

MEETING MINUTES

<https://asagaz.org>

n

President Cary Grant Called the Meeting to order at **12:00 pm**

Apr 16, 2025



73 attended:

Adam Foster, Alexander Kocksch, Alexander Peña, Andrew Norris, Andrew Taussig, Bob Katz, Bob Mittelstaedt, Brendan Umbs, Brian Harrop, Bryan Butler, Cary Grant, Chris Nugent, Christian Locher, Christine Perry, Craig Tompkins, CW5 Chris Hammond, David Horvath, David Kitts, David Moore, Deborah Blattstein, DeWitt Gibson, Dr Abraham Blattstein, Ed Faron, Edward Fallon, Eric Williams, Ethan McQuown, Frank Frassetto, Garrett Dauphars, George Hamaty, Hunter Sell, James Betts, James Price, James Timm, Jason Gauer, Jim Anderson, John Cirino, John Santarossa, John Varljen, Joshua Wilson, Julian Fruhling, Ken Trasher, Kenneth Winter, Matthew Corrigan, Matt Lehti, Matt Schorman, Michael Juilfs, Michael Little, Mike Mohle, Mitchell Raab, Neil Davison, Paul Wiley, Peter Rez, Phil Corbel, Prasook Limsirichai, Randell Meyer, Rex Ross, Rolf Dammrau, Ron Serafinowicz, Ryan Anderson, Ryan McClay, Scott Woodworth, Sean Gallagan, Sonny Durante, Steve Brimmer, Terry Wolcott, Thomas Cowan, Tim Bernier, Timothy Burgoyne, Tito Sanchez, Tyler Rothlisberger, Wangjianzhe Shao, & Wes Waddle.

Welcome to our first time attendees!



Cary Grant, ASAG President:

Cary welcomed the members and 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/>.



Jim Anderson, ASAG Treasurer:

Jim Anderson & Cary Grant:

The \$16.38 for Advertising and Promotion was for the banquet and they will not charge us again.

At the end of March, we had a checking balance of **\$15,102.52**.


You can donate to ASAG at our website, www.asagaz.org.

Look for the "Square" donation button.

Move to accept the Treasurer's Report: **Phil Corbell**

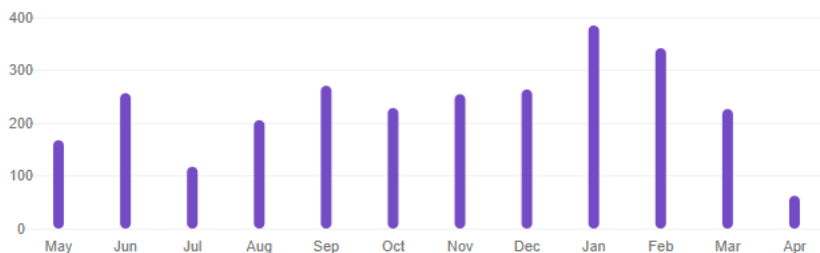
Seconding the motion: **Ed Daror**

The members unanimously accepted the Treasurer's Report.

	
Treasurer's Report	
Aviation Safety Advisory Group of Arizona General Membership Meeting For the period March 1st, 2025 to March 31st, 2025	
Income	
Total Income	\$0.00
Expenditures	
Administrative and Operations	
Advertising and Promotion	\$16.38
AZ Corp Comm Fees	\$10.00
Total Expenditures	<u>\$26.38</u> (\$26.38)
Opening balance as of March 1st, 2025:	<u>\$15,128.90</u>
Balance on hand as of March 31st, 2025:	<u>\$15,102.52</u>
Aviation SAFETY Advisory Group of Arizona	\$15,102.52
<i>James B. Anderson</i>	Treasurer's Signature



ASAG Web Site Visits in last 30 days – 197, total last 12 months – 2912.



[Jim Price, ASAG Secretary](#)

Jim Timm moved to accept the March 2025 meeting minutes.

Phil Corbell seconded the motion.

The members unanimously accepted the March Minutes.



Updates from Community Representatives



[Cory Geffre/Jake Helms, Scott Woodworth, Jim Kennedy, Scott Joy, Jason Kaufman:](#)

Cary Grant KOLD News that Arizona ranked sixth in nation for laser strikes. Mar. 28, 2025.

"We need to get the word out that shining lasers at aircraft, and particularly at the pilots, is serious and possibly life-threatening, blinding others, causing a crash.

