VFR TERMINAL AREA CHART
PHOENIX

VFR FLYWAY

PHOENIX

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.

Heliport Selected · Unverified · Abandoned - paved having landmark value, 3000 ft. or greater · Ultralight Flight Park Selected

Fuel - available Mon thru Fri 10:00 A.M. to 4:00 P.M. depicted by use of ticks around basic airport symbol. Consult Supplement for details and for availability at airports with hard-surfaced runways 1500 ft. or greater.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. Runways with Right Traffic Patterns (public use)

FSS — FAR 91; NO SVFR; NAME (NAM) (PNAM) — Location Identifier, ICAO Location Indicator shown outside contiguous U.S.

CT - 118.3 ★ Ⓒ ATIS 123.8

285 L 72 122.95

RP 23, 34

RP ★ Special conditions exist - see Supplement.

VFR Advsy 125.0 — UNICOM

AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

Class D Airspace

Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.

CLASS G

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace

2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line.

Intersection - Arrows are directed towards facilities which establish intersection.

132° V 69 — 169 — Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV 2 Routes are indicated by center line.

T 319 · TK 313 (Helicopter Only) · RNAV Waypoint

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

Alert Area and MOA - Military Operations Area

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

IR211 — MTR - Military Training Route

IFR Departure Route

IFR Arrival Route

IFR Arrival/Departure Route

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 362★ 116.8 OAK

122.1R — CHICAGO CHI

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS

Ⓗ - HIWAS

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see Supplement.

R - Receive only

122.1R — MIAMI — FSS radio providing voice communication

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) · VOR-DME

VORTAC · Other facilities, i.e., FSS Outlet, RCO, etc.

Non-Directional Radio Beacon (NDB) · NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL · Below 1000 ft AGL · Wind Turbine · Wind Turbine Farm (2894' UC)

Group Obstruction

Elevation of the top above mean sea level — 2049; Height above ground — (1149); Under construction or reported; position and elevation unverified — UC

Obstruction with high-intensity lights; may operate part-time

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)
G - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity

Parachute Jumping Area (See Supplement.)

Space Launch Activity Area (See Supplement.)

VPXYZ — VFR Waypoints (See chart tabulation for latitude/longitude.)

NAME (VPXYZ)

Marine Light

−1°E− Isogonic Line (2015 VALUE)

TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Lookout Tower — 618 (Elevation Base of Tower)

Mountain Pass — 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

PHOENIX TAC

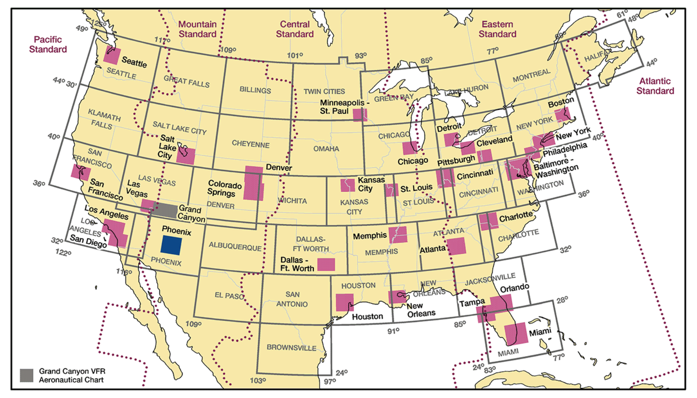
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

54TH EDITION EFFECTIVE 0901Z **28 APR 2016**
TO 0901Z **13 OCT 2016**

Includes airspace amendments effective **31 MAR 2016**
and all other aeronautical data received by **3 MAR 2016**

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.



PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TPHX

NSN 7641014099659

NGA REF. NO. VFRTAPHOENIX

EFF. DATE 16119

CONTROL TOWER FREQUENCIES ON PHOENIX TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

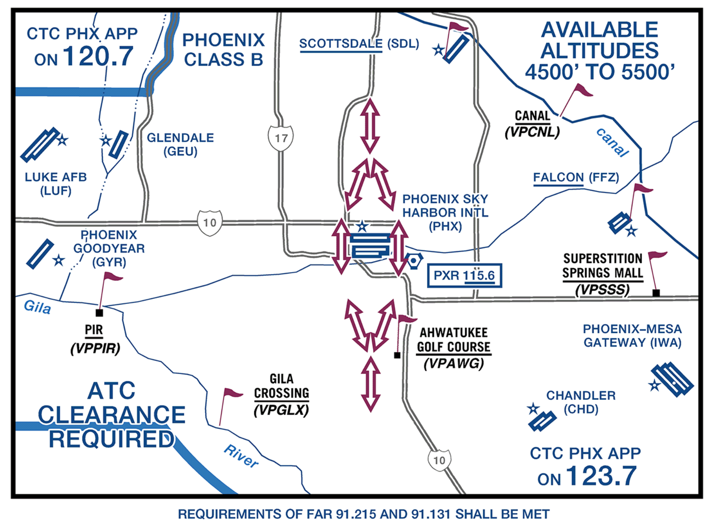
O/T indicates other times.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
CHANDLER	0600-2100	126.1 (ARR N, W) 126.1 (DEP RWY 04L/22R) 133.1 (ARR S, E) 133.1 (DEP RWY 04R/22L)	124.4	128.325	
FALCON	0530-2100 15 MAY-15 AUG 0600-2100 16 AUG-14 MAY	124.6	121.3	118.25	
GILA BEND AF AUX	OPR BY NOTAM CLSD HOL	127.75 257.65	233.7		
GLENDALE	0600-2030 MON-FRI 0700-1900 SAT-SUN	121.0	118.0	119.425	
LUKE AFB	0630-2230 MON-THU 0630-1830 FRI CLSD HOL	119.1 379.9	133.175 335.8	134.925 269.9	
PHOENIX DEER VALLEY	0600-2400	118.4 (ARR 070°-250°) 118.4 (DEP RWY 07R/25L) 120.2 (ARR 251°-069°) 120.2 (DEP RWY 07L/25R)	121.8	126.5	
PHOENIX GOODYEAR	0600-2100	120.1 239.3	121.7	118.35	
PHOENIX-MESA GATEWAY	0500-2400	120.6 289.4	128.25 275.8	133.5 270.275	
PHOENIX SKY HARBOR INTL	CONTINUOUS	118.7 278.8 (RWY 08/26) 120.9 254.3 (RWY 07R/25L & 07L/25R)	119.75 (N) 132.55 (S) 269.2	127.575	
SCOTTSDALE	0600-2100	119.9	121.6	118.6	

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

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

EAST/WEST ROUTE
VFR ONLY



REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

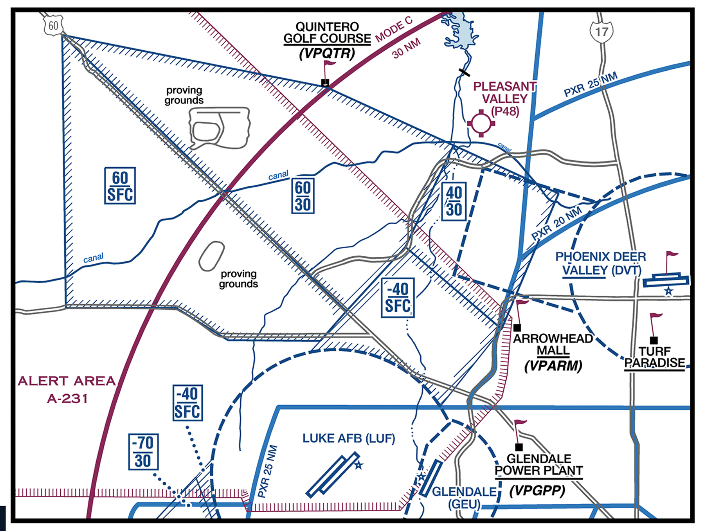
EAST/WEST ROUTE: The VFR Transition Route over Phoenix Sky Harbor Intl (PHX) is based upon the runway in use. If unfamiliar with the transition, advise ATC and expect radar vector.

EAST ROUTE: Altitude as assigned by ATC. Aircraft should fly between the Hohokam Expressway (State Route 143) and the approach end of Runways 26 and 25R/25L.

WEST ROUTE: Altitude as assigned by ATC. Aircraft should fly between Interstate 10 and the approach end of Runways 8 and 7R/7L.

