

# Aviation Safety Advisory Group of Arizona

Meeting Minutes: September 15, 2021

Via Zoom – Virtual Meeting

Meeting called to order at 12:00 PM MST by Cary Grant.

## Attendance (30)

Jim Anderson, Scott Appleman, Tim Barrios, Paul Brighton, Tim Clark (Phoenix PD), Brent Crow, Edward Daror, Neil Davison, Ron Dietrichs, Ed Faron, Cary Grant, Barbara Harper, Chris Henrichsen, Mike Jesch, Phil Jossi, Mike Liversidge, Bob Mittelstaedt, Alexander Peña, James Price, Brian Stamper, Jim Timm, Craig Tompkins, Peter Troccoli, Lee Unger, Don Von Flue, Paul Wegeman, Rich Whitaker, Lawrence Wippman, Terri Wolcott (Las Vegas FSD), and Scott Woodworth (Pima County Sheriff's Dept).

## Business

### Secretary's Report – Jim Price

Jim will email September 2021 minutes to the members.

### Treasurers Report – Jim Anderson

Income Fundraising (Ways and Means)

Silent Auction \$325.00

Fundraising Event \$65.00

**Total Income \$390.00**

Expenditures Administrative and Operations

AZ Corp Comm Fees \$10.00

PO Box Rental \$284.00

Website Expenses \$21.17

Fundraising (Ways and Means) Stripe Fees \$4.16

Silent Auction \$5.97

Programs Trophies \$156.48

**Total Expenditures \$481.78**

**Increase after expenditures: \$91.78**

Opening balance as of January 1st, 2021: \$11,273.09

**ASAG of Arizona Balance on hand: \$11,181.31**

- Cary Grant made a motion to accept the Treasurer and Secretary Report. There was Unanimous Approval.

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## Accidents/Incident Report – Jim Timm

### Accidents

The following are the reports of aviation accidents and incidents that have occurred in Arizona from mid-August thru mid-September. 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 report is really unusual in that the number of reported accidents/incidents is still significantly lower than past reports. While this is great from a flight safety standpoint, I hope pilots are still flying, but are being a lot safer.

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.

### **Date: August 27, 2021, ROTOR BLADES STRUCK AN OBSTRUCTION**

Info. Source: ASN, FAA

Location: Prescott

Type: Robinson R44 Raven II

Injuries: 3 Uninjured

The law-enforcement aircraft sustained unspecified damage subsequent to rotor impact with trees during a rescue takeoff attempt in gusting wind conditions at Pine Mountain Wilderness.

Commercial Pilot, no additional pilot information available.



### **Date: August 28, 2021, ENGINE FAILURE**

Info. Source: FAA

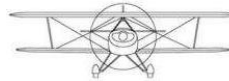
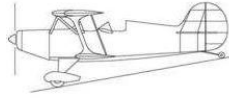
Location: Glendale (GEU)

Type: Skybolt Experimental Biplane

Injuries: 1 Uninjured

The engine failure on the Skybolt led to an emergency landing on a dirt road one-half mile south of Grande Avenue and 163rd street near the Glendale airport.

Private Pilot, no additional pilot information available.



### **Date: August 28, 2021, RUNWAY EXCURSION**

Info. Source: FAA

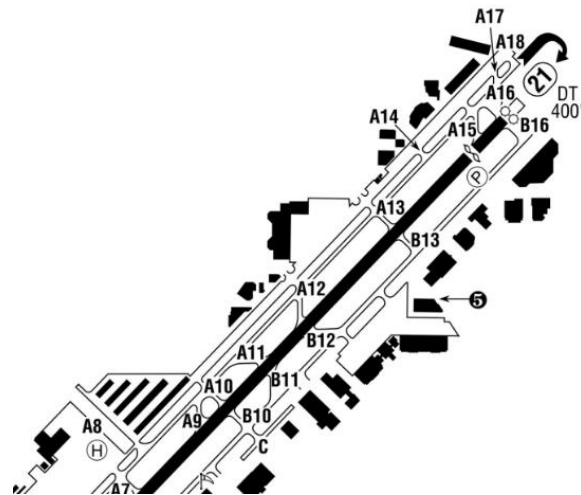
Location: Scottsdale (SDL)

Type: Cessna 172

Injuries: 2 Uninjured

The Cessna 172 landed on runway 21 at Scottsdale airport and veered left off the runway at taxiway B-11, traveled through runway lights and rocks, coming to rest north of taxiway B-10. The extent of aircraft damage was unknown.

