



MEETING MINUTES

<https://asagaz.org>

Pres. Cary Grant
called the Meeting
to order at **12:00 pm**



Aug 27, 2025

80 attended:

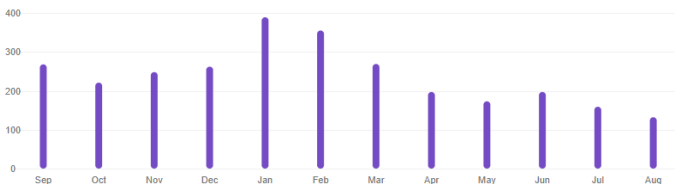
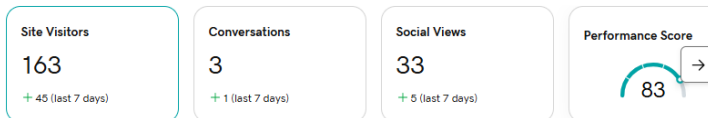
Andre Bolivar, Andes Bolivar Mejias, Andrew Elliott, Andrew Taussig, Autumn Tuellera-Jensen, **Benjamin Villarreal**, Bob Katz, Bob Holliday, Bob Mittelstaedt, Brett Richardson, Bryan Gieszler, Carter Teeters, Cary Grant, Chris Nugent, Christian Locher, Christine Perry, Craig Tompkins, CW5 Chris Hammond, Don Von Flue, David Horvath, **Christian Garcia**, David Kitts, Deborah Blattstein, DeWitt Gibson, Dr Abraham Blattstein, Edward Daror, Edward Fallon, Edwin Halstead, Ernest Copeland, Ethan McQuown, Felix Hernandez, Frank Frassetto, Garrett Dauphars, **Gary VanPelt**, George Hamaty, Gregg Schmillen, Ivan Manoogian, James Price, James Timm, Jason Gauer, Jay Gines, Jeff Bowen, Jeremy Jacobson, **Jeremy Jordan-Jump**, Jim Anderson, John Cirino, John Keith, John Varljen, Julian Fruhling, Justin Hodge, Karen Hausteen, Ken Enger, Kenneth Winter, Kevin O'Hara, **Kyle Cook**, Larry Erdman, **Lauren Heisey**, Lawrence Wippman, Lee Unger, Michael Mohle, Mark Giannini, Matt Schorman, Mike Jesch, Mitchell Raab, Neil Davison, Peter Troccoli, Phil Corbell, Phillip Fowler, Randell Meyer, **Rich Wayne**, Richard Lee, Rodney Holberton, Rolf Dammrau, Ron Dziagwa, Ronald Serafinowicz, Scott Woodworth, Sonny Durante, Tito Sanchez, & Wes Waddle.

**Welcome
to our 7
first time
attendees!**

Cary Grant, ASAG President:

Cary Grant welcomed the members and explained that ASAG is a 501c3 organization and we are all volunteers. When the minutes are approved by the ASAG membership, they are posted at <https://asagaz.org/>.

ASAG Web Site Visits – 2,914





Jim Anderson, ASAG Treasurer

Jim Anderson:

We spent \$495.14 to sponsor the lunch for the PROTE event (Portable Reduced Oxygen Training Enclosure). Starr Aviation donated \$485.20.

Banquet contract is now complete.

Move to accept the Treasurer's Report: **Jim Price**

Seconding the motion: **Bob Mittelstaedt**

The members unanimously accepted the Treasurer's Report.

Treasurer's Report

Aviation Safety Advisory Group of Arizona
General Membership Meeting
For the period July 1st, 2025 to August 31st, 2025

Income

Contributions, Gifts and Grants

Corporate Donations

\$485.20

\$485.20

Total Income

Expenditures

Administrative and Operations

Advertising and Promotion

\$495.14

\$495.14

Total Expenditures

(\$9.94)

Opening balance as of July 1st, 2025:

\$15,129.77

Balance on hand as of August 31st, 2025:

\$15,119.83

Aviation Safety Advisory Group of Arizona

\$15,119.83

James B. Anderson

Treasurer's Signature

Contract with the PHX Hilton has been signed for our banquet Saturday February 7, 2026

Hotel now requires a deposit schedule as follows

\$1,000 on December 15, 2025

\$1,000 on January 15, 2026

All applied to our final banquet expenditures at the hotel.

PREVIOUS ASAG MEETING MINUTES



Jim Price, ASAG Secretary

Jim Timm moved to accept the **June 2025** meeting minutes.

Lee Unger seconded the motion.

The members unanimously accepted the **June 2025** Minutes.

The minutes are on our website, <https://asagaz.org/monthly-meeting-minutes>



Updates from Community Representatives

LASER & UAS MITIGATION



Cory Geffre/Jake Helms, Scott Woodworth, Jim Kennedy, Scott Joy, Jason Kaufman:

Scott Woodworth, Pima County Sheriff's Department, Aviation: Since July 26, 14 Laser Strikes in Tucson. 13 were green and 1 was red. None of them were caught. The guy that caused all the media stir earlier in the year on the east side of Davis Monthan AFB – he was convicted. He received 12 months of probation and \$350 fine. (You may be wondering why the sentence is so minimal. This guy admitted right

away, so that attitude may have had something to do with the light sentence).

There is a habitual striker on the west side of Davis Monthan AFB.

If we hear of a laser strike, we fly over the area to see if the striker will hit us. If he or she does strike us, we can send deputies to the offender's door. If you are struck, giving us the cross streets will help us tremendously.

Ernie Copeland: We have had 555 strikes this fiscal year (July 1, 2025 – June 30, 2026). That is down from where we were last year.

Scott Woodworth: Shining lasers at aircraft, and particularly at the pilots, is serious and possibly life-threatening. Blinding pilots can cause a crash.

<https://www.kold.com/2025/03/29/arizona-ranked-sixth-nation-laser-strikes/>

The best course of action is to report the laser strike.

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).

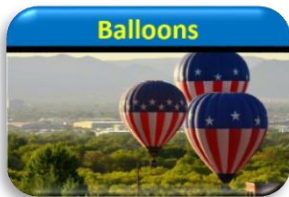
3. Once on the ground, complete the [FAA-requested Laser Beam Exposure Questionnaire](#).

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](#) 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.

See <https://asagaz.org/> for more information.



Neil Davison (PPL)

Neil Davison: Nothing to report. It's hot, so not much balloon flying. We will resume flying in September. The Reno event is next weekend. Our next Meeting: September 16, 2025, starting at 19:00. Instead of meeting at the Deer Valley Airport, we will meet at the **Phoenix Reference Library**, 99 E Virginia Ave #140, Phoenix, AZ 85004.



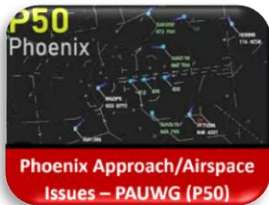
CW5 Chris Hammond & Gary Jones

CW5 Chris Hammond: Ops normal. Nothing new to report.

Cary Grant: Please treat Picacho as if it were Class Delta.

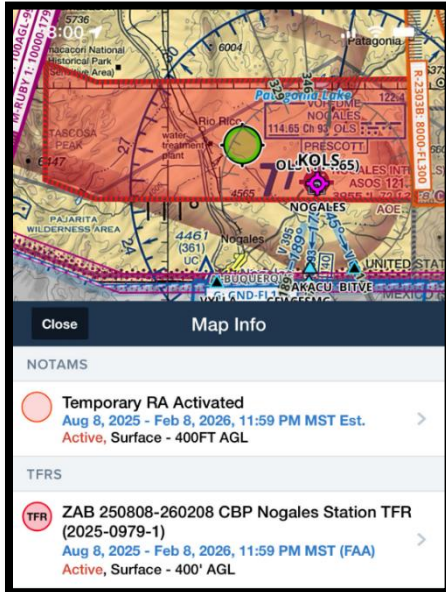
That is, an area extending from the surface up to a specified altitude (often 2,500 feet AGL), with a standard radius of 4.4 nautical miles (5 statute miles) around an airport with an operating control tower).





Matt Schorman & Brandon Esquer (P50). LTC Palik (Luke 56 FW Safety), Bryan Eckenrode (T90)

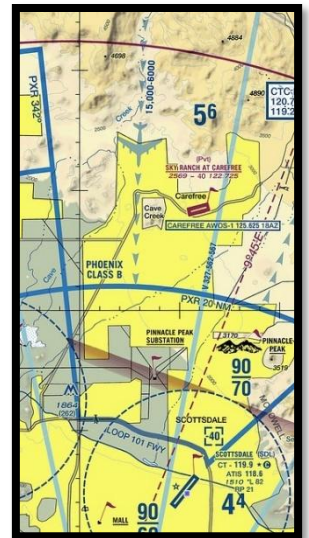
Matt Schorman: Nothing to report. We see less and less activity at the no maneuver zone.



Jim Timm: The Temporary Flight Restriction (TFR), surface to 400 AGL located over KOLS is confusing.

Deborah Blattstein: It is designed for drones (UAS). Matt Schorman said that fixed wing aircraft are excluded from this TFR.

Neil Davison: There are several TFRs like this along the California border.



