



ASAG Agenda, Wednesday, March 16, 2022

Meeting called to order at 12:01 PM by Cary Grant

Attendance (40)

James Price, Craig Tompkins (SDL FSDO), Cary Grant, James Timm, Barbara Harper, Bob Katz, Bob Mittelstaedt, Brian Stamper, Cory Geffre, Craig Jackson, Damon Card, David Horvath, Deborah Begley, Domanique Biggs, Ernest R Copeland (FPM SDL FSDO), Frank P., Garrett Dauphars, Henry Skinner, Janie Goh, Jeff Tripp, Jim Anderson, Landen Jennings, Larry Steck, Lee Unger, Louis, Matt Schorman, Mitchel Raab, Mohit Lalwani, Pam Fazzini, Paul Wegeman, Pete Hermes, Richard Mulliner (P50 Safety), Rick Whitaker, Ron Dziagwa, Shawn Huff, Terri Wolcott, Tim Clark (Phoenix PD), Ty Howard (DVT ATM), Harit Mehta

Treasures' Report – Jim Anderson

ASAG has north of \$12,000. Currently, Jim is working on the Corporate filing. Rich Whitaker moved that we accept the report. The vote to accept the report was unanimous.

Secretary's Report - Jim Price

Cary Grant moved that we accept the minutes of the February meeting. Jim Timm seconded the motion. The vote to accept the February minutes was unanimous.

Accident Report and Pilot Deviation Summary – Jim Timm & Craig Tompkins

February – March 2022 ACCIDENT REPORT

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-February thru mid-March. 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 good in that the number of reported accidents/ incidents are up, even more than last time. Unfortunately, we also had one accident that resulted in a fatality. I would like to hope pilots would fly more carefully and 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.

February 12, 2022, Mesa, LOSS OF CONTROL ON TAKEOFF. Student pilot.

Type: Piper PA 28 Warrior

A student on a solo flight lost control of the aircraft on departure. The aircraft touched down on the infield, and then the pilot made a recovery in the air. He or she landed the airplane and taxied to the ramp. No damage to the airplane was sustained. Info. Source: FAA



February 13, 2022, El Tiro (AZ67), FORCED LANDING FOR UNDISCLOSED REASON. No pilot information available.



Type: Piper PA 25 Pawnee

Injuries: 1 Uninjured

During a glider tow flight, the pilot made an emergency landing in the Iron Wood Forrest in Pima County, near El Tiro (AZ67). Aircraft was to be recovered and taken to El Tiro for inspection/damage assessment. Info. Source: FAA



February 15, 2022, Tucson, FLAT TIRE ON LANDING. No pilot information available.



Type: Mooney M20P

Injuries: 2 Uninjured

The aircraft landed on runway 11R and ran off the north side of the runway due to a flat tire. Other than the tire, no other damage was reported. Info. Source: FAA

February 19, 2022, Buckeye, OFF RUNWAY HARD LANDING. Private Pilot.



Type: Rans S-7 Experimental

Injuries: 1 Uninjured

While landing, the pilot experienced issues, and ultimately landed hard in a field adjacent to the runway and flipped over. There was no post impact fire, however there was substantial damage to the aircraft. NTSB only provided very basic, and limited information. Info. Source:

FAA, NTSB

February 19, 2022, Tucson Ryan Field (RYN), VERY HARD LANDING. Private Pilot.



Type: Europa XS Experimental

Injuries: 1 Uninjured

The Europa XS landed hard on runway 6R at Ryan Field. The pilot was uninjured, but the aircraft did sustain substantial damage. NTSB only provided very basic, and limited information. Info. Source: FAA, NTSB

February 19, 2022, White Hills, AZ, (38 miles NW of Kingman). CRASH ON APPROACH TO LAND. No pilot information available.

