

MEETING MINUTES

Wed, Nov 15, 2023

Meeting called to order at 12:00 pm by Cary Grant



81 attended.

Jim Anderson, Androw Banda, John Bauer, Julio Bergantino, Canon Bleeker, Greg Blunk IWA Tower, Shauna Brown, Ian Bryant, Bryan Butler, Jim Clark, Barry Cooper, Ernest Copeland, Mathew Corrigan, Tom Cowan, David Alan Day, Edward Daror, Garrett Dauphars, Neil Davison, Sonny Durante, Ron Dziagwa, Andrew Elliott, Larry Erdman, Ron Erkens, Brandon Esquer, Don Evans, Ed Faron, Robert Fleming, Michael Folinsbee, Robert Funk, Jill Gallo, DeWitt Gibson, Cary Grant, Karen Hadland, Edwin Halstead, CW4 Chris Hammond, William Harris, Pete Hermes, Felix Hernandez, Rodney Holberton, David Horvath, Phil Jossi, Michael Juilfs, Bob Katz, John Keith, Barton Kemp, David Kitts-CAU, David Lee, Richard Lee, Lance Leighnor, Craig Lipke, Chris Locher, Ethan McQuown, Randell Meyer, Bob Mittelstaedt, Mike Mohle, Kristina Napier, Michael Nolan, Fairfax O'Riley, Alexander Peña, James Price, Cole Prucha, Mitchell Raab, Paul Rowley, Chris Russell, Tito Sanchez, Brian Schultz, Stuart Smith, Larry Steck, Ron Tahtinen, Andrew Taussig, James Timm, Craig Tompkins, Peter Troccoli, Lee Unger, Jan Vander Ark, John J. Varljen, Brad Walstrom, Steve White, Terri Wolcott, Scott Woodworth, & Jared Yoshiki.



TREASURER'S REPORT

Jim Anderson

It was a riveting month. We have sold one Banquet table to Aerial Engagement

Treasurer's Report		
Aviation Safety Advisory Group of Arizona		
General Membership Meeting		
For the period October 1st, 2023 to October 31st, 2023		
Income		
Fundraising (Ways and Means)		
Fundraising Event	\$606.57	
Total Income		\$606.57
Expenditures		
Total Expenditures		\$0.00
		\$606.57
Opening balance as of October 1st, 2023:		\$15,112.17
Balance on hand as of October 31st, 2023:		\$15,718.74
Aviation Safety Advisory Group of Arizona		\$15,718.74
	<i>James B Anderson</i>	Treasurer's Signature

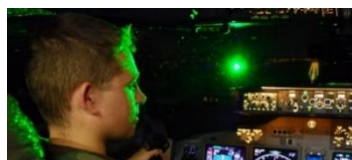
The membership unanimously accepted the September 2023 ASAG Treasurer's Report.



SECRETARY'S REPORT

Jim Price, ASAG Secretary

The membership unanimously accepted the September 2023 ASAG Meeting Minutes.



LASER & UAS MITIGATION

Scott Woodworth, Pima County Sheriff's Office: We continue to have Laser Strikes and a repeat offender has been arraigned. Scott suggested that you have Laser Goggles to protect your eyes.



[Here are some Laser and Goggle resources:](#)

A podcast discussing the use of goggles and legal action: <https://aviationnewstalk.com/podcast/296-blinded-by-a-laser-beam-how-a-pilot-fought-for-justice-ga-news/>

Search for Laser Protection Here:

https://www.google.com/search?sca_esv=582701142&q=laser+protection+glasses&tbm=isch&source=lnms&sa=X&ved=2ahUKewi5xICd3caCAxXtl4kEHbTrAMgQ0pQJegQIDhAB&biw=1440&bih=751&dpr=1

Phillips Safety Glasses: https://phillips-safety.com/laser/laser-safety-glasses/?gad_source=1&gclid=Cj0KCQiA3uGgBhDdARIsAFeJ5r2KrWQb_LWCm7PYtZhygTpisrXMws_d-X3AmDhTC0xgEExirloaEr4aAq6PEALw_wcB

Safety Brochure: <https://www.faa.gov/pilots/safety/pilotsafetybrochures/media/LaserEyeProtection.pdf>

Laser Safety: <https://www.laserpointersafety.com>

Ernie Copeland: We have had 100 more Laser Strikes than this time last fiscal year. Since October 1st, We have had 179 Laser Strikes. There has been a huge uptick in Laser Strikes in Prescott; same area all the way to 42,000’.

There are three ways for pilots to report Laser Incidents:

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 information: Your name and contact information. Date and time you witnessed the laser incident.

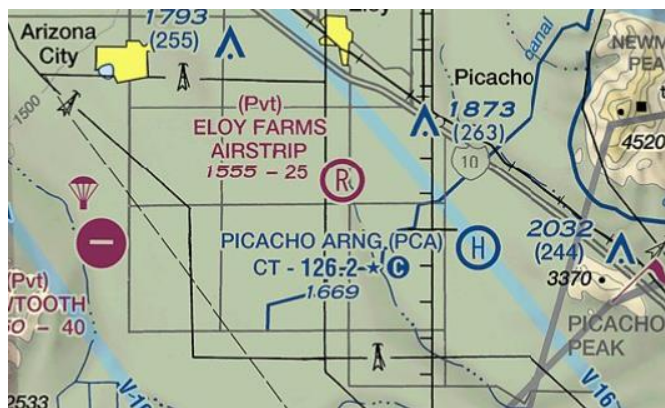


ARIZONA ARMY NATIONAL GUARD

CW4 Chris Hammond – Treat Picacho ARNG (PCA) as if it were a Delta: 4-mile radius of the Heliport and up to 2,500’ AGL (4,169 MSL). PICACHO TOWER: 126.2

14 CFR 91.126

(d) Communications with control towers. Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, through, or on an airport having an operational control tower unless two-way radio communications are maintained between that aircraft and the control tower. Communications must be established prior to 4 nautical miles from the airport, up to and including 2,500 feet AGL.





