

Letter of Agreement

Philadelphia TRACON (PHL) & Dover RAPCON (DOV)

Rev. 1 — April 23, 2015

Purpose

This agreement prescribes transfer of control procedures, radar handoff procedures, route/altitude assignments, and delegation of airspace between Philadelphia TRACON (PHL) and Dover RAPCON (DOV).

Cancellation

PHL and DOV Letter of Agreement, dated March 1, 2011, is hereby cancelled.

Scope

The procedures contained herein shall apply unless prior coordination is effected.

Departure Procedures

- a. Departures from PHL TRACON to DOV RAPCON
 - i. All aircraft shall be cleared to the destination airport via the routes and altitudes described in this LOA. Routes and altitudes other than those depicted in this LOA shall be on an APREQ basis.
 - ii. DOV arrivals and overflights (see **Attachment 1** for more details) shall be routed via one of the following routes at 6,000' (overflights) or 4,000' (DOV arrivals):
 - OOD V157
 - DQO V29
 - Direct ENO
 - iii. BWI or DCA arrivals shall be routed via one of the following routes at 6,000' or 4,000':
 - ENO V268 BAL (BWI)
 - ENO V16 CHOPS V308 OTT (DCA)
- b. Departures from DOV RAPCON to PHL TRACON
 - i. All aircraft shall be cleared to the destination airport via the routes and altitudes described in **Attachment 1 - Table 1**. Routes and altitudes other than those depicted in this LOA shall be on an APREQ basis.
 - ii. DOV shall be responsible for correct routing on aircraft flying northbound that will enter the ZNY structure (9,000' and above).

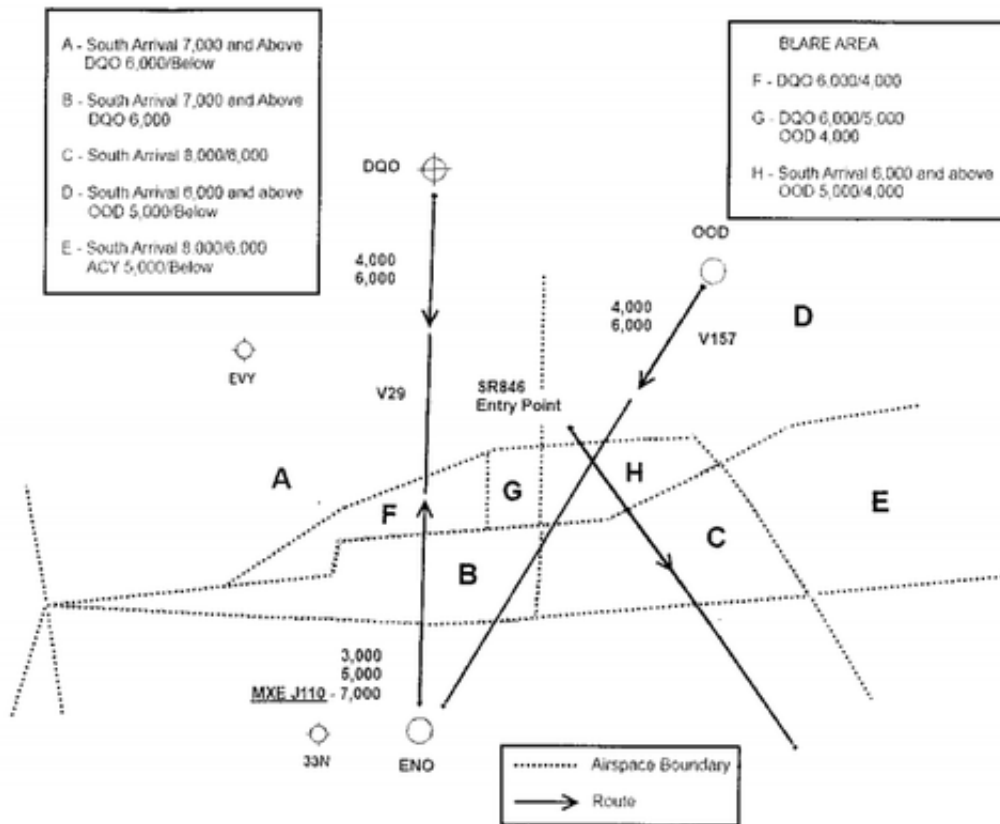
Arrival Procedures

- a. Control Authority
 - i. Transfer of control on all aircraft shall be accomplished no later than the PHL/DOV common boundary.
 - ii. Completion of radar handoff and transfer of communications constitutes authorization to:
 - 1. For PHL TRACON: Turn aircraft up to thirty (30) degrees and descend to 4,000'.
 - 2. For DOV RAPCON: To turn aircraft up to thirty (30) degrees.
 - 3. Change of beacon code if the beacon code differs from that of the receiving facility.
- b. Traffic Management Restrictions
 - i. When either facility requires a restriction affecting more than one aircraft, coordinate any traffic management initiatives with Controller-In-Charge.
- c. VFR Procedures
 - i. Automated VFR handoffs are optional between facilities. No verbal coordination is required.
 - ii. It is suggested that MSAW alerts (vSTARS) be inhibited on targets.
 - iii. The receiving controller shall be responsible for obtaining all pertinent information.
 - iv. Beacon codes need not be changed.
- d. BLARE Area
 - i. The BLARE Area depicted in **Attachment 2** is delegated to DOV at and between 4,000' and 6,000'. If needed by PHL, it may be recalled by agreement of the Controller-In-Charge.

