

# **DEER VALLEY AIRPORT TRAFFIC CONTROL TOWER**

**Federal Aviation Administration  
AIR SAFETY AND SURFACE ERROR  
PREVENTION PROGRAM**

January 2012



**The information in this brochure is furnished in an effort to improve communications, eliminate frequency congestion, prevent surface errors and provide all customers with the best service available. The information contained in this brochure is informational only and should not be used in lieu of other rules and regulations. Additional copies may be obtained by calling Deer Valley Tower at (623) 581-3389.**

## **DEER VALLEY TOWER FREQUENCIES:**

Local Control South	118.4	(Arrivals from South of the extended center lines)
Local Control North	120.2	(Arrivals from North of the extended center lines)
Ground Control	121.8	
Clearance Delivery	123.9	
ATIS	126.5	
Cutter Aviation Unicom	122.95	
Atlantic Aviation Unicom	130.65	
Phoenix Departure Control	120.7	
	239.0	

## **AIRPORT REMARKS:**

- Deer Valley Tower hours of operation: 0600-Midnight.
- For after-hours IFR service from Midnight-0600, contact Phoenix Approach on 120.7.
- ASOS (weather information) available via:  
Phone (623) 587-7764 or, ATIS (126.5) from 0600-Midnight.
- Runway 7L and 7R are calm wind runways.
- High volume of student training.

## **TOWER STANDARD OPERATING PROCEDURES:**

- When traffic is light, locals may be combined:  
-The controller works both frequencies, North and South (120.2, 118.4).
- When traffic is moderate or greater, locals will de-combine.  
-All inbound from the South, and south of the extended centerlines, will use 118.4.  
-All inbound from the North, and north of the extended centerlines, will use 120.2.
- All departures from runway 7R/25L departing towards the North are normally instructed to fly straight out. (This allows coordination to occur within the tower).
- All departures from runway 7L/25R departing towards the South are normally instructed to fly straight out. (This allows coordination to occur within the tower).

- Once on course, the pilot will be instructed to MONITOR the appropriate frequency for his /her direction of flight.
- Once outside Class D surface area, frequency changes are automatic.
- If the pilot desires an early frequency change prior to exiting Class D airspace, he or she should make the request with the tower.

## **TRAFFIC PATTERN ALTITUDES:**

### **All Runways:**

Helicopters	2,000 feet
Single engine	2,500 feet
Twin engine	3,000 feet
Jets	3,000 feet (may be restricted at or above 3,500 feet)

## **GOOD PRACTICES TO FOLLOW WHEN INBOUND:**

- Listen to the ATIS (126.5).
- Monitor the appropriate Tower frequency and determine how congested it is; wait for a pause prior to transmitting.
- The AIM suggests you contact the Tower 15 miles from the airport.
- You **MUST** establish two-way communication with the Tower prior to entering the Class D Airspace.
- On initial contact with the Tower, combine transmissions and state:

-AIRCRAFT TYPE,  
 -CALL SIGN,  
 -DISTANCE AND DIRECTION FROM THE AIRPORT (or other prominent landmark)  
 -INTENTIONS and the appropriate ATIS CODE.

### Example:

*PILOT: "Deer Valley Tower, Bonanza 222GS, 15 miles Southwest, inbound full-stop, (low approach, touch-and-go's, etc.) with information Whiskey."*

- Tower will acknowledge your initial call and issue:
  - Pattern entry instructions
  - An assigned runway
  - A reporting point

- When you have reached the reporting point and report, the Tower may give you additional instructions, a sequence, or simply let you continue.  
NOTE: *plans can and do change, expect the unexpected.*
- If you cannot report your position at the requested point due to frequency congestion, advise the Tower of your position as soon as practical.
- If you cannot get a response from the Tower on initial contact due to frequency congestion, remain clear of class D airspace!  
NOTE: Controllers may have higher priority duties to attend to. Be patient. If a controller does not get back to you within a reasonable amount of time, you may attempt to call again.

### **PATTERN ENTRIES and REPORTING POINTS:**

Traffic permitting, straight-in, and base entries may be approved.  
Be familiar with local reporting points; if unfamiliar advise on initial contact.

