

# Coolidge (P08) Approach Procedures

This PowerPoint is not intended as a directive. It is intended to serve as a tool to communicate the training community's best practices. Any questions or concerns to these procedures are welcome by contacting the Arizona Flight Training Workgroup (<http://aftw.org>).

Revision 5  
Revision date: 5 May 2023

# P08 Approach Procedures

- ▶ Map
- ▶ Approach Procedures
  - ▶ GPS 23
  - ▶ VOR 5
- ▶ Radio Calls
- ▶ Tips





# Map

Coolidge Procedures



► Depiction on Low Altitude IFR Chart

P08  
Procedures

Dimensions

Approach Procedures

► GPS 23

► VOR 5

Radio Calls

Tips



► Depiction on VFR Sectional Area Chart

P08  
Procedures

Dimensions

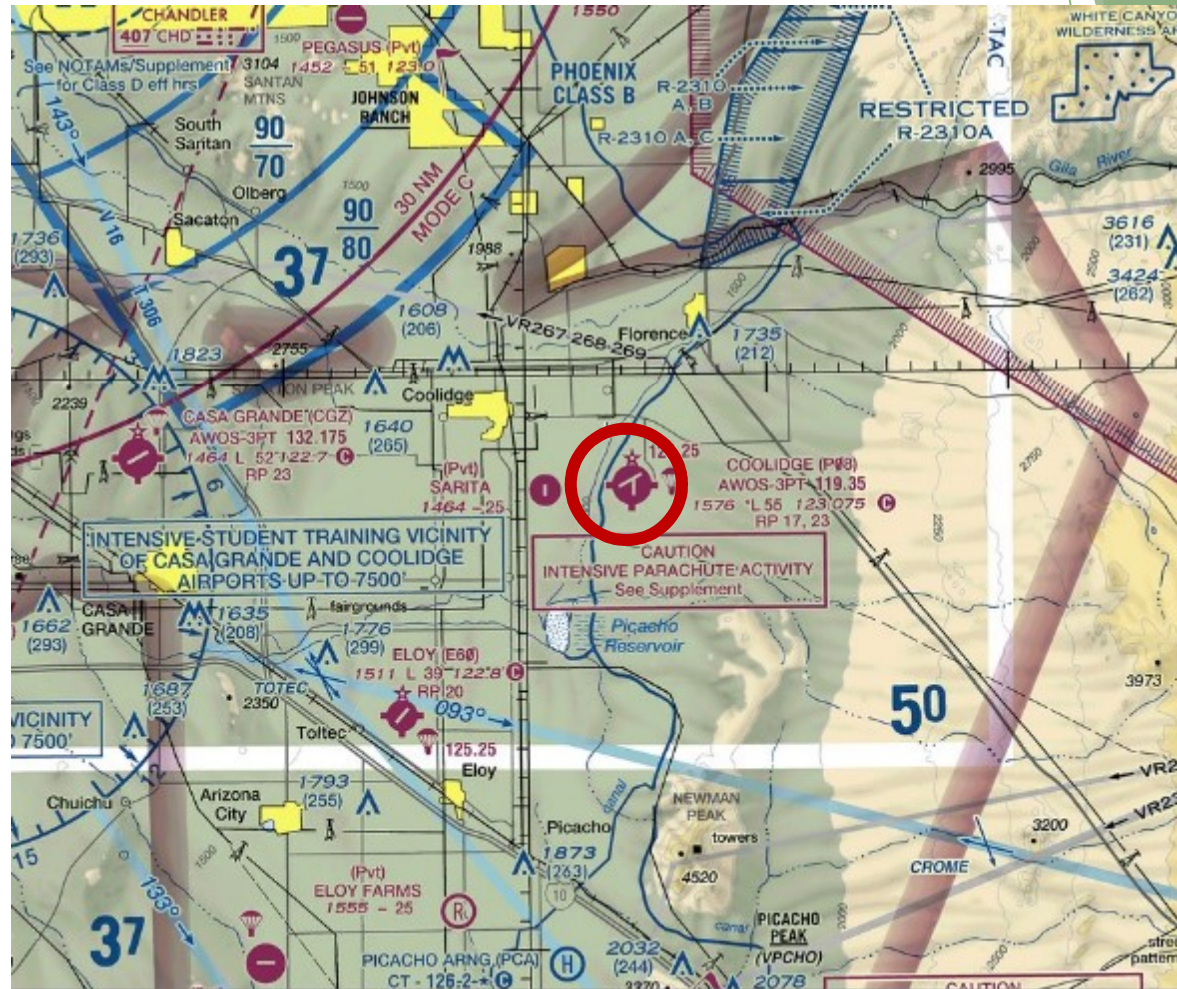
Approach Procedures

► GPS 23

► VOR 5

Radio Calls

Tips



► Depiction on VFR Terminal Chart

P08  
Procedures

Dimensions

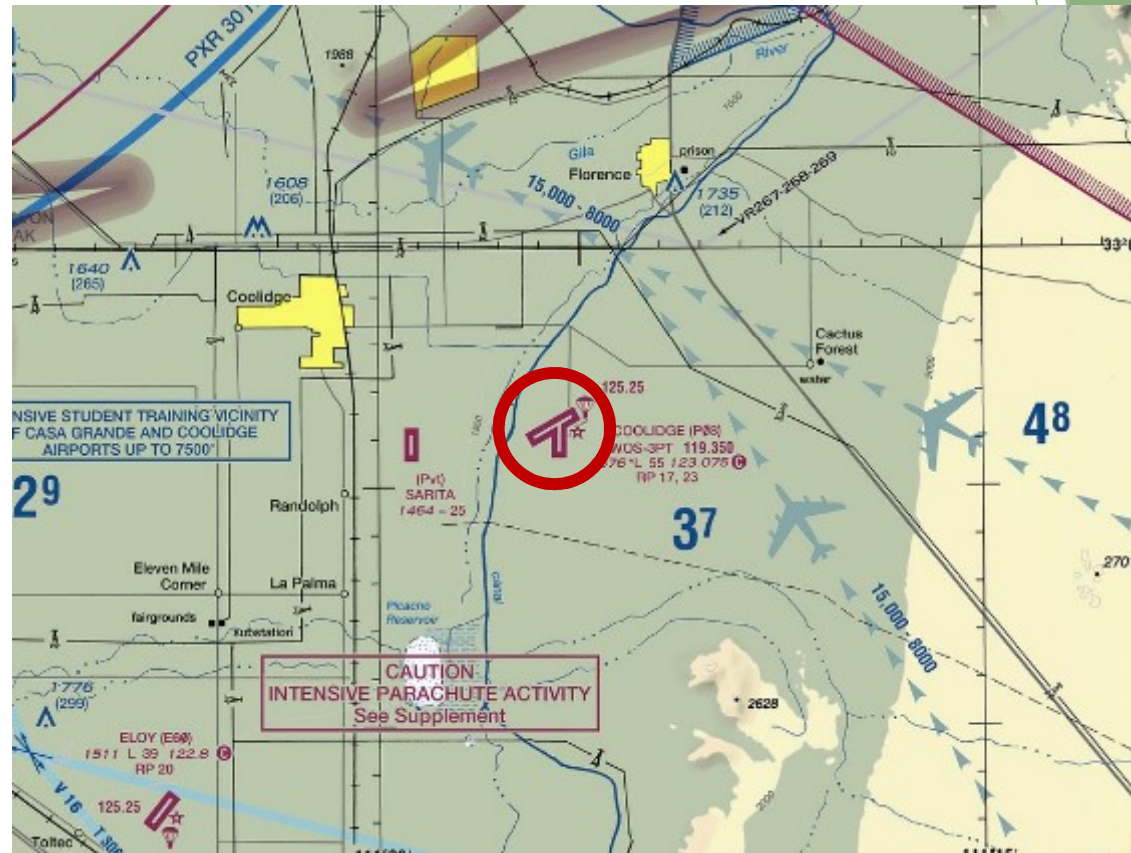
Approach Procedures

► GPS 23

► VOR 5

Radio Calls

Tips



- ▶ DARAY stack training area laterally extends up to 10 NM - 12 NM from DARAY

## P08 Procedures

### Dimensions

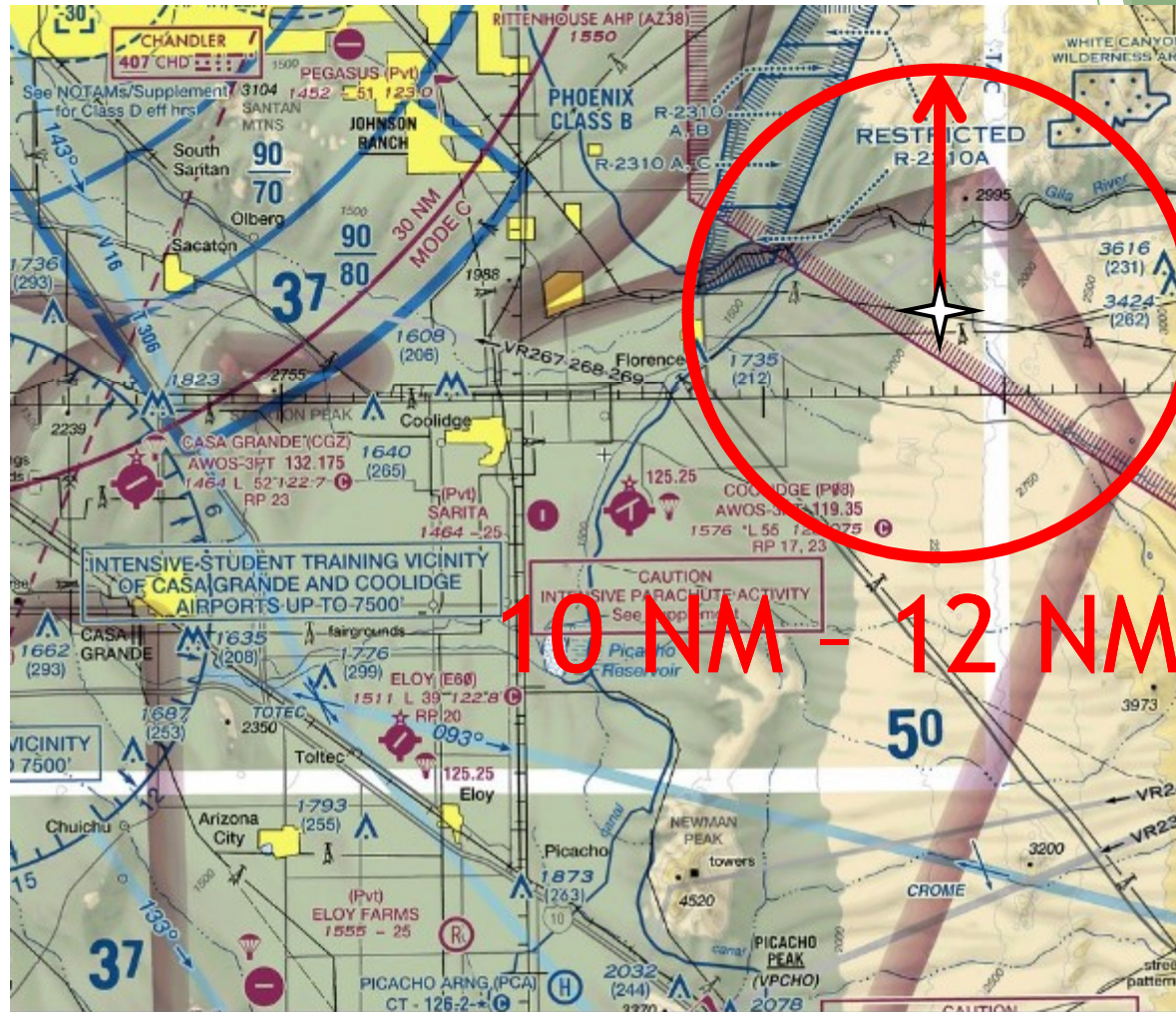
#### Approach Procedures

- ▶ GPS 23

- ▶ VOR 5

#### Radio Calls

#### Tips



- ▶ DARAY stack training area extends vertically up to and including 7500ft. MSL

## P08 Procedures

### Dimensions

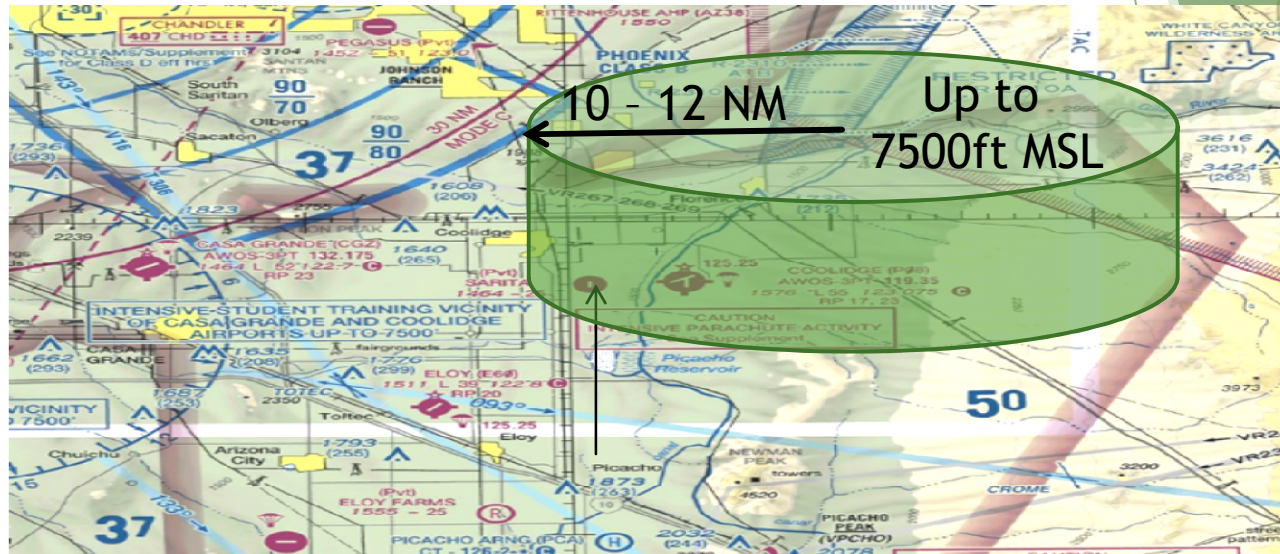
### Approach Procedures

- ▶ GPS 23

- ▶ VOR 5

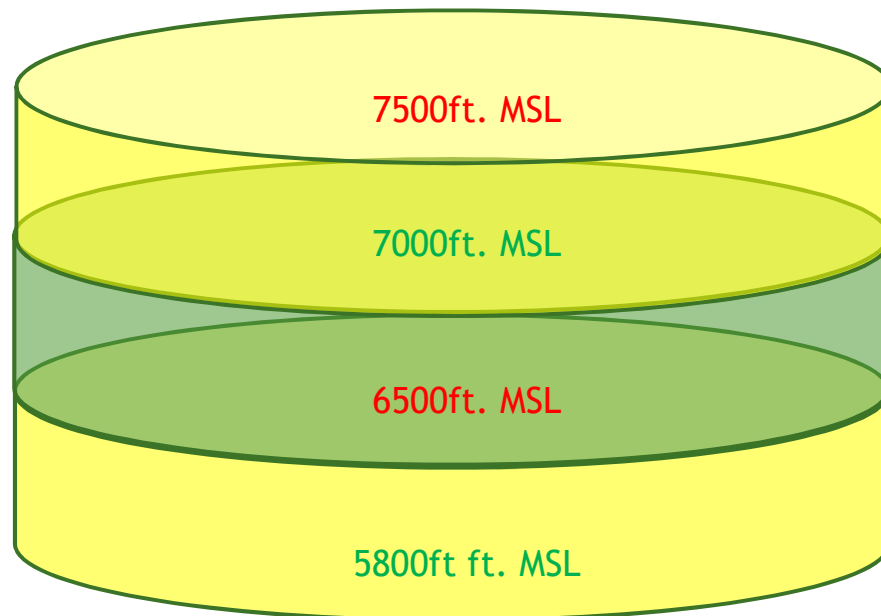
### Radio Calls

### Tips





- ▶ Stack altitudes are separated by 500ft.



