



MEETING MINUTES

Wednesday, May 18,
2022

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

Attendance (49)

Baron Benham, Adam Brown, Victoria Cassidy, Terence Clauer, Ernest Copeland, Randolph Crutchfield, Ed Daror, Garrett Dauphars, Neil Davison, Allan Dubow, Ron Dziagwa, Pam Fazzini, Patrick Frazee, Cory Geffre, Janie Goh, James Golovich, Cary Grant, Barbara Harper, David Horvath, Ty Howard, Tino Ilioi, Philip Jossi, Bob Katz, David Kitts, Alexander Kocksch, Brian Koeneke, Rich Lee, Bob Mittelstaedt, Sarah Nilsson, Kevin O'Hara, Fairfax O'Riley, James Page, Adam Pegues, Kyle Portella, James Price, Paul Rowley, Mitchell Raab, Larry Steck, Andrew Taussig, Jim Timm, Scott Tinnesand, Craig Tompkins, Jeff Tripp, Lee Unger, Dan Von Flue, Paul Wegeman, Rick Whitaker, Terri Wolcott, & Scott Woodworth.

Treasurer's Report – Cary Grant for Jim Anderson

Financial

Checking account balance: \$12,007.98

April Activity:

Deposit of \$250 – donation

Arizona Corp Commission Fees - \$10

Currently, I am not aware of any outstanding ASAG payables

The vote to accept the ASAG Treasurer's April Report was unanimous.

Secretary's Report - Jim Price

The vote to accept the April 2022 ASAG Meeting minutes was unanimous.

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

Accidents, Mid-April through Mid-May 2022

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.

In this reporting period, aviation safety was good because the number of accidents/incidents were not great, but most important, there were no fatalities, and only one serious injury. It would be good to see the numbers decline a bit more in the future.

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

Date: April 14, 2022 – LOSS OF CONTROL LANDING

Location: Mesa (FFZ)



Type: Piper PA28-181 (Archer)

Injuries: 2 Uninjured

The aircraft veered off runway 22L at Falcon Field under unknown circumstances and came to rest on the apron. There was no damage to the airport property, but the aircraft did sustain minor damage. Pilot Information: Unknown. Info. Source: FAA.

Date: April 14, 2022 – GEAR UP LANDING

Location: Wickenburg (E25)



Type: Cessna 210

Injuries: 3 Uninjured

The Cessna 210 made a gear up landing after several unsuccessful attempts to lower the landing gear failed. The extent of the damage was undetermined.

Pilot Information: Private Certificate. Info. Source: FAA.

Date: April 15, 2022 – GEAR UP LANDING

Location: Benson (E95)



Type: Piper PA24-400 (Comanche)

Injuries: 1 Uninjured

The Cessna PA24-400 Comanche landed gear up on runway 10 at Benson. The assessment of damage was that it was substantial.

Pilot Information: Unknown. Info. Source: FAA.

Date: April 17, 2022 – GROUND HANDLING ISSUE

Location: Phoenix (DVT)



Type: Eurocopter AS350B3

Injuries: **1 Serious Injury (refueling attendant)**

The helicopter was performing a hot refueling after landing at DVT. The FBO attendant was pulling the grounding cable from the fuel truck and started having issues with the cable reel system, which resulted in the cable striking the main rotor. The refueling attendant sustained severe lacerations to the hand. The pilot, the sole occupant, was uninjured, and the extent of damage to the helicopter was unknown. Pilot Information: The pilot was NOT involved. Info. Source: ASN, NTSB.

Date: April 24, 2022 – RED BULL MID AIRPLANE SWAP



Location: Eloy

Type: Cessna 182

Injuries: 1 Uninjured

An experimental Cessna 182G Skylane, N3694U, was destroyed when it was involved in an "airshow" accident near Eloy. The aircraft was part of the Red Bull Plane Swap and was unmanned at the time. The aircraft entered an inverted spin and impacted desert terrain. The pilot had jumped out prior to the sequence and entered another aircraft involved in

the demonstration, in which he landed safely. The pilot of the other aircraft had jumped out, and was unable to catch the crashed airplane. He parachuted down to the ground safely. On 04/22/2022, the FAA had Denied the request for an exemption to § 91.105(a) [Flight crew members at stations] for this "stunt".

