



Aviation Safety Advisory Group of Arizona

Meeting Minutes: Wednesday, January 19, 2022

Via Zoom – Virtual Meeting

Meeting called to order at 12:03 PM MST by Cary Grant.

Attendance (35)

James Price, Cary Grant, Jim Anderson, Craig Tompkins, Edward Daror, Ty Howard, Alexander Mirabile, Arthur Spears, Barbara Harper, Bob Katz, Bob Mittelstaedt, Cory Geffre, David Kitts, Harit Mehta, Jack Winger, James Timm, Janie Goh, Landen Jennings, Larry Steck, Lee Unger, Mauro Castro, Mike Jesch, Neil Davidson, Paul Wegeman, Philip Jossi, Richard Lee, Ron Erkens, Ronald Brossart, Scott Tinnensand, Scott Woodworth, Sonny Durante, Ty Howard, Terri Wolcott, Tim Clark, Tito Sanchez, and Troy Martin.

Business

Treasurers Report – Cary Grant / Jim Anderson

2022 Banquet – So far, we have received four silent auction donations. At <https://asagaz.org/>, at the upper right area of the home page, there is a **DONATE** link. People may donate directly using the link or contact **Jim Anderson**. His mobile number is located at the bottom of the DONATE page. It was proposed that the Treasurer Report be accepted. The report was unanimously approved.

Secretary's Report – Jim Price

Cary Grant motioned to accept the December ASAG meeting minutes (Secretary Report). It was proposed that the December minutes be accepted. Approval was unanimous. Jim Price will email the January 2022 minutes to the members.

DECEMBER 2021, AVIATION ACCIDENT & INCIDENT SUMMARY – Jim Timm

Arizona Aviation Accidents

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-December thru mid-January. 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 of others, and take the action necessary to prevent them from having similar accidents.

This reporting period, aviation safety was not good in that the number of reported accidents/incidents are up, and we had a couple of fatal accidents. This is not the way we wanted to end the year. I would like to hope pilots will fly more carefully, and to keep the number of accidents 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. In the meantime, here are the results from the ASN, NTSB, APA Members, and FAA notes.

GEAR UP LANDING, December 19, 2021, Tucson Intl (TUS)

Injuries: 1 Uninjured

Type: Mooney M-20F

As the result of a landing gear malfunction, the pilot spent hours troubleshooting and burning fuel. After two fly-bys over the runway, the pilot landed on runway 29R (11,000' long). The resultant damage was determined to be minor. No pilot information was available. Info. Source: APA, ASIA, FAA



BALLOON LANDING IN GUSTING WIND CONDITIONS, December 20, 2021

Location: Phoenix – 10 miles NNW of Deer Valley airport (DVT) near the intersection of Carefree HWY & 51st Ave.

Injuries: 15 Uninjured, **1 Serious injury**

Type: **Cameron A-315 Balloon**

The balloon made a hard touchdown in strong and gusting winds. There was no reported damage to the balloon. No pilot information was available. Info. Source: NTSB, FAA



ROTOR STRIKE ON LANDING APPROACH, December 21, 2021

Location: 4 miles East of Strawberry

Injuries: 1 Uninjured

Type: **Hughes H-369D (500)**

During the approach to landing, the main rotor struck a power line, however, the helicopter landed without further incident. The extent of damage was undetermined. No pilot information was available. Info. Source: NTSB, FAA



LOSS OF CONTROL DURING AN ABORTED LANDING, December 22, 2021

Location: Show Low, near Show Low Regional Airport (SOW)

Injuries: **2 Fatal**

Type: **Van's R-6A**

On December 22, 2021, about 1639 MST, an experimental amateur-built Vans RV-6A airplane was destroyed when it was involved in an accident near Show Low Regional Airport (SOW), Show Low. The 40 year old pilot and 11 year old passenger were fatally injured. The airplane was being operated as a part 91 personal flight.