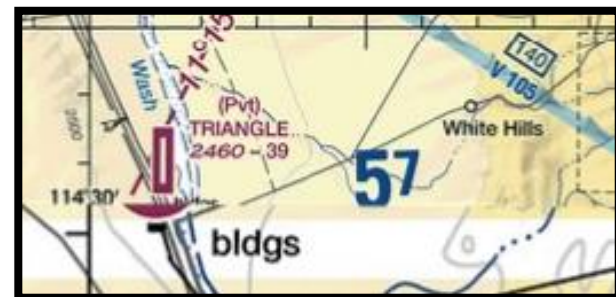


Type: Van's RV-7A

Injuries: 1 Fatality

An experimental Van's RV-7A, crashed near Triangle Airpark (AZ50), White Hills, Mohave County, on its approach to landing at the destination, Triangle Airpark, AZ (AZ50). The aircraft had departed Bolder City Municipal Airport, NV (BLD/KBVU). The owner/builder pilot was fatally injured, and the aircraft was destroyed. The NTSB only provided very basic, and limited information. Info. Source: ASN, NTSB

Hills, Mohave County, on its approach to landing at the destination, Triangle Airpark, AZ (AZ50). The aircraft had departed Bolder City Municipal Airport, NV (BLD/KBVU). The owner/builder pilot was fatally injured, and the aircraft was destroyed. The NTSB only provided very basic, and limited information. Info. Source: ASN, NTSB



February 19, 2022, Laughlin Bullhead (IFP), PROP STRIKE ON LANDING. No pilot information available.



Type: TBM-700

Injuries: 1 Uninjured

The aircraft landed on runway 34 at Laughlin Bullhead (IFP) and reported a prop strike. The pilot reported the prop strike to the tower 20 minutes after the landing, and an examination of the runway did not disclose any FOD on the runway. The prop damage was determined to be minor. Info. Source: FAA

February 20, 2022, Phoenix (DVT), LOSS OF CONTROL LANDING. ATP



Type: Kit Fox S-7

Injuries: The pilot sustained a minor head laceration

The aircraft landed on runway 7R at Deer Valley, ran off the north side of the runway, and flipped over in the gravel. The aircraft sustained substantial damage.

The NTSB only provided very basic, and limited information. Info. Source: FAA, NTSB

February 22, 2022, St Johns, INFLIGHT ENGINE FAILURE. No pilot information available.



Type: Cessna 206

Injuries: 1 Uninjured

The Cessna 206 (Flying VFR) made an emergency landing 16 miles west of St Johns due to a rough running engine. The aircraft landed in a field and hit a ditch, resulting in an issue with the nose gear. Info. Source: FAA

February 24, 2022, Flagstaff, INFLIGHT WIRE STRIKE. Commercial Pilot (No instrument Rating).



Type: Van's RV-8

Injuries: None

NTSB: Only gave the date, and very basic information, and stated a report was in process.

ASN: The aircraft departed Prescott and struck a bird or power-lines, resulting in substantial damage during a landing at Flagstaff. A report was in process.

FAA: The RV-8, while flying low near Flagstaff, clipped power lines with the vertical stabilizer/rudder, and proceeded to fly back to Prescott (RRC) and landed safely. Damage was assessed to be substantial.

Info. Source: ASN, FAA, NTSB

March 3, 2022, Casa Grande, ENGINE FAILURE. No pilot information available.



Type: Aeroprakt 32

Injuries: 2 Uninjured

The pilot departed Casa Grande airport (CGZ) for a local flight. Shortly after takeoff and departure, the pilot stated he switched tanks but there was an issue, and he attempted to return to CGZ. The pilot was unable to make it back to the airport and made an emergency landing in a field area approximately two miles north northwest of CGZ. The Casa Grande Police Department responded and reported there were no injuries or aircraft damage. Info. Source: FAA

March 3, 2022, Mesa, LOSS OF CONTROL LANDING. No pilot information available.



Type: Piper PA 28-181 Archer

Injuries: 1 Uninjured

The aircraft landed on runway 4L at Falcon Field (FFZ), and departed the runway into the infield, and spun around. The aircraft was towed back to

the ramp, and an inspection did not reveal any damage. Info. Source: FAA

February – March 2022 PILOT DEVIATIONS



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

In the time period from February 11 thru March 10, there were twenty-six general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by student, private, commercial, CFIs, and ATPs. Of the twenty-six deviations made, there was a need to **issue nine Brashers**.

Note: When an Air Traffic Controller issues a **Brasher Notification**, he or she is giving the airman the opportunity to make note of the occurrence and collect his or her thoughts for future coordination with Flight Standards regarding enforcement actions or operator training. If the airman can review the circumstances while still fresh in his or her mind, this enables the airman and Flight Standards to identify and mitigate risk that would otherwise remain hidden and possibly cause further problems in the NAS.