Pilot Information: Both pilots had their limited commercial pilot licenses revoked by the FAA. Info.

Source: ASN, NTSB, FAA.

Date: April 30, 2022 – LOSS OF CONTROL LANDING

Location: Mesa (FFZ)



Type: Cessna 172

Injuries: Unknown Number Uninjured

The Cessna 172 attempted to land on runway 22R at Falcon Field, and veered off the runway, and went into the grass area between the runways. The aircraft was able to get back onto the runway and exit at taxiway Alpha. No damage was reported to the aircraft or runway lights or signs.

Pilot Information: Unknown. Info. Source: FAA

Date: May 1, 2022 – CRACKED WINDSHIELD

Location: Tucson (TUS)



Type: Cessna 550 Citation

Injuries: 4 Uninjured A Cessna 550 Citation diverted to Tucson (TUS) after declaring an emergency due to a cracked windshield. Supplemental Oxygen was not used, and the aircraft landed on TUS runway 11R. Without further incident, the pilot taxied to the FBO. The extent of damage was unknown.

Pilot Information: Unknown. Info. Source: FAA.

Date: May 1, 2022 – ENCOUNTERED AERODYNAMIC FLUTTER

Location: Phoenix (IWA)



Type: Cessna 525 Citation

Injuries: Unknown Number Uninjured

The Cessna 525 Citation was en-route from Las Vegas to Tucson and advised the Phoenix TRACON they were declaring an Emergency due to an aerodynamic flutter. They diverted to Phoenix Gateway Airport (IWA) and landed without further incident.

Pilot Information: Unknown. Info. Source: FAA

Date: May 2, 2022 – LOSS OF CONTROL LANDING

Location: Phoenix (IWA)



Type: Piper PA22-135 Pacer

Injuries: 2 Uninjured

The Piper PA22 Pacer ground looped while landing on Runway 12L at Gateway Airport (IWA). Aircraft damage was substantial.

Pilot Information: ATP certificate. Info. Source: ASN, NTSB, FAA.

Date: May 10, 2022 – RUNWAY EXCURSION

Location: Tucson Ryan Field (RYN)



Type: Piper PA18 Super Cub

Injuries: 2 Uninjured

The Piper PA18 Super Cub, which was used for Aerial Advertising, unintentionally maneuvered off RWY 06L after landing at Ryan Field, causing damage to a Taxiway Directional Sign. Damage was substantial. Pilot Information: Private Certificate. Info. Source: FAA.

Date: May 12, 2022 – LOSS OF OIL PRESSURE

Location: Chandler (CHD)



Type: Piper PA28-160

Injuries: 2 Uninjured

The Piper aircraft landed 5 miles short of the runway at Chandler Municipal Airport (CHD) after losing oil pressure. No injuries or aircraft damage was noted.

Pilot Information: ATP/CFI. Info. Source: FAA.



Pilot Deviations, April 15 – May 12, 2022

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.

There were nineteen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by student, private, commercial, CFIs, and ATP pilots. Of the nineteen deviations made, there was only a need to issue two Brashers, and they both were for runway incursions. It was interesting to note that this month there were only three out of

state and two foreign pilots committing pilot deviations. Overall, the number of deviations were down this reporting period.

A controller will issue a Brasher notification when further FAA action will be taken. The controller is giving the airman the opportunity to make note of the occurrence and collect their thoughts for future interaction with Flight Standards.

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:

- Five IFR Deviations
- Three Class Delta Airspace Deviations
- Three Air Traffic Control Instruction Deviations
- One Wrong Surface alignment Deviation
- Seven Runway Incursions

IFR DEVIATIONS (5)

4/7 Route (SID) Deviation.

Unknown Pilot Certification

Scottsdale (SDL)

The pilot deviation was reported by the Phoenix TRACON when the aircraft did not fly the assigned departure heading.

4/15 Altitude Deviation.

