

# MEETING MINUTES

<https://asagaz.org>

Pres. Cary Grant  
called the Meeting

to order at **12:00 pm**



## June 18, 2025

### 83 attended:

Alexander Kocksch, Alexander Peña, Andrew Elliott, Andrew Taussig, **Austen Mersereau**, Bob Katz, **Bob Holliday**, Bob Mittelstaedt, Brad Walstrom, Brendan Umbs, Brett Richardson, **Brian Bell**, Brian Hurley, Butch Borszich, **Camila Norona**, Cary Grant, Christian Locher, Christine Perry, Craig Tompkins, CW5 Chris Hammond, Dan Fuller, Don Von Flue, Daniel Hann, Daniel Weimer, David Horvath, David Kitts, David Lee, Don Evans, Dr Abraham Blattstein, Ed Faron, Edwin Halstead, Eric Fahrner, Ernest Copeland, Ethan McQuown, Fairfax O'Riley, Felix Hernandez, Frank Frassetto, George Hamaty, Gregg Schmillen, **Howard Deever**, Ivan Manoogian, James Price, James Timm, **Jeff Bowen**, Jim Anderson, John Cirino, John Santarossa, John Varljen, Julian Fruhling, Justin Hodge, Ken Enger, Larry Erdman, Lawrence Wippman, Lee Unger, Mark Giannini, Matthew Corrigan, Matt Schorman, Matthew Higginbotham, Michael Juilfs, Mike Little, Mitchell Raab, Neil Davison, Paul Rowley, Pete Hermes, Peter Troccoli, Phil Jossi, Randell Meyer, Ray Puckett, **Ricardo Burgos**, Richard Lee, **Robert Musselwhite**, Robert Smith, Rodney Holberton, Rolf Dammrau, Ron Dziagwa, Ron Erkins, Roy Williams, Scott Lindblom, Scott Woodworth, Sonny Durante, Stanley Trachta, Terri Wolcott, Tino Ilio, Tito Sanchez, & Wes Waddle.

**Welcome  
to our 5  
first time  
attendees!**

### Cary Grant, ASAG President:

Cary Grant 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:**

No Activity in May. The same checking balance of **\$15,129.77**.

You can donate to ASAG at our website, [www.asagaz.org](http://www.asagaz.org). Look for the "Square" donation button.

Move to accept the Treasurer's Report: **Fairfax O'Rielly**

Seconding the motion: **Sonny Durante**

The members unanimously accepted the Treasurer's Report.

Treasurer's Report		
Aviation Safety Advisory Group of Arizona General Membership Meeting For the period April 1st, 2025 to May 31st, 2025		
<b>Income</b>		
<b>Total Income</b>		\$0.00
<b>Expenditures</b>		
<b>Administrative and Operations</b>		
Advertising and Promotion		
<b>Total Expenditures</b>	\$16.38	\$16.38
		(\$16.38)
<b>Opening balance as of April 1st, 2025:</b>	\$15,146.15	
<b>Balance on hand as of May 31st, 2025:</b>	\$15,129.77	
<b>Aviation SAFety Advisory Group of Arizona</b>		
James B Anderson		Treasurer's Signature



# ASAG Web Site Visits

– 2,956, last 30 days + 153.



## PREVIOUS ASAG MEETING MINUTES

### Jim Price, ASAG Secretary

**Paul Rowley** moved to accept the **May 2025** meeting minutes.

**Jim Timm** seconded the motion.

The members unanimously accepted the **May 2025** Minutes.

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



## Updates from Community Representatives

### LASER & UAS MITIGATION



#### Cory Geffe/Jake Helms, Scott Woodworth, Jim Kennedy, Scott Joy, Jason Kaufman:

**Scott Woodworth, Pima County Sheriff's Department, Aviation:** A person we arrested for LASER striking aircraft recently took a plea deal and received 12 months of unsupervised probation and a \$360 fine. That fine will be suspended if they complete 24 hours of community service.

We have had 29 LASER strikes in the Tucson area in the last month or so. There are two serial LASERers on the north side of Tucson International. We believe one to be just north of Tucson's runway 30 and the other to be off the end of Davis-Monthan AFB's runway 31. We have not yet been able to catch the LASERers in the act. PCSO will eventually get them, but for now, the Pinal County Sheriff's Office is building a case.

**Ernie Copeland, SDL FSDO:** Statewide, we have had 465 strikes since October 1<sup>st</sup>, 2024 (fewer strikes compared to last year). Signs indicate that we have a serial LASER person in the Tucson area.

**Scott Woodworth:** Shining lasers at aircraft, and particularly at the pilots, is serious and possibly life-threatening. Blinding pilots can cause a crash.

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

The best course of action is to report the laser strike.

## 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](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](mailto: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](mailto:laserreports@faa.gov) and include the following: Your name and contact information. Date and time you witnessed the laser incident.



### Neil Davison (PPL)

**Neil Davison:** Ballooning has slowed down for the summer. The ride companies are still flying with about half capacity (because of the heat).

