

MEETING MINUTES

President Cary Grant Called the Meeting to order at **12:00 pm**



January 17, 2024

74 attended: Abraham Blattstein, Alan LaFever, Alexander Peña, Andrew Elliott, Andrew Taussig, Bob Katz, Bob Holliday, Brad Walstrom, Brendon Umbs, Bryan Butler, Bryan McCarty, Cary Grant, Chris Locher, Craig Jackson, Craig Tompkins (SDL FSDO - FPM), CW4 Chris Hammond, Dan Chain, Dan Fuller, David Kitts, David Lee, Deborah Blattstein, DeWitt Gibson, Donald McMonagle, Edward Daror, Eric C. Fahrner, Ernest R. Copeland (SDS FSDO – FPM), Ethan McQuown, Felix Hernandez, Garrett Dauphars, Garrett Housos, George Hamaty, Gregg Schmillen, James Price, James Timm, Jim Anderson, John Varljen, Justin Hodge, Karen Hadland, Lance Leighnor, Larry Erdman, Larry Steck, Lawrence Wippman, Lee Unger, Lindsay Hadley, Mark O’Toole, Matt Schorman, Mitchell Raab, M Miller, Neil Davison, Patrick Drimmer, Paul Rowley, Paulette Colgan, Pete Hermes, Phil Corbell, Randell Meyer, Robley McCants, Rodney Holberton, Rolf Dammrau, Ron Dziagwa, Ronald Serafinowicz, Scott Woodworth, Shawn Huff, Sonny Durante, Stanley Trachta, Steven Brimmer, Stuart Smith, Terri Wolcott, (LAS FSDO), Thomas Murphy, Thomas Petry, Tito Sanchez, Tyler Snowden, Vladimir Martyanov, and Wes Waddle.

Jim Anderson, ASAG Treasurer, Jan 2024 Report



TREASURER’S REPORT

We use our money to:

- Sponsor AFTW, outreach with videos.
- Run ASAG’s website, <https://asagaz.org/>.
- Provide an annual Banquet, proceeds of which are used to purchase:
 - Trophies
 - Dinners
 - Plaques

Jim Anderson moved that we accept the Treasurer’s Report.

Phil Corbell seconded the motion.

The membership unanimously accepted the January 2024 Treasurer’s Report.

Dec 1, 2023 – Dec 31, 2023	
Treasurer’s Report	
<small>Aviation Safety Advisory Group of Arizona General Membership Meeting For the period December 1st, 2023 to December 31st, 2023</small>	
Income	
Contributions, Gifts and Grants	
Individual Donations	\$2,000.00
Fundraising (Ways and Means)	
Fundraising Event	<u>\$625.00</u>
Total Income	<u>\$2,625.00</u>
Expenditures	
Total Expenditures	<u>\$0.00</u>
	<u>\$2,625.00</u>
Opening balance as of December 1st, 2023:	<u>\$16,325.31</u>
Balance on hand as of December 31st, 2023:	<u>\$18,950.31</u>
Aviation SAfety Advisory Group of Arizona	\$18,950.31
<i>James B Anderson</i>	_____ Treasurer’s Signature

1. 7 Feb Banquet Tables sold + 3 individual tickets.
2. Need to get a nomination count for the comps.
3. Solicitations for auction/door prizes going out.
4. Need to select menu items.
5. Will send a marketing blast out through Square to all previous sponsors for the Banquet.
6. Other upcoming items PO Box renewal (rates are increasing) AZ Corp Commission Filing

 **Current balance, as of 1/17/2024:**
BANK OF AMERICA **\$20,352.49.**

Jim Price, ASAG Secretary, December 2023 Minutes



Phil Corbell motioned that we accept the December 2023 ASAG Meeting Minutes as published. **Paul Rowley** Seconded the motion. The membership unanimously accepted the December 2023 ASAG Meeting Minutes.

SECRETARY'S REPORT



LASER & UAS MITIGATION

LASER & UAS Mitigation – Cary Grant & Scott Woodworth:

We continue to have Laser Strikes. ASAG member **Bob**

Holliday contacted Phoenix's CBS affiliate KPHO, Channel 3 and 5 and arranged a Laser Strike investigative report with Morgan Loew. Cary Grant, using his



KPHO's Morgan Loew

aircraft, demonstrated to the camera operator and reporter what it is like to be Lased in the cockpit. Loew will also be working with instructors and students that have been Lased. Morgan Loew will be interviewing a Luke AFB F-35 pilot who was struck by a Laser. Promotion for this interview will air later this month.

