

MEETING MINUTES

President Cary Grant Called the Meeting to order at **12:01 pm**



May 15, 2024

69 attended:

Alexander Peña, Andrew Taussig, Bob Katz, Bob Holliday, Bob Mittelstaedt, Brian Morton, Bryan Eckenrode, Butch Borszich, Carter Teeters, Cary Grant, Christian Locher, Craig Tompkins (SDL FSDO - FPM), Daniel Weimer, Dave, David Ayala-Lindeman, David Kay, David Kitts, Abraham Blattstein, Deborah Blattstein, DeWitt Gibson, Edward Daror, Edward Fallon, Erik Skuja, Ernest Copeland, Ethan McQuown, Fairfax O'Riley, Felix Hernandez, Galahad Davis, Garrett Dauphars, George Hamaty, Greg Blunk (IWA Tower), Gull Saarup, Harry Utterback, Jacob Helms - Phoenix PD Air Unit, James Price, James Timm, Jason Gauer, Jill Gallo, John Cirino, John Keith, John Santarosa, Julian Fruhling, Justin Hodge, Lance Leighnor, Larry Erdman, Larry Steck, Lee Unger, Mark Giannini, Mathew Corrigan, Matt Schorman, Michael Putz, Mike Mohle, Mitchell Raab, Paul Wiley, Peter Troccoli, Phil Corbell, Philip Jossi, Randell Meyer, Rex Caldwell, Richard Lee, Rodney Holberton, Ron Dziagwa, Ryan Whipkey, Shauna-Rae Brown, Sonny Durante, Stu Smith, Terri Wolcott, Thomas Cowan, & Tito Sanchez.



Cary Grant for Jim Anderson, ASAG Treasurer

TREASURER'S REPORT



Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period April 1st, 2024 to April 30th, 2024

Income	
Contributions, Gifts and Grants	
Corporate Donations	\$4,854.70
Total Income	\$4,854.70
Expenditures	
Total Expenditures	\$0.00
	\$4,854.70
Opening balance as of April 1st, 2024:	<u>\$11,082.21</u>
Balance on hand as of April 30th, 2024:	<u>\$15,936.91</u>
Aviation SAfety Advisory Group of Arizona	\$15,936.91

James B Anderson

Treasurer's Signature

The Corporate donation was announced in our April meeting. The PO Box will be closed soon.

Current balance: \$15,936.91.

It was moved and seconded that we accept the Treasurer's Report. The membership unanimously accepted the May 2024 ASAG treasurer's report.

[Jim Price, ASAG Secretary](#)



SECRETARY'S REPORT

It was moved and seconded that we accept the April 2024 minutes. The membership unanimously accepted the April 2024 ASAG Meeting Minutes.



LASER & UAS MITIGATION

[Jake Helms, Phoenix PD, Cary Grant & Ernie Copeland:](#)

Craig Tompkins, SDL FSDO: This Fiscal year, the Laser count is approaching 700 strikes. There has been drop in Laser strikes since the arrest in Prescott.

[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: Your name and contact information. Date and time you witnessed the laser incident.



BALLOONS

[Cary Grant](#) The State Land Trust organization has notified the Balloon Operators that they will be starting to restrict access to state land. Balloon operators will be ticketed if they go onto state land to set up or retrieve their balloons. They are forcing the Rainbow Riders to go further west. Rainbow Riders has moved from the Deer Valley area to just north of the Glendale Airport (GEU).

[Jim Timm:](#) The State Land Trust is not very accommodating to General Aviation activities.

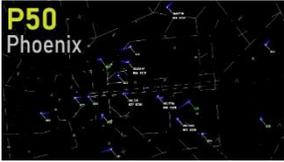
[Phil Corbell:](#) These are public lands, and they are not "owned" by the State Land Trust.

[Fairfax O'Riley:](#) I visited the State Land Trust and learned that it feels that it does not have an obligation to the citizens of the state. The commissioner made it very clear to me that he was never going to lease land to an airport again. They do not feel that airports generate revenue.



AZARNG/Picacho

CW4 Hammond, Gary Jones: A representative was not available.



Phoenix Approach (P50 – Matthew Schorman & Brandon Esquer, Luke LTC Palic, 56 FW Safety):

Matt Schorman: Nothing new. We had an ***Operation Raincheck*** last night.



Thomas Cowan: We have a seminar Friday, May 17 at CAE (FFZ), highlighting Military jump operations.