No pilot information available.



### **Date: August 29, 2021, PROP STRIKE**

Info. Source: FAA

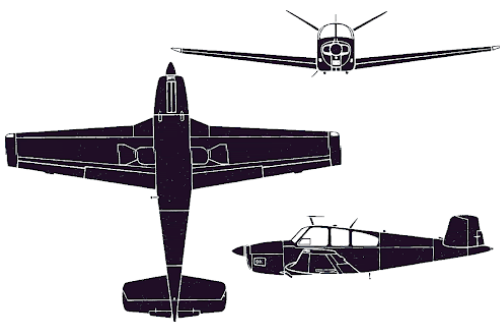
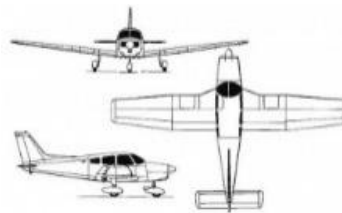
Location: Tucson (TUS)

Type: Piper PA28-235

Injuries: 2 Uninjured

The Piper experienced a prop strike on a fire hydrant in a non-movement area near the intersection of taxiway D, and runway 21. Damage was determined to be minor.

The Pilot had a Commercial/CFI certificate. No other pilot information was available.



### **Date: September 4, 2021, LANDING GEAR MALFUNCTION**

Info. Source: FAA

Location: Phoenix Deer Valley (DVT)

Type: Beech Bonanza V35

Injuries: 2 Uninjured

The Beech V35 departed Prescott, and upon landing at Deer Valley on runway 7R, the landing gear collapsed. The damage appeared to be minor in nature. The pilot was properly trained, and endorsed to fly a Bonanza, however recent experience was in a Cessna 177. The PIC confused the flap and gear handles and mistakenly retracted the gear on rollout.

The Pilot had a Commercial/CFI certificate. No other pilot information was available.

# Runway and Airspace Incursions – Jim Timm

*Note: The “Brasher Warning or Notification,” is intended to provide the involved flight crew with an opportunity to make note of the occurrence and collect their thoughts for future coordination with Flight Standards regarding enforcement actions or operator training. It is issued when further FAA action is needed.*

From August 13 through September 9, 2021, there were seventeen general aviation pilot deviations that were recorded by the FAA SDL FSDO. These deviations were committed by students, private, commercial, CFIs, and ATPs. Of the seventeen deviations, there was a need to issue nine Brashers.

Note: A Brasher is a notice that is issued when further FAA action will be taken.

In summary, the general aviation deviations are:

- Four IFR Operational Deviations
- Four Class Bravo Airspace Deviations
- Four Class Delta Airspace Deviations
- One Failing to Follow ATC Instructions
- Two Entering Taxiway Without ATC Instructions
- Three Runway Incursion Deviations

## IFR OPERATIONS (4)

### 8/15, IFR – Route, Private Pilot

The aircraft departed KDVT on the DVT1 departure and did not fly the procedure correctly. The pilot flew straight, and then turned right, and confirmed with the controller they were on the DVT1 departure.

### 8/19, IFR – Route, Commercial Pilot

The pilot deviation was reported by the PHX TRACON when the aircraft did not fly the DVT-1 Departure Procedure as published.

### 8/21, IFR – Altitude, Private Pilot (Foreign Based)

The aircraft was at FL300 and was cleared direct ELLDA for the RKSTR-1 arrival into Las Vegas. Albuquerque Center cleared the aircraft to fly a heading of 215° for spacing. Aircraft read back the clearance correctly. Just as the aircraft was initiating the turn, Albuquerque Center observed the aircraft below FL300 and issued a clearance to maintain FL300. The aircraft had made an unauthorized descent to 29,400 feet. When queried by Center, the aircraft stated that he was descending to maintain FL240 at ELLDA. A **Brasher** was issued.