Scott Woodworth, Pima County Sheriff's Office (PCSO), Aviation: The Tucson area has had a dozen strikes with no resolution. One was against PCSO helicopter. Scott also reported that recently, a C-130 at Davis Monthan AFB and an airliner were struck. Scott recently received a copy of an essay from the juvenile who struck the PCSO a few months back. He admitted that he had been wrong and his punishment was a requirement to write a 2-page essay about Laser dangers.

Cary Grant: Craig Tompkins as reported 346 Laser strikes for Q1 of FY24. 133 were in the vicinity of PRC (38%). 479 for all of FY 23. Unfortunately, Prescott has no law enforcement air assets.

Ways for pilots to report Laser Incidents, Cary Grant:

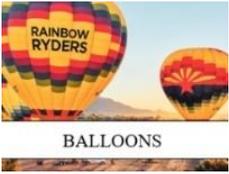


Tell us where the Laser event happened. Was it at a gas station, intersection, etc.?

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 – Neil Davison:

There was a fatal balloon accident Sunday, January 14, 2024. It was a Czech Republic-made Kubicek BB 85, took off from Eloy, AZ with 13 people in the basket, including eight skydivers. After the eight skydivers jumped, something catastrophic occurred with the balloon, causing it to crash to the ground. The canopy was deflated, and the basket hit hard on the desert. The five people left in the basket included four passengers and the pilot. Neil Said, "When these balloons drop the parachutist, they put in a very steep descent at about 500 to 800 feet per minute."



The BB 85Z has a volume of 300,000 cubic feet and can carry 12 to 16 passengers in addition to the pilot, who was identified by police as 37-year-old Cornelius Van Der Walt, founder and owner of Droplyne Hot Air Balloon Rides. One person died on the scene and three others died after being taken to a hospital, according to the mayor. The person who was critically injured was transported to a trauma center in Phoenix. On Monday, Jan 15, 2024, **police identified the four victims** as Chayton Wiescholek, 28, from Union City, Michigan; Kaitlynn Bartrom, 28, from Andrews, Indiana; Atahan Kiliccote, 24, from Cupertino, California; and the pilot, Cornelius van der Walt, 37, originally from South Africa and residing in Eloy. Reference <https://www.avweb.com/aviation-news/290142/> The upper vent was missing. Neil suspects that the upper vent was displaced and suddenly released the air.



The Arizona Balloon Classic will be held January 26 – 28, Friday: 4:00 – 9:00 pm, Saturday, 7:00 am – 9:00 pm, and Sunday, 7:00 am – 12:00 pm. Location, Goodyear Ballpark, 1933 S. Ballpark Way, Goodyear. See <https://abcfest.com/> for more information.



AZ Army National Guard – CW4 Chris Hammond: No update.



Phoenix Approach (P50) – Matt Schorman:

It has been super busy with four of the top 10 busiest GA airports in the United States being in Arizona. They are Phoenix Deer Valley Airport (DVT), Prescott Regional (PRC), Mesa Falcon Field (FZZ), and Chandler Municipal (CHD).

The traffic in the Carefree Sky Ranch arrival corridor has improved, and we have seen a decrease in the amount of GA/training traffic in that area.



Luke AFB ATC – Ron Tahtinen: Ron was not present. Cary Grant noted that Ron is retiring the 1st of Feb.

CONGRATULATIONS, RON & Happy Retirement



Parachute Ops – Tom Cowan & Justin Hodge

Justin Hodge: There will be a Meeting at Marana this Friday, Jan 19th with key contributors, to identify problems so we can find solutions at Marana. The education we are doing is going a long way. Justin and Tom will continue to educate.

Standardization of NOTAMS from Jump Operators isn't progressing. We will continue to discuss and educate. Coolidge has put the information in AWOS. Buckeye also adds this to their AWOS.



Cary Grant: If pilots see a parachute symbol on the sectional, that is where the jump operations occur. The grey circle around the jump area is a NOTAM that jump operations are occurring there.

Paul Rowley: Is the NOTAM for jumps in the Coolidge area a 27/7 NOTAM? **Justin Hodge** answered, "Yes, 24/7". This reduces the tracking of troop movement. One can just ask if jump ops are happening.

Tom Cowan: You can count on Jump ops 24 hours a day. They are choreographed with constant broadcasts.

Justin Hodge: If there is anyone that has information on servicing an ILS, please email me at jhodge@cpsworld.com



TUCSON TRACON

Tucson TRACON, Cary Grant: The runway closure at Tucson, caused by the demolition of 11R/29L, may discourage practice approaches. See <https://www.flytucson.com/about-tus/airfield-safety-enhancements/> This closure will put a lot more pressure on Ryan for approaches and patterns.



