

MEETING MINUTES

Wed, October 18, 2023

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



66 attended.

13868042345, 19072689701, Andrew Banda, Andre Barnes, James Betts, Abraham Blattstein, Greg Blunk IWA Tower, Steven Brimmer, Robert Bullock, Bayley Chotena, Ernest R. Copeland FPM SDL FSDO, Phil Corbell, Tom Cowan, Edward Daror, David Alan Day, Mike Duane, Sonny Durante, Ron Dziagwa, Bryan Eckenrode, Andrew Elliott, Ron Erkens, Eric Fahrner, David Freiwald, Julian Fruhling, Jason Gauer, DeWitt Gibson, Cary Grant, George Hamaty, Justin Hodge, Bob Holliday, David Horvath, Shawn Huff, Bob Katz, John Keith, David Kitts, David Lee, Drew Matson, Robley McCants, Ethan McQuown, Jerry Miel, Bob Mittelstaedt, Andrew Norris, Mark Pansing, James Price, Mitchell Raab, David Roden, Paul Rowley, Tito Sanchez, Gregg Schmillen, Matt Schorman, Larry Steck, Ron Tahtinen, Andrew Taussig, James Timm, Craig Tompkins (SDL FSDO - FPM), Stanley Trachta, Peter Troccoli, John Tyler, Lee Unger, John J. Varljen, Dave Wagner, Daniel Weimer, Lawrence Wippman, Terri Wolcott, Scott Woodworth, and Henry Worthing.



TREASURER'S REPORT

Jim Anderson, ASAG Treasurer was unable to attend

Cary Grant displayed the October report. The membership unanimously accepted the September 2023 ASAG Treasurer's Report.

Treasurer's Report	
Aviation Safety Advisory Group of Arizona General Membership Meeting For the period September 1st, 2023 to September 30th, 2023	
Income	
Total Income	\$0.00
Expenditures	
Administrative and Operations	
Website Expenses	\$23.17
Total Expenditures	\$23.17 (\$23.17)
Opening balance as of September 1st, 2023:	\$15,135.34
Balance on hand as of September 30th, 2023:	\$15,112.17
Aviation Safety Advisory Group of Arizona	\$15,112.17
<i>James B. Anderson</i>	Treasurer's Signature



SECRETARY'S REPORT

Jim Price, ASAG Secretary –

The membership unanimously accepted the September 2023 ASAG Meeting Minutes.





LASER & UAS MITIGATION

Scott Woodworth, Pima County Sheriff’s Office: Last month, there were 11 Laser Strikes, and 1 arrest. 3 airliners were struck. 1 person accepted a plea.

Ernie Copeland: 100 more than last fiscal year (Oct 1, 2022 – Sep 30, 2023). Most of these strikes were in TUS, PHX and PRC.

Several strikes in the Prescott area were aimed at airliners flying at 30,000’.

There are three ways for pilots to report Laser 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 are a member of the public who witnessed an individual aiming a laser at an aircraft, send an e-mail to laserreports@faa.gov and include the following information: Your name and contact information. Date and time you witnessed the laser incident.



BALLOONS

Neil Davison – Unable to attend. No update.



ARIZONA ARMY NATIONAL GUARD

CW4 Chris Hammond – Unable to attend. No update.



P50

Matt Schorman – (P50)

The Sky Ranch area situation is improving, but they have had an issue with the Civil Air Patrol (CAP), holding over Sky Ranch at 7,000'. P50 is discussing the matter with CAP.

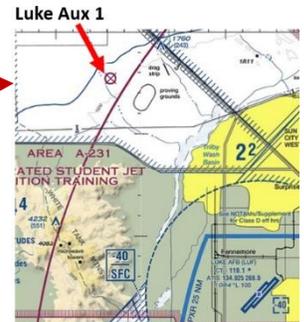


LUKE AFB

Ron Tahtinen (Luke)

No updates. He thanked Cary Grant for posting the Memorandum of Understanding (MOU) on the ASAG website.

The (MOU) IS BETWEEN 56TH OPERATIONS GROUP (56 OG) LUKE RAPCON (LUF) UNITED STATES AIR FORCE (USAF) LUKE AIR FORCE BASE, ARIZONA AND UNITED AVIATE ACADEMY (UAA), LUFTHANSA AVIATION TRAINING (LAT), AND 3RD GERMAN AIR FORCE TRAINING SQUADRON (GAF) PHOENIX-GOODYEAR AIRPORT, ARIZONA. No news about the status of the ILS at Luke Aux 1.



