



MEETING MINUTES

<https://asagaz.org>

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



Mar 18, 2026

66 attended:

480-706-1916, 602-768-7434, Abraham Blattstein, Alexander Kocksch, Alexander Peña, **Andrew Bresler**, Andrew Taussig, Bob Katz, Bob Mittelstaedt, Brian Harrison, Brian Stamper, Cal Droke, Carter Teeters, Cary Grant, Chris Nugent, Christian Locher, Christine Perry, Dan Morgan, Daniel Moroz, David Kitts, DeWitt Gibson, Ed Faron, Edward Daror, **Emily Meldrum**, Ernest Copeland, Ethan McQuown, Gary Palmer, George Hamaty, Gregg Schmillen, Ivan Manoogian, James Price, James Timm, Jeetendra Naidu, James Anderson, Jill Gallo, John Cirino, John Varljen, Karen Hausteen, Kenneth Winter, **Kevin McPhillips**, Lawrence Wippman, Lee Unger, Mark Giannini, Mike Little, Mitchell Raab, Neil Davison, Paul Rowley, Phil Corbell, Phillip Jossi, Richard Lee, Robert Bullock, Rolf Dammrau, Ron Dziagwa, Ron Erkens, **Ronald Gasser**, Russ Jones, Savannah Ivanitski, **Scott Murphy**, Sonny Durante, Timothy Marshall, Tito Sanchez, **Tony Marshbank**, & Tyler Rothlisberger.

**Welcome
to our 6
first time
attendees!**

Cary Grant, ASAG President:

Cary Grant welcomed the members. He 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

Site Visitors
349
+ 68 (last 7 days)

Social Views
29
+ 3 (last 7 days)

Performance Score
90



ASAG's Website:

3,270

Visits in the Past 12 Months

The illustration depicts a business analysis scene. A woman in an orange shirt sits on a stack of books, working on a laptop. A man in a suit stands next to a large computer monitor, holding a magnifying glass over a bar chart on the screen. The monitor also displays a line graph with an upward arrow. Surrounding the monitor are various icons: a globe, a calendar showing '12 Mo.', a pie chart, and a paper airplane. The background features a stylized cityscape and clouds.



Jim Anderson, ASAG Treasurer



Treasurer's Report

Aviation Safety Advisory Group of Arizona
 General Membership Meeting
 For the period February 1st, 2026 to February 28th, 2026

Income

Fundraising

50/50 Raffle	\$450.00
Fundraising Event	\$1,913.33
Silent Auction	\$1,043.26

Total Income

\$3,406.59

Expenditures

Administrative and Operations

Miscellaneous	\$126.77
Printing and Reproduction	\$206.59
AZ Corp Comm Fees	\$10.00

Fundraising (Ways and Means)

Fundraising Event	\$9,520.73
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Programs

Trophies	\$380.80
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Total Expenditures

\$10,244.89
 (\$6,838.30)

Opening balance as of February 1st, 2026:

\$22,938.35

Balance on hand as of February 28th, 2026:

\$16,100.05

Aviation SAfety Advisory Group of Arizona

\$16,100.05

James B Anderson

Treasurer's Signature

2025 Tax forms filed
 ACC Filing completed
 Current bank balance is \$21,092.27



The money in the bank pays

for: ASAG’s website, AFTW’s website, our annual Banquet, and for sponsoring various events and training. Also, if and when FAASTeam Training is held live at the Scottsdale FSDO, we pay for lunch.



David Kitts moved to accept Jim Anderson’s ***March 2026*** Treasurer’s Report.

Phil Corbell seconded the motion.

The members unanimously accepted the ***March 2026*** Treasurer’s Report.



Jim Price, ASAG Secretary

February Meeting Minutes



Ed Daror moved to accept the ***February 2026*** meeting minutes

Paul Rowley seconded the motion.

The members unanimously accepted the ***February 2026*** Minutes.

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

Updates from Community Representatives



[Major Shannon Smith, Luke AFB Chief of Flight Safety](#)

Unable to attend. (Deployed)

[Cory Geffre/Jake Helms, Scott Woodworth, Pima County Sheriff's Department, Aviation Jim Kennedy, Scott Joy, Jason Kaufman:](#)

Mitigating Laser Strikes and Drone Interference



Scott Woodworth: Unable to attend

Cary assisted in a Laser Strike report with Morgan Lowe. Our laser trend is going down, but we still have Laser attacks.

Ernie Copeland: 2026 Laser Strikes: As of Mar 17, there have been **247** Strikes. Most occurred in the Phoenix and Tucson areas.



KOLD interview with **Cary Grant**, Mar. 28, 2025 <https://www.kold.com/2025/03/29/arizona-ranked-sixth-nation-laser-strikes/>

KOLD interview with **Deputy Scott Woodworth**, Sep. 3, 2025

<https://www.kold.com/2025/09/04/record-number-laser-strikes-2025-southern-arizona/>

KOLD's Morgan Loew and Cary Grant demonstrate how Laser Strikes look in the cockpit: Feb. 4, 2024

<https://www.azfamily.com/2024/02/05/laser-strikes-aircraft-over-arizona-track-double/>

See *Preventing Laser Strikes on Aircraft* <https://www.fbi.gov/news/stories/preventing-laser-strikes-on-aircraft>



Ways for Pilots to Report Laser Incidents – Cary Grant:

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

1. Hit the transponder identification button as soon as pilots are aware of being Lased. This will mark the plane's position on the air traffic controller's radar scope, which may help law enforcement triangulate where the laser light is originating from.