<https://www.kold.com/2025/03/29/arizona-ranked-sixth-nation-laser-strikes/>

Scott Woodworth Pima County Sheriff's Department Deputy & Pilot was interviewed by Channel 13, KOLD in Tucson, Apr. 7, 2025. Scott did a great job.

"Pointing a laser at an aircraft is a felony in Arizona and a federal offense that could cost you eleven thousand dollars per instance and five years in prison. There have been over 300 reported laser strikes in the state already this year." **See the interview:** <https://www.kold.com/2025/04/07/pima-county-pilot-explains-risk-laser-strike/>

Scott: In the Tucson area, we have had 13 LASER strikes in the last month. Quite a few of those strikes come from the same area, and we are working on that.

Glendale Law enforcement is increasing the use of Drones. Drones are a quick response tool.

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](#) 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 you are a member of the public who witnessed an individual aiming a laser at an aircraft, send an e-mail to laserreports@faa.gov and include the following: Your name and contact information. Date and time you witnessed the laser incident.



Neil Davison & Christine Perry:

Neil Davison: Our Monthly meeting was 15 Apr. Don Day from Cody, Wyoming spoke to us. He is a balloon pilot and a meteorologist. He talked about crossing ridges. In May we start to wind down for the summer.

Christine Perry: It was an excellent meeting and many of the questions were asked by pilots who are both balloon and fixed wing pilots.



CW4 Hammond, Gary Jones

CW5 Chris Hammond: Ops Normal. Bucket training (firefighting) continues.

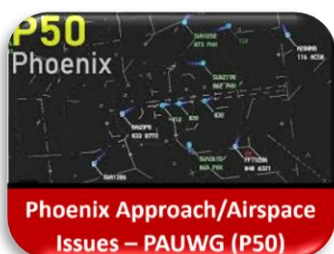
Cary Grant: Treat Picacho ARNG (PCA), west of Picacho Peak, as a Class Delta.

The majority of the training would be late morning in the evening.

This is what it looks like on a sectional



This is what Picacho ARNG (PCA) looks like on Google Maps



Matt Schorman & Brandon Esquer. Luke: LTC Palik, 56 FW Safety. Bryan Eckenrode (T90)

Matt Schorman: It's getting warmer, so we are seeing a reduction in air traffic and flight training.

Our Operation Raincheck tours are currently focusing on special Interest Groups, such as flight clubs, high schools, etc. Soon, we will be opening Operation Rainchecks for anyone who would like to attend.



Cary Grant: Please observe the Carefree No Maneuver zone. It is an arrival area for Scottsdale and Deer Valley traffic. CFI's, please do not use that area for training maneuvers. If you plan to be in that area, please monitor 120.7. Also, pilots should monitor 122.75 (North Practice area).

Dave Kitts: Working on VFR arrival and departure procedures to South Practice area.
Matt: We want to redesign the VFR flyaway chart. He would like to be involved in the procedures with Kitts.

Matt Schorman: New RNAV visual approach starts 17 Apr at IWA. These are for 12C and 12R. Expect a more standardized track. See the AFTW website for the procedure, <https://aftw.org/>



P08 (Coolidge) and 1A20 (Bishop) – Hugh Funk & Tom Cowan

Tom Cowan: Lots of congestion. Everybody has been responding.

Frank Frassetto: all normal.

Tom Cowan: Justin Hodge is back with us. In charge of operations for CPS.

Hugh Funk, NOTAMS: Coolidge Municipal, P08 04/132 : AIRSPACE PJE WI AN AREA DEFINED AS 5NM RADIUS OF P08 SFC-17999FT FREQ 123.075 DLY 1200-2359

2504161200-2507142359

Bishop Airfield, ZAB 04/201 : AIRSPACE PJE WI AN AREA DEFINED AS 5NM RADIUS OF 330643N1121627W (5.4NM WNW E68) SFC-17999FT FREQ 130.475 DLY 1822-2359 2504151822-2507142359

Cary Grant: Jump Operations are at Bishop in Rainbow Valley, Coolidge (P08). Marana (AVQ), and Eloy (E60) Avoid drop areas on the downwind side. To help with safety, pilots should monitor CTAF and the Practice Area Frequencies. Make sure your ADS-B can see all traffic. The use of Flight Following is highly recommended.

Lee Unger has posted **Tom Cowan's "15 Key Points of Military Parachute Training-For Pilots"** on social media and has sent it to <https://scauwg.org/arizona> and more websites.

