

## PHOENIX VFR TERMINAL AREA CHART

### PHOENIX EAST/WEST ROUTE VFR ONLY

### PHOENIX LUKE SATR NORTH AREA CONTACT 118.15

### PHOENIX LUKE SATR SOUTH AREA CONTACT 125.45

### PHOENIX PHOENIX CLASS B AIRSPACE


### PHOENIX PHOENIX TAC

#### ADDITIONAL AIRPORT INFORMATION

- Other than non-surfaced airports
- Other than non-surfaced airports
- Other than non-surfaced airports
- Other than non-surfaced airports
- Other than non-surfaced airports

#### PHOENIX TAC

VFR TERMINAL AREA CHART SCALE 1:250,000



Federal Aviation Administration

### VFR TRANSITION ROUTE (ATC CLEARANCE REQUIRED) ALTITUDE ASSIGNED BY ATC

### EAST/WEST ROUTE VFR ONLY

### LUKE SATR NORTH AREA CONTACT 118.15

### LUKE SATR SOUTH AREA CONTACT 125.45

#### REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

**EAST/WEST ROUTE:** Altitude as assigned by ATC. Aircraft should fly between the Hohokam Expressway (State Route 143) and the approach end of Runway 20 and 22R/22L.

**WEST ROUTE:** Altitude as assigned by ATC. Aircraft should fly between Interstate 10 and the approach end of Runways 6 and 7R/7L.

REMAIN CLEAR OF THE CLASS B UNTIL RECEIVING SPECIFIC ATC APPROVAL TO ENTER

#### REQUIREMENTS OF FAR 93.177 MUST BE MET

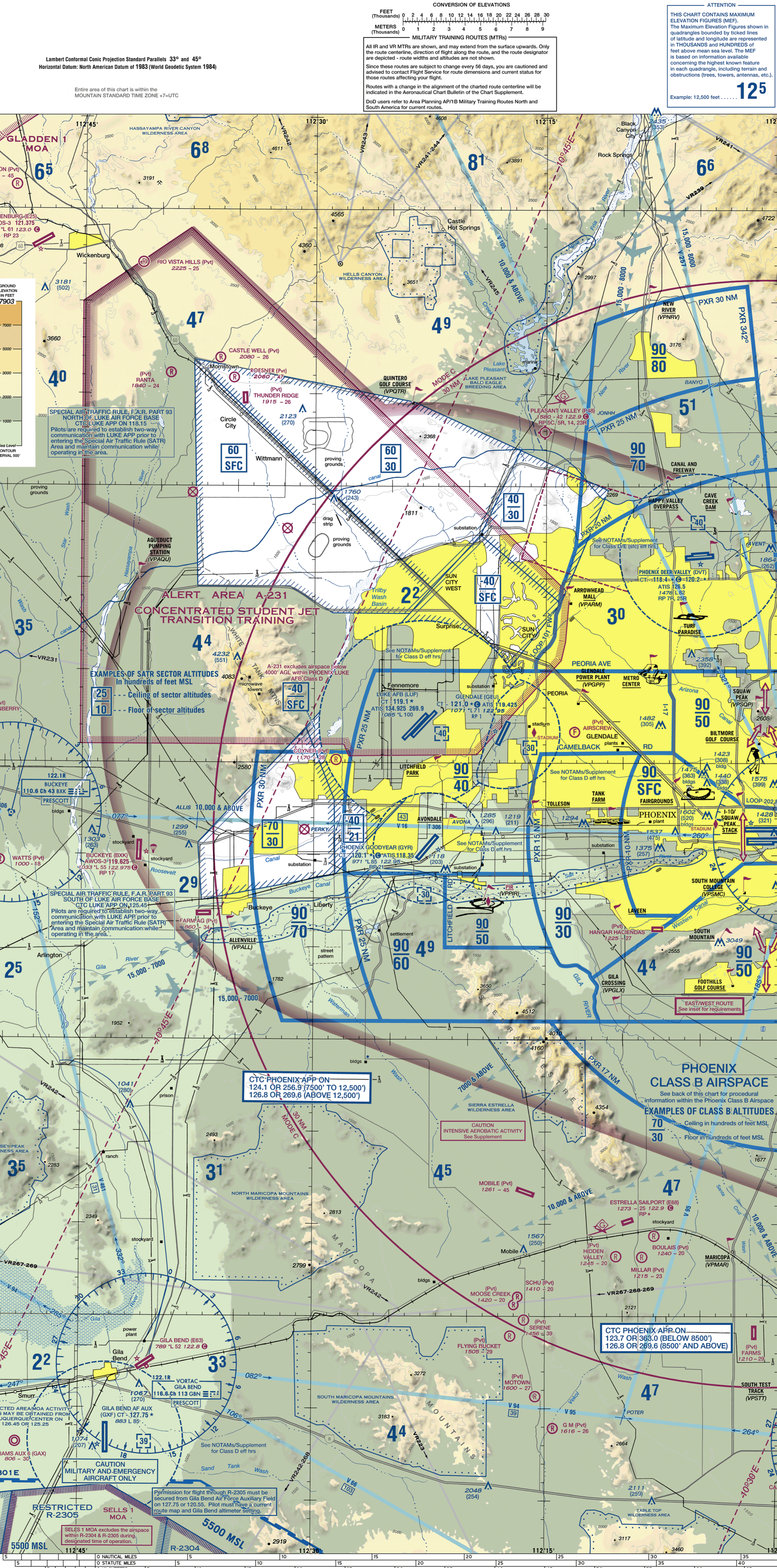
The Luke AFB Special Air Traffic Rule is described in FAR 93.177 and is active during official daylight hours Monday through Friday while Luke pilot flight training is underway, as broadcast on the local Automatic Terminal Information Service (ATIS) from LUAF, DVT, GEU, and GVR towers.

