



MEETING MINUTES

Wednesday, April 19, 2023

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

Attendance (71):

Shad Ahlstrom, Jim Anderson, Abraham Blattstein, Greg Blunk (IWA Tower), Rebecca Bornstein, Steve Brimmer, Ernest Copeland (SDL FSDO), Philip Corbell, Mathew Corrigan, Edward Daror, Neil Davison, Sonny Durante, Garrett Dauphars, Ron Dziagwa, Lawrence Erdman, Paul Fisher, Robert Fletcher, Jill Gallo, DeWitt Gibson, Janie Goh, Cary Grant, Bruce Grider, George Hamaty, Michael Hart, Rodney Holberton, Sam Holmes, Garrett Housos, Shawn Huff, George Jenson, Mike Jesch, Patrick Jessee, Russ Jones, Philip Jossi, Bob Katz, John Keith, David Kitts-CAU, Micael Klein, Alexander Kocksch, Brian Koeneke, David Lee, Mark Lininger, Ernie Milton, Bob Mittelstaedt, Michael Mohle, Jerry La Roche, James Price, Mitchell Raab, David Roden, Tito Sanchez, John Santarossa, Matt Schorman, Ian Shere, Travis Simonson, Mike Smith, Larry Steck, Ron Tahtinen, Andrew Taussig, Raymond Terlaga, James Timm, Scott Tinnasand, Craig Tompkins (SDL FSDO - FPM), Mark Toub, Stanley Trachta, Peter Troccoli, Lee Unger, John Varljen, Don Von Flue, Jonathan Williams, Terri L. Wolcott, Frederick Workley

Treasurer Report – James Anderson:



Treasurer's Report
Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period March 1st, 2023 to March 31st, 2023

Income		
Total Income	_____	\$0.00
Expenditures		
Administrative and Operations		
Miscellaneous	\$104.89	
Programs		
Trophies	\$287.25	
Total Expenditures	_____	\$392.14 (\$392.14)
Opening balance as of March 1st, 2023:		\$16,349.99
Balance on hand as of March 31st, 2023:		_____
		\$15,957.85
Aviation SAfety Advisory Group of Arizona		\$15,957.85
	<i>James B. Anderson</i>	
	_____	<i>Treasurer's Signature</i>

It is time for the annual Corporation filings for ASAG.

Taxes have been filed. (We owe nothing). Trophy expenses have been paid.

Move to approve: Ed Daror, 2nd Jim Price

The Treasurer's Report passed unanimously.

Future expenses: Acquiring video equipment for videos — and audio-visual equipment for our annual banquet.

We would like a banner for a photography backdrop. It may cost as much as \$250. **Phil Corbell** stated, "More Graphics can make a

banner." Next meeting in May, we will discuss planning for the 50th Annual Awards Banquet, so be thinking on how to make it special.

March 2023 Minutes – James Price, Secretary

Move to approve: Phil Corbell. 2nd Jim Timm. The March 2023 minutes were approved unanimously.

<https://asagaz.org/>



LASER UAS Mitigation – Scott Woodworth (Pima County Sheriff’s Office – Aviation), as read by Cary Grant

There were 11 laser incidents around the greater Tucson area this past month. Mainly concerning blue and green lasers. Thursday April 13 there were at least four aircraft that reported a laser strike about 18 miles WNW of Tucson with another possibly related on April 9th. The remaining incidents seemed to be spread around

the area.

Craig Tompkins said that in these incidents, there was eye damage reported.

It appears that cases are starting to move again at the Federal level. I have been contacted by Federal prosecutors on a couple of cases that have been in limbo so I am optimistic that they will have a resolution soon.

RECENT REPORTS:

TUCSON, AZ (TUS): SRVY1, C208, ILLUMINATED BY A GREEN LASER FROM THE 9 O’CLOCK POSITION WHILE W BOUND AT 6,500 FEET 4 NNW TUS. NO INJURIES REPORTED. FBI NOTIFIED 04/16/2023 0426Z

TUCSON, AZ (TUS): SKW3025, CRJ7, GREEN LASER FROM 7 O’CLOCK WHILE HEADING 120 OVER TUS300007, NO REPORTED INJURIES. 04/16/2023 0545Z

TUCSON, AZ (TUS): SRVY1, C208, ILLUMINATED A 2ND TIME IN THE SAME PLACE, BY A GREEN LASER FROM THE 9 O’CLOCK POSITION WHILE W BOUND AT 6,500 FEET 4 NNW TUS. NO INJURIES REPORTED. FBI NOTIFIED 04/16/2023 0518Z.

What if I Get “Lased?”