According to an airport employee, he observed two airplanes near each other on final approach for runway 22. He immediately transmitted on Unicom frequency that there were two airplanes on final approach to runway 22. Additional witnesses observed a Cessna 182 airplane in front and slightly below an RV-6A (accident airplane) on final approach. The RV-6A was seen to be descending into the Cessna. Subsequently, the Cessna aborted the approach and turned right towards the north. Shortly thereafter, the RV-6A aborted the approach and turned right towards the north as well. The accident pilot acknowledged on the Unicom frequency that he was on the wrong frequency and apologized. Shortly thereafter, witnesses located at the airport observed the RV-6A complete a right turn away from the runway and then observed its wing drop and stated that the airplane descended steeply towards the ground. Examination of the accident site revealed that the airplane struck terrain in a near vertical nose down angle. All major flight control surfaces necessary for flight were present at the accident site. No pilot information was available. Info. Source: ASN, FAA, NTSB

GROUND RUNUP INCIDENT, December 22, 2021

Location: Kingman (IGM)

Injuries: 2 Uninjured

Type: **Embraer ERJ-145LR**

Preliminary information indicates the aircraft was doing engine run ups by the Bureau of Land Management (BLM) ramp on the Kingman Airport (IGM).

According to an interview with a Kingman Aviation Services, Inc. (KASI) employee, the aircraft was chocked and connected to a tug, and he wasn't sure about brakes. The aircraft surged forward colliding with 2 KASI owned vehicles and **crushed the legs of a KASI employee**. Kingman Fire Department and River Medical provided emergency care.



Upon further investigation it seems that KASI was doing a full power run up on an aircraft that was missing one wheel and possibly had reduced braking ability. It seems that while under power, the aircraft pivoted around the landing gear on the side with both wheels and struck the vehicles and ground personnel.

The NTSB will not investigate the occurrence because the aircraft wasn't in preparation for flight. One or two mechanics were seated in the pilot seats and operating the controls. Info. Source: ASN

CONTROLLED FLIGHT INTO TERRAIN, December 31, 2021

Location: Arizona City

Injuries: **1 Fatal**

Type: **Mooney M-20C**

The aircraft crashed under unknown circumstances in mountainous desert terrain and was located on January 3rd, 2022. It appears the aircraft had an expired registration which was cancelled by the FAA effective 01/30/2021. The PHX Republic newspaper stated the aircraft departed Marana at approximately 11:30 am Friday December 31 and was found by Law Enforcement on Monday January 3 about 3:30 pm. Its destination was French Valley Airport, Riverside, CA. The aircraft had crashed on the Tohono O'odham Indian Reservation, 30 miles west of Arizona City. The Pinal County Sheriff's Office stated weather appeared to be a factor in the crash. No pilot information was available. Info. Source: ASN, FAA



LOSS OF CONTROL LANDING, January 2, 2022

Location: Scottsdale (SDL)

Injuries: 1 Uninjured

Type: **Piper PA46-500TP Malibu**

The Piper Malibu Meridian was cleared for a touch and go landing on runway 21. Upon touching down, the Piper veered to the right, and the pilot overcorrected to the left, and the aircraft experienced a runway excursion, coming to rest with the nose down in the rocks between runway 21 and taxiway B. The extent of aircraft damage was undetermined. No pilot information was available. Info. Source: ASN, APA, NTSB, FAA



INFLIGHT BIRD STRIKE, January 7, 2022

Location: Phoenix-Mesa Gateway (IWA)

Injuries: 2 Uninjured

Type: **Piper PA28-181 Archer**

The Piper experienced a bird strike on final approach for a landing on runway 30C. The training flight was about 2 NM southeast of Gateway Airport when a bird, believed to be a hawk, impacted the right wing just outboard of the landing gear. The damage did not significantly affect the flight characteristics and the aircraft made a safe landing. No pilot information was available. Info. Source: FAA



INFLIGHT DIVERSION BECAUSE OF HYDRAULIC FAILURE, January 12, 2022

Location: Phoenix Sky Harbor (PHX)

