



Aviation Safety Advisory Group of Arizona

Meeting Minutes: Wednesday, December 15, 2021

Via Zoom – Virtual Meeting

Meeting called to order at 12:04 PM MST by Cary Grant.

Attendance (37)

Jim Anderson, Tim Clark, Ernest Copeland, Phil Corbel, Ed Daror, Garrett Dauphars, Sonny Durante, Ron Erkens, Janie Goh, Cary Grant, Barbara Harper, Isabella Head, David Horvath, Tyler Howard, Joseph Husband, Landen Jennings, Mike Jesch, Bob Katz, David Kitts, Rich Lee, Gear Misner, Robert Mittelstaedt, Michael Mohle, Breanna Newman, Jim Price, Paul Rowley, Brian Schultz, Brian Stamper, Larry Steck, Jim Timm, Craig Tompkins, Peter Troccoli, Lee Unger, Dan Von Flue, Rick Whitaker, Terri Wolcott, and Scott Woodworth.

Business

Secretary's Report – Jim Price

Cary Grant motioned to accept the November ASAG meeting minutes (Secretary Report). Approval was unanimous. Jim Price will email the December 2021 minutes to the members.

Treasurers Report – Cary Grant / Jim Anderson

No financial activity in the past month. The ASAG of Arizona Balance remains at \$11,181.31.

If interested in donating to the silent auction, or donating door prizes, please contact Jim Anderson at arizonasag@gmail.com. ASAG is a 501(c)(3) organization, so all donations are tax deductible.

In the past, Acrobatic flights (from Chandler Air Service), balloon rides, free Flight Reviews, etc., have been donated. At <https://asagaz.org/>, at the upper right area of the home page, there is a **DONATE** link. People may donate directly using the link or contact **Jim Anderson**. His mobile number is located at the bottom of the DONATE page. **Cary Grant** motioned to accept the Treasurer Report. Approval was unanimous.

DECEMBER 2021, AVIATION ACCIDENT & INCIDENT SUMMARY – Jim Timm

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-November thru mid-December. 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 take the action necessary to prevent them from having similar accidents.

This reporting period, aviation safety was not too bad in that the number of reported accidents/ incidents is again down, and no one was reported getting hurt, which is good. I hope pilots will continue to fly carefully and continue to keep the number of accidents and incidents down.

In continuing with the expanded scope of the report, using information from the ASN, FAA, NTSB, and APA members, I hope this more all-inclusive information better suites our purposes of trying to get an idea of what is happening out there, so we can use this information to help make flying safer.

In the meantime, here are the results from the ASN, NTSB, APA Members, and FAA notes.

BROKEN WINDSHIELD, November 14, 2021

Location: Phoenix

Type: Cessna 750 Citation

Injuries: None, Number UNK

On November 14, a Cessna 750 Citation declared an inflight emergency due to a broken windshield and diverted into Phoenix Sky Harbor (PHX). They did not request equipment on the ground and made a safe landing. Pilot information unavailable. Info. Source: FAA



ENGINE FAILURE, November 15, 2021

Location: Laveen

Type: Sonex Waix B

Injuries: 1 Uninjured

On November 15, about 1130 MST, an experimental amateur-built Sonex Waix-B airplane was substantially damaged when it was involved in an accident near Laveen Village. The airplane was operated by the pilot as a Part 91 personal flight. The pilot reported that he had been flying for about 48 minutes when the engine began to run rough. He said the airplane did not have enough power to maintain altitude and he initiated a forced landing to an airstrip. The pilot realized he was not going to make the airstrip and landed on desert terrain, impacting rocks and a barbed wire fence which caused the airplane to nose over. The pilot was able to exit the cabin area through the broken canopy. The airplane's wings, stabilizers and ruddervators sustained substantial damage. The airplane was equipped with an engine monitoring system and recorded engine data was downloaded for the investigation. The pilot held a Private Pilot Certificate. No other pilot information was available. Info. Source: NTSB, FAA, ASN, APA



