



Wednesday, Dec 21, 2022

MEETING MINUTES

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

Attendance, 60

Jim Anderson, Baron Benham, Bob Carter, Joachim Chevallier, Ernest Copeland FPM SDL FSDO, Rolf Dammrau, Edward Daror, Garrett Dauphars, David Alan Day, Sonny Durante, Ron Dziagwa, Ken Enger, Larry Erdman, Michael Folinsbee, Jill Gallo, Cary Grant, John Hall, George Hamaty, CW4 Chris Hammond, Barbara Harper, Cheyenne Henderson, David Horvath, Shawn Huff, David Huyink, Tino Ilioi, George Jenson, Russ Jones, Philip Jossi, Bob Katz, John Keith, David Kitts-CAU, Michael Klein, Alexander Kocksch, Brian Koeneke, Marcos Rodriguez, Michael Mohle, Alexander Pena, James Price, Mitchell Raab, Paul Rowley, Tito Sanchez, John Santarossa, Stuart Smith, Brian Stamper, Larry Steck, Eric Stevens, Andrew Taussig, James Timm, Scott Tinneland, Angel Salazar Tineo, Craig Tompkins (SDL FSDO), Peter Troccoli, Lee Unger, Jan Vander Ark, Wesley Waddle, Rick Whitaker, Toby Williamson, Lawrence Wippman, Scott Woodworth, & Frederick Workley.

NOMINATE PEOPLE FOR AWARDS TO BE PRESENTED AT OUR JANUARY 2023 BANQUET

Our website: <https://asagaz.org/> (On the home page, scroll down to find the nomination instructions). Nominations may also be made through [General Aviation Awards | FAA & Industry Recognizing Excellence in General Aviation](#), www.generalaviationawards.com.

Treasurer Report, James Anderson:

Income

Fundraising (Ways and Means)

Fundraising Event \$606.57

Total Income \$606.57

Expenditures

Total Expenditures \$0.00
\$606.57

Opening balance as of November 1st, 2022: \$12,336.81

Balance on hand as of December 21st, 2022: \$12,943.38

Aviation Safety Advisory Group of Arizona **\$12,943.38**

The Treasurer Report was approved by the membership in attendance.

Secretary Report, James Price: The November 2022 Minutes were approved by the membership in attendance.



R-2310 NOTAMS – CW4 Hammond

Activity times for R-2310 (North of Florence), are depicted in the NOTAMS.

Eric Stevens (P50)

IFR aircraft must remain 3 miles away and at least 500 feet above R2310 when the drones are active. If R2310 is active with live fire, IFR aircraft can go up to the boundary, laterally and vertically, but cannot enter. VFR aircraft can always go up to the boundary, laterally or vertically; they just need to remain clear. We're working with the military to get an accurate schedule of what they're using

R2310 for. That way we can offer better services to pilots transiting nearby or those who just want to know.

LASER/UAS Mitigation – Scott Woodworth



Hardly any activity – even during this Christmas Season when many homes are decorating with LASER lights. Several aircraft have experienced Blue LASER strikes at Goodyear and two of those cases were sent to Ernie Copeland.



P50 Super Bowl Planning – Ernie Copeland (FPM SDL FSDO)

Phoenix Waste Management Open Tournament – February 6 through February 12 (Scottsdale)

Super Bowl LVII – February 12 (State Farm Stadium)

The FAA Team has been asked to get the word out on Super Bowl TFRs. During Super Bowl weekend, Helicopter traffic will be limited to

MediVac and Law Enforcement.

During Super Bowl weekend – Don't fly!!!!

Although the Super Bowl is Sunday, February 12, there will be TFR restrictions all weekend. IFR filing will be limited and there will be no Flight Following within a 200 mile Radius of State Farm Stadium in Glendale. Note: 200 nm miles north of Glendale, AZ reaches all the way to St George, Utah. Therefore, the Flight Following restriction will affect the entire state of Arizona.

PAUWG (Phoenix Airspace Users Working Group) REPORT – Jim Timm



Bishop Airfield (West of Estrella Sailport (E68) now has a Parachute Jumping symbol and a frequency (124.9) on the chart. Large aircraft such as C-130s will be dropping parachutists at Bishop.

A new housing development will be developed in the Tempe Entertainment District. The concern is that despite the buyers signing a document, acknowledging that they will be below Sky

Harbor approaches and departures – that these people will complain about the aircraft noise.

