

PAUA BOARD MEETING MINUTES

February 19, 2019

The meeting was called to order at 5:14 PM by President Daryl Austermilller. The meeting (which was to begin at 4:00 PM) was delayed do to the Airport Advisory Committee Meeting .

All Board members were in attendance.

Mr. Austermilller introduced the seven Board Members: Bill DeRouchey, Vice-President; Gregg Schindel, Treasurer; Terry Marshall, Secretary;

Members at large: Ted Wickstrom, Currie Lee, Mike Liversidge and Brian Roggow.

Minutes:

The January Board minutes were approved as written.

Treasurer's Report: Gregg Schindel

Gregg reported that the current balance in the Wells Fargo account is \$4,196.13. The current membership is approximately 100, however, we don't have any current accurate records.

Mr. Austermilller stated that the PAUA BOD would be trying to negotiate lower fuel prices for PAUA members with Ledgend Aviation .

WebSite update: Currie Lee

Currie reported that there was an eighteen percent (18%) increase in visitors to the website during the month of January.

ERAU Report: Brian Roggow

Brian reported that the FAA Pilot / Controller forum is scheduled for March 2, 2019 at 9:00 AM (Saturday morning) in the Student Union building in the lower room. Access is best through the back parking lot (Lot D).

He introduced Parker Northrup Chair of the Embry Riddle flight department.

KPRC Tower Report: Geoff Kusel.

Geoff introduced the most recent controller in the Tower, Mr. Wesley Zoph, who came to Prescott from Cheyenne, Wyoming. Wesley is a current pilot and has been flying C-162s around PRC.

The other point to discuss is the difference between fly runway heading and fly straight out. We should tell VFRs to fly straight out and we are expecting you to correct for wind. We want you to fly centerline of the extended upwind.

The other time, that we should say fly runway heading is if you are IFR and you are going to call a missed approach or we give you the option. We can't give you the miss until you are past the threshold.

If there isn't any traffic out there, we can let you go missed at your discretion, and you can turn as early as 400 feet agl. We can't give you the heading until you have crossed the threshold. So, we might tell you when you are on a 2 mile final to 21 left that you are cleared for the option, then fly runway heading, then expect a DVA heading on upwind.

We can give you a DVA(Departure Vector Area) heading for IFR departures. Typically you will not get an IFR clearance as filed, so from 21 left you will get a 090 to 200 degree heading depending on where the traffic is and what we can coordinate with approach. The standard heading without any coordination is a 200 heading from Runway 21L and 020 from 3R.

At that point we are expecting you to do the 210 heading until you are crossing the threshold and you are upwind at some point, then we can give you the actual heading and then hand you off to approach control.

Airport Status Report:

There will be another meeting to discuss the rules and regulations at 2:00 PM on the third Tuesday of March. There will also, be a meeting in April. It is very important to get a good turnout of the PAUA membership to continue to ask questions of the Airport Director.

A plan is in the works to add two new members to the Airport Advisory Committee (for a total of 7). So, be aware and volunteer. Call the Airport Director to let her know that you are interested in volunteering. We would like to have the two new members from the PAUA BOD.

Program: None

Old Business: Nothing to discuss.

New Business: Nothing to discuss.

Having no further business to discuss, a motion to adjourn was made, seconded and carried unanimously at 5:33 PM.

The next meeting will be on Tuesday, March 19, 2019 at 4:00 PM at the same location.

Terry L. Marshall
Secretary