

MEETING MINUTES

Wednesday, June 21, 2023

Meeting called to order at 12:00 pm by Cary Grant



84 Attended.

Shad Ahlstrom, Jim Anderson, Abraham Blattstein, Greg Blunk (IWA Tower), Steve Brimmer, William Campbell, Monika Ciuba, Ramon Colomina, Ernest R. Copeland (FPM SDL FSDO), Philip Corbell, Mathew Corrigan, Thomas Cowan, Rolf Dammrau, Edward Daror, Neil Davison, Garrett Dauphars, Ron Dziagwa, Bryan Eckenrode, Lawrence Erdman, David Evans, Eric Fahrner, Paul Fisher, Michael Folinsbee, David Freiwald, Dan Fuller, Jill Gallo, Jason Gauer, Janie Goh, Cary Grant, J Guzman, George Hamaty, Pete Hermes, Justin Hodge, Rodney Holberton, Bob Holliday, Sam Holmes, Garrett Housos, Ty Howard, Shawn Huff, Tino Ilioi, Craig Jackson, Bob Katz, John Keith, David Kitts-CAU, Michael Klein, Ron Knight, Alexander Kocksch, David Lee, Richard Lee, Alex Leger, Lance Leighnor, Richard Lewis, Randell Meyer, Alex Mirabile, Bob Mittelstaedt, Michael Mohle, Katelin Nading, M W Nolan, Fairfax O'Riley, Thomas, Parmer, Alexander Peña, James Price, Mitchell Raab, Paul Rowley, Tito Sanchez, Matt Schorman, Paul Sharman, Clayton Sheppard, Travis Simonson, Chris Slater, Larry Steck, Mike Stoehr, Ron Tahtinen, Andrew Taussig, Jessica Thompson, James Timm, Craig Tompkins (SDL FSDO - FPM), Peter Troccoli, Lee Unger, John J. Varljen, Dave Wagner, Lawrence Wippman, Terri Wolcott, & Philip Yabes.



TREASURER'S REPORT

Jim Anderson, ASAG Treasurer



Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period April 1st, 2023 to May 31st, 2023

Income		
Total Income		\$0.00
Expenditures		
Administrative and Operations		
AZ Corp Comm Fees	\$10.00	
Total Expenditures		\$10.00
		(\$10.00)
Opening balance as of April 1st, 2023:		\$16,035.91
Balance on hand as of May 31st, 2023:		\$16,025.91
Aviation SAFety Advisory Group of Arizona		\$16,025.91

James B. Anderson

Treasurer's Signature

No expenditures this period.
Jim Timm moved that we accept the Treasurer's report.
Phil Corbell seconded the motion.



SECRETARY'S REPORT

Jim Price, ASAG Secretary – Jim Anderson moved that we accept the May Minutes. Ed Daror seconded the motion.



LASER & UAS MITIGATION

Unfortunately, Cory Geffre, Scott Woodworth, Jim Kennedy and Dan Pritchard were not able to attend. Ernest Copeland said we have had 322 Laser strikes in this fiscal year (Oct 1, 2022 – Sep 30, 2023).

There are three ways for pilots to report incidents:

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're 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 Davidson – It is getting hot & sport pilots are pretty much done until September. Operating limitation - there is a redline on temperature. Once it stops with 70s overnight, we stop flying. Commercial pilots will fly, but with the baskets at half capacity.



ARIZONA ARMY NATIONAL GUARD

CW4 Chris Hammond – Unfortunately, CW4 Hammond was able to attend. **Lee UNGER was able to report:** Picacho ARNG (KPCA) and its lack of a full-fledged air traffic control tower (ATCT) with associated Class D airspace is a safety concern. As I understand it, this airport does not have Class D because the required climatic information equipment is not on the field nor is such equipment within allowed proximity. Pinal is close but not close enough to qualify.



Jim Timm, Executive Director of Arizona Pilots Association (APA) been pushing the Army for several years to obtain the required equipment for the facility, and to request the FAA to establish a much-needed Class Delta Airspace for the Heliport. This action is paramount if they wish to prevent general aviation intrusion into the Heliport.

