

Luke Radar Approach Control (RAPCON), AeroGuard Flight Training Center, Westwind School of Aeronautics

## LETTER OF AGREEMENT

EFFECTIVE: 16 September, 2018

SUBJECT: Northwest Practice Area (NWP) Sectors and Transition Routes

1. **PURPOSE:** This Letter of Agreement defines pre-determined sectors to be utilized in the Northwest Practice Area (NWP)/Special Air Traffic Rule (SATR) in Luke Approach Control airspace, and describes transition routes to be flown to and from Deer Valley (DVT) airport. The intent of utilizing prescribed sectors is to implement a precise understanding between controllers and pilots as to where exactly flight training will be conducted. It allows ATC to move aircraft from sector to sector, reducing highly congested areas in the NWP and relieving highly saturated fighter jet arrival/departure routes into Luke AFB. Transition routes to/from NWP/DVT airport significantly enhances flight safety by having the flexibility to regulate GA traffic while avoiding highly populated compulsory reporting points for fighter jet aircraft in to Luke AFB.

2. **SCOPE:** The prescribed sectors and transition routes defined in this agreement are recommended by AeroGuard Flight Training Center and Westwind School of Aeronautics pilots requesting to conduct flight training in the NWP/SATR and in direct communication with Luke Approach Control on 118.15 or Aux Arrival on 120.5 (as assigned).

3. **RESPONSIBILITIES:** Management at Luke RAPCON, AeroGuard Flight Training Center, and Westwind School of Aeronautics shall educate, train and recommend personnel within their jurisdiction adhere to the provisions of this Letter of Agreement.

### 4. PROCEDURES:

- a. NORTHWEST PRACTICE AREA (NWP) SECTORS: (Attachment 1)

Accessible at <http://aftw.org/arizona-practice-areas/>  
Arizona Flight Training Workgroup (AFTW), Phoenix Area Chart PDF

- (1) Substation: North of Luke AFB. Extends from Arrowhead Mall reporting point (VPRM) to substation (power plant), continuing SW to remain NORTH of Luke SATR (Attachments 2 and 3) southern boundary. Remain EAST of Hwy 60 and SOUTH of the CANAL.
- (2) North Proving Grounds: Inside the confines of Luke SATR. Remain NORTH of Hwy 60 and NORTH of the CANAL. Test track (proving grounds) is located in the center of this sector. VFR aircraft may be asked to work EAST or WEST of the Test track to eliminate congestion in a specific area.
- (3) South Proving Grounds: Inside the confines of Luke SATR. Remain SOUTH of Hwy 60 and SOUTH of the CANAL. Test track (proving grounds) is located approximately

2 miles off departure end of Aux 1. VFR aircraft may be asked to work SOUTH or EAST of proving grounds to avoid military fighter jet traffic climbing out on instrument missed approach.

- (4) Pumping Station: Aqueduct pumping station reporting point (VPAQU). Remain SOUTH of Hwy 60 and NORTH/WEST of CANAL. This sector extends beyond the western confines of Luke SATR.
- (5) CANAL (Visual reference): The useful portion of the CANAL for the intent of this LOA starts just south of Pleasant Valley Airport (P48), extending westbound through SATR/NWP sectors, and ends at the southern border of Luke SATR (see Attachment 1). The CANAL defines boundaries between Substation, North Proving Grounds, South Proving Grounds, and Pumping station sectors and serves as a visual transition to/from DVT airport.

b. TRANSITION ROUTES:

- (1) Unless otherwise stated, expect to fly the “CANAL Transitions” to/from DVT airport. Pilot requests for “direct” will be approved on a case-by-case basis, depending on current fighter jet activity at AUX1 and Luke AFB.
- (2) “CANAL Transition” From DVT airport toward SATR: Depart DVT airport Class Delta airspace westbound, as normal. Upon leaving Class Delta airspace and at an altitude of 4000ft MSL or above, start a gradual right turn toward Pleasant Valley Airport (P48) to intercept the CANAL just south of P48 airport. Follow the CANAL westbound toward NWP sectors at a recommended VFR altitude of 4500ft MSL. Expect direct requested sector once deconflicted from all Luke AFB arriving fighter jet aircraft (normally west of Lake Pleasant).
- (3) “CANAL Transition” From NWP/SATR toward DVT airport: Follow the CANAL eastbound toward DVT airport from whichever sector being utilized at a recommended VFR altitude of 3500ft or 5500ft MSL. Expect direct DVT airport once deconflicted from all Luke AFB arriving fighter jet aircraft (normally south of Lake Pleasant).
- (4) When assigned the CANAL transition to/from DVT airport, an altitude restriction of at or below 5500ft MSL (recommend appropriate altitude for direction of flight) is automatic and need not be stated by the controller. This altitude restriction will remain in effect until deleted by Luke approach control. Aircraft NOT on the CANAL Transition, and approved “direct,” do NOT have altitude restrictions unless assigned at that time by Luke approach control.

c. USAGE OF SECTORS:

- (1) To the maximum extent possible, Luke approach will accommodate pilot’s requests to conduct training in desired sectors. However, at times it may become necessary to move aircraft from sector to sector to deconflict Luke AFB fighter jet traffic

conducting instrument approaches at AUX1 or in to Luke AFB. Also, if a single sector gets too congested with multiple GA aircraft, aircraft may be asked to relocate to another sector or utilize different quadrants (i.e. “work east/west/south of proving grounds”) within that sector. Altitude restrictions may also be issued by controllers to deconflict traffic as deemed necessary.

d. COMMUNICATION:

- (1) Pilot communication: On initial call-up to Luke Approach, pilots will state their callsign, position, and intentions (stating sector requesting in NWP or destination airport). When training is complete, pilots will state “returning to DVT airport” and await instructions from Luke approach/Aux Arrival. If no specific instructions are given to the pilot, then “direct” destination is implied and approved by the controller at appropriate VFR altitude for direction of flight.

EXAMPLES- “Luke approach, MSQT599, 3 miles west of Deer Valley airport, request flight following to South Proving Grounds.”

“Luke approach, MSQT 599, 5 miles west of Deer Valley airport, request flight following to Gila Bend Airport.”

- (2) Controller communication: Luke Approach will respond to pilot initial call-ups with instructions on how to transition to desired locations; assigning either CANAL Transitions or “direct.” Aircraft returning to DVT airport will normally be assigned the CANAL Transition, unless approving direct will not conflict with military fighter jet traffic inbound to Luke AFB. This will be conveyed to the pilot on initial contact and modified as necessary. If no specific instructions are given to the pilot, then “direct” destination is implied and approved by the controller at appropriate VFR altitude for direction of flight.

EXAMPLES- “MSQT599, Luke Approach, proceed to (sector/airport) via the CANAL Transition.”

“MSQT599, proceed direct DVT airport.”

“MSQT599, proceed direct Pumping Station, maintain VFR at or below 5000.”

**5. ATTACHMENTS:**

- (1) Attachment 1- Northwest Practice Area Sector map
- (2) Attachment 2- Luke Special Air Traffic Rule (SATR) airspace
- (3) Attachment 3- Luke Special Air Traffic Rule (SATR) airspace w/Visual References

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