

MEETING MINUTES

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



April 17, 2024

74 attended:

Alexander Peña, Amir Meraban, Andrew Norris, Andrew Taussig, Bob Katz, Bob Mittelstaedt, Brad Walstrom, Bruce Trushinsky, Bryan Cox, Cary Grant, Craig Jackson, Craig Tompkins (SDL FSDO), Daniel Weimer, David Kay, David Kitts, David Wolf, DeWitt Gibson, Don Evans, Abraham Blattstein, Ed Faron, Edward Daror, Eric Fahrner, Ernest Copeland, Fairfax O'Riley, Felix Hernandez, Garrett Dauphars, George Fogle, George Hamaty, Grace Assan, Greg Blunk, Greg Brown, Gregg Schmillen, James Price, James Quinn, Jr., James Timm, Jim Anderson, Jared Yoshiki, Jason Gauer, Jill Gallo, JJ Suarez, John Cirino, John Keith, John Varljen, Justin Hodge, Larry Erdman, Larry Steck, Lee Unger, Mark Jackson, Michael Folsinsbee, Michael Juilfs, Mitchell Raab, Paul Rowley, Peter Troccoli, Phil Corbell, Randell Meyer, Raymond Terlaga, Richard Lee, Robert Bullock, Robert Fletcher, Robert McCurdy, Rodney Holberton, Rolf Dammrau, Ron Dziagwa, Ron Erkens, Savannah Ivanitski, Scott Leemans, Shanley Olson, Shauna-Rae Brown, Sonny Durante, Terri Wolcott, Thresa Farley, Tito Sanchez, & Ty Howard.



Jim Anderson, ASAG Treasurer

TREASURER'S REPORT



Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period March 1st, 2024 to March 31st, 2024

| | |
|--------------------------------------------------|------------------------------|
| Income | |
| Contributions, Gifts and Grants | |
| Corporate Donations | -\$4,000.00 |
| Fundraising (Ways and Means) | |
| Fundraising Event | \$68.67 |
| Total Income | (\$3,931.33) |
| Expenditures | |
| Administrative and Operations | |
| Printing and Reproduction | \$153.74 |
| AZ Corp Comm Fees | \$10.00 |
| PO Box Rental | \$342.00 |
| Fundraising (Ways and Means) | |
| Fundraising Event | \$13,737.90 |
| Total Expenditures | \$14,243.64 (\$18,174.97) |
| Opening balance as of March 1st, 2024: | \$29,257.18 |
| Balance on hand as of March 31st, 2024: | \$11,082.21 |
| Aviation SAfety Advisory Group of Arizona | \$11,082.21 |

James B Anderson

Treasurer's Signature

ASAG donated \$4,000 to our Banquet speaker, Jessica Cox. We received one more payment for a helicopter ride. We paid for the PO Box rental.

We have completed Commission filing and Taxes are done. The PO Box will be closed soon. We received another donation from Discount Tire. \$15,936.91 current balance.

ASAG Balance is **\$11,082.**

Eric Fahrner moved that we accept the Treasurer's Report. **Phil Corbell** seconded the motion.

Other Items

- 1) Arizona Corporation Commission filing is complete - no changes
- 2) 2023 Tax document completed
- 3) PO Box has not been closed
- 4) We received an annual donation from Discount Tire (April) - THANK YOU!!!!

Current bank balance is \$15,936.91

[Jim Price, ASAG Secretary](#)



SECRETARY'S REPORT

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



LASER & UAS MITIGATION

[Cary Grant](#): Arrests have been made in Prescott Valley.

[Ernie Copeland](#): 640 LASER strikes since October 2023.

[LASER & UAS Mitigation – Cary Grant & Scott Woodworth](#):

[Ways for pilots to report Laser Incidents, Cary Grant](#):

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

1. Hit the transponder identification button as soon as pilots are aware of being Lased. This will mark the plane's position on the air traffic controller's radar scope, which may help law enforcement triangulate where the laser light is originating from.
2. Verbally alert ATC of the attack using the phrase "laser attack," including direction and location of the laser source, beam color and length of exposure (flash, pulsed or perceived intentional tracking).
3. Once on the ground, complete the [FAA-requested Laser Beam Exposure Questionnaire](#).

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

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



BALLOONS

Representative not available. [Cary Grant](#) mentioned that Rainbow Riders has moved from the Deer Valley area to just north of the Glendale Airport (GEU).