Phoenix Airspace Users Work Group

Phoenix Airspace User Workgroup (PAUWG) Meeting, Jim Timm:

There didn't seem to be much of anything that was important. See the PAUWG minutes which were attached separately.



ACCIDENT/INCIDENT DEVIATION REPORT

Jim Timm, Craig Tompkins & Jim Price

ACCIDENT/INCIDENT STATISTICS FOR 2023

- 122 ----- Total Number Of Accidents/Incidents
- 191 ----- Total People Involved
- 170 ----- Non-Injuries
- 8 ----- Minor Injuries
- 5 ----- Serious Injuries



- 8 ----- Fatalities
- 5 ----- Number of Fatal Accidents
- 4 ----- Number of Arizona Pilots Involved In Fatal Accidents

Mid-Dec '23 – Mid-Jan '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-December through mid-January. 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 very good because of the very small number of accidents/incidents reported. There was only one accident reported, and three incidents. In the one accident reported it only involved one person, and they were uninjured. Apparently, we are getting the new year off to a good start because everything in this report is from 2023. I can only hope this will continue for a while.

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.

Accidents and Incidents

LOSS OF CONTROL LANDING

Date: December 15, 2023

Source: FAA Incident

Location: Scottsdale (SDL) Type: Van's RV-7A

Injuries: 1 Uninjured

Pilot Certification: Private Pilot

During the landing roll, the RV-7A missed the intersection turnoff, and turned into the rocks just past the runway edge line. The pilot stated the brakes didn't allow him to make the turn properly. Airport operations personnel pushed the aircraft back onto the taxiway, and the pilot taxied to the ramp without further incident. There was no reported damage to the aircraft or airport property.



GEAR UP LANDING

Date: December 19, 2023

Source: FAA

Incident Location: Lake Havasu City (HII)

Type: CJ-6A Nanchang

Injuries: 2 Uninjured

ATP Pilot

While making touch-and-go landings, the pilot made two successful landings, and then on the third landing, the pilot forgot to put the landing gear down. The aircraft slid off the right side of the runway, and into the dirt. The damage to the aircraft was determined to be minor.



ENGINE FAILURE

Date: December 21, 2023

Source: FAA Incident

Location: Phoenix Deer Valley Airport (DVT)

Type: BE58 Beechcraft Baron

Injuries: Number UNK Uninjured

Commercial Pilot

The pilot declared an emergency due to a right-side engine failure and landed on RWY 7R without incident.



LOSS OF CONTROL LANDING

Date: December 26, 2023

Source: ASN, NTSB

Location: Prescott (PRC)

Type: Glasair SH-2

Injuries: 1 Uninjured LOSS OF CONTROL

Commercial Pilot

The aircraft had departed Safford (SAD), and upon landing at his destination, Prescott (PRC), the pilot reported that after an uneventful wheel landing on runway 21L, he held the tail off the ground until the airplane had decelerated to about 30 mph. As soon as the tailwheel touched the ground, the airplane swung hard to the right, ground-looped, and came to rest on the runway edge.

The airplane sustained substantial damage to the forward left fuselage which had buckled and delaminated just above the left main landing gear leg. The left fuel tank was also breached, and leaking fuel. Post accident examination revealed that the tailwheel was jammed at a 45° angle to the left.



Dec 16, '23 – Jan 12, '24 PILOT DEVIATIONS (20)



BRASHERS (8)

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 December 16, 2023, through January 12, 2024 there were twenty pilot deviations reported by the FAA SDL FSDO office.

These deviations were committed by pilots with pilot certificates ranging from student through ATP, and there were eight out of state pilots that committed these

deviations. Of the twenty deviations reported, there was a need to issue eight 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, 16 Dec 23 – 12 Jan 24		
# Deviations	Type of Deviation	BRASHERS
4	IFR Deviations	0
4	Bravo Airspace Deviations	3
5	Delta Airspace Deviations	1
1	Movement Area Deviation	1
5	Runway Incursions	3
1	Pedestrian on Runway	0 (N/A)



IFR DEVIATIONS (4)



12/14, IFR Altitude, Texas ATP Pilot, Albuquerque Center (ZAB)

The Albuquerque Controller observed a Cessna Citation below FL300 and asked the aircraft to verify their altitude. The Citation responded “adjusting.” The Citation had made an unauthorized descent to 29,700 feet, which resulted in a loss of separation with another aircraft that was level at FL290. The closest proximity was 2.83 miles and 700 feet.

12/24, IFR Visual Approach, New Mexico Private Pilot, Phoenix TRACON (P50)



The Socata Turboprop TBM-700 did not fly the RNAV D as published, resulting in a loss of separation with terrain. The aircraft was cleared for the visual approach into SDL and turned northwest bound away from the airport after switching to the tower.