Matt Schorman: See <https://www.faasafety.gov/> for Operation Raincheck tour dates. The Next tour will be **Tuesday, September 2, 2025, starting at 18:00. These Seminars fill up fast!**

Jim Timm: The MOA expansion will essentially shut down all glider operations that are currently being held below the MOAs (Superior and Kearney).



Cary Grant, SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal from the Department of the Air Force to modify Special Use Airspace (SUA) around Arizona and New Mexico. The proposed modifications aim to improve aircrew training for F-16, F-35, and A-10 of 10 Military Operations Areas (MOA) to meet evolving aircraft capabilities and mission requirements. Specifically, the proposal: "see document:

<https://www.arizonaregionalairspaceeis.com/>

Cary's original document, linked here, and those of ours who commented prior to Nov 12, 2024, appear to remain relevant.

Aviation Safety Advisory Group of Arizona (ASAG) President Cary Grant's response for Public Comment regarding the changes proposed by the USAF for MOAs in AZ.

https://drive.google.com/file/d/1zvwo1TRpTKSLvDtYy0xbTrnts_IR7FWN/view?usp=sharing

The comment period to the FAA will close on **September 19, 2025**.

NOTE: To comment to the FAA

Email Submission: The FAA prefers individuals to submit comments via email.

Email: 9-natl-csa-public-notice-airspace@faa.gov

Please use the **Subject line: "Airspace Study 24-AWP-91-NR, Arizona RSOP proposal"**

Additional Instructions.

- Please include your name, physical address, and email address.
- Comments provided containing a factual basis supporting the views or recommended suggestions are most helpful.

• **Comments received on or before (September 19, 2025), will be considered before final action is taken on the proposal.**

- The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay.

page 2-4 <https://www.arizonaregionalairspaceeis.com/documents/components/draft-eis/>

indicating existing and proposed floors

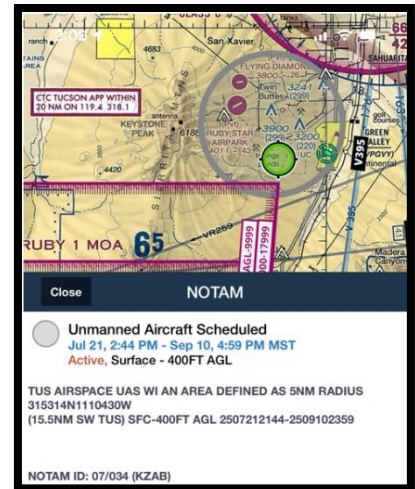
Table 2.1-2 Summary of Proposed Altitude Changes

MOA	Existing Floor (No Action)	Proposed Floor
Tombstone	500 feet AGL	100 feet AGL
Outlaw	8,000 feet MSL or 3,000 feet AGL, whichever is higher	500 feet AGL
Jackal	11,000 feet MSL or 3,000 feet AGL, whichever is higher	500 feet AGL
Jackal Low	100 feet AGL	No change
Morenci	1,500 feet AGL	No change
Reserve	5,000 feet AGL	No change
Bagdad	7,000 feet MSL or 5,000 feet AGL, whichever is higher	500 feet AGL
Gladden	7,000 feet MSL or 5,000 feet AGL, whichever is higher	500 feet AGL
Sells	10,000 feet MSL	No change
Sells Low	3,000 feet AGL	No change
Ruby	10,000 feet MSL	No change
Fuzzy	100 feet AGL	No change

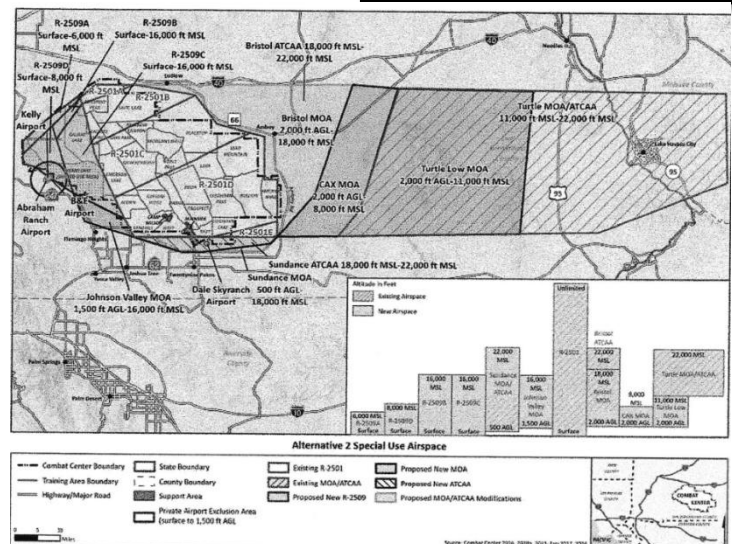
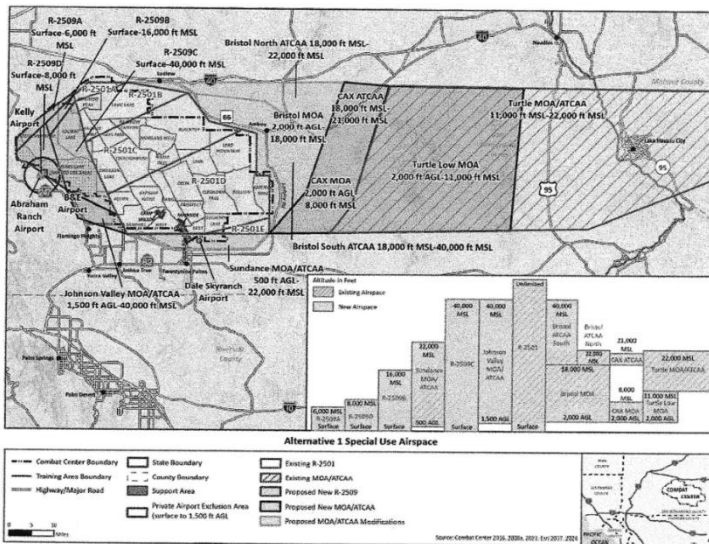
Legend: AGL = above ground level; MSL = mean sea level; MOA = Military Operations Area.



Jim Timm: There is an Aerostat located in the corner of the RUBY MOA, SW of Tucson. It is apparently lighted and is outside the MOA. It's not on the Sectional Chart. The Aerostat goes up to 6,000 MSL. Please check NOTAMs.



Chris Nugent: 29 Palms Expansion of their Special Use Airspace North and East of 29 Palms which will include Lake Havasu. The draft EA is available online at [29PalmsPSUA](https://www.29palmspsua.com/Alternatives.aspx) or <https://www.29palmspsua.com/Alternatives.aspx>.



About: Proposed Action & Alternatives

The United States Marine Corps (USMC) in cooperation with the Federal Aviation Administration (FAA) proposes to establish new permanent Special Use Airspace (SUA) and to modify the lateral boundaries, component sectors, and altitude limits within existing SUA areas, to support ongoing and future daily training activities at the Marine Air Ground Task Force Training Command, Marine Corps Air Ground Combat Center, Twentynine Palms, California ("Combat Center").

The FAA's SUA program establishes/designates airspace in the interest of national defense, security, and/or welfare. SUA is designated to ensure the safety of all users of the airspace. The types of SUAs are Restricted Areas (RAs), Military Operations Areas (MOAs), Warning Areas, Prohibited Areas, Alert Areas, Controlled Firing Areas, and National Security Areas. In addition to SUA, there is often an Air Traffic Control Assigned Airspace (ATCAA) from Flight Level 180 through Flight Level 600 (18,000 to 60,000 feet above mean sea level [MSL]) in which Air Traffic Control (ATC) plans for military operations. The RAs, MOAs, and ATCAAs are the only type of airspace discussed in detail and analyzed in the EA.

Purpose and Need for the Proposed Action

The purpose of this Proposed Action is to provide permanent SUA above and adjacent to the Combat Center to support current and future training activities 365 days per year. The Proposed Action is needed to increase safety while adequately supporting the training operations conducted in accordance with Marine Corps Order 3502.6, Marine Corps Force Generation Process; USMC Force Design 2030 (March 2020, with annual updates); and Combat Center Order 3500.16A, Service Level Training Exercise Order (May 14, 2020).

Proposed Action

Under the Proposed Action, current aircraft operations at the Combat Center would spread out across existing SUA and expand into the newly established/modified RA, MOAs, and ATCAAs. The current number of annual sorties flown at the Combat Center would increase by 120 annual sorties of KC-130, 20 annual sorties of Joint Aerial Refueling, and 1,599 annual sorties of Unmanned Aerial Systems (UAS). Also, 320 F-35 sorties would replace 320 FA-18 sorties (i.e., no net change in these sorties).

There would be no change to the public's access to the Johnson Valley Shared Use Area (also known as the Means Lake Training Area). As a "shared use" area, the area will continue to be managed to accommodate both military training needs and public recreational access. Military training is authorized for up to two, non-consecutive, 30-day periods annually, ensuring the area is primarily available for public recreation.

Two alternatives for implementing the Proposed Action and the No-Action Alternative are analyzed in this EA; these alternatives are summarized below.

