

**NOTAM**

**2011 COPPERSTATE FLY-IN**

Casa Grande Municipal Airport (CGZ)  
Casa Grande, Arizona  
October 20 – 22, 2011

In anticipation of increased air traffic at Casa Grande Municipal Airport (CGZ) during the 2011 COPPERSTATE Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays. Text and graphic depictions of these procedures are also available at the COPPERSTATE website: <http://www.copperstate.org>.

**TEMPORARY AIRPORT TRAFFIC CONTROL TOWER**

*The Federal Aviation Administration will operate a Temporary Airport Traffic Control Tower at the Casa Grande Municipal Airport (CGZ), using Special Arrival and Departure Procedures (see below), on the following days and times:*

Day	Date	Time
Thursday	October 20, 2011	0600 – 1800 MST (1300 – 0100 UTC)
Friday	October 21, 2011	0600 – 1800 MST (1300 – 0100 UTC)
Saturday	October 22, 2011	0600 – 1800 MST (1300 – 0100 UTC)

**FREQUENCIES**

ATIS	132.7
Copperstate Arrival	126.4
Copperstate Tower	119.8
Copperstate Ground	127.9
Helicopter Ops	128.4
Parking Control	122.7

**AIRPORT/TOWER REMAINS OPEN DURING AIRCRAFT DEMONSTRATIONS**

The Casa Grande Municipal Airport (CGZ) will NOT be closed for aerobatic air shows at any time during the 2011 COPPERSTATE Fly-In. There will, however, be non-aerobatic aircraft demonstrations that may occasionally cause short delays for arriving and/or departing aircraft.

## **IFR OPERATIONS**

Air traffic controllers in the Temporary Airport Traffic Control Tower during the COPPERSTATE Fly-In will have no means of communication with Phoenix Terminal Radar Approach Control or Albuquerque Air Route Traffic Control Center. Consequently, controllers will be unable to provide IFR services of any kind (including separation, clearances, or cancellation of IFR flight plans). Pilots must cancel IFR flight plans, obtain IFR clearances, etc., using other ATC facilities.

## **REDUCED ARRIVAL AND DEPARTURE SEPARATION STANDARDS**

A waiver has been issued by the FAA, reducing arrival and departure separation standards for Category 1 and 2 aircraft (primarily single and light twin engine aircraft) when the Temporary Airport Traffic Control Tower is in operation.

## **MODE C VEIL WAIVER**

Phoenix Terminal Radar Approach Control has authorized aircraft to deviate from the ATC transponder and altitude reporting equipment and use requirements prescribed in 14 CFR 91.215b(2) within the Phoenix Class B airspace Mode C veil during the COPPERSTATE Fly-In, October 20-23, 2011, within the following portion of the Mode C veil airspace ONLY: That area of the Mode C veil airspace, at and below 3500' MSL, that lies south of an east-west line through the city of Maricopa, Arizona. The above exemption does not authorize entry into the Phoenix Class B airspace, nor does it authorize deviation from the Mode C requirement to operate within the Phoenix Class B airspace.

## **AIRPORT OPERATIONS WHEN THE TOWER IS CLOSED**

During those times when the temporary control tower is closed, the airport will remain open and revert to its usual non-towered status. During these periods, pilots should broadcast their intentions on CTAF, 122.7. All aircraft taxiing on the airport during these periods must taxi at a very slow walking speed, with all lights on, and accompanied by a "wingwalker" whenever they are not on the parallel taxiway.

## **UNPAVED SURFACES**

With the exception of ultralight/LSA aircraft on the dirt runway, ALL aircraft engine operations on unpaved surfaces are prohibited. Aircraft inbound to unpaved parking areas must shutdown engines prior to departing the paved surface; aircraft outbound from unpaved parking areas must not start engines until the aircraft is repositioned to a paved surface. If assistance is required, contact Parking Control on 122.7.

Aircraft transitioning between the main ramp and the ultralight runway must use a paved taxiway. These aircraft may, after receiving appropriate clearance from Ground Control, use the paved parallel taxiway to access the ultralight runway.

### **Taxiway “A” Closure**

From 0600 MST (1300 UTC) on Tuesday, October 18, 2011, until 0600 MST (1300 UTC) Tuesday, October 25, 2011, Taxiway “A”, between the parallel taxiway and the “T” hangars, will be closed to all except CGZ based aircraft that have been temporarily parked and tied down along Taxiway “A”.