We will be increasing our Outreach to the flight schools.

Some improvement in GA flyover situation.

Justin Hodge: It is a better situation at Bishop. Coolidge situation it is getting better.

Standardizing the NOTAM. Justin is working it.

Matt Schorman (P50): Tucson TRACON is having problems with Military jump issues at Davis Monthan AFB.

Bryan Eckenrode, Tucson TRACON: As long as the jumpers are operating in the vicinity of Marana and Pinal, that is fine. The problem is the offsite drops. Bryan alerted us to increasing drop activity away from Marana and Pinal, primarily to the Northwest of Ryan and west of Marana. There are no NOTAMS for this activity and it is heavily used for flight training, extensive glider operation out of El Tiro, and the instrument procedures into KRYN. We had an extensive discussion on this, and Justin Hodges and Tom Cowan offered to look into the operations. Pilots need to be mindful of these operations that are occurring around the clock and seek Flight Following from Tucson TRACON as they may be the only source for avoiding PJE Operations. Tucson TRACON is frustrated with PJE operations that are occurring along federal airways and other locations. Tucson TRACON is trying to work with the military, but they are receiving little cooperation. These PJE operations are not being conducted by the operators out of Pinal or Marana which are conducting their operations within NOTAM'd drop areas and making announcements on CTAF and advising ATC.



ACCIDENT/INCIDENT DEVIATION REPORT

Jim Timm, Craig Tompkins, & Jim Price



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-April through mid-May. 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.

The number of accidents/Incidents have been significantly up this past reporting period, and aviation safety has also not been the best because of a fatality that was incurred in one of the accidents. At least in all the other occurrences nobody got hurt. Things will have to 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.

Accidents and Incidents, Mid-April - Mid-May 2024

April 12

STRUCK OBSTRUCTION ON TAKEOFF, Private Pilot

Source: FAA, NTSB

Location: Wilcox

Type: Piper PA-28-32-300 (Cherokee Six)

Injuries: 3 Uninjured

The Piper Cherokee 6 was departing Indie Motorsports Ranch when it encountered a 20- KNOT wind gust, which pushed them into a wall next to the runway and sheared off the left landing gear. The aircraft squawked an emergency on the Albuquerque Center frequency, and the center then provided flight following for the aircraft while it flew to Mesa Falcon Field where it made a safe landing. The full extent of the damage was unknown.



April 13

NOSE GEAR COLLAPSE, Private Pilot

Location: Scottsdale (SDL)

Type: Cirrus SR22

Injuries: 4 Uninjured

The nose gear collapsed upon landing at Scottsdale. The damage that was incurred was minor.



April 14



LOSS OF CONTROL LANDING, No Pilot

Certification Required

Source: ASN

Location: Ak Chin (A39)

Type: Paramotor Powered Parachute

Injuries: 1 Fatality

A "paramotor," an Aircraft designation known as a Powered Parachute, sustained substantial damage subsequent to an impact with terrain



during an apparent landing attempt northwest of Ak-Chin Regional Airport (A39).

April 14

LOSS OF CONTROL LANDING, Commercial Pilot

Source: FAA, NTSB

Location: Payson (PAN)

Type: Team Rocket F1 (Experimental)

Injuries: 2 Uninjured

The aircraft had departed from Glendale Airport, and upon landing at Payson the aircraft encountered a cross wind, and the aircraft bounced, and drifted to the right. The right wingtip contacted the ground, bending the right landing gear, and experienced a prop strike, damaging the engine mount. The NTSB assessed the damage to be substantial.



April 17

STRUCK WHILE ON THE GROUND, Private Pilot

Source: FAA

Incident Location: Phoenix Deer Valley (DVT)

Type: Cessna 182

Injuries: 1 Uninjured

While the Cessna 182 was holding short of the runway waiting to takeoff, the rudder was clipped by another aircraft (Pilatus PC-12). The extent of the damage was unknown.



April 17

STRUCK ANOTHER AIRCRAFT ON THE GROUND, Commercial Pilot

Source: FAA

Incident Location: Phoenix Deer Valley (DVT)

Type: Pilatus PC-12

Injuries: 3 Uninjured

While the Pilatus was taxiing on a taxiway, the pilot reported he had struck the rudder of a Cessna 182, The extent of the damage was unknown.