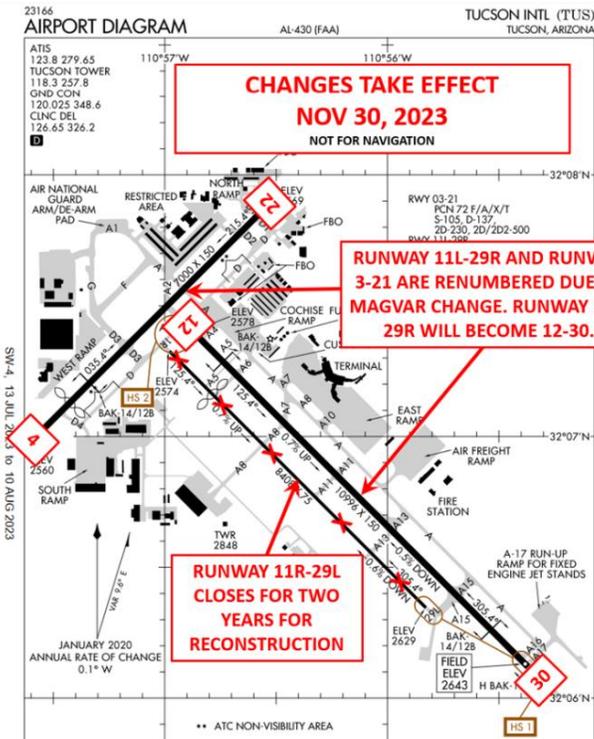
TUCSON TRACON

Bryan Eckenrode Nov 29, Tucson (TUS) will lose one runway because of a 5-year project. Tower will limit Touch and go landings. Expect higher demand at KRYN as more training shifts to their airport.

TUS will change their runway identifier to 12. Tucson (TUS) is in the midst of runway construction. Taxiways and runways will be closed. Like always, check NOTAMS, know before you go and obtain updates on the way. You can also check:

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

See the TUS Airfield Changes, on the next page.



TUS Airfield Changes

The Tucson Airport Authority (TAA), certificated operator of Tucson International Airport (TUS), is engaged in a multi-year \$400+ million Airfield Safety Enhancement (ASE) Program, a project that will transform the airfield layout at TUS to meet current Federal Aviation Administration (FAA) safety standards. This project, designed to enhance airfield safety, will include the demolition of an existing runway (RWY 11R/29L; 75' x 8,000') with a new, relocated parallel runway (150' x 11,000') that will serve the Southern Arizona region for decades into the future.

Before construction of the new runway can begin, the current runway (11R/29L), primarily used by general aviation aircraft, must be closed and demolished. This phase of the ASE Program timeline is scheduled to begin on November 30, 2023. The work is expected to take approximately 2 years to complete, and the new runway is not anticipated to open until 2026. Additionally, once RWY 11R/29L closes, the runway numbers will be updated to reflect the current magnetic declination of the earth's poles. Runway 11L/29R will be renumbered to RWY 12/30 and the crosswind runway, RWY 3/21 will be renumbered to RWY 4/22 (this shift happens at nearly every airport at some point, usually taking place about once every 30 years as magnetic variation occurs). In approximately 2 years, after the new parallel runway is opened, the parallel runways will be updated to include the "L" (left) and "R" (right) designation.

In the days prior to November 30, 2023, and on that day, the TAA will change all the signs and markings on the airfield to denote the new numbering. You are advised to check the NOTAMs and listen to ATIS for closed surfaces as the construction crews perform painting. All the approaches will be updated to reflect the new numbering.

The closure of RWY 11R/29L will not affect commercial air service or military operations at TUS. However, it will reduce the capacity of TUS, which may result in a reduction of Air Traffic Control services that general aviation pilots have traditionally relied on, like practice approaches, taxi backs, and touch-and-go landings. Pilots and training schools planning to practice these maneuvers are highly encouraged to use Ryan Airfield (RYN) for these activities.

RYN has three runways; the main runway, 6R/24L, is 5503' x 75' and has ILS, RNAV, and NDB approaches. There is a similar length parallel runway 6L/24R and a crosswind runway 15/33. The RYN Air Traffic Control Tower (ATCT), managed by Serco as part of the FAA Federal Contract Tower Program, is operational between 6:00 a.m. and 8:00 p.m. daily.

TUS is an airport that is recognized for its convenience and customer service, which is why the TAA understands the challenge this change to runway capacity presents to the general aviation community of Southern Arizona. We appreciate your patience and understanding as we enhance safety and improve the TUS airfield for the benefit of our entire region.

Questions/Contact
 Bruce Goetz, Vice President/Chief Operating Officer
 bgoetz@flytucson.com
 520-573-4829



PARACHUTE OPS

Tom Cowan & Justin Hodge: Jump Ops at P08 and Bishop

Tom has volunteered to be our representative in the Parachute Operations community. He will strive to get all the Jump operators involved. Both Tom and Justin Hodge are working on this. The object is to define the key issues of Jump ops in AZ and work on the issues. They will work on mitigating safety issues.

Justin Hodge stated that on Nov 6, at Bishop, a NOTAM will be filed for Bishop. Reference is from the Stanfield VOR.

Frequency Protocol: 123.7 PHX approach. 130.75 local CTAF for Bishop. Their aircraft will also monitor Rainbow Valley frequencies. Jump ops will start at Coolidge with NOTAM P0810/038. Aircraft should Monitor 123.075 CTAF and 125.4 ABQ center.

RAF is going to the flight schools to make presentations. They have seen all the East Valley flight schools. Use the radio and just ask if there are parachutes in the air.

