



MEETING MINUTES

<https://asagaz.org>

Pres. Cary Grant
called the Meeting
to order at **12:00** pm



Jun 24, 2026

74 attended:

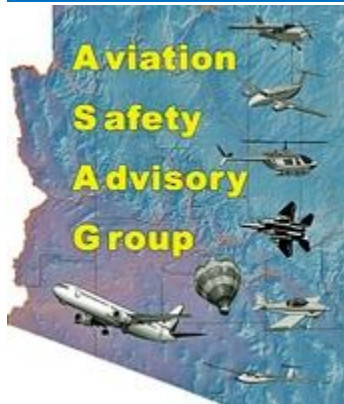
630-319-8073, Abraham Blattstein, Alexander Kocksch, Alexander Peña, **Alejandro Peña**, Andrew Elliott, Andrew Taussig, Androw Banda, Bob Katz, Bob Holliday, Bob Mittelstaedt, Cary Grant, Chris Janes, Chris Nugent, Christian Locher, CW5 Chris Hammond, Don Von Flue, Daniel Hann, Daniel Weimer, David Kitts, DeWitt Gibson, **DeWuan Roberson**, Ed Daror, Emily Meldrum, **Eric Schaumburg**, Ernie Milton, Felix Hernandez, Frank Frassetto, Garrett Dauphars, George Hamaty, Gregg Schmillen, Ivan Manoogian, James Price, James Timm, Jay Gines, Jemima Keren Habana, James Anderson, John Keith, **John Padilla**, John Varljen, Julian Fruhling, Ken Enger, Kenneth Winter, Kevin McPhillips, Kristen Jensen, Kyle Cook, Lawrence Wippman, Lee Unger, Mark Giannini, Mark Owen, **Matt Ward**, Michael Charlton, Michael Juilfs, Mitchell Raab, Ned Richer, **Noah Fulmer**, **Olivia Thorburn**, Peter Troccoli, Phil Corbell, Phillip Jossi, Randall Meyer, Richard Lee, Rolf Dammrau, Ron Dziagwa, Ron Erkens, Ronald Serafinowicz, Scott Grane, Sonny Durante, Stanley Trachta, Susan Peirick, Thomas Cowan, Tito Sanchez, & Wes Waddle.

**Welcome
to our 7
first time
attendees!**



To receive wings credit, you must remain in the meeting for at least 2 hours.

Cary Grant, ASAG President:



President Cary Grant welcomed the members. He explained that ASAG is a 501c3 organization and we are all volunteers. When the minutes are approved by the ASAG membership, they are posted at <https://asagaz.org/>.

Website Visits, Last 12 Months

3,270

Last 30 days:





[Jim Anderson, ASAG Treasurer](#)

Very little activity.



	
Treasurer's Report Aviation Safety Advisory Group of Arizona General Membership Meeting For the period May 1st, 2026 to May 31st, 2026	
Income	
Total Income	\$0.00
Expenditures	
Administrative and Operations	
Website Expenses	\$23.19
Total Expenditures	\$23.19 (\$23.19)
Opening balance as of May 1st, 2026:	\$21,092.27
Balance on hand as of May 31st, 2026:	<u>\$21,069.08</u>
Aviation Safety Advisory Group of Arizona	\$21,069.08
<u>James B Anderson</u>	Treasurer's Signature

ASAG raises money through our Annual Awards Banquet. We have also received generous donations from Discount Tire and an anonymous doner. **ASAG EXPENSES INCLUDE:** Website Hosting (GoDaddy) and the Annual Awards Banquet. We pay for AFTW's website and hosting and allow AFTW use of ASAG's Zoom account for AFTW's bimonthly meetings with WINGS credit. We provide lunch when there is in-person annual FAASTeam training at FSDO's Scottsdale office. We also purchase wall plaques, maintain the trophies and pay for the annual engravings. In addition, we develop poster campaigns, such as *DVT3 Departure & No Maneuver Area*, which we place in applicable FBOs.



Bob Holliday moved to accept Jim Anderson's **Jun 2026** Treasurer's Report.

Alexander Kocksch seconded the motion.

The members unanimously accepted the **Jun 2026** Treasurer's Report.



Jim Price, ASAG Secretary

Approval of the May Meeting Minutes



Chris Nugent moved to accept the **May 2026** meeting minutes

Ed Daror seconded the motion.

The members unanimously accepted the **May 2026** Minutes.

The minutes can be found on our website, <https://asagaz.org/monthly-meeting-minutes>

My husband: where's the ketchup?



Also my husband:



Updates from Community Representatives



[Major Shannon Smith & Jason De Jesus](#)

Unable to attend

Mitigating Laser Strikes and Drone Interference



[Cory Geffre/Jake Helms, Scott Woodworth, Jim Kennedy, Scott Joy, Jason Kaufman, Kristen Jensen, Christopher Janes](#)

[Christopher Janes](#) was unable to attend, but provided the following written LASER UAS report:

Phoenix Incidents - 11: 10 Green & 1 Blue

Tucson Incidents - 3: All Green

San Simon Incidents – 1: All Green

May 26 – May 31, 2026

PHOENIX, AZ: AAL3125, A320, RNO-PHX, WAS ILLUMINATED BY A GREEN LASER FROM THE 12 O'CLOCK POSITION WHILE S BOUND AT 8,000 FEET 12 N PHOENIX VORTAC (PXR). NO INJURIES REPORTED. PHOENIX ARPT PD NOTIFIED.

05/29/2026 0328Z

PHOENIX, AZ (DVT): SCA77, C172, WAS ILLUMINATED BY A GREEN LASER FROM THE 3 O'CLOCK POSITION WHILE N BOUND AT 2,500 FEET 5 SE DVT. NO INJURIES REPORTED. PHOENIX PD AIR SUPPORT NOTIFIED AT 602-262-7427. 05/29/2026 0325Z

PHOENIX, AZ: ERU3, C172, WAS ILLUMINATED BY A GREEN LASER FROM THE 3 O'CLOCK POSITION WHILE SSE BOUND AT 5,000 FEET 13 NW PHX. NO INJURIES REPORTED. PHOENIX ARPT PD NOTIFIED AT 602-227-3311. 05/30/2026 0325Z

PHOENIX, AZ (PHX): AAL2333, A320, PSP-PHX, WAS ILLUMINATED BY A GREEN LASER WHILE W BOUND AT 2,600 FEET 4 E PHX. NO INJURIES REPORTED. PHOENIX PD NOTIFIED AT 602-273-3311. /FROM THE NORTH AT 2600' MSL 4 MILES EAST OF PHX 05/31/2026 0328Z

PHX 4

May 31 – June 4, 2026

PHOENIX, AZ (IWA): NDU621, P28A, IWA-IWA, ILLUMINATED BY A GREEN LASER FROM THE 9 O'CLOCK POSITION WHILE N BOUND AT 2,300 FEET, 6 MILES S IWA. NO INJURIES REPORTED. QUEEN CREEK PD NOTIFIED AT 480-358-3500. 06/05/2026 0513Z

TUCSON, AZ (TUS): SWA4313, B737, DEN-TUS, ILLUMINATED BY A GREEN LASER FROM THE 10 O'CLOCK POSITION WHILE WSW BOUND AT 14,000 FEET, 25 MILES E TUS. NO INJURIES REPORTED. PIMA COUNTY SHERIFF NOTIFIED AT 520-351-4600. 06/05/2026 0545Z

PHX-1 TUS-1

June 5 – 8, 2026

PHOENIX, AZ: ASA604, B739, SEA-PHX, WAS ILLUMINATED BY A GREEN LASER FROM THE 2 O'CLOCK POSITION WHILE SSE BOUND AT 9,000 FEET, 13 MILES NORTH OF THE PHOENIX VOR (PXR). NO INJURIES REPORTED. PHOENIX INTERNATIONAL AIRPORT PD NOTIFIED AT 602-273-3311. 06/08/2026 0451Z