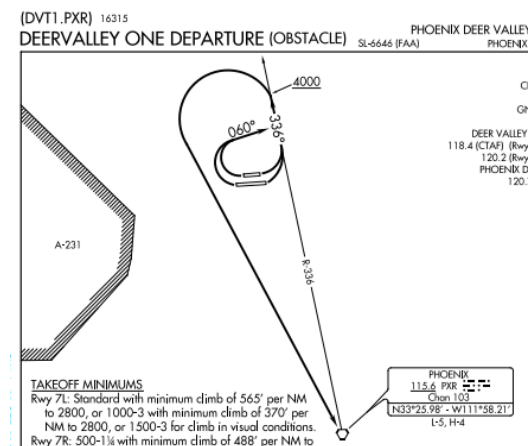
### 9/2, IFR - Altitude and Route, Commercial Pilot

The aircraft was eastbound at an assigned altitude of FL350. Albuquerque Center observed the aircraft turning right and beginning a descent. Albuquerque Center advised the aircraft to maintain FL350, and queried aircraft to what happened. The pilot responded that the "auto-pilot kicked off". The aircraft had made an unauthorized 30 degree right turn and an unauthorized descent to 34,300 feet. A **Brasher** was issued. The pilot called the facility and stated that one of the pilots was getting out of the cockpit to use the restroom and accidentally bumped the autopilot off.

## BRAVO AIRSPACE (4)

### 8/13, Entered Bravo Airspace Without Authorization, ATP Pilot

The aircraft was inbound to FFZ, and was observed entering the Class Bravo Airspace. The aircraft was not in communication with the PHX TRACON and was on a transponder 1200 code. A **Brasher** warning was given by the FFZ Tower. The pilot called later to provide contact details.



### **8/16, Entered Bravo Airspace Without Authorization, ATP Pilot**

The aircraft was observed entering the Bravo Airspace at 6,500 feet. The base of the Class Bravo in that area is 6,000 feet. A **Brasher** warning was given by the Luke Approach Control. The pilot called, and gave the details listed above. The aircraft was also being operated with an expired aircraft registration.

### **8/31, Entered Bravo Airspace Without Authorization, ATP/CFI Pilot**

An air carrier was descending on the EAGUL arrival procedure into PHX, and the controller stopped the air carrier's descent at 9,000 feet for VFR traffic climbing into the Class Bravo Airspace at 8,500 feet on a 1200 transponder code. The air carrier reported the VFR traffic in sight. The VFR aircraft eventually called the Phoenix TRACON Jerome sector for practice approaches at Prescott (PRC). The aircraft was identified as a Grumman Twin, and the Jerome controller issued the **Brasher** warning. The Grumman PIC called, but declined to provide his name, and stated ATC was wrong.

### **9/2, Entered Bravo Airspace Without Authorization, UNK Certification**

The pilot deviation was reported by the Phoenix TRACON when a Piper aircraft entered the PHX Class Bravo Airspace without authorization.

## **DELTA AIRSPACE (4)**

### **8/15, Entered Delta Airspace Without Authorization, Commercial Pilot**

The helicopter entered the SDL Class Delta Airspace from the northwest at 2,100 feet MSL. The helicopter was southeast-bound and did not establish radio communications prior to entering SDL's airspace. The helicopter made a left-360 turn approximately 1-mile north of the runway, due to an aircraft on a 1-mile final to RWY 21. In the middle of the 360 turn, the helicopter established radio communications with the SDL Tower, and the helicopter continued southeast-bound after the arriving aircraft was no longer a factor.

### **8/20, Entered Delta Airspace Without Authorization, Commercial Pilot**

The aircraft entered the Falcon Field FFZ Class Delta Airspace from the southeast at 3,500 feet AGL, and once in the airspace the aircraft started to descend to 3,000 feet AGL. The aircraft maintained 3,000 feet AGL from 3 NM east of the airport until 2 NM west of the airport. The aircraft then continued to descend to 2,700 feet AGL before exiting the western edge of the FFZ airspace and continued to Scottsdale SDL.

