

**Recommendations to AFTW for Practice Instrument Approach:
AVQ and [AVQ] RNAV (GPS) RWY 12**

Thank you to the following participants for collaborating to make these recommendations:

Tina Buskirk, Aviation Safety, Scottsdale Flight Standards District Office
Frontline Manager, Operations

Ernest R. Copeland, FAA Safety Team Program Manager, Federal Aviation Administration,
Scottsdale Flight Standards District Office

Craig Tompkins, FAAS Team Program Manager, Operations, AFG-SDL-FSDO-07

Steve Miller, C.M., C.A.E., Airport Director, Marana Regional Airport

Nathan Cooper, Air Traffic Manager (A), Tucson TRACON (U90)

Arizona Flight Training Workgroup (AFTW)

FAAS Team Representatives

IMC Club Members

Marana Regional Airport Users

AFTW,

A consensus has not been reached by the group. In good conscious, for various reasons, many of us cannot support any of the 6 recommendations contributed by and/or to the group.

The template, a separate attached document, is based on the published terminal procedures for AVQ RNAV (GPS) RWY 12.

We will strive for notices in the Chart Supplement and on Terminal Procedures/approach plates. Possible examples: Chart Supplement “Published Missed Approach for RNAV (GPS) RWY 12 and RNAV (GPS)-E not authorized during parachute operations”.

Terminal Procedures/approach plates “Published missed approach not authorized during parachute operations.”

Please note the discussion below, it applies to practice instrument approaches, local and transient flights.

A key point from Craig Tompkins, FAAS Team Program Manager, Operations:

“Pilots on both sides of the operation should remain diligent, communicate, head on a swivel, and be prepared to do whatever is necessary to maintain a safe airport environment. Flexibility and situational awareness are key.”

Thank you for giving us this opportunity for safety outreach.

continued

6 Recommendations discussed:

1. Fly the approach and missed approach as published barring conflicting traffic and/or parachute activity. **If there is active parachute jumping exercise at AVQ, do not execute the published Missed Approach RWY 12;** it goes right over the drop zone (DZ).
Request notices in Chart Supplement and on Terminal Procedures/approach plates. Possible examples: Chart Supplement "Published Missed Approach for RNAV (GPS) RWY 12 and RNAV (GPS)-E not authorized during parachute operations". Terminal Procedures/approach plates "Published missed approach not authorized during parachute operations."
2. When there is conflicting traffic, break off the approach, **report intentions**, be supportive of flight safety and respectful to established traffic; continue on the departure, join or depart the pattern while creating safe, positive examples for students and all other pilots. *Or, barring conflicting traffic and/or active parachute jumping exercise at AVQ, execute a published missed approach. If there is active parachute jumping exercise at AVQ, do not execute the published Missed Approach RWY 12,* it goes right over the drop zone (DZ). This procedure does not qualify as a loggable approach.
3. Fly the [AVQ] RNAV (GPS) RWY 12 approach path as published using instead a **minimum descent altitude of 3,000 MSL (traffic pattern altitude)** Fly to the missed approach point then fly a standard a pattern executing a departure leg, then crosswind, downwind (per the AIM) or, depart the pattern following standard procedures, being supportive of flight safety, and respectful to established traffic.
A missed approach may be flown barring conflicting traffic and/or parachute activity. **If there is active parachute jumping exercise at AVQ, do not execute the published Missed Approach RWY 12;** it conflicts with the drop zones. This procedure does not qualify as a loggable approach.
4. Do not fly the approach in VFR conditions until/unless there is an operating control tower.
5. Decommission the approach.
6. Do not fly the approach during parachute operations. See discussion below.

Discussion From Brian Stamper, FAAS Team Representative

"If no parachute activity (VMC or IMC):

IAP available as normal, but we still have the non-towered communication issue.

With parachute activity (VMC only):

IAP cannot be done to minimums, and therefore cannot be logged for training or currency. My gut tells me that the IAP shouldn't be allowed in this case, and there should be a NOTAM as 'not available'. This would be a burden for Steve M., and he has said it is only ~20% of the time.

Personally, I don't like our options, but I don't see a better one without a tower. I really hope it doesn't take a full four years. What is the best way to find out if parachute activity is happening on a given day? How would a non-local pilot find out that the IAP missed approach is not 'allowed' to be performed while parachuting is active? Would the average pilot realize that the approach can't be logged in this case?

note on approach plate needed:

"if the missed approach shouldn't be used during parachute activity, where does the airplane go if they don't plan to land? Should they fly the runway heading until past the airport environment? Then circle? I think that with almost daily parachute activity, shouldn't a note be on the approach plate that says not to use the missed?"

Response from Steve Miller, C.M., C.A.E., Airport Director, Marana Regional Airport

“As long as pilots discontinue the approach no later than the missed approach point it won't interfere with parachuters, so long as the parachuters are where they are supposed to be at any given point. Of course, it is much more helpful if pilots know where the DZ is and know exactly what area they need to avoid. I hear many pilots ask the jump plane where the DZ is which is what a pilot should do if he/she doesn't know. From what I hear as I have a base radio on my office is that it isn't pilots practicing the GPS E or 12 approaches that are the problem. **It's the VFR pilot who doesn't bother to listen to the AWOS advisories while inbound and flies over the middle of the field.**

Hopefully we can have this discussion with the parachuting training operators in the near future. I would prefer to have that meeting in person rather than online as that seems to be too impersonal for this important topic. Perhaps in late summer or early fall we can do that.

What I would like to create is a SOP document for parachuting operators to ensure they are operating in the safest possible manner. We have come a long way in the 8 years I have been at the airport but we're not quite there yet.”

“I would agree with Brian that it would be very helpful to add verbiage to the approach plates in regards to the missed approach procedures and parachuting. Not sure if the FAA would do it or not but worth asking.”

Lee Unger
FAASTeam Representative
ungers@dakotacom.net
200905