BALLOONS

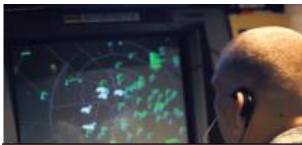
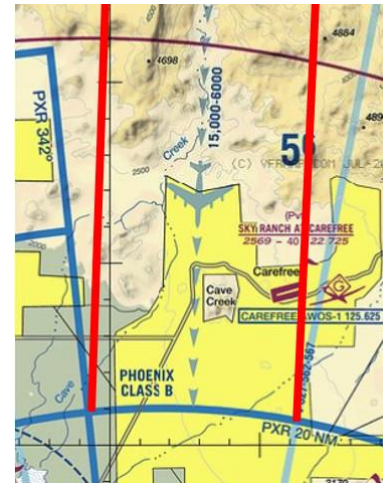
Neil Davison – The November 4th Page dual flame out in a balloon is very rare. (See accident report in the minutes, page 6).



P50

Brandon Esquer – (P50)

No new problems. There are still aircraft maneuvering in the airspace between SDL and Carefree Sky Ranch, between 4,000 to 7,000 feet. Please avoid this area for three miles each side of the centerline.



LUKE AFB

Ron Tahtinen (Luke)

No updates.



PARACHUTE OPS

Tom Cowan

Tom gave a summary of what was learned/taught last month at the PJE Seminar at West Mec (Western Maricopa Education Center).

The jumpers will fly downwind, base, and land into the wind. If flying near a drop zone, fly to the upwind side as the jumpers will be drifting with the wind until turning base and final. Remember, the military jumpers are students in training using the southern practice areas along with all of the other students using the airspace. Give them all a wide berth. Also be aware, jump operations are also conducted at Blyth which is a frequent destination for student cross-country flights.



TUCSON TRACON

Brian Stamper, Ph.D., highlights from the Nov. 9, 2023, TUS/RYN Pilot/Controller forum:

KTUS construction updates:

- TIA managed to increase the funding level so that the full construction time will only be 2.5 years instead of 5.
- 11R/29L is closed.
- For the two weeks after Thanksgiving, there will be daily changes as the magnetic deviation updates will occur:

- Runway 11L/29R will become 12/30 and remain that way until the new parallel runway is constructed.
- Runway 03/21 will become 04/22

- Using 04/22 for departures in small aircraft can help traffic flow but is not recommended for IFR arrivals as that would make congestion worse.
- Intersection departures—almost never requested by the tower, but for small airplanes can really help flow if a pilot is comfortable enough to ask for it.
- Pattern work will be on a case-by-case basis – If traffic load allows.

• KRYN

- Traffic expected to increase during KTUS construction.
- Practice ILS approaches may be told to break off early (3 miles) if traffic is heavy.
- Power off 180s, and other maneuvers will only be authorized if traffic permits.
- Split frequency will be traffic/staffing based and should be announced on the ATIS.

• TRACON

- The TRACON member in attendance was asked about talking to those in the greater Tucson airspace.
 - He confirmed that they would still much rather talk to you than not.

- The biggest areas where they want to talk to you the most is around the Silverbell practice area, in the Marana vicinity where flight under the approach to Tucson could cause conflicts and really anywhere you could be in conflict with other traffic. For example, going from KRYN to E77 (San Manuel Ray Blair Airport), or east from Pinal. Also, if you are flying by the glider areas, they can help keep you away from them during a cross country.

NOTE:

[From the Flight Deck \(FTFD\) video](#) has been removed from the Runway Safety website and you are asked to remove the video from your own websites and social media accounts.

FAA Runway Safety’s From the Flight Deck (FTFD) TUS page can be found here:

<https://www.faa.gov/tus?fbclid=IwAR1e6gdEX3c2eLLsEvV7YBauu3LJV10umetn5N05VMz7qLjO1n5yqb9NXs>



[Jim Timm, Craig Tompkins & Jim Price](#)

[Mid-Oct through Mid-Nov 2023, Accident Report and Pilot Deviation Summary – Jim Timm & Craig Tompkins](#)



The following are the reports of aviation accidents, and incidents that have occurred in Arizona from mid-October through mid-November. 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 the best in part because of the number of accidents, and there was a serious injury, but most importantly, there were three lives lost in one accident in this reporting period.

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.

LOSS OF POWER ON TAKEOFF

Date: October 17, 2023

Source: ASN

Location: H A Clark Field (CMR), Williams, AZ

Type: Piper PA28

Injuries: **3 Fatal**



Photo: AZFamily Digital News Staff

The Cherokee Cruiser had initiated its flight in San Diego, refueled in Las Vegas, and shortly after refueling again at H.A. Clark Field (CMR) at Williams, Arizona. The aircraft departed at approximately 12:20 pm, and witnesses stated they heard the departing airplane operating at, what they described as low or no power, and turned to a northerly direction back towards the airport where the plane came down in a nearby open field. The debris field was very limited in size.

BRAKE FIRE

Date: October 19, 2023

Source: FAA Incident

Location: Phoenix (PHX)

Type: Gulfstream III

Injuries: 3 Uninjured

Pilot Certificate UKN



Upon landing the brake locked up and caught fire. The fire was extinguished, and the extent of damage was determined to be minor.