Currently, FAA regulations state that drones (small, unmanned aircraft) must yield the right-of-way to all other aircraft. This means drones must avoid other aircraft and not pass over, under, or ahead of them unless well clear. However, Neil received an email from the Balloon Federation of America (BFA), that the FAA is proposing that that rule be changing so that all aircraft and balloons will give way to drones. For more information, see: <https://www.bfa.net/index.php/evo-news?view=article&id=1982:notice-of-proposed-rulemaking-nprm-drone-operation&catid=88888979>

### **Current Regulations (Part 107):**

- Under the existing Part 107 rules, small, unmanned aircraft (drones) **must yield the right of way to all manned aircraft.**
- This means the drone must give way and not pass over, under, or ahead of the manned aircraft unless a safe distance is maintained.

Proposed Rule (Part 108):

The FAA is working on a new rule, called Part 108, aimed at standardizing Beyond Visual Line of Sight (BVLOS) drone operations. An advisory committee to the FAA recommended that under certain circumstances, a manned aircraft without electronic position broadcasting (like ADS-B Out) might be required to yield to a drone flying below 400 feet AGL.

- This proposed change in right-of-way is currently a recommendation from an advisory committee, **not an established FAA rule.**
- **Part 108 is still under development**, and the FAA is expected to release a Notice of Proposed Rulemaking (NPRM) for public comment.
- The industry is eager for clear guidance on BVLOS operations, but the FAA is proceeding cautiously to ensure safety and security.
- Until Part 108 is finalized, drone pilots must continue to adhere to the current regulations, including always yielding to manned aircraft.



**Neil Davison:** Please contact the FAA and your Congressmen and Senators.

Neil has not received a date when this rule is proposed to be in effect. He will let Cary Grant know when he hears of a date.

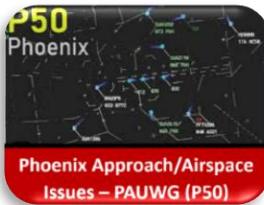
This proposed change to the FARs is heavily funded by large companies who use drones to make deliveries.



## CW4 Chris Hammond & Gary Jones

**CW5 Chris Hammond:** The first 2 weeks of June include annual training for our army helicopter pilots and the training is now complete. We were LASERED a bit and those strikes have been reported to the Army and FAA. Water Buckets are ready to go and ready for fire service.

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



## Matt Schorman & Brandon Esquer (P50). LTC Palik (Luke 56 FW Safety), Bryan Eckenrode (T90)

**Matt Schorman:** Lufthansa has an aerobatic activity box, surface to 8,000'. (Page 509 of the Chart Supplement). It has not been used for quite some time, but Lufthansa will be starting it up. It almost touches Bishop and uses the Rainbow Valley frequency **128.93**. If you use the AFTW overlay, the aero box

is on it, as shown here.



**Matt Schorman:** We were asked to look into a Letter to Airman for Casa Grande (KCGZ) ops and the Stanfield Stack. However, the Casa Grande stack airspace is Albuquerque center airspace. P50 replied, "We're going to let Albuquerque handle that."



**Letters to Airmen (LTAs) – Lee Unger:** There is a plan, supported by Jim Pitman and Matt Schorman, to create Letters to Airmen; one each for the Stanfield Stack and the Coolidge Stack. The purpose is to let more pilots know what to expect when transiting the areas and also when they are inbound to land and/or do instrument approaches, either IFR or VFR practice.

Letters to Airmen are included in NOTAMS. Some aviation apps do not include LTAs in NOTAMS.

The FAA's NOTAM site is very reliable: <https://notams.aim.faa.gov/notamSearch/disclaimer.html>

Example of LTA DVT: <https://notams.aim.faa.gov/ita/main/viewita?lookupid=3389550917102606174>

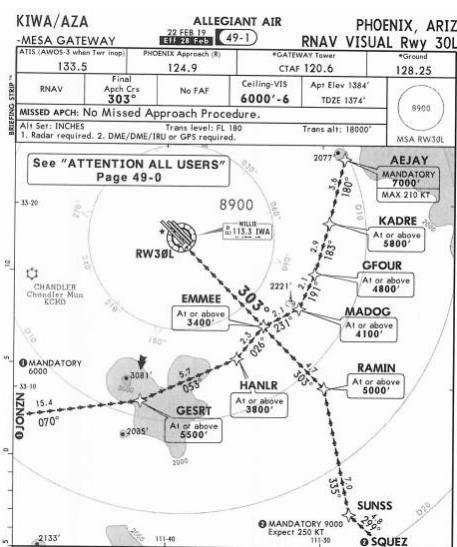
Example of LTA RYN: <https://notams.aim.faa.gov/ita/main/viewita?lookupid=3625953244414482348>

### **Stack procedures for Stanfield CGZ**

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

### **Stack procedures for Coolidge P08**

[https://aftw.org/wp/wp-content/uploads/2022/08/AFTW\\_Coolidge\\_Approach\\_Procedures\\_Rev4.pdf](https://aftw.org/wp/wp-content/uploads/2022/08/AFTW_Coolidge_Approach_Procedures_Rev4.pdf)



**Matt Schorman & the Allegiant Visual RNAV approach into Gateway:** Allegiant Air has had the RNAV visual for runway 30 for a few years, (shown at left). They just created an RNAV visual for runways 12C and 12R (which I cannot seem to find on the web).

Flying the Rwy 12 RNAV approach, Allegiant Air crosses over **AEJAY** at **6,200' MSL**. At AEJAY, they cut all power and descend very fast. Be on the lookout for Airbuses arriving from the North Northeast.

