

*S3 – Phoenix Class Bravo VFR Operations*

## Transitioning VFR Aircraft Around Phoenix Class Bravo Airspace

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All VFR aircraft requesting to operate in Class Bravo must:

1. have an operable two-way radio capable of communications with ATC.
2. be equipped with an operating transponder capable of automatic altitude reporting (Mode C) and assigned a discrete squawk code.
3. obtain an explicit ATC clearance. Clearance shall be specific (Into/Out-of/Through).

**\*\*\*\*Mode C Veil within 30nm of KPHX. Pilots should squawk Mode C while inside the veil, regardless of VFR/IFR or outside of Bravo airspace.\*\*\*\***

While operating in Class Bravo, VFR aircraft shall be separated from all other VFR/IFR aircraft as follows:

- VFR/IFR aircraft weighing more than 19,000 lbs. : 1 ½ miles laterally or 500 feet vertically.
- VFR/IFR aircraft weighing less than 19,000 lbs. : Target resolution (radar targets do not touch) or 500 feet vertically.
- Provide mandatory traffic advisories and safety alerts between all aircraft.

### **Transitioning over KPHX to the North or South –**

Aircraft requesting the transition through the Phoenix Bravo airspace over Sky Harbor shall be given the East or West transition based on the runway configuration in use at Sky Harbor which will place the plane over the arrival end of the runways in use. This is to avoid conflicts with departing aircraft that may climb into the path of the transitioning aircraft.

On initial contact, assign the aircraft a discrete squawk code and the Phoenix altimeter. After making radar contact, clear the aircraft THROUGH the Phoenix Bravo via the transition in use and advise the aircraft to maintain VFR and assign a hard altitude no less than 4,500. Once clear of the Bravo airspace, inform the aircraft that radar services are terminated, to squawk 1200, and that frequency change is approved.

If an aircraft is unfamiliar with the published route, give radar vectors as necessary to aid the pilot in making the transition safely.

The following shows an example of the procedure as well as the published route for the transition.

### EXAMPLE

Assume N6399B, a Cessna 172, has departed Deer Valley, VFR to the south. Phoenix Sky Harbor is currently on West flow. The communications should sound something like this:

“Phoenix Approach, Cessna N6399B is 5 miles North of Sky Harbor at 3,500, request to transition the Class Bravo to the South.”

“Cessna 99B, Phoenix Approach. Squawk 7315. Phoenix altimeter 29.94.”

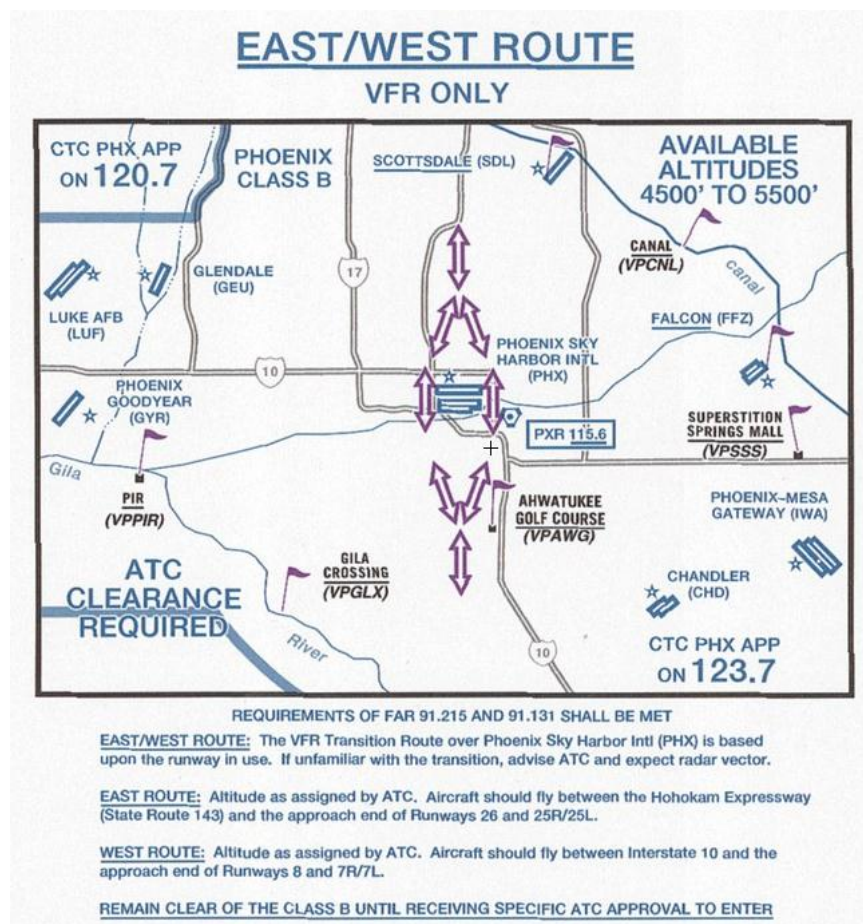
“Squawking 7315, Cessna 99B.”

