

AFTW.org Meeting Minutes

January 9, 2019

The meeting kicked off with a short training video on Parachute Drop Zones developed by Brent.

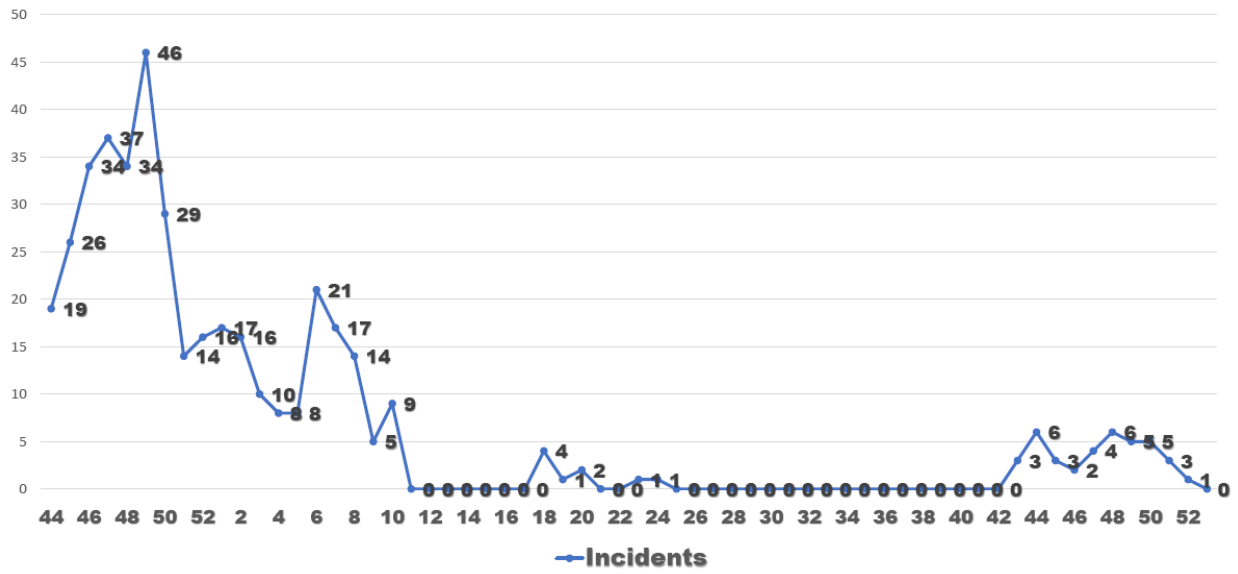
Airports

- KFFZ – LOA's are in process of being revised between Tower and Flight Schools/Helicopters. If you have thoughts, please send them to brent.crow@cae.com
- KIWA – 30R closed for 90 days due to taxiway Charlie construction. Please conduct patternwork elsewhere.
- Cottonwood – Last Chart cycle the frequency for CTAF was misprinted as 122.8. CTAF is 122.7. This has been NOTAM'd.
- SDL – Beware of Barrett Jackson Car Show having an impact on traffic and there may be slots for departures and arrivals in place – check NOTAMs. Jan 12-20th is the show.
- Glendale – Flight school on the field is growing – lots of training. Some vandalism on the airport (broken windows) recently, but the suspect has been arrested.
- Ak Chin – Resurfacing going on. Check NOTAM for closure.
- CGZ – Skydive appeal is at 9th Circuit court of appeals, but airport management is working to establish a workgroup to determine a suitable drop zone and find a compromise. Cactus fly-in date is unknown.
- PRC – A minor fence move on the South ramp (north end).

Airspace

- Gull presented data regarding Rio Verde East towards Pinnacle Peak – data trends are very positive – showing a decrease in total aircraft sightings below 1,000 feet in the area. See below Charts. “Flights per week” plot shows number of aircraft below 5,000 feet MSL (Arbitrary altitude), the other plot is for less than 1000 feet AGL. As a reminder, AFTW has a no-low maneuvering recommendation in the area (charted on AFTW.org). Many thanks from the Community for this group's actions and making such an impact. This was not noise, but safety of having aircraft flying below 500' in a populated area.

Flights Per Week < 1,000 Feet All Locations - Excludes Special Aircraft, Helicopters & Business Jets



- TFD – reminder that we should be entering at 4500, then dropping down so as not to cut off aircraft entering IFR or who are on the approach procedure and not communicating for some reason. This gives a chance to visually clear the area. 4000 is not a holding altitude, only 4500 or above. 4000 and below is reserved for the aircraft on the approach procedure. Helicopter operations will likely be entering the procedure from below, as they may not be able to climb to 4,500 feet – please be courteous to their performance limitations. It also may be prudent, when conducting holding only to hold at VFR altitudes, not IFR altitudes.
- Boeing Heli Testing operations – may be occurring east of R2310.

Training

- Watch for updates to time and equipment requirements for training in the FAR/AIM, particularly the utilization of sims for IFR currency and Commercial equipment requirements.
- Beware of Right of Way rules for non-towered airports. A survey of CFII's indicated that there were some variation on understanding of who has right of way when approaching a non-towered airport for landing. See AIM, AC90-66B, FAR for more guidance. In summary – you must see and avoid. AC90-66B indicates that practice instrument approaches do not have priority over VFR pattern traffic. Communication and coordination is key – if you see someone, don't just state position and hope other pilot will give way or see you. Instead coordinate with them to ensure you both see and will avoid each other.
- Icing - It's out there during this time of the year. Remember that if temp is below freezing and there is visible moisture – you are in icing conditions. If you are flying an aircraft that is not capable of flight into icing conditions, be sure to check icing conditions prior to flight and remain clear of freezing temperature/visible moisture.
- If conducting an early go around at Towered airports be on the lookout for helicopters crossing at midfield. This is especially prevalent at KFFZ where helicopters are crossing the airport midfield at 1900 feet.

Others

- Don't forget ASAG Awards Banquet Jan 26th. Tickets available at azasag.org and we need donations for silent auction!
- Version 6 of the AFTW Reporting Points for Foreflight will be active later this week. Pinnacle Peak was relocated to the correct peak.

Just some hangar talk about landing at the wrong airport and botching IFR procedures in order to get through clouds on a VFR flight instead of going around them.

Fly safe out there folks!

Next Meeting: March 13th at 0930 at the FSDO. Or elsewhere if the Gov is still shutdown or someone wishes to host. Register at faasafety.gov and get the automated alert for exact details.