If you encounter a laser illumination event during flight, here are a few pointers:

- ANC — Remember to Aviate, Navigate, and Communicate in that order.
- Alert a crewmember — If you’re flying with another pilot, advise him or her of the laser and determine if the other pilot is safe to assume control of the aircraft.
- Interrupt the light — Use a clipboard, visor, or your hand to block the light if possible. Sometimes you can maneuver and use the aircraft to block the light.
- Turn up the cockpit lights — Light-adapted eyes are less prone to the effects of a laser.
- Advise ATC or broadcast on the appropriate frequency — Include your aircraft call sign and type; altitude and heading; the color, direction, and location of the laser; the length of exposure; and any injuries sustained. After landing, complete a laser incident report online.
- Resist the urge to rub your eyes — This can irritate the eyes more and cause tearing or a corneal abrasion.
- If you are concerned or if you feel you have suffered any eye damage, have your eyes examined.

For more information, see the FAA article, **Blinded by the Light:** <https://medium.com/faa/blinded-by-the-light-4879e10fe619>



Balloon Update – Neil Davidson

No issues. Rainbow Ryders concentration further west. Most sport pilots don't fly in the summer.

Neil just bought a 1963 Cessna 182 and based it at Glendale (GEU).

P50 – Matt Schorman

No complaints.

Carefree Area – there has been a reduction in traffic. We are heading in the right direction. (Avoid 4,000' – 7,000' in this area. Jet arrivals occupy 6,000 to 15,000.

NOTE: Matt Schorman (P50) is not only one of our newest FAA Team Rep's, but also earned his CFI last week. Go Matt!



Mid-March 2023 – Mid-April 2023 Accident

Report and 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-March through mid-April. We hope to use the following detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others and be able to take the necessary action to prevent them from having similar occurrences.

In this reporting period, aviation safety was not too good because the number of accidents were greater than last month, and the incidents were drastically up. The most important part of this report is that no one lost their life or got seriously injured.

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.

Date: March 17, 2023, STRUCK TAIL DURING LANDING, Pilot Certification Unknown



Source: FAA (Incident)

Location: Prescott (PRC)

Type: Cessna 172

Injuries: 1 Uninjured

The Cessna 172 did a touch and go on RWY 3R and canceled the takeoff due to a possible tail strike. The aircraft exited the runway and taxied back to the ramp without an issue. An airfield vehicle attendant inspected the aircraft and declared it usable. A flight supervisor reported the tail skid had been bent up, and an FAA Form 8020-9 was filled out.

Date: March 17, 2023, MID AIR COLLISION, Pilot Certification Unknown



Source: ASN, FAA, NTSB

Location: Mesa Falcon Field (FFZ)

Type: Yakovlev YAK 52

Injuries: 1 Uninjured (YAK pilot), 2 minor (Navion pilot and passenger)

Two aircraft of a four-ship

formation touched wings while flying in the vicinity of Falcon Field Airport (FFZ). One aircraft, the Yak-52 in position #3, reportedly landed safely.

The second aircraft, a Ryan Navion, in position #4 crashed during landing at KFFZ.



Date: March 17, 2023, WIND FLIPPED IT OVER WHILE LANDING, Pilot Certification Unknown

Source: ASN, NTSB, FAA

Location: Bullhead (A20)

Type: Velocity Elite

Injuries: 1 uninjured

The Velocity Elite departed Las Vegas-Henderson Airport (HND), and sustained substantial damage when he encountered a gust of wind that flipped him over while he was landing at Sun Valley-Bison-Fort Mohave Airport (A20), Bullhead City.



Date: March 19, 2023, FLIGHT CONTROL ISSUE, Pilot Certification Unknown



Source: FAA (Incident)

Location: Scottsdale (SDL)

Type: Cessna Citation

Injuries: Unknown Uninjured

The Scottsdale Tower received a call from the Phoenix TRACON that a Cessna Citation was returning to land at Scottsdale and was declaring an emergency due to a flutter in the flight controls. The Citation landed safely on RWY 3 and taxied to parking. No other operations were affected. Earlier the Citation had to abort its takeoff from Scottsdale because of a "No Takeoff Alert", but later did make a departure.

Date: March 20, 2023, FUEL EXHAUSTION, Pilot Certification Unknown

Source: FAA (Incident)

Location: Near Winslow

Type: Cessna 210

Injuries: 4 uninjured

The pilot made an emergency landing on State Route 99 due to a loss of power 2 miles east-southeast of Winslow. There were no injuries nor damage to the aircraft. After the aircraft was removed and inspected, the pilot reported the left tank was dry, and the right tank had 15 gallons of fuel in it.



Date: March 23, 2023, INFLIGHT LOSS OF POWER, Pilot Certification Unknown

Source: ASN, FAA

Location: Scottsdale

Type: Stemme S12

Injuries: 1 Uninjured

The Stemme Motor Glider had departed Deer Valley airport (DVT) and was planning to return to DVT, but due to an inflight engine failure the motor glider made a forced landing at the Estancia Golf Club, northeast of Scottsdale Airport (SDL). The glider sustained minor damage.



