

VIRTUAL AIR TRAFFIC SIMULATION NETWORK
UNITED STATES DIVISION
ALBUQUERQUE ARTCC

ORDER
PHX ATCT
v7110.1A

Effective Date:
Sept. 18, 2014

SUBJ: Phoenix (PHX) Air Traffic Control Tower (ATCT) Standard Operating Procedures

This order prescribes air traffic control procedures and functions for the Phoenix Air Traffic Control Tower (ATCT). It is emphasized that 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). If a conflict arises in the interpretation of the instructions and/or guidelines of this order, controllers shall use good judgment to maintain a safe operation. The procedures contained within this order, in conjunction with FAA JO 7110.65, current Orders, Notices and Letters of Agreement, will be the basis for performance evaluations, training, and certification.



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Chapter 1. General and Definitions

1-1. Purpose. This order prescribes air traffic control procedures and functions at the PHX ATCT. The guidelines and processes contained herein shall be followed as outlined unless otherwise coordinated. The procedures provided are supplemental to those contained in FAA Order 7110.65, Air Traffic Control. If there is any apparent conflict, procedures cited in FAA Order 7110.65 shall take precedence.

1-2. Distribution. This order is distributed to all VATUSA ZAB controllers and staff, as well as visiting controllers and other interested parties.

1-3. Cancellation. Reserved.

1-4. Aircraft Group Definitions

- 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

1-5. Traffic Flow Definitions

- a. East Flow: Runways 7R/7L/8 in use.
- b. West Flow: Runways 25L/25R/26 in use.

Chapter 2. Operating Positions, Associated Duties, and Responsibilities

2-1. Operating Positions

Position	Symbol	Login Callsign	Frequency	Voice Server / Channel
Local South *	PT	PHX_T_TWR	120.90	rw.liveatc.net/PHX_T
Local North	PE	PHX_E_TWR	118.70	rw.liveatc.net/PHX_E
Ground South *	PG	PHX_G_GND	132.55	rw.liveatc.net/PHX_G
Ground North	PR	PHX_R_GND	119.75	rw.liveatc.net/PHX_R
Clearance Delivery	PC	PHX_DEL	118.10	rw.liveatc.net/PHX_C

* Local /Ground South are the default combined Local / Ground positions. When only 1 Local/Ground controller is on duty, controllers may use PHX_TWR or PHX_GND as combined Login Callsign.

2-2. Local Control

- a. Provides separation and services to all aircraft within tower airspace defined in Chapter 5.
- b. Adheres to coordination and control procedures specified in Chapter 3.
- c. Coordinates with Tower/TRACON/Center operating positions as necessary to initiate and receive handoffs, point outs, IFR releases, and for other traffic information.
- d. Local South is responsible for aircraft using runways 7R/7L/25R/25L and Taxiway F.
- e. Local North is responsible for aircraft using runway 8/26.
- f. Ensures auto-acquisition or “no tag” advisory is accomplished for all departures.
- g. Briefs relieving controller.

2-3. Ground Control

- a. Adheres to coordination and control procedures specified in Chapter 3.
- b. Coordinates crossing active runways with Local Control.
- c. Effects orderly movement of aircraft between the north and south airport complexes.
- d. Ensures flight strip information is correct and makes amendments as necessary.
- e. Briefs relieving controller.

2-4. Clearance Delivery

- a.** Adheres to coordination and control procedures specified in Chapter 3.
- b.** Reviews flight strips for accuracy and makes valid, timely amendments as necessary.
- c.** Issues IFR clearances on frequency.
- d.** Issues appropriate Class B clearances for VFR aircraft departing PHX or Papago AHP.
- e.** Coordinates with Ground or Local Control to clarify confusing flight plan elements.
- f.** Briefs relieving controller.

Chapter 3. Coordination and Control Procedures

3-1. General. This chapter describes specific coordination and control procedures for aircraft operations at PHX. The procedures are designed to create a more consistent and efficient operation benefiting controllers and users alike. These procedures shall be followed unless otherwise coordinated.

3-2. Clearance Delivery

- a. Shall ensure aircraft have the current ATIS code (broadcast the new code on update).
- b. Shall ensure all departing aircraft have an appropriately prepared flight strip.
- c. Shall issue runway heading for all VFR departures. Local Control will issue the appropriate departure heading into the departure corridor on takeoff.

3-3. Ground Control

- a. Shall coordinate with Local Control any aircraft taxied to an intersection for departure.
- b. Shall ensure VFR aircraft have completed run-up before sequencing with IFR departures.
- c. Should, to the extent possible, sequence departures by alternating northbound and southbound aircraft.
- d. Should, when possible, coordinate taxi instructions with Local Control for aircraft exiting the runways. Else, Ground Control shall be responsible for ensuring separation between aircraft exiting the runways and aircraft on parallel taxiways.
- e. **Taxiway Responsibilities:**

	West Flow	East Flow
Ground North	North Complex & 'S' south to 'D' + 'R' south to 'D'	North Complex & 'S' south to 'D'
Ground South *	South Complex & 'T' north to 'C'	South Complex & 'T' north to 'C' + 'R' north to 'C'

* Local South is responsible for Taxiway F

g. Runway Assignments. Aircraft shall be assigned a departure runway as follows unless another runway is specifically requested by the pilot and coordination with the affected Local Control position(s) is accomplished. Opposite direction operations are prohibited.