AZARNG/Picacho

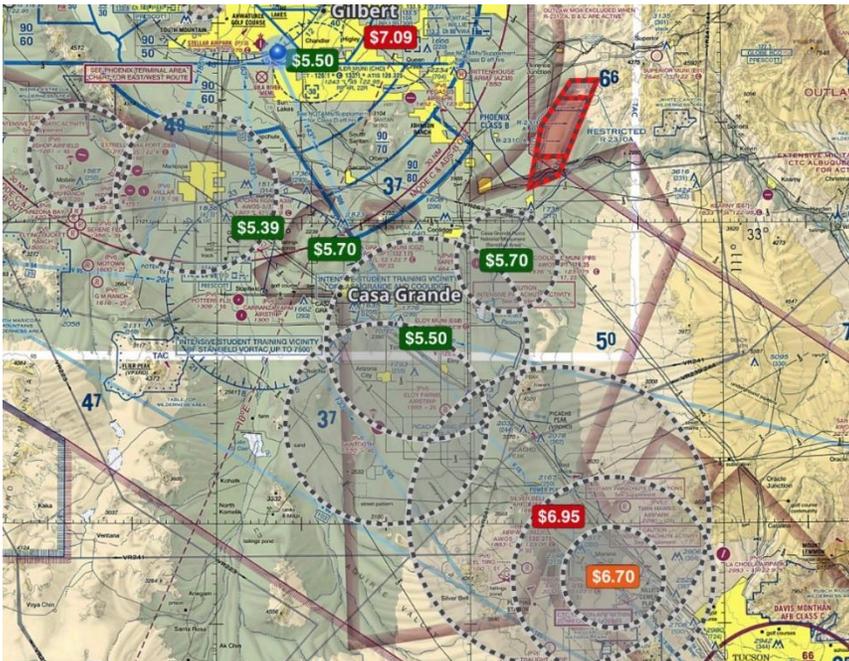
Representative not available.



PARACHUTE OPS

Justin Hodge: Jump operations start early and during summertime hours, they are finished by noon. Check NOTAMS. Steer around the jump operations and give them a wide berth if you hear that jump operations are happening.

Bishop and Coolidge operations are going well. We have the United Kingdom military coming back with Wing Commander Lewis - May 17 (Friday). Wing Commander Lewis wants to touch base with the flight schools. Justin would like to host another event on the 17th of May. He is willing to host the event at the Coolidge site. The best time of day for this meeting would be 1300 for an hour and half meeting. Eric Fahrner would also like to host the event at FFZ CAE if Justin would like to do that.

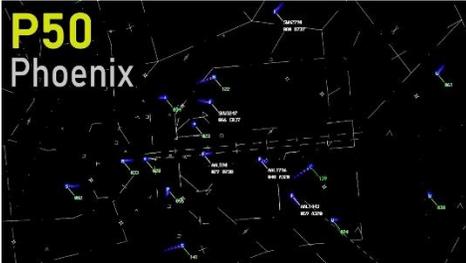


As you can see, on a flight from Tucson to the Phoenix valley, it is difficult to avoid a jump area. Actually, these jump circles are exaggerated and don't depict the ops that are happening daily. Some have a radius of 15 miles. Just use flight following to avoid jump operations. The jump radius is typically 3 miles for HALO. ("High Altitude, Low Opening." Teams will jump out at a high altitude and will freefall to a much lower altitude before deploying their parachutes). HALO operations are well coordinated with the FAA. For this reason, reading NOTAMs and utilizing flight following is recommended to ensure maximum awareness for all airspace participants.

Jump pilots are in contact with the TRACON, or when out of a TRACON's service area, Air Route Traffic Control, (for instance ABQ ARTCC, LAX ARTCC etc.).



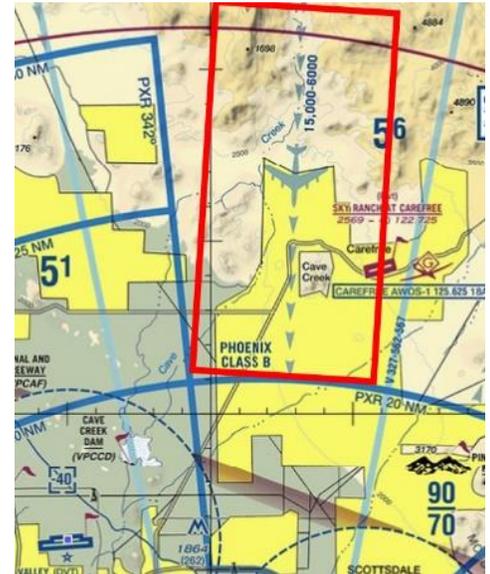
Coolidge jump operations are controlled by Albuquerque Center (ARTCC). **Pilots should use flight following to help avoid jump operations.**



Phoenix Approach (P50 – Ty Howard):

This will be Ty Howard’s final ASAG meeting. He is transferring to Sky Harbor. Matt Logan will be taking over. Our traffic count at DVT is rising and we are seeing Pre-Pandemic numbers.