April 17

IN FLIGHT EMERGENCY, Private Pilot

Source: FAA

Incident Location: Casa Grande (CGZ)

Type: Cirrus SR 22

Injuries: 1 Uninjured



The Cirrus pilot requested the nearest airport because of an engine vibration whenever power was applied. The controller suggested Casa Grande (CGZ) and verified that the pilot was declaring an emergency. The aircraft made a safe landing at Casa Grande airport.

April 19

UNEXPLAINED MAYDAY CALL, Unknown Pilot Certification

Source: FAA

Location: Pinal Airpark (MJZ)

Type: Piper PA-28-151 Warrior

Injuries: 2 Uninjured

The Piper Warrior made a Mayday call for an unexplained reason and landed in a field 12 miles north of Pinal Airpark. The aircraft damage was determined to be substantial.



April 20

INFLIGHT ENGINE FAILURE, Unknown Pilot Certification

Source: FAA

Incident Location: Flagstaff (FLG)

Type: 1A-1125 Astra Jet

Injuries: 5 Uninjured

The Astra Jet had an engine failure, and an emergency was declared. The aircraft made a safe landing at Flagstaff, and the emergency was terminated by the Flagstaff airport AARF9 team.



April 21

GROUND FIRE, Commercial Pilot

Source: FAA

Location: Phoenix Goodyear (GYR)

Type: Cessna 210

Injuries: 1 Uninjured

The aircraft caught fire while the pilot was running it up prior to flight. The pilot was able to exit the aircraft safely and requested assistance from the fire department. The pilot was checking the aircraft after its annual inspection, and the fire damage was substantial.



April 22

EMERGENCY LANDING AFTER TAKEOFF, Private Pilot

Source: FAA

Location: Benson (E95)

Type: Rans S-75 Courier

Injuries: 1 Uninjured

The Rans Courier lost fuel pressure shortly after takeoff and made an emergency landing in the desert. During the landing, the landing gear collapsed, and substantial damage was incurred.



April 26

GEAR UP LANDING, Unknown Pilot Certification

Source: FAA

Incident Location: Ryan Field (RYN)

Type: Piper PA-28R-200 (Arrow)

Injuries: 2 Uninjured

The Piper Arrow landed gear up at Tucson Ryan Field, and the NTSB assessed the damage to be minor.



April 29

GEAR UP LANDING, Private Pilot

Source: FAA

Incident Location: Glendale (GEU)

Type: Beechcraft BE-A36

Injuries: 1 Uninjured

The Beech Bonanza landed gear up at Glendale Airport, and the damage was determined to be minor.



May 1

ENGINE FAILURE, Unknown Pilot Certification

Source: NTSB, FAA

Incident Location: Near Marana

Type: Piper PA-28-180

Injuries: 1 Uninjured

The pilot reported a rough running engine and landed in a canal on the final approach, one mile short of Marana Regional Airport's runway. Per the NTSB the aircraft was undamaged.



May 1

LOSS OF CONTROL LANDING, Unknown Pilot Certification

Source: ASN, NTSB

Location: Chandler (CHD)

Type: Piper PA-28-181 Archer

Injuries: 1 Uninjured

The aircraft had departed from Falcon Field (FFZ), and while landing at Chandler Municipal Airport (CHD) the aircraft went off the runway and struck a sign causing substantial damage to the aircraft.



May 6

LOSS OF CONTROL LANDING, Unknown Pilot Certification

Source: FAA

Incident Location: Prescott (PRC)

Type: Cessna 172

Injuries: 2 Uninjured

Upon landing at Prescott, the aircraft drifted off the runway into the sod between the runway and the parallel taxiway. The aircraft was ultimately towed to parking.



April 20

HARD LANDING, Unknown Pilot Certification

Source: FAA

Location: Lake Havasu (HII)

Type: Bushmaster-4P Amateur Built Amphibian

Injuries: 1 Uninjured

The aircraft lost power while turning downwind to land and made a hard landing. The aircraft ended up inverted on the ground. The extent of the damage was unknown.



Deviations

April 12 – May 9, 2024 – 23 PILOT DEVIATIONS and 7 BRASHERS



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 April 12, 2024 through May 9, 2024 there were **twenty-three pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Student Pilot through ATP, including one Military pilot, and there were **eleven out of state pilots** that committed these deviations. Of the twenty-three deviations reported, there was a need to issue **seven Brashers**.

