

MEETING MINUTES

President Cary Grant Called the Meeting to order at **12:02 pm**



February 21, 2024

63 attended:

Andrew Elliott, Andrew Taussig, Bob Katz, Bob Holliday, Bob Mittelstaedt, Brendon Umbs, Bryan Eckenrode, Cary Grant, Chris Locher, Craig Jackson, Craig Tompkins (SDL FSDO), CW4 Chris Hammond, David Horvath, David Kitts, Deborah Blattstein, Abraham Blattstein, DeWitt Gibson, Edward Daror, Eric Fahrner, Ed Faron, Ed Fallon, Ernest R. Copeland (SDS FSDO – FPM), Ethan McQuown, Fairfax O’Rilley, Galahad Davis, Garrett Dauphars, George Fogle, George Hamaty, Henry Skinner, Greg Blunk, James Price, James Quinn, James Timm, Jim Anderson, Jared Yoshiki, Jason Gauer, Jerry Bumgardner, Jill Gallo, John Varljen, John Cirino, Kristina Napier, Lance Leighnor, Larry Erdman, Larry Steck, Lee Unger, Mark Giannini, Mathew Corrigan, Matt Schorman, Nicholas Pela, Paul Wiley, Pete Hermes, Phil Corbell, Robley McCants, Rodney Holberton, Rolf Dammrau, Ron Dziagwa, Ron Knight, Seth Lau, Shauna-Rae Brown, Sonny Durante, Steven Brimmer, Terri Wolcott, (LAS FSDO), & Tito Sanchez.

Jim Anderson, ASAG Treasurer, Feb 2024 Report



TREASURER’S REPORT

For the Banquet, we have 178 seats sold, 15 tickets and 28 individuals. A number of prizes donated, so a very healthy silent auction and door prizes. A very vibrant banquet. The current bank balance is **\$26,602.73**

Jim Price, ASAG Secretary, December 2023



SECRETARY’S REPORT

Minutes

Phil Corbel moved that the minutes be approved. Jim Timm seconded the motion. The membership unanimously accepted the January 2024 ASAG Meeting Minutes.

Treasurer's Report		
Aviation Safety Advisory Group of Arizona General Membership Meeting For the period January 1st, 2024 to January 31st, 2024		
Income		
Fundraising (Ways and Means)		
Fundraising Event	\$2,993.10	\$2,993.10
Total Income		\$2,993.10
Expenditures		
Total Expenditures		\$0.00
		\$2,993.10
Opening balance as of January 1st, 2024:		\$18,950.31
Balance on hand as of January 31st, 2024:		\$21,943.41
Aviation Safety Advisory Group of Arizona		\$21,943.41
<i>James B Anderson</i>		Treasurer's Signature
Current Bank Balance \$26,602.73 as of 2/21/2024		
Banquet -		
Total Seats Sold 199 as of 2/21/2024		



LASER & UAS MITIGATION

LASER & UAS Mitigation – Cary Grant & Scott Woodworth: **Ways for pilots to report Laser Incidents, Cary Grant:**

Tell us where the Laser event happened. Was it at a gas station, intersection, etc.?

1. Hit the transponder identification button as soon as pilots are aware of being Lased. This will mark the plane’s position on the air traffic controller’s radar scope, which may help law enforcement triangulate where the laser light is originating from.

2. Verbally alert ATC of the attack using the phrase “laser attack,” including direction and location of the laser source, beam color and length of exposure (flash, pulsed or perceived intentional tracking).

3. Once on the ground, complete the [FAA-requested Laser Beam Exposure Questionnaire](#).

Upon arrival at destination, all pilots and crew members affected by an unauthorized laser illumination are requested to complete the FAA Laser Beam Exposure Questionnaire in order to provide critical information in support of law enforcement efforts to identify and apprehend the responsible parties.

- [Report a Laser Incident](https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident) at https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident - or -
- You can download and complete the [FAA Laser Beam Exposure Questionnaire](#) (PDF) from your personal computer. Completed questionnaires can be saved and attached to an email to laserreports@faa.gov, or can be printed and faxed to the Washington Operations Control Center Complex (WOCC) — (202) 267-5289 Attn: Domestic Events Network (DEN)
- **If you are a member of the public who witnessed an individual aiming a laser at an aircraft**, send an e-mail to laserreports@faa.gov and include the following information: Your name and contact information. Date and time you witnessed the laser incident. **If you are a member of the public who witnessed an individual aiming a laser at an aircraft**, send an e-mail to laserreports@faa.gov and include the following information: Your name and contact information. Date and time you witnessed the laser incident.



BALLOONS

Balloons – Neil Davison:

Neil was not available.



ARIZONA ARMY NATIONAL GUARD

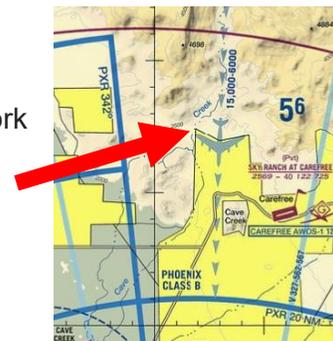
AZ Army National Guard – CW4 Chris Hammond: The Army National Guard Aviation unit’s Blackhawks were represented at the Buckeye AirFair and will be at Luke Days, March 23 – 24: See <https://56fss.com/>



P50

Phoenix Approach (P50) – Matt Schorman:

Very busy season. Carefree, 4,000-7,000 feet very busy. Avoid air work in this area. 4,000 is manageable.