The Chandler (CHD) perimeter fence has been closed up to keep wildlife out.

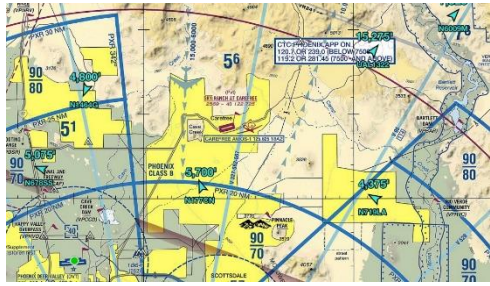
Falcon Field (FFZ) cannot find enough parking space for jet aircraft.

Gateway (IWA) has erected construction cranes. The center runway will be closed for construction and soon, and the ILS serving runway 30C will not be available.

Control towers in the valley will soon be employing new (to the valley) controllers.

P50 – Eric Stevens & Cary Grant

The Carefree area training traffic that had been interfering with Sky Harbor and Scottsdale arrivals and departures has diminished and is less of a problem.



Falcon Field (FFZ) – Still working to get the word out concerning SACAT3 & MESA1 departure procedures.

Deer Valley (DVT) – DVT1 deviations are lessening.



Balloons – Neil Davidson / Cary Grant

The FAA has announced that a new FAR will now require commercial balloon pilots that are carrying passengers for hire to have a valid medical certificate.

The Balloon Club meets in January 2023. Dr. Chuck (Cowboy) Crinnian will speak concerning the new medical requirements. Another speaker will be a pilot whose balloon shredded in flight.

The Balloon Club needs a person who can give a ForeFlight presentation.

Nov - Dec Accident Report and Pilot Deviation Summary

– Jim Timm & Craig Tompkins



***MOST* of the aircraft photos are shown to REPRESENT the type of aircraft involved in the accident or incident.**



ACCIDENTS AND INCIDENTS – Nov – Dec

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from November thru mid-December. 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 bad because the number of accidents/incidents about the same as last month, and most important, no one lost their life in any of the occurrences, and the number of injuries were minimal. In continuing with the expanded scope of the report, we are using information from the Aviation Safety Network (ASN), FAA, NTSB, and APA Members. This more inclusive information source better suites our purpose of trying to get an idea of what is happening out there so we can help make flying safer.



Date: November 11, 2022 LOSS OF CONTROL ON TAKEOFF

Source: NTSB, FAA
Location: Near Payson
Type: American Champion 8GCBC Scout

Injuries: 1 Minor injury, 1 Uninjured

The airplane crashed during takeoff from a remote airstrip in a wilderness area near Payson. The pilot radioed a “may day” to a passing aircraft and requested extraction from the rough terrain. Aircraft damage was substantial, and the injured pilot was extracted by helicopter. Pilot Certification UNK.



Date: November 11, 2022 CRASHED UNDER UNKNOWN CONDITIONS

Source: FAA
Location: Northeast Of Payson
Type: Cessna 150 Injuries: 1 Serious Injury

Per the FAA, the aircraft crashed under unknown circumstances. A wing was sheared off the aircraft when it hit a tree. The damage was assessed to be substantial. ATP/CFI Pilot



Date: November 11, 2022 IN FLIGHT ENGINE CYLINDER FAILURE

Source: FAA
Location: Glendale (GEU)
Type: Cirrus SR22T

Injuries: 2 Uninjured

The pilot initially reported an inflight engine failure, and first planned to divert to Gila Bend Airport E63. He then decided he could continue on to Glendale Airport (GEU). He contacted GEU with a rough running engine, made a safe landing, and taxied to the ramp. It was then discovered that one engine cylinder + had failed. Private Pilot



Date: November 26, 2022 FUEL EXHAUSTION

Source: FAA
Location: Near Lake Havasu
Type: Cosmos Phase II (Ultra-Light Aircraft)
Injuries: 1 Uninjured

The ultralight aircraft crashed near Lake Havasu on the edge of Highway 95. Fortunately, the aircraft was not on the highway or blocking traffic. The pilot reported running out of fuel and crashed during the attempted landing on the highway. The aircraft damage was assessed to be substantial. Private Pilot



Date: November 27, 2022 INFLIGHT ENGINE FAILURE

Source: ASN, FAA
Location: Near Prescott
Type: Cessna 177RG Cardinal

Injuries: 2 Minor Injuries

The aircraft departed Lake Havasu Municipal airport with Prescott Regional airport as the destination. The aircraft experienced an inflight engine failure, and while attempting to land on a forest service road, the aircraft went off the road and overturned. The aircraft damage was substantial. Private Pilot



Date: December 9, 2022 LOSS OF CONTROL LANDING

Source: NTSB
Location: Casa Grande (CGZ)
Type: Focke-Wulf FW190A-5

Injuries: 1 Uninjured

After a local flight, the Focke-Wulf FW190A-5 sustained substantial damage when landing. It veered off the runway and suffered a landing gear collapse and prop strike.