“Cessna 99B, radar contact 4 miles North of Sky Harbor. Cleared through the Phoenix Bravo airspace via the East transition. Maintain VFR 4,500.”

“Cleared through the Bravo via the East transition at 4,500. Cessna 99B.”

Once clear of the Bravo:

“Cessna 99B, leaving Phoenix Bravo airspace. Resume own navigation. Radar services terminated, squawk one-two-zero-zero, frequency change approved.”



## **VFR Arrivals to KPHX-**

Inbound VFR aircraft requesting to land at Sky Harbor shall be issued a squawk code and the Phoenix altimeter (unless they have the current ATIS) on initial contact . After confirming radar contact, clear the aircraft INTO the Phoenix Bravo. Issue instructions on how you would like the aircraft to enter the pattern for the desired runway.

“Phoenix Approach, Cessna 6399B is over Firebird Lake, requesting to land at Sky Harbor.”

“Cessna 99B, Phoenix Approach. Squawk 0722. Phoenix altimeter 30.04.”

“Squawking 0722, Cessna 99B.”

“Cessna 99B, you are radar contact 7 miles south of Sky Harbor, cleared into the Phoenix Bravo. Enter left downwind, runway 25L.”

“Cleared into the Bravo, we’ll make left downwind for runway 25L, Cessna 99B.”

You would hand-off to tower prior to entering their airspace, or if no tower, clear them to land.

A note to remember, VFR aircraft are not authorized to perform instrument approaches into controlled airfields without authorization. They must be requested as a “practice approach” and clearance must be given by ATC as such. In many cases, the pilot will be informed that no separation services will be provided while executing the approach.

It is important to know that some instrument approaches (such as VOR-GPS A for Scottsdale) will require the VFR aircraft to transition INTO the Bravo airspace to properly execute the entire instrument approach, and appropriate clearance should be issued.

**\*\* - More information is available in the S3-Instrument Approach Procedures Tutorial.**

## **VFR Departures from KPHX-**

VFR aircraft requesting departure from Sky Harbor should announce their intended direction of flight. Your clearance should include their clearance OUT of the Bravo airspace and the direction of flight. Assign the aircraft an initial altitude at or below 4,000, a departure frequency, and squawk code. After the aircraft reads back the clearance correctly, taxi the aircraft to the departure runway. If they have not previously advised they have the current atis, you should give, at a minimum, the altimeter. Wind, visibility, and clouds may also be added.

“Cessna 99B, cleared out of the Phoenix Class Bravo to the Southwest. After departure, fly runway heading. Maintain VFR at or below 4,000. Departure on 128.65, squawk 0711.”

You may give specific departure instructions at the time of take-off clearance or once the aircraft is airborne. The following are the Tower LOA recommended headings:

|              | Direction of Flight | West Flow        | East Flow        |
|--------------|---------------------|------------------|------------------|
| VFR Headings | North               | 330 <sup>o</sup> | 010 <sup>o</sup> |
|              | South               | 190 <sup>o</sup> | 140 <sup>o</sup> |

Once clear of the Bravo airspace, issue the following instruction:

**“Cessna 99B, you are leaving the Phoenix Bravo. Resume own navigation. Radar services terminated, squawk one-two-zero-zero. Frequency change approved.”**

Unless the VFR aircraft is larger than 19,000 lbs., VFR aircraft should be given instructions that will allow them to depart the Phoenix Bravo airspace as quickly as possible. Unless necessary, or flight following has been requested by the pilot, tower should be able to have VFR aircraft depart the Bravo without the need to contact departure.

Aircraft weighing more than 19,000 lbs. and Group A Turbojet aircraft should be given a heading and altitude that will allow them to stay within the Class Bravo for a longer period of time during high volumes of VFR traffic operating below the Class Bravo.

**\*\* For more information on Class Bravo procedures, refer to the VATUSA Training Resource Center and the FAA Order JO 7110.65T Chapter 7.**