

MEETING MINUTES

President Cary Grant Called the Meeting to order at **12:00 pm**



June 19, 2024

76 attended:

Abraham Blattstein, Alexander Kocksch, Alexander Pena, Andrew Taussig, Andrew Banda, Bob Katz, Bob Holliday, Bob Mittelstaedt, Brad Walstrom, Brett Richardson, Brian Stamper, Cal Droke, Carl Hancock, Carter Teeters, Cary Grant, Christian Locher, Christine Perry, Collet Masillamoni, Craig Jackson, Dakota Tustin, Dan Fuller, Daniel Weimer, David Ayala-Lindeman, David Day, David Kitts, Deborah Blattstein, DeWitt Gibson, Edward Daror, Edward Fallon, Erik Skuja, Fairfax O'Riley, Felix Hernandez, Frank Gomez, George Hamaty, Grace Assan, Gregg Schmillen, Gull Saarup, Gumersindo Santiago, Henry Skinner, Jake Helms-Phx PD Air Unit, James Price, James Quinn, Jr., James Timm, Jim Anderson, John Braly, John Cirino, John Varljen, Julian Fruhling, Larry Steck, Lee Unger, Mark Giannini, Mathew Corrigan, Matt Schorman, Michael J Everson, Michael Juilfs, Michael Nolan, Mitchell Raab, Neil Davison, Pete Hermes, Phil Corbell, Philip Jossi, Phillip J Fowler, Randell Meyer, Richard Lee, Robert Bullock, Rodney Holberton, Ron Dziagwa, Ron Erkens, Russ Jones, Scott Woodworth, Shawn Huff, Sonny Durante, Steven Brimmer, Thomas Cowan, Tito Sanchez, & Ty Howard - TCAB SM, QC/Training



Jim Anderson, ASAG Treasurer



Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period April 1st, 2024 to May 31st, 2024

Income	
Contributions, Gifts and Grants	
Corporate Donations	\$4,854.70
Total Income	\$4,854.70
Expenditures	
Total Expenditures	\$0.00
	\$4,854.70
Opening balance as of April 1st, 2024:	<u>\$11,082.21</u>
Balance on hand as of May 31st, 2024:	<u>\$15,936.91</u>
Aviation SAfety Advisory Group of Arizona	\$15,936.91

James B Anderson

Treasurer's Signature

No activity in May

Our PO Box has been closed. Mail will be forwarded to Jim Anderson's home address for 1 year

Address changes have been submitted to IRS and ACC

It was decided that on our website, <https://asagaz.org/>, we don't need a mailing address. We just need to display an email address.

A return of about \$250 will be posted

Current balance: \$15,936.91.

It was moved and seconded that we accept the Treasurer's Report. The membership unanimously accepted the June 2024 ASAG treasurer's report.

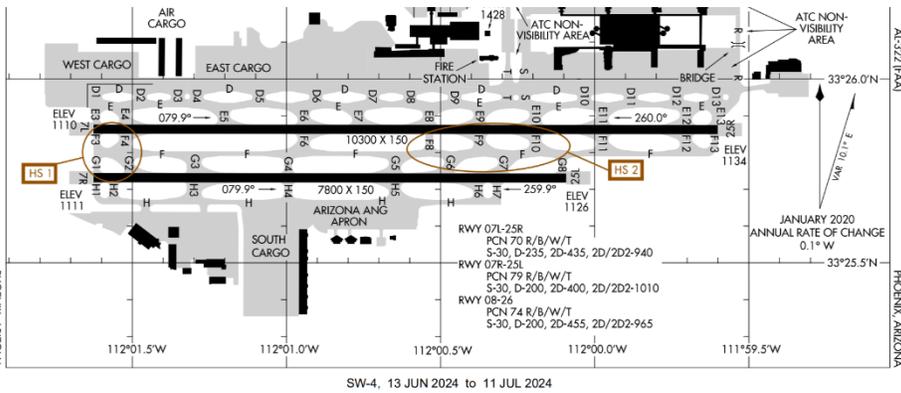
Jim Price, ASAG Secretary



SECRETARY'S REPORT

It was moved and seconded that we accept the May 2024 minutes. The membership unanimously accepted the May 2024 ASAG Meeting Minutes.

Ty Howard TCAB SM QC/Training



At the end of May at Phoenix Sky Harbor (KPHX), we had a runway incursion with a transient GA pilot at Hotspot 2. The controllers stopped an accident as a jet was taking off on RWY 25L.

For 25R departures, aircraft taxi from the FBOs via Hotel and H7. They cross 25L and continue taxiing via G7 with a right turn on Foxtrot. We are wondering how we can increase awareness of this hotspot. We are hoping that ASAG can help us. Perhaps

posters can be placed in our two PHX FBOs, Jackson and Cutter.

Bob Mittelstaedt is willing to make a poster to be placed in Jackson and Cutter.

Cary Grant will look for the PHX From the Flight Deck video to see if it is current and relevant.

Bob Katz and Carl Hancock suggested that PHX add an announcement to the ATIS, that pilots should "Use the airport diagram."

Michael Everson, PHX Tower will take place that suggestion for consideration.