Pilot Certification UNK.

PILOT DEVIATIONS NOV – DEC 2022

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 time period from November 10 thru December 8 there were nineteen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by pilot certificate levels, from student thru ATP/CFI, and of these nineteen deviations made, there was a need to issue seven Brashers. This month there were also five out of state pilots, and one from Alaska that committed the deviations. The number of deviations reported have increased significantly this period, and I wish they would have remained at the level of last time.



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 and collect their thoughts for their future interaction with Flight Standards.

Pilots need to listen carefully to ATC instructions and follow them, and if you cannot comply, tell ATC why you cannot. When flying in controlled airspace, pilots should not be creative, but talk to ATC before they do something that differs from the instructions given. Always be aware of what type of airspace you are flying in, or may be about to enter, and know what may be expected of you. Always fly with care and forethought.

In summary, the general aviation deviations this reporting period are:

- One IFR Deviation
- One Class Bravo Airspace Deviation
- Eight Class Delta Airspace Deviation
- Two Air Traffic Control Instructions
- Five Runway Incursions
- Two Restricted Airspace Deviation



**Oh, for heaven's Sake!
Just get an iPad
and
ForeFlight!**



Maj Gen Jack R. Brasher

IFR Deviations

11/10, IFR Route

Military Pilot



Albuquerque Center (ZAB)

The F16 fighter came out of Tucson (TUS) and was cleared to work in the OUTLAW MOA at FL350 and below. Later, a ZAB controller observed the F16 outside the southern confines of the OUTLAW MOA Area at 22,800 feet. On the guard frequency, the controller advised the F16 to “work north”. To maintain separation, the center controller also had to turn a few potential traffic, who were at FL220. Event occurred near San Manuel, AZ and a **Brasher was issued**.



AIRSPACE DEVIATIONS

11/9, Entering Class Bravo Airspace Without Authorization



Private Pilot

PHX TRACON

The aircraft entered Class Bravo Airspace 5 miles west of Scottsdale (SDL) without a clearance. After climbing up to 7,500' the pilot called the Biltmore Sector Controller for flight following. The controller **issued the Brasher warning to the pilot**.

DELTA AIRSPACE DEVIATIONS

11/5, Entering Class Delta Airspace Without First Establishing Communication

Private Pilot

Gateway Airport (IWA) Tower

The pilot deviation was reported by IWA tower when the aircraft entered IWA’s Class Delta Airspace without first establishing two-way radio communications.

11/7, Entering Class Delta Airspace Without First Establishing Communication

Private Pilot

Gateway Airport (IWA) Tower

The pilot deviation was reported by Gateway Tower when an aircraft entered IWA’s Class Delta Airspace from the south at 3500 feet MSL and transitioned northbound along the west side of IWA’s airspace without establishing two-way radio communications. An IFR departure had to be delayed due to the errant aircraft.

11/17, Entering Class Delta Airspace Without First Establishing Communication

Commercial (California) Pilot

Phoenix Deer Valley (DVT) Tower

The pilot deviation was reported by DVT tower when the aircraft entered DVT’s Class Delta Airspace without establishing two-way radio communications with the tower.

11/20, Entering Class Delta Airspace Without First Establishing Communication

Private (California) Pilot

Chandler (CHD) Tower

The Chandler Tower observer noticed the aircraft entering CHD's Class Delta Airspace, and the controller tried to contact the aircraft on tower frequency but was unsuccessful. The controller observed the aircraft entering Gateway's (IWA) Class Delta Airspace, and the controller advised IWA tower to have the aircraft contact CHD tower when able. The pilot contacted CHD tower by telephone and advised the controller that he was unaware he was in the CHD airspace and was sorry. There was no loss of aircraft separation reported.

