

MEETING MINUTES

Wednesday, Feb 15, 2023

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

Attendance (75):

Jim Anderson, Ronald Berinstein, Steve Brimmer, Mauro Castro, Ernest Copeland FPM SDL FSDO, Phil Corbell, Steven Crane, Buck Crouch, Edward Daror, Garrett Dauphars, Neil Davison, Ron Dziagwa, Larry Erdman, Eric Fahrner, Ed Faron, Robert Fletcher, Michael Folinsbee, Julian Fruhling, Jill Gallo, Jason Gauer, Janie Goh, Cary Grant, George Hamaty, CW4 Chris Hammond, Barbara Harper, Pete Hermes, Rev. Holliday, David Horvath, Ty Howard, Russ Jones, Philip Jossi, Bob Katz, John Keith, David Kitts-CAU, Brandon Klein, Alexander Kocksch, Brian Koeneke, Gear Misner, Bob Mittelstaedt, Hashim Mohammed, Michael Mohle, David Newcombe, Braden Oliphant, Fairfax O'Riley, Chris Palmer, Alexander Pena, James Price, Cole Prucha, James Quinn, Mitchell Raab, Brian Roggow, Paul Rowley, Tito Sanchez, Matt Schorman, Clayton Sheppard, Stuart Smith, Michael Stoehr, Ron Tahtinen, Craig Tompkins (SDL FSDO), G Santiago, Brian Stamper, Larry Steck, Nicholas Summerour, Andrew Taussig, James Timm, Jesse Tyler, Stanley Trachta, Harry Utterback, John J. Varljen, Dan Von Flue, Paul Wegeman, Robert Winter, Lawrence Wippman, Terri L. Wolcott, Scott Woodworth

Treasurer Report – James Anderson:

Treasurer's Report	
Aviation Safety Advisory Group of Arizona General Membership Meeting For the period January 1st, 2023 to January 31st, 2023	
Income	
Contributions, Gifts and Grants	
Individual Donations	\$96.50
Corporate Donations	\$4,854.70
Fundraising (Ways and Means)	
Fundraising Event	\$5,143.67
Silent Auction	\$905.62
Total Income	<u>\$11,000.49</u>
Expenditures	
Administrative and Operations	
Website Expenses	\$199.98
Fundraising (Ways and Means)	
Fundraising Event	\$78.06
Total Expenditures	<u>\$278.04</u> <u>\$10,722.45</u>
Opening balance as of January 1st, 2023:	<u>\$13,006.19</u>
Balance on hand as of January 31st, 2023:	<u>\$23,728.64</u>
Aviation Safety Advisory Group of Arizona	\$23,728.64
<i>James S Anderson</i>	Treasurer's Signature

We had a very successful banquet - positive comments. \$23,728.64 minus banquet hall expenses \$6,945.32 Banquet net loss \$314.42 Corporate donations: \$4,854.70 from Discount Tire



The Treasurer Report was approved by the membership.

Secretary Report – James Price: The January 2023 Minutes were approved the membership. <https://asagaz.org/>



LASER Strike Report – Scott Woodward, Aviation, Pima County Sheriff Office

The Legislature changed penalties for shining lasers. It is a Class 2 Felony if it crashes, Class 3 if Pilot loses control because of the strike.

Intentional shining is a Class 6 felony.

Tucson has had 5 events. However, that has been no progress with an arrest.

Please call Approach control or tower and they will let law enforcement know.

Scott could not recall any recent UAS events.



Balloon Update – Neil Davidson

There were not problems at the Arizona Balloon Classic by Goodyear. Dr. Chuck Crinnian, (local aeromedical examiner and pilot), talked at this year's Classic, and his presentation was great.

This weekend, February 17 – 19, is the AOPA fly in at the Buckeye Air Fair. Balloons generally fly out of Buckeye on Saturday mornings. Perhaps it would be good idea to change this weekend's Balloon fly day to Sunday.

Arizona National Guard, Aviation – CW4 Hammond



Picacho Class D approval for Picacho ARNG (PCA) is pending approval. It is a very slow progress, typically taking 1 to 2 years.

We urge pilots to treat this area as if it were Class D airspace. Tower frequency is 126.2.

The contact verbiage, asking pilots to to contact the Control Tower has been removed from the chart. No one seems to know why that happened.

Paul Wegeman agreed to research how to amend the sectional chart to include the Picacho ARNG

information.

Picacho ARNG (KPCA) and its lack of a full-fledged air traffic control tower (ATCT) with associated Class D airspace is a safety concern. This airport does NOT qualify for a Class D airport because the required climatic information equipment is not on the field, nor is such equipment within allowed proximity. Pinal Airport (MZJ) is close but not close enough to qualify.

Arizona Pilots Association (APA) <https://azpilots.org/> (APA) has "been pushing the Army for several years to obtain the required equipment for the facility, and requesting that the FAA establish a much needed Class Delta Airspace for the Heliport. This action is paramount if they wish to prevent general aviation intrusion into the Heliport."

<https://skyvector.com/?ll=32.60342214621301,-111.40937804752586&chart=301&zoom=2>

Barbara Harper: She has brought up this airport and airspace over the years, the lack of charting associated with an ATCT and possible unsafe consequences of such.

