

COPPERSTATE 2011

Temporary Air Traffic Control Tower

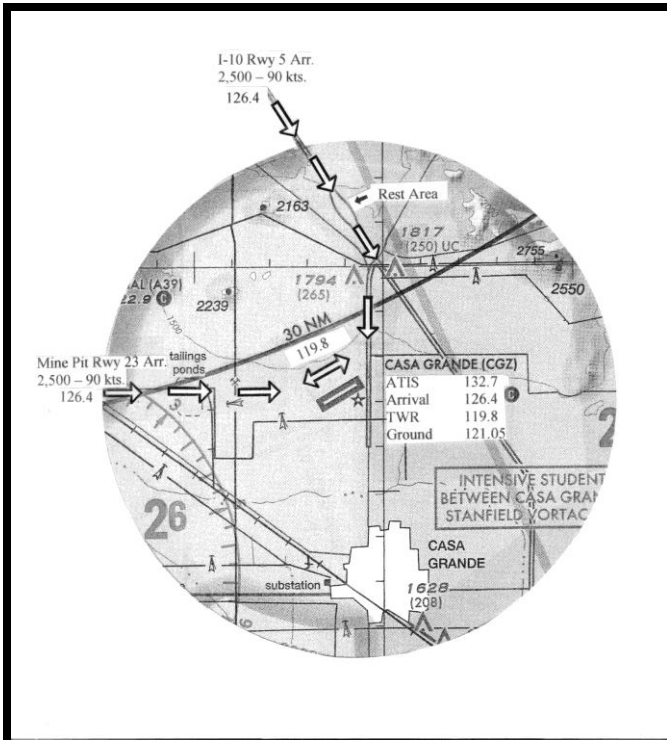
The Federal Aviation Administration will operate a Temporary Airport Traffic Control Tower at the Casa Grande Municipal Airport (CGZ), using Special Arrival and Departure Procedures (see below), on the following days and times:

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

GRAPHIC DEPICTION OF ARRIVAL TRANSITIONS



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Mine Pit (Runway 23) Arrival Transition

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.

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I-10 (Runway 5) Arrival Transition

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.

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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.

To obtain COPPERSTATE wing walking assistance contact COPPERSTATE Parking Control on 122.7 prior to starting your engine. Announce your intentions, identify your aircraft, state your location on the airport and request Wing Walkers.

"COPPERSTATE parking, N622WR is a black and blue RV-7A Northeast of the terminal requesting wing walkers."