PARACHUTE OPS

Parachute Ops – Tom Cowan, Justin Hodge

"Know Before you Go!! Parachute Operations at Marana Regional Airport (KAVQ)" is a safety product by Sonny Durante for AFTW, general and social media distribution. Sonny is also working on having the product sent to AVQ airport tenants. Tito Sanchez, Sonny Durante and Lee Unger have been invited to Observe Military Parachute Training – Coolidge (PO8). USAF.

Sonny and Lee will attend in person and Tito Sanchez will remotely attend the debrief.

Lee Unger and the KAVQ Parachute Workgroup thank Tom and Justin for this opportunity, their leadership and as they prepare to share their knowledge.

Note: [Eric Fahrner](#) is producing a parachute operations video for [SMS](#) (Safety Management System).



[Mark Giannini – Red Star](#)

Red Star flies YAK 52s (and similar Asian models). They have 15 pilots in the Phoenix Valley and their call sign is Rat. They fly over Lake Pleasant for practice and fly a lot of missing man formations for graveside flyovers. Their website is:

https://www.flyredstar.org/content.aspx?page_id=22&club_id=910450&module_id=364042



[Jim Timm, Craig Tompkins & Jim Price](#)

ACCIDENT/INCIDENT DEVIATION REPORT

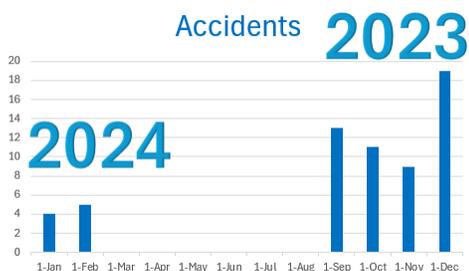
Mid-Jan '24 – Mid-Feb '24

[Accident Report & Pilot Deviation Summary](#)

Jim Timm & Craig Tompkins



Some photos show the actual accident / incident. Most of the photos simply represent the aircraft type, make and model.



The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-January through mid-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 past reporting period aviation safety may not have been the greatest because of the rather large number of accidents/incidents, and in the middle of January we did have a balloon accident that unfortunately resulted in the loss of four lives. At least in most of the other occurrences nobody got seriously hurt. Apparently, we are not getting the new year off to as good of a start as we would have liked, but I can only hope things will improve from this point forward.

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 suits our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

INFLIGHT LOSS OF POWER

Private Pilot, January 13, 2024

Location: Near Colorado City

Injuries: 2 Uninjured

While on a personal flight, the pilot of the Piper Archer reported that after they departed Colorado City Municipal Airport (AZC), he conducted a practice RNAV instrumental approach to the Kanab Municipal Airport and executed the published missed approach. While ascending through about 8,000 ft, the engine started vibrating and producing a loud “clunking” noise. As an attempt to troubleshoot the rough running engine, the pilot applied carburetor heat which made the engine run more erratically. As he turned the carburetor heat off, smoke entered the cockpit, and he decided to shut the engine down by retarding the mixture to idle cutoff and moving the throttle to idle. The pilot established best glide airspeed, and initiated a turn to the northwest while he began to select the best place to land. During the landing roll, the nose wheel landing gear sheared off and the left wingtip struck the ground resulting in substantial damage. **Source: ASN, NTSB**



Piper PA 28-181

GROUND ENGINE FIRE

Private Pilot, January 13, 2024

Incident Location: Mesa Falcon Field (FFZ)

Injuries: 1 Uninjured

The Pilot was performing a preflight check in the run-up area, and he noticed smoke, and returned to the parking area outside of the maintenance hangar, and the engine caught fire. The extent of damage was unknown. There was no intent to conduct a flight. **Source: FAA**



Piper PA 29-180

BALLOON ENVELOPE COLLAPSED

Commercial Pilot, January 14, 2024

Location: Near Eloy

Injuries: 1 Serious, 4 Fatal

The 17 passenger Kubicek Hot Air Balloon took off with 13 passengers, of which 8 were Parachutists. At an altitude of about 10,000 Feet MSL, the eight skydivers executed a planned jump in small groups, and shortly after they all had safely jumped, the hot air in the balloon escaped and the deflated balloon collapsed.