Scott Woodward, Pima County Sherriff’s Office, & Cary Grant:

Scott Woodworth, PCSO. 8 or 10 strikes reported in the Tucson area.

A Drone was reported. There were no problems.

April, paramotors flew around fairgrounds and caused a bit of a stir for the fairgrounds people.

Tom Cowan: Paramotors are used by terrorists throughout the world.

Cary: Prescott incidents have decreased since a habitual offender was arrested. However, Laser strikes in the Prescott area not at zero.

ADOT has asked Cary to make a presentation on Lasers and UAS awareness.

LASER & UAS Mitigation – Cary Grant & Scott Woodworth:

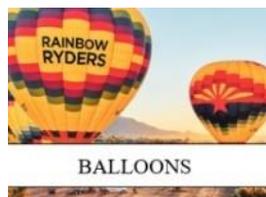
Ways for pilots to report Laser Incidents, Cary Grant:

Tell us where the Laser event happened. Was it at a gas station, intersection, etc.?

1. Hit the transponder identification button as soon as pilots are aware of being Lased. This will mark the plane’s position on the air traffic controller’s radar scope, which may help law enforcement triangulate where the laser light is originating from.
2. Verbally alert ATC of the attack using the phrase “laser attack,” including direction and location of the laser source, beam color and length of exposure (flash, pulsed or perceived intentional tracking).
3. Once on the ground, complete the [FAA-requested Laser Beam Exposure Questionnaire](#).

Upon arrival at destination, all pilots and crew members affected by an unauthorized laser illumination are requested to complete the FAA Laser Beam Exposure Questionnaire in order to provide critical information in support of law enforcement efforts to identify and apprehend the responsible parties.

- [Report a Laser Incident](https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident) at https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident - or -
- You can download and complete the [FAA Laser Beam Exposure Questionnaire](#) (PDF) from your personal computer. Completed questionnaires can be saved and attached to an email to laserreports@faa.gov, or can be printed and faxed to the Washington Operations Control Center Complex (WOCC) — (202) 267-5289 Attn: Domestic Events Network (DEN)
- **If you are a member of the public who witnessed an individual aiming a laser at an aircraft**, send an e-mail to laserreports@faa.gov and include the following: Your name and contact information. Date and time you witnessed the laser incident.



Neil Davison: The State Land Trust organization has notified the Balloon Operators that they will be starting to restrict access to state land. Balloon operators will be prosecuted if they take off or land on state land without a permit. Permits are not available for aviation. They are forcing the Rainbow Riders to go further west. Rainbow Riders has moved from the Deer Valley area to just north of the Glendale Airport (GEU). State Land Trust is anti-aviation.

We had our last Balloon Club meeting for this season. We will continue meetings in September.

Neil introduced Christine Perry, a new FAA Team Member and balloonist.

AOPA is no help with the State Land Trust issue. That is because AOPA represents aircraft, not balloons.

Phil Corbell: The balloonist should contact their congressional representatives and those who are running for the Arizona legislature this year!!!

Fairfax O’Riley: We contacted Arizona State Land Trust, exploring ramifications that a glider could make an emergency landing. They insist that we specify the area that we would make an emergency landing. Arizona Land would consider a forced landing Criminal Trespassing. An innocent pilot could make a forced landing be prosecuted.

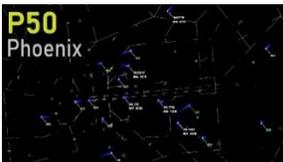
Cary Grant: Arizona Pilots Association has been our political advocates.

Jim Timm, APA: We have been fighting State Land Trust for years and have never seen any improvement.



AZARNG/Picacho

CW4 Hammond, Gary Jones: A representative was not available.



Phoenix Approach (P50) – Matthew Schorman:

Matt Schorman: The corridor between Carefree and Scottsdale (SDL) was full of maneuvering aircraft doing practice maneuvers. We will continue to educate. Posters in DVT, but that's it. P50 reaches many CFIs through operation rain check. Matt will pass out PDFs at Operation Raincheck.

Cary Grant: We need to get the Corridor poster and PDFs to all the flight schools.

John Varljen: Hand out these flyers at company CFI safety meetings.

Phil Corbell motioned that we make some flyers to hand out. The motion was approved unanimously. Bob Mittelstaedt will take care of it.

Lee Unger: Please share the link in publications, on social media, and by printing and posting **Northeast Phoenix No Maneuver Zone:**

https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone_05-18-24.pdf



PARACHUTE OPS

PARACHUTE OPS – Thomas Cowan: We are having a Seminar that **Sonny Durante** has coordinated at RYN. It's a hybrid meeting. It is Educational, explaining how the missions are planned and the actual airspace. It will be held Friday, **21, 2024** June at 1:00 pm.

Thanks to Sonny Durante for his safety product "**Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ).**" This document, a product of the Aviation Safety Advisory Group of Arizona's Parachute Safety Workgroup, directed by **Dr. Thomas Cowan & Justin Hodge**, is linked here for sharing:

https://www.faasafety.gov/files/events/WP/WP07/2024/WP07127584/Parachute_Operations_at_Marana_Regional_Airport_240220.pdf



RED STAR FORMATION – Mark Giannini: Red Star will be flying in formation on 4 July, about 5:00 pm. The location will be just north of SDL where they hold the Phoenix Open (Over the Hilton Princess).

