

# Aviation Safety Advisory Group of Arizona

Meeting Minutes: August 18, 2021

Via Zoom – Virtual Meeting

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

## Attendance (29)

Jim Anderson, Scott Appleman, Felix Aviles, Andre Barnes, Tim Clark, Phil Corbell, Brent Crow, Ed Daror, Cary Grant, Barbara Harper, Barbara Hempel, Joe Husband, Shawn Huff, Mike Jesch, Phil Jossi, James Price, Henry Skinner, Brian Stamper, Larry Steck, Jim Timm, Craig Tompkins, Glenn True, Lee Unger, Paul Wegeman, Rick Whitaker, Terri Wolcott, Scott Woodworth, Andrew Wu, and Bob (last name unknown).

## Business

### Secretary's Report – Jim Price

Jim will email August 2021 minutes to the members.

### Treasurers Report – Jim Anderson

No financial activity since June. Balance is \$11,208.41. Treasurer's Report was Approved by attending members.

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## Accidents/Incident Report – Jim Timm

Includes Accident/Incident results from the ASN, NTSB, APA Members, and FAA notes, from July 24 – Aug 14, 2021.

### Date: July 24, 2021

Info. Source: ASN, FAA

Location: Buckeye (BXX)

Type: Cosman LSA (Experimental light sport) Injuries:

2 Uninjured

### **ENGINE PROBLEM - OFF AIRPORT LANDING**

Following a loss of engine power, an experimental amateur built Michael A Cosman LSA made a forced landing in an open field near Buckeye Municipal Airport (BXX), Buckeye.

No pilot information available.

### Date: July 27, 2021

Info. Source: ASN, FAA, NTSB, APA

Location: Tucson (RYN)

Type: Rutan Long-EZ

Injuries: 1 Serious Injury 1 Fatality

### **CRASHED ON SHORT FINAL**

On July 27, 2021, about 0713 MST, an amateur-built experimental Long-EZ airplane was substantially damaged when it was involved in an accident near Tucson. The pilot was fatally injured, and the pilot rated passenger was seriously injured. A preliminary review of ADS-B data indicated that the airplane departed from Ryan Airfield Airport (RYN), Tucson, on a northerly track. Subsequently, the airplane turned left to the west and after a few miles, to a southerly heading. About 12 miles from the airport, the airplane maneuvered and completed three 360° turns. The airplane then turned to an easterly heading toward RYN. The last recorded data was at 0713, consistent with the airplane on approach to runway 6R. The pilot contacted the RYN tower controller about 12 miles southwest of the airport and requested a practice power off landing. The pilot was instructed to make a straight in approach and report a two-mile final. The pilot reported a two-mile final and was cleared to land on runway 6R. Subsequently, the airplane impacted terrain about 500 ft short of the runway and came to rest inverted. The rear seat pilot rated passenger stated that the pilot extended the speed brake during the approach because he was high in altitude. He further stated that the pilot became fast on several

occasions on final and then became slow on short final. He told the pilot to add power but could not determine if the airplane would make the runway because of the poor visibility from the rear seat. He stated that the airplane sank, struck the ground hard, and then nosed over. Witnesses stated that the airplane looked low on the approach. Additionally, review of surveillance video from nearby businesses revealed that the airplane impacted terrain in a relatively flat attitude but shortly thereafter, nosed over and flipped inverted. No pilot information available.

**Date: August 2, 2021**

Info. Source: FAA

Location: Nogales (OLS)

Type: Piper PA28-140

Injuries: 2 Uninjured

**OFF AIRPORT LANDING**

The aircraft experienced an engine issue, and while making a forced landing, the wing hit a tree during the landing in a field 16 miles northwest of Nogales. Extent of the damage was unreported.

No pilot information available.

**Date: August 3, 2021**

Info. Source: FAA

Location: Tucson (TIA)

Type: Cessna 172

Injuries: 2 Uninjured

**GROUND INCIDENT**

The Cessna was picked up and set down hard by the jet blast from a Southwest Airlines B737 on taxiway A, near taxiway A3. The airplane did not flip over, but the prop was damaged.