Theresa Farley asked about the Carefree Corridor. She couldn’t find any information at AFTW about the corridor. Cary explained that it is shown in the minutes. Avoid 4,000 to 7,000 and 3 nm either side of the Carefree arrival corridor.



ACCIDENT/INCIDENT DEVIATION REPORT

Jim Timm, Craig Tompkins, & Jim Price

Mid-March – Mid-April 2024

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-March thru mid-April. 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.

While the number of accidents/Incidents may have been down in this past reporting period, aviation safety has not been the best because of the fatality that was incurred in one of the accidents. At least in all the other 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.

Mar 14, LANDED WITHOUT A NOSE GEAR, Cessna 172, Mesa Falcon Field (FFZ), Unknown Pilot Certification

Injuries: 2 Uninjured

The Cessna lost the nose gear during touch and go landings at Coolidge Municipal airport and returning to Mesa Falcon Field, landed without the nose gear. The damage incurred was minor.

Source: FAA Incident.



March 16, DOOR DAMAGE, Cessna 172, Mesa Falcon Field (FFZ), Unknown Pilot Certification

Injuries: UKN Uninjured

While not intending to make a flight, it was reported that the door to the aircraft was damaged by the prop downwash from the rotor of a nearby helicopter.

Source: FAA Incident



March 17, INFLIGHT LOSS OF CONTROL, Air Creation Twin, Gila Bend (E63), Private Pilot

Injuries: 1 Fatality, 1 Serious Injury



An experimental light-sport trike weight shift control Air Creation Twin was substantially damaged when it was involved in an accident near Gila Bend, Arizona. According to the passenger, who was seated in the front seat, intended on purchasing the aircraft, and was receiving flight instruction from the pilot. He reported that the morning of the accident, they had flown around the local area for about 45 minutes to increase his flight experience and understanding of the flight characteristics of a weight-shift control aircraft. The passenger stated that after the local flight, they returned to Gila Bend Municipal Airport (E63), Gila Bend, Arizona, and focused on takeoffs and landings on runway 04. Prior to operating in the airport traffic pattern, the pilot had briefed the passenger to maintain aircraft control during the approach to landing, and before the aircraft touched down, transfer control of the aircraft back to the pilot, who would abort the landing and initiate a go-around. During the second approach to landing, the passenger heard the pilot state,

“my airplane” and relinquished the flight controls, as he heard the engine spool up to which he opined that the engines, “sounded strong.” The passenger stated that the aircraft turned to the right and overflowed the dirt area that paralleled the right side of runway 04. As the aircraft’s descent rate was arrested, it continued to drift to the right, over brush and vegetation. Subsequently, the aircraft turned left, toward the runway and the left wing struck a mesquite tree. The aircraft descended into the ground and came to rest on its right side, oriented on an easterly heading, about 2,634 ft from the approach end of runway 04, and about 158 ft southeast of the runway centerline.

Source: ASN, FAA, NTSB

March 21, LOSS OF CONTROL TAKING OFF, Diamond DA40, Coolidge (P08), Private Pilot

Injuries: 2 Uninjured

The Diamond departed Phoenix-Mesa Gateway Airport for Coolidge to practice touch-and-go landings. During a takeoff the aircraft stalled, and came down hard on the landing gear resulting in substantial damage to the aircraft

Source: ASN, FAA, NTSB



March 28, LOSS OF CONTROL DURING TAKE OFF, IAI 1125 Astra SPX, Phoenix Sky Harbor (PHX), No Pilot Information Available

Injuries: 5 Uninjured

An IAI 1125 Astra SPX Private jet overran runway 25L at Phoenix Sky Harbor Airport after an aborted takeoff and sustained minor damage.

Source: ASN, FAA



March 28, LOSS OF CONTROL LANDING, American Legend LA18 Super Legend, Phoenix Deer Valley (DVT), No Pilot Information Available

Injuries: 2 Uninjured

The aircraft ground looped on landing. The left wing struck the runway, and there was substantial damage.

Source: ASN



March 29, STRUCK ANOTHER AIRCRAFT ON THE GROUND, Piper PA-28-181, Mesa Falcon Field (FFZ), No Pilot Information Available

Injuries: 1 Uninjured

While rapidly exiting the active runway, the wing of the aircraft struck the tail of another Piper on the parallel taxiway. The damage was assessed to be minor.

