Stanfield VOR Procedures

This PowerPoint is not intended as a directive. It is intended to serve as a tool to communicate the training community's best practices. Any questions or concerns to these procedures are welcome by contacting the Arizona Flight Training Workgroup (http://aftw.org).

Revision 4
Revision date: 12 Nov 2018

Stanfield VOR Procedures

- Dimensions
- IFR Procedures
- Radio Calls
- Tips

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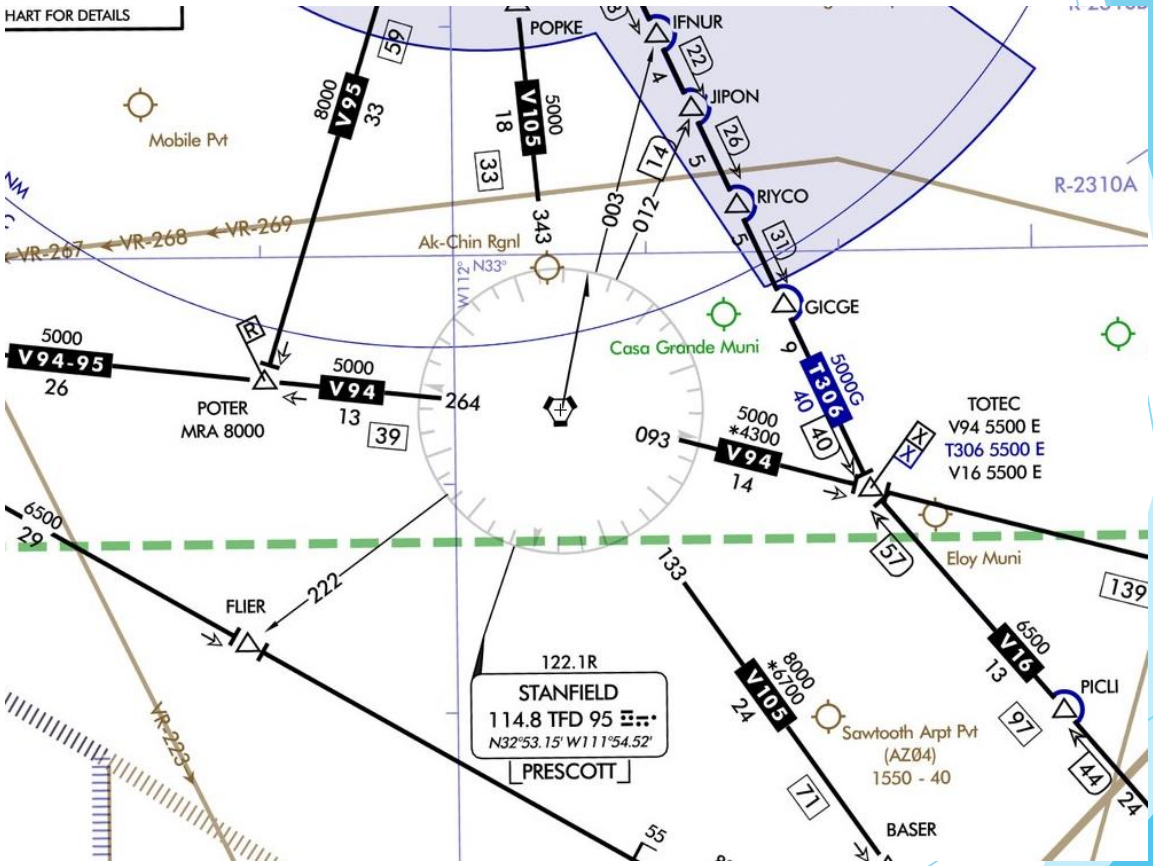
IFR Procedures

Radio Calls

Tips

- Depiction on Low Altitude IFR Chart



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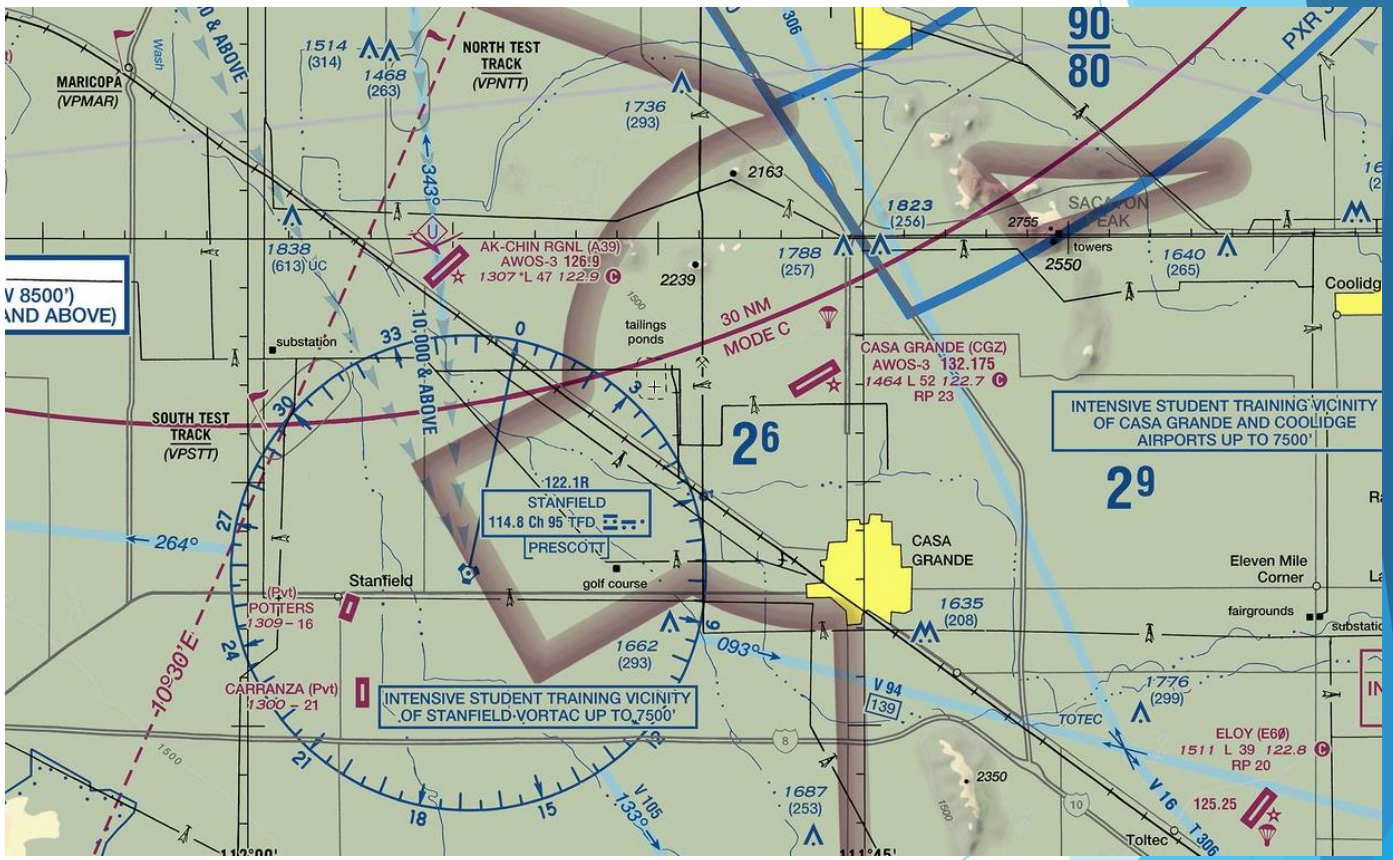
- Depiction on VFR Terminal Area Chart



