



# Practice Approach Handoff

Effective March 13, 2018

## Issued under the Authority of:

Chief Flight Instructor – James Berry

### Background:

CAE OAA is committed to the highest level of safety. Phoenix Approach provides radar services to VFR aircraft conducting practice instrument approaches into numerous airports in the Phoenix Metropolitan area. Recently, TRACON has seen a high risk of pilots who are cleared for the practice approach, but then break off the approach without notice and turn away from the approaching Class D airspace. At KIWA, this has nearly caused several close calls between aircraft on the practice approach corridor for 30C with aircraft on the approach to 30L or 30R. The attached letter below is from Phoenix TRACON management. It indicates to pilots that when they are under radar service with Phoenix Approach intending to conduct a practice instrument approach and have been “Cleared for the approach,” the Tower has already coordinated with TRACON for the approach to be conducted. There is no need to break off the approach if two-way radio contact is not established with the Tower due to a congested frequency or high workload on the part of Phoenix TRACON to provide a handoff in time. Aircraft under this procedure are treated as IFR and provided with IFR separation and handling procedures.

Pilots are encouraged to ask for the handoff if able, or to monitor the Class Delta Tower frequency on a secondary radio and call up prior to entry (until a formal handoff from TRACON), but in any case, **DO NOT BREAK OFF THE APPROACH** unexpectedly.

### Abbreviations and Definitions:

None

### Policy:

Do not “break off” a practice approach due to not establishing 2-way radio communication with the Tower when conducting a practice instrument approach with Phoenix TRACON after having been cleared for the approach.

### Exceptions and Review:

The above policy applies to all CAE OAA Flight Operations and will be reviewed annually.

**THIS GUIDANCE DOES NOT APPLY TO AIRCRAFT CONDUCTING PRACTIC INSTRUMENT APPROACHES WITH LUKE APPROACH!** Luke Approach does not have the same equipment at Phoenix TRACON and is not able to coordinate with the necessary Class Delta Tower.

### Scope:

All CAE OAA Phoenix Aircraft

### Attachments:

Letter from PHX TRACON



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**From:** Gabrick, Mike (FAA)

**Sent:** Friday, January 12, 2018 10:57 AM

Hello,

If a pilot has received a clearance from the TRACON to conduct an approach whether VFR or IFR, the coordination will have been done between the TRACON and the Tower so the pilot does not need to establish 2-way communication before entering the Class D Airspace. Furthermore, ATC would expect the pilot to enter the Delta Airspace on the approach as instructed, deviating from it would likely conflict with other traffic.

There are Letters to Airmen (LTA) in place for CHD, IWA and FFZ as well as at PRC, here are the URLs:

CHD

<https://notams.aim.faa.gov/lta/main/viewlta?lookupid=1527615348990285717>

IWA

<https://notams.aim.faa.gov/lta/main/viewlta?lookupid=749417629453653960>

PRC

<https://notams.aim.faa.gov/lta/main/viewlta?lookupid=1527664266889402278>

FFZ

<https://notams.aim.faa.gov/lta/main/viewlta?lookupid=1264701320669960132>

Regardless of the LTA's, if a pilot receives a clearance or authorization to conduct an approach at a towered airport, the ARTCC or Approach Control is required to coordinate with that tower if the aircraft will enter the tower's airspace. That takes place off frequency between the facilities. If the tower is too busy to accept the approach, the radar controller will advise the pilot and likely provide service to a different airport or terminate radar service if appropriate.

Such is the case at SDL where there is no LTA in place, the TRACON authorizes the approach and coordinates through the automation with SDL ATCT for the pilot.



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Regarding DVT, there is not an LTA in place there either however, when authorizing a practice RNAV (GPS) 25L approach at DVT, Phoenix TRACON coordinates the arrival with DVT ATCT.

The practice RNAV (GPS) 7R approaches at DVT begin in LUF RAPCON's airspace and I am not sure what (if anything) LUF RAPCON issues to pilots. The pilot would need to clarify with the RAPCON controller whether or not they are actually authorized to fly the procedure to the airport. That would need to be addressed with LUF RAPCON directly.

Mike Gabrick

OSG Support Specialist

FAA/P50 TRACON