Alternative 1

Similar to what was proposed in the 2012 Final Land Acquisition/Airspace Establishment Environmental Impact Statement (EIS), Alternative 1 would establish new permanent SUA (R-2509, Johnson Valley MOA/ATCAA, Sundance ATCAA, CAX MOA/ATCAA, and Turtle Low MOA) within the footprint presented in the 2012 Final EIS and modify existing SUA (Bristol MOA/ATCAA and Sundance MOA) in the airspace located above, adjacent to, and to the east of the Combat Center (Figure 1). The establishment of R-2509 and Johnson Valley MOA/ATCAA would require a minor amendment to the existing R-2501 to avoid infringement on R-2501D.

Alternative 2 (Preferred Alternative)

Alternative 2 would also establish new permanent SUA (R-2509, Johnson Valley MOA, Sundance ATCAA, CAX MOA, and Turtle Low MOA) and modify existing SUA (Bristol MOA/ATCAA and Sundance MOA) in the airspace located above, adjacent to, and to the east of the Combat Center

(Figure 2). The establishment of R-2509 and Johnson Valley MOA would require the same minor amendment to the existing R-2501 to avoid infringement on R-2501D as described under Alternative 1.

Alternative 2 airspace configurations would differ from Alternative 1 in the following ways:

- Limiting altitudes to 16,000 feet MSL in R-2509C and Johnson Valley MOA.
- Not creating a Johnson Valley ATCAA or CAX ATCAA.
- Limiting altitudes in Bristol ATCAA to FL220 (same as existing airspace) and not dividing into Bristol North ATCAA and Bristol South ATCAA.
- Modifying the southern boundary of Sundance ATCAA.

Live-fire, use of ordnance, and all ground-based training activities at the Combat Center were fully analyzed in the 2012 *Final Land Acquisition/Airspace Establishment EIS*, and revalidated in the 2023 *Ongoing Training Supplemental EA*. The proposed changes to the aircraft operations and RA would not affect other elements of ongoing training operations, such as the use of existing impact areas, aircraft integration with ground-based training, and use of ordnance – including how air-to-ground ordnance is delivered. Because of this and the fact that there have not been any significant changes to training operations since the 2012 Final Land Acquisition/Airspace Establishment EIS, live-fire, use of ordnance, and all ground-based training activities are not further addressed in the EA as part of this action. However, the cumulative effects of all ongoing training operations are considered.

The draft EA is available online at [29PalmsPSUA](#).



[P08 \(Coolidge\) and 1A20 \(Bishop\) – Hugh Funk & Tom Cowan](#)

[Justin Hodge](#): UK RAF will be back for fall training events.

[P08 \(Coolidge\)](#) Beginning the week of Nov 10 until Dec 12, we will have 5 jump aircraft in the air at P08.

[P08 \(Coolidge\) Pancake Breakfast](#) will be resuming in the fall (first Saturday of the month). Jump operations will respect those events

[1A20 \(Bishop\)](#) Sept 29 to Oct 16, the airport will be closed to resurface the runway.

Lee Unger will put that notice on ASAG and AFTW Facebook pages.

Bishop will be used for parachuting on a limited basis between now and the end of the year.

Friday, Nov 7th at 1300, Justin would like to give a briefing to flight schools.

David Kitts at CAU will host this event.

Justin does not have an update on CGZ Jumps moving to on airfield.

Cary Grant and Jim Timm asked about ADS-B attached to the parachute. When ADS-B is turned on, it creates a problem for the controllers, with the Jump airplane broadcasting and the parachutists broadcast one or two minutes out.

The "15 Key Points of Military Parachute Training — for Pilots" can be found at:

https://www.faa.gov/files/events/WP/WP07/2025/WP07134455/15_Key_Points-Military_Parachute_Training_for_Pilots-Thomas_Cowan-2025-01-03.2.pdf



Mark Giannini: Red Star will begin ops at the end of Sep. Still quiet.



Fairfax O'Riley: Not Present



Michael Rutledge & Hunter Wall Not Present



Jim Timm & Craig Tompkins

ASAG Accident & Deviation Report

Mid-JUN through **Mid-JUL** 2025

Accident Report & Pilot Deviation Summary



The following are the reports of aviation accidents, and incidents that have occurred in Arizona **from mid-June through mid-August**. We hope to use the following detailed accident/incident 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 Accident/Incident report is about the same length as last time, and again the number of FAA reported incidents is significant.

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 should suit our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

HELICOPTER WAS SHOT, June 13 @ Yuma (NYL)



- Source: FAA Incident
- Location: Yuma (NYL)
- Type: Bell B-505 Helicopter
- Injuries: 3 Uninjured
- No Pilot Certification

The sheriff's Bell helicopter was shot at by a private landowner. The bullet hit the helicopter, and the helicopter returned to Yuma, and landed safely.

The FBI is investigating the incident. **The**

suspect, identified as Mubarak Prince, faces multiple counts of attempted first-degree murder.

CONTROLLED FLIGHT INTO TERRAIN, June 18, near Green Valley



- Source: APA Member, ASN, FAA
- Location: Near Green Valley
- Type: Cessna 150L Aerobat
- Injuries: 2 Fatalities
- Comm/CFI Pilot

The aircraft departed Tucson Ryan Field (RYN) and crashed under unknown circumstances, fatally injuring both occupants.

LOSS OF CONTROL ON TAKEOFF, June 19 @ Kayenta Airport (07V)



- Source: Media, FAA
- Location: Kayenta Airport (07V)
- Type: Flight Design CTLS
- Injuries: 2 Minor Injuries
- No Pilot Information

While taking off, a sudden gust of wind caused the pilot to lose control of the aircraft, and it went off the runway and flipped on its back.

LOSS OF CONTROL ON TAKEOFF, June 19 @ Gila Bend Airport (E63)



- Source: ASN, FAA
- Location: Gila Bend Airport (E63)
- Type: Cirrus SR20
- Injuries: 3 Uninjured
- No Pilot Information
- Source: ASN, FAA
- Location: Gila Bend Airport (E63)
- Type: Cirrus SR20
- Injuries: 3 Uninjured

After departing Goodyear airport, the Cirrus SR20 stalled during a go around at Gila Bend Municipal Airport and crashed.

ENGINE FIRE, June 19 @ Mesa Gateway Airport (IWA)

- Source: FAA Incident
- Location: Mesa Gateway Airport (IWA)
- Type: Gulfstream VI GLF 6 (From Qatar)
- Injuries: Unknown Number Uninjured
- No Pilot Information



While parked at the FBO, the pilot advised he had an engine malfunction and required fire assistance. Emergency personnel responded and put the fire out.

BIRD STRIKE, June 23 @ Chandler Airport (CHD)

- Source: FAA Incident
- Location: Chandler Airport (CHD)
- Type: Cessna 172
- Injuries: Unknown Uninjured
- No Pilot Certification

The Cessna reported a bird strike, and there was a small dent on the top left side of the elevator. There was no report of the extent of the damage.



HARD LANDING, June 25, near San Luis

- Source: ASN, NTSB
- Location: Near San Luis
- Type: Aerospatiale AS350 B3 Ecureuil
- Injuries: 2 Uninjured
- No Pilot Information

The helicopter was operated by the Customs and Border Protection (CBP) and made a hard landing.



RUNWAY EXCURSION, June 27 @ Mesa Falcon Field (FFZ)

- Source: FAA Incident
- Location: Mesa Falcon Field (FFZ)
- Type: Cirrus SR22T
- Injuries: Unknown Uninjured
- No Pilot Information

While landing, the Cirrus went off the runway. There was no damage to the airport, or airplane reported.



EMERGENCY LANDING, Jun 28 @ Mesa Gateway Airport (IWA)

- Source: FAA Incident
- Location: Mesa Gateway Airport (IWA)
- Type: Pitts S-2A
- Injuries: 1 Uninjured
- Comm/CFI Pilot

The Pitts biplane made an emergency landing because of smoke in the cockpit.



RUNWAY EXCURSION, July 1 @ Phoenix Deer Valley Airport (DVT)

- Source: FAA Incident
- Location: Phoenix Deer Valley Airport (DVT)
- Type: Cessna 172
- Injuries: Unknown Injuries
- Pilot Certification Unknown

The pilot reported a brake issue which resulted in the aircraft veering off the runway. The Cessna was towed to the ramp without further incident.



LOSS OF CONTROL LANDING, July 4 @ Phoenix Deer Valley Airport (DVT)

- Source: FAA Incident
- Location: Phoenix Deer Valley Airport (DVT)
- Type: Kitfox Series 7
- Injuries: Unknown Uninjured
- Private Pilot

After landing, the airplane ground looped and went off the runway. There was no damage reported to the aircraft or airport property.





1 Near Midair Collision (NMAC's)

Jun 13 – Jul 10

Jul 1, near Phoenix Sky Harbor (PHX)

About 6.5 NM west of Sky Harbor, an Embraer air carrier on a visual approach to the runway reported a NMAC with a small white quad copter at 3,000 feet MSL. The airplane passed over the UAS by about 50 feet.





In the reporting period from **June 13, 2025 through July 10, 2025**, there were **18** pilot deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Private Pilot through Commercial Pilot. There were **7** out of state pilots, **1** foreign pilot, and military pilots that committed these deviations. Of the **18** deviations reported, there were **no** Brashers issued.

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.

