



MEETING MINUTES

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



March 20, 2024

65 attended:

Abraham Blattstein, Alan Kulp, Alexander Peña, Andrew Taussig, Bob Katz, Bob Mittelstaedt, Brad Walstrom, Bryan Eckenrode, Carl Hancock, Cary Grant, Craig Jackson, Craig Tompkins (SDL FSDO), Dan Fuller, Daniel Weimer, David Horvath, David Kitts, Deborah Blattstein, Douglas DiFrancesco, Enrique Galeano, Eric Fahrner, Ethan McQuown, Fairfax O'Rilley, Felix Hernandez, Galahad Davis, Garrett Dauphars, George Hamaty, Greg Blunk, James Price, James Timm, Jim Anderson, Jared Yoshiki, Jason Gauer, Jill Gallo, John Cirino, John Keith, John Varljen, Justin Hodge, Justin Po, Karen Hadland, Lance Leighnor, Larry Steck, Lawrence Wippman, Lee Unger, Lindsay Hadley, Mathew Corrigan, Matt Schorman, Mitchell Raab, Neil Davison, Phil Corbell, Randell Meyer, Richard Lee, Robert Welfare, Robert Fletcher, Robley McCants, Rolf Dammrau, Ron Dziagwa, Savannah Ivanitski, Shanley Olson, Shauna-Rae Brown, Shawn Huff, Sonny Durante, Terri Wolcott, (LAS FSDO), Tito Sanchez, & Ty Howard.



TREASURER'S REPORT

Jim Anderson, ASAG Treasurer

The February Banquet was very vibrant. A number of prizes were donated, so we had a very healthy silent auction and additional door prizes.

The bank balance as of Feb 29, 2024 is **\$29,179.80**



Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period February 1st, 2024 to February 29th, 2024

Income

Fundraising (Ways and Means)

Fundraising Event	\$7,017.98
Silent Auction	\$1,205.14

Total Income		\$8,223.12
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Expenditures

Administrative and Operations

Advertising and Promotion	\$16.29
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Programs

Trophies	\$406.46
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Total Expenditures		\$422.75
		\$7,800.37

Opening balance as of February 1st, 2024:	\$21,379.43
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Balance on hand as of February 29th, 2024:	\$29,179.80
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Aviation SAfety Advisory Group of Arizona	\$29,179.80
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James B Anderson

Treasurer's Signature

Banquet 2024 Summary		Upcoming Items
Total Table Sales 14	\$8,637.26	Tax Filing 2023
Total Indv Ticket Sales	\$3,022.23	AZ Corporation Filing
Total Silent Auct Sale	\$ 1388.87	USPS Mailbox Renewal
Total Outstanding	\$ 260.00	
Donation	\$2,000.00	
	\$15,308.36	
Total Revenue		
Expenses		
Dining/Comps/Room	\$14,138.64	
Donation Key Note	\$ 4,000.00	
Net Gain/Loss	-\$ 2,830.28	
Aviation Safety Advisory Group of Arizona		

Speaker Donation: An anonymous donor gave us \$2,000 for the Banquet. We matched that and donated a total of \$4,000 to our keynote speaker, Jessica Cox, (Jessica Cox Motivational Speaking).

Post Office Box: The cost of our PO Box has escalated north of \$300. It serves no purpose, and we mostly receive junk mail. Jim Anderson will research if a PO Box is necessary to maintain our corporation's standing. Fairfax motioned that we eliminate the PO Box, and Neil Davison seconded the motion. The membership unanimously passed the motion to eliminate the PO Box.

Fairfax O'Riley moved that we accept the Treasurer's Report; seconded by **Neil Davison**. The membership unanimously accepted the Treasurer's Report.

Jim Price, ASAG Secretary



SECRETARY'S REPORT

David Kitts moved that the February minutes be approved. **Fairfax O'Riley** seconded the motion. The membership unanimously accepted the February 2024 ASAG Meeting Minutes.



LASER & UAS MITIGATION

Scott Woodworth shared some Arrest information with Cary. An arrest was made in the Tucson area. See <https://www.azfamily.com/2024/03/20/tucson-man-charged-with-pointing-laser-law-enforcement-aircraft/> Law enforcement has arrested a Serial Laser offender in the Prescott area.

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](#) 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 – Neil Davison: Everything well. No hot spots right now. 3rd Tuesday of the month, the Balloon group has a balloon meeting.

Phoenix Approach (P50) – Matt Schorman:

Carefree, 4,000-7,000 feet still has issues, but is better than last year. Avoid air work in this area. 4,000 is manageable.



