



MEETING MINUTES

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



<https://asagaz.org>

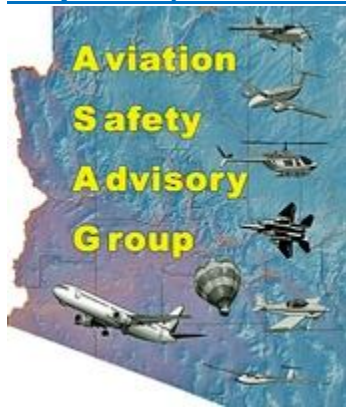
Apr 15, 2026

65 attended:

Abraham Blattstein, Alan LaFever, Alexander Kocksch, Andrew Norris, Androw Banda, **Anibal Aguirre**, Bob Katz, Bob Mittelstaedt, Brian Mehrstens, Carter Teeters, Cary Grant, **Chris Janes**, Chris Nugent, Christian Locher, Christine Perry, Dan Morgan, Dan Von Flue, Daniel Moroz, David Kitts, DeWitt Gibson, Douglas DiFrancesco, Edward Daror, Emily Meldrum, Ernest Copeland, Fairfax O'Riley, Felix Hernandez, Gull Saarup, Garrett Dauphars, Ivan Manoogian, James Price, James Timm, Jeetendra Naidu, James Anderson, Jill Gallo, John Cramer, John Santarossa, John Varljen, Karen Hausteen, Ken Enger, Kyle Cook, Lawrence Wippman, Lee Unger, Mike Jesch, Mike Little, Mike Mohle, Mitchell Raab, Ned Richer, Neil Davison, Phillip Jossi, Randell Meyer, Richard Lee, Robert Bullock, Ron Dziagwa, Ron Erkens, Ronald Serafinowicz, Samir Kanuga, Scott Grane, Scott Woodworth, Sonny Durante, **Sophia Kaiser**, Stanley Trachta, **Susan Peirick**, Timothy Marshall, Tito Sanchez, & Wes Waddle.

Welcome to our 4 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/>.

Website Visits, Last 12 Months

3,270

Site Visitors 361 + 1065% In last 30 days	Email Clicks ⊕ Add	Social Views 29 + 1350% In last 30 days	Performance Score 89
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Jim Anderson, ASAG Treasurer



Treasurer's Report

Aviation Safety Advisory Group of Arizona
 General Membership Meeting
 For the period March 1st, 2026 to March 31st, 2026

Income			
Contributions, Gifts and Grants			
	Contributions of \$5,000 or more	\$5,000.00	
Total Income		<u>5,000.00</u>	\$5,000.00
Expenditures			
Administrative and Operations			
	Advertising and Promotion	\$55.51	
Total Expenditures		<u>55.51</u>	\$55.51
			<u>\$4,944.49</u>
Opening balance as of March 1st, 2026:			\$16,147.78
Balance on hand as of March 31st, 2026:			<u>\$21,092.27</u>
Aviation Safety Advisory Group of Arizona			\$21,092.27

_____ *James B Anderson* _____ Treasurer's Signature

ASAG EXPENSES INCLUDE: Website Hosting (GoDaddy), and Annual Awards Banquet. We also pay for AFTW's website and hosting. We support FAASite training by providing lunch and pay for Security Protocols. In addition, we purchase wall plaques, maintain the trophies and pay for the annual engravings. We also have poster campaigns, such as DVT3 Posters that are placed in FBOs.



Sonny Durante moved to accept Jim Anderson's **April 2026** Treasurer's Report.

Jim Timm seconded the motion.

The members unanimously accepted the **April 2026** Treasurer's Report.



Jim Price, ASAG Secretary

March Meeting Minutes



Bob Mittelstaedt moved to accept the **March 2026** meeting minutes

Sonny Durante and Jim Timm seconded the motion.

The members unanimously accepted the **March 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.

