

AFTW.org Meeting

January 8, 2020

Airspace

- Practice Areas
 - Foreflight now allows users to show multiple airspace layers. Therefore, the charts for the practice areas have now been expanded. You can download Option 1 which shows all practice areas. Or you can download option 2 which has each practice area in separate charts. This works in Foreflight and Garmin Pilot only on iOS devices. No android support yet. New video on how to do the install coming (thank you Jim P!). If you can't get it, try downloading it and emailing it to yourself and open it from an email on the device you want to utilize.
 - Parachute drop zones – Please watchout for these on your flight. See the back of the chart supplement for where these are located, as very few of them are NOTAMed on a preflight briefing unless activity is happening outside published hours. Listen to the controlling airspace agency or CTAF for jump status.
 - APS practice area – will look into getting this charted on our SE practice area, or at minimum get the map which APS provided a while back, back onto the site chart area.
 - ADS-B – any problems so far? (not really other than some possible callsign display issues and flip-flopping) If needing a ferry permit, FAA will not issue if not equipped. Go to Sapt.faa.gov “ADAPT” tool to submit a request to operate without ADS-B on a specific flight. If equipped, but inoperative you would also ask FAA for a Ferry permit.
 - Increased night activity @ CAE ref CAE night sectors overlays (IWA/TFD)
 - G1000 NXi issue: R2304 shows up as a MOA > database will be updated during the next cycle.

Airports

- KFFZ- High speed exits being installed on the North runway. Expect night work. North runway closures coming for paving. Expect runway closures Jan 21 and 27th during the day for the north runway.
- KIWA- inside runway 30L still under construction... limiting approach traffic.
- KCHD – Approach VOR/NDB 4R was slated for discontinuance
- KSDL- new hangar on SW corner “Jet Aviation”
- KDVT – Deer Valley is building a new taxiway (realignment of taxiway Charlie). Presently happening near ramp 2 and 3. Construction is west and moving east down the airport.
- KGYR – Transient parking tiedown line has been removed, only east facing tiedowns remain.
- KCGZ – Cactus fly-in March 6 and 7. Static display only.
- P08 – major construction going on.
- SkyRanch – thank you for keeping clear if not based on the airport.
- KAVQ – Saw a letter that the airport is moving through initial stages of obtaining a control tower. Many years out still...
- KTUS – upcoming taxiway D construction later in the spring.
- Luke airshow – March 21-22, but expect TFRs beginning March 18.

- Buckeye – Copperstate February 7-9. See FAAsafety.gov for Seminars. There are over 10 seminars occurring at the event! Register now before they fill up! Seminars are on FAAsafety.gov individually, but an email will be sent out shortly announcing all seminars in one notification... they usually fill up quickly!
- Davis Monthan – Heritage days February 27- Mar 2. Expect heritage flights.

Training updates

- FAA LPV request for authorization/deviation – Working to get more LPV approaches approved to count as precision approaches for training and testing purposes.
 - Technically, no LPV approaches are precision approaches. The discussion is all about what can be used to satisfy the training and testing requirements related to precision approaches.
 - Update: Reno ILS approaches have a minimums of 500 feet HAT (and greater) that are being used as precision approaches for training and testing, so this is our main argument against the requirement for 300 feet HAT on LPV approaches.
 - Difference in time between 400 feet and 300 feet is only a few seconds and should not be a factor in training quality.
 - We are also asking long term for all LPV approaches in the United States to qualify to meet the requirements of a precision approach for training and testing purposes.
 - Our alternate request is to allow all LPV approaches with minimums at or below 400 feet HAT to be counted.
 - We may need to start thinking of LOA procedures for practicing LPV at DVT (should this go through).
 - We may also need to start asking how we can get more LPV approaches at a more airports in the Phoenix area.
- Wrong surface landings on the rise. KFFZ, KIWA, DVT, TUS are on the radar. Please be on guard. Expect a large-scale workgroup in the future on this issue from FAA Safety team!
- January Safety Topic of the Month – Distractions (see the section of aftw.org)
- Tower tours - Operation Raincheck – see faasafety.org
 - There was a question if foreign flight students who are already vetted by the TSA can participate in Tower tours without having to go through the current process of further vetting. This is likely not the case as the two vetting processes are different.
- Yuma – slightly changed customs ramp – park inside the Circle that is painted on the ramp.
- There was a confirmed strike in flight at Safford between a drone and an aircraft (Zenith vs Quadcopter) Lost engine and had to land in sand and ripped gear off.
- Keynote speaker for the banquet for GA awards to be announced shortly. Banquet January 25th at ASU Polytechnic Student Union Ballroom.
- Laser Strikes? Please report them! Phoenix, Mesa and other police agencies are working closely to combat high-strike areas.
- Wrong surface landing: significant improvement after the Tucson ATIS has been mentioning this hazard

Next meeting March 11, 2020 9:30 SDL FSDO.