### **TRANSIENT AIRCRAFT PARKING**

Personal and business transient aircraft not attending or otherwise affiliated with the COPPERSTATE Fly-In will be parked in the two tiedown rows directly in front of the terminal building, in the three eastern most painted tiedown spots. Transient parking will be limited to two hours unless otherwise approved by airport management.

### **AIRCRAFT FUELING**

To avoid long waits for fuel delivery prior to departure, pilots are encouraged to obtain 100LL avgas shortly after arriving at CGZ. The fuel truck(s) will cruise a set pattern throughout the airport grounds and provide fuel to pilots who flag them down along their assigned refueling route. To discourage pilots from taxiing through congested areas to use the self-service fuel pumps during the COPPERSTATE Fly-In, full service 100LL avgas will be sold from the fuel truck(s) at the posted (plus \$0.10) AirNav self-service price. Self-service 100LL avgas will be sold at the posted AirNav full service price.

### **SPECIAL ARRIVAL PROCEDURES**

*Unless alternate instructions are issued, one of the following two Special Arrival Procedures (depending on runway in use) will be utilized for all fixed wing aircraft inbound to Casa Grande Municipal Airport (CGZ) when the tower is open:*

#### ***Mine Pit (Runway 23) Arrival Transition***

*(see graphic depiction below)*

1. Obtain arrival information as soon as possible, via ATIS on **132.7**.
2. When Runway 23 is in use, the outer fix is the large square pile of mine tailings, 3.6 miles west of the Casa Grande Airport (N 32° 57' 18.1”, W 111° 48' 58.6”).  
**MONITOR COPPERSTATE Arrival Control on 126.4**, at least 10 miles prior to entering the Arrival Transition.

3. Enter the Arrival Transition at least 3 miles west of the Mine Pit at 2500 msl, heading 080 for the center of the pit. Maintain as close to 90 knots as possible and proceed SINGLE FILE inbound. If you are faster than traffic ahead, allow more room when you enter, you will be following that aircraft for at least 4 miles. NO PASSING ALLOWED. Return to starting point if unable to follow traffic ahead.
4. When established inbound toward the Mine Pit, **CONTACT COPPERSTATE** Arrival Control on **126.4** with call sign, type aircraft, distance from the outer fix, and whom you are following.
5. If VFR holding is necessary, COPPERSTATE Arrival Control will instruct a lead aircraft to enter a circular holding pattern, making left-hand-turns, at the Mine Pit. All other aircraft will follow the leader SINGLE FILE in the holding pattern. When holding is no longer necessary, the lead aircraft will be cleared inbound to the airport, with other aircraft following single file.
6. COPPERSTATE Arrival Control will advise when to change to, and **MONITOR**, COPPERSTATE Tower on **119.8**. Continue to follow traffic ahead eastbound across the south portion of the mine pit and along the dirt road. Enter a right downwind for runway 23.
7. Listen for any base leg instructions or change in sequence, and landing clearance.
8. After landing, clear the runway without delay, and DO NOT STOP prior to the parallel taxiway unless specifically instructed to do so. Change to and **MONITOR** Ground Control on 127.9 as you follow directions of flagmen for parking. When necessary, Ground Control may use “color and type” identification when transmitting additional instructions to you (ie, “Blue and white Cherokee, give way to the Glasair on your left”). Additional parking assistance and information may be obtained by contacting COPPERSTATE Parking Control on 122.7.