2. Verbally alert ATC of the attack using the phrase "laser attack," including direction and location of the laser source, beam color and length of exposure (flash, pulsed or perceived intentional tracking).

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

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

- [Report a Laser Incident](https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident) at https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident - or -
- You can download and complete the [FAA Laser Beam Exposure Questionnaire](#) (PDF) from your personal computer. Completed questionnaires can be saved and attached to an email to laserreports@faa.gov, or can be printed and faxed to the Washington Operations Control Center Complex (WOCC) — (202) 267-5289 Attn: Domestic Events Network (DEN)

If a member of the public witnesses an individual aiming a laser at an aircraft, they should send an e-mail to laserreports@faa.gov and include the following: 1) Your name and contact information. 2) Date and time you witnessed the laser incident.

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

When you file a Laser Strike report, you will be asked if the strike had an effect on your performance as a pilot during the flight. **You need to answer "Yes."** If you report "No," then a regulatory violation did not occur, and your Laser Strike report will not be investigated by the FAA.



CW5 Chris Hammond & Gary Jones

Unable to attend

Cary Grant: Please treat Picacho as if it were Class Delta. CTAF: 126.2





91.126 Operating on or in the vicinity of an airport in Class G airspace.

<https://www.ecfr.gov/current/title-14/section-91.126>

(d) **Communications with control towers.** Unless otherwise authorized or required by ATC, no person may operate an aircraft to, from, though, or on an airport having an operational control tower unless two-way radio communications are maintained between that aircraft and the control tower.

Class Delta airspace is usually 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 \(P50\) Phoenix TRACON, Bryan Eckenrode \(U90\) Tucson TRACON](#)

Unable to attend



Cary Grant: See <https://www.faa.gov> for the SPANS for Operation Raincheck tour dates.

The seminars start at 1800, and **they fill up fast!**



[Increasing Chandler's Delta altitude and increasing the area of Gateway's Delta Airspace.](#)

Chris Nugent: No news. Comments were closed on Feb 2, 2026. All comments were against the proposal and there were no



comments to support the proposal.

P08 (Coolidge) and 1A20 (Bishop) – Tom Cowan & Justin Hodge:

Both were unable to attend

Cary Grant: We have been busy educating AeroGuard about the Jump Activity. During that Seminar, Justin Hodge spoke about an event at Eloy, where a pilot flew through the freefall area. It was the closest “close call” that Justin has seen, and it was captured on video.

When using apps like ForeFlight and Garmin Pilot, please fly with

NOTAMs, TFRs and

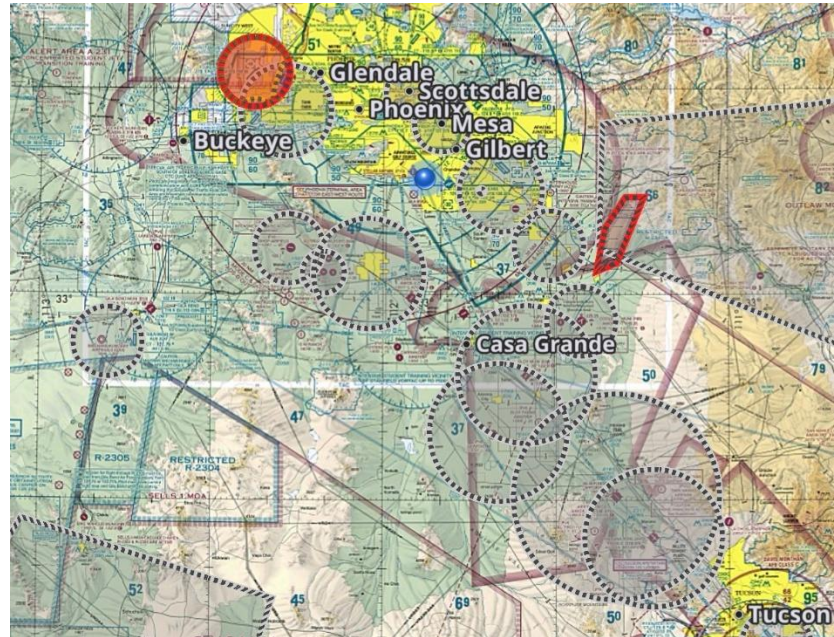


Traffic ON. Also, the slider to “**Hide Distance Traffic,**” needs to be in the OFF position, because if it is ON, you may not see the Jump Aircraft in the distance. Please use Flight Following because the jump operators are all in contact with Air Traffic Control, whether it’s Tucson Approach, Phoenix Approach or Albuquerque Center. We

recommend that you listen to the Common Traffic Advisory (CTAF), the

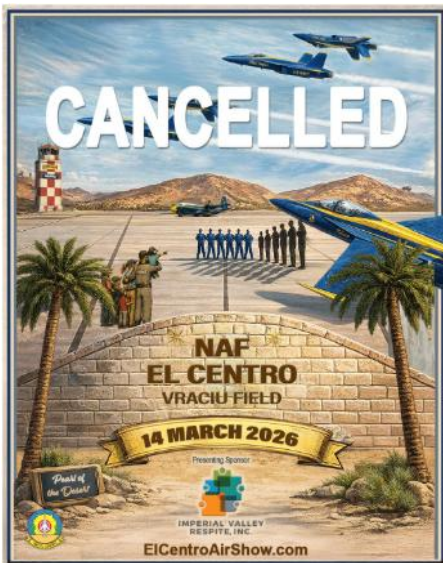
Practice Area Frequency and the ATIS/AWOS for the airport that you are flying over.

