



MEETING MINUTES

Wednesday, April 20, 2022

Meeting called to order at 12:01 PM by Cary Grant

Attendance (44)

Alexander Kocksch, Barbara Harper, Bob Katz, Bob Mittelstaedt, Brian Schultz, Brian Stamper, Cary Grant, Craig Tompkins (SDL FSDO), Cory Geffre, Chris Hammond (CW4, AZARNG), Daniel Von Flue, Ed Rose, Ernest R. Copeland (SDL FSCO), Fairfax O’Riley, Garrett Dauphars, James Timm, James Price, Janie Goh, Jeff Tripp, Jim Anderson, Jon Cirino, Kyle Portela, Larry Steck, Lawrence Wippman, Lee Unger, Michael Mohle, Mike Jesch, Mitchell Raab, Pam Fazzini, Pat Frazee, Paul Rowley, Peter Hermes, Patrick Frazee, Phil Corbell, Richard Lee, Rick Whitaker, Ron Dziagwa, Russ Jones, Scott Woodworth (Pima County Sheriff Flight), Shawn Huff, Spencer London, Terri Wolcott, Tino Ilioi, Ty Howard,

Treasurer’s Report – Jim Anderson

On March 1, ASAG check balance: \$12,079.98.

The following tasks are complete:

- Tax filing
- ACC filing
- Mailbox Renewal (\$312)

March 31, ASAG check balance: \$11,767.98

The vote to accept the April ASAG Treasurer’s Report was unanimous.

Secretary’s Report - Jim Price

The vote to accept the March ASAG Meeting minutes was unanimous.

Accident Report and Pilot Deviation Summary – Jim Timm & Craig Tompkins

March/April Accidents & Deviations

2022 MARCH							2022 APRIL						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5						1	2
				D								D	D
6	7	8	9	10	11	12	3	4	5	6	7	8	9
			D	D		D	A D		D D	A A A A			
13	14	15	16	17	18	19	10	11	12	13	14	15	16
	D	D	D D D		D	A	A					A	
20	21	22	23	24	25	26	17	18	19	20	21	22	23
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27	28	29	30	31			24	25	26	27	28	29	30
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Aircraft Accidents (11)

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-March thru mid-April. We hope to use the following detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others and take the action necessary to prevent them from having similar accidents.

This reporting period, aviation safety is not really the greatest because of the considerable number of accidents reported, and at the very end of the reporting period there was a fatal accident, claiming the life of the pilot. I would like to hope pilots would fly more carefully and get the number of accidents/incidents and incidents down.

In continuing with the expanded scope of the report, using information from the ASN, FAA, NTSB, and APA members, I hope this more all-inclusive information better suites our purposes of trying to get an idea of what is happening out there, so we can use this information to help make flying safer.

3/19, IN FLIGHT LOSS OF POWER ON TAKEOFF – 2 Uninjured



Location: Glendale

Type: Paradise P1 (Light Sport)

The Paradise I LSA was conducting its first touch and go when it had an engine failure off the departure end of the runway at approximately 200 feet AGL. The aircraft hit a berm/curb during the emergency, landing on New River Road,

north of Glendale Avenue. The engine quit because of fuel starvation. The student was believed to have 'dipped' the fuel tanks improperly, resulting in the aircraft running out of fuel.

Pilot Information: Student pilot, Commercial/CFI, no other info available.

Info. Source: ASN, NTSB, FAA

3.27, NOSE GEAR COLLAPSED ON HARD LANDING – 1 Uninjured



Location: Mesa (FFZ)

Type: Piper PA-28-181 (Archer)

The PA-28 landed on runway 22L, and upon landing, the aircraft started to porpoise down the runway. The nose gear collapsed, and the aircraft came to rest on runway 22L just past taxiway Delta 7. Pilot Information: None available.

Info. Source: ASN, FAA

3/30, POWER LOSS ON LANDING – 1 Minor Injury



Location: Tucson Ryan (RYN)

Type: Cozy Mark IV

The pilot suffered minor injuries when the plane he was flying crashed at Ryan Field when the engine failed while the pilot was turning onto final to land. Fire crews found the single engine plane in a desert area near the runway at Ryan Field. They said the pilot was able to free himself from the wreckage. The pilot received minor injuries, and the airplane was substantially damaged.

Pilot Information: The pilot held a commercial license.

Info. Source: ASN, FAA

4/3, HARD LANDING – 1 Fatality*



Location: Eloy (E60)

Type: DHC-6 Twin Otter

*Injuries: See Notes In this incident report from the FAA. The parachutist fatality was a result of injuries sustained from a hard landing.

