

# VATUSA ALBUQUERQUE ARTCC AND VATUSA PHOENIX TRACON

## LETTER OF AGREEMENT

EFFECTIVE: 06/18/2007

### SUBJECT: PHOENIX TERMINAL AREA AIR TRAFFIC CONTROL SERVICE

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1. **PURPOSE.** This letter of agreement delegates airspace, defines responsibilities, and establishes procedures between the Albuquerque ARTCC (Center) and Phoenix TRACON (TRACON) for approach control service in the Phoenix, AZ terminal area. It is supplementary to the procedures in FAA Order 7110.65, Air Traffic Control.
2. **DISCLAIMER.** Information contained herein is designed and specifically for use in a virtual controlling environment. It is not applicable, nor should be referenced for live operations in the National Airspace System (NAS).
3. **CANCELLATION.** Reserved
4. **PROCEDURES**
  - a. **General**
    - (1) Deviations from procedures contained in this letter of agreement are authorized on an individual aircraft basis after coordination between involved controllers.
    - (2) Airspace
      - (a) Airspace delegated to the TRACON is depicted in Annex 1 and Annex 2.
      - (b) LUF RAPCON delegates airspace to the Center and TRACON when not open, as depicted in Annex 2.
    - (3) Aircraft Group Definitions
      - (a) Group A: Turbojets (Except C500-551 series, C25A/B, and EA50 aircraft)
      - (b) Group B: Turboprops and C500-551 series, C25A/B, and EA50 aircraft
      - (c) Group C: All other aircraft and helicopters
    - (4) Satellite Airport Definitions
      - (a) North Satellite Airports: SDL, DVT, and 18AZ
      - (b) South Satellite Airports: CHD, FFZ, IWA, P19, GEU, and GYR
    - (5) The TRACON shall notify the Center of PHX traffic flow changes.

**b. Departures.** The TRACON shall:

- (1) Provide Center five (5) NM radar separation, constant or increasing, between aircraft.
- (2) Assign routes and altitudes depicted in Annex 3 and Annex 4, except:
  - (a) Aircraft routed over GBN via the MOBIE or SCOTTSDALE SIDs may be routed direct GBN.
  - (b) Aircraft filed over CIE, EWM, or ELP may be routed out the Southeast Departure Gate on a radar vector.
  - (c) SCOTTSDALE SID (DINGO or TUS transitions) and STANFIELD SID (TUS transition) aircraft shall not be routed out the Southeast Departure Gate.
- (3) If necessary, provide vertical separation between a PHX departure and a satellite airport departure proceeding via the same route.
- (4) After radar handoff and frequency change, transfer control of aircraft to Center for:
  - (a) Climb.
  - (b) Turns up to 30 degrees at or above 13,000 MSL.

**c. Arrivals.** The Center shall:

- (1) Issue routes and altitudes as depicted in Annex 5 or Annex 6, except:
  - (a) Dissimilar aircraft types routed over SUNSS or SWIRL may be separated vertically. Non-standard altitudes shall be coordinated.
  - (b) Group A and B aircraft destined SDL, DVT, or 18AZ, routed over or south of BXK, shall be vectored northwest of BXK, direct destination when able. Hand off the aircraft to LUF RAPCON if open.
  - (c) Aircraft destined IWA may, if requested by the pilot, be cleared via HI-ILS RWY 30C, HI-VOR/DME RWY 30C, VOR or TACAN RWY 30C, or ILS RWY 30C approach. Coordinate with TRACON prior to
- (2) After radar handoff and frequency change, transfer control of aircraft to TRACON for:
  - (a) Descent.
  - (b) Turns up to 30 degrees.

**d. Holding.** When holding is coordinated, the following procedures shall be used:

- (1) Holding pattern airspace depicted in Annex 7.
- (2) Center shall:
  - (a) Issue holding instructions at ARLIN, BRUSR, BBALL, DUNKK, and HOMRR “as published.” If aircraft advises unable, coordinate and issue alternate holding instructions, or vector away from TRACON airspace and re-sequence.
  - (b) Issue EFC times 15 minutes later than holding fix arrival time estimate.
  - (c) Not hold more than 4 aircraft in each holding pattern, regardless of altitude.
  - (d) Not be required to point out aircraft to the TRACON if aircraft are within depicted holding pattern airspace prior to entering P50 airspace.
  - (e) Assign the lowest available altitude in the holding pattern airspace.
  - (f) Clear aircraft in to the holding pattern when the highest aircraft has reported or been observed reaching the next lower altitude in the holding pattern airspace.