Dr. Barbara Harper brought up this airport and airspace over the years, the lack of charting associated with an ATCT and possible unsafe consequences of such.

Efforts continue to achieve more prominent markings on the

Sectional for Picacho ARNG and develop safety outreach publicizing the operations conducted at, to and from the field.

I do not see KPCA in the Chart Supplement, a deterrent to comprehensive flight planning.

CW4 Christopher Hammond was not able to attend, but he wrote:

From Jesse Acevedo, ARTEP, FAA. Picacho must build a case demonstrating why we need Class D.

Recommendations include:

- Enforce FAR Part 91.126d (Operating on or in the vicinity of an airport in Class G airspace) to the best of your ability and report these incidents. This will build your case.
- Work with the FSDO office to reach out to all the encroaching operators and try to work things out. Document the discussions with them and the FSDO. If the FSDO cannot resolve the problem, then perhaps the FSDO can start a local SRM panel with all of them to identify unacceptable risks and determine appropriate mitigations/solutions. This could result in a recommendation for Class D airspace or something else.
- Reinstate the Sectional Chart warning that was discontinued back in 2020.
- Continue to obtain the weather observation and reporting requirements per FAAO JO 7400.2 section 17-2-10: either a federally certified weather observer or a federally commissioned automated weather observing system.
- Exhaust all other actions taken and document the action/result.

Our team at Picacho has begun implementing tracking of incidents in order to establish a case, while also still seeking to obtain the weather station capability.



Matt Schorman – (P50)

Matt Schorman: LASER events are down because it's getting hot and the offenders don't want to be outside at night. I see a lot of aircraft "shooting the GAP", but there are so many aircraft in that area that it is dangerous. It would be better to contact Approach for clearance through Bravo airspace. Contact Approach Control (Willie sector) - 124.9.



The "Gap"



PARACHUTE OPS

Bryan Eckenrode (Tucson Approach) reported on Jump ops, Miranda and Pinal. The military has taken over. Increased dramatically. Brian said that it is a mess. The uptick is increasing. USAF wants to take over Benson for Jump School. Bryan Eckenrode and his friends are fighting it.

Wing Commander Richard Lewis (RAF) spoke from Oxfordshire, UK. The RAF is using Bishop and Coolidge for parachute free fall training.

Justin Hodge - Parachute safety. Operating from Coolidge and Bishop. 130.475.

They practice High opening (HAHO) and low opening (HALO).

Phoenix approach broadcasts when jumpers are about to jump.

Wing Commander Lewis presented these two PowerPoint slides:

MILITARY PARACHUTING AT BISHOP (MOBILE) AIRFIELD

- NOTAM 1A20 under ZAB: surface – 19,999ft 5nm radius of 330643N 1121627W
- DZ frequency 130.475
- Under December 22 LoA between Complete Parachute Solutions and Phoenix TRACON
- United Kingdom Royal Air Force operating until 24th June 2023
- Parachuting activities ongoing by day and night 40 weeks per year

The support of the aviation community in keeping all airspace users safe is greatly appreciated.



"Knowledge dispels fear"





Cary Grant: We need to be communicating and working on this.



ACCIDENT/INCIDENT DEVIATION REPORT

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

Mid-May – Mid-June 2023 Accident Report and 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-May through mid-June. 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 not too good because the high number of accidents, and we

had one accident that resulted in two fatalities near the end of the reporting period. 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.

May 13, 2023, MAIN LANDING GEAR COLLAPSE, Pilot Certification ATP/CFI



Source: FAA (Incident)
Location: Flagstaff (FLG)
Type: Bellanca 17-31A Viking
Injuries: 1 Uninjured

While in-flight, the pilot reported an electrical failure, and requested the tower check the landing gear position during a fly-by. The gear appeared to be down, however during the landing, the left main landing gear collapsed, and the aircraft exited the runway and went into the grass.

May 13, 2023, LANDING GEAR COLLAPSED AFTER LANDING, Pilot Certification ATP/CFI



Source: FAA (Incident)
Location: Prescott (PRC)
Type: Glassair II RG (Experimental)
Injuries: 1 Uninjured

After landing, and taxiing off the runway, the left landing gear collapsed when the aircraft was on the taxiway. The damage was determined to be minor.