At the recent AFTW meeting, they were discussing the pilots at Estrella Sailport (E68). They are seeing an increase in traffic over the Estrella mountains. We have moved a lot of our arrival and departure traffic over the Estrella mountains. Gliders do not have transponders. If you see a glider, file a NASA report.



Fairfax O'Riley: To make themselves more visible, Gliders can install a battery powered transponder. The battery lasts all day. The next best solution would be to install a radio so they can contact the controller and let him or her know they are in the area. The glider pilots are complaining that the powered aircraft pilots are not spending enough time looking outside the cockpit for glider traffic.

Cary Grant: We will encourage the glider operators at E68 to install battery powered transponders.



Parachute Ops – Tom Cowan, Sonny Durante & Justin Hodge (leads on the Parachute Project):

During a visit on March 5, 2024, facilitated by Tom Cowan and hosted by Justin Hodge, Sonny Durante and Lee Unger observed operations at Coolidge. Cary Grant and Tito Sanchez were unable to attend. During the visit, Justin and Sonny observed an aircraft in the NOTAMed area during drop operations. Solutions? Justin reached out to ASAG to help develop safety education outreach for pilots. Discussion followed: **Cary Grant** indicated he is including parachute ops safety, along with other ASAG projects, in his presentations from his platform as National FAASTeam Representative of the Year.

Sonny Durante - The visit to Justin's operation at Coolidge was a real learning experience and an eye opener. Sonny was very impressed by the level of preparedness, briefings, and follow through by the entire team prior to and during jump activities. Sonny noted that calculations were made to compute the specific drop point for first to last parachutist based on weather, using precise winds aloft information. Sonny was stunned when he heard of the two close encounters at Bishop that day then actually observed a close encounter at Coolidge, giving him the motivation to draft a close encounter notification document, how this will be put to use is yet to be determined. The pilots transversing NOTAMed, active drop zones are the pilots Sonny would especially like to reach.

Sonny Durante noted that Justin's ground crew monitors and transmits important jump operations information on Coolidge CTAF 124.075, Albuquerque Air Route Traffic Control Center (ARTCC) 125.4, and SE/SW Practice Area 122.85.

Professional communication, including warnings of impending drops and the drop plane pilot's intentions, all set a fine example of keeping traffic advised of parachute operations.

Lee Unger - Thanks to Tom Cowan for facilitating and Justin Hodge for hosting our visit to Military Parachute Training Observation at Coolidge on March 5. The time spent with Justin was very informative and productive in illustrating the need for our workgroup's continued efforts to educate pilots about Parachute Jumping activities. Observing Justin's operations at Coolidge reinforced my respect for Military Parachute Training programs and the parachutists who participate. Thanks, Justin, for sharing your time, knowledge and experiences with us and for introducing us to your valued colleagues.

Phil Corbell - We might want to place posters in airports to inform pilots of the jump operations/airspace. We need to encourage pilots to use flight following. Also, we could have an article in AOPA magazine to help inform and educate pilots.

Justin Hodge: This problem with jump areas is common in California.

Cary Grant - We will work together to get an article in AOPA's magazine. **Justin Hodge** has volunteered to help.



Marana Airport Update

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

Lee Unger - Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)" by **Sonny Durante** and the Parachute Operations Safety Workgroup. You can read it here:

[https://www.faasafety.gov/files/events/WP/WP07/2024/WP07127584/Parachute Operations at Marana Regional Airport 240220.pdf](https://www.faasafety.gov/files/events/WP/WP07/2024/WP07127584/Parachute_Operations_at_Marana_Regional_Airport_240220.pdf)

This document may be used as a template for a flight planning document for other airports that have parachute operations at non-towered fields.

Lee requests that the AVQ Parachute Ops NOTAM and AWOS parachute notice be changed to "Parachute operations intermittent 24/7." This would more accurately describe the hours of operation.

KAVQ AWOS number 520-682-1397.

Sonny Durante: We are working to get the word out to pilots via flyers.

Sonny observed a close encounter at KAVQ on March 19, 2024, when a Cessna 182 crossed the field west to east, at 3,500' contrary to the AWOS announcement and approximately 5-minutes after a jump plane departed.

Phase 2 of a paving project continues at the southeast hangars.

Tito Sanchez: At Marana (AVQ), the jump remarks are on AWOS. Jump operations are very busy. He sees 3 to 4 close encounters per week. The change to the missed approach procedure for the **RNAV 12** approach is in the hands of the FAA, it is due to published / complete by October 02, 2025.

Cary Grant: Parachute jumping airspace is not restricted airspace, so it's not a "breach" of airspace.



Eric Fahrner: Eric presented a briefing on SMS (Safety Management System) and how it mitigates future errors in flight safety.