If you see the Jump symbol on your sectional chart, fly downwind of that symbol. The jumpers will jump from the aircraft on the upwind side of the drop zone, and they will be drifting with the wind towards the Jump symbol.

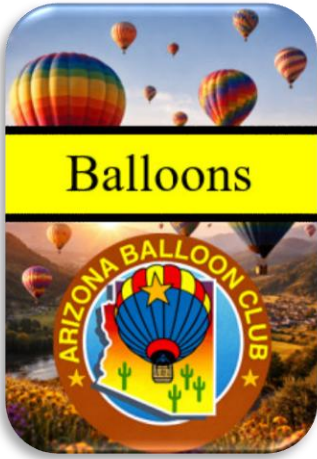


The Jump Aircraft call signs are Sherpa (P08 and Bishop), Shady (AVQ), Jump (E60 and Sawtooth, which is west of Picacho ARNG in the southern part of our South Practice area). Jumpers also train at night, so be careful.

Elevated Security Protocol



Russ Jones (Yuma): The War in the Middle East has elevated the Security Protocol required at Military Bases. Recently, NAF El Centro was unable to meet the required security protocol and so the Blue Angels who were scheduled to fly at the El Centro event on March 14, instead had their demonstration at Yuma MCAS. (Yuma has the required heightened security protocol). NAF El Centro bused spectators to Yuma MCAS for the Blue Angels show, and then back to NAF El Centro.



Neil Davison and Christine Perry

Neil Davison: Our monthly meeting was good. We are flying as much as we can before it gets too hot.

Christine Perry: To avoid the extreme heat, commercial operators are flying in the early morning and not in the afternoon.



Mark Gianni, North American Trainer Association (NATA) Coordinator & Formation Clinic Lead, <https://flynata.org/>



We lost one of our most active and critical members, Dean "Frito" Friedt, who recently suffered a fatal heart attack. He is a big loss for Redstar, both in expertise and instruction.



Fairfax O'Riley:
Unable to attend



Michael Rutledge & Hunter Wall:

Unable to attend

Cary Grant:

Reference Ag and Fire Support, make sure you have TFRs ON/enabled on your map (ForeFlight or



Garmin Pilot), because TFRs can pop up any time, especially in the Summer.

Jim Price was flying to Utah. He dutifully had TFRs enabled on ForeFlight and was using flight following. The Salt Lake Center controller advised him of an active TFR ahead. The TFR had not yet been displayed on ForeFlight, but thankfully, the controller vectored him and saved the day.

Cary Grant: There are usually search and rescue operations that take place over the Grape Vine Airstrip, and I know that APA has a Grape Vine fly-in this weekend.

Chris Nugent: The folks at Davis Monthan will call us and let us know if they will be practicing in that area. If you are flying to Grape Vine Airstrip, look at APA's FaceBook page. It is the only place where Grapevine NOTAMs will be displayed. (<https://www.facebook.com/search/top?q=arizona%20pilot%27s%20association>).



THE HUGHES APP

Cary Grant: The Hughes app will let you include a slack line overlay.

David Kitts said it's a little clunky, but it will improve over time. It's **FREE**.

Cary Grant: In Arizona, there are over two dozen slack lines. You are highly encouraged to download app.

ASAG Accident and Deviation Report



Mid-FEB 2026 through Mid-MAR 2026



The following are the reports of aviation accidents that have occurred in Arizona from mid-February through mid-March.

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 a similar occurrence.

The Accident/Incident report is a bit short and limited in content this time, and there were only six accidents reported, and fortunately we didn't have any fatalities reported.

In continuing with the expanded scope of this report, we're using information from the Aviation Safety Network (ASN), NTSB, and APA Members. Hopefully, the information from these sources will suit our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

2/21 Cessna 177B Cardinal, UNKNOWN CIRCUMSTANCES

near Rocky Junction, AZ (San Carlos Reservation, East of Globe)



Source: ASN

Injuries: **2 Minor Injuries**

Pilot Certification: **Unknown**

The aircraft crashed under unknown circumstances. Minor injuries.

2/21 Ryan Navion A, EMERGENCY LANDING - ENGINE ISSUES

near Parker, AZ



Source: ASN

Injuries: **1 Uninjured**

Pilot Certification: **Unknown**

The airplane made an emergency landing at an abandoned racetrack due to engine issues.

2/26 Remos GX, **HARD LANDING**

at Glendale Municipal Airport (GEU)



Source: ASN

Injuries: **1 Uninjured**

Pilot Certification: **Unknown**

A Remos aircraft made a hard landing at the Glendale Airport and incurred a propeller strike.

3/1 American Champion 8GCBC Denali Scout, **BECAME INVERTED DURING LANDING** at Sky Ranch at Carefree (18AZ)



Source: ASN

Injuries: **1 Minor Injury**

Pilot Certification: **Unknown**

The pilot applied too much brake on landing and became inverted.

3/2 Lindstrand 260 A, BALLOON HIT A SMALL HILL

at Casa Grande (CGZ)



Source: ASN

Injuries: **13 Uninjured** **1 Minor Injury**

Pilot Certification: **Unknown**

The hot air balloon contacted a hilltop and then landed safely in a field. The pilot and twelve passengers were not injured, and one passenger sustained minor injuries.

