



Falcon Field Airport (FFZ)

PILOT INFORMATION

Updated: 06/15/2023

FFZ Tower Administrative Office

Business Phone 480-981-1367

Open 0700L to 1500L – Monday through Friday



**Federal Aviation
Administration**

Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

Table of Contents

	Page
Title Page	1
Introduction	2
Important Notice and Links	3
FFZ Specific Section	
1. From the Flight Deck (FTFD) Video Notes	4
2. Airspace	4
3. Cautions	5
✓ Hot Spots	
✓ Departure	
✓ Landing	
✓ Surface Risk – Movement Areas	
✓ Additional Cautions	
4. Communications	6
5. From the Control Tower	6
✓ General	
✓ Ground	
✓ Takeoff/Departure	
✓ Arrival/Landing	
✓ Special Traffic (Military / Commercial / Helicopter / etc.)	
6. Additional Information	7
General Information Section	
1. Best Practices	8
2. Lost Communications	8
3. Emergencies	9
4. Special VFR	9

IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- [Aeronautical Information Services](#)
- [Airport Construction](#)
- [Airport Diagram](#)
- [Chart Supplement](#)
- [From the Flight Deck Videos](#)
- [Hot Spots](#)
- [NOTAMS](#)
- [VFR Charts](#)

Some Advisory Circulars for Reference

- [AC 90-66C \(faa.gov\)](#) Subject: Non-Towered Airport Flight Operations – 6/6/23
- [AC 91-73B \(faa.gov\)](#) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- [AC 91-92 \(faa.gov\)](#) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- [AC 90-48E \(faa.gov\)](#) Subject: Pilots' Role in Collision Avoidance – 10/20/22

FFZ Specific Section

Falcon Field Airport (FFZ) is a medium sized primarily general and business aviation airport. It is located approximately 14 miles east of Phoenix Sky Harbor. This location makes it convenient for general aviation and corporate traffic trying to avoid the congestion at the larger airport. As with most airports with parallel runways with staggered thresholds, Falcon Field is susceptible to wrong runway landings. In addition to parallel runways, there is also a parallel taxiway that has been confused as a runway. A narrow corridor of airspace exists above the Falcon Class Delta airspace, and below the Class Bravo airspace for Sky Harbor, providing a means for VFR aircraft to transition through the area without the need to contact ATC. This corridor can be very busy so pilots are reminded to maintain increased situational awareness while arriving or departing Falcon Field.

1. From the Flight Deck (FTFD) Video Notes

- Airport configuration consists of parallel and staggered RWYs 4R-22L and 4L-22R.
- A complex TWY system provides access to the hangared complexes located on the north and south sides of the field.
- Wrong RWY landing possible at this airport due to parallel and staggered RWYs.
- RWY 04R/22L is larger and longer and comes into view first.
- RWY assignment may change due to controller workload and traffic management.
- In addition, parallel TWY D has been confused with RWY 4R-22L.
- While TWR is in operation, REILs are utilized to identify RWY 4R-22L.
- During periods of moderate to heavy traffic FFZ utilizes two TWR controllers – one for each RWY. In this configuration, aircraft exiting either RWY and turning towards the other RWY will be instructed to hold short of the other RWY and contact TWR on the other frequency.
- Remember, you must have a clearance to cross any RWY, active or not active.
- When landing, be sure to taxi completely clear of the RWY you are exiting.
- When landing on RWY 4L-22R and exiting to the south, if unable to exit on TWY B, roll past it without hesitation. Continue to the end with no delay and taxi clear of the RWY.

2. Airspace

The airspace at FFZ is Class D with a ceiling up to but not including 3,400' MSL. It underlies Phoenix Class B Airspace which begins at various altitudes over FFZ Class D Airspace. (Refer to Sectional Chart)

In addition, a narrow corridor of airspace exists above the Falcon Class Delta airspace, and below the Class Bravo airspace for Sky Harbor, providing a means for VFR aircraft to transition through the area.

Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 feet above | 2,000 feet horizontal

- | | |
|------------------|------------------------------------------------|
| ○ Communications | Establish communications (controller response) |
| ○ Pilot | No special certification required |
| ○ Equipment | Two-way radio |

Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- | | |
|------------------------|-------------------------------------------------------------------------------------|
| ○ Visibility | 3 statute miles |
| ○ Distance from Clouds | Clear of clouds |
| ○ Communications | Must obtain ATC clearance prior to entering/departing |
| ○ Pilot | Private Pilot Certificate (see AIM for alt requirements) |
| ○ Equipment | Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out |

3. Cautions

Hot Spots

There are no Hot Spots

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.
- ✓ Avoid drifting into parallel upwind on initial climb-out.

Landing

- ✓ Wrong Surface Landing risk exists due to closely spaced parallel RWYs and staggered thresholds.
- ✓ RWY 04R/22L is larger and longer and comes into view first.
- ✓ TWY D parallels RWY 4R-22L – Caution for wrong surface landing on TWY.
- ✓ During periods of moderate to heavy traffic FFZ utilizes two TWR controllers – one for each RWY. In this configuration, aircraft exiting either RWY and turning towards the other RWY will be instructed to hold short of the other RWY and contact TWR on the other frequency.
- ✓ When landing, be sure to taxi completely clear of the RWY you are exiting.
- ✓ When landing on RWY 4L-22R and exiting to the south, if unable to exit on TWY B, roll past it without hesitation. Continue to the end with no delay and taxi clear of the RWY.
- ✓ RWY 22L PAPI does not provide obstruction clearance beyond 4.0 NM from the threshold.
- ✓ Do not mistake Boeing heliport 1 mile north for a RWY.

Surface Risk – Movement Area

- ✓ You must have a clearance to cross any RWY, active or not active.

- ✓ Use caution for helicopter activity on the North (Echo) Ramp

Additional Cautions

- ✓ Underlies PHX Class B Airspace
- ✓ RWY 04L/22R closed when TWR is closed.
- ✓ Right Traffic on RWY 22L when TWR is closed.
- ✓ Coyotes and other wildlife occasionally crossing RWYs and TWYs.
- ✓ Turbulent conditions may be encountered below 500' AGL near ground test site 1.5 miles north of the airport.
- ✓ Rising terrain northeast of the airport.
- ✓ Extensive fixed wing and rotorcraft flight training activity.
- ✓ Unlighted mountain 5 miles east. Height 2786' MSL (1392' AGL)
- ✓ Large Helicopter presence NW along the river low level.

4. Communications

FFZ Tower (TWR) operates from 6AM – 9PM

When TWR is closed:

- ✓ The airspace becomes class G.
- ✓ CTAF Frequency: 124.6
- ✓ Clearance Delivery: contact Phoenix approach at 602-306-2565
- ✓ Cancel Flight Plan with Flight service.

5. From the FFZ Control Tower

Local Information that your FFZ TWR controllers want you to know.

Welcome to Falcon Field, the busiest GA airport in the world. Please be patient we have a high volume of student training on the field. Falcon tower's professional controllers provide exceptional safe, and efficient service. If you have any questions about air traffic instructions, don't be afraid to ask.

General

- ✓ Practice good radio etiquette to avoid frequency congestion.
Please include your call sign with all hold-short instructions, and runway assignments.

Ground

- ✓ Please check in with your call sign, position, requested direction of flight, and ATIS all at once.

Take-off/Departure

- ✓ Watch for traffic off the parallel runway.

Arrival/Landing

- ✓ Avoid flying through final into parallel final.

Special Traffic (Military / Commercial / Helicopter / etc.)

- ✓ Use caution for helicopter training inside and below the North pattern.

6. Additional Information for FFZ

- ✓ Voluntary noise abatement procedures in effect. For noise abatement procedures call 480-644-6647.
- ✓ Noise sensitive areas all quadrants.
- ✓ RWY 04R and RWY 04L are preferred RWYs when wind conditions are less than 5 kts.
- ✓ Repetitive training operations use RWY 04L/22R whenever possible.

End of FFZ Specific Section

General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check for proper

frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of “radio failure”. Your emergency checklist may come in handy for checking other areas specific to your aircraft.
- ✓ If you can’t hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling to below VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageous to use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish to talk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- The clearance must be requested by the pilot.
- If it is after sunset and before sunrise the pilot requesting the clearance must be IFR rated and the aircraft must be certified for IFR flight.
- A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- You may depart for another destination
- You may transition
- You may enter and land
- You may do touch and go landings

End of General Section