Summary of Changes for 56 FW AUX-1 Civil Aircraft Usage Policy

* Paragraph 1B: Practice approach authorized hours changed from “daylight hours” to “official sunrise to official sunset”.
* Paragraph 1C: Weather restrictions for practice approaches changed from “3000’ AGL and/or visibility is less than 3 miles” to “weather is less than 3,500’ ceiling and/or 3 SM visibility, or when PIREPs indicate that the pilots are unable to maintain VFR in the Aux-1 pattern”.
* Paragraph 1D: Aircraft will now be directed to contact 118.15 (north approach) rather than 120.5 (auxiliary arrival) on initial call up.
* Paragraph 1F: Added the requirement of a two way radio for all aircraft operating in the Aux-1 airspace (note: this should already occur because of the Luke SATR but it will now be formalized in this policy letter)
* Paragraph 1G: Now prohibits aircraft who have lost radar contact from continuing practice approaches
* Paragraph 1J: Added information about where the Rwy 11 ILS approach plate can be found
* Paragraph 1K: Adds guidance on pilot responsibility for terrain and obstruction clearance while operating in the Aux-1 pattern.
* Paragraph 1L: Changed from explaining IFR procedures in the Aux-1 pattern to mandating all aircraft to terminate the Aux-1 pattern with a missed approach and prohibiting them from descending below the decision height.