The Pilot had a Commercial/CFI certificate. No other pilot information available.

**Date: August 14, 2021**

Info. Source: APA Member

Location: Chandler

Type: Meyers 200

Injuries: UNK Injuries

**LANDING GEAR MALFUNCTION**

The aircraft had the right landing gear collapse as it was exiting runway 4L. The collapse occurred past the runway hold line and did not close the runway. Damage was unreported.

No pilot information available

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## **Runway and Airspace Incursions – Jim Timm**

*Note: The “Brasher Warning or Notification,” is intended to provide the involved flight crew with an opportunity to make note of the occurrence and collect their thoughts for future coordination with Flight Standards regarding enforcement actions or operator training. It is issued when further FAA action is needed.*

From July 16 thru August 12, 2021, there were twenty-one general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by students, private, commercial, CFIs, and ATPs. Of the twenty-one deviations made, there was a need to issue eight Brashers.

There were an excessive number of IFR Operations deviations (10) this period followed by runway incursions (5).

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

- Ten IFR Operational Deviations
- Three Class Bravo Airspace Deviations
- One Runway Hold Bar Recognition Deviation
- Five Runway Incursion Deviations
- Two – Failing to Follow ATC Instructions Deviations

## **IFR Operations (10)**

### **7/7 IFR - Altitude UNK Certificate**

The aircraft was entering Albuquerque Center Airspace (ZAB) from Mexico and called ZAB at FL230 while climbing to FL290. The aircraft was initially assigned FL210. The controller amended the altitude assignment. A review of the audio tapes indicated the aircraft was issued a speed of 290 KTS and the read back was 290. The aircraft was climbing to the altitude of FL290 instead of maintaining the speed of 290 kts.

### **7/15 IFR - Route UNK Certificate**

The aircraft was following a route assigned by ZAB, and when making a turn to the left along the route the aircraft turned too far to the left and when ZAB asked for right turn onto course, the aircraft turned further left, and violated the Gladden SAA, which was active. A Brasher was issued.

### **7/17 IFR - Altitude UNK Certificate**

The King Air was assigned an altitude of 3,000 feet on departure, and the aircraft climbed to 3,600 feet before getting reassigned to 3,000 feet. The climb above 3,000 feet resulted in a loss of separation with an air carrier in the PHX pattern.

### **7/22 IFR - SID (@DVT) Private Pilot**

The pilot deviation was reported by the PHX TRACON when the pilot did not fly the DVT-1 departure as published, which resulted in a loss of separation with traffic inbound to DVT.

### **7/26 IFR - SID (@DVT) ATP Pilot**

The Mooney did not fly the assigned DVT-1 departure as published. There was no loss of separation.

### **7/27 IFR - SID (@PHX) ATP Pilot**

The aircraft was assigned a departure but turned southbound immediately after takeoff. The controller immediately caught the mistake and was able to use altitude separation with an arrival from the west. **A Brasher was issued.**

### **7/30 IFR - Altitude UNK Certificate**

The event took place near Tucson. An Embraer checked in with ZAB at FL250 which ZAB acknowledged. Later ZAB noticed the Embraer had descended below the assigned altitude, and immediately turned the aircraft 20° to avoid a conflict with another aircraft at FL240. The Embraer had made an unauthorized descent to 24,100 feet before being reminded to return to FL250. **A Brasher was issued.**

### **7/30 IFR - Altitude ATP Pilot**

The Eclipse 500 light jet had called Los Angeles Center (ZLA) informing them he was level at FL300 which ZLA acknowledged. ZLA then issued an air carrier a descent to, and to maintain FL240. The air carrier responded, but another aircraft read back the clearance at the same time but was garbled. ZLA recognized the second call and asked, “who else called”, but got no response. ZAB observed the Eclipse descending into his

airspace and called ZLA and asked what the Eclipse was doing. ZLA called the Eclipse 500, and asked his assigned altitude, and the Eclipse responded, FL240. The Eclipse had made an unauthorized descent to FL250 before ZLA stopped the aircraft's descent. **A Brasher was issued.**

#### **7/30** IFR - SID (@ DVT) Commercial Pilot

The Socata TBM departed DVT on the DVT-1 departure, and the aircraft turned southbound, most likely toward the PXR VOR, instead of turning northbound to intercept the radial on the departure. Apparently, this has been a common problem for DVT departures in the past.

