Phoenix Area Reporting Points Notes:

These Reporting Points are for informational purposes only. They are not to be used as the sole source for FAA airspace or for navigation.

The Arizona Flight Training Workgroup published this map as an aid to the aviation community operating in the Phoenix area. It is intended to be used as common set of reporting points, and for reminders about unique airspaces in the Phoenix area. The aviation community is requested, as a whole, to use these points to aid in the cross talk between aircraft to enhance the safety of our community.

1. Reporting points are based on points already being used, traffic density and need.

Priority was given to:

a. Historically used points (to keep change to a minimum)
b. Traffic Density.
- If an area was uncovered and needed a point because of high density traffic, one was added.
- If multiple points were in the same small area, removing was considered based on need.

2. Approaches were marked with the altitude listed at the FAF. The idea is this would assist VFR pilots so they knew at what altitude, and higher, was it acceptable to do maneuvering without interfering with IFR practice approaches.

3. Airports. If a Practice area had a public airport, the airport was circled by 2 NM area to highlight to pilots that they should be on the airport frequency. Eloy airport has traditionally been avoided by flight schools because of the extensive parachute activity and therefore it is not part of the practice areas. However, that does not prohibit pilots from utilizing that airport.

4. Parachute Landing Zones were marked with a 1000m shaded circle. There is no standard or reason why 1000m was selected. However, it was convenient with the circle drawing tool found on the internet, so it was used.

5. Grey shading was added to CGZ and TFD to indicate that it is not part of the practice areas and has its own frequency.

6. Teal shading was added to the Rio Verde community in the NE practice area to highlight the new community since it had been used as popular place to do GRM.

7. Aerobatic boxes were marked to inform pilots that frequent aerobatic activity is conducted in that area.

8. A 4 NM zone was created around practice areas when practical. TFD was given 5NM on the south side to accommodate the exceptionally long GPS holding pattern and to allow safe passage as IFR traffic make the turn to the South if they go missed at CGZ.
9. Where possible, restricted areas were not included in the training areas but responsibility falls on the PIC to check airspace notices.