

Standard Operating Procedures

General

This document describes the standard operating procedures for controlling at any of the positions within the Allentown TRACON and the airports it serves.

The procedures described herein compliment and/or supercede the Basic New York SOP.

Changes

Preliminary Release	(Not proofed and therefore should not be printed)
February, 2008	Updated all sections

Notes

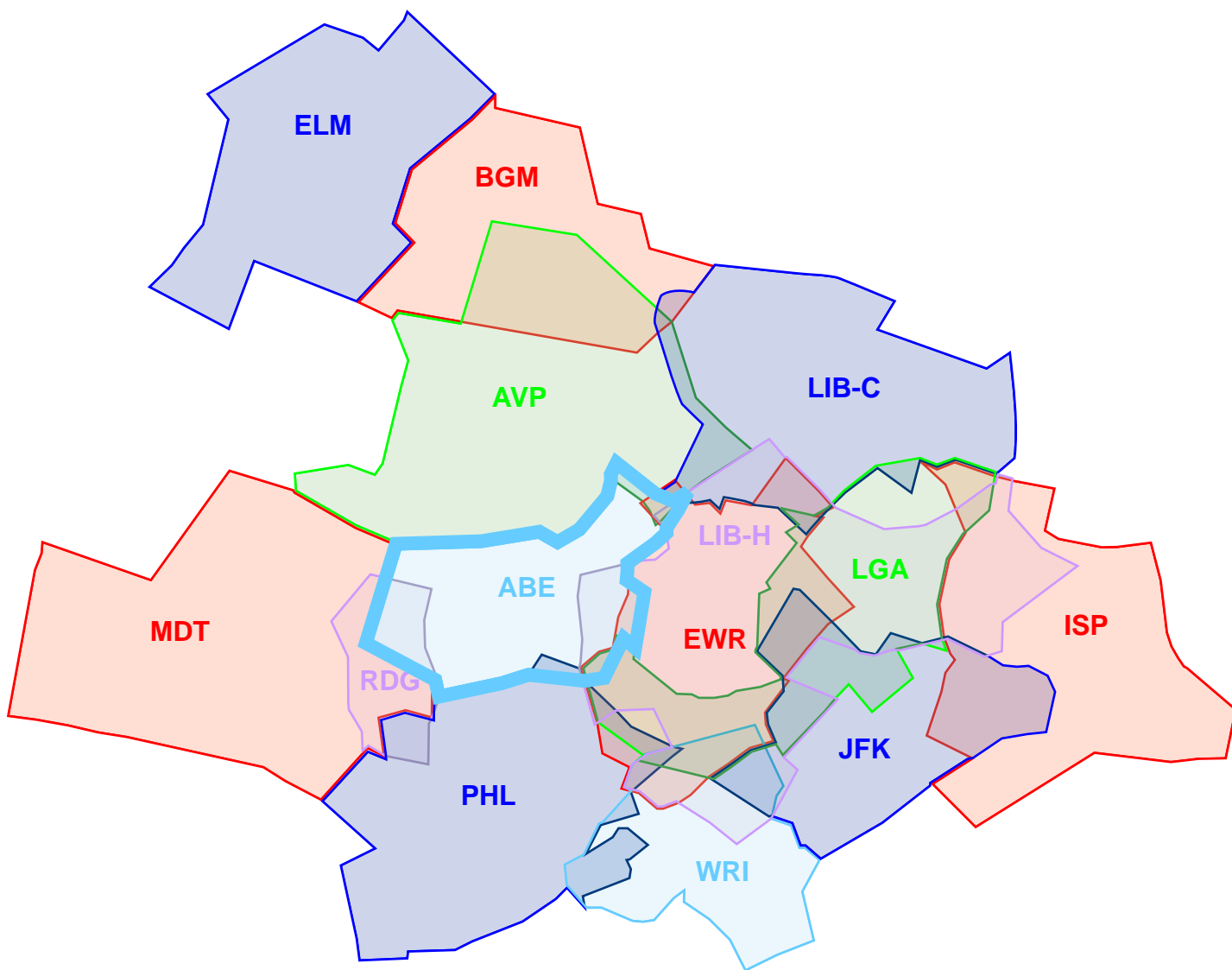
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Pages marked as *** are not available at this time and will be added as soon as practicable.