TUCSON, AZ: PHMM6, EVAC6, AS50, WAS ILLUMINATED BY A GREEN LASER FROM THE 3 O'CLOCK POSITION WHILE ESE BOUND AT 3,500 FEET, 3 MILES WNW OF DMA. NO INJURIES REPORTED. PIMA COUNTY SHERIFF NOTIFIED AT 520-351-6600. 06/08/2026 1111Z

PHOENIX, AZ (DVT): ASI998, PA28, DVT-DVT, WAS ILLUMINATED BY A GREEN LASER WHILE N BOUND AT UNKN ALTITUDE 4 ESE DVT. NO INJURIES REPORTED. PUBLIC USE FIREBIRD5 NOTIFIED. ** LATE REPORT **. 06/07/2026 0604Z

PHX-2 TUS-1

June 9 – 12, 2026

PHOENIX, AZ: UAL 1236, WAS ILLUMINATED BY A GREEN LASER FROM THE 12 O'CLOCK POSITION WHILE SW BOUND AT 4,500 FEET 10 ENE PHOENIX VORTAC (PXR). NO INJURIES REPORTED. ARPT PD NOTIFIED. 06/12/2026 0458Z

PHX-1

June 16, 2026

PHOENIX, AZ (IWA): N70562, R22, GATEWAY FCT REPORTED N70562, ROBINSON R22, WAS ILLUMINATED BY A GREEN LASER FROM THE 2 O'CLOCK POSITION WHILE NNE BOUND AT 2,100 FEET 5 NW IWA. NO INJURIES REPORTED. MESA PD NOTIFIED. 06/17/2026 0410Z

PHX-1

June 18 – 19, 2026

TUCSON, AZ: NDU736, TUSCON TRACON REPORTED UNIVERSITY OF NORTH DAKOTA 736, PIPER P28A, IWA - TUS, WAS ILLUMINATED BY A **GREEN LASER** FROM THE 9 O'CLOCK POSITION WHILE SE BOUND AT 7,000 FEET VCNTY TUS. NO INJURIES REPORTED. PIMA COUNTY SHERIFF NOTIFIED. 06/19/2026 0335Z

PHOENIX, AZ (PHX): ENY4028, LASER INCIDENT/2102M/PHOENIX TRACON REPORTED ENVOY 4028, E170, PHX - EUG, WAS ILLUMINATED BY A **BLUE LASER** FROM THE 2 O'CLOCK POSITION WHILE W BOUND AT 6,000 FEET 10 W PHOENIX VORTAC (PXR). NO INJURIES REPORTED. PHOENIX INTL ARPT PD NOTIFIED. 06/19/2026 0402Z

PHOENIX, AZ (DVT): N382P, LASER INCIDENT/2134M/DEER VALLEY ATCT REPORTED N382P, EUROCOPTER AS50, WAS ILLUMINATED BY A **GREEN LASER** FROM THE 3 O'CLOCK POSITION WHILE S BOUND AT 2,500 FEET 6.5 NW DVT. NO INJURIES REPORTED. PHOENIX PD AIR SUPPORT UNIT NOTIFIED. 06/20/2026 0434Z

SAN SIMON, AZ: NDU648, LASER INCIDENT/2208M/ALBUQUERQUE ARTCC REPORTED UNIVERSITY OF NORTH DAKOTA 648, PIPER P28A, WAS ILLUMINATED BY A **GREEN LASER** FROM THE 11 O'CLOCK POSITION WHILE W BOUND AT 8,500 FEET 47 NW SAN SIMON VORTAC (SSO). NO INJURIES REPORTED. SAFFORD PD NOTIFIED. 06/20/2026 0508Z

PHX-2 TUS-1 San Simon -1

Cary Grant: The number of Laser events is decreasing nationwide.



KOLD interview with **Cary Grant**, Mar. 28, 2025 <https://www.kold.com/2025/03/29/arizona-ranked-sixth-nation-laser-strikes/>

KOLD interview with **Deputy Scott Woodworth**, Sep. 3, 2025

<https://www.kold.com/2025/09/04/record-number-laser-strikes-2025-southern-arizona/>

KOLD's Morgan Loew and Cary Grant demonstrate how Laser Strikes look in the cockpit: Feb. 4, 2024

<https://www.azfamily.com/2024/02/05/laser-strikes-aircraft-over-arizona-track-double/>

See Preventing Laser Strikes on Aircraft <https://www.fbi.gov/news/stories/preventing-laser-strikes-on-aircraft>



Ways for Pilots to Report Laser Incidents – Cary Grant:

Tell us where the Laser event happened. Was it at a gas station, intersection, etc.?

1. Hit the transponder identification button as soon as pilots are aware of being Lased. This will mark the plane's position on the air traffic controller's radar scope, which may help law enforcement triangulate where the laser light is originating from.

2. Verbally alert ATC of the attack using the phrase "laser attack," including direction and location of the laser source, beam color and length of exposure (flash, pulsed or perceived intentional tracking).

3. Once on the ground, complete the [FAA-requested Laser Beam Exposure Questionnaire](#).

Upon arrival at destination, all pilots and crew members affected by an unauthorized laser illumination are requested to complete the FAA Laser Beam Exposure Questionnaire in order to provide critical information in support of law enforcement efforts to identify and apprehend the responsible parties.

- [Report a Laser Incident](https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident) at https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident - or -

- You can download and complete the [FAA Laser Beam Exposure Questionnaire](#) (PDF) from your personal computer. Completed questionnaires can be saved and attached to an email to laserreports@faa.gov, or can be printed and faxed to the Washington Operations Control Center Complex (WOCC) — (202) 267-5289 Attn: Domestic Events Network (DEN)

If a member of the public witnesses an individual aiming a laser at an aircraft, they should send an e-mail to laserreports@faa.gov and include the following: 1) Your name and contact information. 2) Date and time you witnessed the laser incident.

See <https://asagaz.org/> for more information.

When you file a Laser Strike report, you will be asked if the strike had an effect on your performance as a pilot during the flight. **You need to answer "Yes."** If you report "No," then a regulatory violation did not occur, and your Laser Strike report will not be investigated by the FAA.



CW5 Chris Hammond & Gary Jones

CW5 Hammond: Picacho is well.

Cary Grant: Please treat Picacho as if it were Class Delta.



91.126 Operating on or in the vicinity of an airport in Class G airspace.

<https://www.ecfr.gov/current/title-14/section-91.126>

(d) Communications with control towers. Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, through, or on an airport having an operational control tower unless two-way radio communications are maintained between that aircraft and the control tower.

Class Delta airspace is usually an area extending from the surface up to a specified altitude (often 2,500 feet AGL), with a standard radius of 4.4 nautical miles (5 statute miles) around an airport with an operating control tower.



Matt Schorman & Brandon Esquer (P50) Phoenix TRACON, Brandon Esquer & Mike Charlton (P50), Luke: LTC Palik, 56 FW Safety. T90 – Bryan Eckenrode, Alberto Garcia – ZAB, Aaron Pickett – ZAB

Cary Grant asked if there is any news about the request for the Gateway no maneuver zone?

Michael Charlton: The desired No Maneuver Zone will protect runway 12 approaches. The No Maneuver Zone needs to be plus or minus 1 mile and below 4,000 feet MSL.

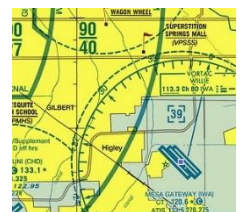
Cary asked **Michael** if a poster campaign would work. **Michael** said that it would be great and that CAE and Oxford flight schools are the main *problem airplanes* that are maneuvering in that area.

Cary Grant asked **Bob Mittelstaedt** if he could you put a poster together for the Gateway No Maneuver Zone. **Bob** said he could and **Michael** will provide Bob with some drafts.