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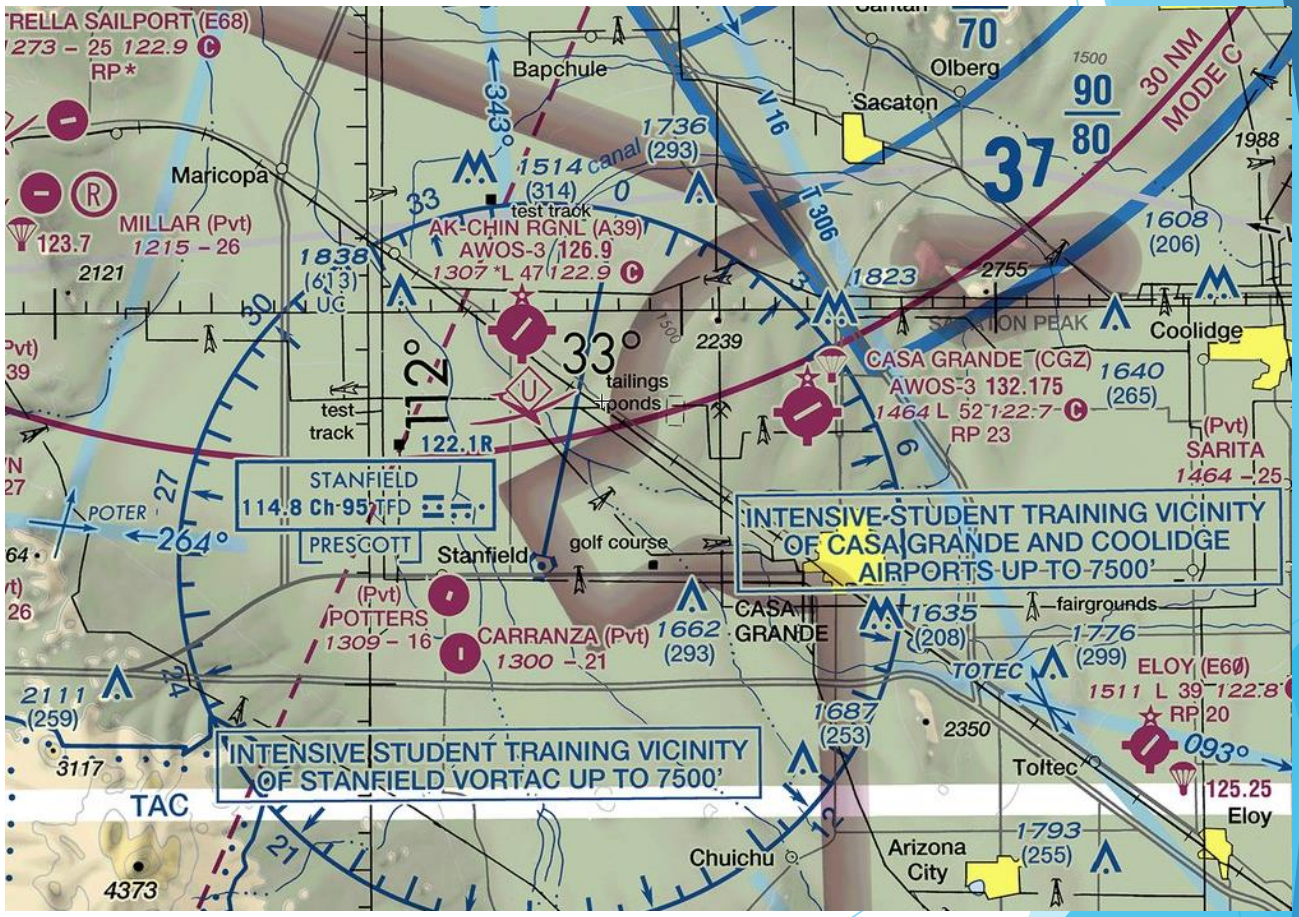
- Depiction on VFR Sectional Chart



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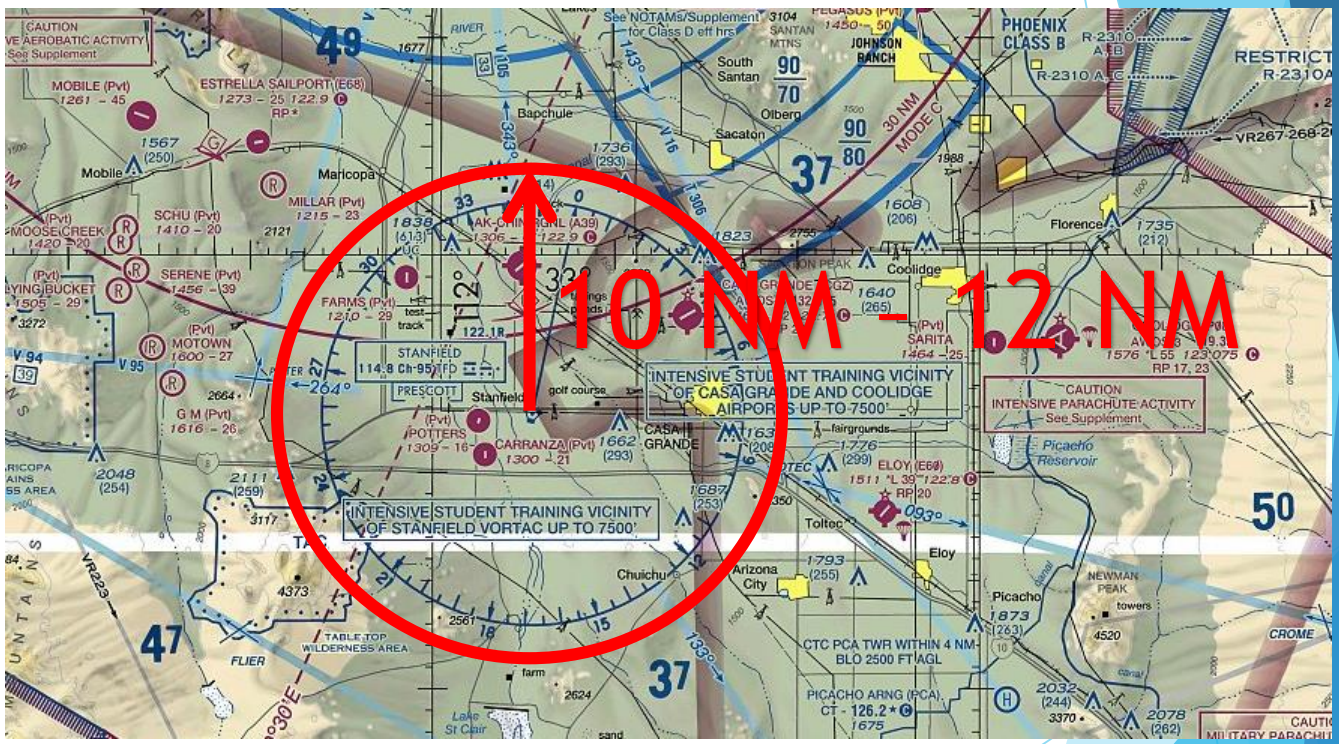
Tips

- Stanfield VOR training area laterally extends up to 10 NM - 12 NM from the TFD VOR



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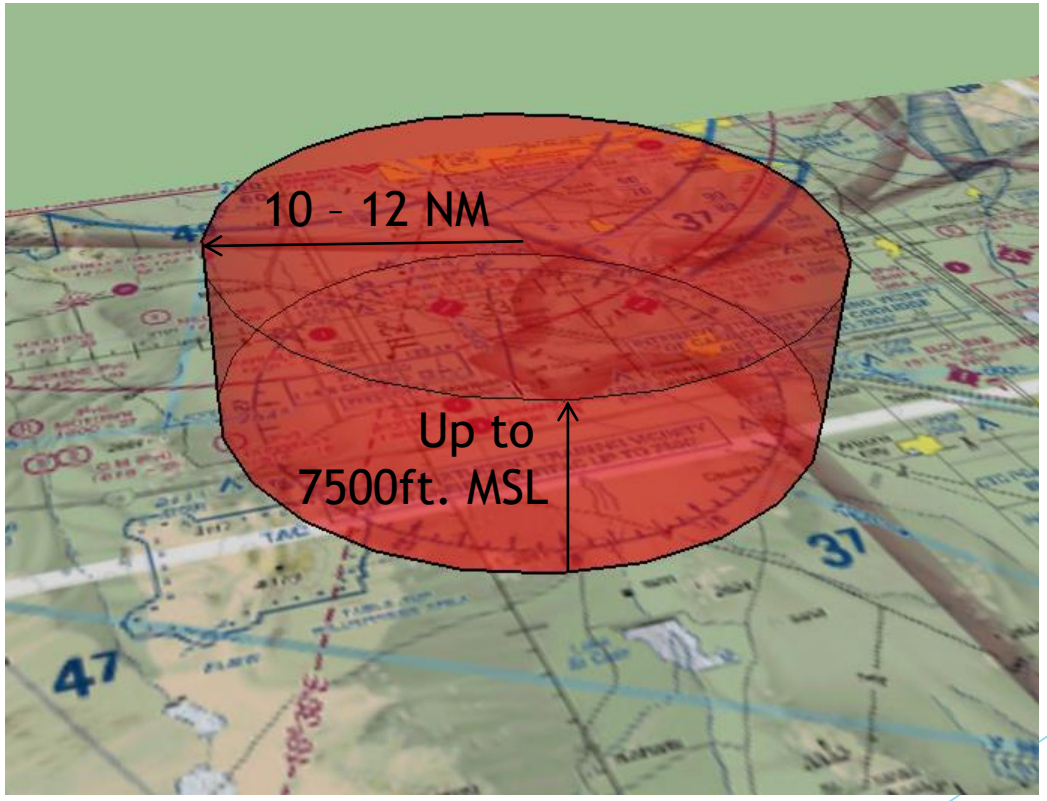
Tips

- Stanfield VOR training area extends vertically up to 7500ft. MSL



- Stack altitudes are separated by 500ft.

