

**KPHX ATCT – P50 TRACON
Letter of Agreement**

ZAB Order 7311.001

Albuquerque ARTCC

21 January 2020

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1 Purpose

This Letter of Agreement (LOA) establishes procedures for coordinating air traffic between Phoenix ATCT and Phoenix TRACON (P50). This agreement is supplementary to FAA JO 7110.65.

2 Roles and Responsibilities

This LOA shall be maintained by the ATM. If the ATM wishes to employ a FAB, all changes to this manual must be approved by the FAB. Upon vacating the position, the outgoing ATM shall provide the source file of this LOA to the incoming ATM, so that they may continue to modify this LOA as needed. Policies shall be maintained in accordance with established VATSIM Global Rating Policies. At no time shall any provision in this manual conflict with a VATSIM, VATNA or VATUSA policy.

3 Distribution

This manual is distributed to all Albuquerque ARTCC Controllers, Staff, Visiting Controllers and its new members.

4 Aircraft Groups

4.1 Definitions

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

- Group A – Small piston driven aircraft and helicopters
- Group B – Turboprops and C500-551 series, C25A and EA50 aircraft
- Group C – Turbojets

5 Airspace

5.1 KPHX ATCT Airspace Diagram

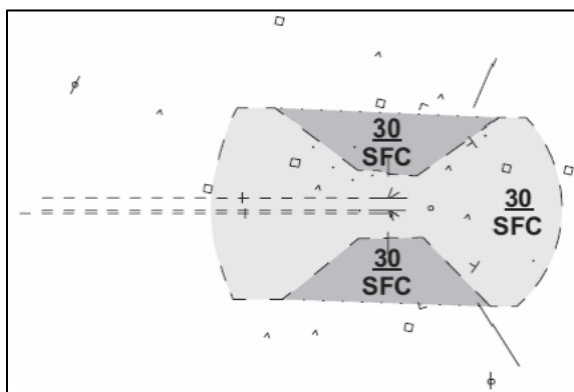


Figure 1: KPHX East Flow

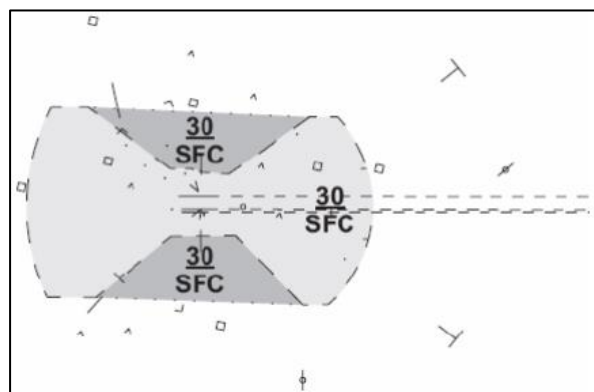


Figure 2: KPHX West Flow

5.2 P50 Airspace Diagram

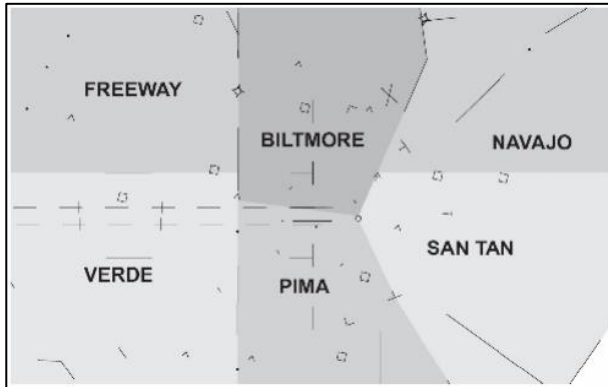


Figure 3: P50 East Flow

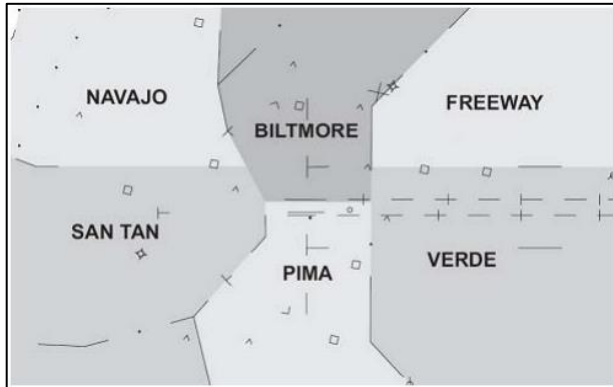


Figure 4: P50 West Flow

6 Responsibilities

6.1 P50 TRACON

1. P50 delegates to KPHX ATCT that airspace depicted in Figures 1 & 2 for the purpose of providing limited radar approach control functions for radar separation and Class B services
2. P50 authorizes KPHX ATCT to assign beacon codes to helicopter traffic within 10 NM of Phoenix Sky Harbor Airport at or below 2,000 MSL
3. P50 shall use scratch pad entries as specified in section 8.3

6.2 KPHX ATCT

Local Control (LC) shall ensure the following:

1. Always use Tower Radar mode to maintain aircraft identification
2. Coordinate with P50 positions (through the Controller-In-Charge when available) prior to effecting runway change. LC shall not release departures from the new active runways until authorized by P50
3. Terminate radar service for all VFR Group A aircraft upon leaving tower airspace and the Class B surface area
4. KPHX ATIS shall advertise visual approaches unless otherwise specified by P50

7 Departure Procedures

7.1 Notifications

1. LC shall call P50 for release of IFR departures landing at KSDL or KDVT

2. Unless otherwise specified, KPHX has automatic releases for all departures
3. LC shall notify the appropriate departure controller via chat message when any IFR or VFR departure receiving radar service begins their takeoff roll
 - a. The message shall include aircraft callsign and SID with transition or direction of flight
 - b. No reply is required from the departure controller
 - c. Notification may be suspended after coordination between LC and the affected departure controller

Example: (*Callsign*), (*SID or Direction*)

SWA5425, KEENS2.HRRBR

N188G, Southwest

7.2 Initial Altitude Assignments

Assign the following initial altitudes for all departures:

Aircraft Group	Initial Altitude
All VFR	At or Below 4,000' MSL
IFR Group A & B	4,000' MSL
IFR Group C	8,000' MSL

7.3 Initial Heading Assignments

IFR or VFR aircraft receiving radar vectors shall be assigned the following departure heading:

Aircraft Group	Direction of Flight	West Flow	East Flow
VFR Group A	North	330°	010°
	South	190°	140°
IFR Group A / Group B	North	290°	040°
	South	230°	110°
Group C	North	Runway Heading	Runway Heading
	South		

- LC shall ensure VFR Group A aircraft requesting Flight Following enter Biltmore or Pima airspace on the assigned heading

7.4 Departure Separation

Provide initial departure separation in accordance with FAA JO 7710.65, with the following restrictions for IFR departures on the same SID / route / initial heading:

1. Provide 7 NM or 2 minutes, whichever comes first, between Group B aircraft departing behind Group C aircraft

2. Provide 10 NM or 3 minutes, whichever comes first, between Group C aircraft departing behind preceding Group C or Group B aircraft
3. Use of visual separation is not authorized

8 Arrival Procedures

8.1 Coordination

LC and P50 shall coordinate to determine active arrival runway status and any necessary arrival restrictions

- East Flow designates Runway 7R and Runway 8 as active arrival runways
- West Flow designates Runway 25L and Runway 26 as active arrival runways
- Runway 7L / 25R shall not be an arrival runway unless specifically coordinated

8.2 P50 TRACON Responsibilities

P50 shall ensure the following:

1. Assigned runway and type of approach being conducted shall be entered into the arriving aircraft's scratchpad
2. Provide LC a radar handoff prior to entering PHX airspace
3. Transfer communications between 5 and 12 NM from the arrival runway
4. Be responsible for separation until 3 NM from the runway threshold
5. Ensure all Group C, B and IFR Group A aircraft are established on final approach no less than 5 NM from the arrival runway threshold.
 - a. VFR Group A aircraft may be sequenced to base leg
6. Provide any coordinated miles in trail restrictions to the runway threshold

8.3 Scratchpad Entries

P50 shall ensure that aircraft approach information is indicated in the data block scratchpad. Scratchpad entries shall be formatted as follows:

1. A runway designator (not to exceed two characters) by itself indicates that an aircraft has been cleared for the visual approach to the runway specified, with the controller ensuring separation
2. Adding the letter "V" before the runway identifier indicates that either:
 - a. The aircraft has been cleared for the visual approach to the runway specified and has been given instructions to "maintain visual separation from" or "follow" the preceding aircraft on the same runway
 - b. The aircraft has been cleared for a VOR approach to that runway
3. Adding the letter "I" before the runway identifier indicates that the aircraft has been cleared for an ILS approach to the runway specified
4. Adding the letter "G" before the runway identifier indicates that the aircraft has been cleared for a RNAV/RNP/GPS approach to the runway specified

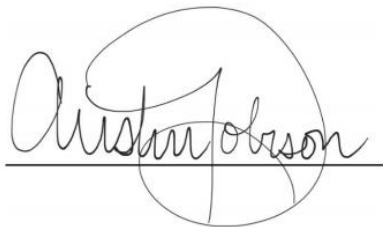
9 Go-Around / Missed Approach Procedures

9.1 Local Control Responsibilities

LC shall ensure the following:

1. Issue any heading or altitudes necessary to maintain separation between Go-Around / Missed Approach aircraft and any departures
2. Coordinate headings and altitudes issued with the appropriate departure controller
3. Handoff the aircraft to the appropriate departure controller
4. LC may retain VFR Group A aircraft within tower airspace for resequencing

10 Approval

A handwritten signature in black ink, reading "Austin Robison", is written over a horizontal line. The signature is enclosed within a faint circular outline.

Austin Robison
Air Traffic Manager
Albuquerque ARTCC