Phil Corbell suggested we have the meeting at West-MEC, so that all the west valley schools can attend. The meeting is now scheduled West-MEC for November 3, 1:00 pm for 1.5 hours. The SPANS has been submitted through the FAA Team for approval. We would like all the flight schools to send representatives. CFIs, and all pilots are encouraged to attend.

James Betts (RAF Rep): He appreciates the time taken to improve safety. Plan B for the presentations is United Aviate Academy. Phil will get WESTMEC on board. John Keith will advertise this to the GYR and GEU schools.

Justin Hodge stated that all the jump rings are current on the AZ aviation maps.



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

Mid-Sep – Mid-Oct 2023 Accident Report and Pilot

Deviation Summary – Jim Timm & Craig Tompkins

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-July through mid-August. 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 good because of the number of accidents. Unfortunately, there were a couple of serious injuries, but most importantly, no one lost their life. 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.

NOSE GEAR COLLAPSED

Date: 9/15

Source: FAA Incident

Location: Mesa Falcon Field (FFZ)

Type: Piper PA44-180 Seminole

Injuries: 3 Uninjured

Pilot Certification: Comm/CFI



It was reported that the nose gear was down, but not locked. The airplane landed and the nose gear collapsed. The damage was reported to be minor.

RUNWAY EXCURSION



Date: 9/15

Source: FAA Incident

Location: Mesa Gateway Airport (IWA)

Type: Piper PA28-181

Injuries: UNK

Pilot Certification: UNK

The Piper Archer was cleared for stop-and-go landings, and during landing, the airplane went off the runway. There were no injuries or damage to the aircraft or airport property.

RUNWAY EXCURSION



Date: 9/17
Source: FAA
Incident Location: Tucson Ryan Field (RYN)
Type: Cessna 172
Injuries: 1 Uninjured

Pilot Certification: Private Pilot

During the takeoff roll, the Cessna 172 ran off the runway and into the grass, breaking a runway light and damaging a wheel fairing. No other damage was reported.

LOSS OF CONTROL AFTER TAKING OFF



Date: 9/19
Source: ASN, NTSB
Location: Benson (E95)
TYPE: Champion 7KCAB

Injuries: 2 Uninjured

Pilot Certification: Comm/CFI Pilot

The Champion 7KCAB was substantially damaged when it was involved in an accident near Benson. The flight instructor and the pilot receiving instruction were not injured. Shortly after departing the runway, at about 50 ft AGL, the airplane began to drift right then suddenly rolled sharply to the right. The airplane's attitude was held briefly before the flight instructor took over the controls. The flight instructor discovered that the aileron controls were unresponsive. He immediately added left rudder and the wings leveled off. The airplane then started a left roll, followed by a right roll. Controlling the airplane's pitch attitude was normal but the ailerons did not have any effect on the roll attitude of the airplane. The flight instructor continued to control the airplane with elevator and rudder inputs. The airplane lost altitude and impacted the ground with the wings level. The airplane bounced along the ground and came to rest on the runway.

RAN OFF RUNWAY



Date: 9/20
Source: FAA
Incident Location: Mesa Gateway Airport (IWA)
Type: Piper PA28-181

Injuries: UNK Uninjured

Pilot Certification: UNK

The Piper Archer was cleared for stop-and-go landings, and during a landing the airplane went off the runway approximately 2,000 ft from the threshold. Ground emergency was called, but no medical help was needed. There was no damage to the aircraft or airport property.

TAIL STRIKE DURING LANDING



Date: 10/1
Source: FAA
Incident Location: Chandler Airport (CHD)
Type: Cessna 172
Injuries: 3 Uninjured

Pilot Certification: Comm/CFI Pilot

During touch-and-go landings, the pilot reported a tail strike during one of the landings. There was no damage reported.

LOSS OF CONTROL LANDING



Date: 10/3
Source: ASN, FAA, NTSB
Location: Near North Phoenix
TYPE: Ultramagic N-300 Balloon
Injuries: 2 Serious Injuries, 12 Uninjured
Pilot Certification: UNK

The Ultramagic balloon bounced several times during the landing, and the basket was dragged along the ground due to strong gusting winds.

BRAKES LOCKED UP



Date: 10/6
Source: FAA
Incident Location: Glendale Airport (GEU)
TYPE: Aeronca Champ 8GCBC

Injuries: 2 Uninjured

Pilot Certification: Comm/CFI Pilot

When completing a full stop landing, the brakes locked, and the airplane nosed over on the runway. The NTSB assessed the damage to be minor.

NOSE GEAR COLLAPSED



Date: 10/9
Source: FAA
Incident Location: Prescott Airport (PRC)
Type: Cessna 150

Injuries: 1 Uninjured

Pilot Certification: ATP

The nose gear on the Cessna 150 collapsed during the landing at Prescott. The damage was reported to be minor.

LOSS OF POWER ON TAKEOFF



Date: 10/11
Source: ASN, FAA
Location: Chandler Airport (CHD)
Type: Piper PA46-310P Malibu

Injuries: 2 Uninjured

Pilot Certification: UNK

The Piper Malibu sustained substantial damage when the airplane experienced a loss of engine power shortly after departure. The pilot attempted to return to the runway but struck a fence when landing in a field.