1/4, IFR SID Procedure, Approach Procedures, and ATC Instructions, California Certificate UNKN, Phoenix TRACON (P50)



The same aircraft committed these deviations on the same day at both Phoenix Deer Valley (DVT) and Flagstaff (FLG) airports.

- **At Deer Valley**, the pilot deviation was reported by P50 when the Piper Comanche didn't fly the DVT-3 departure as Published.
- **At Flagstaff**, the pilot deviations were reported by P50 when the Comanche didn't comply with the published approach procedures or ATC assigned headings and altitudes.

CLASS BRAVO DEVIATIONS (4)

3 Brashers



12/15, Entering Class Bravo Airspace Without First Obtaining a Clearance, Private Pilot Phoenix TRACON (P50)



The Piper Comanche departed Mesa Falcon Field (FFZ) VFR and climbed up into the 4,000 ft. shelf of the Phoenix Class Bravo Airspace before talking to the Phoenix TRACON and receiving a Class Bravo clearance.



The Comanche was issued a Brasher.

12/16, Entering Class Bravo Airspace Without First Obtaining a Clearance, Private Pilot Phoenix TRACON (P50)



The Piper Malibu called a Phoenix TRACON controller requesting VFR flight following to Flagstaff (FLG). The Malibu was at 4,100 ft., and already in the PHX Class B Airspace without a clearance.



A Brasher warning was given.

12/16, Entering Class Bravo Airspace Without First Obtaining a Clearance, New Mexico Private Pilot, who may not have a current medical, Phoenix TRACON (P50)



The Cirrus SR22 climbed into the Phoenix Class Bravo Airspace without clearance near Scottsdale Airport (SDL). **A Brasher warning was given.**



12/31, Entering Class Bravo Airspace Without First Obtaining a Clearance, Private Pilot, Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Cessna 182 entered the Phoenix Class Bravo Airspace without clearance. There was no loss of separation with other traffic.



CLASS DELTA DEVIATIONS (5) 1 Brasher



12/14, Entering Class Delta Airspace Without First Establishing Communication, Private Pilot Chandler (CHD)

The Symphony LSA entered the Chandler Class Delta Airspace from the west without first establishing communication with ATC. The controller observed the aircraft, and checked to see if it was on



frequency. The aircraft responded when it was two miles inside of the Class Delta Airspace, and the controller issued instructions for it to be sequenced to land. **A Brasher was issued by Chandler Ground Control.**



12/14, Entering Class Delta Airspace Without First Establishing Communication, Private Cert UNKN, Scottsdale Airport (SDL)

The pilot deviation was reported by Scottsdale ATC when the Cessna 172 transitioned through the SDL airspace without authorization.



12/15, Entering Class Delta Airspace Without First Establishing Communication, Wyoming Private Pilot Mesa Falcon Field (FFZ)

The pilot deviation was reported by the FFZ ATC when the Cirrus SR22 was observed penetrating the FFZ airspace at 3,100 ft. northwest of the field, and transiting the airspace southeast bound without permission to enter the airspace.



12/21, Entering Class Delta Airspace Without First Establishing Communication, Minnesota Private Pilot, Scottsdale Airport (SDL)

The pilot deviation was reported by SDL ATC when the Cessna 210 entered the Scottsdale Class Delta Airspace without first establishing two-way radio communications.



1/5, Entering Class Delta Airspace Without First Establishing Communication, Commercial/CFI, Goodyear Airport (GYR)

The pilot deviation was reported by GYR ATC when the Cessna 150 entered GYR Class Delta Airspace without first establishing two-way radio communications.



MOVEMENT AREA DEVIATION (1) 1 Brasher

12/4, Entering a Movement Area without Permission, Commercial/CFI, Scottsdale Airport (SDL)

The Cessna 421 taxied on taxiway Alpha from Gate 1 without any clearance. Ground Control (GC) noticed an aircraft on taxiway Alpha and reached out for their intentions. GC advised them that they needed clearance to get on taxiway Alpha **and issued a Brasher**. No other aircraft were involved.