11/23, Entering Class Delta Airspace Without First Establishing Communication

ATP/CFI (Alaska) Pilot

Scottsdale (SDL) Tower

The pilot deviation was reported by Scottsdale Tower when the aircraft entered SDL's Class Delta Airspace without establishing two-way radio communications.

11/26, Entering Class Delta Airspace Without First Establishing Communication

Private Pilot

Phoenix Deer Valley (DVT) Tower

The aircraft transitioned through DVT's Class Delta Airspace southbound without contacting DVT Tower. The aircraft entered the airspace under 3000' and exited the airspace 4 NM southwest at 2900'. The DVT north and south controllers both attempted to establish contact but did not receive a response. DVT Tower called Glendale Tower and advised them to **issue a Brasher warning**. No other aircraft were affected or impacted.



11/28, Entering Class Delta Airspace Without First Establishing Communication

UNK Rated Pilot

Scottsdale (SDL) Tower

The pilot deviation was reported by Scottsdale Tower when the aircraft entered Scottsdale's Class Delta Airspace without establishing two-way radio communications.

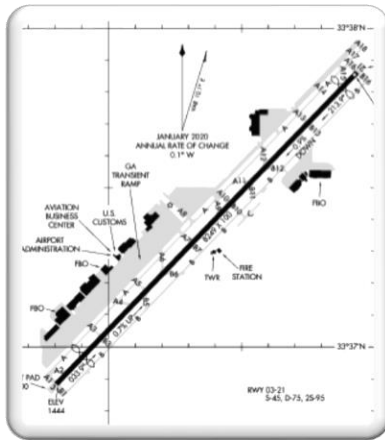
11/30, Entering Class Delta Airspace Without First Establishing Communication

Student Pilot

Gateway Airport (IWA) Tower

The aircraft entered IWA's Class Delta Airspace at 3,100 feet MSL from the southwest, and transitioned through the airspace to the east, and eventually turned north, and exited the Class Delta Airspace at 3,100 feet MSL. The airspace violator was in direct conflict with an IFR departure, and a traffic alert was issued. There was no loss of separation.

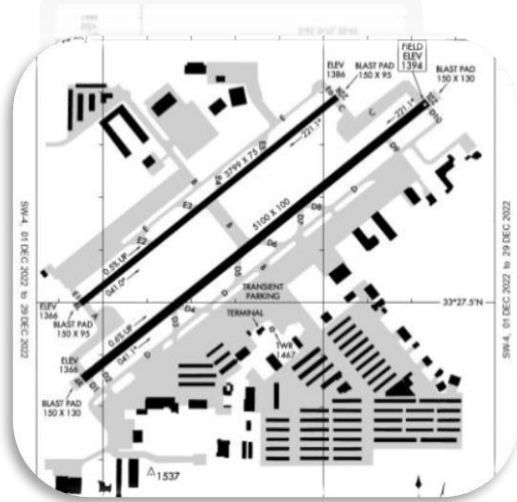
AIR TRAFFIC CONTROL INSTRUCTIONS



11/9, Failure to follow the Air Traffic Control Instructions - (Resulting in a NMAC)

ATP/CFI (Iowa) Pilot
Scottsdale (SDL)

A Cessna Citation circled to the incorrect runway while on approach from the northwest, resulting in a loss of separation with a Beechcraft BE40 that was departing westbound. The closest proximity was 0.14 NM and 300 feet vertical.



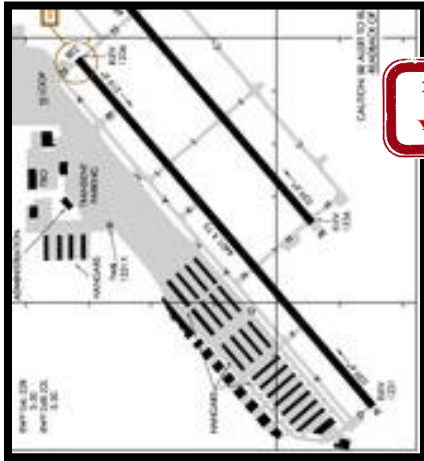
12/6, Failure to follow the Air Traffic Control Instructions

Student Pilot
Mesa Falcon Field (FFZ)