## P08 Procedures

### Dimensions

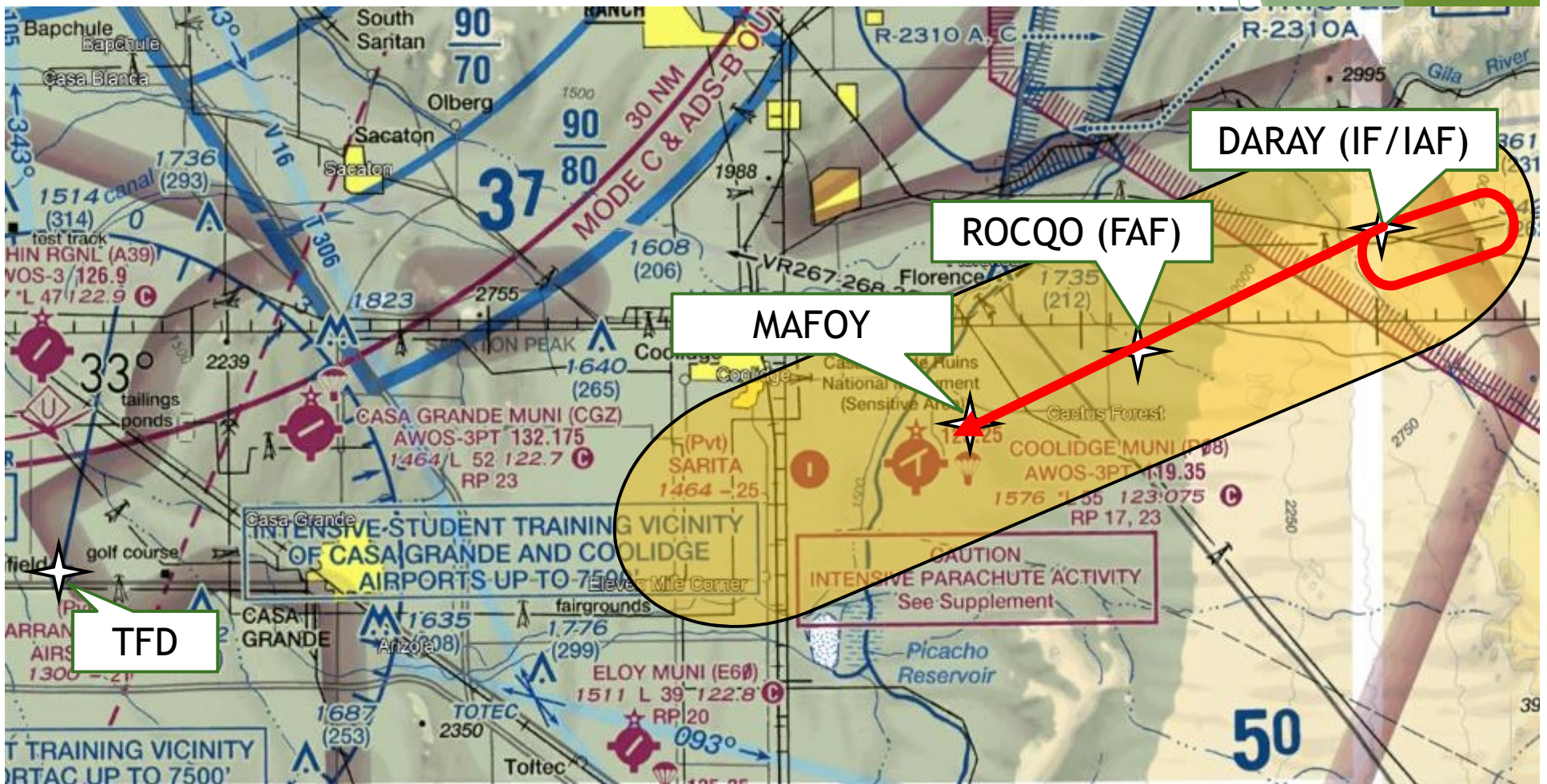
#### Approach Procedures

- ▶ GPS 23
- ▶ VOR 5

#### Radio Calls

#### Tips

## Approaches overlaid VFR Terminal with Initial Approach Fixes





# Approach Procedures

Coolidge Procedures

## Coolidge Procedures

- ▶ Two IFR procedures at P08
  - ▶ P08 GPS RWY 23
    - Starts at 5800ft. MSL
  - ▶ P08 VOR RWY 5
    - Starts at 3800ft. MSL

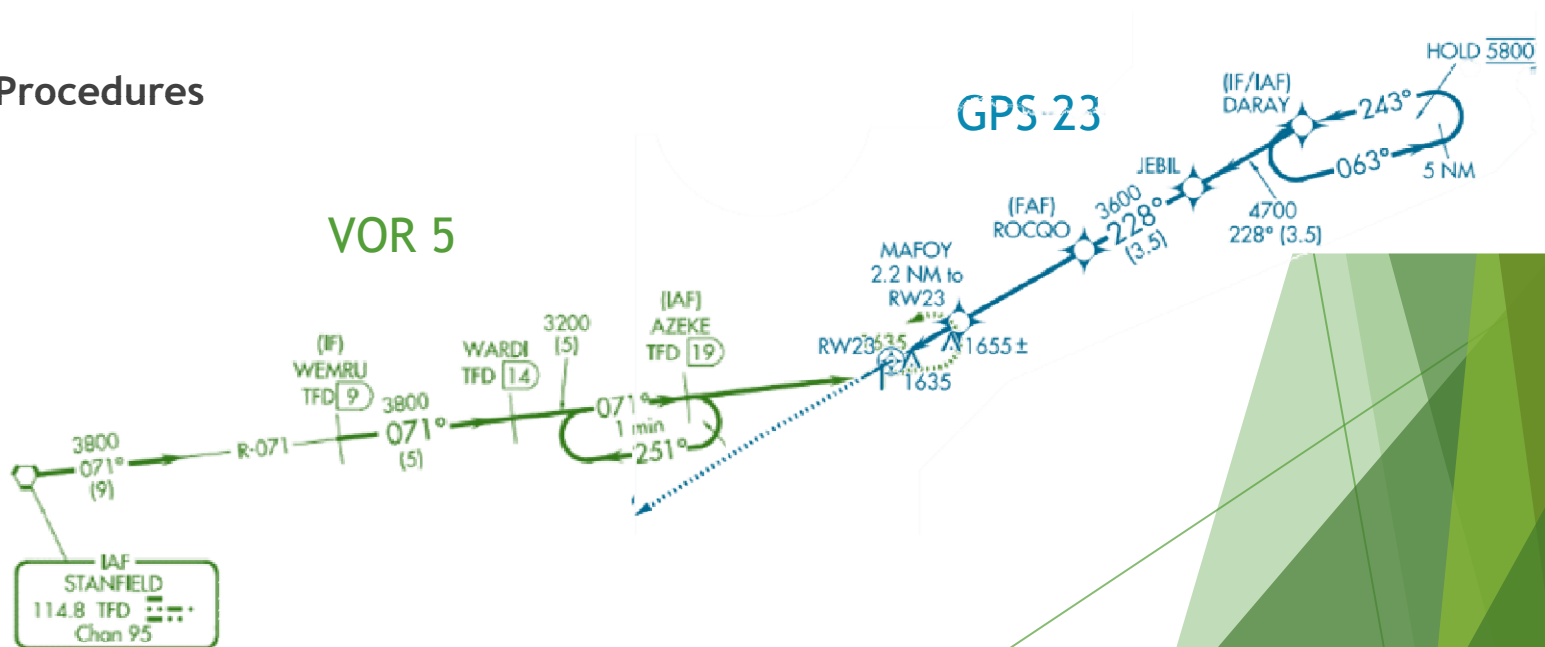
Dimensions

### Approach Procedures

- GPS 23
- VOR 5

Radio Calls

Tips





# Coolidge Procedures

Coolidge Procedures

COOLIDGE, ARIZONA

AL-9213 (FAA)

22027

WAAS CH <b>78044</b> <b>W23A</b>	APP CRS <b>228°</b>	Rwy Idg TDZE Apt Elev	<b>5564</b> <b>1576</b> <b>1576</b>
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# RNAV (GPS) RWY 23

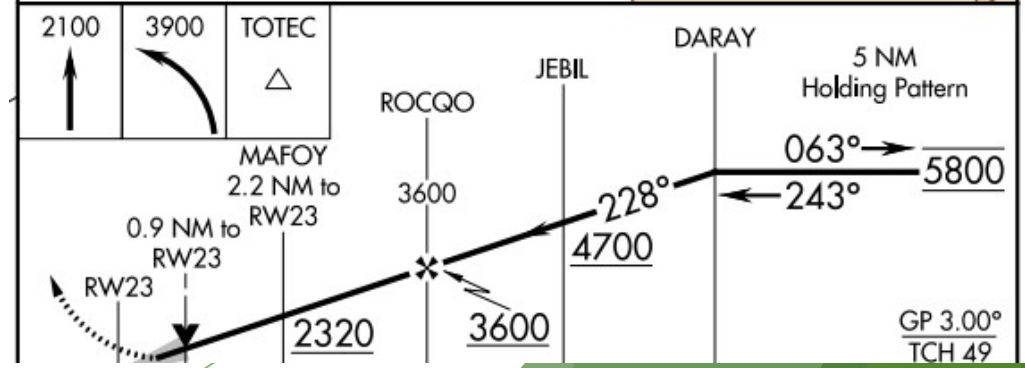
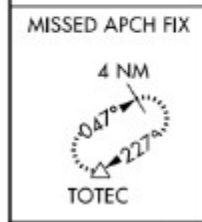
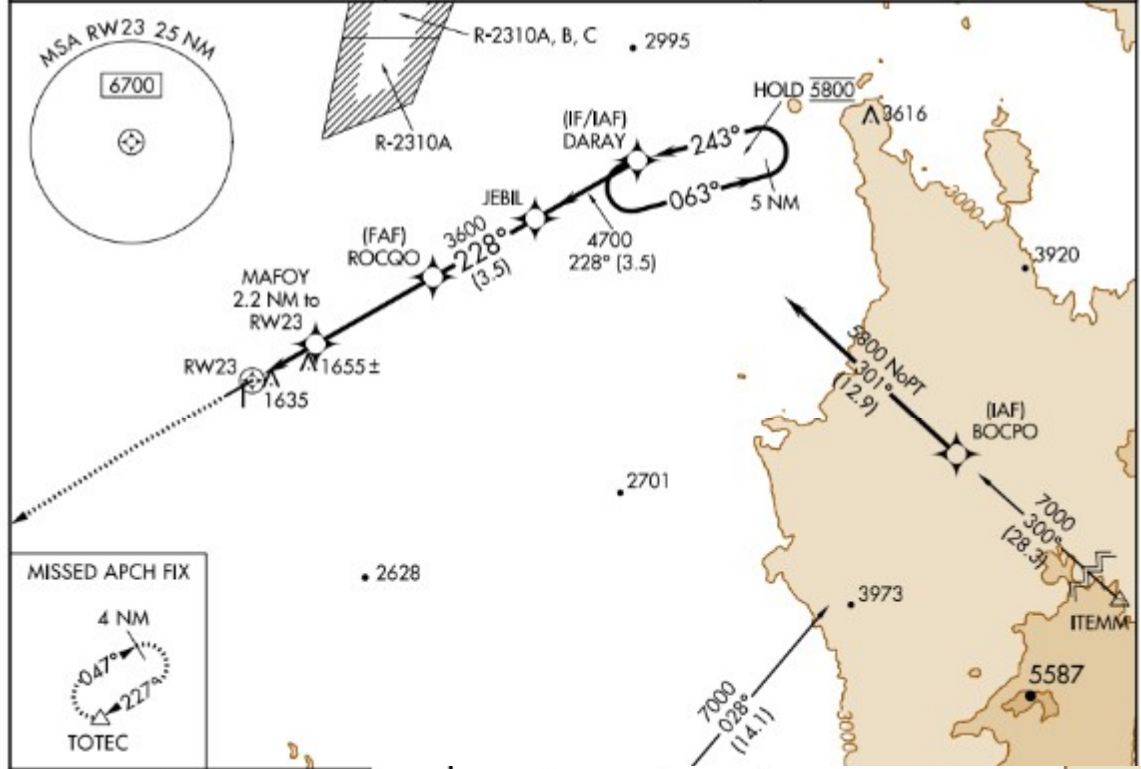
COOLIDGE MUNI (P08)

RNP APCH-GPS.

▼ Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3900 direct TOTEC and hold.

AWOS-3PT <b>119.35</b>	ALBUQUERQUE CENTER <b>125.4 269.3</b>	UNICOM <b>123.075 (CTAF) 0</b>
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## Coolidge Procedures

Dimensions

Approach Procedures

➤ GPS 23

➤ VOR 5

Radio Calls

Tips

SW-A 24 FEB 2022 to 24 MAR 2022

## Coolidge Procedures

Dimensions

Approach Procedures

➤ **GPS 23**

➤ VOR 5

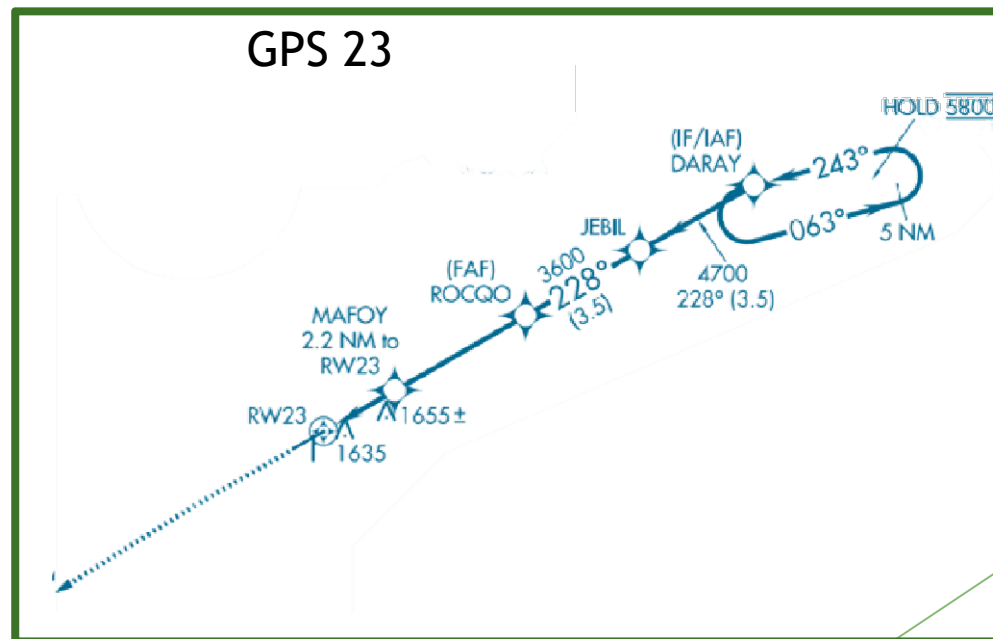
Radio Calls

Tips

▶ ONE Stack (DARAY)

▶ P08 GPS RWY 23

→ Starts at 5800 ft. MSL



## Coolidge Procedures

Dimensions

Approach Procedures

➤ **GPS 23**

➤ VOR 5

Radio Calls

Tips

### ▶ Useable Altitudes

- ▶ 6500ft MSL is the lowest useable altitude to hold and await your turn to shoot the approach.
- ▶ Any altitude below 6500ft MSL is reserved for shooting the GPS 23 approach at 5800ft MSL
- ▶ Above 6500ft MSL, each aircraft stacks at 500' increments awaiting turn to drop down and shoot the approach.