Mitigating Laser Strikes and Drone Interference



[Cory Geffre/Jake Helms, Scott Woodworth, Chris Janes, Jim Kennedy, Scott Joy & Jason Kaufman:](#)

[Scott Woodworth](#) introduced [Chris Janes](#), who will assume responsibility for attending the ASAG meetings and presenting the LASER report. [Scott](#) said there were 7 Laser Strike incidents since 15 March, and the highest struck aircraft was at 27,000 feet. No arrests were made during this reporting period.

[Cary Grant:](#) Hoping we can get Tucson PD with us some day.

[Ernie Copeland:](#) As of April 8, in this Fiscal Year, we have had 267 LASER Strike events in Arizona.

SECRETARY'S NOTE: At our last meeting (March 18), the Laser Strike total was 247, meaning in Arizona, there were 20 events from mid-March to April 8.

Fiscal Year vs. Calendar Year





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: Wednesday, April 29 at 3:00 PM. Location: Phoenix TRACON/ATCT, 3500 E Sky Harbor Blvd. See <https://www.faasafety.gov/> for the SPANS for Operation Raincheck. **Select Number:** WP07142705. **NO SEATS AVAILABLE.** For future seminars, remember, **they fill up fast!**

FEDERAL REGISTER



NOTICE OF PROPOSED RULE MAKING (NPRM)

Agency: _____

Docket No.: _____

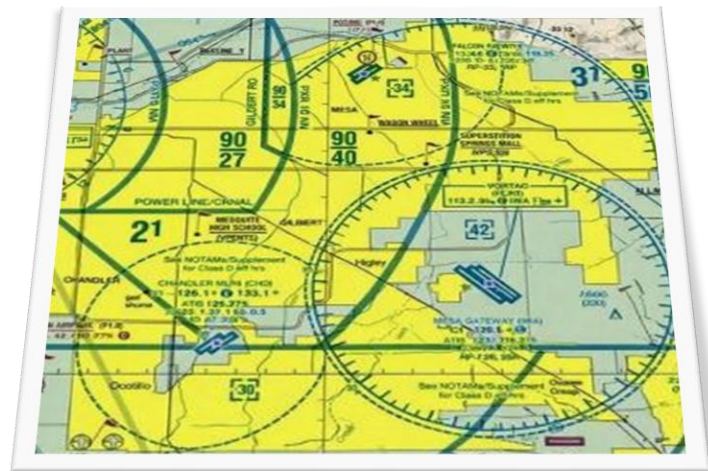
RIN: _____

Subject: _____

SUMMARY: _____

NPRM IWA and CHD - Increasing Chandler's Delta altitude and increasing the area of Gateway's Delta Airspace.

Cary Grant: No news.



USAF MOA Expansion Proposal

Jim Timm: No News



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

Cary Grant: A jump operator, Matt Maxwell, has a jump zone south of Kingman and in the Needles and Havasu area. Most drops are during the day. Be aware of jump ops. These drop zones will be active April and May. See NOTAMS. They will be making drop announcements on Kingman’s and Lake Havasu’s CTAF and also LA Center.

Cary Grant: Casa Grand jump. They are using the drop zone NE of airport, about 2 miles from I-10. It’s the old one. It does not conflict with the missed approach traffic. The Casa Grand jumpers are Sport Jumpers, so the frequency of jumps will not be extensive. We had NO close calls this reporting period.

We had an extensive safety stand down and educated a lot of instructors. 50 - 60 instructors attended both sessions.

Because of the Landing Fees at FFZ, the concern is that the flight schools will go to Casa Grande for touch and go training and this will intensify the number of aircraft in the pattern and the Stanfield Stack.

FLIGHT INFORMATION FILE

26-005

April 10, 2026



SUBJECT: Intensive Parachute Operations Near HII and IGM

EFFECTIVE: April 13, 2026 – April 24, 2026

SUMMARY:

There will be two parachute groups training from April 13, 2026, to April 24, 2026. Each group will have about 30 jumpers. Due to the large number of jumpers, the airspace depicted will be busier than normal. Jumpers-away call will be made on 122.8 while in Kingman and 122.7 while operating in Havasu (Zones 1 and 2). Our flight crews will be monitoring and responding to these frequencies. **These are not exact times. Crews plan to fly near these areas must reference NOTAMs for the updated schedule.**

