

Letter of Agreement

Philadelphia TRACON (PHL) & Washington ARTCC (ZDC)

Rev. 3 — 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 Washington ARTCC (ZDC).

Cancellation

PHL and ZDC Letter of Agreement, dated November 14, 2013, is hereby cancelled.

Scope

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

Delegation of Authority

Washington Center delegates to Philadelphia TRACON authority and responsibility for control of IFR arrival, departure, and tower en route (TEC) aircraft in controlled airspace within the Approach Control area described herein.

Procedures

- a. *Arrivals to Philadelphia TRACON Airspace*
 - i. Arrival aircraft shall be cleared to their destination airport within Philadelphia airspace provided:
 - 1. Arrivals are routed via routings depicted in Attachment 5, and Philadelphia TRACON has not requested holding.
 - 2. Philadelphia TRACON receives a radar handoff on arrivals at or prior to the transfer of control/communications point.
 - ii. Philadelphia TRACON must ensure the arrivals depart the arrival HPASA (Holding Pattern Airspace) at approach control altitudes.
 - iii. Holding Procedures via PAATS/VCN/JIIMS:
 - 1. Washington Center shall initiate a handoff on the next higher aircraft in the pattern that Philadelphia TRACON has not accepted. Philadelphia TRACON shall release altitudes at PAATS/VCN/JIIMS HPASA by advising Washington Center of the altitude vacated. Transfer of communication will be accomplished as soon as practicable upon Philadelphia TRACON

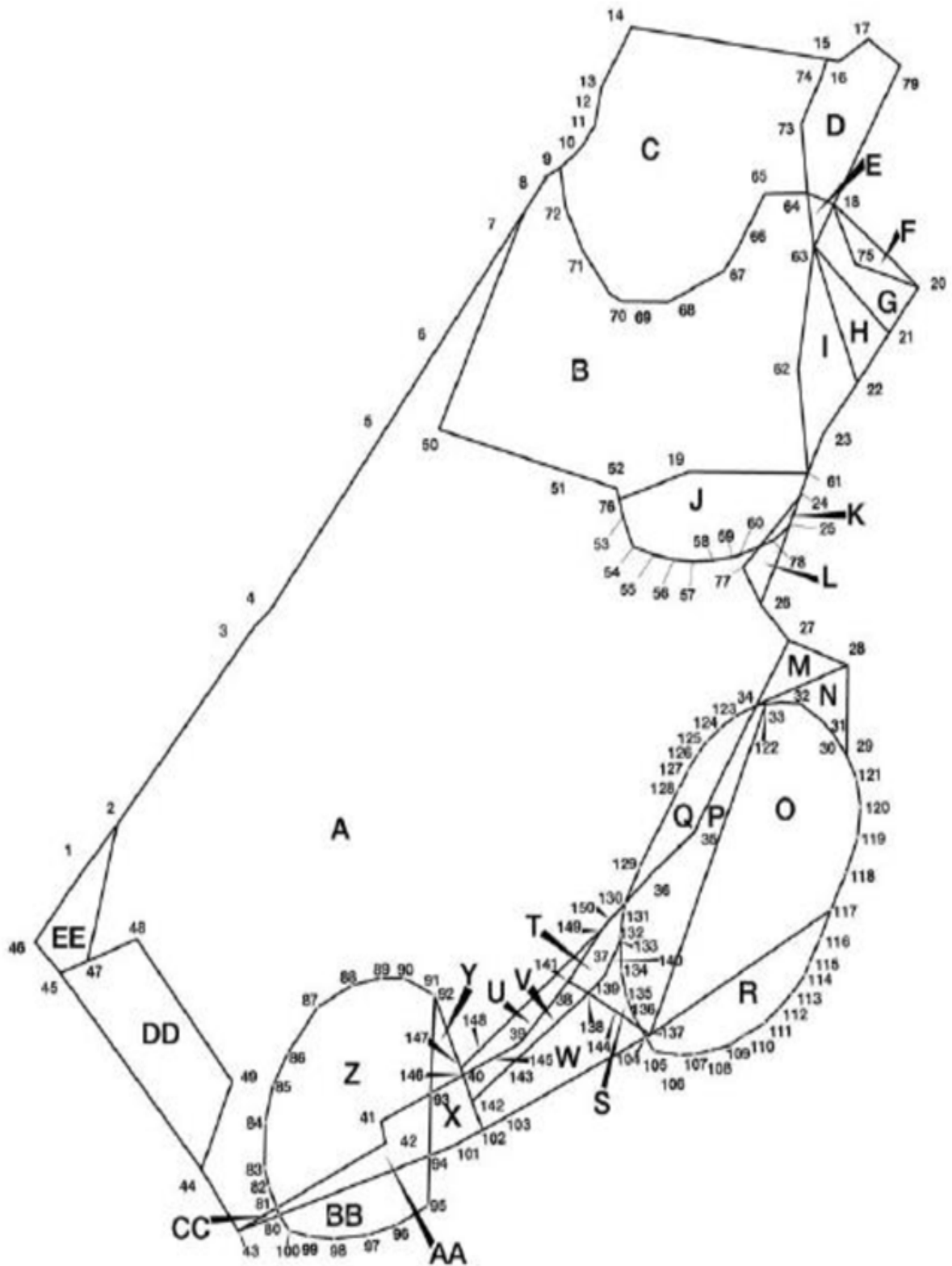
accepting the handoff.