#### **8/3** IFR - Route ATP Pilot

The Gulfstream filed for PHX's BALDY3 departure procedure but instead, was issued the FORPE1 via PDC. The pilot accepted the route via PDC. After the Gulfstream departed, the airplane turned south on the BALDY3 departure instead of north on the FORPE1 departure. A Brasher warning was issued.

## **BRAVO AIRSPACE (3)**

#### **7/17** Commercial/CFI Pilot Entered Bravo Airspace without Authorization

An air carrier was inbound to PHX on the BRUSR Arrival, and was descending from 8,000 to 7,000 ft., Another airplane had violated the Bravo Airspace and was at 7,300 ft. The air carrier was issued a warning of the violating aircraft as traffic and the air carrier was then observed at 7,700 ft. climbing back up to 8,000 ft. The offending aircraft was then tracked to Sedona airport, (SEZ) and the FBO at SEZ was asked to give the pilot the PHX TRACON's phone number to call.

#### **7/22** Private Pilot entered Airspace Without Authorization.

The Bonanza was on a 1200 transponder code and the controller observed the aircraft at 5,100 feet in a 4,000-foot Class Bravo shelf. After watching the aircraft for a while, it returned to DVT. **The DVT ATC issued the Brasher warning.**

#### **8/3** Commercial/CFI Pilot entered Airspace Without Authorization.

The Cherokee Six airplane departed Williams-Gateway (IWA) and requested flight following to Lake Havasu Airport (HII). En-route the aircraft entered a Class Bravo shelf without a clearance. There was no loss of separation.

## **FAILURE TO OBSERVE RUNWAY HOLD BARS (1)**

#### **7/16** Commercial Pilot. Failure to recognize runway Hold Bars.

The Cessna 172 landed, and exited runway 25R at DVT at B5, but did not initially cross the 25R hold bars to be "off the runway". When the 172 contacted Ground Control, Ground Control instructed the pilot to taxi via B5, and hold short of runway 25L, and the pilot read back the instructions correctly. Immediately after, Ground Control reminded the pilot, when exiting a runway to always cross the initial Hold Bars to be off the runway. About 20 seconds later, Ground Control observed the 172 taxiing past the runway 25L hold bars and instructed the pilot to hold their position. The Tower Controller instructed a PA28 that was on a 3/4 mile final to "go around, left side". The PA28 immediately began their go around maneuver and didn't overfly runway 25L or the Cessna 172. **A Brasher was issued to the 172 by Ground Control.**

## **RUNWAY INCURSIONS (5)**

### **7/21** Student Pilot entered the runway without authorization

The Piper PA28 had been in the traffic pattern and had landed. The PA28 advised the Controller that the next approach was going to be a full stop landing, and the controller acknowledged the request, and instructed the PA28 to hold short of Runway 22L. The read back was correct, but the PA28 taxied onto Runway 22L. The controller issued a go around to an aircraft that was on a 1-1/2 mile final and issued instructions for the PA28 to exit the runway.

### **7/24** Private Pilot entered the runway without authorization

The aircraft was in the run-up area, and Ground Control instructed the pilot to taxi to Runway 25R. The read back was correct; however, the Control Tower observed the aircraft taxiing onto Runway 25R and the tower instructed them to hold their position. There was no response. The aircraft taxied on the runway and lined up for departure then contacted the tower to advise they were on the runway and ready. The Control Tower issued a takeoff clearance to the aircraft.