NOSE GEAR COLLAPSED ON LANDING, November 17, 2021

Location: Chandler

Type: Cessna 210T

Injuries: 1 Uninjured

The aircraft nose gear collapsed during the landing, and the extent of aircraft damage was assessed to be minimal. No pilot information was available. Info. Source: FAA



GEAR UP LANDING, December 1, 2021

Location: Lake Havasu

Type: Cessna 510 Citation

Injuries: 1 Uninjured

The aircraft departed Houston Executive Airport (TME), Houston, TX, with a destination of Lake Havasu City Airport (HII). At approximately 12:30 p.m. the aircraft landed at Lake Havasu and made a wheels-up landing which punctured the right-side fuel tank and caught fire. The Lake Havasu City Fire Department responded to the scene and quickly extinguished the fire, and the aircraft was secured. There were no reported injuries to the pilot or to firefighters. The extent of damage was undetermined, and the cause of the aircraft crash is under investigation. No pilot information was available. Info. Source: ASN, FAA, NTSB



NOVEMBER – DECEMBER 2021, PILOT DEVIATIONS – Jim Timm



From November 11 thru December 9, 2021, there were eighteen general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by student, private, commercial, and CFIs. Of the eighteen deviations made, there was a need to issue eleven Brashers.

Note: [A Brasher](#) is a notice that is issued when further FAA action will be taken.

The number of pilot deviations/incursions were up significantly this month, and some of these deviations just shouldn't have happened. Always know what type of airspace you are flying in, or are about to fly in, and please fly with more care.

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

- Three Class Bravo Airspace Deviations
- Seven Class Delta Airspace Deviations
- Five Runway Incursions
- One Failure to Follow ATC Instructions
- One Taxiing Without Authorization
- One Unauthorized Person on Taxiway/Ramp

BRAVO AIRSPACE DEVIATIONS

11/21 **Entered PHX Bravo Airspace Without a Clearance.** Student Pilot. The student pilot on a solo VFR cross country flight entered the PHX Bravo Airspace at 7,000 feet in a 6,000 – 9,000-foot shelf without a clearance. There was no loss of separation.

11/24 **Entered PHX Bravo Airspace Without a Clearance.** Private Pilot. The aircraft entered the PHX Bravo Airspace without establishing contact and was tracked to Glendale (GEU), where the Tower controller issued a **Brasher Warning**.

11/27 **Entered PHX Bravo Airspace Without a Clearance.** Private Pilot. The pilot, flying VFR, entered the PHX Class Bravo Airspace without obtaining a clearance. The Williams Gateway (IWA) Tower controller issued a **Brasher Warning**. There was no loss of separation.

DELTA AIRSPACE DEVIATIONS

11/7 **Entering Delta Airspace Without First Establishing Radio Communications.** Private Pilot. Scottsdale (SDL), The aircraft entered the Scottsdale Airport (SDL) airspace from the northeast at approximately the traffic pattern altitude without first establishing two-way radio communications with ATC. The aircraft flew through the runway final approach path and commenced making 360 - degree turns in the downwind leg of the traffic pattern. The aircraft lined up to land on runway 3, two-way radio communications were then established, the aircraft landed, and the pilot was given a **Brasher Warning**.

11/11 **Entering Delta Airspace Without First Establishing Radio Communications.** Private Pilot. Falcon Field (FFZ). The aircraft entered Falcon Field (FFZ) Class D Airspace without first establishing two-way radio communications. There was no loss of separation.