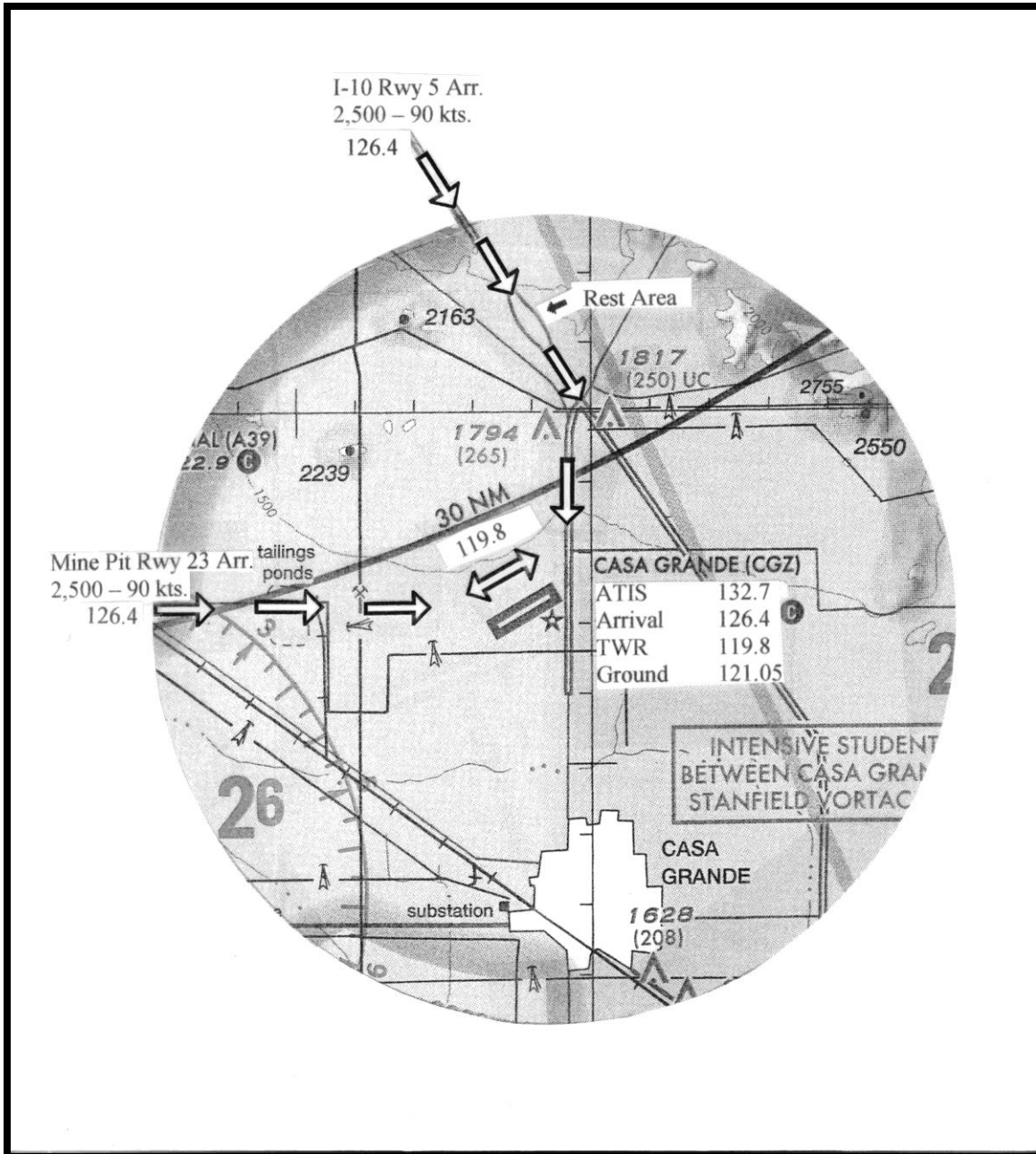
### ***I-10 (Runway 5) Arrival Transition***

*(see graphic depiction below)*

1. Obtain arrival information as soon as possible, via ATIS on **132.7**.
2. When Runway 5 is in use, the outer fix is the highway interchange at Interstate-10 and Arizona Highway 387, 3.6 miles northeast of the Casa Grande Airport (N 33° 00' 11.1", W 111° 45' 11.0"). **MONITOR** COPPERSTATE Arrival Control on **126.4**, at least 10 miles prior to entering the Arrival Transition.
3. Enter the Arrival Transition at least 3 miles northwest of the interchange (in the vicinity of the highway rest areas located on both sides of the freeway) at 2500' MSL, following the freeway southeast bound. Maintain as close to 90 knots as possible and proceed SINGLE FILE inbound. If you are faster than traffic ahead, allow more room when you enter, you will be following that aircraft for at least 4 miles. NO PASSING ALLOWED. Return to starting point if unable to follow traffic ahead.