#### Commonly used reporting points:

##### ***Inbound FROM Northwest:***

-Canal and Freeway (I-17 and Central Arizona Project Canal, approximately 4nm NW)

##### ***Inbound FROM Northeast:***

-Cave Creek Dam (Concrete Dam approximately 3nm NE of DVT)  
-4 miles NE over Cave Creek Road (Cave Creek Road proceeds inbound at a 45 Degree angle from Carefree Sky Ranch (NE) to a 2nm final runway 25R/L)

##### ***Inbound FROM Southwest:***

-4 miles SW (NOTE: May be told to report a 4 mile final, straight-in runway 7R, if 7R/L are in use)

##### ***Inbound FROM Southeast:***

-4 miles SE (Usually a base entry for runway 25L, traffic permitting)  
-Bell Road (East-West road approximately 1 mile S of Loop-101)

##### ***Inbound FROM East:*** (North of center lines 120.2, South the center lines 118.4)

-Runway 25L/R: 4 mile final, straight-in (NOTE: may be instructed to maintain pattern altitude, and overfly the runway)  
-Runway 7L/R: 4 miles East, or crossing Cave Creek Road

##### ***Inbound FROM West:*** (North of center lines 120.2, South the center lines 118.4)

-Runway 25L/R: 4 mile West or 2 miles west of I-17  
-Runway 7L/R: 4 mile final, straight-in (NOTE: may be instructed to maintain pattern altitude, and overfly the runway)

*ATC: "Bonanza 222GS, Deer Valley Tower, make left traffic runway 25 Left, report 4 miles Southwest."*

## **PATTERN TRAFFIC (touch-and-go, stop-and-go, low approach, etc.):**

- Pattern operations are conducted on all runways, and may be denied at any time.
- Make your request with ground control, or on initial contact inbound, for desired pattern operations.
- If inbound, provide all pilot intentions on initial contact (i.e. – one touch and go, then a departure to the Northwest).
- If you are cleared for a touch-and-go, do not make a stop-and-go or delay on the runway. If you would like clearance for a stop-and-go, low approach, option, or full stop, please make the request in advance.
- Timing is critical; last minute requests are discouraged. The more timely the pilots request, the more likely it may occur.  
NOTE: An aborted takeoff (ATO) is not part of the option clearance and must also be requested separately and in advance.

## **AFTER LANDING:**

- Exit the runway without delay at the first available taxiway or as instructed by ATC.
- Exit the runway completely (**beyond the hold line**) unless otherwise instructed by ATC.

The AIM states:

*“In the absence of ATC instructions the pilot is expected to taxi clear of the landing runway by clearing the hold position marking associated with the landing runway even if that requires the aircraft to protrude into or cross another taxiway or ramp area. This DOES NOT authorize an aircraft to cross a subsequent taxiway/runway/ramp after clearing the landing runway.”*

- Change to Ground Control frequency (121.8).
- Advise Ground Control of your *POSITION* and *INTENTIONS*.
- If you are unfamiliar with the airport layout and need progressive taxi instruction, advise ATC.

*PILOT: “Deer Valley Ground, Bonanza 222GS, off Runway 25L at Charlie 8, request progressive taxi instructions to SIBRAN self serve fuel.”*

NOTE: If ATC instructs you to exit at an intersection and you cannot safely do so, simply advise ATC that you are unable.

## **RUNWAY CROSSING PROCEDURES AT DVT:**

- At DVT, the Ground Control position controls the taxiways, the Local North position (120.2) controls runway 25R/7L, and Local South (118.4) controls runway 25L/7R. If you are not fortunate enough to land on the runway you have desired, you may need to cross one, or both, runways. This may be confusing to new pilots, but actually it is quite simple.

In our examples Bonanza 222GS landed runway 25L (118.4) and exited at C8. The pilot requested progressive instructions to taxi to the SIBRAN self serve fuel on ground control (121.8) which requires the pilot to cross both runways. This means that our pilot must perform multiple frequency changes in order to safely cross both runways.

This is how our pilot will cross both runways, in order to reach their destination:

### **Step 1:**

-Ground Control will instruct the pilot, with progressive taxi instructions where to taxi, and will instruct the pilot where to hold short of which particular runway.