Injuries: UNK Uninjured

Type: **Cessna 750 Citation**

The Cessna 750 Citation 10 made a flight diversion and requested assistance due to a hydraulic failure. The aircraft landed at Phoenix Sky Harbor and landed on runway 8 and exited the runway at taxiway A8 and into the non-movement blast fence area abeam taxiway A. The pilot advised Fire Command that they had hot brakes and no hydraulics and needed to be towed to an FBO. No pilot information was available. Info. Source: FAA



LOSS OF CONTROL LANDING, January 13, 2022

Location: Phoenix-Mesa Gateway (IWA)

Injuries: 2 Uninjured

Type: **Extra Flugzeugbau EA300L**

The aircraft sustained unreported, but apparent minor damage subsequent to the collapse of the right main landing gear during landing at Phoenix-Mesa Gateway Airport (IWA). There were no reported injuries to the two occupants onboard the aerobatic tailwheel equipped airplane. The FAA reported that the right brake malfunctioned on landing resulting in a ground loop. Info. Source: ASN



Arizona Pilot Deviations

From December 10 thru January 13, 2021, there were thirteen general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by private, commercial, CFIs, and ATPs. Of the thirteen deviations, there was a need to only issue three Brashers. Note: A Brasher is a notice that is issued when further FAA action will be taken. The number of pilot deviations/incursions were down a bit this month, and some of these deviations just shouldn't have happened. Runway deviations of all kinds seemed to be the predominate issue this reporting period. Pay attention to ATC instructions and follow them, and if you can't, tell ATC why you can't. 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:

- Two IFR Route Deviations
- One Class Bravo Airspace Deviation
- Three Class Delta Airspace Deviations
- Six Runway Incursions
- One Failure to Follow ATC Instructions.

The details of the deviations this month are as follows:

IFR ROUTE DEVIATIONS

12/23 Unauthorized IFR Route Deviation. Private Pilot, Falcon Field (FFZ)

The aircraft was departing Falcon Field (FFZ) climbing to 3,000 feet on an instrument departure procedure, and they made an unauthorized turn into descending opposite direction traffic. ATC stopped the descending traffic's decent, and got the errant aircraft turned in the correct direction. Both aircraft then continued on their course of flight. The errant aircraft was issued a **Brasher warning** by the PHX TRACON.



1/6 Unauthorized IFR Route Deviation. ATP/CFI, Phoenix (PHX)

The aircraft departed Phoenix Sky Harbor (PHX) on an instrument departure procedure and commenced a right hand turn without authorization from the Tower or the TRACON. The aircraft was switched to the departure controller who stopped the aircraft's climb at 7,000 feet, which was 1,000 feet below an arrival aircraft who had been stopped at 8,000 feet. No loss of separation had occurred. The pilot was issued a **Brasher** by the Phoenix TRACON.



CLASS BRAVO AIRSPACE DEVIATION

12/12 Entering PHX Bravo Airspace Without a Clearance. Commercial Pilot, Phoenix (PHX)

The aircraft entered the PHX Class B Airspace in the Glendale area without ATC authorization. The aircraft's climb into the Bravo Airspace resulted in an inbound air carrier receiving a TCAS Resolution Alert while descending to land at Sky Harbor.

CLASS DELTA AIRSPACE DEVIATIONS

12/16 Entering Delta Airspace Without First Establishing Radio Communications. UNK Pilot, Falcon Field (FFZ)

The aircraft entered the FFZ airspace from the south without establishing radio communications and continued to fly northbound at 3,000 feet. The tower controller attempted to establish communications without success, and the aircraft departed the airspace to the north. ATC was unable to contact the pilot.

12/26 Entering Delta Airspace Without First Establishing Radio Communications. Commercial/CFI Pilot, Williams-Gateway (IWA)

The aircraft violated the Gateway airspace northbound, and then violated the Falcon Field airspace northbound. The flight did not result in any traffic conflicts. The aircraft was tagged as a violator and a notice for identification was issued. The Scottsdale tower called and said they were talking to the aircraft. Scottsdale was relayed instructions to issue a **Brasher notice** and have the pilot contact Falcon Field.



1/11 Entering Delta Airspace Without First Establishing Radio Communications. UNK Pilot, Scottsdale (SDL)

The aircraft entered Scottsdale Class D airspace without establishing two way radio communications. There was no loss of separation.

