

## AFTW Meeting Notes

July 10<sup>th</sup> 2013 9:30 am

### Airspace:

- Fire Season – Be sure to check NOTAMS prior to each flight
  - Firefighting aircraft are launched from various airports around Arizona including IWA and PRC so be alert for possible procedure changes at those airports to accommodate the firefighting aircraft.
- Stanfield VOR – Be sure to follow procedures published on this website when operating over or near the TFD VOR
  - During high summer temperatures be alert for much lower climb rates during the missed approach procedures and plan accordingly.
  - When holding only over the VOR try to hold at higher altitudes than aircraft doing approaches so there is not a conflict when they attempt to descend for the approach.

### Airports:

- IWA: Starting in August will be doing a lot of construction affecting taxi routes and shutting down the ILS 30C for a time.
  - This will mean TFD VOR and CGZ will be very busy as it is the only other published ILS in the Phoenix Valley
  - GPS runway 19 at GEU can be used as a precision approach if your aircraft is GPS equipped
  - For pilots flying out of the northern portion of Phoenix, Prescott is an option for a precision approach
  - Luke AUX 1 ILS is available for training purposes (not check-rides) as long as a landing does not need to be made from the approach.
- Goodyear airport is closed at night Sunday through Thursday starting in July and lasting for several months.
- Although it is not required to make radio calls at uncontrolled airports it is highly recommended to do so at all times; and also important to always be alert for those who are not making reports.

### Process:

- Clearing Turns/Collision Avoidance: Be sure to scan properly and clear the area prior to descents, maneuvers, etc..
  - Clearing is sometimes aircraft specific – high wing or low wing and maneuver specific – climbing, descending or turning.
  - Remember that clearing turns are not a maneuver they are a tool to maintain collision avoidance and therefore students should be looking outside when performing them.

- When in radar contact with approach control this does not eliminate the pilot's responsibility to clear the area. Be alert for aircraft not required to have a transponder.
- Private PTS change 5 was issued in May
  - This change allows for private and instrument combined practical test. Refer to the PTS books for specifics on this test.
  - Prior to sending a student for this check-ride ensure that it is in the best interest for the student.

**Other:**

- Performance Planning:
  - A leading cause of accidents in Arizona is due to lack of performance planning and not accounting for the loss of performance due to the high temperatures. Some accidents are pilots from out of state who are not aware of the drastic affects of the heat on performance. Other accidents are pilots who live in Arizona but have aircraft registered in other states and may not be aware of the affect of heat on the aircraft.
  - Be aware of the max temperature given on performance charts for your aircraft and do not fly if the temperatures are above the maximum.
  - When giving flight instruction: Consider how much learning can occur during an afternoon flight with a student in the summer
  - Applicants for check-rides should keep in mind they can cancel the flight portion of a check-ride if they feel the heat is excessive.
- Check-rides: Instructors and students should come to every check-ride with an accurate 8710 and verify with the regulations that the student meets all aeronautical experience and eiligibility requirements.
- Aircraft Registrations: Almost all aircraft registrations should now have an expiration date and by the end of this year all aircraft will.
- Reminder: Gear up landings can happen to any pilot regardless of experience!

Next Meeting September 11 2013