



MEETING MINUTES

Pres. Cary Grant called the Meeting to order at **12:01 pm**



<https://asagaz.org>

May 20, 2026

75 attended:

Alan LaFever, Alexander Kocksch, Alexander Peña, Andrew Taussig, **Andrew Venuto**, Androw Banda, Anibal Aguirre, **Arthur Ty Whitten**, Bob Katz, Bob Mittelstaedt, Brett Richardson, Bryan Gieszler, Cary Grant, Chris Janes, Chris Nugent, Christ Specht, Christian Locher, Christine Perry, **Clarke McNeace**, **Cody Smith**, Dan Fuller, Dan Moroz, Daniel Weimer, David Kitts, **Derald Madson**, Ed Daror, Emily Meldrum, Ernest Copeland, Felix Hernandez, George Hamaty, Gregg Schmillen, James Price, James Timm, **Jason De Jesus**, Jeetendra Naidu, **Jemima Karen Habana**, **Jessica Moore**, James Anderson, John Cirino, **John Uczekaj**, John Varljen, Julian Fruhling, Karen Hausteen, Kenneth Winter, **Kristen Jensen**, Lawrence Wippman, Lee Unger, Mark Giannini, **Mark Owen**, Martin Goldfarb, Mathew Corrigan, Michael Juilfs, Mike Little, Mike Mohle, Mitchell Raab, Neil Davison, Peter Troccoli, Phillip Jossi, Phillip Fowler, **Ephinee Garagoza**, Richard Lee, **Roger Benninger**, Rolf Dammrau, Ron Dziagwa, Ronald Serafinowicz, Russ Jones, Scott Murphy, Sonny Durante, Steven Brimmer, Susan Peirick, Thomas Cowan, **Tim Mitchell**, Tito Sanchez, & Wes Waddle.

Welcome to our 14 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


<p>Site Visitors</p> <p>364</p> <p>+ 68 (last 7 days)</p>	<p>Email Clicks</p> <p>--</p> <p>No data to report</p>	<p>Social Views</p> <p>15</p> <p>+ 1 (last 7 days)</p>	<p>Performance Score</p> <p>90 →</p>
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Jim Anderson, ASAG Treasurer





Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period April 1st, 2026 to April 30th, 2026

NO ACTIVITY IN APRIL

Opening balance as of April 1st, 2026:	\$21,092.27
Balance on hand as of April 30th, 2026:	\$21,092.27
Aviation SAFETY Advisory Group of Arizona	\$21,092.27

James B Anderson
Treasurer's Signature

ASAG raises money through our Annual Awards Banquet. We also received generous donations from Discount Tire and an anonymous doner. **ASAG EXPENSES INCLUDE:** Website Hosting (GoDaddy), and Annual Awards Banquet. We also pay for AFTW's website and hosting. We support in person annual FAASTeam training by providing lunch. In addition, we purchase wall plaques, maintain the trophies and pay for the annual engravings. We also have poster campaigns, such as DVT3 Posters that are placed in applicable FBOs.



Rich Lee moved to accept Jim Anderson's **May 2026** Treasurer's Report.

Alexander Kocksch seconded the motion.

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



Jim Price, ASAG Secretary
April Meeting Minutes



Rich Lee moved to accept the **April 2026** meeting minutes

John Varljen seconded the motion.
The members unanimously accepted the **April 2026** Minutes.

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





Major Shannon Smith, Luke AFB Chief of Flight Safety

Major Smith was unable to attend and, in his place, **Jason De Jesus, 56 Fighter Wing (FW) Deputy Chief of Safety** reported to the ASAG membership.

Mid-Air Collision Avoidance

South of the base we have an issue with VFR traffic in the corridor.

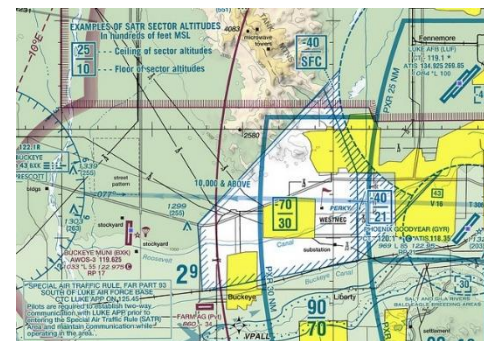
Here are some Recorded events:

- **Jun 25**, Basic Fighter Maneuvers (BFM) sortie in a MOA. They had a close pass with civilian traffic, co-altitude. No injuries or damage.
- **Nov 5**, F-35 on departure. RAPCON observed deviation from local climb out. No Injuries.
- **Dec 18**, 2 F-35s executing a formation approach. Near miss with GA Cessna while on extended final. No damage or injuries.
- **Mar 14**, 2 F-35s on departure. Deviation due to civilian traffic. No damage.

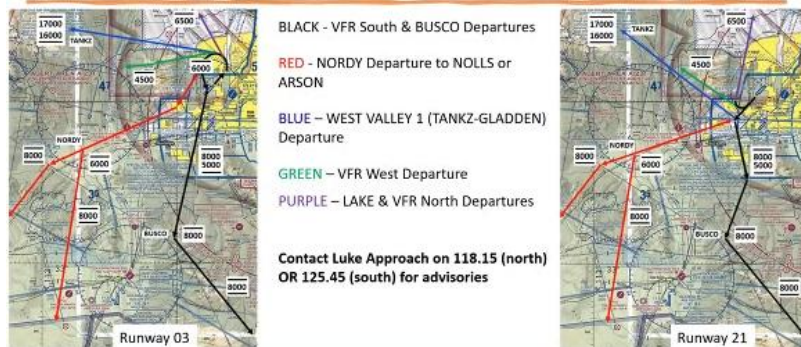
Primary incidents involve flight schools and some GA.

From an ATC perspective, there has been a large uptick in VFR targets in southern airspace with the majority of them aircraft departing from GEU in 10-15 aircraft waves. The aircraft are not talking with ATC and range from 4,500 – 8,500 feet, which is in direct conflict with Luke AFB IFR departures, specifically at points Bosco/Flier.

Pilots are reminded when the Special Air Traffic Rule (SATR) Airspace is active, Monday through Friday, sunrise to sunset, other times by NOTAMS, pilots are required to establish radio contact with Luke Approach on 125.45 before operating in the SATR. See Phoenix Terminal Area Chart for boundaries and frequencies.

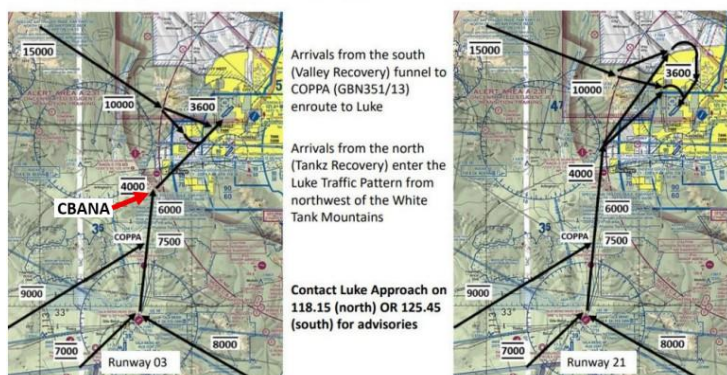


Luke AFB Departures



Cary Grant: ASAG will reach out to the GEU flight schools. Luke Safety could also reach out to them and brief them.

