

AFTW Meeting Minutes

May 10th, 2017

Airports:

1. Runway Safety Action Team meetings:
 - a. Ryan – May 17, 10am
 - b. Glendale – May 25, 0930
 - c. Falcon – June 7, 1200-1500
 - d. Goodyear – June 8
 - e. Flagstaff – June 21
 - f. Scottsdale – July 19
 - g. Phoenix Mesa-Gateway – August 15
 - h. Chandler – Sept 7
 - i. Deer Valley – Sep 13, 0930 @ restaurant
2. Prescott – Taxiway Hotel is closed but not blocked off

Airspace:

3. Hot Zones (from ASAG white paper handout)
 - a. Philosophy: This is a thought paper for a process to identify and detail some of the ideas around airborne hot zones. Arizona Safety Advisory Group (ASAG) would support the idea and would support the process as it becomes defined. The FFAST could also be a participant as progress continues. Choose Hot Zone vice hotspot to differentiate from ground based hotspots and to indicate a larger area. To keep focus there should be a small number: key areas in the PHX area are west of KDVT, east and south of KFFZ and KIWA, TFD. In TUS area one might be the confluence to KAVQ and PRC likely has some area. I would suggest that there would be less than 10 in the state and likely fewer.
 - b. Dimensions: 4NM radius from a specified point. That would be 8NM diameter which at common speed would mean that AC are in it if in direct transit for 4-5 min. Slower AC in for up to 8 min. It should be specified from the surface up to 6000 AGL.
 - i. The AFTW meeting discussed that it would be preferable to not designate specific size and shape but rather the area where this occurs, more like a yellow spotlight on a chart. These can be tailored, but better if they are just to highlight a given region where the procedures below are recommended.
 - c. Procedures: Safety recommendation in and approaching hot zones:
 - i. Eyes out—keep scanning
 - ii. Precise position reporting—within one-half to one NM
 - iii. Minimize maneuvering flight—especially critical or complex maneuvers.
 - iv. Know communication and navigation frequencies—set up early and monitor
 - d. Discussion:

From the DPEAG: There was a concern that some of the what we are dealing with are symptoms/results of other system decisions which drive activities to other locations, especially to the stack. When ATC limits opposite direction approaches even when an altitude restriction and circle to land could easily meet training and testing needs. We know that using approaches for training decreases the time and separation demands on ATC verses filing IFR. We know that ATC wants to maintain safety. Some policies and decisions simply moves the risk to another time and place.

- i. The AFTW meeting attendees discussed that this is not to discourage pilots from flying in the zones, but to be extra vigilant.

From Airspace Users: The users of aerobatic practice areas west of KDVT appear to not utilize the areas within the limits and purpose of the area. Questions: are all users aware of the procedures for the area? Are all user's signatories to the waiver? Are formation flights parts of the uses? What kind of maneuvering is expected outside the boundaries of the areas?

- e. The AFTW meeting attendees would like to move forward with creating the hot zones on the AFTW chart.
 - i. Jim Pittman and Morgan Proffer will work on this and hope to see it presented at next meeting.
- f. Suggested Hot Spots:
 - i. Prescott – Embry already has some hot spots they consider for addition which are a 10 mile final for 25L between 8 to 10K. As well as the intersecting highways 169 and 69 low level helicopters.
 - ii. Rio Verde Community has also been suggested as a hot spot.
 - iii. Aerobatic box NW of Deer Valley
- g. Pleasant Valley Airport still seeing some near misses and they have a presentation on the use of their airspace which they have shared with some schools, and will put up on AFTW.org.
- h. DVT and Luke RAPCON have been meeting to discuss radar handoffs and VFR arrival and departure procedures.
- i. Army helicopters (large size) have been seen in the TFD stack. The link to our TFD procedures has been shared with Jimmy Owenby by Jim Pittman. He talked to Battalion Standardization about our concerns.
- j. KIWA has a meeting today regarding arrival and departure procedure changes for their LOA routes.
- k. CAE is looking to help ASAG try and obtain a new frequency for the SE practice area. Some trouble with the FCC website is preventing progress.

Training:

- 4. Student Pilot Certificate Notice discussed changes to how the student pilot certificate process works. SPC's can be generated through IACRA by DPE's/FSDO/CFI (accepting). The CFI must check out AC 61.65F which outlines what you are looking for when you accept a student pilot's

application. Age, ID, and LANGUAGE. Please see AC 60-28 for help with English determination. Also check out the website below for examples of ICAO level 4.

- a. <http://cfapp.icao.int/rssta/RSSTA.cfm>
5. ACS – Private/Instrument revisions coming June 15th, along with original issuance of Commercial ACS.
 - a. A question was brought up asking if the CFI when it comes out will also have changes to slow flight similar to the Private, as well as what CFI Examiners are looking for on that task? No answer yet.
6. 4th Quarter FAAst Team goal is to conduct a survey of instructors on their input regarding ACS. Tina asked if all the flight schools would be willing to conduct a powerpoint guided survey with their instructors and send the feedback to Tina. Contact Tina.B.Bus Kirk@faa.gov for more info or come to the 4th Quarter CFI forum where this will be a main agenda item.
7. Upcoming meetings:
 - a. ASAG May 17, 1200 at Phoenix Maintenance Facility.
 - b. PAWG May 18, 0900 at Tempe History Museum.
 - c. June Bonesteel's celebration of life June 17 09:30 @ ASU Poly Student Union
 - d. **NEXT AFTW meeting July 12th, 2017 0930 @ FSDO.**