**OPERATIONS IN THE SPECIAL AIR TRAFFIC RULE (SATR) AREA:** Unless otherwise authorized by Air Traffic Control (ATC), no person may operate an aircraft in flight within the SATR Area unless the following requirements are met:

- Before operating within the SATR Area, that person establishes radio contact with the Luke RAPCON; and
- That person maintains two-way radio communication with the Luke RAPCON or an appropriate ATC facility while within the SATR Area.

Requests for deviation from the provisions of this section apply only to aircraft not equipped with an operational radio. The request must be submitted at least 24 hours before the proposed operation to Luke RAPCON at 623-856-6445.

**NOTE:** When the Luke AFB Special Air Traffic Rule is in effect, pilots operating NORTH of Luke AFB must contact LUKE APPR ON 118.15, pilots operating SOUTH of Luke AFB must contact LUKE APPR ON 125.45, prior to entering the SATR Area.



#### CONVERSION OF ELEVATIONS

FOOT METERS

0	0
1	0.30
2	0.60
3	0.90
4	1.20
5	1.50
6	1.80
7	2.10
8	2.40
9	2.70
10	3.00
11	3.30
12	3.60
13	3.90
14	4.20
15	4.50
16	4.80
17	5.10
18	5.40
19	5.70
20	6.00
21	6.30
22	6.60
23	6.90
24	7.20
25	7.50
26	7.80
27	8.10
28	8.40
29	8.70
30	9.00

#### MILITARY TRAINING ROUTES (MTR)

All MTR and VFR MTRs are shown and used except from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted. Route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

DoD users refer to Area Planning APTM Military Training Routes North and South America for current updates.

#### CAUTION: SEVERE TURBULENCE MAY OCCUR OVER RUGGED TERRAIN. SEE AIM.

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

#### CAUTION: THIS CHART IS PRIMARILY DESIGNED FOR VFR NAVIGATIONAL PURPOSES AND DOES NOT PURPORT TO INDICATE THE PRESENCE OF ALL POWER TRANSMISSION AND TELECOMMUNICATION LINES, TERRAIN OR OBSTACLES WHICH MAY BE ENCOUNTERED BELOW REASONABLE AND SAFE ALTITUDES.

#### THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES ONLY

The Maximum Elevation Figures shown in this chart are rounded to the nearest 100 feet of latitude and longitude are represented in the THOUSANDS and HUNDREDS of feet above mean sea level. The MEF are depicted in each quadrant, including terrain and obstructions (trees, towers, antennas, etc.).

#### FOR PROCUREMENT: For digital products, visit

For a list of approved FAA Flight Providers, visit our website at [http://www.faa.gov/waiver/flightproviders/vfr/vfr\\_provider/](http://www.faa.gov/waiver/flightproviders/vfr/vfr_provider/)

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THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE PHOENIX AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

**CAUTION**  
THE ENTIRE PHOENIX AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS B AIRSPACE.

**VFR FLYWAY PLANNING CHART**  
**PHOENIX**  
Scale 1:250,000  
**NOT TO BE USED FOR NAVIGATION**

**AIRPORTS**  
Paved Runways  
NAME (NAM)  
UNPAVED Runways  
NAME (NAM)

**RADIO AIDS TO NAVIGATION**  
VOR  
NAME (NAM)  
VORTAC  
NAME (NAM)  
VOR-DME  
NAME (NAM)  
DME  
NAME (NAM)

**AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION**  
Class B Airspace  
Class C Airspace (Mode C - see FAR 91.215(AIM))  
Class B/C Surface Area  
Class D Airspace  
Class E (etc) Airspace

**Suggested VFR Flyway and Altitude**  
2600  
6700

**OBSTRUCTIONS (Selected)**  
2049  
**MISCELLANEOUS**  
Navigation Reference Point  
N33° 56.32' W120° 36.91'  
**TOPOGRAPHIC INFORMATION**  
Mountain Top or Peak  
Elevation  
12256  
Spot Elevation

**CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.**

**PHOENIX VFR WAYPOINTS**  
VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

**REPORTING CHART ERRORS**  
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at [www.faa.gov](http://www.faa.gov). See the FAQs prior to contacting the toll free number or email. Telephone toll free at 1-800-638-8972, or email us at [FAA-ASAS-Chartwork@faa.gov](mailto:FAA-ASAS-Chartwork@faa.gov) or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, Suite 4100, Silver Spring, MD 20910-2381.

**NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES**  
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequency VFR 123.8 MHz (400.0). It is incumbent upon all pilots to know and understand their responsibilities if intercepted. Review "AIM" section 5-4.2 for intercept procedures. Additionally, U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviation pilots should maintain a listening watch on the local frequency of 123.8 MHz or VFR guard 121.5 MHz and follow the interceptor's visual ICAO signals. Be advised that non-compliance may result in the use of force.

**PHOENIX CLASS B AIRSPACE**  
OPERATING RULES AND EQUIPMENT REQUIREMENTS: Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.31 are met, included among those requirements are:  
1. Unless otherwise authorized by ATC, an operate two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.  
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:  
(a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.205, or  
(b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.84 or FAR 61.95 as applicable.  
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft or a non-transporter aircraft shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.  
4. An operator VOR or TACAN receiver for IFR operations.  
5. A transponder with automatic altitude reporting equipment.  
NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or a transponder failure, however, other requirements for operation of the transponder equipment must be submitted to the controlling ATC facility at least one hour before the proposed operation.

**FLIGHT PROCEDURES**  
SPECIAL AIR TRAFFIC RULE, E.A.R. PART 93  
NORTH OF LUKE AIR FORCE BASE  
CITY OF LUKE AFB (LUF)  
Pilot are required to establish two-way communication with LUKE APP before entering the Special Air Traffic Rule (SATR) Area and maintain communication while operating in the area.