Jim Timm, Craig Tompkins & Jim Price

Mid-February '24 – Mid-March '24

Accident Report & Pilot Deviation Summary

Jim Timm & Craig Tompkins



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 has not been the best because of the number of accidents/incidents that have occurred. At least in all the occurrences nobody got hurt. I can only hope things will improve as we go 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.

LOSS OF CONTROL LANDING, February 15, 2024, Pipistrel Alpha, Mesa Falcon Field (FFZ), Unknown Pilot Certification

Injuries: 2 Uninjured

The aircraft ran off the runway while landing at Mesa Falcon Field (FFZ) and went into the dirt between the two runways. Airport personnel assisted in towing the aircraft to the ramp. There was no reported damage.

Source: FAA Incident.



FORCED LANDING, February 17, 2024, Bell B-407 Helicopter, 4 NM East of PHX, Unknown Pilot Certification

Injuries: 4 Uninjured

The Bell B407 declared an emergency while transitioning the PHX Class Bravo Airspace from the north to south. The pilot heard a loud bang and made a safe, and successful emergency landing 4 NM east of the airport. Being unable to establish radio communications, the pilot phoned PHX ATC, and advised them of a safe landing. No damage or injuries were incurred.

Source: FAA Incident



ENGINE FAILURE, February 23, 2024, Cessna 310, Prescott (PRC), Unknown Pilot Certification

Injuries: 2 Uninjured

The aircraft was inbound to Prescott from the north and they reported they had a single engine failure and were unsuccessful in accomplishing an engine restart. An airport Alert II was initiated. The airplane made a safe landing and taxied to the North Air ramp. Airport personnel made a runway FOD check, and the Alert II was canceled.

Source: FAA Incident.



NOSE GEAR COLLAPSE, March 4, 2024, T-211 Thorpedo LSA, Ak Chin (A39), Student Pilot.

Injuries: 1 Uninjured

The nose gear collapsed during the landing. The extent of damage incurred was unknown. **Source: FAA Incident**

NOSE GEAR COLLAPSE, March 6, 2024, Piper Sportcruiser LSA, Ak Chin (A39), Comm/CFI

Injuries: 1 Uninjured

During takeoff, the Sportcruiser over-rotated, and the pilot pushed the nose down which resulted in the nose gear striking the ground, and collapsing, which also resulted in a prop strike. The resulting damage was determined to be substantial.

Source: FAA



RUNWAY EXCURSION, March 9, 2024, CH-7ECA Citabria, Goodyear (GYR), Commercial Pilot

Injuries: 1 Uninjured

During the landing roll out the Citabria left the runway surface and went into the runway safety area. The pilot regained control, and taxied into the connecting taxiway, and taxied to the parking area. There was no reported damage.

Source: FAA



ENGINE FAILURE, March 11, 2024, Piper PA-28-160, Near Chandler (CHD), ATP/CFI Pilot

Injuries: 2 Uninjured

Shortly after the Piper took off from Chandler Airport (CHD) they lost engine power and landed in a field 6 NM southeast of the airport. There was no damage or injuries reported.

Source: FAA Incident



TIRE BLOW OUT, March 13, 2024, Cessna 182T, Prescott (PRC), Pilot Certification Unknown.

Injuries: 1 Uninjured

The Cessna was disabled on the runway when a tire blew out on landing. The runway was closed until the aircraft could be towed to parking. There were no injuries or damage.

Source: FAA Incident



RUNWAY EXCURSION, March 13, 2024, Piper PA-46-350P, Prescott (PRC), Pilot Certification Unknown.

Injuries: 1 Uninjured

The Piper Malibu was on an IFR flight from Tucson to Prescott, and flew a visual approach, landed, and turned off the runway into the sod. Emergency vehicles met the Piper, and it taxied to the FBO under its own power. No damage reported.

Source: FAA Incident



Feb 16, '24 – Mar 14, '24 –PILOT DEVIATIONS (26)



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 February 16, 2024, through March 14, 2024 there were **twenty-six** pilot deviations reported by the FAA SDL FSDO office. These deviations were committed by pilots with certificates ranging from Student Pilot through ATP, and there were **nine out of state pilots** that committed these deviations. Of the twenty-six 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. Also, 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, 16 Feb '24 – 14 Mar '24