DAY WEEK (13- 17 APR 2026)

(~0600L - ~1600L)

MON: KIGM

TUE: ZONE 1&2

WED: ZONE 1&2

THR: ZONE 1&2

FRI: ZONE 1&2

NIGHT WEEK (19-24 APR 2026)

(~1900L - ~0300L NEXT MORNING)

SUN: ZONE 1&2

MON: ZONE 1&2

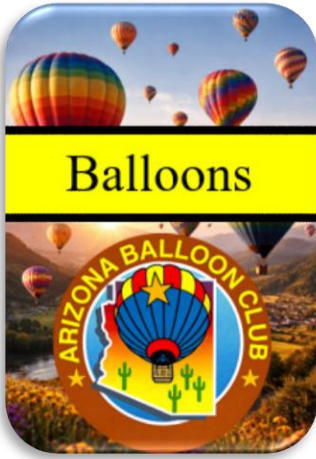
TUE: ZONE 1&2

WED: ZONE 1&2

THR: ZONE 1&2

FRI: ZONE 1&2





Neil Davison and Christine Perry

Christine Perry: Activity winding down. Our Balloon Club Meeting will be next week, April 21 at the [Reference Library 99 E Virginia Ave Phoenix 85004](#)

Buckeye's Airport Manager, Dan Wiemer, will talk to us about incorporating balloons with aircraft in the area. One more meeting and we'll be done for summer. Commercial operators will still fly, but the personal sport balloons don't manage the heat very well.



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

Redstar will train in California next month.



Fairfax O'Riley:

Reducing soaring activity due to the heat.

Is there a possibility of ADS-B installation in Estrella gliders? Fairfax does not Estrella they'll do that.



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.

Bob Katz: April 18 - Changeover to New NOTAM System

Location	Number	Class	Start Date UTC	End Date UTC	Condition
JFK	N/A	Aerodrome	03/25/2022 1647	PERM	ON AIRPORT - SEE CONSTRUCTION GRAPHIC
JFK	07/547	Aerodrome	07/24/2025 1745	PERM	NAV ILS RWY 31L FACILITY PER CLASSIFICATION CODE CHANGED TO CLASS IC 2507241745-PERM
JFK	10/210	Aerodrome	10/17/2023 1730	PERM	TWY K RUNUP PAD CLSD TO ACFT WINGSPAN MORE THAN 140FT 2310171730-PERM
JFK	09/042	Aerodrome	09/03/2024 1452	PERM	TWY W BTN TERMINAL 7 RAMP AND TWY A CLSD 2409031452-PERM
JFK	06/404	Aerodrome	06/20/2025 1530	PERM	TWY M BTN TWY A AND TERMINAL 1 RAMP CLSD 2506201530-PERM
JFK	06/575	Aerodrome	06/27/2025 1956	PERM	TWY A4 BTN TWY A AND TERMINAL 6 RAMP COMMISSIONED 2506271956-PERM
JFK	09/520	Aerodrome	09/29/2025 1214	PERM	TWY Q6 CLSD 2509291214-PERM
JFK	5/2362	Procedure	09/29/2025 2049	12/26/2027 2048EST	IAP JOHN F KENNEDY INTL, NEW YORK, NY, ILS OR LOC RWY 22L, AMDT 26... ILS OR LOC RWY 22R, AMDT 4... I1B... ILS OR LOC RWY 31R, AMDT 16B... ILS OR LOC RWY 4R, AMDT 30B... RNAV ...
JFK	5/1246	Procedure	09/10/2025 1745	09/10/2027 1745EST	SID JOHN F KENNEDY INTL, NEW YORK, NY, DEEZ FIVE DEPARTURE (RNAV)... TOWIN TRANSITION: CANDOR TO DATA REMAINS AS PUBLISHED. 2509101745-2709101745EST
JFK	5/8629	Procedure	07/31/2025 1504	07/31/2027 1503EST	SID JOHN F KENNEDY INTL, NEW YORK, NY, SKORR FIVE DEPARTURE (RNAV)... ADD NOTE: TOP ALTITUDE 5000 PUBLISHED. 2507311504-2707311503EST
JFK	5/2951	Procedure	07/05/2025 2228	07/05/2027 2228	IAP JOHN F KENNEDY INTL, NEW YORK, NY, ILS OR LOC RWY 22R, AMDT 4... S-LOC 22R MDA 580/HAT 567 ALL 1 5/6. PERMANENT BUILDING 266FT MSL 4.7NM NORTH OF RWY 22R (2024-AEA-9867-OE...
JFK	07/298	Obstruct...	07/17/2025 1151	01/15/2027 1800	OBST CRANE (ASN 2024-AEA-9387-OE) 404002N0734744W (1.8NM NNW JFK 189FT (171FT AGL) FLAGGED AND
JFK	5/0152	Procedure	01/02/2025 1437	01/02/2027 1436EST	VFP JOHN F KENNEDY INTL, NEW YORK, NY, BELMONT VISUAL RWY 22L, ORIG... PROCEDURE NA EXCEPT FOR SUITABLE RNAV SYSTEM WITH GPS, CRI R-068 UNUSABLE. 2501021437-2701021436EST
JFK	07/521	Obstruct...	07/23/2025 1924	09/26/2026 1800	OBST CRANE (ASN 2024-AEA-5543-NRA) 403842N0734711W (0.5NM NW JFK 253FT (243FT AGL) FLAGGED AND
JFK	07/522	Obstruct...	07/23/2025 1925	09/26/2026 1800	OBST CRANE (ASN 2024-AEA-5544-NRA) 403841N0734710W (0.4NM NW JFK 256FT (243FT AGL) FLAGGED AND