Private Pilot

Albuquerque Center (ZAB)

At 2217Z, the controller climbed the Beechcraft to FL210. At 2224Z, the controller amended the request to the Beechcraft to climb to FL190. At 2228Z, traffic was issued to the Beechcraft and to a Cessna who was at FL200. At 2230:18Z, the Beechcraft was observed climbing at FL191. At 2230:39Z, the controller issued a traffic alert and issued a request for the Beechcraft to descend to FL190 immediately. The Beechcraft was observed as high as FL193 and passed behind the Cessna. Closest proximity was 3.28 NM and 700ft. The Beechcraft pilot stated that when he was issued the traffic call, he looked out the window for the traffic and did not see the other aircraft.

4/30 Altitude (STAR) Deviation.

Private Pilot, Nevada Pilot

Phoenix TRACON

The Beechcraft had descended below his assigned altitude of 11,000 feet. The pilot stated he was descending via the STAR. (The DSERT TWO ARRIVAL is NOT a descend via STAR). The Beechcraft's descent below 11,000 feet resulted in a loss of separation with a Piper northbound at 10,000 feet. The closest proximity was 2.02 NM and 300 feet vertical.

5/2 Altitude Deviation.

Unknown Pilot Certification, Foreign Pilot (Mexico)

Tucson (TUS)

The Piper aircraft was assigned a descent to 11,000 feet and told to expect a Visual Approach RWY 29R at Tucson. The aircraft had descended below 11,000 feet. ATC observed the aircraft below 11,000 feet and issued him a Low Altitude Alert. The aircraft stated he thought he had been cleared for a Visual Approach. The aircraft's descent below 11,000 feet resulted in a loss of separation with terrain/obstacles.

5/9 Altitude Deviation.

Unknown Pilot Certification

Albuquerque Center (ZAB), near Casa Grande, AZ

The Albuquerque Center Controller had cleared the aircraft to climb to and maintain 10,000 feet. The aircraft read back the clearance correctly. At 1602Z, Albuquerque Center observed the aircraft above the assigned altitude and re-issued 10,000 feet. The aircraft had made an unauthorized climb to 11,000 feet which resulted in a loss of separation with another aircraft that was at 11,000 feet. A Brasher was NOT issued. Closest observed proximity was 4.09 NM and 800 ft.

CLASS DELTA AIRSPACE DEVIATIONS (3)

4/15 Entering Class Delta Airspace Without Obtaining Prior Authorization.

Private Pilot

Mesa (FFZ)

A Pilot deviation was reported by the Falcon Field tower when an aircraft entered the Falcon Field Air Space without an ATC clearance. (Note: Pilot had an excursion in 12/2021 that substantially damaged a former similar aircraft, and the registration records indicate the pilot may have traveled here to purchase another).

4/29 Entering Class Delta Airspace Without Obtaining Prior Authorization.

Private Pilot, California Pilot

Phoenix Deer Valley (DVT)

The pilot deviation was reported by the Phoenix Deer Valley Tower when the aircraft entered the DVT Class Delta Airspace without obtaining an ATC clearance.

5/1 Entering Class Delta Airspace Without Obtaining Prior Authorization.

Unknown Pilot Certification, California Pilot

Phoenix Deer Valley (DVT)

The pilot deviation was reported by the Phoenix Deer Valley Tower when the aircraft entered the DVT Class Delta Airspace without obtaining an ATC clearance.

AIR TRAFFIC CONTROL INSTRUCTIONS (3)

4/14 Failure to follow the Air Traffic Control Instructions.

ATP/CFI

Phoenix TRACON

The pilot deviation was reported by the Phoenix TRACON when the aircraft failed to maintain an altitude assigned by ATC in the Chandler Airport (CHD) area.

4/16 Failure to follow the Air Traffic Control Instructions In a Movement Area.

Private Pilot

Phoenix Mesa Gateway (IWA)

The aircraft landed Runway 12C and was holding short of Runway 12R on Taxiway K. The Tower Controller instructed the aircraft to cross Runway 12R and contact Ground Control. The pilot read back was correct. The aircraft crossed Runway 12R and attempted to call Ground Control, but Ground Control was on the landline coordinating. The aircraft continued taxiing straight ahead, crossing Taxiway B, and onto a closed portion of Taxiway K.

5/6 Failure to follow the Air Traffic Control Instructions.

