AFTW.org Meeting Minutes

November 14, 2018

Airports

1. KIWA – Charlie under construction – Taxiway Charlie being extended – helicopter operators probably need to look long term for new places to practice. KIWA 30R to be closed for a period of time in Dec.
2. KCHD – Ramp area going to be resurfaced soon. Jan-Mar ish.
3. Buckeye - 8-10 February Copperstate/Buckeye fly in - Seminars
4. KPRC – 21R/3L temporary closures for NICFA.
5. Glendale – Coming in from DVT – please come in at a 45 for either runway, otherwise sequencing becomes an issue.
6. Luke (&RAPCON) – LOA with Aeroguard and Westwind on aftw.org on Chart. Aircraft using Canal transition back to DVT. Seems like they are only using when its busy. Will ask PAUWG if it can be used more regularly. For Practice approach to DVT – no handoff between Luke RAPCON and DVT Tower.
7. DVT – Taxi to 7L via Charlie then blah, then blah then blah, then something else.…. (it’s a Long clearance) therefore shortened to Taxi via east route/west route as an LOA (Aeroguard and Westwind and CAP are participating).
8. Cottonwood – 122.7 was changed to 2.8 inadvertantly. Notam issued to change it back – its on AWOS. Parachute Jumping has resumed.
9. Flagstaff – a recent pilot found an airshow occurring (very busy – no flight demos) why not notamed? This is because the airport manager is not required to unless a waiver for some rule has been issued. Airport Manager can publish NOTAM, and should for safety of student solos who may be flying in without realizing the congestion. Arizona Airport Association would be a good forum to bring this to all airport managers attention.
10. Gila Bend – Drag racing – for this weekend appears cancelled. Always check NOTAMs!
11. Show Low runway project for overlay. NOTAM.

Airspace

1. (Carryover from last meeting) Jim Pitman –PDF Charts for each practice area are now available in the charts section of the website.
2. **TFD – 4,000 no longer a holding altitude as it conflicts with the procedure altitudes. Lowest altitude to be awaiting your turn to shoot the procedure is 4,500.**
3. **Recent chart change on Nov 8 have placed the GPS and ILS approaches at 3,800 in the hold with the VOR still at 3,500. Please do not use 4,000 when someone is on the VOR approach, because it causes other people to believe 4,000 is an option, when it really isn’t.**
4. **Please keep calls short and concise on practice area and Stack Frequencies. Just position and altitude unless absolutely necessary. Communication is key – a simple word mis-spoken can have great impact.**
5. Altimeter setting – please use CGZ Awos altimeter setting. If Awos OTS, then it is worth ensuring all stack participants are on the same setting.
6. Please keep in mind helicopters will not have the performance to reach 4500 in the stack, so please be courteous and allow them to hold below the stack and await turn to jump up to procedure altitude, or fly vectors to final. (will add to VOR procedures).
7. If you are IFR and arriving at the TFD VOR – remember you cannot deviate from your clearance. Request a higher altitude if stack is higher than your cleared altitude. Otherwise, cancel IFR upon arrival at TFD, or file to somewhere else.
8. TFD procedures – will add a notation to not file IFR If you are a school. Probably worth having a “Local School Procedures” slide which shows all the school-agreed best practices.
9. Rwy 23 approaches – are they in Phoenix or Albuquerque airspace? Phoenix TRACON typically works aircraft on the approach, coordinating with Albuquerque.

Training

1. DPE’s no longer have boundary restrictions.
2. The “request a CFI initial” on the AFTW website will be removed. Instead, just call a CFI DPE.
3. FSIMS.faa.gov. – publications – notices link.
	1. Notice8900.485 is the notice which changed the CFI initial policy for setup.
	2. Check out 8900.476 for 141 letters of authorization.
4. POI’s may be getting an assistant POI. : ) Should help with keeping POI contact when POI is on vacation or training.
5. Recommended by an attendee: Check out aviationnewstalk.com for a great site which focuses on General Aviation news, general tips for pilots, technical details on glass cockpits and flying GPS approaches, and an occasional interview.
6. Parachute drop zones – be sure you are aware of the extremely large area of airspace that is a parachute drop zone – see Chart Supplement. Expect a FAAst seminar coming shortly.
7. Faasafety.gov has a new tile called FAA youtube. 1 minute “safety minute” videos.
8. Birdstrikes – seem to be more of a concern recently (as high as 7500 feet! – and causing fatal accidents)
9. 300 feet below traffic pattern altitude. Are all towers on board with this.
10. 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. However, the AFTW workgroup believes that this can cause misunderstandings in the pattern because “departure” on the radio is more of an action, where “upwind” is a familiar location. The group will seek the reasoning behind this verbiage and perhaps get the FAA to change the guidance, to keep it all consistent with Towered operations.

Other

1. Pilots and Medication – seeing issues – please check out the Safety Topic of the Month on AFTW.org for October.
2. ASAG banquet – see asagaz.org – Banquet is January 26.
3. Please nominate for your deserving CFI, AMT, FAAst Rep, at www.generalaviationawards.org!
4. ASAG has awards for Airport and Tower of the year. Awards event is January 26 - Saturday. Asagaz.org for more info.
5. Helicopter safety seminar – Case study seminar sponsored by IHST. Food. December 1st at ASU Poly.

**Next AFTW meeting is: January 9th at 0930 at the Scottsdale FSDO. See you there!**