Luke AFB Arrivals



Tom Cowan: We are meeting with CAE on 29 May at 1:00 pm. We are briefing CAE on jump ops. Tom and Luke will coordinate.

Cary: Luke should be at the Pilot Controller Forums. Mesa Gateway's Forum is in June & Glendale's is in July. **Ernie Copeland:** Scottsdale FSDO has taken responsibility for the RSATs at Bullhead City and Grand Canyon.

Jason De Jesus & the Status of Luke Aux ILS: It is 75% complete. Expecting that it will be 100% complete by June, then they will begin the test phase. Completion is targeted for October, 2026.

Cary Grant: Buckeye has 2 RNAV approaches. Jason said that he is not versed on those approaches or who has responsibility for control.

Neil Davison invited Luke Safety to come to a Balloon Club meeting in Sep or Oct.



Cory Geffre/Jake Helms, Scott Woodworth, Christopher Janes, Jim Kennedy, Scott Joy & Jason Kaufman:

Christopher Janes was unable to attend, but provided a written LASER UAS report:

There were 2 Reported Incidents From April 10 to May 13

1 Blue Laser

1 Green Laser

TUCSON, AZ (TUS): SKW5688, E75L, WAS ILLUMINATED BY A **BLUE LASER** FROM THE 12 O'CLOCK POSITION WHILE NNE BOUND AT 4,700 FEET 8 SE TUS. NO INJURIES REPORTED. TUCSON PD NOTIFIED AT 520-791-4142 04/19/2026 0540Z

SIERRA VISTA, AZ (FHU): EVAC22, AS50, WAS ILLUMINATED BY A **GREEN LASER** FROM THE 11 O'CLOCK POSITION WHILE SE BOUND AT 7,200 FEET 6 N FHU. NO INJURIES REPORTED. SOUTHEASTERN ARIZONA COMMUNICATIONS CENTER NOTIFIED AT 520-803-3550. 05/11/2026 0602Z

Kristen Jensen from Tucson PD attended. Reference Laser or UAV attacks: The control towers are getting a lot of Laser Attack reports from the airlines and Davis Monthan AFB. Tucson Police Department and or the Pima County Sheriff Department will investigate immediately. Feds don't want to follow through with prosecution, leaving that up to the local prosecutors.

Ernie Copeland: I'm not receiving as many Laser Strike reports as we had in the past.

Cary Grant asked, "If a military gets a strike, does that same Federal attitude apply? That is, do they push it to the Locals?" **Kristen Jensen replied,** "Military aircraft report Laser Strikes to the DM AFB tower and the tower then reports it to Tucson PD or the Sheriff's office, to see if they can do an investigative flyover."

Steve Brimmer: Tour companies in Sedona use lasers to point in the sky to point out UFOs.



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](#)

Unable to attend

Cary Grant: Please treat Picacho as if it were Class

Delta. CTAF is **126.2**



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, Bryan Eckenrode \(U90\)](#)

[Tucson TRACON](#)

Unable to attend

Cary Grant: Because of the reduction in traffic at Davis Monthan AFB, the controllers are looking for ways to maintain proficiency. You are invited to fly a practice ILS approach at DM, but you cannot land.

At the AFTW meeting, there was a lot of talk on the “Stack” and ABQ Center.



El Tiro Glider Competition, Tim Mitchell (Tucson Soaring Club at El Tiro)

El Tiro operates 52 weekends a year. Friday, 1200 – 1700. Saturday and Sunday, 0800 – 1700. There are many mid-week events. We are on the arrival path for aircraft coming to Ryan and those coming from

Marana.

Airborne Glider Frequency is 123.5. They change to another frequency when they leave the local area.

We publish NOTAMs for Glider Ops.



Other Ops:

- Day/night Parachute ops (from Marana Tactical)
- USAF Academy trains there 3 times a year.
- STOL/Dirt Training
- Dirt Field Landing Certification
- Occasional C-130 Ops



El Tiro’s tow pattern is 3 nm south of the field. Most are released at 2,000 AGL. Sometimes, gliders are released at 3,000 AGL or 5,000 AGL. Gliders climb in lift prior to catching a thermal to the south. Glider altitudes can be greater than 12,000 MSL. Most gliders have transponders, squawking **1202**, and ADS-B out. Some have ADS-B in. Currently, the tow planes are not equipped with ADS-B, however, they should be equipped within 12 months.



Region 9 Contest, 23 May 29 May

This contest starts at 1100 – 1130 am and will involve 40 gliders.

Altitudes vary between 2,000 AGL and 17,999 MSL. Everything is Day VFR. They are not allowed over or under Class B and C, and they cannot request entry into Restricted areas. However, they will be operating in MOAs.



Red Circle = General Staging area

Glider will be launched every 90 seconds. It takes 1.5 hours to launch all the gliders.

Green arrow = Towards Mt. Lemmon.

Red arrow = South toward Ruby Fuzzy MOA

Blue arrow = NW toward Picacho Peak

One Example of a Task for Contest Gliders



If you want to be on the Distro list, and get daily TuSC task updates from May 23-29, 2026, use the QR Code below.



Alternatively, you can go to:
<https://forms.gle/iR3YBZPkWafnsRfW9>

Tucson locals, please brief your students or transient aircraft.
We have had direct overflight of El Tiro by military aircraft during flight operations

Examples:

- C-130 from Pinal Airpark had a near miss with a Solo Student
- Multiple Blackhawks (Customs and Border Patrol) with low overflight
- Flight School encounters make up 65% of our close encounters.
- AH-64 Apache Helicopter flew through the tow pattern
- Customs Border Patrol flew through the pattern
- GA Traffic fly through the tow pattern
- Funding for ADS-B out for each glider and tow plane has been established. We are working on the install.

Bob Katz: You might want to raise the profile of your facility on the sectional chart. You can change the image from a Circle R to a runway pattern. You can also include your frequency, 123.5. This would make it more visible. **Tim** agreed.

Tom Cowan: I deal with Military training. What frequencies do they use locally? **Tim:** When aircraft are using El Tiro, they are using 123.5 (locally).

Christine Perry: What speeds do the gliders fly?

Tim: 40 knots, but higher performance gliders can be at 80 and 90 MPH, and they are typically above 10,000 MSL.

Bob Katz: Shouldn't there be a parachute symbol? **Tim:** Jump operations are new at El Tiro and Tim will work on that.



NPRM IWA and CHD - Increasing Chandler's Delta altitude and increasing the area of Gateway's Delta Airspace.

Jim Timm: No news.