"The Brasher" – A Brief History

On August 13, 1985, Captain Jack Brasher, who was also a Major General in the Arizona Air National Guard, was the pilot in command of Republic Airlines Flight 77 from Chicago O'Hare (ORD) to Minneapolis-Saint Paul (MSP). During the flight, with the First Officer at the controls during a climb, the crew deviated from an assigned altitude by 700 feet; however, they quickly recovered to the correct altitude. At the time of the event, no mention of a potential pilot deviation was made to the crew. In fact, Captain Brasher was unaware that the FAA had any concern regarding altitude non-compliance. It was not until almost six months and 150 flights later, Captain Brasher received notification from the FAA of a Notice of Proposed Certificate Action. During the investigation, when asked about the flight, Captain Brasher replied that he had no recollection of the flight, or any events associated with the flight. This event, and the subsequent investigation, served as the catalyst for the current FAA Order JO 7110.65, Air Traffic Control, paragraph 2-1-27, Pilot Deviation Notification, also known as the "Brasher Notification." When ATC issues the Brasher Notification, they are giving the airman the opportunity "...to make note of the occurrence and collect their thoughts for future coordination with Flight Standards regarding enforcement actions or operator training." (Ref. FAA Order JO 7210.632, Air Traffic Organization Occurrence Reporting, Paragraph 3-1 Note). The ability of the airmen to review the circumstances while still fresh in their minds enables them and Flight Standards to identify and mitigate risk that would otherwise remain hidden and possibly cause further problems in the NAS.



*Maj Gen Jack
Brasher*

Obviously, pilots don't get the message to be more careful in their flying. Some of these deviations could be attributed to out-of-state pilots that may not be accustomed to flying in some of the complex/ crowded airspace that we have here in Arizona.

I would certainly like to think that the information presented has been valuable to the pilots out there and will make them safer pilots.

Pilots must listen carefully to ATC instructions and comply with them, and if they can't comply, tell ATC why they can't. Also, when flying in controlled airspace, pilots should never do something on their own but always talk to ATC before they do anything that may differ from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or maybe about to enter, and know what may be expected of them. Always observe the airport, and runway markings, and signs and obey them. Fly with care and forethought, don't be part of the problem.

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

- 6 IFR Deviations No Brashers
- 1 Class Bravo Airspace Deviations No Brasher
- 2 Class Delta Airspace Deviations No Brashers
- 3 Runway Incursions No Brashers
- 5 ATC Instructions No Brashers
- 1 Taxi Without Clearance No Brasher



6 IFR DEVIATIONS & 0 BRASHERS

6/2 IFR – INADEQUATE CLIMB FOR TERRAIN

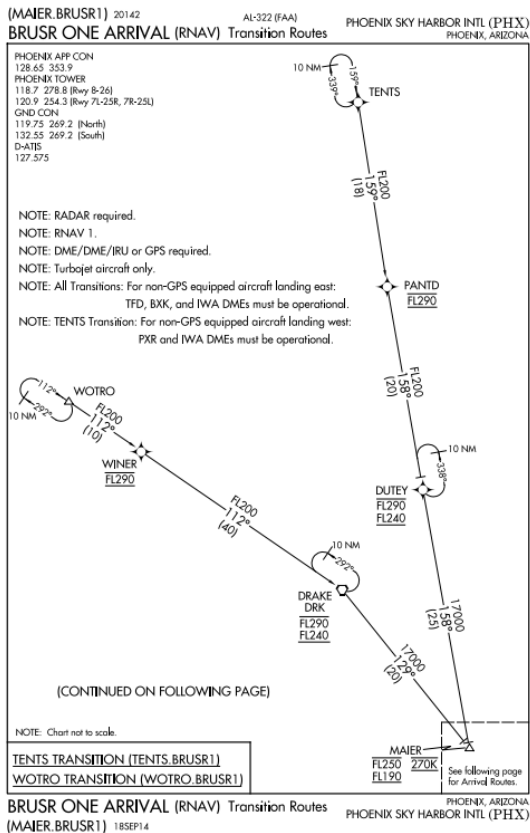


Comm/CFI Pilot Certification

Phoenix TRACON (P50)

The Piper didn't climb at the published climb gradient resulting in a loss of separation with terrain/ obstacles.

6/7 ROUTE/ALTITUDE DEVIATION



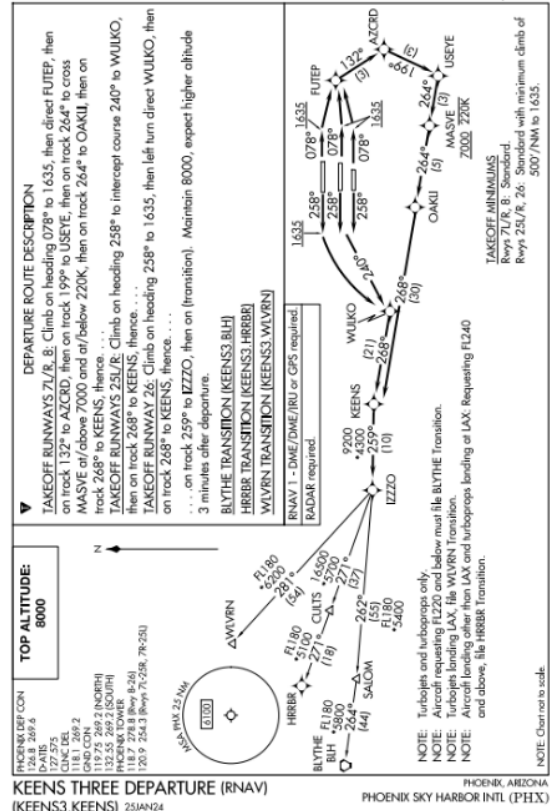
Private Pilot **Out Of Utah**

Phoenix TRACON (P50)

The Eclipse Jet didn't fly the BRUSR One Arrival as published.



(KEENS3.KEENS) 24025
KEENS THREE DEPARTURE (RNAV) Al-322 (FAA) PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA



Private Pilot Out Of Florida

Phoenix TRACON (P50)

The Cessna departed and continued on the runway heading instead of turning to comply with the published **Keens Three departure** procedure.



Commercial Pilot Out of Oklahoma

Phoenix TRACON (P50)

While the TBM-700 was conducting an ILS approach, the pilot overshot the Localizer during his turn inbound.

6/22 DEPARTURE DEVIATION

No Pilot Information

Phoenix TRACON (P50)

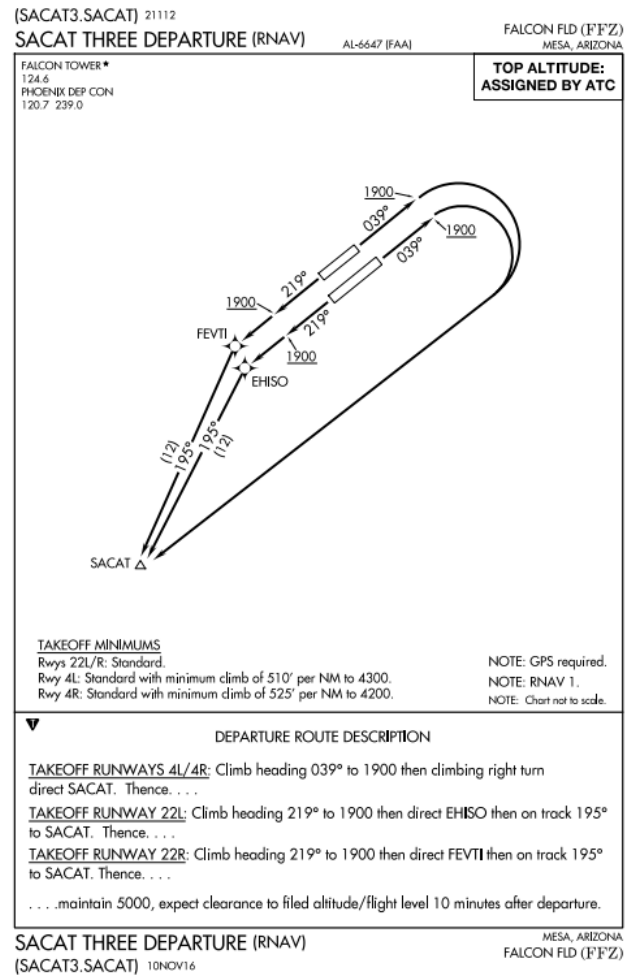
The Metroliner did not fly the **SACAT Three Departure** as published which conflicted with the Phoenix Sky Harbor departure traffic.

6/25 DEPARTURE DEVIATION

Unknown Pilot Certification Out Of Colorado

Phoenix TRACON (P50)

The Falcon-900 did not fly the **SACAT Three Departure** as published resulting in a loss of separation with traffic inbound to Phoenix Sky Harbor.



1 CLASS BRAVO AIRSPACE DEVIATIONS & 0 BRASHERS

Entering Class Delta Airspace Without Having Authorization

6/12, Phoenix TRACON (P50)

Commercial Pilot Out Of California

The deviation was reported when the Cirrus SR-22 entered the Phoenix Class Bravo Airspace without first having ATC authorization.



2 CLASS DELTA AIRSPACE DEVIATIONS & 0 BRASHERS

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

6/27, Scottsdale Airport (SDL)

Commercial Pilot

The Cessna entered the Scottsdale Class Delta Airspace without first establishing two-way radio communications.