The number of pilot deviations/incursions are up again this month, and as usual, some of these deviations didn't have to happen. Pay attention to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. Just don't do something without advising them. Always know what type of airspace you are flying in, or may be about to enter, and please fly with more care and forethought. '

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

- Seven IFR Deviations
- Four Class Bravo Airspace Deviations
- Seven Class Delta Airspace Deviations
- Five Runway Incursions
- Three Failure To Follow ATC Instructions

IFR DEVIATIONS

February 8, Phoenix (PHX)/Denver Center, Aircraft NORDO. Certification UNK (from Texas)

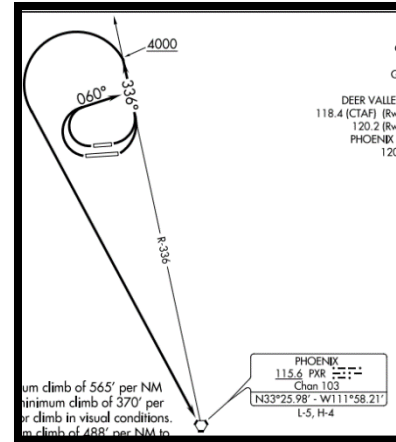
The pilot deviation was reported by the Denver Center when the Cessna Citation was NORDO for approximately 75 minutes. The Citation entered the Denver Center airspace at 2357Z. Several unsuccessful attempts were made by ATC to contact the aircraft.



February 10, PHX TRACON, Route Deviation. Commercial Pilot



The twin Cessna departed Deer valley (DVT) on the DVT 1 Departure, but the pilot didn't fly the published procedure. The aircraft instead flew the runway heading until PHX TRACON advised the pilot that he or she should have intercepted the PXR 336 Radial. The controller turned the aircraft away from the higher terrain, and then issued them **the Brasher warning**.



February 11, Prescott (PRC), Route Deviation. Commercial/CFI

The aircraft was issued a 360° heading off of PRC RWY 30. The pilot turned to a 060° heading. The controller caught the mistake and turned the aircraft back to the north. The aircraft entered a MVA of 8,800, and their altitude was approximately 7,500 at the time. Later the pilot called ATC, and he stated they knew they made a mistake, and said the auto pilot turned the aircraft to intercept V12.

February 14, Phoenix Area, Altitude Deviation. Private Pilot (from North Dakota)



The aircraft was level at FL300 and had been cleared via the DINGO5 arrival to TUS. Albuquerque Center (ZAB) observed the aircraft was below the assigned altitude and advised the aircraft to stop their descent at FL280. The aircraft had made an unauthorized descent to 28,200 feet before ATC corrected the error. The event occurred near Phoenix, and **a Brasher issued**. The pilot called the facility and stated that he had read the charts wrong and thought he had to start his descent to properly fly the DINGO5 arrival.



February 16, Dateland area, Route Deviation. Commercial/CFI Pilot (from Wisconsin)



The aircraft had been cleared after Imperial County Airport (IPL), to fly J2 to Gila Bend (GBN). Later, Albuquerque Center (ZAB) observed the aircraft was south of course and turned the aircraft back to the north. When ZAB advised the aircraft that he was supposed to be on J2, the aircraft responded, "That's correct". The aircraft had made an unauthorized turn of about 20 degrees which resulted in the aircraft violating R2301E, which was active, before ZAB vectored the aircraft out of the Restricted Area. The event occurred near Dateland, (about 60 miles east of Yuma), and **a Brasher was issued**. The pilot called the facility and stated that GBN had dropped out of the FMS, and he was reprogramming when controller issued the turn. He also stated he was using his iPad as a backup and every time he was close to the border, he would lose the aircraft depiction.



February 16, Prescott (PRC) Area. Route & Altitude Deviation. Commercial/CFI Pilot

The aircraft had departed Prescott (PRC) on an IFR Flight Plan, and the pilot proceeded direct to DRK while climbing to 10,000 and made a 360° turn without notifying the controller. When the controller queried the pilot, the pilot told the controller that he was trying to avoid some clouds. The pilot then proceeded westbound, and advised the controller they were requesting 8,000, while making the decent on their own without controller approval. PRC was not reporting clouds in the area, and there were no PIREPS indicating clouds or icing in the area.