LOSS OF CONTROL LANDING

Date: October 19, 2023

Source: FAA Incident

Location: Flagstaff (FLG)

Type: Mooney M-20M

Injuries: 2 Uninjured

Private pilot



The aircraft bounced on landing and struck three runway light lights. The aircraft received minor damage.

GEAR UP LANDING

Date: October 21, 2023

Source: FAA Incident

Location: Tucson Ryan Field (RYN)

Type: Cessna 177 Cardinal RG

Injuries: 1 Uninjured

Pilot certification UNK (Canadian pilot)



The Cessna landed gear up and the damage was determined to be minor per the NTSB.

LOSS OF CONTROL

Date: November 2, 2023
Source: FAA Incident
Location: Mesa Gateway (IWA)
TYPE: Piper PA28-181
Injuries: 2 Uninjured
Student Pilot



The student pilot ran off the runway, and there was no damage to the aircraft or the airport infrastructure.

BURNER FAILURE

Date: November 4, 2023
Source: FAA, Incident
Location: Near Page
Type: Aerostarr RX8 Balloon
Injuries: 2 Uninjured, 1 Serious Injury
Pilot Certification UNK



The balloon had a double burner failure at about 75 feet about the ground and struck a parked SUV during an uncontrolled descent. One passenger sustained serious injuries.

LOSS OF CONTROL

Date: November 5, 2023
Source: FAA, Incident
Location: Mesa Falcon Field (FFZ)
Type: Cirrus SR20
Injuries: 3 Uninjured
Private Pilot



After landing, the pilot turned to exit the runway. He temporarily lost brake pressure and veered into the dirt. The pilot regained brake pressure and taxied to parking. An inspection disclosed there was no damage to the aircraft or airport property.

TAIL ROTOR STRIKE

Date: November 6, 2023
Source: ASN
Location: Mesa Falcon Field (FFZ)
TYPE: MD530F Helicopter
Injuries: 2 Uninjured
Unknown Pilot Certification



The tail rotor impacted the ground during autorotation practice, and the aircraft skidded to a stop. There was substantial damage.

HARD LANDING

Date: November 7, 2023
Source: FAA Incident
Location: Yuma Airport (NYL)
TYPE: Military C130
Injuries: UNK Uninjured
Military Pilot Certification



The C-130 made a hard landing, and there were no known injuries or aircraft damage.



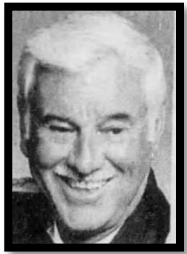
Arizona is currently **fourth in the country** behind California, Texas, and Florida for deviations. October to November 2023 had the most deviations we have ever reported on for one month. This is unacceptable.



Oct 13 – Nov 10 PILOT DEVIATIONS (35) (24 last month) BRASHERS (15) (7 last month)

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 reporting period from October 13 through November 10 there were thirty-five pilot deviations reported by the FAA SDL FSDO office. These deviations were committed by pilot certificate levels ranging from Private through ATP, and a Military pilot in this reporting period there were also eleven out of state pilots that committed the deviations. Of these thirty-five deviations reported, there was a need to issue fifteen 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. 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. Please fly with care and forethought.

The general aviation deviations this reporting period are:

- 7 IFR Deviations ... 3 Brashers
- 4 Class Bravo Airspace Deviations ... 3 Brashers
- 1 Class Charlie Airspace Deviations ... No Brasher
- 6 Class Delta Airspace Deviations ... 3 Brashers
- 1 Air Traffic Control Instructions ... 1 Brasher
- 14 Runway Incursions ... 5 Brashers
- 1 Movement Area Deviation ... No Brasher
- 1 Vehicles on a Runway ... No Brasher



IFR DEVIATIONS (7)

10/6, IFR Route Deviation



**Military Pilot
Los Angeles Center**

The KC-135 entered active military airspace without ATC clearance. The pilots indicated their FMS dropped some waypoints. **The ZLA controller issued a Brasher Warning.**

10/16, IFR Standard Instrument Departure (SID) Deviation



Private Pilot Out Of Texas

Phoenix TRACON (P50)

The SR22T was issued the [MRRIC1](#) departure by ATC. The SR22 didn't comply with the departure and flew northeast bound instead. The Biltmore controller issued him vectors to avoid terrain. **A Brasher warning was issued to the Pilot.**

10/19, IFR Altitude Deviation

Commercial/CFI Pilot

Phoenix TRACON (P50)

The PA32 pilot descended below his assigned altitude of 6,000 feet.

10/22, IFR Standard Instrument Departure (SID) Deviation

ATP/CFI Pilot Out of Texas

Phoenix TRACON (P50)

The PC12 did not fly the [KATMN6](#) departure as published. Instead of flying the 335° heading on the departure plate, the pilot started turning to join the departure. There was no loss of separation.

10/23, IFR Arrival Procedure (STAR) Deviation



Private Pilot Out of Indiana

Albuquerque Center (ZAB)

The Eclipse E500 was enroute to Henderson Nevada, and flew direct to Henderson from way point RRSTA, and advised he was issued the routing by Phoenix. The En Route Automation system showed the routing should have been ZEPHER2, RRSTA GUILA NTNDO1 to Henderson. The LA Center Controller issued the correct routing, **and a Brasher was issued by the LA Controller.**

10/27, IFR Standard Instrument Departure (SID) Deviation

ATP/CFI Pilot Out of Texas

Phoenix Sky Harbor (PHX)

The pilot deviation was reported by Phoenix when the C525 Citation didn't fly the ECLPS1 departure as published.