7/4, Mesa Gateway Airport (IWA)

Commercial Pilot Out Of California

The Cessna entered the Gateway Class Delta Airspace without first establishing two-way radio communications.



3 RUNWAY INCURSIONS & 0 Brashers

Entering A Runway Without Authorization

6/5, Tucson International (TUS)

Private Pilot

The deviation was reported when the Piper took off without a clearance and conducted a touch and go without ATC authorization.



6/24, Phoenix Deer Valley Airport (DVT)

Comm/CFI

The Piper entered the runway without ATC Authorization.



7/3, Chandler Municipal (CHD)

Unknown Pilot Certification

The Piper failed to clear the runway after landing and also crossed the hold short line of another runway without authorization.



**5 FAILURES TO FOLLOW ATC
INSTRUCTIONS**
0 BRASHERS

6/7, Not Complying With ATC Instructions

Commercial Pilot **Out Of British Columbia**

Phoenix TRACON (P50)

The Piper failed to follow the ATC assigned departure course.

6/11, Not Complying With ATC instructions

Military Pilot

Tucson TRACON (U90)

The Military Aircraft conducted a Parachute Jump operation in the Vicinity of the Marana Airport without contacting ATC, as required in 14 CFR Section 105.13.

6/15, Not Complying With ATC Instructions & Runway Incursion

Private Pilot **Out Of Utah**

Mesa Falcon Field (FFZ)

A Cirrus failed to clear the runway after landing and then crossed the hold short line of the same runway when re-entering the runway, causing a conflict with a Piper. The closest estimated proximity was approximately 125 feet lateral.

6/27, Not Complying With ATC instructions

Unknown Pilot Certification

Phoenix Deer Valley Airport (DVT)

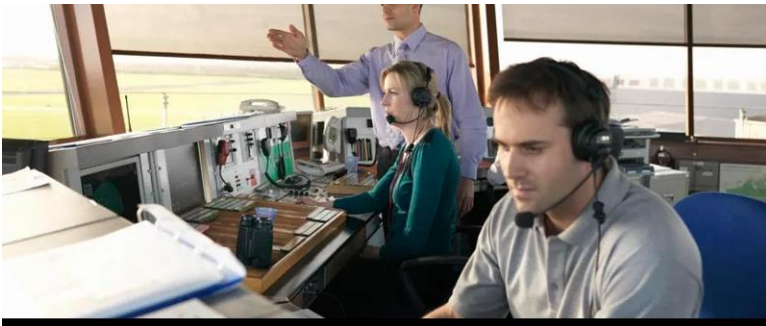
The Phoenix TRACON reported that the Piper did not comply with ATC Instructions.

6/30, Not Complying With ATC instructions

Unknown Pilot Certification

Tucson Ryan Field (RYN)

The Cirrus failed to clear the runway after landing.



1

TAIX WITHOUT CLEARANCE

6/29, Taxi Without Clearance

Unknown Pilot Certification

Mesa Gateway Airport (IWA)

The deviation was reported when a Regional Airliner entered a taxiway without ATC authorization.

Mid-JUL to Mid-AUG Accident Report

This report is a little bit longer than the Mid-June to Mid-July report. The number of FAA reported incidents was again significant.

EMERGENCY LANDING, July 1 near Chinle

- Source: FAA
- Location: Near Chinle
- Type: Cessna 425 Corsair
- Injuries: 2 Uninjured
- Private Pilot

The aircraft made an emergency landing on a highway after both engines failed. The aircraft damage was substantial.



LANDING GEAR COLLAPSE, July 7 @ PGA

- Source: ASN
- Location: Page Airport (PGA)
- Type: Piper PA 22-160 Tri-Pacer
- Injuries: 2 Uninjured
- No Pilot Information

The Piper departed Page Airport, and when returning and landing, the aircraft encountered a cross wind. The left landing gear collapsed.



BIRD STRIKE, July 11 @ PRC

- Source: FAA Incident
- Location: Prescott (PRC)
- Type: Cessna 172
- Injuries: 2 Uninjured
- No Pilot Information

The pilot reported a bird strike during the takeoff and the pilot returned and landed without incident. After taxiing to the ramp, the pilot reported damage to the engine from the bird strike.



EMERGENCY LANDING, July 16 near Page



- **Source:** ASN
- **Location:** Near Page
- **Type:** Cessna 182S Skylane
- **Injuries:** 1 Uninjured
- **No Pilot Information**

The Cessna Skylane had departed Denver Centennial and experienced an engine issue near Page. The pilot made a safe emergency landing on a road.

RUNWAY EXCURSION, July 16 @ DVT

- **Source:** FAA Incident
- **Location:** Phoenix Deer Valley Airport (DVT)
- **Type:** Piper PA 28R-200 Arrow
- **Injuries:** Unknown Uninjured
- **No Pilot Information**

The Piper went off the runway after landing and got the nose wheel stuck in some rocks. After shutting the engine down, the city pushed the aircraft out of the rocks, and it was able to taxi to the parking area without further assistance.



EMERGENCY LANDING, July 17 near Tuba City

- Source: ASN
- Location: Near Tuba City
- Type: Cessna TR 182 Turbo Skylane
- Injuries: 1 Uninjured
- No Pilot Information



The Skylane had departed the Santa Ana Airport and made an emergency landing on a highway near Tuba City.

EMERGENCY LANDING, July 17 near Round Rock

- Source: ASN
- Location: Near Round Rock
- Type: Cessna TR 425 Corsair
- Injuries: 2 Uninjured
- No Pilot Information



The airplane departed Denver – Centennial Airport (APA) with an intended destination of Phoenix Deer Valley Airport (DVT). The aircraft experienced a loss of engine power and attempted a diversion to Chinle Municipal Airport (E91), but it ended up landing in a field near Round Rock, Arizona, about 30 miles north of the alternate airport. The Cessna sustained substantial damage in the forced landing.

RUNWAY EXCURSION, July 21 @ NYL

- Source: FAA Incident
- Location: Yuma (NYL)
- Type: Ercoupe 415-CD
- Injuries: 1 Uninjured
- Commercial Pilot



Because of a strong crosswind, the airplane “floated” off the runway.

The pilot was able to taxi back onto the runway and to the ramp. Neither the airplane nor the airport sustained any damage.

ABORTED TAKEOFF, July 27 @ RYN

- Source: ASN, FAA
- Location: Tucson Ryan Field (RYN)
- Type: Cessna 182L Skylane
- Injuries: 3 Uninjured
- Private Pilot



It was reported that the aircraft aborted the takeoff but was unable to stop before the end of the runway and went into a ditch and caught fire.

EMERGENCY LANDING, July 28 near Casa Grande

- Source: ASN, FAA Incident
- Location: Near Casa Grande
- Type: Cessna 150M
- Injuries: 1 Uninjured
- Private Pilot



The aircraft experienced a vacuum pump failure and attempted an emergency landing, striking a fence with the right wing.

LOSS OF CONTROL LANDING, Aug 2 @ PRC

- Source: FAA Incident
- Location: Prescott Airport (PRC)
- Type: Cessna 172
- Injuries: Unknown Injuries
- Pilot Certificate Unknown



While landing, the aircraft veered off the runway and then corrected back onto the runway. It then taxied to the ramp without further incident.

LOSS OF CONTROL LANDING, Aug 5 @ E91



<< **BREAKING NEWS** >>

MEDICAL TRANSPORT PLANE CRASH KILLS 4 PEOPLE

PLANE WAS ON THE WAY TO PICK UP PATIENT FROM HOSPITAL NEAR CHINLE, AZ

FIRST ALERT

WEATHER DAY

3:01 110°

FORECAST

GOODYEAR

TUE

☁ 113°/90°

WED

☀ 116°/91°

THU

☀ 117°/91°

- Source: APA Member, ASN, FAA, NTSB
- Location: Chinle Airport (E91)
- Type: BE300 Super King Air
- Injuries: 4 Fatalities
- Commercial Pilot

The Super King Air impacted terrain during a landing attempt at Chinle Airport and the aircraft was destroyed. The purpose of the flight was to pick up a patient in a nearby hospital at Chinle.

BIRD STIKE, Aug 9 @ DVT

- Source: FAA Incident
- Location: Phoenix Deer Valley (DVT)
- Type: Piper PA 28-181 Archer
- Injuries: Unknown Uninjured
- No Pilot Information



While conducting touch and go operations, during the approach, the pilot noted a bird strike to the aircraft wing. The pilot landed and taxied to the ramp and found a small dent in the flap.

CONTROLLED FLIGHT INTO TERRAIN, Aug 12 near Goodyear

- Source: ASN, FAA
- Location: Near Goodyear
- Type: Pitts S-1T Special
- Injuries: 1 Fatality
- ATP/CFI Pilot



The airplane departed from Goodyear on a taxiway without contacting ATC. The pilot didn't have a headset, and the transponder was turned off after takeoff. After the crash, concerns were expressed about the pilot's mental state. There were very few details provided concerning the crash, which was presumed to be a suicide.

2 Near Midair Collisions (NMAC's) Jul 11 – Aug 12



Jul 14 @ CGZ



A Cessna 172 was on a practice instrument approach to Casa Grande Airport and T-6 military trainer was in the pattern at Casa Grande. The T-6 refused to give way to the 172 on approach and turned to base in front of the 172. The 172 pilot indicated that he was providing position reports, but the T-6 pilot responded, **"I don't care."** As reported by the 172 pilot, the closest proximity was 0.5 NM.

