensure aircraft intercept the localizer at 3200 feet inside 10 DME and 4000 feet outside 10 DME.
 - ii. Runway 5R – Ensure aircraft intercept the localizer at 3100 feet inside 10 DME and 4000 feet outside 10 DME.
- b. Ensure Category III arrivals turn final no less than 5 miles and Category I and II no less than 3 ½ miles from the runway when touch and go's are in progress.
- c. For practice approaches, issue standard climbout instructions as follows:
 - i. Runway 23L:
 - 1. Jets: Maintain 2000 feet, turn left heading 210, S frequency.
 - 2. Others: Maintain 2000 feet, turn left heading 160, S frequency.
 - ii. Runway 5R:
 - 1. Jets: Fly runway heading, maintain 2000 feet, S frequency.
 - 2. Others: Maintain 2000 feet. Turn right heading 120, S frequency.
 - iii. Ensure aircraft executing climbout remain on the Tower assigned heading until exiting Tower airspace. Additionally, remain aware the LC may elect to retain control of the aircraft and vector it back to FR within Tower airspace.
- d. Transfer data and communications of arrivals to the tower at least 5 miles from the airport.
 - i. Arrivals being worked on the arrival side of the airport and above Tower airspace may be issued a visual approach clearance or issued a descent to pattern altitude clearance into Tower airspace. Tower assumed separation responsibility at the point of communication transfer and no farther than five flying miles from the airport.
- e. Aircraft with an operational need to cross the RDU airport below 2500 feet shall be changed to the appropriate LC frequency at least 5 miles from the airport.
- f. Aircraft shall not be vectored for visual approaches when the ceiling is less than 2100 feet.
- g. Provide the arrival sequence for Y when parallel ILS approaches are in process.
- h. Authorize simultaneous operations to runway 23L/5R or 23R/5L and 32 as follows:
 - i. Visual approaches may be conducted simultaneously with visual or instrumental approaches to another runway provided standard separation is maintained until the aircraft conducting the visual approaches have been issued, and the pilot has acknowledged receipt of the visual approach clearance.
 - ii. Simultaneous instrument approaches may be conducted provided standard separation is maintained through the duration of the approaches or until visual separation is provided by the aircraft or the tower.
- i. Ensure arriving turbo-jet aircraft do not descend below 3000 feet prior to 10 DME for noise abatement.

3) **Airspace**

a. Runway 23 Operations



b) Runway 5 Operations



West Final Radar (Y)**1) Position Information**

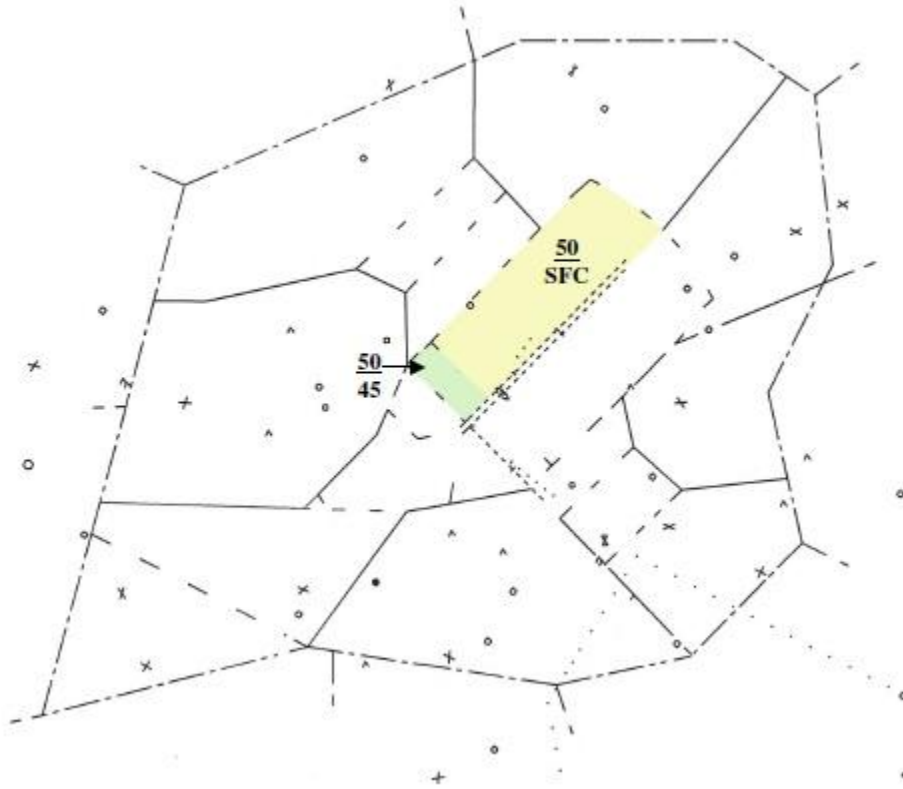
- a. Frequency: 135.15
- b. Call sign: RDU_Y_APP
- c. ARTS ID: 5Y