February 20, Phoenix Area. Altitude Deviation. Pilot Certification UNK (from Texas)

At 1951Z, Albuquerque Center (ZAB) cleared the aircraft to descend, and maintain FL240. The aircraft read back the clearance correctly. At 1953z, ZAB observed the aircraft was below the assigned altitude, and re-cleared the aircraft to FL240. The aircraft had made an unauthorized descent to 23,200 feet, which resulted in a loss of separation with a G200 that was level at FL230. The event occurred near Phoenix, and Brasher was NOT issued.



ENTERING PHX CLASS BRAVO WITHOUT ATC AUTHORIZATION

February 9, Commercial/CFI Pilot

The pilot deviation was reported by the Phoenix TRACON (P50) when the aircraft entered the Phoenix Class B Airspace without prior authorization.

February 12, Commercial/CFI Pilot (from Texas)

The aircraft departed Scottsdale (SDL) on a flight to Fort Worth (FTW), departed SDL VFR, and attempted to pick up their IFR clearance in the air. In the process they entered the PHX Bravo Airspace through the 6,000 and 7,000 ft shelves VFR without first obtaining a clearance. **The Phoenix TRACON issued the Brasher warning to the pilot.**



February 27, Commercial Pilot

The aircraft had received flight following from the Biltmore through the West Transition route and was terminated after leaving the Phoenix Class Bravo Airspace south of Phoenix. Moments later, the aircraft started to climb back into the Bravo Airspace with IFR traffic five miles south of their current position. The controller reached back out to the aircraft in the blind, and immediately descended the aircraft back out of the Bravo Airspace and issued a traffic warning.

February 28, Commercial Pilot (from New Mexico)

The aircraft was getting VFR advisories for a flight to Goodyear (GYR). The controller advised the aircraft to remain outside the Class Bravo Airspace. Later the aircraft climbed into the Class Bravo Airspace without a clearance. **The controller issued the Brasher warning.**



ENTERING CLASS DELTA WITHOUT FIRST ESTABLISHING RADIO COMMUNICATIONS

February 11, Chandler (CHD), ATP Pilot

The aircraft was observed entering Chandler's Class Delta Airspace for 2 to 3 miles at 2,400 ft, without authorization or establishing two way radio communications. Pilot was asked to call the tower.

February 13, Williams Gateway (IWA), Commercial/CFI Pilot (from California)

The pilot deviation was reported by the Williams Gateway (IWA) tower when the aircraft was not in communication with the tower, and it entered the airspace from the northeast.



February 15, Williams Gateway (IWA), Private Pilot

The southeast bound aircraft entered the Williams Gateway (IWA) Delta Airspace from the Northwest. The ATC Controller attempted to reach out to the violator without any response. About two miles northwest of IWA, the aircraft turned southwest and crossed the finals of runways 12, then headed towards Chandler. The local traffic was issued instructions to avoid the violating aircraft.

February 19, Falcon Field (FFZ), Private Pilot (from Alaska)

The helicopter was inbound to Williams Gateway (IWA) and flew through the Falcon Field (FFZ) Class Delta Airspace without contacting Falcon Tower. The helicopter pilot said they were on flight following and thought that gave them permission to go through any airspace. No other aircraft were involved.



February 21, Scottsdale (SDL) & Falcon Field (FFZ), ATP/CFI Pilot (from Oregon)

The aircraft entered the Scottsdale (SDL) Class Delta Airspace northeast of the airport at 2,800 feet MSL, headed to the north-northwest. The aircraft was previously tagged as an airspace violator from Falcon Field (FFZ) Airport. The Controller obtained the callsign from the ADS-B, and reached out to the aircraft on frequency, establishing contact with the pilot. **The aircraft was issued a Brasher warning.**



March 1, Deer Valley (DVT), Private Pilot (from California)

The aircraft departed Scottsdale (SDL) heading westbound and climbing and violated the Deer Valley (DVT) Class Delta Airspace. An arriving aircraft inbound from the south, had to climb and deviate to avoid the NORDO offending aircraft. The offending aircraft continued westbound without ever responding to Deer Valley tower calls. Luke AFB was advised and was asked to give the pilot the **Brasher** warning if they came into contact with the offending aircraft.



March 1, Chandler (CHD), ATP Pilot

The pilot deviation was reported by the Chandler (CHD) tower when the aircraft entered the Chandler Class Delta Airspace without first establishing two way radio communications.