Cary asked if there were any changes to the Glendale (GEU) departures. **Michael** replied that there were no changes.

Eric Schaumburg: Looking for an implementation in early 2027. Final Period for comments this month.

Cary: A Performance Based Navigation (PBN) upgrade is a win-win. PBN is an equipment issue with the pilot.



Eric: For those aircraft without PBN, we will provide vectors, mirroring what everyone else is doing with RNAV.

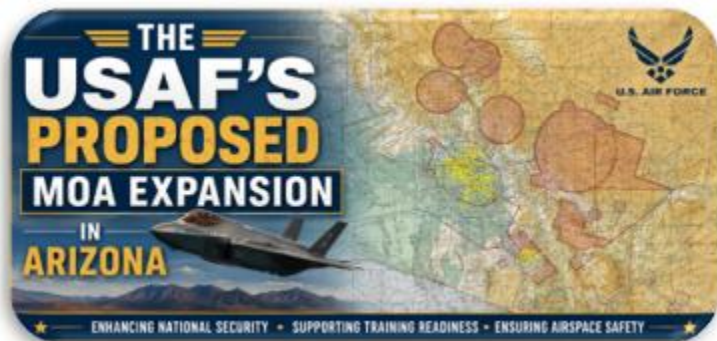
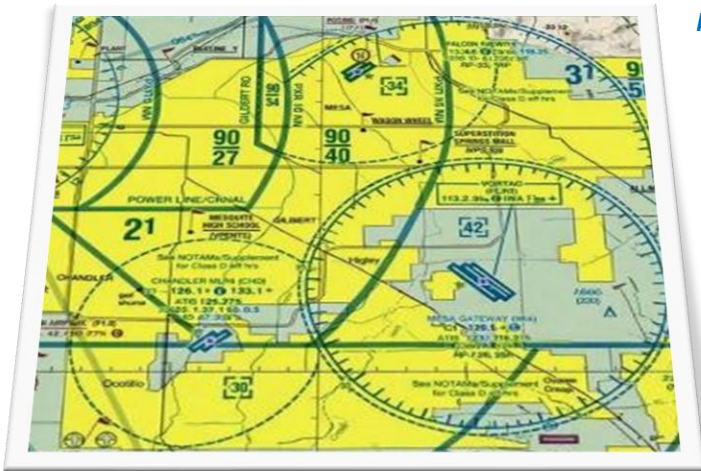
Cary, Reference: *Increasing Chandler's Delta altitude and increasing the area of Gateway's Delta Airspace.* **Eric** said that this is not part of the PBN project. **Michael** said that from the TRACON perspective, they are in opposition to the proposed Delta changes.

Michael said that the next Operation Raincheck will be August 12, from 3-5. (Usually they are held on Wednesday).

Cary: RNAV approaches in Buckeye. Limited approaches.

Michael: No issues with the jumps at Hidden Valley.

Michael: We now have reliable weather display for Prescott and Flagstaff. Terminal Precipitation on the Glass (TPOG). It is a Federal Aviation Administration program designed to improve the radar and weather depictions provided to air traffic controllers in terminal radar approach control (TRACON) facilities.



<https://www.arizonaregionalairspaceeis.com/>

No current news available. "The U.S. Air Force is actively pursuing a Regional Special Use Airspace (SUA) Optimization proposal to modify and expand Military Operations Areas (MOAs) and Air Traffic Control-Assigned Airspaces (ATCAAs) in Arizona. This initiative supports training for aircraft based at Luke AFB, Davis-Monthan AFB, and the Morris Air National Guard Base." ASAG FAA Public Comment on MOA Expansion was submitted by Cary B. Grant, September 17, 2025:

https://drive.google.com/file/d/1MqIZka9ojEM1jRxjdBYfYMR3t8L3_n3K/view



P08 (Coolidge) and 1A20 (Bishop) – Dr. Tom Cowan & Justin Hodge:

On June 16, there were four occurrences/close calls at Bishop. Aircraft flew through Bishop during HILO ops. (High-altitude military parachuting, or **Military Free Fall (MFF)**, involves deploying from aircraft between 15,000 and 35,000 feet). None of the aircraft were listening to our frequencies. One went out while the 2-minute call was made. One plane flew through the canopy area. One plane came through and one was very close to the jumpers.

These pilots missed: Active NOTAMs, flight following, monitoring/response on CTAF (130.475) and practice frequency (128.925).

#1. Entered during two-minute call from Sherpa; transited over Pinal to Marana. Release point 3.35 NM NW on 042°.

#2. Entered while Sherpa at jump altitude (Chandler to Glendale route).

#3. Entered as four parachutists exiting (NW side, heading ~270°, 0.39 NM from DZ); "No Drop" called after exits; aircraft then routed around 4 NM area (Goodyear operations).

#4. Unknown Aircraft from Marana area. Incident occurred during HAHO with Sherpa at altitude.



Sherpa

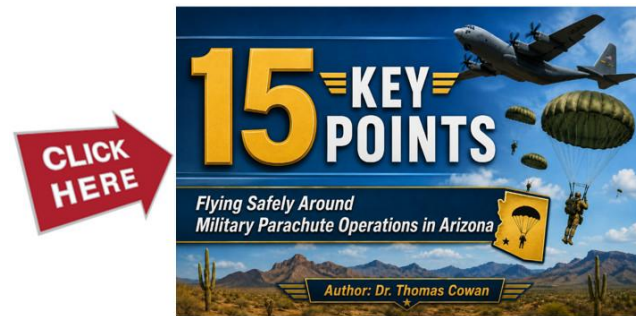
These problems are not with the flight schools. Our presentations at schools have helped. The problems are with private pilots, and **Chris Nugent** has helped educate those pilots.

Chris: We used a Facebook post and there were 127 comments (as of today). There were a few negative comments.

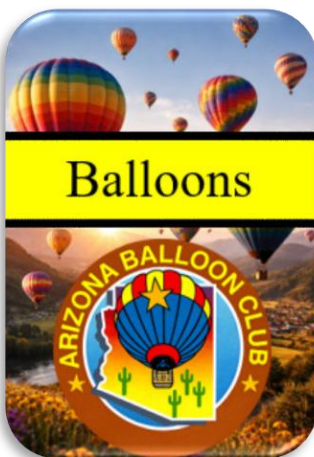
David Kitts: We tell our students to use flight following to assist in avoiding jump operations.

Watch: "Pilot Debrief – 5 Deadliest Skydiving Plane Crashes in History" YouTube Jun 21 2026

<https://youtu.be/KRvejB4b2NE?is=k1KskSighFnSAnf3>



[https://www.faa.gov/files/events/WP/WP07/2026/WP07144898/15_Key_Points - Flying Safely Around Military Parachute Operations in Arizona - Thomas Cowan - May 2026 - v7.1.pdf](https://www.faa.gov/files/events/WP/WP07/2026/WP07144898/15_Key_Points_-_Flying_Safely_Around_Military_Parachute_Operations_in_Arizona_-_Thomas_Cowan_-_May_2026_-_v7.1.pdf)



Neil Davison and Christine Perry

Cary Grant: Some ride operators are still working, but most hobby balloonists are not flying because it's too hot. Please Remember: At night, balloons need to have lights on baskets.



Mark Gianni, Red Star Pilots Association, SW Regional Director.

<https://flyredstar.org>

Mark Gianni: 4th of July at the Fairmont Princess Hotel (Scottsdale) there will be a flight show spectacle, 4:45 until 5:00. Missing Man will be at 5:01.



El Tiro Glider Competition Update – Tim Mitchell, Tucson Soaring Safety Officer

Unable to attend



[Fairfax O'Riley:](#)
Unable to attend



[Michael Rutledge & Hunter Wall:](#)
Unable to attend.
Fire season is upon us.
Watch for TFRs.



THE HUGHES APP

This app will let you include a slack line overlay.

