



# Copperstate Fly-In



Attention all CAEOAA Phoenix flight crews:

The 44<sup>th</sup> Annual Copperstate Fly-in will be occurring at Falcon Field beginning Friday, October 28<sup>th</sup>, 2016, from 0800 and ending on Saturday October 29<sup>th</sup> at 1700. This event will attract several thousand people, and have static aircraft displays and many aircraft flying in. Helicopters will be giving rides during the event. This event will cause significant increase in congestion and workload on the Tower. Therefore, we will need to restrict operations.

Please obey the following restrictions from October 27<sup>th</sup> (Thurs) at 0645 to October 30<sup>th</sup> (Sun) 1730 local time:

- **NO solo flights** will be permitted to takeoff or land during this time at KFFZ.
- **NO pattern work** at KFFZ. Departures and full stop terminations only.
- **All Flights must follow the NOTAM** packet found here: <http://www.copperstate.org/wp-content/uploads/2016/09/2016-COPPERSTATE-NOTAM-Final.pdf>
- **Runups will be conducted in 22L runup area only. If runway 4L/4R are in use, after completing runup, taxi back into the ramp to spot 5 and call for taxi. If runway 22L/22R is in use, call tower prior to taxi from the runup area.**
- **Flow through the ramp will be left turns only.**
- **NO LOA Arrival Procedures.**
- **AJ departures only.**

Keep in mind that Tower has waivers for:

- Decreased separation of aircraft (two aircraft could be on the same runway with 1,500 foot separation.)
- Tower may call aircraft by Type/color. They may say "White Glasair, clear for takeoff" rather than use the aircrafts full call sign.
- Tower may ask aircraft to stay right of taxiway Bravo centerline when operating on taxiway bravo between the runways in order to allow bi-directional taxiing operations. DA-42's should not accept bi-directional taxi instructions on Bravo – ask for the entire taxiway.
- Tower will not be required to receive a positive read-back from a pilot during the event.

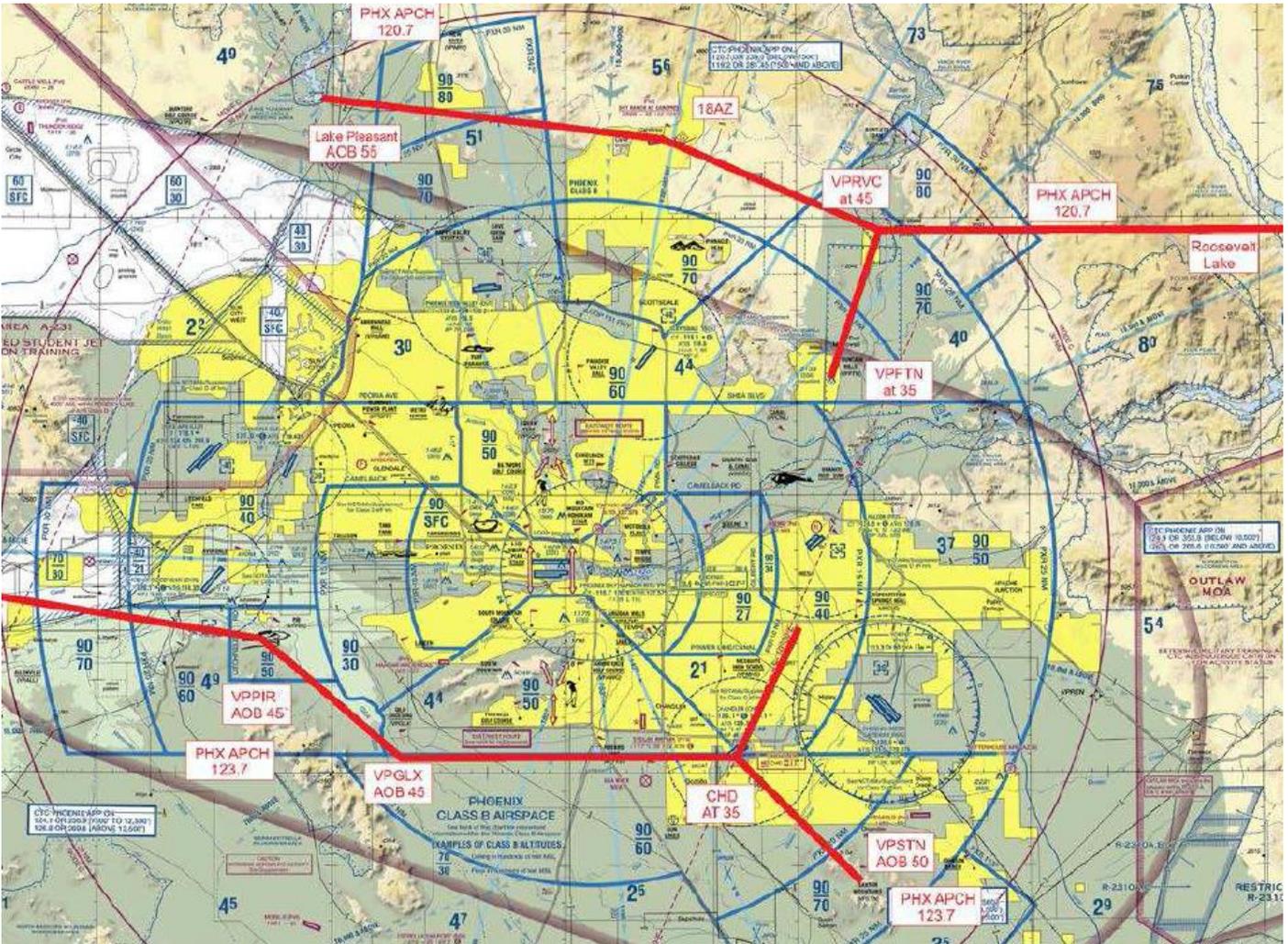
Fuel truck availability will be strained. For this reason, we ask that you call for fuel upon returning from a flight (unless the fuel truck is on the ramp fueling aircraft) so there is adequate time for the fuel trucks to get to the aircraft prior to the next launch. Crews may wish to seek fueling at their destinations as much as possible.