RUNWAY INCURSIONS – CROSSING THE HOLD SHORT LINE WITHOUT ATC AUTHORIZATION

February 11, Deer Valley (DVT), Private Pilot (from California)

The pilot deviation was reported by the Deer Valley (DVT) tower when the aircraft crossed the Hold Short Line of Runway 25L without ATC authorization.



February 11, Deer Valley (DVT), ATP/CFI Pilot (from Minnesota)

An observer alerted the south ground controller that an aircraft had taxied past the runway 25L hold bars at C11 intersection. The aircraft had come to a stop approximately halfway between the hold bars and the runway edge line. An aircraft was on 1/2 mile left base to final and was instructed to "go around" by the south controller. The aircraft on final executed a go-around maneuver over runway 25L with no direct overflight of the offending aircraft on



the ground. The south controller instructed the offending aircraft to cross runway 25L and to expect a runway 25R departure at B11 intersection. No other aircraft were impacted by this event. A Brasher was issued by the Local North controller prior to the takeoff clearance being issued.

February 11, Deer Valley (DVT), Private Pilot (from California)

The aircraft crossed the hold short line of Runway 7R without ATC authorization. Ground Control (GC) instructed the aircraft to taxi via Taxiways Delta and Delta 3 for a Runway 7R departure at Taxiway Charlie 3. The read back was correct. The aircraft crossed the hold short line of Runway 7R on Taxiway Charlie 3. There was no other traffic involved.



February 21, Chandler (CHD), Private Pilot

The aircraft crossed the hold short line of Runway 22R without ATC authorization while another aircraft was on short final. Ground Control (GC) had instructed the aircraft to taxi via Taxiways Alpha and November for a Runway 22R departure. The pilot read back the correct taxiways but did not read back the runway. The aircraft taxied via Taxiways Alpha and November but crossed the hold short line of Runway 22R. Local Control (LC) observed the aircraft cross the hold short line and issued a go around to the landing aircraft inside a 1/2 mile final. The go around was initiated prior to reaching the threshold.

March 8, Falcon Field (FFZ), Pilot Certificate UNK (from Colorado)

The pilot deviation was reported by Falcon tower when the aircraft was assigned right traffic for Runway 4R. The aircraft proceeded to make a straight in approach to runway 22L.



FALURE TO FOLLOW ATC INSTRUCTIONS

Feb 10, Falcon Field (FFZ), Student Pilot

The aircraft was told to fly straight out on departure but turned crosswind instead. The controller caught it and turned the aircraft back to the upwind. The controller then gave an instruction to turn cross wind, and the aircraft continued on the crosswind leg almost out of the airspace instead of making right traffic like he should have.

February 17, Falcon Field (FFZ), Student Pilot

The inbound aircraft contacted the north controller and was instructed to fly over the dam, enter a downwind, and to follow an aircraft that was turning crosswind. The aircraft made a left 360° turn without being instructed. The controller asked what the pilot was doing, in case it was a RADAR misinformation issue, and the pilot started to argue that he was doing a 360 instead of entering the downwind since he did not have the other aircraft in sight. The controller instructed the aircraft to turn downwind. The pilot continued to try to argue with the tower instead of complying. The aircraft finally turned downwind, and landed, and was given the Brasher.



February 25, Falcon Field (FFZ), Student Pilot

The aircraft was told to follow another aircraft in the upwind. The aircraft turned the crosswind early and cut off an aircraft in the pattern.

OLD BUSINESS

DVT deviation mitigation – Tyler Howard, Bob Mittlestaedt, Cary Grant, Richard Mulliner (P50), and Bob Katz

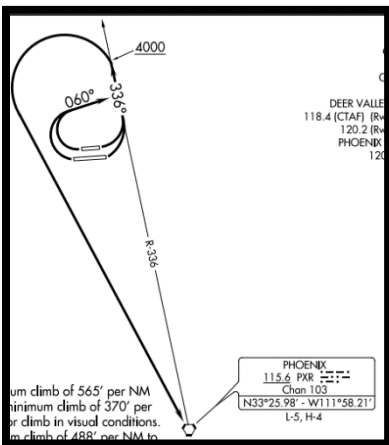
Richard Mulliner (P50 Safety): Many Bravo violations happen when a pilot is trying to pickup an IFR clearance after takeoff below the Bravo. They penetrate the Bravo before receiving their clearance. Other issues occur when pilots attempt to fly below the 2700 Bravo shelf.