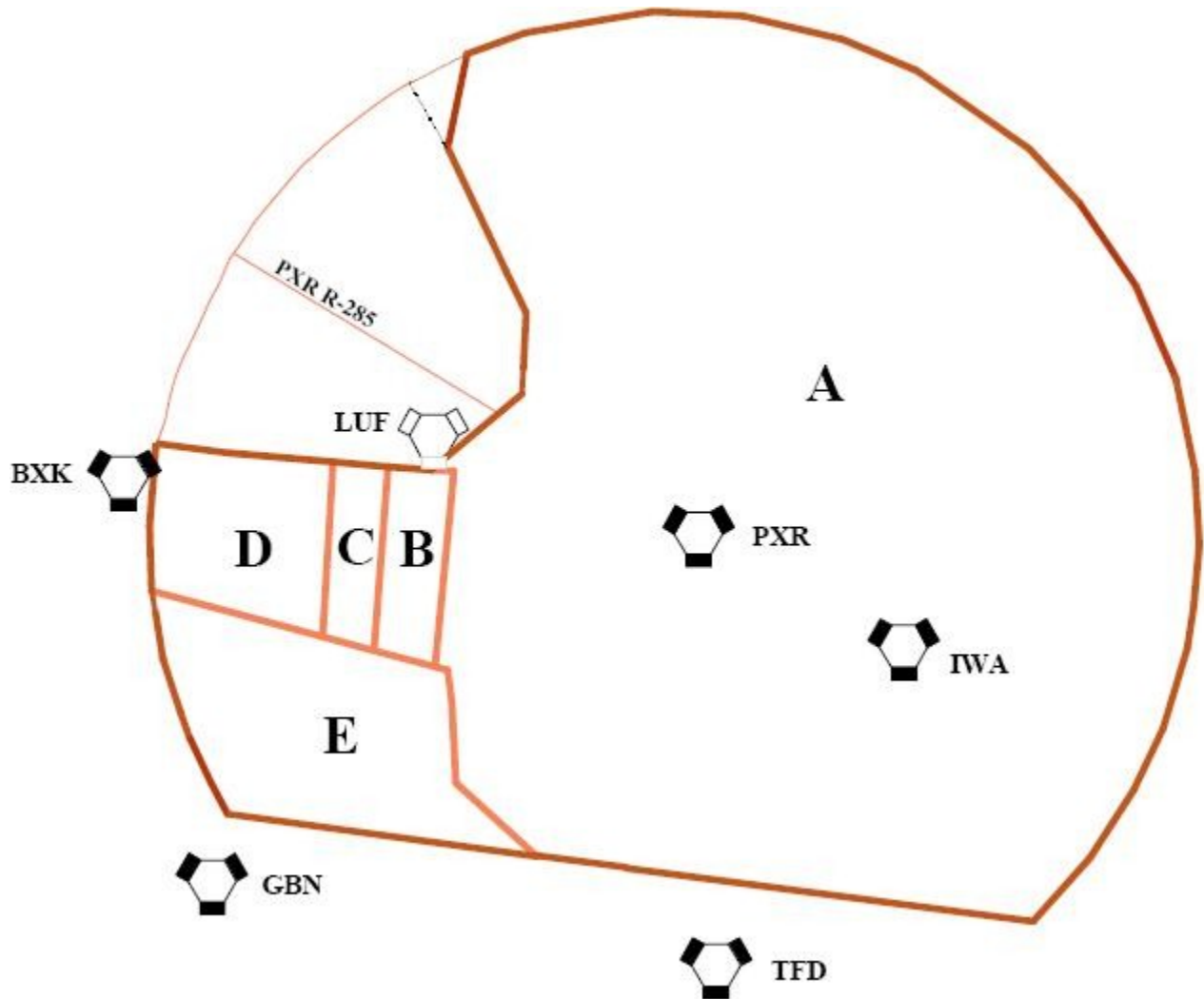
**NOTE** – Aircraft are prohibited from entering holding pattern airspace at an altitude lower than any aircraft established in holding without prior coordination.

