

AFTW.org Meeting Minutes

11-9-2016

Airspace

- Stanfield VOR procedures
 - If Altimeter setting not available from CGZ AWOS, use Ak Chin. Keep in mind that actual IFR arrivals may be using Phoenix's Altimeter setting.
 - DPE's and instructors should be making TFD VOR Procedure calls. This is being briefed at the DPE meetings, but if you find a DPE who is asking an instrument applicant to make calls please let the FSDO know.
- Parachute drop zones
 - APA has an electronic copy of a chart highlighting the parachute drop zones which basically extend from Phoenix to Tucson.
 - Red Bull Wing Suit competition is November 17, 18, 19 at Sawtooth Drop zone (near Arizona City). They will be dropping from a helicopter at 10,000 ft and then gliding to three helicopters with ribbons hanging below.
- Copperstate details
 - Approx 3800 people attended the event at KFFZ on Oct 28,29. Only hitch was Phoenix Approach could not handle the small number of aircraft that flew into the event, causing a bottle neck for arrivals. Next year's plans, if they occur at KFFZ, will likely not use Phoenix TRACON services.
- Training airspace frequencies are not on the Sectional chart and are therefore difficult for transient pilots to find. This is why we have to direct those to AFTW.org. Publishing anything on a chart is tricky and a lengthy process. One contact that may be of use to get a frequency on the chart is the FAA industry aeronautical charting forum website.
- More frequencies are needed to divide the practice areas, as there is a lot of congestion. The ASAG group was looking into purchasing a frequency, but certainly it would have to be purchase through the FCC, and runs about \$150 for a 10 year ownership.
 - There is also the difficulty of getting all the pilots to be aware of the new frequencies, as we have seen people have difficulty with change in cases such as Buckeye who changed frequencies for CTAF, but 3 years later people are still calling on the old frequency.
- Phoenix TRACON mentioned that aircraft flying below the Bravo in the NE practice area cause some RA's for Jets going into Phoenix.
 - The same thing happens in the corridor between KFFZ and KCHD. Aircraft in those areas are flying legally, and if our traffic is a problem for TRACON they need to re-designate the airspace as B instead of E. Just be aware that we have to practice somewhere, just kicking us out of one area, we will move to another area which may conflict with other users.

Airports

- Getting ahold of a Tower Manager is tricky when it comes to finding a phone number as they are not published. You can always ask a Tower on ground, or you could ask the Airport manager for the phone number. Airport management contacts can be found on airnav.com

Procedures

- There have been revisions to several FAA handbooks. If you have not subscribed to the FAA training and testing website – it will push notifications to you when documents are updated.
- Checkrides
 - Seeing trends of students not making decisions as PIC. Remember that on a checkride for a commercial pilot certificate, you must act like a commercial pilot certificate is already in your possession.
 - One school actually puts captain's bars on their student's shoulders when they go for checkride to remind them they are the PIC.
 - Do not accept an IFR clearance if it does not provide a basis for you to reach your destination in regards to NAS system routing in situations like communication failures.
 - Some students do not know the required equipment for their operation other than TOMATOFLAMES. There may be specific equipment required by your POH or Type Certificate.
- "Continue, traffic will be holding in position."
 - This phrase is being amended in the ATC system to alleviate confusion. As of Nov 10th, according to KFFZ Tower controllers the phrase will no longer contain the word 'continue'. Instead, only those within 6nm of the airport will receive an advisory from Tower that traffic will be holding in position. If you are beyond 6nm from the airport, you will not be alerted to the aircraft on the runway by Tower.
- Practice approaches
 - When calling Tower inbound on a practice approach, please advise them how the approach will terminate.

Other

- Help new instructors, and those you meet day to day register on FAAsafety.gov so they can participate in the FAA safety seminars and training events.
 - Remember that wings credit will not only help your students, but also help give the IP credit as well towards training for BFR.
- This year, the General Aviation Awards Program extended their nominations deadline to November 30, 2016. ASAG has decided to reschedule the Awards Banquet for January 21, 2017, at the same location.

Next AFTW Meeting: January 11, 2017