# Deviations	Type of Deviation	BRASHERS
8	IFR Deviations	4
2	Bravo Airspace Deviations	1
5	Delta Airspace Deviations	1

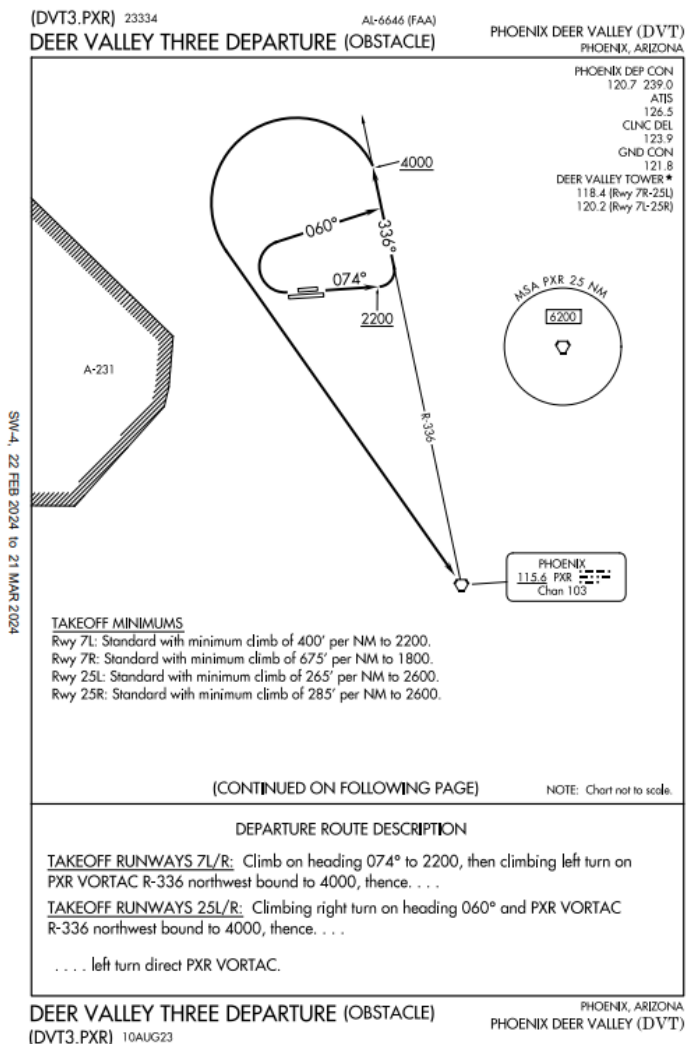
7	ATC Instructions	2
4	Runway Incursions	2
3	NMAC	0



IFR DEVIATIONS (8)

2/18, IFR SID Deviation, Private Pilot Out of Texas, Phoenix TRACON (P50)

The pilot deviation was reported by P50 when the Malibu didn't fly the DVT3 departure as published.



2/23, IFR SID Deviation, Private Pilot Out of New Mexico, Phoenix TRACON (P50)

The TBM-700 departed from Deer Valley (DVT) but didn't fly the published departure procedure. The controller attempted to correct them by turning them immediately to a 360° heading, however they continued eastbound, and climbed above their assigned altitude of 6,000 ft, to 6,800ft. The controller eventually got the TBM to turn around to a northwest heading, and away from the Scottsdale traffic. The TBM was climbed to an assigned altitude and sent on course.

2/15, IFR Route Deviation, Unknown Pilot Certification, SoCal (SCT)

The SR20 missed the turn after PSP intersection onto V388. They continued off course until entering a 11,000 Minimum Vectoring Altitude area at 10,000. ATC issued instructions for them to turn out of the higher terrain area. **The Brasher statement was later issued by SCT.**

2/19, IFR Route Deviation, Private Pilot Out of Colorado, Phoenix Sky Harbor (PHX)

The SR-22 was issued a heading of 010° at the departure end of RWY 7R, and the aircraft was instructed to contact departure. A correct read back was received. The aircraft was observed making a climbing left turn flying back over the



airport. After appropriate coordination with the TRACON, the aircraft was then issued a northbound heading of 010° on its intended departure course.

2/23, IFR Route Deviation, ATP Pilot, Albuquerque Center (ZAB)

The ZAB controller observed the Honda Jet off course and turned the aircraft to a 345-degree heading. The aircraft did not fly the routing as cleared which resulted in the aircraft violating the 3-mile protected airspace of the GLADDEN ATCAA which was active FL400 and below. **A Brasher was issued.**

2/27, IFR Altitude Deviation, ATP Pilot Out of Massachusetts, Phoenix TRACON (P50)

The deviation was reported when the Challenger 350 climbed above his assigned altitude. There was no loss of separation.

