

## Arizona Flight Training Workgroup (AFTW)

### Meeting Minutes – January 10, 2018

#### 1. Airports

- a. PLEASE CHECK YOUR NOTAMS AND BE DILIGENT IN YOUR FLIGHT PLANNING.
- b. Sky Harbor runway 8-26 closure till end of February.
- c. Scottsdale Tower concern – ATC is asking pilots to conduct low altitude 360's on base and final. It is recommended that when this happens the pilot call the Tower after the flight to express concern.
- d. KFFZ construction – new signage/lighting project on all taxiways and runways. Runway work is only at night, but be watchful on NOTAMs as there will be sporadic day closures on rare occasions.
- e. Deer Valley's Tower Manager Doug Hart is retiring, Don Curtis is likely to step in.
- f. P08 Runway 17-35 seems to be closing on and off – sometimes without NOTAM. Please use caution. Users also report this airport has had numerous issues with electrical failures due to animals and moisture getting into ground wires which date back to the 1940's. There has also been reported issues with security and wildlife, and some schools refuse to fly to the airport at night.

#### 2. Processes/Procedure

- a. English Language Standards for Certification – FAA Order 8900.1 Vol 5 Chap 14 Section 1 spells out very clearly that ICAO level 4 English language proficiency is the standard for all certificate/rating applicants/holders – this includes student pilot certificates. The FAA also now requests the Towers to report English language proficiency issues to the FSDO. Due to staffing and efficiency concerns, the Towers have been encouraged to report the issues directly to the flight schools where the concern can be actioned immediately. FAASTeam Program Manager has met with various Towers and Schools throughout the metro area to create a contact list for reporting concerns. Instructors must remember that you are now an English Language Evaluator and must do so in accordance with guidance found in the Advisory Circulars (see AC 60-28B and AC 61-65G).
- b. The document (FAA Order mentioned above) does have a few unclear points:
  - i. The flow chart near the end of the document does not mention contacting the FSDO to request an English Language proficiency assessment.
  - ii. The document states that an assessment will happen and then if passed, the applicant can be issued a certificate. But this is only if the applicant has satisfactorily passed the associated checkride.
- c. GA Awards Banquet – Jan 20<sup>th</sup> at 5:30 at the ASU Polytechnic student union ballroom. Please see ASAGAZ.org for more details. Tickets can be purchased online. Please note the change in venue from last year. Also, please nominate for next year! Applications are due by Nov 30<sup>th</sup>, and it can take time to put a nomination package together – so don't delay.
- d. Deer Valley – Pilots on IFR departure are being switched mid-departure from Deer Valley 1 to a Diverse Departure in which the climb rate is higher. This seems hazardous to have a

controller assigning an aircraft a departure which requires a greater climb gradient than what the pilot filed. Another point for the PAUWG meeting.

- e. Sign up on Airmen Testing section of FAA website to receive updates on FAA publications/regulations. Also - FAAsafety.gov for safety seminars and WINGS programs taking place near you.

### 3. Airspace

- a. Practice instrument approaches into KIWA/KCHD/KDVT from Phoenix Approach. Tina (FAA's Team Program Manager) has been in contact with KIWA Tower Manager and KCHD Tower Manager regarding concerns about pilots not being handed off properly to the Class D Tower, causing Tower to issue Pilot Deviations to those pilots for entering the Delta without Two way radio contact. They state that if you are on a practice approach (cleared by Phoenix Approach), and are cleared for the approach, you are treated as IFR, and have authorization to continue into the airspace if the Controller has been unable to hand you off. While hand off should have been done, and the pilot should have made attempt to request the frequency change, this shouldn't result in a Pilot Deviation (but it seems to be incurring P.D's through the metro area.) This will be a discussion point at the next Phoenix Airspace Users Workgroup (PAUWG) occurring in February (15<sup>th</sup> at 9am at Tempe History Museum). It was suggested to switch to Tower on Comm 2 (for those aircraft dual-radio equipped) and contact tower in the background, while still on with Phoenix. Be certain to request the change if Phoenix may have forgotten. Do not break off the approach prior to the Delta and turn without authorization – as doing so is a violation of AIM 4-3-2 1 (practice approaches must follow clearance given to them by the controller). Breaking off the approach causes serious safety concerns for traffic behind you and to the parallel runway.
- b. TFD VOR training procedures "the stack"
  - i. Instructor Pilot or DPE should be the only ones on the frequency (122.7). Students and checkride applicants should not be making calls.
  - ii. There is so much volume of radio communication on 122.7 that it is interfering with radio communication for the traffic pattern at Casa Grande. We all need to ensure we are speaking clearly, but concisely as much as possible to help with this. If you have ideas on how to reduce radio procedures, we are all ears.
  - iii. We all need to do our part to publicize by word of mouth the existence of AFTW.org and what we are trying to accomplish. CAE Safety Officer Brent Crow is spearheading an effort to produce publicity posters for AFTW.org. Please send me the AFTW logo as a digital file – whoever has it. Thanks.
  - iv. Brent is also beginning production on a Stanfield Stack training video to further our educational and publicity focus.
  - v. The real needed solution is to de-congest the Stack by creating a precision approach elsewhere. LPV approaches are being pushed for publishing by Stacey Elliot from UND at Coolidge, Marana, and Deer Valley(?).
- c. Map Project update:
  - i. We are revising aftw.org's charts of the practice areas. (see previous minutes from Nov 2017).

1. All that is needed is just the addition of Rainbow Valley Practice area reporting points and then a KML will be created. This will be layered onto a sectional chart and then published in many ways. A KML will be available for download from [aftw.org](http://aftw.org) site for use on any iPad running Foreflight, and eventually, Garmin Pilot. PDF's will also be made for each practice area, with and without other overlays (such as hot zones, approach corridors).

**4. Next AFTW meeting 14 March at 0930 at the Scottsdale FSDO.**