MAY 21, 2023, HARD LANDING, Pilot Certification: Private



Source: ASN NTSB
Location: Motown (5AZ6)
Type: Aviat A-1B Husky
Injuries: 2 Uninjured

The Aviat Husky took off from Ak-Chin Regional Airport and experienced a landing gear collapse. It then nosed over during its landing at Motown Airport (5AZ6), south of Mobile.

May 24, 2023, LOSS OF CONTROL AFTER TAKEOFF, Pilot Certification: Private Pilot



Source: ASN, FAA, APA Member
Location: Tucson (TUS)
Type: Cessna 177 Cardinal
Injuries: **1 Serious Injury**

The Cessna Cardinal sustained substantial damage when it crashed during takeoff from Tucson International (TUS). It was reported that the pilot was going to a nearby practice area, and during the departure the aircraft appeared to be climbing very slowly. The pilot reported to the tower that the aircraft was not achieving the desired climb out performance, and it was suggested he should consider returning to the airport. While maneuvering to return to the airport the pilot lost control of the aircraft and crashed. There was speculation that the engine may have recently been overhauled.

May 24, 2023, LOSS OF CONTROL LANDING, Pilot Certification: Private Pilot



Source: ASN, FAA
Location: Casa Grande (CGZ)
Type: Cessna 172S Skyhawk
Injuries: 2 Uninjured

The Skyhawk departed Chandler Airport, and during its landing at Casa Grande Municipal Airport, the pilot reported a partial power loss. The Cessna was substantially damaged when it veered off the runway, striking a fence, and a tree.

May 25, 2023, RUNWAY EXCURSION, Pilot Certification Unknown



Source: FAA (Incident)
Location: Prescott (PRC)
Type: Cessna 172
Injuries: Unknown Uninjured

The Cessna was cleared for touch and go, but when the aircraft landed it maneuvered off the runway into the grass and came to a stop. Airport operations were suspended. An airport operations vehicle inspected the runway, reporting no damage. The airport vehicle followed the aircraft to the ramp and reported no damage to the airplane.

May 30, 2023, RUNWAY EXCURSION, Pilot Certification: Unknown



Source: FAA (Incident)
Location: Goodyear (GYR)
Type: Cirrus SR22
Injuries: 3 Uninjured

When the Cirrus landed, the brakes locked up and the airplane exited the runway, hitting a runway light, and going into the grass. There was no reported damage to the airplane.

June 3, 2023, LOSS OF CONTROL LANDING, Pilot Certification: Unknown



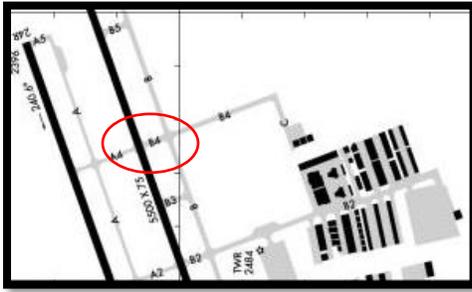
Source: FAA, ASN, NTSB
Location: Prescott (PRC)
Type: Cessna 172S Skyhawk
Injuries: 2 Uninjured

While landing, the aircraft stalled during the flare, and the wing struck the runway which resulted in substantial damage.

June 4, 2023, GROUND COLLISION WHILE TAXIING, Pilot Certification: Unknown



Source: ASN, FAA
Location: Tucson Ryan Field (RYN)
Types: Piper PA28-181 and Hatz CB-1
Injuries: 1 Uninjured



A Piper PA-28-181 Archer III and a Hatz CB-1 experimental plane were involved in a ground collision at Tucson-Ryan Field (RYN), Tucson. Each aircraft had one pilot and they were not injured. The CB-1 sustained prop strike damage, and the Piper PA28 sustained prop strike damage to the wing. According to the FAA, the Piper crossed the hold short line and struck the CB-1 while both planes were taxiing. Based on ADS-B data of the Piper, the collision occurred on taxiway B4, after the Piper landed on runway 6R.