## Coolidge Procedures

Dimensions

Approach Procedures

➤ **GPS 23**

➤ VOR 5

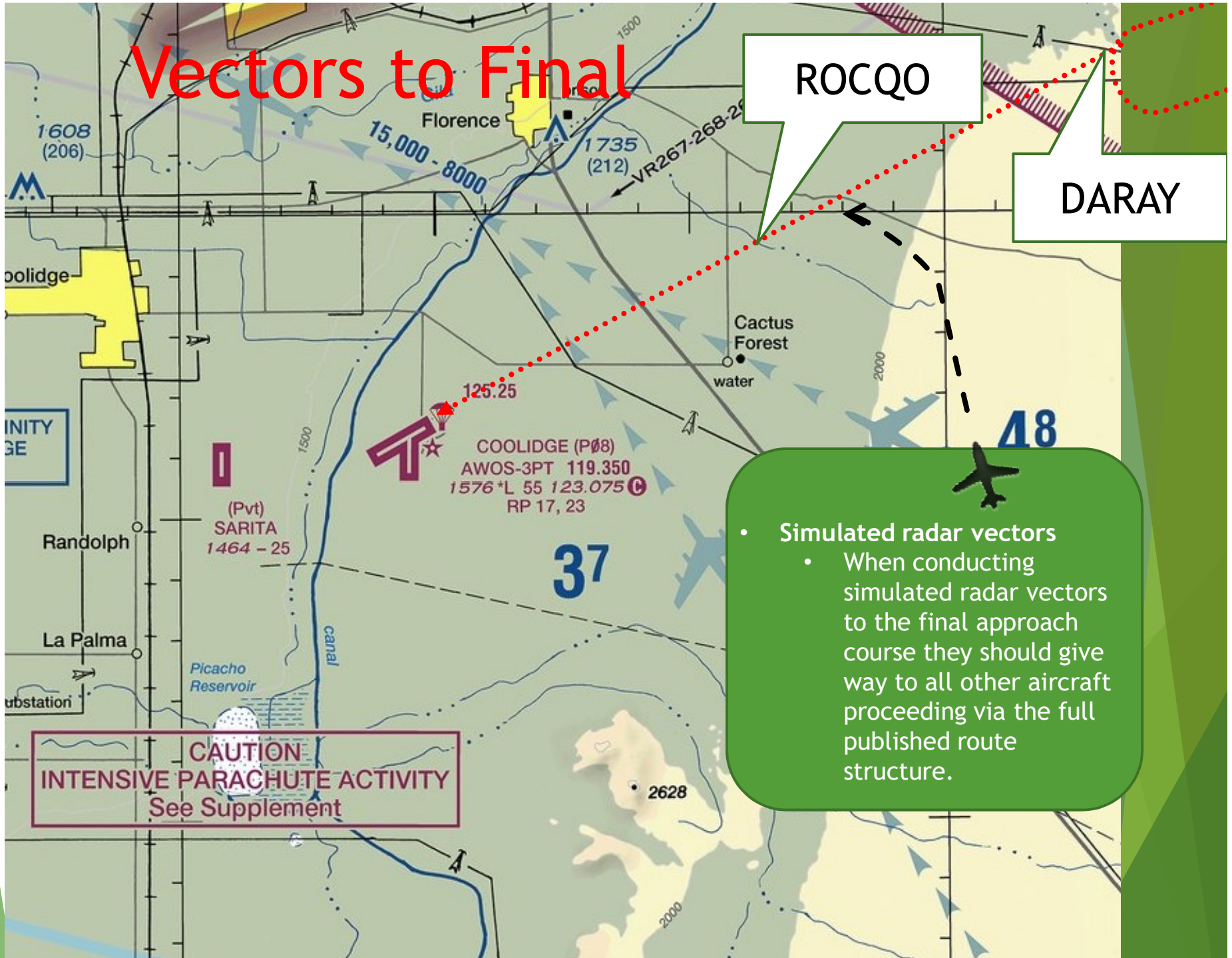
Radio Calls

Tips

- ▶ **DARAY Stack**
  - ▶ Idea is to occupy next available altitude above the 'top-of-stack' and drop down in 'the stack', one airplane at a time as altitudes become available.
  - ▶ Drop 500 ft. per descent to next stack holding altitude until at 6500ft MSL.
  - ▶ Make sure nobody is below you and visually clear the altitude below. When in doubt, **CALL!**
  - ▶ Once you reach 5800ft MSL, initiate approach when ready.

**Top-of-stack = highest occupied altitude in 'the stack'**

# Vectors to Final



# Coolidge Procedures

Dimensions

Approach Procedures

➤ **GPS 23**

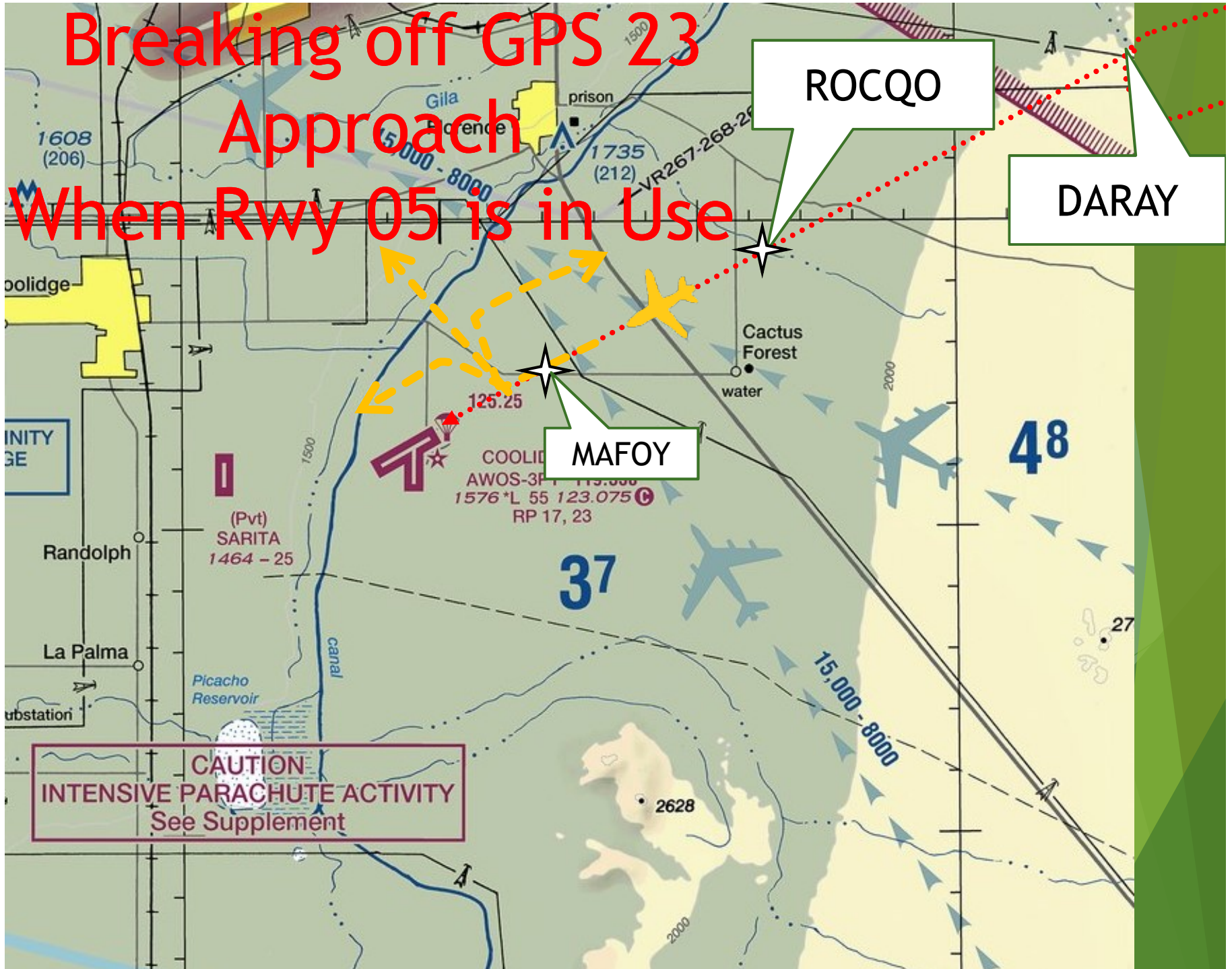
➤ VOR 5

Radio Calls

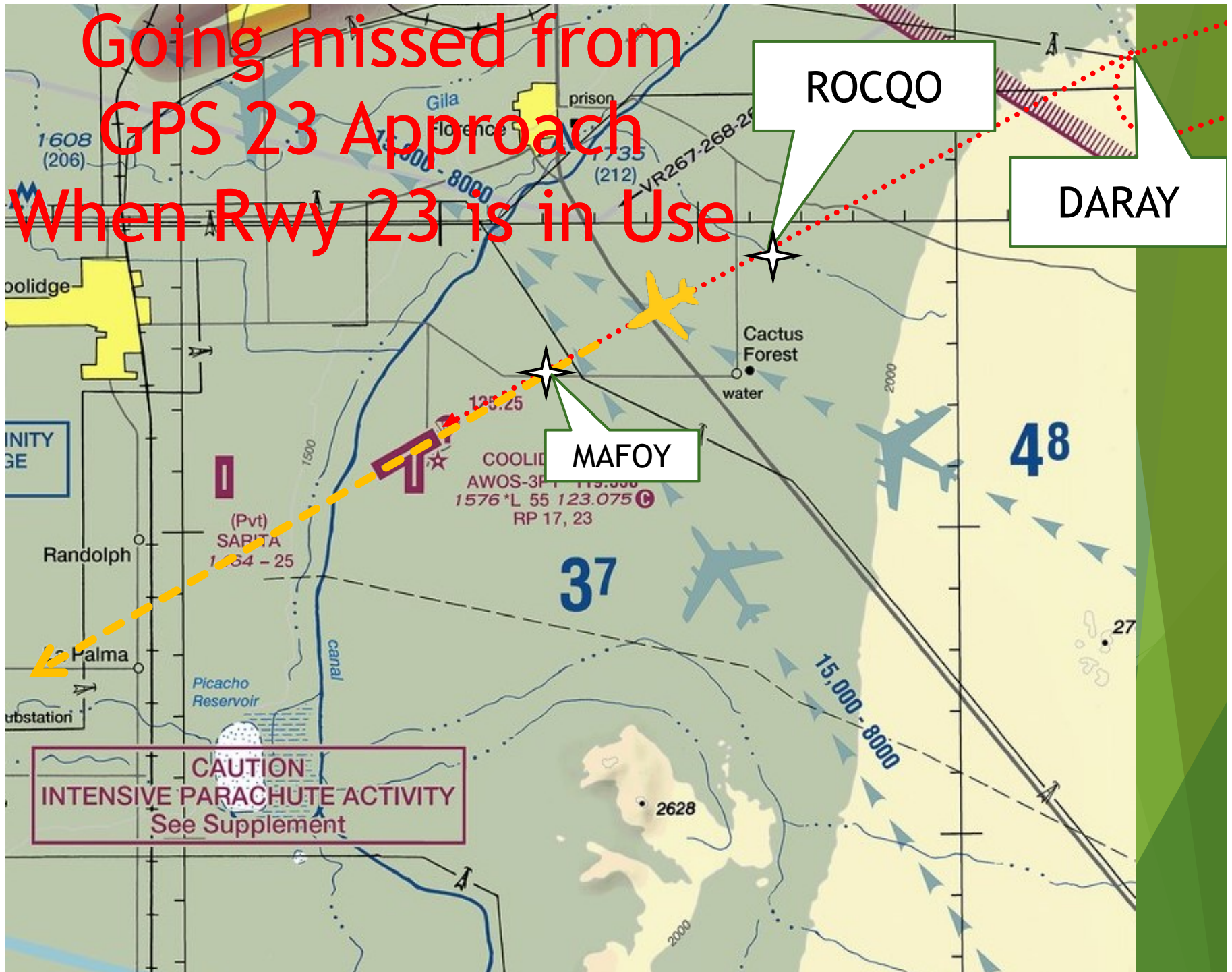
Tips

- ▶ Missed Approach Procedure - GPS 23
  - ▶ The published missed approach procedures for GPS 23 potentially conflicts with VFR pattern traffic and VOR 5 traffic
  - ▶ **Recommended Procedure:** do not descend below 2100 feet after passing MAFOY.
    - ▶ If Runway 5 is in use:
      - ▶ Initiate an alternative missed approach procedure at 1 NM past MAFOY as a right turn (left is unsafe because of the Parachute drop area to the South)
      - or
      - ▶ Initiate circling procedure at 1 NM past MAFOY as a right turn to join left crosswind from Rwy 5.
    - ▶ If Runway 23 is in use:
      - ▶ Initiate published missed approach procedure, be aware of VFR traffic in pattern and parachute activities
    - ▶ If Runway 17/35 is in use:
      - ▶ Initiate published missed approach procedure, make sure to climb above TPA ASAP to avoid crossing the downwind for 17/35 below 2600ft MSL
  - ▶ When on the missed approach, as soon as practical, communicate with other aircraft in the pattern/on approach