Unknown Pilot Certification

Mesa Falcon Field (FFZ)

The pilot deviation was reported by the Falcon Field (FFZ) Tower when the aircraft did not follow Air Traffic Control Pattern Instructions.

RUNWAY INCURSIONS (7)

4/12 Entering a runway without ATC authorization.

Private Pilot

Prescott (PRC)

Ground Control had instructed a Piper aircraft to taxi via taxiway B4 and hold short of RWY 3R at taxiway C4 for a RWY 30 departure. The pilot read back was correct. The Tower had cleared a commuter aircraft for takeoff on RWY 3R. Ground Control observed the taxiing Piper aircraft not slowing down and instructed them to stop. The aircraft had crossed the RWY 3R hold line but stopped short of the RWY 3R edge line on taxiway C4. The closest estimated proximity when the commuter aircraft passed Taxiway C4 was approximately 50-55 feet lateral.

4/13 Entering a runway without ATC authorization.

Student Pilot

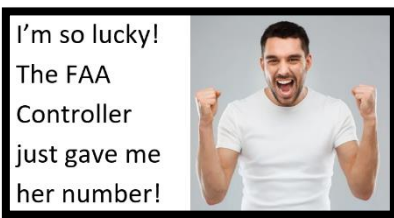
Phoenix Goodyear (GYR)

A Piper aircraft called the Tower and advised that they were ready. The Tower instructed the Piper to hold short of Runway 21, and the read back was correct. The Piper taxied across the hold short line, and stopped short of the runway edge line, and then asked the Tower if they were supposed to hold short of the runway or get on it. The Tower issued a go around to an aircraft that was on a one mile final. The Tower then cleared the Piper for takeoff.

4/14 Entering a runway without ATC authorization.

Commercial/CFI Pilot

Prescott (PRC)



A Cessna on a 1/2 mile final for RWY 21L was sent around due to an aircraft that was in a line up and wait position on the runway. The aircraft on the runway had been instructed to hold short of RWY 21L, and they read the clearance back correctly. The Cessna did not overfly the aircraft on the runway, and the aircraft on the runway was instructed to exit RWY 21L at taxiway D6. Ground Control issued a **Brasher warning** to the aircraft.

4/14 Entering a runway without ATC authorization.

Private Pilot

Chandler (CHD)

The Piper aircraft called Ground Control for taxi instructions to RWY 4L. Instructions were given, and the read back was correct. The Piper aircraft entered taxiway A at taxiway M, and instead of turning right, they kept going straight ahead onto RWY 4L at taxiway M. Ground Control became aware of the situation, and alerted the Tower Controller, advising the Piper to immediately exit RWY 4L. The Tower controller sent an aircraft around that was on a 1/4 mile final, and the Piper was able to exit RWY 4L before the aircraft on final crossed the RWY 4L threshold.

4/16 Departing a runway without ATC authorization.

Commercial/CFI Pilot

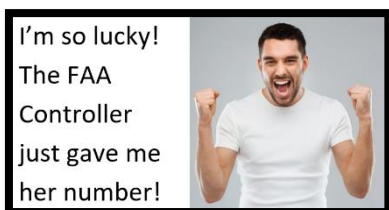
Mesa Falcon Field (FFZ)

A Piper aircraft called the Tower Controller while holding short of Runway 4R and advised that they were ready for departure. The Tower instructed the Piper to line up and wait on Runway 4R and advised them of traffic that would cross downfield. The Piper read back was, "cleared for takeoff Runway 4R". The Tower did not catch the incorrect read back, and the Controller instructed another aircraft to cross Runway 4R at Taxiway Charlie. The Controller then observed the Piper aircraft departing, and quickly canceled the crossing clearance before the aircraft had crossed the hold short bars of Runway 4R. The Tower advised the Piper when they were airborne that they had not been cleared for takeoff.

4/18 Entering a runway without ATC authorization.

Unknown Pilot Certification, Canadian Pilot

Phoenix Mesa Gateway (IWA)



A Beechcraft was given instructions to hold short of RWY 30L, and the read back was correct. Another aircraft departed down field, and the Beechcraft was observed on the runway holding in position during the departure. The Beechcraft was then cleared for takeoff, and when switched to Departure Control. The Tower Controller instructed the Departure Controller to give a **Brasher Warning** to the Beechcraft.