3/4 Piper PA-28-140 Cherokee, PARTIAL LOSS OF POWER

2 miles East of Phoenix Deer Valley Airport (DVT)



Source: ASN

Injuries: 2 Minor Injuries

Pilot Certification: Unknown

After departure from Deer Valley the aircraft climbed eastbound for 4 miles, and then abruptly turned left, and because of a partial loss of power initiated a descending track back towards the airport. The airplane hit the roof of a house and came to rest against a second house 2 miles east of the airport.

3/9 Denney Kitfox 4-12200 Classic IV, **CONTROLLED FLIGHT INTO TERRAIN** near Littlefield, AZ (between Mesquite, NV & St George, UT)



Source: ASN

Injuries: **2 Minor Injuries**

Pilot Certification: **Unknown**

The Kitfox light airplane departed Saint George Regional Airport (SGU) in Utah, and experienced a downdraft, and impacted terrain near Littlefield in Mohave County, AZ.

3/10 Cirrus TRAC20 G7 **ENGINE ISSUES** at San Manuel (NE of Oro Valley)



Source: ASN

Injuries: **1 Uninjured**

Pilot Certification: **Unknown**

A Cirrus SR20 (marketed as a TRAC20 model for flight schools) was enroute at 11,350 ft when the aircraft experienced engine issues. The pilot pulled the CAPS airframe parachute.



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

In the reporting period from February 15 through March 14 there were twelve deviations reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from Student Pilot through ATP, and there was one out of state pilot of the twelve deviations reported, and there was 1 Brasher issued.

Note: Most of these pilot deviations were resolved during a discussion between the controller, and the pilot at the time of the occurrence. However, a controller may issue a Brasher notification to a pilot when further FAA action will be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence, collect information, and their thoughts for their future interaction with FAA Flight Standards.



I wish pilots would get the message to be more careful in their flying. Perhaps 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 in Arizona.

I would certainly like to think that the information presented has been valuable to all 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, and don't be part of the problem. In summary, the general aviation deviations this reporting period are: 1 IFR Deviation No Brasher 1 Class Delta Airspace Deviation No Brasher 4 ATC Instructions No Brashers 4 Runway Incursions 1 Brasher 1 Surface Incident No Brasher 1 VFR Deviation Through Military class Delta No Brasher Because of time limitations details of the deviations this month are not provided.



Maj Gen Jack Brasher

“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 climb, with the First Officer at the controls, 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 and Captain Brasher was unaware that the FAA had any concern regarding altitude non-compliance. 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, this gives the airman the opportunity "...to make note of the occurrence and collect his or her thoughts for future coordination with Flight Standards regarding enforcement actions or operator training." The ability of the pilot to review the circumstances while still fresh in his or her minds, enables the pilot and Flight Standards to identify and mitigate risk that would otherwise remain hidden and possibly cause further problems in the NAS.



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

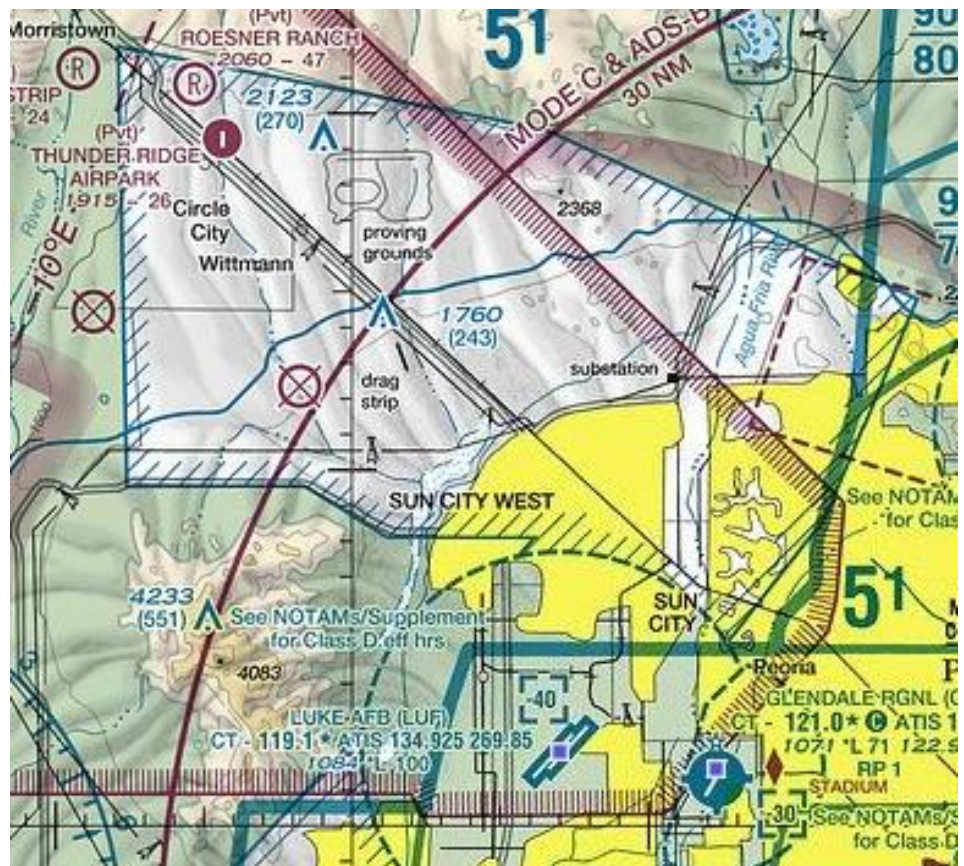
- 1 IFR Deviation No Brasher
- 1 Class Delta Airspace Deviation No Brasher
- 4 ATC Instructions No Brashers
- 4 Runway Incursions **1 Brasher**
- 1 Surface Incident No Brasher
- 1 VFR Deviation Through Military class Delta No Brasher



Because of time limitations, deviation details are not provided.



