

**VATUSA PHOENIX TRACON and VATUSA SCOTTSDALE ATCT  
LETTER OF AGREEMENT  
EFFECTIVE: 11/01/09**

**SUBJECT: Interfacility Coordination Procedures**

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**1. PURPOSE.** This Letter of Agreement establishes procedures for coordinating air traffic between Scottsdale Tower (SDL) and Phoenix TRACON (P50). This agreement is supplementary to FAA Order 7110.65.

**2. DISCLAIMER.** Information contained herein is designed and specifically for use in the virtual controlling environment. It is not applicable, nor should be referenced for live operations in the National Airspace System (NAS).

**3. CANCELLAION.** Reserved

**4. DEFINITIONS.** For the purpose of applying arrival and departure routings, aircraft are grouped according to performance characteristics as follows:

- a. Group A – Turbojets (Except C500-551 series, C25A, and EA50 aircraft)
- b. Group B – Turboprops and C500-551 series, C25A, and EA50 aircraft
- c. Group C – All other aircraft and helicopters

**5. RESPONSIBILITIES**

- a. P50 authorizes Scottsdale Tower to provide visual separation as outlined in this Letter of Agreement within a 20 mile radius of Scottsdale Airport.
- b. SDL shall coordinate with P50 positions (through the Controller In Charge when available) prior to effecting runway change. SDL shall not release departures from the new active runway until authorized by P50.
- c. Local Control shall use Tower Radar Mode at all times to maintain aircraft identification.
- d. The SDL ATIS shall advertise visual approaches unless otherwise specified by P50.
- e. SDL shall forward the current ATIS code and any subsequent changes to P50.
- f. SDL and P50 shall use scratch pad entries as specified in Annex 1.

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## 6. DEPARTURE PROCEDURES

- a. Unless otherwise specified, SDL must obtain individual IFR departure releases from P50 Biltmore sector. The aircraft shall be released with a 3 minute void time limitation.
- b. P50 has control for turns of IFR aircraft at or above 3,500 feet MSL.
- c. P50 shall advise Scottsdale Tower when traffic or volume will cause delays for SDL departures.
- d. Local Control will APREQ IFR departures in the following manner via chat or voice message:

**SDL:** PHX\_B, SDL request release N12345

**P50:** N12345 released, (initials)

**SDL:** (initials)

-or-

**SDL:** PHX\_B, SDL request release N12345

**P50:** N12345, expect 10 min delay, (initials)

**SDL:** (initials)

- e. SDL Shall:

- (1) Assign the following initial headings to aircraft with SID routes:

**Departing Runway 3:** TURN LEFT HEADING 250

**Departing Runway 21:** TURN RIGHT HEADING 285

- (2) Assign the following initial altitudes to all IFR departure aircraft:

**Departing all Runways:** MAINTAIN 5,000

- (3) Issue clearances and routes to aircraft based on the filed flight plan, issuing amendments as necessary. Aircraft able to accept a SID shall be cleared via an appropriate departure procedure and transition. Aircraft unable to accept a SID shall be cleared via radar vectors.

- (4) Call for release of IFR departures landing PHX.

- (5) Provide initial departure separation in accordance with FAA Order 7110.65, with the following restrictions for IFR departures on the same SID / route / initial heading:

- (a) Visual separation is authorized.

- (b) Provide 5 NM between Group A aircraft departing behind Group B.

- (c) Provide 5 NM between Group B aircraft departing behind Group C.

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## **7. ARRIVAL PROCEDURES**

**a.** Verbal coordination is not required on arriving aircraft provided a radar handoff is accomplished prior to the aircraft entering SDL airspace.

**b.** SDL and P50 shall coordinate to determine active arrival runway status and any necessary arrival restrictions.

**(1)** Runway 3 is designated as the “calm wind” runway.

**c.** P50 Shall:

**(1)** Be responsible for separation until 5 NM from the airport center.

**(2)** Enter the assigned runway in the scratchpad section of the data block, if visual.

**(3)** Ensure all Group A, B, and IFR Group C aircraft have the airport in sight or are established on the appropriate instrument approach prior to handing the aircraft off to tower.

**(4)** Transfer communications between 5 and 10 NM from the airport center.

## **8. GO-AROUND/MISSED APPROACH/ILS BREAK OUT PROCEDURES**

**a.** SDL shall coordinate with P50 on an individual basis.

**b.** SDL may retain IFR aircraft within tower airspace for re-sequencing.

**c.** SDL shall:

**(1)** Issue any headings or altitudes necessary to maintain separation between Go-Around/Missed Approach/ILS Break Out Aircraft and any departures, provided all aircraft remain within SDL Tower airspace.

**(2)** Coordinate headings and altitudes issued with the appropriate departure controller.

**(3)** Handoff the aircraft to the appropriate departure controller as necessary.

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## ANNEXES

### ANNEX 1

#### SCRATCHPAD INFORMATION

SCRATCHPAD	MEANING
VRA	SDL VOR-A, GPS-A
VRC	SDL VOR-C, GPS-C
GPD	SDL GPS-D
NDA	FFZ NDB-A, GPS-A
G2L	DVT GPS RWY 25L
G7R	DVT GPS RWY 7R
GPB	DVT GPS-B
GPC	DVT GPS-C
V	CLASS B DEPARTURE
W	VFR OVERFLIGHT
Z	CLASS B ARRIVAL

### ANNEX 2

#### FREQUENCY INFORMATION

119.900	SDL_TWR
121.600	SDL_GND
124.800	SDL_DEL