LOSS OF CONTROL LANDING



Date: 10/12
Source: FAA
Location: Phoenix Mesa Gateway Airport (IWA)
Type: Boeing PT17 (A75N1)
Injuries: 1 Uninjured

Pilot Certification: Comm/CFI Pilot (continued, next page)

The PT17 Stearman ground looped while landing at Gateway and damaged the lower left wing. The damage was substantial.

Sep 15 – Oct 12_PILOT DEVIATIONS (24)



BRASHERS (7)

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 July 14 through August 10 there were ten pilot deviations reported by the FAA SDL FSDO office.

These deviations were committed by pilot certificate levels ranging from student through ATP, and in this reporting period there were also eight out of state pilots that committed the deviations. Of these twenty-four deviations reported, there was a need to issue seven Brashers.

Note, a controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the pilot the opportunity to make note of the occurrence, collect information, and their thoughts for their future interaction with Flight Standards. Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. When flying in controlled airspace, pilots should never be creative, but talk to ATC before they do something that differs from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what may be expected of them. Please fly with care and forethought.



Maj Gen Jack
Brasher

The general aviation deviations this reporting period are:

- 6 IFR Deviations ... 3 Brashers
- 1 Class Bravo Airspace Deviations ... 0 Brashers
- 3 Class Delta Airspace Deviations ... 2 Brashers
- 3 TFR Deviations ... 0 Brashers
- 3 Air Traffic Control Instructions ... 1 Brasher
- 5 Runway Incursions ... 1 Brasher
- 1 Landed on Taxiway ... 0 Brashers
- 1 Surface Incident ... 0 Brashers
- 1 Pedestrian on Runway ... 0 Brashers

IFR DEVIATIONS (6)

9/13, IFR SID Deviation (DVT3)

Commercial/CFI Pilot

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the aircraft didn't fly the DVT 3 departure as published. There was no loss of separation.

9/19, IFR NORDO

Private Pilot (Missouri)

Albuquerque Center (ZAB)



At 1724z the Albuquerque Center controller cleared the aircraft to contact Albuquerque Center on 127.67. Aircraft did not respond to that call, nor any subsequent attempts made by ATC. The aircraft remained out of contact with ATC until 1843z, when the LA Center established communications and issued the **Brasher Warning**.

9/19, IFR Standard Instrument Departure (SID) Deviation (MESA1)

Private Pilot

Phoenix TRACON (P50)

The aircraft departed from Mesa Falcon Field and should have been on the MESA 1 departure, but it didn't fly the Mesa 1 SID correctly.

9/22, IFR Standard Instrument Departure (SID) Deviation (MESA1)

Private Pilot

Phoenix TRACON (P50)



The aircraft departed Mesa Falcon Field (FFZ) IFR and entered a Minimum Vectoring Altitude (MVA) area. The Phoenix TRACON SanTan controller issued a Low Altitude Alert with an expeditious climb request. The aircraft quickly climbed above the MVA and continued on their flight. FFZ ATCT advised they had issued the MESA 1 Departure, however, the aircraft didn't fly the departure procedure, rather they flew the runway heading northeast directly into the higher MVA area. Once it was discovered that this was a possible pilot deviation, the aircraft was well outside the Phoenix TRACON airspace, and a request was then made to Albuquerque Center to issue a **Brasher to the pilot**.

10/4, IFR Route Deviation

ATP Pilot (California)

Albuquerque Center (ZAB)



The Cessna Citation had made an unauthorized turn of about 50 degrees. The Event occurred near Wellton, AZ, and a **Brasher was issued**. The pilot stated that this is a common route for the aircraft, and it is a stored routing in the Flight Management System (FMS) they used and should have been good.

10/8, IFR Standard Instrument Departure (SID) Deviation (MRRIC1)

ATP Pilot (California)

Phoenix TRACON (P50)

The aircraft had departed Scottsdale airport IFR and was issued the MARICOPA 1 departure by ATC. The aircraft didn't comply with the departure, and the controller had to give them vectors to avoid terrain.

CLASS BRAVO DEVIATIONS (1)

9/23, Entering Class Bravo Airspace Without First Obtaining a Clearance

Private Pilot (Texas)

Phoenix TRACON (P50)

The aircraft was flying VFR from the south toward Mesa Falcon Field (FFZ), and they had climbed into the Class Bravo Airspace without a clearance. The controller asked them if they were familiar with PHX

Bravo Airspace, and the pilot said no. The controller then vectored the aircraft to descend them out of Bravo Airspace, and the aircraft continued on to FFZ without further incident.

CLASS DELTA DEVIATIONS (3)

9/22, Entering Class Delta Airspace Without First Establishing Communication

Student Pilot

Phoenix Deer Valley Airport (DVT)

The errant aircraft had entered the Deer Valley Class D Airspace from the North without first establishing communication with DVT. A Cessna was in closed traffic for RWY 7L and ATC had to turn them to the NE to avoid the errant aircraft. The Cessna reported the errant aircraft in sight. Unfortunately, the Errant Aircraft was in communication with the **Scottsdale** tower.

