

Arizona Flight Training Workgroup

Meeting Minutes

CGCC Aviation Training Center

Hosted by UND Aerospace

April 26, 2006, 9:00 to 11:00

Members in attendance:

1. Bill Tobey – SATC
2. Clarke McNeace – Fighter Combat International
3. Dave Vangsnes – UND Aerospace
4. David Ammon – Turf Soaring
5. George Sullivan – Phoenix
6. James Berry – ASU/MAPD
7. John Puster – ATCA
8. Juergen Tank – ERAU
9. June Bonesteel – DPE
10. Leigh Shideler – ASU/MAPD
11. Matt Miller – Falcon Executive
12. Mike Halloran – SDL FSDO
13. Ondrea Benner – Pan Am
14. Toby Olson – Regional Airline Academy

General Discussion Items:

Clarke McNeace from Fighter Combat International spoke to the group. He said they now have a new parent company and that about 60% of their activity is now flight training. He showed the group their practice areas which does have a certificate of waiver or authorization. Area A is where they do most of their training and they are usually between 4500' MSL and 10,000' MSL. They tend to break the area in which they are working into north and south sectors. They are on their own secure frequency for safety issues. They normally rendezvous for the return to IWA at 4500' MSL over Rittenhouse. FCI will be getting a super Decathlon for CFI spin training, tail wheel training, and aerobatics. Clarke also invited any of our students to sit in on their ground schools.

Bill Tobey spoke a little about the fact that there are still problems with the local develop, Charlie Recker, at Coolidge. He is trying to discourage small airplanes at Coolidge. On the positive side, things have been much better with the aerobatic box at Coolidge. They are talking on frequency now. Parachute activity is going to increase starting in May because of contracts. Darren Dufriend is the FAA liaison for this. Currently some schools prohibit over flight of Coolidge Airport because of these problems.

June Bonesteel mentioned that her CFI seminar has been approved to be used for CFI renewals.

Mike Halloran mentioned that there is going to be a huge changeover at the local FSDO. Ken Riley will be the new office manager and Rhuno and Simon are retiring. Brian Calendine will be leaving in the fall as will Ron.

Mike also talked about the FAA Safety Team (FAST) which will be implemented on 1 October, 2006. It will be a regionally run program with twelve regional FAST managers and he has been selected to be one of these managers. FAST is going to be an educational process for everyone.

Two other items mentioned by Mike were the Safety Management System which is being developed in conjunction with ATCA and the Aviation Transportation Oversight System (ATOS). ATOS is a working group being formed by the legacy 121 carriers to review their safety culture.

Matt Miller mentioned that this is going to be a bad fire year. He suggested checking the TFRs prior to flying.

Dave Vangsnes said that his facility had received a TSA inspection. It is a learning process for the TSA as well as the facility being inspected is what the inspector had told him.

George Sullivan introduced himself. He is a member of the Phoenix Aviation Department. One of the items that he did discuss was the height of buildings. That is becoming an issue.

Juergen Tank discussed some of the safety issues that had been mentioned. He said that we need to establish trust for a safety culture to happen.

Pleasant Valley airport is open but Turf Soaring is not flying because of insurance.

Someone also asked if it was time to update our AFTW chart?

Assignments:

- James Berry will contact Darren Dufriend about the increased parachute activity at Coolidge.

Next Meeting:

The next meeting will be hosted by ASU at 09:00 on June 28th. Meeting details will be posted on the AFTW web site.

FYI... Email from Jim to Dave

From: Jim Pitman <jpitman@aftw.org>
To: vangsnes@aero.und.edu
Date: Apr 24, 2006 9:17 AM
Subject: AFTW Items

Dave,

I will be out of town Wednesday, so unfortunately I will have to miss this AFTW meeting.

Here are a few items I would like you to share with the group for me:

1. **Coolidge aerobatic boxes.** Mike Halloran verified that the official aerobatic box at Coolidge airport is located immediately east of the runways (as Bill Tobey indicated at our last meeting). I have updated the graphics on the AFTW web site, although our original graphics barely included the Coolidge airport. They can be viewed by clicking "Topics of Discussion" then "Practice Areas and Aerobatic Areas" at www.aftw.org.
2. **TRACON letter from AFTW.** As most AFTW members saw, there were several email comments related to the ILS at IWA. Phoenix TRACON Air Traffic Manager Warren Meehan has been a long standing member of the AFTW and, therefore, saw the original draft letter and all of the emails as they happened. Here is Warren's reply: "First let me say we (Air Traffic & FAA as a whole which includes AF) are empathic about the loss of a valued training tool (ILS IWA R30C) but the regulations state that when a runway is closed the navaid is to be taken off the air and NOTAM'd OTS."
3. **AFTW Google Group.** The Google Groups application is working very well. The only problem is that there are still 41 "former AFTW members" who have still not activated their Google invitation. Everyone who has received AFTW emails from me the last few weeks is in good shape. Those who have not responded must not care too much. I'm thinking of changing our web site member list to only include the names of everyone on the Google list. I'm open to input if anyone has thoughts on this.

Thanks for your help!

- Jim