Brasher



Maj Gen Jack Brasher

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, Apr 12 – May 9		
# Deviations	Type of Deviation	BRASHERS
8	IFR Deviations	3
1	Charlie Airspace Deviations	0
5	Delta Airspace Deviations	0
1	ATC Instructions	1
7	Runway Incursions	2
2	Restricted Airspace	2

IFR DEVIATIONS (8)

4/1

IFR Altitude Deviation, Private Pilot

Albuquerque Center (ZAB)

The controller observed the SR22 above 5,000 feet and asked the pilot to “Verify level at 5,000 feet.” The pilot responded, “We climbed a little bit, but going back to 5,000 feet.” The SR22 pilot made an unauthorized climb to 5,200 feet which resulted in a loss of separation with another aircraft who was level at 6,000 feet.

4/3

IFR Procedures Deviation, Unknown Pilot Certification

Tucson TRACON (U90)

The pilot deviation was reported by the Tucson TRACON when the Citation pilot didn't fly the RNAV procedure as published which resulted in a loss of separation with terrain/obstacles.

4/9

IFR SID Deviation, Unknown Pilot Certification, Out of Kansas

Phoenix TRACON (P50)

The Dassault Falcon pilot didn't fly the **FORPE 1 departure** procedure as published resulting in a loss of separation with parallel runway departure traffic.

4/12

IFR Altitude Deviation, Commercial/CFI Pilot

Albuquerque Center (ZAB)

The Piper pilot was descending from 8,000 feet to 5,000 feet, and the controller cleared him or her for the VOR 5 approach to CGZ. The pilot read back the clearance correctly. The center controller then cleared the pilot to the CGZ advisory frequency. Later the controller observed the pilot had stopped his or her descent at 6,300 feet and begin a climb. The pilot then made an unauthorized climb to 8,300 feet. The controller issued a **Brasher**. The Pilot stated that they were put into the stack at the VOR and that they had to climb to 8,500 feet, due to the stack.

4/20

IFR Altitude Deviation, Private Pilot Out of Texas

Albuquerque Center (ZAB)

The Lancair pilot was level at 5,000 feet, and the controller cleared the pilot to descend and maintain 4,600 feet. The Lancair pilot read back 4,000 feet which was not recognized by the controller. The center controller observed the Lancair pilot below 4,600 feet and issued a low altitude warning because the aircraft was in a 4,600 Minimum Instrument Area (MIA) box, and then they had entered a 4,500' MIA box. The pilot had descended to 4,100 feet before climbing back up.

4/24

IFR Procedures Deviation, Unknown Pilot Certification

Prescott Tower (PRC)

The Phoenix TRACON reported the deviation when the Glasair pilot didn't fly the procedure turn as required by the approach plate.

4/25

IFR Standard Instrument Departure (SID) Deviation, Private Pilot Out of Tennessee

Phoenix TRACON (P50)

The Cessna 182 did not fly the MESA 1 departure as published. There was no loss of separation, but a **Brasher was issued**.

5/3

IFR Altitude Deviation, Private Pilot Out of Indiana

Albuquerque Center (ZAB)

The Albuquerque Center Controller observed the Cessna 182 pilot was above his or her assigned altitude and asked the aircraft to verify their flight level. The Cessna pilot responded, "We're descending back down."

The pilot had made an unauthorized climb to 7,300 feet which resulted in a loss of separation with another aircraft who was level at 8,000 feet. **A Brasher was issued.**

CLASS DELTA AIRSPACE DEVIATIONS (5)

Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

4/8

ATP/CFI Pilot Out of Texas

Phoenix Deer Valley (DVT)

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

4/8

Student Pilot

Phoenix Deer Valley (DVT)

The pilot deviation was reported by DVT when the Cessna 172 pilot entered the DVT Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation.

4/27

Commercial Pilot Out of Idaho

Phoenix Deer Valley (DVT)

The Cessna 180 pilot entered the DVT airspace from the north without first establishing two-way radio communications with ATC. The aircraft made a turn to the NE and exited the airspace and appeared to land at Carefree Sky Ranch. No aircraft were impacted, and no traffic advisories were required. The aircraft information was obtained via ADS-B.

4/28

Commercial Pilot Out of Ohio

Phoenix Deer Valley (DVT)

The Cessna 182 pilot entered DVT's class D airspace from the east at the pattern altitude of 2500' MSL. The pilot never contacted DVT and became in conflict with multiple aircraft in the airspace. He or she exited the airspace to the southwest.

