

LETTER OF AGREEMENT

EFFECTIVE: August 15, 2014

SUBJECT: CAE Oxford Aviation Academy (CAE) Operating Procedures in Falcon Field (FFZ) Class D Airspace

1. **PURPOSE:** To specify responsibilities, define terms, and establish procedures to be used between FFZ Airport Traffic Control Tower (ATCT) and CAE Oxford Aviation Academy (CAE), operating under Visual Flight Rules (VFR) conditions within the FFZ Class D Airspace.
2. **CANCELLATION:** The FFZ ATCT and CAE Letter of Agreement, Subject: Operating Procedures in FFZ Class Delta Airspace, dated July 1, 2013 is cancelled.
3. **SCOPE:** The procedures outlined herein apply to all aircraft operating under the jurisdiction of CAE within FFZ Class D airspace.
4. **RESPONSIBILITIES:** FFZ ATCT must retain the authority to withdraw the provisions of this agreement at any time. CAE is responsible for ensuring pilots are operating in accordance with the provisions of this agreement.
5. **PROCEDURES:**
 - a. General:
 - (1) When lengthy read backs are not required use call sign and roger or wilco to reduce frequency congestion.
 - (2) Refer to the Phoenix Terminal Radar Approach Control Letter to Airmen for guidance to Air Traffic Operations in the vicinity of Phoenix-Mesa Gateway Airport (IWA).
 - (3) Remain clear of Phoenix Class B Airspace at all times, unless authorized.
 - (4) When a coded route is requested by a pilot it indicates their understanding of and participation in this Letter of Agreement.
 - (5) Use caution for over flights transitioning FFZ Class D Airspace restricted at or above 3,000' Mean Sea Level (MSL) and extensive helicopter operations at or below 1,900' MSL. Use caution for other aircraft entering the traffic pattern or airspace.
 - (6) Upon attaining taxi speed, exit without delay at the next available taxiway. Once instructed, cross the runway without delay. (Aeronautical Information Manual – AIM)

Falcon Field Airport Traffic Control Tower and CAE Oxford Aviation Academy

b. Outbound aircraft:

- (1) Contact Ground Control from designated numbered spot for taxi.
- (2) On initial call, the pilot will give their Oxford call sign, and intentions, for example, coded departure route, direction of departure, etc.
- (3) When a coded route is requested by a pilot it indicates that the pilot has the current Automatic Terminal Information Service (ATIS).
- (4) Coded departure routes: Refer to Attachments 1 and 3.
 - (a) A.J. Departure
 - (b) Chandler Departure
 - (c) Red Mountain Departure
 - (d) SPARKY Departure
- (5) Advise the ground controller, if a solo student pilot, or have any operational requests not covered by this agreement, prior to changing to tower frequency.
- (6) As much as practical, use best rate of climb through Traffic Pattern Altitude (TPA).
- (7) Any turns which cross an extended centerline must have tower approval prior to executing the turn. **Do not cross** the departure or arrival corridor, for the parallel runway, unless approved by the tower or contained in a coded departure route.
- (8) Frequency changes are approved upon leaving FFZ Class D Airspace.

c. Inbound Aircraft :

- (1) On initial call, the pilot will give their Oxford call sign, and intentions, for example, coded arrival route, request straight –in, request right traffic, etc. When possible, for traffic avoidance, it is recommended entering FFZ Class D Airspace at or near TPA.
- (2) Specify which type of pattern work is requested, for example, closed traffic, touch and go, taxi back, etc.
- (3) When a coded arrival route is requested by a pilot it indicates that the pilot has the current Automatic Terminal Information Service (ATIS) and intends to make a full stop landing. If the intent is for a touch and go, full stop taxi back, low approach, or option, please include that in your initial request.

(4) Coded arrival routes: Refer to Attachments 2 and 4.

(a) A.J. Arrival

(b) Chandler Arrival

(c) Fountain Arrival

(d) Gateway Arrival

d. Pattern Traffic – Advise the tower controller of any unusual requests prior to turning crosswind or while on upwind, for example, short approach, full stop, etc.

6. REFERENCE POINTS: The following listed reference points are used for instructional training and area familiarization by CAE. These points are not used for reporting purposes with the exception of Fountain Hills (Fountain), Confluence/ Red Mtn., Superstition Springs Mall, and Apache Junction.

a. The following Reference Points are approximate distances from FFZ.