The aircraft was being flown by a Student Pilot during his first solo flight and was staying in the closed traffic pattern. The student was flying his downwind leg in a manner that was too close to the runway to allow for a safe base leg turn to the RWY 4R final without intruding into the final for a parallel runway (4L). The aircraft flew through the RWY 4R final and corrected back to the 4R final before electing to go around. The controller issued instructions for a right closed traffic, and again, the aircraft flew a downwind leg

that was too close to the runway. On this second approach, the controller issued instructions to widen out the pattern, and suggested a turn of 10° to the left. It didn't appear that the pilot of the aircraft ever made the correction, and the aircraft was flying over the runway final, opposite the direction of traffic. The controller then issued a left turn to a heading of 120° to deconflict the aircraft with the inbound traffic. The pilot of the airplane appeared to accept the suggested turn away from the field, but then suddenly began angling back to the runway. The controller, at that point, just cleared the pilot to land.

RUNWAY INCURSIONS



11/1, Failure To Clear The Runway After Landing

Private Pilot
Chandler Airport (CHD)

The pilot deviation was reported by the CHD Tower when his aircraft failed to clear the Hold Short Line after landing on RWY 4L. The pilot did not read back "RWY 4L" in the read back, and on exiting the runway the pilot didn't clear the Hold Short lines causing another aircraft on final to be sent around. **A Brasher warning was issued.**

11/5, Departing A Runway Without ATC Authorization

Commercial/CFI Pilot
Scottsdale Airport (SDL)

The pilot deviation was reported by the Scottsdale Airport Tower when the aircraft departed runway 3 without ATC authorization.

11/7, Landing On A Runway Without ATC Authorization

Student Pilot
Gateway Airport (IWA)

The pilot deviation was reported by the IWA Tower when the aircraft landed on runway 12C without ATC authorization.

11/13, Departing On A Runway Without ATC Authorization

ATP/CFI Pilot
Phoenix Deer Valley Airport (DVT)

The Controller had instructed the aircraft to line up and wait on Runway 7R. The read back was correct, and aircraft lined up on Runway 7R and then departed without a takeoff clearance. No other traffic was involved.

Near Mid Air Collision (NMAC)

There were two Near Mid Air collisions reported to the FAA in the last reporting period that ran from November 10, 2022, to December 8, 2022. The details of these two occurrences are as follows:

NMAC November 9, 2022

Scottsdale Airport (SDL)

A Cessna Citation circled to the incorrect runway while on approach from the northwest, resulting in a loss of separation with a Beechcraft BE40 that was departing westbound. The closest proximity was 0.14 NM and 300 feet vertical.

NMAC November 27, 2022

Phoenix Gateway Airport (IWA)

An Embraer Legacy E545 jet was on final for RWY12R when the aircraft reported a drone passing over their wing, and nearly hitting them while they were on descent for a landing at IWA. The aircraft did not take evasive action.

old Business



Video Working Group Report: Cary Grant/Jim Anderson

See ASAG's videos at: <https://www.youtube.com/.../UCbPr5hnDRciUCY94aVu.../featured>

or

https://www.youtube.com/results?search_query=Arizona+Aviation+Safety+Advisory+Group

The Cottonwood (P52) video is progressing.

The Sedona (SEZ) video has had 1,200 views. Marana (AVQ) has had 900 views.

The Chandler (CHD) "From the Flight Deck" video is still in process. The FAA plans to publish the final REVIEW soon. If you are asked to review the Chandler video, please respond in one week.

A new project is the Best Practices for Airports video.

Also, working on a Helicopter project.

Helicopters using a different practice area frequency – Scott Tinneland



Chandler Quantum Helicopters are using a different practice area frequency. Is that a safety threat?



Lee Unger & Rick Whittaker

According to the Airport Manager, Galen Bean, "The Control Tower environmental assessment is scheduled to be funded and started within the next few weeks." This will take a year to complete. Galen expects the tower will be operational in 2024.

Marana currently has a Motion Information System, or MIS. (This system is not as sophisticated as Virtower).

A Letter to Airmen (LTA) for Marana is a work in progress. It is not on the website.

MARANA, CONTINUED

PLANNED ENHANCEMENTS TO THE MARANA AIRPORT WEBSITE <https://www.maranaaz.gov/airport>

Plan to post the following videos on their website: [Arizona ASAG's From the Flight Deck Marana \(AVQ\)](#) & ["Non-Towered Airports: In Control or Out of Control"](#).

RECURRENT TRAINING

Marana is encouraging pilots and ground operators to have recurrent training.