It's a **FREE** app but only available for iOS devices (Apple only).

In Arizona, there are over two dozen slack lines. You are highly encouraged to download the Hughes app.

ASAG Accident and Deviation Report



Mid-MAY through **Mid-JUN** 2026

Accident Report & Pilot Deviation Summary



The following are the reports of aviation accidents/incidents that have occurred in Arizona from mid-May through mid-June.

We hope to use the following detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others and be able to take the necessary action to prevent them from having a similar occurrence.

The Accident/Incident report is about the same length as last time, and there were ten accidents/incidents reported.

In continuing with the expanded scope of this report, we're using information from the Aviation Safety Network (ASN), NTSB, and APA Members. Hopefully, the information from these sources will suit our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

5/14, Mooney M20J, **PROBLEM UNKNOWN** at Lake Havasu Airport (HII)



Source: ASN

Injuries: **1 Minor & 2 Serious**

No Pilot Information

The aircraft departed, experienced an unknown issue, and crashed while trying to return. The ADS-B data shows that the aircraft departed and entered a 180 right turn back to the runway a few seconds after liftoff and crashed near the runway.

5/15, Marquart MA-5 Charger, **ENGINE FAILURE** in Tucson



Source: ASN, FAA

Injuries: **1 Uninjured**

No Pilot Information

The airplane had departed from Stellar Airpark near Phoenix and was headed for Tucson International Airport when it experienced engine issues. The pilot landed on a road in Tucson and subsequently struck a light pole.

5/15, Cessna 182P Skylane, **PROBLEM UNKNOWN** at Lake Havasu Airport (HII)



Source: ASN, FAA

Injuries: **1 Uninjured**

No Pilot Information

The Cessna departed Gallup, New Mexico, and made an emergency landing for unknown reasons on highway AZ-95 while on approach to the runway at the Lake Havasu City Airport.

5/15, Piper PA-28-140 Cherokee, **PARTIAL LOSS OF POWER** near Chandler



Source: ASN, FAA

Injuries: **1 Uninjured**

No Pilot Information

The Piper had departed Ak-Chin Regional Airport and sustained substantial damage in a forced landing following a partial loss of engine power near Chandler.

5/15, Embraer ER145LR, **LOSS OF CONTROL** at Scottsdale Airport (SDL)



Source: ASN

Injuries: **1 Uninjured**

No Pilot Information

The Embraer was taxiing for departure, skidded into some rocks, and struck a taxiway light at the Scottsdale airport.

5/16, Piper PA-44-180 Seminole, **WING STRIKE TAXIING** at Mesa Gateway Airport (IWA)



Source: ASN, FAA

Injuries: **2 Uninjured**

No Pilot Information

The airplane was conducting a run-up when right wing was struck by left wing of another airplane. (See Incident Below)

5/16, Piper PA-28-181 Archer, **WING STRIKE TAXIING** at Mesa Gateway Airport (IWA)



Source: ASN, FAA

Injuries: **1 Uninjured**

No Pilot Information

The airplane was conducting a run-up and left wing struck the right wing of another airplane. (See Above Incident)

5/30, Cirrus SR22, **HARD LANDING** at Phoenix Deer Valley Airport (DVT)



Source: ASN, FAA

Injuries: **2 Uninjured**

No Pilot Information

The airplane departed Goodyear airport, and when it landed at Phoenix Deer Valley airport the nose gear collapsed and it experienced a prop strike.

6/9, Cessna 182R Skylane, POWER FAILURE at Eloy Municipal Airport (E60)



Source: ASN, FAA

Injuries: **2 Uninjured**

No Pilot Information

The Cessna experienced a loss of engine power and landed short of the runway at Eloy Municipal Airport.

6/13, Cessna 208B Grand Caravan, INATTENTION TO PROP at Marana Airport (AVQ)



Source: APA Member, ASN

Injuries: **1 Uninjured, 1 Fatality**

No Pilot Information

The aircraft was parked at the ramp after landing when an employee of SKYDIVE MARANA exited and sustained fatal injuries after he walked into the propeller which was still running.



2 NMACs Reported May 15 – June 10

May 16, Phoenix Sky Harbor Airport (PHX)

(The issue in this NMAC is the unofficial flight of a UAS).



An air carrier reported a UAS on departure from PHX, and no evasive maneuver was needed. There was no impact on the airport operation. The incident was reported to the Airport Police.

May 16, Phoenix Sky Harbor Airport (PHX)

(The issue in this NMAC is the unofficial flight of a UAS).

An A-320 reported seeing a drone while on final at PHX. The pilot reported they were at 500 AGL and the drone passed 20-40 feet above them.



In the reporting period from **May 15** through **Jun 10** there were **20 pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from **Student Pilot through ATP**. There were **10 out of state pilots**.

Note: Many of these pilot deviations were resolved during a discussion between the controller and the pilot at the time of the occurrence. However, a controller may issue a Brasher notification to a pilot when further FAA action will be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence, collect information, and their thoughts for their future interaction with FAA Flight Standards.



I would like to think that many pilots are getting the message to be more careful in their flying, and perhaps some of deviations could be attributed to out of state pilots that may not be accustomed to flying in some of the complex/crowded airspace that we have in Arizona.

I would certainly like to think that the information presented has been valuable to all pilots out there and will make them safer pilots.

Pilots must listen carefully to ATC instructions and comply with them, and if they can't comply, tell ATC why they can't. Also, when flying in controlled airspace, pilots should never do something on their own but always talk to ATC before they do anything that may differ from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or maybe about to enter, and know what may be expected of them. Always observe the

airport, and runway markings, and signs and obey them. Fly with care and forethought, and don't be part of the problem.



Maj Gen Jack
Brasher

"The Brasher" – A Brief History

On August 13, 1985, Captain Jack Brasher, who was also a Major General in the Arizona Air National Guard, was the pilot in command of Republic Airlines Flight 77 from Chicago O'Hare (ORD) to Minneapolis-Saint Paul (MSP). During the climb, with the First Officer at the controls, the crew deviated from an assigned altitude by 700 feet. However, they quickly recovered to the correct altitude. At the time of the event, no mention of a potential pilot deviation was made to the crew and Captain Brasher was unaware that the FAA had any concern regarding altitude non-compliance. Six months and 150 flights later, Captain Brasher received notification from the FAA of a Notice of Proposed Certificate Action. During the investigation, when asked about the flight,

Captain Brasher replied that he had no recollection of the flight, or any events associated with the flight. This event, and the subsequent investigation, served as the catalyst for the current FAA Order JO 7110.65, Air Traffic Control, paragraph 2-1-27, Pilot Deviation Notification, also known as the "Brasher Notification."

When ATC issues the Brasher Notification, this gives the airman the opportunity "...to make note of the occurrence and collect his or her thoughts for future coordination with Flight Standards regarding enforcement actions or operator training." The ability of the pilot to review the circumstances while still fresh in his or her minds, enables the pilot and Flight Standards to identify and mitigate risk that would otherwise remain hidden and possibly cause further problems in the NAS.

Summary of GA Deviations, May 15 – Jun 10



- 1 IFR Deviations **1 Brasher**
- 2 Phoenix Class Bravo Airspace Deviations No Brashers
- 3 Class Delta Airspace Deviations **2 Brashers**
- 9 ATC Instructions **4 Brashers**
- 3 Runway Incursions No Brashers
- 2 Restricted Airspace Incursions **1 Brasher**

IFR Deviations 1

When to Deviate from a Clearance

WEATHER AVOIDANCE

Deviate to avoid hazardous weather.

SEVERE TURBULENCE

Deviate for safety of flight

TERRAIN AVOIDANCE

Deviate to avoid terrain or obstacles

TRAFFIC ALERT

Deviate to avoid a potential collision

ATC INSTRUCTIONS

IMMEDIATE
DEVIATION, TURN
LEFT HEADING 270!