- iv. Philadelphia TRACON has control for thirty (30) degree left turns north of V268 for arrivals via the VCN/JIIMS-STAR on or west of the SIE transition.
- v. Philadelphia TRACON has control for descent of PHL/ILG arrivals at IROKT and HEKMN or 10 NM from VCN/JIIMS if cleared direct VCN/JIIMS.
- vi. Philadelphia TRACON has control for turns in the confines of the PAATS holding pattern.
- vii. Philadelphia TRACON has control for up to forty (40) degree right turns on aircraft north of the VCN115 radial on contact.
- b. *Departures to Washington Center Airspace*
 - i. Philadelphia Tower will normally issue clearances to departure aircraft to their destination airport without informing Washington Center.
 - ii. Departure aircraft must be established on assigned routes by Philadelphia TRACON prior to penetrating Washington Center airspace. Where two departure altitudes are listed for a route, the higher altitude shall be assigned to turbojet aircraft. For OOD departures, Philadelphia TRACON may clear aircraft direct HAYDO when clear of the PAATS and VCN/JIIMS HPASAs. Washington Center has control for climb on all departures on contact and turns up to thirty (30) degrees for departures leaving 10,000'.
 - iii. Departures shall be cleared to expect requested flight level/altitude ten (10) minutes after departure.
- c. *En Route Control Services*
 - i. Philadelphia TRACON, in accordance with the routes and altitudes described in Attachment 2, shall accept aircraft operating at altitudes within Philadelphia Tower's jurisdiction.
 - ii. Except for destinations listed in Attachment 5, aircraft operating at altitudes within Washington Center's jurisdiction shall not be transferred to Philadelphia TRACON for lower altitude unless specifically requested by the pilot and approved by Philadelphia TRACON.
- d. *Transfer of Control*
 - i. Minimum radar separation between departing aircraft shall be at least five (5) miles, constant or increasing, at the time of transfer, except when vertical separation is being applied.
 - ii. Regardless of which facility requests an altitude/route change or initiates a radar point out, the receiving controller at each facility shall be responsible for all necessary internal coordination.
- e. *Beacon Codes*
 - i. If a beacon code is not compatible on handoff, the receiving facility may change the beacon code when in contact with the aircraft, without coordination.
- f. *Newfield Area*
 - i. The Newfield Area, as depicted in Attachment 7, is a portion of the airspace delegated by Washington Center to the Atlantic City International Tower (ACY). ACY in turn delegates 6,000' to 7,000' feet within this area to PHL when

operationally advantageous. It is the responsibility of Philadelphia TRACON to keep Washington Center informed of the status of the Newfield Area.