RUNWAY INCURSIONS (5) 3 Brashers

12/7, Crossing a Hold Short Line, ATP, Scottsdale Airport (SDL)

The pilot deviation was reported by the Scottsdale ATC when a Cirrus SR22 crossed the hold short line of Runway 21 without ATC authorization. **A Brasher was issued.**



12/8, Landing on Wrong Runway, ATP/CFI, Phoenix Mesa Gateway Airport (IWA)



The Extra EA-300 was cleared to land on RWY 12R but landed on RWY 12C instead. A Piper Cherokee that was on a 3/4 mile final for the same RWY was sent around. The Extra exited the runway without further incident. **A Brasher was issued.**



12/11, Crossing a Hold Short Line, Student Pilot, Goodyear (GYR)



The pilot deviation was reported by the GYR ATC when the Piper Archer crossed the hold short line of Runway 3 without ATC authorization. **A Brasher was issued.**



12/19, Failure to Hold Short, Private Pilot, Tucson Ryan Field (RYN)

The RV-9 pilot called Ground Control (GC) and reported that he was ready for departure. He was given instructions while entering the Hot Spot hold short area. He fully read back the instructions to hold short, but the RV9 continued slowly, and the controller keyed up, and said, "RV-9 stop, stop, stop right there," and the tower sent a Piper Arrow on a go around.



1/4, Departed on a Runway Without Authorization, Ohio Pilot with an UNKN Cert, Phoenix Deer Valley (DVT)

The pilot deviation was reported by Deer Valley ATC when the Cessna Citation departed Runway 25L without ATC authorization.



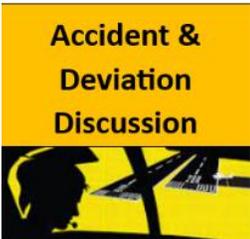
PEDESTRIAN ON A RUNWAY (1)



12/18, Pedestrian On The Runway, Phoenix Sky Harbor Airport (PHX)

PHX ATC reported that a pedestrian had jumped the airport perimeter fence and had crossed RWY 8/26 in front of an air carrier that was in the process of departing. The airplane was able to abort the take off, and safely exit the runway, and there was no impact on operations. The pedestrian was apprehended by Airport Security.

NEAR MIDAIR COLLISIONS (NMAC's) (0)



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





Old Business

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



[SCAUWG Report](#)

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

Thank you Webmaster Ron Berinstein

for [SCAUWG.ORG](https://scauwg.org/) which provides the latest in aviation news including the Arizona page <https://scauwg.org/arizo>

Keeping Airports Open Remains a Challenge

Santa Monica Airport update <https://www.santamonica.gov/press/2023/12/20/santa-monica-takes-key-step-forward-in-the-future-of-its-airport>

"The 227-acre airport property, which was once a park, represents nearly five percent of the city's total land area.

The city has obtained authorization to close the airport for aviation uses after Dec. 31, 2028, and passed a resolution in 2017 codifying that plan.

The property is subject to voter-approved Measure LC, which restricts development on the airport property to only allow parks, public open spaces and public recreational facilities and the maintenance and replacement of existing cultural, arts and educational uses.

For more information, see the [staff report](#) or watch the City Council discussion [here](#).

Additional Airports under threat of closure:

Torrance (KTOA); & Whiteman Airport (KWHP). Businesses want real estate. A reminder to Arizona to be good neighbors, respect noise abatement procedures, **support pro-airport/aviation representatives at all levels of government**, and continue with community outreach regarding the value of airports.

Thanks to Rich Lee for sharing his knowledge and experience in these matters with us and with SCAUWG.

Santa Monica is a lesson to get our aviation minded people elected to government positions.

Thanks to Terri Wolcott, Las Vegas, FAA Team Program Manager (Operations) for her support of our community outreach objectives and for referring us to AOPA's "Serving Your Community," the value of airports in our communities. https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwiSxaiqqeaDAXW7IEQIHVEDCQYQFnoECBwQAQ&url=https%3A%2F%2Fwww.aopa.org%2F%2Fmedia%2Ffiles%2FAOPA%2FHome%2FAdvocacy%2Fits_your_airport.pdf&usg=AOvVaw0ki5Y0xRhv_9tqRaAUjY1j&pi=89978449



[ASAG's request of the FCC for four Air-to-Air Frequencies for Flight Training Operations in Phoenix Airspace.](#)

Thanks to: Cary Grant, Jim Anderson, Brian Stamper, Ph.D., Lee Unger 520-990-3792, ASAG Phoenix Frequency Workgroup <https://asagaz.org/>

ASAG's frequency project workgroup strives to request waivers for four interference free, uncontested frequencies upon our next request of the FCC for waivers. If/when these frequencies are approved by the FCC, the information will be publicized. Thanks to all contributors to this safety project.

The four frequencies, 120.650 MHz (NW), 121.950 MHz (NE), 122.850 MHz (SE), and 127.050 MHz (SW) are depicted here on their corresponding quadrants. Reference: <https://photos.app.goo.gl/1rL4P3SzoGY2rZW66>

Our continued objective in requesting and receiving waivers for four air-to-air frequencies for flight training operations in the Phoenix airspace is to improve communication thereby helping to eliminate or reduce midair collisions, resulting in improved safety in the air while also protecting public safety on the ground.