11/11 **Entering Delta Airspace Without First Establishing Radio Communications.** Certificates UNK. Falcon Field (FFZ). The aircraft called ATC when south of the FFZ airspace and requested to make an overhead approach and specified that he was a single ship. The tower controller gave instructions to enter the initial, and confirmed he was a single ship. The pilot responded, yes, he was a single ship, and the other aircraft were going to call. No other aircraft ever called. Four aircraft entered the overhead in formation without establishing radio communications. The initial single ship was told to break approach end, but the other three aircraft broke departure end, and never turned their transponders on. Random calls were made with random aircraft numbers, but no real transmissions establishing communication were made. The flight was cleared to land. All four aircraft landed and were given a **Brasher notice**. Because of this activity, an aircraft had to circle to the south and exit the airspace due to the unknown aircraft in the airspace. Additionally, the flight conflicted with an IFR departure because the transponders were never turned on. In addition, because there was a lack of radio communication, their precise positions could not be determined, nor could any instructions be issued to prevent a conflict.

11/12 **Entering Delta Airspace Without First Establishing Radio Communications.** Private Pilot. Deer Valley (DVT). The aircraft entered the Deer Valley (DVT) Class D Airspace without first establishing two-way radio communications. There was no loss of separation.

11/18 **Entering Delta Airspace Without First Establishing Radio Communications.** Private Pilot. Williams Gateway (IWA). The aircraft appeared to have departed Chandler Airport (CHD) and entered the Gateway (IWA) airspace at 2,600 feet from the southwest without contacting IWA tower for a transition. The aircraft picked up flight following from the PHX TRACON southeast of the IWA Class Delta Airspace.

12/4 **Entering Delta Airspace Without First Establishing Radio Communications.** Certificates UNK. Williams Gateway (IWA). The flight of two aircraft violated the Williams Gateway (IWA) Class Delta Airspace northbound at 2,500 feet. A **Brasher Warning** was issued by the Falcon Field (FFZ) Tower. There was no loss of separation.

12/5 **Entering Delta Airspace Without First Establishing Radio Communications.** [Commercial/CFI Pilot](#). Deer Valley (DVT). The aircraft was observed entering the Deer Valley Airport DVT Class D Airspace from the northwest without first establishing two-way radio communication with DVT. Both the north and south controller positions attempted to communicate with the aircraft, but the pilot did not respond. The aircraft continued through the airspace, heading towards Glendale (GEU) Airport. DVT Tower asked GEU Tower to issue a **Brasher Warning** to the pilot. There was no loss of separation or other aircraft involved.

RUNWAY INCURSIONS

10/28 **Taking Off Without ATC Authorization.** [Commercial/CFI Pilot](#). Prescott (PRC). The tower controller cleared an aircraft for takeoff on runway 3 and then instructed a second aircraft to line up and wait on the same runway. This second aircraft read back the lineup and wait instruction correctly. However, this second aircraft began its takeoff roll without receiving a takeoff clearance, and before a runway separation could be established with the preceding aircraft. The controller attempted to stop the aircraft, but it continued with its departure.

11/8 **Crossed Hold Short Line Without Authorization.** Private Pilot. **Deer Valley (DVT)**. Ground Control instructed the aircraft to taxi via Taxiway Delta and Taxiway Delta 3 for a departure on Runway 7R at Taxiway Charlie 3. The read back was correct. Meanwhile, there was also an aircraft on final for Runway 7R and it was cleared to land. The offending aircraft taxied correctly but it did not stop at the hold short line of Runway 7R on Taxiway Charlie 3. The offending aircraft informed the tower controller that they had crossed the hold short line of runway 7R. The tower controller then instructed the landing aircraft, that was on an approximate 1/2 mile final, to go around. The controller then issued instructions for the offending aircraft to clear the runway.

11/11 **Started Take Off Without ATC Authorization.** Certification UNK. Tucson (TUS). The Tower Controller instructed the aircraft to line up and wait on Runway 21 and advised them of traffic that was landing Runways 11L and 11R. The read back was correct, however the aircraft entered Runway 21 and began departure roll without receiving a takeoff clearance. The Controller instructed the military aircraft on an approximate 2-mile final to go-around. The controller also instructed the offending aircraft to stop. The aircraft that was on short final to Runway 11R began a pilot-initiated go-around after crossing over Runway 21. The offending aircraft was stopped prior to the other aircraft crossing over Runway 21.