New York ARTCC - Terminal Radar Approach Controls

ABE - Allentown TRACON



Allentown TRACON

Area Airport Notes

- 1) Squawk
 - This is the range of beacon codes assigned to each towered airport.
 - All aircraft departing from non-towered airports will be assigned a beacon code from the controlling TRACON or Center controller.
- 2) Tower, Ground, Clearance
 - The first item is the defined frequency that the controller will transmit on.
 - The second item is the controller ID that is used to identify the position and is unique within NY.
- 3) ATIS
 - This is the frequency that will broadcast airport information using a voice ATIS if desired

VFR Beacon Codes

ALL aircraft that will be traversing the Allentown Class C airspace MUST be given a discreet squawk code for participation in radar services. In addition, flight following may be pre-arranged and discreet squawks may be assigned for that purpose on the ground.

The codes are to be assigned from the **060X** subset starting with **0601**, followed by **0602**, **0603**, etc.

CLEARANCE DELIVERY

General Information

1) Departure Procedure

There is no DP out of Allentown.

2) Initial Altitude

The initial altitude for all departures and all types is 5,000'.

3) Radar Frequencies

Frequency	Position	Code
124.45	ABE_S_APP	GA
119.65	ABE_N_APP	GB
118.20	ABE_F_APP	GC

The first available controller in this list should be handling departures. If center is the only available controller from this list, then check with center to see if a non-listed controller may be covering the airspace above you.

4) VFR

Determine the pilot's intentions and issue a standard VFR clearance.

The VFR subset for Allentown TRACON is 0601-0677

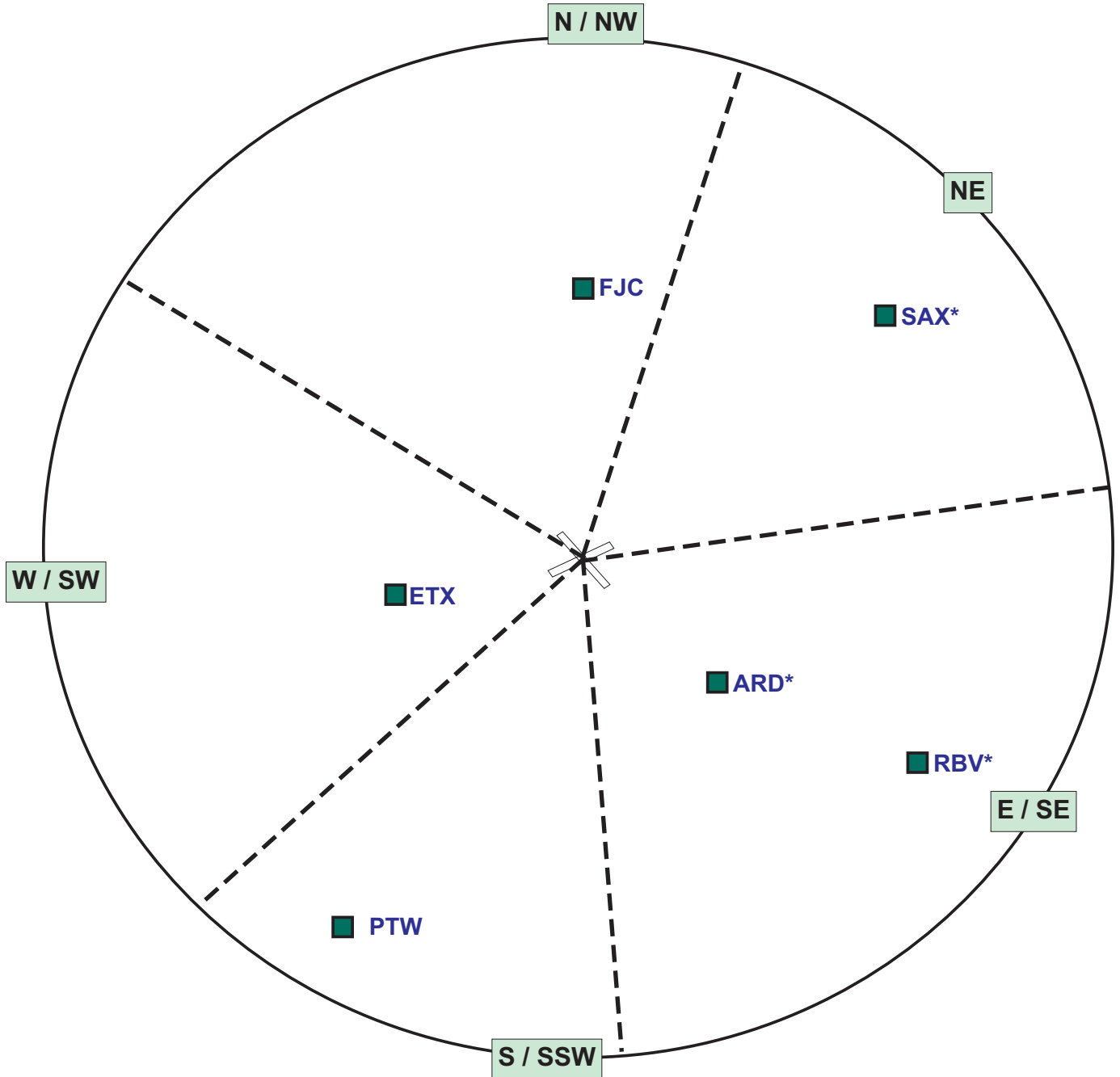
While filing a flight plan is not required, it can be useful to later ATC. Request that the pilot file a quick VFR flight plan (Departure & Arrival only will suffice as you can amend the rest via ASRC/VRC).