Source: FAA





D'oh!



**March 15 –
April 11, 2024
PILOT
DEVIATIONS
(31)**

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.



Maj Gen Jack Brasher

In the reporting period from **March 15 through April 11** there were **thirty-one** 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 **fourteen out of state pilots** that committed these deviations. Of the thirty-one deviations reported, **there was a need to issue ten Brashers**.

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, 15 Mar– 11 Apr | | |
|--------------------------------------|----------------------------------|-----------------|
| # Deviations | Type of Deviation | BRASHERS |
| 4 | IFR Deviations | 2 |
| 2 | Bravo Airspace Deviations | 0 |
| 6 | Delta Airspace Deviations | 1 |
| 2 | ATC Instructions | 1 |
| 11 | Runway Incursions | 4 |
| 2 | TFR Violations | 2 |
| 1 | Wrong Surface Landing | 0 |
| 3 | Surface Incidents | 0 |
| 1 | NMAC | 0 |

IFR DEVIATIONS (4)



3/12, IFR SID Deviation, Private Pilot Out of New Jersey, Phoenix TRACON (P50)

The Piper Meridian did not fly the DVT-3 departure as published. PA46 turned right instead of left, and there was no loss of separation.



3/27, IFR Altitude Deviation, Commercial Pilot Out of California, Phoenix TRACON (P50)

The Cessna Citation Mustang was inbound to DVT but went around, and was issued an altitude of 5,000 and a heading of 360°. The Cessna climbed through 5,000 to 7,000 while northbound. The Cessna lost separation with an air-carrier 3 miles northeast of DVT airport. The closest proximity was 2.3 miles and 800 feet. A Brasher was issued based on a complaint from DVT ATC.



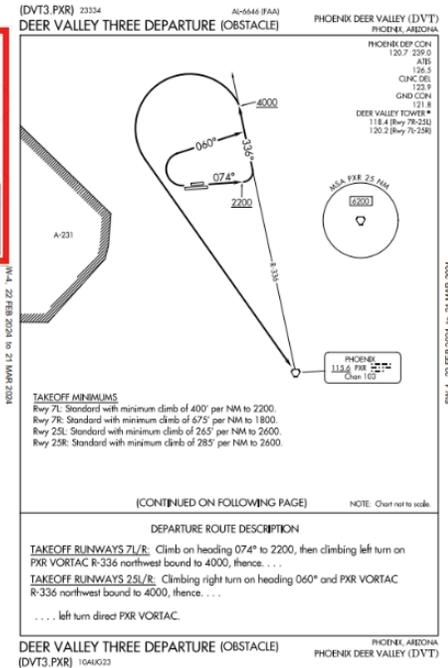
3/28, IFR Altitude Deviation, Student Pilot, Albuquerque Center

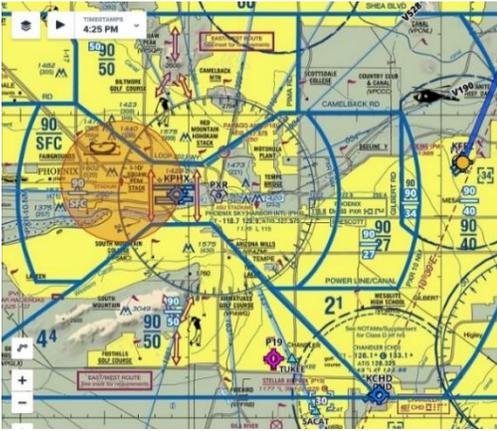
The Piper Dakota was assigned an altitude of 5,000 ft for an approach into CGZ. While the pilot was attempting to pull up the weather, he began descending. The Albuquerque Controller noticed the Piper at 4,700 ft and he was assigned 5,000 again as the altitude. The Piper was again observed descending to 4,400 ft. The minimum instrument altitude (MIA) in the area is 4,500. A low altitude alert was issued. The Piper climbed back up to 5,000 and was cleared for the visual approach without further incident. When the pilot called, he stated that he is a student pilot and that he thought he had filed a VFR flight plan and was very confused why he was getting assigned cardinal headings and altitudes and getting clearances.



4/5, IFR Altitude Deviation UNK. Pilot Certification Out Of Texas, Albuquerque Center

The Lear Jet was at FL360, and the Albuquerque Controller cleared the Lear Jet to descend and maintain FL330 in two minutes or less. The Lear Jet read back the clearance correctly, but they didn't comply with nor advise ATC of the inability to comply with an ATC altitude restriction. The Lear Jet took over three minutes to reach FL330. A Brasher issued.