11/3, IFR Standard Instrument Departure (SID) Deviation

Unknown Pilot Certification Out of California

Tucson International (TUS)

Tucson reported the pilot deviation when the Socata TBM pilot didn't fly his assigned departure heading which resulted in a loss of separation with a King Air which departed out of Davis Monthan. The Socata TBM pilot read back the wrong departure frequency in the Clearance Delivery, and it was not corrected.

CLASS BRAVO DEVIATIONS (4)

10/17, Entering Class Bravo Airspace Without First Obtaining a Clearance

Private Pilot Phoenix TRACON (P50)

The Diamond DA62 pilot entered the Phoenix Class Bravo Airspace without authorization. There was no loss of separation.

10/19, Entering Class Bravo Airspace Without First Obtaining a Clearance



Private Pilot Out Of Washington

Phoenix TRACON (P50)

The Cirrus SR22 pilot called for flight following from Chandler to Twin Falls Idaho. Upon squawking a code, the controller observed the aircraft inside the Phoenix Class Bravo Airspace without a clearance and turned the aircraft south to avoid the Phoenix departure traffic. **A Brasher warning was issued immediately.**

10/24, Entering Class Bravo Airspace Without First Obtaining a Clearance



Private Pilot

Phoenix TRACON (P50)

The Piper PA32 pilot requested flight following from a Phoenix TRACON Controller, and the controller instructed the pilot to remain out of the Phoenix Class Bravo Airspace and assigned them a beacon code. When RADAR contact was established, the aircraft was at 6,200 feet, and in Class B airspace. The controller instructed the pilot to exit the Class B airspace and remain outside the airspace. The pilot delayed the descent out of the Class B airspace, and questioned the shelf of the Class B airspace claiming that the ceiling was 7,000 feet, however, the shelf floor was 6,000 feet, and the ceiling was 9,000 feet. The pilot then left the controllers frequency and didn't speak to ATC again until calling the Los Angeles Center. **LA Center issued a Brasher warning.**

11/2, Entering Class Bravo Airspace Without First Obtaining a Clearance



Commercial/CFI Pilot

Phoenix TRACON (P50)

The Cirrus SR20 Called the Phoenix TRACON to pick up flight following and request a Class Bravo Airspace transition to the north. As he was being identified, he entered Class Bravo Airspace without a clearance. **The controller gave him a Brasher warning after identifying the Aircraft.**

CLASS CHARLIE DEVIATIONS (1)

10/30, Entering Class Charlie Airspace Without First Establishing Communication

Unknown Pilot Certification

Tucson International (TUS)

The C17 Globemaster entered TUS Class Charlie airspace without establishing two-way radio communications and conflicted with TUS IFR arrivals.

CLASS DELTA DEVIATIONS (6)

10/15, Entering Class Delta Airspace Without First Establishing Communication

ATP/CFI Pilot

Mesa Falcon Field (FFZ)

The pilot deviation was reported by Falcon Field when the Socata TB-30 Epsilon entered their airspace without approval.

10/20, Entering Class Delta Airspace Without First Establishing Communication



Commercial Pilot Out Of Colorado

Prescott Airport (PRC)

The Cessna entered the Prescott Class Delta Airspace before establishing two-way radio communications, and there was no loss of separation. **A Brasher was issued.**

10/20, Entering Class Delta Airspace Without First Establishing Communication



Private Pilot

Mesa Falcon Field (FFZ)

The Piper was observed entering the FFZ Delta Airspace from the southeast and was northwest bound at approximately 3,000 Ft. MSL. The tower controller attempted to reach out to them on the tower frequencies, however, they didn't get a response. The Piper was then observed to be receiving a squawk code, indicating the aircraft was receiving services from the Phoenix TRACON. The controller in charge reached out to the TRACON Controller for their sector who had the RADAR tag on the airplane **and asked them to issue the Brasher notice.**

10/23, Entering Class Delta Airspace Without First Establishing Communication



Commercial Pilot Out Of California Chandler Airport (CHD)

The Cessna entered Chandler Class Delta Airspace without establishing two-way radio communications. There was no loss of separation. **The Phoenix TRACON issued a Brasher.**

10/26, Entering Class Delta Airspace Without First Establishing Communication

Unknown Pilot Certification

Phoenix Deer Valley Airport (DVT)

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

10/27, Entering Class Delta Airspace Without First Establishing Communication

Private Pilot

Chandler Airport (CHD)

The Cessna was observed entering the Chandler Class Delta Airspace at 2,500 Ft. MSL from the north, and they flew southwest remaining inside the Class Delta until clearing it to the southwest. Multiple unsuccessful attempts were made by the tower to contact the pilot, and the airplane was identified by the ADS-B signal.

AIR TRAFFIC CONTROL INSTRUCTIONS (1)

10/25, Failure to follow Air Traffic Control Instructions



Private Pilot Out Of California Phoenix Deer Valley Airport (DVT)

The controller instructed the Cessna to fly straight-out on departure on runway 7R. After departure, the Cessna made a right turn westbound, conflicting with another aircraft on a right downwind for runway 7R. **A Brasher warning issued by the controller prior to the Cessna exiting the DVT Class Delta airspace.**

RUNWAY INCURSIONS (14)

10/6, Taking off on a runway without authorization

Comm/CFI Pilot

Prescott Airport (PRC)

The pilot deviation was reported by the Prescott Tower when a Cessna departed on RWY 21R without ATC authorization.