11/18 **Crossed Hold Short Line Without Authorization.** Private Pilot. **Deer Valley (DVT)**. Ground Control instructed the aircraft to taxi via Taxiways Delta and Delta 3 for a departure on Runway 7R at Taxiway Charlie 3. The pilot read back the taxi instructions but did not include the runway. Ground Control instructed the aircraft to read back the runway assignment and it was then read back correctly. The aircraft crossed the hold short line of Runway 7R on Taxiway Charlie 3 and stopped approximately 50 feet from the runway edge line. No other traffic involved.

11/28 **Crossed Hold Short Line Without Authorization.** Private Pilot. Tucson (TUS). The pilot was confused and passed the hold short line for runway 11L at taxiway Delta. Ground Control caught this and stopped him. The pilot then crossed runway 11R at Delta. The TUS Tower Controller issued a **Brasher Warning** and then gave the pilot instructions to depart. The pilot turned towards the substantial under run of Runway 11L and asked how much runway was remaining. The Controller told the pilot to make a 180 to face the runway, and the pilot departed without further incident.

FALURE TO FOLLOW ATC INSTRUCTIONS

11/12 **Failure to follow ATC Instructions.** [Commercial Pilot](#). Falcon Field (FFZ). The pilot was unable to read back the Class Delta entry instructions as well as the landing clearance. Once on the ground, the pilot ignored instructions to turn right on Taxiway Delta but turned left where another aircraft was waiting, faced the opposite direction. The controller had repeated himself multiple times.

TAXIING WITHOUT AUTHORIZATION

11/27 **Taxied on Taxiway System Without Authorization.** Private Pilot. **Deer Valley (DVT)**. The aircraft taxied on Taxiways Delta, Delta 3 and Charlie 3 without ATC authorization. ATC observed the aircraft taxiing to Runway 7R at Taxiway Charlie 3 without establishing communication for taxi instructions. Once the aircraft was holding short of Runway 7R on Taxiway Charlie 3, the pilot called the tower controller to cross the runway for fuel. No other traffic was involved. A **Brasher Warning** was issued by the DVT Tower Controller.

UNAUTHORIZED PERSON ON TAXIWAY/RAMP

12/4 **Person on Taxiway/Ramp Without Authorization.** Phoenix (PHX). A male passenger on a Southwest Airlines airplane opened a rear door and jumped down to the taxiway without deploying the emergency slide while the aircraft was taxiing to the gate. The passenger walked into the Fire Department #19 station and was detained by security. There were no issues on the airplane that should have precipitated an aircraft evacuation. The aircraft taxied to its arrival gate without further incident, with all the remaining passengers. The passenger was arrested for trespassing.

PILOT DEVIATION DISCUSSION/FRUSTRATION

There was about 20 minutes of discussion/frustration about how pilots are not paying attention and losing situational awareness. How they are not preparing; setting themselves up to get into trouble.

Ty Howard, DVT Tower: Ty felt that pilots need to just follow the instructions. It's usually GA pilots, not the Flight Schools that make these mistakes. Perhaps the change of airport geometry (runway and taxiway markings) at DVT is contributing to the deviations? On the other hand, it has been over a year since the geometry changed.

There are lots of Class D violations. This seems like a spike.

Phil Corbel: He will contact AOPA to see how many pilots are flying with EFBs or with paper maps.

Why are pilots so lost when it comes to situational awareness?

Craig Tompkins, FAA FAASTeam Program Manager, Scottsdale FSDO said, "Pilots receive counsel and training with an Aviation Safety Inspector and the ASI's haven't shared with me the reasons for the pilot's loss of situational awareness."

Mike Jesch: We need to stop speculating on why pilots violate airspace. Pilots are not receiving instructions on how to use their EFB. We need data from the FAA to help answer our questions about why pilots are losing situational awareness and wandering into Bravo and Delta airspace.