3/10, IFR Altitude Deviation, Comm/CFI Pilot, Phoenix TRACON (P50)

The Cessna was flying IFR at 12,000 ft, and the pilot said he descended to 11,500 because he noted the OAT, and the clouds ahead of him, and wanted to avoid icing. The controller advised the pilot that he must inform ATC if he needs something other than the assigned instructions. **A Brasher was issued.**

2/21, IFR NORDO Comm/CFI Pilot, Albuquerque Center (ZAB)

The Piper was at 5,000 feet on an assigned heading of 190°. The Albuquerque controller cleared the Piper direct Stanfield, but the aircraft did not reply to that call. The controller cleared the Piper to contact ZAB on 125.4. The aircraft did not respond to that call, nor any of the subsequent attempts made by the Phoenix TRACON and ZAB controllers. Later the Piper called the ZAB controller and was issued a low altitude alert and a climb to 7,000 feet, **and a Brasher was issued.**

D'oh!



CLASS BRAVO DEVIATIONS (2)



Entering Class Bravo Airspace Without First Obtaining a Clearance

D'oh!



2/13, Comm/CFI Pilot Out of California, Phoenix TRACON (P50)

The SR22 called the TRACON Biltmore Controller for VFR flight following to southern California. The pilot was told to remain clear of DVT's Delta airspace, and Phoenix Class Bravo Airspace. The pilot acknowledged the instruction, but the SR22 climbed into Phoenix Class Bravo airspace without a clearance to do so. **The Biltmore Controller read the pilot the Brasher notice.**

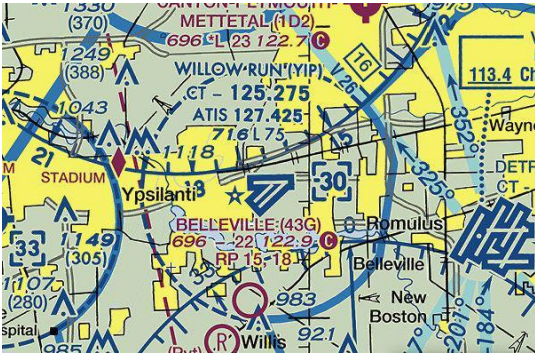
2/22, Unknown Pilot Certification, Phoenix TRACON (P50)

The pilot deviation was reported when the Cessna entered the Phoenix Class Bravo Airspace without authorization.

D'oh!



CLASS DELTA DEVIATIONS (5)



Entering Class Delta Airspace Without First Establishing Communication

2/3, Private Pilot, Chandler Airport (CHD)

The controller noticed the Cessna in the Chandler Delta Airspace 2 miles west of the airport. With the initial call, the controller reached out to the aircraft, and the aircraft responded, and was issued landing sequence instructions. The aircraft landed without incident, and there was no conflict with other aircraft. A Brasher was issued.



2/15, ATP Pilot, Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ tower when the helicopter entered the FFZ Class Delta Airspace without first establishing two-way radio communications.

3/1, Private Pilot out of Nevada, Mesa Falcon Field (FFZ)

The Cessna entered the FFZ Class Delta Airspace without first establishing two-way radio communications which resulted in a NMAC with local traffic.

3/3, Private Pilot, Mesa Falcon Field (FFZ)

The pilot deviation was reported on the FFZ Emergency Frequencies when the Piper Cherokee entered the FFZ Class Delta Airspace without establishing two-way radio communications.

3/7, Private Pilot, Mesa Falcon Field (FFZ)

The pilot deviation was reported by the FFZ tower when the SR-22 entered the FFZ Class Delta Airspace without establishing two-way radio communications.



ATC INSTRUCTIONS (7)

Not Complying With ATC Instructions

2/15, Commercial Pilot, Mesa Falcon Field (FFZ)

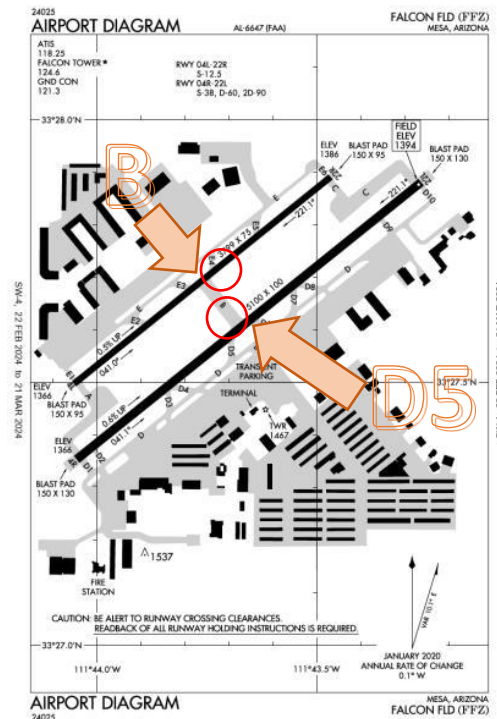
The pilot deviation was reported by FFZ when the SR-22 didn't fly his assigned heading.