9/22, Entering Class Delta Airspace Without First Establishing Communication

Private Pilot

Phoenix Mesa Gateway Airport (IWA)



The Piper aircraft was inbound from the North and descended into the Gateway Class Delta Airspace southbound and over the top of the airport at 3,500 feet MSL. The local controller attempted to contact the aircraft but was unable to establish two-way radio communications. The aircraft appeared to be preparing for a landing at the Chandler airport. The Gateway Tower contacted the Chandler Tower and requested that they issue the pilot the **Brasher** statement once they were in communication with the aircraft.

9/29, Entering Class Delta Airspace Without First Establishing Communication

Student Pilot

Mesa Falcon Field (FFZ)



A Piper aircraft was observed entering the Falcon Field (FFZ) Delta Airspace from the south at 3,100 feet without permission from FFZ. The FFZ controller had to issue a turn to another aircraft to avoid the errant Piper. The Piper was then observed turning southbound towards the Gateway (IWA) airspace. The FFZ controller contacted the IWA tower and verified that the errant Piper was on their frequency and asked them to give the **Brasher** notice to the Piper due to the airspace violation.

TFR DEVIATIONS (3)

9/8, Entering a TFR Without Authorization

Commercial Pilot (Oklahoma)

Albuquerque Center (ZAB)

A report from the TONTO NATIONAL FOREST AVIATION OFFICER reported that a Cessna with a known tail number violated an active firefighting TFR (NOTAM 03/5101). There was no radar data to support the report. The event occurred near Payson, and a Brasher was NOT issued.

9/16, Entering a TFR Without Authorization

Comm/CFI Pilot (New York)

Albuquerque Center (ZAB)

The pilot deviation was reported by the Airspace Coordinator that an R66 helicopter violated firefighting TFR 03/0452. One of the Air Attack aircraft identified the violator and visually got the tail number. The event occurred near Tucson, and a Brasher was NOT issued.

9/28, Entering a VIP TFR Without Authorization

Private Pilot (Virginia)

Phoenix TRACON (P50)

The Beechcraft violated the VIP 30-mile TFR. The aircraft departed Pegasus Airpark (5AZ3) on a 1200 code. After about 5 minutes, ATC was able to contact the pilot, and the controller gave them an appropriate transponder code.

AIR TRAFFIC CONTROL INSTRUCTIONS (3)

9/14, Failure to follow Air Traffic Control Instructions

ATP/CFI Pilot

Mesa Falcon Field Airport (FFZ)

The pilot deviation was reported by FFZ when the aircraft did not follow the departure instructions assigned by ATC.

10/1, Failure to follow Air Traffic Control Instructions

Private Pilot

Tucson Ryan Field Airport (RYN)

The Piper made an early right turn after becoming airborne and conflicted with a Cessna in the downwind.

10/4, Failure to follow Air Traffic Control Instructions

ATP/CFI Pilot (California)

Scottsdale Airport (SDL)



The Cessna was repeatedly given holding, and pattern entry instructions, and failed to understand them even after the controller repeated the instructions multiple times. He was issued a downwind entry and flew through the final, causing a Resolution Alert for another aircraft. The problematic Cessna was issued a **Brasher** for his inability to follow instructions.

RUNWAY INCURSIONS (5)

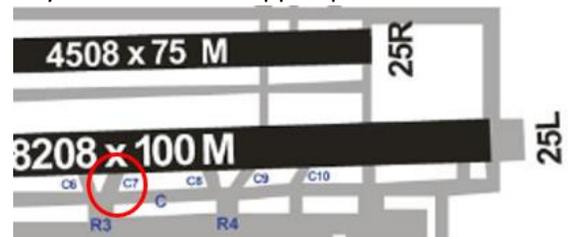
9/11, Failure to Expediently Clear a Runway after Landing

Comm/CFI Pilot

Phoenix Deer Valley Airport (DVT)



The Pilatus failed to clear the runway after landing with a Cirrus on short final. The Pilatus landed on Runway 25L and was instructed to turn left on Taxiway Charlie 7, and taxi via Taxiway Delta 6 to the ramp, but there was no response from the Pilatus. The Local Control (LC) issued the instructions again and continued trying to get in contact with the Pilatus with no response. The Pilatus had turned left on Taxiway Charlie 7 and stopped prior to crossing the hold short line of the runway. Ground Control (GC) also tried to reach out to Pilatus but got no response. LC issued a go around to the Cirrus on an approximate 1/4 mile final. The Pilatus then contacted GC for taxi instructions to the ramp. GC issued taxi instructions and also the **Brasher** warning.



9/12, Taking off on a Runway Without ATC Authorization**Comm/CFI Pilot****Mesa Gateway Airport (IWA)**

The Piper departed Runway 30R without ATC authorization. The controller had cleared the Piper to land on Runway 30R. The read-back was correct, and the Piper pilot conducted a touch and go and departed Runway 30R instead of making a full stop. No other traffic was involved.