2) Responsibilities

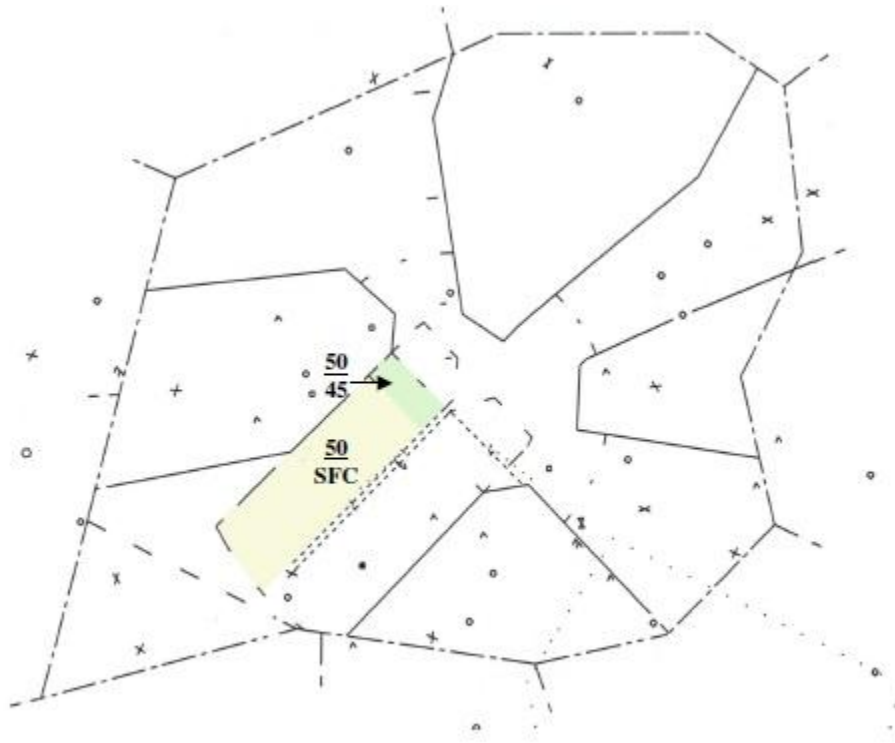
- a. Unless visual separation is applied or coordination is affected, Final shall conduct parallel ILS approaches as follows:
 - i. Runway 23R – Ensure aircraft intercept the localizer at 2200 feet inside 10 DME and 3000 feet outside 10 DME.
 - ii. Runway 5L – Ensure aircraft intercept the localizer at 2100 feet inside 10 DME and 3000 feet outside 10 DME.
- b. Ensure Category III arrivals turn final no less than 5 miles and Category I and II no less than 3 ½ miles from the runway when touch and go's are in progress.
- c. For practice approaches, issue standard climbout instructions as follows:
 - i. Runway 23R:
 - 1. Jets: Maintain 2000 feet. Fly runway heading, N frequency.
 - 2. Others: Maintain 2000 feet, turn left heading 310, N frequency.
 - ii. Runway 5L:
 - 1. Jets: Maintain 2000 feet, turn left heading 035, N frequency.
 - 2. Others: Maintain 2000 feet. Turn right heading 320, N frequency.
 - iii. Ensure aircraft executing climbout remain on the Tower assigned heading until exiting Tower airspace. Additionally, remain aware the LC may elect to retain control of the aircraft and vector it back to FR within Tower airspace.
- d. Transfer data and communications of arrivals to the tower at least 5 miles from the airport.
 - i. Arrivals being worked on the arrival side of the airport and above Tower airspace may be issued a visual approach clearance or issued a descent to pattern altitude clearance into Tower airspace. Tower assumed separation responsibility at the point of communication transfer and no farther than five flying miles from the airport.
- e. Aircraft with an operational need to cross the RDU airport below 2500 feet shall be changed to the appropriate LC frequency at least 5 miles from the airport.
- f. Aircraft shall not be vectored for visual approaches when the ceiling is less than 2100 feet.
- g. Provide the arrival sequence for U when parallel ILS approaches are in process.
- h. Authorize simultaneous operations to runway 23L/5R or 23R/5L and 32 as follows:
 - i. Visual approaches may be conducted simultaneously with visual or instrumental approaches to another runway provided standard separation is maintained until the aircraft conducting the visual approaches have been issued, and the pilot has acknowledged receipt of the visual approach clearance.
 - ii. Simultaneous instrument approaches may be conducted provided standard separation is maintained through the duration of the approaches or until visual separation is provided by the aircraft or the tower.
- i. Ensure arriving turbo-jet aircraft do not descend below 3000 feet prior to 10 DME for noise abatement.