5/2 Crossing a runway without ATC authorization.

Unknown Pilot Certification

Tucson (TUS)

The aircraft crossed runway 29L without ATC authorization.

WRONG SURFACE ALIGNMENT (1)

4/15 Aligned with the wrong surface for landing.

Private Pilot, Texas Pilot

Phoenix (PHX)

The pilot deviation was reported by the Phoenix TRACON when the aircraft flew through the runway 25L final and conflicted with traffic to runway 26.

old Business

DVT deviation mitigation – Tyler Howard, Victoria Cassidy, Bob Mittlestaedt, & Cary Grant

The main problem at DVT is pilots not holding short of the runway at the C3 and C11 intersections.

Victoria Cassidy indicated that there is an idea for clearing pilots to a spot, wherein they will hold there until cleared further.

Ty Howard suggested that a Letter to Airman be published to discuss the airport geometry.

The ASAG attendees seem to agree that the “spot” proposal is a good idea. Most agreed that Letter to Airman would be hidden from the view of most pilots.

Ty Howard indicated that they may add additional ATIS information to help pilots understand the C3 and C11 hotspot problems.

Ty Howard: There were not DVT1 Departure problem in the past 30 days. DVT Tower is holding onto the pilots longer and perhaps the DVT1 flyers that are distributed in the FBO and other areas of the airport are having a positive effect.

NOTE: 40% of Runway Incursions happen after a correct readback from the pilot.

[SCAUWG \(Southern California Airspace Users Working Group, <https://scauwg.org>\) Update – Lee Unger](#)

“LA Fleet Week, <https://lafleetweek.com/> info@lafleetweek.org

Los Angeles’ Memorial Day Event May 27th – 30th, 2022 | 10:00am – 6:00pm

SOUTHERN CALIFORNIA’S MEMORIAL DAY EVENT

LA Fleet Week® is an annual, multi-day celebration of our nation’s Sea Services held on the LA Waterfront at the Port of Los Angeles over the extended Memorial Day Weekend. **HI-SPEED MILITARY-STYLE AERIAL FLY-OVER FLIGHT** - SLI 264 degree radial @ 9.7 nautical miles - 2 mile radius - **MAY 28-29-30** - NOTAMS will be issued 72 hours in advance. PLEASE BE ADVISED and AVOID this AREA - Be SAFE!” (Reference <https://scauwg.org/>)

[Laughlin/Bullhead International Airport – Lee Unger](#)

“Two grants totaling more than \$1.29 million for **Laughlin/Bullhead International Airport in Bullhead City, AZ**, to renovate the existing passenger terminal public restrooms within the existing footprint and reconstruct airfield guidance signs and the taxiway. Renovations will comply with Americans with Disabilities Act (ADA) requirements.” (Reference <https://scauwg.org/>)

“9th SUMMIT of the AMERICAS 2022 - June 6-10 <https://scauwg.org/info-warehouse-page-5>

The **Ninth Summit of the Americas** is to be held in [Los Angeles, United States](#), on **June 6th thru the 10th**, 2022. The theme is "Building a Sustainable, Resilient, and Equitable Future". The [White House](#) announced **Los Angeles, California as the host city in January 2022. As host, the US selects the site of the summit and its attendees. At least foreign leaders form 32 countries have been invited. TFRs Can Be EXPECTED During this period**, primarily located over the downtown area covering 1 mile, 3 miles, & 5 miles, and up to 30 miles depending upon which VIP is visiting, as well as a section of V186, and the N/S routes over LAX might be affected, As soon as SCAUWG.ORG gets anything publishable [draft TFRs are not publishable] we will print it! We would *expect* to see something for a portion of the visit, that is based on the LA convention center that is 30NM and 10NM in radius for at least a portion of the Summit.” (Reference <https://scauwg.org/>)

[MIDAIR COLLISION AVOIDANCE \(MACA\) PAMPHLET – Lee Unger](#)

(Reference <https://scauwg.org/>) “This pamphlet details how to identify and mitigate hazards relating to a midair collision around March AFB and can be applied to all airspace.” [CLICK HERE FOR THE PAMPHLET](#)

[Marana Airport Updates – Lee Unger](#)

Galen Beem, Airport Superintendent, Marana Regional Airport – Updates were not available for today's meeting.