RUNWAY INCURSIONS

12/13 Crossed Hold Short Line Without Authorization. ATP/CFI Pilot, Tucson (TUS)

Ground Control (GC) instructed the aircraft to taxi via Taxiway Delta to Runway 11L, and the read back was correct. The aircraft then asked GC for progressive taxi instructions because they were unfamiliar. GC instructed the aircraft to taxi straight ahead and they would see the hold bars after passing a hump. The aircraft taxied as instructed but taxied across the hold short line. GC advised the pilot that they had crossed the hold short lines and to hold position. The pilot stated that he or she was "head down". No other traffic was involved.

12/16 Departed the Runway Without ATC Permission. Commercial/CFI Pilot, Williams Gateway (IWA)

The tower had cleared the aircraft to land on Runway 12C, and the pilot read back cleared to land Runway 12C. The aircraft touched down on Runway 12C and then took off. The tower asked the aircraft if they were going around, and they replied that they were doing a touch and go.

12/21 Crossed Hold Short Line Without Authorization. Private Pilot, Chandler (CHD)

Ground Control (GC) instructed the airplane to taxi via Taxiways Alpha and Delta to Runway 22R, and the read back was correct. The aircraft had taxied correctly, but when they reached Runway 22R they announced on the tower frequency that they were taking Runway 22R. There was no response from the tower. The tower then observed the aircraft to then cross the hold short line of Runway 22R and the tower then advised the pilot that they had crossed the hold short line. No other traffic was affected.

1/5 Entered the Runway Without ATC Authorization. Commercial Pilot, Prescott (PRC)

The airplane called the tower controller and said he was holding short of Runway 21L. The controller instructed the aircraft to hold short of Runway 21L. The pilot did not respond on the frequency, but the aircraft taxied forward onto Runway 21L. The tower instructed the aircraft to stop and issued a go-around to an aircraft that was inside of a 1/4 mile final.

1/5 Landing on a Runway Without ATC Authorization. ATP/CFI Pilot, Tucson (TUS)

The helicopter called the tower controller inbound to TUS requesting to go to the Atlantic Ramp. The controller advised that landing would be at their own risk and instructed the helicopter to report landing assured. The helicopter asked if they could do a long base to Runway 21 and remain short of the runway. The controller approved, however, the helicopter touched down on Runway 21 instead of on the Atlantic Ramp. No other traffic was involved.

1/6 Landing on a Runway Without ATC Authorization. ATP/CFI Pilot, Chandler (CHD)

The Aircraft was inbound from the south and the tower controller instructed them to enter a left downwind for Runway 22L. The aircraft entered downwind and the controller cleared them to land Runway 22L. The aircraft requested Runway 22R. the controller canceled the Runway 22L landing clearance and cleared the aircraft to land on Runway 22R. The read back was correct, however, the aircraft landed on Runway 22L. No other traffic was involved.

FALURE TO FOLLOW ATC INSTRUCTIONS

12/18 Aircraft Attempted to Land at The Wrong Airport. ATP Pilot, Goodyear (GYR)

The aircraft was 14 miles northeast of Goodyear (GYR), and the aircraft was cleared for a visual approach to Runway 3. The aircraft at that time was also seven miles northeast of Glendale (GEU) airport. The aircraft descended for and turned for a right base to Runway 1 at GEU instead of GYR. The tower controller at GYR noticed the aircraft was turning into the wrong airport and quickly alerted the aircraft of the error and instructed the pilot to correct to GYR. There was VFR traffic in the pattern at GEU that was in direct conflict with the aircraft, and the GEU traffic was given alternate instructions by GEU tower controller.

Cary Grant: Reference the January 2nd runway excursion at SDL, the Malibu was damaged when it went through the rocks on the runway edges. We discussed that this is the fourth aircraft damaged by the city of Scottsdale's decision to place river stone along the runway edges. Cary asked Craig Tompkins if the FSDO's Airports Division could get involved. Cary will email Joe Santoro and ask what the Runway Safety Office advises.