Jul 15 @ IWA



The SR22 was departing on RWY 12C and a Cessna 172 was departing on RWY 12L. Moments after becoming airborne, the aircraft began drifting towards each other. The Cessna 172 was issued a traffic advisory when it was 0.17 NM southeast of the airport. The aircraft continued to converge and as they passed each other, the closest proximity was 0.03 NM and 100' vertical. The SR22 was not issued a traffic advisory and neither aircraft were issued a traffic alert. A NMAC was filed.

Deviations, JUL 11 through AUG 12



There were **31** pilot deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from **Student Pilot through ATP/CFI**. There were **4** out of state pilots, **4 military pilots** and **a military helicopter pilot** that committed these deviations. Of the **31** deviations reported, there were **12** Brashers issued.

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

- 5 IFR Deviations 2 Brashers
- 2 Class Bravo Airspace Deviations 1 Brasher
- 3 Class Delta Airspace Deviations 2 Brashers
- 6 Runway Incursions 1 Brashers
- 8 ATC Instructions 4 Brashers
- 2 Surface Incidents 1 Brasher
- 2 TFR Deviations 1 Brasher
- 1 Wrong Surface Landing 0 Brashers
- 2 Vehicle / Person Incident 0 Brasher



5 IFR DEVIATIONS & 2 BRASHERS

7/7 IFR CLEARANCE & RESTRICTED AIRSPACE

UKN Pilot Certification

Gila Bend (E63)

The Cessna was cleared for the visual approach at Gila Bend Municipal Airport. After being switched to the advisory frequency they maneuvered to the airport in a way that put them within 0.6 miles of **R2305** which was active from FL240 and below, thus violating **R2305**. **A Brasher warning was unable to be issued.**

7/14 IFR - SID Deviation

ATP/CFI Pilot Certification

Phoenix TRACON (P50)

The Citation flew the BROAK departure rather than the FORPE departure as they had filed. The Navajo Controller at the Phoenix TRACON coordinated with Albuquerque Center on the route. **The Navajo Controller issued the Brasher warning.**

7/18 IFR - SID Deviation

Private Pilot **Out of California**

Phoenix TRACON (P50)

The Cirrus Vision Jet departed Deer Valley on the **DVT3 departure** and was assigned 5,000 feet. There was no initial check-in, and the aircraft continued a climb without instructions up to 7,400 ft. At that time, the aircraft checked in, and the controller identified the aircraft, and descended them to their assigned altitude. **The Brasher warning was issued by the TRACON Biltmore sector controller.**

7/22 Route Deviation

Unknown Pilot Certification

Phoenix TRACON (P50)

The deviation was reported by the TRACON when the Embraer Regional Jet failed to follow the **QUAKY 1 Standard Instrument Departure (SID)** out of Sky Harbor.

8/11 Route Deviation

Private Pilot

Albuquerque Center (ZAB)

The Citation was cleared via KSDL, MAYSA7, RRSTA, EED, KHII check points with a good read back. After RRSTA, the Citation went direct to KHII, putting them in proximity to the **BAGDAD SUA**. The ZAB sector controller turned the Citation to avoid the SUA.



2 CLASS BRAVO AIRSPACE DEVIATIONS & 1 BRASHER *Entering Class Delta Airspace Without Having Authorization*

7/13 @ Phoenix Sky Harbor (PHX)

Comm/CFI Pilot

An Air Ambulance Helicopter was observed entering the Phoenix Class B airspace from the southeast and landed at Banner Desert Hospital without calling/COORDINATING with the PHX ATCT. There were multiple attempts made to establish communication with the aircraft on different frequencies with no response. The identity of the aircraft was obtained through the STARS ADS-B. **A Brasher warning was issued after the helicopter departed Banner Desert and requested a HELO 1 departure.**

7/25 @ Phoenix TRACON (P50)

Private Pilot

The Cessna entered the Phoenix Class B Airspace without authorization approximately 8 miles east of PHX in the 2,700-9,000 block at 3,600 ft. MSL.



3 CLASS DELTA AIRSPACE DEVIATIONS & 2 BRASHERS

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

7/20 @ Mesa Falcon Field (FFZ)

Private Pilot

The Cirrus entered the Falcon Field Class D Airspace without first establishing two-way radio communications. There was no loss of separation. **The Brasher issued by Mesa Gateway Airport (IWA).**

8/10 @ Phoenix Deer Valley Airport (DVT)

Private Pilot Out of California

The Bonanza entered the Deer Valley Class D Airspace from the Southeast without first establishing communication at 3,000 feet heading Northwest. The airplane exited the airspace to the North at 3,600 feet.

8/11 @ Phoenix Deer Valley Airport (DVT)

Private Pilot Out of California

A Cessna transited the Deer Valley Class Delta Airspace from the west to the east at 3,000 ft. Numerous attempts were made to contact the Cessna with no success. **The Scottsdale ATC issued the Brasher.**



6 RUNWAY INCURSIONS & 1 Brasher

Entering A Runway Without Authorization

7/11 Entering a Runway Without Authorization @ IWA

Unknown Pilot Certification

Mesa Gateway Airport (IWA)

The pilot deviation was reported when a Piper departed a runway without authorization.

7/12 Entering a Runway Without Authorization @ CHD

Student Pilot

Chandler Airport (CHD)

The Piper landed on RWY 22L, and when leaving the RWY he was told to hold short of RWY 22R. However, the pilot crossed the hold short line for RWY 22R, but did remain off the RWY.

7/19 Entering a Runway Without Authorization @ FFZ

No Pilot Certification Required

Mesa Falcon Field (FFZ)

A motor vehicle crossed the runway without ATC authorization.

7/22 Entering a Runway Without Authorization @ DVT

Commercial Pilot

Phoenix Deer Valley Airport (DVT)

A Cessna aborted the takeoff due to a wheel issue. The Cessna was instructed to exit the runway, and to contact ground control. It exited the runway, shut down their engine, and came to a stop approximately 10' short of the runway hold short line, thus remaining in the RSA. Prior to the Cessna restarting their engine and exiting the RSA, A Piper departed the same runway. No overflight occurred, but the closest estimated proximity was 340 ft.

7/30 Entering a Runway Without Authorization @ GYR

Student Pilot

Goodyear Airport (GYR)

A Cirrus student pilot contacted the controller that they were holding short of the runway. The controller instructed the Cirrus to hold short of the runway, and the read back was correct. A Cessna was inbound to the same runway and was on an approximate 1/2 mile final when the pilot announced that they were going around. The Cirrus had taxied onto and lined up on the runway. The controller then asked the Cessna to say again, and the Cessna said they were going around. The controller then instructed the Cessna to go around on the right side of the runway, and the controller then cleared the Cirrus for takeoff.

8/11 Entering a Runway Without Authorization @ FLG

Comm/CFI Pilot

Flagstaff Airport (FLG)

A Mooney Departed Runway 21 without ATC authorization. **A Brasher warning was issued by Phoenix Approach.**



**8 FAILURES TO FOLLOW ATC
INSTRUCTIONS
4 BRASHERS**

7/18 Not Complying with ATC Instructions @ IWA

Student Pilot

Mesa Gateway Airport (IWA)

A Piper turned in front of traffic they were assigned to follow.

7/24 Not Complying with ATC Instructions @ IWA

Comm/CFI Pilot

Mesa Gateway Airport (IWA)

A Piper Cherokee was assigned to "fly straight out," however the Piper turned left without authorization.

7/24 Not Complying with ATC Instructions (NORDO) @ IWA

Unknown Pilot Certification

Mesa Gateway Airport (IWA)

An Air Ambulance Helicopter was inbound to IWA for pattern work on a taxiway and was instructed to make left traffic for the taxiway and was then instructed to contact the tower on 124.75. The helicopter never checked in on the frequency and landed on the taxiway without acknowledging the towers option clearance. Attempts to contact them were made through several primary radio on frequencies, a backup radio frequency, the emergency frequency, and a light gun. No acknowledgement was received. The helicopter departed the taxiway into the pattern, and after being airborne they were able to establish communications on 124.75. **A Brasher was issued.**

8/1 Not Complying with ATC Instructions @ IWA

Comm/CFI Pilot

Mesa Gateway Airport (IWA)

The Cessna was instructed to follow traffic to their left, and taxi to the ramp with a good read back. The Cessna cut off the traffic they were instructed to follow and not complying with ATC instructions. **Ground Control issued the Brasher warning.**

8/2 Not Complying with ATC Instructions @ FFZ

Student Pilot

Mesa Falcon Field (FFZ)

The Cessna, reported inbound from the east with Runway 22 in use. The controller issued instructions for the aircraft to enter a midfield downwind. As the Cessna approached the airport, it began to turn toward the crosswind leg, conflicting with a Piper aircraft on the left crosswind for 22L. The controller promptly corrected the pilot, instructing them to follow the Piper, and join the downwind. The Cessna then turned left toward another Piper on the upwind leg, prompting the controller to issue a traffic alert. The controller again corrected the aircraft's path. The Cessna continued to fly at an unusually low altitude and followed an incorrect traffic pattern. After multiple missed approaches, the pilot successfully landed the aircraft. **A Brasher was issued by Ground Control.**

8/2 Not Complying with ATC Instructions @ DVT

Unknown Pilot Certification

Phoenix Deer Valley (DVT)

The Mooney landed, and taxied clear of the runway, and was issued instructions to taxi to ramp 6, and the read back was correct. However, the pilot continued on a taxiway and conflicted with Piper Cherokee.