### **7/26** Private Pilot crossed Runway Hold Short Line Without ATC Authorization

The Cessna 172 contacted the Control Tower and advised they were holding short of Runway 4R for departure. The Tower instructed the 172 to hold short of Runway 4R, and the read back was correct, however, the 172 then taxied across the hold short line of Runway 4R. The Tower had a Piper PA28 just outside a 1 mile final to Runway 4R and changed them over to Runway 4L. The Tower then issued instructions for the 172 to clear Runway 4R.

### **8/5** Solo Student Pilot entered the runway without authorization

The Piper P28 contacted the Control Tower that he was holding short of Runway 7R, full length, and advised they were ready for departure. The Tower instructed the PA28 to standby. The Tower then instructed a Beech King Air holding short of Runway 7R at Taxiway Charlie 3 to line up and wait. The PA28 read back the lineup and wait clearance intended for the King Air, and the PA28 began taxiing out onto Runway 7R. The King Air asked the Tower if the lineup and wait clearance was for them. The Control Tower issued an instruction for the PA28 to exit the runway.

\*NOTE: The PA28 pilot was a solo student, and the tower didn't want to give him the **Brasher** prior to departure. It was given upon return and the flight school was notified as well.

### **8/7** Private Pilot crossed A Runway Without Authorization

The Cessna called the Control Tower that he was holding short of Runway 22L, waiting to cross. The Tower instructed another aircraft, a Beech Bonanza that had landed, to turn left at Taxiway Delta 5 without delay and taxi to parking. The read back for that instruction was stepped on. The Cessna crossed Runway 22L at Taxiway Alpha without a crossing clearance and contacted Ground Control on the other side.

## **FAILURE TO FOLLOW ATC INSTRUCTIONS (2)**

### **7/11** Commercial/CFI Pilot - Failure to Follow ATC Instructions

The Diamond aircraft was assigned a left crosswind to follow traffic. The Diamond turned a right crosswind instead. There was no loss of separation.

### **7/29** Private Pilot - Failure to Follow Taxi Instructions

The Mooney pilot failed to follow the taxi instructions as issued at DVT.

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## **OLD BUSINESS**

### **SCAUWG (Southern California Airspace Users Working Group) – Lee Unger**

From <https://scauwg.org/> “SCAUWG is a committee of professionals from all segments of the Southern California aviation industry determined to effectively interact with each other to resolve airspace related problems and improve aviation safety, utility, and efficiency in the region. SCAUWG was an entity formed under the aegis of the Southern California Association of Governments.”

SCAUWG continues to plan for advanced air mobility in the Los Angeles area airspace while maintaining safety.

Mike Jesch of SCAUWG and the FAASTeam attends ASAG meetings bringing his perspective as a CFII and airline Captain, including sharing his experiences flying from Fullerton, CA to KTUS. See his videos at CFII <https://www.youtube.com/playlist?list=PLA8xaEf55Ff2GMauqQmRuHPjLSabLJukp>

Ron Berinstein CFII, Director/Webmaster maintains a website rich in current aviation information. See <https://scauwg.org/>

SCAUWG is supportive of our efforts to have links to safety information for airports included in the Chart Supplement.

This would include links to airports’ websites that include ASAG’s airport and runway safety videos in the works for Marana Regional and Sedona.

Pat Carey, SCAUWG’s Co-Founder and Co-Chairman introduced ASAG to Sidney Bradfield, FAA Spectrum Engineering - Frequency Management Offices, who is working on ASAG's behalf with the FCC regarding practice area frequencies.

### **Marana Regional (KAVQ) and Practice Area Frequencies – Lee Unger**

**We welcomed Barbara Hempel to ASAG as the new Airport Manager of Marana Regional Airport.**

Barbara gave us an update adding that the KAVQ air traffic control tower project is progressing with construction expected to begin in 2024. Lee Unger said that a Parachute Operations SOP project was initiated by Steve Miller, former AVQ Airport Manager. Barbara asked for more information. Lee will follow up with Barbara.