No aircraft damage was noted. The report also noted: "Parachute fatality is an 'incident' by definition if the aircraft had no role.

Pilot Information: None available.

Info. Source: FAA

4/4, ROUGH RUNNING ENGINE – 2 Uninjured



Location: Maricopa (A39) Ak-Chin Regional

Type: Piper PA28-160 Cherokee

The Piper declared an emergency due to a rough running engine, and the aircraft made a safe landing at A39. There were no injuries or aircraft

damage.

Pilot Information: None available.

Info. Source: FAA

4/6, GEAR UP LANDING – 2 Uninjured

Location: Mesa (FFZ)

Type: Piper PA24-260 Comanche

The aircraft was NORDDO, and after landing, the pilot reported that an electrical failure inbound to runway 4L at Falcon Field, required a gear up landing. The aircraft made several go-arounds prior to landing gear up. Pilot Information: Private pilot. No other pilot information was available. Info. Source: FAA

4/6, GEAR UP LANDING – 2 Uninjured



Location: Mesa (FFZ)

Type: Piper PA-24-260 Comanche

The aircraft was NORDDO, and after landing, the pilot reported that an electrical failure inbound to runway 4L at Falcon Field, required a gear up landing. The aircraft executed several go-arounds prior to landing gear up.

Pilot Information: Private pilot. No other pilot information was available.

Info. Source: FAA.

4/6, LOSS OF CONTROL LANDING – 1 Uninjured



Location: Phoenix-Mesa Gateway (IWA)

Type: Robinson R22 Beta

The student pilot rolled the helicopter over during the landing on taxiway C, between C2 & C3. While there was no pilot injury, the helicopter was

substantially damaged.

Pilot Information: Student Pilot. No other pilot information was available. Info. Source: FAA

4/6, LOSS OF CONTROL LANDING – 2 Uninjured



Location: Tucson Ryan (RYN)

Type: Cessna 172N

The aircraft landed on RWY 33, and veered to the left, and off the runway into a ditch, and flipped over. The NTSB assessment of the damage was that the damage was substantial.

Pilot Information: ATP/CFI. No other pilot information was available. Info. Source: FAA, NTSB

4/10, INFLIGHT ENGINE FAILURE – 3 Uninjured



Location: Safford area

Type: Balloon - A55S

The balloon departed Lafe Nelson Elementary School in Safford for an approximate one hour flight with a “planned” landing in a field near Thatcher. About 20-30 minutes into the flight, the pilot reported a loss of power – both burners, as a “Low Pressure Failure”.

The burner pilot lights remained lit, and the pilot tried to glide over the power lines, but the balloon cables struck the power lines, causing one cable to break. The envelope of the balloon partially covered the power lines. The city of Thatcher Power Company cleared the power lines, and no ground damage was reported.

Pilot Information: Commercial Pilot. No additional pilot information was available.

Info. Source: FAA

4/15, LOSS OF CONTROL LANDING – 1 Fatality



Location: Gila Bend Municipal (E63)

Type: Robinson R22

The Robinson R22 crashed short of the runway at Gila Bend Municipal Airport. The sole pilot onboard was fatally injured. The FAA and NTSB are investigating the cause of the crash.

Pilot Information: No pilot information was available.

Info. Source: ASN



Pilot Deviations

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 enhance aviation safety.

In the time period from March 12 thru April 14 there were twenty-eight pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by, private, commercial, CFIs, ATPs, and a military pilot. Of the twenty-eight deviations made, there was a need to issue seven Brashers. It is interesting to note that five of the Brashers issued were for IFR deviations, and also of note, there were a large number of deviations committed by out of state pilots.

A controller issues a Brasher notification when further FAA action will be taken, and the controller is giving the pilot the opportunity to make note of the occurrence and collect their thoughts for future interaction with Flight Standards.

The number of pilot deviations are up again this month, and as usual, many of these deviations did not need to happen. Pay attention to ATC instructions and follow them, and if you cannot comply, tell ATC

why you can't. Just do not do something without advising them. Always know what type of airspace you are flying in, or may be about to enter, and please fly with more care and forethought.