Follow urgent
ATC instructions

June 4, Not Flying The IFR Flight Route as Provided

ATP Pilot Out of Ohio

@ Yuma International (NYL)



The Gulfstream pilot was given vectors to avoid flying into a restricted area. The pilot didn't fly the route as filed and was **given a Brasher by the Yuma Controller.**

CLASS BRAVO DEVIATIONS 2

VIOLATIONS OF CONTROLLED AIRSPACE



May 20, Entering Class Bravo Airspace Without First Having Authorization

No Pilot Information

@ Phoenix Sky Harbor Airport (PHX)

The Cirrus departed Glendale Airport and climbed into the Phoenix Class B Airspace without first obtaining an ATC clearance or establishing two-way radio communication. This resulted in an air carrier having to respond to a TCAS Resolution Alert while on a final to PHX.

May 22, Entering Class Bravo Airspace Without First Having Authorization

Private Pilot

@ Phoenix TRACON (P50)

Without a clearance, the Cessna flew into the Phoenix Class Bravo Airspace, entering the 4,000'- 9,000' block of Class Bravo Airspace at 4,600 feet.

Class Delta Airspace Deviations

3

Common Pilot Mistakes in Delta Airspace

! Entering Without Clearance



Failure to Maintain Altitude



2500 FT AGL

Flying above or below the Delta airspace altitude limits.

Ignoring the CTAF



Failing to listen and announce on the Common Traffic Advisory Frequency.

Landing Without Clearance

NO CLEARANCE!

FOLLOW ATC INSTRUCTIONS!

May 17, Entering Class Delta Airspace Without First Having Authorization or Communication

Commercial Pilot Out of Nevada

@ Mesa Falcon Field Airport (FFZ)

The helicopter entered the Falcon Field Class Delta without either authorization or communication, and the tower made numerous attempts to establish communications. Contact was finally made through the FBO. The pilot was attempting to establish communications on the improper frequency.

May 19, Entering Class Delta Airspace Without First Having Authorization or Communication

Private Pilot Out of California

@ Phoenix Deer Valley Airport (DVT)



While enroute to Scottsdale from the Southwest the aircraft flew through the Deer Valley Class Delta Airspace without authorization. Because the aircraft was in contact with Scottsdale ATC, **Scottsdale was asked to issue a Brasher to the aircraft.**

May 22, Entering Class Delta Airspace Without First Having Authorization or Communication

Commercial Pilot

@ Goodyear Airport (GYR)

The aircraft entered the Goodyear Class Delta Airspace Without First Having Authorization or Communication, but after entering the delta airspace they decided to contact Ground Control for a clearance. Ground Control immediately advised them to contact the Tower for a clearance. The aircraft then made a 360° turn which placed them in close proximity of a departing aircraft. A traffic warning was issued, and the two aircraft passed within one mile of each other.



Communication was established with the offending aircraft, and they were instructed to enter a left downwind traffic pattern, and report at the midfield point. **When the aircraft was turning on a final approach, they were issued a Brasher warning and advised that Ground Control would give them the contact information.**

ATC INSTRUCTIONS DEVIATION

9



May 16, Failure To Follow ATC Instructions

Commercial Pilot

@ Phoenix TRACON (P50)

The Cessna departed Chandler, and was assigned a runway heading, and climbed to 3,000 feet. On initial contact the aircraft was issued a climb to 7,000 feet. The Cessna began a turn southbound still at 2,200 feet. Queried by ATC of their intentions, the Cessna pilot advised they were going direct to Stanfield. ATC issued a low altitude warning, and an immediate climb to 6,000 feet. The MVA in the area was 3,000.

May 19, Failure To Follow ATC Instructions

Student Pilot

@ Phoenix Deer Valley Airport (DVT)

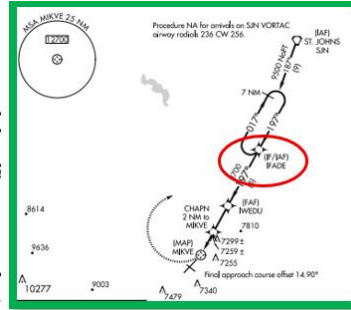
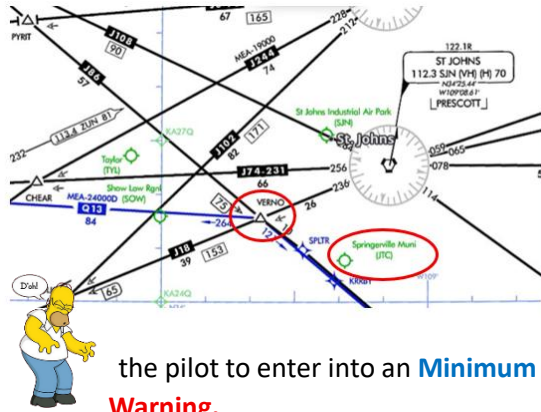


The solo student pilot advised the controller that he was ready for departure, and the controller instructed the pilot to hold short of the runway. The pilot read back to hold short of the runway and taxied onto the runway. The controller instructed the pilot to taxi off the runway at the next taxiway, and **once clear of the runway, the controller issued the Brasher Warning.** No other aircraft were affected by this event.

May 20, Failure To Follow ATC Instructions

Commercial Pilot

@ Albuquerque Center (ZAB) – Instrument Approach at Springerville Municipal Airport



A Beechcraft was issued VERN0 direct IFADE, descend and maintain 11,000. Briefing was given by an initial controller, and a second controller would advise of the route and altitude. Later the second controller issued, "Cross IFADE at or above 11,000, cleared the RNAV RWY21 approach into JTC." The pilot then proceeded **direct to IFADE**, which caused

the pilot to enter into an **Minimum Instrument Area of 12,000**. **The second controller issued a Brasher Warning.**

May 21, Failure To Follow ATC Instructions

Commercial Pilot Out Of Texas

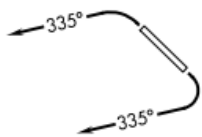
@ Albuquerque Center (ZAB)

A TBM700 on the LALUZ6 departure was supposed to fly a 320° heading on departure but was turning direct to FORPE. The Biltmore controller noticed the unorthodox turn, and immediately issued a low altitude alert, since the aircraft was at approximately at 3,000 ft in a 3,600 Minimum Vectoring Area. Once the aircraft was above the 3,600 MVA, the Biltmore controller vectored the aircraft and eventually gave the pilot a clearance on course.

May 23, Failure To Follow ATC Instructions

ATP Pilot Out of Florida

@ Phoenix TRACON (P50)



A Gulfstream departed Scottsdale on the LALUZ6 departure. The departure controller instructed the pilot to turn right to a heading of 335° when off the runway. The Gulfstream became airborne and turned left (southbound).

May 24, Failure To Follow ATC Instructions

No Pilot Information

@ Albuquerque Center (ZAB)

A Gulfstream checked in with a restriction to cross SCOLE at FL250. The aircraft was high at SCOLE descending out of FL335 for FL250 and the controller questioned the pilot again, confirming he had the restriction. The pilot confirmed his restriction again, which was SCOLE at FL250. The controller confirmed the aircraft would not make his restriction and then issued a descent to FL250 once the aircraft was over SCOLE. A point was made out to the controller before an airspace violation happened. **The Brasher warning was issued to the pilot.**



May 25, Failure To Follow ATC Instructions

ATP Pilot Out Of California

@ Phoenix TRACON (P50)

The controller asked if the Citation had Scottsdale Airport in sight and pointed out both Phoenix Deer Valley and Scottsdale airports. After the pilot confirmed they had Scottsdale in sight, they were issued a visual approach clearance to the Scottsdale runway, and they were switched to the Scottsdale tower. The Citation then turned and descended into the Deer Valley Class D Airspace. The controller advised Scottsdale to break them out, and the pilot was then set up again for the runway at Scottsdale.