4. When established inbound over the freeway, **CONTACT** COPPERSTATE Arrival Control on **126.4** with call sign, type aircraft, distance from the outer fix, and whom you are following.
5. If VFR holding is necessary, COPPERSTATE Arrival Control will instruct a lead aircraft to enter a racetrack holding pattern, making left-hand-turns, using the two highway rest areas as the pivot points of the racetrack pattern. All other aircraft will follow the leader **SINGLE FILE** in the holding pattern. When holding is no longer necessary, the lead aircraft will be cleared inbound to the airport, with other aircraft following single file.
6. COPPERSTATE Arrival Control will advise when to change to, and **MONITOR**, COPPERSTATE Tower on **119.8**. Upon reaching the freeway interchange, continue to follow traffic ahead as you turn southbound along Arizona Highway 387. Enter a left downwind for Runway 5.
7. Listen for any base leg instructions or change in sequence, and landing clearance.
8. After landing, clear the runway without delay, and **DO NOT STOP** prior to the parallel taxiway unless specifically instructed to do so. Change to and **MONITOR** Ground Control on 127.9 as you follow directions of flagmen for parking. When necessary, Ground Control may use “color and type” identification when transmitting additional instructions to you (ie, “Blue and white Cherokee, give way to the Glasair on your left”). Additional parking assistance and information may be obtained by contacting COPPERSTATE Parking Control on 122.7.

9. GRAPHIC DEPICTION OF ARRIVAL TRANSITIONS



Arrival Transitions

### Showplane Taxi Routes



### General Aircraft Taxi Routes



## **DEPARTURE PROCEDURES**

1. To ensure the safety of spectators, all aircraft taxiing in the aircraft parking areas must be accompanied by at least one “wingwalker” to ensure that the propeller area remains clear during engine start and taxi. Do not start engines without first enlisting the aid of a fellow pilot, COPPERSTATE volunteer, Civil Air Patrol cadet, or other qualified person to perform this function. The wingwalker must accompany the aircraft until you have taxied clear of all areas where spectators are present.
2. Obtain departure information via ATIS on 132.7.
3. Change to and **MONITOR** Ground Control on 127.9 as you follow directions of flagmen to the departure runway. Contact Ground Control only when necessary for clarification or to request alternate taxi instructions. When necessary, Ground Control may use “color and type” identification when transmitting additional instructions to you (ie, “Blue and white Cherokee, give way to the Glasair on your left”).
4. Change to and **MONITOR** COPPERSTATE Tower on 119.8 when signs or flagmen indicate you should do so-- and in no case later than when you are number three for takeoff. Tower will assume you are ready for takeoff upon your arrival at the end of the runway.
5. After departure, fly runway heading for at least 5 miles, unless otherwise advised by the tower. At five miles, turn on course and frequency change is approved. Avoid the flow of arrival traffic from points west or north of Casa Grande Airport, and do not enter the Phoenix Class B airspace unless you have received a clearance to do so from Phoenix Approach Control.

## **HELICOPTER PROCEDURES**

All helicopter operators are encouraged to familiarize themselves with both helicopter and fixed-wing arrival/departure routes, and to utilize flight paths that do not conflict with the flow of fixed-wing traffic.

The marked helicopter pad on the main ramp, west-northwest of the terminal building, will be closed for the duration of the event. A temporary transient helicopter Landing Zone (LZ) has been designated north of the terminal building, just south of the parallel taxiway, at the east edge of the main ramp. Transient helicopter pilots should be alert for helicopter ride and air ambulance helicopters operating from the paved ramp area southeast of the terminal building via routes south of, and parallel to, the transient helicopter routes.

To avoid rotor-wash damage to persons and property on the ground, no helicopter operations are permitted over aircraft parking areas, vendor exhibit areas, etc. Helicopters should fly a safe arrival/departure that does not cause debris from the

dirt/grass area north or east of the temporary LZ to blow onto airport ramps, taxiways, buildings or facilities. Helicopters must not overfly airport buildings/facilities unless necessary for safety of flight.

**NOTE:** Unless otherwise authorized by ATC, **air ambulance and ride helicopters** should **CONTACT COPPERSTATE** Tower on 119.8 prior to departure, or when ten miles from the airport on arrival, and should plan to ingress/egress directly to or from their normal LZ. Air ambulance helicopter operations will remain operational throughout the COPPERSTATE event and will receive priority handling over other traffic.

#### Transient Helicopter Arrivals

1. Obtain arrival information via ATIS on 132.7.
2. **CONTACT COPPERSTATE** Tower on 119.8, ten miles from the airport, for arrival instructions. Unless otherwise instructed, pilots should use the Helicopter Arrival Route (see below).
3. If so directed by COPPERSTATE Tower, **CONTACT HELO OPS** on frequency 128.4.
4. Look for ground support personnel to provide hand signal guidance to your assigned LZ.