The FAA is expected to transition from its existing U.S. NOTAM System to the newer [NOTAM Management Service](#) on April 18, according to the National Business Aviation Association. The changeover is anticipated during a scheduled overnight maintenance period, with notices issued before the window remaining available through normal distribution channels. A notice currently posted on the FAA's NOTAM [site](#) reads, "System Maintenance Impacting FNS Applications – 04/18/2026 @ 0400z-0900z."

accessed through the Federal NOTAM System page and third-party providers will be delivered through the NOTAM Management Service, with no operational difference expected for users. NBAA also [said](#) the FAA is recommending continued use of the older FNS NOTAM [search page](#) during the transition so operators can continue receiving current information until the transition is complete.

The changeover is the latest step in the FAA's broader effort to modernize the NOTAM system following the January 2023 outage that halted morning departures nationwide for about 90 minutes. The first phase of the NOTAM Management Service rollout [began in September 2025](#), and the FAA previously said full replacement of the legacy NOTAM platforms was planned for late spring 2026. For now, NOTAMs will continue to appear in their current format, though the new system is intended to provide a more resilient platform for future improvements.

See: <https://avweb.com/aviation-news/faa-plans-notam-system-changeover-april-18/>



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-MAR through **Mid-APR** 2026

Accident Report & Pilot Deviation Summary



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

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

The Accident/Incident report is a bit short and limited in content this time, and there were **14** accidents reported and unfortunately, we had **3 fatalities** reported late in the period.

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.

3/13 Cessna 182J Skylane, **FUEL LEAKAGE** near [Wilcox](#)



Source: ASN

Injuries: **1 Uninjured**

No Pilot Information

The airplane departed Phoenix Deer Valley Airport, and the pilot reported a fuel leak, and landed on a gravel road.

3/13 Cessna T182T Skylane **LOSS OF CONTROL LANDING** at [Flagstaff Airport \(FLG\)](#)



Source: ASN

Injuries: **1 Uninjured**

No Pilot Information

The airplane departed Phoenix Deer Valley Airport, and upon landing at Flagstaff the nose wheel tire blew out, and the airplane

went off the runway.

3/13 Piper PA 28-181 **WENT OFF RUNWAY** at [Mesa Falcon Field \(FFZ\)](#)



Source: ASN

Injuries: **1 Uninjured**

No Pilot Information

The aircraft went off the runway and hit a runway edge light.