OLD BUSINESS

DVT1 Departure Mitigation: Ty Howard, (DVT Tower) stated that they are still working on amending the procedure. All the procedures will be addressed in the Phoenix meetings, Feb 17.

Bob Mittelstaedt agreed with Cary Grant that displaying the DVT1 departure sign in the DVT FBO Cutter is a great idea. Cutter has agreed to display the sign. He suggested that we need to put a sign in the terminal, too.

Lee Unger: Thanked Ty Howard for placing the DVT Safety Video in the Chart Supplement.

Jim Timm, Aviation Day at the Capitol

Thursday, January 13 is Aviation Day at the Capitol and the Arizona Pilot's Association will have a large tent with displays from various airports. From 12:00 – 1:00 pm, APA can talk with the legislators. Their message is, "Don't run off with our aviation money! GA is a very effective Econ engine for the state, and we need the infrastructure to maintain it."

The ASAG brochures will advertise what we are doing.

This is an opportunity for the balloon pilots to be there. Neil Davison stated that someone from the Balloon Community will be there.

Lee Unger, SCAUWG update (Southern California Airspace Users Working Group)

SCAUWG has a project in San Diego, getting area frequencies. The LA area is helping us as we acquire air to air frequencies. Our first meeting is next week, and Lee has been invited to attend.

Mike Jesch shared a Letter to Airman from his contact at SoCal TRACON. This letter concerns the Super Bowl and restrictions begin a week prior to the Superbowl. The restrictions also include the Las Vegas area. Details can be found at <https://www.faa.gov/superbowl>. Hawthorn is the closest GA airport to the stadium.

Lee Unger, Practice Area Frequencies

The air to air frequency project is working well. Scott Tinneland helped lay the groundwork for this project. We have not yet filed a request for a waiver, and something came up with Lufthansa frequency.

Cary Grant: Lufthansa had four frequencies and they have returned two of those frequencies to a company called ASRI <https://asri.aero/>, who manages the frequencies allocated from the FCC. They in turn sub lease them. Lufthansa kept 128.925 and another frequency for their operation. Sometime this summer, Lufthansa hopes to pick up some contract work with United's Aviate program. 128.925 is part of the Rainbow Valley air to air and ASRI indicates that this frequency is not an air to air frequency, but only air to ground. However, all the flight schools and CFIs have been using it as air to air. 128.925 has a ground based receiver and antenna, which needs to be physically located at a specific point on the Earth. Currently the antenna is on Lufthansa's building, but it can be transferred to us, and we are thinking of doing that. However, the antenna needs to remain within 50 feet of the Lufthansa location. We are also concerned that it is not meant to be an air to air frequency. 128.925 would cost ASAG \$415/year. Cary has not been able to contact Aviate.

Lee Unger: We are not certain of the boundaries for the western edge of our practice areas, but we are making progress.

Cary Grant: The FCC said we'll get four frequencies. Either we expand one of our four frequencies to include Rainbow Valley, or we get some resolution on the 128.925 frequency. If 128.925 is a possibility, perhaps we can get a donation from all the flight schools to help support the cost of frequency maintenance.

Lee Unger: We want to be in compliance before applying for a transfer of 128.925 from Lufthansa to ASAG.

Tim Clark, and Scott Woodward, LASER Mitigation

From December 15 to Jan 13, we had 27 Laser strike reports. 6 were in Tucson, 2 in Chandler, plus one each at Carefree, Glendale, Falcon, Sedona, Prescott, Gateway, and Marana. Of the 13 in PHX – Tim was one of the lucky Laser receivers and he was able to arrest the offender. They did not find his laser.

Scott Woodworth (Pima County Sheriff's): 4 Laser strikes. 50% involved Air One and PCSO. Deputies found one Laser guy.

Tim Clark (Phoenix PD Aviation): There were only 3 UAS reports - north of Phoenix. Christmas Lasers weren't a problem.

Jim Anderson, Safety Videos

The Sedona video is wrapped up, but he is now trying to improve the refresh rate on the video. Final draft will be out shortly. Next project is "Phoenix Class B". The link for our two published videos is on the ASAG website, <https://asagaz.org/> They are "Marana Airport Safety" and "Non-towered Airports: In control or Out of Control?"