The "15 Key Points of Military Parachute Training — for Pilots" can be found at:

https://www.faa.gov/files/events/WP/WP07/2025/WP07134455/15_Key_Points-Military_Parachute_Training_for_Pilots-Thomas_Cowan-2025-01-03.2.pdf

15 Key Points of Military Parachute Training – for Pilots

1. Unpowered wing — a parachute is an un-powered wing — much like your aircraft with the power off.
2. Many jumps start at 12,000' but that varies up and down.
3. Many jumps open at 5,000' and descend at about 500' per minute — but that varies up and down.
4. But altitude, opening, and descent rate — depend on mission profile.
5. Jumpers are difficult to spot — free-fall, and under canopy.
6. Land like a plane — downwind, base, final.
7. Land on a designated spot — like a plane.
8. Comms are always live during jump ops — both ground and air, with CTAF active.
9. Fly downwind of Drop Zone — the safest place to fly.
10. Monitor both Marana and Pinal Airpark — jump operations are ongoing at both — but are separate entities, so different frequencies.
11. Spec Ops Jumpers have trained in AZ — for over 50 years.
12. Training operational pace is coordinated and fast — almost like a ballet-in-the-air, for sharp-edged warriors.
13. Training occurs 24/7/365 — for mission flexibility and training in all conditions.
14. Each jump is thoroughly planned and executed — based on mission profile, operational needs, and training objectives — much like a complex cross country IFR flight. Advanced HALO (high altitude, low opening) and HAHO (high altitude, high opening) are typically performed between FL130 and FL200, occasionally above FL200.
15. Controlling ARTCC will always be in control of the jump aircraft — so, get flight following when transitioning through PJE/PJA — tell them you want transition help.

Tom Cowan: Casa Grande planned to move jump operations moving to on-airfield at Casa Grande (CGZ). We have not heard any progress in this matter. Tom promised that he would get this settled.



Mark Giannini

Not Present



Fairfax O'Riley

Not Present

Cary: Fairfax was part of Aerial Engagement. They used their sims that were located at the Scottsdale Airpark for glider student training. It became financially difficult to continue. That operation has been shut down.



Michael Rutledge & Hunter Wall

Not Present



Jim Timm & Craig
Tompkins

ASAG Accident & Deviation Report

Mid-March through **Mid-April** 2025

Accident Report & Pilot Deviation Summary



The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-March through mid-April. We hope to use the following detailed accident/incident 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 similar occurrences.

The Accident/Incident report is about the same length as last time, and the number of FAA reported incidents again comprises about half of the report.

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

Unspecified Problem, Feb 20 @ P52



Source: ASN, NTSB
Location: Cottonwood (P52)
Type: Cessna 172 Skyhawk
POB & Injuries: 2 **Uninjured**
CERT: UNKN

The aircraft departed Prescott and was reported to have been involved in an accident at Cottonwood, and the damage was reported to be substantial. No accident details were available.

Structural Problem, Mar 14 @ FLG



Source: FAA Incident
Location: Flagstaff (FLG)
Type: Cessna 182TR
POB & Injuries: 1 **Uninjured**
CERT: Private Pilot

The nose gear collapsed on landing. The extent of damage was unreported.

Loss of Control Landing, Mar 17 @ DVT



Source: FAA Incident
Location: Phoenix Deer Valley Airport (DVT)
Type: Piper PA-28-181
POB & Injuries: UNKN **Uninjured**
CERT: Private Pilot

After landing, and while taxiing off the runway the nose wheel went off the taxiway and into some rocks. Airport operations towed the aircraft to parking. There was no Damage reported.

Cracked Windscreen, Mar 17 @ (TUS)



Source: FAA Incident
Location: Tucson Intn'l (TUS)
Type: Hawker 900XP
POB & Injuries: 9 **Uninjured**
Pilot CERT: UNKN

The pilot declared an emergency when something hit the windscreen and cracked it at FL400. As a precaution they landed at Tucson International (TUS) and taxied to the ramp without incident.

Loss of Control Landing, Mar 19 @ DVT



Source: FAA Incident

Location: Phoenix Deer Valley (DVT)

Type: PA-28-181

People Involved & Injuries: UNKN **Uninjured**

CERT: UNKN

The aircraft made a touch-and-go landing and went off the runway into the infield. The aircraft was towed to the ramp without incident, and there was no reported damage.

Inflight Loss of Power, Mar 19 ~ Near Winslow



Source: ASN

Location: Near Winslow

Type: Piper PA-28-180

POB & Injuries: 1 **Uninjured**

CERT: Comm/CFI

The airplane departed Flagstaff, and near Winslow the Piper experienced a loss of engine power, and a subsequent forced landing to open field terrain.