9/15, Entering a runway without ATC Authorization**Comm/CFI Pilot****Scottsdale Airport (SDL)**

The errant Cessna had entered Runway 21 without ATC authorization. The controller had two Cessna aircraft on frequency, and the errant Cessna called the controller and advised they were ready for departure. The controller instructed the errant Cessna to hold short of Runway 21 and the read-back was correct. The controller then cleared the other Cessna for takeoff, and it departed. The controller attempted to issue additional instructions to the departing Cessna and said your right turn out to the north is approved, expedite your climb. The errant Cessna read back "Runway 21 cleared for takeoff expediting climb." The controller did not catch the read back of cleared for takeoff. The errant Cessna entered Runway 21 and lined up for departure. The controller asked who the aircraft was on Runway 21 and the errant Cessna advised it was them. LC instructed the Cessna to exit Runway 21 at Taxiway Alpha 13 and advised them of another Cessna on an approximate 1/2 mile final.

9/24, Entering a runway without ATC Authorization**Private Pilot****Phoenix Deer Valley Airport (DVT)**

The Piper called ground control for departure on runway 25R. The Piper pilot read back the proper hold short instructions after being corrected to use call sign with hold instructions. The Piper then proceeded onto runway 25R and appeared to be holding in position on runway 25R. Another Piper was inside a half mile final for runway 25R, and was sent around, and offset to the right of runway 25R. The errant Piper was instructed to taxi down runway 25R and exit at A10. No other aircraft were impacted.

10/6, Entering a runway without ATC Authorization**Student Pilot****Chandler Airport (CHD)**

A VFR solo student pilot was cleared for a touch-and-go on Runway 4L, however, they aligned with and landed on Runway 4R. The student flew within 0.5 miles of another VFR aircraft, which was turning base for Runway 4R.

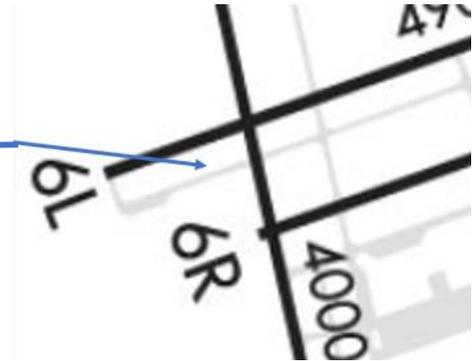
LANDING ON A TAXIWAY (1)

9/27, Landed on a Closed Taxiway

Private Pilot

Tucson Ryan Field Airport (RYN)

The pilot was sequenced number three to follow traffic for RWY 6R. The pilot had his traffic in sight, but lost them on short final, and the pilot landed on TWY A, _____ which was NOTAMed closed. There were no personnel or equipment on TWY A at the time of the event. In phone call afterwards, the pilot stated that he knew that many things were closed per the ATIS, except for RWY 6R, and got confused when he lost sight of his traffic but didn't say anything.



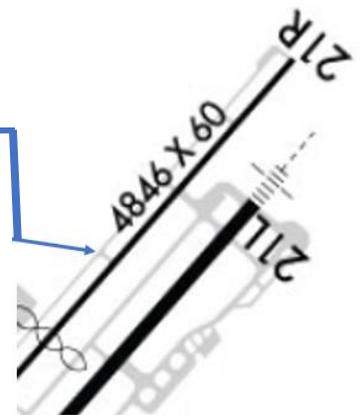
SURFACE INCIDENT (LANDED ON A TAXIWAY) (1)

8/9, Failure to Follow ATC Instructions

Private Pilot

Prescott Airport (PRC)

The VFR Super Cub was cleared to land on Runway 21R, however they aligned with _____ and landed on Taxiway A. Personnel and equipment were present in the run-up area for Runway 21R adjacent to Taxiway A. The facility reported an overflight did not occur.



PEDESTRIAN ON RUNWAY (1)

10/11, Pedestrian got on the Runway Phoenix International Airport (PHX)

Phoenix Air Traffic Control Tower advised that an unauthorized pedestrian was observed on Runway 8/26. Operations were suspended for six minutes while the airport Police Department apprehended the individual. Normal operations were then resumed.



Sep 15 – Oct 12 – NEAR MIDAIR COLLISIONS (NMAC's) (1)

10/1, Location: Tucson Ryan Field (RYN)

Aircraft Types: Piper PA22 and Cessna 172

The Piper Tri-Pacer made an early right turn after becoming airborne and conflicted with a Cessna 172 that was in the downwind pattern.

Question: Bob Katz asked the meaning of the trophies that appear on some of the Deviation PowerPoint slides. **Answer:** These appear when the pilot is "awarded" a Brasher Warning.





Old Business

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



[SCAUWG https://scauwg.org/](https://scauwg.org/) [Report – Lee Unger](#)

Thanks to Webmaster Ron Berinstein for [SCAUWG.ORG](https://scauwg.org/) which provides the latest in aviation news including the Arizona page

<https://scauwg.org/arizona>

Keeping airports open remains a challenge. Airports under threat of closure: Santa Monica – KSMO; Torrance - KTOA; & Whiteman Airport - KWHP. Businesses want real estate. A reminder to Arizona to be good neighbors, respect noise abatement procedures, and continue with community outreach regarding the value of airports. Thanks to Rich Lee for sharing his knowledge and experience with these matters with us and with SCAUWG.