Date: March 23, 2023, NOSE GEAR COLLAPSED, Pilot Certification Unknown

Source: FAA (Incident)

Location: Superior (E81)

Type: Cub Crafters CC11-160

Injuries: 1 Uninjured

The Carbon Cub veered off the dirt RWY 22 while landing at Superior, and the nose gear collapsed. The damage incurred was minor.



Date: March 25, 2023, LOSS OF CONTROL LANDING, Student Pilot



Source: FAA (Incident)

Location: Mesa Falcon Field (FFZ)

Type: Piper PA28-181

Injuries: 1 Uninjured

While flying a Piper Archer, the Student Pilot attempted to land on RWY 22L at Mesa Falcon Field, and upon trying to slow the aircraft down, the pilot lost control and exited the runway and went into the infield between taxiways D3 and D4. The pilot managed to keep the aircraft upright and taxied off the runway onto Taxiway Delta. There was no damage to the airport environment or the aircraft.

Date: March 25, 2023, NOSE GEAR COLLAPSED, Pilot Certification Unknown



Source: FAA (Incident)

Location: Scottsdale (SDL)

Type: Beechcraft Barron

Injuries: 3 Uninjured

The Barron's nose gear collapsed during the landing on Scottsdale's Runway 21. The extent of damage was determined to be minor.

Date: March 28, 2023, RUNWAY EXCURSION, Pilot Certification Unknown



Source: FAA (Incident)

Location: Prescott (PRC)

Type: Cessna 172

Injuries: Unknown Uninjured

The Cessna 172 blew a tire on landing and went off the runway. RWY 21R was closed and airport personnel were sent out to the airplane. There was no damage to the airport or aircraft reported.

Date: March 29, 2023, INFLIGHT LOSS OF POWER, Pilot Certification Unknown



Source: FAA (Incident)

Location: Near Maricopa

Type: Lancair Columbia 400

Injuries: 2 Uninjured

The Columbia was flying IFR enroute to Chandler Airport when the pilot experienced a loss of engine power, and the airplane made a forced landing near Mobile, Arizona. ATC services were being provided by the Phoenix TRACON. Because of the remote location, the passengers were picked up by a helicopter and the airplane was released to the owner to be retrieved at a later date. Damage was reported to be minor.

Date: April 1, 2023, RUNWAY EXCURSION, Pilot Certification Unknown

Source: FAA (Incident)



Location: Chandler (CHD)

Type: Vans RV-7

Injuries: Unknown Uninjured

When the RV-7 airplane was landing on Chandler Runway 22R, the tower controller noticed a shimmy in the nose wheel. The aircraft exited the runway into the dirt on the southwest side of Runway 22R, and then taxied back onto the runway, and to the hangars via Taxiway Delta. Airport operations conducted a runway inspection, and then went to check on the pilot, and aircraft. There was no damage to the airport or the aircraft.

Date: April 2, 2023, HARD LANDING, Pilot Certification Unknown

Source: FAA (Incident)



Location: El Tiro (AZ67)

Type: Schempp-Hirth Discus 2b

Injuries: 1 Uninjured

The motor glider made a hard landing as a result of a nearby dust devil, and the damage to the glider was unknown.

Date: April 5, 2023, LOSS OF CONTROL ON TAKEOFF, Pilot Certification Unknown

Source: FAA (Incident)



Location: Goodyear (GYR)

Type: Cirrus SR-20

Injuries: Unknown Uninjured

During the Cirrus takeoff roll from Goodyear RWY 3, the Cirrus advised they were aborting the takeoff, and veered off the runway, and came to a stop in the runway safety area. A city operations vehicle went to the scene, and reported the aircraft had a flat tire. No damage to the airport lighting or the aircraft was reported.

Date: April 9, 2023. LOSS OF CONTROL LANDING, Student Pilot

Source: FAA, NTSB



Location: Mesa Falcon field (FFZ)

Type: Piper PA28-180

Injuries: 1 Uninjured

The solo student lost control landing on RWY 22R and veered off the left side of the runway and struck a sign, causing substantial damage to the aircraft. The pilot was uninjured.

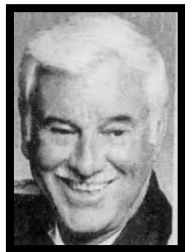
MAR 10 – APR 13 PILOT DEVIATIONS

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

In the report from March 10 through April 13 there were thirty-one pilot deviations reported by the FAA SDL FSDO. These deviations were committed by pilot certificate levels from Student through ATP/CFI, and of these thirty-one deviations reported, there was a need to issue nine Brashers. In this month's report there were also thirteen out of state pilots that committed the deviations. The number of Brashers reported were certainly down for the number of deviations committed this period. Nine Brashers for thirty-one deviations reported.