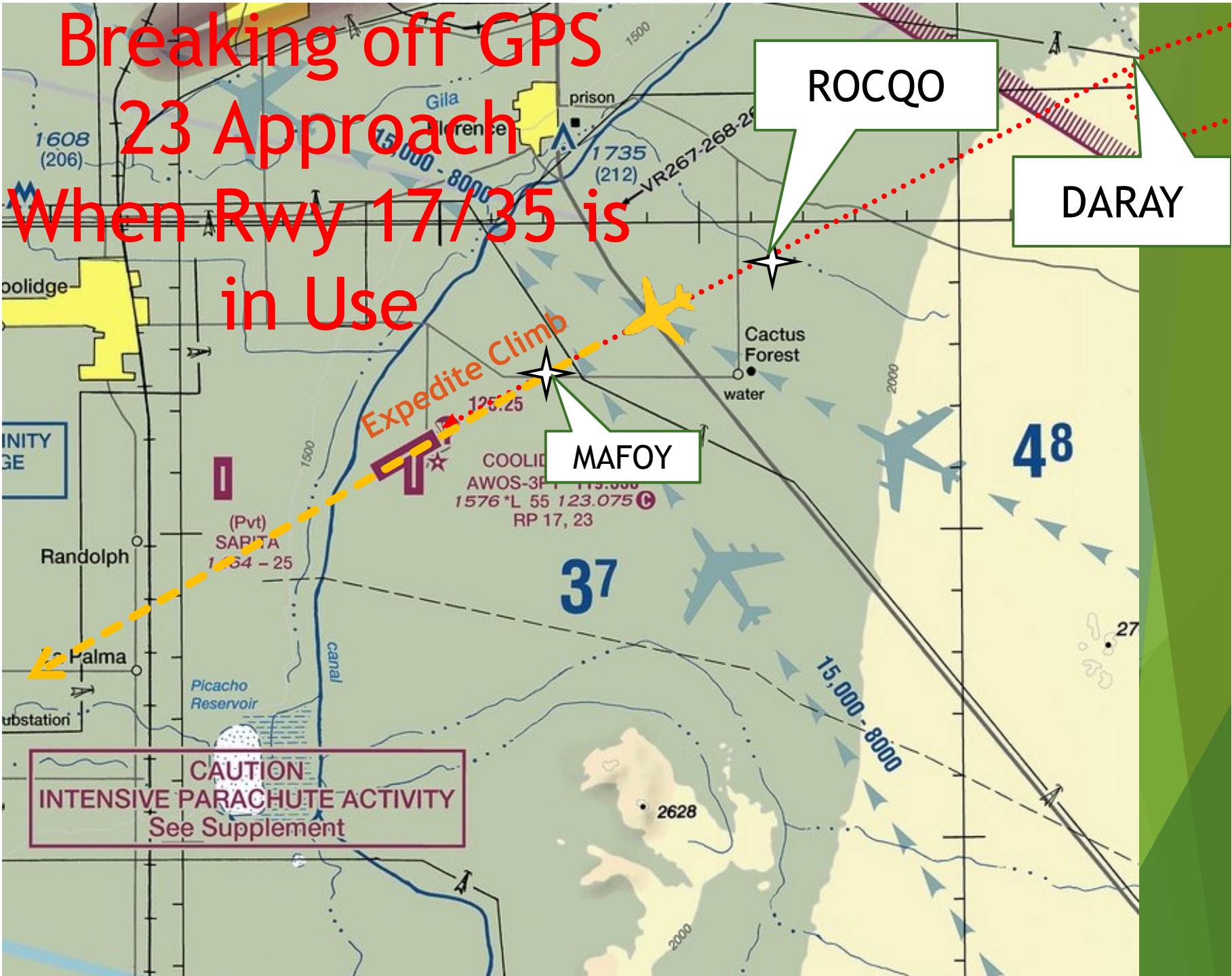
# Breaking off GPS 23 Approach When Rwy 05 is in Use



# Going missed from GPS 23 Approach When Rwy 23 is in Use



Breaking off GPS  
23 Approach  
When Rwy 17/35 is  
in Use



# Key points:

- Used Stanfield and the previous ROCQO procedures as a guide.
- DARAY stack is from 5800 up to and including 7500.
- Radar Vectors at ROCQO should give way to traffic coming from DARAY.
- Missed Approaches from GPS23

If Runway 5 is in use:

Initiate an alternative missed approach procedure at 1 NM past MAFOY as a right turn (left is unsafe because of the Parachute drop area to the South)  
or

Initiate circling procedure at 1 NM past MAFOY as a right turn to join left crosswind from Rwy 5.

If Runway 23 is in use:

Initiate published missed approach procedure, be aware of VFR traffic in pattern and parachute activities.

If Runway 17/35 is in use:

Initiate published missed approach procedure, make sure to climb above TPA ASAP to avoid crossing the downwind for 17/35 below 2600ft MSL.



# VOR 5 Procedures

Coolidge Procedures





COOLIDGE, ARIZONA

AL-9213 (FAA)

20254

VORTAC TFD <b>114.8</b> Chan <b>95</b>	APP CRS <b>071°</b>	Rwy Idg TDZE <b>1564</b> Apt Elev <b>1576</b>
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# VOR RWY 5

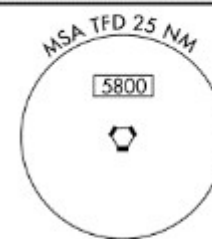
COOLIDGE MUNI (P08)

DME required.

**⚠** Circling Rwy 17-35 NA at night.

MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 on TFD VORTAC R-071 to AZEKE/19 DME and hold.

AWOS-3PT <b>119.350</b>	ALBUQUERQUE CENTER <b>125.4 269.3</b>	UNICOM <b>123.075 (CTAF) 0</b>
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## Coolidge Procedures

Dimensions

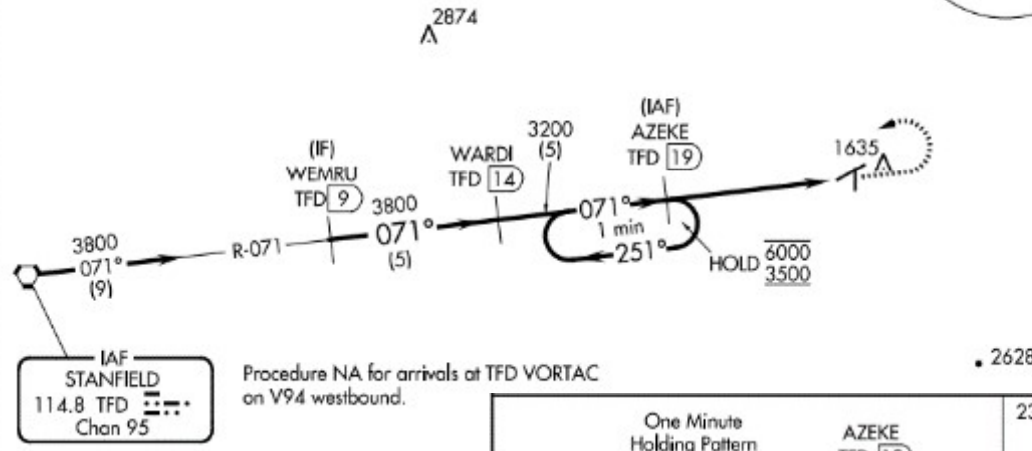
Approach Procedures

➤ GPS 23

➤ **VOR 5**

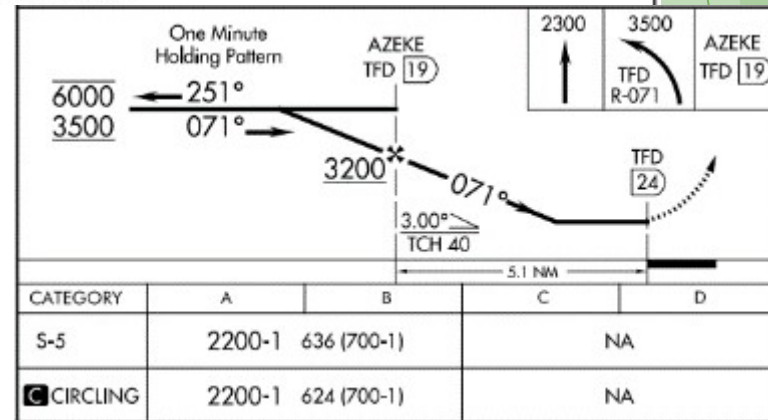
Radio Calls

Tips



IAF  
STANFIELD  
114.8 TFD  
Chan 95

Procedure NA for arrivals at TFD VORTAC on V94 westbound.



## Coolidge Procedures

Dimensions

Approach Procedures

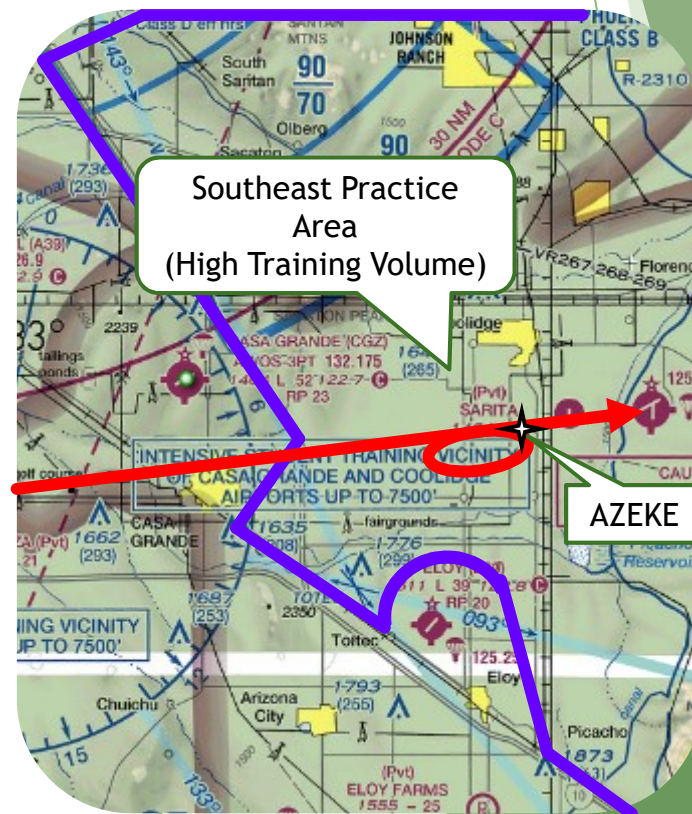
➤ GPS 23

➤ **VOR 5**

Radio Calls

Tips

- ▶ VOR 5 has two published IAF:
  - ▶ AZEKE Hold
  - ▶ TFD VOR straight-in
  
- ▶ The AZEKE hold conflicts with VFR training aircraft in the South East Practice Area



# Coolidge Procedures

Dimensions

Approach Procedures

➤ GPS 23

➤ **VOR 5**

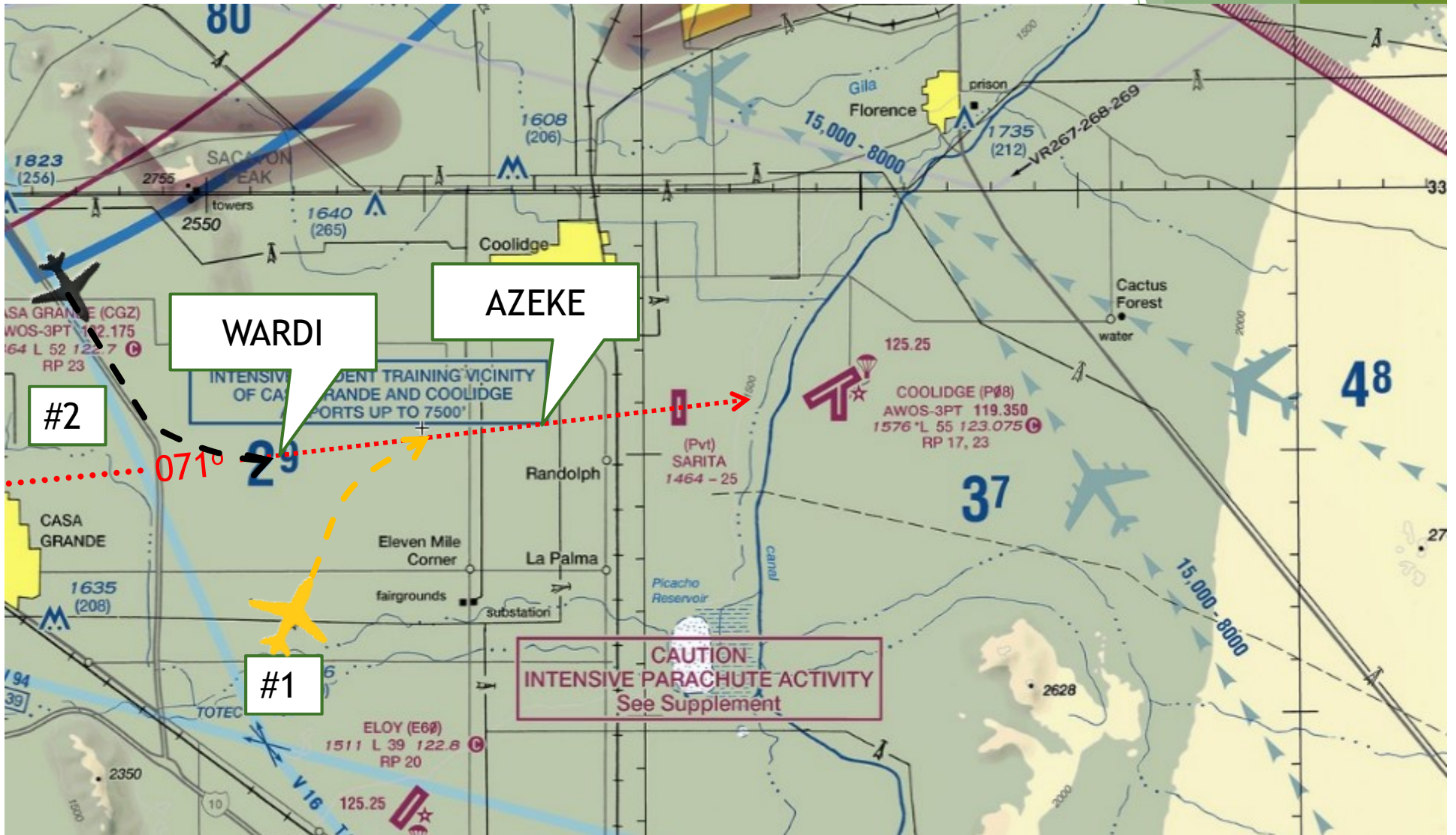
Radio Calls

Tips

## ▶ Recommended Procedure:

- ▶ *DO NOT USE AZEKE HOLD FOR IAF*
- ▶ Use Vectors to Final
- ▶ Initial aircraft enters the approach using vectors to final *at least 2 miles* from AZEKE
  - ▶ Ensure traffic separation from practice area traffic
- ▶ Subsequent traffic joining the procedure, plan to join at or before WARDI to ensure separation
  - ▶ Coordinate with other traffic joining approach in front of or behind you
  - ▶ If approach needs to be broken off, make right turn to rejoin at or outside WARDI
- ▶ Upon going visual, coordinate with VFR traffic to enter a base-to-final turn
  - ▶ Use caution here as approach is offset and downwind traffic may not have you in sight from a visual scan of final