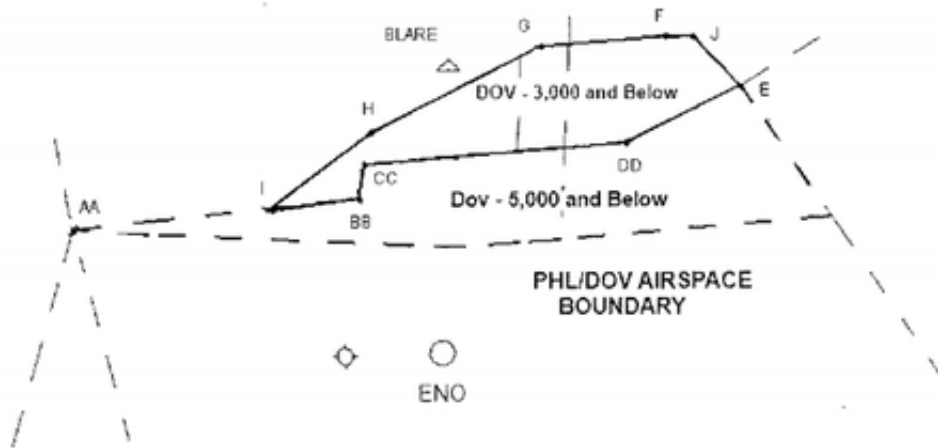
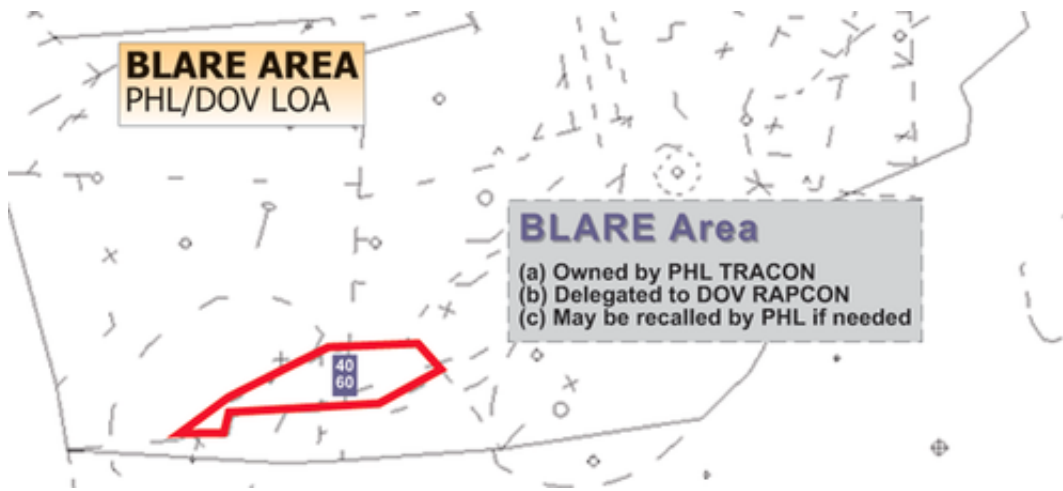
Attachment 1 - Route Depiction, Area of Jurisdiction, and Procedures Chart

Table 1 - Departures from DOV to PHL

From	Types	Route	Altitude Restriction
DOV and Satellites	Departures Requesting >FL180	MXE J110	7,000'
	PHL Arrivals	Direct DQO	7,000'
	PHL Satellites and Overflights	ENO V29 DQO or Direct DQO	5,000' or 3,000'
	Landing EVY	Direct	3,000'
	All	Direct ENO	3,000'
	EWR Satellites	V29 MXE V3 SBJ	5,000'



Attachment 2 - BLARE Area Chart



Attachment 3 - Satellite Airports

Area	Abbreviation	Satellite Airport Codes
Philadelphia Area North	PHLN	CKZ, DYL, LOM, PNE, PTW, TTN, UKT, N10, N47, 3NJ6, 9N1
Philadelphia Area South	PHLS	EVY, ILG, MQS, OQN, N57, NJ74, 17N, 58M, 7N7
ARD Area		3NJ6, CKZ, DYL, UKT, PNE, TTN
PTW/DQO Area		OQN, 7N7, 58M, PTW, MQS, N10, ILG, N47, N57, LOM, EVY

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