Laser/UAS Mitigation – Tim Clark, Cory Geffre, & Scott Woodworth



Laser Strikes: Scott Woodworth, Pima County Sheriff's Office, Tucson

South Pinal – 1

TUS – 1 (on final)

May 1, there were 3 Laser strikes



Laser Strikes: Cory Geffre, Phoenix PD

Several Laser Strikes in the past 30 days:

- PHX – 15
- TUS – 5
- IWA – 3
- CHD – 3
- GYR – 1
- DVT – 1
- LUF - 1

Police have a Laser suspect in West Phoenix and they are hoping to capture him/her soon.

If you are the victim of a Laser Strike, notify ATC immediately. Also, report the strike at <https://www.faa.gov/aircraft/safety/report/laserinfo/>

Laser Strike, Crewe, Virginia. (WWBT) – Cary Grant

Virginia State Police said it charged a person accused of blinding one of their pilots with a laser pointer. VSP said they were helping the Nottoway County Sheriff's Office with a search for a suspect near Crewe on Monday evening.

A Virginia State Police Trooper Pilot was flying a plane as part of the search when the pilot was temporarily blinded by a laser pointer used by a person on the ground, police said.

"Once the pilot was able to regain sight several minutes later, he and his co-pilot, another trooper, were able to identify the source of the laser and provide troopers on the ground with an exact location and address," a release said.

While the plane continued to circle the area, police said the laser would strike and follow the aircraft. Authorities said they found the person and laser pointer at a home along Melody Lane. Tabitha A. Crater, 40, was arrested and charged with one felony count of interfering with the operation of an aircraft. The FAA was notified of the incident. <https://www.nbc12.com/2022/05/17/person-charged-with-blinding-vsp-pilot-with-laser-pointer/>



UAS Violations – Cory Geffre, Phoenix PD

Last 30 days, there were four UAS airspace violation reports. The UAS altitudes varied from a high of 18,000 feet to a low of 1,000 feet (traffic pattern).

Video Project Update – Video Working Group – Cary Grant

The working group met last week and are moving forward with the P52 video project.

Meeting scheduled May 20 with Jeff Tripp – P52 (Cottonwood) Manager – to gather his requirements.



Practice Area Air-to-Air Frequencies – Craig Tompkins, Cary Grant, Jim



Anderson, Brian Stamper, Lee Unger and Stacy Elliot

Patrick Carey, Co-Founder Co-Chairman of SCAUWG and Mr. Sydney Bradfield and his FAA WSA Spectrum Engineering Services Office support this project. Cary Grant, Jim Anderson, Brian Stamper, Lee Unger and Stacy Elliot of AFTW and UND Aerospace

Safety Advisor, 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 PHX VOR (located 2.1 NM to 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.

The new coordinates were presented and discussed at the May 10, 2022, AFTW meeting. Stacy Elliot works on drawing AFTW practice areas with the objective of having practice areas contained within only one quadrant thus facilitating optimum communication and safety. The group in attendance at the AFTW meeting agreed to have one frequency per quadrant versus one frequency for lower altitudes and another for higher, that one frequency per quadrant is best suited for the Phoenix airspace. There are a few more details to discuss before completing the coordinates. 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 and 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.

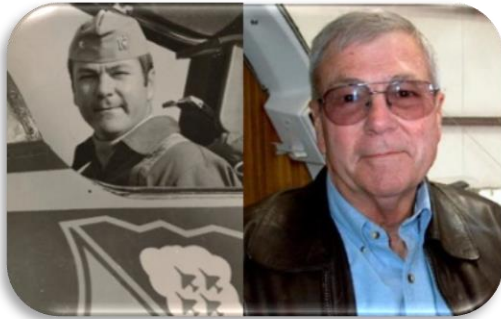
ASAG Banquet (2023) – Cary Grant

Venue Search – Brian Shultz reports the Lux Arena is too expensive and he is continuing to look for other venues. Brian has solicited the assistance of **Paul Wegeman** to scout-out possible venues.