Allentown TRACON - Allentown

Exit Direction Guide

While strict exit points are not required, the following guide may come in handy for directing pilots to proper exits for departing the area.

* To be used to N90 Airports ONLY



Allentown TRACON – Allentown

Routing To New York ARTCC Airports

1) To LaGuardia Area Airports

RBV direct at 11,000'.

2) To Newark Area Airports

SAX direct at 7,000'.

3) To Kennedy/Islip Area Airports

RBV direct at 11,000'.

4) To Philadelphia Area Airports

PTW direct at 12,000'

Routing To Washington ARTCC Airports

1) To Baltimore International (KBWI)

PTW MXE BAL at 14,000'.

2) To Reagan National Airport (KDCA)

PTW MXE BAL DCA at 14,000'

3) To Dulles International Airport (KIAD)

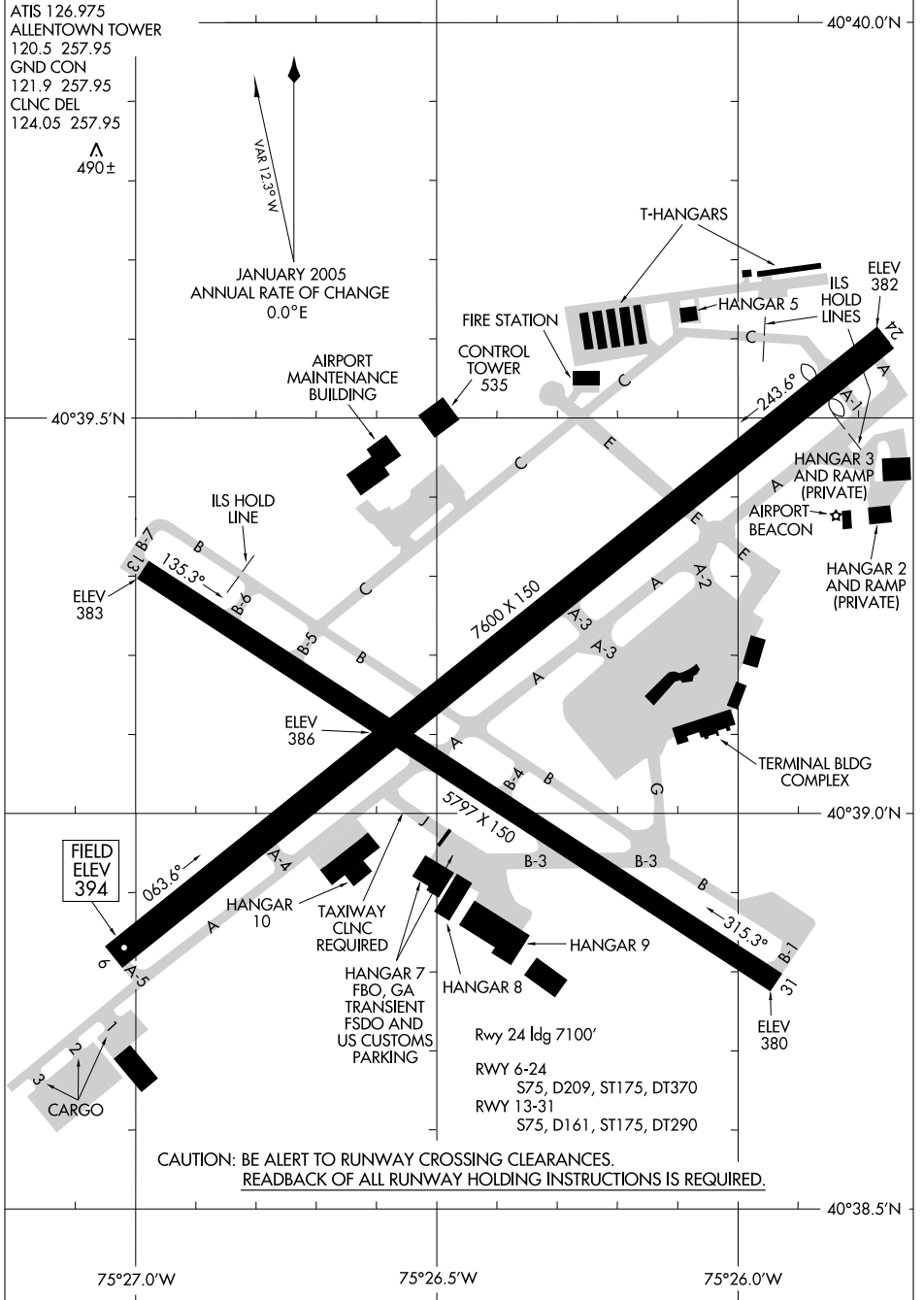
ETX LRP.DELRO1 (ETX LRP V143 MULRR AML) at 16,000

06271

AIRPORT DIAGRAM

ALLENTOWN / LEHIGH VALLEY INTL (ABE)
ALLENTOWN, PENNSYLVANIA

AL-15 (FAA)



NE-4, 17 JAN 2008 to 14 FEB 2008

NE-4, 17 JAN 2008 to 14 FEB 2008

AIRPORT DIAGRAM

06271

ALLENTOWN, PENNSYLVANIA
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

KABE – Allentown

TOWER

Runway Selection

Wind Speed	Direction	Configuration	
		Depart	Land
0-4	Any	6	6
5-15	010-100	6	6
	101-180	13	13
	181-289	24	24
	290-009	31	31

- If Runway 13/31 is best aligned, but the aircraft needs the longer runway, use 6/24 that is best aligned with the wind.

TOWER

IFR Operations

1) Releases

Releases from LaGuardia are automatic unless Allentown requests individual releases.

2) Separation

The standard departure separation technique to use is anticipated radar separation. Only use timed separation if the pilot requests it.

3) Radar

By agreement with Allentown, this tower will not radar identify departing IFR aircraft and will instruct a departure to contact departure control once the aircraft appears to be clear of any traffic.

