

AFTW MEETING NOTES @ SDL FSDO 13 NOVEMBER 2013

In attendance:

Host: Dominick Gallo, Jr and Jacob Hansen-FAA

Terry Brandt	DPEAG
Joshua Parriott	CAEOAA
Josh Klein	ATP
Ed Chauza	Self-GA
Matt Miller	Falcon exec.
David Kitts	Phoenix Helicopter

Topics: Airspace and Airports-

- Some discussion on the “neighborhood meeting” hosted by CAEOAA on 12 November; the name Steve [REDACTED FOR PRIVACY] had been mentioned a number of times and his reputation of erratic and irrational behavior- negativity toward the flying community (was invited to the AFTW meeting, but would be denied entry (if attempted) to the meeting by order of the FAA.
- Avoid the noise sensitive areas and fly “neighborly”
- LOA between Falcon Field Tower and CAE OAA had been finalized; will be sent to Ben Winton by Joshua Parriott. DISCLAIMER TO LOA: FOR USE OF CAEOAA AIRCRAFT ONLY; for information purposes only.
- ILS @ Luke is available. Not legal for Practical tests, but can be used to log currency.
- Casa Grande ILS and opposite direction GPS traffic is a high conflict area: please communicate intentions.
- Lights at uncontrolled airports: if found to be out of service or faulty, please report to airport management- or FSS.
- Falcon Field: when the tower is closed, the north runway is closed (04L-22R) make left traffic 4R, right traffic 22L (Traffic pattern stays on the north side) as outlined in the AFD.
- TFD stack reporting is confusing. Reports of procedure turn when holding turn outbound, and other confusing calls... Jacob Hansen to talk to the TransPac POI about radio procedures at TFD.
- General R/T in the practice area could be improved- TCAS fitted aircraft not making calls, IFR or simulated IFR traffic using waypoints and intersections for reporting points- they should be using VFR landmarks and VFR friendly calls to reduce frequency congestion.
- Tower visits encouraged at controlled fields for student training.
- Sectional practice area depiction under revision. Matt Miller may incorporate Google 3-D maps.
- Collision avoidance and workload management/awareness in TAA aircraft should be stressed.

Other Business-

- Help market and spread the word about AFTW. Perhaps a FACEBOOK group might help raise awareness?
- FFAST team homepage: quicklinks and tools for training.
- Practical test weak areas include: general maintenance and airworthiness (squawk procedures, etc...) Type data certificate knowledge, aircraft registration, POH supplements...
- Tolerance for the English Second Language community- programs to help them learn English
 - The English proficiency expectancy for testing may not be as robust as one would assume