-Ground Control will ensure the read back of the hold short instructions verbatim, and that the pilot actually does hold short of the instructed runway.

-Finally, Ground Control will instruct the pilot to MONITOR tower on 118.4.

At this time the pilot shall change to, and MONITOR the assigned frequency.

**NOTE:** The pilot must transmit and receive on the same radio when called upon.

*ATC: "Bonanza 222GS, Deer Valley Ground, from C8 turn left onto C9, hold short runway 25 left."*

(After ensuring the read back of hold short instructions...)

*ATC: "Bonanza 222GS, monitor tower on 118.4."*

### **Step 2:**

Tower will instruct the pilot to cross the runway then contact Ground Control.

**NOTE:** DO NOT cross unless instructed to do so.

*ATC: "Bonanza 222GS, Deer Valley Tower, cross runway 25 left, contact ground."*

### **Step 3:**

-Ground Control will instruct the pilot, with progressive taxi instructions where to taxi, and will instruct the pilot where to hold short of which particular runway.

-Ground Control will ensure the read back of the hold short instructions verbatim, and that the pilot actually does hold short of the instructed runway.

-Finally, Ground Control will instruct the pilot to MONITOR tower on 120.2.

At this time the pilot shall change to, and MONITOR the assigned frequency.

**NOTE:** The pilot must transmit and receive on the same radio when called upon

*ATC: "Bonanza 222GS, Deer Valley Ground, taxi up to and hold short runway 25 right."*

(After ensuring the read back of hold short instructions...)

*ATC: "Bonanza 222GS, monitor tower on 120.2."*

**Step 4:**

Tower will instruct the pilot to cross the runway then contact Ground Control.

**NOTE:** DO NOT cross unless instructed to do so.

*ATC: "Bonanza 222GS, Deer Valley Tower, cross runway 25 right, contact ground."*

**Step 5:**

Ground Control will instruct the pilot with progressive taxi instructions where to taxi in order to reach their desired destination.

*ATC: "Bonanza 222GS, Deer Valley Ground, turn right on Alpha then turn left into the ramp. SIBRAN self serve fuel will be on your right."*

**NOTE:**

When told to MONITOR, make sure both the ability to receive and transmit exists.

## **WHEN TAXIING OUT:**

- Know your position on the airport and taxi routes to the runway in use.
- Listen to the ATIS (126.5).
- Monitor Ground Control (121.8). Wait for a pause prior to transmitting.

State: *AIRCRAFT TYPE, CALL SIGN, POSITION, DIRECTION OF DEPARTURE (North, South, touch-and-go, etc.), and the ATIS CODE.*

### *EXAMPLE:*

*PILOT: "Deer Valley Ground, Bonanza 222GS at SIBRAN self serve fuel, ready to taxi, northeast departure with information Whiskey, request intersection departure."*

*ATC: "Bonanza 222GS, Deer Valley Ground, runway 25 right, taxi via Alpha, Alpha ten."*

*PILOT: "Bonanza 2GS, runway 25 right via Alpha, Alpha ten."*

- To avoid confusion, if you are an IFR departure, state that you are an IFR departure.
- There are numerous pilot trainees practicing the Deer Valley One Departure as VFR.
- When given taxi instructions, ATC must hear the runway assignment with aircraft call sign in one complete transmission.

NOTE: Clearance Delivery may be combined with Ground Control. Therefore, Ground Control is not only responsible for taxiing aircraft, but must also record the ATIS, coordinate with Local Control, coordinate IFR releases with Phoenix TRACON, coordinate general information with Prescott Radio, augment weather data, and numerous other duties. Please be patient when calling Ground Control.

## **WHEN READY FOR TAKEOFF:**

When number one at the hold line for departure, monitor the appropriate tower frequency for the assigned departure runway and state:

- AIRCRAFT TYPE,
- CALL SIGN,
- HOLDING SHORT, RUNWAY...(with intersection if applicable).