June 7, 2023, CANOPY SEPARATION, Pilot Certification: ATP/CFI



Source: FAA (Incident)
 Location: Deer Valley (DVT)
 Type: Aero L39
 Injuries: 1 Uninjured
 While taking off, on the departure roll, the pilot reported the canopy had separated from the aircraft.



June 10, 2023, CONTROLLED FLIGHT INTO TERRAIN, Pilot Certification: Unknown

Source: ASN
 Location: Apache Junction
 Type: Socata TB30 EPSILON
 Injuries: **2 Fatal**



The accident aircraft was part of a three-ship formation that departed on a local flight out of Mesa-Falcon Field (FFZ) and impacted terrain in the Superstition Mountains.

May 12 – June 8 PILOT DEVIATIONS (12)



1 BRASHERS

These pilot deviations need to be examined to determine if a common threat exists that we should address to help reduce the number of deviations that occur, and thus enhance aviation safety. In the reporting period from May 12 through June 8 there were twelve pilot deviations reported by the FAA SDL FSDO office. It should be noted that this reporting period is one week

shorter than usual because of FSDO scheduling issues. As a result, the next report in August (no ASAG meeting in July), will cover a five week reporting period, and hence a possibly longer deviation report. These deviations were committed by pilot certificate levels ranging from Private through Commercial/CFI. Of these twelve deviations reported, there was a need to issue only one Brasher. In this period's report there were also **five** out of state pilots that committed the deviations.

Note, a controller will issue a Brasher Notification when further FAA action will be taken, and the



*Maj Gen Jack
Brasher*

controller is thus giving the airman 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 rather, 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.

3 IFR Deviations No Brashers 3 Class Bravo Deviations 1 Brasher 1 Class Delta Airspace Deviation No Brasher 1 ATC Instructions No Brasher 2 Runway Incursions No Brashers 2 Wrong Surface Landing No Brashers

The general aviation deviations this reporting period are:

- 3 IFR Deviations, **0 Brashers**
- 3 Class Bravo Deviation, **1 Brasher**
- 1 Class Delta Airspace Deviations, **0 Brashers**
- 1 ATC Instructions (also reported as NMACs), **0 Brashers**
- 2 Runway Incursions, **0 Brashers**
- 2 Wrong Surface Landings, **0 Brashers**

3 IFR DEVIATIONS

5/11, IFR Route, Private Pilot (Foreign Based), Albuquerque Center (ZAB)

The aircraft had been cleared via after HOGGZ, the HYDRR1 to PHX. Just after passing HOGGZ, the center controller observed the aircraft to be turning about 20 degrees north of course. The controller quickly turned the aircraft back to the south. This turn prevented the aircraft from entering restricted area R2307, however the aircraft did violate the 3-mile protected airspace of the area. Pilot had made an unauthorized turn direct HYDRR instead of staying on the HYDRR1 route. The event occurred near Roll, in Yuma County. A Brasher was not issued.

5/28, IFR Route, Private Pilot (California), Phoenix TRACON (P50)

When departing Scottsdale (SDL), the pilot deviation was reported by the Phoenix TRACON when the Cirrus turned away from his assigned heading without authorization.

5/29, IFR Standard Instrument Departure (SID), Private Pilot (California), Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Columbia 400 did not fly the published departure procedure. The Columbia departed Phoenix Deer Valley Airport (DVT) on the **DVT2** departure and instead of turning left on PXR VORTAC Radial-336, the aircraft stayed on the runway heading.

3 CLASS BRAVO AIRSPACE DEVIATIONS

5/12, Entering Class Bravo Airspace Without Approval, Private Pilot, Phoenix TRACON (P50)

The Beechcraft departed the Chandler Municipal Airport (CHD) northbound and entered the Phoenix Class B Airspace without first contacting Phoenix TRACON and getting permission to enter. The Phoenix TRACON controller had to stop the descent of an inbound airliner to provide the required 1,000 feet separation and began tracking the errant aircraft. The Beechcraft exited the Class Bravo airspace to the north and continued its flight to Prescott. The Prescott tower controller issued a **Brasher** to the pilot.