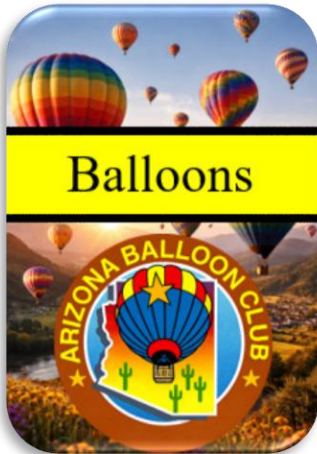
USAF MOA Expansion Proposal

Jim Timm and Rich Lee: No News.



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

Tom Cowan: I talked at the Arizona Pilot’s association annual meeting, Saturday, May 18.
Tom Cowan is doing another seminar at CAE (FFZ), Friday, 29 May at 1300.
We have had good activity so far and few problems. We have no new info on Casa Grande (CGZ).
Activity will stay high.
We train our allies (NATO +)



Neil Davison and Christine Perry

Neil Davison: This is the time of year where Sport balloon pilots stop flying. The Ride guys will slow down, too.
Recently, we set up static displays at Sedona.
We had APS at our club meeting on May 19. They talked to the club about electrical safety around power poles, etc. It was a great safety presentation.



Mark Gianni, Red Star Pilots Association, SW regional director.

<https://flyredstar.org>

Mark Gianni: Nothing exciting. We had a “Warbird Wednesday” at Prescott, which went very well. Slowing down for summer. Be aware if you are flying on Memorial Day - looking for formation fly overs, usually in the morning.



Fairfax O’Riley:

Not Available



Michael Rutledge & Hunter Wall:

Not Available

Rich Lee: Fire season is upon us. Watch for TFRs.

REMEMBER

**WHERE THERE IS SMOKE,
THERE IS PROBABLY A TFR.**

TFR
FLIGHT RESTRICTIONS
IN EFFECT
SFC - 17,099' MSL

SEE SMOKE?
THINK TFR.

CHECK BEFORE YOU
FLY.

USE FOREFLIGHT, 1800WXBRIEF,
OR ADIC.TFR.FAA.GOV

STAY LEGAL. STAY SAFE.
STAY OUT OF TFRs.



Close TFRs

TFR ZLA 7/2995 TFR (2007-2995-1)
Aug 02, 2:20 PM - Oct 02, 2:20 PM MDT >
Active, Surface - 5,000' MSL



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 app.

ASAG Accident and Deviation Report



Mid-APR through Mid-MAY 2026

Accident Report & Pilot Deviation Summary



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

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.

4/12 Republic RC-3 Seabee **ENGINE FAILURE** in Phoenix



Source: ASN, FAA, NTSB

Injuries: **3 Uninjured**

Commercial Pilot

The Seabee had just departed from the Hangar Haciendas Airport in Phoenix, and experienced an engine failure, and made an emergency landing on busy 7th Street in Phoenix. The wing hit a fire hydrant,

and the airplane sustained significant damage.

4/14 de Havilland DCH-6 Twin Otter **LOSS OF CONTROL LANDING** at Page Municipal Airport (PGA)



Source: ASN Location:

Injuries: **17 Uninjured**

No Pilot Information

The Twin Otter was returning after performing a sightseeing flight at the Grand Canyon, and while landing at Page Municipal Airport it veered off the

runway and scrapped a wingtip. The aircraft received minor damage.

4/15 Piper PA-28-181 **LOSS OF CONTROL LANDING** at Mesa Falcon Field (FFZ)



Source: ASN FAA

Injuries: **2 Uninjured**

No Pilot Information

The airplane experienced a runway excursion. There was no damage to airport property, and none was reported for the airplane.

4/18 Bell 407 Helicopter **ROTOR CHIP INDICATION** near Goodyear



Source: ASN

Injuries: **4 Uninjured**

No Pilot Information

The helicopter pilot reported a tail rotor chip indicator light and landed 8 miles west of the airport.

4/21 Piper PA-28-180 Cherokee C **ENGINE ISSUE** in Mesa



Small plane forced to land on Main Street during rush hour.

Source: ASN, FAA Incident

Injuries: **2 Uninjured**

Commercial/CFI Pilot

An engine power issue forced the plane to make an emergency landing on Main Street in Mesa. There were

4/25 Cessna 172S **LOSS OF CONTROL TAXIING** at Prescott Airport (PRC)



Source: ASN, FAA Incident

Injuries: **2 Uninjured**

Private Pilot

The Cessna was performing a touch and go on runway 21L when it turned too tight and struck a taxiway light.

4/27 Piper PA-46T-310P Malibu **LOSS OF CONTROL LANDING** at Prescott Regional Airport (PRC)



Source: ASN

Injuries: **2 Uninjured**

No Pilot Information

The Piper Malibu JetPROP DLX departed the Pecos City, Texas Airport, and when landing at Prescott Regional Airport, the Malibu experienced a hard landing followed by a propeller strike during the landing attempt. They departed the side of the runway and ended up in the grass between two RWY exit taxiways.

4/28 Zenith CH750 **POWER FAILURE** in Camp Verde



Source: FAA Incident

Injuries: **2 Uninjured**

No Pilot Information

The airplane experienced an engine failure and landed in a park in Camp Verde.

4/28 Cessna 172 **POWER FAILURE** at Mesa Falcon Field (FFZ)



Source: FAA Incident

Injuries: **2 Uninjured**

Commercial Pilot

The aircraft had an engine failure shortly after takeoff, and returned to the RWY in the opposite direction, made a hard landing, blew both tires, and stopped the aircraft in the RWY overrun area.

4/29 Bell 407 Helicopter LOSS OF CONTROL LANDING OFF AN AIRPORT near Young



Source: ASN, FAA

Injuries: **1 Uninjured**

No Pilot Information

While making an off-airport landing on a mountain top near Young, the tail rotor struck a tree causing substantial damage to the helicopter.

5/5 Lancair IV GEAR UP LANDING at Queen Creek Pegasus Airport (5AZ3)



Source: ASN, FAA

Injuries: **1 Uninjured**

Private Pilot

The Lancair IV landed gear up on the runway and slid off the side of the RWY and into the grass.

5/5 Cirrus SF50 Vision Jet LOSS OF CONTROL DURING TAXI TEST at Phoenix Deer Valley (DVT)



Source: FAA Incident

Injuries: **2 Uninjured**

No Pilot Information

While conducting a high-speed taxi test, the aircraft went off the RWY and into some rocks. Airport

Operations were notified to assist the aircraft.

5/10 Cessna 150 Aerobat POWER FAILURE near Superior



Source: ASN, FAA

Injuries: **1 Uninjured**

No Pilot Information

The Cessna 150 had departed Mesa Falcon Field, and later had a power failure, and sustained substantial damage following a forced landing on US 60 near Superior.

5/11 Cirrus SR20 FOD ON RUNWAY at Casa Grande Municipal Airport (CGZ)



Source: FAA Incident

Injuries: **3 Uninjured**

No Pilot Information

The aircraft reported striking FOD on the runway upon landing which resulted in minor damage.

