# vZNY VFR Procedures at Class B and C Airports

As of March 2023, the standard operating procedures for handling VFR clearances at vZNY Class B and C airports have changed. The procedures, which can be found in each applicable airport's SOP, are more accurate to real world operation.

At present we generalize clearance procedures for the purpose of simplification. Unfortunately, this has led to many misunderstandings and incorrectly learned concepts. While VFR itself isn't difficult to understand, the procedures by which VFR aircraft are governed at Class B and C airports are highly influenced by local direction. If one were to survey how VFR clearances are handled across the United States, they would find enough variability that would contradict our current practices.

After consulting the real world documentation and members from these facilities, the vZNY training staff has rewritten the VFR Clearance Delivery and Tower sections of each facility SOP. Below is a sample of how the clearance table appears:

| Operation | Departure Runway | Direction | Departure Instructions | Altitude | Departure Frequency |
|---|---|---|---|---|---|
| VFR w/ Flight Following (**Props**) | All | All | Fly runway heading | 3000' | 124.350 (Philadelphia Departure) |
| VFR w/ Flight Following (**Jets**) | All | All | Fly runway heading | 4,500' | 124.350 (Philadelphia Departure) |
| VFR w/o Flight Following (**Props Only**) | All | All | Fly runway heading | 2000' | 118.500 (Philadelphia Tower) |

The table includes all of the pertinent information one would need to provide a valid clearance to a VFR aircraft. Simply read left to right and insert the applicable instruction into the phraseology.

For the sake of efficiency, the phraseology is included underneath the table in each SOP.

***FLIGHT FOLLOWING PHRASEOLOGY-***

*CLEARED THROUGH (THE PHILADELPHIA) BRAVO AIRSPACE, FLY RUNWAY HEADING, MAINTAIN (**altitude**), DEPARTURE FREQUENCY (**frequency**), SQUAWK (code).*

***NO FLIGHT FOLLOWING PHRASEOLOGY-***

*CLEARED OUT OF (THE PHILADELPHIA) BRAVO AIRSPACE, FLY RUNWAY HEADING, MAINTAIN VFR AT OR BELOW (**altitude**), DEPARTURE FREQUENCY (**frequency**), SQUAWK (code).*

Using the above table, here's a clearance example for a VFR prop requesting flight following:

*CLEARED THROUGH BRAVO AIRSPACE, **FLY RUNWAY HEADING**, MAINTAIN **3,000**, DEPARTURE FREQUENCY **124.35**, SQUAWK 0601*

# Clearance Delivery & Local Control Reminders

★ **Identify the operation for which the aircraft is requesting.**
- If none is specified, ask. Here are some examples:
  - *"Do you wish to remain in the Bravo/Charlie airspace?"*
  - *"Would you like flight following?"*
  - *"What is your direction of flight?"*

★ **Departure instructions may be conditional on runway configurations.**
- Carefully inspect each facility's clearance delivery table for important notes. These notes will make reference to exceptional circumstances where an alternative instruction is required for separation. Here's an example:
  - *(JFK SOP) Note 1: If Overflow 22L is in use, departure headings off of the 13s should be coordinated with N90.*

★ **Use caution when assigning the departure frequency.**
- The tables list the ideal departure frequency. In most cases, if an aircraft intends on remaining inside the airspace beyond Local's control, they will expect the standard IFR TRACON frequency. If an aircraft wants to "punch out" or terminate radar services immediately upon exiting the airspace within Local's control, they will expect the Tower frequency. N90 airports have a position called "CBA" or Class Bravo Airspace. The CBA position is a part of Local control and has specifically defined ownership of the airspace. Consult the Tower section in the facility SOP for more information about CBA positions.
- Since VATSIM operates top-down, it is more than likely that the ideal departure frequency will not always be online. Instead, a higher up position may absorb the responsibility of working departures. Here are some situational examples:
  - *Only JFK Tower (119.1) is online. They automatically cover the CBA position. Their frequency would be issued as the departure frequency in lieu of the CBA frequency listed in the table.*
  - *Only JFK Approach (128.12) is online. They automatically cover JFK Departure and JFK Tower and would assume both of their responsibilities.*
  - *If no other controller online is covering any of the ideal positions, then the departure frequency is UNICOM (122.8).*
- If you are currently working the ideal departure frequency, let's say as the airport's primary Local or Departure controller, then you can either reissue your frequency or state "this frequency." Here's some examples:
  - *"...departure frequency 119.1…"*
  - *"...departure this frequency…"*

★ **<u>As a Local controller, know when you need to radar identify VFR departures.</u>**
- Facilities with full radar towers may radar identify VFR departures.
- When and when not to radar identify VFR departures is explained in the Tower Control portion of the facility SOP in the ***Tower Procedures*** tab.