6/1, Entering Class Bravo Airspace Without Approval, Private Pilot (Oklahoma), Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the aircraft entered the Phoenix Class Bravo Airspace without prior approval.

6/3, Entering Class Bravo Airspace Without Approval, Private Pilot, Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Piper Aerostar entered the Phoenix Class Bravo Airspace without authorization. There was no loss of aircraft separation.

WANT TO AVOID THAT CALL FROM THE FAA?
Not to be used for navigation

Departing IFR via DVT2.PXR ODP?
Make sure you fly the DVT2 procedure correctly. Controllers are expecting you to turn NW to intercept the PXR 336R.

RUNWAY 7R DEPARTURE – the NW turn will normally begin within ½ mile from departure end of runway.

NOTAM FDC 3/7181 DVT ODP DEERVALLEY TWO DEPARTURE ...
ATIS 126.5 CLNC DEL 123.9 GND CON 121.8 Deer VALLEY TOWER*
118.4 (CTAF) (RUNWAY 7R-25L) 120.2 (RUNWAY 7L-25R).

Have a safe flight!



DEER VALLEY TWO DEPARTURE (DVT2) (P50)
DEPARTURE ROUTE DESCRIPTION
STANDARD INSTRUMENT DEPARTURE (SID) - Climb on heading 074° to 2000, then climbing left turn on PXR VORTAC 336 radial to intercept PXR 336R at 3500. ...
STANDARD INSTRUMENT DEPARTURE (SID) - Climb on heading 074° and PXR VORTAC 336 radial to intercept PXR 336R at 3500. ...
... full turn direct PXR VORTAC.



1 CLASS DELTA AIRSPACE DEVIATION

5/12, Entering Class Delta Airspace Without First Establishing Communication, Private Pilot, Phoenix Deer Valley (DVT)

The Cirrus entered the Deer Valley (DVT) Class Delta Airspace from the east heading 270° at 3,500'. The Cirrus transitioned through the entire Delta Airspace without establishing Communication with DVT. The Cirrus did become a conflict with another aircraft prompting the south controller to issue multiple traffic calls for an experimental that was departing DVT southbound. The Cirrus exited the airspace to the east without further incident. A Brasher was not issued.

1 ATC INSTRUCTION

5/5, Failure to Follow ATC Instructions, Private Pilot, Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by the Phoenix TRACON when the Cirrus departed on RWY 25 at DVT and was issued instructions to fly runway heading. The Cirrus executed the DVT2 departure instead of the runway heading instruction.

2 RUNWAY INCURSIONS

5/6, Entering A Runway Without Authorization, Commercial Pilot (Iowa), Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ when a Cessna 441 entered the runway without ATC authorization while a Cessna 172 was on short final for the same runway.

6/4, Entering A Runway Without Authorization, Unknown Pilot Certification, Tucson Ryan Field (RYN) (Also included in Accidents and Incidents)

A Piper PA-28-181 Archer III, and a Hatz CB-1 experimental plane were involved in a ground collision at Tucson-Ryan Field (RYN), Tucson. Each aircraft had one pilot and they were not injured. The Hatz CB-1 sustained prop strike damage, and the Piper PA28 sustained prop strike damage to the wing.

2 WRONG SURFACE LANDINGS

5/26, Landing on the Wrong Surface, Commercial/CFI, Chandler Airport (CHD)

The Controller had cleared the PA28 for a touch and go to Runway 22R. The read back was correct. PA28 lined up for Runway 22L and the controller instructed them to go around. PA28 did not read back the go around instructions and did not commence a go around. The PA28 conducted a touch and go on Runway 22L. No other traffic was involved.

6/4, Landing on the Wrong Surface, Commercial Pilot (Oregon), Mesa Falcon Field (FFZ)

The Piper was cleared for a touch-and-go on Runway 4L at FFZ, however, they aligned with and executed a touch-and-go on Runway 4R. No other aircraft were involved.

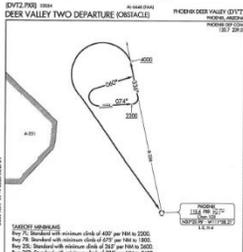
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Not to be used for navigation

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NOTAM FDC 3/7181 DVT ODP DEERVALLEY TWO DEPARTURE ...
ATIS 126.5 CLNC DEL 123.9 GND CON 121.8 Deer VALLEY TOWER*
118.4 (CTAF) (RUNWAY 7R-25L) 120.2 (RUNWAY 7L-25R).