3) **Airspace**

a. Runway 23 Operations



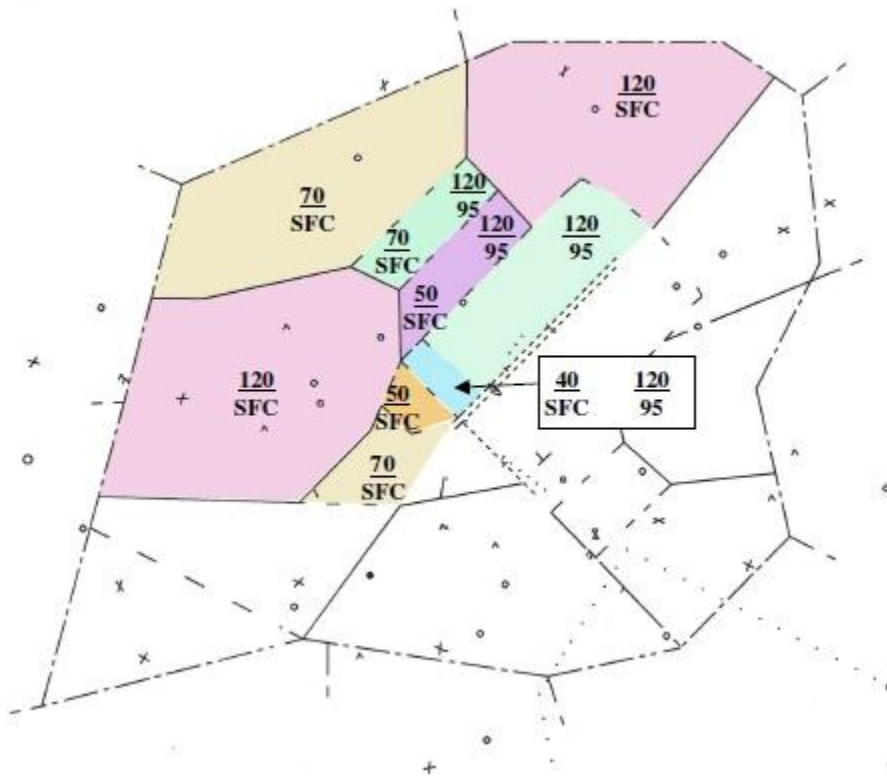
b) Runway 5 Operations



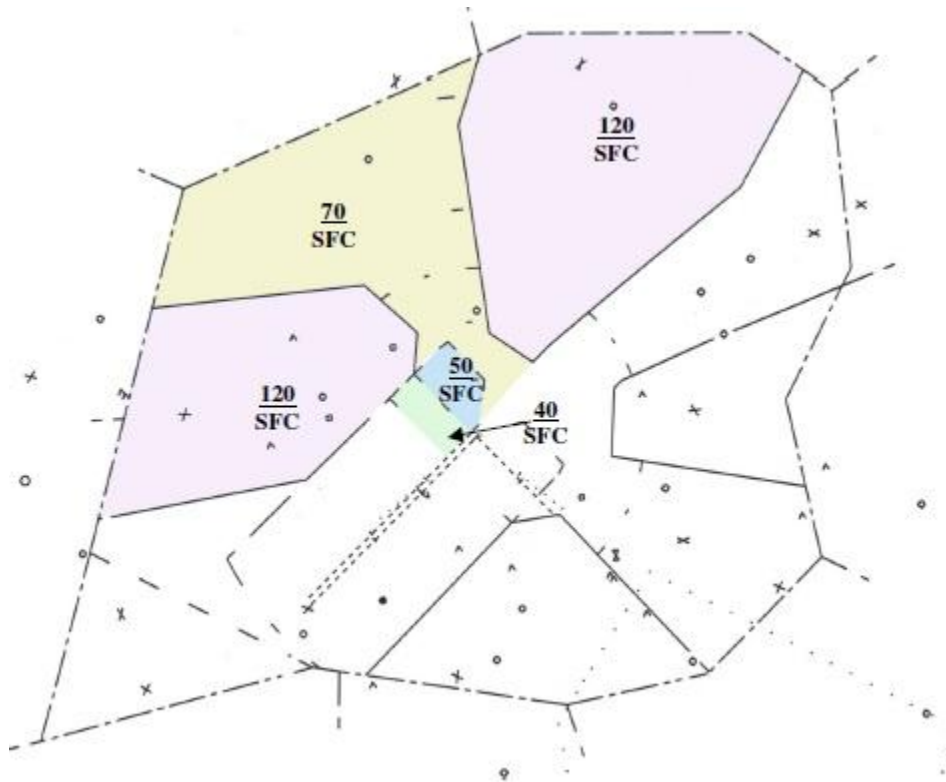
North Departure Radar (N)

- 1) **Position Information**
 - a. Frequency: 132.35
 - b. Call sign: RDU_N_DEP
 - c. ARTS ID: 5N
- 2) **Responsibilities**
 - a. Shall have control for turns of departing aircraft while the aircraft are within Tower airspace, and shall separate any aircraft issued a turn while still in Tower airspace from any subsequent departures on a standard heading.
 - b. Ensure turbo-jet aircraft issued Runway Heading off runway 23 do not turn until 2 DME or leaving 3,000 feet.
 - c. The overflight "corridor", depending on the runway in use, is that portion of departure airspace from lines perpendicular to a 2NM final from the approach ends of runways 5R and 23R, to the departure end of the furthest parallel runway, at 4,000 feet MSL.
- 3) **Satellite Airports**
 - a. When relaying satellite airport departure clearances include: "Contact Departure on (frequency) when leaving the traffic pattern."
 - b. When issuing clearances to IGX departures on 126.5, advise the pilot: "Change to advisory frequency approved, contact departure when leaving the traffic pattern."
 - c. Person County Airport:
 - i. Prior to issuing an instrument approach clearance to, or IFR clearance off of the Person County Airport, call SBV Low and request that they block 3,000 feet and below for the operation.
- 4) **Blue Devil Departure**
 - a. If the requested altitude is at or below 12,000 feet, clear the aircraft direct to DAN of SBV and climb to 7,000 feet.

