

PHOENIX-GOODYEAR MUN



UNITED
AVIATE
ACADEMY

GOODYEAR, ARIZ
GILA CROSSING VFR DEP.

SOUTHWEST TRAINING ADVISORY AIR-AIR 122.85	*ATIS 118.35	GOODYEAR *GROUND 121.7	*TOWER CTAF 120.1	APPROACH/DEPARTURE PHOENIX 123.7
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NOTES:

- Maintain KGYR Tower frequency until abeam Gila Crossing.
- Do not overfly PIR.
- Pass 1 NM southwest of Gila Crossing.
- Monitor the south training area frequency 122.85 passing Gila Crossing.
- All headings are approximate; wind correction should be applied for desired ground track.

The map displays the Phoenix AZ - Sky Harbor Intl (KPHX) area. Key features include:

- Airports:** KGYR (Goodyear), KPHX (Phoenix Sky Harbor), Chandler (GILA.CHD), North Test Track (VPNTT), Gateway (GILA.IWA).
- Navigation Aids:** VPPIR, VPGLX, VORTAC (Phoenix 115.6 MHz).
- Terrain:** Shaded relief indicating elevation, with peaks up to 5000 feet.
- Obstacles:** Twin Lakes, Sun Lakes.
- Waterways:** Salt River, Gila River, Waterman Wash.
- Roads:** Litchfield Road, Grand Avenue, Riggs Road, 347, 101, 202.
- Flight Paths:** Indicated by dashed arrows with headings (e.g., 140°, 130°, 120°, 030°) and altitudes (e.g., 2700', 3000').
- Noise Sensitive Area:** AVOID OVERFLIGHT near Twin Lakes.

RWY	INITIAL CLIMB
21	Climb via runway heading to 2000' MSL or the Gila River whichever comes first, continue climb to 2700' MSL via a left downwind departure. Abeam the tower fly ~heading 120° to 1 nm NE of PIR. Fly heading ~130°, MAINTAIN 2700' MSL until 1NM southwest of Gila Crossing, then on course.
3	Climb via runway heading to 2000' MSL, or Litchfield Rd. whichever comes first, continue climb to 2700' MSL and fly a heading to pass 1nm NE of PIR. Fly heading ~130°, MAINTAIN 2700' MSL until 1NM southwest of Gila Crossing, then on course.

ROUTING

Chandler Transition
Continue on course to North Test Track for arrival to KCHD from the south. Maintain at or below 5500' MSL.

Gateway Transition
Continue on course to North Test Track for the arrival to KIWA from the southwest on IWA R210. Proceed inbound below 5500'MSL while descending to 3000' MSL.

All Others
Climb on course. (Use caution to avoid penetration of Class B airspace.)