Attachment 1 – Philadelphia Tower Approach Control Airspace

Note: Approach nodes depicted in Attachment 1 are agreed about and set about in a separate document at each individual facility.



Block	Unconditional	Conditional
A	12,000' and below	None.

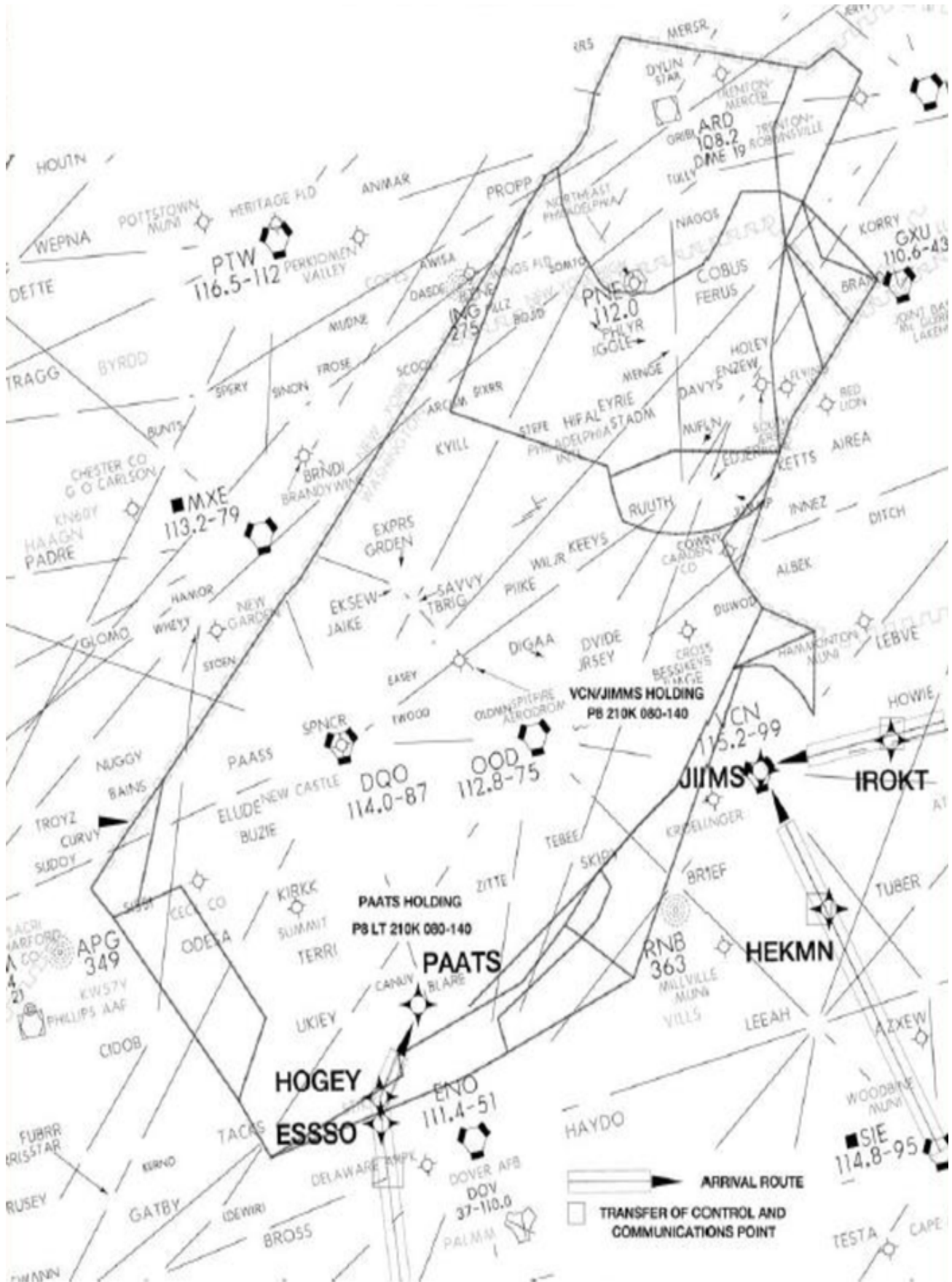
B	10,000' and below	None.
C	7,000' and below	None.
D	4,000' and below	None.
E	9,000' and below	None.
F	7,000'-8,000'	None.
G	7,000'-9,000'	None.
H	7,000'-10,000'	None.
I	4,000'-10,000'	None.
J	10,000' and below	11,000'-12,000' if not needed by ZDC for the HOLEY holding pattern (LGA KORRY arrivals).
K	4,000'-10,000'	11,000'-12,000' if not needed by ZDC for the HOLEY holding pattern (LGA KORRY arrivals).
L	4,000'-12,000'	None.
M	8,000'-12,000'	None.
N	8,000'-10,000'	None.
O	None.	From the highest altitude released by ZDC for arrivals via VCN/JIIMS to 8,000'. Aircraft shall depart HPASA at or below 12,000'.
P	8,000'	From the highest altitude released by ZDC for arrivals via VCN/JIIMS. Aircraft shall depart HPASA at or below 12,000'.
Q	8,000' and below	From the highest altitude released by ZDC for arrivals via VCN/JIIMS. Aircraft shall depart HPASA at or below 12,000'.
R	None.	From the highest altitude released by ZDC for arrivals via VCN/JIIMS to 8,000'. Aircraft shall depart HPASA at or below 12,000'.
S	8,000'	None.
T	8,000'-10,000'	None.
U	10,000' and below	None.

