

AFTW.org Meeting Minutes

September 12, 2018

1. Allegiant Guest Speakers – Jeff Panhans- Allegiant now flying visual RNAV Visual Approach Rwy 30L. 30 days to going live. Lots of interaction with KIWA/TRACON/etc. This procedure is specific to Allegiant and WestJet, and will not be published or able to be flown except by those on the LOA. The objective is to deconflict from other traffic paths, and keep approaches consistent and stabilized. Procedure will be published on AFTW website.
2. **KCGZ Approach Chart Changes –**
 - a. Training PowerPoint for TFD Stack needs updating – Brent to Action ASAP.
 - b. Rwy 5 approaches as of 9-13 will be published with the following minimum altitudes:
 - i. VOR- 3500
 - ii. ILS – 3700
 - iii. GPS – 3800
 - c. These altitudes pose a danger of traffic converging due to someone at 4000 in the stack while someone is shooting the GPS at 3800 – resulting in only 200 feet separation.
 - d. **The group discussed options and decided that the lowest useable altitude in the stack for Holding should be 4,500 feet. This was on the basis that 500 foot increments are standard amongst operators already.**
 - e. **This means that any altitude below 4,500 means you are flying the procedure, intending to shoot the approach.**
 - f. Need to ask Canyon State Heli for altitudes acceptable for small helicopter traffic. They may seek to be a 3000 and await a slot to bump up into the approach, as they may not be able to climb to 4500 in the summer.
3. Rwy 23 Approach coming back tomorrow - Survey from attendees about its positives and negatives:
 - a. Detrimental to safety of the Rwy 5 approaches – causing opposite direction landings/takeoffs.
 - b. Helpful to bring in more traffic and allow another approach option – benefiting the utility of the airport.
 - c. No ATC coverage by TRACON ... ABQ dumps traffic over to CTAF at IAF and “wishes them the best of luck”
 - d. Future changes coming to approach design – the reason described by airport manager it being published now is because it is easier – it has already been designed and published. Future publication may be more difficult and restrictive.
 - e. The user groups will have to think about their own risk as the Approach goes live. Manage the risk how you feel is best for your operation.
 - f. Can we prohibit as a group to not practice the GPS23 approach? DPE’s would have to also agree.
 - a. **Agreed that we will post a note on the training that the GPS23 is not to be used for training.**

- g. Can we get a Tower? This would be the end-all to CGZ issues. Airport management put a request to get a Tower a few years ago, but the City did not want to pay for one. We need to campaign as a group to assist the airport management in making the need for a Tower a reality. David Reffner will write up a letter similar to the Marana Tower Proposal and we can write letters of support to him. We will need to get funding support from other sources. It may be possible that if a virtual Tower works out, Marana's Tower facility (other other such facility) could be able to "Tower" a number of airport facilities such as Pinal, AVQ, and CGZ.
- h. Can we put aftw.org or notice of intensive training activity? ASOS is controlled by FAA techops. David and Brent will work on finding an appropriate message to place on the ASOS to warn aircraft of intensive training activity and potentially direct them to aftw.org

Airports

- a. Marana ATC Tower – please submit you opinion to the Airport Manager – Steve Miller regarding impacts of a Tower at Marana.
- b. KIWA –Tower is still short staffed but working on training. Safety meetings started yesterday and will be regular between users and ATC. 9-27 RSAT
- c. KCHD – RSAT coming 9-20. Practice approaches please let them know how approach will terminate.
- d. KPRC – Construction progressing.
- e. SDL – Sept 25 RSAT – Kirsten has no communication with TRACON.
- f. Sky Ranch – No low flying please
- g. KCGZ – City still negotiating with parachute operators. FAA director to make decision as this has become political. LiveATC feed has been installed! We care conducting a Safety Seminar on Sept 22nd to kick off the feed and review non-towered airport operations and TFD VOR aftw.org procedures from 9 to 11. See faasafety.gov for seminar information.
- h. DVT – Taxiway construction, with an LOA being developed with local schools to shorten taxi clearances. DVT Tower manager leaving shortly, presumably to go to KFFZ.
- i. Cottonwood – Skydiving operations have ceased.
- j. Goodyear – taxiway closures in future.
- k. Airspace
- l. Charting Team Update:
 - a. Map overlays available on aftw.org including a video walkthrough on how to import to Foreflight.
- m. (Carryover from last meeting) Jim Pitman
 - a. Can you please make PDF's of the practice areas now that the waypoints are solid (after the updates discussed today are put on there)? If not, let Brent know please.