We have arrived at these frequencies with guidance, support and mentoring, for which we are most grateful, from **Mr. Sydney Bradfield**, FAA WSA Spectrum Engineering Services, AJW-1570, Los Angeles Western Pacific Regional Office; **Lorena Carvajal**, FAA Headquarters Spectrum Assignments and Engineering Team; **Major Patrick Carey**, Retired, USA, Co-Founder and Co-Chairman of Southern California Airspace Users Working Group, SCAUWG and **Ron Berinstein**, Southern California Airspace Users Working Group, SCAUWG Director/Webmaster of scauwg.org website.

ASAG has done interference testing along with vetting the frequencies with aviation entities statewide resulting in supportive, positive results and feedback for the frequencies.

Thanks to Federal Communications Commission's (FCC) **Mr. Jeffrey Tobias**, **Mr. Joshua Smith**, **Ms. Katie Knox** and more for their support and guidance through the process of understanding the applicable CFRs regarding Aviation Safety Advisory Group of Arizona's (ASAG) request for waiver for four Air-to-Air Frequencies for use in Flight Training Operations in the Phoenix Airspace.

The ASAG Phoenix Frequency Workgroup thanks FSDO's **Ken Nettles**, Office Manager; **Tina Buskirk**, Assistant Office Manager; **Jeffrey Larson**, Scottsdale Flight Standards District Office, Front Line Manager (Operations); **Ernest R. Copeland**, FAA Safety Team Program Manager (Airworthiness); **Craig Tompkins**, FAA Safety Team Program Manager (Operations) and all of those who have worked on this project over the years including **Terry Brandt**; **Scott Tinneland**, **Boeing Company**; **Brent Crow**, CAE Safety Officer; **Tyler Howard**, Air Traffic Manager, DVT ATCT; **James Timm**, Arizona Pilots Association (APA) Executive Director; **Brian Schober**, Past President APA; **Rich Lee**, Boeing Test Pilot, Safety Advocate; **Stacy Elliot**, Arizona Flight Training Workgroup (AFTW); **Jim Pitman**, AFTW; **James Price**, ASAG Secretary; **Brian Schultz**, ASAG Vice President and more recently, **Fairfax O'Riley**, **Maj Deborah Blattstein**, MD, PhD, FAWM, CAP; **John G. Padilla**, CIV, USAF; **Greg Blunk** (GB), M.S. Phoenix-Mesa Gateway FAA Contract Tower (IWA FCT) and many more.



Tucson Update

[Tucson International Airport:](#) Airfield Safety Enhancement (ASE) Program at KTUS cameras: <https://www.flytucson.com/about-tus/ase-program-construction/>

Tucson's (KTUS) Long-Term Airfield Changes can be found at <https://www.faa.gov/tus>



Marana Airport Update

[Marana Airport Update \(AVQ\) – Lee Unger, Sonny Durante, and Tito Sanchez:](#)

As part of **Tom Cowan** and **Justin Hodge's** continued efforts to define the key issues of Jump operations in Arizona, they are planning to meet **Tito Sanchez**, **Sonny Durante** and **Lee Unger** at AVQ Friday, January 19th. This will be followed by efforts to meet with Jump operators and pilots to mitigate safety issues.



[AVQ Repaving – Sonny Durante:](#)

Sonny reported that repaving began in Marana's hangar area on January 2, 2024, and will be finished by the end of January. Use caution for men working. Be sure to check the schedule in case you need to move your aircraft prior to possible inaccessibility during this project.



[Superbowl in Las Vegas, Sunday February 11th – Terri Wolcott:](#)

Overflow Super Bowl traffic will spill into Phoenix area airports. Thank you, **Terri Wolcott**, for the information about the Superbowl in Las Vegas. <https://www.faa.gov/superbowl>



Ryan Airfield Update

[See Recommended NW Entries by Brian Stamper, Ph.D. & KRYN](#)

[Workgroup:](#)

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



[Video Project – Jim Anderson, Cary Grant, Lee Unger, Brian Stamper, Ph.D. and Scott Woodworth – \(P50\) Airspace & Buckeye](#)

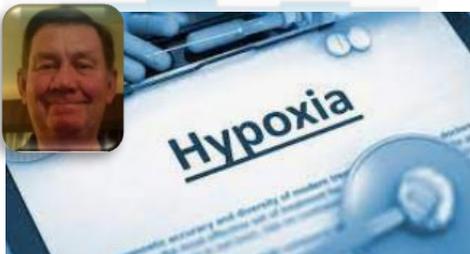
Our videos are doing well, and people like them. You can find a video at https://www.youtube.com/results?search_query=asag+arizona+safety or you can simply

search YouTube <https://www.youtube.com/> for “asag arizona safety”. Our videos are also available at <https://asagaz.org/>

Jim Anderson said he will wait until after the Banquet to launch anything. Phoenix Airspace and Buckeye want us to produce a video. California Aeronautical University (CAU) wants to produce a video that features Helicopter ops at FFZ.

