DEPARTMENT OF TRANSPORTATION Federal Aviation Administration

Phoenix TRACON 3500 E. Sky Harbor Blvd. Phoenix, AZ 85034

Issued: 08/04/2014 2130 (UTC) Effective: 08/15/2014 1200 (UTC)
Phoenix TRACON Letter to Airmen: LTA-P50-3

Subject: Air Traffic Operations in the Vicinity of Phoenix-Mesa Gateway Airport (IWA)

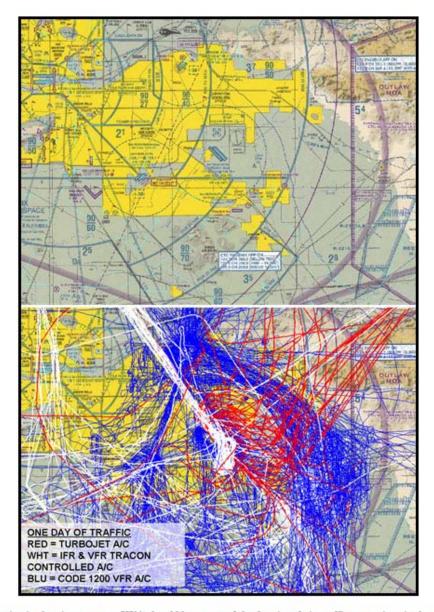
Cancellation: 08/14/2016 1200 (UTC)

The Phoenix Terminal Area and the airspace surrounding Phoenix is some of the busiest in the nation.

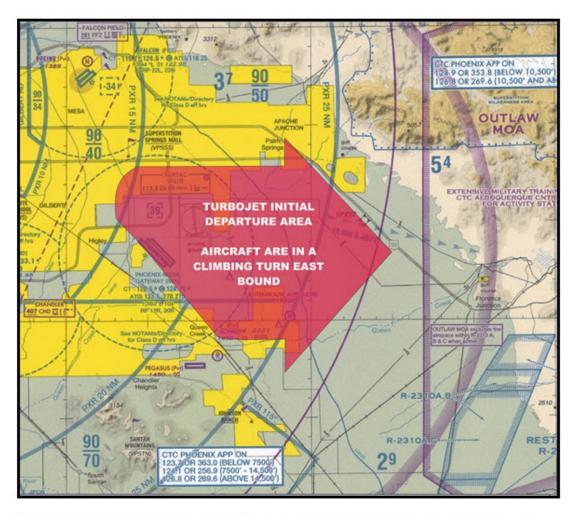
Air traffic volume and complexity in the east valley, near Chandler, Arizona has increased markedly over the past several years. This airspace includes the Phoenix-Mesa Gateway Airport (IWA), several practice areas and areas known to contain aerobatic flight activity.

The following diagrams are provided to assist VFR pilots navigate through this busy airspace. Questions regarding the content of this Letter to Airmen may be directed to Operations Support Manager, Phoenix Terminal Radar Approach Control, (602) 306-2514.

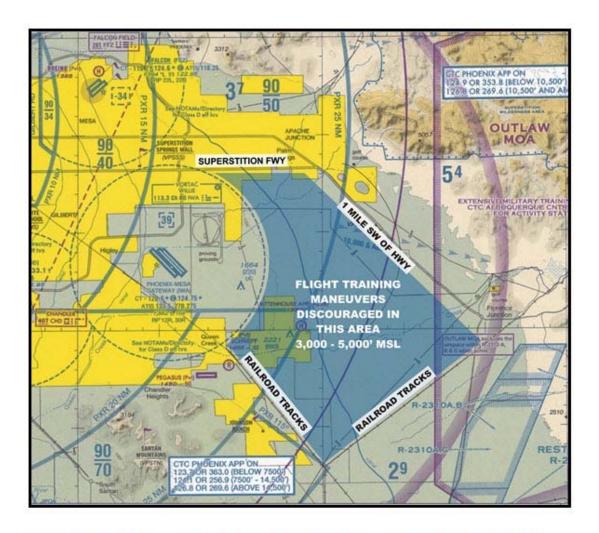
Phillip D. Thornton
Air Traffic Manager, Phoenix TRACON



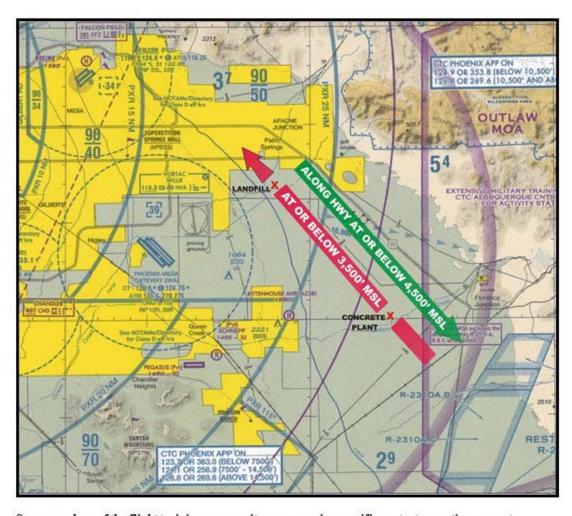
Pilots operating in the airspace near IWA should be aware of the density of air traffic operations in the area. Approximately 800 aircraft operations a day transit the airspace depicted above at or below 5,000' MSL (excluding Phoenix Sky Harbor traffic). The blue tracks indicate VFR aircraft squawking 1200, red tracks depict large turbine aircraft arriving or departing IWA, and white tracks represent other aircraft being provided air traffic services by Phoenix TRACON.



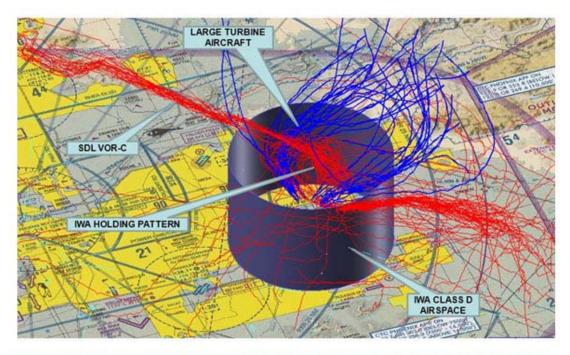
The area highlighted above depicts where VFR aircraft are most likely to encounter high performance aircraft arriving and departing IWA and other aircraft in the instrument approach traffic pattern controlled by Phoenix TRACON.



Analysis of air traffic activity in this area suggests that pilots on flight training missions should plan flights to avoid the shaded area depicted between the altitudes of 3,000' to 5,000' MSL.



Some members of the flight training community are now using specific routes to practice areas at altitudes that avoid large turbine-powered aircraft.



Aircraft that are practicing holding over the IWA VOR or flying the SDL VOR-C approach need to be aware of large turbine powered aircraft departing IWA.