**CAUTION**  
INTENSIVE MILITARY JET TRAINING ACTIVITY BETWEEN 5000 MSL TO 9000 MSL.

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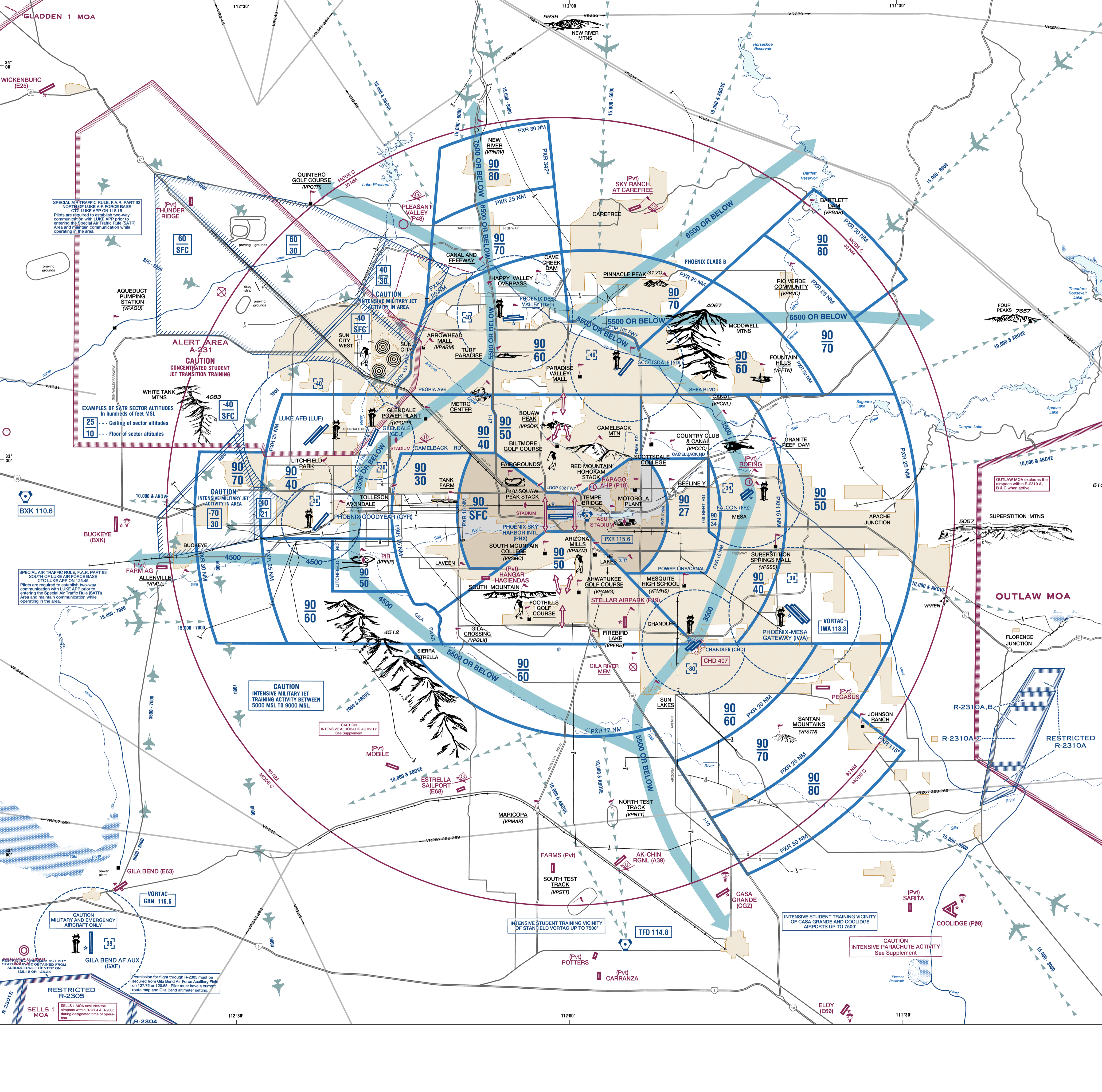
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**PHOENIX CLASS B AIRSPACE**