

## Arizona Flight Training Workgroup (AFTW)

Meeting Minutes – September 20, 2017

### 1. Airports

#### a. RSAT's

i. Deer Valley – No Action items

ii. TUS – Action items:

1. Pilot Controller Forum (Joint w/TUS and RYN airports) Wednesday October 18<sup>th</sup> @ 6:30pm Pima Community College
2. Safety Brief – Tucson Airport Authority regarding landing on wrong runway dangers (29L can be confused with Twy A)
3. A videographer is putting together a video on the issues.
4. Tucson Practice Areas are listed on a document now which has been coordinated by the local FAAst Team representatives.

Some of the content above can be found on the Pilot Controller Forum SPANS notice on [FAAsafety.gov](http://FAAsafety.gov). In the future, this content will be placed on [AFTW.org](http://AFTW.org).

b. KIWA – Construction now mostly finished on the ramp area, they are now working around the southern half of Taxiway Alpha which could make your taxi routing to 30L @ K more interesting.

### 2. Airspace

- a. Hot Zones – these are areas to be extra alert for traffic – not be head down and distracted – maneuvers discouraged. See [AFTW.org](http://AFTW.org) charts for their depiction. Some hot zones in the SE still need to be finalized, as there are too many right now.
- b. AFTW chart needs to be updated, as it still shows CGZ 23 approach, which has been decommissioned.
- c. LTA (formerly ATCA) may have an extra frequency which could be loaned to decongest the SE practice area. Will work with ASAG to figure out logistics.
- d. LPV approach proposal – in order to decongest the TFD area, a proposal is to place LPV approaches into Coolidge and Marana. If you want to support this proposal, please email [selliott@aero.und.edu](mailto:selliott@aero.und.edu). Proposal to go live in November.
- e. Stanfield Stack Powerpoint to be updated to include a recommendation to practice GPS approaches elsewhere, or drop down in the stack to 3500 like everybody else. Having a GPS approach at 4500 cut somebody off at 3500 is a risk which occurs too frequently.

### 3. Processes

- a. AC60-28B – Aviation English Language – make sure you are familiar with the new revision, as all instructions are now AELP evaluators.
- b. AC60-65G – Newly revised – check it out.
- c. FAA Safety Magazine for September features articles for Flight Instructor refresher topics of interest. You can find the magazine online.
- d. ASRS Callback Flyer – good information on case studies.

- e. Thank you Jon Micetic for migrating the AFTW website to a new server. Thanks to ASAG for funding the server hosting.

#### 4. DPE feedback

- a. The following concerns were highlighted by the DPE's Larry and Phil:
  - i. CFI initial – still old PTS, but tested to Comm ACS standards.
  - ii. Be sure you don't cut off the 'conditions of issuance' section on your medical certificate – it voids the certificate.
  - iii. Applicants with a middle name should have that name on the medical certificate.
  - iv. MEL's are tested on Private and Comm, regardless if the aircraft used is on an MEL or not.
  - v. Wx info – DPE's can test the student on any weather chart – so be sure they are using/familiar with them.
  - vi. "Plotter and Computer" – don't care what type of computer they use, E6B, iPad, etc.
  - vii. Diversions – students are encouraged to use all available resources; GPS, VOR, Pilotage, Dead Reckoning, handheld GPS, whatever. Applicants should turn in the direction of the diversion as soon as possible. Loitering in an area to calculate everything is discouraged.
  - viii. XC routing – examiners will need to see two points, so make them a short distance – we don't need to fly 30 minute legs.
  - ix. Read manuals – Too many applicants state "my instructor told me it is..." rather than actually reading the POH.
  - x. The pilot can be tested on any onboard equipment.
  - xi. Airspace – know more than what class of airspace, but the pilot, equipment, wx requirements.
  - xii. Passenger brief – should be done before getting in the aircraft.
  - xiii. Takeoff Brief – is tested as part of the preflight areas of operation so it too should be done before getting avionics on – otherwise difficulty hearing ATC instructions/Pilot briefing.
  - xiv. Audiblize everything – the more the student tells me what he/she is doing the less guessing the examiner has to do.
  - xv. Know how to use external power to start the aircraft
  - xvi. Short field – full stop landing only!
  - xvii. Forward slip to a landing – expect a forward slip to the flare – not just to get back on glide slope.
  - xviii. AC91-73B covers most all 17 special emphasis areas which are now littered through the ACS. Good to ensure your student uses the information.
  - xix. DME Arcs still are tested, but Examiners will not make up a DME arc. They will only fly arcs that are published.
  - xx. Issues with ACS? [9-avs-acf-focus-team@faa.gov](mailto:9-avs-acf-focus-team@faa.gov)
  - xxi. DPE meetings are the second Tuesday of the month at the FSDO 1300 local... all welcome.

#### 5. Next AFTW meeting 8 November at 0930 at the FSDO.