Efforts continue to achieve more prominent markings on the Sectional for Picacho ARNG and develop safety outreach, publicizing the operations conducted at, to and from the field.

KPCA is NOT in the Chart Supplement, and this is a deterrent to comprehensive flight planning.

Pinal Airpark (MZJ) NOTAM: Howard Deevers

On January 30, Pinal airport (MZJ) published a NOTAM regarding runway 12-30 closure. At first it sounded like a one-week closure. However, now the NOTAM expires on June 30, 2023.



No GA operations are permitted at MZJ. The parachute operations are continuing on a limited basis, and the runway will be opened for arrival or departure of the heavy aircraft that come there for service. During the month of April, NO operations will be allowed.

The runway is being upgraded in 1/3 sections, thus the limited operations that do go on there. NO GA practice operations at that airport until it is opened again. Although the scheduled end of the NOTAM is June 30, weather delays in construction could extend the construction by a few more months.

8 Feb 23 Discussion with Galen Beem, KAVQ Airport Manager



Howard Deevers and Rick Whitaker met with Galen Beem to discuss safety issues at Marana Airport and covered various topics:

1. Tower status. The environmental assessment is expected to start within the next month. In turn, the tower construction thereafter is projected for completion toward the end of 2024.

2. Letter to Airmen (LTA). Although Galen Beem was agreeable to publishing a Letter to Airmen to address safety issues, we now understand that the LTA should come out of Air Traffic Control, namely the Tucson TRACON. But we know from a previous attempt, that the TRACON will only publish an LTA for an airport with a tower. With that in mind, we discussed alternative suggestions:

a. AWOS. Although a non-towered-airport safety message could be added to the AWOS recording, we agreed that such addition is not practical since there is already a lengthy message added for parachute operations on the many days that drops occur.

b. **Chart Supplement.** Galen agreed to publish a revised “Airport Remarks” section for the Chart Supplement that addresses non-towered-airport safety. The FAASTeam is to collaborate with Galen on the revision. One suggestion would be to include a short reference/recommendation to review AC 90-66B before using Marana Airport. Such reference would need to clarify INAPPROPRIATE AND EXTREME HAZARDS of teardrop pattern entry at Marana due to the parachute operations.

3. **Safety Flyer.** Galen Beem supported distributing the Non-Towered Airport flyer that Craig Tompkins had suggested. Given copies, he and/or the FAASTeam would post the flyer at organizations such as the Marana flight schools, the AVQ FBO, the AVQ restaurant, and other local airports. Galen Beem saw value in the flyer to “start the conversation”, and as a key to improving safety.

4. ATC Live and Virtower.



- a. **Galen** confirmed that he had no plan to re-establish ATC Live at Marana. The process of City budgeting/funding is not feasible since the tower is expected soon. **Galen** has no objection to others establishing such a monitoring/internet system at Marana.
 - b. Referring to his system similar to Virtower, namely the Motion Information System, **Galen** said authorization for third party, such as the FAASTeam, access and monitoring with this system would be a huge bureaucratic challenge. Alternatively, he suggested use of a free website, "[ADS-B Exchange](#)," that offers tracking and identification of aircraft. We tried it and it works for Marana and the entire country, although it does not offer recording capability.
5. Videos. **Galen Beem** advised that the City of Marana would include both of ASAG's Marana Videos, "[From the Flight Deck](#)" and "[Near Miss](#)" in the new, updated airport website in the coming months. He did confirm he had received the two links in good order and that the website update was "still in the works."
 6. Noise abatement (non-safety issue per se). This continues to be a major issue for **Galen**. He says he gets approximately 100 complaints a month. Those complaints are mainly due to pattern work and pilots that fly patterns that are too wide, and not so much from aircraft departing or arriving from Marana.
 7. We concluded with a request for **Galen** to call on us, the FAASTeam, if we could help him improve safety at Marana Airport. He was open to that request.

Barbara Harper, Reference paragraph 2, Letter to Airmen (LTA): Barbara is disappointed with the fact that because AVQ is not a towered airport, the AVQ Letter to Airmen must come from Tucson TRACON. **Phil Corbell:** If Tucson TRACON and AVQ managers won't listen to us, let us go to the State Aeronautics Department (ADOT) and get the politicians involved. This will motivate the AVQ managers. **Cary Grant** said he will do that.



[SCAUWG – \(Southern California Airspace Users Working Group\) https://scauwg.org/](https://scauwg.org/)
Update : Ron Berinstein & Cary Grant

Ron Berinstein: Reference the recent SoCal, SCAUWG meeting, mostly we talked about people who are trying to shut down Whiteman and Santa Monica. Santa Monica is scheduled to close Jan 1, 2028. **Cary Grant:** We are trying to divide our practice areas into 4 areas and 4 frequencies.

Mid January 2023 – Mid February 2023 Accident Report and Pilot Deviation Summary – Jim Timm & Craig Tompkins



All aircraft photos are representative of the accident/incident Make and Model. They **are not** photos of the aircraft involved.