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

- Nine IFR Deviations
- Six Class Bravo Airspace Deviations
- Four Class Delta Airspace Deviations
- One Restricted Airspace Deviation
- Seven Runway Incursions
- One Movement Area Deviation

IFR DEVIATIONS (9)

3/9, Route, Altitude, and Void Time ----- Commercial/CFI -----Albuquerque Center (ZAB)



The aircraft had been cleared direct to Safford (SAD). At 0247Z, the Albuquerque Center controller observed the aircraft make a 65 degree right turn. The aircraft called ZAB after making the turn, and stated they were going direct to the San Simon (SSO) VOR. The ZAB controller advised the aircraft to call ATC before

making an unexpected turn. The aircraft had made an unauthorized turn of approximately 65 degrees. The aircraft was then cleared for the RNAV RWY 30 approach to Safford. The missed approach for that runway was to climb to 10,000 feet, and proceed direct to intersection ARUJU, then to CBBI. At 0318Z, the aircraft called the ZAB controller that they were on a missed approach west of the airport, and west of ARUJU at 7,500 and were climbing. When asked if they were flying the missed approach, the aircraft responded, "No, they were looking for their next clearance." The aircraft did not fly the published missed approach which resulted in the aircraft violating a 9,400 MOA, entering it at 8,500 feet. Later, after the aircraft had made a full stop at Casa Grande (CGZ), the ZAB controller, through Flight Data, cleared the aircraft to Tucson (TUS) with a void time of 0520z. At 0528z, the aircraft called the ZAB controller that they were off of CGZ. The aircraft did not comply with the clearance restriction, departing after the clearance void time. A **Brasher** had been issued at 0330z by the ZAB controller.

3/10, Altitude Deviation ----- UNK Certification ----- Texas Pilot ----- Los Angeles Center (ZLA)



The aircraft was with a Los Angeles Center (ZLA) controller and was instructed to maintain FL300, and the read back was correct. However, the aircraft descended to below FL300. When ATC observed an altitude of FL294, the aircraft was climbed back to FL300. There was no loss of separation, and the pilot was issued a

Brasher by the ZLA controller.

3/10, IFR - NORDO ----- Private pilot ----- Florida Pilot ----- Albuquerque Center (ZAB)

The aircraft was handed off from the Los Angeles Center (ZLA) to the Albuquerque Center (ZAB) NORDO. Attempts were made to establish contact on the previous frequency, ARINC, and over the ABQ VOR without success. ZLA confirmed a good readback from the aircraft on 133.92. When communications were re-established with the aircraft, the pilot said they were on 132.92.

3/12, IFR Route ----- ATP/CFI ----- Missouri Pilot ----- Deer Valley (DVT)

The pilot deviation was reported by the Phoenix TRACON when the aircraft did not fly the DVT-1 procedure as published.

3/16, IFR Altitude ----- Commercial pilot ----- New York Pilot ----- Phoenix (PHX)

The pilot deviation was reported by the Phoenix TRACON when altitude separation was lost between the pilot's aircraft and an air carrier aircraft.

3/18, IFR Route ----- Private pilot ----- Albuquerque Center (ZAB)



The aircraft had been cleared via VICKO on airway V16. The Albuquerque Center controller observed the aircraft south of course and turning away from V16 and asked the aircraft to verify they were on V16. The aircraft responded, “We were off course, so I am making a 360 degree turn to get back”. The aircraft had made an unauthorized 360 degree turn. The event occurred near Branda, AZ in Yuma County. A **Brasher** issued. When the pilot called the facility, he stated that he is a student pilot (???), and he was flying the aircraft by hand and missed the turn. He thought it would be easiest to make a 360 turn to get back on course.

3/26, IFR Route ----- Private ----- Oregon Pilot ----- Chandler Tower (CHD)

The pilot deviation was reported by the Chandler Tower when the aircraft did not fly the assigned departure heading.

3/31, IFR - NORDO ----- ATP ----- Texas Pilot ----- Albuquerque Center (ZAB)



At 2335Z the Albuquerque Center controller cleared the aircraft to contact Albuquerque Center on 135.15. Aircraft read back the clearance correctly, however, the aircraft did not check back in on the new frequency, and remained out of contact with ATC until 0031z, when the Los Angeles Center controller established communications. The event originated near Tucson, and a **Brasher** was issued. The pilot called the facility and stated that he could not remember what frequency he was on just prior to the LA Center reaching him on guard, but he believed that it was 135.15. He was concerned that there was a transmitter/ receiver problem on ATC's end because he heard LA Center trying to reach several aircraft on the guard frequency.