PAUWG UPDATE – Jim Timm: Next PAUWG meeting will be in September.

SUPERIOR GLIDER OPS – Frank Gomez: Superior Soaring (Superior, AZ) has been operating for about a year. They have one glider and use a Cable launch. Their glider has radio, transponder and ADS-B.

<https://superiorsoaring.com/> They operate about five days a week, normally on the weekends.



ACCIDENT/INCIDENT DEVIATION REPORT

Mid-May – Mid-June 2024

Accident Report & Pilot Deviation Summary

Jim Timm & Craig Tompkins



Some photos show the actual accident / incident. Most of the photos simply represent the aircraft type, make and model.

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-May through mid-June. 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.

The number of accidents/Incidents have been significant this past reporting period, and aviation safety could have been a bit better. Unfortunately, we did have one fatal accident early in June, but at least in all the other occurrences nobody got seriously hurt. Things could have improved, and we all do need to prevent having accidents.

In continuing with the expanded scope of the report, we're using information from the Aviation Safety Network (ASN), FAA, NTSB, and APA Members. This more inclusive information source suits our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

May 16, 2024

ENGINE MALFUNCTION, Private Pilot

Source: FAA Incident

Location: Yuma (NYL)

Type: Cessna 182

Injuries: 1 Uninjured

The Cessna was flying to Yuma (NYL) when the engine began sputtering, so the pilot made a precautionary emergency landing on a county road approximately nine miles northwest of NYL. There was no aircraft damage.



May 18, 2024

LOSS OF CONTROL TAKING OFF, Unknown Pilot Certification

Source: FAA Incident

Location: Prescott (PRC)

Type: Cessna 172

Injuries: 1 Uninjured

While performing touch and go landings, the pilot saw a flock of birds and aborted the takeoff which caused them to veer off the runway into a drainage ditch. Per the NTSB, the damage incurred was determined to be minor.



Date: May 21, 2024

LOSS OF CONTROL LANDING, Commercial Pilot

Source: ASN, NTSB, FAA

Location: Peoria (P48) (Closed Pleasant Valley airport)

Type: Nanchang CJ-6A

Injuries: 2 Uninjured LOSS OF CONTROL LANDING The Nanchang CJ-6A

departed Phoenix Deer Valley airport and was substantially damaged when it collided with a parked trailer during a landing attempt at the closed Pleasant Valley Airport near Peoria (P48). Preliminary information indicates the aircraft experienced engine issues, and attempted a landing at the permanently closed airport, but it overshot the runway.



May 27, 2024

RAN OUT OF FUEL, Private Pilot

Source: ASN, FAA

Location: Somerton (54 AZ)

Type: Zenair CH601HDS ZODIAC

Injuries: 1 Uninjured

The aircraft was making a local flight, and they landed in a field due to the auxiliary tank being empty. The resultant damage was substantial.



June 5, 2024

EXCESSIVE WINDS, Pilot Certification Unknown

Source: FAA

Incident Location: South Of Prescott

Type: Kubrick BB30XR Balloon

Injuries: Pilot Uninjured, 4 Crew Members Uninjured

While the Balloon was attempting to takeoff from a parking lot, the pilot reported that excessive winds forced the balloon to strike a parked vehicle and a fence, incurring minor damage to both the Balloon and Vehicle.



June 6, 2024

HARD LANDING, Commercial/CFI Pilot

Source: FAA

Location: Ak Chin (A39)

Type: Robinson R22 Helicopter

Injuries: 2 Uninjured

While practicing auto rotations, the helicopter had a hard landing on the runway. The damage was determined to be substantial.



June 8, 2024

CONTROLLED FLIGHT INTO TERRAIN, Sport Pilot



Source: ASN, FAA, NTSB

Location: Picacho Peak

Type: Rans S-12XL Airaile

Injuries: 1 Fatality

The aircraft, an experimental amateur built Rans S-12XL Airaile, sustained substantial damage subsequent to impact with the mountainous terrain of Picacho Peak.



June 8, 2024

LOSS OF CONTROL LANDING, ATP/CFI Pilot

Source: FAA

Incident Location: Mesa Falcon Field (FFZ)

Type: Vans RV-8

Injuries: None

After landing, the RV-8 veered off the runway into the grass and damaged the left wheel fairing. The NTSB determined the damage was minor.



June 10, 2024

ENGINE FAILURE, Pilot Certification Unknown

Source: FAA

Incident Location: Buckeye (BXK)

Type: Beechcraft BE60 Duke

Injuries: 1 Uninjured

The Beech Duke had lost one engine, and headed for Buckeye (BXK), and then started having problems with the second engine. Albuquerque Center declared an Emergency for the aircraft, and they ultimately made a safe landing at Buckeye.



June 11, 2024

TAIL STRIKE, Pilot Certification Unknown

Source: FAA

Incident Location: Phoenix/Mesa Gateway (IWA)

Type: Cessna 172

Injuries: 2 Uninjured

The Cessna experienced a tail strike while landing, causing damage to the skid plate, and the rudder. The extent of damage was determined to be minor.