MARANA NOISE ABATEMENT FLYERS

[CLICK HERE](#) for the Marana Noise Abatement FLYER for Residents.

New residents purchasing a home near the Marana Airport, sign a document acknowledging that they are in an airport area.

[CLICK HERE](#) for the Marana Noise Abatement FLYER for Pilots.



Southern California Airspace Users Working Group (SCAUWG) <https://scauwg.org/> - Lee Unger

No recent meeting to report.

Garmin 500 Autopilot problems with Auto Trim – Barbara Harper

Do not use the Garmin 500 Autopilot until the problems are corrected

The FAA has posted a notice alerting operators that Garmin has issued [Service Alert 22109 Revision A](#) regarding its very popular GFC 500 digital autopilots. The notice only affects those autopilots with the optional GSA 28 pitch trim system installed, associated with Garmin's Supplemental Type Certificate (STC) SA01866W. That configuration, approved for certified, experimental and light-sport aircraft, has an issue that **"may result in an uncommanded automatic trim runaway when the autopilot is first engaged,"** according to the FAA notice, which includes the understatement: "The condition could result in a sudden and significant deviation from the intended flight path."

The FAA said Garmin is working on a software solution to the issue, expected by year-end. In the meantime, the service alert requires operators of certified aircraft with the STC "to pull and collar the autopilot circuit breaker and placard the autopilot as 'inoperative' prior to further flight." The agency advises operators of certified aircraft with the STC to contact a Garmin dealer to enable reactivating the autopilot/pitch trim combination "in accordance with recommended Service Bulletin [22110 Revision A](#)."

Meanwhile, the FAA alerts operators of experimental and light-sport aircraft equipped with the autopilot/trim configuration to comply with Garmin [Service Bulletin 22112](#), which requires they "update system software or disable the autopilot or trim control prior to further flight."

Barbar Harper said, "I've done some research to see if the G700 would be susceptible to the same problem that we have on the G500. In short, these two autopilots have quite different pedigrees, so they evolved from unique starting points. And more specifically, the problem area is covered by a monitor in the G700 whereas it was not on the G500. (It was originally thought it was covered on the G500 as well, but it was discovered that for a very brief period of time at engagement it was susceptible.)"

Cary Grant noted: I believe the G700 investigated only by Garmin (product ethics?) not NTSB or FAA, is still a sensor and sim card issue. There were many accidents from TAA aircraft that the manufacturer installed the G700. Unfortunately, the archaic procedures of the NTSB do not allow their reports to reflect the avionics package on board the accident aircraft, nor having the avionics investigated. I also believe that since we are General Aviation, that the government does not wish to investigate beyond a certain boundary and call the accident "Loss of Control" or "Pilot Error".

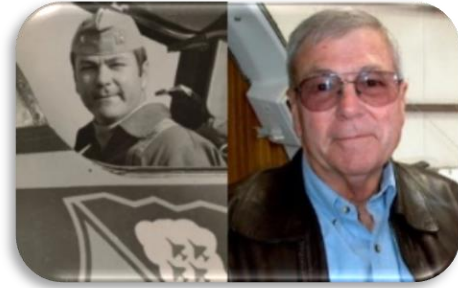
Annual ASAG Banquet, 6:00 pm, January 28, 2023: Cary Grant & Jim Anderson



The annual ASAG Banquet is the primary way that ASAG receives financial support.

Our 2023 Banquet speaker will be Keith "Casey" Jones.

In 1976 Casey was selected to be the commanding officer and flight leader of the Navy's Blue Angels, which had recently transitioned from the F-4 Phantom to the A-4 Skyhawk. He currently lives in Albuquerque, NM.



ASAG has contracted with the Hilton Phoenix Airport for our Banquet. This is located at 2435 S 47th St., Phoenix, AZ 85034. (Southeast of PHX Sky Harbor).

The Hilton does not have audio / visual support. **Ernie Copeland stated:** The FSDO has 5 projectors. One of those has an HDMI port. **Cary Grant:** Hilton does not provide ASAG room rates.