The balloon and basket fell, impacting the ground. One person was severely injured, and four, including the balloon pilot, perished. **Source: ASN, FAA, NTSB**



KUBICEK BB85Z Balloon

LOSS OF CONTROL ON TAKEOFF

Private Pilot, January 17, 2024

Location: Yuma International Airport (NYL)

Injuries: 1 Minor Injury

During takeoff the pilot lost control, and the aircraft rolled on its side incurring substantial damage. **Source: ASN**



ECLIPSE - 10 Autogyro

BIRD STRIKE

Commercial/CFI, January 24, 2024

Location: Gateway Airport (IWA)

Injuries: 2 Uninjured

During the landing roll-out the aircraft hit a small bird. The aircraft taxied to the ramp without further incident, and the damage was found to be minor. **Source: FAA Incident**

Cessna 172



Cessna 172



RUNWAY EXCURSION

Pilot certification Unknown, January 25, 2024

Incident Location: Scottsdale (SDL)

Injuries: 1 Uninjured

After touch down, the aircraft slid off the runway causing a prop strike. The damage was determined to be minor. **Source: FAA**

Cessna 208B Grand Caravan



INFLIGHT ELECTRICAL FIRE

Pilot certification Unknown, January 28, 2024

Location: Near Marana (AVQ)

Injuries: 2 Uninjured

The Cessna 208B was on a low-level survey operation out of Cochise County Airport (P33), Wilcox. Three hours into the flight, a quiet squealing was heard which lasted for 10-15 seconds. The captain noticed the noise and mentioned it, but at the time it was inaudible to the first officer (FO). At about the same time the noise stopped, smoke with a terrible odor was seen coming from in front of the glare shield. The FO first noticed the smoke, and then the captain. Drill actions were followed for an Electrical Fire. 10-15 seconds later, the smoke stopped, and cleared over the next minute or so. The decision was made to return to base, P33, with a reduced electrical load. Tucson Departure was informed of a systems issue, and VFR Flight Following to P33 was requested. **Source: ASN**

Mooney M-20C



HIT OTHER AIRCRAFT WHILE TAXIING

Pilot certification Unknown, January 30, 2024

Location: Prescott (PRC)

Injuries: 1 Uninjured

While taxiing after landing, the Mooney's left wing struck the tails of **two** parked aircraft. The extent of damage to the three aircraft was unknown. **Source: FAA**

RUNWAY EXCURSION

Pilot certification Unknown, February 1, 2024

Incident Location: Prescott (PRC)

Injuries: 1 Uninjured

The Cessna landed and exited the runway edge. The pilot said they had a left crosswind, and then an immediate right crosswind that sent them off the left side of the runway.

There was no damage to the runway, and a mechanic stated there was no damage to the aircraft. **Source: FAA**

Cessna 172



LOOSE COWL SCREW

Pilot certification Unknown, February 4, 2024

Incident Location: Prescott (PRC)

Injuries: 1 Uninjured

The Cessna aborted its takeoff roll when an engine cowl screw came off and struck the windshield. A FOD check found the screw on the runway, and the windshield damage was determined to be minor. Source: FAA



INFLIGHT LOSS OF POWER

Pilot certification Unknown, February 10, 2024

Location: Near Goodyear (GYR)

Injuries: 1 Uninjured

Shortly after departing Glendale Airport (GEU) the Skyhawk experienced a loss of power, and fluctuating oil pressure. The pilot made a forced near Goodyear Airport (GYR), landing in a residential area, striking several cacti, and a parked vehicle. Fuel was noted leaking from the damaged aircraft. Source: ASN, FAA, NTSB.



GEAR UP LANDING

Private Pilot, February 11, 2024

Incident Location: Ak Chin Airport (A39)

Injuries: 2 Uninjured

An APA member noted the single paved runway at Ak Chin was closed mid-day because a "V" tail Bonanza had made a landing with the gear retracted, and it was setting half off the runway about midfield. Source: APA Member, FAA.



LOSS OF CONTROL LANDING

Sport Pilot, February 14, 2024

Location: Mesa Falcon Field (FFZ)

Injuries: 2 Uninjured

The Experimental aircraft sustained substantial damage subsequent to a runway excursion during a "first flight" landing at Falcon Field Airport (FFZ). Source: APA Member, ASN, FAA, NTSB



GEAR UP LANDING

Private Pilot, February 14, 2024

Incident Location: Phoenix Deer Valley Airport (DVT)

Injuries: 1 Uninjured

The Cessna landed gear up at Phoenix Deer Valley (DVT). The extent of damage was undetermined. Source: FAA



Jan 13, '24 – Feb 15, '24 PILOT DEVIATIONS (16)



BRASHERS (10)

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

In the reporting period from January 13, 2024 through February 15, 2024 there were sixteen pilot deviations reported by the FAA SDL FSDO office. Based on the low number of deviations, I hope we are winning, and I hope it continues.

These deviations were committed by pilots with pilot certificates ranging from student through ATP, and there were **four out of state pilots** that committed these deviations. Of the **sixteen deviations** reported, there was a need to issue **ten Brashers**.



Maj Gen Jack Brasher

Note, a controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the aviator the opportunity to make note of the occurrence, collect information, and their thoughts 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 should never be creative, but talk to ATC before they do something that differs from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what may be expected of them. Always fly with care and forethought.

GA Deviations, 13 Jan '24 – 15 Feb '24		
# Deviations	Type of Deviation	BRASHERS
2	IFR Deviations	2
2	Bravo Airspace Deviations	2
4	Delta Airspace Deviations	2
3	ATC Instructions	1
6	Runway Incursions	3



IFR DEVIATIONS (2)



ECLIPSE

1/22, IFR Altitude, Private Pilot, Phoenix TRACON (P50)

The Eclipse Jet made an IFR departure off of Chandler and climbed through their assigned altitude of 3,000'. The jet did not check in with the TRACON, and the Willy Controller reached out for them as they appeared to reach 3,400'. The pilot responded, and the controller instructed them to ident, stop their climb, and issued them the altimeter setting. The pilot continued to climb, and as they were leaving 4,100', the controller assigned them an altitude of 6,000'.