4/5, IFR - RVSM ----- ATP ----- Nevada Pilot ----- Albuquerque Center (ZAB)



The CRJ aircraft filed a flight plan requesting FL290. Upon reaching FL290, the pilot indicated they are negative RVSM and requested higher. The aircraft was already less than 5nm from an air carrier at FL300. Pilot indicated they thought FL290 was ok. The Albuquerque Center controller called the Denver Center controller and asked them to **BRASHER** the CRJ. Closest proximity between the aircraft was 1.81 nm and 1,300 ft vertically.

CLASS BRAVO AIRSPACE DEVIATIONS (6)

3/16, Entering Class Bravo Airspace Without Obtaining Prior Authorization – Private pilot -- Texas Pilot -- Phoenix (PHX)

A Pilot deviation was reported by the Phoenix TRACON when the aircraft entered the Phoenix Class Bravo Airspace without authorization.

3/22, Entering Class Bravo Airspace Without Obtaining Prior Authorization – Private pilot -- California Pilot -- Glendale (GEU)

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

3/26 Entering Class Bravo Airspace Without Obtaining Prior Authorization – Private pilot -- Missouri Pilot -- Phoenix (IWA)

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

3/27, Entering Class Bravo Airspace Without Obtaining Prior Authorization -- UNK Certification -- Military Pilot -- Scottsdale (SDL)

The pilot Deviation was reported by the Phoenix TRACON when the Military aircraft entered the PHX Class Bravo airspace without authorization, which resulted in a loss of separation with another aircraft which was northbound and climbing in the Bravo airspace.

4/1, Entering Class Bravo Airspace Without Obtaining Prior Authorization -- UNK Certification -- Phoenix (PHX) A pilot deviation was reported by the Phoenix TRACON when the helicopter entered the PHX Class Bravo Airspace without authorization.

4/3, Entering Class Bravo Airspace Without Obtaining Prior Authorization – Private pilot -- Phoenix (PHX)

The pilot deviation was reported by the Phoenix TRACON (P50) when an aircraft entered the PHX Class Delta Airspace without authorization.

CLASS DELTA AIRSPACE DEVIATIONS (4)

3/20, Entering The Class Delta Airspace Without First Establishing Two Way Communications -- UNK Certification -- Kansas Pilot -- Phoenix (DVT)

The pilot deviation was reported by the Deer Valley (DVT) tower when the aircraft was observed entering the DVT Class Delta Airspace from the southeast flying northwest bound at approximately 3,200 feet. The local control attempted to establish contact with the pilot but was unsuccessful. The aircraft was observed continuing northwest bound and exited the DVT Class Delta Airspace.

3/25 Entering The Class Delta Airspace Without First Establishing Two Way Communications – Private pilot-- North Dakota Pilot -- Mesa (FFZ)

The pilot deviation was reported by the FFZ tower when the aircraft entered the FFZ Class Delta Airspace without establishing two way radio communications.

4/2 Entering The Class Delta Airspace Without First Establishing Two Way Communications – Private pilot --Phoenix (DVT)

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

4/5 Entering The Class Delta Airspace Without First Establishing Two Way Communications – Private pilot --Mesa (FFZ)

The pilot deviation was reported by the FFZ tower when the aircraft entered the FFZ Class Delta Airspace without establishing two way radio communications.

RESTRICTED AIRSPACE DEVIATION (1)

3/16 Entering Restricted Airspace Without Authorization – Private pilot -- Kansas Pilot -- Phoenix (PHX)

The pilot deviation was reported by the Phoenix TRACON when the aircraft entered Restricted Airspace without authorization.

RUNWAY INCURSIONS (7)

3/3 Using The Wrong Runway -- ATP/CFI -- Phoenix (IWA)

The pilot deviation was reported by the Williams Gateway Tower when the aircraft departed on Runway 30L, when they were cleared for takeoff on Runway 12R.

3/14 Departed On Runway Without Authorization – Private pilot -- Texas Pilot -- Tucson (TUS)

The pilot deviation was reported by the Tucson Tower when the aircraft departed on RWY11L without ATC authorization.

3/15 Movement Surface Deviation -- ATP/CFI -- Mesa (FFZ)

A pilot deviation on a controlled movement surface was reported by the Falcon Field tower when the aircraft entered a RWY/Taxiway area without a clearance.

3/20 Movement On A Controlled Surface Without Authorization – Commercial pilot -- California Pilot - Scottsdale (SDL)

The pilot deviation was reported by the Scottsdale Tower when the aircraft entered the RWY/Taxiway area without a clearance.