June 11, 2024

ENGINE FAILURE, Commercial/CFI Pilot

Source: FAA

Location: Dusty Wings (AZ06)

Type: Cessna 150

Injuries: 1 Minor Injury

The aircraft had departed Yuma (YUM), and due to an engine failure, they crashed into trees approximately one mile from the Dusty Wings Airport (AZ06). Dusty Wings Airport is 12 miles NE of Wellton, AZ. The local Fire Department deployed foam as a precaution due to the fuel/fire hazard.



May 10 – June 13, 2024 – PILOT DEVIATIONS (30)

BRASHERS (13)



These pilot deviations need to be examined to determine if a common thread exists that we should address to help reduce the number of deviations that continue to occur, and thus enhance aviation safety.

In the reporting period from May 10, 2024, through June 13, 2024, there were **thirty pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Student Pilot through ATP, and there were **twelve out of state pilots**, and **one foreign pilot** that committed these deviations. Of the thirty deviations reported, there was a need to issue **thirteen Brashers**.



Maj Gen Jack Brasher

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

Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. Also, when flying in controlled airspace, pilots should never be creative, but talk to ATC before they do something that differs from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what may be expected of them. Always fly with care and forethought.

GA Deviations, May 10 – June 13		
# Deviations	Type of Deviation	BRASHERS
6	IFR Deviations	2
4	Bravo Airspace Deviations	3
4	Delta Airspace Deviations	3
8	Runway Incursions	3
1	ATC Instructions	0
2	Surface Incidents	0
2	Restricted Airspace	2
3	TFR Deviations	0



IFR DEVIATIONS (6)

5/9

IFR SID Deviation

ATP Pilot - **Kansas**

Phoenix TRACON (P50)

The Dassault Falcon pilot did not fly the FORPE 1 departure out of Phoenix as published, resulting in a loss of separation with parallel departure traffic.

Toto, I don't think we're
in Kansas anymore.



5/10

Altitude Deviation

Private Pilot - **Texas**

Phoenix TRACON (P50)

The pilot deviation was reported when the Cessna 210 pilot climbed above the assigned altitude of 4,000 feet, resulting in a loss of separation with an air carrier.

5/28

IFR Altitude Deviation

Unknown Pilot Certification - **Kansas**

Albuquerque Center (ZAB)

The Albuquerque controller cleared the Beech Jet BE40 to descend to, and maintain FL360, and the aircraft read back the clearance correctly. The BE40 was observed below the assigned altitude and was cleared back up to FL360. The BE40 made an unauthorized descent to 35,500 feet, which resulted in a loss of separation with an air carrier who was level at FL350



6/3

IFR Route & NORDDO

ATP Pilot - **Mexico**

Albuquerque Center (ZAB)

The Mazatlán controllers asked sector 46 if they were talking to the Cessna Citation who was coming across the border at FL220 because the aircraft was NORDDO at this point. The aircraft executed a left 360 degree turn which violated the 3nm protected airspace of the RUBY MOA which was active below FL230. The pilot checked in with the TUS TRACON who controlled the aircraft into TUS. **A Brasher was issued.**

D'oh!



6/6

IFR SID Deviation

Commercial/CFI Pilot - **California**

Phoenix TRACON (P50)

The TBM-700 departed Scottsdale but didn't make the assigned turn. The aircraft appeared to fly the runway heading. The Biltmore controller utilized the Emergency Obstruction Video Map to vector the TBM to safety while climbing. **A Brasher was issued.**

D'oh!



6/8

IFR Altitude Deviation

Commercial/CFI Pilot

Albuquerque Center (ZAB)

Albuquerque Controller advised the Piper that they were not cleared for the approach and to maintain 7,000 feet. The controller then issued a low altitude alert. The Piper was observed at 6,200 feet in a 6,500 feet Minimum Instrument Vectoring area. The Pilot called in, and advised he was the instructor pilot during this flight and apologized for the actions of the aircraft. The Instructor Pilot knew they were not cleared for the approach however the student descended the aircraft before the pilot recognized it and could initiate a climb.

CLASS BRAVO AIRSPACE DEVIATIONS (4)

Entering Class Bravo Airspace Without Authorization

5/8

ATP/CFI Pilot

Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Cessna 206 entered the Class Bravo Airspace without authorization.

5/27

Private Pilot - California

Phoenix TRACON (P50)

The Bonanza called the Verde Controller to request VFR flight following to the north. They were already in Bravo Airspace at 3,700 feet. The Bonanza was **given the Brasher warning by the Biltmore Controller.**

5/30

Private Pilot - Texas

Phoenix TRACON (P50)

The Cessna entered the Phoenix Bravo Airspace south of Phoenix in the 5,000 - 9,000 block and climbed to 6,500 feet. The Cessna eventually called the Willie controller for VFR Flight Following to Blythe **and was issued the Brasher warning.**

6/10

Private Pilot

Phoenix TRACON (P50)

The Piper entered the Phoenix Class Bravo Airspace near Chandler without authorization. There was no loss of separation. **A Brasher was issued.**

D'oh!



D'oh!



D'oh!



