

## Legend for AFTW ForeFlight Overlay (KML) File

The KML file is for informational purposes only. It is not to be used as the sole source for FAA airspace or for navigation.

1. Colored reporting points are colored based on the Practice Area they are associated with.
2. Red arrows and red markers indicate Common Instrument Approaches. The starting altitude is Final Approach Fix (FAF). The idea is this should assist VFR pilots so they know at what altitude, and higher, is acceptable to do maneuvering without interfering with IFR practice approaches.
3. Grey shaded 2 NM areas with a red outline indicate airports. Note: 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. Pink 1000m shaded circles indicate Parachute Landing Zones.
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 shaded area depict areas of concern from the community that General Aviation aircraft have been flying lower than what is safe (or even allowed by the FARs)
7. Red box indicates aerobatic boxes and have an accompanying blue marker with the altitudes.
8. Stanfield VOR (TFD) was given a 5NM area around the VOR. Because of the high density IFR practicing going on, the VOR and Casa Grande Airport are not depicted as in a practice area. VFR training should not take place in the shaded area if possible.
9. Grey marker and grey lettering indicates the frequency of that area.
10. Where possible, restricted areas were not included in the training areas but responsibility falls on the PIC to check airspace notices.
11. In the Tucson area the grey marker lists the practice area name, but the aircraft need to be on the appropriate approach control frequency from the sectional/chart supplement given the area they are in.