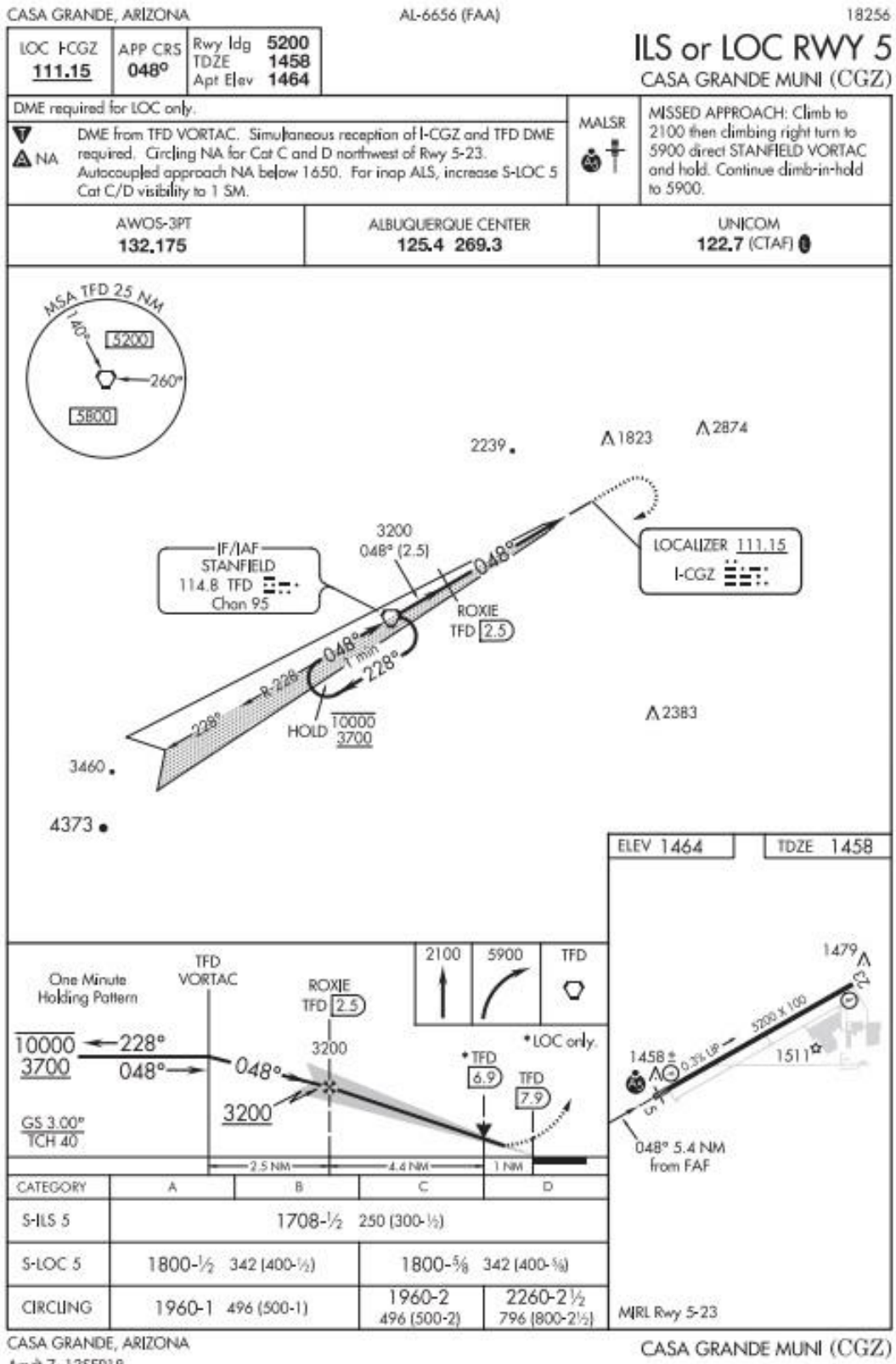
Training

- a. Remember that if you are flying a practice instrument approach with Phoenix approach into a Towered airport, you do not break off the approach prior to entering class D just because you have not been handed off. The only exception is when shooting a practice approach with Luke to Deer Valley. However, there is an LOA being drafted between Luke and Deer Valley at the moment which will delete this from being the exception.
- b. Verbiage regarding practice approaches (from Craig Tompkins). There is a difference in verbiage when being cleared for a practice approach. "Cleared for GPS 30C approach" vs. "Practice approach approved" LOAs in place at KIWA, KFFZ, KCHD, KPRC. If needing the handoff... flash ident as another option. DVT and SDL are not on the list as we are still in process of gaining a letter to airmen once coordination is established between the Tower and Approach Control (luke or Phx).
- c. Rio Verde still a noise sensitive and low altitude flying concerns.
- d. Airport procedures information gateway (for pulling up approaches) you can make safety concerns or change request.
- e. FAA has dropped the requirement for a complex aircraft on the Comm/CFI check requirements as of August 27, 2018. More here:
<https://www.federalregister.gov/documents/2018/06/27/2018-12800/regulatory-relief-aviation-training-devices-pilot-certification-training-and-pilot-schools-and-other#p-239>