V	6,000'-10,000'	None.
W	6,000'-8,000'	None.
X	6,000'-9,000'	From the highest altitude released by ZDC for arrivals via ESSSO/HOGEY. Aircraft shall depart HPASA at or below 12,000'.
Y	9,000' and below	From the highest altitude released by ZDC for arrivals via ESSSO/HOGEY. Aircraft shall depart HPASA at or below 12,000'.
Z	9,000' and below	From the highest altitude released by ZDC for arrivals via ESSSO/HOGEY. Aircraft shall depart HPASA at or below 12,000'.
AA	6,000'-9,000'	From the highest altitude released by ZDC for arrivals via ESSSO/HOGEY. Aircraft shall depart HPASA at or below 12,000'.
BB	None.	From the highest altitude released by ZDC to 10,000' for arrivals via ESSSO/HOGEY.
CC	6,000'-12,000'	None.
DD	4,000' and below / 11,000'-12,000'	None.
EE	5,000'-12,000'	None.

Note for blocks J and K:

- a. When OOD Sector 19 requires this airspace for holding at HOLEY intersection:
 - i. OOD Sector 19 shall coordinate with PHL for release of the airspace to ZDC.
 - ii. PHL shall release the airspace after all known traffic within or committed to transition the airspace is clear or a point out is made to OOD Sector 19 on this traffic.
- b. OOD Sector 19 shall return the airspace to PHL when holding at HOLEY is no longer required and their traffic is clear of the airspace being returned.

Attachment 2 - Arrival Procedures



The map displays the Delaware Valley region, including parts of Pennsylvania, New Jersey, and Delaware. Key locations and features include:

- Cities and Towns:** Philadelphia, Camden, Trenton, Newark, and various smaller towns like Allentown, Reading, and Lancaster.
- Airports:** Philadelphia International Airport (PHL), Camden County Airport (CMH), and Dover Air Force Base (DOV).
- Roads:** Major highways like I-76, I-95, and I-476 are shown.
- Geographical Features:** The Delaware River, Schuylkill River, and various smaller water bodies.
- Legend:** A thick black line indicates a 'DEPARTURE ROUTE'.