4) Departures

Runway	Heading
All	Runway Heading

5) Missed Approaches

Runway	Heading	Altitude
6	060	3,000'
13	270	3,000'
24	270	3,000'
31	310	3,000'

Coordinate with departure control as soon as possible. Handoff to departure control when traffic is not a factor.

KABE – Allentown

TOWER

VFR Operations

1) **Airspace**

Class CHARLIE.

2) **Departures**

All departures should be issued a valid VFR squawk code as the Class C airspace will be traversed unless the A/C is simply doing pattern work.

3) **Flight Following**

Squawk code and departure frequency should be coordinated with the TRACON while the A/C is taxiing to the active runway.

4) **Pattern Work**

Runway	Direction
All	LEFT

All props should be at 1,500' and jets at 2,000'. Adjust these when necessary to avoid over-flights or normal IFR traffic flow.

Allentown TRACON

Operational Radar Positions

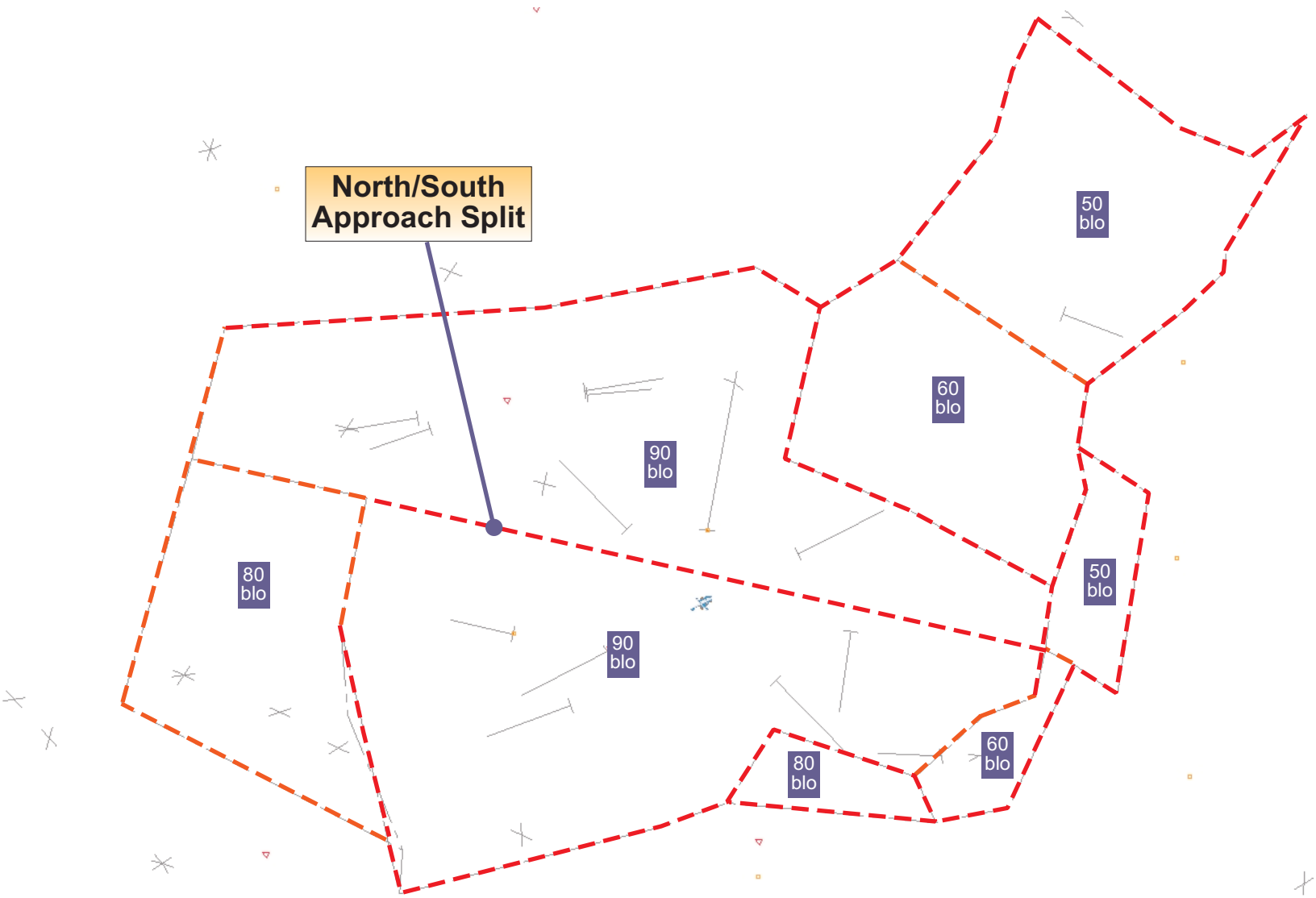
Sector	Callsign	Frequency	ID	ARTS	Squawk	Notes
South	ABE_S_APP	124.45	GA	Z	4050-4077	Primary
North	ABE_N_APP	119.65	GB	F	"	
Final	ABE_F_APP	118.2	GC	X	"	