The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-January thru early February. 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 be able to take the necessary action to prevent them from having similar occurrences. In this reporting period aviation safety was not too good because the number of accidents/incidents have remained a bit high, however, the very important part of this report is that no one lost their life or got hurt. In continuing with the expanded scope of the report, we're using information from the Aviation Safety Network (ASN), FAA, NTSB, and APA Members. This more inclusive information source suites our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

JANUARY - FEBRUARY PILOT DEVIATIONS

Date: January 19, 2023. USAF Pilot, COLLISION WITH A UAS (INCIDENT)

Location: Gila Bend (E63)

Type: USAF F-16

Injuries: None

The F-16, assigned to the 195th Squadron, TUS ANG, was struck by a UAS. While there were no injuries, there was damage to the rear of the aircraft canopy. Source: FAA



Date: January 21, 2023. Private Pilot, LANDING GEAR COLLAPSED ON LANDING (INCIDENT)

Location: Lake Havasu (HII)

Type: Mooney M20

Injuries: 2 Uninjured

The landing gear collapsed during a hard landing at the Lake Havasu Airport. The damage was determined to be minor. Source: FAA



Date: January 21, 2023. Private Pilot, LOSS OF CONTROL LANDING

Location: Skull Valley (15 miles southwest of Prescott)



Type: Cessna 172

Injuries: 2 Uninjured

The Cessna 172 lost control when landing and hit some trees. The NTSB determined the damage was minor. Source: FAA, NTSB

Date: January 21, 2023. Private Pilot, BRAKE FAILURE AFTER HARD LANDING

Location: Ryan Field (RYN)



Type: Extra EA-300

Injuries: 1 Uninjured

The pilot reported that he made a hard landing at Ryan Field (RYN) followed by the brakes not working. The aircraft went off the runway and came to rest. The pilot requested a tow to parking. Airport

Operations stated there was no aircraft damage nor damage to the airport

environment. Source: FAA

Date: January 23, 2023. ATP/CFI Pilot, LOSS OF CONTROL LANDING

Location: Glendale (GEU)



Type: Piper PA30 Comanche

Injuries: 2 Uninjured

During the landing, the Piper Comanche ran off the runway, striking a runway light, resulting in a prop strike. The NTSB assessed the damage to be minor. Source: FAA, NTSB

Date: January 23, 2023. ATP/CFI Pilot, LOSS OF CONTROL LANDING

Location: Mesa Gateway (IWA)



Type: Cessna 170A

Injuries: 3 Uninjured

After a local flight, during landing, the aircraft veered off the side of the runway, sustaining substantial damage. Source: ASN, NTSB

Date: January 29, 2023. Private Pilot, LOSS OF CONTROL TAKING OFF (INCIDENT)

Location: Prescott (PRC)



Type: Sonex Zenos (Light Sport)

Injuries: 1 uninjured

The Sonex Zenos ground looped during the takeoff, and then taxied back to the ramp. The NTSB determined the damage was minor.

Source: FAA, NTSB

Date: February 5, 2023. Pilot Certification UNK, BIRD STRIKE

Location: Buckeye (BXK)

Type: Cirrus SR20

Injuries: 2 Uninjured



The Cirrus encountered a bird strike while in the pattern at the Buckeye Airport, damaging the right wing (extent is unknown). The type of bird was unknown. The aircraft was flown to Goodyear Airport (GYR) and made a safe landing. Source: FAA

Date: February 6, 2023. Pilot Certification UNK, INFLIGHT LOSS OF POWER

Location: Yuma

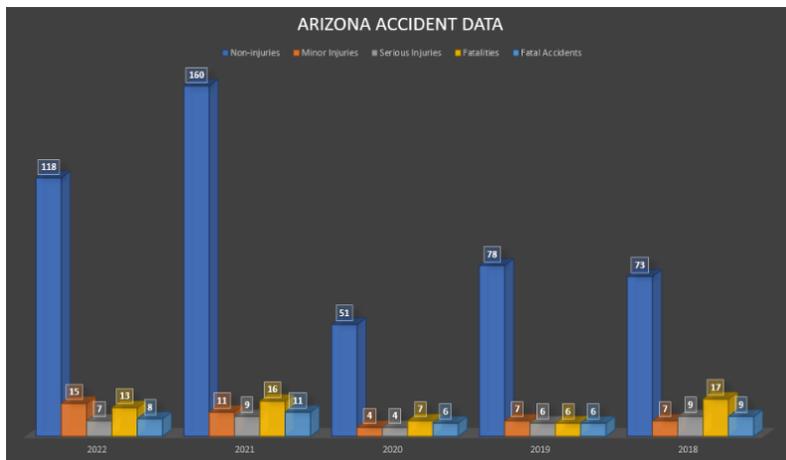
Type: Bell OH-58A

Injuries: 1 Uninjured



The helicopter was spraying a field and when climbing out, the engine quit. The helicopter immediately entered an auto rotation and landed hard. The hard landing resulted in substantial damage to the helicopter.