3/23 Landing Without A Clearance – Private pilot -- Arkansas Pilot -- Tucson (TUS)



The aircraft was on final for runway 29R, and the controller tried to clear him to land on 29R with no acknowledgement. Also, the controller tried issuing a Green Light Gun signal. The aircraft landed on RWY 29R, and the controller needed to have the aircraft exit the runway as soon as able due to traffic behind him. The controller tried multiple times on multiple frequencies, including 121.5, to reach the pilot without success. The aircraft decided to taxi all the way down the runway to A3 to exit the runway. The controller called Tucson Airport Authority (TAA) to have an officer meet the aircraft at taxiway A3 and have him contact ground control. Ground Control issued a **Brasher** to the Pilot.

Later, when the pilot called, he stated, “He had been cleared to land, to follow the Citation, and no one talked to him after that.” He was asked, “Are you sure you are not confusing the cleared visual approach clearance with what you thought was the landing clearance?” The pilot was adamant he was cleared to land, and the frequency was 118.43. He was advised the correct TUS frequency is 118.3. When asked if he had seen the green light gun, his response was, “Nope.”

A review of the tapes verified that the TUS controller had never received a transmission or acknowledgment from the aircraft. There was no loss of separation, and succeeding traffic was changed to the parallel runway.

3/30 Taking Off Without A Clearance – Private pilot -- Texas Pilot -- Scottsdale (SDL)



The aircraft called that they were ready for departure, and they were instructed to hold short of RWY 21. The aircraft read back, “Hold short RWY 21”. The aircraft then lined up and waited on the runway. An aircraft that was on short final was sent around. A **Brasher** was issued.

3/31 Crossed The Runway Hold Short Line – Private pilot -- Iowa Pilot -- Mesa (FFZ)

The pilot deviation was reported by Mesa Falcon Field when the aircraft crossed the hold short line of Runway 4L without ATC authorization.

MOVEMENT AREA VIOLATION (1)

3/31 Moving into a Movement Area Without Authorization -- ATP/CFI -- **Kansas Pilot** -- Scottsdale (SDL)

The pilot deviation was reported by the Scottsdale Tower when the aircraft entered the taxiway Alpha without ATC authorization.

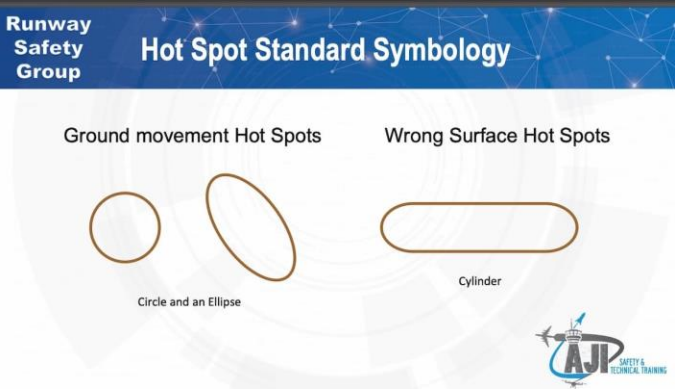
Cary Grant – New Hot Spot Annotations & RVSM (Reduced Vertical Separation Minimum)?

New Hot Spot Annotations

Ground movement hot spots are defined as airport movement areas with a history or potential risk of collision or runway incursion, and where heightened attention by pilots, drivers and controllers is necessary.

Currently, there is no standard shape to designate a hot spot on airport diagrams within chart supplements and the Terminal Procedures Publication; they are charted with a variety of squares, rectangles, circles, ovals, and ellipses with no pattern or consistency. **Beginning May 19, 2022**, the FAA airport diagram Hot Spots annotations will change. There will be three shapes with two distinct meanings. The Hot Spot symbology will be standardized, and a new Arrival Alert Notice also will be released.

The changes are in response to FAA’s Runway Safety team and their concerns about the number of pilots that have misaligned to and even landed on or departed from a wrong runway, taxiway; even a wrong airport.

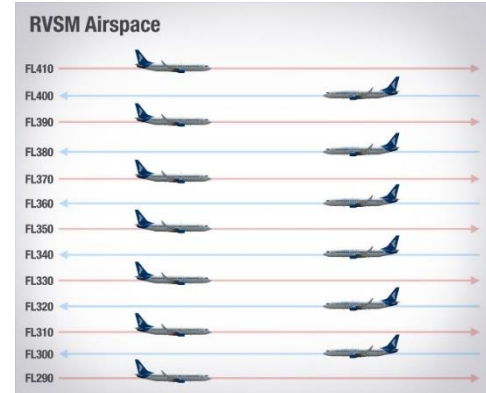


- A CIRCLE or ELLIPSE will depict **Ground Movement hot spots**. These will include issues such as:
 - Hold short line infractions
 - Approach hold issues
 - Complex taxiway configurations
 - Movement-non movement boundary area issues
 - Tower line of sight problems
 - Marking and signage issues.