A Brasher was issued.



D'oh!



2/2, IFR Route Deviation, ATP/CFI Pilot, Albuquerque Center (ZAB)

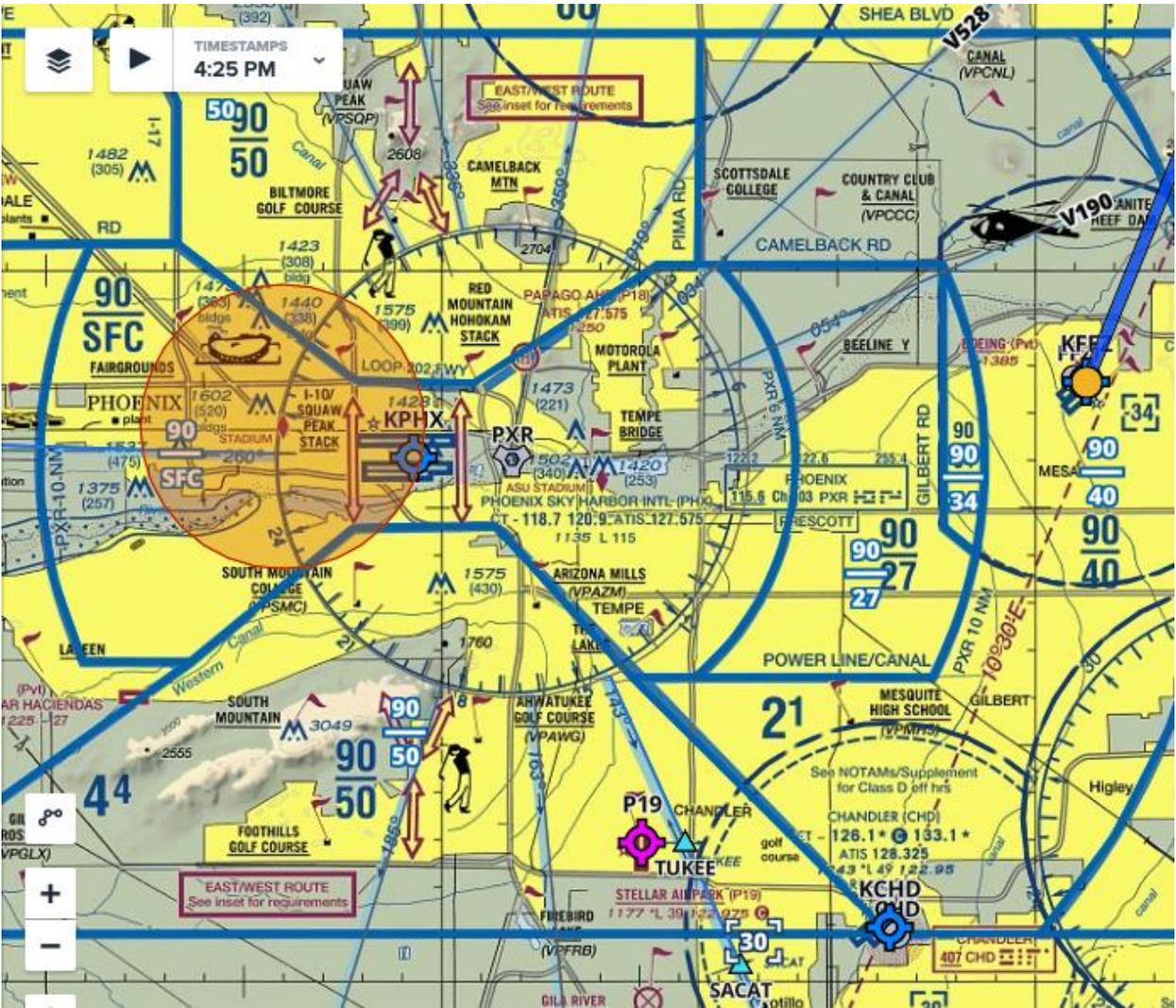


The Piaggio Avanti had been cleared after MUMTE direct to EED. After MUMTE, the center controller observed the Piaggio about 45 degrees off course and cleared the aircraft direct to EED. The Piaggio had made an unauthorized turn, which resulted in the aircraft violating the 3-mile protected airspace of the BAGDAD MOA, which was active.

A Brasher was issued.