Source: FAA, NTSB



**YEARLY
COMPARISON –
ACCIDENTS &
INCIDENTS**

JANUARY - FEBRUARY PILOT DEVIATIONS (27)

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 thus enhance aviation safety. From January 14 thru February 9, there were **twenty-seven** pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by pilot certificate levels from Student thru ATP/CFI, and of these twenty-seven deviations, there was a need to issue **nine** Brashers. This month, there were also **twelve** out of state pilots, and **one** from Mexico. One of the Brashers issued may have involved more than one Military pilot because the incident involved a KC-135 Tanker and several F-18 fighters. The number of deviations reported were certainly up for this period.



Note, a controller will issue a Brasher notification when further FAA action will be taken, wherein the controller gives the airman the opportunity to make note of the occurrence, collect information, their thoughts in preparation for their future interaction with Flight Standards. Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. When flying in controlled airspace, pilots shouldn't try to be creative, and talk to ATC before doing something that differs from the instructions given. Always be aware of what type of airspace you are flying in, or are about to enter, and know what may be expected of you. Always fly with care and forethought.



Maj General Jack Brasher

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

- 6 IFR Deviations (3 Brashers)
- 3 Class Bravo Airspace Deviations (2 Brashers)
- 6 Class Delta Airspace Deviations (1 Brasher)
- 8 Runway Incursions (2 Brashers)
- 1 MOA Incursion (1 Brasher)
- 3 Surface Incidents (No Brashers)

IFR DEVIATIONS

1/16, IFR Altitude. Albuquerque Center (ZAB). Private Pilot – California

The Cessna was flying level at 10,000 ft MSL when the ZAB center controller cleared the Cessna to turn to a 360° heading. The aircraft read back the clearance correctly but did not begin the turn in a timely manner. This resulted in the aircraft entering an area with a minimum IFR altitude area of 10,200 ft MSL. The controller issued a **Brasher**.

1/17, IFR Altitude. Phoenix TRACON (P50). Private Pilot – Washington

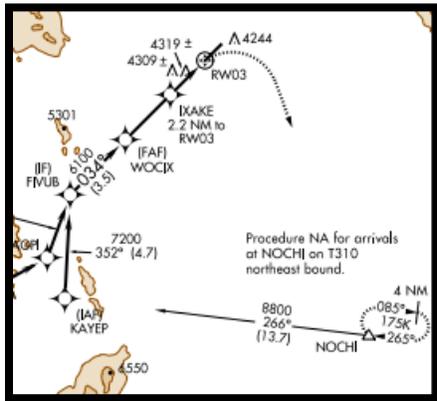
The Cirrus was southwest bound at 10,000 feet MSL and was assigned a routing of ROSEE - IWA - FFZ. After passing ROSEE intersection, the Cirrus began an unauthorized descent. This resulted in a loss of separation with Terrain/Obstacles.

1/18, IFR Route & NORDO. Albuquerque Center (ZAB). Commercial/CFI – Georgia

At 1553z, Tucson Approach cleared an aircraft to deviate 30 degrees right and then, when able, to proceed direct to T306. After that clearance, the aircraft did not answer any of ATC's multiple radio calls. The controller re-established communications at 1610z. During this NORDO period, the aircraft violated the active TOMBSTONE MOA. The controller issued a **Brasher**.

1/23, IFR Altitude. Albuquerque Center (ZAB). Commercial/CFI Pilot – Texas

The aircraft was level at 10,000 ft MSL and had been cleared direct to SSO, then direct DMN (Deming, NM) for landing. At 1746z, the aircraft requested to change the destination to Wilcox, AZ (P33). The controller cleared aircraft



to P33 via radar vectors. Then at 1749z, the controller asked the aircraft what approach he was requesting. The aircraft responded “the RNAV 03” approach. The controller cleared the aircraft direct NOCHI, and direct KAYEP. At 1753z, the controller observed the aircraft was below the assigned altitude and issued a low altitude alert. The aircraft had made an unauthorized descent to 9,200 ft which resulted in a loss of separation with terrain due to the aircraft being in a 9,700-foot minimum IFR altitude area. The controller issued a **Brasher** notice.

1/26, IFR Altitude & NORDO, Albuquerque Center (ZAB). Private Pilot – California

The aircraft was inbound to Winslow (INW) at FL190. The ZAB center controller issued a descent clearance to FL140, and a clearance to go off frequency for the current weather and then to report back on frequency. The aircraft then replied, "Will Do". The aircraft did not report back on frequency, and at 1646Z the pilot had descended below FL140.

At 1649Z, the aircraft had descended to 9,200 ft, (below the Minimum IFR Altitude of 9,700 ft).

The aircraft then descended to 8,000 ft, (below the Minimum IFR Altitude of 9,000 ft).

Multiple safety alerts were issued, and the controller was finally able to raise the aircraft on the Winslow UNICOM.

The pilot thought he had been cleared for the approach, and assumed he was VFR. The pilot also mentioned it was a training flight, and the pilots were concentrating on the approach.