Notes

- The radio name of all positions is "**Allentown Approach**".

Allentown TRACON - Allentown

Airspace Delgation



Allentown TRACON - Allentown

Video Map

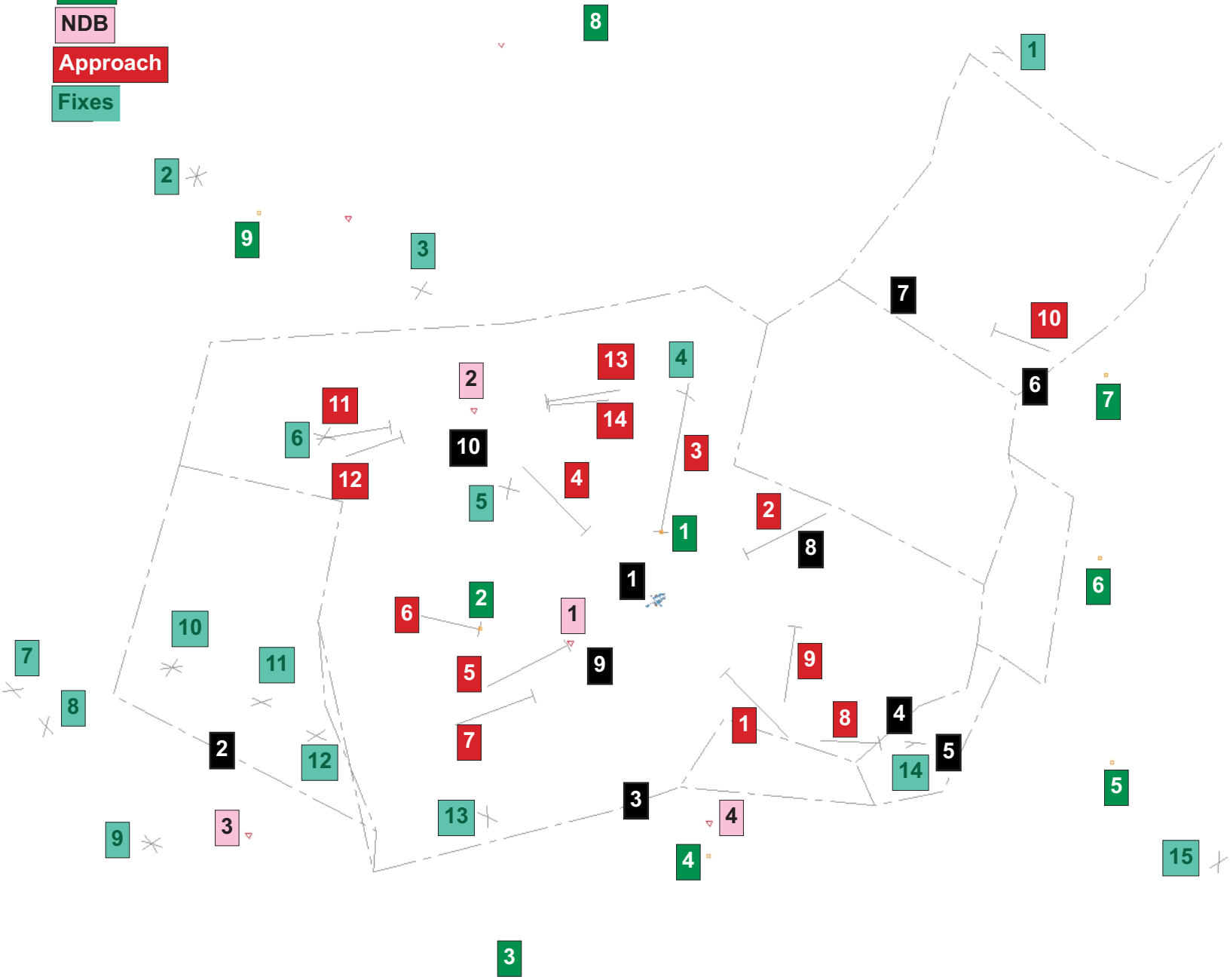
Airport / Heliport

VOR

NDB

Approach

Fixes



Allentown TRACON

Video Map Legend

Airports / Heliports

- 1 Allentown Lehigh Valley (KABE)
- 2 Reading Regional Airport (KRDG)
- 3 Quakertown Airport (KUKT)
- 4 Alexandria Airport (N85)
- 5 Sky Manor Airport (N40)
- 6 Blairstown Airport (1N7)
- 7 Stroudsburg-Pocono Airport (N53)
- 8 Braden Airpark Airport (N43)
- 9 Allentown Queen City Muni (1N9)
- 10 Jake Arner Memorial Apt (22N)

VOR's

- 1 FJC – Allentown
- 2 ETX – East Texas
- 3 PTW – Pottstown
- 4 CKZ – Pennridge
- 5 SBJ – Solberg
- 6 BWZ – Broadway
- 7 STW – Stillwater
- 8 LVZ – Wilkes-Barre
- 9 HZL – Hazelton

NDB's

- 1 AB
- 2 LQX – Carbon
- 3 RD – Reading
- 4 UKT – Quakertown

Approaches

- 1 KABE – RNAV (GPS) Rwy 31
- 2 KABE – ILS/LOC/RNAV (GPS) Rwy 24
- 3 KABE – VOR-A
- 4 KABE – ILS/RNAV (GPS) Y/Z Rwy 13
- 5 KABE – ILS/RNAV (GPS) Y/Z Rwy 6
- 6 1N9 – VOR/GPS-B
- 7 1N9 – GPS Rwy 7
- 8 N40 – VOR/GPS Rwy 7