Cary Grant: Reference the VFR deviation involving the Luke Class Delta, the Luke SATR (Special Air Traffic Rule), is typically active during daylight hours, Monday through Friday, while pilot training is in progress. When active, VFR aircraft must establish two-way radio communication with Luke Radar Approach Control (RAPCON).





[Chris Nugent, Paul Rowley, Bob Holliday, David Kitts, Cary Grant, Jim Timm, Peter Troccoli, C J deVries, and Phil Corbell](#)

Chris Nugent, President of Arizona Pilot's Association (APA): We submitted a letter to City of Mesa on 3 Mar. We recommended that they defer the meetings and votes until they can establish an advisory board for FFZ. This will establish financial transparency and help people understand the math. Mesa City has over 20 advisory boards. We have not heard anything.

Paul Rowley: The vote to have Landing Fees will probably pass. If it does pass, this opens the door to the path of increasing landing

fees.

Cary Grant: The objective of Landing Fees is to reduce the amount of flight schools at Falcon Field (FFZ).

Chris Nugent: Deer Valley is also considering landing fees.

Gary Palmer: (SCAUWG, from Torrance, CA). Torrance originally planned to exempt aircraft owners and flight schools with 3 or less airplanes in their fleet. But after hearing it might be considered discriminatory, the city decided to charge everyone except Robinson; says that Robinson had their own pad and did not land on the runway.

Since Landing fees were instituted, Torrance has reduced traffic. The data shows the operations in 2025 are the lowest since they started capturing the number of operations in 1960 (see graphic below). This decrease in traffic has direct effect on the income of tower operators and could trigger a review of the need for tower operations. We currently do not fear that the airport will close. We are concerned that with the decrease in operations, Torrance's Tower might close.

See: <https://www.torranceca.gov/government/city-departments/general-services/torrance-airport/landing-fees>

Chris Nugent: Mesa plans to vote on Landing Fees **Monday, March 23rd** and then implement **Landing Fees on Friday, May 1**. Humanitarian, emergency, and civil air patrol flights will be exempt.

Gary Palmer (Torrance, CA): Vector manages landing fees for Torrance, this includes tacking and sending bills, collecting money, and forwarding the appropriate share to the city. Vector has made mistakes, but it has been reasonable, and when contacted, they send new bills for corrections. I have experienced corrections and a new bill arrives within about 2 weeks.

Detailed Torrance Data:

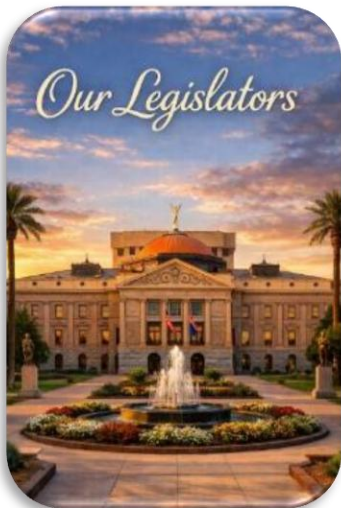
In 1962, the airport recorded its previous minimum of 98,154 operations; the total for 2025 was only 92,941. That represents a 79% reduction from the 1976 all-time maximum of 439,146 operations.

In 2024, Vector billed Torrance Airport customers a total of \$284,235 for landing fees and those customers paid Vector \$220,950. The City of Torrance received a total of \$172,342--61% of the amount billed by Vector.

In 2025, Vector billed Torrance Airport customers a total of \$282,882 for landing fees and those customers paid Vector \$229,903. The City of Torrance received a total of \$179,329--69% of the amount billed by Vector.

Bob Mittelstaedt: White Plains, NY has been charging landing fees. The situation is different for every airport.

Proposed Landing Fees		
• Based Fixed Wing Aircraft		
≤ 6,000 lbs. MLW	\$20.35	
> 6,000 lbs. MLW	\$3.40/1,000 lbs.	
• Itinerant Fixed Wing Aircraft		
≤ 6,000 lbs. MLW	\$24.35	
>6,000 lbs. MLW	\$4.10/1,000 lbs.	
• Based Rotorcraft, Drones, & eVTOL	\$12.60	
• Itinerant Rotorcraft, Drones, & eVTOL	\$17.60	



House Bill 2210

Chris Nugent: House Bill 2210, which would bar airports from using ADS-B to charge landing fees, passed in Committee on party lines. It passed in the Senate rules committee. It went on the calendar for Senate Consent debate to be held on Monday, March 23. There is more missionary work to be done to help legislators understand ADS-B and other things about aviation.

Cary Grant: If it does pass, there is a good chance that Governor Hobbs will NOT sign it. We need to make sure we have bipartisan support for this bill so it will have a good chance of being signed by Governor Hobbs.

The Florida Legislature has passed their anti-ADS-B bill. It is now on the Governor’s desk for signature.



The 2026 Banquet Photos are available for viewing at <https://photosgranted.zenfolio.com/asag26>

2026 Winners

Arizona CFI of the year – **Katie Stumble**

Arizona Maintenance Technician of the year – **Roger Whittier**

Arizona FAASTeam Representative of the year – **James Price**

Arizona ATC Communicator of the year – **Geoffrey Kusel** (RYN Tower)

Arizona Airport of the year – **Marana Airport** (AVQ).