A CYLINDER will depict **Wrong surface hot spots** depict locations where an aircraft has inadvertently attempted to or actually departed or landed on the wrong surface.

RVSM (Reduced Vertical Separation Minimum)

- [§ 91.180 Operations within airspace designated as Reduced Vertical Separation Minimum airspace.](#)
- (a) Except as provided in [paragraph \(b\)](#) of this section, no person may operate a civil aircraft in airspace designated as Reduced Vertical Separation Minimum (RVSM) airspace unless:
 - (1) The operator and the operator's aircraft comply with the minimum standards of [appendix G of this part](#); and
 - (2) The operator is authorized by the Administrator or the country of registry to conduct such operations.
 - (b) The Administrator may authorize a deviation from the requirements of this section.



RVSM reduces vertical separation between FL290 and FL410 from 2,000 feet to 1,000 feet for those aircraft approved for operation within these altitude strata.

Aircraft operating in this airspace must be RVSM approved AND file with the appropriate equipment suffix. RVSM is applied from FL290 through FL410 over the domestic United States, Alaska, the Gulf of Mexico where the FAA provides air traffic services, the San Juan FIR, across international borders with Canada and Mexico, and the Pacific and Atlantic Oceanic airspace controlled by the FAA.

Non- RVSM Aircraft that are allowed in RVSM Airspace

- Department of Defense Aircraft
- Air Ambulance (MEDEVAC) Operators
- Foreign State Governments
- Aircraft flown for Certification and Development
- Must obtain a LOA/MOU from the facility that provides Air Traffic Services
- File-and-Fly
 - File a FP to notify FAA of intentions to request access to RVSM airspace
 - Priority will be afforded RVSM aircraft and then non-RVSM aircraft
 - If climbing through RVSM airspace, the aircraft must be capable of continuous climb at normal rate
 - Must inform controller of non-RVSM approval

Phraseology

- Pilot report of lack of RVSM approval (non-RVSM status). Pilot will report non-RVSM status, as follows:
- **a.** On the initial call on any frequency in the RVSM airspace and ...
- **b.** In all requests for flight level changes pertaining to flight levels within the RVSM airspace **and** in all read backs to flight level clearances pertaining to flight levels within the RVSM airspace and in read back of flight level clearances involving climb and descent through RVSM airspace (FL 290 – 410).

For example: “Negative RVSM,” (+ supplementary information, e.g., **“Certification flight”**).

Old Business

DVT deviation mitigation – Tyler Howard, Bob Mittlestaedt, Cary Grant, and Ed Faron

Cary Grant: DVT C3 Hot Spots and the DVT1 Departure will be discussed 7 July at the DVT RSAT meeting.

Ty Howard: Most issues at DVT are caused by unfamiliar call signs (not frequent DVT users).

The 2023 Super Bowl will be held in Glendale, Feb 12. In the past, the Super Bowl has grounded VFR traffic and local users. Instead, in 2023, VFR users will be encouraged to “Stand Down”.

Laser/UAS Mitigation – Ty Howard and Scott Woodworth

Ty Howard (KDVT Tower): The new reporting procedures are working.



Scott Woodworth, Pima County Sheriff's Office, Tucson: Not much going on.



Cory Geffre, Phoenix PD: Phoenix still leads the state with almost 2 times the laser strikes that were reported in our last meeting (March). Phoenix has had 37 laser strikes reported to Phoenix police or Tower. Two hot spots are: 10 SSE of PHX Tower and Maryvale, which is 13 NW of PHX tower.

In addition, the **blue laser beam** is more intense than the **green laser beam**.

Estimated Laser Hits in Arizona:

KTUS	P18 (Coolidge)	KPRC	KCGZ	KIWA	KGEU	KYUM
x4	x2	x2	x2	x1	x1	x1



UAS – Cory Geffre, Phoenix PD

There has been an increase in UAS incidents, mostly involving PHX traffic. For instance, Alaska Airlines was seven miles north of PHX Tower, on downwind at 7,000'. They almost collided with a UAS, but they were able to take evasive action. Buckeye area reported three UAS encounters with the help of Luke AFB F-35 crews. All were at an altitude of +17,000'!!! In addition, SDL had three incidents at or below 2,000'.

Sedona, Glendale, Falcon, Show low and Phoenix each had at least one UAS report.