- (g) Enter “HLD” in the data block scratch pad of any aircraft issued holding instructions.
- (3) TRACON shall:
  - (a) Take handoffs as soon as practical.
  - (b) Have control of aircraft upon initial contact after radar handoff.
  - (c) Allow Center to vertically separate satellite airport arrivals from aircraft holding for PHX. Center shall point out aircraft to the departure controller if necessary.

**e. Overflights.** For aircraft overflying TRACON airspace, Center shall:

- (1) Avoid TRACON airspace with the following aircraft:
  - (a) Luke AFB (LUF) arrivals.
  - (b) GEU or GYR arrivals from west of TFD.
- (2) Route other GEU or GYR arrivals as depicted in Annex 6.
- (3) Coordinate aircraft entering TRACON via departure or satellite airspace or exiting TRACON via arrival airspace (i.e. – opposite normal traffic flow).
- (4) Issue altitudes as follows:
  - (a) Aircraft on airways: 11,000 MSL or higher.
  - (b) CGZ Departures: Climbing to 5,000 MSL.
- (5) TRACON shall route CGZ Arrivals via V105 or direct TFD and assign 6,000 MSL.

# ANNEX 1



## Airspace Delegated to Phoenix TRACON When Luke (LUF) RAPCON is Open

**Area A: FL210 and Below**

**Area B: FL210 to but not including 5,000 MSL**

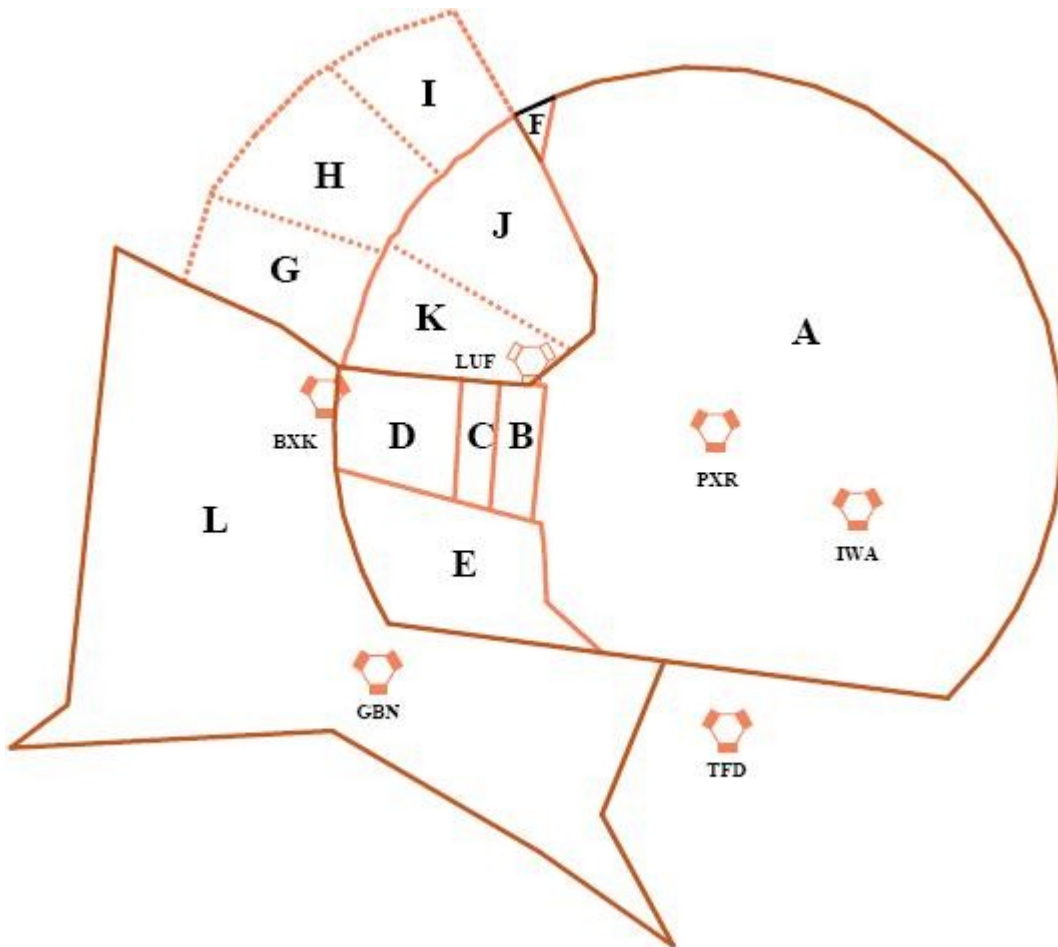
**Area C: FL210 to but not including 6,000 MSL**