- f. There is also a newly revised AC regarding BFR's and IPC's (AC 61.98D)
- g. It has been reported that student solos are using incorrect verbiage when describing the "upwind" of the traffic pattern. AIM, PHAK, AFH all state it is called the "departure" leg, not the upwind leg.
- h. Faasafety.gov has a bunch of free courses!

Other

- i. General aviation awards! Check it out and nominate!
- j. ASAG has awards for Airport and Tower of the year. Awards event is January 26 - Saturday. Asagaz.org for more info.
- k. DPE Work Group 13th of November 1300 CHD
- l. (carryover action from last meeting) "First Draft of Stanfield Stack Procedures" banner needs to be updated on the Website home screen – this is not a draft... it's the live version.

m. Next AFTW meeting is: November 14th at 0930 at the Scottsdale FSDO. See you there!



CASA GRANDE, ARIZONA

AL-6656 (FAA)

1B116

VORTAC TFD 114.8 Chan 95	APP CRS 048°	Rwy Idg TDZE 1458 Apt Elev 1464
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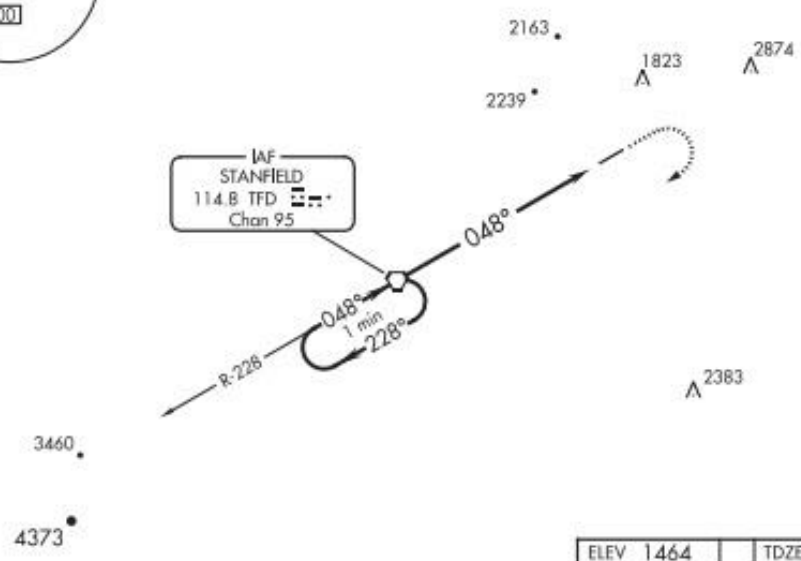
VOR RWY 5
CASA GRANDE MUNI (CGZ)

For inop ALS, increase S-5 Cats A/B visibility to 1 mile.
Rwy 5 helicopter visibility reduction below 3/4 SM NA.
Circling Rwy 23 NA at night.



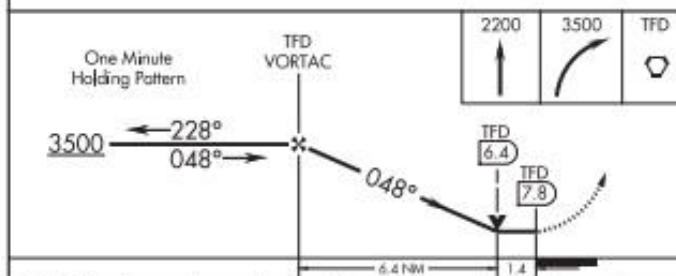
MISSED APPROACH: Climb to 2200, then climbing right turn to 3500 direct TFD VORTAC and hold.