5/12 Cirrus SR20 LOSS OF CONTROL LANDING at Sedona (SEZ)



Source: ASN, FAA

Injuries: **2 Uninjured**

No Pilot Information

The airplane departed Mesa Falcon Field, and while landing at Sedona the airplane went off the runway

and sustained substantial damage.



3 NMACs Reported April 10 – May 14

May 1, Prescott Airport (PRC)

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

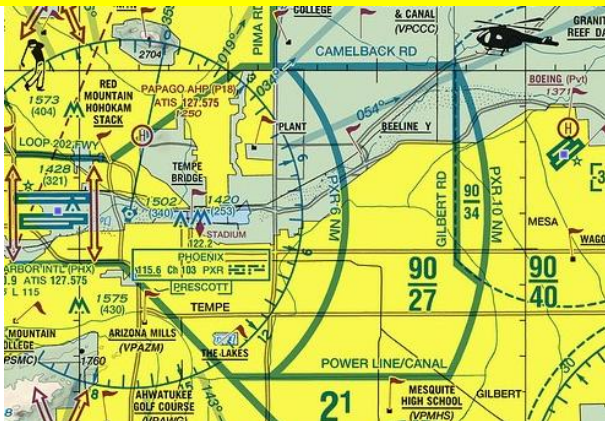


One of the tower controllers noticed a green light moving very quickly across the approach end of runway 21L from west to east, below 100ft AGL. For the next 10 minutes, multiple aircraft and vehicles continued to report unauthorized drone activity to the tower from the surface to 200ft AGL, and at least 2 drones were noticed by the tower controllers during the event. The drones in question flew sporadically over the runways, taxiways, and came within a very close proximity to multiple aircraft as well as the control tower. The Prescott tower unofficially suspended all local traffic patterns and practice approach operations for approximately 15 minutes to sterilize the airspace until the unauthorized drone activity ceased. After 10 minutes, the drones appeared to disperse to the southwest side of the airport and off the departure end of runway 21L. At the time, one of the airport vehicles reported seeing 7 drones. No injuries or damage to aircraft were reported, and no further incidents occurred during the operating hours.

May 6, Scottsdale Airport (SDL)

A jet aircraft was waiting for departure at the end of Runway 21, and another aircraft was inside the airport class delta airspace and not talking to the Scottsdale tower or the Phoenix TRACON. The aircraft was tagged as a Scottsdale Class Delta Airspace violator, and the jet aircraft was cleared for departure with a right turn to a heading of 285°. As the jet was rotating, he was given traffic on the other aircraft, and it was suggested to turn early. At this point, the other aircraft was 1 1/2 miles south of the runway and climbing. The jet responded that they had a TCAS resolution alert, and they were then clear of the traffic, and they switched to the departure frequency. The Phoenix TRACON then advised that they would be issuing the airspace violator **a Brasher on their frequency.**

May 6, Phoenix Sky Harbor (PHX)



An air carrier was cleared for the visual approach to RWY 26 at Sky Harbor, and they were descending out of 4,100'. An aircraft departed from Mesa Falcon Field on a 1200 code and climbed into the Phoenix Class Bravo Airspace without clearance. The aircraft had entered the 2,700' - 9,000' block of the class bravo airspace and conflicted with the air carrier at 3,800'. No traffic call or traffic alert was issued, but the air carrier reported they were responding to a TCAS resolution alert and climbed 100 feet.



In the reporting period from **April 10** through **May 14** there were **19 pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from **Private Pilot through ATP**. There were **6 out of state pilots and 2 Military pilots and 2 Foreign pilots**. Of the **19 deviations** reported, **5 Brashers** were issued.

Note: Most 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, Apr 10 – May 14



- 2 IFR Deviations No Brashers
- 2 Phoenix Class Bravo Airspace Deviations No Brashers
- 5 Class Delta Airspace Deviations 3 Brashers
- 1 Altitude Deviation No Brasher
- 5 ATC Instructions 1 Brasher
- 2 Runway Incursions 1 Brasher
- 1 Restricted Airspace Incursion No Brasher
- 1 TFR Incursion No Brasher

- 2 Foreign aircraft, (1 Canada & 1 Unknown)
- 3 Military aircraft (1 T-38 & a flight of F-35s)
- 2 Minnesota aircraft
- 1 New Mexico aircraft
- 2 Texas aircraft
- 1 California aircraft

IFR Deviations

When to Deviate from a Clearance

WEATHER AVOIDANCE

Deviate to avoid hazardous weather.



SEVERE TURBULENCE

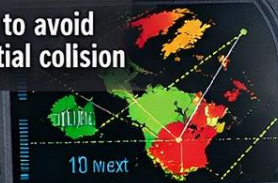
Deviate for safety of flight

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

May 1, Not Flying The Departure Procedure as Published



ATP Pilot Out of Minnesota

Phoenix TRACON (P50)

On the DVT3 departure, the aircraft flew the runway heading causing the controller to take action and correct the error. Pilot said he turned to avoid traffic and failed to notify ATC.

May 7, Taking Off Without Getting a Release For Takeoff



Foreign Pilot

Tucson TRACON U90)

The pilot received an IFR clearance and was issued a hold for release. The pilot did not read back the hold for release instructions and was not corrected. The pilot was called again and received an updated clearance and was told to standby. The pilot then departed without an IFR release.

CLASS BRAVO DEVIATIONS

VIOLATIONS OF CONTROLLED AIRSPACE



April 17, Entering Class Bravo Airspace Without First Having Authorization



No Pilot Information

Out Of New Mexico

Phoenix TRACON (P50)

The aircraft climbed into the Phoenix Class B Airspace without first obtaining an ATC clearance or establishing two-way radio communication.

May 1, Entering Class Bravo Airspace Without First Having Authorization



Private Pilot Out Of Canada

Phoenix TRACON (P50)

The aircraft climbed into the Phoenix Class Bravo Airspace without a clearance. The aircraft had entered the 2700'-9000' block of Class Bravo Airspace and conflicted with an air carrier. No traffic call or traffic alert was issued. The air carrier reported they were responding to a TCAS Resolution Alert and climbed 100'.

Class Delta Airspace Deviations

Common Pilot Mistakes in Delta Airspace

! Entering Without Clearance



Failure to Maintain Altitude



Flying above or below the Delta airspace altitude limits.

Ignoring the CTAF



Landing Without Clearance



FOLLOW ATC INSTRUCTIONS!

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

D'oh!

Private Pilot Out Of Texas

Phoenix Deer Valley Airport (DVT)

The aircraft departed Scottsdale Airport and called the Phoenix TRACON, and they were identified, and were told to climb to 3,500, and to continue, and contact the Deer Valley tower. They didn't call anyone but continued to their intended destination, Glendale (GEU). **Deer Valley Airport Issued the pilot a Brasher notice for entering their Class Delta Airspace without first obtaining an ATC clearance or establishing two-way radio communication with Deer Valley.**



May 3, Entering Class Delta Airspace Without First Having Authorization or Communication

No Pilot Information

Scottsdale Airport (SDL)

The aircraft entered the SDL Class D airspace without first obtaining ATC authorization or establishing two-way radio communication.