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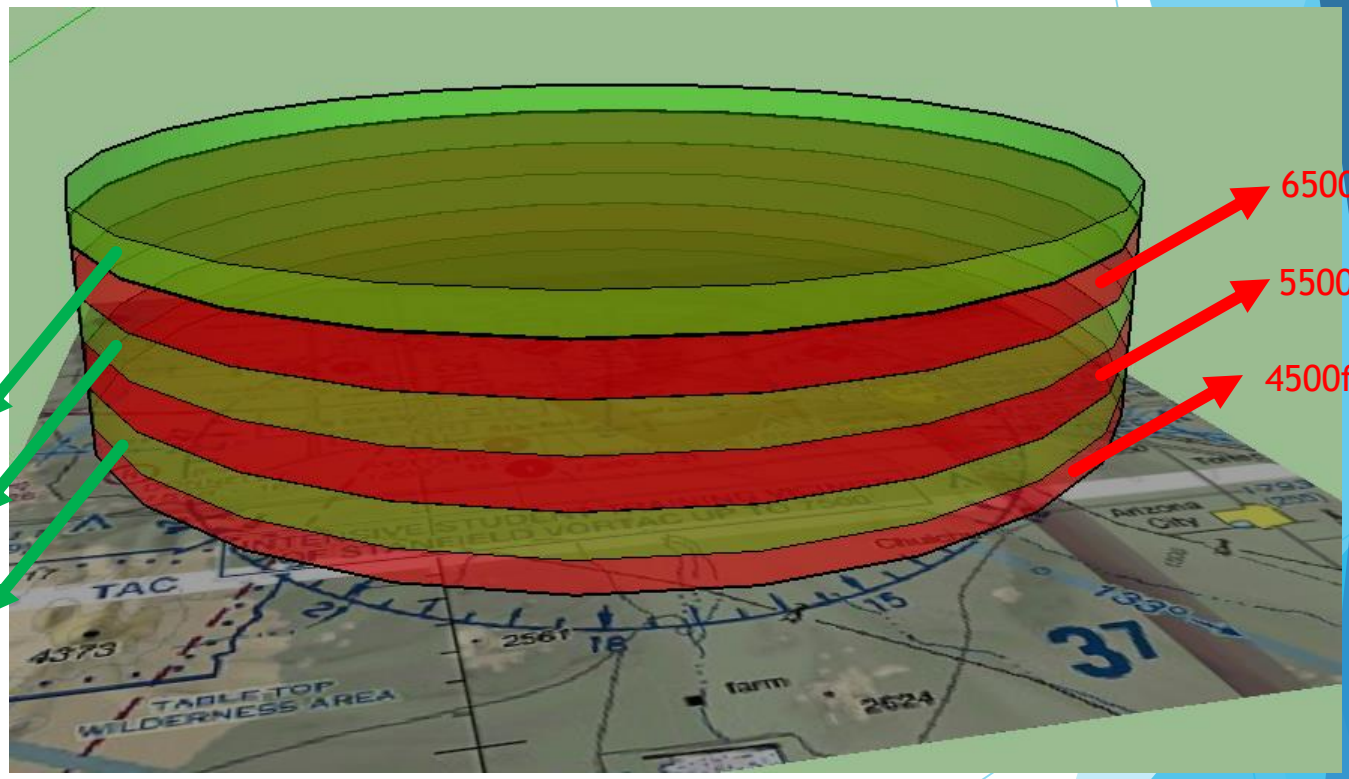

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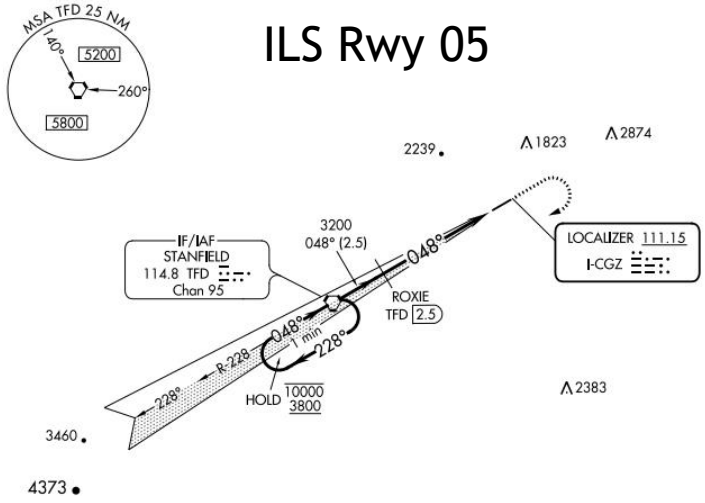
Tips

- Several IFR procedures using ‘the stack’
  - KCGZ ILS or LOC RWY 05
    → Starts at 3800ft. MSL
  - KCGZ VOR/DME RWY 05
    → Starts at 3500ft. MSL
  - KCGZ RNAV (GPS) RWY 05
    → Starts at 3800ft. MSL



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Tips

- Useable Altitudes
  - 4,500 is the lowest useable altitude to hold and await your turn to shoot the approach.
  - Any altitude below 4,500 is reserved for shooting the approaches at the appropriate starting altitude for the approach you wish to practice.
  - Above 4,500, each aircraft stacks at 500’ increments awaiting turn to drop down and shoot the approach.

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Tips

- Several IFR procedures using ‘the stack’
  - Idea is to occupy next available altitude above the ‘top-of-stack’ and drop down in ‘the stack’, one airplane at a time as altitudes become available.
  - Drop 500ft. per descent to next stack holding altitude until at 4,500ft MSL.
  - Make sure nobody is below you and visually clear the altitude below. When in doubt, CALL!
  - Once you reach starting altitude, initiate approach when ready.

Top-of-stack = highest occupied altitude in ‘the stack’

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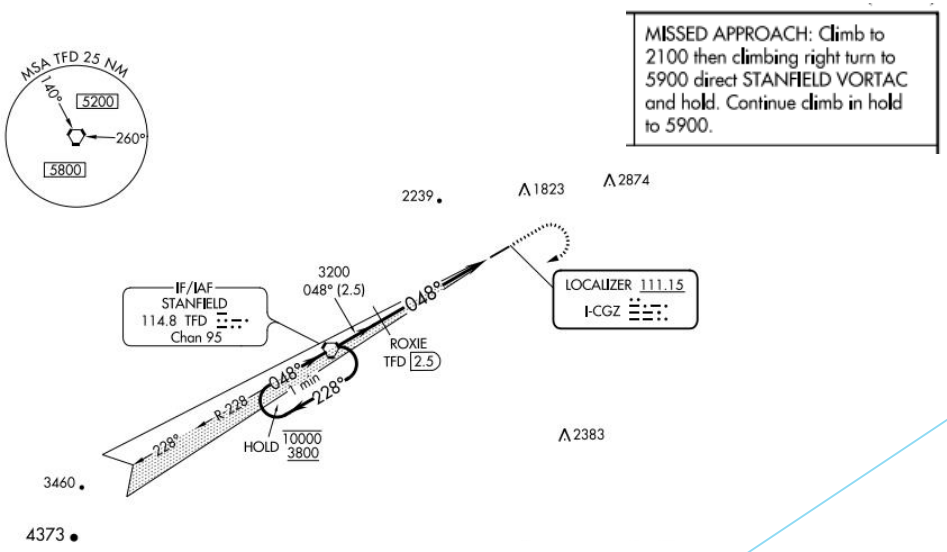
Tips

- Missed Approach Procedures
  - The missed approach procedures for IFR approaches lead an aircraft back to ‘the stack.’
  - When on the missed approach, as soon as practical, communicate with aircraft in ‘the stack.’