PACIFIC AIRSHOW at HUNTINGTON BEACH, (SEPTEMBER 29-OCTOBER 1), was a safe and very successful event!

American Heroes Airshow, Saturday, November 4, 2023 <https://www.heroes-airshow.com/>

Helicopters Only Hansen Dam Sports Complex in Los Angeles. The AMERICAN HEROES Air Show returns to the place it was born!



[Lee Unger, Cary Grant, Jim Anderson, and Brian Stamper, Ph.D.](#)
[ASAG's request for Air-to-Air Frequencies for Flight Training Operations in the Phoenix Airspace:](#)

121.950 MHz, 122.750 MHz, 122.850 MHz, 120.650 MHz and 127.050 MHz

are now under consideration. We are requesting four, one for each quadrant.

<https://photos.app.goo.gl/1rL4P3SzoGY2rZW66>

If you have any information regarding any kind of conflict with any of these frequencies or do any testing of these frequencies for interference in the Phoenix airspace, please share your information, comments, and/or data with the Aviation Safety Advisory Group of Arizona (ASAG) by contacting Lee Unger [mailto: leeunger4@gmail.com](mailto:leeunger4@gmail.com) and/or Cary Grant <mailto:cbgrant@azboss.net>

At ASAG's September monthly webinar, Maj Deborah Blattstein, MD, PhD, FAWM. Civil Air Patrol, Arizona Wing CDO, Search and Rescue Mission Pilot advised us that 122.775 is the frequency for Snake Eye re: KGXF Gila Bend Air Force Auxiliary Airport. Dr. Blattstein provided John G. Padilla's contact information for our inquiry. John G. Padilla, CIV, USAF 56 FW Assistant Airspace Manager wrote:" We believe this would NOT be compatible with our range ops, Snakeeye, using 122.775. Snakeeye uses 122.775 for communications with in the BMGR-E and the Sells SUA. The frequency is not for a small geographical area like a Class Delta. We believe that this would impact safety for the

flight schools and for aircraft in the BMGR-E and Sells SUA. Snakey issues situational awareness for range activities which is a safety multiplier to military aircraft.” The frequency workgroup thanks and appreciates Dr. Blattstein's and John G. Padilla's information and assistance. 122.775 MHz has been removed from our list of possible frequencies.

ASAG's frequency project workgroup strives to request waivers for four interference free, uncontested frequencies upon our next request of the FCC for waivers. Thank You for your help with this process.



Marana Airport Update

[Lee Unger, Sonny Durante, and Tito Sanchez](#)

Thanks to Sonny Durante and Tito Sanchez for volunteering to increase and promote safety at KAVQ. They are already working with Dr. Thomas Cowan and Justin Hodge to coordinate safety efforts with parachute operators at AVQ.

Please spread the word, thanks to Sonny's efforts, Live ATC is back.

Here, you can listen to real time and archived recordings of communications on AVQ CTAF.

<https://www.liveatc.net/>

Like always, exercise caution at non-towered airports. It has been reported that sometimes, jump planes forego entering the pattern on downwind. **Tito Sanchez noted:** Marana is a zoo. The jump aircraft are very aggressive, cutting off people in the pattern. It's a crazy pattern.

As Craig Tompkins has said, and it bears repeating, "Keep your head on a swivel."



Ryan Airfield Update

[Steve Brimmer, DPE and Lee Unger](#)

Steve reports increased traffic at KRYN and initiated planning for safety outreach in preparation for additional traffic as Tucson International Airport KTUS prepares to demolish 11R/29L.

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

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

For more information:

- Arizona Pilots Association monthly newsletter <https://azpilots.org/pilot-info/newsletters>
- Visit Aviation Safety Advisory Group of Arizona, Inc. (ASAG) website <https://asagaz.org>

Video Project – Jim Anderson (Cary Grant)

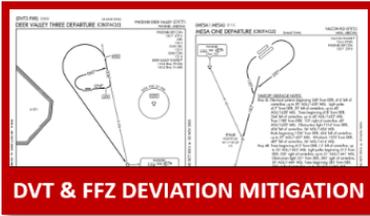


ASAG's third in our series of *From the Flight Deck* for Cottonwood is now live on YouTube. <https://www.youtube.com/watch?v=RpOS4yi7oGM>

This is the third in series of the Arizona Aviation Safety Advisory Group production on Arizona's non-towered airports. See also Marana (KAVQ) 

[Marana From the Flight Deck](#) and Sedona (KSEZ)  • [Sedona From the Flight Deck](#) . We wish to thank all of the members of the group that have volunteered their time and aircraft to make these safety videos. We also want to thank Jeffrey Tripp, the Cottonwood Airport Manager, for his support and input, the

Scottsdale FSDO FAA Safety Team, and the FAA Western Region Runway Safety Office for supporting our endeavors. Our videos are just one resource pilots should reference "to know before you go," to supplement their preflight preparations in accordance with FAA regulations.



The departure/SID Caution/How-To posters are current at DVT and FFZ.