Who knows what pilots are thinking when they fail to comply with the charted DVT1 departure? Pilots should file a NASA report. This will help us learn their reasoning or lack thinking.

Phoenix TRACON (P50) has become very busy, and Richard Mulliner has encouraged pilots to communicate and clarify when they are not sure of a clearance.

If a pilot receives a Brasher Warning, Richard Mulliner indicated that when you call the phone number, there is no discussion, arguing or confession. ATC just wants to get your name and phone number. The report is then forwarded to the FSDO for further action. Bob Katz initiated a discussion about why a pilot should protect his or her rights and contact a lawyer before calling the Brasher telephone number.



Cary Grant suggested that we need a poster at FFZ for the [SACAT 3 RNAV](#)

[Departure](#). **Bob Mittlestaedt** agreed to find the FFZ AOPA rep to gain support for the project there.

KDVT's Cutter Aviation will require all pilots to review the DVT1 before leaving the FBO.

SCAUWG (Southern California Airspace Users Working Group) <https://scauwg.org/> **Update – Lee Unger**

The SCAUWG March 8, 2022, meeting was, like always, well-attended by dedicated volunteers, FAA personnel, Air Traffic Control, FAASTeam Reps, Charting experts, Airport Managers, AOPA Rep., and more.

Patrick Carey, Co-Founder Co-Chairman of SCAUWG and Mr. Sydney Bradfield and his FAA WSA Spectrum Engineering Services Office, successfully obtained air-to-air frequencies for training areas in the Los Angeles airspace; Thanks to Pat Carey's introduction, Mr. Bradfield and his the FAA WSA Spectrum Engineering Services Office continue to be instrumental in Arizona's efforts to request waivers of the Federal Communications Commission for four frequencies to be implemented, if approved, in the Phoenix airspace.

Ron Berinstein is the Webmaster, a CFII, and SCAUWG Director. The website is a [great](#) resource of aviation safety information. Lee recommends the helpful search bar.

Marana Noise Abatement and other news about the airport – Lee Unger

Lee indicated that Galen Beem, Airport Superintendent, Marana Regional Airport had no news to report for today's meeting. **James Price** and **Lee Unger** maintain contact with Mr. Beem, welcoming him to ASAG meetings. When he is unavailable to attend AFTW and ASAG meetings, Mr. Beem cordially provides updates. No changes reported.

Laser/UAS Mitigation – Tim Clark

Since February, Phoenix pilots have reported 18 LASER strikes and 1 Drone encounter. When pilots report a LASER/Drone sighting, it is best to report to ATC or the Tower, using Radial and DME, Altitude and direction of the strike or sighting.

Referencing the Phoenix VOR, the Current HOT SPOTS in Phoenix are:

- PXR 305/11.5
- PXR 270/13.5
- PXR 263/14.5

Video Project Update– Video Working Group – Jim Anderson

The attendees were shown a preview the Sedona (SEZ) video.

It is ready to be uploaded to ASAG's YouTube Channel, **asagarizonasafety**.

Next video projects:

- Phoenix Airspace (P50 (Phoenix TRACON) POC - Matt Schorman)
- Cottonwood (P52). Jeffrey Tripp, the airport manager has requested this, so we will make this a top priority.



P50 (Phoenix TRACON)

POC - Matt Schorman, NATCA President and Phoenix TRACON (P50)

maschorman@gmail.com

480-227-0600

P52 (Cottonwood)

POC - Jeffrey S. Tripp, A.A.E., ACE

Airport Manager | Cottonwood Municipal Airport

1001 W Mingus Ave, Cottonwood, AZ 86326

O: 928-340-2722

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

Rainbow Valley Frequency status (South of Goodyear and West of the Estrella Mountains)

Cary Grant, Jim Anderson, Brian Stamper and Lee Unger continue toward requesting waivers from the FCC for 4 air-to-air frequencies for flight training operations, dividing the Phoenix airspace into 4 quadrants, using PXR VOR (located 2.1 NM East of KPHX), and Interstates 10 and 17 for visual references. These frequencies, if approved, will provide pilots the ability to self-announce their location, altitude and intentions as they maneuver. This will help eliminate midair collisions, thereby greatly improving safety in the air while protecting public safety on the ground.