CLASS BRAVO DEVIATIONS



(2)

Entering Class Bravo Airspace Without First Obtaining a Clearance



3/19, Private Pilot Out Of Oregon, Phoenix TRACON (P50)

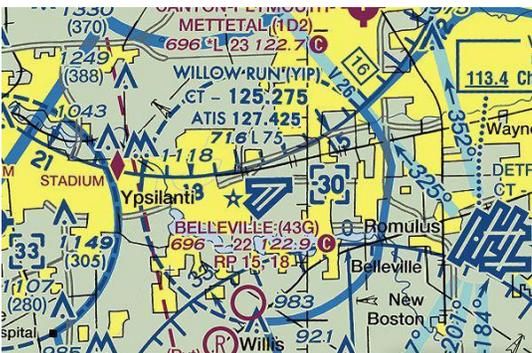
The pilot deviation was reported by the Phoenix TRACON when the Cirrus entered the Phoenix Class Bravo Airspace without authorization.



3/28, Private Pilot Out Of Georgia, Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Cessna entered the Phoenix Class Delta Airspace without authorization. There was no loss of separation.

CLASS DELTA DEVIATIONS (6)



Entering Class Delta Airspace Without First Establishing Communication



3/5, Commercial Pilot, Phoenix Deer Valley (DVT)

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



3/9, ATP Pilot Out of Washington, Phoenix Deer Valley (DVT)

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

3/19, Student Pilot, Phoenix Deer Valley (DVT)

A Piper entered the DVT Class Delta Airspace from the north at an altitude of 2,600 ft without establishing communication with DVT ATCT, and it conflicted with another Piper inbound from the Northeast. Traffic was issued to the second Piper, and the first Piper turned back to the north and exited the Class Delta Airspace. The closest proximity between the two Pipers was approximately 1 mile.



3/14, Private Pilot Out Of Alaska, Glendale Municipal Airport (GEU)

The pilot deviation was reported by the Glendale Tower when the Bonanza entered the Glendale Class Delta Airspace prior to establishing two-way radio communications.



3/28, Commercial/CFI Pilot Out of Utah, Glendale Municipal Airport (GEU)

The helicopter entered the GEU Class D Airspace without first establishing two-way radio communications. There was no loss of separation.

3/28, ATP Pilot, Phoenix Goodyear Airport (GYR)

The Cessna called Glendale Tower approximately 10 miles south of the airport to land. The pilot was on a discrete beacon code, and ATC asked if the pilot had a clearance through Goodyear's Class D Airspace. The pilot acknowledged that he was cleared at or above 2,500 ft AGL. ATC noticed the pilot descend below the altitude restriction and attempt to land at Goodyear airport. The Local Controller advised the pilot to climb immediately. The pilot started his climb at 1,400 feet, well below the initial altitude restriction. After landing at Glendale, the pilot was given the **Brasher**.



ATC INSTRUCTIONS (2)

Failure to Follow ATC Instructions



3/13, ATP/CFI Pilot, Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when the Vans RV8 pilot did not follow the ATC assigned altitude or course assignments which resulted in a conflict with an air-carrier who was turning base to final.



3/27, Commercial Pilot Out of California, Phoenix Deer Valley (DVT)

Cessna Citation did not follow ATC's instructions in the DVT class Delta, resulting in multiple conflicts in the pattern. On the second approach, the Cessna was approaching from the southwest, sequenced number one, and cleared to land on Rwy 7R. The pilot overshot the final to the north, conflicting with an RV on base for Rwy 7L. Then the Local Controller instructed the Cessna to turn left several times suggesting a heading of 270°, but the Cessna turned right conflicting with a Piper in the left downwind.

A **Brasher** was issued.



RUNWAY INCURSIONS (11)



3/4, Taxied Past The Runway Hold Short Lines, Private Pilot, Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by the DVT controller when the Piper crossed the hold short line of RWY 7R without ATC authorization.

3/14, Taxied Past The Runway Hold Short Lines, Private Pilot, Mesa Falcon Field (FFZ)

The PIAE (Pipistrel LSA) was instructed to hold short of RWY 4R at Delta 5. The PIAE gave a good read back of the instructions,

but the PIAE passed the hold short line for RWY 4R at Delta 5. The PIAE was told to hold their position, and they stopped, but their front nose gear was past the hold short lines, and most of the PIAE was on the taxiway, and the aircraft was well-clear of the runway edge line. A Cessna was departing on RWY 4R as all this was occurring, and no overflight occurred. A **Brasher** was issued to the PIAE.

