

Arizona Flight Training Workgroup (AFTW)

Meeting Minutes – Nov. 9, 2017

1. Airports

- a. PLEASE CHECK YOU NOTAMS AND BE DILIGENT IN YOUR FLIGHT PLANNING.
- b. TUS - New Tucson safety briefing added to AFTW.org regarding runway mix-up issues. 29R has been mistaken as the taxiway multiple times. This briefing addresses this as a letter to pilots.
- c. RYN – Mid Air recently between a LongEZ and a Cherokee. Reminder to See and avoid - and do not enter airspace without proper entry requirements being met.

2. Processes/Procedure

- a. 61-98D is in Draft on the FAA website. There are many proposed changes to the way IPC's and Flight reviews are conducted. https://www.faa.gov/aircraft/draft_docs/afs_ac/
- b. Does a stall need to go to a full break for ACS? Yes. Remember, also that ACS slow flight (MCA) has been changed to fly without the stall warning horn on.
- c. Are DPE's selecting the touchdown point for short field? Technically the ACS states the pilot will select the point.
- d. Instrument ACS – It is known that DPE's will not create random DME Arcs to fly unless it is published. Does the same apply to holds? Recently a DPE gave a student a made up clearance to hold several miles south of a GPS fix. This will be addressed to the DPE group for an answer.
- e. DPE wait time? Seems wait times are averaging around 2-3 weeks.
- f. Remember to have all the paperwork completed and ready, makes checkride go so much smoother.
- g. Web Update: AFTW.org is now hosted by GoDaddy servers, but still appears the same. Ben Winton and Jon Micetic are co-authoring the site. Thank you for your selfless dedication.
- h. GET THE WORD OUT. A reminder that the greatest challenge affecting our standardized procedures is getting all the local pilots to be aware of them. Spread the word. We are looking at trying to spread the word through:
 - i. Comments on Foreflight/Apps
 - ii. FSS briefings for pilots in AZ
 - iii. AOPA
 - iv. Chart Supplement NOTAM
 - v. FAASTeam seminars
- i. Ruby/Fuzzy/other MOA's seem to be pretty hot with activity recently. Be sure to contact the controlling agency if your flight takes you in or around them for Safety. Get flight following if able.
- j. Don't forget about the Safety Topic of the Month on the AFTW website – free training materials.
- k. Check out Mx related seminars – these can be great value to pilots as well. Register on FAAafety.gov to find seminars.

3. Airspace

- a. TUS – Practice areas are now on AFTW.org. Go to the Terminal chart link and you should see it near the bottom of the page. Currently the page is not expanded and you have to click on the banner for TUS to see the chart. It was decided that in the future the site should have all the charts out for view, and not require the user to click on TUS banner. Frequencies for these practice areas need to be added. Red Rock and Silverbell monitor 123.0 (Marana CTAF), and the southern practice areas (Keystone, Fagan) monitor TUS approach.
 - b. Extra Frequency – CAE and ASAG are working to acquire a few new frequencies so they can be used to split the SE/SW practice area up, as well as the NE/NW practice areas.
4. A dedicated workgroup to focus on revising the Charting of the AFTW practice areas followed the normal meeting. The results of this workgroup are below:
- a. It was determined from users present that the current practice areas are not utilized as depicted on the AFTW chart. Users do not call or operate in just one practice area box on the chart. Therefore, it was decided that the individual practice areas were to be removed, and the chart simply have a plethora of reporting points which people call position in relation to (as they currently do).
 - b. The main practice areas will remain outlined (NW, NE, Rainbow Valley, SW, SE) with their frequencies. Stanfield stack area, parachute drop zones, approach corridors and hot **zones** will remain on the chart as well. Parachute drop zones will indicate the landing zone, as well as the outer radius as specified in the Chart Supplement/Perm NOTAM. Approach corridors will show the altitude of the approach hold and FAF. The goal here is to show all the hazards which will need to be considered when selecting a practice location.
 - c. The basemap will be the Sectional Chart, as the current practice areas spill off the Terminal Chart.
 - d. The reporting points were reviewed. Stacy Elliot has the list of South reporting points and Jon Micetic has the list of North reporting points. The goal of reporting points is to provide a point to reference you position, so they needed to be spaced approx. every 5 miles. They should also be recognizable on the chart or LOA procedures if at all possible so transient pilots hearing “Bapchule” for instance will see it on their chart.
 - i. There were several reporting points added and several removed (if they were too close to another reporting point which was more well known/marked).
 - e. CGZ Rwy 23 Approach has been removed, as it is no longer published.
 - f. The reporting points will be placed into Google Earth and saved as a KML file which can then be distributed so the reporting points will show up as a layer in Foreflight and other common charting systems. A user guide will be released to specify how to put waypoints into Foreflight.
 - g. After the reporting points are finalized and the KML is ready to roll, then AFTW will create maps on the website based on the KML. The practice area map will be broken into 4 pages, so it can easily be printed on sheets of paper and be printer friendly.

- h. The file name will contain the warning that this map is not to be used for navigation, as well as a warning on the site. Hopefully this prevents dummies for relying on it for such a purpose.
 - i. All the hot zones will have a textual description as to why each is designated a hot zone in the notes page.
 - j. The Green Fields has always been a problem with people reporting “I’m West of the East Green Fields” which is just confusing as all get out. So we decided a point needed to be created which everybody can reference their position off of which does not include “east or west” as the title. So “I-10 Green Fields” is a point which will be created at the center of the Green Fields where the I-10 passes through. Thereafter, calls will be “I’m West of the I10 Green Fields.” Hopefully we can improve position reporting using this over the next 20 years. :). For those of you confused – the Green Fields are 3-7 nm SE of Bapchule, and run from Sacaton to North Test Track.
 - k. A revision number will need to be put on the KML and Map to track current revisions.
- 5. Next AFTW meeting 10 January at 0930 at the Scottsdale FSDO. Expect a draft of the new practice area map!**