CLASS BRAVO DEVIATIONS (2)



1/14, Private Florida Pilot, Phoenix TRACON (P50)

The Cessna violated the Phoenix Class Bravo Airspace approximately 7 miles SW of PHX airport at 3,700 in the SFC-090 box without authorization. There was no loss of separation. **A Brasher was issued.**

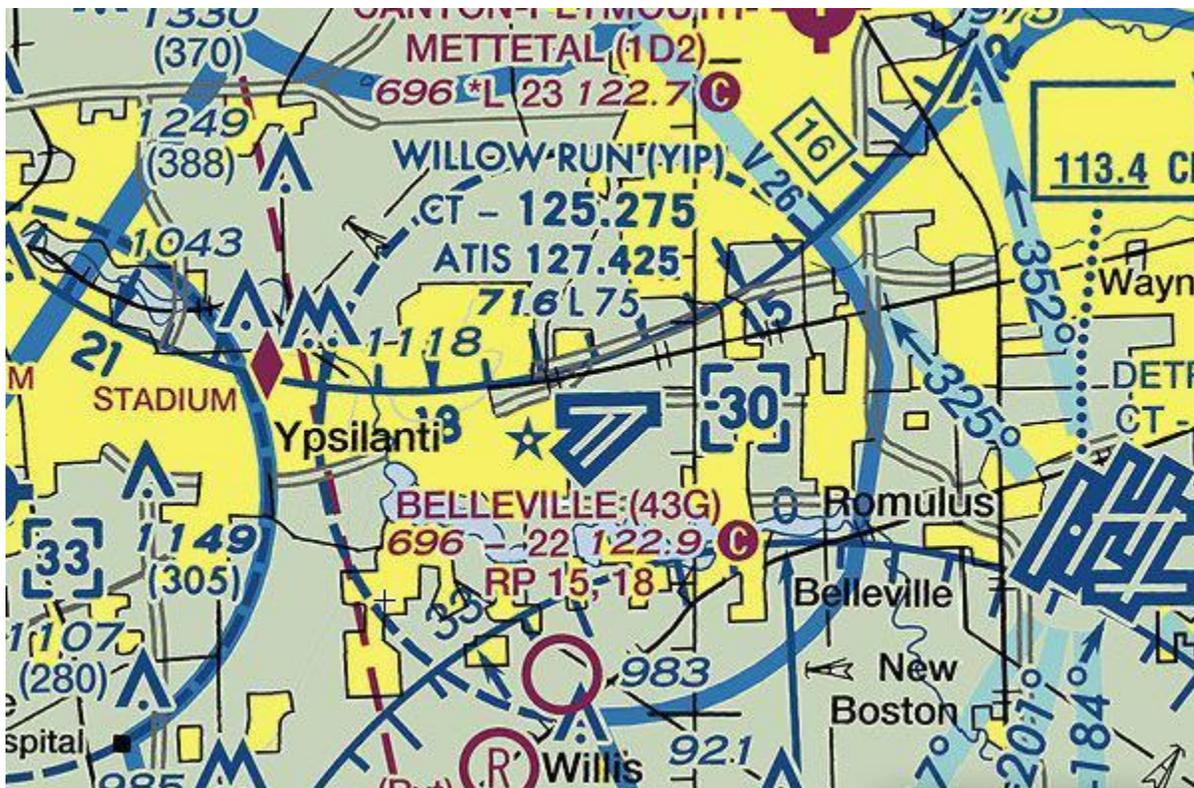


1/20, Private Pilot, Phoenix TRACON (P50)

The Bonanza entered the Phoenix Class Bravo Airspace near Goodyear without authorization. There was no loss of separation. **The Brasher was issued by the Phoenix Deer Valley (DVT) ATC.**



CLASS DELTA DEVIATIONS (4)



1/31, Commercial Pilot, Scottsdale Airport (SDL)

The Bonanza entered the Scottsdale Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation. **The local controller issued the Brasher warning.**



2/1, Commercial Pilot, Mesa Falcon Field (FFZ)

The Rutan Vari-EZ departed FFZ, and was told to fly straight out, but instead turned northbound without permission. Upon returning to FFZ the Vari-EZ appeared to enter the Falcon Field Class Delta Airspace without permission or first establishing two-way radio communications. **The Vari-EZ was issued the Brasher.**



2/3, Private Pilot, Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported on the IWA emergency frequency when the Beech Baron violated the IWA airspace.

2/7, Private **Massachusetts** Pilot, Scottsdale Airport (SDL)

The pilot deviation was reported on the SDL emergency frequency when the Piper Navajo violated the SDL airspace.



ATC INSTRUCTIONS (3)

1/30, Private California Pilot, Chandler Airport (CHD)

The pilot was issued instructions to enter a right downwind for RWY 22R, when the aircraft crossed the centerline for RWY 4L, and the pilot was issued a right 360° to enter the right downwind for RWY 22R. The pilot made a right 360°, and again attempted to fly the 4L final again. the pilot was told to fly westbound and exit the airspace. Instead, the pilot made another 360° and attempted a straight in to 4L a third time. The Aircraft finally entered

the right downwind for RWY 22R and was instructed to extend the downwind but made two attempts to turn base against instructions. When the aircraft was on the ground, a Brasher warning was issued by Ground Control.



1/31, ATP/CFI, Glendale Airport (GEU)

The Mooney M-20K was advised to make left traffic for runway 01. ATC observed the Mooney crossing over the departure end of the runway at 1,800 ft. The pilot appeared to be disoriented and was unsure of what he was doing. ATC advised him to continue in the right downwind for right traffic runway 01, and he was cleared to land. Glendale Tower spoke with the pilot twice after the incident, and the pilot refused to give his name and pilot's license number. The pilot was very uncooperative, making threats to ATC.