**Practice Area Frequencies** This project is progressing. Cary Grant, ASAG President, has enlisted the Scottsdale FSDO for a letter supporting our request for four training area frequencies to serve each of the quadrants of Phoenix airspace. Cary has identified the quadrants and there is statewide consensus of the coordinates. Mr. Sidney Bradfield, FAA Spectrum Engineering - Frequency Management Offices is being most helpful on helping us obtain training frequencies for the Phoenix airspace.

### **Laser & UAS Mitigation– Officer Tim Clark, Phoenix PD**

**[Timothy.Clark@phoenix.gov](mailto:Timothy.Clark@phoenix.gov)**:

On July 21, three aircraft landing on Runway 25L at PHX were “hit” by two lasers coming from Botanical Gardens. Eight aircraft have been “hit” from Tempe Town Lakes. Police proceeded to the door and knocked. The residents denied having anything to do with lasing.

If you are “hit”, please tell tower where the lasing is coming from and Phoenix PD will respond immediately. You can also contact Officer Clark via email.

There are many UAS problems at PHX. They are flying over the ramp and above aircraft on final. Some airports are being shut down because of UAS problems.

UAS traffic has been documented as high as 8,000 feet MSL.

Please take care because the UAS batteries are very dense and can go through a window.

## **Balloon World – Scott Appleman**

Balloons are being pushed west of Peoria and the I-10 corridor. When seeking help from the State Land Commissioner – he has not been helpful. Scott is seeking help from BLM for more flying areas.

ASAG supports the Balloonist desire to find appropriate land because balloons may need to land and shouldn't be ticketed for need to land.

In the Phoenix area, annually, there are over 60,000 balloon passengers and 80% are tourists. Scott Appleton's company flies 35,000 passengers annually.

## **Video Project and AVQ safety issues – Jim Anderson, Video Working Group**

We are at the first draft of our Sedona (SEZ) video. According to Brian Stamper, the Mirana (AVQ) video is close to being finished.

Cary Grant noted that these videos are like the *From the Flight Deck video series*.

[https://www.faa.gov/airports/runway\\_safety/videos/](https://www.faa.gov/airports/runway_safety/videos/) These are for controlled airports ONLY. Our videos will first feature two uncontrolled airports, SEZ and AVQ. We have plans to later expand the videos to include HII and SJN.

We have received approval to add the FAA Safety log on the videos.

## **New Business**

### **The ASAG annual Banquet – Cary Grant**

The banquet helps us recognize airmen and gain income. With COVID and the video Banquet this year, we are losing money. We are not sure if ASU East will be willing to host the 2022 banquet if COVID or any other plagues are in the mix.

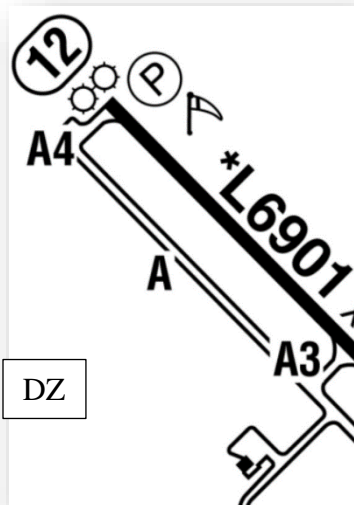
Phil Corbell stated that West Mech in Glendale is available for the Banquet.

Perhaps we could do a hybrid (ZOOM speaker and live banquet). No later than October 2021, we will need to decide on the Banquet location, ZOOM or hybrid, etc.

We need suggestions for a Keynote speaker.

### **Mirana (AVQ) – Barbara Hempel**

Barbara Hempel, AVQ manager stated that a new Control Tower is in the future for Mirana. Construction will start in 2024.



Jim Timm stated that there is a skydive drop zone problem at Mirana. That is because they are dropping parachute jumpers between Taxiway A and the Runway. Sky divers are crossing the runway on the way to the drop zone.