- 9 N43 – GPS Rwy 36
- 10 N53 – VOR/DME or GPS-A
- 11 N22 – RNAV/GPS Rwy 8
- 12 N22 – NDB Rwy 8
- 13 N22 – RNAV/GPS Rwy 26
- 14 N22 – NDB Rwy 26

Fixes

- 1 TALLI
- 2 DIANO
- 3 LYTEL
- 4 BEERS
- 5 SLATT
- 6 SNOWY
- 7 HWANG
- 8 KERYN
- 9 BOYER
- 10 DUMMR
- 11 SUZIE
- 12 FLOAT
- 13 HIKES
- 14 LANNA
- 15 LINER

Allentown TRACON

TRACON

IFR Operations

The following procedures should be utilized when working the Allentown TRACON positions:

KABE

Runway 13 Departures: Fly runway heading to 1,600' before turning on course

Runway 24 Departures: Fly runway heading to 1,600' before turning on course

N43

Runway 18/26: Only authorized IFR runways

N53

Runway 8 Departures: Climb to 1,180' before turning on course

Runway 26 Departures: Climb to 1,180' before turning on course

1N9

Runway 7 Departures: Climb to 2,200' before turning on course

Runway 25 Departures: Climbing RIGHT turn direct ETX

Runway 33 Departures: Climbing LEFT turn direct ETX

22N

Runway 8 Departures: Climb to 2,500' on heading 070 then on course

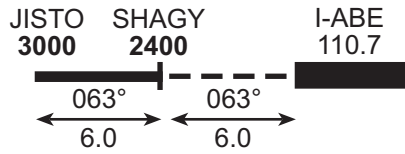
Runway 26 Departures: Climb to 2,500' on heading 250 then on course