The Allegiant Air RNAV VISUAL 30L is available at <https://aftw.org/wp/wp-content/uploads/2019/02/RNAV-Visual-IWA-AFTW.pdf>



**Matt Schorman:** Operation Raincheck (PHX TRACON and Tower tour) is scheduled for July 22. **This Seminar is currently filled.**

We are catching up on the IOUs that we have with the special interest groups. June is reserved for our last special interest group, the Army Reserve Guard Helicopter Pilots at Papago. Starting in July, we will open up Op. Rain Checks to the General Aviation community.



#### P08 (Coolidge) and 1AZ0 (Bishop) – Hugh Funk & Tom Cowan

**Cary:** ABQ Center is concerned that we have out of state C-130s dropping randomly throughout the airspace.

**Justin Hodge:** Reference the Aerobatic Box by Bishop, we have been in communication with Lufthansa and we are aware of it. We will coordinate with them before they use the Box. They didn't indicate that they would be using the box very often.

**Coolidge and Bishop, Justin Hodge:** Currently, we are primarily at Bishop. We will be wrapping up next week and shifting to the evening ops. There have been NO close calls. Currently no operations at Coolidge. July 17 – Aug 15, our DOD clients will start a freefall course. Then, one week off at Coolidge, followed by observation and other training. Bishop will stay about the same.

**Casa Grande – Justin Hodge:** Tom Cowan was not able to attend the meeting, so no further information.

**Paul Rowley:** The RAF meeting was great. They spoke to the military information.

**Cary Grant:** This would be a great topic at a VMC/IMC Club meeting. Frank Frassetto can also help.

**Justin:** They are progressing on putting ADS-B on jumpers. Many areas are currently using ADS-B. It doesn't make sense for the civilian side. It works great for HAHO operations.

**Frank Frassetto:** Fairly slow, but ops will pick back up in August.

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

[https://www.fasafety.gov/files/events/WP/WP07/2025/WP07134455/15\\_Key\\_Points-Military\\_Parachute\\_Training\\_for\\_Pilots- Thomas Cowan - 2025-01-03.2.pdf](https://www.fasafety.gov/files/events/WP/WP07/2025/WP07134455/15_Key_Points-Military_Parachute_Training_for_Pilots- Thomas Cowan - 2025-01-03.2.pdf)



**Mark Giannini:** We had a Formation Clinic in California. Our next big event is 4th July at 5:00 pm at Fairmont Princess Hotel flyover. Flying inside Scottsdale's Class D and off target by 5:10.



#### **Fairfax O'Riley:**

Soaring has been shut down – it's too hot. Closed through July.

Glider competition went well.

In fall we have some small events.



**Michael Rutledge & Hunter Wall** Not Present



Jim Timm & Craig  
Tompkins

## ASAG Accident & Deviation Report

**Mid-MAY through Mid-JUN 2025**

### Accident Report & Pilot Deviation Summary



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

### **UNKNOWN CIRCUMSTANCES, May 16, 8 nm SE of Prescott**



Source: FAA

Location: 8 nm Southeast Of Prescott

Type: Powered Parachute (Unregistered)

Injuries: 1 Fatality

No Pilot Certification

The pilot was fatally injured in the crash of an unregistered powered parachute under unknown circumstances.

## GROUND INCIDENT, May 19 @ FFZ



Source: FAA

Location: Mesa Falcon Field (FFZ)

Type: Piper PA-28-181

Injuries: 1 Uninjured

The left wingtip of the airplane struck a fuel truck while taxiing.

## LOSS OF POWER, May 21 @ Tolleson



Source: ASN

Location: Tolleson

Type: Amazon MK30

Injuries: 0 Uninjured No Pilot

After losing power, the Amazon drone made a controlled forced landing on the front lawn of a residence in Tolleson.

## LOSS OF POWER, May 23 @ GYR



Source: ASN, Member

Location: Near Goodyear

Type: Cessna 172

Injuries: 2 Uninjured

No Pilot Information

The airplane took off from Goodyear Airport and shortly after takeoff they lost power due to a carburetor issue and made a successful landing on a dirt road without any damage.

## LANDING GEAR COLLAPSE, May 29 @ RYN



Source: FAA Incident

Location: Tucson Ryan Field (RYN)

Type: Cessna 210T

Injuries: 3 Uninjured

Commercial Pilot

The landing gear collapsed during landing, and the extent of damage was unknown.

## GROUND INCIDENT, May 29 @ DVT



Source: FAA Incident

Location: Phoenix Deer Valley (DVT)

Type: Piper PA-28-181

Injuries: 0 Uninjured

No Pilot Certification

During a maintenance check the Cessna rolled into an unoccupied parked Piper Seminole causing undetermined damage.

## LOSS OF CONTROL LANDING, May 31 @ DVT



Source: FAA Incident

Location: Phoenix Deer Valley (DVT)

Type: Piper PA-28-181

Injuries: 1 Uninjured

Student Pilot

The student pilot on a solo flight landed and went off the runway. The city responded and towed the aircraft to the ramp.

## LANDING GEAR COLLAPSE, Jun 1 @SEZ



Source: ASN, FAA Incident

Location: Sedona (SEZ)

Type: Sling (LSA)

Injuries: 2 Uninjured

Comm/CFI Pilot

The nose gear collapsed during the landing.