- (1) Aircraft north of Runway 8/26, assign Runway 8 or 26 for the flow in use.
- (2) Aircraft south of Runway 7R/25L, assign Runway 7R for East flow. For West flow, assign runway 25L intersection departure at H7. A pilot may request 7L/25R if longer runway is required.
- (3) All other aircraft assign as follows:

	West Flow	East Flow
Group A	25R	7L
Group B / C	Northbound: 26 Southbound: 25R	Northbound: 8 Southbound: 7L

h. Runway Crossing Procedures. Aircraft may cross at any intersection provided:

- (1) The aircraft is instructed to hold short of the runway at the designated intersection and monitor the appropriate local control frequency for crossing.
- (2) Local Control is notified of the aircraft identification, runway, and intersection at which the aircraft is or will be holding at (no response required).

Example: Ground Control: “AWE123, Runway 25L at H7”

- (3) Local Control instructs crossing aircraft to contact Ground Control after crossing. Local Control, at their discretion, may authorize Ground Control to retain crossing aircraft on Ground Control Frequency and cross authorized runway. Ground Control must advise Local Control when aircraft has crossed and cleared the runway.

NOTE – Local South is responsible for aircraft on Taxiway F and shall retain aircraft on frequency until north of Runway 7L/25R or south of Runway 7R/25L.

3-4. Local Control

- a. Release Authority.** When both Local North and Local South are staffed, the controller with Release Authority (RA) authorizes takeoff clearance from the other local controller. The purpose is to prevent collisions and maintain separation between departures off different runways. Release Authority is delegated as follows:

- (1) Local South shall be the release authority for all IFR and southbound VFR departures.
- (2) Local North shall be the release authority for all northbound VFR departures.

All departures that require a turn across another runway require approval from the other Local Controller.

Example: AWE123 is awaiting departure off Runway 26. Local North shall obtain a release from Local South prior to issuing takeoff clearance.

Local North: "Request Release AWE123, Runway 26"

Local South: "AWE123, Runway 26, released"

or

"AWE123, Runway 26, released reference
(*traffic*)" or

"Unable release"

Local North shall clear AWE123 for takeoff as soon as possible after release.

- b. Opposite Direction Operations.** Opposite direction operations are prohibited at PHX.

- c. Line Up and Wait (LUAW).** LUAW operations are authorized at PHX in accordance with FAA Order 7110.65, and used only to position an aircraft for imminent departure, provided:

- (1) LUAW shall not be used when an aircraft is within 3 NM of the arrival runway.
- (2) Suspension of LUAW occurs during times of poor radio communications, frequency congestion, or pilot inexperience, resuming LUAW when appropriate.

- d. Runway Change Checklist.** Local South is responsible for ensuring the following checklist is completed during runway changes at PHX:

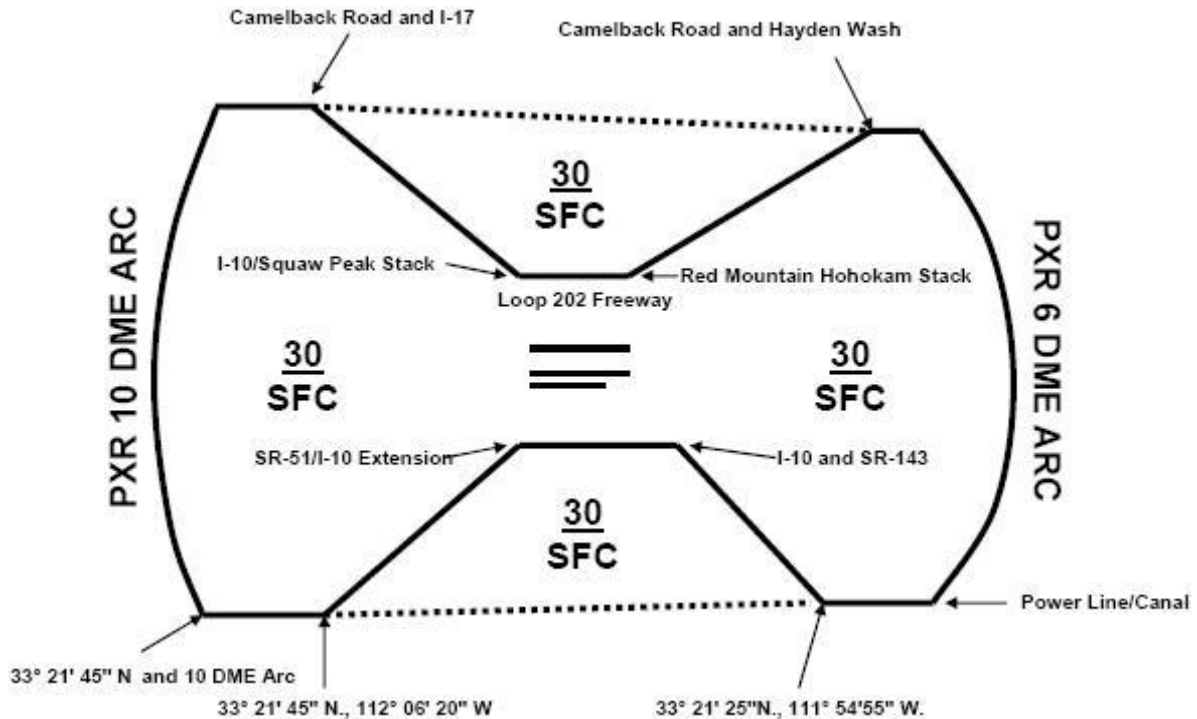
- (1) Coordinate with Phoenix TRACON (P50) and ZAB.
- (2) Advise all Tower controllers of the runway change.
- (3) Coordinate the last arrival and departure aircraft on the current flow with P50.
- (4) The PHX ATIS is changed and the new runways are made active.