AWOS-3PT 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF)
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SW-4, 13 SEP 2018 to 08 NOV 2018

SW-4, 13 SEP 2018 to 08 NOV 2018



CATEGORY	A	B	C	D
S-5	1960-3/4	502 (500-3/4)		NA
CIRCLING	1960-1	496 (500-1)		NA

MRL Rwy 5-23				
FAF to MAP 7.8 NM				
Knots	60	90	120	150 180
Min:Sec	7:48	5:12	3:54	3:07 2:36

CASA GRANDE, ARIZONA
Amdt 4E 26APR18

32°57'N-111°46'W

CASA GRANDE MUNI (CGZ)
VOR RWY 5

CASA GRANDE, ARIZONA

AL-6656 (FAA)

18256

WAAS CH 61042 W05A	APP CRS 048°	Rwy Idg TDZE Apt Elev	5200 1458 1464
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RNAV (GPS) RWY 5

CASA GRANDE MUNI (CGZ)

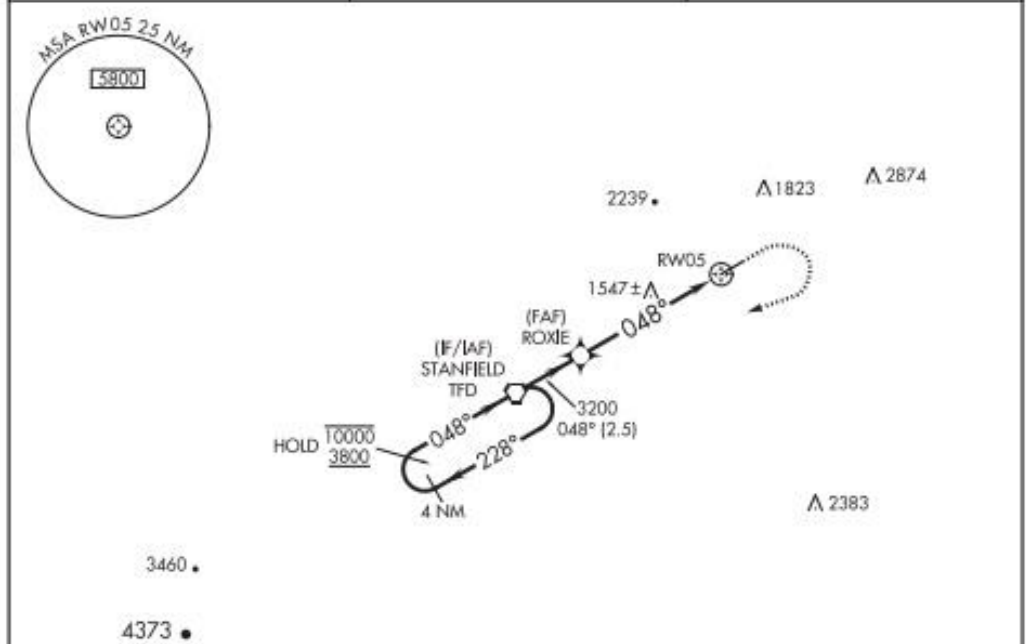
RNP APCH

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA for Cat C and D northwest of Rwy 5-23. For inoperative ALS, increase LNAV Cat C/D visibility to 1 SM.

MALSRL

MISSED APPROACH: (Do not exceed 240K until TFD VORTAC) Climb to 2000 then climbing right turn to 5900 direct TFD VORTAC. Continue climb in hold to 5900.

AWOS-3PT 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF)
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SW-4, 13 SEP 2018 to 08 NOV 2018

SW-4, 13 SEP 2018 to 08 NOV 2018

ELEV 1464		TDZE 1458	
4 NM Holding Pattern		2000	5900
TFD VORTAC		TFD	
10000 3800	← 228°	*LNAV only	
	→ 048°	*1 NM to RWY05	
GP 3.00°		RWY05	
TCH 40		1479	
	3200	1458 ±	
		0.3% LP	
		5200 X 100	
		1511	
		048° to RWY05	
CATEGORY	A	B	C
LPV DA		1708-½	250 (300-½)
LNAV/VNAV DA		1708-½	250 (300-½)
LNAV MDA	1800-½	342 (400-½)	1800-⅝ 342 (400-⅝)
CIRCLING	1960-1	496 (500-1)	1960-1½ 2260-2½ 496 (500-1½) 796 (800-2½)
MIRL Rwy 5-23			