The airplane sustained unknown damage, but post-incident photos show the engine, and windshield covered with oil.

Overran Runway, Mar 20 @ IWA



Source: FAA Incident

Location: Mesa Gateway (IWA)

Type: Extra E300

POB & Injuries: 2 **Uninjured**

CERT: UNK

The Extra E300 went through the barricades at the end of the shortened runway because of a brake issue.

Cracked Windscreen, Mar 22 @ IWA



Source: **FAA Incident**
Location: Mesa Gateway (IWA)
Type: Gulfstream G280
POB & Injuries: UNKN / **Uninjured**
CERT: ATP

The Gulfstream reported a cracked windscreen while in flight, and diverted to Gateway Airport (IWA), and landed without incident. The extent of damage was unreported.

Off Airport Landing, Mar 29 ~ Near Marana



Source: **ASN, FAA Incident**
Location: Near Marana
Type: Kitfox IV
POB & Injuries: / 1 **Uninjured**
CERT: Sport Pilot

The aircraft had departed Marana Regional Airport, and while flying near the airport the Kitfox made an off-airport landing and hit a stump, causing it to become inverted.

Engine Failure, Mar 30 @ AVQ



Source: **FAA Incident**
Location: Marana Regional Airport (AVQ)
Type: Cessna 172
POB & Injuries: 1 / **Uninjured**
CERT: UNKN

While enroute to Tucson the pilot declared an emergency because of an engine failure and made a safe landing at Marana Regional Airport.

Brake Failure, Apr 6 @ DVT



Source: **FAA Incident**
Location: Phoenix Deer Valley (DVT)
Type: Beechcraft B35 Bonanza
POB & Injuries: 1 / **Uninjured**
CERT: Private Pilot

While taxiing for fuel, the Bonanza lost its brakes and struck a Cessna Cardinal. The damage was reported to be minor.



0 Near Midair Collisions (NMAC's)

Mar 14 – Apr 10



Mar 14, 2025 – Apr 10, 2025, Arizona had 19 PILOT DEVIATIONS

These deviations were committed by 8 Out of State Aircraft/Pilots, & 1 Foreign Pilot.

3 BRASHERS were awarded & Certificates ranging from Private Pilot through ATP.



These pilot deviations need to be examined to determine if a common thread exists that we should address to help reduce the number of deviations that continue to occur and thus enhance aviation safety.

"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 flight, with



Maj Gen Jack Brasher

the First Officer at the controls during a climb, 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. In fact, Captain Brasher was unaware that the FAA had any concern regarding altitude non-compliance. It was not until almost 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, they are giving the airman the opportunity "...to make note of the occurrence and collect their thoughts for future coordination with Flight Standards regarding enforcement actions or operator training." (Ref. FAA Order JO 7210.632, Air Traffic Organization Occurrence Reporting, Paragraph 3-1 Note). The ability of the airmen to review the circumstances while still fresh in their minds enables them and Flight Standards to identify and mitigate risk that would otherwise remain hidden and possibly cause further problems in the NAS.

The number of deviations was down slightly from last month and weren't as serious as past reports because there was a need to issue only three Brashers for IFR deviations. Obviously, pilots still don't get the message to be more careful in

their flying. Some of these deviations could be attributed to the “snowbirds” that have returned because of the relatively large number of out of state airplanes that were involved. No doubt many of these pilots may not be accustomed to flying in some of the complex/crowded airspaces that we have here in Arizona.

I would certainly like to think that the information that we have presented has been valuable to the majority of pilots out there and may 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. They should 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 fly with care and forethought, don’t be part of the problem.

In summary, the general aviation deviations this reporting period are:

- 7 IFR Deviations & **3 Brashers**
- 2 Class Bravo Airspace Deviations & No Brashers
- 6 Class Delta Airspace Deviations & No Brashers
- 2 Runway Incursions & No Brashers
- 1 ATC Instructions & No Brashers
- 1 Surface Incident & No Brashers



7 IFR DEVIATIONS & 3 BRASHERS

3/4 Altitude Deviation

Comm/CFI Pilot

Phoenix TRACON (P50)



The deviation was reported by the Phoenix TRACON when the Navajo Controller assigned a climb to 7,000 ft and got a good read back, but the King Air climbed to 8,000 feet. Separation was able to be maintained, and **the controller issued a Brasher to the pilot.**



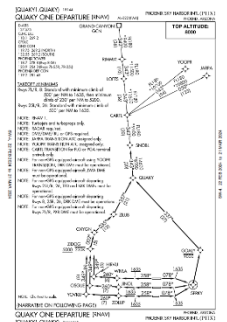
3/9 SID Deviation

ATP/CFI Pilot **Out Of Washington**

Phoenix TRACON (P50)



The deviation was reported by the Phoenix TRACON when the Citation didn't fly the Quaky 1 departure as published.



