

Oct. 15<sup>th</sup> 2018

# Fall GAA Meeting

## Fairbanks Air Traffic Control (FAI ATCT)



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\*calls may be recorded



# Discussion Points

- Introduction
- Traffic Count
- Staffing and Training
- Communication with ATC
- Pilot Applied Visual Separation
- Closed Surface Operations
- Traffic Pattern Operations
- Chena Marina/Metro Field
- SVFR

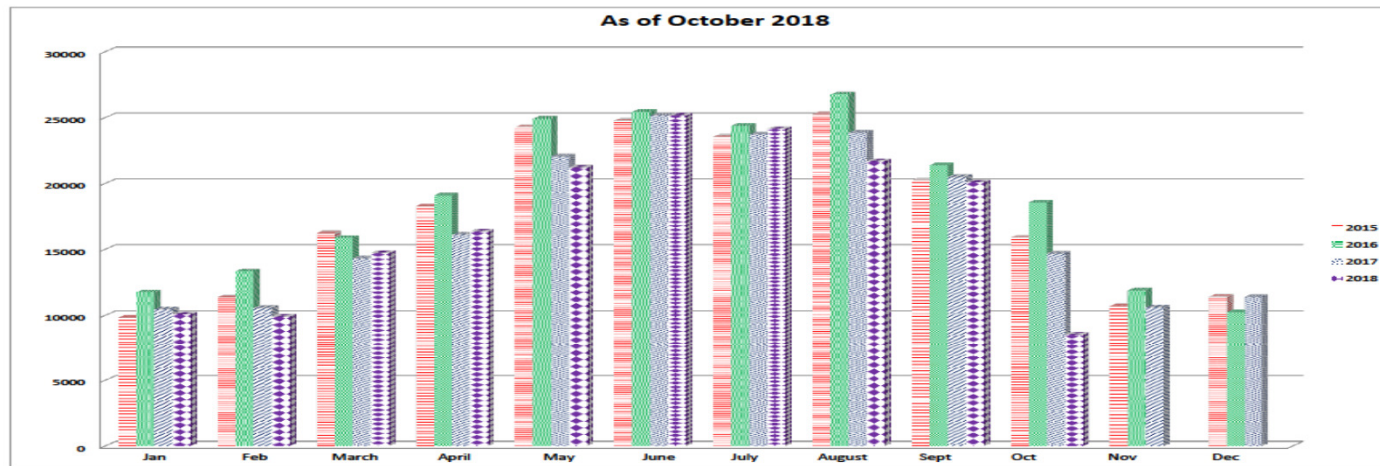


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# Traffic Count and Staffing



17 CPCs  
9 DEVs



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# Communication with ATC

- Acknowledgement of instruction vs. just a tail number.
- Read back all hold short instructions and runway assignments with call sign.
  - “Hold short of runway 2R, N123”      “Runway 2R, N123”
- Read back any clearance containing an altitude assignment or vector.
- Do not abbreviate call sign unless initiated by ATC.
- Acknowledge frequency changes.
- Ask for clarification.

AIM 4-4-7, 4-3-18, 4-2; FAAO 7110.65 2-4-3, 3-7-2



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# Visual Separation

- **Tower applied visual separation.**
  - Tower controller has both aircraft in sight and issues a control instruction to resolve conflict.
  - Or, deems the operation to be no factor to either aircraft.
- **Pilot applied visual separation.**
  - Pilot reports the aircraft in sight.
  - Is instructed to maintain visual separation by controller.
  - Repeats instruction verbatim with call sign.
  - Maneuvers aircraft as needed to not overtake and to keep in sight.
- **Exclusion(s)**

AIM 4-4-14; FAAO 7110.65 7-2-1



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# Closed Runway Operations

- ATC is **UNABLE** to issue a clearance for any operation on a Closed surface.
- Operations will be at Pilot's own risk.
  - *Phraseology e.g.*
    - *N123, FAI TOWER, POND 2 IS NOTAM'd CLOSED, SAY INTENTIONS.*
    - *N123, UNABLE TO ISSUE DEPARTURE CLEARANCE. DEPARTURE WILL BE AT YOUR OWN RISK.*



# Traffic Pattern Operations

- FAI Pattern Altitude
  - 1,500' MSL (Single Engine Reciprocating Aircraft)
  - 2,000' MSL (All other Aircraft)
- Remain within 1NM of the airport (or as operationally feasible) unless instructed otherwise
  - Advise if you require an extended pattern. For sequencing purposes, tower may switch you to approach control.
- Advise tower if you plan to execute stop & go's or full stop (for spacing and sequencing purposes)
- Chena Marina / Metro Field: Advise tower if you wish to remain in the traffic pattern at an airport other than FAI

Alaska Supplement pg. 103-105



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# Operations Chena Marina/Metro Field

- **MUST establish 2-way radio communication w/ FAI tower (118.3) prior to entering Class D.**
- **Traffic Advisories and Safety Alerts (FAI tower DOES NOT sequence into the satellite airfields).**
- **If intending to do pattern work, please advise tower.**
  - Chena Marina:
    - Pattern altitude 1200', West of runway/pond and east of Chena Ridge.
    - Same flow as FAI (unless pilot deems necessary).
    - Pattern position reports strongly discouraged.
  - Metro Field:
    - Pattern altitude 1000', East of Peger Road.
    - Pattern position reports strongly discouraged.
- **In the interest of safety, TRSA services are recommended (transponder NOT required).**

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# SVFR

- ATC cannot solicit. The pilot must state “Request SVFR...”
- One in one out or visual separation (ATC or pilot applied)
- No delay to IFR aircraft
- SVFR arrivals have priority over SVFR departures
- Limiting factor: visibility vs. ceiling
- Expect to be switched to tower for sequencing inbound
- Fuel



FAAO 7110.65 7-5



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# Questions?

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Thank you for your time.