(1) Fountain Hills (Fountain): 9 nm north

(2) Salt River (wash): 2 nm north

(3) Confluence/Red Mountain: 6-8 nm northeast

(4) Ballparks: 2 ½ nm east

(5) Apache Junction / Point Whiskey: 12 nm east southeast

(6) Point Lima: 6 nm east southeast

(7) A. J. Landfill: 11 nm southeast

(8) Renaissance: 17 nm southeast


(9) Cement Plant: 19 nm southeast

(10) Wagon Wheel: 3 nm south

(11) Superstition Springs Mall: 4 nm south

7. ATTACHMENTS:

- a. Attachment 1 - Runway 22 L/R Departure Routes
- b. Attachment 2 - Runway 22 L/R Arrival Routes
- c. Attachment 3 - Runway 4 L/R Departure Routes
- d. Attachment 4 - Runway 4 L/R Arrival Routes

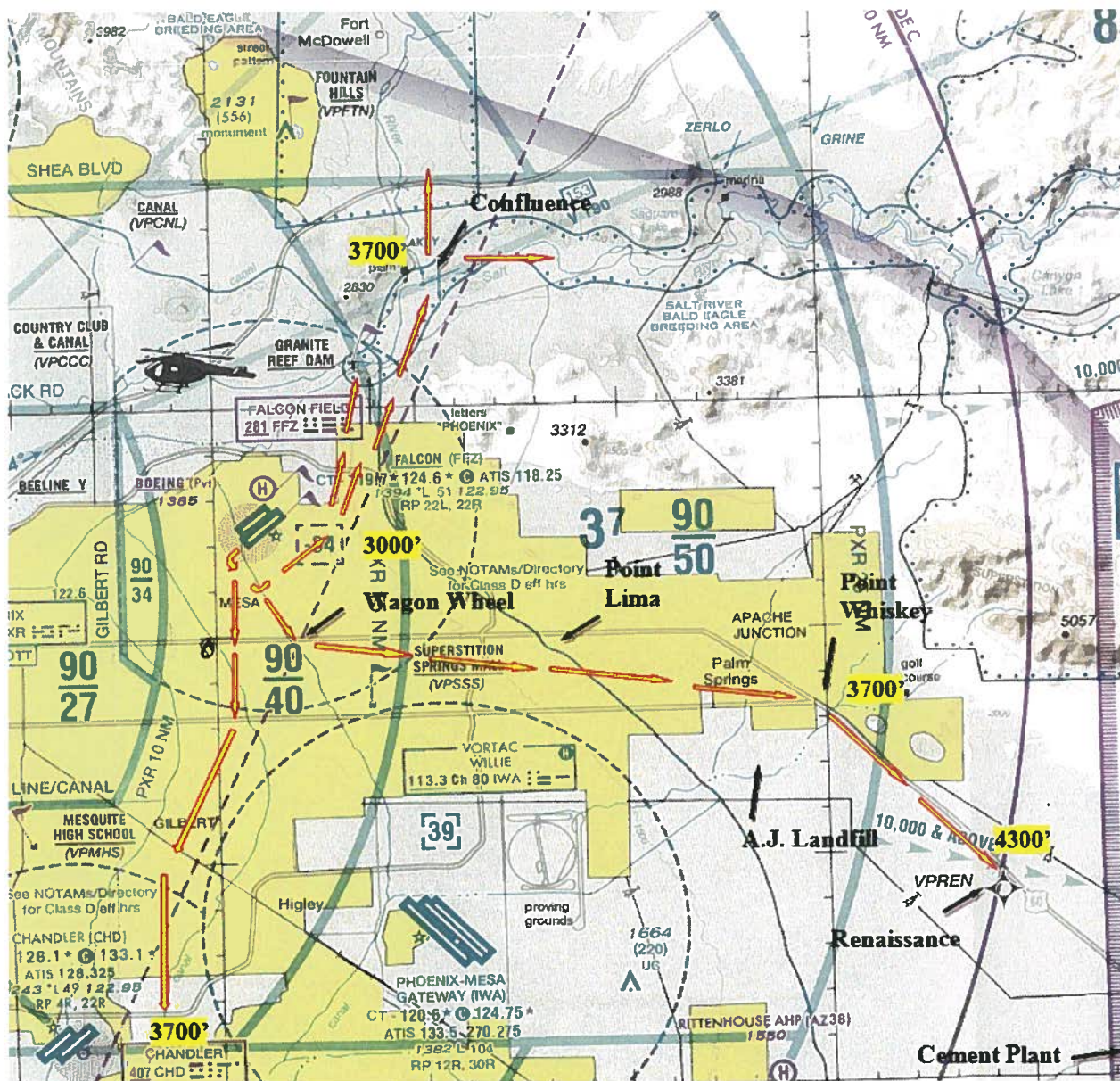


Air Traffic Manager
Falcon Field ATCT



Chief Pilot
CAE Oxford Aviation Academy

**ATTACHMENT 1
RUNWAY 22 DEPARTURE ROUTES**