3/15 Cessna 1775 Cardinal **HARD LANDING** at [Cottonwood Airport \(P52\)](#)



airplane.

Source: ASN, FAA

Injuries: **1 Uninjured**

Student Pilot

The airplane porpoised on landing, and a post flight inspection revealed damage to the

3/19 Gazelle SA341G Helicopter **POWER LOSS** at [Winslow Airport \(IWN\)](#)



in substantial damage to the helicopter.

Source: FAA

Injuries: **2 Uninjured**

Commercial/CFI Pilot

After takeoff, the helicopter was unable to generate lift and crashed back down, resulting

3/20 Zlin Savage Cub **OFF AIRPORT CRASH LANDING** near [Young](#)



crashed under unknown circumstances in a field resulting in substantial damage.

Source: ASN

Injuries: **1 uninjured**

Private Pilot

The airplane departed from Mesa, Falcon Field, and was going to Show Low Airport, but

3/21 DHC-6-200 Twin Otter **PARACHUTE FAILURE** at [Eloy Airport \(E60\)](#)



involvement or damage.

Source: FAA

Injuries: **1 Fatal**

No Pilot Information

During a routine skydive operation, jumpers exited the aircraft without incident, but a skydiver who was filming the jump experienced parachute issues and impacted the ground. There was no aircraft

3/21 A-75N Stearman **LOSS OF CONTROL** at [Mesa Falcon Field \(FFZ\)](#)



Source: FAA Incident

Injuries: **1 Uninjured**

ATP Pilot

While landing the Stearman was ground looped, and was substantially damaged, but was able to taxi to parking.

3/27 Cessna 421B Golden Eagle II **LANDING GEAR COLLAPSE** at [Sedona Airport \(SEZ\)](#)



Source: ASN, FAA

Injuries: **2 Uninjured**

No Pilot Information

The Cessna had departed Los Alamos Airport and sustained substantial damage when it suffered a landing gear collapse after locking the right main brakes and blowing the tire upon landing. The aircraft then veered off the runway at Sedona, and into a ditch.

3/29 Mooney M20E **GEAR UP LANDING** at [Glendale Airport \(GEU\)](#)



Source: ASN, FAA

Injuries: **1 Uninjured**

Private Pilot

The airplane departed from Litchfield Park Airport and landed gear up on the runway at Glendale Airport (GEU) resulting in a propeller strike.

4/5 Cessna 172 **LOSS OF CONTROL LANDING** at [Prescott Airport \(PRC\)](#)



Source: FAA Incident

Injuries: **2 Uninjured**

No Pilot Information

While landing the aircraft went off the runway and crossed the parallel taxiway. There was no damage to the airport property.

4/7 Cessna R172E Skyhawk **LOSS OF CONTROL LANDING** at Bullhead City, [Sun Valley Airport \(A20\)](#)



Source: ASN

Injuries: **2 Minor Injuries**

No Pilot Information

The Cessna Skyhawk sustained substantial damage when it veered off the runway and into a garage at Sun Valley Airport (A20).

4/8 Cessna 150G **LOSS OF CONTROL** near [Cave Creek](#)



Source: ASN, FAA

Injuries: **2 Uninjured**

No Pilot Information

While engaged in a private flight, the Cessna crashed when it had an engine failure and ended up inverted on the ground in a remote area near Cave Creek.

4/8 Piper PA 32R301T Saratoga II **LOSS OF CONTROL LANDING** at [Marana Regional Airport \(AVQ\)](#)



Source: ASN, FAA

Injuries: **2 Fatal**

No Pilot Information

The Piper Saratoga departed Springerville Airport. When it arrived at Marana Regional airport it was destroyed when it overran runway 3, crashed and burst into flames.



2 NMACs Reported Mar 15 – Apr 9



Date: March 26, 2026

Location: Prescott Airport (PRC)

The Cessna 172 was on the upwind on RWY 21R and reported an unauthorized UAS activity. The pilot stated it appeared to look like a remote-controlled aircraft, and the size was unknown.