2/16, ATP/CFI Pilot Out of Texas, Mesa Falcon Field (FFZ)

The pilot deviation was reported by the FFZ tower when the Cessna didn't follow ATC instructions.

2/22, Private Pilot, Mesa Falcon Field (FFZ)

The Bonanza entered Taxiway Bravo without ATC authorization. The Bonanza landed on Runway 22L and was instructed by the controller to continue with no delay to Taxiway Delta 5 and contact Ground Control. The Beech read back contacting Ground. The Bonanza turned right on Taxiway Bravo instead of going down to turn left on Taxiway Delta 5. The controller asked the pilot what they were doing and instructed them to continue down the Runway to Taxiway Delta 5. The Bonanza turned back onto the runway and continued down to Taxiway Delta 5.



2/23, Private Pilot Out of Colorado, Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ when the aircraft entered taxiway Delta 5 and taxied to parking without ATC authorization.

2/18, Comm/CFI Pilot, Phoenix TRACON (P50)

The VFR Piper was and receiving flight following on their way to Lake Havasu. The TRACON Willy Controller instructed the Piper to maintain 6,000 ft, but the Piper climbed to 7,000 ft. The controller told them again to maintain 6,000 ft. However, the Piper continued climbing and did not listen to ATC instructions. **The Piper was issued the Brasher warning.**



2/28, Private Pilot Out of Colorado, Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when the Cessna entered taxiways Bravo, and Yankee 2 without ATC authorization. Ground Control instructed the pilot to stop, because they hadn't received taxi instructions, **and issued the Brasher warning.**



3/4, Unknown Pilot Certification, Scottsdale Airport (SDL)

The pilot deviation was reported by SDL Tower when the regional jet turned left on taxiway Alpha without ATC authorization.

RUNWAY INCURSIONS (4)



2/14, Entering A Runway Without Authorization, Pilot Certification Not Applicable, Mesa Falcon Field (FFZ)

A police SUV entered a taxiway and crossed a runway without permission or radio communication.

2/18, Taxied past The Runway Hold Short Bars, Private Pilot, Tucson International Airport (TUS)

Ground Control taxied the SR-22 to RWY 12 at taxiway A4, but the airplane crossed the Hold Short Bars prior to

contacting the tower controller for departure. The SR-22 departed and was given a **Brasher warning**.



2/24 Taxied past The Runway Hold Short Bars, Private Pilot, Tucson International Airport (TUS)

Ground Control (GC) taxied the Cessna to Runway 12, and the read back was correct. The Cessna had taxied across not only the RWY hold short line, but also the runway edge line, and onto Runway 12. GC instructed the Cessna to make a 180° turn and exit the runway. **GC issued the Brasher warning.**



2/22 Attempting To Takeoff On The Wrong Runway, Student Pilot, Tucson Ryan Field (RYN)

The Piper was cleared for takeoff on RWY 6R but started to takeoff on RWY 33. The tower canceled the takeoff clearance, and the aircraft safely got off the runway at taxiway D3.



Feb 16, '24 – Mar 14, '24 – NEAR MIDAIR COLLISIONS (NMAC's) (3)

2/5, Coolidge Municipal Airport (PO8)

A Hummelbird, an experimental aircraft, entered the traffic pattern from the opposite direction of other traffic, and missed another aircraft in the pattern by about 50 feet.

2/17, Phoenix/Mesa Gateway Airport (IWA)

The NMAC reported was between a Cessna 172, and a Piper PA28. The Cessna 172 was assigned left downwind for runway 12L. The Piper was on a 12L departure. After becoming airborne, the Piper was assigned to follow the Cessna, but the Piper turned directly at the Cessna. The Cessna observed the potential conflict with the Piper and initiated an evasive turn to the right. The Piper also made an evasive turn to the right. The closest proximity of the two aircraft was 0.29 NM, and 200 feet vertical.

3/1, Mesa Falcon Field (FFZ)

The NMAC occurred when a Cessna 170 entered the FFZ Class Delta Airspace without first establishing two-way radio communications and conflicted with local traffic.



Old Business

Ak-Chin Hazard Light Progress – Ernest Copeland: Ernie Copeland was not able to attend the meeting and Craig Tompkins did not have any information to share.



Frequency Project Update – Lee Unger, Cary Grant, Jim Anderson, & Brian Stamper, Ph.D.

Christine W. Parola, Esq. FCC Honors Attorney, Mobility Division Wireless

Telecommunications Bureau has guided the workgroup on how to file an amended request for waiver.

The workgroup has reached out to Fairfax O'Riley in this process in order to best serve safety in the glider community. Fairfax has expressed agreement for the two new frequencies which will be in our amended request for waiver.