Eric Fahrner: There is a video on jump ops and asked if we could include it in From the Flight Deck. The Target is to have a product in Feb.

Jim Anderson: We have almost 5,000 views on the Sedona video and 1,200 Marana views.



[Ernest Copeland, SDL FSDO: Hypoxia Simulator, the PROTE, Portable Reduced Oxygen Training Enclosure, January 24, 25, 26, and 27.](#)

The slots are going fast with 30 seats remaining. If you are interested in a slot for the PROTE at **Falcon Field (FFZ) CAE building**.

Sign Up HERE >> <https://www.signupgenius.com/go/4090F49ADA92EA0FB6-47117177-proté>



FEB 24

[2024 ASAG Banquet – Cary Grant:](#) Jessica Cox: Jessica will be our keynote speaker.

A Gala Event Honoring Arizona's Nominees for General Aviation Safety Awards FAASTeam 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, starting at 17:00** Arizona time. Get your tickets at the ASAG website, bit.ly/3WfVwFJ

Jessica Cox: Jessica will be our keynote speaker. A Gala Event Honoring Arizona's Nominees for General Aviation Safety Awards FAASTeam Representative, Maintenance Technician and Flight Instructor; Arizona Airport, Arizona Communicator & Ruth Reinhold Award.

Please join us Saturday, February 24, 2024, starting at 17:00 Arizona time. There is a cost

for this event.

Please download, print and share this Banquet flyer and welcome others! Just click here:

https://www.faasafety.gov/files/events/WP/WP07/2023/WP07125984/ASAG-FAA_2024_Banquet-Flyer7-9.pdf





Super Bowl – Phil Corbell – We need a paragraph on our ASAG website concerning Super Bowl and ramp space. **Terri Wolcott** sent a FAASTeam notice that PPRs will be in effect. **The Web Link is:** <https://www.faa.gov/superbowl> and it contains everything you need to know. During the Super Bowl, if you are planning to fly to Las Vegas, or anywhere in the area, you should talk to the FBO at the point of intended landing.



Cary Grant: AOPA is sponsoring the Buckeye Air Fair. AOPA is giving us three hours for seminars.

Ernie Copeland (SDL FSDO): **Craig Tompkins** and **Ernie** will be able to support Buckeye on Friday, but both have a commitment on Saturday. **Seminars are Friday. Feb 16 – 18.**

The City of Buckeye Site:

<https://www.buckeyeaz.gov/community/residents/events-in-buckeye/buckeye-air-fair>

The Air Fair Site: <https://www.aopa.org/community/buckeye-air-fair>



North Valley Pilot Controller Forum,
Monday the 29th of January at 6:30 pm

It will be at Deer Valley Airport's [AeroGuard classroom](#).

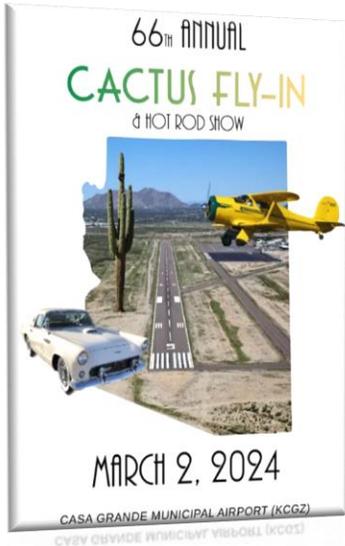


2024 Aviation Legislative Day, State Capitol

– Jan 29th – Jim Timm: In the past, we have provided a luncheon for Aviation Legislative Day. However, the only people who showed up for the luncheon were the legislative staffers. This is very ineffective. We also added scheduled meetings with the legislators, but nobody showed up. This year, the Arizona Airport Association (APA) will meet individually with the legislators, especially those with an airport in their district. APA and ASAG will not need to be present at these individual meetings.



RSATs (Runway Safety Action Teams) will resume in Feb 2024 with the Goodyear ATCT on Feb 29, 2024.