# Vectors to Final



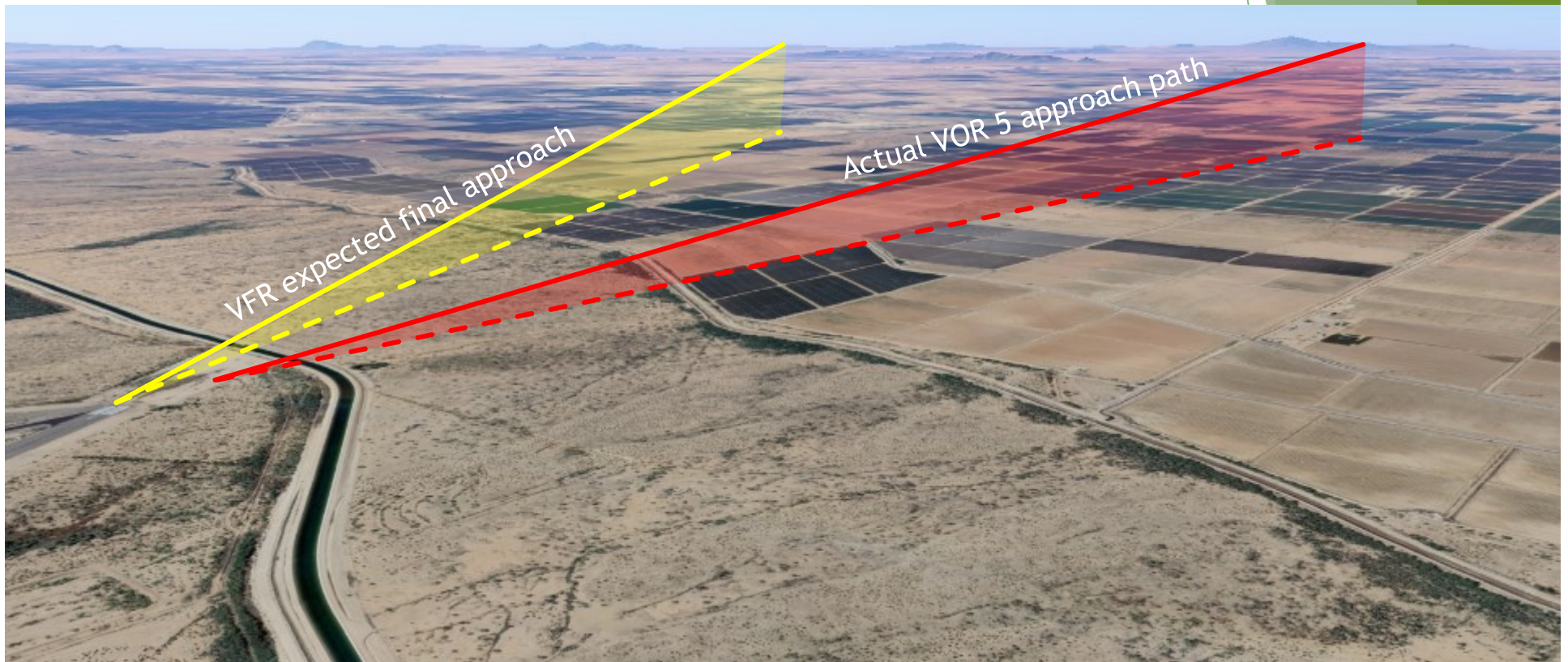
- ▶ View when passing Sarita Pvt - note the offset (P08 runway 05/23 accented by red line)



Sarita (Pvt)

\*Estimated depiction - may differ based on approach execution

- ▶ View from left downwind Rwy 5, looking for approach traffic



\*Estimated depiction - may differ based on approach execution

- = flight path
- - - = surface track

## Coolidge Procedures

Dimensions

Approach Procedures

➤ GPS 23

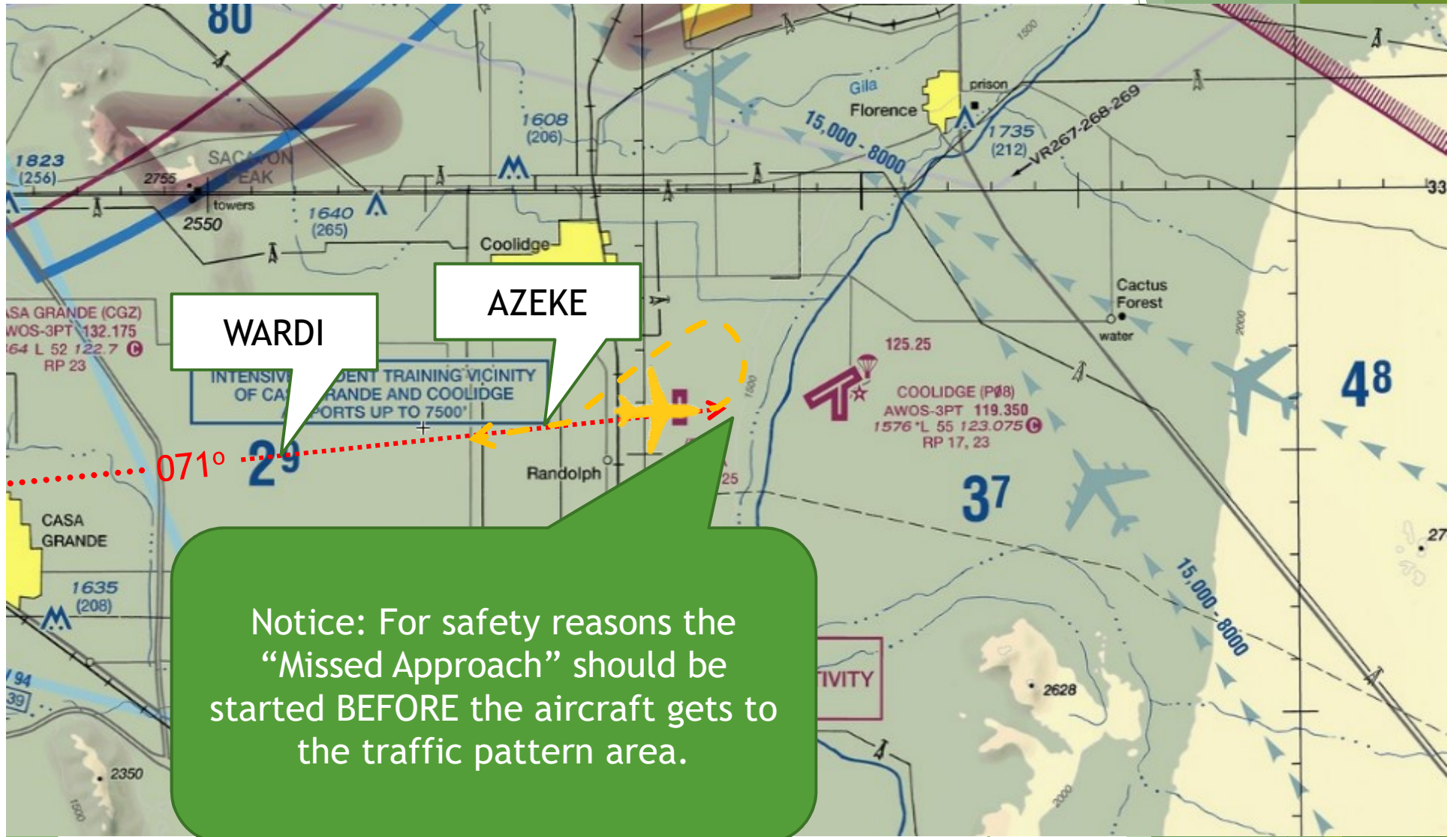
➤ **VOR 5**

Radio Calls

Tips

- ▶ Missed Approach Procedure - VOR 5
  - ▶ Use published MAP (climbing left turn to AZEKE)
    - ▶ Inbound straight-in traffic is at 3200, published missed altitude is 3500
  - ▶ **Recommended:** Resume vectors to rejoin final approach course outside of AZEKE if no other approach traffic, or rejoin outside of WARDI approach is being used by other aircraft
  - ▶ **Use Caution:** execute the turn at pilot discretion to avoid VFR pattern traffic
  
- ▶ When on the missed approach, as soon as practical, communicate with other aircraft in the pattern/on approach

# Going Missed from VOR 05 Approach







# Radio Calls

Coolidge Procedures



## Coolidge Procedures

Dimensions

IFR Procedures

**Radio Calls**

Tips

- ▶ Calls should be as short and precise as possible.
- ▶ Should be made by CFI, not student pilot.
  - ▶ Students already have a lot to think about!
- ▶ As charted, a procedure turn is required at DARAY.
  - ▶ Regardless of direction of entry a course reversal is required.

- ▶ When approaching the stack (12 NM out), start monitoring 123.075, even though you are not intending to use it yet (e.g.: VFR nav.)

## Coolidge Procedures

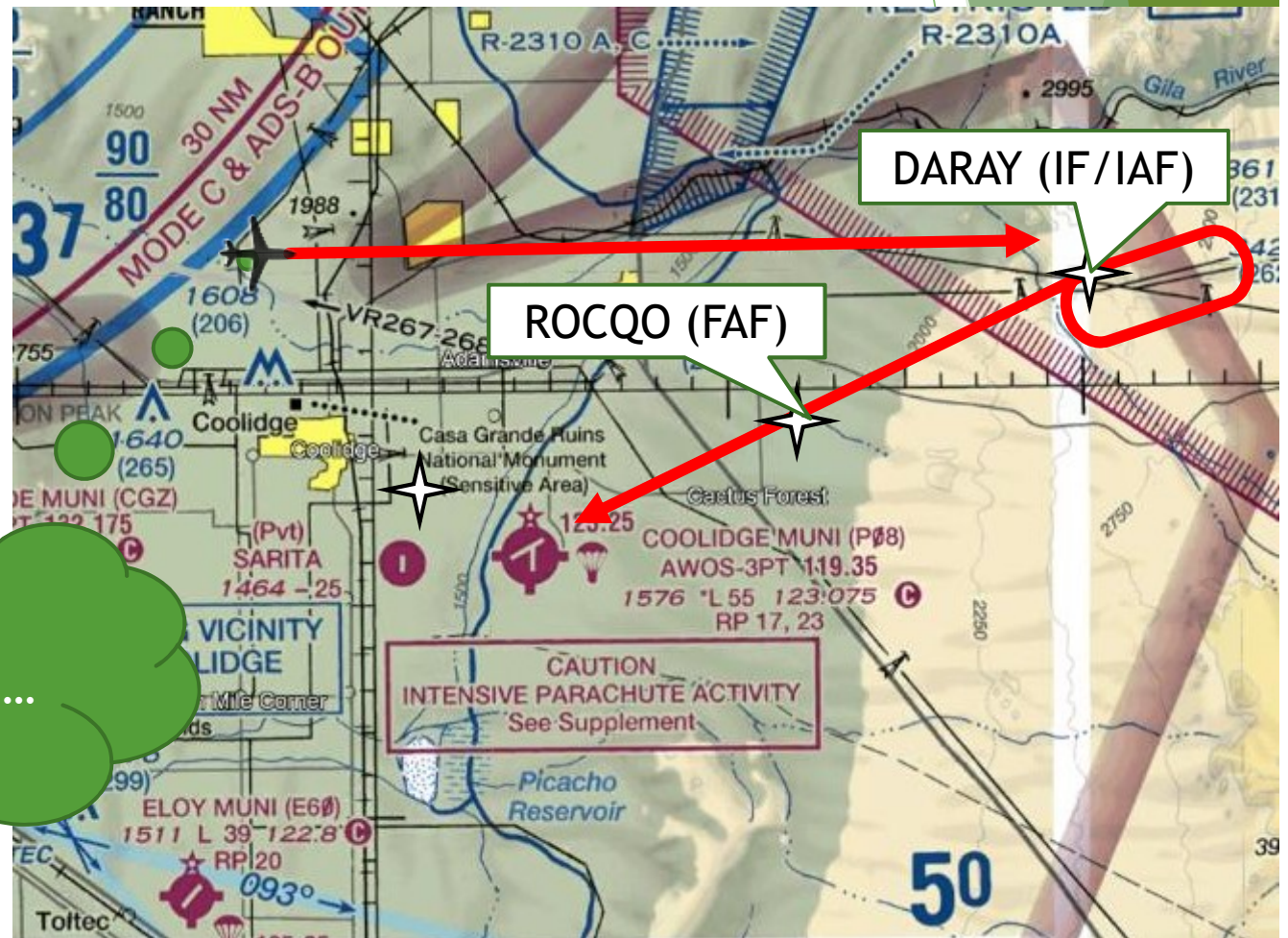
Dimensions

IFR Procedures

Radio Calls

Tips

... MONITOR ...



- ▶ If you intend to use the stack:
  - ▶ Make a last call on the practice area frequency (122.85)
  - ▶ Make an initial call on 123.075 at least 10 NM from DARAY.

## Coolidge Procedures

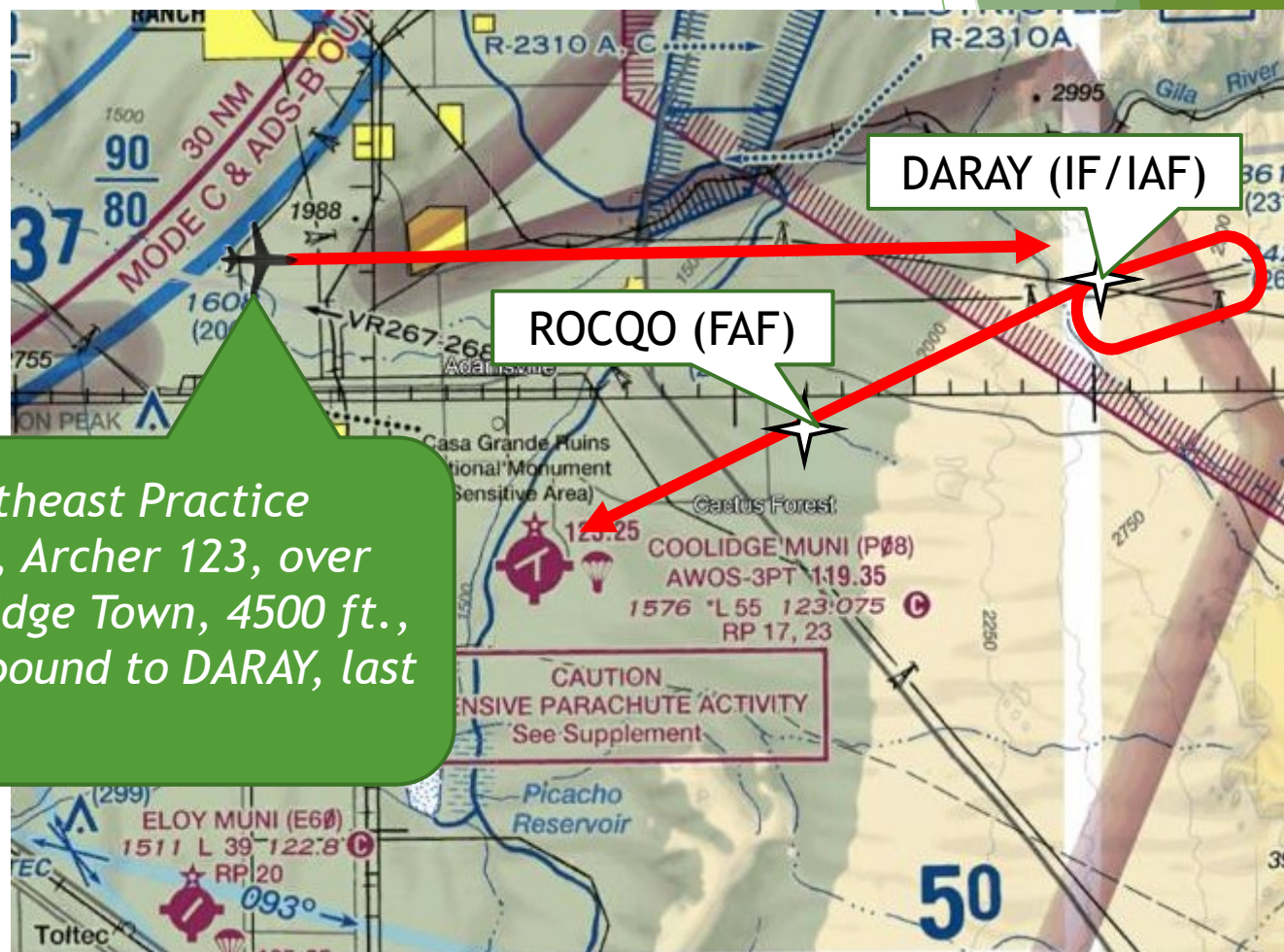
Dimensions

IFR Procedures

Radio Calls

Tips

*“Southeast Practice Area, Archer 123, over Coolidge Town, 4500 ft., Eastbound to DARAY, last call”*



