

## AFTW Meeting 14 November 2012 at SDL FSDO.

### Attendees:

Schools, CFI, and DPE	Justin Ratliff (Airline Transport Professionals), Terry Brandt (DPEAG), David Vangsnes (DPE/MPD), Rex Ginder (UND Aerospace), Joe Coheeler (CFI), Matt Miller (DPE/Falcon Exec), Garry Morrison, Jerod Bybee, and Travis Olson (CAE Oxford Aviation Academy)
FAA	Jacob Hansen, Dominic Gallo
TRACON and Towers	Casey Giddens (IWA), Greg Blunk (IWA), Curtis Strickland (PHX), Curt Faulk (PHX)
Others	Dan Tulick and Jeff Panhans (Allegiant)

### Airspace:

1. Phoenix TRACON and PAUWG briefed on the continued review of Valley airspace especially in the east and surrounding IWA (within 15 NM). They provided information on their study over the last 15 months which continues.

There were new procedures issued

([http://aeronav.faa.gov/digital\\_tpp\\_search.asp?fldIdent=iwa&fld\\_ident\\_type=FAA&fldCity=&fldAPName=&st=AZ&fullName=Arizona&ver=1212&eff=11-15-2012&end=12-13-2012&btnSubmit=Complete+Search](http://aeronav.faa.gov/digital_tpp_search.asp?fldIdent=iwa&fld_ident_type=FAA&fldCity=&fldAPName=&st=AZ&fullName=Arizona&ver=1212&eff=11-15-2012&end=12-13-2012&btnSubmit=Complete+Search) ).

The study resulted in a Letter to Airmen (<http://aftw.org/wp/wp-content/uploads/2012/01/Phoenix-TRACON-LTA-12-01-31.pdf> ). They continue to collect data, analyze and review the situation; there will be a new Letter issued soon with some modifications. AFTW will post this when it is issued.

2. Given some of the issues practice holding at IWA VORTAC may be reduced or eliminated.

3. The Radio Station KCKY continues to be used for approaches, holds, tracking and arcing. Because of the high volume of VFR traffic and published approaches in the area AFTW continues to recommend we discontinue use of unpublished procedures at this facility. Schools stated some program need to include NDB work especially to support international students and are looking at options to support their mission.

4. Places to conduct training and testing on precision and non precision approaches are and will remain at a premium and will therefore often result in congestion. AFTW works to advise users and develop a common response to common needs.

### Airports:

1. Runway Incursion.

a. Recent additions to the PTS and best practices strengthen the need for pilots to have airport diagrams available during surface operations. They should also be part of the preflight planning

noting hot spots and you can annotate possible other problem areas. Inbound we also need to note the same information.

b. A new appendix on Runway Incursion Avoidance for the Pilots Handbook of Aeronautical Knowledge is available on faa.gov website (<http://www.faa.gov/library/manuals/aviation/media/PHAK%20-%20Appendix%201.pdf> ).

Other resources are AC 91-73B in July 2012

[http://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC%2091-73B.pdf](http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC%2091-73B.pdf) ) and the Aeronautical Information Manual (AIM).

Our discussion included ideas on when and where to complete post landing checks and checklist with due consideration to the airport activity level (situational awareness)

2. With the addition of additional air carrier and flights at IWA we need to be aware of the changing uses and users of that airport and surrounding airspace.
3. Expect increased operations at IWA, some increase at CHD, continued current level at FFZ, and perhaps some reduction at GYR. RYN may become a school training site in the future.

#### **Processes (Operations and Tests):**

1. Runway incursion is also a point that has greater emphasis in practical tests and therefore in training. The DPEAG will develop and publish a Bulletin on the topic.
2. Schools and other organizations are increasing their use of technology to monitor airborne operations that may allow them to better review their operations and distribute aircraft within the airspace and at airports.

#### **Other:**

The FSDO has implemented a geographical focus for some of the activities for both operations and maintenance ASI. They will have local airport user meetings. Scheduled ones are 1 Dec at FFZ, 12 Jan 2013 at IWA, and ??Feb CHD.

**Next meeting** will be 9 January 2013 at the FSDO 0930 to 1130.

Remember, if needed for any discussion and development of topics, meetings could be scheduled more often on a regular or ad hoc basis.

In the past we have had some smaller groups or subcommittees work on specific action items.