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Tips

- If performing holdings / tracking / interceptions **only**
  - Leave the lower altitudes in ‘the stack’ for airplanes flying IFR approaches.
  - The AFTW suggests holding at 7000 ft. MSL, or as appropriate for the traffic.
  - If holding aircraft intend to accomplish a practice approach, they can work their way into the stack as they near the end of their holding practice.

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Radio Calls

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Radio Calls

Tips

- Calls should be as short and precise as possible.
- Should be made by CFI, not student pilot
  - Students already have a lot to think about!

Tip: Check out LiveATC.net for KCGZ CTAF audio recordings and live feed.

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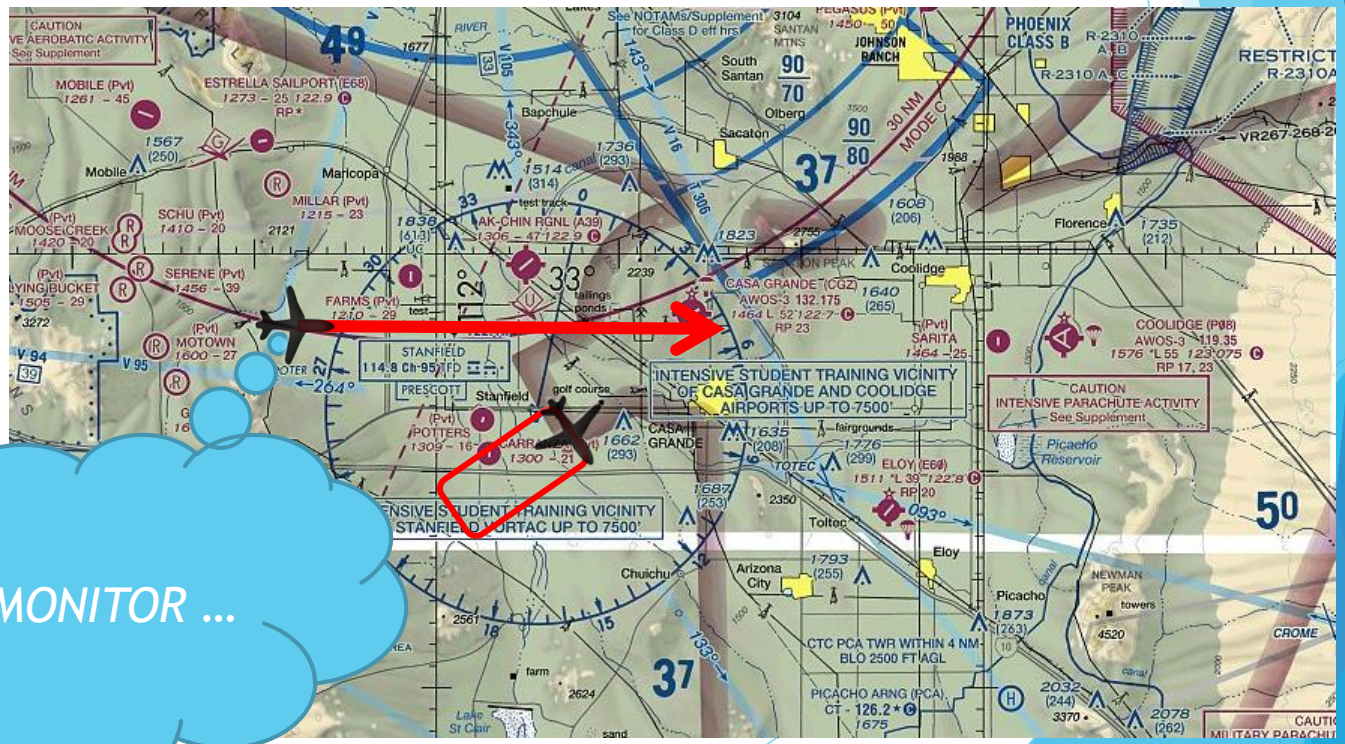
Tips

- When approaching the stack (12 NM out), start monitoring 122.70, even though you are not intending to use it (e.g.: VFR nav.)
- If you are within 10 NM of the stack, make position reports on 122.70



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Radio Calls

Tips

- When approaching the stack (12 NM out), start monitoring 122.70, even though you are not intending to use it (e.g.: VFR nav.)
- If you are within 10 NM of the stack, make position reports on 122.70

"Stanfield traffic, Cherokee 789, 6 NM northwest of Stanfield, 5500 ft., eastbound"

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Radio Calls

Tips

- If you intend to use the stack:
  - Make a last call on the practice area frequency (122.85)
  - Make an initial call on 122.70 at least 10 NM from Stanfield VOR

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Radio Calls

Tips

- First call to be made 10 NM out
  - Ask for top-of-stack
  - Listen carefully to the current top-of-stack and occupy the next available altitude.
  - Announce intentions

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Radio Calls

Tips

- First call to be made 10 NM out
  - Ask for top-of-stack
  - Listen carefully to the current top-of-stack and occupy the next available altitude.
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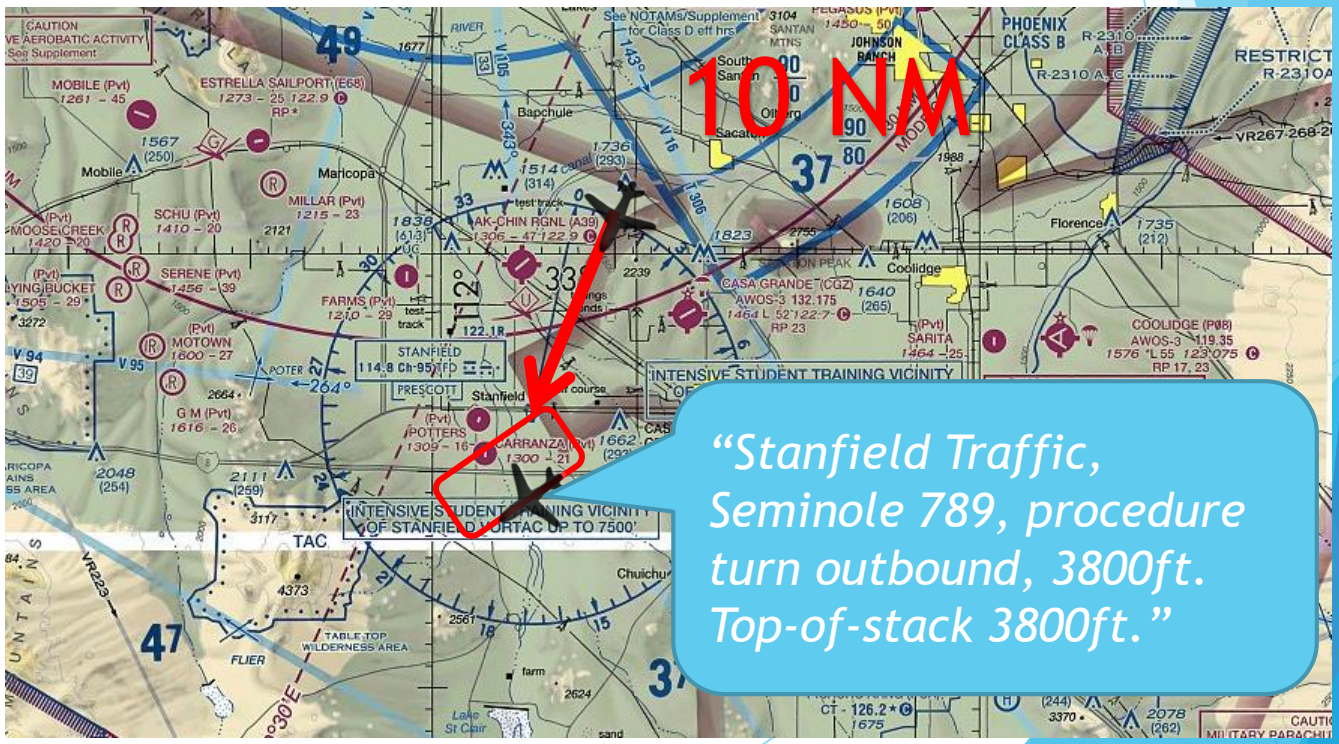