May 6, Entering Class Delta Airspace Without First Having Authorization or Communication

D'oh!

No Pilot Information

Scottsdale Airport (SDL)

A Jet was awaiting departure at Scottsdale, and an airspace intruder was also noted in the Scottsdale Class Delta Airspace and was not in radio contact with either the tower or the Phoenix TRACON. The Jet was cleared for takeoff with a turn after rotation. The Jet responded that they had a Resolution Alert, they were clear of the traffic, and they were switching to the departure frequency. **The Phoenix TRACON advised they would be issuing a Brasher to the intruding aircraft.**



May 7, Entering Class Delta Airspace Without First Having Authorization or Communication



ATP Pilot

Mesa Gateway Airport (IWA)

The aircraft entered the Gateway Class Delta Airspace without first having ATC authorization or establishing two-way communication. IWA attempted to establish communication, with no response.

May 9, Entering Class Delta Airspace Without First Having Authorization or Communication

D'oh!



Private Pilot

Chandler Municipal Airport (CHD)

The aircraft called multiple times 3 miles east of the field, but the tower never established communications due to radio saturation. The aircraft then entered the Chandler Delta Airspace and proceeded to fly a left base without ATC instructions. The aircraft then established communications, and they were told to fly south. **Once they landed, they were issued a Brasher by ground control.**

Altitude Deviations

Any intentional or unintentional variation from an assigned altitude.

Correct Altitude

Aircraft is maintaining the assigned altitude.



Altitude Deviation (Above)

Aircraft is above the assigned altitude.



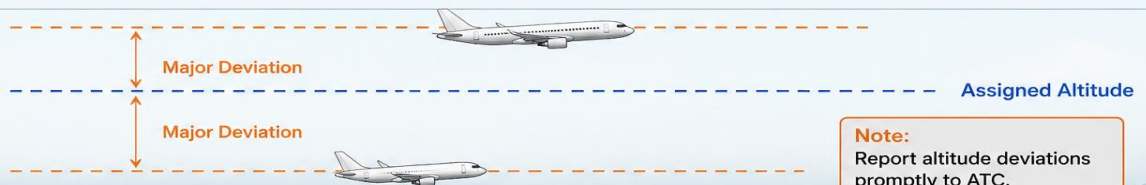
Altitude Deviation (Below)

Aircraft is below the assigned altitude.



Major Deviation

A large deviation from the assigned altitude requiring ATC immediate attention.



Maintain altitude awareness – Check, cross-check, confirm.

April 14, Deviation From Assigned Altitude



No Pilot Information

Phoenix TRACON (P50)

The aircraft departed Scottsdale with an instruction to turn right to a heading of 285°. The aircraft checked in with departure control in a left turn southbound. Departure immediately issued a low altitude alert, and a climb to 6,000 feet and a turn back to a 360° heading. During the climb, the aircraft climbed as high as 6,300 feet and descended as low as 5,600 feet before leveling off.

ATC INSTRUCTIONS DEVIATION



April 12, Failure To Follow ATC Instructions



Commercial Pilot

Phoenix Deer Valley Airport (DVT)

The aircraft entered the Deer Valley airspace without ATC authorization or establishing two-way communication. ATC attempted numerous times to contact the aircraft, but they continued inbound flying to a short final before contacting ATC.

April 18, Failure To Follow ATC Instructions



Military Pilot

Albuquerque Center (ZAB)

A flight of F35's, checked in with Albuquerque Center, level at FL250, and requested FL350. Center cleared them to FL300 with a good response. The flight then made a new request to FL370 to which the center controller said that they had their request. There was other traffic level at FL320. The flight of F-35's had climbed above FL300. The center controller saw this and cleared the flight to maintain FL300 immediately. The flight had climbed to FL312 and then descended quickly. There was a loss of separation, and the closest proximity was 4.91 miles and 800 feet. No traffic calls or safety alerts were issued.

April 25, Failure To Follow ATC Instructions



Military Pilot

Mesa Gateway Airport (IWA)

The T-38 departed Gateway Airport and was issued a runway heading by the tower. The aircraft said they were on the runway heading and then started a right-hand turn. The controller reissued a 120° heading after having some initial communication difficulty. There does not appear to be a loss of separation with terrain or other aircraft.

April 30, Failure To Follow ATC Instructions

D'oh!

Commercial Pilot

Tucson TRACON (U90)



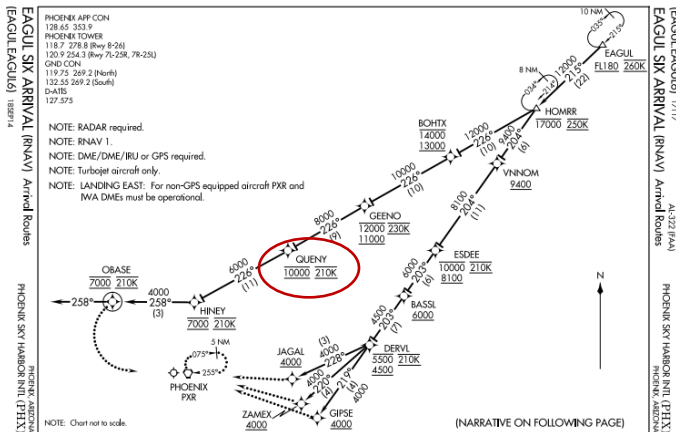
The jump aircraft was told by the controller to turn back to remain in the jump area. The pilot appeared to not turn southbound and was issued a heading of 120° multiple times by the controller. The controller continued to work other traffic and then noticed the jump airplane had turned southwest bound, off the 120° heading assigned. Pilot reported they had to turn back inbound but did not advise the controller. **The**

controller issued the Brasher statement to the pilot.

May 10, Failure To Follow ATC Instructions

ATP Pilot **Out of Minnesota**

Phoenix TRACON (P50)



An aircraft was arriving at PHX on the EAGUL6 STAR RWY 08 transition, and the crossing restriction at QUENY is 10,000. An air carrier departed PHX on the QUAKY1 SID, climbing to 9,000. Traffic was issued to both aircraft. The arriving aircraft descended below 10,000 to 9,700. A traffic alert was issued to the arrival, and they were told to climb to 10,000. Both aircraft had each other in sight. The air carrier reported responding to a TCAS Resolution Alert and descended from 8,600 to 8,200. The pilot of the arrival aircraft did not report a TCAS RA on the frequency, but the pilot confirmed they did climb to 10,200 from a TCAS RA. Separation was not lost, and both aircraft proceeded on course without further incident.

RUNWAY INCURSIONS



April 24, Taxiing On A taxiway Without Authorization

D'oh!