CLASS DELTA AIRSPACE DEVIATIONS (4)

Entering Class Delta Airspace Without First Establishing Two-Way Radio Communication

5/23

Private Pilot - Nevada

Phoenix Deer Valley (DVT)

The Cirrus departed SDL airport heading NW-bound, and without contacting DVT tower, the aircraft entered the DVT Class Delta airspace from the SE at 3,200' and continued climbing on a NNW heading. The TRACON (P50) Biltmore Controller was contacted by DVT via the FAA shout line and was asked to **give the pilot the Brasher warning for DVT.**

D'oh!



5/24

Private Pilot

Phoenix/Mesa Gateway Airport (IWA)

The Cirrus entered the IWA Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation, and **the Brasher was issued by the Phoenix TRACON (P50).**

D'oh!



The following two deviations were committed by the same pilot on the same flight:

5/26

Student Pilot - Utah

Mesa Falcon Field (FFZ)

The Cirrus was observed entering the FFZ Class Delta Airspace from the NW and exiting the Class Delta to the S, and they were tagged as a violator by Scottsdale (SDL). The pilot did not respond to calls on either the SDL or FFZ frequencies. Both the FFZ North and the South controllers had to adjust and maneuver their traffic as the Cirrus flew at pattern altitude through both finals. The aircraft was observed descending towards Chandler (CHD), and **CHD confirmed they had made contact and would issue the Brasher.** The pilot later called and stated they believed they were outside of the airspace per their Foreflight tablet.

D'oh!



5/26

Student Pilot - Utah

Mesa Falcon Field (FFZ)

Then Cirrus was observed entering the Scottsdale (SDL) Class Delta Airspace from the N headed SE descending out of 4,000, and not on frequency. The controller reached out to the aircraft in the blind with no answer. Aircraft exited SDL airspace to the SE at 2,300, and the aircraft was observed violating Falcon Field airspace and continuing on to Chandler (CHD).

RUNWAY INCURSIONS (8)

5/13

Entering The Runway Without Authorization

Student Pilot

Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by DVT when the Piper failed to stop short of the runway hold short markings.

5/14

Entering The Runway Without Authorization

Student Pilot

Mesa Falcon Field Airport (FFZ)

The Cirrus student pilot, (on a solo flight), entered the runway, and held in position on the runway without ATC authorization. Ground control had instructed the Cirrus to hold short of the runway, and the Cirrus gave a good read back. The Cirrus proceeded to line up and wait on the runway with another aircraft inside of a 1/2 mile final. The controller issued Go-Around to the aircraft on final and instructed the Cirrus to exit the runway at the next taxiway, and **a Brasher was issued.**

D'oh!



5/19

Entering The Runway Without Authorization

Commercial Pilot - Colorado

Glendale Airport (GEU)

The pilot deviation was reported by GEU when the Cessna taxied onto the runway without ATC authorization.

5/23

Taking Off Without Authorization

Commercial/CFI Pilot

Phoenix/Mesa Gateway Airport (IWA)

The Piper was cleared to land on RWY 30L, and the read back of the clearance was correct. The Piper was then observed in the upwind of RWY 30L, and the controller asked if the Piper was going around, and the pilot advised the controller that they had conducted a Touch And Go. **The Piper was then given the Brasher statement.**



5/25

Crossing A Runway Without Authorization

Commercial/CFI Pilot - Colorado

Mesa Falcon Field (FFZ)

The Piper Navajo crossed Runway 22R without ATC authorization. Ground Control (GC) instructed the Piper to taxi via Taxiway E and hold short of Runway 22R at Taxiway E6 for a Runway 22L departure. The Pilot's read back was correct. The pilot advised GC that their run-up was complete as they were holding short of Runway 22R. GC instructed the pilot to continue taxi and monitor the tower. The pilot read back was correct. The Piper crossed Runway 22R on Taxiway E6 without ATC authorization. The tower instructed a Cessna to go around that was on short final for Runway 22R.

5/27

Entering The Runway Without Authorization

Private Pilot - Texas

Tucson International Airport (TUS)

The Cessna crossed the hold short bars for the runway after advising the tower that he was ready for takeoff. Another aircraft that was on an approximate half mile final was sent around. No overflight occurred.

5/31

Taking Off Without Authorization

Commercial/CFI Pilot

Phoenix/Mesa Gateway Airport (IAW)

The Piper was cleared to land on RWY 12R, and the aircraft read back the landing clearance. The aircraft was asked when it was in the upwind if they were a go around, and they advised that they were a touch and go. The aircraft remained in the pattern without further incident.

