Guam Facility Standard Operating Procedures

Squawk Code Assignment

Squawk codes should be used as assigned in the current .pof/.ese file

Active Runway Selection

Each airport has "preferred runways" to be used for calm/light wind conditions. A controller should not assign a runway that results in a tailwind component of greater than 10 knots. A wind component calculator may be found at http://www.aeroplanner.com/calculators/avcalcdrift.cfm

Airports

The following controlled airports are located in the Guam FIR:

PGSN/SPN – Saipan
PGUA/UAM – Andersen AFB
PGUM/GUM – Guam Int'l

Airspace Dimensions

Guam Center

The Guam Fight Information Region is an easy to define airspace consisting of a 250 nm radius circle centered on the Nimitz VOR. It is in this area that "Guam Center" will operate.

Guam Class C

Guam Class C airspace is defined by a 15 nm circle centered on Andersen AFB. The vertical limits include the airspace from the surface to 9000′ MSL inclusive.

Guam Approach

Guam Approach is defined by a two 40nm radius circles centered on PGUA and PGUM and including the area contained by the common external tangents. Vertical limits are from the surface to 16000′ MSL inclusive.

Saipan Approach

Saipan Approach is defined by a 40nm radius circle centered on PGSN. Vertical limits are from the surface to 16000′ MSL inclusive.

Andersen AFB Tower, Guam Tower, Saipan Tower

All controlled airports tower airspace consists of a 5 sm (4.3 nm) radius circle with vertical limits of Surface to 2600′ MSL inclusive.

Airport Specific Procedures

Guam International (Agana)

Note: Basic FSX software does not depict taxiway K West of Delta. This area is indicated by different coloring on the Guam sector file provided by the HCF ARTCC. This discrepency should be taken into consideration when assigning taxi instructions. Taxi instructions with the older visual may include back taxi on an active runway. All movement on an active runway will be assigned by the tower or higher controlling position if tower is not online.

Preferred Runway: 6R (landing) 6L (takeoff)
Rwy 6R/24L not available for B747 operations
Rwy 6L/24R in use for departures only, no landings.

Status of ILS guidance for Runway 6R: Some flight sim software does not include an ILS on Rwy 6R, despite this being the preferred landing runway. There are several ways to handle this with arriving aircraft. With a ceiling at or above 3,000 and visibility of 3 mi or better you can clear arriving aircraft for a visual Rwy 6R approach.
If a pilot requests an ILS approach into PGUM, you may make an exception and clear him or her to land on Rwy 6L, for which FSX software does include ILS guidance.
Alternatively, for pilots who you think can handle it, **the side-step maneuver** can be used. The runways at Guam Int'l lend themselves to the side-step maneuver since they are parallel and only about 500 ft apart. Issue clearance as follows.
"Cleared ILS Rwy 6L approach. Side-step to Rwy 6R."

Obstacle Departure Procedures
6L/6R Climb runway heading to 800′ before turning.
24L/24R Climb runway heading to 1400′ before turning.

Departures
No Standard Departure procedures are published. For 6L/6R departures it is suggested that aircraft are assigned a right turn when traffic exists at Andersen AFB to provide better separation with PGUA traffic.
Initial altitude 3000′.

Traffic Pattern
Maximum traffic pattern altitude 1500 MSL.
Rwy 24L/R RIGHT traffic pattern.

Missed Approach:
Preferred procedure is to follow published missed approach (only option when radar is not online)
When radar is online and pilot is unable to fly missed approach:
Rwy 6L/R: Turn right heading 120 climb and maintain 3000
Rwy 24L/R: Runway heading climb and maintain 3000

Andersen AFB

Preferred Runway: 24L (landing) 6L (takeoff)

Obstacle Departure Procedures
6L Climb heading 064º to 1027′ then proceed on course.

Departures
No Standard Departure procedures are published. For 24L/R departures it is suggested that aircraft are assigned a right turn when traffic exists at Guam Int'l to provide better separation with PGUM traffic.
Initial Altitude 3000′.
Note: the runway area between taxiways "E" and "F" is a overrun area. It is not used for takeoff or landing operations. A full length runway takeoff is conducted from taxiway "F".

Traffic Pattern
Maximum traffic pattern altitude 1500 MSL.
Rwy 6R/24R RIGHT traffic pattern.

Missed Approach:
Preferred procedure is to follow published missed approach (only option when radar is not online)
When radar is online and pilot is unable to fly missed approach:
Rwy 6L/R: Runway heading climb and maintain 3000
Rwy 24L/R: Turn right heading 270 climb and maintain 3000

Saipan

Preferred Runway:
7 (landing) 7 (takeoff)

Obstacle Departure Procedures
7/25 Climb runway heading to 1600′ before turning.

Departures
No Standard Departure procedures are published.
Initial Altitude 3000′, runway heading.

Traffic Pattern
Maximum traffic pattern altitude 1500 MSL.
Rwy 7, 24 RIGHT traffic pattern.

Missed Approach:
Preferred procedure is to follow published missed approach (only option when radar is not online)
When radar is online and pilot is unable to fly missed approach:
Runway heading climb and maintain 3000

Approach Gates

[notification type=”alert-danger” close=”false”]Actual handoff points and altitudes shall be coordinated between center and approach controllers.[/notification]