### **8/21, Entered Delta Airspace Without Authorization, Commercial Pilot**

The aircraft entered the Falcon Field FFZ Class Delta Airspace near Red Mountain on a southwest bound heading towards PHX without contacting the FFZ Tower. The FFZ Tower reached out to the aircraft on both 124.6 and 119.7 and received no response. The FFZ controller then contacted Phoenix and asked them to relay a Brasher to the pilot if they landed there. The PHX tower called FFZ on the phone and informed them that the pilot had landed and would receive a **Brasher**. The pilot called, and information was taken. The pilot believed they were outside of the FFZ airspace.

### **9/7, Entered Delta Airspace Without Authorization & ATC Instructions, Commercial Pilot**

The DVT north controller observed a helicopter approaching the DVT Class Delta Airspace from the northwest, and the controller attempted contact with the helicopter, but got no response from the pilot as the helicopter entered the airspace at 2,500 feet MSL. The DVT south controller also attempted contact without a response. The helicopter then called Tower on 118.4 and was observed in the vicinity of the canal and freeway turning northbound to exit the airspace. The south controller instructed the helicopter to contact the tower on 120.2. The north controller then instructed the helicopter to cross over the runways at 2,000 feet MSL, and to land at the Cutter Aviation ramp. The pilot read back the instructions correctly, including the altitude restriction. The helicopter was observed crossing over the runways at 1,800 feet MSL and descending, and the north controller instructed the pilot to maintain 2,000 feet MSL while crossing the runways and issued a traffic advisory to the helicopter for traffic departing from Runway 25L. Pilot acknowledged and was observed turning

eastbound to pass behind the departing traffic. The north controller then instructed the helicopter to continue southbound, and to land at the Cutter Aviation ramp, and contact ground after landing.

## **ENTERING TAXIWAY WITHOUT ATC INSTRUCTIONS (2)**

### **8/13, Entering Taxiway Without ATC Instructions, Falcon Field (FFZ), Student Pilot**

The aircraft was doing taxi backs, and they requested to go back to the ramp to drop off the instructor. The controller provided taxi instructions to the Echo ramp with additional instructions to remain on the frequency and advise when they are ready to taxi. The aircraft left the ramp, and entered taxiway Echo without authorization, and proceeded to runway 22R. A **Brasher** was issued.

### **8/30, Entering Taxiway Without ATC Instructions, Prescott (PRC), ATP Pilot**

The aircraft entered taxiway Bravo 4 without ATC authorization. The aircraft called Ground Control, and advised they were holding short of taxiway Charlie on taxiway Bravo 4. Ground control had not given the aircraft any taxi instructions to enter the movement area. Ground control issued a **Brasher** warning, and no other traffic was involved.

## **RUNWAY INCURSIONS (3)**

### **8/15, Entering A Runway Without Authorization, Commercial/CFI Pilot**

A Piper aircraft #1, was holding short of the runway waiting for departure. It entered the runway without ATC authorization as a Cessna was landing. The Cessna was cleared for a short approach to the runway, and another aircraft, a Piper aircraft #2, called the controller requesting to enter the pattern for the runway to conduct approaches. The controller instructed the Piper aircraft #2 to enter straight in for the runway. Piper aircraft #2 read the instructions back, and at the end it sounds like someone said the Piper aircraft #1 callsign. The controller observed the Piper aircraft #1 enter the runway and instructed them to hold position. The Cessna overflew the Piper aircraft #1 by approximately 60 feet and touched down approximately 400 feet in front of the Piper aircraft #1 on the runway.

### **8/16, Aircraft Departed the Runway without ATC Authorization, Commercial/CFI Pilot**

A controller position relief briefing (PRB) was taking place, and the controller instructed a Piper aircraft to line up and wait on the runway. The controller advised the Piper of traffic in the pattern, and that traffic would be crossing the runway downfield. The read back was correct. As the controller was continuing their PRB, they instructed a Cessna to cross the Runway but also noticed the Piper aircraft that was supposed to be waiting on the runway was departing without a clearance. Before the aircraft crossed the hold short line, the controller canceled the runway crossing. The Piper took off, and the controller issued the Piper a **Brasher** warning.

### **8/18, Aircraft Entered the Runway Without Authorization, Private Pilot**

The tower asked who was number one at the runway and the Cessna advised that they were number one. The controller instructed the Cessna to hold short of the runway. The pilot read back that they were **taking position** and holding short **on the runway**. The controller did not catch the incorrect read back, and the Cessna lined up on the runway. The controller asked who the aircraft was on the runway. The controller issued instructions for the Cessna to clear the runway. No other traffic was involved.