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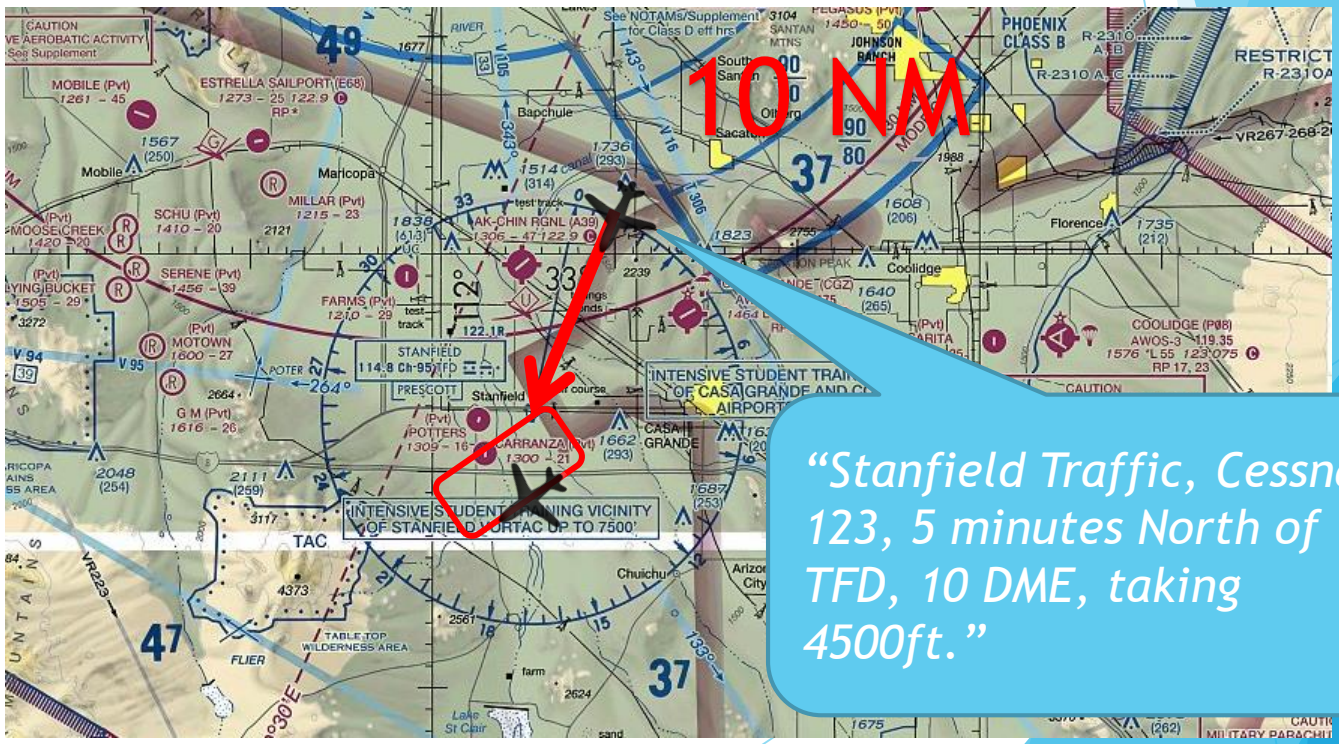
Radio Calls

Tips

- First call to be made 10 NM out
  - Ask for top-of-stack
  - Listen carefully to the current top-of-stack and occupy the next available altitude.
  - Announce intentions



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Tips

- Next call to be made 5 NM out
  - Announce intentions to take the next open altitude of 4500. (4000 is NOT an option because it conflicts with approaches)

- Next call to be made when entering stack
  - Announce intentions

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- Next call to be made when turning in the hold
  - Announce intentions

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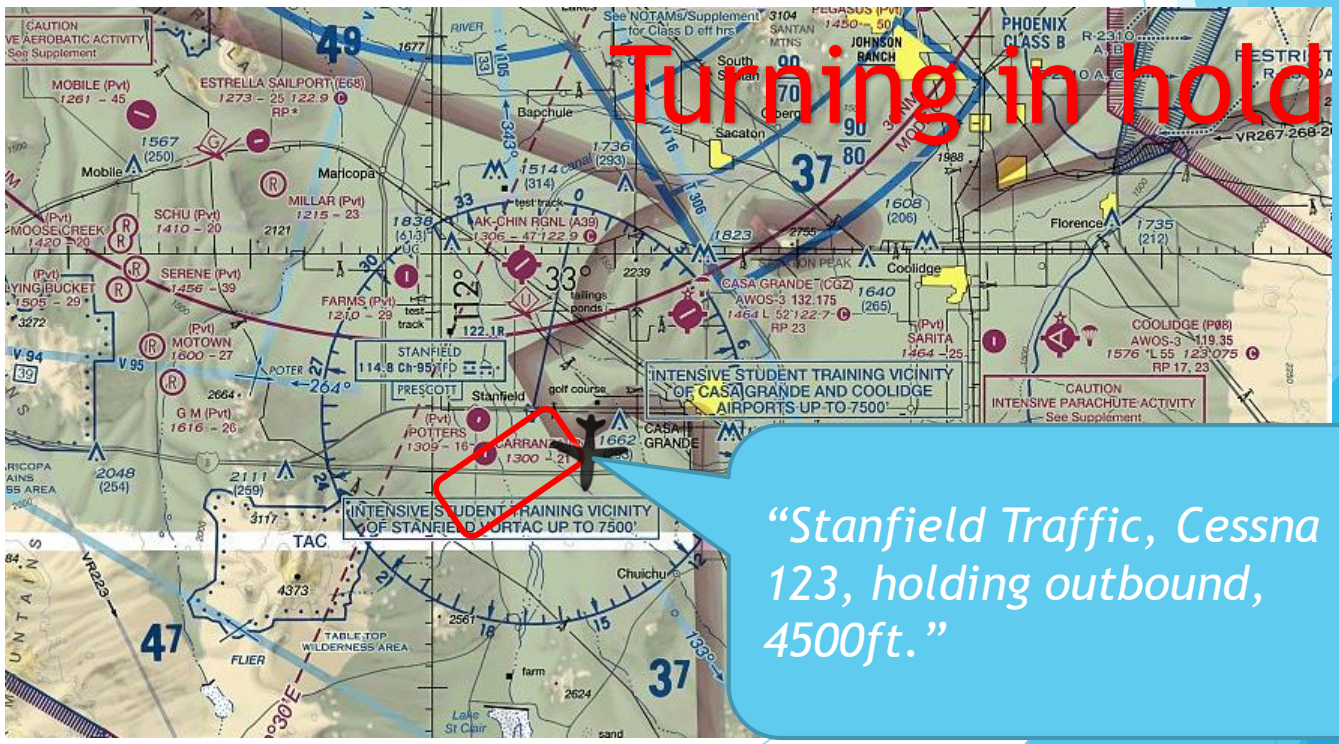
Tips



