



# MARSHALL ISLANDS

## SOPs

### WARNING

Information contained in this document is intended for flight simulation purposes and must not be used for any real-world aviation use.

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## Document Control

Marshall Islands SOPs Version 1.0 – 23/04/2020		
Date	Version	Description
23/04/2020	1.0	Initial document.

## Change Process

Submit change proposals to [operations@vatpac.org](mailto:operations@vatpac.org) or in the “Airspace - Australia” forum.

## Scope

This Standard Operating Procedure Document is for use strictly within the Marshall Islands and the associated controller positions.

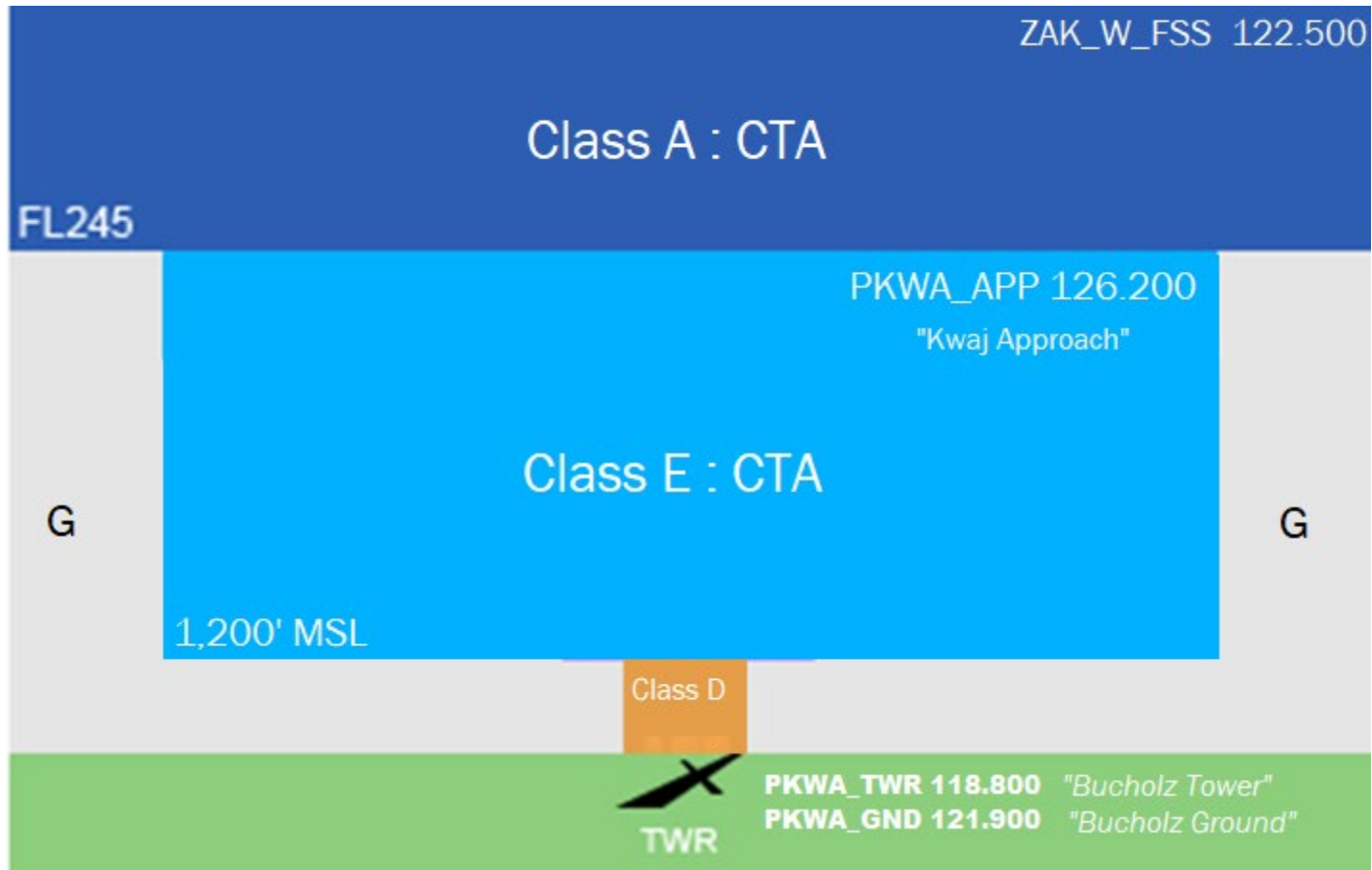
## Definitions

Abbreviation	Definition
vMATS	Virtual Manual of Air Traffic Services

## Referenced Documents

Title
Virtual Manual of Air Traffic Services

# 1 Bucholz Airspace Diagram



## 2 Bucholz Standard Controller Positions

Callsign	Position	Frequency	Coverage Type	Coverage
Bucholz Ground	PKWA_GND	121.900		-
Bucholz Tower	PKWA_TWR	118.800	Radar	Class D within 4.3nm SFC-2,500'
Kwaj Approach	PKWA_APP	126.200	Radar	Class E within 100nm NDJ NDB 1,200' - FL240
Bucholz ATIS	PKWA_ATIS	119.500	ATIS	-

## 3 Procedures

### 3.1 ATIS

Although FAA phraseology may be used in the real world, compliance is required with vMATS ATIS Requirements except Altimeter may be in inches of mercury.

### 3.2 Phraseology

- 3.2.1.1 VATPAC Controllers may deviate for Australian, ICAO based phraseology when operating a standard position listed above. The preferred phraseology is that of the FAA, see section 10.2.2.2 for examples of IFR and VFR phraseology. However, there is no requirement to use FAA phraseology.
- 3.2.1.2 vMATS remains the authority for all control phraseology and procedures.

## 3.2.1.3 Phraseology examples

Service Type	Request	Response