- ▶ First call to be made 10 NM out
  - ▶ Ask for top-of-stack
  - ▶ Listen carefully to the current top-of-stack and occupy the next available altitude.
  - ▶ Announce intentions

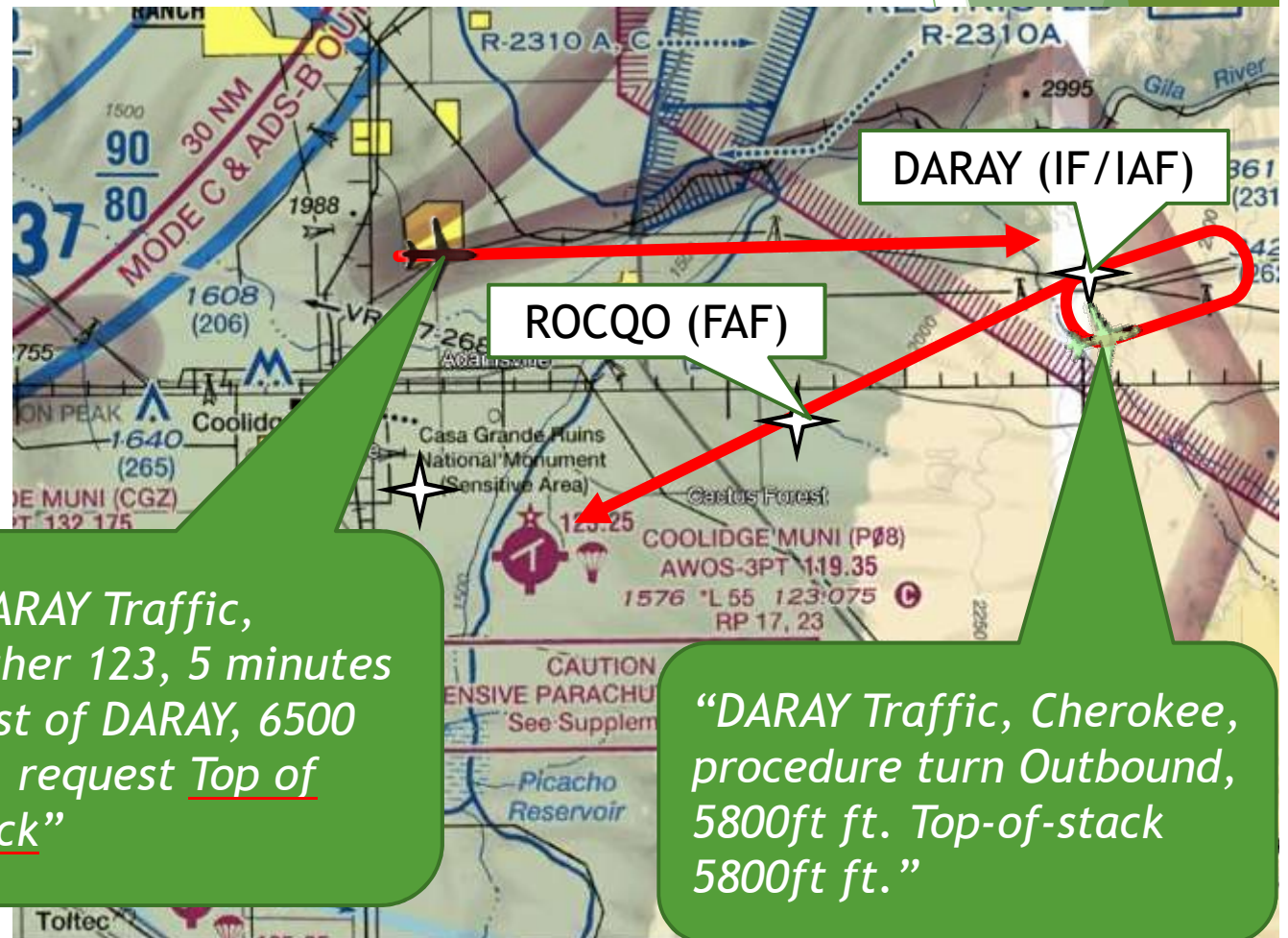
## Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

Tips



**Slide 37**

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**MU10**

Reordered the slide to put it in proper sequence.

Mesa User, 11/10/2020

- ▶ First call to be made 10 NM out
  - ▶ Ask for top-of-stack
  - ▶ Listen carefully to the current top-of-stack and occupy the next available altitude.
- ▶ Announce intentions

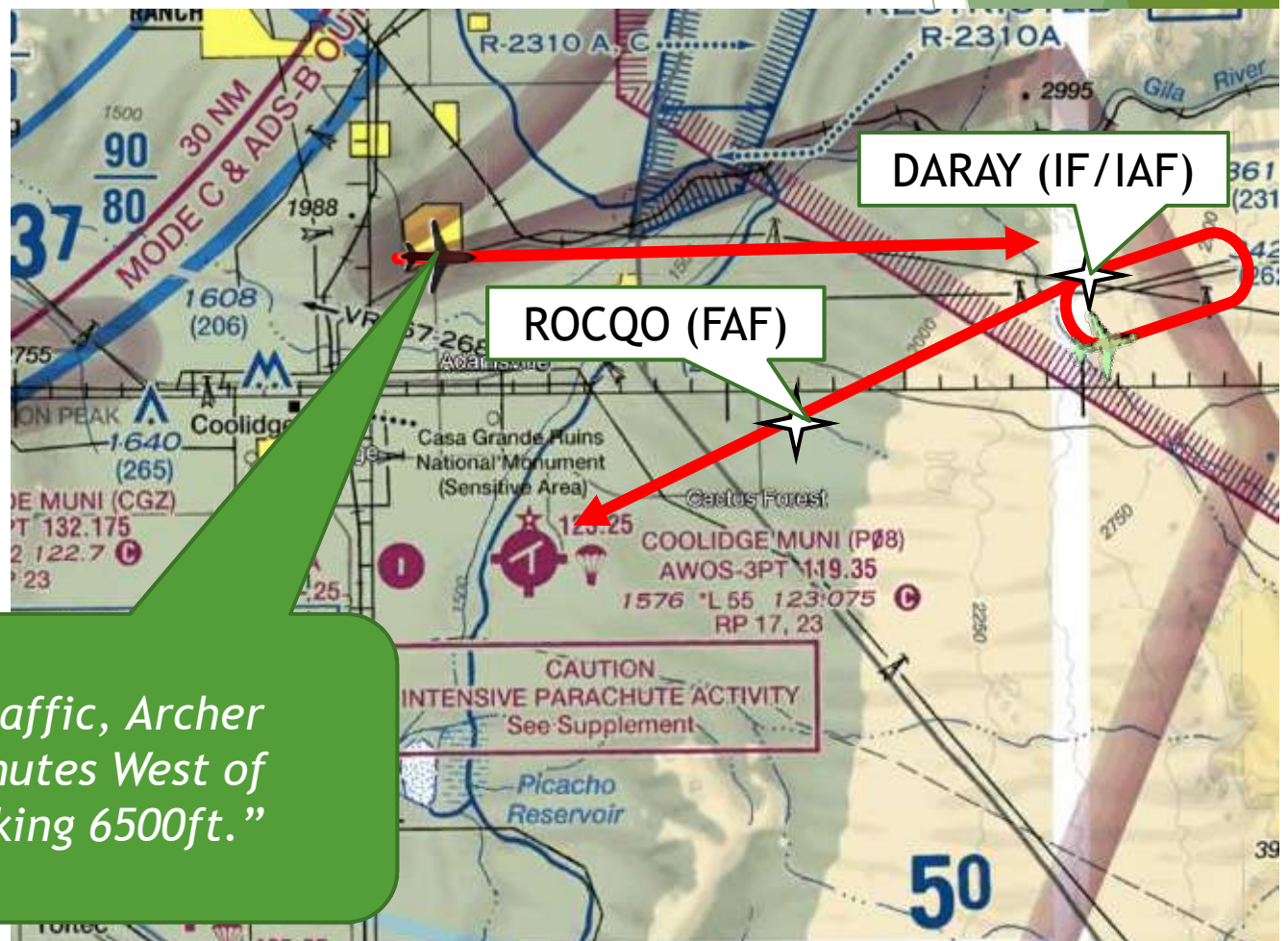
## Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

Tips



*“DARAY Traffic, Archer 123, 5 minutes West of DARAY, taking 6500ft.”*

- ▶ Next call to be made 5 NM out
  - ▶ Announce intentions again to take the next open altitude of 6500ft MSL. (6000ft MSL is NOT an option because it conflicts with 5800ft MSL approach altitude)

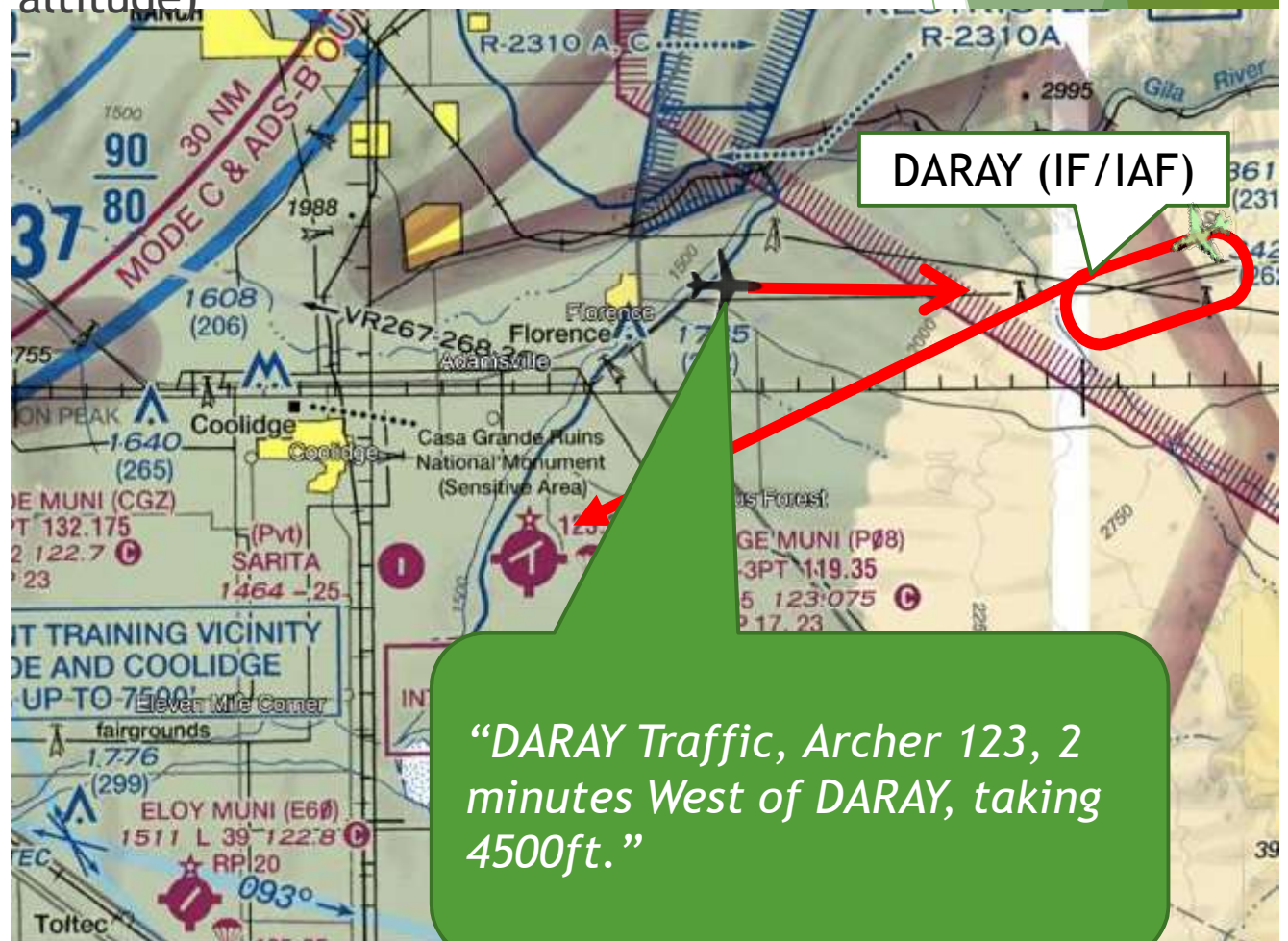
## Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

Tips





- ▶ Next call to be made when entering stack
  - ▶ Announce intentions

## Entering Stack

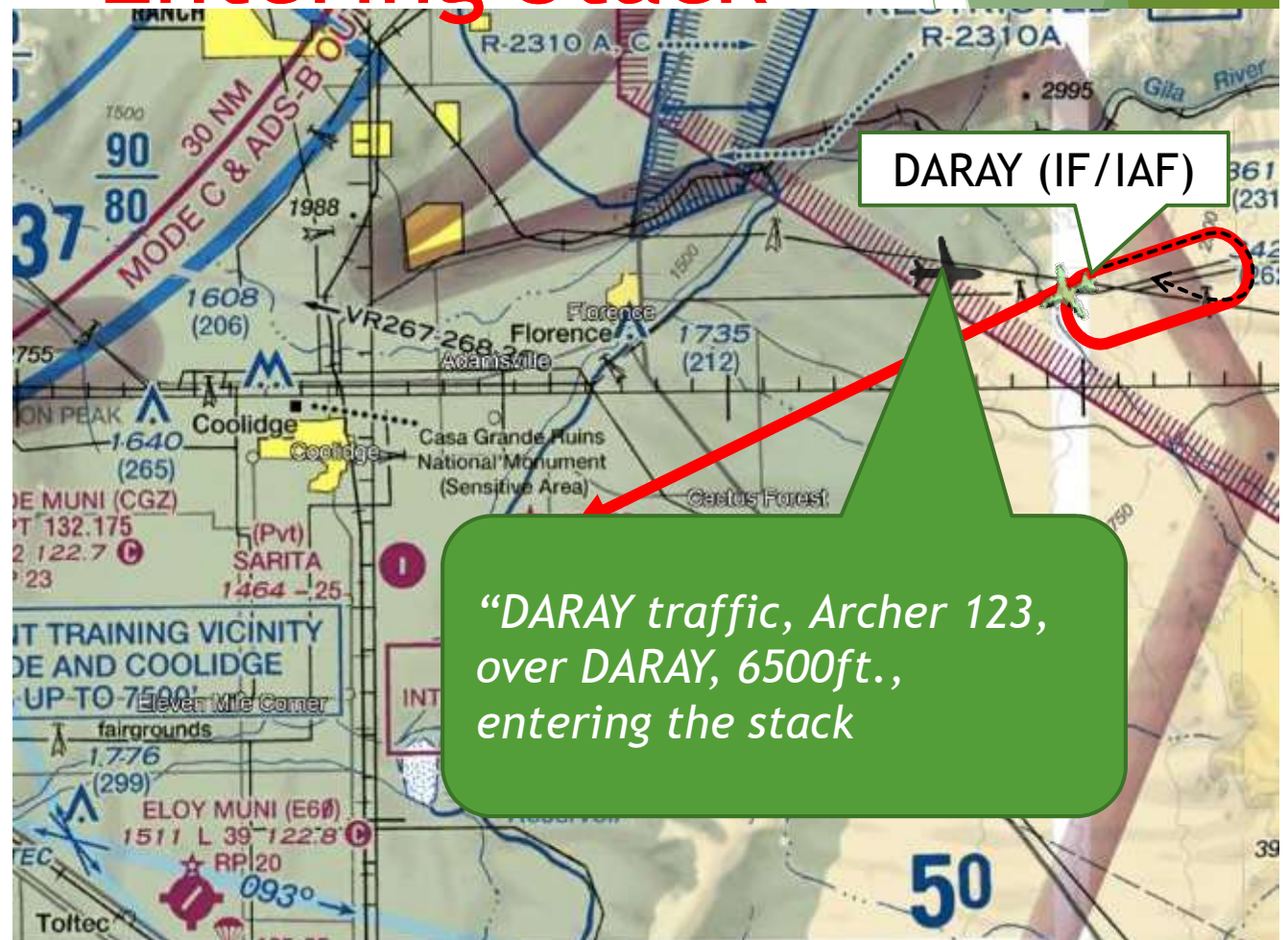
### Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