2024 Banquet: Jim Anderson has received the contract and submitted the deposit for the venue – Phoenix Airport Hilton. Pricing for tables will remain the same as 2023.

Jessica Cox: Confirmed! Jessica will be our keynote speaker.

Cary has added a Banquet countdown clock to the web page <https://asagaz.org/>. As of the meeting (Oct 18) we are 129 days out.



Nominations for CFI, Aviation Technician, and FAA Safety Team Lead Representative are due by November 30th. See <https://asagaz.org/>

Nominations for Airport of the Year and ATC Communicator of the Year are due by December 31, 2023. See <https://asagaz.org/>



New Business

Casa Grande (CGZ) Runway and Taxiway Pavement Preservation and Closure Schedule

The Casa Grande Municipal Airport has a Pavement Preservation project that will take place in October and November 2023. The scope of this project includes Seal Coating and Pavement Markings on Runway 05-23 and all connecting taxiways to TW-B. Phase 1 of the project is tentatively scheduled to start on Tuesday, **October 17th and be completed on Thursday, October 26th (10-days)**. The Runway will be Closed for Phase 1 construction, and a NOTAM will be issued one week before the closure begins. Upon re-opening of the runway, there will be temporary markings in place for a minimum of thirty days while the seal cures. Then we will begin Phase 2 of the project to stripe the final pavement markings. The final markings are tentatively scheduled to start on Wednesday, November 29th and be completed on Friday, December 1st (3 days). The Runway will be Closed a second time for Phase 2 construction, and a NOTAM will be issued one week before the second closure begins.

Runway 05-23 & Connector Taxiways - Pavement Preservation	Date(s)	Duration	NOTAM Status
Phase 1	10/17/2023 – 10/26/2023	10 days	Runway Closed
Phase 2	11/29/2023 – 12/01/2023	3 days	Runway Closed





Lee Unger: Next AFTW Meeting is Tuesday, Nov 14, at 4:00 pm.



From Jim Pitman via AFTW Facebook page: The runway at Casa Grande Airport is scheduled to be closed **October 17-27**. Limited practice instrument approaches may still be conducted. Please be mindful of 91.119 and be careful to not fly over men/equipment at low altitudes. Check NOTAMS!

If you have Comments: <https://aftw.org/contact/>

Register for the next Meeting: <https://aftw.org/next-meeting/>

For Meeting Minutes: <https://aftw.org/category/meetings/minutes/>

September 12, 2023, AFTW minutes and video are here: <https://aftw.org/category/meetings/minutes/>
Video https://youtu.be/zL15cxl_-YQ



DPE meeting – Craig Tompkins: No meeting.



New procedure for WINGS credit – Lee Unger

Our ASAG meetings qualify for 2 Knowledge WINGS credits for pilots and 1 credit for Aviation Maintenance Technicians (AMTs). Thanks to Ernie and Craig for providing the Zoom attendance list which we use to

provide WINGS credit. However, if the email you use on FAASafety.gov is different than your Zoom registration email on a particular day, please be sure to put your FAASafety.gov name and email in the Chat. Thank You.

October CFI Forum, CAU meeting room (FFZ) and virtual, Wed, 25 Oct at 1700.



Karen Perry, who lost her three children and ex-husband in the 2011 Thanksgiving Eve Superstition Mountains crash, will be the speaker / presenter. Her topic will be "CFIT."

- **Meeting at Goodyear City Hall for GYR noise abatement issues**, Oct 23, 5:00 pm.
- **Navajo Airlift** 9- 11 Nov <https://navajochristmasairlift.com/>
- **EVIT STEM Event**, 4 Nov
- **Deer Valley (DVT) Pancake Breakfast**, 4 Nov
- **Coolidge (P08) Fly-In Pancake Breakfast**, 4 Nov
- **Jump Ops Meeting, West-MEC**, Nov 3, at 1:00 pm. The SPANS has been submitted through the FAASTeam for approval. We would like all the flight schools to send representatives, and CFIs. All pilots are encouraged to attend.
- **Sky Kids, Scottsdale (SDL), Sierra Charlie**, 2 Dec <http://skykidsaz.org/>

- [EAA Chapter 538 Young Eagles at Glendale \(GEU\)](#), 18 Nov (No pattern work allowed during the event)
- [Payson \(PAN\) Aerofair](#), 21 Oct <https://paysonaerofair.wixsite.com/paysonaerofair>
- [Wing's Seminar for Explorer Post](#), FFZ CAF Hangar, 20 Nov
- [Buckeye Airfair \(BXK\)](#), Feb 16 – 18, 2024 <https://www.buckeyeaz.gov/community/residents/events-in-buckeye/buckeye-air-fair>
- [Copperstate Fly-in, 2024](#) (awaiting dates)
- [RSATs](#) will resume in Feb 2024.



[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)

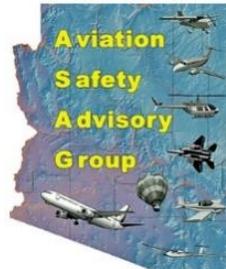
[Nex ASAG Meeting](#)

Wednesday, November 15, at 12:00 pm



Motion to adjourn.

Adjourned at **2:40** 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