## LOSS OF CONTROL LANDING, June 2 @ NYL



Source: FAA Incident

Location: Yuma Airport (NYL)

**Type: L-2M Taylorcraft**

**Injuries: 1 Uninjured**

Comm/CFI Pilot

The Taylorcraft made a hard landing, blew a tire, and went off the runway. A strong crosswind may have been a causing factor.

## ENGINE FAILURE, Jun 6, near DVT



Source: ASN Location:

Near Deer Valley (DVT)

**Type: Cessna 150**

**Injuries: 2 Minor Injuries**

Pilot Certification Unknown

Shortly after taking off from Deer Valley airport the engine failed, and the pilot landed in a nearby field. The damage was substantial.

## LOSS OF CONTROL LANDING, Jun 6 @ FFZ



Source: FAA Incident

Location: Mesa Falcon Field (FFZ)

**Type: Piper PA-28-180**

**Injuries: 2 Uninjured**

Pilot Certification Unknown

The aircraft landed hard at Mesa Falcon Field and went off the runway into the infield. There was damage to the right flap.

## LOSS OF CONTROL ON TAKEOFF, Jun 8 @ FLG



Source: FAA Incident

Location: Flagstaff Airport (FLG)

Type: Cessna 180

Injuries: 2 Uninjured

ATP/CFI Pilot

Because of a tailwind, the pilot aborted the takeoff which resulted in a ground loop, and striking a taxiway light.

## HARD LANDING, Jun 9 near Avra Valley



Source: FAA Incident

Location: Near Avra Valley

Type: Arion LS-1 (Light Sport)

Injuries: 1 Uninjured

Private Pilot

The aircraft made a hard landing at a private airstrip west of Avra Valley, and the extent of damage was unknown.

## LOSS OF CONTROL ON LANDING, Jun 9 @ CHD



Source: FAA Incident

Location: Chandler Airport (CHD)

Type: BC12-D Taylorcraft

Injuries: Unknown Uninjured

ATP/CFI Pilot

While doing touch and go landings the aircraft went off the runway due to a gust of wind, but the aircraft just taxied back to the ramp without incident, and there was no reported property damage.



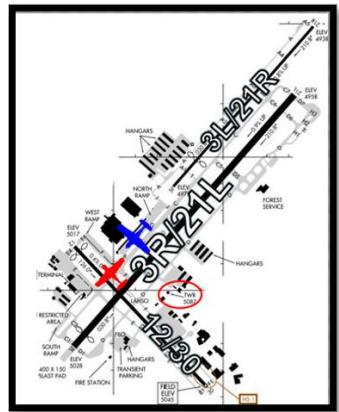
## 3 Near Midair Collisions (NMAC's)

**May 11 – Jun 12**

### May 15, Prescott Airport (PRC)



A Sportstar was cleared off on RWY 21L, and fly straight out, and the other aircraft on 21R was airborne, and on a runway heading when ATC approved the Sportstar to turn right, and pass over 21R, and thus “cutting off” the other aircraft on upwind on RWY21R. ATC issued a Traffic Advisory to the Sportstar only, and neither aircraft were issued a Traffic Alert nor did either aircraft report traffic insight. The closest proximity was 0.04 NM (< 250') and 100 feet vertical.



### May 19, Mesa Falcon Field (FFZ)



A NMAC was reported when a Cessna reported seeing a Quadcopter Drone 20 ft off its wingtip southeast of the airport.

### May 21, Phoenix Deer Valley Airport (DVT)



The Bonanza had just taken off on RWY 25L, and after becoming airborne, ATC issued a left downwind departure east approved. The Bonanza very shortly began a climbing left turn which resulted in a convergence between the Bonanza and an AS-350 helicopter that was arriving from the south at 1,900 feet. When the aircraft were 1 NM apart, both were issued a Traffic Advisory by ATC. When they were .44 NM apart, the helicopter rapidly descended to 1,700 feet. Neither aircraft were issued a Traffic Alert.

The closest proximity was 0.08 NM and 200 feet vertical.



# Pilot Deviations

**From May 17, 2025 – Jun 12, 2025, Arizona had 21 PILOT DEVIATIONS**

**These deviations were committed by 11 Out of State Aircraft/Pilots, 2 Foreign pilots, & a flight of 4 F16s. 3 BRASHERS were reported.**

**Certificates ranged 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 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."*



*Maj Gen Jack Brasher*

*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.*

Obviously, pilots 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 Arizona's complex/crowded airspace.

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

Moving on, 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, don't be part of the problem.

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

- 10 IFR Deviations & **3 Brashers**
- 1 Class Bravo Airspace Deviations & No Brashers
- 3 Class Delta Airspace Deviations & No Brashers
- 5 Runway Incursions & No Brashers
- 2 ATC Instructions & No Brashers



## 10 IFR DEVIATIONS & 3 BRASHERS

### 5/5 Altitude Deviation



**Unknown Pilot Certification out of Florida  
Phoenix TRACON (P50)**

The Citation was assigned a climb to 5,000 feet but leveled at 3,000 feet resulting in a loss of separation with terrain/obstacles.

### 5/16 Altitude Deviation



**Unknown Pilot Certification Out Of California  
Phoenix TRACON (P50)**

The Gulfstream descended below the published altitude for an intersection on the BRUSR arrival.