May 28, Failure To Follow ATC Instructions

ATP Pilot Out Of Texas

@ Phoenix TRACON (P50)

The Falcon jet failed to make the turn at the KUCOO intersection as instructed on the arrival. ATC had to instruct the Falcon twice to turn to a heading of 080°. The Falcon was issued a 230° heading when cleared for the visual approach, but the Falcon flew a 250° heading and did not join the final until 1 mile from the runway.

June 6, Failure To Follow ATC Instructions

Commercial Pilot

@ Prescott Municipal Airport (PRC)



The Cessna was inbound to the airport and was given a pattern entry of left base to a 5-mile final to the runway, which was correctly read back. The Cessna then proceeded directly to the tower to enter the traffic pattern. **The aircraft was issued a Brasher Warning by ground control.**

RUNWAY INCURSIONS

3



May 16, Taxiing onto a taxiway Without Authorization

No Pilot Information

@ Prescott Airport (PRC)

A Cessna had finished their runup and asked if the regional jet in front of them was ready, but the controller advised them the regional jet had a wait time of 8 minutes. The Cessna said they wanted a full-length departure, and they didn't want to wait until the regional jet departed. Ground advised them to hold short of RWY 21L at Charlie 6, and they would eventually get them across the runway to taxiway Delta and set them up for a full-length departure from Delta 7. The Cessna pilot's read back of hold short instructions was not legible. Ground control re-issued the hold short instructions. Again, the read back was illegible. Ground Control saw them passing hold bars to the runway, and issued a "Hold Position" instruction, and coordinated a valid crossing with the tower controller. No aircraft were on short final for 21L, and a safe runway crossing was given by the tower controller. The Cessna was then taxied in position for the runway full-length departure from Delta 7.

May 19, Taxiing onto a Runway Without Authorization

ATP Pilot Out of California

@ Mesa Falcon Field (FFZ)

The pilot of the Cessna was on the north side of the airport and was assigned the south RWY for takeoff. The pilot was told to hold short of the north RWY at E6 with a correct read back. The pilot was advised to run up in the run-up area for the north RWY. The Pilot advised Ground Control that the run up was complete, and Ground Control instructed the pilot to continue taxiing and monitor tower 119.7. The Cessna crossed the north RWY without a clearance to cross. The north tower controller saw the aircraft moving and instantly sent a C-172 that was on approach to the north RWY to go around.

May 21, Taxiing onto a Runway Without Authorization

No Pilot Information

@ Phoenix Deer Valley Airport (DVT)

Ground Control was issuing progressive taxi instructions to a Cessna. The pilot was holding short of the runway, and Ground Control instructed the Cessna to cross the runway at Taxiway C11, but the intention was that the aircraft was to stop at the runway hold short line and wait for tower instructions to cross the runway. The pilot read back that they were to cross the runway. The pilot crossed the runway and continued taxiing. ATC observed the pilot crossing the hold short line of the runway, and the tower controller issued a go-around to a Maul that was on a short final. The ground controller had instructed the pilot to hold short of Runway 7L, but the pilot did not read back the hold short of Runway 7L instruction. Ground control advised the pilot that they had entered an active runway.

RESTRICTED AIRSPACE DEVIATIONS 2

INTERCEPTED BY FIGHTER JETS



Escorted out of airspace

COMMUNICATION LOST



AIR DEFENSE RESPONSE



Risk of being fired upon



May 18, Flying in Restricted Airspace Without Approval

Commercial Pilot Out Of Alaska

@ Albuquerque Center (ZAB)

LUF RAPCON called Albuquerque Center and said they had a MODE C intruder in the restricted area R2301E at 8,500 feet. The LUF RAPCON asked if they would track the aircraft and if the pilot calls Albuquerque Center, to Brasher the pilot for violating the airspace. The aircraft was a VFR C-180 who called the Albuquerque Center sector 42 controller later, and he was informed they had violated the restricted airspace. **A Brasher warning was issued.**



May 29, Flying in Restricted Airspace Without Approval

Commercial Pilot Out Of New Mexico

@ Albuquerque Center (ZAB)

The TBM pilot was flying at FL260 direct to JUDTH and KMYF (Montgomery-Gibbs Executive Airport) when the controller gave them a reroute to fly after JUDTH - J2 - IPL - KMYF. The controller received a good read back. This clearance was to avoid the restricted airspace R2301W which was active at FL500 and below. The pilot overflowed J2 and needed to be turned to the right to avoid R2301W. The aircraft flew within approximately 1.68 miles of the R2301W boundary, which was within 3 miles of the protected airspace.



Cary Grant: One aircraft from CHD filed IFR to the Stanfield Stack. You should not file IFR to Stanfield unless it's an IFR day. How do we accommodate IFR traffic to Stanfield? This doesn't give you priority.

May 16, Failure To Follow ATC Instructions

Commercial Pilot

@ Phoenix TRACON (P50)

The Cessna departed Chandler, and was assigned a runway heading, and climbed to 3,000 feet. On initial contact the aircraft was issued a climb to 7,000 feet. The Cessna began a turn southbound still at 2,200 feet. Queried by ATC of their intentions, the Cessna pilot advised they were going direct to Stanfield. ATC issued a low altitude warning, and an immediate climb to 6,000 feet. The MVA in the area was 3,000.



[FFZ Users Fees Passes, Update? – Cary Grant, Chris Nugent, Paul Rowley, and John Keith](#)

HB 2210 would prohibit the state, its political subdivisions, or private entities from using information gathered by an automatic dependent surveillance-broadcast system [ADS-B] to charge fees to aircraft owners or operators.

[Chris Nugent](#) said that HB 2210 has not seen the light of day. It never made it out of committee or to the Governor's desk. **Montana, Florida, and Louisiana** —have passed laws specifically prohibiting airports from using ADS-

B (Automatic Dependent Surveillance-Broadcast) tracking data to calculate and collect landing or airspace fees from general aviation pilots. Several other states have pending legislation.

[Phil Corbell](#) contacted **Senator Frank P. Carroll**, the Republican Whip, and found that he did not support the bill.

[Cary](#): This should not be a pilot versus airport issue.

[David Kitts](#): Unfortunately, one of our FAASteam members is pro user fees.

[Bob Holliday](#): Talked with the man who is in charge of monitoring all the ADS-B equipment. He said, ADS-B was not to be used for fee collection.

[Cary](#): The FAA is anti-ADS-B for data and fees.

[John Keith](#): The more we talk with our legislators, the better our chance to bar ADS-B from collection.

[Bob Holliday](#): It's a safety issue.

[Chris](#): Lots of confusion about ADS-B and how it is used. ADS-B is a safety technology, not a collection technology.

Neighborhood organizations met with **Governor Katie Hobbs**. They fear stopping user fees will allow pilots and airports to not follow noise abatement procedures.



The 2026 Banquet Photos are available for viewing at

<https://photosgranted.zenfolio.com/asag26>

We Need Nominees

Please think about nominees for this year 2026 (Banquet in 2027). Contact Cary Grant at cbgrant@azboss.net for more information.



Congratulations to National Maintenance Technician of the year – *Roger Whittier*



Lee Unger, Cary Grant, Jim Anderson, Brian Stamper, PhD, and Stacy Elliot

Lee Unger: The frequency project is coming along. We are working with AFTW to make sure each of the practice areas are within only one of the quadrants.

Lee does not think that will take very long. Included in our original request, we illustrated that the quadrant and practice areas sync, because it illustrates to the FCC that our Arizona aviation safety groups are working together for consistency among ourselves and, if our request is approved, this will lead to uniform outreach.



Lee Unger & Mike Jesch (Southern California Airspace Users Work Group)

Lee Unger: Lee did not attend the June 2026 SCAUWG meeting, but this was part of the Arizona report Lee sent to SCAUWG:

A recording of the Presentation of Top Safety Recommendations from each of the 2024 General Aviation Awards National Honorees Live presentation on Wednesday, May 8, 2024. <https://www.gaa-live.com/2024.html>

For WINGS credit, log in on faasafety.gov then click on and take this exam about 2024 General Aviation Awards National Honorees - Top Safety Tips.