Ruth Reinhold Award – **Dr. Sarah Nilsson** (Embry Riddle University) Presented by Arizona Pilots Association



Katie Stumble

Roger Whittier

James Price

Geoffrey Kusel

Marana Airport (AVQ)

Dr. Sarah Nilsson



Our CFI of the Year, Maintenance Technician of the Year and FAASTeam Representative of the Year were also District selectees, (Arizona and Nevada). Their names were then sent to compete at the National Level.

National Winners



Mike Kloch
2026 National CFI
of the Year



Roger Whittier
2026 National
AMT of the Year



Mike Jesch
2026 National
FAA Team Rep of

Mike Kloch is from Bend, OR. **Roger Whittier is from Phoenix, AZ.** Mike Jesch is from Orange, CA.



[Lee Unger, Cary Grant, Jim Anderson, Brian Stamper, PhD, and Stacy Elliot](#)

Lee Unger: The FCC's most recent request for clarification was received on March 17. Our workgroup has been working to clarify our request for four frequencies to be used for flight training operations in four quadrants in the Phoenix airspace, with Sky Harbor being the centerpoint.

Cary Grant's work at fine tuning the coordinates is greatly appreciated. **Stacy Elliot** plans to then recheck and depict the practice areas, within the coordinates, in a very helpful graphic.

We thank **Christine W. Parola**, Attorney Advisor, Mobility Division, Wireless Telecommunications Bureau who continues to be most helpful guiding us through this process. The workgroup is striving to submit our updated request in the near future.



Lee Unger & Mike Jesch (Southern California Airspace Users Work Group)

Changes to Ontario Airspace

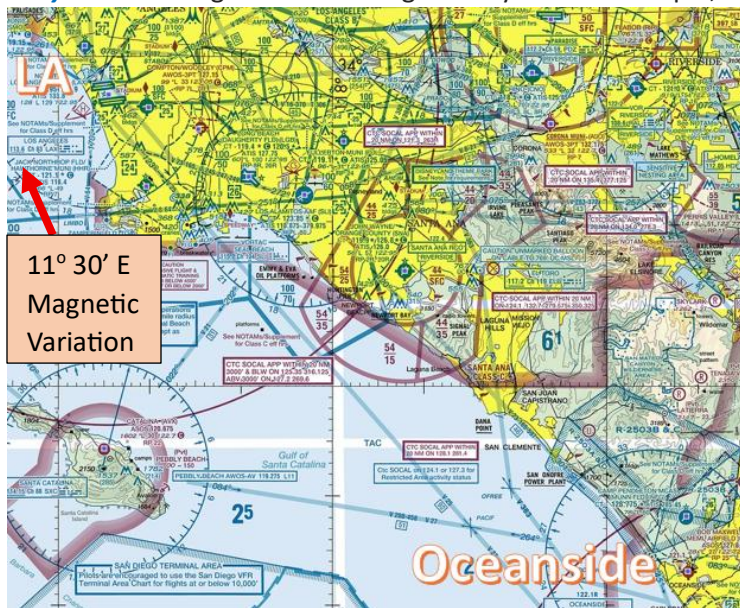
Gary Palmer: Changes to Ontario (ONT) Class C airspace are in the works. Cable Airport (CCB) is toward the North side and Chino (CNO) is toward the South of Ontario. They are both carved out of the Ontario's airspace. We are working

towards flattening out the top and bottom of Ontario's airspace so Chino can extend downwinds and Cable pilots are less nervous about Ontario's airspace. Chino has a Letter of Agreement (LOA) allowing them to use that corner of Ontario airspace, but not all pilots know about it, and this causes confusion. If the Ontario airspace removes that corner, then no Letters of Agreement are needed and pilots will be less confused and more comfortable flying extended downwinds. For the non-towered Cable Airport, there is no LOA and pilots worry about the NW corner of Ontario. Ontario understands that some pilots might infringe. Eliminating that corner would reduce stress and allow a more comfortable pattern at Cable.



The Magnetic Variation Line Changed Position

Gary Palmer: Mag Variation changed last year. For example, on the April 17, 2025 LA Sectional, the 11° 30' E Magnetic Variation Line passed directly through Oceanside Airport (OKB). Reference the June 12, 2025 LA Sectional, that same variation now passes directly through Los Angeles Airport (LAX). That's a difference of **68.5nm**.



If you use a magnetometer, it senses magnetic north but is unaware that magnetic north moves. Devices which use magnetic north for positioning include the isogonic lines in the database. Therefore, when the isogonic lines move, the database needs to be updated. I have spoken to Garmin about this and they said, "Yes, the GPS and related avionics like my G5 need to have the database updated." I asked about the update and Garmin told me that if I subscribe to updates, the changed variation will be automatically included in the appropriate database update. This is another reason to keep databases updated. I was cautioned that some

pilots don't keep their equipment updated, but they should.

Here is a live comparison of the LA Sectional showing the change in the isogonic line.

<https://chartaware.com/chartcompareapps/sec/#>



Lee Unger (Marana Airport Updates)

Tito Sanchez: People in the Marana Tower project are having a meeting March 20 to discuss tower construction. Construction should start soon. According to the airport manager Galen Beem, everything should be starting very soon. See website for Tower Construction timeline information at:

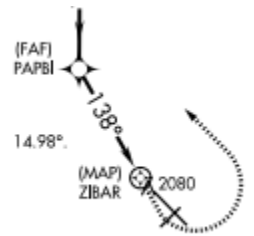
<https://www.maranaaz.gov/Departments/Airport>

Thank you **Sonny Durante and John Cramer** for your work respectively to implement and Host LiveATC at Marana Regional <http://liveatc.net>

As Brent Crow pointed out at the March AFTW meeting, LiveATC.net can also be used to teach pilots about the communications of parachute drop operations.