2/2, IFR Altitude, Phoenix TRACON (P50). Pilot Certification UNK

The aircraft departed Scottsdale on the standard 335° departure heading, and it appeared they had issues with their transponder and did not ‘tag up’ until they were three miles north of Scottsdale. The PHX TRACON Biltmore controller reached out to the aircraft when they were 6 miles north of Scottsdale and had not checked in yet. Scottsdale ATC called the Biltmore controller at the same time to advise the Biltmore controller that the aircraft’s radio was not switching to departure. Through the Scottsdale controller, the Biltmore controller issued a climb to 7,000 ft. and advised that if they cannot fix the radio, they will have to return to Scottsdale and land. The aircraft then checked in with the Biltmore controller, and advised they were level at 5,000 ft. Unfortunately, they were 2 miles from a 6,000 ft. Minimum Vectoring Altitude (MVA) area. The controller issued instructions to climb immediately, however the aircraft entered the 6,000 ft. MVA area prior to beginning the climb. The Biltmore controller issued a low altitude alert, and again issued an expedited climb to 7,000 ft. The aircraft then began to climb and continued its flight to Mexico.

CLASS BRAVO AIRSPACE DEVIATIONS

1/22, Entering Class Bravo Airspace Without Authorization. PHX TRACON. Private Pilot

The aircraft flew into the Class Bravo Airspace at 7,400 ft. descending to 4,500 ft in the 4,000 - 9,000 ft. and the 5,000 ft - 9,000 ft shelves. Deer Valley ATC issued the **Brasher** warning.

Later, the pilot stated he was having difficulty sequencing his autopilot properly and knew he had violated the Class Bravo Airspace. He stated that once he knew he had violated the airspace, he descended immediately to get out of it. There was no loss of separation with traffic.

1/23, Entering Class Bravo Airspace Without Authorization. PHX TRACON. Comm/CFI Pilot - Idaho

The aircraft was observed entering the PHX Class Bravo Airspace and the aircraft was tracked as a violator. When the aircraft landed at Falcon Field (FFZ), PHX TRACON had FFZ give the pilot a **Brasher** warning. The aircraft appeared to depart FFZ in a climbing right turn to 4,100 ft. The bottom of the Bravo is 4,000 ft. in that area.

2/3, Entering Class Bravo Airspace Without Authorization, PHX TRACON. ATP/CFI Pilot – Florida

The aircraft departed Scottsdale Airport VFR and called the TRACON Biltmore controller. The aircraft had entered the Class Bravo Airspace without a clearance. There was no loss of traffic separation.

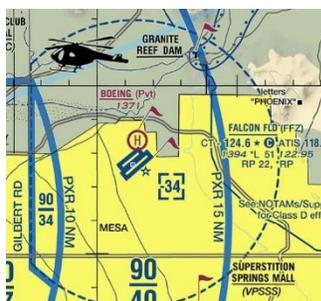
CLASS DELTA AIRSPACE DEVIATIONS



1/11, Entering Class Delta Airspace Without First Establishing

Communication. Scottsdale Airport (SDL) Tower. Commercial Pilot – Maine

The aircraft entered the Scottsdale Class Delta Airspace from the East at 3,000 ft MSL. Aircraft transitioned Northwest-bound and exited the airspace to the Northwest. Aircraft callsign was obtained via the ADS-B readout.

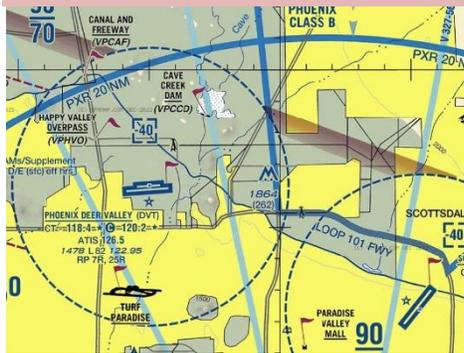


1/15, Entering Class Delta Airspace Without First Establishing

Communication. Falcon Field Airport (FFZ) Tower. Private Pilot – California

The aircraft cut through the northeast corner of FFZ's airspace inside of the Granite Reef Dam at 2,900 ft, MSL. There was no loss of traffic separation.

1/20, Entering Class Delta Airspace Without First Establishing Communication. Deer Valley Airport (DVT) Tower. Private Pilot

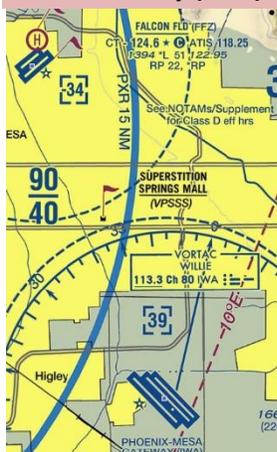


The aircraft departed from Scottsdale and flew through the DVT Class Delta surface area without a clearance. After multiple attempts on the various DVT frequencies, it was determined that the aircraft was not on any of their frequencies. Scottsdale was contacted by DVT ground control to see if they still had the aircraft on their frequency, but it was determined that the aircraft was no longer with them either. The errant aircraft had conflicted with multiple aircraft in the Deer Valley pattern.

1/22, Entering Class Delta Airspace Without First Establishing Communication. Deer Valley Airport (DVT) Tower. Private Pilot

The aircraft entered the DVT Class Delta Airspace from the northwest heading southeast. The pilot descended into the airspace but never established communications. The local controller attempted to establish communications but never received a response. No other aircraft were negatively impacted.