Date: April 2, 2026

Location: Mesa Falcon Field (FFZ)

A potentially significant event was reported by a Control Tower Controller that reported a Piper Dakota failed to follow ACT course instructions causing the issuance of a traffic alert. Another Piper Cherokee took evasive action to avert a collision. The closest proximity was not reported.



In the reporting period from **Mar 15** through **Apr 9** there were **7 pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from **Private Pilot through Commercial/CFI**. There were **4 out of state pilots** and of the **21 deviations reported, 0 Brashers** were 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 think more of the pilots have gotten 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.



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.

Summary of GA Deviations, Mar 15 – Apr 9



**3 Class Bravo
Airspace
Deviations, 0
Brashers
4 ATC Instructions,
0 Brashers**



California, South Dakota, Kansas, and Texas

CLASS BRAVO DEVIATIONS 3

VIOLATIONS OF CONTROLLED AIRSPACE



March 16 Entering Class Bravo Airspace Without First Having Authorization No Pilot Information

Phoenix Sky Harbor Tower (PHX)

The aircraft entered the Phoenix Class Bravo Airspace without first contacting ATC, obtaining a clearance, and establishing two-way radio communication.

March 22 Entering Class Bravo Airspace Without First Having Authorization

Private Pilot Out Of California

Phoenix TRACON (P50)

The aircraft departed from Scottsdale VFR and requested flight following. They were given a transponder code but never entered it into the transponder. They climbed to 4,800 feet and entered the Phoenix Class Bravo Airspace without clearance.

March 27 Entering Class Bravo Airspace Without First Having Authorization

Private Pilot

Phoenix Sky Harbor Tower (PHX)

The aircraft was identified through their ADS-B and had entered the PHX Class Bravo Airspace without first establishing communication, and without authorization.

ATC INSTRUCTIONS DEVIATION 4



March 19 Failure To Follow ATC Instructions Commercial/CFI Pilot Out Of South Dakota Mesa Falcon Field (FFZ)

The pilot was expected to turn on final and remain on a final for the assigned runway, however the pilot elected to leave the final and make 360 turn that crossed a parallel runway final.



March 21 Failure To Follow ATC Instructions

Private Pilot

Mesa Falcon Field (FFZ)

The pilot was instructed to follow the traffic downwind and ahead, but instead turned on a base, and didn't follow the traffic ahead.



March 23 Failure To Follow ATC Instructions

Private Pilot Out Of Kansas

Phoenix TRACON (P50)

The aircraft did not fly the DVT3 departure as published, turning right instead of left.



March 26 Failure To Follow ATC Instructions

Commercial Pilot Out Of Texas

Scottsdale Municipal Airport (SDL)

The aircraft departed Scottsdale and checked in on the RWY heading. The controller confirmed they were assigned the Scottsdale Departure Procedure and they said they were. They were then issued a 300° heading. Then the aircraft turned to a 260° track and had to be reissued the 300° heading.



Reference the Marana accident

4/8 Piper PA 32R301T Saratoga II LOSS OF CONTROL LANDING at Marana Regional Airport (AVQ)



Source: ASN, FAA
 Injuries: **2 Fatal**
 No Pilot Information
 The Piper Saratoga departed Springerville Airport. When it arrived at Marana Regional airport it was destroyed when it overran runway 3, crashed and burst into flames.

Bob Katz: This is a tale of GET THERE IT IS. LiveATC gives us a good idea of what happened. They began their flight in Springfield, MO and when they arrived at AVQ, they had been flying for 10 hours. The pilot's first landing attempt was a straight to runway 21 and went around. Then he entered LEFT traffic for RWY 3 (RIGHT traffic is the published downwind). He did a go around and then tried another approach to Runway 3. His approach speed was too fast -- probably touched down mid-field or beyond --

departed runway -- impact ditch E of RWY 3 departure end.

AVQ CTAF recorded (start at 4:45) <https://archive.liveatc.net/kavq/KAVQ2-CTAF-Apr-09-2026-0000Z.mp3>

FlightAware data <https://www.flightaware.com/live/flight/N4190E>

<https://www.flightaware.com/live/flight/N4190E/history/20260408/2254Z/KJTC/KAVQ/tracklog>

The pilot was 80-year-old LEGAL PILOT. His Special Issuance had expired but had switched to BasicMed.