Fly Safe,

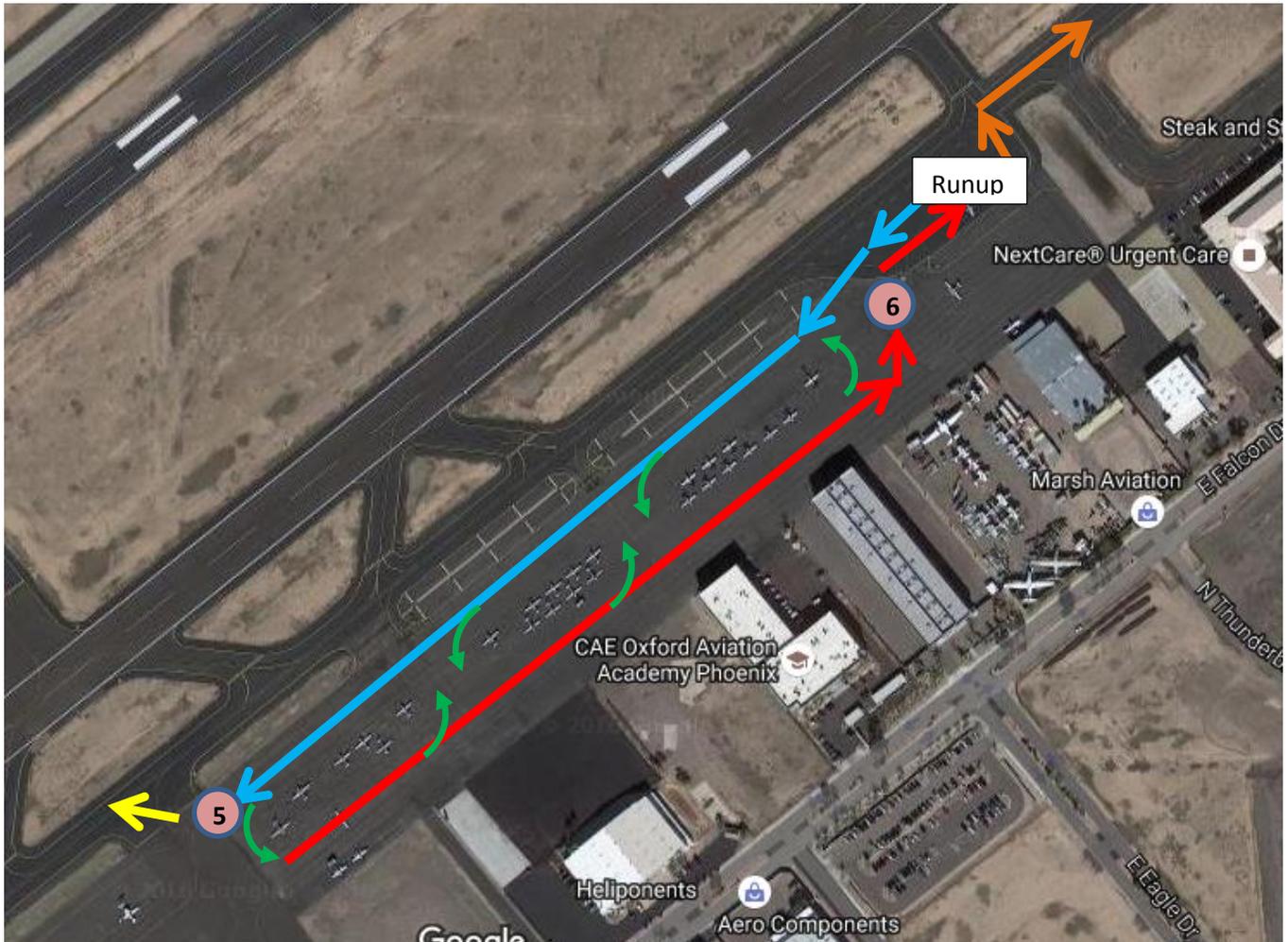
CAE OAA Phoenix Safety Team



# Aircraft arrival routes from the NOTAM packet:



# Copperstate Taxi Flow



## KEY

-  = Taxi to spot 6
-  = Left turn traffic flow
-  = After runup, **call Tower**, advise runup complete, expect taxi to 22L
-  = After runup taxi to Spot 5.
-  = Taxi to 4R

## Some clarification on Copperstate taxi procedures...

Departing 4R, taxi to spot 6 using left turn flow through ramp. Call ground at spot 6. They will give you taxi instructions to taxi to 22L runup area. Once runup is complete, taxi back into the ramp to spot 5. Tower states you do not have to call in order to do this, as they want to minimize frequency congestion. Call ground again for a taxi clearance at spot 5.

Departing 22L, taxi to spot 6 using left turn flow through ramp. Call ground at spot 6. They will give you taxi instructions to 22L via Delta and to advise runup complete. Once runup complete in the 22L runup area, then call ground and advise runup complete. They will then advise you to taxi to 22L if no conflict with other aircraft.