

Arizona Flight Training Workgroup

Meeting Minutes

Scottsdale Airport Aviation Business Center
Hosted by Alliance Flight Center
February 22, 2006, 9:00 to 11:00 AM

Members in attendance:

1. Bill Tobey – SATC
2. Brian Mehrtens – Pan Am
3. Chris Toale – Luke Air Force Base
4. Curtis Strickland – Phoenix TRACON
5. Dave Vangsnes – UND
6. David Ammon – Turf Soaring School
7. James Berry – Independent Flight Instructor/Examiner
8. Jennifer Lewis – Scottsdale Airport
9. Jim Pitman – Westwind School of Aeronautics
10. John Puster – ATCA
11. Juergen Tank – Embry Riddle
12. Marc Hatfield – Pan Am
13. Matt Miller – Falcon Executive Aviation
14. Miguel Velez – Independent Flight Instructor
15. Mike Halloran – FSDO
16. Nancy Faron – Phoenix Aviation Dept.
17. Rob Smuda – Deer Valley Tower
18. Stacey Skrocki – Alliance Flight
19. Toby Olson – Regional Airline Academy
20. Tommy Thomason – Alliance Flight

General Discussion Items:

Bill Tobey reported on his follow-up with the Aerobatic box near Coolidge. There is a discrepancy with its location on the map. Mike Halloran will contact Charlie Ricker (?) to verify the correct location.

Contact Mike Halloran (michael.j.halloran@faa.gov) if there are incidents of reckless piloting. Send the date, time, and other specific and detailed information pertinent to the incident via email if you would like the investigators to follow-up.

The ILS at IWA will be NOTAM'd out of service for 120 days beginning February 27; however, an intense effort will be made to complete the work at Gateway within 90 days. A letter will be sent on behalf of AFTW to Warren Meehan requesting that practice approaches still be available on a limited basis (e.g. daylight, tower open, side step maneuvers, etc.) to prevent aggravated congestion at Casa Grande.

Curtis Strickland (Phoenix TRACON) updated the group on Class B redesign. The Public Information Workshops will be held at 7 p.m. on 4/25 at Glendale, 4/27 at Gateway, and 5/2 at Deer Valley.

Deer Valley Tower observes many students forgetting the fundamentals while taxiing and operating in the pattern. A CD PowerPoint refresher is being created for students to help remind them of basic operating rules and courtesies. The Tower radar has poor coverage, so pilots are reminded that the tower is a VFR tower and they must See and Be Seen in certain areas.

The new hangars at DVT broke ground recently.

Chief Toale shared with the group that Luke AFB is moving forward with its proposal for Special Air Traffic Rule (SATR). The NPRM is the next step for that process. Gliders are still affected, but a formal response is in process. More adjustments were made on 2/21/06 and the updated map is available at:

www.luke.af.mil/CommunityInterests/MidairCollisionAvoidance/MCA_index.asp

Show Low is developing its Master Plan that includes an ILS.

There is no cause yet determined for the ATCA solo student crash on February 1. NTSB is investigating and so far there was no evidence of spin. Toxicology results are in process.

Falcon Field reports that some students are extending the pattern unnecessarily, so pilots are reminded that it is safer to fly a tighter pattern and as a courtesy to other pilots make the base turn 45 degrees past the end of the runway and not further unless you are following traffic. Clarification was provided for the frequencies: use 124.6 for all traffic initially, and helicopters ONLY may use 119.7.

Miguel Velez reminds us all that we must work together and see and avoid each other.

Tommy Thomason updated the group that Rawhide is being developed and is no longer visible from the air. SDL tower is asking pilots to report 5 miles north, and asks that pilots stay at 2800 feet rather than 2500 feet for noise abatement since the terrain is a couple hundred feet higher in that area. Also, when using VOR C, he recommends using 2500 feet for minimum descent altitude to alleviate some of the noise complaints south and west of SDL.

Tommy stated that he is promoting AFTW at every opportunity and is amazed at how many pilots do not know about it. Mike Halloran stated he would send out a SPANS email to the Flight Safety email list to generate more exposure for the group.

Jim Pitman stated that he is still offering the G1000 classes on Saturdays for free. Visit www.G1000.us for more information.

Prescott is experiencing some issues with the Chinese students using the correct frequencies. They should use 123.5.

Scottsdale Airport has a record number of noise complaints for January. There is a new pilot briefing program starting in March. Pilots using SDL are encouraged to attend the shared tower/airport briefings to learn and refresh their understanding about operations safety and security. The briefings will be monthly and the dates will be posted on the website.

Nancy Faron and Karen Apple will be representing Phoenix Aviation Dept for PHX, DVT, and GYR.

Assignments:

- Mike Halloran will compare what airspace is being used compared to what is depicted on the map, and then provide clarification for the group at the next meeting.
- Dave Vangsnes will contact Fighter Combat International to determine if we can better define the areas they use.
- Tommy Thomason will follow-up with the Flight Guide issue.
- Bill Tobey will contact the individuals at Coolidge Airport who have been inhospitable to training aircraft and inquire about their aerobatic box.
- Dave and Tobey will prepare letter for Warren Meehan requesting limited use of the Gateway ILS.

Next Meeting:

The next meeting will be hosted by Chandler/Gilbert at 9:00 a.m. on April 26. Meeting details will be posted on the AFTW web site.