Tito Sanchez was able to get the FAA to change the RNAV (GPS) Rwy 12 missed approach procedure! Instead of a right turn out directly into the Drop Zone, it's now a Left turn out.

Important note, because of the angle of the approach, if you delay your missed approach, it will take you into the drop zone. Thank you, **Tito!**



John Keith

Unable to attend

Cary Grant: Don't fly along State Route 87 above 4,000 feet MSL because it puts you in Luke AFB's recovery zone.

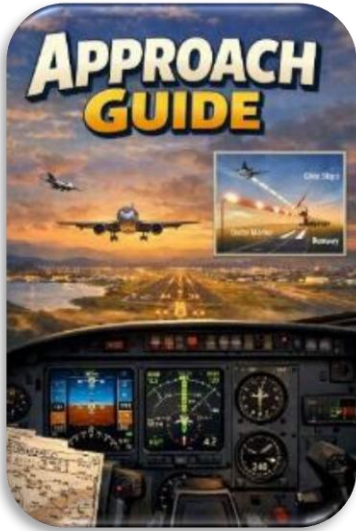
Pilot Counseling – Bob Holliday, ASAG's Chaplain

Bob Holliday:

As your Chaplain, If you have a prayer request, contact me. If anyone would like to contact me to confidentially discuss any personal issues, email me pastorbobh@comcast.net Bob Holliday.

Go to <https://www.faa.gov/pilot-mental-fitness> to access resources for CFIs with signs and symptoms of mental illness.

CLICK HERE to download Pastor Bob's "A Pilot's Prayer" (in PDF).



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-](https://docs.google.com/document/d/18Jpf9d9g-THlsu2Yg7lRcdxkq7D_D5DrXoljNBT34Q/edit?tab=t.0)

[THlsu2Yg7lRcdxkq7D_D5DrXoljNBT34Q/edit?tab=t.0](https://docs.google.com/document/d/18Jpf9d9g-THlsu2Yg7lRcdxkq7D_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



Jim Anderson (Lead); Cary Grant, Brian Stamper PhD, Scott Woodworth & Lee Unger

Cary Grant: We are still waiting for Brian Baker to provide a B-Roll on airspace issues.

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 Int'l (TUS) video has been removed

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



[Lee Unger](#)

You can find Tucson International Airport (TUS) long-Term Airfield Changes, including what the Air Traffic Control Tower wants you to know at <https://www.faa.gov/tus#collapse48026>

You can check the NOTAMs at <https://notams.aim.faa.gov/notamSearch/disclaimer.html>

Listen intently to ATIS for closed surfaces and other pertinent operational information.

Tucson International Airport website has been updated <https://flytucson.com/>

Tucson International's General Aviation page:

https://flytucson.com/airport_operations/general_aviation.php#collapse1080b0

The new runway is anticipated to open in 2026.



Cary Grant: Amazon package delivery in the Laveen area is robust. Drones should not be above 400' AGL. You can report a drone violation through Scottsdale FSDO. If you email the FSDO, the response will be faster: scottsdalefsdo@faa.gov



[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 Copeland and the late, dearly missed Craig Tompkins, for providing the Zoom attendance list which we use to provide WINGS credit.

NOTE: 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!



We now thank and welcome Brian Mehrtens, FAASafety Program Manager (Operations) for his anticipated involvement and contributions. Brian assumes his new job on March 22nd.

[About Brian Mehrtens](#)

Brian has been in aviation since the mid-eighties. He began his aviation career in the United States Air Force on February 1985 as an F-15 crew chief at Eglin AFB, FL. After his first term in the Air Force, Brian got his private pilot's certificate. In late 1999, Brian came to Arizona to continue training for his aviation Flying career. He started out at Westwind School of Aeronautics and later moved to the International Airline Training Academy (IATA) at Glendale.

In the summer of 2002, Brian moved to Pan Am International Flight Academy as an instructor. He left Pan International Flight Academy in 2006 to work as a corporate pilot at U-Haul, later moving back to the now renamed Trans Pac. Brian divided his time between flying for Trans Pac and corporate aviation until coming to the FAA in 2019.

While working as an Aviation Safety Inspector (ASI) at the Scottsdale FSDO, Brian was a Principal Operations Inspector for numerous Air Operators, was the Managing Specialist (MS) for the Designated Pilot Examiners (DPE), and the office's On-the-Job Program Manager.

Brian holds an ATP multi-engine certificate, a few type ratings, and commercial single privileges. He also holds a CFI, CFII, and a ground instructor certificate. Brian starts his position as the Operations FAA Safety Team Program Manager on **March 22nd, 2026**. He comes to the FAASTeam with a great deal of experience and even more enthusiasm!



ASAG's next meeting will be **April 15 (3rd Wednesday in April)**, at **12:00 noon, MST (Arizona time)**.