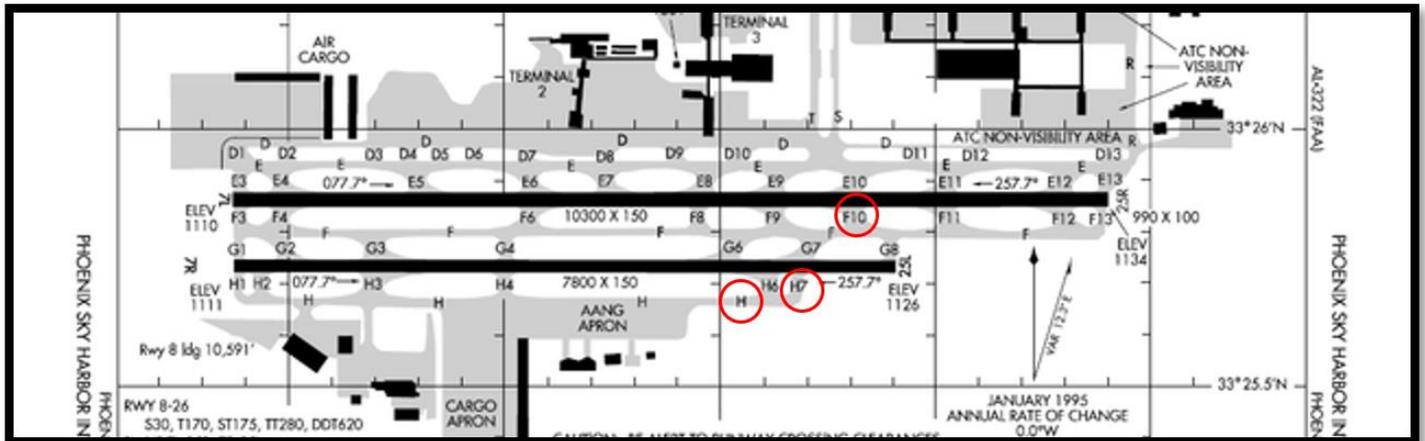
6/5

Entering A Runway Without Authorization

Commercial Pilot - Tennessee

Sky Harbor Airport (PHX)

The Piper Malibu was instructed to cross RWY 25L at H7 and taxi to RWY 25R via F. After crossing RWY 25L, the ground controller observed the Malibu turn from taxiway F onto Intersection F10. The ground controller instructed the Malibu to stop. The aircraft came to a stop between the RWY 25R hold bars and runway edge line on F10 while an air carrier was on the departure roll on RWY 25R. **A Brasher was issued.**



AIR TRAFFIC CONTROL INSTRUCTIONS (1)

Failure to Follow Air Traffic Control Instructions

5/18

Private Pilot

Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ when the Cessna didn't follow ATC heading assignments in the pattern and conflicted with other traffic.

SURFACE INCIDENT (2)

Movement On A Taxiway Without Authorization

5/9

Unknown Pilot Certification

Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when a Cessna was taxied onto taxiway Bravo without ATC authorization.

5/9

Unknown Pilot Certification

Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when a Piper was taxied onto taxiway Bravo without ATC authorization.

RESTRICTED AIRSPACE (2)

Entering Restricted Air Space Without Authorization



5/10

ATP/CFI Pilot

Phoenix TRACON (P50)

The Marchetti S211 appeared to violate R2310A/B without authorization, which was active from the surface to 17,000. The S211 mode C was indicating 11,500. P50 tracked the aircraft to IWA and had IWA issue the Brasher warning.

D'oh!



6/5

Private Pilot

Albuquerque Center (ZAB)

The Cirrus was VFR, at 11,500 feet, receiving flight following from Albuquerque Center. The Albuquerque controller issued the Cirrus a frequency change to the Phoenix TRACON (P50). The Cirrus read back the frequency correctly, but the Cirrus did not check in to the P50 frequency, and never talked to P50. While in a NORDDO status, the Cirrus violated restricted area R2310. P50 called the R2310 range control and implemented a cease-fire in the area. A Brasher was issued.

D'oh!



TFR DEVIATIONS (3)

Entering A TFR Without Authorization

5/10

ATP/CFI Pilot

Albuquerque Center (ZAB)

The Airspace Coordinator with the Southwest Coordination Center called ZAB. The Airspace Coordinator stated that a Cessna at 8,400 MSL violated the Wolf Fire TFR (located near Heber, AZ in Navajo County). The aircraft made a few loops on the south side then flew out the west side of the TFR.

5/19

ATP/CFI Pilot

Phoenix TRACON (P50)

A Beech Bonanza entered The Wildcat TFR (located near Carefree, AZ) without authorization. There was no loss of separation.

5/22

Commercial Pilot

Albuquerque Center (ZAB)

The Beech Bonanza aircraft had violated the Wildcat TFR (NOTAM #4/6422) on May 19 at 0045Z. At that time, the TFR was active at or below 09,000', and the aircraft transitioned the TFR at 7,500'.

Near Mid-Air Collision - NMAC (1)



May 22, 2024

Location: Phoenix/Mesa Gateway Airport (IWA)

A Piper PA-28 notified IWA of a Near Midair Collision with an Extra EA-300. This occurred southeast of IWA and required evasive maneuvers. Both aircraft involved were outside of controlled airspace and were not in communication with ATC.



Cary Grant: Because we will not have a July ASAG meeting, the July Accident and Deviation information will be generalized and covered in the August meeting.

Accident & Deviation



Old Business

[DVT and FFZ Departure Procedures Deviations – Bob Mittelstaedt and Cary Grant](#)

The Departure Procedures posters that Bob has placed in the DVT and FFZ FBOs seem to be working. We now have few if any Departure Procedure errors/deviations.