Tips



- ▶ Next call to be made when turning in the hold
  - ▶ Announce intentions

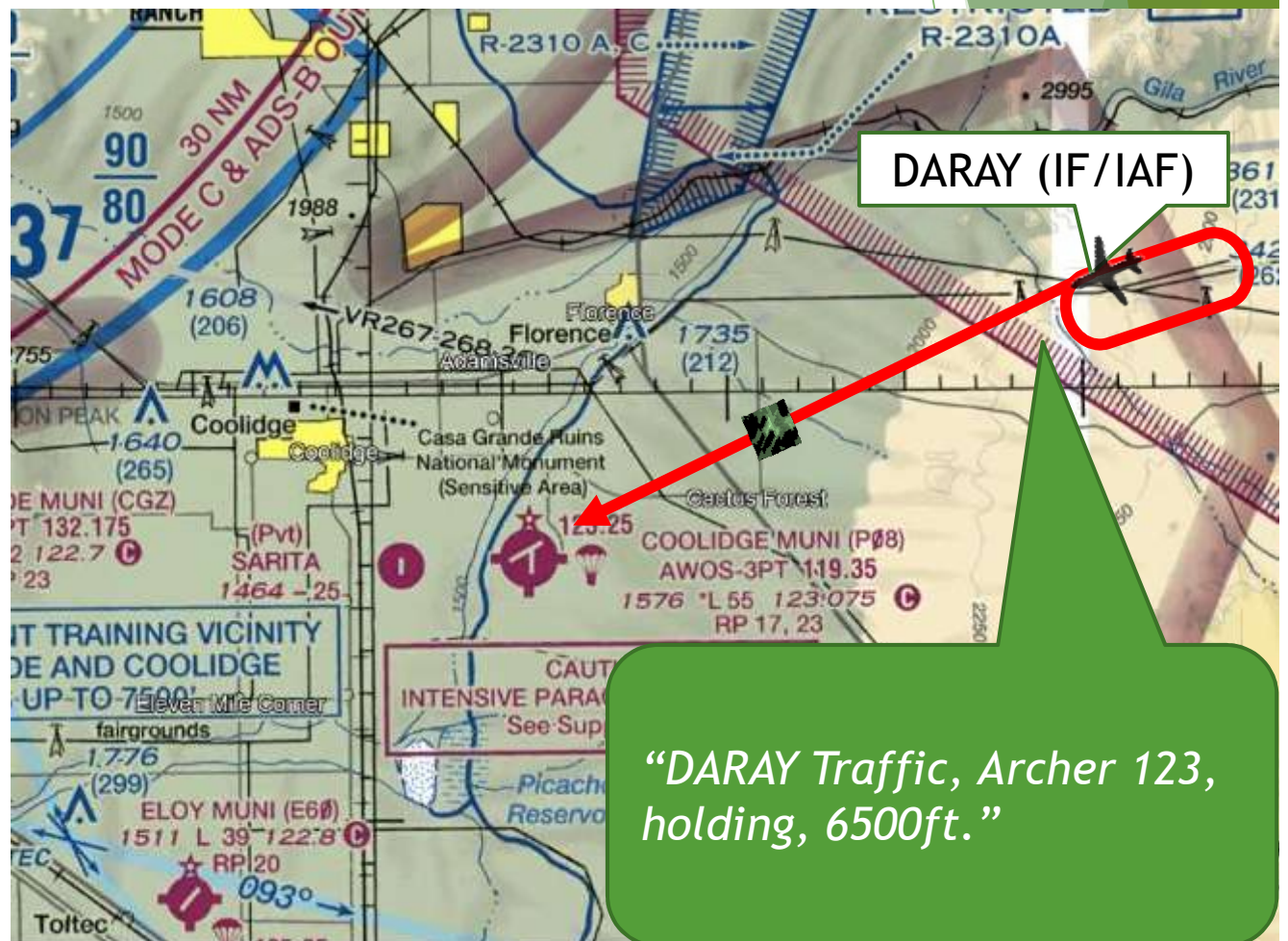
## Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

Tips



- ▶ Next call to be made when descending
  - ▶ Announce intentions and clearly announce vacated altitude is 'OPEN'
  - ▶ Wait until next altitude is 'OPEN' before descending!

## Descending in Stack

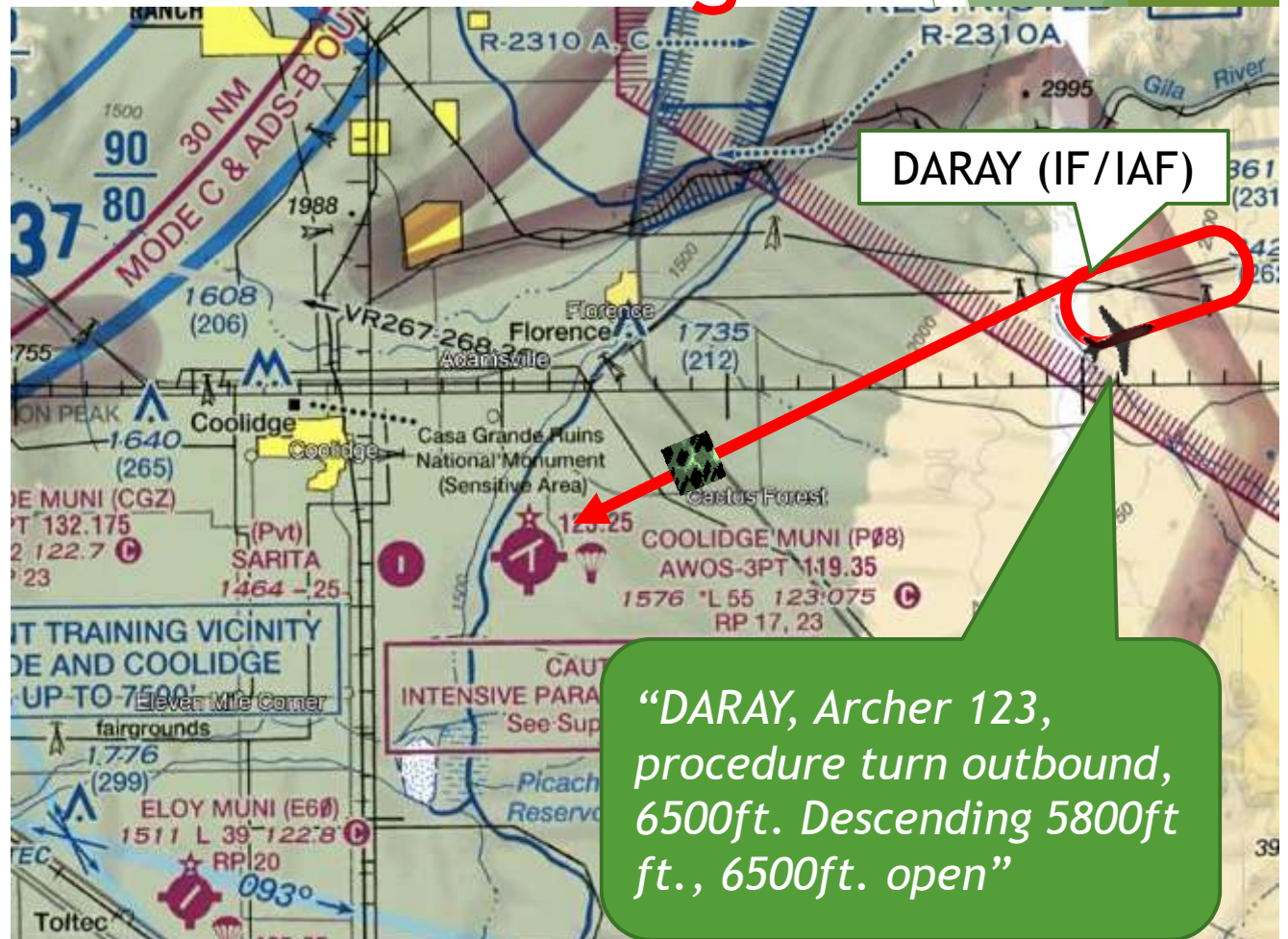
### Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

Tips



"DARAY, Archer 123, procedure turn outbound, 6500ft. Descending 5800ft ft., 6500ft. open"

- ▶ Next call to be made when procedure turn inbound
  - ▶ Announce intentions
  - ▶ Announce only on the Inbound leg, not when starting the turn.

## Descending in Stack

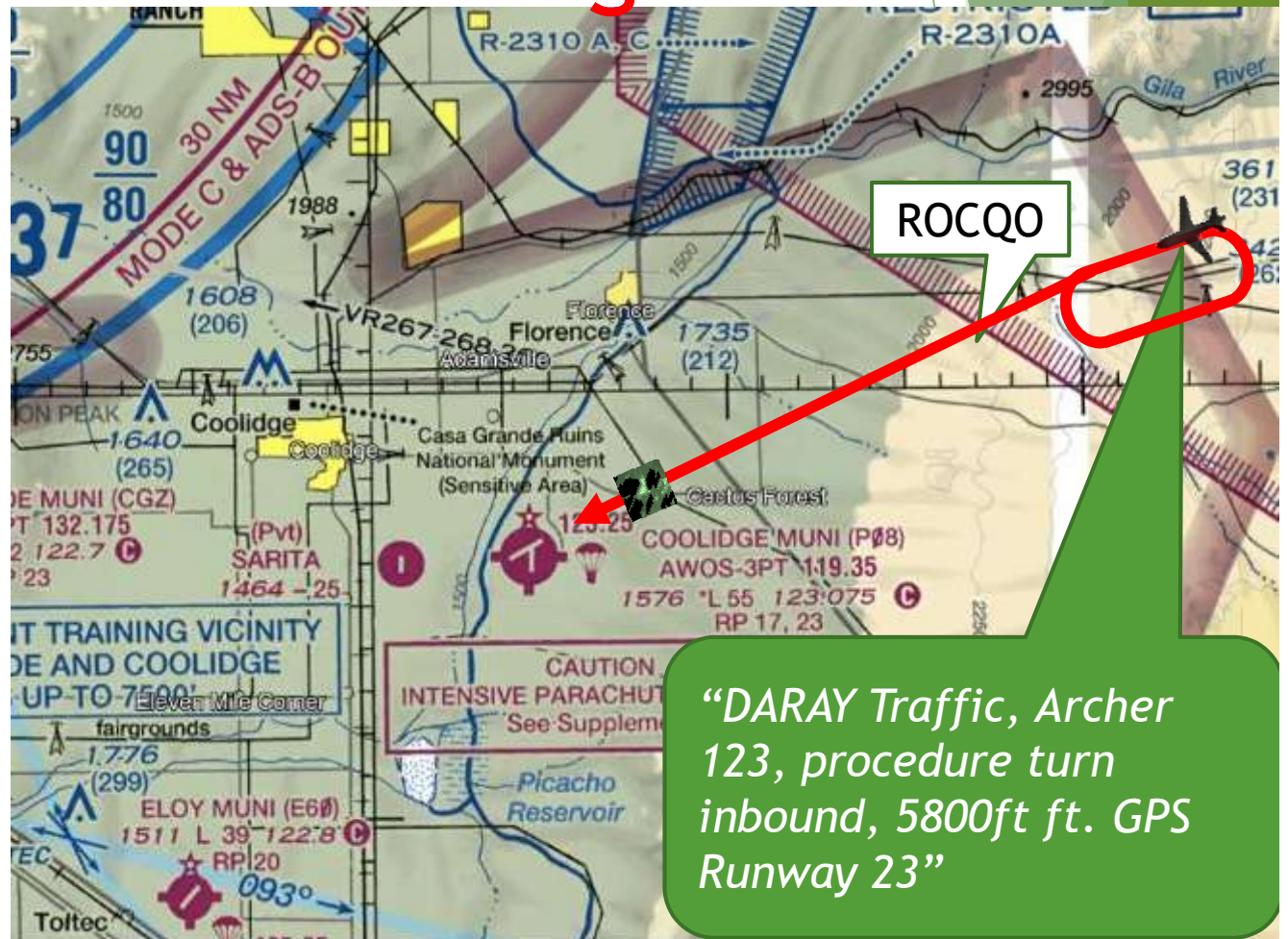
### Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

Tips



"DARAY Traffic, Archer 123, procedure turn inbound, 5800ft ft. GPS Runway 23"

- ▶ Next call to be made when starting the approach (overhead the TFD VOR)
  - ▶ Announce intentions and report vacated altitude 'OPEN'

## Starting Approach

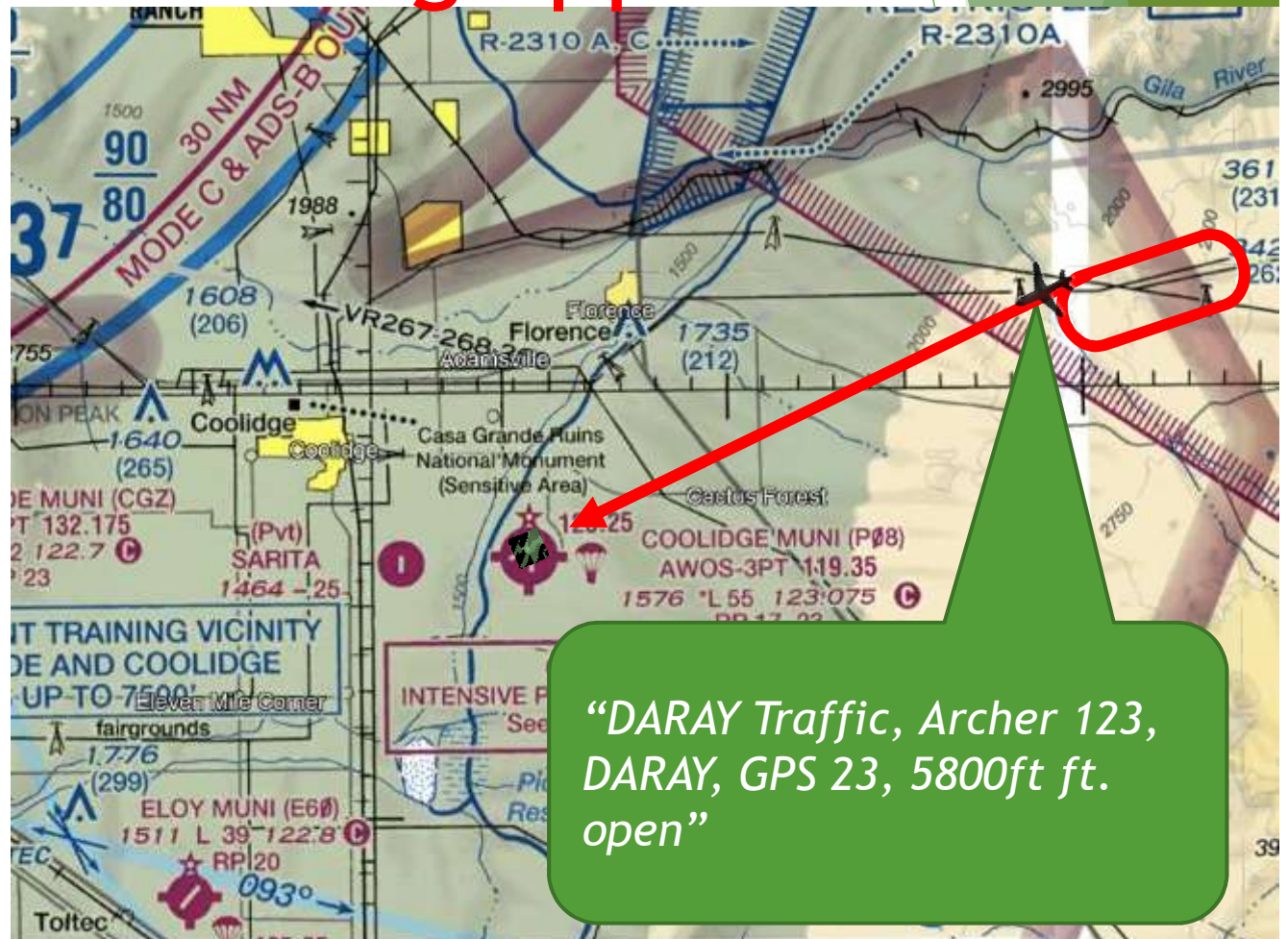
### Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

Tips



- ▶ While on the approach, an inbound call should be made on a 4 NM and 2 NM final to allow VFR aircraft in the Coolidge pattern to govern their approaches.
- ▶ Report to Coolidge traffic instead of DARAY traffic after departing DARAY.