4/29

Commercial/CFI Pilot Out of Washington

Mesa Falcon Field Airport (FFZ)

The RV8 pilot entered the FFZ airspace from the east without clearance from ATC. The controller reached out and was able to contact the pilot. The pilot was instructed to enter a left downwind for the runway. Approaching midfield, the pilot executed a 360° turn on his or her own. Instructions were given to other aircraft to avoid the RV8.

CLASS CHARLIE AIRSPACE DEVIATION (1)

Entering Class Charlie Airspace Without First Establishing Two-Way Radio Communication

4/29

Private Pilot

Tucson TRACON (U90)

The pilot deviation was reported by the Tucson TRACON when the Cessna 172 pilot never contacted Tucson Departure as instructed by Ryan Tower and violated the Tucson Class Charlie Airspace while enroute to Marana (AVQ).

RUNWAY INCURSIONS (7)

4/6 – Entering the Runway Without Authorization

Commercial/CFI Pilot

Prescott Airport (PRC)

The pilot deviation was reported by Prescott ATC when the Cessna 172 pilot entered a runway without authorization. Ground control issued a **Brasher warning**. There was no loss of separation.

4/10 – Started Takeoff from Runway without Authorization

Private Pilot

Goodyear Airport (GYR)

The Goodyear ATC reported the pilot deviation when the Cirrus SR20 pilot began its departure roll without ATC authorization while another aircraft was departing from an intersection farther down field.

4/11 – Started Takeoff from Runway without Authorization

Private Pilot **Out of Nevada**

Phoenix Deer Valley (DVT)

The Cirrus SR22 pilot began a takeoff roll without ATC authorization, resulting in a loss of separation with another aircraft crossing the runway. The controller had issued the SR22 a “line up and wait” instruction with a good readback. Ground control had coordinated for an aircraft to cross the runway which the controller had approved. The aircraft was crossing the runway when the SR22 pilot began the takeoff roll. The controller instructed the SR22 to stop, and the pilot read back, “Cleared for takeoff.” The controller again instructed the SR22 pilot to stop, and the aircraft stopped prior to the next intersection.

4/12 – Landing On the Wrong Surface

Private Pilot **Out of California**

Phoenix/Mesa Gateway (IWA)

The deviation was reported by Gateway ATC when the Grumman Tiger pilot was cleared to land on Runway 12R, but was observed landing on Taxiway Bravo, and overflying an aircraft on the taxiway.

4/12 – Taxied Past the Runway Hold Short lines

Military Pilot

Tucson International (TUS)

The F16 was instructed to hold short of Runway 22, and the pilot read back the hold short instructions, but later crossed Runway 22 without authorization. No other aircraft were involved.

4/17 – Taxiing onto the Runway without Authorization

ATP Pilot

Prescott (PRC)

The Cessna 337 pilot was instructed to hold short of the runway, and it was observed by both the Ground Controller and the Operations Supervisor to be pulling past the hold bars and continuing into the runway. The controller had a Cessna 172 on final for the same runway that they had to send around. **A Brasher was issued.**

4/19 – Driving Onto a Runway without Authorization

Airport Vehicle –Pilot Certification NOT Required

Mesa Falcon Field (FFZ)

An airport vehicle crossed the runway Hold Short Lines without authorization resulting in the need to send an aircraft on final to go around.



AIR TRAFFIC CONTROL INSTRUCTIONS (1)

Failure to Follow Air Traffic Control Instructions

4/16

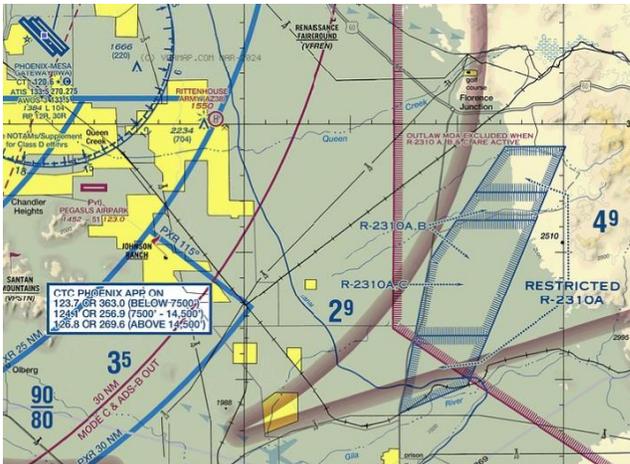
Commercial Pilot Out of New Mexico

Phoenix Deer Valley (DVT)