D'oh!



D'oh!



3/22, Taxied Past The Runway Hold Short Lines, Private Pilot, Mesa Falcon Field (FFZ)

The Lancair was instructed to hold short of RWY22L at Delta 6, and the read back was correct. The aircraft was observed crossing the hold short line but stopping short of the runway edge lines. The Lancair was given a **Brasher notice** by ground control. The pilot later stated he was unfamiliar with the holding point for the hold short instructions.



3/25, Entering A Taxiway And Runway Without Authorization Commercial/CFI Pilot Out of Colorado, Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ ATC when the Piper Navajo entered the runway and taxiway without clearance.

4/3, Taxied Past The Runway Hold Short Lines, Commercial/CFI Pilot, Mesa Falcon Field (FFZ)

The Cessna 172 had landed Runway 22R and was instructed by the North Controller to turn left on Taxiway Bravo and hold short of Runway 22L and to monitor the South Controller frequency. The read back was correct. Another aircraft landed Runway 22L. The South Controller instructed the aircraft to exit with no delay at Taxiway Delta 5. An aircraft read back the "no delay to Delta 5" with their callsign, but the South Controller did not catch the incorrect aircraft reading back the instructions. The Cessna 172 had crossed the hold short line of Runway 22L, and the South Controller instructed them to hold their position. C172 stopped short of the runway edge line.

D'oh!



3/14, Taking Off Without Authorization, Private Pilot, Phoenix/Mesa Gateway Airport (IWA)

The Piper was given a clearance to land on RWY 12C with a good read back received. The Piper was then observed to be taking off on RWY12C, and the Piper was asked if they were conducting a touch and go. The Piper pilot advised that they did conduct a touch and go. The Piper then landed without incident, and a **Brasher** was issued.



3/19, Taxiing Onto A Runway Without Authorization Private Pilot Out of Texas, Tucson International Airport (TUS)

The Cirrus was given a heading and altitude to expect on their IFR departure release and was told to hold short. The Cirrus read back the wrong information followed by cleared for takeoff. The controller heard the read back error and told the pilot he was not cleared for takeoff. The Cirrus was now on the runway and holding in position.

3/19, Improper Operation Of An Airport Operations Vehicle, No Pilot Cert, Tucson International Airport (TUS)

An Operations Vehicle was told to hold short of Runway 30 at Delta, but the vehicle immediately crossed Runway 30.



3/28, Crossing A Runway Without Authorization Private Pilot Out Of California, Tucson International Airport (TUS)

The pilot deviation was reported by TUS when the Diamond Twin crossed RWY 12 without ATC Authorization.

3/22, Failure To Clear The Runway After Landing, Private Pilot, Prescott Airport (PRC)

The pilot deviation was reported by PRC when the Mooney failed to clear the runway after landing.



3/22, Taxiing Onto A Runway Without Authorization, Commercial Pilot Out of California, Scottsdale Airport (SDL)

The Bonanza was instructed to taxi to the runway and contact the tower. The aircraft proceeded to taxi to the runway, and crossed the hold short bars, and continued onto the runway. The controller sent another aircraft around to avoid a conflict. The Bonanza taxied down the runway and exited the runway. Ground Control issued a Brasher to the Bonanza. While receiving the Brasher the aircraft violated Taxiway Alpha by taxiing without instructions.



TFR VIOLATIONS (2)

3/19, Unauthorized Entrance Into A VIP TFR, Private Pilot, Phoenix TRACON (P50)

A Bonanza entered the 30 NM VIP TFR ring 30 NM northeast of the Phoenix VOR at 5,000 ft heading eastbound on a 1200 code with no communications being established with ATC. The Phoenix Deer Valley (DVT) controller established communications about 10 miles NW of DVT and issued the Brasher warning.



3/20, Unauthorized Entrance Into A VIP TFR, Private Pilot, Phoenix Tracon (P50)

A Cessna 172 entered the active 30-mile ring of the VIP TFR near Casa Grande without authorization. A Brasher was issued.



WRONG SURFACE LANDING (1)



3/21, Private Pilot, Prescott Municipal Airport (PRC)

The Cessna called inbound to PRC, and the controller issued them traffic to follow, and cleared them to land on Runway 21R, and the read back was correct. On an approximate 1 mile final the Cessna asked the controller if they were number one, and cleared to land, and the controller replied affirmative. However the Cessna wound up landing on Taxiway Alpha, and there was a Piper at the end of Taxiway Alpha turning onto Taxiway Juliet.