2/1, This entry was discussed as the first item in a previously mentioned Class Delta Deviation. Review of the Class Delta Deviation is below:

(The Rutan Vari-EZ departed FFZ, and was told to fly straight out, but instead turned northbound without permission. Upon returning to FFZ, the Vari-EZ appeared to enter the Falcon Field Class Delta Airspace without permission or first establishing two-way radio communications. A Brasher was issued.)

RUNWAY INCURSIONS (6)



1/12, Crossing A Hold Short Line, Commercial/CFI Pilot, Goodyear Airport (GYR)

The Cirrus SR20 called ready for takeoff at RWY 3, and was instructed to hold short of RWY 3, and the tower got a good read back. The controller gave a traffic call to a Cessna 172 that was on the upwind, and the response was blocked. The controller subsequently cleared a flight of three Blackhawks for takeoff from A-3 in front of the tower.

The controller noticed the SR20 had

taxied past the hold short lines, and Ground Control issued a Brasher statement to the SR20. Fortunately, the SR20 didn't begin its takeoff roll.



1/17, Conducting a Touch-and-Go Without Authorization, Private Pilot, Prescott Airport (PRC)

The Evktor LSA had been conducting approaches to PRC, and the controller advised the LSA to break off the approach on a one mile final. The controller also did not issue a touch-and-go clearance. The LSA conducted a touch-and-go to Runway 21L. The controller instructed them to turn left immediately as a Seneca was short final for Runway 12.

1/18, Taking Off Without a Clearance, Private Pilot, Phoenix Deer Valley Airport (DVT)

A Citation landed on Runway 7R, and the controller instructed a Bonanza to line up and wait on Runway 7R, and the read-back was correct. When the Citation cleared Runway 7R the controller observed the Bonanza starting its takeoff roll, and then issued a takeoff clearance to the Bonanza. The airplane departed and **the controller issued a Brasher warning.**



1/18, Failure To Hold Short of Runway, Commercial/CFI Pilot, Chandler Airport (CHD)

The aircraft had landed on RWY 4R, and exited the runway at taxiway N. The aircraft was instructed to hold short of RWY 4L, and as the controller issued the aircraft's crossing instructions, the controller observed the aircraft was already on RWY 4L. No other aircraft was involved.

1/28, Entered A Runway Without Authorization, Private California Pilot, Tucson Ryan Field (RYN)

The pilot read back the "continue to hold short of Runway 33" instructions. The Cirrus crossed the hold short line of Runway 33, and then contacted the controller.

The controller advised the pilot that they had entered the runway and issued the Brasher. The Cirrus had crossed the hold short lines but did not cross the runway edge line.



1/29, Crossed a Runway Without a Clearance, Commercial/CFI Phoenix Deer Valley Airport (DVT)

The Piper was at TWY B9 and was instructed to taxi to parking via TWY C, and D8. The Ground Controller thought the aircraft was at TWY C7. The Piper crossed RWY 7R at TWY B9 without a runway crossing clearance. An aircraft was concurrently cleared for takeoff on RWY 7R. The south controller cancelled their takeoff clearance abeam TWY C3 and the airplane exited the runway at TWY C6.



Jan 13, '24 – Feb 15, '24 – NEAR MIDAIR COLLISIONS (NMAC's) (0)



*Don't be Cheap!
Get an iPad and an
ADS-B-IN Receiver &
**Maintain
Situational
Awareness***





Old Business

[Ak-Chin Hazard Light Progress – Ernest Copeland:](#) No updates.

[Bob Mittlestaedt — SID signage at DVT and FFZ](#)

The signs that explain how to fly the Departures at the DVT and FAZZ FBOs are still up. This month’s deviation report did not include deviations associated with the Deer Valley or Falcon Field SIDs, so the signs might be effective.

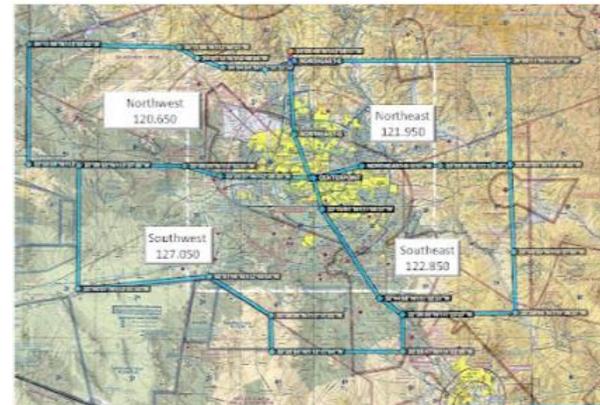


Frequency Project



[Frequency Project Update – Lee Unger with Cary Grant, Jim Anderson, Brian Stamper, Ph.D.](#)

We have requested directions from the FCC regarding how to reapply for four frequencies, two of which are different from the original four. Thanks to Cary Grant and Jim Anderson, for interference testing; Fairfax O’Riley, for Aerial Engagement; Maj. Deborah Blattstein, MD, PhD, FAWM. Civil Air Patrol, and Gregory Blunk, Phoenix–Mesa Gateway Airport (IWA) Serco -- we have two new frequencies that do not conflict in the area.