Meeting for the Video Working Group is Feb 23.

Cary Grant: Joe Santoro's group is finishing the *From the Flight Deck* video series for CHD, TUS and FLG. We expect these to be released soon.



Cary Grant, Annual Awards Banquet, Jan 29, 2022 (The Elephant in the room)

Because of ASU's N95 mask mandate and the recent spike in COVID cases, the banquet will be virtual. The Zoom Meeting will start at 6:30 pm and the actual proceedings will start at 7:00 pm. It will probably conclude at 8:30 pm. Rich Lee will be our speaker. Rich will share with us his experience at Super Bowl XXX 1996, landing on Sun Devil Stadium's 50 yard line to pick up his passenger—the star of the Halftime Show—Diana Ross. It includes planning, and coordination.

Lee Unger has scheduled a dry run for Rich Lee's presentation on Friday. Craig will provide the Zoom link for the banquet.

Jim Anderson: It's the same website for silent auction (see flyer). It will run beyond the banquet. The award winners will be notified by email.

Jim and Ernie Copeland will pick up the trophies and plaques. They will be ready to be picked up on 26 Jan.

Cary Grant will be the Master of Ceremony. After Rich Lee's presentation, Craig Tompkins and Ernie Copeland will present the following awards: Arizona – Flight Instructor of the Year, Air Traffic Communicator of the Year, FAASTeam Rep of the Year, Maintenance Technician of the Year, and Airport Safety.

Jim Timm, Executive Director of the Arizona Pilot's Association, will present the Ruth Reinhold award (commitment to aviation safety).

Cary Grant led a discussion on Banquet Advertising. We should set up an account for ASAG on **Social Flight.com** Lee Unger has advertised it on Facebook.com.

Those attending the ASAG Zoom Banquet will qualify for Wings credit.

Jim Timm: The APA Scholarship students are invited. Cary sent a note to Joe Husband to contact South Mountain, EVIT and West-MEC so their students can be involved, too.

Neil Davidson, Balloon Community

Nothing from balloon community. Very quiet.

Cary Grant, AFTW and DP Update

Cary Grant attended the recent AFTW and DPE meetings where Phil Rommel emphasized that the DPEs need to make sure that they are getting into an airworthy aircraft. An aircraft registration is good for 3 years. Registration costs \$5.00. The FAA will send you a reminder letter and with the information from that letter, you can renew online. You can find your certificate date on the FAA website: <https://registry.faa.gov/aircraftinquiry/Search/NNumberInquiry> . Just search for the N number. Please go to <https://aftw.org/> for the latest on the practice areas, Coolidge and Stanfield stacks.

Reference Mobile, and their airdrop operations – we don't know any more information. <https://aftw.org/> Practice area overlays on ForeFlight are now at Version 11. Ver 11 added the Mobile drop zone (parachute symbol) and added Area 51, east of Eloy. This is a heavy equipment drop zone (cars and trucks).

Be careful. You cannot fly from Phoenix to Tucson without flying beneath a drop zone.

Jim Timm: Presently, the Casa Grande drop zone is to the north of CGZ. They are receiving pressure to rezone that area for residential development.

Craig Tompkins: Low approaches previously reported over the test track have stopped.

Cary Grant and Craig Tompkins: In the past few months, there have been no Arizona ANG reports regarding aircraft flying low level east of Florence.

Craig Tompkins: FAA personnel will not attend Copper State. FAA is not allowed to do indoor work; therefore FAA Seminars won't be held. However, APA will have seminars for which the FAA will issue wings credit. As it was in 2021, the March 2022 Greater Southwest Maintenance Symposium will be virtual.

Terry Wolcott: Las Vegas FSDO hosted a great seminar about Getting out of Vegas, with 120 attendees.