### 5/23 Altitude Deviation



**ATP/ Pilot Out Of New Jersey  
Phoenix TRACON (P50)**

The Learjet descended below his ATC assigned altitude of 11,000 feet and conflicted with slower traffic at 10,000 feet.

### 5/27 Route Deviation



**ATP Pilot Out of Delaware  
Albuquerque Center (ZAB)**

The Dassault Falcon was off course from their departure procedure because their FMS was unable to capture a designated fix. As a result, the Falcon proceeded to an alternate fix which put them in proximity to the Yarnell Assigned Airspace. The center controller vectored the Falcon to avoid the ATC Assigned Airspace and then cleared them to an alternative fix. **A Brasher Warning was issued.**

### 5/28 Altitude Deviation



**ATP/CFI Pilot Out Of California  
Phoenix TRACON (P50)**

The Citation climbed above its ATC assigned altitude without authorization.

## 5/29 Altitude Deviation



**Unknown Pilot Certification Out Of Canada**

**Tucson TRACON (U90)**

The Bombardier Global Express descended below its assigned altitude of 11,000 feet, resulting in a loss of separation with terrain/obstacles.

## 6/3 Altitude Deviation



**Private Pilot Out Of Ohio**

**Phoenix TRACON (P50)**

The pilot deviation was reported when the ATC controller observed the Piper was level at 3,000 feet. The aircraft was issued a climb to 5,000 feet, and a low altitude alert was also issued to validate the loss of separation with terrain/obstacles.

## 6/4 Separation Deviation



**Military Pilots**

**Albuquerque Center (ZAB)**

Four F16's were working in the JAKAL MOA, and they spilled out of the MOA which resulted in a loss of separation with an air carrier. The closest proximity was 4.13 NM, and 1200 feet vertical. **A Brasher warning was issued.**

## 6/5 Altitude Deviation



**Unknown Pilot Certification Out of Michigan**

**Albuquerque Center (ZAB)**

The Piper Cheyenne failed to fly at an ATC assigned altitude and began a descent to FL220 without authorization. **A Brasher warning was issued.**

## 6/11 Altitude Deviation



**Antonov An-12**

**Unknown Pilot Certification Out Of Ukraine**

**Phoenix TRACON (PHX)**

The deviation was reported by the Phoenix TRACON (P50) when the Antonov AN-12, departed Sky Harbor, and didn't climb at the minimum climb rate which resulted a loss of separation with terrain/ obstacles.



## 1 CLASS BRAVO AIRSPACE DEVIATIONS & 0 BRASHERS

**Entering Class Delta Airspace Without Having Authorization**

## 5/30, Phoenix TRACON (P50)

Private Pilot

The deviation was reported when the Cherokee 6 entered the Phoenix Class Bravo Airspace without ATC authorization.



## 3 CLASS DELTA AIRSPACE DEVIATIONS & 0 BRASHERS

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

#### 5/18, Scottsdale Airport (SDL)

##### Private Pilot Out Of California

The Cessna entered the Scottsdale Class Delta Airspace without first establishing two-way radio communications.

#### 5/26, Phoenix Deer Valley Airport (DVT)

##### Private Pilot

The pilot deviation was reported when the Mooney M-20 entered the Deer Valley Class Delta Airspace without first establishing two-way radio communications.

#### 6/8, Scottsdale Airport (SDL)

##### Private Pilot

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



## 5 RUNWAY INCURSIONS & 0 Brashers

### Entering A Runway Without Authorization



#### 5/22, Phoenix Deer Valley Airport (DVT)

##### Private Pilot Out Of Nevada

The deviation was reported when the Cirrus crossed the hold short line of the runway without ATC authorization resulting in a loss of separation with a Piper. The closest proximity was 222 feet.



#### 5/26, Phoenix Deer Valley Airport (DVT)

##### Comm/CFI

The deviation was reported when the Experimental Acro Sport crossed the hold short line of the runway without ATC authorization, resulting in a loss of separation with a Cessna. The closest proximity was 500 feet.



#### 5/29, Chandler Municipal (CHD)

##### ATP/CFI

The Cessna entered the runway without ATC authorization.



#### 6/4, Mesa Gateway Airport (IWA)

##### UNKN Pilot Certification

The Piper conducted a touch-and-go without ATC authorization.

#### 6/5, Tucson International Airport (TUS)



##### Unknown Pilot Certification

The Piper took off without a clearance and conducted a touch-and-go without ATC authorization.

## 2 FAILURE TO FOLLOW ATC INSTRUCTIONS 0 BRASHERS



#### 5/15 Pilot DID Comply With ATC Instructions

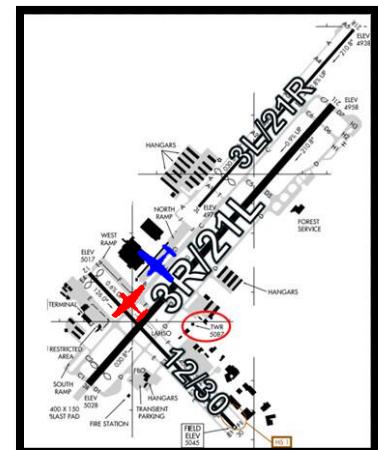
Private Pilot

Prescott Airport (PRC)



A Sportstar was cleared to takeoff on RWY 21L, and to fly straight out. The other aircraft on 21R was airborne, and on a runway heading when ATC approved the Sportstar to turn right, and pass over 21R, and thus "cutting off" the other aircraft on upwind on RWY 21R. ATC issued a Traffic Advisory to the Sportstar only, and

neither aircraft were issued a Traffic Alert, nor did the pilots report traffic insight. The closest proximity was 0.04 NM (< 250') and 100 feet vertical.