Jim Timm thanked **Bob Katz**. It was a long day of flying.

Bob Mittelstaedt: There were multiple mistakes and the chain was not broken.

Cary Grant: Let's see what happens with the NTSB. Let's break the chain.





***Cary Grant:* Introducing Operations FAASTeam Program Manager, Brian Mehrrens**

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**.



Chris Nugent, Paul Rowley, and John Keith

Chris Nugent, President of Arizona Pilot’s Association (APA):

What Now?

14 FFZ and IWA will both have landing fees, although IWA will only charge Transient GA traffic and FFZ will charge all landing traffic.

Chris Nugent: On April 14th, the City’s vendor, [HSI, Inc.](#) recommended [Vector](#) to gather Landing Fees. They have 30 days to get the tech set up. They plan on going live no later than July

30th. The City's first goal to incorporate Landing Fees was May 1st. Several people are now against leaded fuel – destroying our environment, and so that challenge is next on the horizon.

Cary Grant: Unleaded will be 25 cents more.

David Kitts: The leaded/unleaded fuel crowd is seeing the success of the noise complaint crowd, which started the landing fee movement. Not all aircraft are approved to use unleaded fuel, so airports will need to have both fuels available. Unleaded fuel is \$.25 more per gallon. Airplane owners would need to get an STC based on current conditions. Colorado is supplementing unleaded fuel, so Arizona thinks Arizona should supplement the increased cost of unleaded fuel.

Bob Mittelstaedt: The emissions thing is serious. They are all fired up about pollution with suspect data.

Jim Timm: We fought this with the State air quality. Shot down as an issue.

Cary Grant: With the landing traffic force to practice at other airfields, it is only a matter of time before we have an accident at those uncontrolled fields.

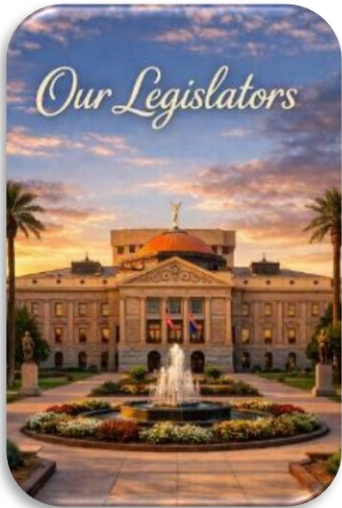
David Kitts: The City Council doesn't care!

Bob Mittelstaedt: The Air Pollution people are a greater threat because their movement is purely emotional and lacks sound and proven data.

Garrett Dauphars: Van Nyes is promoting landing fees to finance/support the airport. It has nothing to do with anti-noise or anti-pollution.



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 met Jennifer Lorado, deputy chief of staff in Gov. Katie Hobbs' administration, to talk about [HB 2210](#). Chris learned that a group from Falcon Field had met with the Governor's staff to make sure HB 2210 doesn't see the light of day. Sadly, AOPA is not engaged in this battle. (HB 2210 would prohibit the state, its political subdivisions, or private entities from using information gathered by an automatic dependent surveillance-broadcast system [ADS-B] to charge fees to aircraft owners or operators). John Keith is doing a lot of missionary work for HB 2210, which Governor Hobbs is against. Even if the Democrats get on board, Governor Hobbs probably will not sign it. Governor Hobbs will use it as a hammer against Republicans, until they get their budget submitted.

HB 2210 vote will probably take place in late June or early July.



The 2026 Banquet Photos are available for viewing at

<https://photosgranted.zenfolio.com/asag26>

Please think about nominees for this year 2026 (Banquet in 2027). Please nominate now.



Congratulations to National Maintenance Technician of the year – **Roger Whittier**



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

Lee Unger: We have some fine tuning to do on the AFTW overlay and getting a high-resolution photo of our quadrant map. It's coming along great.