### **Oshkosh 2021 – Jim Anderson**

It was great week at Oshkosh. 600,000 + attended. EAA did a great job and enthusiasm is at an all-time high.

## Letter of Deviation Authority (LODA) – Cary Grant

FAA has issued a directive in July that states flight instruction is now being prohibited in limited, primary, and experimental aircraft. Pilots and flight instructors who are receiving and giving instruction in standard category aircraft are not affected by this. To receive instruction, or get a flight review in an experimental, or limited designation aircraft, pilots/owners, and the instructor, both must have an FAA Letter of Deviation Authority (LODA) for that aircraft to get training or a flight review in it.

**The Arizona Pilots Association (APA) has a letter which helps CFIs and owners file an LODA.**

An FAA Template can be found at:

[https://www.faa.gov/licenses\\_certificates/vintage\\_experimental/examiners/media/LODA\\_Template.pdf](https://www.faa.gov/licenses_certificates/vintage_experimental/examiners/media/LODA_Template.pdf)

## **Local Runway Safety Action Team (LRSAT) Meetings**

Airport ID	RRSPM	AT District	State	Fac Type	Facility	FY20 LRSAT DATE	FY21 LRSAT DATE	LRSAT Format (V=Virtual) (T=Traditional) (C=Combo)
GCN	Joe Santoro	TWLA	AZ	FAA	Grand Canyon ATCT	8/24/2020	4/5/2021	V
GYR	F. Morales	TCAB	AZ	FCT	Goodyear FCT	9/10/2020	5/6/2021	
GEU	F. Morales	TCAB	AZ	FCT	Glendale FCT	7/9/2020	5/12/2021	V
PRC	F. Morales	TCAB	AZ	FAA	Prescott ATCT	7/22/2020	5/19/2021	
DVT	Joe Santoro	TCAB	AZ	FAA	Deer Valley ATCT	6/5/2020	6/9/2021	V
IWA*	Joe Santoro	TCAB	AZ	FAA	Phoenix-Mesa Gateway FCT	6/10/2020	6/10/2021	
FLG	F. Morales	TCAB	AZ	FCT	Flagstaff FCT	9/8/2020	6/23/2021	
CHD	F. Morales	TCAB	AZ	FCT	Chandler FCT	9/24/2020	6/30/2021	
SDL	F. Morales	TCAB	AZ	FAA	Scottsdale ATCT	8/28/2020	7/13/2021	
FFZ	Joe Santoro	TCAB	AZ	FAA	Falcon Field ATCT	7/30/2020	8/4/2021	V
IFP	R. Panahi	TWLA	AZ	FCT	Bullhead City FCT	8/26/2020	8/18/2021	C
PHX	Joe Santoro	TCAB	AZ	FAA	Phoenix ATCT	7/29/2020	8/26/2021	V
TUS	Joe Santoro	TCAB	AZ	FAA	Tucson ATCT	3/19/2020	9/8/2021	
RYN	F. Morales	TCAB	AZ	FCT	Ryan Field FCT	9/9/2020	9/30/2021	

**The August 2021 ASAG meeting adjourned 2:00 PM MST.**

## **Future ASAG Meetings:**

**All meetings start at 1200 MST. CHECK SPANS. MEETINGS WILL BE VIRTUAL UNTIL FURTHER NOTICE**

September 15

October 20

November 17

December 15

ERAU/PRC Safety Meeting Sep 8, 2021, 1000-1100

AFTW Tuesday, Sep 14, 2021, at 1300

DPE – Following AFTW

Encourage and promote From the Flight Deck Video Series and Runway Simulators

Minutes recorded and submitted by Jim Price, ASAG Secretary

### **ASAG OFFICERS:**

**PRESIDENT, Cary Grant**

**VICE PRESIDENT, Brian Schultz**

**SECRETARY, Jim Price**

**TREASURER, Jim Anderson**