

Deer Valley Pilots Association

A Chapter of Arizona Pilots Assn

DVPA

Electronic Newsletter



DVPA News

Welcome seven new Directors and officers to the 2009/10 DVPA board. Following are your representatives:

Officers

Pres-Ed Chauza
V P-Jacob Cohen*
Sec-Dalia Bureker
Treas-Ray Weigold
*New Director

Directors

Jim Russell
Dan Tollman
Chuck Emmett*
Carl Ulbrich*

Directors

Bill Antonucci*
George Zukauckas*
Michael Gibbs*
Dave Underwood*

Chuck Emmett is the new DVPA Editor and George Zukauckas is the new Webmaster. We are staffing committees and need members to volunteer. Contact any Director to volunteer for any DVPA committee.

Web site Updated- New Webmaster George Z. reworked the website bringing a new look and additional features. You will see a different look with all the content as before with some new features. Our thanks to Bob Bureker, our Webmaster for the past 5 years for doing the 1st refurbishment and doing a great job maintaining the site.

Hospitality Hangar was held on Saturday, April 4 on the South side at Warren McIlvoy's hanger. Dr. Crinnian, MD, Neurologist, AME, & DVPA member, presented an interesting topic "S.A.F.E. Check" (Self Assessment-Flight Evaluation). Need an AME for your next medical, consider Dr. Crinnian located in the Scottsdale area. He is also a CFII plus received his pilot license before getting a drivers license.

Membership in DVPA continues to grow. In 2008, we had a record membership of 588 members. With a tenant community of over 1,100 pilots and aircraft owners, there is still plenty of growth headroom. Members are being asked to encourage their hanger neighbors to join. DVPA becomes more influential in tenant affairs with increased membership. The annual \$10 dues continues to be the best deal available on the airport. Help us reach every DVT pilot and enroll them in DVPA.

Recognition Awards were presented by DVPA to Art Rosen and Jim Little for their tireless and generous volunteer support to the association and airport.

News Around the Airport

Hangar Inspection phase one is completed and round one of re-inspections started. Year 2009 had a 35% failure rate, up from 20% in 2008. Plugged in extension cords and combustibles attached to walls were the main failure items. DVPA is asking tenants to complete an inspection survey to obtain tenant inspection feedback for analysis. The survey will be distributed in several days. As results become available, they will be posted on the website.

Hill removal-continues on NE side of airport. For many years, the hill was a RW safety area violation and was allowed by waiver. The FAA discontinued the waiver and provided funding to remove the hill.

\$1.1B Stimulus Plan- DVT ended up with no \$\$\$ in the latest stimulus payments after identifying \$27M of shovel ready projects. Five Az airports (TUS, FHU, IGM, TYL & P20) received a total of \$28M. AIP economic stimulus grants are 100% federally funded, with no matching needed. Even with no stimulus money, Airport Manager Mascaro continues to shake the money tree for DVT funds. Last month, DVT received a \$5.3M FAA grant to complete the south ramp renovation. This was the largest single allotment ever to DVT.

Sibran Offers April \$0.20 Discount -For the month of April, Sibran is offering an *additional* \$0.10/gal discount on fuel purchased with a Chevron or Texaco gas cards, for a total \$0.20/gal discount. This offer applies to anyone with one of these cards, whether or not you were affected by the billing issues of the past.

Hangar Wait List has shrunk from a year ago but the wait time has increased slightly. No covered tiedowns are available. Your position on the wait list can be viewed by going to the Phoenix Aviation DVT web site. Data shown is total on list & wait time.

Hanger Wait List	Mar2008	Mar2009
Large Hanger	153, 6.8yr	149, 7yr
Small Hanger	270, 3yr	221, 4.3yr

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Hose Bibs...Gone— The EPA visited DVT and when they left, we were minus restroom area hose bibs. Seems there is an EPA drainage regulation to prevent soil contamination near a hose bib and DVT didn't have the required drainage.



Therefore, the airport was required to remove them. Hose bibs in the wash racks were OK because there is drainage and a grease separator. A comment made to this regulation at the Hospitality Hanger was, what happens when it rains, does mother nature get an EPA violation?

Tie-downs

	South	North	Total
T-Hangers	299	469	768
Shades	0	248	248

Although many, if not most, DVPA members are renting hangers, the rest of us are probably using covered shade tie-downs. What are our obligations in using this space as opposed to a hanger?

Basically, it's the same. We rent, not own. As such, nothing should be permanently attached to, or a modification of, any airport structure. Tool and gear boxes are OK as long as they are chained or tied to the support beams without altering or damaging them.

Some roof support beams have electrical outlets. These are for our use but nothing may be left plugged in and no cords run from these boxes tied up on a "semi-permanent" basis.

Vehicle parking is specific. When we back our aircraft out of our space, our vehicle should be parked, diagonally, in the now vacant space and parking at the end of the row is not allowed. If your vehicle won't fit in your tie-down area without blocking adjacent spaces or you have a second vehicle, use the designated parking areas outside the hanger and tie-down areas. As with hangers, use common sense. We're renting parking for our aircraft, and vehicle parking is short term parking. If parking for extended periods are required, see airport administration and provision can be made for your vehicle.