10/6, Taking off on a runway without authorization

Private Pilot

Prescott Airport (PRC)

The pilot deviation was reported by the Prescott Tower when the Cessna conducted a touch-and-go without ATC authorization.

10/12, Entering a runway without ATC authorization

Comm/CFI Pilot

Scottsdale Airport (SDL)

The Cessna crossed the hold short line of Runway 21 without ATC authorization. The Cessna was holding short of Runway 21 at Taxiway Alpha 16. The controller issued a takeoff clearance to another aircraft that was holding short of Runway 21 as well. The Cessna read back the takeoff clearance. The controller immediately advised that the clearance was for the other aircraft, and not the Cessna, and instructed the Cessna to hold position. The controller also canceled the takeoff clearance of the other aircraft, who was still holding short of the runway. The controller asked the Cessna if they were across the hold short line, and the pilot answered in the affirmative. The controller then cleared the Cessna for takeoff.

10/12, Entering a runway without ATC authorization



Private Pilot

Phoenix Deer Valley Airport (DVT)

The Beechcraft crossed the hold short line of Runway 7R without ATC authorization while a Piper was on a departure roll. Ground Control (GC) instructed the Beechcraft to taxi via Taxiways Alpha, Alpha 9, Bravo and hold short of Taxiway Bravo 5 for a run-up before a Runway 7R departure. The read back was correct after the pilot asked about where to hold short. While the Beechcraft was taxiing, GC instructed them to cross Runway 7L. The read back was correct. Meanwhile the tower controller cleared a Piper for takeoff full length Runway 7R. The Beechcraft had crossed Runway 7L at Taxiway Alpha 9 as instructed but did not turn right on Taxiway Bravo and they had continued ahead and crossed the hold short line of Runway 7R on Taxiway Bravo 9 but had stopped short of the runway edge line. The tower controller had canceled the takeoff clearance of the Piper, and it stopped at Taxiway Charlie 3. **GC issued the Brasher warning to the Beechcraft and then instructed it to continue across Runway 7R.**

10/15, Entering a runway without ATC authorization



Commercial Pilot

Goodyear Airport (GYR)

A Cessna was given taxi instructions to runway 3 at Alpha 7 from the north run up area for an intersection departure. The Cessna began taxiing and turned right onto Alpha 1 and crossed the hold short line. The Cessna made a 180° turn after realizing he had crossed the hold-short line, and alerted ground control that he had crossed the hold-short line. An aircraft was on half mile final for Runway 3 and was cleared to land as no go-around was needed. **The Cessna continued his taxi until ground control instructed him to return to parking and issued a Brasher warning.**

10/16, Entering a runway without ATC authorization

ATP Pilot

Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by the Deer Valley Tower when the Beechcraft crossed the hold short line of runway 7R without ATC authorization.

10/16, Entering a runway without ATC authorization

Commercial Pilot

Mesa Falcon Field (FFZ)

The pilot deviation was reported by the Falcon Field tower when a Piper crossed runway 4R without ATC authorization while another Piper was on its landing roll.

10/16, Entering a runway without ATC authorization



Private Pilot Out Of Texas

Scottsdale Airport (SDL)

The Cirrus pilot called the tower to say that they were ready for departure. The controller instructed the Cirrus to hold short of the runway. The Cirrus entered the runway and the controller saw that he was on the runway and advised them that they were not cleared on the runway. The Cirrus exited the runway. No go-around had occurred, and no other aircraft were affected. **A Brasher was given.**

10/18, Entering a runway without ATC authorization



Commercial/CFI Pilot

Prescott Airport (PRC)

For wake turbulence, the tower controller cleared the Cessna for a low approach on RWY 21L. The Cessna did a touch and go instead of a low approach. **The controller gave the Cessna pilot a Brasher.**

10/18, Entering a runway without ATC authorization

Commercial/CFI Pilot

Mesa Williams Gateway Airport (IWA)

The Piper pilot conducted a touch and go on Runway 30L without ATC authorization. The Tower Controller cleared the Piper for a low approach for Runway 30L due to a heavy aircraft in the pattern for the parallel runway. The read back was correct. The Piper conducted a touch and go instead to Runway 30L. No other traffic was involved.

10/21, Entering a runway without ATC authorization



Private Pilot

Mesa Falcon Field (FFZ)

The pilot deviation was reported by the Falcon Field ATC when a Piper crossed the hold short line of Runway 22L without ATC authorization while a Diamond DA40 was on a departure roll. **A Brasher was issued.**

10/24, Entering a runway without ATC authorization

Private Pilot

Prescott Airport (PRC)

The pilot deviation was reported by Prescott ATC when the Cessna departed Runway 21L without ATC authorization while another Cessna was on its landing roll.

10/27, Entering a runway without ATC authorization

Commercial Pilot

Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by Deer Valley ATC when a Beechcraft crossed the hold short line of Runway 7R without ATC authorization while a Cessna was on short final.

11/2, Entering a runway without ATC authorization

Private Pilot Out Of New York

Scottsdale Airport (SDL)

The pilot deviation was reported by Scottsdale ATC when the Cessna entered Runway 21 without ATC authorization.

MOVEMENT AREA DEVIATION (1)

10/18, Entering a Movement Area Without ATC Authorization

Pilot Certification Not Required

Phoenix Sky Harbor Airport (PHX)

A white pickup owned by an airline entered Taxiway Delta without ATC authorization and cut off another airline's aircraft at Taxiway Romeo.