Departing IFR Aircraft (D)	Clearance	CLEARED TO <destination> AIRPORT AS FILED, <sid>, CLIMB <altitude>, SQUAWK <transponder>, DEPARTURE FREQUENCY <dep_frequency>
Departing IFR/VFR Aircraft (D)	Taxi	RUNWAY <runway>, TAXI VIA <route>
Departing IFR/VFR Aircraft (D)	Line up and Wait	RUNWAY <rwy_number>, (AT <intersection>) LINE UP AND WAIT
Departing IFR/VFR Aircraft (D)	Takeoff	RUNWAY <rwy_number>, (AT <intersection>) CLEARED FOR TAKEOFF
Departing IFR Aircraft (D)	Ident/Climb	RADAR CONTACT
Departing IFR Aircraft (D)	Approach Handoff	CONTACT <facility>, <frequency> point <frequency>
Departing IFR Aircraft (E)	Receiving the Aircraft	RADAR CONTACT, CLIMB <fl>, DIRECT <waypoint>
Departing IFR Aircraft	Oceanic Handoff	SQUAWK 2000, CONTACT SAN FRANCISCO RADIO <frequency> point <frequency>
Arriving IFR Aircraft (E)	Approach Advisory	EXPECT <approach> RUNWAY <runway>
Arriving IFR Aircraft (E)	Approach Clearance	CLEARED <specific approach procedure> APPROACH
Arriving IFR/VFR Aircraft (E)	Tower Handoff	CONTACT <facility>, <frequency> point <frequency>

Arriving IFR/VFR Aircraft (D)	Landing Clearance	CLEARED TO LAND RUNWAY <runway>
Arriving IFR/VFR Aircraft (D)	Taxi	RUNWAY <runway>, TAXI VIA <route>

### 3.3 **Transition Altitude**

The US FAA Transition Altitude is 18,000ft.

### 3.4 **Oceanic Coordination**

Departures from aerodromes within or beneath the control zone will transit into oceanic airspace should be coordinated with the ZAK\_W\_FSS. Departures shall be coordinated as the acft is cleared for takeoff. An example is as follows.

e.g. *“UAL230 DEP PKWA TIME 0235, EAST BOUND”*

### 3.5 **Airspace Classes**

Class	IFR Service	VFR Service
G	Flight Information Service	Flight Information Service on Request
D	Separation Service (IFR from IFR) Traffic Information (About VFR)	IFR/VFR & VFR/VFR Traffic information and collision avoidance on request
E	Separation Service (IFR from IFR) Traffic Information (About VFR)	Traffic information on Request