Have a safe flight!





May 12 – June 6 – NEAR MIDAIR COLLISIONS (NMAC's) (1)

5/31, Location: Phoenix Sky Harbor (PHX) Aircraft Types: Piper PA28-181 Archer II & Beechcraft BE200 Super King Air

The pilot of the Piper Archer came on the frequency and advised that they had to take evasive maneuvers to avoid colliding with the Beechcraft King Air. At the time of the incident neither aircraft were RADAR identified, and both aircraft were flying VFR.



Old Business

Ak-Chin Hazard Light Progress – Ernest Copeland: No update on Ak Chin.

Marana and Ryan, Lee UNGER:

KRYN Recommended NW Pattern Entries - created by Brian Stamper, Ph.D. as a safety product of the KRYN Workgroup. With thanks to Brian and all of the dedicated members of the KRYN Workgroup.

Dr. Barbara Harper was a dedicated contributor to this KRYN safety product as a FAAS Team Lead Representative and as the AOPA Airport Support Network Volunteer for Ryan Field.

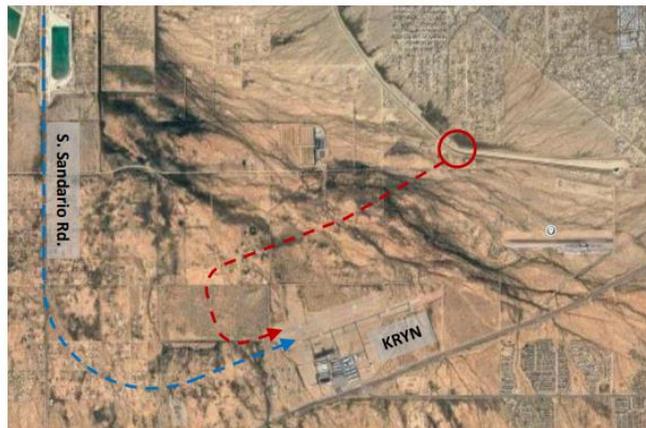
The Ryan Workgroup began December 1, 2021, after Dennis Genzman communicated with Dr. Barbara Harper and Lee Unger about safety concerns CFI Rachel Liu was having in the Ryan traffic pattern. The

KRYN—Recommended NW Entries

- Base entry to runway 06 from NW
 - Follow S. Sandario Rd.
 - Most common entry when the control tower is operational
- 45 deg. Entry to runway 06 from NW
 - Fly toward the southwestern bend in the canal
 - Then toward the tower for a left downwind entry to runway 06
 - Preferred entry when the control tower is not operating—non-towered procedures
- Contacting the tower at 10nm inbound is recommended.
- Generally, 06L is used for takeoff and landings (including pattern work and full stop taxi backs), leaving 06R available for instrument approaches. If traffic permits, full stop aircraft may be assigned 06R to reduce taxiing and runway crossings.
- For safe obstacle clearance during visual approaches, use the VASI on 24L and PAPI otherwise.
- Helicopter traffic is typically assigned left traffic for runway 06L. In this case, fixed wing traffic may be assigned runway 06R. Rotorcraft will be at the same pattern altitude as fixed wing aircraft, 3200' MSL.
- Fuel and Restaurant access are via the south end of taxiway B2.
- While traffic may enter and exit the Class D (Class E) airspace of KRYN from any direction, the procedures depicted here will help aircraft conduct a safe flow of traffic for the most common inbound routes.

updated 05/10/2023

06L tower frequency and Northern airspace: **120.35**



06R tower frequency and Southern airspace: **125.80**
(may also include ground control for South side taxi depending on traffic load)

outcome is the KRYN Recommended NW Pattern Entries - created by Brian Stamper, Ph.D. This document compliments Brian's Greater Tucson Practice Areas. (See next page)



SCAUWG Report – Lee Unger

None.