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## **Accidents and Incidents Comments**

**Cary Grant:** Don't change the aircraft configuration while still on the runway. There is no hurry.

**Craig Tompkins, Scottsdale FSDO:** The DVT1 departure has not changed, however, the text description is confusing. Most problems result from putting the departure in the GPS "box" and then assuming everything is correct. See <https://aeronav.faa.gov/d-tpp/2109/06646DEERVALLEY.PDF> for the DVT1.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R: Climbing left turn via PXR VORTAC R-336 northwestbound to 4000. Thence. . . .Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence. . . .

TAKEOFF RUNWAYS 25L/R: Climbing right turn via heading 060° and PXR VORTAC R-336 northwestbound to 4000. Thence. . . .Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence. . . .

. . . .climbing left turn direct PXR VORTAC.



**Craig Tompkins, Scottsdale FSDO, Re Compliance / violations:** If it looks like the pilot made an honest mistake, the Inspector can close the matter out right there. The Inspector can assign some training. If it is felt that it is a larger lack of knowledge the inspector can come up with a comprehensive training plan with wings videos, etc.; possibly re-certification/examination flight (709). The pilot's attitude is significant.

## OLD BUSINESS

**SCAUWG (Southern California Airspace Users Working Group) <https://scauwg.org/> – Lee Unger**  
**Phoenix Training Area Frequencies – from two to four**

Sydney Bradfield of FAA Spectrum Engineering, and Pat Carey, Co-Founder and Co-Chairman of SCAUWG, are key in our efforts to request a waiver from the FCC for four frequencies for the four training areas in the Phoenix airspace. This project is progressing; we have been given the four frequencies for our request. Next up is the letter of support from SDL FSDO, finalizing the ASAG formal request for waiver, then submitting our request for waiver online.

Cary Grant has outlined the boundaries of the four quadrants, which have been agreed upon by AFTW and APA. Cary and Brian Stamper have developed chart overlays of the quadrants on ForeFlight and on the TAC chart respectively. See <https://aftw.org/arizona-practice-areas/>

We are following the SCAUWG process because they have been very successful. The FCC continues to be very helpful and, while we do not know if our request will be approved, we are hopeful.

The Pacific Airshow at Huntington Beach will be held October 1-3, 2021. A pre-show aviation activity will be held on Thursday Sept 30. See <https://www.pacificairshow.com/>

As always, check NOTAMS. Safety is of course the priority. Thanks to Mike Jesch for emphasizing the impact on local airports and airspace.

## **AFTW (Arizona Flight Training Workgroup):**

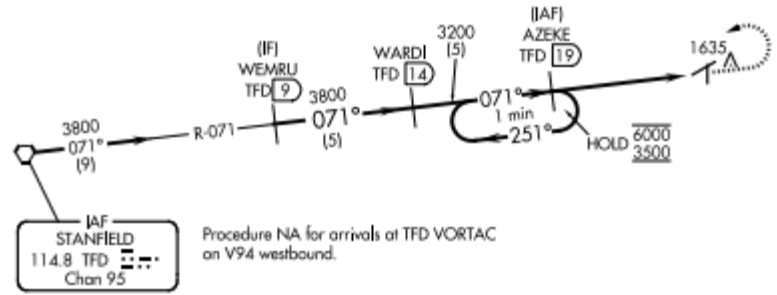
**Brent Crow** did not attend the AFTW Sep 14 meeting. However, he was able to give an overview of the meeting. The minutes of the meeting can be found at [https://docs.google.com/document/d/1AAo4spHOK6kPA-t463pLs4nVAJ4R2tYmPzU9bqI\\_s4g/edit](https://docs.google.com/document/d/1AAo4spHOK6kPA-t463pLs4nVAJ4R2tYmPzU9bqI_s4g/edit)

**Paul Wegeman** – Regarding the previously reported low approaches at the North Proving Ground Test Track in the Northwest Practice Area: AFTW meeting attendees were skeptical that any aircraft had done something like that. The AFTW overview identifies that area as a sensitive area. No incidents. There is a new note in ForeFlight near Mobile Private airport. It states, “**CAUTION. INTENSIVE AEROBATIC ACTIVITY. See Supplement**”. The airport owners are working on getting a parachute icon on the sectional chart at the airport formerly known as Mobile.