Commercial Pilot **Out of California**

Prescott Airport (PRC)



The aircraft landed and exited at TWY Tango, and the aircraft began taxiing without instructions from ground control. The pilot was still on the tower frequency. The controller informed the pilot to stop and contact ground control. The pilot stopped and contacted ground control, and then when approved, taxied to the ramp without incident. **A Brasher was given on the ground control frequency.**

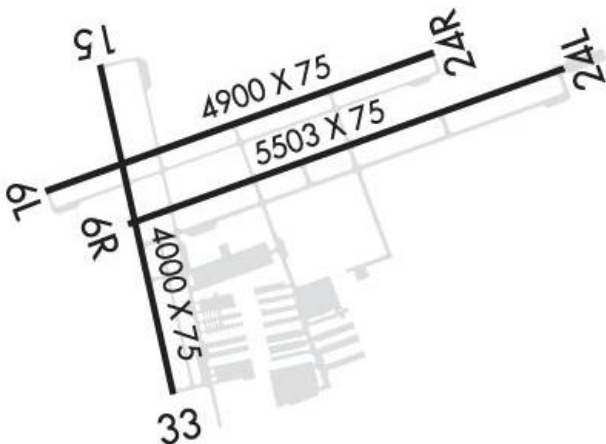
May 6, Taxiing Onto A Runway Without Authorization

Private Pilot **Out of Texas**

Tucson Ryan Field (RYN)



A Piper was holding short of Runway 33 waiting to depart on Runway 6R. The Controller instructed the Piper to taxi onto Runway 33, and hold short of Runway 6, and advised them of landing traffic. The readback was correct, but the Piper taxied past the hold short line of Runway 6R. The controller issued a go-around to the airplane turning final for 6R.



RESTRICTED AIRSPACE DEVIATIONS

INTERCEPTED BY FIGHTER JETS



Escorted out of airspace

COMMUNICATION LOST



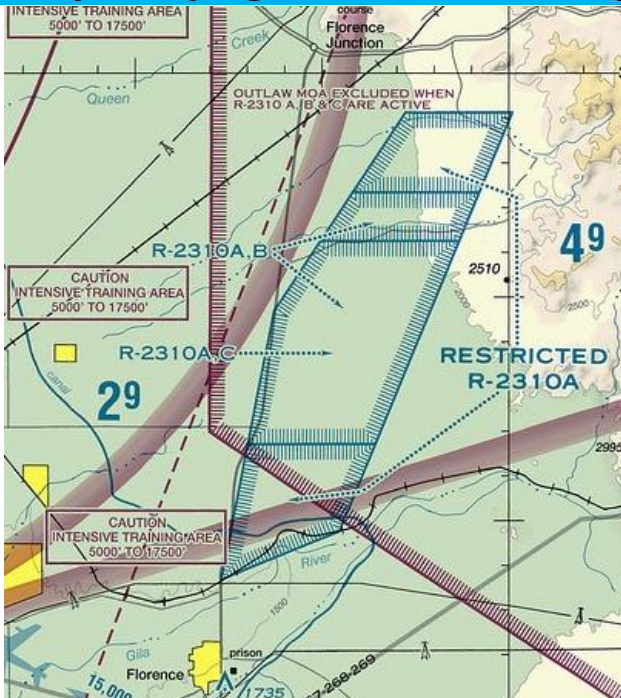
AIR DEFENSE RESPONSE



Risk of being fired upon



May 7, Flying In Restricted Airspace Without Approval



ATP Pilot

Phoenix TRACON (P50)

The airplane entered Restricted Airspace R2310A @ 4,700 feet. R2310A was active from 10,000 feet and below, and ATC had advised the aircraft that the restricted area was active prior to them violating the airspace.

TEMPORARY FLIGHT RESTRICTION (TFR) INCURSION

FLY SMART. CHECK NOTAMs. RESPECT RESTRICTIONS.






WHAT HAPPENED?

An aircraft entered active Temporary Flight Restriction (TFR) airspace without authorization.

The pilot was unaware of the TFR in effect for VIP movement.

The incursion was detected by ATC and the pilot was instructed to exit the area immediately.

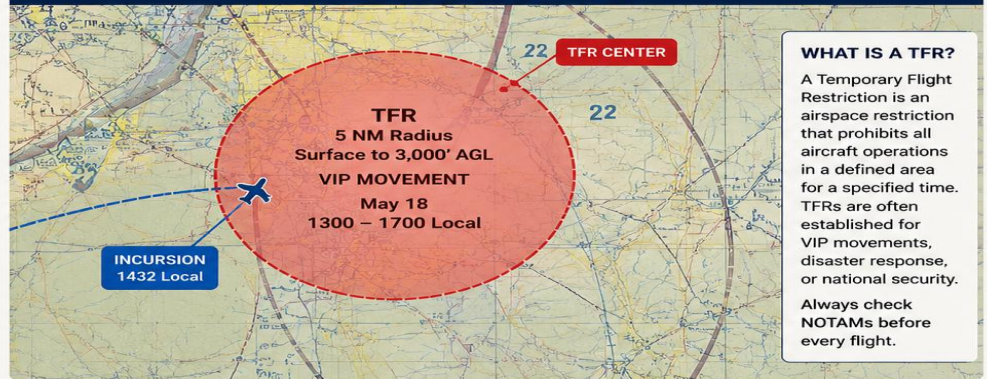
DETAILS

 DATE	May 18, 2024
 TIME	1432 Local
 LOCATION	Within 5 NM of City Center VIP TFR Area
 AIRCRAFT	N123AB (C172)
 PHASE OF FLIGHT	Cruise

CONTRIBUTING FACTORS

- Pilot did not check NOTAMs
- Lack of situational awareness
- Assumed area was Class G
- Get-there-itis / task saturation

SITUATIONAL OVERVIEW



WHAT IS A TFR?

A Temporary Flight Restriction is an airspace restriction that prohibits all aircraft operations in a defined area for a specified time. TFRs are often established for VIP movements, disaster response, or national security.

Always check NOTAMs before every flight.

LESSONS LEARNED



1. CHECK NOTAMs
Always check for TFRs and other advisories before every flight.



2. MAINTAIN AWARENESS
Know your location relative to airspace restrictions at all times.



3. ASK IF UNSURE
If in doubt, contact ATC. It's better to ask than to infringe.



TFRs are in place for a reason.
Your awareness protects lives and missions.



PLAN AHEAD.
FLY AWARE.
RESPECT RESTRICTIONS.

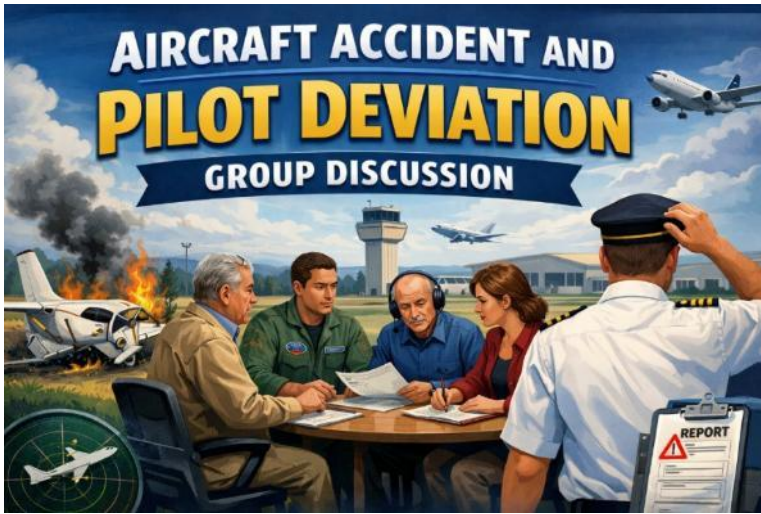
April 4, Flying in a TFR Without Approval



Private Pilot
Scottsdale Airport (SDL)

The aircraft appears to have departed from Flagstaff and flew southbound into the active **VIP TFR**. The pilot stated that he was unaware of the TFR. After contacting Scottsdale, he was given a discrete beacon code and transferred to PHX Approach on 120.7. Scottsdale had an active **VIP TFR** in effect, and the pilot had entered the TFR without authorization.