# Practice Clearance Scenarios

***Let's put your newfound knowledge to a test!*** Below are various scenarios of clearances you might handle on VATSIM. Consult the applicable facility SOP and compare your answers with the ones found on the answer sheet.

> *Note: **Next Available Controller** represents the next controller that would control your airport. If you are on Ground and the next available controller was Departure, they would assume the responsibilities of Local Control.*

1. **PHL SOP**

| Your Position | Next Available Controller | Airport Config | Aircraft Type | VFR Request |
|---|---|---|---|---|
| PHL_GND (121.9) | PHL_NA_APP (128.4) | 27 L/R | C172 | "...request VFR clearance to the north with flight following…" |

2. **JFK SOP**

| Your Position | Next Available Controller | Airport Config | Aircraft Type | VFR Request |
|---|---|---|---|---|
| JFK_TWR (119.1) | JFK_APP (128.125) | 4 L/R (LGA ILS 22) | P28A | "...request VFR clearance to the east, negative flight following…" |

3. **ISP SOP**

| Your Position | Next Available Controller | Airport Config | Aircraft Type | VFR Request |
|---|---|---|---|---|
| ISP_GND (135.3) | NY_CTR (125.325) | 24 | C208 | "...request VFR clearance to the north, destination BDR, with flight following…" |

4. **ABE SOP**

| Your Position | Next Available Controller | Airport Config | Aircraft Type | VFR Request |
|---|---|---|---|---|
| ABE_GND (121.9) | NY_CTR (125.325) | 6 | SR22 | "...request VFR departure to the south, negative flight following…" |

5. **EWR SOP**

| Your Position | Next Available Controller | Airport Config | Aircraft Type | VFR Request |
|---|---|---|---|---|
| EWR_DEL (118.85) | None | 22 L/R (LGA 31) | CL60 | "...request VFR clearance to the east, negative flight following…" |

6. **LGA SOP**

| Your Position | Next Available Controller | Airport Config | Aircraft Type | VFR Request |
|---|---|---|---|---|
| LGA_TWR (118.7) | LGA_APP (120.8) | 31 | BE33 | "...request the Skyline Route southbound…" |

7. **JFK SOP**

| Your Position | Next Available Controller | Airport Config | Aircraft Type | VFR Request |
|---|---|---|---|---|
| JFK_TWR (119.1) | None | 31 L/R (LGA 22) | SF50 | "...request VFR clearance to the east, negative flight following…" |

8. **LGA SOP**

| Your Position | Next Available Controller | Airport Config | Aircraft Type | VFR Request |
|---|---|---|---|---|
| LGA_GND (121.7) | LGA_TWR (118.7) | 31 | EC45 | "...request VFR departure to the east…" |

9. Working PHL Local for question 1, do you radar identify the departing aircraft? Yes or No

10. Working JFK Local for question 2, do you radar identify the departing aircraft? Yes or No

11. Working ABE Local for question 4, do you radar identify the departing aircraft? Yes or No

12. Working JFK Local for question 7, do you radar identify the departing aircraft? Yes or No

# Practice Clearance Scenarios Answers

1. CLEARED THROUGH BRAVO AIRSPACE VIA FLY RUNWAY HEADING, MAINTAIN 3,000, DEPARTURE FREQUENCY 128.4, SQUAWK 0601

2. CLEARED OUT OF BRAVO AIRSPACE VIA TURN RIGHT HEADING 180, MAINTAIN VFR AT OR BELOW 1,400, DEPARTURE THIS FREQUENCY, SQUAWK 0301

3. ON DEPARTURE FLY RUNWAY HEADING, MAINTAIN VFR AT OR BELOW 2,000, DEPARTURE FREQUENCY 125.32, SQUAWK 0101

4. ON DEPARTURE FLY RUNWAY HEADING, MAINTAIN VFR AT OR BELOW 3,000, DEPARTURE FREQUENCY 125.32, SQUAWK 0601

5. CLEARED THROUGH BRAVO AIRSPACE VIA TURN LEFT HEADING 190, AT 2,000, TURN RIGHT HEADING 220, MAINTAIN 2,500, DEPARTURE FREQUENCY 122.8, SQUAWK 0301

6. CLEARED THROUGH BRAVO AIRSPACE VIA SKYLINE ROUTE SOUTH-BOUND, DEPARTURE THIS FREQUENCY, SQUAWK 0201

7. CLEARED THROUGH BRAVO AIRSPACE VIA TURN LEFT HEADING 170, MAINTAIN 2,000, DEPARTURE ON UNICOM, SQUAWK 0301

8. CLEARED OUT OF BRAVO AIRSPACE VIA THE THROGS NECK BRIDGE, MAINTAIN VFR AT OR BELOW 1,000, DEPARTURE FREQUENCY 118.7, SQUAWK 0201

9. No

10. Yes

11. No

12. No