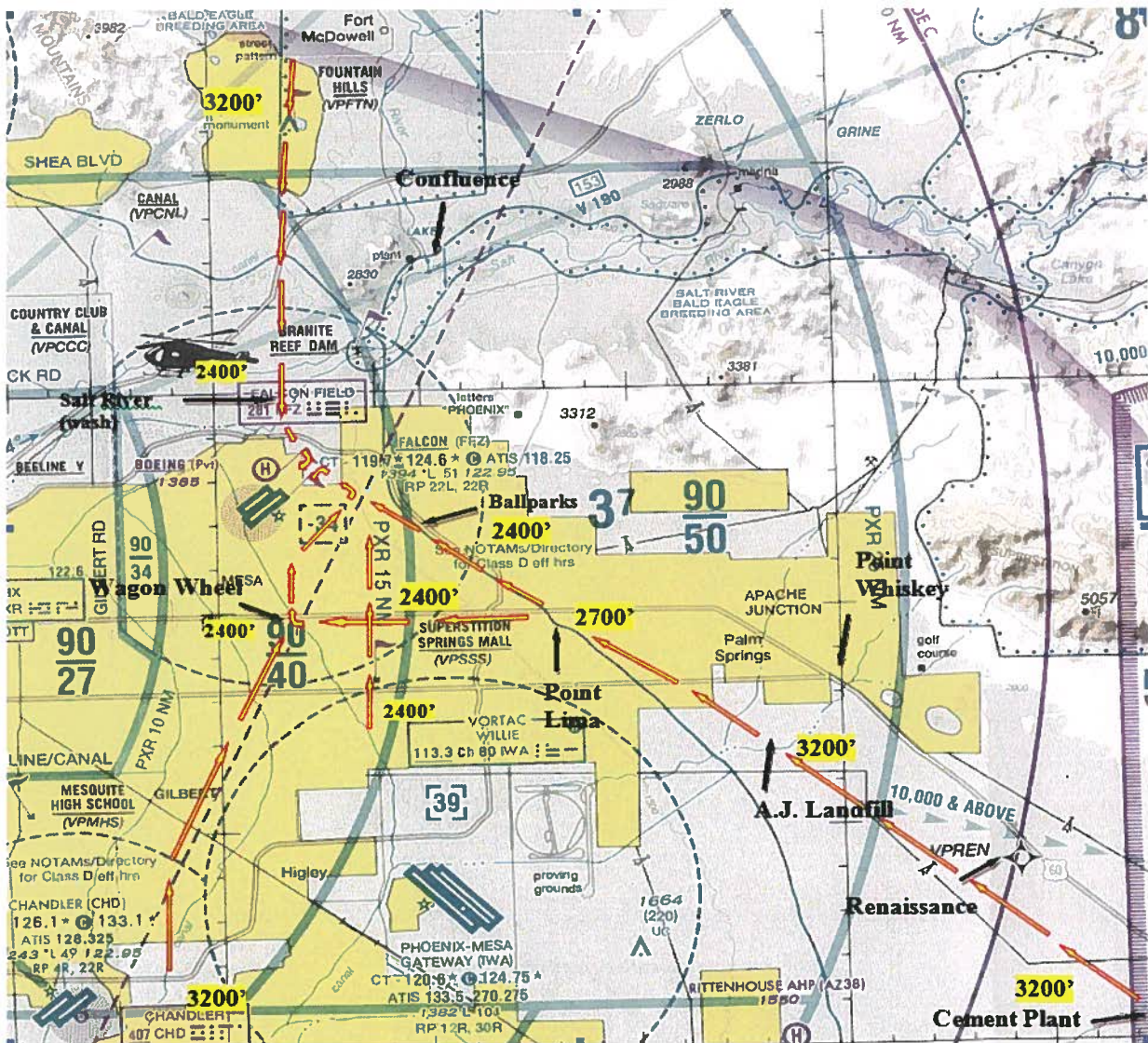
- (1) A. J. Departure: Exit the traffic pattern off the left crosswind (once turn is approved off Runway 22R) to Wagon Wheel, then fly east bound toward Point Whiskey climbing to 3,700' MSL, then proceed to the Renaissance climbing to 4,300' MSL.
- (2) Chandler Departure: Exit the traffic pattern off the left crosswind (once turn is approved off Runway 22R) southbound, remaining west of Greenfield road until crossing the US 60, to transition southbound along Lindsay road over Chandler Municipal Airport's (KCHD) airspace at 3,700' MSL.
- (3) Red Mountain Departure: Climb out on the left downwind, unless instructed otherwise, through 3,000' MSL turn to a heading between the Granite Reef Dam and the Confluence. Continue climbing and cross the Confluence at 3,700' MSL, then proceed on course.