Frequency Project – Lee Unger

To increase safety both in the air and on the ground, Aviation Safety Advisory Group of Arizona, Inc. (ASAG) is in the final stages of preparing our request of the FCC for waivers to provide four air-to-air frequencies, one for each of the four flight training areas surrounding the Phoenix metropolitan airspace. The frequencies that have been vetted with aviation groups statewide are **123.30**

MHz, **121.950** MHz, **122.775** MHz, and **122.85** MHz. Thank you to Tyler Howard, Deer Valley Air Traffic Manager, and RONALD L. TAHTINEN, DoD Assistant Chief Controller, RAPCON for providing data and to Stacy Elliot, Safety Adviser UND Aerospace, for creating heat maps depicting the data; Patrick Carey, Co-Founder Co-Chairman of Southern California Airspace Users Working Group (SCAUWG) and Sydney Bradfield and his FAA WSA Spectrum Engineering Services Office for developing the template for this project and their support every step of the way.



TUCSON AIRPORTS

8090 2305020800-2306302300

Marana and Pinal – Rick Whitaker & Lee Unger

No Marana (AVQ) updates available. Unfortunately, AVQ Manager Galen Been was not able to attend our meeting.

Check NOTAMS (as always) for destinations, alternates, and airports along your route.

For instance, Pinal (MZJ) is PPR Due to runway construction through June 30. **!MZJ 04/006 MZJ RWY 12/30 CLSD EXC 24HR PPR 602-881-**

Video Project – Jim Anderson



The Marana & Sedona videos are done. The draft for Cottonwood is now finished and it is just under 8 min. The video was shown during the meeting. Members were asked to memo Jim with comments in CHAT. Following the completion of the Marana Video, we plan to develop a video for Buckeye and then P50.

John Varljen and Ed Daror expressed a desire to have a Payson video.



New Business

Backdrop for Banquet – Jim Anderson

In May, we discussed the need for a backdrop for banquet award winner photos. A Backdrop will cost between \$100 - 300. **Jim Anderson** recommends an 8 x 10 banner.

Deciding on the 2024 Banquet Venue, Date and Guest Speaker

We are working on getting more schools to attend the Banquet.

In May, Jim Timm motioned that we go back to the **Phoenix Airport Hilton** for our 50th annual awards banquet in 2024. The motion was passed.

In May, Jim Anderson suggested Saturday, Feb 24, 2024.

In May, [Jessica Cox](#) was approved as the keynote speaker.



24



June Update on Jessica Cox: John Keith

John is working with Jessica Cox and she charges \$10,000 for speaking. John is trying to find sponsors that can cover her fee. Phil Corbell does not like the idea of paying for a speaker; it sets a precedent.

Jim Anderson said that in the past, keynote speakers have not charged us.

Jim Anderson: Motion to have a meeting with Jessica. Jim Price 2nd. Passed.



IMSAFE – ASAG Chaplain, Rev Bob Holliday, is AVAILABLE FOR COUNSELING

Reverend Bob 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)



Lee Unger

Meetings are held via ZOOM on the 2nd Tuesday of the odd months, at 4:00 pm. Everyone that has an interest in improving flight training safety in Arizona is welcome to attend. <https://aftw.org/category/meetings/minutes/>

DPE meeting – No update.

CFI Forum – 29 June, 6:00 pm at AeroGuard (KDVT)



Phoenix-Mesa Gateway ATCT – 6/28

Falcon Tower – 6/29

Phoenix Tower – 7/24

Bullhead City Tower – 7/26

Flagstaff ATCT – 7/28

Tucson Tower – 8/2

Chandler ATCT - 8/4 - tentative

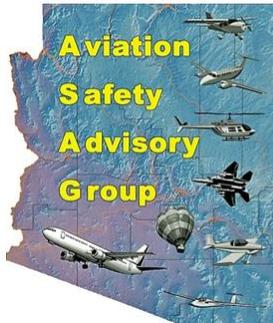
Future ASAG Meetings



August 16 at 12:00. (In honor of , no ASAG meeting in July).



Motion to adjourn, Jim Timm, seconded by Jim Anderson
Adjourned at 2:20 pm



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