ASAG's request for Air-to-Air Frequencies for Flight Training Operations in the Phoenix Airspace will be 121.950 MHz, 122.850 MHz, 120.650 MHz and 127.050 MHz; one for each quadrant. See <https://photos.app.goo.gl/1rL4P3SzoGY2rZW66> for more information.

This project is pending. Do not use these frequencies until/unless approved by the FCC. Please continue to use frequencies as published by AFTW: <https://aftw.org/arizona-practice-areas/>



Southern California Airspace Users Working Group (SCAUWG) Report

<https://scauwg.org/> – Cary Grant & Lee Unger

Ron Berinstein Webmaster - <https://scauwg.org>

In order to save airports, please encourage supporters of aviation to run for public office.



AFTW – Cary Grant: New overlays will be published by date. Go to <https://aftw.org/> and download the newest overlay as defined by date.

AFTW Meeting Minutes March 12, 2024, by Jim Pitman:

Video https://youtu.be/3g5u6_4vUc8

Minutes <https://docs.google.com/document/d/1A3zDFBORCT5iwLLNao0wq1Bam92zOYrmNymnvYZMoOk/>



Rainbow Valley

Rainbow Valley: John Keith

No complaints. Rainbow Valley is congested, and the frequency has too much talking and side chatter. John Keith is trying to fix that.

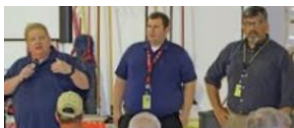


Tucson International Airport

[Tucson International Airport - Airfield Safety Enhancement \(ASE\) Program at KTUS](#)

Cameras: <https://www.flytucson.com/about-tus/ase-program-construction/>

KTUS Tucson Long-Term Airfield Changes: <https://www.faa.gov/tus> -



[Pilot Controller Forums: Cary Grant](#)

Prescott's Forum has been rescheduled.

There are arrival alert notices for many airports in the valley. (See pages 14 and 15).

Pilot Controller Forums

[Ryan Pilot -Controller Forum: Brian Stamper, Ph.D.](#)

Thank you to Brian Stamper for summarizing the March 10, 2024, Ryan Pilot-Controller Forum:

- Two updates to movement area boundaries:
 - The goal is to be able to move from the west hangars to the fuel/restaurant ramp without needing the towers assistance.
 - The boundary on the northwest corner of the tower ramp is too far north and will be corrected soon. (The current position can lead to conflict)
 - The B2 taxiway will also be updated to better assist flow to and from the fuel ramp.
- Still seeing incursions holding short of 33 (around HS1).
- RSAT
 - Question tabled to be asked at the RSAT about runway 6 straight out departures. If RYN tower is busy, pilots are not getting turned out soon enough to avoid the shelf of the TUS airspace. Does a pilot turn for safety, and risk a pilot deviation? In a fast airplane, you don't have time to call TUS approach by the time you are out of KRYN airspace.
- FAA runway safety simulator and tools recommended for use when planning a cross country.
- Laser strikes on pace to be a 400% increase over 2023.
- On pace so far in 2024 for a record number of pilot deviations.
 - FSDO/FAA Team trying to get the word out to decrease the rate of pilot deviations
- Geoff handed out his pilot checklist for flying to and from KRYN.

KRYN Ryan Airfield Recommended NW Entries by **Brian Stamper, Ph.D.** and the KRYN Workgroup:

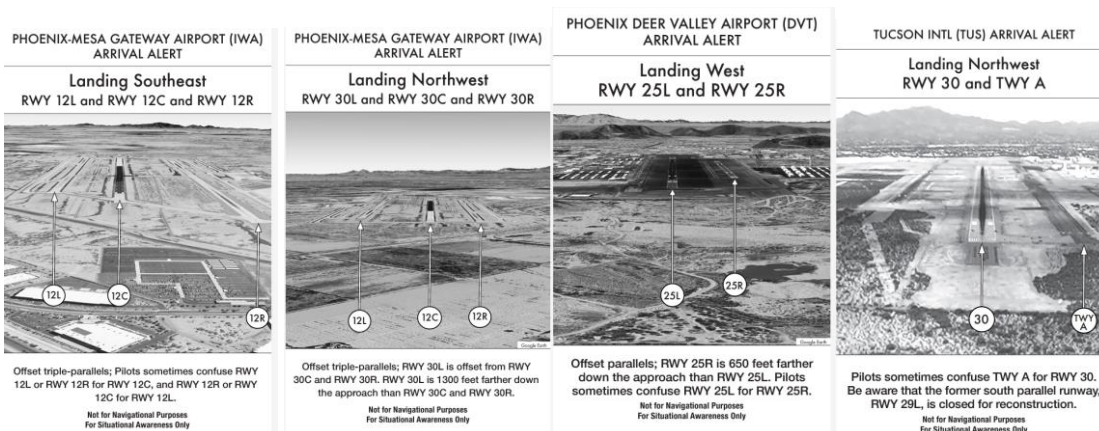
www.faasafety.gov/files/events/WP/WP07/2023/WP07124011/KRYN_NW_entry_procedures_stand_alone_230510_.pdf



[Updated Arrival Alert Notices for many airports in Arizona – Cary Grant](#)

Currently this information is only available at www.faa.gov/aan. It has not been posted to the Chart Supplement.