ATTACHMENT 1

(4) SPARKY Departure: Climbing left turn to heading 150 and TFD VORTAC 003 radial to IFNUR intersection. Transisiton over Chandler Municipal Airport's (KCHD) airspace at 3,700' MSL. Student practice, VFR only, remain clear of Class Bravo Airspace.

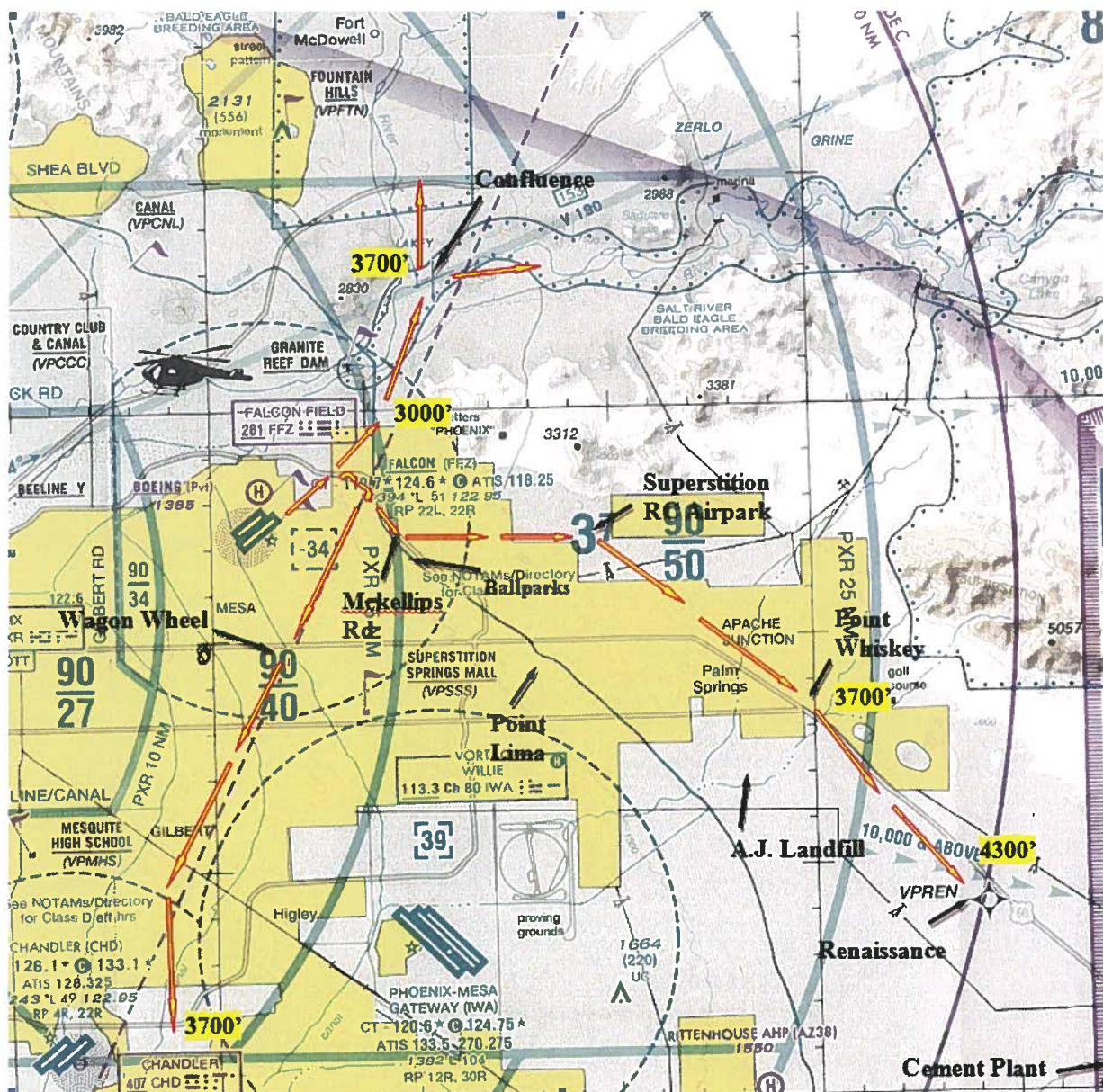
Note: The Chandler Departure and the SPARKY Departure routes overlay each other and are depicted as the same route above.