It should be noted that this month's report includes eight incidents that occurred during the period from 2/18 to 3/10 that weren't included in last month's report but are now covered in this report. In this limited period there were also three Brashers recorded.



*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 airman 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. When flying in controlled airspace, pilots should never be creative, but rather, 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.

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

- 8 IFR Deviations, 5 Brashers
- 8 Class Delta Airspace Deviation, 2 Brashers
- 1 ATC Instructions, No Brasher
- 8 Runway Incursions, 1 Brasher
- 2 Surface Incidents, No Brashers
- 1 Movement Area, No Brasher
- 2 Wrong Surface Landing, No Brashers
- 1 NORDO Incident, 1 Brasher

IFR DEVIATIONS

2/22, IFR Route, Private Pilot Out of Arkansas, Phoenix TRACON

On departure, the Citation immediately turned northbound counter to his assigned Standard Instrument Departure routing. A *Brasher* warning was issued by the TRACON SANTAN sector. There were no conflicts with any other aircraft or loss of separation.

3/9, IFR Route, ATP Pilot Out of Texas, Albuquerque Center (ZAB)

At 1918z, the Center Controller cleared the Bombardier Challenger to turn 10 degrees left for traffic. At 1924z, the controller cleared the Challenger “direct San Simon”. The pilot read back the clearance correctly. San Simon (SSO) was NOT on Challenger's flight plan. The Challenger turned about 40 degrees off course. The Challenger accepted, and acted on a clearance without getting clarification on what the identifier was for San Simon or where to rejoin the routing that the aircraft had been previously cleared for. This unauthorized turn resulted in the Challenger violating the RUSTLER MOA which was active, up to FL500. A *Brasher* was issued.

3/13, IFR Route, Private Pilot, Phoenix TRACON

The pilot deviation was reported by the TRACON when the Piper did not fly the MESA ONE Departure as published.

3/16, IFR Altitude, UNK Pilot Certification, Albuquerque Center (ZAB)

At 2204z, a Super King Air called Albuquerque Center, VFR, for an IFR clearance to SGU (St. George, UT). The Center Controller advised the King Air that he was currently under an active military area and they could only get him up to 10,000 feet until he was clear of the MOA. At 2207z, the controller cleared the King Air to maintain his own terrain obstruction clearance up to 10,000 feet and issued the IFR clearance to maintain 10,000 feet. The King Air read back the clearance correctly. At 2208z, the King Air asked the Center if he was supposed to climb to FL220. At this point, the King Air had already made an unauthorized climb to 10,800 feet. This climb violated the JACKAL MOA. A *Brasher* was issued.

3/17, IFR NORDO, ATP/CFI Pilot, Albuquerque Center (ZAB)

AT 2027z, the Albuquerque Center Controller cleared the Bombardier Challenger to contact Albuquerque Center on 132.45. The pilot read back the clearance correctly, but the Challenger did not check in on the new frequency nor answer any of the subsequent attempts made at that time to establish communications. The Challenger remained out of contact with ATC until 2101z, when a Los Angeles Center Controller established communications. A *Brasher* was issued by the LA Center at 2107z.

3/20, IFR Route, ATP/CFI Pilot, Albuquerque Center (ZAB)

The Pilatus had been cleared, “After JARPA, direct to LARKS for the LARKS2 arrival.” At 1933z, as the aircraft was just passed JARPA, the Center Controller observed the Pilatus was off course, and asked where they were navigating. The Pilatus responded, “ALS”. The Pilatus had made an unauthorized turn of about 15 degrees and had not proceeded as cleared. A *Brasher* was issued. The pilot admitted the error, and that he had been cleared via JARPA then LARKS.

3/29, IFR Altitude, UNK Pilot Certification, Phoenix TRACON

The Learjet climbed above his assigned altitude of 9,000 feet. The climb above the assigned altitude conflicted with VFR traffic in the vicinity of Phoenix Sky Harbor.

4/4, IFR Altitude, UNK Pilot Certification, Tucson TRACON

A Learjet climbed above its assigned altitude and caused a loss of separation with other aircraft.

CLASS DELTA AIRSPACE DEVIATIONS

(Entering Class Delta Airspace Without First Establishing Communication)

2/28, ATP/CFI Pilot Out of **New Jersey, Williams Gateway Tower (IWA)**

A Cessna was observed entering the Gateway Class Delta Airspace from the northwest and was heading southeast. After attempting to establish contact, the Gateway tower contacted the Falcon Field tower who was still in communication with the Cessna. Communications were established between the Cessna and Gateway after the aircraft was approximately 4 miles into the Gateway Class Delta Airspace. The Cessna's mode C transponder code was verified with the Phoenix TRACON, and the Cessna was instructed to fly east and exit the airspace due to other inbound traffic.