Attachment 4 – PHL/ZDC Combined Frequencies

Sector	Callsign	Frequency	Notes
PHL Combined Positions			
North Arrival	PHL_NA_APP	128.40	Primary Arrival
South Arrival	PHL_SA_APP	133.87	
North Departure	PHL_ND_DEP	124.35	Primary Departure
South Departure	PHL_SD_DEP	119.75	
Woodstown	PHL_WD_APP	127.35	Primary Satellite
ZDC Combined Positions			
Gordonsville (32)	DC_32_CTR	133.72	Primary Center / High Center
Woodstown (19)	DC_19_CTR	125.45	Low Center
Swann (15)	DC_15_CTR	134.50	PAATS Feeder
Casino (51)	DC_57_CTR	127.70	JIIIMS Feeder
Smyrna (53)	DC_53_CTR	132.05	ENO/OOD Departures

Attachment 5 – PHL/ZDC Route Descriptions

Description	Route	Restriction	Frequency
Arrival Route Descriptions			
PHL Arrivals	ESSSO (PAATS-STAR)	10,000' and 250kts and Jets	133.87 (South Arrival)
	HOGHEY (DUPONT-STAR)	10,000' and 250kts and Jets	133.87 (South Arrival)
	IROKT/HEKMN or 10 nm south of JIIMS (JIIMS-STAR)	9,000' and Jets	133.87 (South Arrival)
	10 nm south of VCN (VCN-STAR)	9,000' and Jets	133.87 (South Arrival)
PHL North Sats	ESSSO (PAATS-STAR)	12,000' and 250kts and Jets	119.75 (South Departure)
	HOGHEY (DUPONT-STAR)	12,000' and 250kts and Jets	119.75 (South Departure)
	BLARE	11,000' and Turboprops	119.75 (South Departure)
	JIIMS (JIIMS-STAR)	10,000' and 250kts and Jets	119.75 (South Departure)
	VCN (VCN-STAR)	10,000' and 250kts and Jets	119.75 (South Departure)
PHL South Sats	IROKT/HEKMN or 10 nm south of JIIMS (JIIMS-STAR)	9,000' and Jets	133.87 (South Arrival)
	10 nm south of VCN (VCN-STAR)	9,000' and Jets	133.87 (South Arrival)
<i>Note 1: All PHL + PHL South Satellite area prop traffic via V29 shall be routed through either Potomac or Dover Approach, and handled as TEC traffic.</i>			
<i>Note 2: All PHL area VCN propeller traffic shall be routed through ACY Approach.</i>			
<i>Note 3: PHL South Satellite traffic via ESSSO/HOGHEY must be routed through Dover Approach.</i>			
Departure Route Descriptions			
Non-RNAV	OOD OOD198	12,000' and Jets 9,000' and Props 8,000' and Props	132.05 (Smyrna)

RNAV	OOD TEBEE HAYDO	12,000' and Jets 9,000' and Props 8,000' and Props	132.05 (Smyrna)
	OOD V29 ENO	8,000' and Props	132.05 (Smyrna)
<i>Note 4: Only prop traffic requesting 8,000' will be cleared to this altitude. Not to be used for piggyback prop departures without prior coordination.</i>			
Jet Overflight Route Descriptions			
EWR Sats (RNAV)	JAIKE (JAIKE-STAR)	13,000' and Jets	124.35 (North Departure)
EWR Sats (Non-RNAV)	DQO MUDNE V3 SBJ	13,000' and Jets	124.35 (North Departure)
Propeller Overflight Route Descriptions			
EWR	DQO V479 RUUTH V123 RBV KERNO (RUUTH-STAR)	11,000' and Turboprop	119.75 (South Departure)
EWR Sats (RNAV)	BUZIE (MAZIE-STAR)	13,000'	124.35 (North Departure)
EWR Sats (Non-RNAV)	DQO MUDNE V3 SBJ	11,000' and Turboprop	119.75 (South Departure)
LGA	DQO V479 RUUTH V123 PROUD KERNO (GATBY-STAR)	11,000' and Turboprop	119.75 (South Departure)
V29	V29 ETX	11,000' and Turboprop	119.75 (South Departure)
	V29 ETX	9,000' and Piston	133.87 (South Arrival)
<i>Note 5: Piston engine overflight traffic shall be handled as TEC traffic.</i>			

Attachment 6 – 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

Attachment 7 - Newfield Area