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

LUKE SATR NORTH AREA
CONTACT 118.15



LUKE AFB SPECIAL AIR TRAFFIC RULE
REQUIREMENTS OF FAR 93.177 MUST BE MET

The Luke AFB Special Air Traffic Rule Terminal Area is described in FAR 93.176 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 LUF, DVT, GEU, and GYR towers

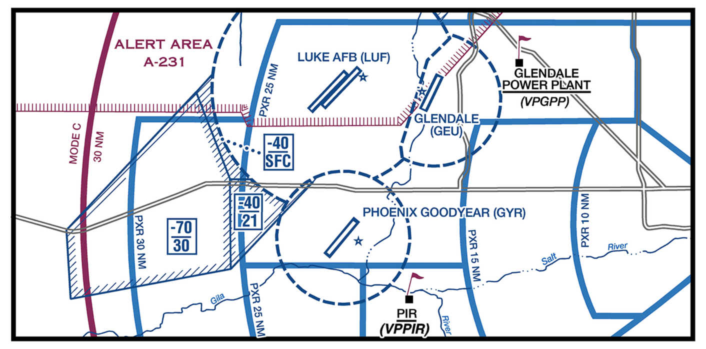
OPERATIONS IN THE SPECIAL AIR TRAFFIC RULE (SATR) AREA: Unless otherwise authorized by Air Traffic Control (ATC), no person may operate an aircraft in flight within the SATR Area unless the following requirements are met:

1. Before operating within the SATR Area, that person establishes radio contact with the Luke RAPCON; and
2. 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 623-856-6448.

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

LUKE SATR SOUTH AREA
CONTACT 125.45



CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
PHOENIX CLASS B	120.7 239.0 (319°-057° BELOW 7500') 119.2 281.45 (319°-057° 7500' AND ABOVE) 124.9 353.8 (058°-118° BELOW 10,500') 126.8 269.6 (058°-118° 10,500' AND ABOVE) 123.7 363.0 (119°-138° BELOW 7500') 124.1 256.9 (119°-138° 7500' TO 14,500') 126.8 269.6 (119°-138° ABOVE 14,500') 123.7 363.0 (139°-191° BELOW 8500') 126.8 269.6 (139°-191° 8500' AND ABOVE) 124.1 256.9 (192°-263° 7500' TO 12,500') 126.8 269.6 (192°-263° ABOVE 12,500')	CONTINUOUS
LUKE AFB	118.15 363.125 (N) 125.45 263.125 (S)	0600-2230 MON-THU 0600-2100 FRI-SUN; CLSD HOL

SPECIAL USE AIRSPACE ON PHOENIX TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" an altitude means "To and including." FL – Flight Level. NO A/G – No air to ground communications. Contact Flight Service for information.

† Other times by NOTAM. NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2301 E	TO FL 800	0630-2400†	ALBUQUERQUE CNTR	
R-2304	TO FL 240	0630-2400 MON-SAT†	ALBUQUERQUE CNTR	
R-2305	TO FL 240	0630-2400 MON-SAT†	ALBUQUERQUE CNTR	
R-2310 A	TO 10,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2310 B	10,000 TO 17,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2310 C	17,000 TO 35,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	ALBUQUERQUE CNTR	
A-231	500 AGL TO 6500	CONTINUOUS	LUKE APP	118.15

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
GLADDEN 1	7000 OR 5000 AGL WHICHEVER IS HIGHER	0600-1900 MON-FRI	ALBUQUERQUE CNTR	128.45
OUTLAW	8000 OR 3000 AGL WHICHEVER IS HIGHER	0700-1800 MON-FRI 1800-2200 MON-FRI BY NOTAM INTERMITTENT SAT-SUN BY NOTAM	ALBUQUERQUE CNTR	134.45
SELLS 1	10,000	0600-1900 MON-FRI	ALBUQUERQUE CNTR	125.4

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

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http://faa.gov/go/ais

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Entire area of this chart is within the MOUNTAIN STANDARD TIME ZONE +7=UTC

CONVERSION OF ELEVATIONS

FEET (Thousands)	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30
METERS (Thousands)	0	1	2	3	4	5	6	7	8	9						

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend 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 AP/1B Military Training Routes North and South America for current routes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