- Next call to be made when turning in the hold
  - Announce intentions

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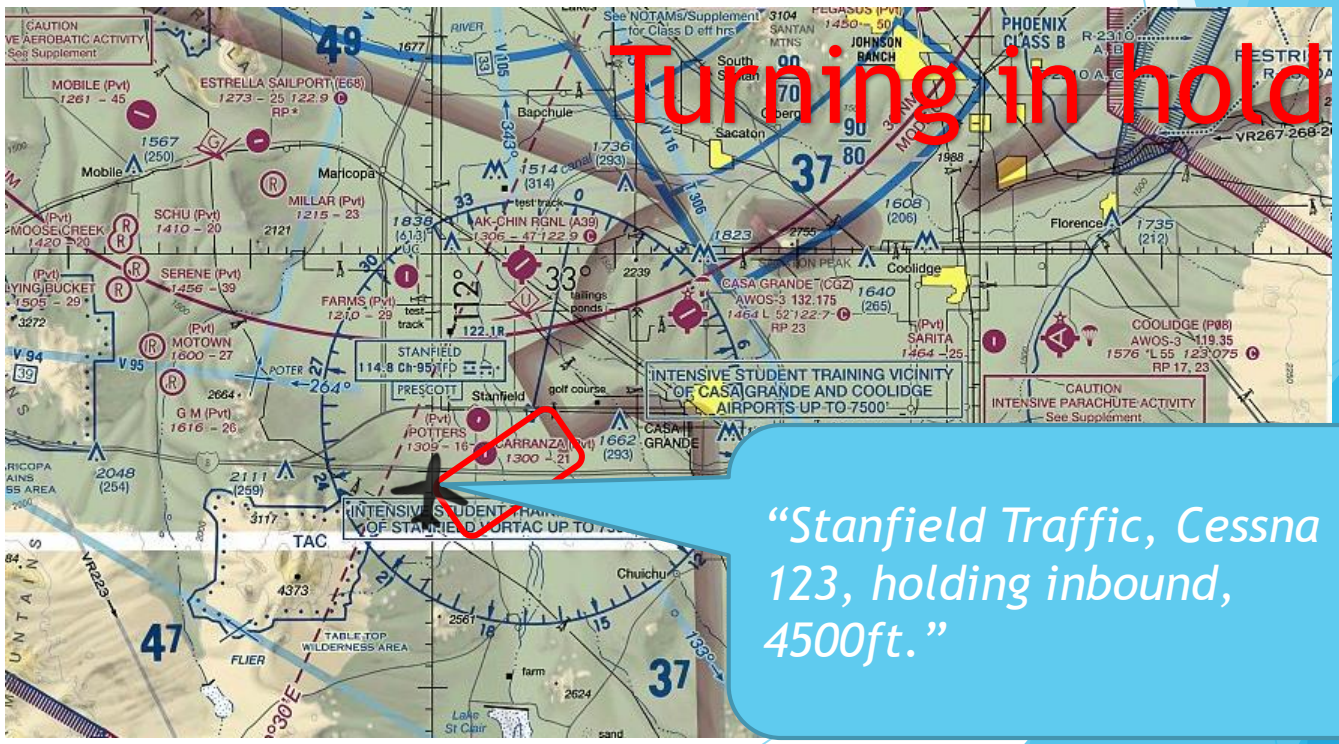

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Radio Calls

Tips

- Next call to be made when descending
  - Announce intentions and clearly announce vacated altitude is '*OPEN*'
  - Wait until next altitude is '*OPEN*' before descending!

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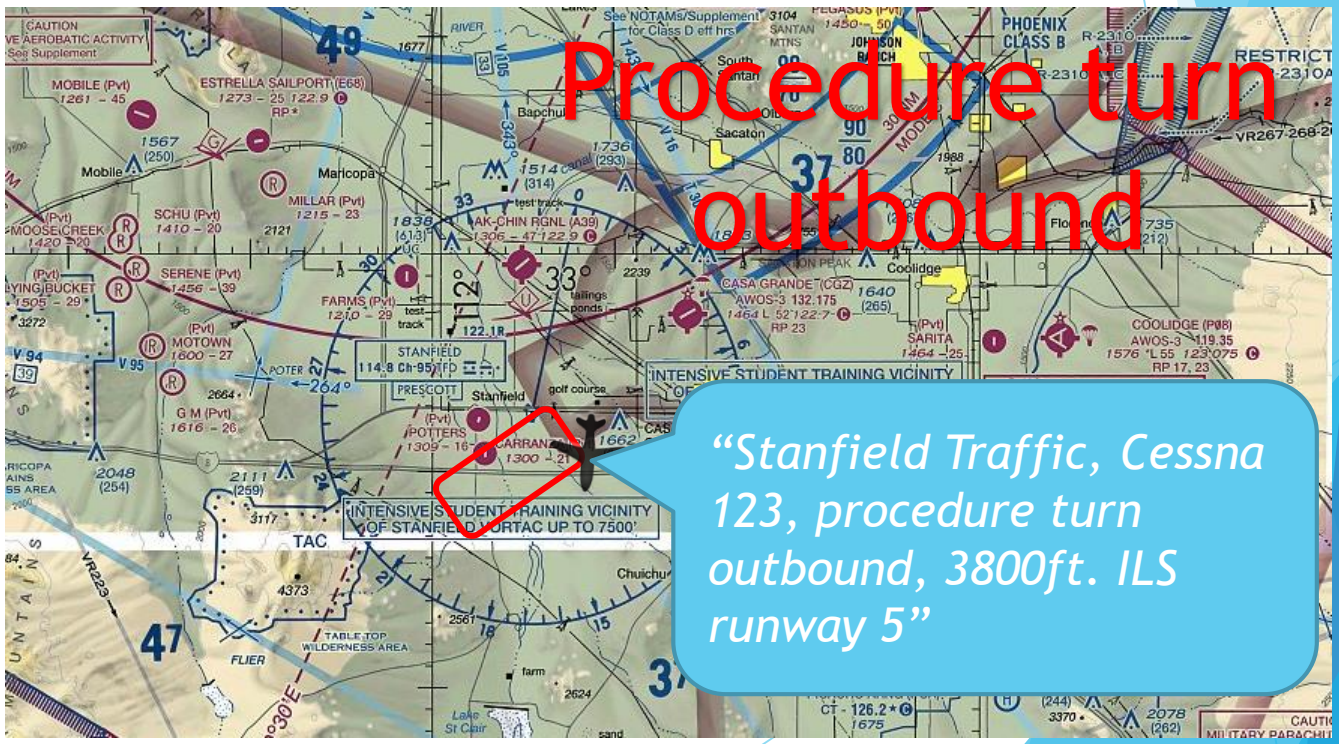
Radio Calls

Tips

- Next call to be made when procedure turn outbound
  - Announce intentions



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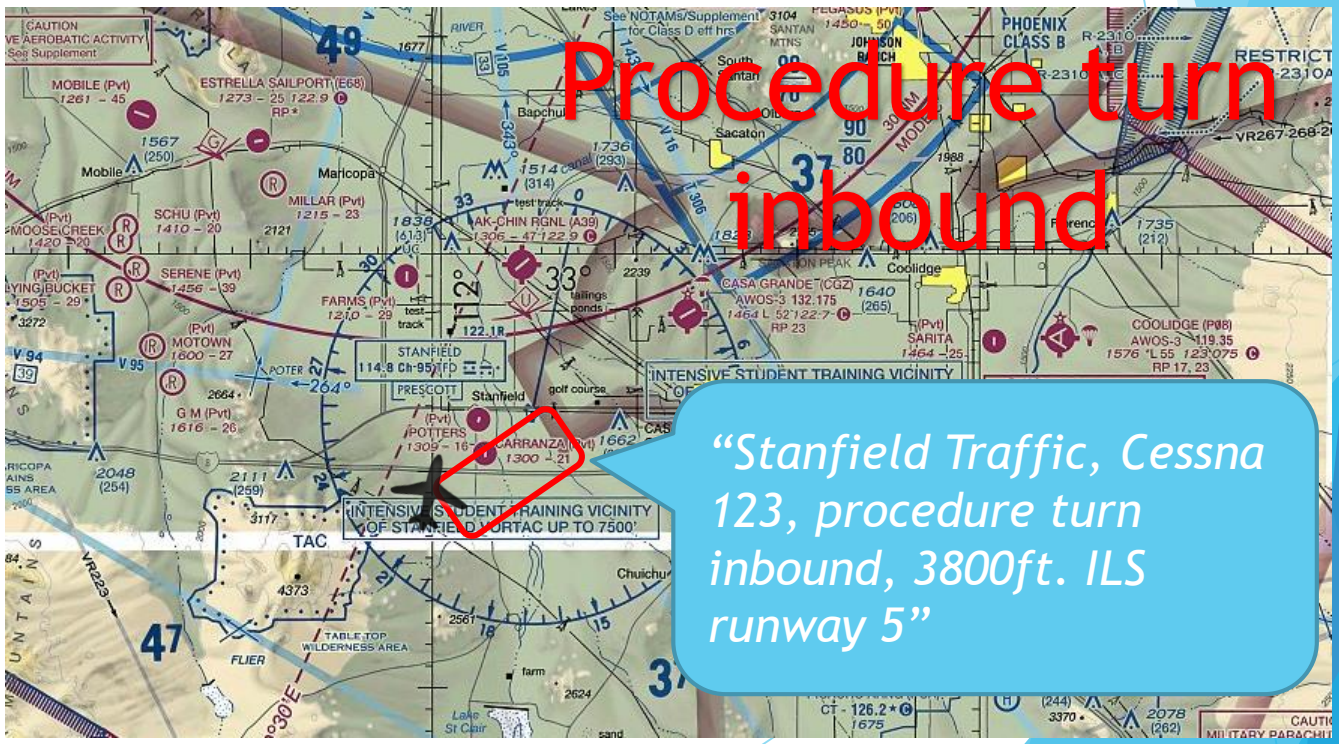
Tips

- Next call to be made when procedure turn inbound
  - Announce intentions



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Radio Calls

Tips

- Next call to be made when starting the approach (overhead the TFD VOR)
  - Announce intentions and report vacated altitude '*OPEN*'

- While on the approach, an inbound call should be made on a 6 NM, 4 NM and 2 NM final to allow VFR aircraft in the Casa Grande pattern to govern their approaches.
- Report to Casa Grande traffic instead of Stanfield Traffic from this moment on.