**Area D: FL210 to but not including 7,000 MSL**

**Area E: FL210 to but not including 8,000 MSL**

## ANNEX 2

### Airspace Delegated to Phoenix TRACON When Luke (LUF) RAPCON is Closed

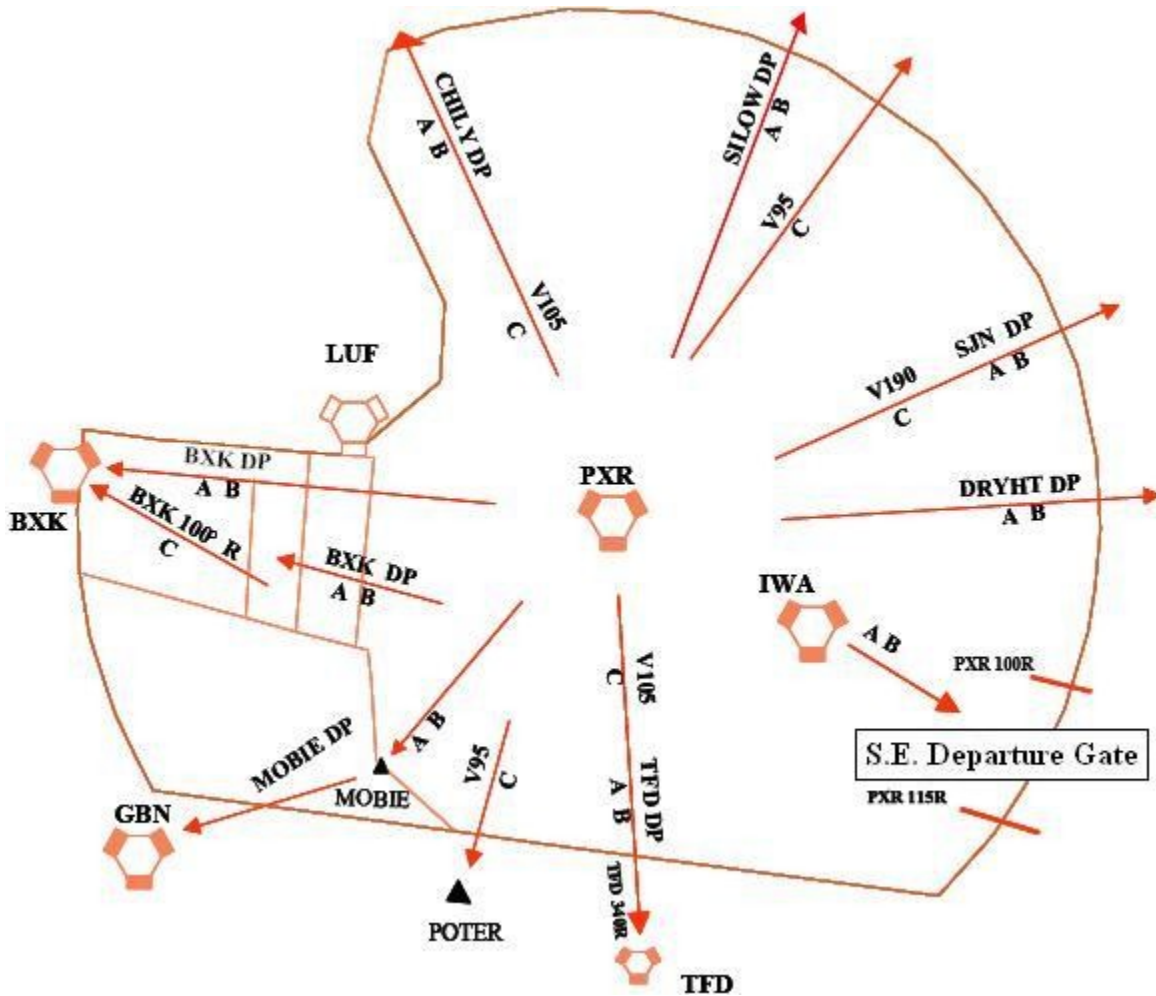


**Areas A-F, J, and K: FL210 and Below**

**Areas G, H, I, and L: Center Airspace**

# ANNEX 3

## PHX Departure Routes