SCAUWG (Southern California Airspace Users Working Group) <https://scauwg.org/> **Update – Lee Unger & Mike Jesch**
Patrick Carey, SCAUWG Co-Founder and Co-Chairman, leads SCAUWG's support of Arizona's efforts for air-to-air frequencies for flight training areas.

This month's report features Rex MacLean, ATCS Support Specialist, TWLA North/TWOA OSG POC, who introduced Lee to his counterparts at Albuquerque Air Route Traffic Control Center (ARTCC); Rex contributes important, comprehensive safety and charting information at SCAUWG meetings and quickly solves problems. Ron Berinstein CFII Director / Webmaster produces a fluid, World-class aviation website <https://scauwg.org/>; Mike Carson, Cartographer, responsible for ChartAware <https://scauwg.org/chartaware> and ChartCompare <https://scauwg.org/chartcompare> who along with Candy Robinson, Chart Analyzer, note chart changes with each revision cycle. Sydney Bradfield, FAA WSA Spectrum Engineering Services, AJW-1C7, Los Angeles Western Pacific Regional Office, continues to guide us through our air-to-air frequencies project.

Mike Jesch, SCAUWG member, CFI at KFUL, WP05 FAAS Team Lead Rep, & B787 Captain, shared the efforts of SCAUWG and the FAAS Team in coordinating, and in Mike's case hosting, Pilot-Controller Forums ahead of Runway Safety Action Team Meetings (RSAT) in Southern California. ASAG thanks **SCAUWG** <https://scauwg.org/> for their support and many contributions to aviation safety.

Practice Area Frequency – Lee Unger, Cary Grant, & Craig Tompkins

Cary Grant, Jim Anderson, Brian Stamper (Arizona FAAS Team Representative of the Year) and Lee Unger along with Stacy Elliott, Arizona Flight Training Workgroup (AFTW) <https://aftw.org/> Safety Advisor UND Aerospace, are finalizing the mapping of 4 quadrants, using PHX VOR (located 2.1 NM East of KPHX), and Interstates 10 and 17 (for visual reference) for the quadrants. ASAG will share the map with statewide aviation groups in May 2022 Zoom meetings and electronically; comments, suggestions, and questions will be welcomed. Upon reaching a consensus, the request for waiver will be submitted to the FCC for the four frequencies provided by Mr. Sydney Bradfield of the FAA Spectrum office. These frequencies, if approved, will provide pilots the ability to self-announce their location, altitude, and intentions as they maneuver. This will help eliminate midair collisions, thereby greatly improving safety in the air while protecting public safety on the ground.

Video Project Update– Video Working Group – Jim Anderson

--- **The Marana Video** has had 649 views.

"From the Flight Deck" video for Marana Arizona Regional Airport (KAVQ) is the first in a series of safety videos for non-towered airports from the Aviation Safety Advisory Group of Arizona, Inc. (ASAG), produced to complement the FAA's "From the Flight Deck" videos for towered airports.

<https://www.youtube.com/watch?v=kTBHrJnpGeo>

-- **The Sedona Video** has had 526 views.

Sedona "From the Flight Deck" addresses the safety aspects of flying into the Sedona Airport (KSEZ). Produced by the Aviation Safety Advisory Group of Arizona, Inc. (ASAG).

<https://www.youtube.com/watch?v=hWrb-xCK1rA>



The VIDEO PROJECT COMMITTEE will meet the week of April 24. Additionally, the ASAG Video Workgroup will meet Wednesday, May 11, 2022.

Next video projects:

- Phoenix Airspace (P50 (Phoenix TRACON) POC - Matt Schorman)
- Cottonwood (P52). Jeffrey Tripp, the airport manager has requested this, so we will make this a top priority.

P50 (Phoenix TRACON)

POC - Matt Schorman, NATCA President and Phoenix TRACON (P50)

maschorman@gmail.com

480-227-0600

P50 POC Safety rep, Richard Mulliner, P50Safetyrep@gmail.com

P52 (Cottonwood)

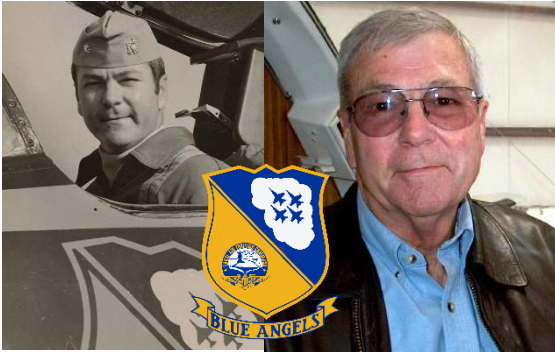
POC - Jeffrey S. Tripp, A.A.E., ACE

Airport Manager | Cottonwood Municipal Airport

1001 W Mingus Ave, Cottonwood, AZ 86326

O: 928-340-2722

Banquet Recap and Thinking about next ASAG Banquet (2023) – Cary Grant & Brian Schultz



We plan to have a face-to-face banquet in 2023. It was proposed and unanimous accepted that 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.