3/4, Private Pilot Out of **California, Chandler Airport Tower (CHD)**

The helicopter was observed entering the Chandler Class Delta Airspace 4 nautical miles north of the airport. The Chandler Tower attempted to reach out to the helicopter as it was entering the Delta Airspace. After the helicopter was one mile into CHD's Delta Airspace, they established communications with the tower, and they were cleared to land at the Helo Pad. There was no loss of separation with other traffic, and a *Brasher* was issued to the pilot by ground control.

3/7, ATP/CFI Pilot, Williams Gateway Tower (IWA)

The aircraft was on a course to Mesa Falcon Field from the southeast above Gateway's Class Delta Airspace. However, the aircraft descended into Gateway's Class Delta Airspace two miles north of the airport. The aircraft was not in conflict with any traffic. Phoenix TRACON advised Gateway that the aircraft was NORDO and asked if Gateway had talked to them. The TRACON instructed Falcon Field to issue a *possible pilot deviation* to the aircraft.

3/10, Commercial Pilot, Phoenix Deer Valley Airport Tower (DVT)

The pilot deviation was reported by the Deer Valley Tower when the aircraft entered the Deer Valley Class Delta Airspace without first establishing two-way communications with the tower.

3/27, Private Pilot Out of **Washington, Phoenix Deer Valley Airport Tower (DVT)**

The pilot deviation was reported by the Deer Valley Tower when the aircraft entered the Deer Valley Class Delta Airspace without first establishing two-way radio communications with the tower.

3/31, Private Pilot Out of **Nevada, Phoenix Deer Valley Airport Tower (DVT)**

The aircraft entered the Deer Valley Class Delta Airspace 4.4 miles north-northeast, heading southbound. Both of Deer Valley's north and south Tower controllers reached out to the aircraft without getting a response. The aircraft never contacted the Deer Valley tower before turning back northbound and exiting the Delta airspace to the northwest. The Deer Valley north controller had to cap a Cessna's altitude while operating in the pattern to avoid a conflict with the errant aircraft. No further incident had occurred.

4/1, Sport Pilot, Mesa Falcon Field Airport Tower (FFZ)

The aircraft transitioned through the Falcon Field Class Delta Airspace from the east to the northwest at 2,900 feet. The pattern altitude is 2,400 feet. The aircraft made no attempt to contact the tower for the transition. A *Basher* was issued.

4/2, Private Pilot Out of Nevada, Phoenix Deer Valley Airport Tower (DVT)

The pilot deviation was reported by the Deer Valley Tower when the Cessna entered the Deer Valley Class Delta Airspace without first establishing two-way radio communications.

FAILURE TO COMPLY WITH ATC INSTRUCTIONS

3/7, UNK Pilot Certification, Out of Utah, Phoenix Deer Valley Airport Tower (DVT)

The pilot deviation was reported by the Deer Valley Tower when the helicopter did not comply with the altitude assigned by ATC.

RUNWAY INCURSION (Entering A Runway Without Authorization)

3/17, Private Pilot Out of New Mexico, Tucson International Airport (TUS)

The Piper did not follow taxi instructions and crossed the hold short line of Runway 11L without ATC authorization. Ground Control (GC) instructed the Piper pilot to taxi to Runway 11L via Taxiway Delta and hold short of Runway 21. The read back was correct. GC instructed the Piper pilot to cross Runway 21 and hold short of Taxiway Delta 2 for opposite direction traffic. The Piper read back hold at Taxiway Delta 2. The Piper passed Taxiway Delta 2 and GC instructed the aircraft to make two 180s and hold short of Taxiway Delta 2. The Piper pilot read back taxi instructions. GC instructed the Piper pilot to taxi to Runway 11L via Delta after traffic had passed. The Piper was still past Taxiway Delta 2 and GC instructed them to make another 180. GC amended the taxi instructions to Runway 11L via Taxiways Delta, Alpha and Alpha 3. The Piper made the wrong turn at Taxiway Alpha and held short of Runway 21. GC instructed them to make a 180 and follow a Challenger via Taxiways Alpha and Alpha 3. The Piper read back, "Follow the Challenger." The Piper pilot did not follow the Challenger but turned onto Taxiway Delta and crossed the hold short line of Runway 11L.