The IFR Bonanza pilot, contacted the DVT south controller approximately 3 miles southeast of the airport inbound at 5000', and descending. The south controller instructed the pilot to begin a left turn and enter right downwind for runway 7R. The pilot read back the instruction but omitted the runway assignment. The Bonanza continued inbound directly toward the airport, and the controller instructed the pilot to widen out to the southwest, to which the pilot turned northbound into the north controller's airspace. The south controller instructed the pilot to maintain at or above 3000', make left traffic and the tower would call the aircraft's base turn. The pilot didn't fully acknowledge the instruction. Without approval from the south controller, the pilot turned base leg approximately 3 miles from the airport. The south controller then cleared the Bonanza to land on runway 7R and issued "go-around" instructions to the preceding aircraft on about a 1 mile final, to ensure proper separation would exist at touchdown. The Bonanza landed on runway 7R, exited the runway and taxied to parking without further incident. **A Brasher was issued.**

RESTRICTED AIRSPACE (1)

Entering Restricted Air Space Without Authorization



4/19

ATC/CFI Pilot

Albuquerque Center (ZAB)

The Marchetti S211 pilot had been cleared to fly in the GLOBE ATCAA at 15,000 feet to FL310. The Marchetti, who was at 16,800 feet, violated restricted area **R2310B**, which was active 17,000 feet and below. When advised of the violation, the Marchetti turned out of, and climbed above the restricted area. **A Brasher was issued.**



Accident & Deviation

Cary Grant: Reference the [4/12 CGZ IFR/VFR deviation](#): Mixing IFR with VFR procedures is not a good fit. On April 12, there was a deviation incurred by an IFR pilot **Albuquerque Center (ZAB)**

The Piper pilot was descending from 8,000 feet to 5,000 feet, and the Albuquerque Center controller cleared him or her for the VOR 5 approach to CGZ. The controller directed the pilot to switch to the CGZ CTAF frequency. Shortly thereafter, the pilot then chose to follow the VFR "Stack" procedures and disregarded the assigned altitude and climbed to the top of the stack (8,500'). **We need to make sure that pilots understand that if they are on an IFR clearance, that they do not switch to "Stack" procedures.**



Old Business



Frequency Project



Frequency Project – Lee Unger: The amended request for a waiver is in the rough draft process. Hopefully, we will have good news by the next meeting. Thank you for your support.



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. See

<https://dpw.lacounty.gov/airports/default.aspx> concerning Los Angeles County Airports.

About Swift 94UL fuel: [https://www.avweb.com/aviation-news/swift-recommends-limiting-peak-or-lean-of-peak-operations-with-94ul-for-](https://www.avweb.com/aviation-news/swift-recommends-limiting-peak-or-lean-of-peak-operations-with-94ul-for-now/?MailingID=FLY240416003&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=8464A7043734A2R)

[now/?MailingID=FLY240416003&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=8464A7043734A2R](https://www.avweb.com/aviation-news/swift-recommends-limiting-peak-or-lean-of-peak-operations-with-94ul-for-now/?MailingID=FLY240416003&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=8464A7043734A2R)

Fleet week is coming up and they expect the flight traffic to increase.

<https://lafleetweek.com/event/aircraft-flyovers/2024-05-25/>

https://lafleetweek.com/events_schedule/

Fullerton (FUL) has a new tower manager. They are suffering from overworked controllers.

Push to close Banning airport. The State Land Commissioner believes that Airports do not have value to the state or people and also believes that airports do not generate revenue for the community.



Marana Airport Update

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

Tito Sanchez: Not much on my end. The week before, traffic at Marana was crazy busy.

Sonny Durante: Paving around the SW hangars has been completed.

"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

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

Sonny continues efforts to have this safety product distributed to Marana Airport tenants.



Tucson International

Tucson Airport – Lee Unger:

Greater Tucson Practice Areas by Brian L. Stamper, Ph.D., FAAS Team Representative https://www.faasafety.gov/files/notices/2018/Nov/Tucson_Practice_Areas.pdf
Reviewing Brian's document is of special importance regarding the parachute drop operations reported to be occurring in the Silverbell practice area.