*EXAMPLE: "Deer Valley Tower, Bonanza 222GS, holding short of Runway 25R at A10, ready for departure."*

You will hear one of three things:

- Cleared for takeoff

- Hold short
- Line up and wait

**NOTE:** An explicit clearance is required in order to proceed onto a runway. A non-response or a "roger" is not a clearance and you must hold short of the runway. If you are told to "hold short" of a runway, ATC is required to hear the "hold short" instructions read back verbatim, with a call sign.

### **LINE UP AND WAIT (LUAW):**

This procedure is used by ATC to inform a pilot to taxi onto the departure runway into takeoff position and hold.

It is NOT authorization for takeoff.

When an aircraft is authorized to **Line Up And Wait**:

- ATC is required to inform the holding aircraft of the next inbound aircraft.
- ATC is required to inform the inbound aircraft of traffic holding in position.
- ATC is required to disseminate traffic information, regardless of the inbound aircrafts location.

NOTE: If you are holding in position, and you hear the controller clear an aircraft to land on your runway and you are not issued traffic information, question the controller.

*ATC: "Bonanza 222GS, runway 25R at A10, Line Up and Wait. Traffic, Cessna three mile final."*

*ATC: "Cessna 341BJ, runway 25 right continue, traffic holding in position."*

### **PRACTICE APPROACHES:**

If you wish to receive radar services for VFR practice approaches, contact Phoenix approach on 120.7 outside of class D surface area.

### **IFR DEPARTURES:**

All IFR departures are issued the "**DEER VALLEY ONE DEPARTURE**" procedure. A copy of this procedure can be found under Phoenix Deer Valley in the South West US Terminal Procedures book.

### **GENERAL INFORMATION:**

**MAINTAIN VFR!** Deer Valley Tower's first priority is ensuring safe runway operations. When on Deer Valley Tower frequency you can expect to be issued traffic

advisories and safety alerts as appropriate. Traffic advisories are workload permitting; safety alerts, like runway operations are a first priority.

Deer Valley is home to many flight schools including our largest user, Trans Pac Aviation Academy. Extra caution is advised due to the extensive student training in the area. When departing or landing at Deer Valley, make sure you adhere to the pattern altitudes. This will help to protect you from aircraft overflying the airport and low level helicopter operations.

- Always read back **HOLD SHORT INSTRUCTIONS !**  
Controllers are **REQUIRED** to obtain correct read back of all runway hold short instructions.  
*NOTE: Correct means call sign with hold short instructions containing the runway designator.*
- Always read back the **RUNWAY ASSIGNMENT** (with call sign) when a taxi clearance is issued.
- Tower is **REQUIRED** to request a read back of runway assignment when it is not received from the pilot.
- **DO NOT CROSS or ENTER ANY RUNWAYS OR TAXIWAYS WITHOUT EXPLICIT APPROVAL FROM THE TOWER CONTROLLER.**
- When a clearance is issued to cross a runway, do so without delay.
- If you need to go around for any reason **ADVISE THE TOWER ASAP.**

Safety is our number one priority and the pilot can help provide an extra set of eyes and ears to the controller. If something doesn't seem right, please question the controller. When in doubt, ask the Tower to say again. If you are a student or unfamiliar and need special handling, please advise the controller.

Good communication helps provide you with safe and effective air traffic service. We are committed to providing you the best possible service.

For questions, concerns, or to schedule a tour:

Call Deer Valley Tower

(623) 581-1492

(623) 581-3389.