and Altitudes



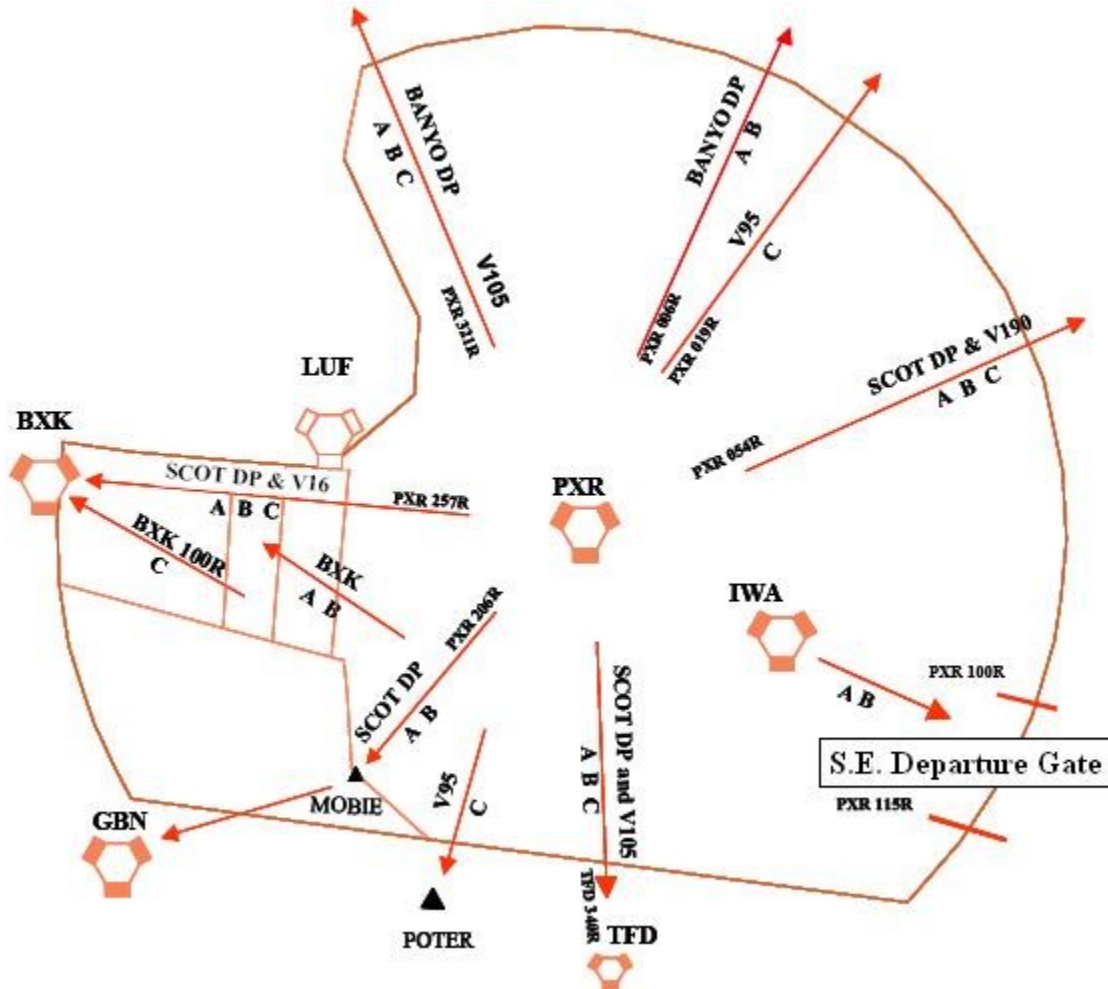
<u>Aircraft Group</u>	<u>Altitude</u>
A	FL210 or Filed Lower Altitude
B	13,000 MSL or Filed Lower Altitude
C	12,000 MSL or Filed Lower Altitude

Aircraft departing other than PHX or SDL, or aircraft unable SIDs shall be vectored via a departure route appropriate for the aircraft group.