1/23, Entering Class Delta Airspace Without First Establishing Communication. Falcon Field (FFZ) & Mesa Gateway (IWA). Private Pilot



The aircraft flew northbound from Chandler, and then turned towards the Superstition Springs Mall. The aircraft then proceeded to do multiple orbits over the Mall, entering both the FFZ and IWA Delta Airspace repeatedly. The aircraft landed at Chandler, and CHD was instructed to issue **Brasher** warnings for both FFZ, and IWA. Traffic calls had to be issued, but no urgent action was needed to avoid immediate conflicts with the errant aircraft.

1/30, Entering Class Delta Airspace Without First Establishing Communication. Falcon Field (FFZ). Private Pilot

The aircraft called inbound to Falcon Field and was told to remain outside the FFZ Class Delta Airspace. The aircraft entered the Delta Airspace at 2,800 ft MSL from the south, and flew northeast bound through the Delta Airspace and climbed to 3,000 ft. The controller reached out and gave pattern entry instructions. There was no loss of separation with other traffic.

RUNWAY INCURSIONS

1/8, Entering a Runway Without Authorization. Tucson Airport (TUS). Commercial/CFI Pilot – New Mexico



The Cessna landed on RWY 11L and was given instructions to turn left at taxiway A11 and contact ground. The Cessna turned right instead, called Ground Control, and taxied past all hold bars and onto RWY 11R.

A Piper doing pattern work was on short final for RWY 11R and had to be sent around. The Cessna called back to the controller and was given instructions to turn right onto RWY 11R and then turn right at Taxiway A8, cross RWY 11L and contact Ground Control. The Cessna did just as instructed. The pilot was issued the **Brasher** by the TUS Ground Control.

1/11, Entering a Runway Without Authorization. Mesa Falcon Field (FFZ). Student Pilot

The pilot was a student on his first solo flight. When he was number one for departure, the pilot contacted the tower, and was instructed to hold short of RWY 22L due to landing traffic. The pilot properly read back the hold short instructions. However, 10 seconds later the aircraft pulled out onto RWY 22L and began what appeared to be a takeoff roll. The controller observed this and instructed the aircraft to stop the departure roll and exit the runway. A **Brasher** warning was issued on the Ground Frequency.

1/13, Entering a Runway Without Authorization. Sky Harbor Airport (PHX). ATP Pilot – Virginia

A Gulfstream turned onto Runway 7R without ATC authorization. The controller instructed the Gulfstream to cross Runway 7R at Taxiway Golf 4 and turn on Taxiway Hotel. The read back was correct. The Gulfstream entered Runway 7R and made a right turn on the runway heading westbound. The controller issued a go around to an Embraer that was on an approximate one mile final.

1/14, Entering a Runway Without Authorization. Mesa Falcon Field (FFZ). Private Pilot

The Piper was instructed to hold short of RWY 4R at taxiway B while an aircraft was on an arrival rollout. The Piper crossed the hold short bars on taxiway B and came to a stop short of the RWY 4R edge line. The arrival aircraft had already touched down and was finishing the rollout when the Piper had crossed the hold short bars, therefore a go-around was not possible. The loss of separation was estimated to be 75 feet.



1/16, Entering a Runway Without Authorization. Tucson Airport (TUS). Pilot Certification UNK – Mexico

The aircraft entered Runway 11L without ATC authorization. Ground Control (GC) had instructed the airplane to taxi via Taxiway Delta to Runway 11L for departure, and the read back was correct. The aircraft did not stop short of the hold line for RWY 11L and GC instructed them to stop. The aircraft was on Runway 11L. The controller issued a go around to a Cirrus Vision Jet that was on an approximate 1-mile final for RWY 11L. Ground Control informed the aircraft to exit Runway 11L on Taxiway Alpha 3.

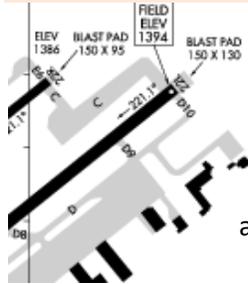
1/17, Entering a Runway Without Authorization. Phoenix Deer Valley (DVT). Private Pilot

The aircraft crossed the hold short line of Runway 25R without ATC authorization. Ground Control (GC) instructed the aircraft to taxi via Taxiway Alpha for a Runway 25R departure, and the read back was correct. The aircraft crossed the hold short line of Runway 25R. GC instructed them to hold position, and they stopped prior to the runway edge line. Fortunately, no other traffic was involved.

1/21, Entering a Runway Without Authorization. Phoenix Deer Valley (DVT). Private Pilot – Colorado

Deer Valley tower reported the pilot deviation when the aircraft entered RWY 25L without ATC authorization.

1/25, Entering a Runway Without Authorization. Mesa Falcon Field (FFZ). Commercial/CFI Pilot – California



The Beechcraft landed on Runway 4R and exited on Taxiway Delta 9. Ground Control (GC) instructed the airplane to turn left on Taxiway Delta to taxi to the far end of the runway and hold short of Runway 4R on Taxiway Delta 10. The read back was correct. However, the Baron crossed the hold short line of Runway 4R but did not cross the runway edge line. A Piper was touching down on the runway at that time.