Cary Grant: "While a pilot is under no obligation to call the number, in the long run, cooperation rather than obstruction may benefit the pilot. If a pilot receives a Brasher Warning, and does call the telephone number, he or she should not admit to anything. Remember, anything said during the call may be recorded. Pilots have a right to ask that the call not be recorded. The pilot should file a NASA report. It is a good idea to seek legal counsel before making the call to the ATC facility or an ASI Inspector. Be polite." Note: If a pilot is an active Wings participant, that is a mark in the pilot's favor.

OLD BUSINESS

DVT deviation mitigation – Joe Husband, Tyler Howard, Bob Mittelstaedt, Cary Grant

Bob Mittelstaedt: AOPA is concerned about DVT1 deviations.

Ty Howard: DVT is in the process of changing the DVT1 Departure. It is designed to avoid SDL departure conflicts. Phoenix departure allows one at a time, i.e., SDL, DVT, SDL, etc. The new SID will have a flyover VCOA. The change to the new Deer Valley Departure will take a couple of years.

SWAUG Update – Lee Unger

SCAUWG did not have a December meeting. Lee encouraged people to continue viewing Southern California Airspace Users Working Group's great website <https://scauwg.org/> where the webmaster, Ron Berinstein, does an excellent job presenting up to the minute news and information.

Laser/UAS Mitigation – Phoenix PD Officer Tim Clark

Officer Tim Clark has delayed his retirement for a year. Tim's new partner will take over upon Tim's retirement.

Video Project Update– Video Working Group

Jim Anderson: The group has uploaded the latest edition of the SEZ video and sent the video to others with for comments. If we DO NOT receive any negative comments, we will consider the SEZ video done.

Runway simulators are available at "From the Flight Deck" <https://www.runwaysafetysimulator.com/>.

Practice Area Frequency – Lee Unger, Cary Grant, Craig Tompkins

Lee Unger: We are working on a request to file with the FCC.

Banquet Update, Jan 29, 2022 – Brian Schultz, Jim Anderson

Ernie Copeland and Craig Tompkins – have met to discuss nominations.

The ASU Polytechnic Student Union has increased the individual dinner price by \$2 per plate.

Jim Anderson asked: Can we pay /absorb the extra \$2 and still break even if we keep the cost to attend at \$35 per person? Is it too late to change the tickets?

Phil Corbel: We should raise prices to \$40. Most everyone agreed. Jim Anderson will change the flyer and <https://asagaz.org/> to reflect the **new price of \$40 per person.** **Note:** We will keep the same price for a table, (\$325 for eight seats).

Lee Unger asked, “Will the banquet be hybrid?”

Ernie Copeland and Craig Tompkins speculated that The FAA employees should be able to attend physically.

Cary Grant said that a Hybrid event will require a lot of work with cameras and audio.

Lee Unger suggested that the hybrid attendees make a donation.

Ernie Copeland explained that in a SPANS, we cannot discuss money. However, we can put a link to the flyer on SPANS.

Cary Grant proposed that we lean towards a hybrid. He asked **Brian Schultz** if he can get an email sent?

Cary Grant: The primary reason for the banquet is to honor/recognize.

AFTW (Arizona Flight Training Work Group) and DPE Update – Lee Unger

The new Marana Noise abatement procedure is voluntary. See, [Marana Noise Abatement](#)

Lee Unger thanked Jim Pitman and AFTW for posting the Marana Regional Airport KAVQ Voluntary Noise Abatement Program on their website's Marana Regional Airport KAVQ page.

KAVQ Marana Regional page on the AFTW website <https://aftw.org/kavq-operations/>

<https://www.maranaaz.gov/s/Noise-Abatement-Flyers-PILOTS-Reduced.pdf>

New KAVQ manager, replacing Barbara Hempel, is Galen Beem. The control tower will be operating by Dec 2023.

PAUWG (Phoenix Airspace Users Work Group) – Jim Timm

No new information. They did mention a recent change in the Deer Valley Traffic Pattern Altitude labeling. Now, regarding the Pattern Altitude, Light Aircraft are now referred to as “Piston” aircraft (PA 2,500). Turbine airplanes (PA 3,000).