# ANNEX 4

## Satellite Departure Routes and Altitudes

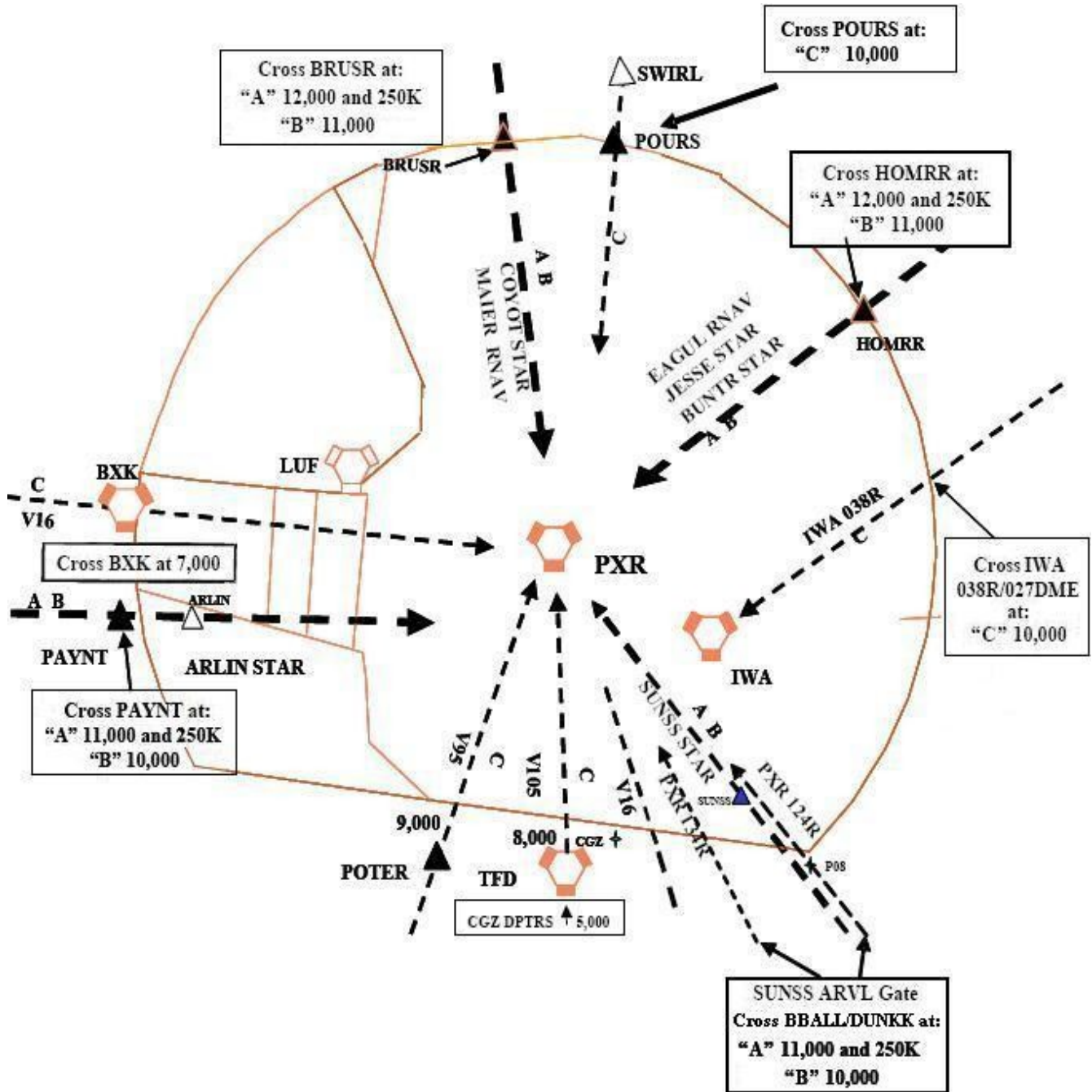


<u>Aircraft Group</u>	<u>Altitude</u>
A	FL210 or Filed Lower Altitude
B	13,000 MSL or Filed Lower Altitude
C	12,000 MSL or Filed Lower Altitude

Aircraft departing other than PHX or SDL, or aircraft unable SIDs shall be vectored via a departure route appropriate for the aircraft group.