SURFACE INCIDENT (3)



3/9, Taxiing On A Taxiway Without Authorization, Commercial/CFI Pilot Out of California, Phoenix Goodyear Airport (GYR)

The pilot deviation was reported by the Goodyear ATC when the Beechcraft Duke entered Taxiway Alpha without ATC authorization.

3/27, Taxiing On A Taxiway Without Authorization, Private Pilot, Phoenix/Mesa Gateway Airport (IWA)

The Cessna was instructed by Ground Control to hold short of Taxiway Golf. The Cessna was then observed taxiing onto Taxiway Golf without Authorization.



4/10, Individual On The Airport Operations Area, Unidentified Person, Phoenix Sky Harbor (PHX)

Phoenix ATC advised Airport Operations that an individual had gained access to the Airport Operations Area after jumping a perimeter fence. The individual had entered a taxiway near the runway causing an air-carrier to be sent around, and the individual was apprehended by law enforcement officers.



Mar 15, '24 – Apr 11, '24 – NEAR MIDAIR COLLISIONS (NMAC's) (1)

3/19, Prescott Municipal Airport (PRC)

A Cessna was on the upwind for RWY 21L when the pilot asked if they needed to fly straight out, and the controller instructed them to turn crosswind.



They responded they were unable, so the controller instructed them to continue to fly straight out and gave them traffic to follow. Upon landing, the Cessna told the ground controller they couldn't turn crosswind because there was an aircraft on the downwind that was too close for comfort. Later upon reviewing the data, the Cessna started to turn crosswind and corrected back to the upwind. The closest proximity was 0.82 miles and 100 feet.



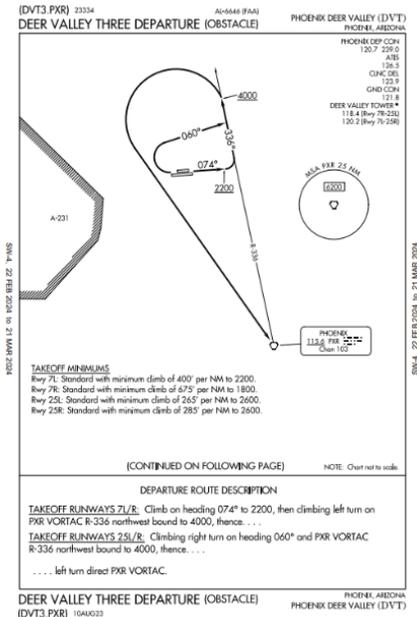
GROUP DISCUSSION

Accident & Deviation

Unfortunately, in the case of the deviation instance on March 12th, the pilot just didn't get it.

Bob Mittelstaedt: I'm sorry that our "How to fly the Deer Valley Three Departure" sign didn't help that guy flying the Deer Valley Three on March 12th. Also, I'm going to work on a graphic to help keep people out of the Carefree arrival corridor.

Ty Howard: At DVT, when pilots are flying the Deer Valley Three Departure (OBSTACLE), the tower controllers have been asked by the TRACON to visually observe the aircraft starting the **left turn**. As they gain altitude, (nearing 2,200 feet), the controller states, "In the left turn, contact Phoenix Departure."



Ak-Chin Hazard Light Progress – Ernest Copeland:

Nothing to add.



Old Business



Frequency Project



Frequency Project – Lee Unger: The project is moving along. We are working on an amended request for a waiver.



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

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

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

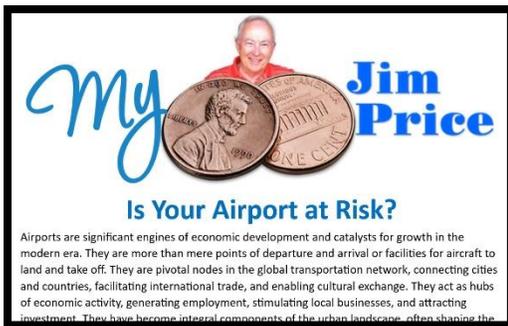
In order to save airports, please encourage supporters of aviation to run for public office. **First Editions of what is said to be monthly newsletters from each of**

the LA County Owned Airports.