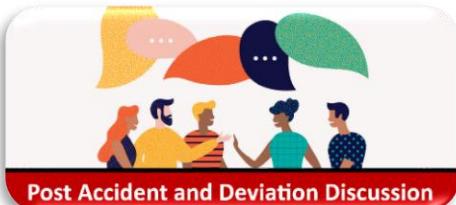
#### 5/19 Pilot DID NOT Comply With ATC instructions



Student Pilot **Out of Colorado**

Phoenix Deer Valley Airport (DVT)

The student in the Cheetah didn't make his turn to RWY 25L as instructed and thus conflicted with traffic on RWY 25R.



Post Accident and Deviation Discussion



**Cary Grant** talked with the controller about the May 21st NMAC at Deer Valley. The Bonanza pilot was issued a left downwind departure east. The Bonanza

very shortly began a climbing left turn at about 200' AGL, which resulted in a convergence between the Bonanza and an AS-350 helicopter that was arriving from the south at 1,900 feet. Cary recommends that pilots climb to 300' AGL before making a turn. There is no hurry.



## Old Business



Banquet Photos

2025 Banquet photos are available at <https://photosgranted.zenfolio.com/asag25>  
Also see <https://asagaz.org/> (scroll down)



FREQUENCY PROJECT

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

**Lee Unger:** We are waiting on a response from the FCC. Filing details are available at: <https://www.fcc.gov/ecfs/filing/status/detail/confirmation/202411243058128095>



SCAUWG <https://scauwg.org>

Southern California Airspace  
Users Working Group

Lee Unger

The SCAUWG meeting discussed the Aeronautical Chart Users' Guide, found at:

[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/aero\\_guide/](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/aero_guide/)

from FAA.gov." Be advised that the FAA will discontinue this product on or after August 7, 2025, and it will be removed upon expiration of the current effective

edition. The guide includes new chart symbology, changes in the depiction of information and/or symbols on the charts and is a very valuable safety resource.

You may download the most current version to your devices, knowing it will soon be outdated. [https://aeronav.faa.gov/user\\_guide/cug-complete\\_20250612.pdf](https://aeronav.faa.gov/user_guide/cug-complete_20250612.pdf)

See the [25-03 VIS Charting Notice \(PDF\)](#) for complete information." Several publications, including PHX VFR Class B Enhancement Graphic, will no longer be available [https://aeronav.faa.gov/visual/vfr\\_class\\_B/Phoenix\\_Class\\_B.pdf](https://aeronav.faa.gov/visual/vfr_class_B/Phoenix_Class_B.pdf)  
News from Southern California and more can be found here <https://scauwg.org/>



### Cary Grant

An article appeared in AVweb, June 16: "Pilots and others in the aviation industry have about three weeks to get comments in on the value of

two voluntary safety reporting systems. As J. Scott Dyer [reports in Aviation Consumer Magazine](#), the request was put in the Federal Register on May 5 and some fear that if there isn't sufficient support voiced, the days of the [Aviation Safety Reporting System](#) (ASRS) and the lesser known Confidential Close Call Reporting System (C3RS) could be numbered.

DATES: Comments are due by July 7, 2025.

**ADDRESSES:** Written comments and recommendations for this information collection should be sent within 60 days of publication of this notice at <http://www.regulations.gov> and search for NASA Docket NASA-2025-0004.

**Jim Anderson:** I was on a call this morning with the GAJSC/Safety Action Team and NASA confirmed this program is not going away! Yes – there is a fair amount of press on this, but it seems the reporting is not 100% accurate, (shocking). There is a government/administrative procedure which triggered this review internally – which I did not fully understand and this triggered the press. We will see where this goes, but word I have that ASRS will live on.



**Jim Timm:** The System will remain but will not publish a written report or a report for the media.

**Jim Price:** NASA is periodically required to review its programs under the [Paperwork Reduction Act of 1995](#). This is just another Routine Review.

In May 2025, NASA published a notice in the Federal Register requesting comments on the continuation of the Aviation Safety Reporting System (ASRS). Such notices have been issued periodically in the past, with ASRS continuing operation.

Yes, NASA is reviewing the ASRS program, but it is not being eliminated. The program remains active, and pilots are encouraged to submit comments on its value.



### Galen Beem (AVQ Superintendent), Tito Sanchez, Sonny Durante & Lee Unger

**Lee Unger:** Linda from Galen Beem's office emailed and said they are waiting for the FAA to approve the final draft of the environmental. Hopefully in late September or early October, they will be watching for the design grant application. They are doing hangar inspections this week at AVQ.

Thank you to Tito Sanchez for meeting with Galen Beem prior to our meeting.



**Lee Unger:** Regarding the Letters to Airmen, Alberto Garcia, Albuquerque Air Route Traffic Control Center ZAB ARTCC wrote on May 24, 2025, "Local Safety Council has worked on some material for you guys and I have reviewed it and waiting for the final draft. I will make sure it makes its way to you."