# ANNEX 5

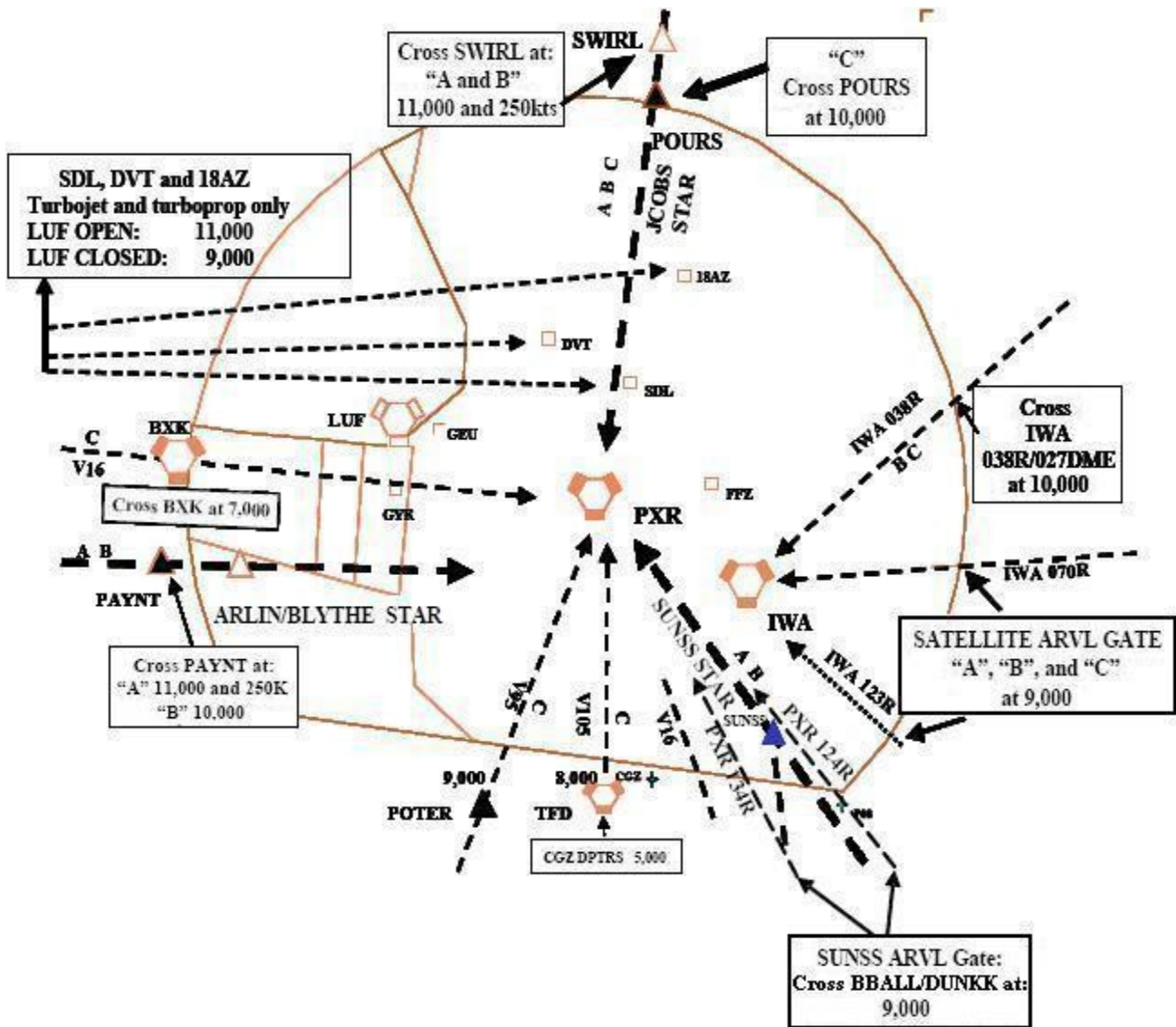
## PHX Arrival Routes and Altitudes



Aircraft unable to comply with the above routes and/or altitudes shall be coordinated, meet altitude restrictions as closely as practical, and be vectored via an arrival route as necessary.