<p>CHANDLER MUNICIPAL AIRPORT (CHD) ARRIVAL ALERT</p> <p>Landing Northeast RWY 4L and RWY 4R and TWY C</p> <p>Offset parallels; RWY 4R is 1700 feet farther down the approach than RWY 4L. Pilots confuse RW 4L and RWY 4R, and TWY C for RWY 4R.</p> <p>Not for Navigational Purposes For Situational Awareness Only</p>	<p>CHANDLER MUNICIPAL AIRPORT (CHD) ARRIVAL ALERT</p> <p>Landing Southwest RWY 22L and RWY 22R</p> <p>Offset parallels; RWY 22R is 2190 feet farther down the approach than RWY 22L; a rectangular building on 1/2 mile final is aligned with RWY 22R.</p> <p>Not for Navigational Purposes For Situational Awareness Only</p>	<p>FALCON FIELD AIRPORT (FFZ) ARRIVAL ALERT</p> <p>Landing Southwest RWY 22L and RWY 22R and TWY D</p> <p>Offset parallels; RWY 22R is 750 feet farther down the approach than RWY 22L. Pilots sometimes confuse RWY 22L and Runway 22R, or TWY D for RWY 22L.</p> <p>Not for Navigational Purposes For Situational Awareness Only</p>	<p>FALCON FIELD AIRPORT (FFZ) ARRIVAL ALERT</p> <p>Landing Northeast RWY 4L and RWY 4R, TWY D and TWY E</p> <p>Offset parallels; RWY 4L is 500 feet farther down the approach than RWY 4R. Pilots sometimes confuse RWY 4R for Runway 4L, TWY D for RWY 4R or TWY E for RWY 4L.</p> <p>Not for Navigational Purposes For Situational Awareness Only</p>
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New Business

For WINGS Credit – Lee Unger



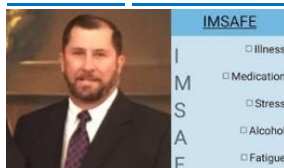
Our ASAG meetings qualify for 2 Knowledge WINGS credits for pilots and 1 credit for Aviation Maintenance Technicians (AMTs). Thanks to Ernie and Craig for providing the Zoom attendance list which we use to provide WINGS credit. However, if the email you use on FAASafety.gov is different than your Zoom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

WINGS Credit for Awards Banquet – Lee Unger

If you attended the Feb 24, 2024 Awards Banquet and have not yet received WINGS credit, please email leeunger4@gmail.com

Subject: Banquet including your FAASafety.gov name and email. Thank you!

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

The next seminar is Sunday, April, 21st at 7:00 pm Arizona time. “Thread the Needle into Beaufort.” The GPS is full of surprises. Register with the following SPANS:

https://www.faasafety.gov/SPANS/event_details.aspx?eid=127791&caller=/SPANS/events/EventList.aspx



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

CFI Forum – Cary Grant: The Forum will be held Monday, March 25th, 6:30 pm at Deer Valley's AeroGuard. They will discuss the Impossible Turn and Helicopter Wake Vortices. All pilots are welcome.



https://www.faasafety.gov/SPANS/event_details.aspx?eid=127860&caller=/SPANS/events/EventList.aspx



Lee Unger motioned to adjourn the meeting and **Phil Corbell** seconded the motion. The meeting adjourned at 2:19 [Our Next ASAG Meeting will be](#) Wednesday, **April 17**, at 12:00 pm

Register in advance for the April 17 ASAG meeting with this link:

<https://faavideo.zoomgov.com/meeting/register/vJItce6tpzwrHhXXm04h751h-lJw3jMcWps>

The logo for the Aviation Safety Advisory Group, featuring a blue background with a white outline of the state of Arizona. Inside the outline, the words "Aviation Safety Advisory Group" are written in yellow, stacked vertically. To the right of the text are several small, stylized aircraft icons in white and yellow.	<p>Minutes recorded and submitted by Jim Price, ASAG Secretary</p> <p>ASAG OFFICERS: PRESIDENT, Cary Grant VICE PRESIDENT, Brian Schultz SECRETARY, Jim Price TREASURER, Jim Anderson</p>
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