3/12 Altitude Deviation

Private Pilot

Phoenix TRACON (P50)



The pilot deviation was reported by the Phoenix TRACON when the Pilatus descended below his assigned altitude, resulting in a loss of separation with terrain/obstacles.

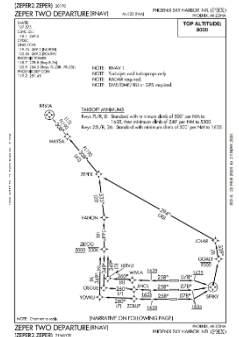
3/19 SID Deviation

Unknown Pilot Certification **Out of Pennsylvania**

Phoenix TRACON (P50)



The pilot deviation was reported when the Gulfstream didn't fly the Zeper 2 departure as published.



3/23 Altitude Deviation

Comm/CFI Pilot

Phoenix TRACON (P50)



The deviation was reported when the Socata TBM climbed above his assigned altitude of 5,000 ft. There was no loss of separation. **The controller issued a Brasher notice.**



3/26 Altitude Deviation

ATP Pilot **Out Of Oregon**

Albuquerque Center (ZAB)



The Falcon 2000 checked in with the Albuquerque controller at FL300 but was observed descending to FL290. The controller called the prior controller to confirm the assigned altitude was FL300, **and then issued a Brasher notice to the pilot for descending without permission.**



4/3 Route Deviation Unknown Pilot Certification Phoenix TRACON (P50)

The deviation was reported when the Cessna 172 turned off course without authorization to avoid possible icing. There was no loss of separation with other traffic.





2 CLASS BRAVO AIRSPACE DEVIATIONS & 0 BRASHERS

Entering Class Delta Airspace Without Having Authorization

3/19 Entering Class Bravo Airspace Without First Having Authorization

Private Pilot

Phoenix TRACON (P50)

The pilot deviation was reported when the Cessna 172 entered the Phoenix Class Bravo airspace without first obtaining authorization.

3/25 Entering Class Bravo Airspace Without First Having Authorization

Private Pilot Out Of California

Phoenix TRACON (P50)

The pilot deviation was reported when the Cirrus entered the Phoenix Class Bravo airspace without first obtaining authorization.



6 CLASS DELTA AIRSPACE DEVIATIONS & 0 BRASHERS

Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

3/22 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

Private Pilot Out Of California

Mesa Falcon Field (FFZ)

The deviation was reported when the Cessna entered the Falcon Field Airspace without first establishing two-way radio communications.

3/22 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

Private Pilot Out Of California

Scottsdale Airport (SDL)

The pilot deviation was reported when the Cessna entered the Scottsdale Class Delta Airspace without first establishing two-way radio communications.

3/29 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

Private Pilot

Goodyear Airport (GYR)

The pilot deviation was reported when the Robinson Helicopter entered the Goodyear Class Delta Airspace without first establishing two-way radio communications.



4/4 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

ATP/CFI Pilot

Chandler Airport (CHD)

The pilot deviation was reported when the Cessna172 entered the Chandler Class Delta Airspace without first establishing two-way radio communications.

4/4 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

Unknown Pilot Certification

Scottsdale Airport (SDL)

The pilot deviation was reported when the Cessna 172 entered the Scottsdale Class Delta Airspace without first establishing two-way radio communications.

4/5 Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

Commercial Pilot **Out of Utah**

Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported when the Piper Comanche entered the Deer Valley Class Delta Airspace without first establishing two-way radio communications.



2 RUNWAY INCURSIONS & 0 Brashers

Entering a Runway Without Authorization



3/7 Entering A Runway Without Authorization

ATP Pilot **Out Of Nigeria**

Tucson International Airport (TUS)

The pilot deviation was reported when the Boeing crossed the hold short line of the runway without ATC authorization.



3/9 Entering A Runway Without Authorization

Private Pilot

Prescott Airport (PRC)

The pilot deviation was reported when the Lake Buccaneer crossed the hold short line of the runway without ATC authorization.