3/19, Private Pilot Out of North Dakota, Tucson International Airport (TUS)

The Light Jet entered Runway 11L at Taxiway Delta without ATC authorization. The Controller transmitted, asking if the jet was ready with no response. The controller transmitted again, asking the jet if they were up. There was no response. The Jet then transmitted, "Cleared for takeoff Runway 11L," as they entered Runway 11L. The controller then issued a takeoff clearance for Runway 11L and advised the aircraft they needed to wait next time. No other traffic was involved. A *Brasher* was issued.

3/20, Commercial Pilot Out of California, Scottsdale Tower (SDL)

The pilot deviation was reported by the Scottsdale Tower when the Beechcraft crossed the Runway 21 hold short line without ATC authorization.

3/20, No Pilot Certification Available, Chandler Tower (CHD)

A **vehicle** was observed entering RWY 22R on the north side of the runway near Taxiway Hotel. It drove down to the approach end of the runway, then turned around and exited at the departure end of the runway. All this was done without communicating with ATC.

3/26, No Pilot Certification Available, Phoenix Sky Harbor Tower (PHX)

A **pedestrian** crossed Runway 25R from Taxiway Foxtrot 12 to the western edge of Taxiway Echo 12 with an air carrier on final.

3/28, Private Pilot Out of **Minnesota, Mesa Falcon Field (FFZ)**

The pilot deviation was reported by the Falcon Field Tower when an aircraft landed on Runway 22R without ATC authorization.

3/29, Private Pilot, Phoenix Deer Valley Tower (DVT)

The Cessna entered Taxiway Charlie and started its departure roll without ATC authorization. Ground Control (GC) had instructed the Cessna to taxi via Taxiway Delta for a Runway 7R departure, then to continue taxi via Taxiway Delta 1. The pilot read back the runway assignment, taxied to Taxiway Delta 1, and advised the tower they were ready for departure. The controller cleared the Cessna for takeoff on Runway 7R. The read back was correct, but the Cessna turned onto Taxiway Charlie and started its departure roll. The Controller instructed the aircraft to stop. No other traffic was involved.

4/7, Student Pilot, Mesa Falcon Field (FFZ)

The Cessna was holding short of RWY 4L and called ready for departure. The North Controller responded with the instruction, "Hold short RWY 4L, landing traffic," and the Cessna read it back correctly. The Cessna then taxied out onto the runway with an aircraft on a 1 mile final. The controller saw the Cessna on the runway and told the Piper pilot on final to go around. The Cessna exited the runway without further incident.

SURFACE INCIDENT (Entering A Taxiway Without Authorization)

3/11, Unknown Pilot Certification, Phoenix Sky Harbor Airport (PHX)

An unspecified vehicle, or person, entered Taxiway Delta without ATC authorization.

3/19, Private Pilot, Mesa Falcon Field Airport (FFZ)

The pilot deviation was reported by the Falcon Field tower when a Cessna entered Taxiways Echo, and Echo 1 without ATC authorization.

MOVEMENT AREA (Entering A Movement Area Without Authorization)

3/8, Private Pilot, Williams Gateway Airport (IWA)

The aircraft was instructed to taxi via TWY Y and to hold short of TWY G. The aircraft was observed to be on TWY B from TWY Y2.

WRONG SURFACE LANDING (Landing on the Wrong Runway/Surface)

3/9, Private Pilot, Phoenix Deer Valley Airport (DVT)

A VFR Cessna was in the left traffic pattern for runway 7L. When the Cessna completed their left base to final turn, the aircraft overshot the final for 7L, and misaligned, landed on runway 7R. A VFR Piper was on right base for runway 7R when the pilot advised the South Controller that they were initiating a go-around maneuver. The pilot observed the Cessna was on final and landing on runway 7R. No direct overflight occurred between any of the aircraft.

4/8, Private Pilot, Prescott Airport (PRC)

The VFR Aircraft was cleared to land on Runway 3L, however, they aligned with and landed on a closed portion of Taxiway C. There were no other aircraft or vehicles involved.

NORDO INCIDENT (Departure Without Radio Communications)

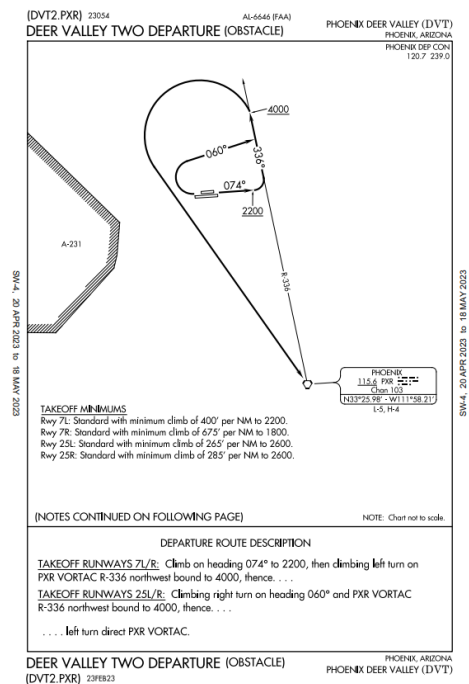
3/13, Private Pilot Out of Montana, Tucson International Airport (TUS)

