

AFTW Minutes

11 Sep 2013

Attendees:

	Terry Brandt (DPEAG), Josh, Klein (ATP/ASU), Brian Ready (PAWAG/AEBAA), David Lindskoog (TPAA), Matt Miller (Falcon Exec), Jay Gines (ATCA Gyr), Jim Timm (APA), David Kitts (Phoenix Helicopter), David Morse (TPAA), Rick Rademaker (Ariz Flt. Training Center)
FAA	Randy Prine(FAAST), Dominick Gallo Jr (FAAST)
Other	Terrence McCormick, Art Jacob

Airspace:

Some elements being considered as a result of the midair collision between two training aircraft in late May (http://www.nts.gov/aviationquery/brief.aspx?ev_id=20130531X43432&key=1) are adding to the awareness of the complex training airspace, the communication processes, and collision avoidance. Thoughts are that a greater awareness of the protocols AFTW has published may assist in collision avoidance. While most flight schools are aware and use the recommendations, awareness may be less in the nonaffiliated instructors. How do we improve? Some venues to use to better get the word out and perhaps display the map were: CFI renewal emphasis item (an outline provided to instructors and perhaps others), Airport Tenant Groups, FAAST notice, emphasis on other pilot training and testing, enlisting National groups (CAP, EAA, AOPA, NAFI, SAFE, NBAA, etc), AME, Airports (posting training practice area chart in more airports).

Radar Support. Late this year RADAR coverage changes will allow tower to tower clearances flights between the FLG, PRC and PHX areas. There may be other changes which may include TUS.

Airports:

IWA construction project may limit some operations and activity during the construction period. Practice Instrument Approaches may be accommodated traffic, weather, and workload permitting. Previously reported on the AFTW site (<http://aftw.org/wp/>)

Process (Procedures and Operations):

FAA Form 8710-1 Jul 13 (<http://www.faa.gov/documentLibrary/media/Form/FAA-Form-8710-1.pdf>) has been issued but the executable form using the PDF reader has some problems that are being addressed. The older form may be used or the new form can be printed and filled out by hand. Of course, the IACRA option is a good path.

Instrument Approaches for practice and testing are limited especially the precision approaches. Weather and airport procedures can further limit operations. We need to consider our options including the practice ILS at LUF, and using GPS with LPV when appropriate. A question was asked about the ability of towers to use limited opposite direction approaches with limits to descent altitudes as an option. At a towered airport, could you request (would tower allow) a planned circle to land approach to accomplish some training needs?

Other:

Support to RADAR reposition: Some facility changes may provide an opportunity to reposition RADAR to better serve the FLG to TUS routes. Arizona Pilots Association (APA) is watching this and will encourage all organizations, schools, and pilots to support the most advantageous location based on safety, cost and utility. APA will provide recommendations on the content and addresses for your support communication to the decision makers.

Awards Program The annual awards program award banquet is 2 Nov (<http://aviationsafetyadvisorygroup.org/asag-41st-annual-safety-awards-banquet-november-2-2013/>). Nominate persons to be recognized now. (<http://aviationsafetyadvisorygroup.org/nomination-forms/>)

Recommend AFTW consider a move toward having a steering committee.

Next Meeting:

13 Nov at the FSDO, 9:30 to 11:30 am