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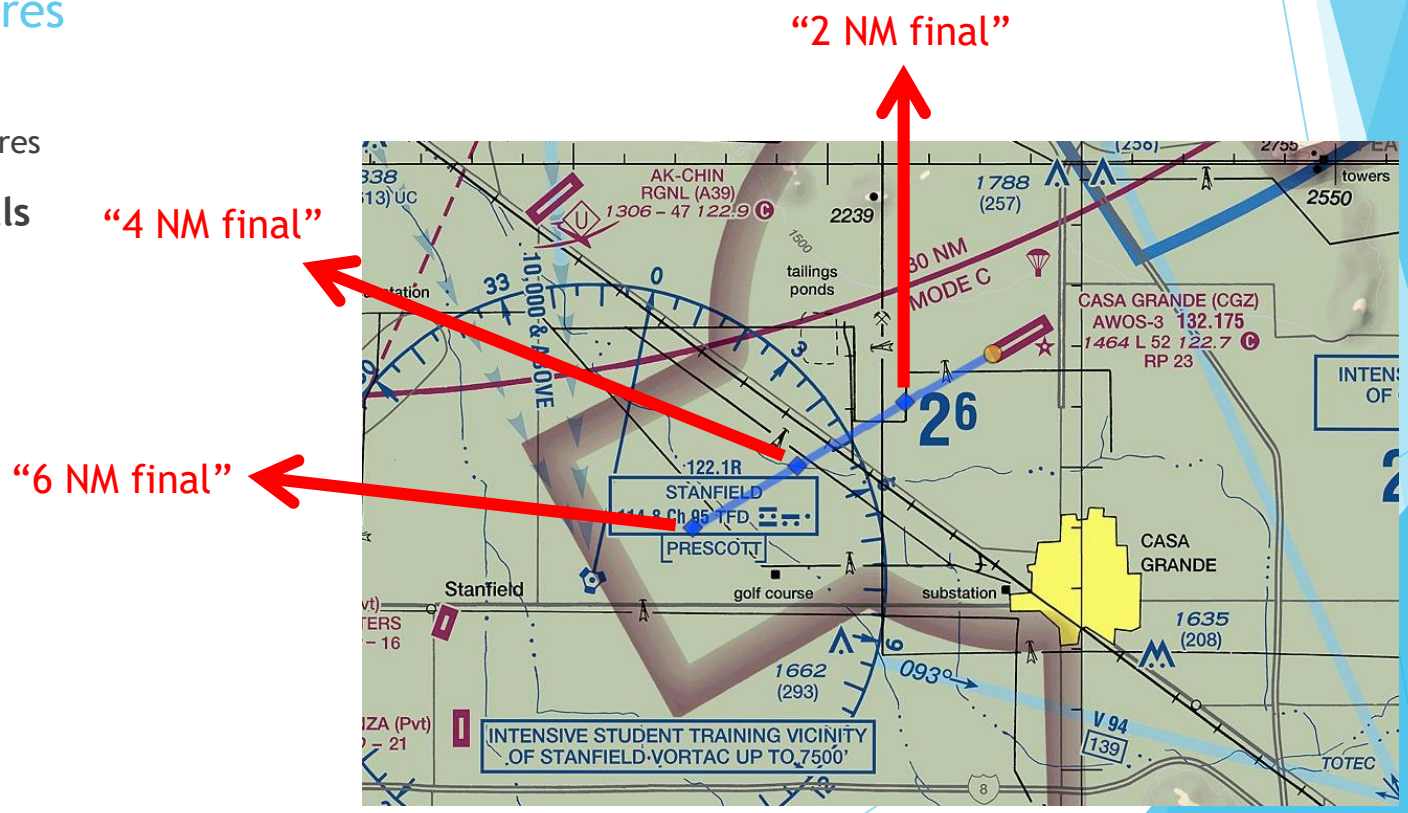

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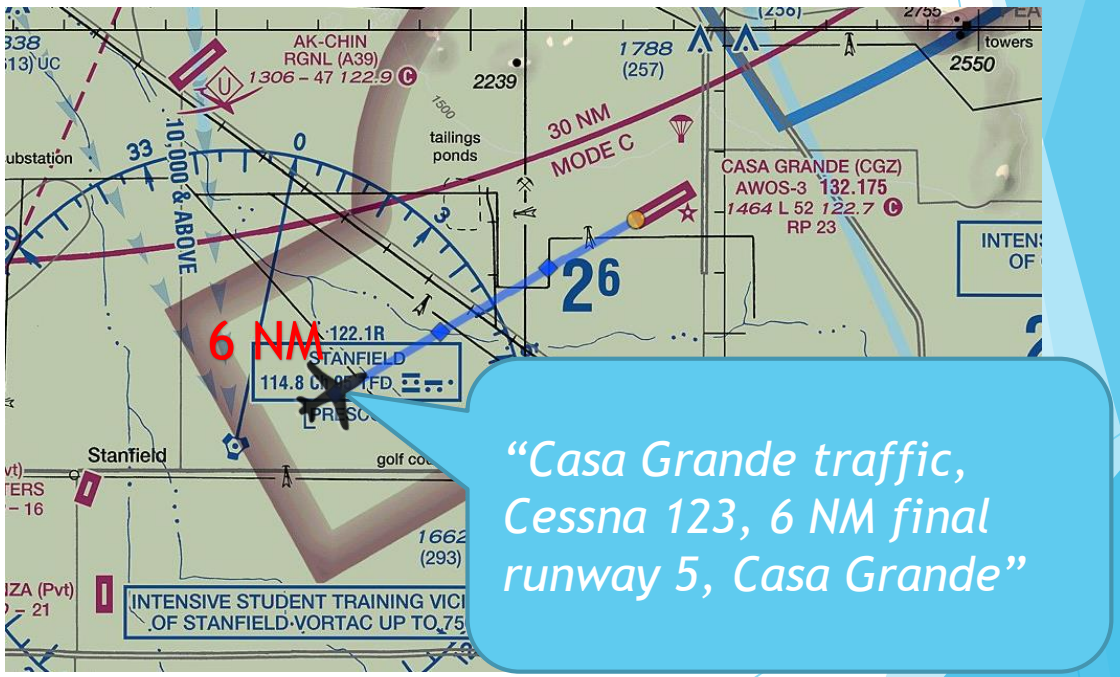
Radio Calls

Tips

- Next call to be made when 6 NM final
  - Announce intentions and closely monitor KCGZ traffic!