A departing Mooney was given a left turn to “A” mountain, and then on course (A left downwind departure). The Mooney pilot was told to maintain at or below 4,000, but there was no response to the controller’s instructions. The Mooney was then told to turn left to a heading of 270°, and there was still no response. The controller called out the traffic to a Tecnam Twin, and a Vans RV, and they turned to avoid the departing traffic. They also reported the Mooney in sight. The Tucson TRACON called the Tucson Tower to determine if the Mooney was talking with them, and if they had the twin in sight. The Tucson TRACON was asked to issue a *Brasher* warning.

Accident/Incident/Deviation Report comments:

Cary Grant: Is the San Tan Departure procedure posted at Falcon Field (FFZ)? **David Kitts** said he would check.

Cary Grant: Is the DVT2 – departure more successful in reducing deviations? **Craig Tompkins:** “No. We hope it will be simplified, some day in the future.”





[SCAUWG – \(Southern California Airspace Users Working Group\) https://scauwg.org/ Update : Lee Unger, Terri Wolcott, & Mike Jesch](https://scauwg.org/)



SCWAUG had a great mtg in April. During that meeting, Rex Mac Lean, FAA Western Service Center announced that the **Formula 1 Grand Prix** will be held in Las Vegas, on a temporary street circuit including the Las Vegas Strip. Nov 16 - 18, 2023

They are forecasting a traffic increase equal to, or exceeding that of a Super Bowl event, which attracts approximately an additional 1,200 General Aviation (GA) aircraft.

Super Bowl LVIII – Las Vegas, NV, Feb 9 – 12, 2024

Terri L Wolcott, FAAS Team Program Manager, (WP19 - Las Vegas):

Be sure to make reservations in advance for aircraft parking. Space will be in very high demand.

Santa Monica Municipal Airport (SMO): SCAUWG is working to keep it open.

Jack Northrop Field/Hawthorne Municipal Airport (KHHR): No pattern work allowed because there is not enough staffing in the tower.

[SCWAUG – Mike Jesch](#)

Ed Snow is the Operations Support Specialist in SoCal TRACON (SCT). He is involved with the Tower Enroute Control (TEC) preferred routing system. There is a revision to these routes currently scheduled for release in June 2023 that will amend routes in a couple significant manners:

1) All routes with a VOR radial to intercept an airway will now be published with [FIX][Radial][Distance] entries, i.e., PDZ270019 DOWDD V394. A non-exhaustive study of aircraft participating in this program indicated that less than half of small GA airplanes are RNAV (GPS) equipped and therefore these routes needed to be spelled out more correctly for non-GPS aircraft.

2) Airway to airway junctions will be modified to spell out the intersection at that junction. i.e., routes that were previously published as V64 V363 will now be published as V64 WORKO V363.

3) Some/many routes that were previously published for P and Q class aircraft (non-jet) only will have J and M (jet) aircraft added to them. Also, some illegal/non flyable routes will be modified. Examples **are** several routes that fly into Hemet (KHMT). The published route is PDZ V186 WESIN. Unfortunately, the sole IFR approach procedure into KHMT has but one IAF, which is WESIN, and that fix has a note that says, "Procedure NA for arrivals at WESIN on V186 southeast bound." So, the route cannot be flown legally. At the moment, that SIAP is NOTAMed *Not Authorized*, and though the NOTAM doesn't say why, the reason is that the missed approach routing and hold is untenable. This procedure is being redesigned and will include a transition that will work for another future amendment to the TEC routes.

Lee Unger had also mentioned staffing issues causing limited-service ability, specifically at Hawthorne airport (KHHR). The fact is that many airports in the LA area suffer this issue, including Torrance (KTOA),

Long Beach (KLGB), Fullerton (KFUL), Santa Ana/John Wayne/Orange County (KSNA (the airport so nice, they named it thrice!)), among others. This is an FAA-wide issue, and there is an upcoming application window for new ATC controllers set to be open from May 5 to 8. Here is a web site with more information on that: <https://www.faa.gov/be-atc>

This staffing shortage extends into the FSDOs, and the Long Beach FSDO (WP05) is so short staffed at the moment, that there are no inspectors available to manage DPEs or Part 141 schools. (There may be one helicopter-qualified inspector, if memory serves). This is also true at other FSDOs across the country.

old Business

[Ak-Chin Regional \(A39\) – Hazard Lights Update - Ernie Copeland:](#) He has not had a chance to work on it.