This is a great educational program featuring Mike Jesch, SCAUWG Chair, 2026 National FAAS Team Representative of the Year! Maintenance Technician of the Year - Roger Whittier, National Winner from Arizona! Mike "Cuckoo" Kloch, National CFI of the Year.

The 2024 National General Aviation Awards Honorees



Adam Magee
Certified Flight
Instructor



Marty King
Aviation Maintenance
Technician



Cary Grant
FAA Safety Team
Representative



Lee Unger, Tito Sanchez, Sonny Durante, John Cramer (Marana Airport Updates)

Tito Sanchez: Tower is still in the design mode.



Lee Unger: Thank you Sonny Durante for your work implementing LiveATC at Marana Regional (KAVQ). Thank you John Cramer for volunteering to Host LiveATC at KAVQ! See: <http://www.liveatc.net/search/?icao=kavq>



John Keith

John Keith: The Buckeye Airport Manager told John that the runway will be closed July 4th, from 8 to 11:30.

I know one of the pilots that went through the parachuted jump area.

Daniel Weimer: RNAV approaches to 35 when Runway 17 is in use, are unsafe. Buckeye is Projecting over 147,000 ops in 2026. This is a good use of ADS-B, to track numbers.



Pilot Counseling – Bob Holliday, ASAG's Chaplain

Bob Holliday:

Pastor Bob: Encourage all that we can be supportive to not just each other. Being the ears can change someone's mental mindset. Prayers that we all take that role seriously. Each of us can be a representative. If you need help, Bob is willing to help. Email at pastorbobh@comcast.net

Cary: Bob is an ordained minister, and everything is confidential.

Go to <https://www.faa.gov/pilot-mental-fitness> to access resources for CFIs with signs and symptoms of mental illness.



Cary Grant, Jim Pitman, Brian Harrison:

The Approach Guide will contain Recommended Procedures for Practice Instrument Approaches in the Phoenix Area.

We've had a couple of new people volunteer to help with this project recently Link to view work in progress: https://docs.google.com/document/d/18Jpf9d9g-THIsu2Yg7IRcdxkq7D_D5DrXoljNBT34Q/

We are still looking for more volunteers to help with this project. Please email jim.pitman@gmail.com if you are willing and able. Thank you!

Please submit feedback related to this project at: <http://aftw.org/contact/>



Jim Anderson (Lead); Cary Grant, Brian Stamper PhD, Scott Woodworth & Lee Unger

It would be great if we could get a hot spot map.

John Varljen: We would love a video for Payson.

From the Flight Deck Videos Currently Available for Arizona Airports:

Grand Canyon (GCN) <https://youtu.be/db8n0fuBwJE?si=RZoZG7DQmByTFWG2> & <https://www.faa.gov/gcn>

Deer Valley Airport (DVT) <https://youtu.be/2xYS3Zyn3uA> & <https://www.faa.gov/DVT>

Falcon Field Airport, Mesa, AZ (FFZ) https://youtu.be/_tRiShTBZzk & <https://www.faa.gov/FFZ>

Flagstaff Pulliam Airport (FLG) <https://youtu.be/V4LMuBINoTg> & <https://www.faa.gov/FLG>

Phoenix-Mesa Gateway Airport (IWA) https://youtu.be/G9nrLD6OM_s & <https://www.faa.gov/IWA>

Prescott Regional Airport - Ernest A Love Field (PRC) <https://youtu.be/WPbqla6oSS8> & <https://www.faa.gov/PRC>

Due to construction, the Tucson Int'l (TUS) video has been removed

Chandler Airport (CHD) <https://youtu.be/lvMF-jFDDhM> & <https://www.faa.gov/CHD>



AFTW and DPE Update, Lee Unger, Eric Fahrner, Brian Merhtens

Lee Unger: The team has been working on the Casa Grande Letter to Airmen (LTA) for stacks. We are trying to make sure local and transient pilots know what is going on at Casa Grande **Letters to Airmen (LTA) Workgroup** including Albuquerque Air Route Traffic Control Center (ZAB ARTCC) Phoenix TRACON (P50) AFTW, ASAG and APA, is first working on the Stanfield Letter to Airmen (LTA).

Stack procedures for Stanfield CGZ and Coolidge P08



<https://aftw.org/stanfield-vor-procedures/>

https://aftw.org/wp/wp-content/uploads/2022/08/AFTW_Coolidge_Approach_Procedures_Rev4.pdf

Please share your opinion and attend AFTW Tuesday, July 14, 2026 4:00 pm AZ

<https://aftw.org/next-meeting/>

To improve aviation safety in Arizona airspace, the Letter to Airmen Workgroup of Aviation Safety Advisory Group of Arizona (ASAG) and Arizona Flight Training Workgroup (AFTW) have requested Letters to Airmen (LTAs) to share information with Air Traffic Controllers and pilots about the stack procedures in order to benefit safety of transiting, arriving and departing traffic, and aircraft flying practice instrument approach procedures at both *Stanfield CGZ* and *Coolidge P08*.

Please share your opinion about the Stanfield Stack and attend AFTW Tuesday, July 14, 2026 4:00 pm AZ time.

<https://aftw.org/next-meeting/>

Letters to Airmen

Here is part of the conversation thus far:

[AFTW May 12, 2026 Meeting Minutes](#) by [Jim Pitman](#)

Including Stanfield (TFD) Casa Grande Stack Proposed Options by Brent Crow (starts at the :2930 mark on the video)

Video: <https://www.youtube.com/watch?v=Kt62OBsBpc4>

Meeting Minutes: <https://aftw.org/category/meetings/minutes/>

Jim Pitman's thoughts about making changes to the Stanfield Stack: https://flywithjim.com/Thoughts_About_TFD.pdf

Please share your thoughts and questions here:

<https://aftw.org/contact/>



[Lee Unger](#)
Like Always



https://flytucson.com/taa/safety_security/airfield_safety_enhancement_ase_program.php

https://www.faa.gov/airports/runway_safety/pilots/best_practices

[Junaid Adil](#), AOPA Airport Support Network Volunteer for KTUS will be providing updates starting in September.

Thank You Junaid!

You can find Tucson International Airport (TUS) long-Term Airfield Changes, including what the Air Traffic Control Tower wants you to know at <https://www.faa.gov/tus#collapse48026>

You can check the NOTAMs at

<https://notams.aim.faa.gov/notamSearch/disclaimer.html>

Request Progressive taxi if in doubt. Listen intently to ATIS for closed surfaces and other pertinent operational information.

Updated Tucson International Airport website <https://flytucson.com/>

Tucson International's General Aviation page https://flytucson.com/airport_operations/general_aviation.php#collapse1080b0

The new runway is anticipated to open in 2026.



[Amazon UAS Delivery Activity – John Keith, Neil Davison. Amazon Drone Collisions.](#)

[John Keith](#): Dozens of Amazon UAS traverse the sky at about 200 feet. We are seeing a lot more of them.



[Monthly Meeting WINGS Credit – Alexander Peña](#)

Our ASAG meetings qualify for 2 Knowledge WINGS credits for pilots and 1 credit for Aviation Maintenance Technicians (AMTs). Thanks to Ernie Copeland and Brian Mertens for providing the Zoom attendance list which we use to provide WINGS credit.

To receive credit, you must remain in the meeting **for at least two hours**.