[Lee Unger - Update since our February 21](#)

Meeting: The FCC has replied with instructions on how to proceed.



[Southern California Airspace Users Working Group \(SCAUWG\)](#)

[Report https://scauwg.org/ – Cary Grant & Lee Unger](https://scauwg.org/)

Focus on Keeping Airports Open Remains a Challenge.

Santa Monica Airport - The city has obtained authorization to close the airport for aviation uses after Dec. 31, 2028.

We need Aviation Minded people in Government to help keep our airports open. We ask that **you** please consider running for office.

Thanks to Ron Berinstein, Webmaster, for updates on Southern California Airspace and nationwide aviation news, see <https://scauwg.org/>



Marana Airport Update

Marana Airport Update (AVQ) – Lee Unger, Tito Sanchez, & Sonny Durante

Tito Sanchez –

About four weeks ago, along with the Airport manager, Galen Beem, we applied for a revised missed approach procedure when parachute operations are active at Marana. Galen has not received an acknowledgement.

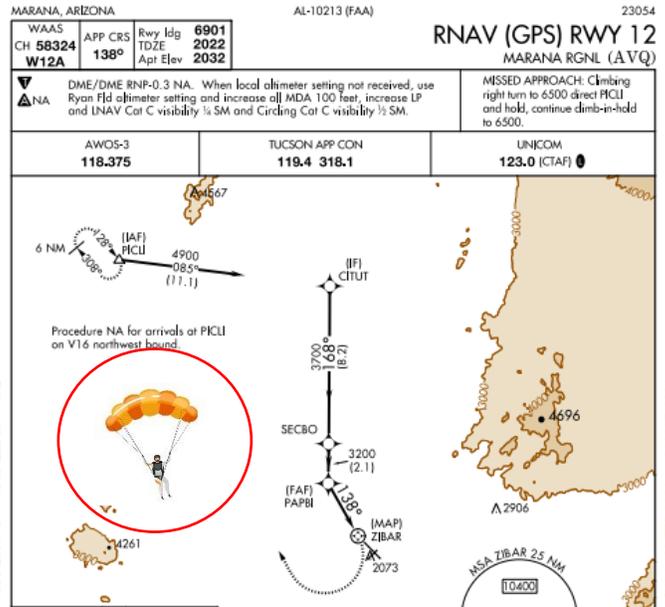
The current Missed Approach Procedure takes the aircraft right through the drop area. Albuquerque Center is taking care of the revised Missed Approach path.

The environmental study for the construction of Marana’s control tower has been idle for quite a few months because the person in charge quit the FAA and our airport superintendent did not know about it. Someone from the FAA called about the list of required equipment for the tower and it is too early for that, and we do not know what happened to the environmental study. So, everything is on hold.

Marana is getting a new AWOS that will allow remarks, such as parachute activity in progress.

Sonny Durante - is working to have his "Know Before you Go!! Parachute Operations at Marana Regional Airport (KAVQ)" distributed to KAVQ tenants.

Paving work continues and tenants are apprised of progress and when to expect their hangars to become inaccessible due to paving and what their options are for parking on the ramp.



Lee Unger – Missed Approach Update since our February 21 Meeting: The FAA has offered to do a feasibility study regarding amending the missed approach procedure for AVQ, MARANA REGIONAL AIRPORT, MARANA, AZ - RNAV (GPS) RWY 12 with the objective of improving safety during parachute operations.



Rainbow Valley

Rainbow Valley: Cary Grant

Radio protocol is becoming very unprofessional. Lots of animal sounds. Please CFI’s, teach your pilots professional radio calls.



Pilot Controller Forums

Pilot Controller Forums: Cary Grant

DVT RSAT was very successful, and Ty Howard will do another forum in April. GYR RSAT was scheduled for Feb 29. NOTE: 30 days prior to the RSAT, Air Traffic Managers are encouraged to conduct a Pilot/Controller Forum. The GYR tower manager could not organize a Pilot Controller Forum within the 30 day period, so the Forum will be held after the RSAT. PRC Pilot Controller Forum, Mar 4 at DLC, ERAU, 6:30 pm



Buckey Air Fair, Feb 16 - 18: Cary Grant and Jim Timm

Jim Timm: It was very well attended with over 30,000 attendees.

Cary: Wonderful turnouts for seminars. The AOPA regional rep was there and was very pleased that we could present our FAA Team seminars. AOPA Sweepstakes featured the long-awaited giveaway of AOPA’s backcountry beast, the Cessna 170B. The winner, Cliff Gurske, a Phoenix area native, 30-year AOPA member, and Southwest Airlines pilot, received the **surprise of a lifetime** during AOPA’s Town Hall with Mark Baker.



Goodyear Noise Issue

Goodyear Noise Issues: Cary Grant

Low flying airplanes in the neighborhoods. That is a problem. Currently, Goodyear tower limits the number of aircraft doing pattern work (6). Glendale’s limit is 3. Therefore, Deer Valley will be a lot busier. Be friendly and don’t descend low before you need to.



Aviation Day at State Capitol: Jim Timm

In the past, this day has not been very productive because only lowly staff members showed up for the free lunch. APA was available if needed. Jim had no information on any meetings.