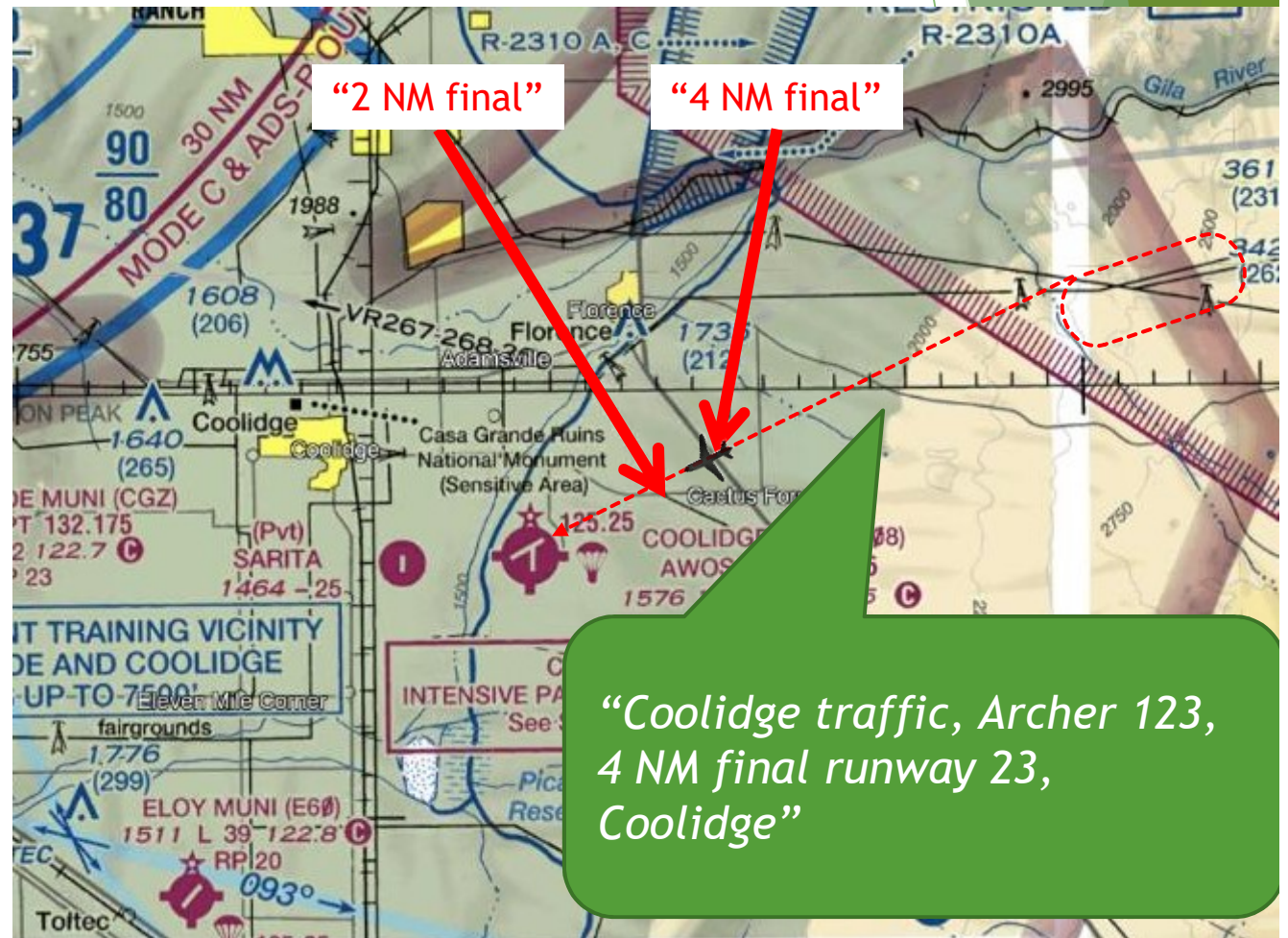
## Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

Tips



- ▶ Next call to be made when 4 NM final
  - ▶ Announce intentions and closely monitor Coolidge traffic!

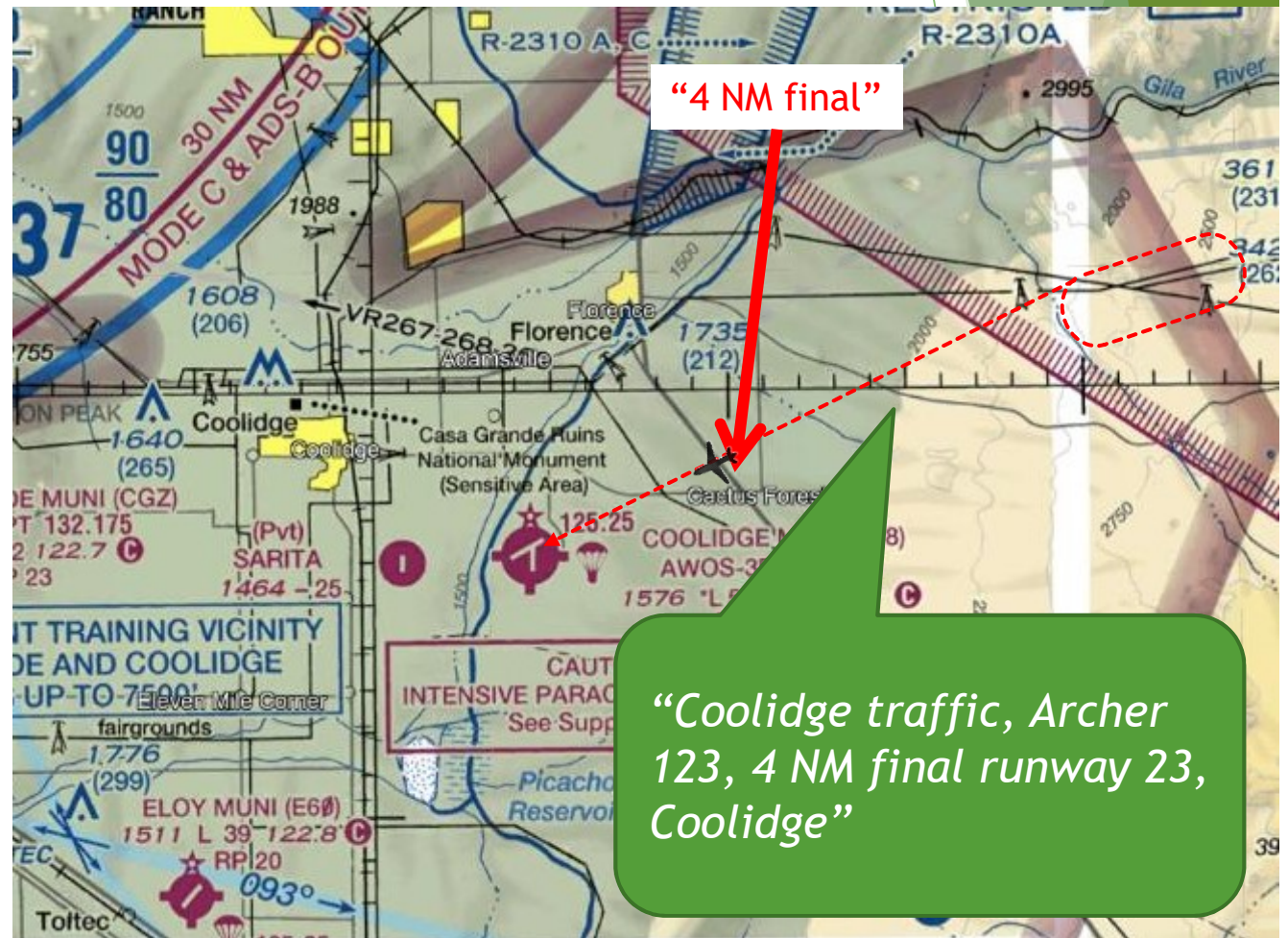
## Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

Tips



- ▶ Next call to be made when 2 NM final
  - ▶ Announce intentions and closely monitor Coolidge traffic!

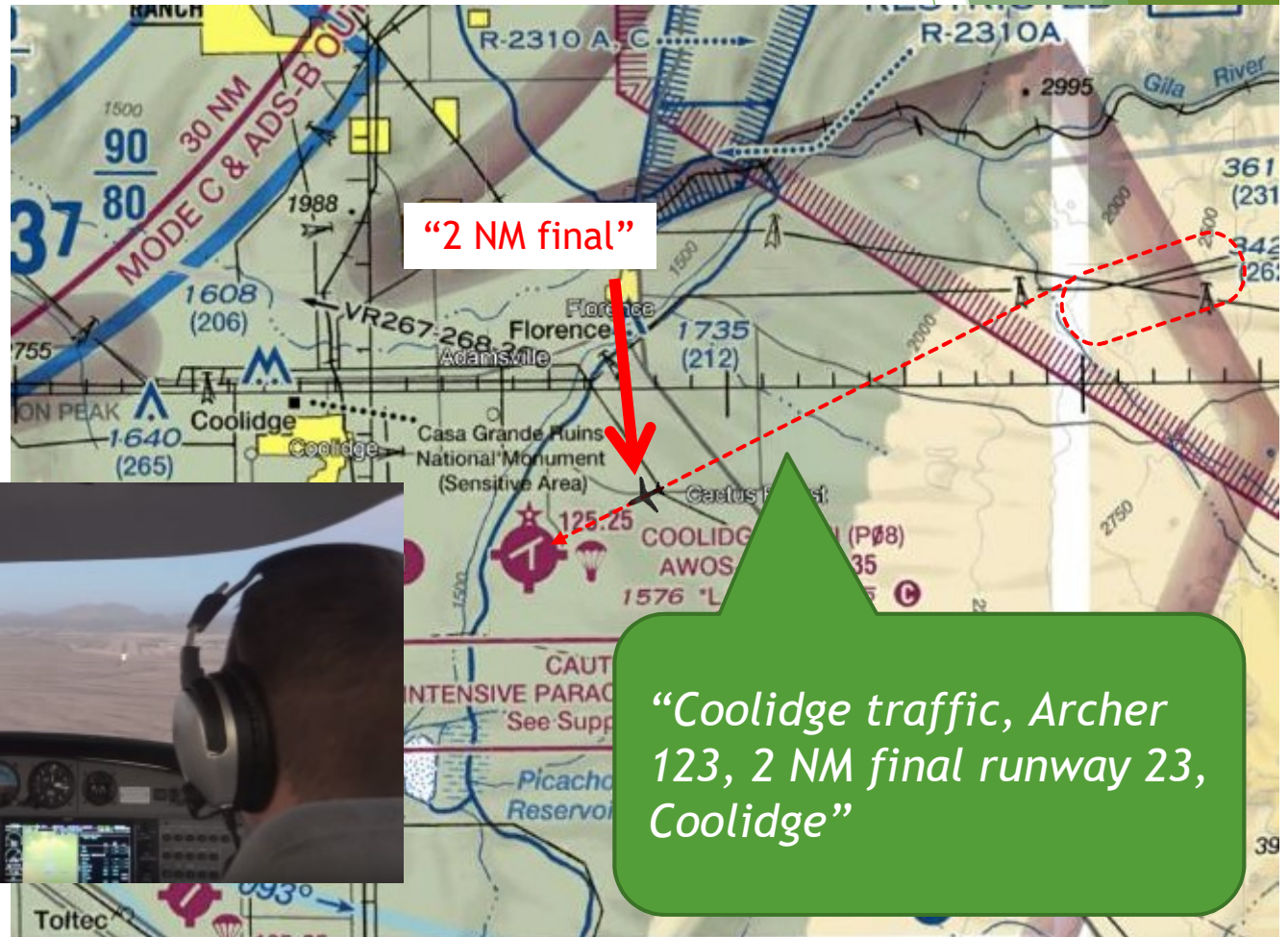
## Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

Tips





## Coolidge Procedures

Dimensions

IFR Procedures

**Radio Calls**

Tips

- ▶ Procedure Turn Inbound and Outbound calls should only be made in conjunction with the initiation of the instrument approach procedure and not when making circuits in the holding pattern.
- ▶ The procedure turn inbound callout should be made when the aircraft is on the inbound leg, and not at the beginning of the turn inbound.





# Tips

Coolidge Procedures



## Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

**Tips**

- ▶ What runway in use?
  - ▶ Everyone practicing instrument approaches typically accepts up to a 10 knot tailwind component for runway 23 before using circling procedures for runway 5.
  - ▶ Runway 23 is established as the active runway as soon as the first pilot selects and uses it as the runway in use.
  - ▶ Other arriving aircraft should conform to the established runway in use whenever anyone remains in the traffic pattern.
  - ▶ Conform to right-of-way rules

## Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

**Tips**

- ▶ Simulated radar vectors
  - ▶ When conducting simulated radar vectors to the final approach course they should give way to all other aircraft proceeding via the full published route structure.



## Coolidge Procedures

Dimensions

IFR Procedures

Radio Calls

**Tips**

- ▶ Have landing light on from IAF inbound to P08.
- ▶ Announce intentions when approach terminates so traffic following you can properly separate.
- ▶ Speak clearly
- ▶ Perform good visual lookout
- ▶ Be courteous and kind to one another
- ▶ Stay professional
- ▶ Have fun!



## Closing Thoughts

- ▶ Please be aware that:
  - ▶ This procedure is for VFR aircraft only. IFR aircraft must abide by ATC clearances and regulations.
  - ▶ Aircraft operating IFR may “Drop in” to ‘the stack’ from Albuquerque Center at any time. See and Avoid!
  - ▶ Aircraft from out of state or users who are not familiar with these procedures will not be using them, as they are not familiar.

Keep your eyes out and see and avoid other traffic!