[Video Working Group: Jim Anderson](#)



See ASAG's videos at:

<https://www.youtube.com/.../UCbPr5hnDRCiuCY94aVu.../featured>

or

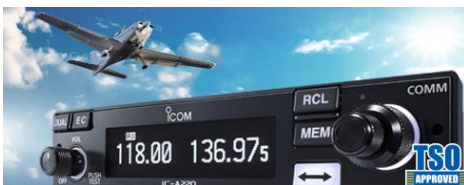
https://www.youtube.com/results?search_query=Arizona+Aviation+Safety+Advisory+Group

Jim Anderson is working on the Cottonwood (P52) airport video and the P50 Class Bravo video.

Not much movement. The P52 video needs to be published as soon as possible.

From the Flight Deck Videos Currently Available for Arizona Airports

Deer Valley Airport (DVT)	https://youtu.be/2xYS3Zyn3uA	https://www.faa.gov/DVT
Falcon Field Airport, Mesa, AZ (FFZ)	https://youtu.be/_tRIShTBZzk	https://www.faa.gov/FFZ
Flagstaff Pulliam Airport (FLG)	https://youtu.be/V4LMuBINoTg	https://www.faa.gov/FLG
Phoenix-Mesa Gateway Airport (IWA)	https://youtu.be/G9nrLD6OM_s	https://www.faa.gov/IWA
Prescott Regional Airport - Ernest A Love Field (PRC)	https://youtu.be/WPbqla6oSS8	https://www.faa.gov/PRC
Tucson International Airport (TUS)	https://youtu.be/MDbCHubAvzE	https://www.faa.gov/TUS
Chandler Airport (CHD)	https://youtu.be/lvMF-jFDDhM	https://www.faa.gov/CHD



[PHX Air-to-Air Frequencies – Lee Unger:](#)

To increase safety both in the air and on the ground, Aviation Safety Advisory Group of Arizona, Inc. (ASAG) plans to request waivers to provide four air-to-air frequencies, one for each of the four flight training areas surrounding the Phoenix metropolitan airspace. The

frequencies are 123.30 MHz, 121.950 MHz, 122.775 MHz, and 122.85 MHz. Our group will submit a

request for waivers from the FCC for four air-to-air frequencies for use in training areas, upon completion of a heat map including 2022 data from Tyler Howard and Luke AFB and updating our application letter. Thanks go to Patrick Carey, Co-Founder Co-Chairman of Southern California Airspace Users Working Group (SCAUWG) and Sydney Bradfield and his FAA WSA Spectrum Engineering Services Office for their mentoring and support of this project.



The next AFTW meeting is Tuesday, May 9, 4:00 pm <https://aftw.org/>
Deer Valley forum - see agenda.

Future Runway Safety Action Team (RSAT) Meetings, May through June 2023

- Goodyear ATCT, 5/16
- Prescott Tower, 5/17
- Ryan ATCT, 5/17
- Scottsdale Tower, 6/7
- Tucson Tower, 6/8
- Chandler ATCT, 6/16
- Phoenix-Mesa Gateway ATCT, 6/28
- Falcon Tower, 6/29



KEYNOTE SPEAKER WILL BE ANNOUNCED SOON...

2023 ANNUAL MEETING SPONSOR:
Travis Allen MD, Senior AME, HIMS AME
Sponsored door prizes
One Free FAA Medical Exam of any type
Garmin InReach Mini 2 Satellite Communicator



MORE DOOR PRIZES!
Free Flight Medical from Dr. John Raniolo
Yaesu FTA-550L NAV/COM Aviation Transceiver
from Steve Thompson, Partner 91



PARTNER 91  **SUNCOUNTRY CUBS**

Rick Boshardt SunCountry Cubs
FlyBoys PIVOT Titan Series iPad mini holder
FlyBoys PIVOT Titan Series Leg Strap



T-shirts,
hats,
and More!

Saturday, May 13, Starting at 10am. Light Refreshments Provided
Scottsdale Airport - 7350 E Evans Rd Scottsdale, AZ 85260
RSVP to contact@azpilots.org



Barbara Harper Celebration of Life

CELEBRATING THE LIFE OF

Barbara Harper



Please come and share your best Barbara stories

THE 23RD OF APRIL 2023

10 AM TO 12 PM REFRESHMENTS TO BE SERVED	PIMA AIR AND SPACE MUSEUM
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*"What we have once enjoyed we can never lose.
All that we love deeply becomes a part of us."*



You are welcome to attend the gathering that will be celebrating the Life of Dr. Barbara Harper on Sunday April 23, 2023, 10:00 a.m. to Noon (AZ) at the Pima Air and Space Museum in Tucson.

The meeting closed at 1:26 MST.



The next ASAG meeting will be held Wednesday, **May 17**, 2023, at 12:00 pm, MST.

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

