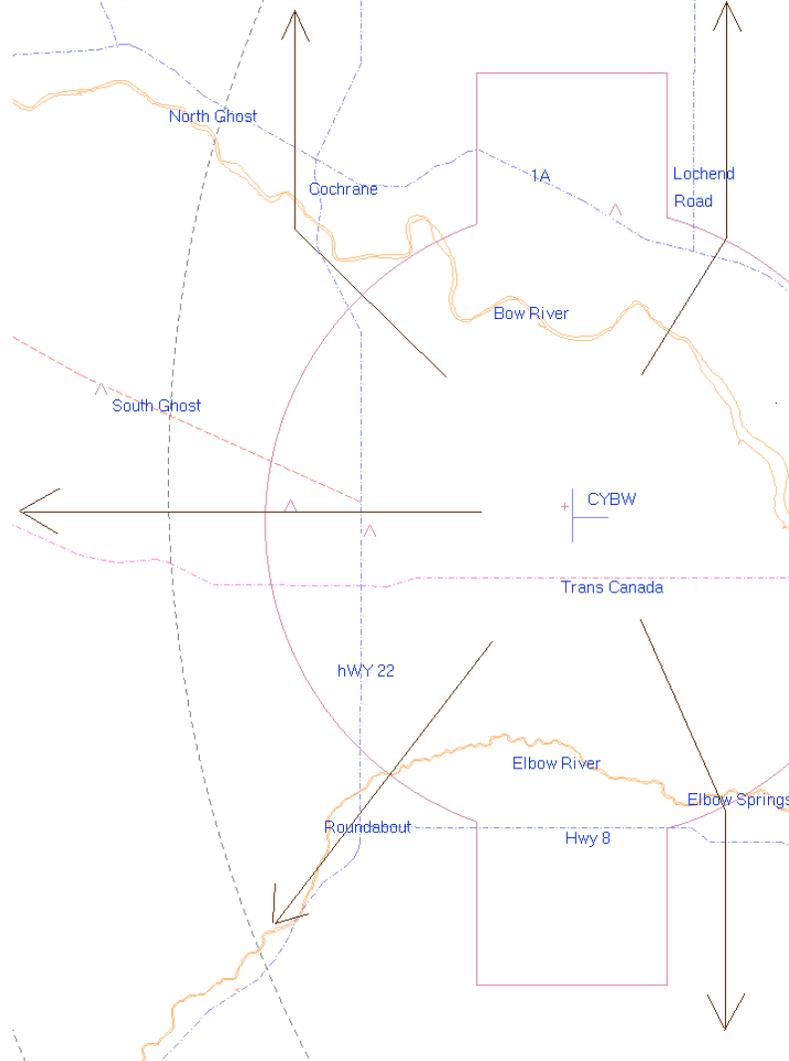


SPRINGBANK ATC PROCEDURES

Departure Info:

- The first thing you should do is get the ATIS on **127.9**
- If you're coming out of **Taxiway D, E, F, or G** they are uncontrolled, broadcast on **123.45** to tell others you are taxiing and make your way northbound on **D, Hold Short of C**
- When you are Holding Short of **A or C**, and are ready to taxi, contact ground on **121.8** and tell them your **type** of aircraft, **ident**, **location** on the field, what **ATIS** broadcast you have received, and your **destination** including requested altitude
- Ground will tell you the altimeter and give you a squawk code, then give you taxi instructions
- Pay attention to your taxi instructions (there are two routes to runway 17 from the D & C intersection) and to the departure frequency that you are given (usually **120.7** between 9am and 5pm, but can also be **118.2**) and read back any hold short instructions
- When contacting **Inner Tower (120.7)** for a departure that will leave the circuit, they will usually instruct you to **climb runway heading to five thousand feet and contact Outer Tower on 118.2 when airborne**, do NOT turn and make sure you contact **118.2** by the time you reach **300' AGL**
- **Outer Tower** will turn you onto a departure route depicted below once you are clear of traffic



- Know where the **Lochend Road, Cochrane, Roundabout, and Elbow Springs** reporting points are, city tours will use the Elbow Springs route
- A comm. Transfer to Terminal on **128.7** will occur prior to leaving the zone, at an altitude of 5500'

Arrival Info:

- Contact **Terminal** on **128.7** at least 20 miles from the airport, at an altitude of 6000', they will guide you in About 7 miles from the field you will be switched to **Outer Tower** on **118.2**, who will eventually clear you to the circuit, give you descent to 5500', and switch you over to Inner Tower on 120.7 if it is active ***pay attention to altitude restrictions***
- As you join the circuit **pay attention to your sequence**, if you can't find your traffic let us know, count all aircraft ahead of you to make sure your sequence number is correct
- When landing, take the first available exit which is not another runway, **keep your speed up** until you cross the hold line, and **keep going** to the edge of the next intersection (but not in it) so that others may exit the runway behind you
- Ground will be on **121.8**

FAQ

1. Why can't we call ground from the uncontrolled portion of the field?

We can't see you and don't know who else is moving around, use the common frequency to resolve traffic issues

2. Why do I have to call outer by the time I reach 300 feet?

We want to get you on course ASAP, we want to get you out of the way of faster traffic behind you, we want to avoid confusion with an aircraft behind you calling us first

3. I want to climb to 8500', why are you stopping me at 5500'?

All fixed wings go outbound at 5500' on established routes, and come inbound at 6000' on those same routes.

Following those procedures allows for a smoother and much more efficient flow of traffic which keeps you out of the way of the approaches to the runways

4. Why is terminal climbing me to 6000' when I want to come in at a lower altitude?

Fixed wing traffic goes out at 5500' and in at 6000' for altitude separation. Helicopter traffic operates at 4500' and 5000' on their way in and out of the airport. We generally have a fairly high level of helicopter traffic, all operating below radar coverage, which is why coming in at 6000' keeps you at a safe altitude from other traffic

5. Why can't I go direct?

The airspace around Springbank and Calgary is complex and busy. Between the two towers and terminal, routes had to be established in order to reduce the complexity of the airspace and to reduce coordination between controllers