Mr. Garica apologizes that he has scheduling and staffing details that prevent him from attending our webinars.



### Congratulations to Brian Stamper, Ph.D.

Brian is a new Certified Flight Instructor! As most of you know, Brian is active as a FAASTeam Representative, WINGSPro, DronePro, team member of Aviation Safety Advisory Group of Arizona (ASAG) Video Workgroup and more. Brian is also the author of several aviation safety products, including [KRYN Ryan Airfield Recommended NW Entries](#) [https://www.faasafety.gov/files/events/WP\\_WP07/2023/WP07124011/KRYN\\_NW\\_entry\\_procedures\\_stand\\_alone\\_230510.pdf](https://www.faasafety.gov/files/events/WP_WP07/2023/WP07124011/KRYN_NW_entry_procedures_stand_alone_230510.pdf) and [Greater Tucson Practice Areas](#)

[https://www.faasafety.gov/files/notices/2018/Nov/Tucson\\_Practice\\_Areas.pdf](https://www.faasafety.gov/files/notices/2018/Nov/Tucson_Practice_Areas.pdf) as seen on Arizona Flight Training

Workgroup overlays.

Brian has experience in aeronautical decision making, and the use of systems in instrument flying. He is knowledgeable about airplane construction techniques, and technology of air frames.

True to his dedication to safety, Brian's first logbook entries as a CFI were giving instruction for three WINGS Flight Activities. Lee Unger, the lucky recipient of the instruction, attested to Brian's excellent skills as a CFI. Said flights were conducted in Sonny Durante's beautiful Cessna R172K out of Marana Regional for which Brian has been instrumental in making two safety videos as a FAASTeam Representative and member of ASAG. Brian was thanked for his continuing contributions to aviation safety and wished many safe, happy years as he continues to mentor and instruct others.



### Pilot Counseling – Bob Holliday, ASAG's Chaplain

We are available if you need to support each other. As your Chaplain, if anyone would like to contact me to confidentially discuss any personal issues, you can email me at [pastorbobh@comcast.net](mailto:pastorbobh@comcast.net)

As an ordained Pastor, my vows include keeping your problems in confidentiality. The door is always open to support you. PTSD can strike at any time, and I can help.



### Lee Unger, Eric Fahrner & Craig Tompkins

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

**Tuesday, July 8, 2025, 04:00 PM MST (2300 GMT)**

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

Safety Summit in August.

### Cary Grant



AFTW is 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 to get an approach. If you have any of that nice to know information, send it to **Cary Grant**, [arizonasag@gmail.com](mailto: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](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](mailto:JimPitman@gmail.com)



### Lee Unger, Cary Grant & Jim Timm

**Lee Unger:** I check the website often and during a recent check, the comments remain closed.

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

### Jim Anderson & Lee Unger

**Lee Unger:** Videos Working Group should start working after Oshkosh.

**Cary Grant:** The Sedona airport has made some changes to some of the approach names that we referenced in our video. Therefore, the Sedona video needs to be refreshed. The ASAG videos may be viewed on ASAG's YouTube channel

[https://www.youtube.com/results?search\\_query=aviation+safety+advisory+group](https://www.youtube.com/results?search_query=aviation+safety+advisory+group) and on <https://asagaz.org/>

### 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://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://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** video has been removed

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



### Lee Unger

It is a fluid situation. 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."

Check KTUS NOTAMS here: <https://notams.aim.faa.gov/notamSearch/disclaimer.html>

See [KTUS Airfield Safety Enhancement](#)

Please see below, (Page 21), for June 23, 2025 RSAT information.



# New Business



2026 Banquet

### Setting a date for the 2026 Banquet

**Jim Timm** moved that we hold the banquet on **February 7**

Motion to accept: *Bob Holliday*

Second: **Jim Timm**



Those in attendance felt that the venue should once again be the Hilton Phoenix Airport. Our speaker will be Bob Mittelstaedt and his topic will be "Airplanes, Submarines and Non-Flying Partners."

### Monthly Meeting WINGS Credit – Alexander Peña

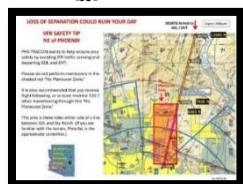


Our ASAG meetings qualify for 2 Knowledge WINGS credits for pilots and 1 credit for Aviation Maintenance Technicians (AMTs). Thanks to **Ernie** and **Craig** for providing the Zoom attendance list which we use to provide WINGS credit. If the email you use on FAASafety.gov is different than your Zoom 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](#)

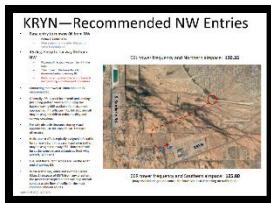
<https://azpilots.org/pilot-info/newsletters>



### Northeast Phoenix No Maneuver Zone poster

by Bob Mittelstaedt. Download at: [7/2024/WP07130353/NE\\_Phoenix\\_No\\_Maneuver\\_Zone\\_05-18-24.pdf](https://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, PhD, FAASTeam Representative.***

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

[https://www.faasafety.gov/files/events/WP/WP07/2023/WP07124011/KRYN\\_NW\\_entry\\_procedures\\_stand\\_alone\\_230510\\_.pdf](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](https://www.faasafety.gov/files/events/WP/WP07/2024/WP07127584/Parachute_Operations_at_Marana_Regional_Airport_240220.pdf)

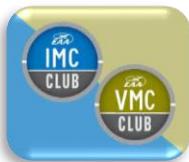
This document may be used as a template for a flight planning document for other non-towered airports that have parachute operations.