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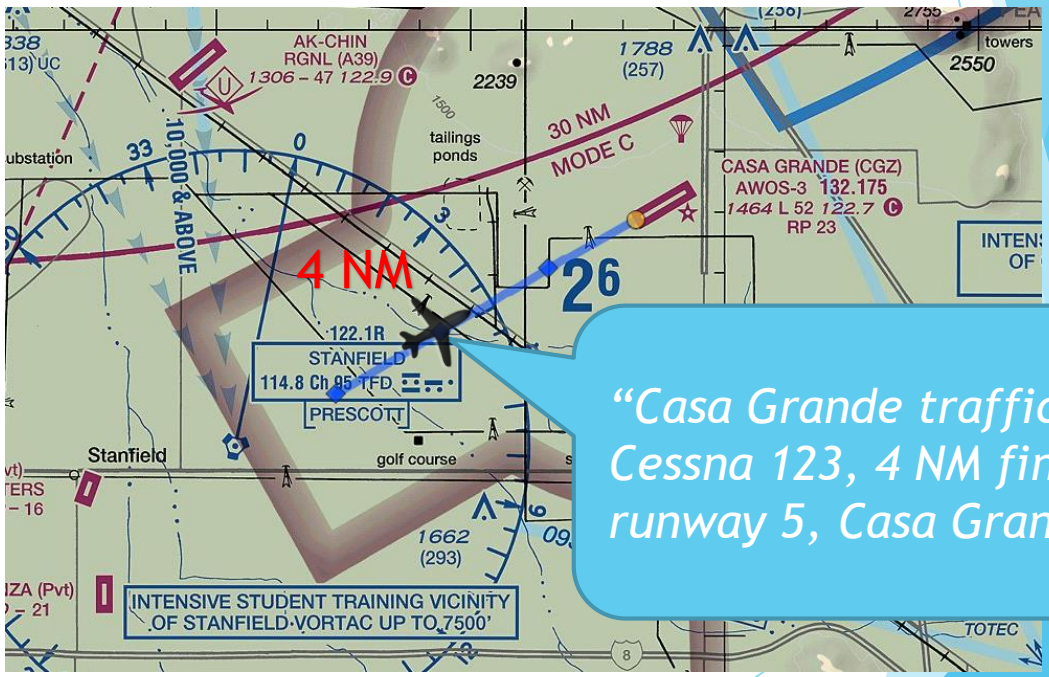
Radio Calls

Tips

- Next call to be made when 4 NM final
  - Announce intentions and closely monitor KCGZ traffic!



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Radio Calls

Tips

- Next call to be made when 2 NM final
  - Announce intentions and closely monitor KCGZ traffic!

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Radio Calls

Tips

- Procedure Turn Inbound and Outbound calls should only be made in conjunction with the initiation of the instrument approach procedure and not when making circuits in the holding pattern.
- The procedure turn inbound callout should be made when the aircraft is on the 228° radial inbound, and not at the beginning of the turn inbound.

Stanfield VOR Procedures

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Tips

- What runway in use?
  - Everyone practicing instrument approaches typically accepts up to a 10 knot tailwind component for runway 05 before using circling procedures for runway 23.
  - Runway 23 is established as the active runway as soon as the first pilot selects and uses it as the runway in use.
  - Other arriving aircraft should conform to the established runway in use whenever anyone remains in the traffic pattern.
  - Conform to right-of-way rules

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- Simulated radar vectors
  - If an instructor elects to provide simulated radar vectors to the final approach course they should give way to all other aircraft proceeding via the full published route structure.

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Tips

- Missed Approach Procedures
  - When flying the published missed approach for runway 05 it is recommended to return to the VOR above Top of Stack.
  - Suggested entry altitude 4500ft. MSL (if traffic allows).
  - Be cautious for IFR aircraft under ABQ CENTER control!

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Tips

- Touch-and-go RWY 05 with Missed Approach Procedure
  - When flying the initial takeoff or touch-and-go, make a right downwind departure towards TFD VOR. This will keep you clear of the PJE north of the airport.

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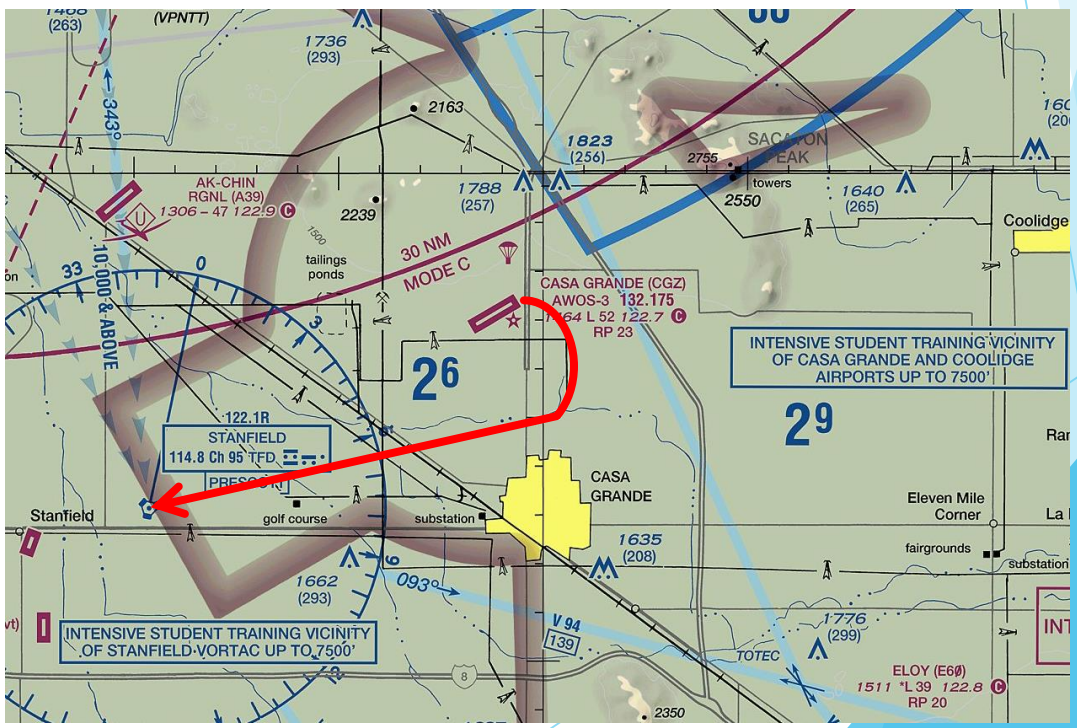
Tips

- When flying Missed Approach Procedure
  - Avoid incoming traffic on the IFR approaches!
  - Recommend to proceeded 2 NM south of KCGZ, then turn back to the VOR



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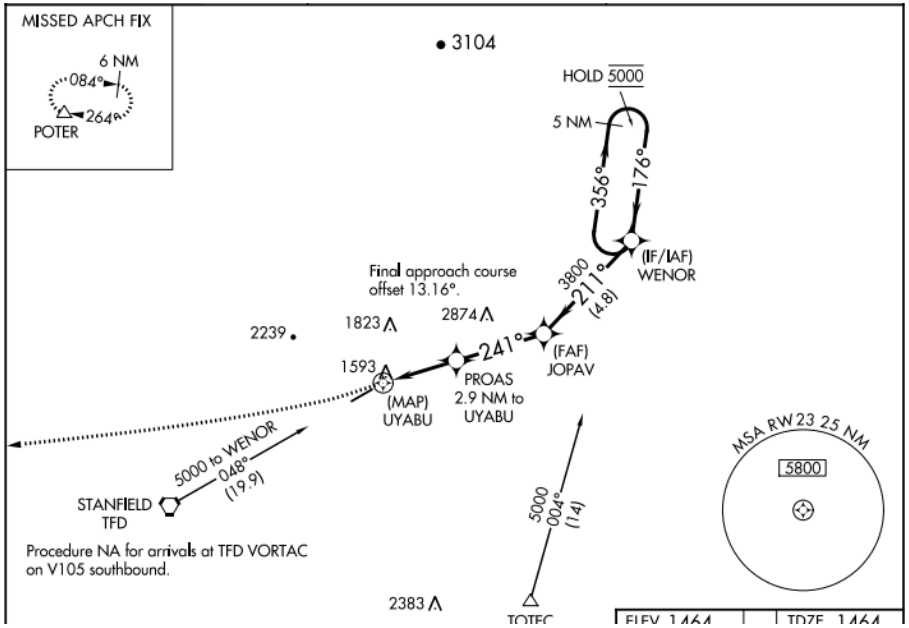
Tips

- Due to risk of opposite direction approaches and frequent near mid air collisions, AFTW recommends that VFR training aircraft do not fly the GPS Rwy 23 approach into KCGZ.



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Tips

- Have landing light on from VOR inbound to KCGZ
- Announce intentions when approach terminates so traffic following you can properly separate.
- Speak clearly
- Perform good visual lookout
- Be courteous and kind to one another
- Stay professional
- Have fun!

Closing Thoughts

- Please be aware that:
  - This procedure is for VFR aircraft only. IFR aircraft must abide by ATC clearances and regulations.
  - Aircraft operating IFR may “Drop in” to ‘the stack’ from Albuquerque Center at any time and have priority over the VFR practice approach traffic.
  - Aircraft from out of state or users who are not familiar with these procedures will not be using them, as they are not familiar.

Keep you eyes out and see and avoid other traffic!

Created by:
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