#### Transient Helicopter Arrival Route (see graphic below)

Unless otherwise instructed by the tower, all helicopters will ingress to the LZ from the east, from over the red roofed buildings located east of Arizona Highway 387. Helicopters arriving from the west, north, or south should circumnavigate the airport (at least three miles from the airport), at 500' AGL, so they will approach the red roofed buildings from the east. From over the red roofed buildings, helicopters will proceed westbound to the LZ. Helicopters should not overfly houses east of the airport.

#### Transient Helicopter Departures

1. Obtain departure information via ATIS on 132.7.
2. Receive clearance to start from ground support personnel or HELO OPS on 128.4.
3. When ready for departure and released by HELO OPS, **CONTACT COPPERSTATE** Tower on 119.8 for departure instructions. Unless otherwise instructed, pilots should use the Helicopter Departure Route (see below).

#### Transient Helicopter Departure Route (see graphic below)

Unless otherwise instructed by the tower, all helicopter departures will egress from the LZ to the east, passing north or south of the red roofed buildings. Northbound departures should continue eastbound for two miles before turning north, maintaining at or below 300' AGL until clear of the runway extended centerline. Southbound departures may

turn southbound after passing the red roofed buildings AND the housing development, maintaining at or below 300' AGL until clear of the flow of fixed wing traffic. Helicopters should not overfly houses east of the airport.

### GRAPHIC DEPICTION OF TRANSIENT HELICOPTER ROUTES



## **DIRT STRIP PROCEDURES**

Pilots may use the parallel dirt strip at their own risk, in compliance with the procedures below, with each pilot bearing responsibility for separation from other traffic. Pilots are reminded that use of these procedures does not relieve them of their responsibility for compliance with FAR 91.119 (Minimum Safe Altitudes) and FAR 103.15 (Operations Over Congested Areas).

- Unless otherwise coordinated with the tower, all aircraft using the dirt strip must be equipped with an aircraft transceiver. Two-way radio communication with the tower is not required, but pilots using the dirt strip should monitor Copperstate Tower on 119.8 and be prepared to respond to tower instructions in the event of conflict with tower-controlled traffic.
- Unless otherwise coordinated with the tower, pilots must receive clearance from Copperstate Ground Control on 127.9 prior to taxiing on the paved parallel taxiway. All other taxi operations to, from, and in the vicinity of the dirt strip are at pilot's discretion and risk.
- The graded 2000' x 30' dirt strip is on the south side of Runway 5/23 at Casa Grande Municipal Airport (CGZ) and is parallel to that runway. It is located abeam the paved parallel taxiway at the approach end of Runway 5, and is separated from that parallel taxiway by a water retention area. This water retention area forms a natural boundary on the north side of the dirt strip and is unsuitable for aircraft operations. Pilots are also urged to use caution for the airport boundary fence, which lies south of, and parallel to, the dirt strip. There is a slight, but smooth, rise about 600' from the 23 approach end of the dirt strip.
- The threshold of the dirt runway will be displaced from the Northeast end a distance of approximately 700 feet. This leaves 1300 feet of landing/takeoff distance, This displaced threshold will be clearly marked for the duration of the fly-in.
- When wind conditions permit, pilots should land and depart on the dirt strip in the same direction as is currently being used on the paved runway.
- All flight operations must be conducted to the SOUTH of the dirt strip, at or below 400' AGL. Aircraft landing/departing to the southwest will fly a left-hand pattern, and aircraft landing/departing to the northeast will fly a right-hand pattern.
- Arrivals: Aircraft should approach the field from the SOUTH, at or below 400' AGL, flying on the EAST side of the north/south dirt road that leads to the approach end of Runway 5. Pattern altitude is 400' AGL for trikes and other fixed-wing aircraft, 200' AGL for powered parachutes.
- Departures: Aircraft using the dirt strip should depart the area to the SOUTH, at or below 400' AGL, remaining WEST of the north/south dirt road that leads to the approach end of Runway 5.
- With the exception of local operations and the arrival/departure routes described above, aircraft using the dirt strip are to remain clear of the airspace within a 3 statute mile radius of the Casa Grande Municipal Airport.