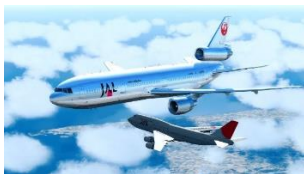
VEHICLES ON A RUNWAY (1)

10/9, Vehicles On a Runway Without ATC Authorization

Pilot Certification Not Required

Prescott Airport (PRC)

Three police department vehicles crossed Runway 30 without ATC authorization.



Oct 13 – Nov 10 – NEAR MIDAIR COLLISIONS (NMAC's) (0)

Note

There are too many deviations, especially those involving misreading runway and taxiway markings. Jim Anderson, Jim Timm, Cary Grant and Jim Price feel that we need FAAsteam or ASAG sponsored Runway Safety Seminars, either in person or via Zoom.



Old Business

[Ak-Chin Hazard Light Progress – Ernest Copeland:](#) No updates.



[SCAUWG https://scauwg.org/](https://scauwg.org/) [Report – Lee Unger](#)

[Southern California Airspace Users Working Group SCAUWG https://scauwg.org/](https://scauwg.org/) [Report – Lee Unger:](#) Thanks to Webmaster Ron Berinstein for [SCAUWG.ORG](https://scauwg.org/) which provides the latest in aviation news, including the Arizona page <https://scauwg.org/arizona>

Keeping airports open remains a challenge. Airports under threat of closure: Santa Monica – KSMO. Torrance - KTOA; & Whiteman Airport - KWHP. Businesses want real estate. A reminder to Arizona to be good neighbors, respect noise abatement procedures, and continue with community outreach regarding the value of airports. Among many other events, SCAUWG sets an example by promoting Whiteman and aviation opportunities for youth of the community. <https://scauwg.org/10000th-free-airplane-flight-for-kids>

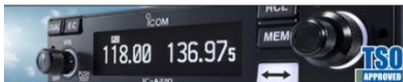
Arizona provides many opportunities for Volunteers to promote youth in aviation and positive community involvement with airports:

- **S.A.T.A.** Thank you Tito Sanchez and Glenn Brasch for being Volunteer Mentors with S.A.T.A. (Southern Arizona Teen Aviation) <https://www.soazteenaviation.org/> “Building Airplanes, Creating Futures”
- **Young Eagles** - Thank you Cary Grant and everyone who supports Experimental Aircraft Association’s Young Eagles. Cary Volunteers flying youth for Chapter 538. <https://chapters.eaa.org/ea538/eagles-flights>
- **The Tucson EAA Chapter 81** <https://chapters.eaa.org/ea81/youth-programs>
- **Civil Air Patrol** - Thank you Maj Deborah Blattstein, MD, PhD, FAWM, CAP, Arizona Wing CDO, Search and Rescue Mission Pilot. <https://www.gocivilairpatrol.com/join/youth-in-cadet-program/cadet-faqs>
- **Wright Flight** <https://www.wrightflight.org/about-5>

Thanks to Rich Lee for sharing his knowledge and experience with these matters with us and with Southern California Airspace Users Working Group.

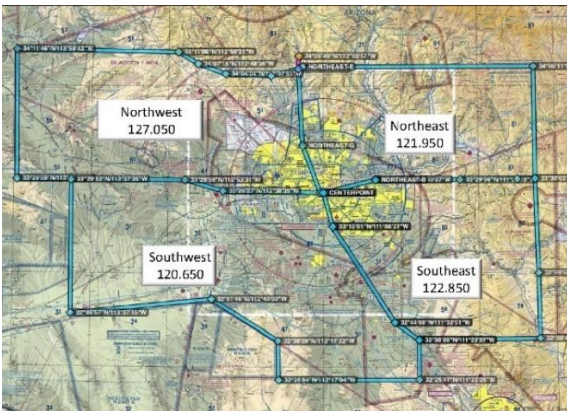


Frequency Project



[Lee Unger, Cary Grant, Jim Anderson, and Brian Stamper, Ph.D. ASAG’s request for Air-to-Air Frequencies for Flight Training Operations in the Phoenix Airspace:](#)

121.950 MHz, 122.850 MHz, 120.650 MHz and 127.050 MHz are the 4 frequencies we hope to request, one for each quadrant. <https://photos.app.goo.gl/1rL4P3SzoGY2rZW66>



If you have any information regarding any kind of conflict with any of these quadrants or frequencies or do any testing of these frequencies for interference in the Phoenix airspace, please share your information, comments, and/or data with the Aviation Safety Advisory Group of Arizona (ASAG) by contacting Lee Unger <mailto:leeunger4@gmail.com> and/or Cary Grant <mailto:cbgrant@azboss.net>

ASAG’s frequency project workgroup strives to request waivers for four interference free, uncontested frequencies upon our next request for the FCC for waivers.

Thank You, Cary Grant, Jim Anderson, Brian Stamper, Ph.D., Lee Unger, 520-990-3792



Marana Airport Update

Lee Unger, Sonny Durante, and Tito Sanchez

Thanks to Galen Beem, Airport Superintendent, Town of Marana, Marana Regional Airport for his update on the KAVQ Tower Project.

“The Tower timeline will only be a year or so longer due to construction. We are told the construction will take 2 or more years to complete. So, the FAA asked us to reapply. The 2 years is due to long lead times on equipment and products that are needed to complete the project. We are trying to minimize these lead times as much as possible, but the Town of Marana still wants to be proactive by reapplying now into the program to make sure there is no lost time by waiting for the time to end and then reapplying.”

Like always, exercise caution at non-towered airports. It has been reported that sometimes, jump planes forego entering the pattern on downwind.

Tito Sanchez noted: The AVQ Traffic Pattern is still a problem. It is an accident waiting to happen.

Thank you, **Sonny Durante**, (based at KAVQ), for this “excellent place to learn about helicopter wake turbulence.”