1. Bracket Airport(POC) [Airport Newsletter POC April 2024 II](#)
2. Compton Airport (CPM) [Airport Newsletter CPM April 2024](#)
3. FOX Field (WJF) [Airport Newsletter WJF April 2024](#)
4. San Gabriel Valley Airport (EMT) [Airport Newsletter EMT April 2024](#)
5. Whiteman Airport (WHP) [Airport Newsletter WHP April 2024](#)

About Swift 94UL fuel: 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

[“Is Your Airport at Risk?”](#)



Our own James Price, co-publishes an online eMagazine called *The Mooney Flyer*, available at <https://themooneyflyer.com/>

Jim wrote an article, “Is Your Airport at Risk?” for the May 2024 issue that you may find useful. It involves Torrence, Santa Monica, Meigs, and Jefco airports and the need to carefully vote for politicians.

Thank you, Jim, for writing your timely, comprehensive article.

You can access it at

<https://online.fliphtml5.com/bera/miol/#p=1>



Marana Airport Update

[Marana Airport Update \(AVQ\) – Lee Unger](#)

The hours of parachute operations continue to be misleading on both AVQ AWOS and in the Letter to Airmen in the NOTAMS. We are working to have this information corrected to:

“Parachute operations are intermittent 24/7.”

“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.faa.gov/files/events/WP/WP07/2024/WP07127584/Parachute_Operations_at_Marana_Regional_Airport_240220.pdf

“Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)” may be used as a template for a flight planning document for other airports that have parachute operations at non-towered fields.

We continue to request that the AVQ Parachute Ops NOTAM and AWOS parachute notice be changed to “Parachute operations intermittent 24/7.” This statement would more accurately describe hours of operation.



Tucson International

[Tucson Airport – Lee Unger:](#) Tucson International Airport - Airfield Safety Enhancement (ASE) Program at KTUS

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



The last AFTW meeting was in March. On the AFTW website, the overlay updates (ForeFlight, Garmin Pilot, etc.), the .KML files are listed by the month of issue rather than a sequential number. The latest update was March.

AFTW Meeting Minutes March 12, 2024 by Jim Pitman. Video https://youtu.be/3g5u6_4vUc8

Minutes <https://docs.google.com/document/d/1A3zDFBORCT5iwLLNao0wq1Bam92zOYrmNymnvYZMoOk/> Next AFTW Meeting Tuesday May 14, 2024, 1600 local



Rainbow Valley

John Keith – Rainbow Valley: A lot of people aren't talking. They just blow right through there. The instructors from Goodyear say they are talking with Luke again.



The Glider Problem

Fairfax O'Riley and Cary Grant: To make themselves more visible, Gliders can install a battery powered transponder or ADS-B. 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.

HOWEVER, Estrella management is resistant.

The glider pilots are complaining that the powered aircraft pilots are not spending enough time looking outside the cockpit for glider traffic.

Fairfax can try to talk to the instructors at Estrella and see if they can help them realize that there is a solution.



TERRI WOLCOTT, Nevada News – PPR procedures will soon be active at LAS and N Las Vegas, Henderson and possibly Boulder. Terri is not sure why this is happening. Check NOTAMS before you go.



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!

UPCOMING EVENTS

Bob Katz Seminars

The next Bob Katz seminar will be "Thread the Needle into Beaufort." It will be held Sunday, April 21 at 7:00 pm Arizona time. "The GPS is full of surprises." Register at <https://www.faasafety.gov> with the following SPANS link: https://www.faasafety.gov/SPANS/event_details.aspx?eid=127791&caller=/SPANS/events/EventList.aspx

FUTURE RSATs

| | |
|---------------------------|-----------|
| Flagstaff ATCT | 4/24/2024 |
| Phoenix-Mesa Gateway ATCT | 6/18/2024 |
| Chandler ATCT | 6/24/2024 |
| Falcon Tower | 6/25/2024 |
| Scottsdale Tower | 6/27/2024 |



Our next meeting will be Wednesday, **May 15 at 12:00 noon, MST, (Arizona time).**

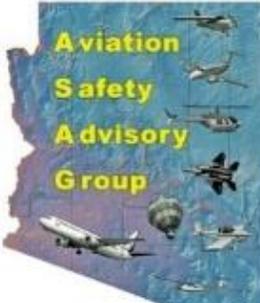


Fairfax O'Riley moved to adjourn. **Ed Daror** seconded the motion.

The meeting was adjourned at 2:02 pm.

<https://faavideo.zoomgov.com/meeting/register/vJItd--qpj0uHVz9LobnAfhRGmsEj4pISvs>

Register in advance for the May 15 ASAG meeting with this link:



Minutes recorded and submitted by
Jim Price, ASAG Secretary

ASAG OFFICERS:
 PRESIDENT, Cary Grant
 VICE PRESIDENT, Brian Schultz
 SECRETARY, Jim Price
 TREASURER, Jim Anderson