Fairfax O'Riley suggested that we investigate Brophy Prep (Central and Camelback) as a venue.

In addition, MyPilotStore in Scottsdale could be a potential sponsor/donor.





ASAG Banquet, Jan 28, 2023. Our speaker will be Keith "Casey" Jones.

In 1976 Casey was selected to be the commanding officer and flight leader of the Navy's Blue Angels, which had recently transitioned from the F-4 Phantom to the A-4 Skyhawk. He currently lives in Albuquerque, NM.



Balloon Pilot Updates – Neil Davison

Balloon Pilots in Casa Grande are looking for another launch location away from medevac helicopter operations near the hospital. Balloon operators in the Phoenix area are winding down their operations for the summer and appear to have not had any new conflicts with the City of Phoenix over launch and recovery operations.



The most recent AFTW meeting was held on May 10, 2022.

Cary Grant: If you are in the NE practice area, that is the arrival corridor for SDL. Please stay below 4,000 MSL or move your area work to the far eastern corner of the practice area over Horseshoe or Bartlett Lakes.

CHD Pattern Proposal – Brad Finn discussed the CHD Piper/Helicopter midair. Chandler ATC is recommending that when pilots fly the pattern for 4L and 22R, that they maintain pattern altitude (2,300) until turning base.

Coolidge Stack Procedures – These are still under revision because of Albuquerque's change to the procedure altitude(s).



May AFTW Recording: Jim Pitman thanks everyone that participated in the May 10 AFTW meeting! Here's the recording: <https://youtu.be/ymOESksA9s>

Future Meetings: The AFTW meets via Zoom on 2nd Tuesdays, every other month (odd-numbered months), from 1:00 to 2:00 pm. The next AFTW meeting will be held July 12, 2022, at 1:00 PM AZ. Go to <https://aftw.org/next-meeting/> to register. Other 2022 meetings are September 13 and November 8.

DPE Update

A DPE meeting did not follow the May 10 AFTW meeting. The next DPE meeting is June 14.



April DPEAG Meeting recording: Phil Rimmel provided this link <https://youtu.be/EX9LvYJ55Ek>

A note added below the video: Correction from Jim Pitman: After the meeting I talked to Phil more about the circle-to-land procedure and he provided further insight. It's actually called a "Circling Approach" in the ACS and there is no specific requirement to conduct a landing. IR.VI.D.S7 and IR.VI.D.S8 make it clear that there may be a landing or a missed approach. This means that we could do the VOR/DME-A to SDL, get cleared to land, and then provide a scenario (such as aircraft on runway) to go missed on short final. If this is done, the evaluator should be careful to properly coordinate with the tower and provide an appropriate simulated IFR clearance to the applicant, i.e., "Cessna 12345, aircraft on runway, go-missed, fly runway heading, climb to 3,000, contact departure." If there aren't too many airplanes waiting to depart, a full-stop-taxi-back may still be the most appropriate option. Airworthiness Certification (AWC) - Applicant Portal: <https://awc.faa.gov/AWCExternalApplicant/Splash/Index>

- DPEs are seeing a lack of:
 - System knowledge in abnormal situations,
 - Windsock interpretation,
 - Not clearing for traffic in clearing turns,
 - Soft field dynamics

Donations of Books from Cindy Doktor – Cary Grant

These books are still in Jim Anderson’s hangar. They will soon be donated to libraries.

APA Airport Passport Project – Cary Grant

APA doesn’t want to include a flight safety message.

Hot Spot Depictions Seminar; changes start May 19th.

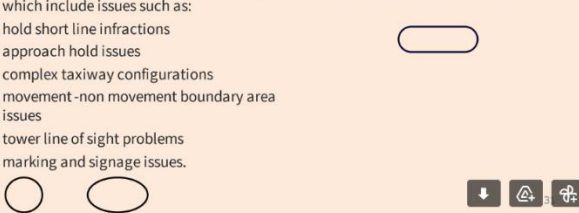
Remember starting May 19, 2022
HOT SPOT Changes

Ground movement hot spots are defined as airport movement areas with a history or potential risk of collision or runway incursion, and where heightened attention by pilots, drivers and controllers is necessary.