Chapter 4. Aircraft Parking

- 4-1. General.** The following information shall not be construed so as to force specific parking locations for aircraft, but shall be used to assist in the segregation of air carrier, cargo, and GA aircraft when necessary, particularly during heavy traffic periods.
- 4-2. Air Carriers.** Air carrier aircraft, including major, regional, and commuter passenger carriers, should be directed to the passenger terminals between the north and south runways. In general, US Airways aircraft (USA and AWE callsigns) should be directed to the north side of Terminal 4. Southwest Airlines (SWA) should be directed to the south side of Terminal 4. British Airways uses the Northeast corner of Terminal 4. American Airlines may also use the north side of Terminal 4. All other passenger air carriers may be directed to Terminal 2 and Terminal 3 ramps.
- 4-3. Cargo Aircraft.** Cargo carriers (UPS, FDX, etc.) should be directed to one of the two cargo ramps. The “Air Cargo” ramp is located north of the departure end of Runway 7L. The “Cargo Apron” is located south of Taxiway H, due south of H4 intersection. Either location is acceptable for cargo aircraft.
- 4-4. General Aviation (GA).** As a general rule, GA aircraft should not be directed to the airline terminals. To the extent practical, encourage GA aircraft to park at the general aviation FBOs (Cutter or Swift) located south of Taxiway H, west of the “Cargo Apron.”

Chapter 5. Phoenix Tower Delegated Airspace

7-1. Description. PHX Tower is delegated the airspace contained in the Class Bravo Surface Area extending to and including 3,000' MSL and additional airspace depicted below:

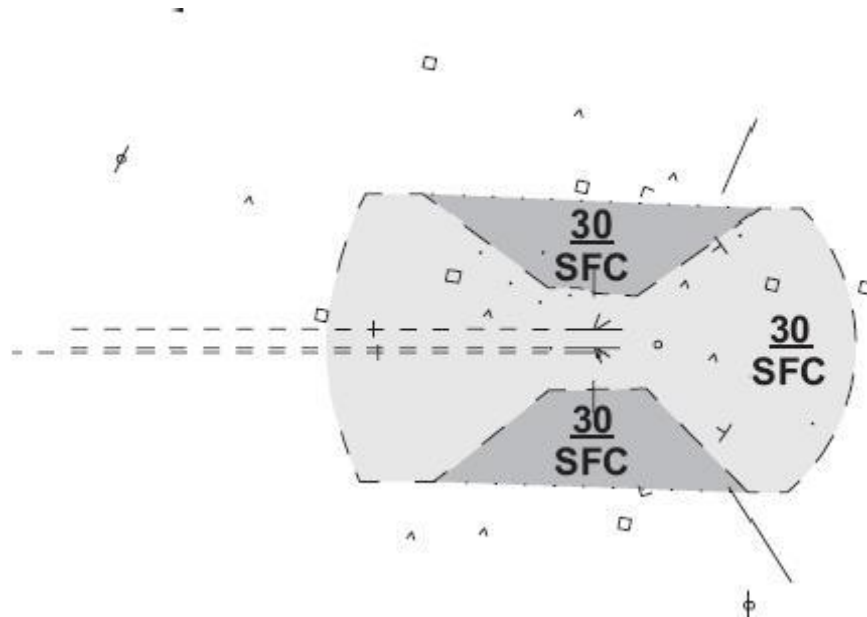


7-2. Jurisdiction. When Local South and Local North are both staffed, airspace jurisdiction is as follows:

- a. Local North shall control that airspace north of Taxiway D.
- b. Local South shall control that airspace from Taxiway D south.

7-3. Tower Video Map Depictions

a. East Flow



b. West Flow