5) **Airspace**
a. Runway 23 Operations



b) Runway 23 Operations



South Departure Radar (S)**1) Position Information**

- a. Frequency: 125.30
- b. Call sign: RDU_S_DEP
- c. ARTS ID: 5S

2) Responsibilities

- a. Shall have control for turns of departing aircraft while the aircraft are within Tower airspace, and shall separate any aircraft issued a turn while still in Tower airspace from any subsequent departures on a standard heading.
- b. Ensure turbo-jet aircraft issued Runway Heading off runway 5 do not turn until 2 DME or leaving 3,000 feet.
- c. Ensure turbo-jet departures issued a 210-degree heading are not turned until 7 DME from the runway.
- d. The overflight "corridor", depending on the runway in use, is that portion of departure airspace from lines perpendicular to a 2NM final from the approach ends of runways 5R and 23R, to the departure end of the furthest parallel runway, at 4,000 feet MSL.

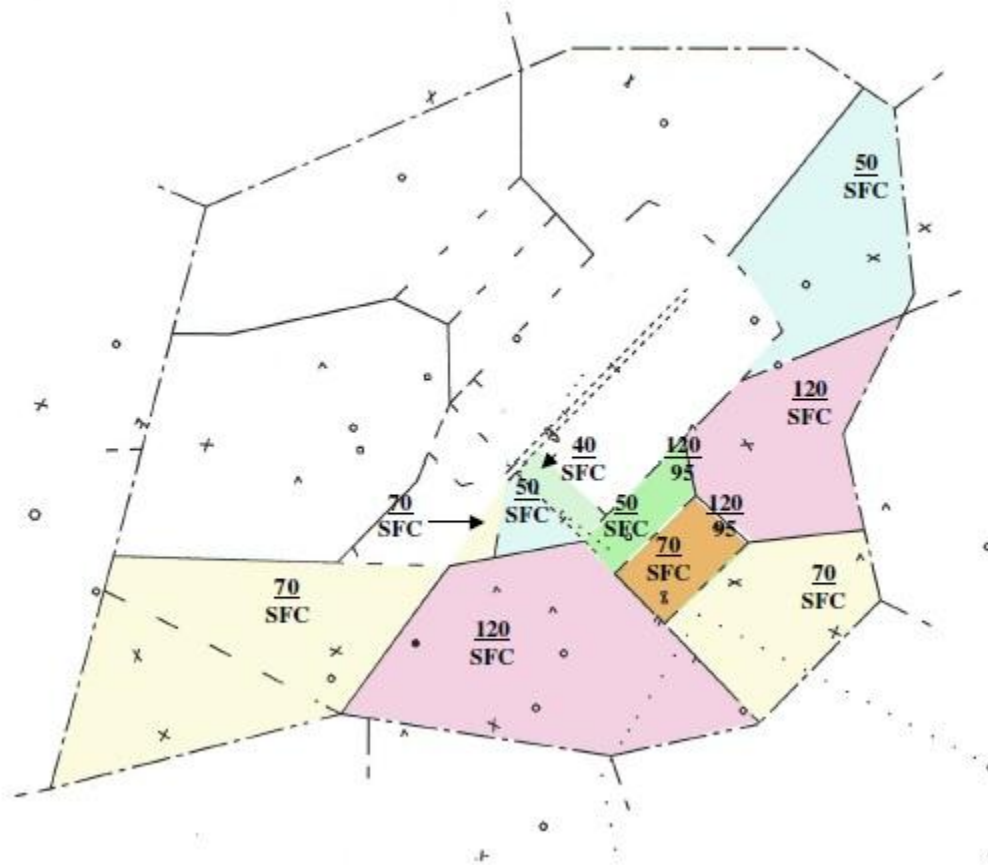
3) Satellite Airports

- a. When relaying satellite airport departure clearances include: "Contact Departure on (frequency) when leaving the traffic pattern."
- b. Sanford Lee County Regional Airport:
 - i. Prior to issuing an IFR departure clearance of TTA, ensure east and west final (when on runway 5 at RDU), and FAY are blocking 3,000 feet and below for the operation.

4) Southbound Turboprop Aircraft

- a. High performance turboprop aircraft departing Raleigh-Durham airport, filed out the FAY DTA, and requesting 10,000 feet or higher may be handed off to:
 - i. Washington Center by climbing the aircraft to 11,000 feet
 - ii. Fayetteville Approach by climbing the aircraft to 10,000 feet (only if online).

5) **Airspace**
a. Runway 23 Operations



b) Runway 5 Operations