Bob Katz: His next seminar/presentation will occur Friday, January 28, 2022, 19:00 Arizona, 02:00 GMT, (18:00 PST, 19:00 MST, 20:00 CST, 21:00 EST, 16:00 HST, 17:00 AKST, 19:00 Arizona, 02:00 GMT). Learn from the tragic Learjet 35A Air Ambulance accident enroute from KSNV to KSEE. This will be a flight planning exercise, learning how to get into San Diego's Gillespie field in marginal weather. WINGS and Zoom information here: https://www.faasafety.gov/SPANS/event_details.aspx?eid=109571&caller=/SPANS/events/EventList.aspx

Cary Grant addressed submitted comments: There is no fee for the ASAG Awards Banquet, but donations are welcome. Funds go to supporting the AFTW and ASAG websites. Also, when FAASTeam Rep annual meetings are in person, ASAG furnishes the lunch.

Congratulations to **Scott Tinnesand**, Helicopter Association's CFI of the year.

New Business:

Lee Unger, Marana noise abatement and other news about the airport.

Marana has narrowed their search for a Control Tower location, and they are now conducting safety studies on those sites. The tower should be in place by 2024.

Upcoming Meetings:

Announced Arizona LRSAT: The following meeting are the announced dates for FY22. All LRSATs are included, since we are now reaching pilots outside of Arizona who may have an interest in attending one of the meetings.

Region	District	RSPM Assigned	Fac ID	State	FY 2022 RSAT DATE
AWP	TCAB	Santoro	GYR	AZ	3/23/2022

AWP	TWLA	Morales	GCN	AZ	4/5/2022
AWP	TCAB	Santoro	SDL	AZ	4/26/2022
AWP	TWLA	Morales	IFP	AZ	5/11/2022
AWP	TCAB	Santoro	PRC	AZ	5/18/2022
AWP	TCAB	Santoro	RYN	AZ	6/1/2022
AWP	TCAB	Santoro	IWA	AZ	6/7/2022
AWP	TCAB	Santoro	GEU	AZ	6/8/2022
AWP	TCAB	Santoro	CHD	AZ	6/17/2022
AWP	TCAB	Santoro	FLG	AZ	6/23/2022
AWP	TCAB	Santoro	FFZ	AZ	6/30/2022
AWP	TCAB	Santoro	DVT	AZ	7/7/2022
AWP	TCAB	Santoro	PHX	AZ	7/27/2022
AWP	TCAB	Santoro	TUS	AZ	
AWP	TWLA	Morales	EMT	CA	1/19/2022
AWP	TWOA	Panahi	RDD	CA	1/20/2022
AWP	TWLA	Morales	CMA	CA	2/8/2022
AWP	TWLA	Morales	RNM	CA	2/10/2022
AWP	TWLA	Morales	SBA	CA	2/10/2022
AWP	TWOA	Panahi	CIC	CA	2/24/2022
AWP	TWLA	Morales	VNY	CA	3/2/2022
AWP	TWLA	Morales	WJF	CA	3/8/2022
AWP	TWLA	Morales	VCV	CA	3/9/2022
AWP	TWOA	Panahi	APC	CA	3/15/2022
AWP	TWLA	Morales	BUR	CA	3/15/2022
AWP	TWOA	Panahi	SCK	CA	3/29/2022
AWP	TWOA	Panahi	SMF	CA	3/30/2022
AWP	TWLA	Morales	PSP	CA	3/31/2022
AWP	TWOA	Panahi	SJC	CA	3/31/2022
AWP	TWOA	Panahi	SAC	CA	4/5/2022
AWP	TWLA	Morales	SBD	CA	4/6/2022
AWP	TWLA	Morales	WHP	CA	4/7/2022
AWP	TWOA	Panahi	RHV	CA	4/13/2022
AWP	TWOA	Panahi	LVK	CA	4/15/2022
AWP	TWOA	Panahi	MOD	CA	4/18/2022
AWP	TWOA	Panahi	PAO	CA	4/19/2022
AWP	TWOA	Panahi	SFO	CA	4/19/2022
AWP	TWLA	Morales	BFL	CA	4/19/2022
AWP	TWOA	Panahi	MRY	CA	4/22/2022
AWP	TWLA	Morales	MHV	CA	5/4/2022
AWP	TWLA	Morales	ONT	CA	5/5/2022
AWP	TWOA	Panahi	FAT	CA	5/11/2022
AWP	TWLA	Morales	HHR	CA	5/17/2022
AWP	TWLA	Morales	RAL	CA	5/24/2022
AWP	TWOA	Panahi	STS	CA	5/25/2022
AWP	TWOA	Panahi	MHR	CA	5/31/2022