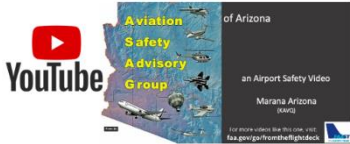
<https://thepilotsgrind.com/helicopter-wake-turbulence/>

KRYN Recommended NW Entries by Brian Stamper, Ph.D. & KRYN Workgroup:

https://www.faasafety.gov/files/events/WP/WP07/2023/WP07124011/KRYN_NW_entry_procedures_stand_alone_230510_.pdf



Ryan Airfield Update



Video Project – Jim Anderson (Cary Grant)

Our videos are doing well, and people like them. Find a video at

https://www.youtube.com/results?search_query=asag+arizona+safety



2024 Banquet: Jim Anderson has received the contract and submitted the deposit for the venue – Phoenix Airport Hilton. Pricing for tables will remain the same as 2023.

Jessica Cox: Confirmed! Jessica will be our keynote speaker.

Photo Backdrop - Jim Anderson will take care of it.

We will need the sound system.

We need CFI, Maintenance Technician and FAASafety Team Representative nominations. Nominations for CFI, Maintenance Technician, and FAA Safety Team

Representative are due by November 30th. See <https://www.generalaviationawards.com/nominate>

Nominations for Airport of the Year and ATC Communicator of the Year are due to Craig Tompkins by December 31, 2023. See <https://asagaz.org/>

Aviation Safety Advisory Group (<https://asagaz.org/>) and the **Scottsdale FSDO**

The 50th Annual Arizona Safety Awards Banquet

Saturday, February 24, 2024
Phoenix Airport Hilton
3435 S 47th St Phoenix, AZ
(Southeast of Phoenix Sky Harbor)

The Awards Presentation Features

- AZ Flight Instructor of the Year
- AZ Air Traffic Communicator of the year
- AZ FAASTeam Representative of the year
- AZ Maintenance Technician of the year
- AZ Airport Safety Award
- Ruth Reinhold Award (Presented by the Arizona Pilot Association)

Keynote Speaker – Jessica Cox

In 2004, Jessica Cox flew in a single engine airplane for the first time. After three years of training, Jessica earned her pilot's certificate in 2008. She is qualified to fly a light sport aircraft to altitudes of 10,000 feet.

Jessica's Sport Pilot Certificate is for an ERCO 425-C Encore, (which is a light sport aircraft). Designed in the 1940s, the Encore was built without rudder pedals. Instead, the rudder is interconnected with the ailerons through the yoke. This unique design allows Cox to control the airplane with one foot, controlling the yoke while the other foot controls the throttle.

Cox's aircraft is a 1948 Encoupe 425-C. She uses her 1948 Encoupe to promote the mission of Rightfooted Foundation International, which is "Disability does not mean inability." In July 2020, Cox used her Encoupe to celebrate the 20th anniversary of the Americans with Disabilities Act by joining retired Senator Tom Harkin on a flight near Washington, DC.

Please join us for an exciting evening with dinner and a Silent Auction! \$165 per person Table for 10 - \$1625

QUICK LINKS - Order tickets -> bit.ly/3WVfwF1

Mark your calendar for Saturday, February 24, at 6:00 pm. (Social Hour & Silent Auction begin at 5:00 pm and Doors open at 6:00 pm)

silent auction ENDS WHEN THE AWARDS HAVE BEEN PRESENTED.

Pre-Register for Wings Credit at faasafety.gov

Print a Banquet Flyer and post it at your FBO, Flight Planning Room, Flight School, your refrigerator, etc. Click on this link: <https://jdpricecfi.com/PDFs/ASAG-Banquet-Flyer7.pdf>



New Business



AFTW Meeting - Lee Unger: Next AFTW Meeting is Tuesday, January 9, 2024, at 4:00 pm.

If you have Comments, go to: <https://aftw.org/contact/>

Register for the next Meeting at: <https://aftw.org/next-meeting/>

Check November 14, 2023, AFTW meeting minutes and video at: <https://aftw.org/category/meetings/minutes/>



DPE meeting – Craig Tompkins: No meeting.

Canon Bleeker, The Centennial Flight: Canon discussed his upcoming Century Flight. Canon departs Goodyear (GYR) Jan 1 for his 36-day flight around the world flight. The link to Canon’s Century Flight **FaceBook page** is: https://www.facebook.com/profile.php?id=61550338734674&locale=hi_IN&paipv=0&eav=AfZrG1fQEvnbVYKC0Lhxwo8nnh-krR5dDx7ERrjwocn3Vd6hq2leKFEKCAIrlJas389o **Website:** <https://centennialflight.weebly.com/>



For WINGS credit – 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. However, 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.

- **EAA Chapter 538 Young Eagles at Glendale (GEU)**, 18 Nov (No pattern work allowed during the event)
- **Sky Kids, Scottsdale (SDL)**, **Sierra Charlie**, 2 Dec <http://skykidsaz.org/>
- **VMC Club Meeting**, December 5. Dan Bass will detail his single pilot near death experience with CO poisoning. There is a SPANS on www.faasafety.gov for ZOOM and in-person registration.
- **Buckeye Airfair (BXX)**, Feb 16 – 18, 2024 <https://www.buckeyeaz.gov/community/residents/events-in-buckeye/buckeye-air-fair>
- **Copperstate Fly-in, 2024** (awaiting dates)
- **RSATs** will resume in Feb 2024.