### ***Greater Tucson Practice Areas (TUS, AVQ & RYN) by Brian Stamper, PhD***

[https://www.faasafety.gov/files/notices/2018/Nov/Tucson\\_Practice\\_Areas.pdf](https://www.faasafety.gov/files/notices/2018/Nov/Tucson_Practice_Areas.pdf)

## **UPCOMING EVENTS**



**VMC & IMC CLUB MEETINGS – Alex Peña:** Their next meeting is **July 8, 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](https://www.chandlermunicipal.org/2380SStinsonWay) Look for the SPANS on [www.FAASAFETY.gov](http://www.FAASAFETY.gov)



**(KTUS & KRYN RSATs are hybrid meetings).** Look for the SPANS on [www.FAASAFETY.gov](http://www.FAASAFETY.gov)



### **Tucson International KTUS Hybrid Tucson KTUS Runway Safety Action Team**

**Meeting** [https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=137650&caller=/SPANS/events/ModifyEventList.aspx](https://www.faasafety.gov/SPANS/event_details.aspx?eid=137650&caller=/SPANS/events/ModifyEventList.aspx)

**Monday, June 23, 2025, starting at 11:00 Arizona (1800 GMT)**

Develop Solutions to Enhance Surface Safety for Tucson International's Runway Safety Action Plan

Tucson FAA Air Traffic Control Personnel, FAA Office of Runway Safety, FAASTeam Program Managers, Tucson Airport Authority

**In-Person** Tucson Airport Authority  
7005 S. Plumer Ave. Tucson, AZ 85706

**Fly In** - Please make your own arrangements for ground transportation.

**Virtual:** Microsoft Teams

[Join the meeting now](#)

**Meeting ID:** 250 752 206 367 6

**Passcode:** wa77Qt3W



### **RYAN FIELD RSAT Hybrid Ryan Field KRYN Local Runway Safety Action Team Meeting**

**Tuesday, June 24, 2025, starting at 11:00 Arizona (1800 GMT)**

[https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=137455&caller=/SPANS/events/EventList.aspx](https://www.faasafety.gov/SPANS/event_details.aspx?eid=137455&caller=/SPANS/events/EventList.aspx)

Geoff Kusel, FAA Runway Safety, Tucson Airport Authority/Airport Administration , FAASTeam Managers

**In-Person:** Airport Administration Conference Room 9698 W. Tucson-Ajo Highway

**Fly-ins:** Taxi to the parking apron. Meeting is in the Terminal Building.

Join Zoom Meeting

<https://us02web.zoom.us/j/83689718053?pwd=lsajdu6Drz51HfPNbxMVBprAmNIK3.1>



### Glendale GGEU Runway Safety Action Team Meeting (Microsoft Teams Meeting)

Date and Time: **Friday, July 25, 2025, starting at 8:00 Arizona time**

**Virtual:** [Join the meeting](#) Meeting ID: 287 180 989 702 2

**Passcode:** qm9Nn6qZ

**Dial in by phone:** [+1 346-235-0792,,262600501#](tel:+13462350792) United States, Bammel

[Find a local number](#) Phone conference ID: 262 600 501#



**Falcon Field KFFZ RSAT, Aug 5, 2025, starting at 8:30 and ending at 11:00, Arizona time. See <https://www.faasafety.gov/>**



### Phoenix Deer Valley and Scottsdale Pilot/Controller Forum - Hybrid

**Topic:** Meet With the DVT & SDL Air Traffic Managers and Controllers

**Date and Time:** **Tuesday, June 24, 2025, starting at 18:00 Arizona**

**Location of Seminar:** Aeroguard Flight Training Center, 530 W Deer Valley Rd, Classroom Building, Phoenix, AZ 85027

### The Portable Reduced Oxygen Training Enclosure (PROTE)



**Topic:** Simulated Hypoxia Training Provided by the Civil Aerospace Medical Institute (CAMI)

**Date and Time:** **Wednesday, June 25, 2025, starting at 08:00 Arizona**

**Location of Seminar:** Embry-Riddle Aeronautical University, 6501 Wilkinson Dr, F10, Prescott, AZ 86301

Look for the SPANS on [www.FAASAFETY.gov](http://www.FAASAFETY.gov)

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



**AFTW's website:** <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 2<sup>nd</sup> Wednesday of each month (except June and July) at [Jackson Jet Center](#), (formerly Swift Aviation), located at [2710 E. Old Tower Road](https://www.jacksonjetcenter.com) on the South side of Sky Harbor Airport. Website at <https://phx99s.org/> **Reference: Karen Hausteen**



**ASAG does not meet in July. Instead of meeting on the 3<sup>rd</sup> Wednesday in August, ASAG's next meeting will be August 27 (4<sup>th</sup> Wednesday in August), at 12:00 noon, MST (Arizona time). We will remind you in August.**



Motion to adjourn: **Fairfax O'Rielly**.

**Bob Mittelstaedt** seconded the motion.

The meeting ended at **2:06 pm**.

ASAG's email [arizonasag@gmail.com](mailto:arizonasag@gmail.com)