MOA AIRSPACE INCURSION

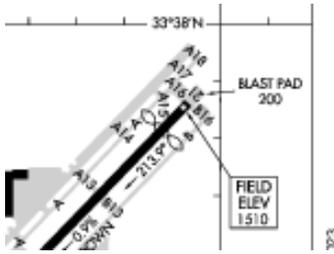
2/5. Entered into Active MOA airspace without ATC Authorization. Albuquerque Center (ZAB). Military Pilots - Pilot Certification UNK

A KC-135 from March Air Reserve Base in Riverside, CA was cleared to refuel three F-18s in the OUTLAW/ JACKAL MOA. Per a Letter of Agreement, clearance into the OUTLAW/JACKAL area is only for subsegments B and C of the MOA. The aircraft were observed outside of the B and C subsegments and into subsegment A. A WHISKEY Alert (a "spill in/out" situation – an unauthorized penetration of the warning area) was issued, and both flights were issued the **Brasher** warning. The three F-18s and KC-135 lead pilots stated that they were not briefed by the 162nd squadron to remain clear of the A segment of the airspace. Their moving map does not depict the airspace subsegments.

SURFACE INCIDENTS

1/20, A Pedestrian Entered a Movement Area Without Authorization. Chandler Airport (CHD). No Pilot Certificate Required

A pedestrian entered taxiway November without ATC authorization. The pedestrian got out of a golf cart near the taxiway run-up area and proceeding onto the taxiway to retrieve FOD.



1/24, Entered a Movement Area Without Authorization. Scottsdale Airport (SDL). Commercial/CFI Pilot

The aircraft taxied to Runway 21 at Taxiway Alpha 15 without ATC authorization. Ground Control (GC) had instructed the aircraft to taxi via Taxiway Alpha and join the ramp run-up area at Taxiway Alpha 15 for their run-up, but not to the runway. The aircraft taxied via Taxiway Alpha and made a right at Taxiway Alpha 15 and held short of Runway 21. The pilot called the controller that he was holding short of Runway 21 and advised their run-up was complete. No other traffic was involved.

1/25, Entered a Movement Area Without Authorization. Scottsdale Airport (SDL). Unknown Pilot Certification

The aircraft entered taxiway Alpha 15 without ATC authorization which blocked several IFR aircraft from departing, adding to the existing delays.

NEAR MIDAIR COLLISIONS (NMAC's)

There were two Near Mid Air Collision incidents reported during the period from January 14, 2022 thru February 9, 2023.

January 19, 2023, near Gila Bend

An F-16 assigned to the 195th Squadron, TUS ANG, was struck by a UAS near Gila Bend. There were no injuries, but there was damage to the rear of the aircraft canopy.

January 29, 2023, near Deer Valley Airport

A Piper Archer, while descending through 2,300 ft MSL, reported that a red drone at their altitude flew right at them. The pilot took evasive action but did not elaborate what that action was.

Super Bowl (February 12) Airspace Review

Craig Tompkins (SDL FSDO): There was a large number of operations but only 1 TFR violation. There were 39% fewer drone violations. The drone violations are going straight to enforcement. When asked by Bob on why, **Craig Tompkins** said it was a decision high above his pay grade and not within the discrepancy of the FSDO.

Matt Schorman (P50): Super Bowl traffic management was very successful.

The Carefree situation is good. There is one non-participating school. Matt will talk with them.

Banquet Review

Phil Corbell: The banquet was excellent, and the young people had a great time, but the price was too high. In response to Phil's comment, **Jim Anderson** added that **Brian Schulz** did an extensive search of Valley venues and the Hilton's prices were in line with all of the other choices. The reality is, the prices everywhere have risen.

Audio / Visual would have been better if we had 2 screens. The Airport Hilton was great, and we had a lot of great young people, but not enough mainstream GA pilots. How do we increase GA participation? Can we leverage social media?

Cary Grant: Could we also offer remote Banquet attendance (Zoom).

Ernie Copeland (FSDO): Our Arizona winners are now going straight to National. The banquet photos are posted on <https://asagaz.org/>.

old Business

Ak-Chin Regional (A39) – Hazard Lights Update - Ernie Copeland: No progress. Still working on it.

Bob Middlestadt: DVT1 and SanTan departures seem to be working well with fewer violations. In fact, there were no violations during Super Bowl.

Video Working Group: Jim Anderson



See ASAG's videos at:

<https://www.youtube.com/.../UCbPr5hnDRciuCY94aVu.../featured>

or

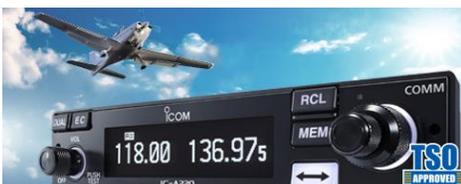
https://www.youtube.com/results?search_query=Arizona+Aviation+Safety+Advisory+Group

Video Views: Sedona 1,300 & Marana 900.