New Business:

Upcoming Meetings:

- **ASAG Monthly Meeting** – January 19, 2022, 12:00 pm, Arizona time.
- **ASAG Annual Awards Banquet** – January 29, 2022

Region	District	RSPM Assigned	Fac ID	State	FY 2022 RSAT DATE
AWP	TCAB	Santoro	GYR	AZ	3/23/2022
AWP	TWLA	Morales	IFP	AZ	5/11/2022
AWP	TCAB	Santoro	RYN	AZ	6/1/2022
AWP	TCAB	Santoro	IWA	AZ	6/7/2022
AWP	TCAB	Santoro	CHD	AZ	6/17/2022
AWP	TCAB	Santoro	FLG	AZ	6/23/2022
AWP	TCAB	Santoro	FFZ	AZ	6/30/2022
AWP	TCAB	Santoro	DVT	AZ	7/7/2022
AWP	TCAB	Santoro	PHX	AZ	7/27/2022
AWP	TWLA	Morales	GCN	AZ	

AWP	TCAB	Santoro	GEU	AZ	
AWP	TCAB	Santoro	PRC	AZ	
AWP	TCAB	Santoro	SDL	AZ	
AWP	TCAB	Santoro	TUS	AZ	
AWP	TWLA	Morales	EMT	CA	1/19/2022
AWP	TWOA	Panahi	RDD	CA	1/20/2022
AWP	TWLA	Morales	RNM	CA	1/20/2022
AWP	TWLA	Morales	VNY	CA	3/2/2022
AWP	TWLA	Morales	WJF	CA	3/8/2022
AWP	TWLA	Morales	VCV	CA	3/9/2022
AWP	TWOA	Panahi	APC	CA	3/15/2022
AWP	TWLA	Morales	BUR	CA	3/15/2022
AWP	TWOA	Panahi	SCK	CA	3/29/2022
AWP	TWOA	Panahi	SMF	CA	3/30/2022
AWP	TWOA	Panahi	SJC	CA	3/31/2022
AWP	TWLA	Morales	SBD	CA	4/6/2022
AWP	TWLA	Morales	WHP	CA	4/7/2022
AWP	TWOA	Panahi	RHV	CA	4/13/2022
AWP	TWOA	Panahi	SFO	CA	4/19/2022
AWP	TWLA	Morales	ONT	CA	5/5/2022
AWP	TWOA	Panahi	FAT	CA	5/11/2022
AWP	TWLA	Morales	RAL	CA	5/24/2022
AWP	TWOA	Panahi	STS	CA	5/25/2022
AWP	TWOA	Panahi	MHR	CA	5/31/2022
AWP	TWLA	Morales	SBP	CA	5/31/2022
AWP	TWLA	Morales	SMX	CA	6/6/2022
AWP	TWLA	Morales	SMO	CA	7/21/2022
AWP	TWOA	Panahi	SQL	CA	7/28/2022
AWP	TWLA	Morales	LGB	CA	8/10/2022
AWP	TWOA	Panahi	HWD	CA	8/16/2022
AWP	TWOA	Panahi	OAK	CA	8/17/2022
AWP	TWLA	Morales	TOA	CA	8/30/2022
AWP	TWLA	Morales	BFL	CA	
AWP	TWOA	Panahi	CCR	CA	
AWP	TWOA	Panahi	CIC	CA	
AWP	TWLA	Morales	CMA	CA	
AWP	TWLA	Morales	CNO	CA	
AWP	TWLA	Morales	CRQ	CA	
AWP	TWLA	Morales	FUL	CA	
AWP	TWLA	Morales	HHR	CA	
AWP	TWLA	Morales	LAX	CA	
AWP	TWOA	Panahi	LVK	CA	
AWP	TWOA	Panahi	MER	CA	
AWP	TWLA	Morales	MHV	CA	
AWP	TWOA	Panahi	MOD	CA	
AWP	TWOA	Panahi	MRY	CA	