BUY TICKETS
CLICK HERE

\$65 per person Table for 10 - \$625

← CLICK TO BUY TICKETS

Mark your calendar for Saturday, January 28th

(Social Hour begins at 5:00 pm and Doors open at 6:00 pm)



begins at 5:00 pm and ends when the awards have been presented

NOMINATE FOR AWARDS TO BE PRESENTED AT OUR JANUARY 2023 BANQUET

Our website: <https://asagaz.org/> Scroll down on the home page to find ways to nominate:

CFI, Aviation Technician, FAA Safety Team Lead Representative

General Aviation Awards Announce Submission Deadline Extension. The new deadline for submission packages is **5 PM Pacific Standard Time, December 31, 2022 and should be submitted to:** www.generalaviationawards.com

Nominations may also be made through [General Aviation Awards | FAA & Industry Recognizing Excellence in General Aviation](#), www.generalaviationawards.com.

Airport of the Year and ATC Communicator of the Year Awards

Since packages stay locally, the **deadline is December 31, 2022.**

Airport Safety Award Packages should include:

Airport 5010 Record, description of Airport's accomplishments, description of Airport's efforts to enhance safety, awards or recognition that the airport has received, and any other pertinent documentation.

Send nomination packages to:

Craig Tompkins

17777 N. Perimeter Dr. Suite 101

Scottsdale, AZ 85255

craig.tompkins@faa.gov

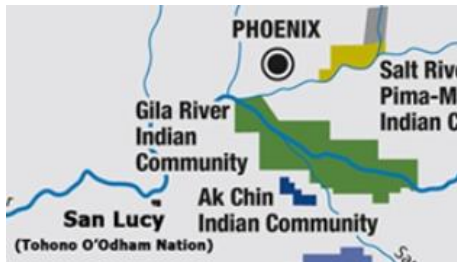
480-284-7796

Future LRSATs – Cary Grant

Airport ID	FY 2022 RSAT DATE	FY 2023 RSAT DATE
GYR	3/23/2022	3/14/2023
GCN	4/20/2022	4/19/2023
PRC	5/18/2022	5/17/2023
CHD	6/16/2022	6/16/2023



Ak-Chin (A39) Hilltop Lighting – Cary Grant



Cary raised the issue of terrain east of Ak-Chin (A39) rising into the FAR 77 obstruction requirements. You may remember from our November meeting, that the hill tops are not lighted at night and there has been one fatal accident when a pilot clipped the hilltop at night. Tim Castello, the airport manager, said the land where the hill tops are located, belongs to another Indian Community. He does not expect cooperation from them because they do not own the airport. This is an issue that needs to be addressed by agencies that

can work with all the parties and Ernie Copeland has agreed to take it as an action item.

Ernie and Craig Tompkins (SDL FSDO) would appreciate any help with tribal negotiations.

ernest.r.copeland@faa.gov or craig.tompkins@faa.gov

Goodyear (GYR) PROTE (Portable Reduced Oxygen Training Enclosure) FAA

Seminar – Ernie Copeland and Craig Tompkins

The SDL FSDO is planning a seminar in Goodyear at Luxair, January 11 – 14, 8:00 – 3:30. They need help with the desk for sign ins and qualification verification. **Contact Ernie or Craig to volunteer to serve.**

ernest.r.copeland@faa.gov or craig.tompkins@faa.gov

The **PROTE** is a traveling altitude "chamber" that is capable of producing hypoxic environments at ground level by altering the fraction of ambient oxygen. Each chamber session is 45 minutes and accommodates five (5) participants. The training is FREE.

REQUIREMENTS: You must be at least 18 years of age (NO EXCEPTIONS) & have valid proof of current FAA Class I, II, or III Physical or BasicMed (NO EXCEPTIONS)

Sedona Seminar – Cheyenne Henderson

Cheyenne and the Sedona Airport would like to host a GA seminar, “How to talk on the radio at uncontrolled fields.”

Upcoming Meetings:



Lee Unger noted that Brian Baker announced: In 2023, we will meet the 2nd Tuesday every other month. Our next meeting is January 10th at 4pm.

<https://aftw.org/>

DPE meetings: These will be quarterly, beginning January or February 2023.

Bob Katz Seminars – Bob Katz

“Slips, Skids, Negotiating Crosswinds”

Bob needs help fixing a graphic, so if you can help with graphics or drawing, contact Bob - captbob350@gmail.com .



The meeting was closed at 2:06 MST.



The next ASAG meeting will be held Wednesday, January 18, 2023, at 12:00 pm, MST.

Minutes recorded and submitted by Jim Price, ASAG Secretary

ASAG OFFICERS:

PRESIDENT, Cary Grant

VICE PRESIDENT, Brian Schultz

SECRETARY, Jim Price

TREASURER, Jim Anderson