Jim Anderson plans to keep on keeping on. Cottonwood video needs to be published soon.

From the Flight Deck Videos Currently Available for Arizona Airports

Deer Valley Airport (DVT)	https://youtu.be/2xYS3Zyn3uA	https://www.faa.gov/DVT
Falcon Field Airport, Mesa, AZ (FFZ)	https://youtu.be/_tRIShTBZzk	https://www.faa.gov/FFZ
Flagstaff Pulliam Airport (FLG)	https://youtu.be/V4LMuBINoTg	https://www.faa.gov/FLG
Phoenix-Mesa Gateway Airport (IWA)	https://youtu.be/G9nrLD6OM_s	https://www.faa.gov/IWA
Prescott Regional Airport - Ernest A Love Field (PRC)	https://youtu.be/WPbqla6oSS8	https://www.faa.gov/PRC
Tucson International Airport (TUS)	https://youtu.be/MDbCHubAvzE	https://www.faa.gov/TUS
Chandler Airport (CHD)	https://youtu.be/lvMF-jFDDhM	https://www.faa.gov/CHD



RAINBOW VALLEY - John Keith: Radio calls are coming in, but they are not precise and professional.

PHX Air-to-Air Frequencies – Lee Unger:

Aviation Safety Advisory Group of Arizona (ASAG) - **Cary Grant** recently obtained operations data from Luke. Thanks to **RONALD L.**

TAHTINEN, DoD Assistant Chief Controller, RAPCON for providing the data. "The FY22 traffic count numbers for Luke Tower is 69,025 operations."

Cary Grant: We are in the final stages of submitting the application to the FAA Spectrum and FCC Offices for consideration. **Lee Unger** has received no negative feedback from the glider community on the frequencies we have been told we can expect from our application.

Tyler Howard, Deer Valley Tower Manager, recently sent us data for 2022 for the Phoenix area towered airports.

Stacy Elliot, Safety Advisor, University of North Dakota, is preparing a Heat Map graphic for 2022, depicting the data.

We are near completion of compiling ASAG'S request for waivers from the FCC. With special thanks to Sydney Bradfield and the FAA Spectrum Office and Patrick Carey, SCAUWG, Co-Chairman.



LAS VEGAS – Terri Wolcott: Las Vegas is trying to create an ASAG-like group.



RSATS – Cary Grant:

30 days before RSAT, there should be a Pilot controller forum. The GYR RSAT will be on March 23 and a pilot controller forum is planned. We need to get AV8 involved.

LRSATs:

Region	District	State	RRSPM Assigned	Arpt ID (Core-30 burgundy text)	FY 2023 Priority Arpt-PA Arpt of Interest-AI Core 30-C30 *SFRSAT ^RRSAT	FY 2022 RSAT DATE	FY 2023 RSAT DATE (Text: red=new or changed date; Fill: green=completed)
AWP	TCAB	AZ	Santoro	DVT		7/7/2022	3/29/2023
AWP	TWLA	AZ	Morales	GCN		4/20/2022	4/19/2023
AWP	TCAB	AZ	Santoro	GYR		3/23/2022	5/9/2023
AWP	TCAB	AZ	Santoro	PRC	AI	5/18/2022	5/17/2023
AWP	TCAB	AZ	Santoro	SDL		6/14/2022	6/7/2023
AWP	TCAB	AZ	Santoro	TUS	PA	5/23/2022	6/8/2023
AWP	TCAB	AZ	Santoro	CHD		6/16/2022	6/16/2023
AWP	TCAB	AZ	Santoro	IWA		6/7/2022	6/28/2023
AWP	TCAB	AZ	Santoro	FFZ		6/30/2022	6/29/2023
AWP	TCAB	AZ	Santoro	PHX	AI	8/3/2022	7/12/2023
AWP	TCAB	AZ	Santoro	FLG		6/23/2022	7/28/2023
AWP	TCAB	AZ	Santoro	GEU		8/9/2022	
AWP	TWLA	AZ	Morales	IFP		7/27/2022	
AWP	TCAB	AZ	Santoro	RYN		8/16/2022	

DPE MEETING – Craig Thompkins stated he is not sure if there will be a DPE meeting in March.

AFTW Meeting: March 14 via zoom. See <https://aftw.org/>

ASAG Meeting: will be held Wednesday, March 15 at 12:00 pm MST. See <https://asagaz.org/>

BOB KATZ SEMINARS:

He is working on slips, skids and negotiating crosswinds.

“Final Authority” - Do we do what ATC wants or do we do what we need to do. The enormous consideration of final authority. This seminar will be in late March.

Buckeye Air Fair is this weekend. Check NOTAMS. Sadly, AOPA did not invite the FAASTeam participation.

The meeting was closed at 2:46 MST.



The next ASAG meeting will be held
Wednesday, **March 15**, 2022, at 12:00
pm, MST.



Minutes recorded and submitted by Jim Price, ASAG Secretary
ASAG OFFICERS:
PRESIDENT, Cary Grant
VICE PRESIDENT, Brian Schultz
SECRETARY, Jim Price
TREASURER, Jim Anderson