8/4 Not Complying with ATC Instructions @ IWA

Private Pilot Certification

Mesa Gateway Airport (IWA)

The Cirrus vacated the runway and contacted ground control for taxi instructions. Ground control provided a taxiway clearance to the FBO. However, the Cirrus taxied straight ahead through a paved infield, nonmovement area. Ground control then re-issued the taxi instructions to the FBO.

8/6 Not Complying with ATC Instructions @ Tucson TRACON (U90)

Unknown Pilot Certification

Tucson TRACON (U90)

A flight of 4 F16's, while on a downwind, had one element fly southeast bound and departed the Tucson Class C Airspace without notifying ATC. **A Brasher was issued by the Tucson Tower.**



2 Surface Incidents 1 Brasher

7/23 Taxi on a Taxiway Without a Clearance

Unknown Pilot Certification

Mesa Gateway Airport (IWA)

The military helicopter was instructed by the tower controller to exit the runway, transition to ground taxi, and contact ground control. The helicopter was observed taxiing on a taxiway without authorization, and another aircraft was stopped to avoid a conflict. **Ground Control issued a Brasher to the helicopter when it came over to their frequency.**

8/12 Took Off on a Taxiway Without a Clearance (Covered in Accidents)

ATP/CFI Pilot

Near Phoenix Goodyear Airport (GYR)

The Pitts S-1T departed from Goodyear on a taxiway without contacting ATC. The pilot didn't have a headset, and the transponder was turned off after takeoff. After the crash, concerns were expressed about the pilot's mental state. There was one hour fuel on board, and the ensuing crash was near Goodyear airport. There were very few details provided concerning the crash, which was presumed to be a suicide.



2 TFR Deviations 1 Brasher



7/7 Entering a TFR without Approval

Private Pilot

Albuquerque Center (ZAB)

The Cessna called an Albuquerque Center Controller for VFR flight following at 9,500 ft while inside the LUCY Canyon TFR which was active from 12,000 ft. and below, per a current NOTAM. Violation of the TFR happened 15 miles southwest of Show Low Regional Airport. **A BRASHER WARNING was issued.**

7/22 Entering a TFR without Approval

ATP Pilot

Near Payson

The Lancair flew through the Billy Fire TFR without coordination or approval. The event happened southwest of Show Low, and 32 NM southeast of Payson. **A BRASHER WARNING was not issued because the aircraft was not in communication with ATC.**



1 Wrong Surface Landing 0 Brashers

7/26 Landing on an Unapproved Surface

Private Pilot

Out of California

Gila Bend AF AUX (GXF)

The aircraft did NOT have a medical or mechanical emergency, but the pilot indicated they were looking for the Gila Bend Municipal Airport, and fuel. The Gila Bend Municipal Airport Manager was notified by USAF personnel. The pilot completed the required DD Form 2402 (Civil Aircraft Hold Harmless Agreement), and their statement of events. At the time of the event the Control Tower at GXF was not open.



2 Vehicle / Person Incident 0 Brasher

7/27 Vehicle or Pedestrian in Unauthorized Area

No Pilot Information Required

Phoenix Sky Harbor (PHX)

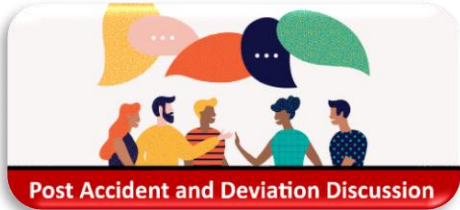
A vehicle exited an airline hangar, crossed a taxiway, and proceeded on a taxiway without contacting ATC for a clearance.

8/2 Vehicle or Pedestrian in Unauthorized Area

No Pilot Information Required

Phoenix Sky Harbor (PHX)

A vehicle entered the movement area without authorization.



Cary Grant: ATC can clear you to take off though a Diverse Vector Area. It is up to the Pilot to make sure they can maintain the climb requirements in that Diverse Vector Area and maintain terrain clearance.

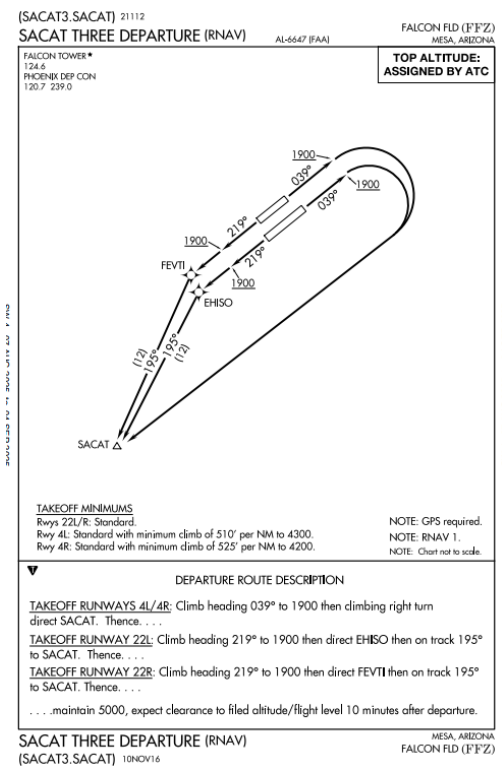
Note: A Diverse Vector Area (DVA) is a designated airspace where Air Traffic Control (ATC) can provide random radar vectors to an aircraft during an uninterrupted climb from the departure runway until it is above the Minimum Vectoring Altitude (MVA). DVAs allow for more flexible and efficient departures by providing obstacle clearance in lieu of a published [Obstacle Departure Procedure \(ODP\)](#), which would require a specific ground track. Pilots are expected to maintain a standard 200 feet per nautical mile climb gradient unless a higher one is published, and ATC assumes responsibility for terrain and obstacle clearance within the DVA.

Cary Grant: Aircraft that are flying IFR and on a SID, can get a reroute and get cleared the same SID, but with a different transition. There have been a number of deviations because of this.

David Kitts: Reference SACAT departures. One involved an Arizona Air National Guard plane. will talk with the Air National Guard.

Craig Tompkins: An FAA inspector found a problem with how it is charted. Changes need to be made to SACAT departures. SACAT is not a fly over waypoint, it's a flyby waypoint. So, fast airplanes are starting their turn a lot earlier than ATC expects them to. That puts them in conflict with PHX traffic.

Cary Grant: TFR Violation, where the pilot was flight following with Albuquerque Center, there is a radio coverage problem in that area (around Show Low). Center may try to warn you, but you may be out of radio coverage.





Old Business



2025 Banquet photos are available at <https://photosgranted.zenfolio.com/asag25>
Also see <https://asagaz.org/> (scroll down)



Lee Unger, Cary Grant, Jim Anderson, and Brian Stamper, PhD

Lee Unger: We are waiting for a response from the FCC. (Still under consideration). Filing details are available at: <https://www.fcc.gov/ecfs/filing/status/detail/confirmation/202411243058128095>



Lee Unger invited Mike Jesch, the Chairman of the Southern California Airspace Users Working Group, to give the SCAUWG Report.

Mike Jesch:

1. Make sure you use the current edition of the Tower enroute control routing. Make sure you use the current route, dated August 7.
2. Starting July 7, Van Nuys (VNY), will begin a Traffic Pattern Altitude (TPA) reduction

test program for the East TPA, which is between Van Nuys and Burbank. The first 90 days of the test, they will reduce the TPA altitude by 100'. Then, there will be another 90-day period where they will reduce the altitude another 100 feet. This is an effort to reduce RAs (an Airborne Collision Avoidance System (ACAS) warns a pilot to maneuver to avoid a collision with another aircraft with a Resolution Advisory (RAs). Jets going into Burbank are passing 600' above VNY's pattern altitude, which is right at the RA triggering altitude.

3. A discussion process is starting as they attempt to change Class Charlie Airspace at Ontario.

Lee Unger: Upcoming Henderson KHND RSAT was noted by Michael Williamson, long time SCAUWG officer and frequent user of HND, was also in attendance at the HND RSAT, along with Sonny Durante and Lee Unger.

Runups at Henderson, Nevada (HND): Because of the airport layout, runups should be done in the non-movement area. **Suggested Action Item or Items:**

The Airport Manager should put the information about where to do runups, along with the phone number for ATIS in the Chart Supplement.

The Tower Manager should put the info on the ATIS and write a Letter to Airmen (LTA) for NOTAMs with runup area information, and the responsible party should add the information to the AWOS.

This information will help in preflight planning and hopefully reduce runway incursions.

It was noted once again that Terri Wolcott is dearly missed as FAAS Team Program Manager.

News from Southern California and more can be found here <https://scauwg.org/>



Galen Beem (AVQ Superintendent), Tito Sanchez, Sonny Durante & Lee Unger

Tito Sanchez: Completion date for tower is now 2028. Galen is trying to get it done earlier. Environmental studies are all done. Now, they are working on the design and getting the money to hire the contractors as they prepare for the construction of the tower.