Allentown TRACON

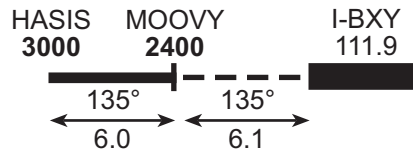
Instrument Approaches

KABE

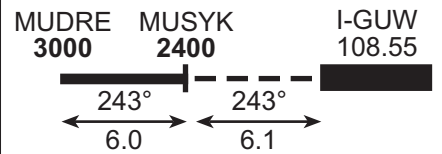
ILS/RNAV(GPS) 6



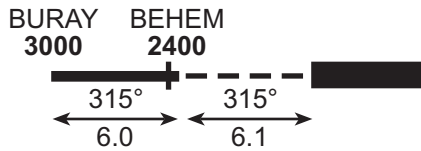
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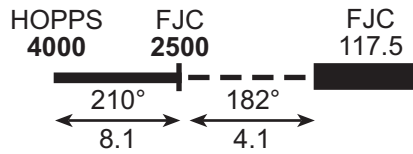
ILS/RNAV (GPS) 24



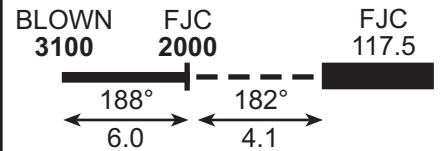
RNAV (GPS) 31



VOR-A

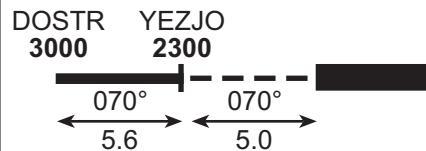


TACAN-C

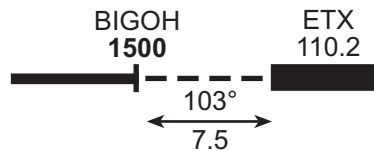


1N9

GPS 7

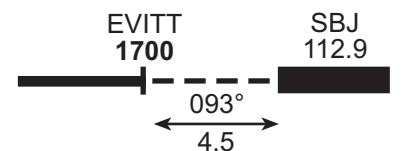


VOR or GPS-B



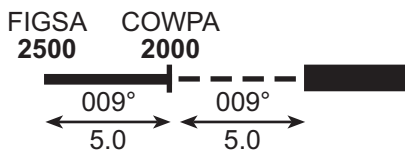
N40

VOR or GPS 7

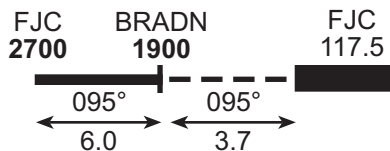


N43

GPS 36

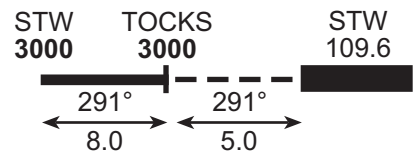


VOR/DME/GPS-D



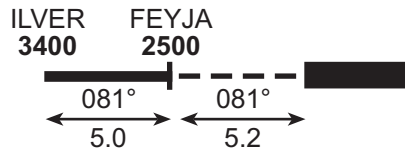
N53

VOR/DME/GPS-A

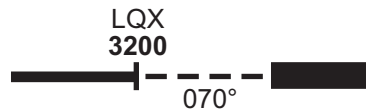


22N

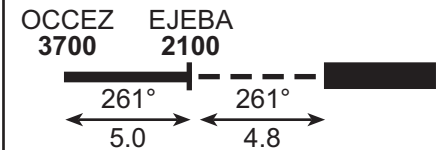
RNAV (GPS) 8



NDB 8



RNAV (GPS) 26



NDB 26