1 FAILURE TO FOLLOW ATC INSTRUCTIONS 0 BRASHERS



3/27 Not Complying With ATC Instructions

Unknown Pilot Certification **Out Of Massachusetts**

Phoenix TRACON (P50)

The deviation was reported when the Citation delayed his turn to a radar defined base which resulted in creating a conflict with traffic to follow.





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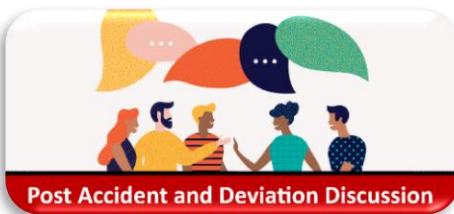
Surface Incident

3/30 Taxiing On A Taxiway Without Authorization

Commercial Pilot

Prescott Airport (PRC)

The pilot deviation was reported when a Beechcraft twin entered a taxiway without ATC authorization.



Cary Grant: If you have a RWY excursion, shut it down and arrange for a tow back to where the airplane needs to be.

Jim Timm is amazed at how many people don't understand the runway hold short lines. As far as the FAA is concerned, when the nose of the aircraft crosses the hold short line, you are officially a runway excursion pilot.



Tom Cowan: I really appreciate Jim Timm's monthly report. It reminds me of all the fundamentals that we need to keep in mind.

ASAG Banquet Update – Cary Grant

My daughter, Laura Boswell (Photos GRANTED), has announced that banquet photos are available!

See the photos at [photosGRANTED | ASAG Award Banquet 2025](#)

Downloads are free, but Laura has print purchases enabled.



Frequency Project Update – Lee Unger, Cary Grant, Jim Anderson, and Brian Stamper, PhD

Lee Unger: We submitted our request for the four frequencies November 24, 2024. Lee requested an update, Christine W. Parola, Honors Attorney, Mobility Division, Wireless Telecommunications Bureau with the FCC, replied that the FCC is actively working on the waiver request and will reach out if they have any questions. Filing details are

here: <https://www.fcc.gov/ecfs/filing/status/detail/confirmation/202411243058128095>



Southern California Airspace Users Working Group

(SCAUWG) Update – Lee Unger

News from Southern California and more can be found here <https://scauwg.org/>

* Gary Palmer CFI/Flight School/Training/Education Outreach is observing AFTW as he continues to organize flight instructors in Southern California.

* The legality of using ASD-B for monetary objectives is under question as that was not

the intended use of ADS-B.

* **Lee Unger** announced Cary Grant's and Scott Woodworth's laser safety video stories, then shared the links in the chat.

* **Eric Mueller**, with Joby, along with Tucson Ninety-Nine Pam Stephan, continue to support Jessica Cox's request of Avidyne for an IFD 550 for her Van's RV10 build. As of April 8, 2025 Patrick Chamberlain reported that he and Jessica had not yet met with the owner of Avidyne.



Marana Airport (AVQ) and Pinal Airpark (MZJ) Updates – Galen Beem Tito Sanchez, Sonny Durante & Lee Unger

Tito Sanchez: Galen told me that because of the government cutbacks, Galen has no idea when they can build the tower.

Lee Unger: Thanks to Galen Beem for supporting concise information about

parachute ops on AWOS 520-682-1397.

Sonny Durante reports "firefighting air support is currently active adjacent to the approach end of Runway 30. Also be aware of helicopter training which is conducted on the east end of the field." Great if you heard Craig Tompkins', FAA, FPM, presentation at the March 1, 2025 Marana Regional Safety meeting about avoiding helicopter wake turbulence in the air and on the ground, here is Cary's summary:

Vortices. Remember 3 3 2. On the ground, stay 3 rotor widths away. Stay 3,000' away in trail or 2 minutes after.

Cary Grant: Sonny Durante put together a wonderful

document, https://www.faa.gov/files/events/WP/WP07/2024/WP07127584/Parachute_Operations_at_Marana_Regional_Airport_240220.pdf



Old Business



Tucson International Construction Update – Lee Unger:

Lee Unger: No Updates. For Tucson International Airport (TUS) Long-Term Airfield Changes, click on <https://www.faa.gov/tus>

"**Check the NOTAMs** and listen to ATIS closely for closed surfaces and other pertinent operational information." See [KTUS Airfield Safety Enhancement](#)

The military and the civilian operators are working together to keep the airspace safe.