Cary Grant: We have a letter to Senator Farnsworth proposing to prohibit the use of ADS-B for fee collection, and stopping the State's sweeping of funds intended for aviation.



John Keith: Just the usual cat calls. He has reached out to a school to stop this.

Jim Timm: Pilots call, "I'm at Casa." Instead, they should use Casa Grande.



Congratulations to Brian Stamper, Ph.D.

Brian is a new Certified Flight Instructor! As most of you know, Brian is active as a FAASteam Representative, WINGSPRO, DronePRO, team member of Aviation Safety Advisory Group of Arizona (ASAG) Video Workgroup and more. Brian is also the author of several aviation safety products, including *KRYN Ryan Airfield Recommended NW Entries* https://www.faasafety.gov/files/events/WP/WP07/2023/WP07124011/KRYN_NW_entry_procedures_stand_alone_230510_.pdf and *Greater Tucson Practice Areas*

https://www.faasafety.gov/files/notices/2018/Nov/Tucson_Practice_Areas.pdf as seen on Arizona Flight Training

Workgroup overlays.

Brian also has experience in aeronautical decision making, and the use of systems in instrument flying. He is knowledgeable about airplane construction techniques, and technology of air frames. An optical engineer by trade, with a Ph.D. in Optical Sciences, MS in Mechanical Engineering, and a BS in Optics, Brian is making the switch to a career in aviation! Please let Brian know if you have employment opportunities, you may reach Brian at brianstamper@mac.com



Pilot Counseling – Bob Holliday, ASAG's Chaplain

Keep in prayers students and family in Minneapolis where some kids were killed inside the Church. Good news, we are making a lot of progress where the FAA and legislature have begun to see the benefit of improving mental health. The New Mental Health in Aviation Act was passed.

See: <https://www.aopa.org/news-and-media/all-news/2025/june/11/pr-aopa-commends-house-committee-passage-of-the-mental-health-in-aviation-act#:~:text=The%20Aircraft%20Owners%20and%20Pilots%20Association%20%28AOPA%29%20commended,mental%20health%20is%20addressed%20in%20the%20aviation%20community.>

I'm available.

Cary Grant: Bob's email has been hacked. If you receive an email from me, ensure that it's really my email, pastorbobh@comcast.net. As your Chaplain, if anyone would like to contact me to confidentially discuss any personal issues, you can email me at pastorbobh@comcast.net



[Lee Unger, Eric Fahrner & Craig Tompkins](#)

Lee Unger: Find next meeting <https://aftw.org/next-meeting/>

The next AFTW meeting is Sep 9 at 4:00 pm local.

Meeting Minutes: <https://aftw.org/category/meetings/minutes/>

Thanks to Brent Crow for initiating and leading the Safety Summit project, the date is yet to be determined.



Cary Grant: AFTW is still working on the Approach Guide for how and when pilots should make approaches around the state. The Approach Guide is for best practices for approaches around the valley, such as the best time get an approach. If you have any of that nice to know information, send it to **Cary Grant**, arizonasag@gmail.com and he can add it to the Handbook. **CLICK ON this link:**

https://docs.google.com/document/d/18Jpf9d9g-THIsu2Yg7IRcdxkq7D_D5DrXoljNBT34Q/edit?tab=t.0 for the Recommended Procedures for Practice Instrument Approaches in the Phoenix Area Google Doc, (Work

in Progress). **If you know people in the flight schools, please get the word out.**

If you are willing to volunteer to help with this project, email Jim Pitman JimPitman@gmail.com



[Lee Unger, Cary Grant & Jim Timm](#)

Lee Unger: It is now in the hands of the FAA. You can comment until 19 Sep 2025. The Military proposes to lower some MOAs to 500 AGL and Tombstone MOA down to 100" AGL. Everyone is highly encouraged to submit their own comments. **See page 5 for more information.**



[Jim Anderson & Lee Unger](#)

Cary Grant: Lee and Jim Anderson, we need to get together for Video updates.

Cary Grant: The Sedona airport has made some changes to some of the approach names that we referenced in our video. Therefore, the Sedona video needs to be refreshed.

John Varljen: We need a video for the Payson Straight In GPS approach.

The ASAG videos may be viewed on ASAG's YouTube channel

https://www.youtube.com/results?search_query=aviation+safety+advisory+group and on

<https://asagaz.org/>

From the Flight Deck Videos Currently Available for Arizona Airports:

Grand Canyon (GCN) <https://youtu.be/db8n0fuBwJE?si=RZoZG7DQmByTFWG2> & <https://www.faa.gov/gcn>

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>

Due to construction, the **Tucson** video has been removed

Chandler Airport (CHD) <https://youtu.be/lvMF-jFDDhM> & <https://www.faa.gov/CHD>



Lee Unger

It is a fluid situation. No Updates. For Tucson International Airport (TUS) Long-Term Airfield Changes, click on <https://www.faa.gov/tus> "Check the NOTAMs and listen to ATIS closely for closed surfaces and other pertinent operational information."

Check KTUS NOTAMS here: <https://notams.aim.faa.gov/notamSearch/disclaimer.html>
See [KTUS Airfield Safety Enhancement](#)



New Business



The 2026 Banquet

Doors open at 5:00 pm.

Banquet starts at 6:00 pm.

Phoenix Airport Hilton, 2435 S 4th St., Phoenix, AZ



Craig Tompkins and Ernie Copeland: No FAASafety Manager in the Las Vegas FSDO. Therefore, the top northwest quarter of our state is not being represented.



Ernie Copeland: Portable Reduced Oxygen Training Enclosure (PROTE) in Goodyear, Nov 2026. The 2025 PROTE was a great success. We rely on volunteers to do this, and Ernie presented (visually) Certificates of Appreciation for John Keith, Jim Anderson and Cary Grant.



Cary Grant: General Aviation Awards window opened Aug 1. You can now nominate.

Monthly Meeting WINGS Credit – Alexander Peña



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!



Arizona Pilots Association monthly newsletter

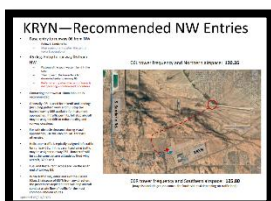
<https://azpilots.org/pilot-info/newsletters>



Northeast Phoenix No Maneuver Zone poster

by Bob Mittelstaedt. Download at: [7/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://azpilots.org/pilot-info/newsletters) or ASAG's website <https://asagaz.org/posters-campaigns>

Please print and share the flyer at your airport and publish the link in your print products and on social media.



Ryan Airfield Recommended NW Entries, by Brian L. Stamper, PhD, FAASTeam

Representative. <https://aftw.org/kryn-operations/> &

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



"Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)" by ***Sonny Durante*** and the Parachute Operations Safety Workgroup, directed by ***Dr. Thomas Cowan***.

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

This document may be used as a template for a flight planning document for other non-towered airports that have parachute operations.



Greater Tucson Practice Areas (TUS, AVQ & RYN) by Brian Stamper, PhD

https://www.faasafety.gov/files/notices/2018/Nov/Tucson_Practice_Areas.pdf



VMC & IMC CLUB MEETINGS – Alex Peña: Their next meeting is **Sep 9, 2025**. VMC begins at 6:30 pm and the IMC Club meeting follows. [Chandler Municipal Airport Terminal Meeting Room, 2380 S Stinson Way, Chandler, AZ 85286](https://www.chandleraz.gov/2025/09/09/vmc-imc-club-meetings) Look for the SPANS on www.FAASAFETY.gov



Look for the RSAT Meeting SPANS for on www.FAASAFETY.gov



AFTW's website: <https://aftw.org/>

Arizona Flight Training Workgroup AFTW

Find next meeting <https://aftw.org/next-meeting/>

Tuesday, September 9, 2025 04:00 PM MST (2300 GMT)

Meeting Minutes <https://aftw.org/category/meetings/minutes/>

Thanks to Jim Pitman for "Arizona Flight Training Workgroup (AFTW) Pilot Brief" linked here <https://aftw.org/brief>

Please share this information with all Pilots, including Instructors, DPEs and Flight Schools who operate in Arizona. Please join us at AFTW meetings. Everyone interested in improving flight training safety in Arizona is invited to participate.

Meetings are held via Zoom on the **2nd Tuesday at 4:00pm every other month (odd months, Jan, Mar, May, Jul, Sep, Nov)**.

Click [HERE](#) to register for one or more future meetings.

You can access previous meeting recordings and minutes [HERE](#).



Phoenix 99's meet the 2nd Wednesday of each month (except June and July) at [Jackson Jet Center](#), (formerly Swift Aviation), located at [2710 E. Old Tower Road](#) on the South side of Sky Harbor Airport. Website at <https://phx99s.org/> **Reference: Karen Hausteen**

ASAG's next meeting will be **Sep 17 (3rd Wednesday in August)**, at **12:00 noon, MST (Arizona time)**.

Click on this Link to Register in advance for the September meeting:
https://faavideo.zoomgov.com/meeting/register/1yAipp-lQiy0cQm_cxTiRQ



Motion to adjourn: **Jim Price**.

Bob Holliday seconded the motion.

The meeting ended at **2:43** pm.

ASAG's email arizonasag@gmail.com

ASAG Officers



Cary Grant, Pres Rich Lee, VP Jim Anderson, Treas Jim Price, Sec