AWP	TWLA	Morales	MYF	CA	
AWP	TWLA	Morales	OXR	CA	
AWP	TWOA	Panahi	PAO	CA	
AWP	TWLA	Morales	PMD	CA	
AWP	TWLA	Morales	POC	CA	
AWP	TWLA	Morales	PSP	CA	
AWP	TWOA	Panahi	SAC	CA	
AWP	TWLA	Morales	SAN	CA	
AWP	TWLA	Morales	SBA	CA	
AWP	TWLA	Morales	SDM	CA	
AWP	TWLA	Morales	SEE	CA	
AWP	TWLA	Morales	SNA	CA	
AWP	TWOA	Panahi	SNS	CA	
AWP	TWHG	Santoro	GSN	CQ	
AWP	TWHG	Santoro	GUM	GU	
AWP	TWHG	Santoro	OGG	HI	6/16/2022
AWP	TWHG	Santoro	HNL	HI	
AWP	TWHG	Santoro	ITO	HI	
AWP	TWHG	Santoro	KOA	HI	
AWP	TWHG	Santoro	LIH	HI	
AWP	TWHG	Santoro	MKK	HI	
AWP	TWLA	Morales	HND	NV	3/1/2022
AWP	TWOA	Panahi	RNO	NV	6/9/2022
AWP	TWLA	Morales	VGT	NV	7/19/2022
AWP	TWLA	Morales	LAS	NV	

AWP Regional Runway Safety Program Managers

joe.santoro@faa.gov	TWHG & TCAB
fernando.morales@faa.gov	TWLA
ramin.panahi@faa.gov	TWOA



- **ASAG Monthly Meeting** – January 19, 2022, 12:00 pm, Arizona time.
- **ASAG Annual Awards Banquet** – January 29, 2022

Award nominations for ATC Communicator and Airport of the Year due by 31 December to Craig Tompkins. Below is a screen shot from www.asagaz.com.

NOMINATIONS

CFI, Aviation Technician, FAA Safety Team
Lead Representative

The Award nomination packages deadline to the General
Aviation Awards Committee is November 30, 2021, and
should be submitted to:
www.generalaviationawards.com

NOMINATE

Airport of the Year and ATC Communicator
of the Year Awards

Since packages stay locally, the deadline is December 31, 2021.
Airport Safety Award Packages should include:
Airport 5010 Record, description of Airport's
accomplishments, description of Airport's efforts to
enhance safety,
awards or recognition that the airport has received, and
any other pertinent documentation.
Airport Safety Award nomination packages should be sent
to:

Craig Tompkins
17777 N. Perimeter Dr. Suite 101
Scottsdale, AZ 85255
craig.tompkins@faa.gov
480-284-7796

Nominations for Air Traffic Communicator of the Year
should be sent to:
Craig Tompkins
17777 N. Perimeter Dr. Suite 101
Scottsdale, AZ 85255
craig.tompkins@faa.gov
480-284-7796



AFTW and DPE Meeting dates. DPE meeting follows immediately after AFTW. See SPANS for ZOOM link and registration.

AFTW Meetings

Date & Time Jan 11, 2022, 01:00 PM Arizona || Mar 8, 2022, 01:00 PM Arizona
 May 10, 2022, 01:00 PM Arizona || Jul 12, 2022, 01:00 PM Arizona

Encourage and promote From the Flight Deck Video Series and Runway Simulators



Copper State Fly-In and Expo, Feb 17 – 20, 2022 See <https://www.copperstate.org/>



Meeting Adjourned at 2:21 pm

Minutes recorded and submitted by Jim Price, ASAG Secretary

- ASAG OFFICERS:**
- PRESIDENT, Cary Grant
- VICE PRESIDENT, Brian Schultz
- SECRETARY, Jim Price
- TREASURER, Jim Anderson