Approach Guide – Cary Grant

AFTW and AFTW are still working on the Approach Guide for how and when pilots should make approaches around the state. The Approach Guide is for best practices for approaches around the valley, such as the best time get an approach. We are still working on it. 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. See https://docs.google.com/document/d/18Jpf9d9g-THIsu2Yg7lRcdxkq7D_D5DrXoljNBT34Q/edit?tab=t.0 for the **Recommended Procedures for Practice Instrument Approaches in the Phoenix Area** Google Doc. *If you know people in the flight schools, please get the word out.*

Cary Grant: Visiting examiners going to the stack need to know that radio calls should be made by the examiners - not students. Jim Pittman has published a brochure to help visiting examiners. *See the procedures at:*

https://aftw.org/wp/wp-content/uploads/2021/05/AFTW_Stamfield_VOR_Procedures_Rev6.pdf

Craig Tompkins (SDL FSDO): Reference Parachute Jump Operations, the new sore spot is Tucson approach. We are working on that and have a meeting scheduled for April 17th.

Lee Unger: Next AFTW Zoom Meeting: May 13, 2025 at 4:00pm MST Register at: <https://aftw.org/next-meeting/>



Northeast Phoenix No Maneuver Zone poster, rev 05 18 2024

by **Bob Mittelstaedt**. Download at: [7/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://aftw.org/wp/wp-content/uploads/2024/07/2024-WP07130353/NE_Phoenix_No_Maneuver_Zone_05-18-24.pdf) or from the ASAG website, <https://asagaz.org/posters-campaigns>

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

Cary Grant: Reference the DVT, FFZ, and PHX deviation mitigation, the Poster at Cutter (DVT) **still shows DVT 1**. This poster needs to be updated to **DVT 3**.

Bob Mittelstaedt said that he recently visited Cutter at DVT and the **DVT3** poster was posted. Bob will check Cutter (FBO) and the DVT Terminal building.



Bob Holliday, ASAG's Chaplain

If anyone would like to contact me to confidentially discuss any personal issues, you can email me at pastorbobh@comcast.net

Cary Grant: We need to put Pastor Bob's information on our website.

Bob Holliday sent a letter to Senator Kelly regarding the Marana Tower construction delay.

Each of us can drop a short note to our representatives to increase their awareness of the delay. You can contact your Arizona Senator or Representative at <https://www.govtrack.us/congress/members/AZ>

MOA Proposal – Lee Unger and Cary Grant

Lee checked the website recently and Comments remain closed. There were no updates noted.

User Fees - Chris Nugent, President, Arizona Pilots Association (APA)



Chris: There is a bill in Montana that will, if passed, ban ADSB-B data to charge landing fees for aircraft weighing less than 9,000 pounds. The house has voted and passed. The Senate is yet to vote.

Chris has drafted a letter to Senator David Farnsworth, to make him aware of the Montana bill. We hope to have that discussion in conjunction with the State

Aviation Fund Protection. (Stop sweeping the Aviation Trust Funds). This money comes from our aviation taxes, fuel taxes and other fees that we pay every day. In 2024, Arizona swept \$15,000,000 from the aviation fund. Senator Farnsworth plans to put a stop to these sweeps!



John Keith & Cary Grant

- Amazon has resumed making drone deliveries in Texas and Arizona after it halted the program earlier this year. Amazon drones operate in the Laveen area, 400' and below.
- The company suspended Prime Air deliveries in January as it rolled out a software update to correct issues with the drone's altitude sensor caused by Arizona's dusty air.
- Amazon has set a goal to deliver 500 million packages by drone per year by the end of the decade.

See: <https://www.cnn.com/2025/03/31/amazon-resumes-drone-deliveries-after-two-month-pause.html>



Cary Grant: Drone Safety Day (DSD) is an annual campaign designed to educate drone users of the importance of flying safely, inspiring fun drone activities and connecting a community of enthusiasts. DSD will highlight the societal, economic, and safety benefits of safe drone operations with in-person, virtual, and hybrid events in focus areas such as **Education, Environment, and Emergencies.**

See: <https://ncatech.org/2023-drone-safety-day-events/>



Cary Grant & Jim Anderson

Exploring possibility of using ERAU resources to help with Bravo Airspace production
Video view counts: SEZ – 11796, AVQ – 1655, P52 – 470, LASER and DRONES – 110

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>

Tucson Removed due to Construction

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



New Business



[You can Serve ASAG! – Lee Unger](#)

If you are a FAASafety Rep and are wondering how you can support ASAG and the WINGS program, you're in luck! **You can serve ASAG by validating WINGS credit for the ASAG meeting attendees.** Please let Lee know if you would consider doing this. **Email Lee at leeunger4@gmail.com**

[Monthly Meeting WINGS Credit – Lee Unger](#)



Our ASAG meetings qualify for 2 Knowledge WINGS credits for pilots and 1 credit for Aviation

Maintenance Technicians (AMTs). Thanks to **Ernie** and **Craig** for providing

the Zoom attendance list which we use to provide WINGS credit. 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!



