

**AVQ RNAV (GPS) RWY 12 Published Missed Approach procedures for RNAV (GPS) RWY 12 and RNAV (GPS)-E not authorized during parachute jumping.**

**Introduction / Notes**

1. AVQ is a non-towered airport with crossing runways. Be vigilant for traffic in the vicinity.
2. Pilots on both sides of the operation should remain diligent, communicate, head on a swivel, and be prepared to do whatever is necessary to maintain a safe airport environment. Flexibility and situational awareness are key.
3. Remind airport users that uncontrolled airspace does not mean unregulated airspace.
4. You are approaching an uncontrolled airport, please be non-disruptive to the flow of existing traffic. Follow right-of-way rules.
5. There is significant terrain in the area. Be aware of the MSA around ZIBAR.
6. Exercise extreme caution: there is occasional straight-in traffic to Marana Regional compromising safety and disrupting the flow of traffic.
7. MZJ (Pinal) is only 7 NM north of AVQ and only 5 NM NE of the FAF at PAPBI  
The runways have the same headings for both airports. Exercise extreme caution: activities at Pinal may include military helicopter training operations, heavy airliner traffic (also caution wake turbulence) and parachute jumping.
8. The large quantity and variety of traffic (under normal conditions) causes many opportunities for conflict and miscommunication.
9. When under VFR conditions monitor and announce on the **Common Traffic Advisory Frequency (CTAF)**.
10. Give position reports over CTAF using direction and distance from airport and altitude vs. references to fixes on the instrument approach. Many General Aviation Pilots are unfamiliar with instrument approach name fixes, therefore please do not exercise them in VFR when communicating with CTAF.
11. Position reporting over CTAF:
  - a. Report at 10 nm, give the direction, distance, altitude (D/D/A) ***and Intent***.
  - b. Report about 4 nm (near FAF) with direction, distance, altitude ***and Intent***.
  - c. Report about 2 nm (when Pattern Traffic might better be able to see the Aircraft on Final) with direction, distance, altitude ***and Intent***.
  - d. Report about 1 nm ***are you landing, giving way to landing aircraft, what are your intentions?***

**Deconfliction of Traffic on Final: Right-of-Way**

- e. An aircraft on the Final segment of an IAP "to Land" (i.e. Full Stop, or Touch-and-Go) does have "Right-of-Way" over other aircraft in flight, such as aircraft in the Pattern (per FAR 91.113 (g), first sentence);

- f. 2. However, if the aircraft on an IAP, is NOT "for the purpose of landing" (i.e. doing a low approach, or missed-approach), then it does NOT have the Right-of-Way over other "aircraft approaching an airport for the purpose of landing" (per FAR 91.113 (g), second sentence).

12. Practice approaches by pilots that are unaware of the local traffic can easily become a hazard to other traffic.
13. Follow safe operating procedures throughout all phases of the approach including the missed approach, and/or landing.
14. MZJ and AVQ both have parachute activity in the area.

### **Possible Scenario (Why do this approach in real life?)**

1. You are traveling from DVT to TUS for the weekend. However, thunderstorms have begun to form over TUS so you decided to deviate to AVQ to wait out the storms.

### **Options for Where to Start the Approach**

1. Approaching PICLI (IAF) from the north.
- a. You will likely begin the approach here if approaching from the Phoenix Valley. If you are transitioning from the Phoenix area, fight following is recommended through the SW/SE practice areas.
  - b. If you are transitioning from P08, be aware of terrain as you approach PICLI, particularly Newman Peak towers.
  - c. Listen to AWOS at AVQ before contacting TUS Approach. **Make note of Parachute Operations. If active, do not fly the missed approach.** Always let the controller know you have the current weather information when making initial contact.
  - d. Contact TUS Approach on 119.4 to request the KAVQ RNAV 12 practice approach. Inform approach that you have the weather at KAVQ.