Richard Lee asked Ernie Copeland: Is there anyone at the national level who is compiling a list in an effort to create an educational program in an effort to reduce the number of Brashers?

Ernie Copeland: No, in fact the effort to do that stopped. Prior to 2017, it was taking several hours a day for an inspector to investigate Brashers.

Rich Lee: We are missing an educational opportunity. How can we attack the Brashers?

Ernie: Tina Buskirk was instrumental in getting mandatory training for pilots who had deviations. Each pilot who has a deviation has to complete a course at faaSafety.gov. This isn't meant to be a punishment, but a way to help them understand what they did wrong.

April 4, Flying in a TFR Without Approval

Private Pilot

Scottsdale Airport (SDL)

The aircraft appears to have departed from Flagstaff and flew southbound into the active **VIP TFR**. The pilot stated that he was unaware of the TFR. After contacting Scottsdale, he was given a discrete beacon code and transferred to PHX Approach on 120.7. Scottsdale had an active VIP TFR in effect, and the pilot had entered the TFR without authorization.

Bob Katz: Are TFR violations worthy of an investigator's investment of time and resources? **Ernie:** Yes, TFR investigations are very in depth.

Ernie: We look at their flying history and try to mitigate errors.

May 1, Prescott Airport (PRC)

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



One of the tower controllers noticed a green light moving very quickly across the approach end of runway 21L from west to east, below 100ft AGL. For the next 10 minutes, multiple aircraft and vehicles continued to report unauthorized drone activity to the tower from the surface to 200ft AGL, and at least 2 drones were noticed by the tower controllers during the event. The drones in question flew sporadically over the runways, taxiways, and came within a very close proximity to multiple aircraft as

well as the control tower. The Prescott tower unofficially suspended all local traffic patterns and practice approach operations for approximately 15 minutes to sterilize the airspace until the unauthorized drone activity ceased. After 10 minutes, the drones appeared to disperse to the southwest side of the airport and off the departure end of runway 21L. At the time, one of the airport vehicles reported seeing 7 drones. No injuries or damage to aircraft were reported, and no further incidents occurred during the operating hours.

Rich Lee: Reference Drone Swarms, there should be a national level concern and perhaps the FBI should investigate. Can we get the FAA to help when there is a drone swarm?

Ernie Copeland: Absolutely. Drone violations will be enforced.

Rich Lee will research this.



Chris Nugent, President of Arizona Pilot's Association (APA):

Falcon Field's plan to implement Landing Fees has been moved to July 30th. The associated transient landing fee program at Mesa Gateway Airport has been suspended until further notice and will go into effect "when and if Falcon Field's fees take effect." Gateway has elected to defer their landing fee program pending the outcome of the Falcon Field landing fee program.

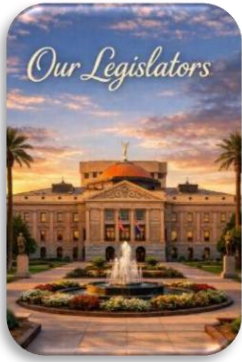
David Kitts and Chris Nugent: Owners of Thrust Flight Properties and CAE Aviation Academy are suing the city over the landing fees, arguing the

charges threaten their ability to train the next generation of commercial pilots. The lawsuit indicates CAE and Thrust account for half the landings at Falcon Field. The schools say the fees will add up and the money isn't in their budgets.

[CLICK HERE](#) for more information.

David Kitts: In order for an airplane to be considered based at Falcon, it has to be stored at Falcon for at least six months. (This is the FAA's policy).

Proposed Landing Fees		mesa-az
• Based Fixed Wing Aircraft		
≤ 6,000 lbs. MLW	\$20.35	
> 6,000 lbs. MLW	\$3.40/1,000 lbs.	
• Itinerant Fixed Wing Aircraft		
≤ 6,000 lbs. MLW	\$24.35	
> 6,000 lbs. MLW	\$4.10/1,000 lbs.	
• Based Rotorcraft, Drones, & eVTOL	\$12.60	
• Itinerant Rotorcraft, Drones, & eVTOL	\$17.60	



House Bill 2210

Chris Nugent 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.



The bill cleared all Senate committees (Appropriations, Transportation & Technology and Rules) and was placed on the Senate Consent Calendar where it now sits. Senator Frank Carroll, the Republican Whip, is holding it up. He is not convinced that it should go to the floor for a vote. Passage of HB2210 may unfortunately slip to the 2027 legislative session. Senator Carroll has received a lot of correspondence from both sides of the issue. His assessment was that the aviation community didn't want to pay the fee. There's concern that if the bill passes in the Senate, may not be signed by Governor Hobbs.



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

The 2026 National General Aviation Awards Honorees

MIKE KLOCH Certificated Flight Instructor	ROGER WHITTIER Aviation Maintenance Technician	MIKE JESCH FAA Safety Team Representative

During this program you will meet the 2026 Awardees and learn of their passion for and accomplishment in General Aviation

Each Awardee has prepared a presentation that will highlight their key guidance to help provided a safer community for All Aviators.

- WATCH LIVE on Wednesday MAY 27, 2026 at 7:00pm CT
- Earn WINGS / AMT Credit Immediately After Completing a Quick Quiz
- Archived for Viewing Anytime at Your Convenience

CLICK HERE TO WATCH:
<https://gaa-live.com/2026/>



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

Lee Unger: We are still working on the FCC request, with a few more things to address.



[Lee Unger & Mike Jesch \(Southern California Airspace Users Work Group\)](#)

Lee Unger: SCAUWG addresses many important topics in their monthly meetings. SCAUWG appreciates and follows Chris Nugent's work regarding Falcon Field landing fees. Unauthorized drone activity continues to create many safety concerns. It was reported that if you have a drone violation, there's no longer mandatory education required, it is a \$75,000 fine.



[Lee Unger, Tito Sanchez, Sonny Durante, John Cramer \(Marana Airport Updates\)](#)

Tito Sanchez: Tito has talked to the Marana Airport Manager, Galen Beem, and nothing is happening.

Alexander Kochsch: Marana just received a federal grant of \$800,000 to assist with the Federal Control Tower construction.