IMSAFE – ASAG Chaplain, Rev Bob Holliday, is AVAILABLE FOR COUNSELING

Reverend Bob is the Sr. Pastor, Epworth United Methodist Church and Director of The METRO Center. [linkedin.com/in/rev-bob-holliday-b7292977](https://www.linkedin.com/in/rev-bob-holliday-b7292977)



Phoenix Airspace Users Work Group

Phoenix Airspace Users Work Group (PAUWG) November 16, 2023 Meeting Notes

IFP Production Schedule through Oct 2025

- 11/30/23 Multiple TUS changes (22) for RWY Rebuild (explained separately).
- 01/25/24:
 - o PHX KEENS THREE SID (MESSI WP name change to JERRD)
 - o IWA IZZO EIGHT SID (MESSI WP name change to JERRD)
- 03/21/24 SDL RNAV (RNP) RWY 21 (Minor TDZE change).

Tucson International (TUS) Runway project - Update provided by Chris Kesler

- Multi-Year Project to demolish and rebuild runway 11R/29L and taxiways

- Limited access to practice approaches or pattern work at TUS.
- TAA recommends using Ryan Airport for practice & pattern work.
- Letter to Airmen published.
- Effective 11/30/2023
 - o RWY 11R/29L closed for 2+ years for reconstruction
 - o RWY 11L/29R renumbered to 12/30
 - o RWY 3/21 renumbered to 04/22
 - o Multiple IFP and IAP cancellations and changes
 - o VFR Charts updated o Chart Supplement Page (Green Book) completely revised
- [Tucson International Airport Airfield Safety Enhancement \(ASE\) \(flytucson.com\)](https://flytucson.com)

Airport and Organizational updates

CHD Airport - Ryan Reeves

- ADOT wildlife fence project complete resulting in fewer coyotes on airport.
- Jan 20, 2024 “Airport Day” event to celebrate CHD Airport’s 75th Birthday.
- Taxiway B improvement project planned to eliminate a Hotspot.
- Numerous cranes operating nearby, some without OE-AAA Cases on file.

DVT Airport - Ed Faron DVT Airport Manager and Tyler Howard, FAA ATCT Manager

- Blast pads being built causing overnight RWY closures. Advised pilots to use caution for closed RWY lights being turned off.
- New large corporate style hangars opening soon, up to 250K sq. ft. of space.

FFZ Airport - Corinne Nystrom, Airport Manager, Bob Fletcher FFZ ATCT

- More taxiway projects will require runway closures, but one runway will remain available.
- FFZ Airport operating normally after Sept. storm, hangars being repaired.
- FFZ Airport property almost completely leased with new tenant facilities planned.
- Falcon Tower transitioning to normal as more controllers certify.

FLG Airport - Brian Gall, Airport Programs Manager

- New projects underway to improve Terminal and other Airport properties.
- RSAP LOA with FLG Tower nearly completed.
- FLG Airport 75th Anniversary being observed.
- GA ramp operations & taxiway signage improvements are being studied.
- New snow removal facility operating on the airport will streamline operations

GYR Airport - Brad Hagen

- Runway crack seal and ramp paving/painting projects completed.
- UAL flight school increased operations.
- GYR Airport surpassed SAN Airport as busiest single runway airport with 200k+ operations.
- Noise complaints are increasing.

IWA Airport - Margi EvanSon (IWA Airport Operations) & Greg Blunk (IWA FCT)

- RWY12C/30C improvement project planned for Summer 2024.
- RWY12R/30L improvement project planned for 4th quarter 2024.
- 30K sq. ft. Terminal expansion completed.

PHX ATCT - Rich Wayne (PHX ATCT Manager)

- Discussed increase in laser strike events vs. aircraft.
- PHX and Mesa PDs recently made arrests of laser perpetrators.
- 17% Increase in PHX traffic to approximately 1,400 operations per day.

PHX Airport - Mike O’Shaunessy (City of PHX)

- Project planned to improve West Cargo Ramp.
- Project is planned to add new Taxiway “U” on West end of airport.
- Project is planned for paving infield and improving signage.
- FAA Inspection of PHX Airport Operations was successful
- Wall Street Journal article rated PHX as #1 Airport

Arizona Pilot's Association (APA) - Jim Timm

- Advised that there are no issues with airspace or ATC but is concerned with high number of pilot deviations being reported.

Allegiant Air- ATC Rep Jeff Yost & Capt. Jeff Panhans

- Allegiant has experienced fewer TCAS events using their RVFP procedures for RWY 30C & 30L.
- Allegiant Air plans to pursue development of RVFP procedures for IWA RWY 12C & 12R.

USAF Luke RAPCON - Ron Tahtinen

- No issues and there were no questions from the group.

FAA- Military ATREP - Jessie Acevado

- Discussed "RSOP" Plan to optimize military Special Use Airspace in Arizona.
- May result in lowered MOA floors and lateral expansion of Tombstone MOA.

FAA- Scottsdale FSDO - Ernest Copeland

- Reported laser strikes on aircraft are already increasing substantially over last year.
- Working with various local law enforcement agencies to locate offenders based on reports.
- Reports can be posted online at [Report a Laser Incident | Federal Aviation Administration \(faa.gov\)](https://www.faa.gov/report-laser-incident)

2024 PAUWG Meeting Dates, all will be held via Zoom: February 15th May 16 August 15 November 14

Next ASAG Meeting

Wednesday, December 20, at 12:00 pm



Register in advance for the December meeting with this link:

<https://faavideo.zoomgov.com/meeting/register/vJlSd-CuqDwiGIPNXaLO8GDe0elmLhm7WqA>



Motion to adjourn.

Adjourned at 2:45 pm

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