### **Tips for Working with ATC**

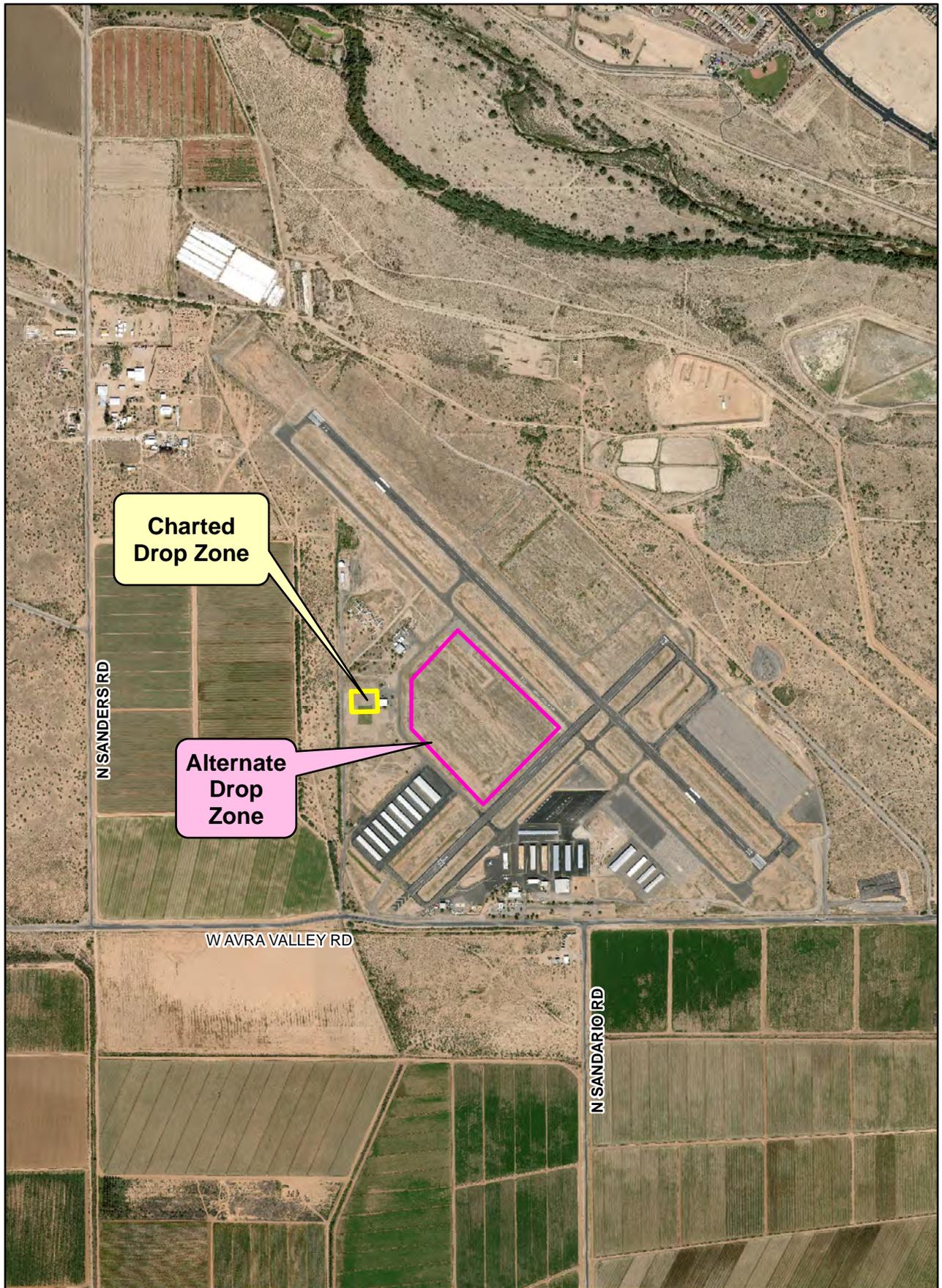
1. If you are returning to the Phoenix Valley, TUS may ask you to keep your squawk code and contact them when departing AVQ.

### **Missed Approach Considerations**

1. **If there is active parachute jumping exercise (PJE) at KAVQ, do not execute the Missed Approach RWY 12.** It goes right over the drop zones (DZ), now in the West Quadrant of the runways' crossing.
2. The published missed will take you past KMZJ, which has parachute and military activity. Consult the Chart Supplement for more information on KAVQ and KMZJ.

### **Cautions**

1. Be alert of parachute activity in the area.
2. Be alert of aircraft not using a radio.
3. At night, brief students on the black hole effect on final.



**Charted  
Drop Zone**

**Alternate  
Drop Zone**

N SANDERS RD

WAVRA VALLEY RD

N SANDARIO RD



# Marana Regional Airport Drop Zones



Background Image:  
October 2013 Aerial Photo  
File: U:\Airport\Dropzones1.mxd  
© 8-15 Town of Marana