[Cactus Fly-In – Jim Timm](#)

The Casa Grande Airport (KCGZ) event will be held **March 2** (Saturday) and it will involve classic cars. For more information, see <http://www.cactusflyin.org/>

[Luke Days, March 23 – 24: See https://56fss.com/](https://56fss.com/)



New Business



[AFTW Meeting, January 9, 2024 – Cary Grant & Lee Unger:](#)

Meeting information and links can be found at <https://aftw.org/category/meetings/minutes/>
The Meeting was conducted by **Gull Saarup**. **Jim Pitman** introduced Gull as our 2024 meeting host. **Note:** Jim misspoke at the beginning of this meeting. The AFTW started in 2002, not 2022.

Link to Video: <https://youtu.be/b10vVP8S388?si=mLzXOaEyfwfOY5G>

Link to Meeting Minutes: <https://docs.google.com/document/d/1a1cQcKUaKF1YKxR1rpDtOx6C80hFAzBQbViXLYUZORM/edit?usp=sharing>

Note: AFTW would like to see more flight school representation at the meeting.



[DPE Meeting – Ernest Copland, SDL FSDO:](#) Six new DPEs will start Thursday, January 18th. The annual DPE meeting for all DPEs will be in May and it will be a half day event.

[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.

Bob called Luke AFB and is going there with a camera crew on Friday morning (Jan 19th), to interview the commander and a pilot who was involved in a LASER strike last month. Luke is getting fewer hits. Bob is expecting a phone call from Phoenix Air Support to connect with them.

Bob is encouraged with IMSAFE, because the FAA is taking a look at pilots and depression/mental health and medications. The FAA just created their Psych Wellness Committee. I am always available to confidentially discuss problems.



[Embry Riddle Prescott is Discontinuing their Rotor Wing Program.](#)

David Kitts at CAE (FFZ) has volunteered to help those students who are losing their training slots.



[Is the Copperstate Fly-In Dead? - Jim Timm](#) — It's a miracle! Copperstate has been resurrected and is moving forward. A new group is taking over Copperstate and they are trying to get control of the website, (which currently is not functioning). This new group is involved with AOPA and the people at Buckeye. They have reorganized with a new Chairman. Copperstate may not happen in 2024, but next month, we should have more information.

[Have You Registered Your Aircraft with ADOT in 2024? – Ed Daror, Jim Timm &](#)

[Paul Rowley](#)

Many people are having trouble with ADOT and their registration process is in a bit of disarray. ADOT is no longer mailing a registration message and the process is all done online. **Paul Rowley** said there is a new portal and a backlog.



The following was copied from

<https://azdot.gov/mvd/services/aircraft-registration-services>). Hopefully, this will help YOU with the new process:

“Attention Aircraft Owners:

As a result of legislation approved this year, there will be changes to the aircraft registration system in the coming months.

Effective before the 2023 registration cycle:

- Balloon owners will no longer be required to pay registration fees.
- Decals will no longer be required on aircraft.
- A change in the assessment formula may result in registration credits for some aircraft to be applied to the 2023 registration cycle.

Effective during the 2023 registration cycle:

- There will be upgrades to the [AZ MVD Now](#) portal to include aircraft and make it easier to manage aircraft licensing for both aircraft owners and the State of Arizona.
- **Staggered registration:** Instead of all registrations due in February, deadlines will be spread throughout the year. Details are to be determined.
 - **Note:** Owners of two or more aircraft can establish a fleet and pay all their registrations at the same time.

What you can do to prepare for these changes:

If you haven't already done so, **activate your [AZ MVD Now](#) account.** Visit azmvdnow.gov to get started.

[“https://azmvdnow.gov/”](https://azmvdnow.gov/) **We will be updating you as things change.” END OF QUOTE FROM AZMVDNOW.GOV**



[Goodyear Noise issue – Cary Grant](#)

No updates.

Increase in Traffic at Falcon Field - Paul Rowley and David Kitts



Paul Rowley is concerned with the increase in traffic at FFZ. He has suggested a workers group. Paul said the usual FFZ meeting is more for tenants and runway improvements are not usually discussed. A study group would be better.

Cary Grant expressed a need a working group for traffic flow, coordinating and things of that nature.

Paul Rowley explained that Boeing and Empire would like some input. **Cary Grant** will start working on this and get the people together for this meeting. **Paul Rowley, Cary Grant** and **David Kitts** are happy to help.

Paul Rowley Motioned to adjourn

The meeting adjourned at 1:57 Our Next ASAG Meeting will be Wednesday, **February 21**, at 12:00 pm



Register in advance for the February 21 ASAG meeting with this link:

<https://faavideo.zoomgov.com/meeting/register/vJIIfuyqrTsjGhJVm-m-9SCHwN4OzaeQNf3c>