Video Project – Jim Anderson & Cary Grant

All projects are complete. Buckeye Airport might be the next project.



2024 ASAG Banquet – Cary Grant: A Gala Event Honoring

Arizona's Nominees for General Aviation Safety Awards FAA Team Representative, Maintenance Technician and Flight Instructor; Arizona Airport, Arizona Communicator & Ruth Reinhold Award.

Please join us at the Phoenix Airport Hilton 2435 S 47th St Phoenix, AZ, Saturday, February 24, 2024. Social Hour starts at 17:00. Doors open at 18:00 Arizona time.

Keynote Speaker: Jessica Cox.



New Business



Glider Operations and an Alert Area? – Cary Grant

Craig Tompkins received a letter from the Glider operations at E68, Estrella. They feel that they need an Alert Area near the practice area. It is felt that technology like battery powered ADS-B and

Transponders would be a better solution than creating an Alert Area.



AFTW Meeting – Cary Grant & Lee Unger:

Meeting Minutes are archived at: <https://aftw.org/category/meetings/minutes/>

Video of Jan 9, 2024 meeting: <https://youtu.be/b10vVP8S388?si=mLzXOaEYfwfOY5G>

For the Jan 9, 2024 Meeting Minutes, use this link:

<https://docs.google.com/document/d/1a1cQcKUaKF1YKxR1rpDtOx6C80hFAzBQbviXLYuZORM/edit?usp=sharing>

There is new glider activity in the Rainbow Valley practice area.

- a. ForeFlight shows a graphical NOTAM on the map page. Just tap for details.

[For WINGS Credit – Lee Unger](#)



Our ASAG meetings qualify for 2 Knowledge WINGS credits for pilots and 1 credit for Aviation Maintenance Technicians (AMTs). Thanks to Ernie and Craig for providing the Zoom attendance list which we use to provide WINGS credit. However, if the email you use on FAASafety.gov is different than your Zoom registration email on a particular day, please be sure to put your FAASafety.gov name and email in the Chat.

[IMSAFE – ASAG Chaplain, Rev Bob Holliday](#)



Reverend Bob Holliday is the Sr. Pastor, Epworth United Methodist Church and Director of The METRO Center. [linkedin.com/in/rev-bob-holliday-b7292977](https://www.linkedin.com/in/rev-bob-holliday-b7292977)

Bob spearheads efforts to mitigate Laser Illumination. He encourages everyone to be safe.

[Bob Katz Seminars](#)

Sunday, February 25 (Sunday) 8:00 pm MST. It's about a Navajo Chieftain crash at Medford and the utility (or futility) of SIDs STARs and ODPs. Alternative ways to get out of an airport.

https://www.faasafety.gov/SPANS/event_details.aspx?eid=126564&caller=/SPANS/events/EventList.aspx



[Las Vegas FSDO Report, Terri Wolcott, FAAS Team Program Manager, WP19 –](#)

Las Vegas is experiencing a record number of Deviations. There were lots of drone violations during the Super Bowl.

Terri is retiring from the FAA at the end of February. Thanks to Terri for her support of ASAG and aviation safety nationwide. We look forward to having Terri continue to attend our ASAG meetings.



Tucson Report

[Tucson Report, Lee Unger –](#) From Tucson Airport Authority Airside Operations Tenant

Newsletter | February 2024: "February typically marks the beginning of the crosswind season for TUS as the primary wind flow shifts from the west or northwest to a southerly or southeasterly

direction. This shift brings increased winds, and increased winds often bring increased FOD. As you get ready to hone your crosswind landing skills and refresh your knowledge of runway 4-22 operations, please remember to keep an eye out for FOD and dispose of it if you can. If you can't, please call the ACC at (520) 573-8182 and a TAA representative will respond."



DVT Update

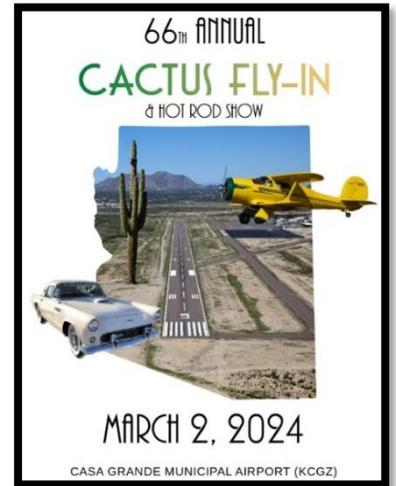
[Deer Valley \(DVT\) Update, Ed Faron –](#) The improvement of taxiway Delta is in a "holding pattern" and won't be completed for about three years, (2027).

UPCOMING EVENTS



Luke Days, See <https://56fs.com/>

Cactus Fly-In, See <http://www.cactusflyin.org/>



Fairfax O'Riley motioned to adjourn and Phil Corbell seconded the motion. The meeting adjourned at 2:09 Our Next ASAG Meeting will be Wednesday, **March 20**, at 12:00 pm



Register in advance for the March 20 ASAG meeting with this link:

https://faavideo.zoomgov.com/meeting/register/vJIsdu2srDgsGjr8_YyxrmDvvLTo1iFDJ5c

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