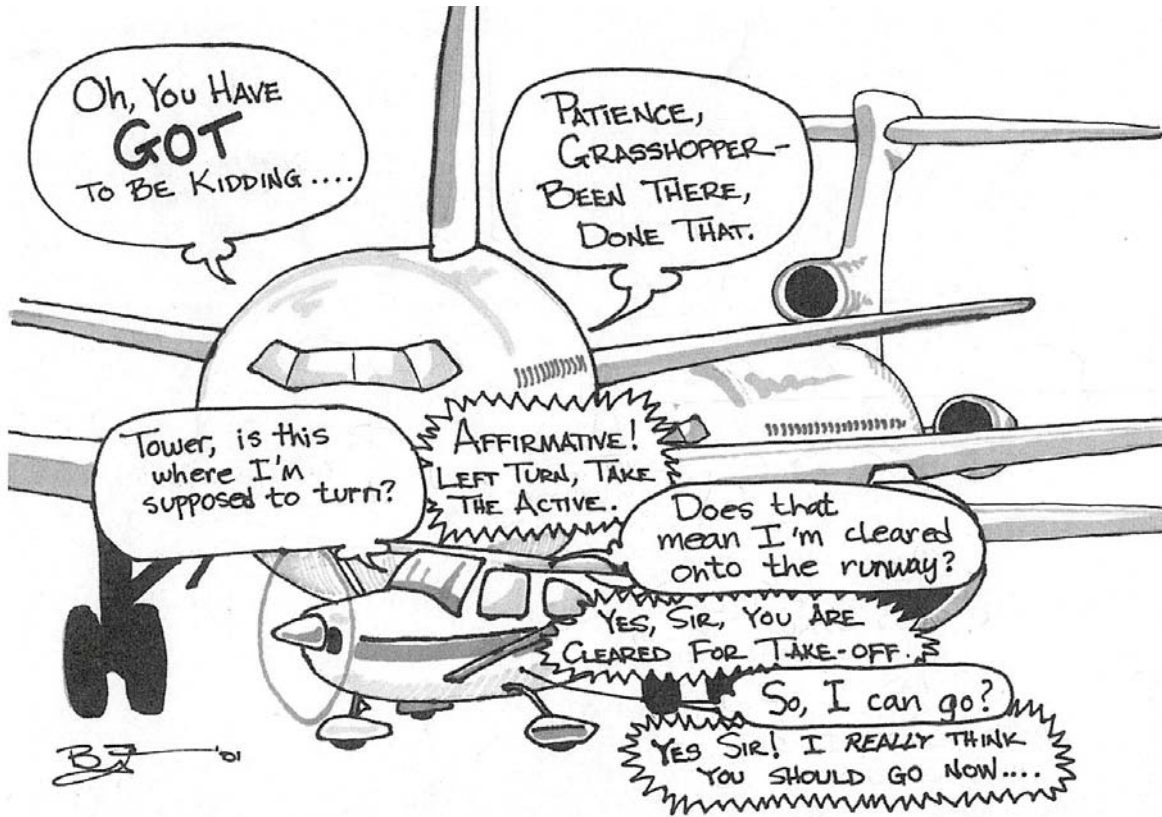


## **10 Ways to Help Prevent Runway Incursion:**

### **Hear the “Big Picture”**

- *Please check to make sure that the volume is turned up on your radio. This issue would have prevented a very recent pilot deviation.*
- **Transmit Clearly**  
*Make your instructions and read backs complete and easy to understand.*
- **Listen carefully**  
*Listen to your clearance. Listen to what you read back. Do not let communications become automatic.*
- **Write Down Clearances**  
*Clearances can change. Keep a note pad and copy your clearance. If needed refer to your notes.*
- **Situational Awareness**  
*Know your location. If unfamiliar with an airport, keep a current airport diagram available for easy reference. (If you need an updated copy, call the tower on the telephone.)*
- **Admit When Lost**  
*If you get lost on an airport, ask ATC for help. Better to damage your pride than your airplane.*
- **Sterile Cockpit**  
*Maintain a sterile cockpit until reaching cruising altitude. Explain to your passengers that talking should be kept to a minimum.*
- **Understand Signs, Lights, and Markings**  
*Keep current with airport signs, lights and markings. Know what they mean and what action to take.*
- **Never Assume**  
*Do not take clearances for granted. Look both ways before entering or crossing taxiways and runways.*
- **Follow Procedures**  
*Establish safe procedures for airport operations. Then follow them.*

***Fly safely!***



Oh, You HAVE GOT TO BE KIDDING....

PATIENCE, GRASSHOPPER- BEEN THERE, DONE THAT.

Tower, is this where I'm supposed to turn?

AFFIRMATIVE! LEFT TURN, TAKE THE ACTIVE.

Does that mean I'm cleared onto the runway?

YES, SIR, YOU ARE CLEARED FOR TAKE-OFF.

So, I can go?

YES SIR! I REALLY THINK YOU SHOULD GO NOW....

BZ '01