Tucson Airport Authority May 2024 AIRSIDE OPERATIONS TENANT NEWSLETTER

"Construction Activities:

The Airfield Enhancement and Safety (ASE) Program is estimated to cost over \$400 million (In 2023 dollars) during the estimated 6–8-year construction period. It encompasses the construction of a new runway, the addition of taxiways, and modifications to the airfield's layout. Recognizing the complexity of this project, a high-level timeline is below to help understand the different phases and anticipated completion dates [1]. A map of the future airfield layout can be found [here](#).

Construction Activities:

- Fence Installation Completion: The installation of the fence on the south side of the airfield should be completed before the end of May.
- Instrument Landing System (ILS) Activation: A flight check is scheduled for the week May 27th to enable the reactivation of the ILS.
- Taxiway C Construction Progress: Currently, Taxiway C's construction is 60% complete. The project is on track, with an expected completion date in September 2024.
- Runway 12R-30L and Taxiway B Development: Construction is ongoing for the future runway 12R-30L and taxiway B, with an anticipated completion of November 2025.
- Transition to Runway 12L-30R Taxiway Connectors: Following the completion of runway 12R-30L, the focus will shift to constructing taxiway connectors for runway 12L-30R (currently RWY 12-30). The projected completion for this phase is May 2027.
- Project Completion Forecast: The entire Airfield Safety Enhancement (ASE) project is scheduled to be completed by the second quarter of 2028."



Cary Grant & Lee Unger:

A KML file "with additional pins in the Prescott practice area that label the sectors of the practice area" has been posted on social media. While this information may be incorporated into AFTW's overlays in the future, please do not confuse it with official AFTW overlays as found

on [AFTW.org](https://www.aftw.org), an Aviation Safety Advisory Group sponsored website.

AFTW Arizona Flight Training Workgroup Meeting Minutes are here: <https://aftw.org/category/meetings/minutes/>



Rainbow Valley

John Keith – Rainbow Valley: John was flying to Buckeye one evening and he was Lasered. John notified ATC and Buckeye police were notified. He also filed a report at https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident
John reported that Rainbow Valley radio procedures are now more professional.

IMSAFE – ASAG Chaplain, Rev Bob Holliday



Reverend Bob Holliday is the Sr. Pastor at 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 is the newest sport pilot. Bob said, “We have many things going on in our lives and compartmentalize things. If you have something going on and you need to talk, my email is pastorbobh@comcast.net — that’s why I am here.”



Amazon UAS Delivery Plans

Operation will start at [Tolleson, AZ](#). The current drone is extremely loud. You can watch an Arizona Family news video about the drone [HERE](#)



Cary Grant: [Our ASAG videos](#) have been hit over 6,000 times.

NOTE: Jeff Tripp, Cottonwood’s (P52) Airport Manager is leaving to fill a job in the Midwest.

Cary Grant: The poster that Bob Mittlestaedt designed concerning the Carefree non-maneuvering area would be a great poster to display at the flight schools.



Awards Banquet #51

Cary Grant: Be thinking about a banquet venue and keynote speaker(s) and we will talk about it in August (after we return from Oshkosh in July). No ASAG meeting in July.



The Glider Problem

Fairfax O’Riley and Cary Grant: Cary and Fairfax need to visit the glider community. Gliders think the solution for their dilemma will be an alert area on the map.
Cary: An Alert Area will just confuse pilots. We need to convince them that they need battery powered transponders, and or ADS-B Out.



New Business

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

Subject: Banquet

Please include your **FAASafety.gov name and email**. Thank you!



- Parachute Jump meeting at FFZ (CAE), May 17 at 1300
- GEU Pilot Controller Forum at WESTMEC, May 23 at 1830
- PAUWG, June 13 at 1830
- RSAT, Gateway, June 18, Saguaro Room
- Spring Annual FAASafety Rep training: Monday, May 20th, 1300-1500 or Wednesday, May 22nd, 1630-1830 Also, sign into your FAASafety.gov account and check to see if your ALC-297, IT Security training is coming due.

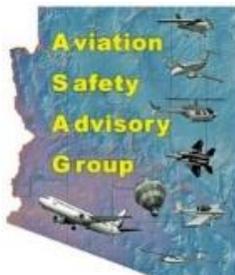


Our next meeting will be Wednesday, **June 19 at 12:00 noon, MST, (Arizona time).**

The meeting was adjourned at 2:02 pm.

Register in advance for the June 19 ASAG meeting with this link:

https://faavideo.zoomgov.com/meeting/register/vJIscO-trzgoGuFBqpcUqSqZaEtNdqON5_I



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