**Jim Timm** – Regarding parachute ops at Casa Grande (CGZ): The City of Casa Grande is proceeding with the original plan, which is using the Old Rodeo Grounds, which are 3 miles south of CGZ for skydive landing.

**Jim Timm** – NBAA and AOPA disagree with the move to the Old Rodeo Grounds. **The Old Rodeo Grounds are owned by the City of Casa Grande. The present drop zone being used is owned by the county and the area near the drop zone is under development for new homes.** Also, the old Rodeo Grounds will underlie the CGZ missed approach procedure path. Note: The missed approach procedure is, “Right turn to 2100’, then climbing right turn to 5,900’, direct to TFD VORTAC and hold”.

**Phil Jossi** – The Coolidge approach, shown above, might interfere with the Old Rodeo Grounds Jump Area.



## **Laser & UAS Mitigation– Officer Tim Clark, Phoenix PD**

[Timothy.Clark@phoenix.gov](mailto:Timothy.Clark@phoenix.gov):

Arizona is number four in the nation for laser strikes. In 2020 we had 6,852 strikes.

13 Sep 2021, A UAS flew over PHX. Phoenix PD responded and criminal courts are now involved.

To date, Arizona has had 191 laser strikes. Phoenix leads with over 120 and Tucson is a close 2nd.

## **Scott Woodworth, Pima County Sherriff Deputy:**

Lots of laser strikes in the Tucson area.

If you are “struck”, notify ATC right away. After you land, fill out the laser exposure form, found at

[https://www.faa.gov/aircraft/safety/report/laserinfo/media/pilot\\_laser\\_report.pdf](https://www.faa.gov/aircraft/safety/report/laserinfo/media/pilot_laser_report.pdf) (Search/Google for Pilot Laser Exposure form).

## **Balloon World – Neil Davison**

The North valley is not issuing new permits to land on state land. That area is now slated for development. Balloon flying is moving west.

## **Video Project and AVQ safety issues – Jim Anderson, Video Working Group**

Cary Grant noted that these videos are like the *From the Flight Deck video series*.

[https://www.faa.gov/airports/runway\\_safety/videos/](https://www.faa.gov/airports/runway_safety/videos/) These are for controlled airports ONLY. Our videos will first feature two non-towered airports, SEZ and AVQ. We have plans to expand the videos to other airports.

We have received approval to add the FAA Safety logo on the videos.

The new 7-minute Marana (AVQ) Safety Video, edited by Brian Stamper, was premiered. Everyone agreed that it was wonderful and professional.

It is not yet on YouTube.

Jim Anderson is working on the Sedona (SEZ) Safety video.

## **Banquet Update – Cary Grant**

Cary is working with Jimmy Kimmel at ASU Polytechnical.

The ASU Poly Cooley Ballroom, 29<sup>th</sup> Jan is open, but ASU is requiring 50% participation from ASU – (unsure what that means). ASU is requiring a large deposit. Right now, it sounds like we might be able to have a banquet. The Doubletree in Phoenix has raised their rates, so it’s not affordable. We need a decision soon about the banquet. This will be a top agenda item for the next meeting. We are trying to keep the ticket price under \$35 per person.

## **PHX & TUC LRSAT Recap – Cary/Lee**

TUS LRSAT – Airliner increased power and it flipped a C-172 over. Lots of construction at TUS, particularly on North end to change to improve the configuration.

## **Balloon / Control Tower Meeting – Neil Davidson.**

Neil wants to do the control tower meeting, on the 3<sup>rd</sup> Tue in November for the South Valley in downtown Phoenix. In March, he plans a meeting in the East Valley.

From the controller’s perspective, the size of a Balloon can be difficult to discern. There could be 3 people in a basket or 30. Also, controllers need to recognize that balloons are dependent on the winds.

## NEW BUSINESS

### Lee Unger – Tucson Pilot Controller Forum

There will be a Tucson Pilot Controller forum on September 16.