Frequencies in the band 128.825-132.000 MHz are governed by FCC rule 87.261 and are exclusively for **air-to-ground** operations, making 128.925 MHz, the Rainbow Valley frequency, an inappropriate acquisition for ASAG. This is because ASAG does not have a physical location within which to maintain the required ground based station and antenna. Therefore, Cary Grant revised the coordinates of the

four quadrants to include what we know as the Lufthansa and Rainbow Valley practices areas, to be within the Northwest and Southwest quadrants, respectively.

After presenting and discussing the new coordinates at the March 8, 2022, AFTW meeting, Stacy Elliot, AFTW and UND Aerospace Safety Advisor, worked on redrawing AFTW practice areas so that practice areas are contained within only one quadrant, thus facilitating optimum communication and safety. ASAG appreciates Stacy's continued work and participation.

Thank you to dedicated safety advocates who have worked on this project over the years, including Scott Tinneland, Brent Crow, Brian Schober, and more.

Thank you to Tyler C. Howard, FAA Air Traffic Manager, DVT ATCT, for providing comprehensive data regarding operations at airports in the Phoenix area and nationwide. This data helps to illustrate the high volume of air traffic and the increased air and ground safety that would be provided by four air-to-air frequencies. And congratulations to Tyler upon being awarded the Arizona Communicator of the Year award, very well-deserved!

A special thank you to Craig Tompkins, FAA Safety Team Program Manager (Operations) and Ernest R. Copeland, FAA Safety Team Program Manager (Airworthiness) for their continued support and guidance on this project, and all others.

Banquet Recap and Thinking about next Banquet (2023) – Cary Grant

We are requesting ideas for next year's keynote speaker. We plan to have a face-to-face banquet, so we will need to find a location for 2023.

Balloon Pilot Updates – Tim Clark

There is a new launch and landing site: Balloons are launching and landing with no problems

AFTW and DPE Update

The DPE March 2022 Meeting can be watched at <https://youtu.be/bxbZHttcoWk>

The Arizona Flight Training Workgroup (AFTW) meeting was held March 8, 2022. You can watch the meeting at <https://www.youtube.com/watch?v=l-AMiUhKtjA>

Request for Public Comment on MOA expansion – Barbra Harper & Jim Timm

No further information. You can learn more at

<https://www.aviationpros.com/aircraft/defense/news/21255049/air-force-seeks-to-change-supersonic-flight-rules-for-arizona-training-zones>

<https://www.arizonaregionalairspaceeis.com/overview-of-proposed-action/summary-of-alternatives-by-airspace/bagdad-and-gladden-moa/>

Donations of Books from Cindy Doktor (Save Jim Anderson's Hangar Project) – Cary Grant

Please help Jim Anderson donate these books that are stored in his hangar.

APA Airport Passport Project – Jim Timm

A pilot can scan the QR code. Embry-Riddle students are developing the application and performing the coding and the professor directing their efforts did not want to levy any other requirements on them that might impact their delivery schedule. However, the current requirement for their efforts will link the pilot to airport’s informational page and ASAG could have the safety information included there with no need to have any additional coding development. We will work with the airports to have a safety message included in the airport link.

Copperstate and Cactus Fly-In Feedback – Jim Timm

It was a smaller event this year. Hopefully, next year the FAA will be able to allow FAA Seminars, drawing more attendees.

New Business

Upcoming Meetings: AFTW, May 10, and July 12, 2022. Time: 01:00 PM Arizona – DPE meeting follows immediately after AFTW. See SPANS for ZOOM link and registration.

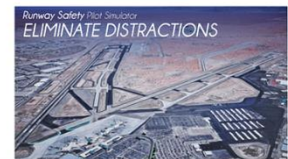
Announced Arizona LRSAT dates: The following meetings are the dates for the next LRSATs. ATC Managers are requested to conduct a Pilot/Controller Forum 30 to 45 days prior to an LRSAT.

GYR, March 23, 2022

GCN, April 5, 2022

Greater Southwest Maintenance Symposium – TBD

Encourage and promote
“From the Flight Deck”
Video series and Runway
Simulators.



Jim Anderson made a motion to close the meeting at 2:22 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