CASA GRANDE, ARIZONA
Amdt 1 13SEP18

32°57'N-111°46'W

CASA GRANDE MUNI (CGZ)

RNAV (GPS) RWY 5

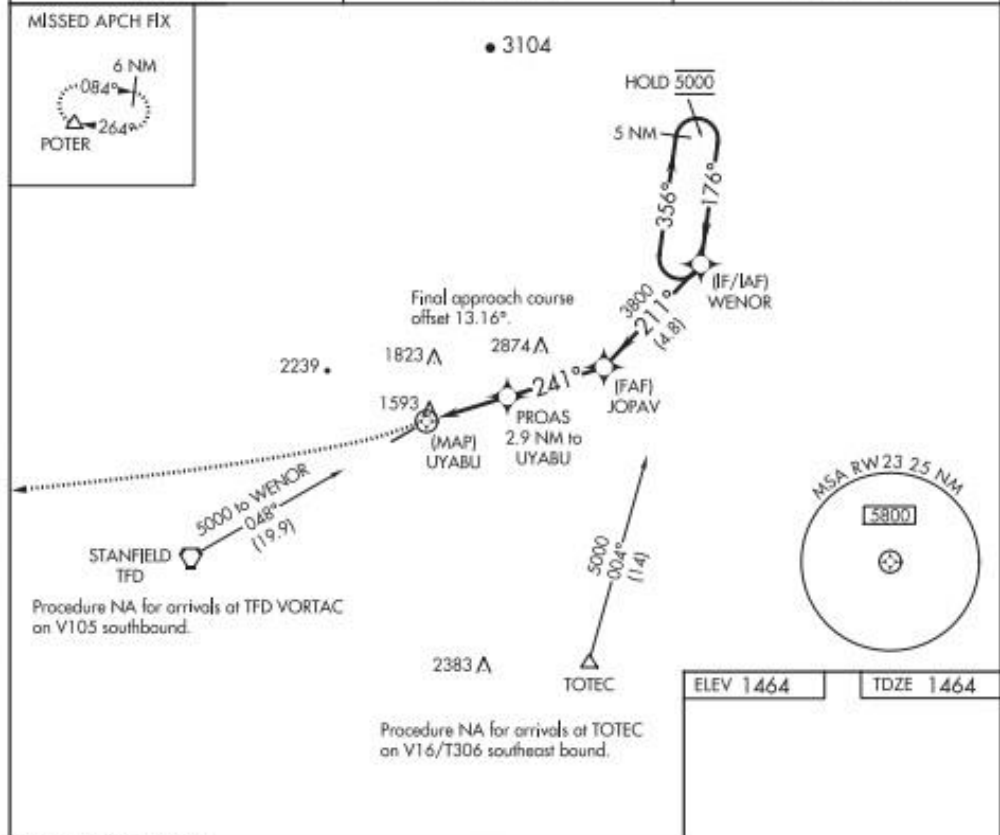
APP CRS	Rwy Idg	5200
241°	TDZE	1464
	Apt Elev	1464

RNAV (GPS) RWY 23

CASA GRANDE MUNI (CGZ)

RNP APCH	MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 direct POTER and hold.
<p>▼</p> <p>▲</p> <p>Circling NA for Cat C and D northwest of Rwy 5-23.</p>	

AWOS-3PT 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF) 0
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SW-4, 13 SEP 2018 to 08 NOV 2018

SW-4, 13 SEP 2018 to 08 NOV 2018

	2500	5000	POTER			
	↑	↷	▲			
				PROAS 2.9 NM to UYABU	JOPAV	WENOR
				0.8 NM to UYABU	3.20°	5 NM Holding Pattern
				UYABU	241°	3800
				0.5	0.8	2.1 NM
				3.4 NM	4.8 NM	
CATEGORY	A	B	C	D		
RNAV MDA	1900-1	436 (500-1)	1900-1½	436 (500-½)		
ⓐ CIRCLING	1960-1	496 (500-1)	1960-1½	2260-2½		
			496 (500-1½)	796 (800-2½)		
					MRL Rwy 5-23	

CASA GRANDE, ARIZONA
Orig 13SEP18

32°57'N-111°46'W
21

CASA GRANDE MUNI (CGZ)

RNAV (GPS) RWY 23