

GENERAL AVIATION {GA} (Continued)

...flying experiences when we began general aviation flying. It's no different today at our airport. GA is where most of us learned the importance of proper and clear radio calls, flying standard traffic patterns, and using extreme diligence with all clearing and scanning techniques. GA pilots generally announce their position with intentions approximately 10 miles out.

STUDENT PILOT TRAINING

You will see pilot training operations at FFC on a daily basis. Remember – pilot training equals student pilots. Key word – is “student”. We were all students at one time. So, you know what to expect. The majority of pilot training conducted at FFC are students and instructors with Falcon Academy. Although located at Newnan Coweta airport (CCO), Falcon Academy conducts a large portion of their flight operations at FFC. The Academy primarily uses the single engine Diamond aircraft. They try not to have more than 2 Academy aircraft in the FFC traffic pattern at any one time. Clear Water Lake (CWL), a point southwest of Sharpsburg, approximately half way between FFC and CCO, is used as a transition position between those two airports. The Academy training areas (up to 5000 ft MSL) are generally located west to southwest to south of Newnan. The Academy's transition corridor (2500' and higher) is I-85, between 30 and 40 miles off ATL VOR.

CIVIL AIR PATROL (CAP)

The CAP operates a C172, C-182, and a GA8 (Gippsland Airvan). All are the CAP red, white and blue paint scheme. CAP flight operations are conducted in both VFR and IFR. There are no defined training areas for their cadet orientation flights, search and rescue (SAR) missions or exercises. CAP uses standard flight patterns for operations to/from FFC. Operating altitudes when conducting SAR missions/ exercises, are normally 3000 to 4000 feet AGL for electronic search and 500 to 1000 feet AGL for a visual search. CAP aircraft monitor local CTAF/ATC frequencies and maintain communications with their ops center and ground teams via a dedicated radio and frequency. Expect extra activity at the north ramp during live missions and exercises and watch for CAP personnel wearing orange vests marshaling aircraft.

Remember to monitor 123.05 and exercise proper traffic scanning techniques at all times.



ATLANTA REGIONAL
AIRPORT
FALCON FIELD

HOW TO INCREASE SITUATIONAL AWARENESS AT ATLANTA REGIONAL AIRPORT

This pamphlet is brought to you, courtesy of, fellow FFC pilots. It's purpose is to increase situational awareness among pilots flying at our beautiful airport. Extra copies are at the FFC customer service desk. Help ensure other FFC pilots you know get a copy. Fly safe!

THERE I WAS...

It was the middle of the afternoon; unlimited visibility; clear skies. Pilot A (instructor pilot) and his student were practicing emergency procedures to one runway. Except for the last 'power-off 180', the instructor and student were making all appropriate radio calls. At the same time, pilot B, making all appropriate radio calls, landed on the same runway. Pilot B did not see the Pilot A's airplane until it passed overhead a few feet and landed just in front of him.

Middle of the afternoon; unlimited visibility; clear skies. Pilot A was on the first of two planned flights with a passenger. While rolling out on the runway, his second passenger (while waiting for a ride) began screaming and waving his arms trying to get his attention. Just as the Pilot A was clearing the runway, Pilot B's airplane landed and rolled past him – going opposite direction!

Did either of these events get your attention? Could it happen to you?

Sure it could. In fact, you might have one to add to the list. We try to practice good visual scans and remember to get radio checks before entering/departing the airport. However, sometimes there are distractions. Our uncontrolled airport is just as uncontrolled as any. Maybe, now and then, we could all use a simple reminder that we have many different types of operations at FFC, a reminder to use good safety procedures, and even a reminder occasionally that we are all human. This pamphlet is our reminder.