### Barbara Harper – FAA/NTSB and Flight School Accidents

If you have an accident/incident that requires a report, the FAA does not define operator, but there are reporting requirements stipulated in NTSB 830. The Operator, under NTSB is the operator, owner etc. The NTSB does not mention Pilot in Command. One must read the regulation to be sure where one falls if an infraction is committed under the rules. If you're flying a flight school plane, the flight school (Owner) must report the accident/incident, not the PIC.

### Other Comments

- **Cary Grant** – Pilot Controller Forum, Glendale (GEU) at WestMec, 9/25/2021.
- **Lee Unger** – Cary Grant and Lee Unger are working on a template for planning Pilot-Controller Forums and RSAT meetings. They are also developing a PowerPoint template for use at Pilot-Controller Forums.
- **Brent Crow** – Falcon Field (FFZ) Construction, Oct 18 – 29. The South Runway (4R/22L) will be closed for repaving.
- **Ron Diedrich** – Controllers are working extra hard. That is because with COVID restrictions, they can't have the usual number of controllers working in the cab.

### Local Runway Safety Action Team (LRSAT) Meetings

Airport 3 Ltr ID	RRSPM	AT District	State	Fac Type	Region	Facility	FY20 LRSAT DATE	FY21 LRSAT DATE	LRSAT Format (V=Virtual) (T=Traditional)
GCN	Joe Santoro	TWLA	AZ	FAA	AWP	Grand Canyon ATCT	8/24/2020	4/5/2021	V
GYR	F. Morales	TCAB	AZ	FCT	AWP	Goodyear FCT	9/10/2020	5/6/2021	V
GEU	F. Morales	TCAB	AZ	FCT	AWP	Glendale FCT	7/9/2020	5/12/2021	V
PRC	F. Morales	TCAB	AZ	FAA	AWP	Prescott ATCT	7/22/2020	5/19/2021	
DVT	Joe Santoro	TCAB	AZ	FAA	AWP	Deer Valley ATCT	6/5/2020	6/9/2021	
IWA*	Joe Santoro	TCAB	AZ	FAA	AWP	Phoenix-Mesa Gateway FCT	6/10/2020	6/10/2021	
FLG	F. Morales	TCAB	AZ	FCT	AWP	Flagstaff FCT	9/8/2020	6/23/2021	
CHD	F. Morales	TCAB	AZ	FCT	AWP	Chandler FCT	9/24/2020	6/30/2021	
SDL	F. Morales	TCAB	AZ	FAA	AWP	Scottsdale ATCT	8/28/2020	7/6/2021	
FFZ	Joe Santoro	TCAB	AZ	FAA	AWP	Falcon Field ATCT	7/30/2020	8/4/2021	
IFP	R. Panahi	TWLA	AZ	FCT	AWP	Bullhead City FCT	8/26/2020	8/25/2021	
PHX	Joe Santoro	TCAB	AZ	FAA	AWP	Phoenix ATCT	7/29/2020	8/26/2021	
RYN	F. Morales	TCAB	AZ	FCT	AWP	Ryan Field FCT	9/9/2020	9/30/2021	
TUS	Joe Santoro	TCAB	AZ	FAA	AWP	Tucson ATCT	3/19/2020	9/08/2021	



**The September 2021 ASAG meeting adjourned 2:10 PM MST.**

## **Future ASAG Meetings:**

**All meetings start at 1200 MST. CHECK SPANS. MEETINGS WILL BE VIRTUAL UNTIL FURTHER NOTICE**

- Announced Arizona LRSAT: See above.
- The AFTW meets via Zoom on 2nd Tuesdays, every other month (odd-numbered months), 1:00 to 2:00 pm.
- GEU Pilot/Controller Meeting, 25 Sep 2021 at WestMec and via Zoom - Phil Corbell & Cary Grant.
- CFI Forum – TBD.
- Next ASAG Meeting – October 20, 2021, 2:00 MST.

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

Minutes recorded and submitted by Jim Price, ASAG Secretary

**ASAG OFFICERS:**

PRESIDENT, Cary Grant

VICE PRESIDENT, Brian Schultz

SECRETARY, Jim Price

TREASURER, Jim Anderson