**ATTACHMENT 2
RUNWAY 22 ARRIVAL ROUTES**



- (1) A. J. Arrival: Cross Cement Plant at 3,200' MSL and proceed to AJ Landfill. From AJ Landfill continue to Point Lima and cross it at 2,700' MSL. From Point Lima proceed to cross the Ballparks at 2,400' MSL and enter left base. If instructed to enter downwind, from Point Lima proceed to the Wagon Wheel and enter the midfield left downwind on the 45.
- (2) Chandler Arrival: Proceed northbound along Lindsay road, crossing KCHD airspace at 3,200' MSL. Once clear of KCHD airspace, descend to cross the Wagon Wheel at 2,400' MSL, turn to enter the midfield left downwind on the 45.
- (3) Fountain Arrival: Cross the Fountain at 3,200' MSL and fly direct to the airport. Cross the wash at 2,400' MSL and enter right base.
- (4) Gateway Arrival: Inbound from IWA, cross the Superstition Springs Mall then proceed northbound along Power road at 2,400' MSL to enter a left base Runway 22L.

**ATTACHMENT 3
RUNWAY 4 DEPARTURE ROUTES**



(1) A. J. Departure: Climb straight out, turn right at the freeway and follow the freeway to McKellips road, then proceed eastbound along McKellips road to the Superstition RC Airpark, then proceed towards Point Whiskey climbing to 3,700' MSL, then proceed to the Renaissance climbing to 4,300' MSL.

(2) Chandler Departure: Climb straight out, turn right at the freeway and make a right turn direct to the Wagon Wheel, then proceed southbound along Lindsay road to transition over KCHD's airspace at 3,700' MSL.