Northeast Phoenix No Maneuver Zone:

https://www.faa.gov/files/events/WP/WP07/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone_05-18-24.pdf

Frequency Project



[Frequency Project – Cary Grant, Jim Anderson, Brian Stamper & Lee Unger:](#)

[Lee Unger -](#)

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

We are requesting waivers from the FCC for four frequencies, one for each quadrant. <https://photos.app.goo.gl/1rL4P3SzoGY2rZW66>. The amended request is being reviewed by the workgroup. Tyler Howard continues to support the project with updated airport operations data.

Stacy Elliot continues to contribute heat map graphics depicting Tyler Howard's data. The amended request for a waiver will be sent to Fairfax O'Riley who, while having filed a legitimate complaint of our first request for waivers, is supportive of our amended request. Thank you to everyone who has contributed to this project.

[Southern California Airspace Users Working Group \(SCAUWG\) Report](#)

[Cary Grant & Lee Unger](#)

[Ron Berinstein Webmaster - https://scauwg.org](https://scauwg.org)



Sincere thanks to **Patrick Carey** for co-founding and leading Southern California Airspace Users Working Group (SCAUWG) for nearly 40 years. Read about Pat's illustrious career and continuing accomplishments here <https://scauwg.org/about-us>

Thanks to Pat and Mr. Sydney Bradfield, FAA WSA Spectrum Engineering Services, AJW-1570, Los Angeles Western Pacific Regional Office for their support, encouragement and sharing their knowledge in Arizona's efforts to obtain frequencies for flight training practice areas in the Phoenix airspace.

Pat Carey and Sydney Bradfield have been there for Arizona every step of the way during our FAA and FCC project and have made their original frequency project regional, putting a template in place to go national. Pat and Sydney Bradfield's commitment to eliminating midair collisions serves safety for those in the air and on the ground. This is one of the many aviation safety programs Pat has founded, contributed to and mentored others for, resulting in increased safety for those in the air and on the ground.

Congratulations and many thanks to Mike Jesch for accepting Pat's position as Chairman. Thank you, Mike, for your participation and support of Arizona aviation safety groups and projects over the years.

SCAUWG, what an outstanding, productive aviation safety organization!

Thanks to Webmaster Ron Berinstein for SCAUWG.ORG which provides the latest in aviation news including the Arizona page <https://scauwg.org/arizona>

Use extreme caution when flying in the vicinity of San Bernardino and Redlands. San Bernardino will get radar in approximately two years. <https://www.communityforwardredlands.com/despite-the-boom-in-air-traffic-sbd-airport-remains-without-radar/>

Keeping airports open remains a challenge. A reminder to Arizona to be good neighbors, respect noise abatement procedures, and continue with community outreach regarding the value of airports. **And please, help elect supporters of aviation to public and civic offices.** Thanks to Rich Lee for sharing his knowledge and experience with these matters with us and with SCAUWG.



Marana Airport Update

[Marana Airport Update \(AVQ\) Galen Beem, Airport Superintendent; Sonny Durante, Tito Sanchez, and Lee Unger](#)

[Lee Unger](#): Thanks to **Galen Beem** for distributing notice of the Parachute Operations June 21, 2024 safety meeting and

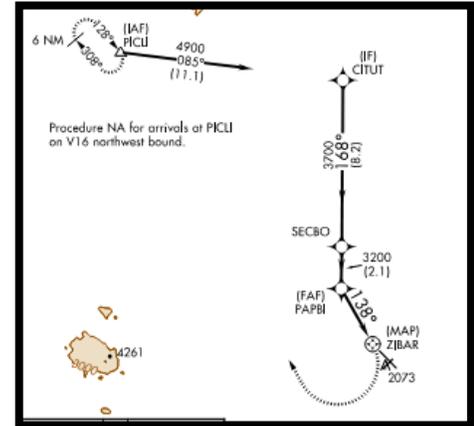
safety documents to AVQ Tenants! ASAG appreciates Galen's support of aviation safety projects.

Galen reports, the Control Tower Project: "Marana Regional Airport is in the FAA Contract Tower (FCT) Program and has until March of 2029 to complete the project. The Town anticipates completion of this project 2026 or 2027 depending on construction. Mesa Gateway took 2 years to construct, but some more recent tower projects have been completed in a shorter time frame. We have made some great progress on the Environmental! We are hoping to have it done by the end of this year or early 2025 depending on FAA comments. The next step will be design. The Tower project is still one of the top priorities for the Town of Marana. The Town of Marana is committed to the tower project and completion." **Galen Beem** also reported that there is no commitment from the FAA to man the tower once construction is completed.

AWOS update: "Project start date 7/8/2024 with the FAA certification & commissioning on 7/26/2024. **AWOS will be down from 7/8 to 7/26. NOTAMS will be issued.**"

Tito Sanchez reports, "The missed approach procedure is in the hands of the FAA, expected publishing date in October of 2025. This change was requested in an effort to increase separation between parachutists and aircraft."

Like always, exercise caution at non-towered airports. As Craig Tompkins has said, and it bears repeating, "Keep your head on a swivel."



Rainbow Valley

[Rainbow Valley – Cary Grant](#): We need to update the reporting points.

[AFTW – Lee Unger and Cary Grant](#):

Jim Pitman is trying to put together a "Bible" on the approaches in our area which will include the best techniques for flying approaches. For instance, if you want to fly the approach to 25 at DVT, you probably won't be approved for that approach unless you do it VMC. Cary has asked Alex at ATP to take care of the approaches at Gateway. Cary will farm those things out to the schools that are closest to the approaches.