[Arizona Pilots Association monthly newsletter](#)

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

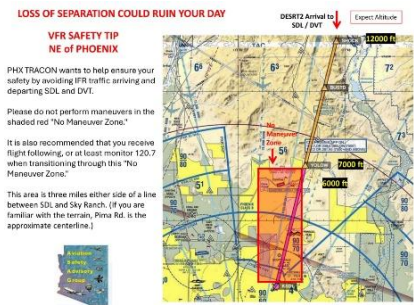
[Northeast Phoenix No Maneuver Zone poster](#)

by Bob Mittelstaedt. Download at:

[7/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](#) or

ASAG's website <https://asagaz.org/posters-campaigns>

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



[Ryan Airfield Recommended NW Entries, by Brian L. Stamper, Ph.D., FAASafety Representative.](#)

<https://aftw.org/kryn-operations/> &

https://www.faasafety.gov/files/events/WP/WP07/2023/WP07124011/KRYN_NW_entry_procedures_stand_alone_230510_.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.

[Greater Tucson Practice Areas \(TUS, AVQ & RYN\)](#)

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

Parachute operations have been announced in the Silverbell practice area.



VMC & IMC CLUB MEETING – Alex Peña: May 6, 2025. VMC begins at 6:30 pm and the IMC Club meeting follows. [Chandler Municipal Airport Terminal Meeting Room, 2380 S Stinson Way, Chandler, AZ 85286](#)



Annual Meeting

Saturday, May 10, 9:30-12:30, at [Highlands Church, 9050 Pinnacle Peak Rd., Scottsdale, AZ. 85255](#)

We have a full schedule lined up and we'll have some great door prizes as well. We'll be getting the meeting specifics out to you beforehand, and we look forward to seeing you there! (You do not need to be a pilot to attend).

Check <https://azpilots.org/> for the latest information.



(These are hybrid meetings): Look for the SPANS on www.FAASAFETY.gov

FLG, May 2

GYR, 9 June

PRC, May 15

RYN, 24 June

GCN, 20 May

FFZ, 25 June.

IWA, 26 June.



Look for the SPANS on www.FAASAFETY.gov

PRC, Apr 23, 1830 Arizona time, DLC (Davis Learning Center), Embry Riddle Aeronautical University campus, 20 Hunt Dr, Prescott, AZ 86301.

RYN, May 13, 1100 Arizona time, in the conference room of the building adjacent to the airport restaurant.

IWA, June 4, 1600 Arizona time, Gateway Administration Building - Saguaro Room A, 5835 S Sossaman Road, Mesa, AZ



<https://aftw.org/>

Everyone interested in improving flight training safety in Arizona is invited to participate. Meetings are held via Zoom on the 2nd Tuesday at 4:00pm every other month (odd months, **Jan, Mar, May, Jul, Sep, Nov**).

Click [HERE](#) to register for one or more future meetings.

You can access previous meeting recordings and minutes [HERE](#).



Phoenix 99's 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. Website at <https://phx99s.org/> **Reference: Karen Hausteen**

ASAG's next meeting will be Wednesday, **May 21, at 12:00 noon, MST (Arizona time).**

Motion to adjourn: **Jim Price.**

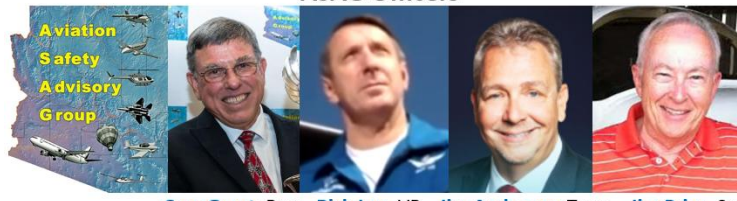
Terry Wolcott seconded the motion.

The meeting ended at **1:46** pm.

ASAG's email arizonasag@gmail.com



ASAG Officers



Cary Grant, Pres **Rich Lee**, VP **Jim Anderson**, Treas **Jim Price**, Sec