News Around the Valley

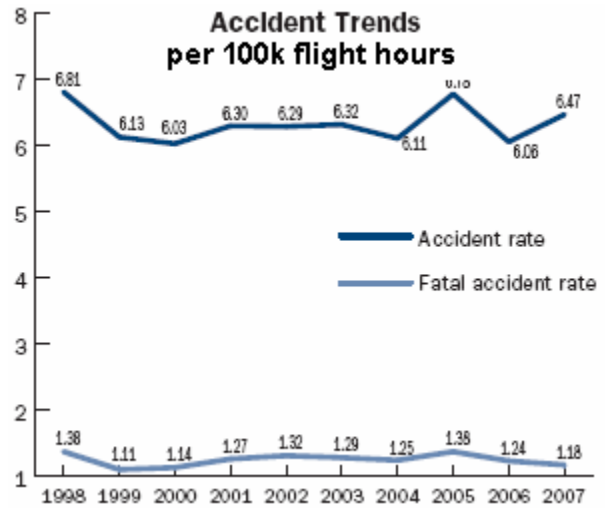
Laser Hits are being reported in the vicinity several miles east of FFZ. Sabena flight school has been tracking the sightings and asks pilots to report any occurrences. They are reported happening late evening and early morning with several pilots reporting temporary vision loss.

Bird Near Misses are an increasing concern with the warmer weather. Flight schools in the SE and SW valley areas have cautioned their pilots to be on the lookout for more turkey vultures in the areas of large feed lots and dairies. Although the FAA is suggesting no longer publishing bird strike data, 2008 as reported by AOPA

FFZ_Raising Pattern from 800' to 1,000'. Sabena Flight School is implementing standardized FFZ student flight arrival and departure procedures. This practice is being looked at by other local flight schools. The procedures are documented on the Arizona Flight Training Workshop (AFTW) website www.aftw.org.

Nall Report 2008 is out and available on the AOPA website. The report covers general aviation accident trends and factors for 2007 covering accidents of fixed-wing aircraft weighing 12,500 pounds or less.

A summary quote from the report says "The total number of accidents is up this year – not so good but fatal accidents are down and as best we can determine, by a greater amount than any decline in flight hours. That brings the fatal accident rate to a six-year low with only 1999 being lower." Report is at www.aopa.org/asf/publications/08nall.pdf



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Airport Safety and Security

TSA "Operation Playbook"- General Aviation News reported last month that Transportation Security Administration officials were conducting unauthorized security screenings of passengers and flight crew members at several FBOs as part of their "Operation Playbook". These screening, for both pilots and passengers, included the use of wands and baggage checks.

Doug Carr, National Business Aviation Association vice president of safety and regulation said, "We can confirm, based on discussions held with TSA, that this kind of screening was inappropriate and should not have happened. The local TSA officials were acting beyond the guidance provided by headquarters."

Since these incidents, TSA has updated the program. The updates are still intended to develop security protocols that will keep terrorists guessing at security tactics.

Meanwhile, expanded scrutiny of general aviation is expected in light of a request from the Office of Management and Budget to conduct a threat and vulnerability assessment of 3,000 general aviation airports.

LASP Update- DVPA responded opposing the TSA Large Aircraft Security Program NPRM because of the potential fee increases it would pose to tenants. ADOT was contacted and has along with many other states, voiced displeasure thru the National Association of State Aviation Officials (NASAO). States have directed NASAO to be very vocal, which they have been. They are the state's voice on many issues like this and work side by side with organizations like EAA, AOPA, & NBAA to oppose initiatives like LASP that adversely impact AZ general aviation. Phoenix Aviation has also provided a strong opposition response.

DVT remains #2 ending 2008 with 377k operations with the busiest general aviation airport being VNY (Van Nuys) with 387k operations.

Hotspots for taxiway operations have been identified for DVT. They are the B-5 and B-9 taxiway areas between the North and South runways. A "Hot Spot" diagram is available on the DVPA website, www.dvtpilot.com.

Runway Incursions are on the increase at DVT. The airport has joined the list of airports experiencing large increases of runway (RW) incursions. This past year, the criteria for reporting runway incursions became more rigorous due to the FAA adopting the ICAO standards used outside of the USA. The FAA held several days of special meetings at DVT in March with flight schools to discuss ways of reducing RW incursions. DVPA wasn't invited to these meetings as the emphasis was on flight schools. Tobey Jones, DVT Tower Manager, will be arranging a monthly collaborative problem solving safety meeting to concentrate efforts in reducing RW incursions. DVPA will be attending and passing on information to our tenant community.

Areas of investigation the tower is looking into include standard phraseology, speech rate, message instruction quantity and frequency congestion. With the large amount of international flight training, English language fluency, local practices and reporting points are additional areas of investigation.

Mark Your Calendar

- Apr 11 - Breakfast Club Fly-Out to Big Bear (L35)
- Apr 18 - Instrument Exam Prep Session at SDL
- Apr 18 - Vintage Mooney Group Fly-in to KDVT
- Apr 18 - APA Safety Seminar at SDL
- May 2 - APA Safety Seminar at Payson
- May 9 - APA Annual Business Meeting at Tucson
- May 16 - Payson Aero Fair

Other News Items . . .

- ELT(121.5) satellite monitoring ended Feb 1.
- Yuma changes identifier to NYL
- Sign up today for "Pardon Our Dust" at www.pardonourdust.com
- DVPA shirts (\$20) ball caps (\$10) flight bags (\$20) for sale at DVT Pilot Shop.
- Website classifieds page, free to members
- DVPA website www.dvtpilot.com