<https://aftw.org/category/meetings/>

<https://youtu.be/2DhJnGoGaw4>

AFTW Meeting Minutes:

https://docs.google.com/document/d/1NmpS_kE0yXewnVa7bthuJapPNYY9YYYvPvRejBLdGU0/edit?usp=sharing

Amazon UAS Delivery Plans: Amazon has been approved for College Station. However, their UAS plans have not yet been approved for use in Arizona (Laveen).



Video Project Update: No updates since we finished the Cottonwood video. We need to think about moving forward with another video after the July break.

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

This is the third in series of the Arizona Aviation Safety Advisory Group production on Arizona's non-towered airports. See also Marana (KAVQ) [Marana From the Flight Deck](#) and Sedona (KSEZ) [Sedona From the Flight Deck](#) .

We wish to thank all of the members of the group that have volunteered their time and aircraft to make these safety videos. We also want to thank Jeffrey Tripp, the Cottonwood Airport Manager, for his support and input, the Scottsdale FSDO FAA Safety Team, and the FAA Western Region Runway Safety Office for supporting our endeavors. Our videos are just one resource pilots should reference "to know before you go," to supplement their preflight preparations in accordance with FAA regulations.

Possible Fees to fly in Phoenix Airspace and Landing Fees – Cary Grant: APA is very concerned about fees for landing or using the airspace around the airport. They see this as a way of combatting noise. AOPA is taking an active approach against it. This is becoming more like Europe!

The Cottonwood City Council has proposed fees for touch and go landings. This is squarely aimed at ERAU. I see dark skies if this is allowed to persist. What's to stop this from being implemented at every airport around the country starting with every airport that has a high training count and small base aircraft count - BXK, E60, CGZ, E25, P08, A39, AVQ, etc.? If it is allowed to be established. it will eventually be included into the price of training making it even more expensive and target other flight training providers. There will be a hidden pressure to avoid pattern work to avoid racking up the fees. Safety and proficiency will suffer. Airports that do not charge fees will be a magnet for pattern work making our towered airport even more busy. This is not in the interest of promoting access to the skies and making them safer.



Cary Grant & Lee Unger:

You can find the status of Tucson's Airfield Safety Enhancement Program (construction) at <https://www.flytucson.com/about-tus/airfield-safety-enhancements/>

Like always, check NOTAMS, know before you go and get updates on the way.

Tucson International



New Business



Awards Banquet #51

Banquet – Cary Grant: In July, we will not have an ASAG meeting. When we return in August. I want to have some serious conversation concerning the banquet venue and keynote speaker(s).

For WINGS Credit, Monthly Meeting and Awards Banquet – Lee Unger



Our ASAG meetings qualify for 2 Knowledge WINGS credits for pilots and 1 credit for Aviation Maintenance Technicians (AMTs). Thanks to Ernie and Craig for providing the Zoom attendance list which we use to provide WINGS credit. If the email you use on FAASafety.gov is different

than your Zoom registration email on a particular day, please be sure to put your FAASafety.gov name and email in the Chat. Thank you!



- Jump Operations presentation in the RYN Conference Room, Friday, June 21
- AFTW meetings are held via Zoom on the 2nd Tuesday at 4:00 pm every other month (odd months).
- **Future AFTW Meetings:**
 - July 9, 2024, at 04:00 PM AZ
 - Sep 10, 2024, at 04:00 PM
 - Nov 12, 2024, at 04:00 PM
- **RSAT: Chandler, June 24, Falcon, June 25, Scottsdale, June 27, Tucson, July 1, Bullhead City, July 2, Phoenix Sky Harbor, July 22, and Glendale, July 25.**

GAA - Introducing the 2024 Honorees - Learn About Top Safety Recommendations from each of the 2024 General Aviation Awards National Honorees:



Cary Grant, 2024 National FAA Safety Team Representative of the Year

Adam Magee, 2024 National Certified Flight Instructor of the Year

Marty King, 2024 National Aviation Technician of the Year

Ron Timmermans – Host

Log in to your <https://www.faasafety.gov/default.aspx> account then click here and enroll in the webinar

course https://www.faasafety.gov/gslac/ALC/course_content.aspx...

To earn WINGS credit for this webinar, enroll in the course, watch the video and complete the exam.

This is a very informative webinar!



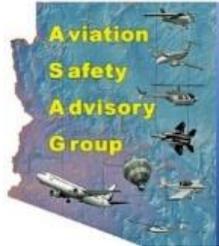
Our next meeting will be Wednesday, **August 21 at 12:00 noon, MST, (Arizona time).**

The meeting was adjourned at 2:37 pm.



Register in advance for the August 21 ASAG meeting with this link:

<https://faavideo.zoomgov.com/meeting/register/vJItduytqjIrHDJsgpJCQ2GvnwNoVTWoY1E>



Minutes recorded and submitted by
Jim Price, ASAG Secretary
ASAG OFFICERS:
PRESIDENT, Cary Grant
VICE PRESIDENT, Brian Schultz
SECRETARY, Jim Price
TREASURER, Jim Anderson