- A circle or ellipse will depict these hot spots, which include issues such as:
 - hold short line infractions
 - approach hold issues
 - complex taxiway configurations
 - movement-non movement boundary area issues
 - tower line of sight problems
 - marking and signage issues.

Wrong surface hot spots depict locations where an aircraft has inadvertently attempted to or actually departed or landed on the wrong surface.

- A cylinder will depict these hot spots



The “FAA is standardizing hot spot symbology. Beginning May 19, 2022, the FAA will standardize hot spot symbols to three shapes with two distinct meanings: **a circle or ellipse for ground movement hot spots and a cylinder for wrong surface hot spots.**”

The Chart Supplement will contain Arrival Alert Notices. Text boxes will be good for 2 years. The FAA is releasing **Arrival Alert Notices (AAN)** at 11 US airports with a history of misalignment risk. Tucson International Airport (KTUS) is one of the 11 US airports with a new Arrival Alert Notice, made to address wrong surface

events where an aircraft lines up to or lands on the incorrect runway, taxiway, or airport.

https://www.faa.gov/airports/runway_safety/hotspots/hotspots_list/aan/?fbclid=IwAR0pgSZTrWuPd-rgA8P1_Ur5-sh8512CoOA_7LADn75BORDmCuPIfidaHu4

Ryan Airfield KRYN Workgroup – Lee Unger

Recommended NW Entries.

Brian, Stamper, Ph.D., is compiling this document based on the input of the workgroup. The document is nearing completion.



Upcoming Meetings:

AFTW (Arizona Flight Training Workgroup) meets via Zoom every other month (odd-numbered months) on 2nd Tuesdays, from 1:00 to 2:00 pm. Everyone that has an interest in improving flight training safety in Arizona is welcome to attend. Click [HERE](#) to register for one or more future meetings.

Future AFTW Meeting dates: July 12, September 13 and November 8.



Future Arizona ASAG Meetings: June 15 and August 17 and at 12:00 pm (Arizona time).



We meet the 3rd Wednesday of every month, except July. This is to allow members to attend AIRVENTURE.

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.

- TUS – 5/23/2022 IWA – 6/7/2022 GEU – 6/8/2022 SDL – 6/14/2022
- CHD – 6/17/2022 FFZ – 6/30/2022 DVT – 7/7/2022 RYN – 7/14/2022
- IFP – 7/27/2022 PHX – 7/27/2022

KTUS Runway Safety Action Team (RSAT) Virtual meeting

Monday, May 23, 2022, starting at **09:00 Arizona** (09:00 PDT, 10:00 MDT, 11:00 CDT, 12:00 EDT, 06:00 HST, 08:00 AKDT, **16:00 GMT**)

Please **RSVP** to Nathan Cooper, Air Traffic Manager, TUS ATCT nathan.cooper@faa.gov.

Include your name, organization, phone number and email address

Or, register on <https://www.faasafety.gov/> for this WINGS credit event.

https://www.faasafety.gov/SPANS/event_details.aspx?eid=112693&pf=1

KTUS Airport Diagram effective date: May 19 - June 16, 2022

[http://aeronav.faa.gov/d-tp/2205/00430ad.pdf#nameddest=\(TUS\)](http://aeronav.faa.gov/d-tp/2205/00430ad.pdf#nameddest=(TUS))

KTUS Chart Supplement effective date: 0901Z May 19 - 0901Z Jul 14, 2022

http://aeronav.faa.gov/afd/19may2022/sw_85_19MAY2022.pdf

Information to Share:

FAA Runway Safety https://www.faa.gov/airports/runway_safety/videos/

"From the Flight Deck" video series provides pilots with actual runway approach and airport taxiway footage captured with cockpit mounted cameras, combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

"Runway Safety Pilot Simulator" video series a self-guided resource to assist flight instructors with teaching student pilots surface safety best practices, before they step foot into the cockpit. <https://www.faasafety.gov/files/helpcontent/Courses/video/HotspotsSizzle.mp4>

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



The meeting adjourned at 2:10 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