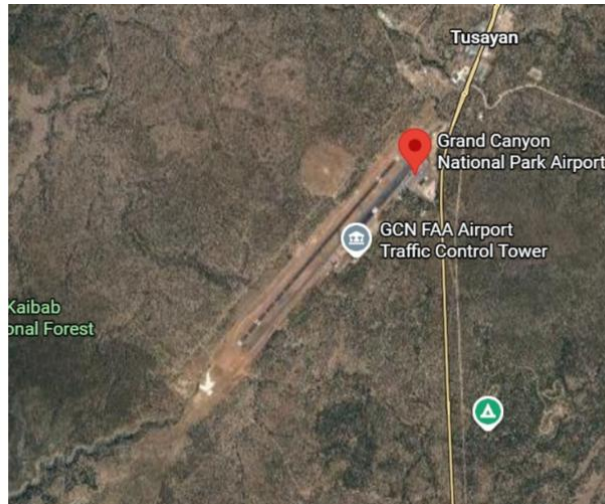


Pilots Mistaking 40G (Valle Airport) for GCN (Grand Canyon airport)

The mix-up seems to be when the pilot is arriving from the south, where Valle is visible first, perhaps seeing a similar look.

This came to the attention of Ernest R.

Copeland, FAA Safety Team Program Manager (Airworthiness), Scottsdale; and Brian Mehrstens, FAA Safety Team Program Manager (Operations) Scottsdale, when they attended the 06/10/2026 GCN RSAT. Fly Safe!



ASU West was launching weather balloons to help track our weather and monsoon storm activity. This project has been put on hold pending P50 hazards review and Luke RAPCON data input. [CLICK HERE](#) for more background information.

NO ASAG MEETING IN JULY!





ASAG's next meeting will be held

AUGUST 12

(the 2nd Wednesday in August)

at 12:00 noon, MST
(Arizona time)



 *Promoting Aviation Safety Across Arizona!*

Register in advance for the August 12th meeting at:

<https://faavideo.zoomgov.com/meeting/register/lnh0fggZQGKNQfC4ayfi0Q>

After registering, you will receive a confirmation email containing information about joining the meeting. **If you don't receive an email confirmation, you may have misspelled your email address. Try again.**

For the **August** meeting, we will be using the FAA's Zoom account.

Motion to adjourn: **Jim Price.**

John Varljen seconded the motion.

The meeting ended at **2:30** pm.

ASAG's email: arizonasag@gmail.com



ASAG Officers







Cary Grant, President Rich Lee, VP Vice President Jim Anderson, Treasurer Jim Price, Secretary




Lee Unger



Jim Timm



Arizona Pilots Association Monthly Newsletter



<https://azpilots.org/pilot-info/newsletters>



Northeast Phoenix No Maneuver Zone poster

by Bob Mittelstaedt

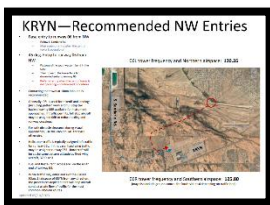
[https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE%20Phoenix%20No%20Maneuver%20Zone%2005-18-24.pdf)

OR



<https://asagaz.org/posters-campaigns>

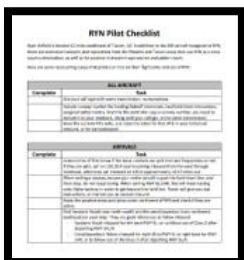
Please print and share the flyer at your airport. You can also publish the link in your print products and on social media.



Ryan Airfield Recommended NW Entries

by Brian L. Stamper, PhD, FAAS Team Representative.

https://aftw.org/wp/wp-content/uploads/2024/08/RYN_NW_Entry_Procedures.pdf



Ryan Pilot Checklist by Geoff Kusel, Air Traffic Manager, Ryan Field Tower.

https://aftw.org/wp/wp-content/uploads/2024/08/RYN_Pilot_Checklist.pdf



Greater Tucson Practice Areas (TUS, AVQ & RYN)

by **Brian Stamper, PhD**

https://www.faasafety.gov/files/notices/2018/Nov/Tucson_Practice_Areas.pdf



"Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)"

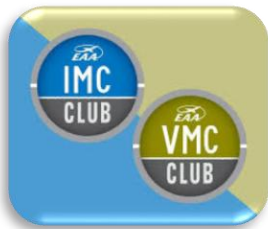
by **Sonny Durante** and the Parachute Operations Safety Workgroup

Directed by **Dr. Thomas Cowan**.

https://www.faasafety.gov/files/events/WP/WP07/2024/WP07127584/Parachute_Operations_at_Marana_Regional_Airport_240220.pdf

This document may be used as a template for a flight planning document for other non-towered airports that have parachute operations.





VMC & IMC CLUB MEETINGS – Alex Peña: The VMC & IMC Clubs are currently in Summer Break. Their next meeting is **Sep 1, 2026**. VMC begins at 6:30 pm and the IMC Club meeting follows. Venue: [Chandler Municipal Airport Terminal Meeting Room, 2380 S Stinson Way, Chandler, AZ 85286](#)

Look for the SPANS on www.FAASAFETY.gov



The 99s meet the 2nd Wednesday of each month (except June and July) at [Jackson Jet Center](#), (formerly Swift Aviation), located at [2710 E. Old Tower Road](#) on the South side of Sky Harbor Airport. (Guest speaker at 6 pm and our business meeting at 7 pm). Website <https://phx99s.org/>

Reference: **Karen Hausteen**



Find next meeting <https://aftw.org/next-meeting/> Meetings are held via Zoom on the 2nd Tuesday at 4:00pm every other month (odd months). Next AFTW meeting: **Tuesday July 14, 2025** 04:00 PM AZ (2300 GMT) Meeting Minutes: <https://aftw.org/category/meetings/minutes/>

CHECK US OUT!
AFTW.ORG



Arizona Flight Training Workgroup AFTW <https://aftw.org/>
Thanks to Jim Pitman for "Arizona Flight Training Workgroup (AFTW) Pilot Brief" linked here <https://aftw.org/brief>

Please share this information with all Pilots, including Instructors, DPEs and Flight Schools who operate in Arizona.

Find next meeting <https://aftw.org/next-meeting/>



Phoenix (PHX ATCT) July 22

Goodyear (GYR ATCT) July 23

Glendale (GEU ATCT) July 24

Tucson (TUS ATCT/TRACON) Aug 4

Scottsdale (SDL ATCT) Aug 5

Deer Valley (DVT ATCT) Aug 6

Flagstaff (FLG ATCT) Sep 4

The GYR RSAT meeting will be available via Zoom, not Teams, on July 23rd, 10:00 am local time.

Zoom link:

<https://us02web.zoom.us/j/88318727623?pwd=i5pgoCaVyZQ4nLmGZUFBSaXp80tG0I.1>

The SDL RSAT 8/5/2026, 1:00 to 2:30 pm in Volanti Restaurant's Conference Room. The address is 15000 N Airport Dr, Scottsdale, AZ 85260

FLG RSAT 9/4/2026, 12:00 pm, in the Terminal Building's Conference Room. Also available on [TEAMS](#)

Please RSVP to Evan Gottschamer at flgfct@midwestatcs.com. Please include the name, organization, phone number and email address of those who will be attending.

If you have questions or need more information, please let me know. I can be reached at 928-774-3797 and/or flgfct@midwestatcs.com.



Pilots can download a digital version of the Notice at EAA.org/NOTAM, order a free printed copy via that website, or by calling EAA Membership Services at 800-564-6322.



COOLIDGE

The fly-in breakfast at Coolidge Municipal Airport (P08) start up again in October – on the first Saturday of the month.

RYAN

On the second Saturday of the month, Richie's Restaurant at Ryan Field (RYN), open daily from 6 am to 2 pm to serve you.

CASA GRANDE

There is a fly-in breakfast on the last Saturday of the month at the Casa Grande Municipal Airport (CGZ). The new "Sky High" Cafe is open from Thursday thru Friday from 9 am-12 pm, and Saturday thru Monday from 8 am-12 pm with a limited menu. The Casa Grande Masonic Lodge will continue to be serving breakfast in the air-conditioned terminal from 7 to 11 am on the **last Saturday of the month**.