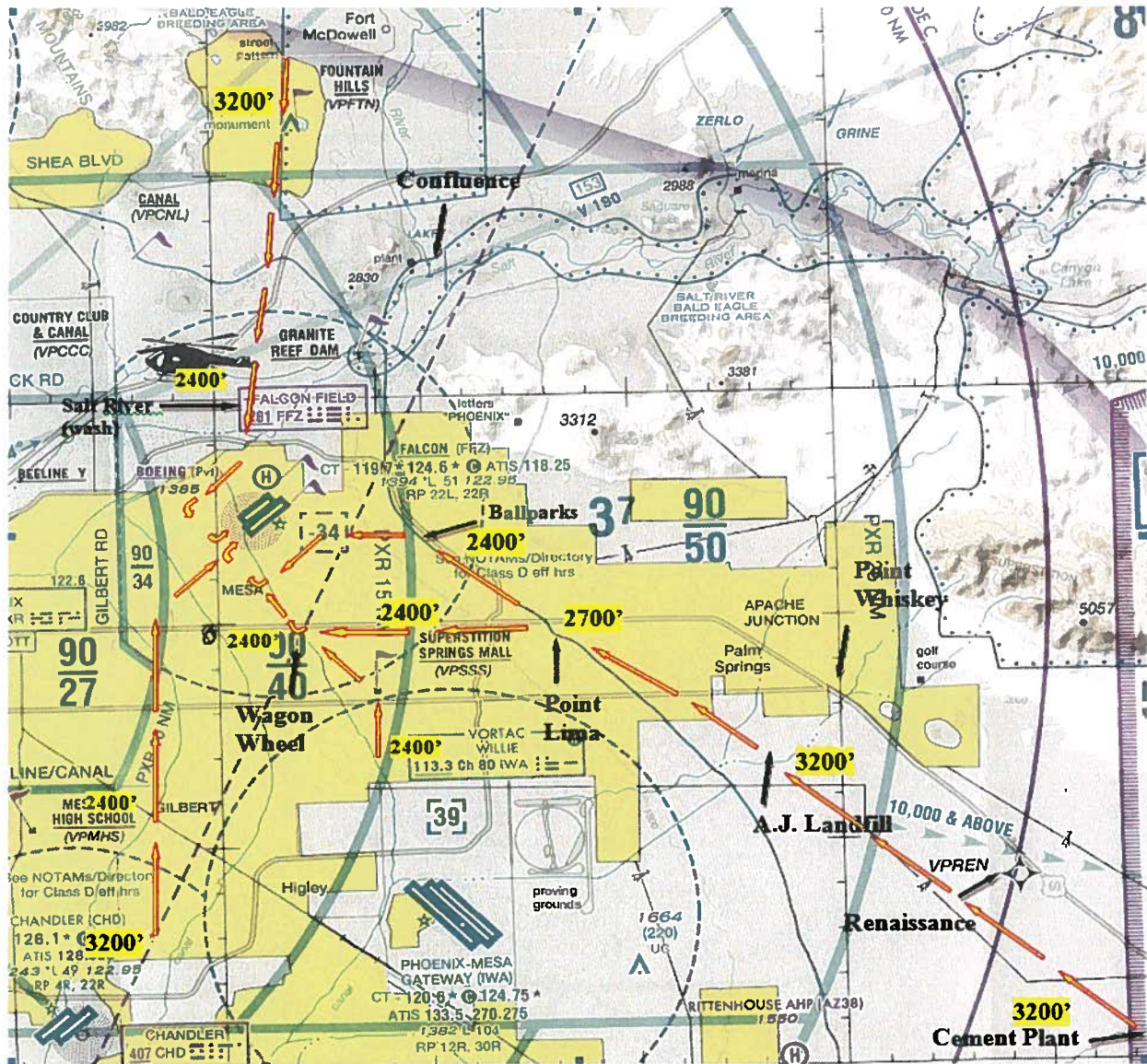
ATTACHMENT 3

(3) Red Mountain Departure: Climb straight out so as not to cross the extended centerline (traffic operating on the other runway), through 3,000' MSL turn direct to the Confluence. Continue climbing and cross the Confluence at 3,700' MSL, then proceed on course.

(4) SPARKY Departure: Climbing right turn to heading 220 and TFD VORTAC 003 radial to IFNUR intersection. Transisiton over Chandler Municipal Airport's (KCHD) airspace at 3,700' MSL. Student practice, VFR only, remain clear of Class Bravo Airspace.

Note: The Chandler Departure and the SPARKY Departure routes overlay each other and are depicted as the same route above.

**ATTACHMENT 4
RUNWAY 4 ARRIVAL ROUTES**



- (1) A. J. Arrival: Cross Cement Plant at 3,200' MSL and proceed to AJ Landfill. From AJ Landfill continue to Point Lima and cross it at 2,700' MSL. From Point Lima turn west along Main Street to the Wagon Wheel descending to 2,400' MSL and enter right base. If instructed to enter downwind, from Point Lima proceed to the Ballparks and enter the midfield right downwind on the 45.
- (2) Chandler Arrival: Proceed northbound along Lindsay road, crossing KCHD airspace at 3,200' MSL. Once clear of KCHD airspace, proceed northbound between Gilbert and Lindsay road, descend to 2,400' MSL, intercept a 3-4 mile final.
- (3) Fountain Arrival (north northeast): Cross the Fountain at 3,200' MSL and fly direct to the airport. Cross the wash at 2,400' MSL and enter left traffic Runway 4L.
- (4) Gateway Arrival: Inbound from IWA, cross the Superstition Springs Mall at 2,400' MSL and proceed to the Wagon Wheel for right base Runway 4R.