# ANNEX 6

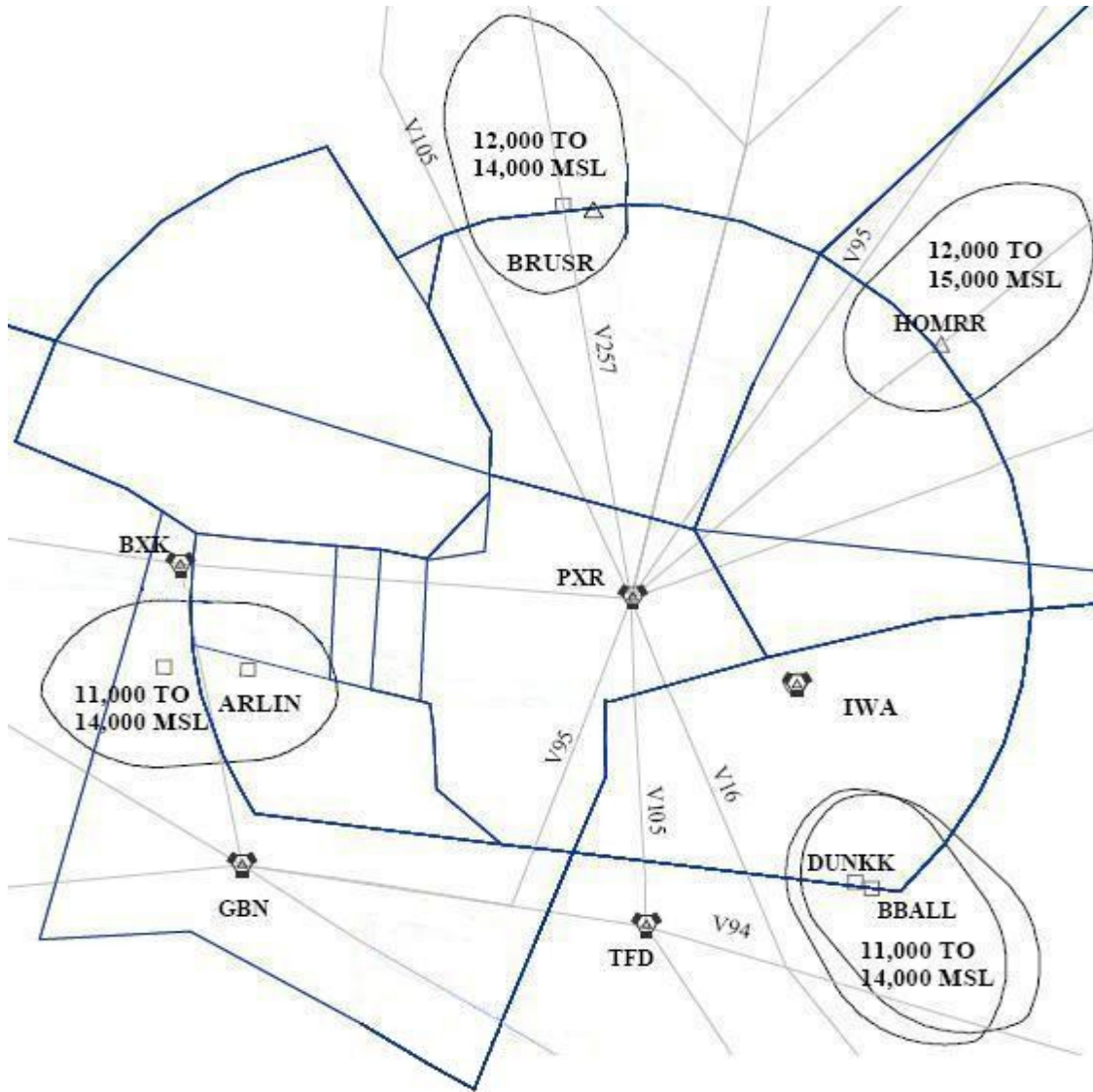
## Satellite Arrival Routes and Altitudes



Aircraft unable to comply with the above routes and/or altitudes shall be coordinated, meet altitude restrictions as closely as practical, and be vectored via an arrival route as necessary.

# ANNEX 7

## Holding Pattern Airspace



# ANNEX 8

## Center Sectors and Frequencies

Center Sector Frequencies	
Sector 43 – 128.45	Sector 38 – 132.9
Sector 42 – 126.45	Sector 46 – 125.4