Cary Grant: Jessica Cox, the world's first licensed armless pilot, was inducted into the [Arizona Aviation Hall of Fame](#) May 15 at 4:30 pm. Congratulations!!!



[John Keith](#)
Unable to attend

[Pilot Counseling – Bob Holliday, ASAG’s Chaplain](#)



Bob Holliday:

As your Chaplain, If you have a prayer request, contact me. If anyone would like to contact me to confidentially discuss any personal issues, email me pastorbobh@comcast.net Bob Holliday.

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

[CLICK HERE](#) to download Pastor Bob’s “A Pilot’s Prayer” (in PDF).



Cary Grant: Bryan is working with AFTW, trying to get The Approach Guide moving forward. The Approach Guide will help pilots know how and when to make approaches around the state. The Approach Guide will have best practices for approaches around the valley, such as the best time get an approach. If you have any of that nice to know information, send it to **Cary Grant**, arizonasag@gmail.com and he can add it to the Handbook.

CLICK ON this link: https://docs.google.com/document/d/18Jpf9d9g-THIsu2Yg7IRcdxkq7D_D5DrXoljNBT34Q/edit?tab=t.0 **for the Recommended Procedures for Practice Instrument Approaches in the Phoenix Area (Google Doc, Work in Progress).** *If you know people in the flight schools, please get the word out.*

If you are willing to volunteer to help with this project, email **Jim Pitman** JimPitman@gmail.com



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

No discussion

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>



Letters to Airmen



AFTW May meeting, Lee Unger

The meeting included a comprehensive presentation by Brent Crow describing several possible alternatives to the current stack at Stanfield with pros and cons for alternative. This is part of **Albuquerque Air Traffic Control Center's Letters to Airmen project** for Stanfield and Coolidge where the stacks, parachute operations, transient and local VFR and IFR traffic create great risk for a mid-air collision.

Video and print minutes of the meeting: AFTW Meeting May 12, 2026

by Jim Pitman | Meeting Minutes

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

Meeting Minutes: <https://docs.google.com/document/d/1t6YOJCukFplwqMQfDfrhLOpqaZAwBs1sfgYhyFVDrOk/edit?tab=t.0>

Excerpt from AFTW minutes:

"New business: TFD Stack Proposed Options. See Proposed Options presented on behalf of meetings with stakeholders and instructors over the past couple of months as we have been working with Albuquerque Center (ZAB) to try and find a compromise to mitigate risk of mid-air collisions at TFD. ZAB indicates that IFR traffic transitioning or flying the approach into KCGZ is creating safety concern that we are trying to address proactively before a mid-air occurs. AFTW is presenting these options to the community, and we request all feedback from the community between this meeting and next. At the next meeting, July 14, we will seek to come to a consensus on what solution we believe is best fit for the future."



Lee Unger

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.

Tucson International Airport website has been updated <https://flytucson.com/>

Tucson International’s General Aviation page can be found at:

https://flytucson.com/airport_operations/general_aviation.php#collapse1080b0

The new runway is anticipated to open in 2026.



No Problems to report.



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.

2 Hours: You must remain in the meeting for at least two hours to receive credit.

NOTE: If the email you use on FAASafety.gov is different than your Zoom registration email on a particular day, please be sure to put your FAASafety.gov name and email in the **Chat**.

Thank you!



Scottsdale Airport and Helicopters

At the Scottsdale Airport, Helicopters are being asked to fly at very low, unsafe altitudes. A friend who is a helicopter pilot will take the tower manager for a flight, to show him what the concerns are. Perhaps they can produce a policy that will make everyone happy.





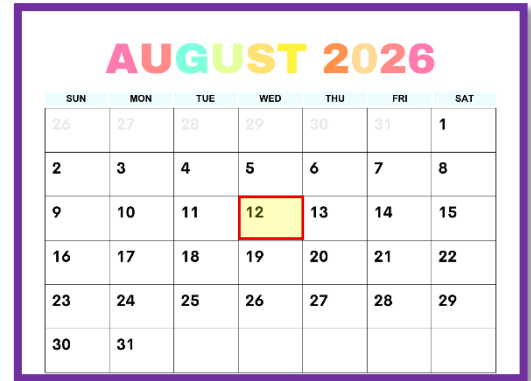
ASAG’s next meeting will be held the 4th Wednesday in June – **June 24 at 12:00 noon, MST (Arizona time).**

Register in advance for the June 24 meeting at:

<https://faavideo.zoomgov.com/meeting/register/RV50fXLOTcKzRYreoBHloQ>

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 **June meeting**, we will be using the FAA’s Zoom account.



No Meeting in July.



The **August Meeting** will be held on the 2nd Wednesday in August – **August 12.**



Motion to adjourn: **Tom Cowan.**

Jim Timm seconded the motion.

The meeting ended at **2:29** pm.

ASAG's email: arizonasag@gmail.com



Lee Unger



Jim Timm



Arizona Pilots Association Monthly Newsletter



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



Northeast Phoenix No Maneuver Zone poster

by Bob Mittelstaedt

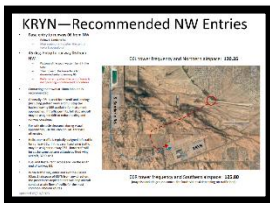
[https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE%20Phoenix%20No%20Maneuver%20Zone_05-18-24.pdf)

OR



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

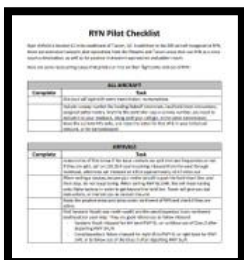
Please print and share the flyer at your airport. You can also publish the link in your print products and on social media.



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 \(KAVQ\)"](#)

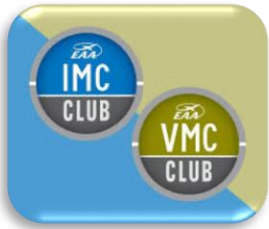
by **Sonny Durante** and the Parachute Operations Safety Workgroup

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: Their next meeting is **June 2, 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](https://www.chandleraz.gov/airport-terminal-meeting-room)

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](https://www.jacksonjetcenter.com), (formerly Swift Aviation), located at [2710 E. Old Tower Road](https://www.jacksonjetcenter.com/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 one will be in **May**. 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/>



- Flagstaff (FLG) May 29
- Bullhead City (IFP) June 9
- Grand Canyon (GCN ATCT) June 10
- Mesa Gateway (IWA) June 11

- Phoenix (PHX ATCT) July 22
- Goodyear (GYR ATCT) July 23
- Glendale (GEU ATCT) July 24
- Tucson (TUS ATCT/TRACON) August 4
- Scottsdale (SDL ATCT) August 5
- Deer Valley (DVT ATCT) Aug 6

IWA Pilot/Controller Meeting 27 May, 1600. See SPANS



Flying to Oshkosh?

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.



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EAA.ORG
This notice does not supersede restrictions contained in other FDC NOTAMS.

Special Flight Procedures Effective Noon CDT July 16 to Noon CDT July 27, 2026



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.**