

The 13 October 13, 2010 AFTW meeting was held at Airline Training Center Arizona (ATCA) at the Goodyear Airport

One flight school, DPE, GYR Tower and TRACON were represented.

Gil Monte gave an overview of Goodyear training and operations. ATCA and Oxford each have about 100 students training each day with the German Air Force Training 12. ATCA selects the top 10% of applicants and have about a 2% attrition rate. The ATCA program is Abinitio flight training with students working to a multi-crew license and a first officer position in the Lufthansa fleet usually Airbus A320. The training in the US is in the Bonanza and FMTD with follow-on training in Germany in CJ1. The ATCA ubiquitous aging Bonanza may be replaced with other aircraft in the next year and a search and evaluation is being conducted. ATCA maintenance is a 6 phase progressive inspection.

Issues and Problems for Training Operations

Airspace:

1. Rainbow Valley and ATCA training area A (see website for locations) are congested remember to use the ATCA shared frequency 128.925
2. Luke SATR area and procedures still needs to be highlighted during training and during Flight Reviews for those already certificated pilots. There are a few areas that can be missed without good planning. The charting is an issue and is being discussed with some possible alternatives proposed.
3. Phoenix TRACON will have some changes coming after the first of the year. While most will be at higher levels, some changes with minimum vectoring altitudes (generally increase 200') and sector/airspace reassignment may change how the Class B transition is done (minimum alt to cross to 4500msl). Next PAUG is 18 Nov.
4. Both Tower and TRACON remind us that they need to hear read back of clearances and need to have an N# with each transmission.

Airports:

1. Non towered airports are not easier and safer environments for pilots and instruction. We can encounter no radio operations, parachuting, and different kinds of operations for which we need to be vigilant.
2. Insure that your routine procedures are communicated to others who may not be aware of your terminology (glides, overhead approach). Remember that calls that communicate to the instrument operator may be unknown to the solo student, sport, and private pilots
3. Airport Manager at HII advises that some position reporting by inbound aircraft (especially solo students) is inaccurate.

Notes to Instructors:

1. There are times when ATC calls an aircraft multiple times with no response. Insure that you monitor radios and prioritize your cockpit activities in order to receive and respond to radio traffic.
2. If using a SLSA (Special Light Sport Aircraft) for training, note that there may be differences in maintenance procedures (who, what, how and when). Still need at minimum the yearly check.
3. If training a person for a sport level rating, they must have a pilot certificate—student, or higher in order to solo. If they are a student, it is really like any other student pilot only the driver license acts as their medical.
4. DPE remind you that ground training needs to be logged and signed just like flight training. When you are in a 141 or other formal program the training record will account for the time but for other training—part 61, flight review etc. we should make logbook entries.

Next meeting tentatively scheduled Wednesday 8 December site to be announced. Looking for a Host and will ask TransPac with the FSDO as an option.