FALCON FIELD FLIGHT OPERATIONS

Many of us "old-timers" can talk about the day flight operations at our airport consisted of just a few general aviation "prop-jobs" operating VFR only. Obviously, airport operations have steadily increased over the years and now you see just about every type flight operations possible enjoying the same airspace at our beautiful airport. From banner-tows to corporate jets, helicopters to aerobatic planes, our airport has it all. Here's a synopsis of different operations at FFC as it is today. Hopefully, reading them and knowing any or all might be operating while you are enjoying a flight, will increase your situational awareness. **That's our intent!**

CAF

The Commemorative Air Force (CAF) operates vintage aircraft at Falcon Field. At this writing, these aircraft include the P-51, SBD, T-6, SNJ, PT-26, L-16 and two T-6's reconfigured as Japanese Kate and Zero replicas. All flights use the original manufacturer's name and N-number, e.g. Fairchild 1215Z. Operations are standard, in that planned landings are full stop and overhead patterns are routine. Also, formations of two to four aircraft are normal, with overhead patterns being the norm for formation break-ups. All operations are VFR. [Note: Overhead patterns are a track to the landing runway at pattern altitude, with a "break" (splitting up the flight into 4-5 second spacing) using 180 degree turn to the downwind.]

HELICOPTER OPERATIONS

Several helicopters operate from FFC. Except for occasional maintenance test flights and pilot training, most flights are departures and arrivals. When they are in the pattern, helicopters avoid the flow of fixed-wing traffic and therefore generally will not be at fixed wing pattern altitude or position. When conducting pattern work at FFC, they most often use the south taxiways for their training and generally do not fly above 1000 feet AGL.

"RV" OPERATIONS

One of the most numerous of all homebuilt airplanes is the kit manufactured by Van's Aircraft, referred to as "RVs". There are several different "RV" models and nearly all are represented at our airport. The "RVs" often fly in formations of two or more. They often conduct formation takeoffs, using 4-5 seconds between formation elements. "RV" formation flights generally operate in an area approximate 6-7 miles southwest...

"RV" OPERATIONS (continued)

of the airport, usually between 2000'-5000'MSL. Typical airspeeds are 100-120KIAS on downwind and 65-75KIAS on final. Most "RV" pilots fly tighter patterns than normal and often will return to FFC via the same overhead pattern used by the CAF. They will report this overhead pattern 3-4 miles out by calling "Initial" for a designated runway.

CORPORATE - JET TRAFFIC

There are several corporate/business jet aircraft operating from FFC. They try to "go with the traffic flow". However, as much as a 5-knot tailwind will dictate a takeoff into the wind. On hot days, the Falcon jet will most likely 'back-taxi' for full-length runway 13 takeoffs. Forward visibility below the nose is very restrictive. Most of the time they are accelerating to 200KIAS for climb-out. ATC often holds them down at 3000'MSL on departures. They often have to get their IFR clearance while waiting short of the runway. Use caution for jet blast when taxiing behind any jet. VFR pattern altitude for turbine aircraft is 2300'MSL. Most arrivals are straight-in. Falcon 50 pattern speed is 160-180KIAS landing around 115-125KIAS. The Citation jets fly 150-160KIAS in the pattern and land around 100KIAS. Jets will most always roll to the end of the runway on landing.

AEROBATIC FLIGHT

There are several aerobatic aircraft operating from FFC. Some are high-performance Pitts and Christian Eagles. Others are Citabria type aerobatic aircraft. Most aerobatic aircraft will be flying a much tighter pattern than normal. Pitts and Eagles airspeeds on downwind and final are faster than most general aviation aircraft. [Note: Most often, the aerobatic aircraft will use ATC designated "boxes" for aerobatic flight.]

ULTRALIGHT / LIGHT TWIN EXPERIMENTALS

There are currently two AirCam aircraft and two ultra-light aircraft operating from FFC. These aircraft rarely fly at normal traffic pattern altitudes. They are most often departing/arriving FFC via 500ft patterns. Their airspeeds on downwind are around 65 MPH and approximately 55 MPH on final. They normally use no more than 300ft of runway for takeoffs and landings. They will often make a midfield, intersection takeoff and depart the traffic pattern before the end of the runway.

GENERAL AVIATION (GA)

When thinking GA operations, we should remember our...