Register in advance for the April 15 meeting at:

<https://faavideo.zoomgov.com/meeting/register/vvYWRKoVTueN04sSKCcgFA>

After registering, you will receive a confirmation email containing information about joining the meeting. **If you don't receive an email confirmation, you may have misspelled your email address. Try again.**

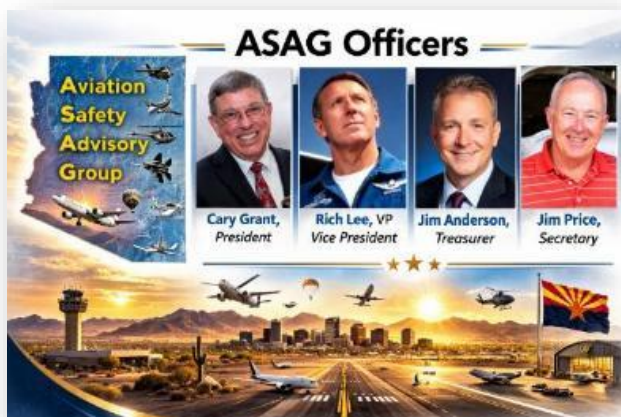
We will be using the FAA's Zoom account for the **April** meeting.

Motion to adjourn: **Jim Timm**.

Alexander Kocksch seconded the motion.

The meeting ended at **1:57** pm.

ASAG's email arizonasag@gmail.com



Lee Unger



Jim Timm



[Arizona Pilots Association Monthly Newsletter](#)



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



[Northeast Phoenix No Maneuver Zone poster](#) by Bob Mittelstaedt

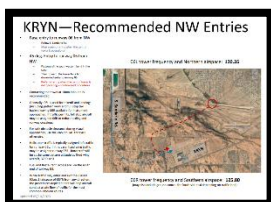
[https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE%20Phoenix%20No%20Maneuver%20Zone_05-18-24.pdf)

OR



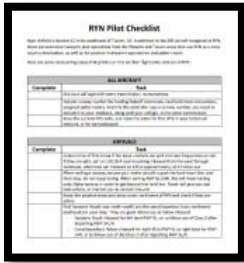
<https://asagaz.org/posters-campaigns>

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



[Ryan Airfield Recommended NW Entries](#) by Brian L. Stamer, PhD, FAASTeam Representative.

https://aftw.org/wp/wp-content/uploads/2024/08/RYN_NW_Entry_Procedures.pdf



[Ryan Pilot Checklist](#) by **Geoff Kusel**, Air Traffic Manager, Ryan Field Tower.

https://aftw.org/wp/wp-content/uploads/2024/08/RYN_Pilot_Checklist.pdf



[Greater Tucson Practice Areas \(TUS, AVQ & RYN\)](#) by

Brian Stamper, PhD

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



Pilot Controller Forum, Ryan Field, 1200-1400

2026 **Pilot Controller Forum** at RYN Airfield has been pushed back a week to March 25. The meeting will be held at Ryan airport in the conference room of the building adjacent to Richie's Cafe.

Come join us and get answers to your questions, and provide input on your concerns, with RYN tower, Tucson approach control, Scottsdale FSDO, Western Pacific Runway Safety, Arizona Flight Training Workgroup, FAASTeam, and the Tucson Airport Authority. There will be a Zoom link for a virtual option to follow up this email in the next few weeks in case you're not able to attend in person.



Marana Regional Airport KAVQ Aviation Safety Program – HYBRID starting at 10:00 Arizona

Airport & Tower Updates; Aviation Safety Advisory Group ASAG; Laser Risk and Reporting; Parachute Operation Safety

Galen Beem, Cary Grant, Ernest Copeland, Scott Woodworth, Dr. Thomas Cowan, Justin Hodge, Patrick Nikitenko.

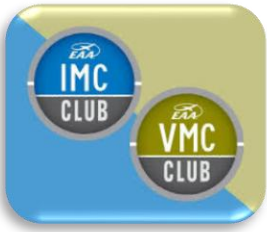
In person registration and Zoom information coming here asap

<https://www.faasafety.gov/SPANS/events/EventList.aspx>



FOR FUN - Phoenix 99S SPOT LANDING CONTEXT – Ak-Chin.

The Contest is open to all pilots.



VMC & IMC CLUB MEETINGS – Alex Peña: Their next meeting is **April 7, 2026**. VMC begins at 6:30 pm and the IMC Club meeting follows. Venue: [Chandler Municipal Airport Terminal Meeting Room, 2380 S Stinson Way, Chandler, AZ 85286](#)
Look for the SPANS on www.FAASAFETY.gov



The 99s 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 <https://phx99s.org/>
Reference: Karen Hausteen



Find next meeting <https://aftw.org/next-meeting/> Meetings are held via Zoom on the 2nd Tuesday at 4:00pm every other month (odd months). Next one will be in **May**.
Next AFTW meeting: **Tuesday May 12, 2025** 04:00 PM AZ (2300 GMT)
Meeting Minutes: <https://aftw.org/category/meetings/minutes/>

Arizona Flight Training Workgroup AFTW <https://aftw.org/>

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.

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



Falcon (FFZ) Apr 21: The meeting is scheduled from 11:00 to 12:00 and will be held at CAE at Falcon Field Airport Rooms 219 and 222. Please RSVP via email at Zachary.Boomsma@faa.gov. Include the name, organization, phone number, and email address of all who will be attending. If you have questions or need more information, please call 480-981-1367 ext. 7707 and/or email Zachary.Boomsma@faa.gov

Ryan (RYN) May 6

Mesa Gateway (IWA) June 6

Prescott (PRC) May 14

Phoenix (PHX) July 22

Flagstaff (FLG) May 29

Glendale (GEU) July 24

Bullhead City (IFP) June 9

Deer Valley (DVT) Aug 6