Venue Considerations: Brian will investigate ASU Poly, and [Chateaux Luxe Event](#), 1175 E Lone Cactus Dr, Phoenix. Phil Corbel will investigate

West-MEC and a reservation Casino.

Balloon Pilot Updates

None

AFTW and DPE Update - Lee Unger

AFTW: There was no AFTW meeting in April.

Marana is still working on their website and will include ASAG’s video.

Check the AFTW website <https://aftw.org/> for Casa Grande stack procedures

The Coolidge Stack procedure is in revision because the approaches were amended on Jan 27, 2022.

DPE: Phil Rimmel organizes and conducts informative DPE meetings. The April meeting was very good. It included contributions by FAASTeam Program Managers Ernest R. Copeland, FAA Safety Team Program Manager (Airworthiness) and Craig Tompkins, FAA Safety Team Program Manager (Operations);

Video of April 12, 2022 Arizona DPE Advisory Group (AZDPEAG) Meeting can be viewed at <https://youtu.be/EX9LvYJ55Ek>

There will be no DPE meeting in May.

Marana Regional KAVQ – Lee Unger

Galen Beem, Airport Superintendent, Marana Regional Airport reported to Lee Unger that the Town of Marana continues to work on the airport website, <https://www.maranaaz.gov/airport> . Soon it will include a Link to ASAG's Marana Regional safety video. Submittal of the link to the airport website for publication in the Chart Supplement is planned.

There is no further information about an occurrence at KAVQ Marana Regional on February 12, 2022, around 11:50 am AZ, when a pilot wanted to land on Runway 30 when other aircraft were using Runway 12. Communications were reported to have become very contentious. The pilot did not land on Runway 30.

Request for Public Comment on MOA expansion – Barbra Harper & Jim Timm

MOA expansion – So far there have been NO comments from pilots.

<https://www.aviationpros.com/aircraft/defense/news/21255049/air-force-seeks-to-change-supersonic-flight-rules-for-arizona-training-zones>

<https://www.arizonaregionalairspaceeis.com/overview-of-proposed-action/summary-of-alternatives-by-airspace/bagdad-and-gladden-moa/>

Books Donated by from Cindy Doktor (Save Jim Anderson’s Hangar Project) – Cary Grant

Please help Jim Andeson find a home for these books (stored in his hangar).

APA Airport Passport Project – Jim Timm

A pilot can scan the QR code. Embry-Riddle students are developing the application and performing the coding and the professor directing their efforts did not want to levy any other requirements on them that might impact their delivery schedule. However, the current requirement for their efforts will link the pilot to airport’s informational page and ASAG could have the safety information included there with no need to have any additional coding development. We will work with the airports to have a safety message included in the airport link.



Upcoming Meetings: AFTW (Arizona Flight Training Workgroup) meets via Zoom on 2nd Tuesdays, every other month (odd-numbered months), from 1:00 to 2:00 pm. Everyone that has an interest in improving flight training safety in Arizona is welcome to attend. Click [HERE](#) to register for one or more future meetings.

The next AFTW meeting will be held May 10, and July 12, 2022. Time: 01:00 PM Arizona – See SPANS for ZOOM link and registration.

A DPE meeting follows immediately after each AFTW meeting (except in May 2022).

Tucson (KTUS) Pilot-Controller Forum will meet Monday, May 16, 2022, 9:00 AM – 10:00 AM. Please save the date and watch for the SPANS (online Safety Program Airmen Notification System).

The next two Arizona ASAG Meetings will be held **May 18** and **June 15** at 12:00 pm (Arizona time).

Announced Arizona LRSAT dates: The following meetings are the dates for the next LRSATs. ATC Managers are requested to conduct a Pilot/Controller Forum 30 to 45 days prior to an LRSAT.

IFP – 5/11/2022

PRC – 5/18/2022

TUS – 5/23/2022

Encourage and promote “From the Flight Deck” Video series and Runway Simulators.



Jim Price made a motion to close the meeting at 2:06 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