FOR PROCUREMENT:
Contact an Authorized FAA Chart Sales Agent.
Visit our website http://faa.gov/go/ais and click on "Chart Agent Locator."
For digital products, visit http://faacharts.faa.gov.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

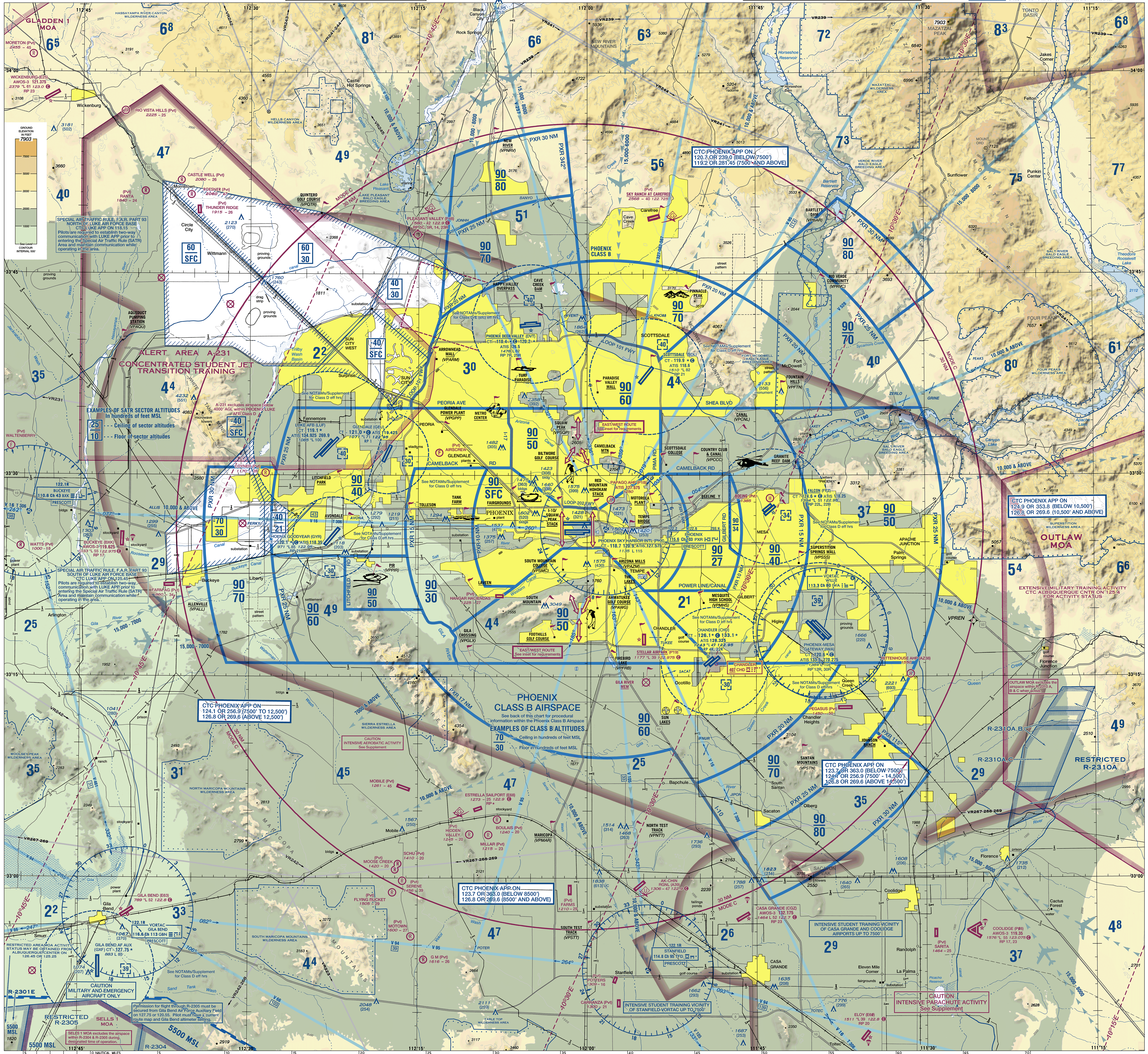
Example: POWER PLANT

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

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

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.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.
All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.
Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.