

AFTW Meeting Minutes

June 25, 2008

0900 local at PHX TRACON

- AFTW has been organized for 6 years
 - Discussion of updating the Internet site
- Holding over the NDB at Chandler for training purposes was discussed
 - To remain clear above the Chandler Class D airspace and below the lower limit of the overlying Phoenix Class B airspace, aircraft can hold at 3500 feet MSL for maximum vertical clearance from these airspaces
 - Traffic conflict avoidance was stated to be an observed problem, however
 - Curtis Strickland of the Phoenix TRACON suggested requesting 4000 feet MSL for the holding practice
- Major Tim Stretch with Luke Air Force Base offered a presentation regarding mid-air collision avoidance, included were some mid-air collision avoidance misconceptions regarding military aircraft
 - Mid-air collision avoidance myths
 - Air Force pilots can see me because they all have TCAS
 - Air Force pilots can see my squawk
 - All Air Force aircraft have radar
 - Air Force pilots are in constant communication and control with ATC
 - It is easy for general aviation pilots to obtain information on special use airspace and the status
 - A review of the mission and capabilities of Luke Air Force Base and the flight safety officers
 - A review of some military operations areas and the type of operations that can be conducted
 - Current safety concerns were summarized
- Interstate 10 is now the dividing boundary between the southeast and southwest practice areas

- While safety is the primary focus of AFTW, noise complaints address a perceived safety issue that was discussed in connection with a graphical display of locations of previous noise complaints
- Website feedback can be addressed to Jim Pitman
- Coolidge airport (P08) and the unpublished and unofficial NDB-type training approach based on the KCKY radio station was discussed regarding the safest ways to ensure awareness of possible traffic conflicts
 - AFTW plans to post the KCKY practice instrument approach on the Internet
- Curtis Strickland reviewed recent changes in Phoenix area
 - Gila and Canal VFR Transition Routes reviewed
 - Safety benefits of reducing the lower limit of the Class B airspace shelf to 2700 feet on the east side of PHX reviewed
- Ed Chauza mentioned recent increase in runway incursions at Falcon Field
 - Discussion of ways to train increased awareness of runway safety
- Major Stretch offered to provide an update on the Special Air Training Rule proposal for airspace near Luke Air Force Base and Predator capability information as he is able to provide during next meeting
- Next meeting of AFTW scheduled for 0900 on Wednesday, August 27, 2008 at Pan Am International Flight Academy at Phoenix Deer Valley Airport (DVT)
- Falcon Field ATCT will now open at 0500 local daily
- Proposal mentioned to keep DVT ATCT open until 0000 local in future
- Will try to discover status of the parachute training area listed in the A/FD effective Sundays 16 NM out on the 191-degree radial from the PXR VORTAC
- Glendale Municipal ATCT is now encouraging aircraft to depart for takeoff and landing practice during peak traffic periods