AWP	TWLA	Morales	SBP	CA	5/31/2022
AWP	TWOA	Panahi	SNS	CA	6/1/2022
AWP	TWLA	Morales	SMX	CA	6/6/2022
AWP	TWLA	Morales	MYF	CA	7/18/2022
AWP	TWLA	Morales	FUL	CA	7/20/2022
AWP	TWLA	Morales	SMO	CA	7/21/2022
AWP	TWLA	Morales	PMD	CA	7/28/2022
AWP	TWOA	Panahi	SQL	CA	7/28/2022
AWP	TWLA	Morales	SEE	CA	8/5/2022
AWP	TWLA	Morales	LGB	CA	8/10/2022
AWP	TWOA	Panahi	HWD	CA	8/16/2022
AWP	TWOA	Panahi	OAK	CA	8/17/2022
AWP	TWOA	Panahi	MER	CA	8/22/2022
AWP	TWLA	Morales	TOA	CA	8/30/2022
AWP	TWLA	Morales	SNA	CA	9/15/2022
AWP	TWOA	Panahi	CCR	CA	
AWP	TWLA	Morales	CNO	CA	
AWP	TWLA	Morales	CRQ	CA	
AWP	TWLA	Morales	LAX	CA	
AWP	TWLA	Morales	OXR	CA	
AWP	TWLA	Morales	POC	CA	
AWP	TWLA	Morales	SAN	CA	
AWP	TWLA	Morales	SDM	CA	
AWP	TWHG	Santoro	GSN	CQ	
AWP	TWHG	Santoro	GUM	GU	
AWP	TWHG	Santoro	OGG	HI	6/16/2022
AWP	TWHG	Santoro	HNL	HI	
AWP	TWHG	Santoro	ITO	HI	
AWP	TWHG	Santoro	KOA	HI	
AWP	TWHG	Santoro	LIH	HI	
AWP	TWHG	Santoro	MKK	HI	
AWP	TWLA	Morales	HND	NV	3/1/2022
AWP	TWLA	Morales	LAS	NV	6/7/2022
AWP	TWOA	Panahi	RNO	NV	6/9/2022
AWP	TWLA	Morales	VGT	NV	7/19/2022

ASAG Annual Awards Banquet – January 29, 2022
AWP Regional Runway Safety Program Managers

joe.santoro@faa.gov
fernando.morales@faa.gov
ramin.panahi@faa.gov

TWHG &
TCAB
TWLA
TWOA



ASAG Annual Awards Banquet – January 29, 2022.

https://www.faasafety.gov/SPANS/event_details.aspx?eid=109693&caller=/SPANS/events/EventList.aspx (Also, see attached flyer).

ASAG Monthly Meeting – February 16, 2022, 12:00 pm, Arizona time.



Cactus Fly-In, March 5 at Casa Grande. See <http://www.cactusflyin.org/>



Zoom Meeting
November 9, 2021

AFTW and DPE Meeting dates are Mar 8, 2022, 01:00 PM Arizona, May 10, 2022, 01:00 PM Arizona, and Jul 12, 2022, 01:00 PM Arizona (DPE meeting follows immediately after AFTW). See SPANS for ZOOM link and registration. **Encourage and promote From the Flight Deck Video Series and Runway Simulators.**



Copper State Fly-In and Expo, Feb 17 – 20, 2022 See <https://www.copperstate.org/>
Meeting adjourned at 1:58

Minutes recorded and submitted by Jim Price, ASAG Secretary

ASAG OFFICERS:

PRESIDENT, Cary Grant

VICE PRESIDENT, Brian Schultz

SECRETARY, Jim Price

TREASURER, Jim Anderson