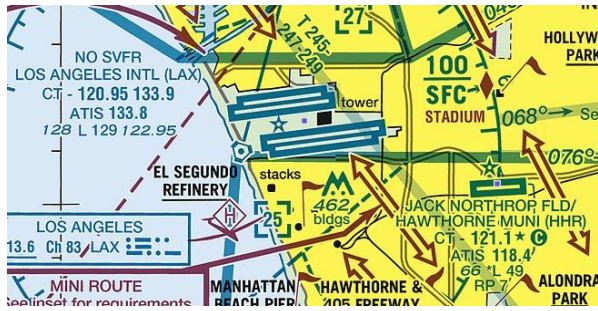
Lee Unger & Mike Jesch (Southern California Airspace Users Work Group)

Mike Jesch: SCAUWG meets on the 2nd Tue of the Month at 10:00 am Pacific time. All are welcome to attend. Most major projects have been managed.

There is a proposal to change Ontario's Class Charlie, which will also include Hawthorne Airport (HHR) south of LAX. When LAX and HHR are both landing East, it gets complicated.

The two airports are closer together than the two runway complexes at LAX, which heavily impacts GA traffic at HHR, especially when weather is below VMC. Several years ago, an "EOR" panel worked on "Established on RNAV" procedures for the two runway complexes at LAX, and this project will extend that to include HHR. Procedures infringe on each other's airspace, especially when LAX is in "East traffic", i.e., Santa Ana wind days, so this will be the first part of the project. Monthly meetings are ongoing.

The ONT Class C surface area change ad hoc committee process is complete, and the report has been submitted to the FAA. We expect



that they'll publish their final rule in about a year and there will be a public comment period prior to final implementation.

Future airspace issues on the horizon include creating and/or amending Class C airspace at VNY, LGB, and changing PSP from a TRSA to Class C. All these are in the very early stages of development, and SCAUWG is not yet involved. However, we expect to have a seat at the table as these enter into the proposal and discussion stages.

SCAUWG likes the Stanfield Stack procedures and would like to have a similar program.

The website <https://scauwg.org/> is for another group, Southern California Aviation **UNITED** Working Group. Southern California Airspace Users Working Group (SCAUWG) is in the process of developing an official SCAUWG website.



Cary Grant: Congratulations to Mike Jesch, the National FAASTeam Rep of the Year.



Cary Grant: The Stanfield stack procedures are currently being reviewed by Albuquerque Air Traffic Control Center (ZAB ARTCC), FAASTeam Program Managers, ASAG and ATFW.

Lee has been doing the bulk of the work on this, trying to get Letters to Airmen (LTAs). Next up will be Coolidge.



Lee Unger & Cary Grant

Lee Unger: Albuquerque Air Traffic Control Center (ZAB ARTCC) is dedicating their time and knowledge to work with FAASTeam Program Managers, ASAG and ATFW to improve safety in the stacks and in the vicinity of the stacks. Discussion is currently focused on Stanfield and includes talk of sterile altitudes, possibly a line up vs. a stack and more. A meeting is planned for Wednesday, April 22.



Lee Unger, Tito Sanchez, Sonny Durante, John Cramer (Marana Airport Updates)

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

Tito Sanchez: I visited with the airport manager, Galen Beem and the tower continues in the design phase. Hopefully, it will be in the construction phase in 2027.

Tito is involved in **Southern Arizona Teen Aviation (SATA)**, a non-profit organization based in Tucson. For nine years, SATA has

mentored high school students as, in the span of 30 months, they build a Van's RV-12iS aircraft. As the students assemble the aircraft's ~15,000 rivets, they learn about teamwork, engineering, and aviation skills. When the RV is finished, it is sold, and the money is used to fund subsequent builds. This semester, they have six open slots. The semester starts in August. If anyone in the



Tucson area knows of any Sophomores through Seniors who would be interested, go to <https://soazteenaviation.org/>



Geoff Kusel, Arizona Communicator of the Year & Ryan Field Air Traffic Control Manager

There will be a Mooney Pilot Proficiency Program fly-in at Tucson (TUS), starting Friday, 4/24 through Sunday, 4/26. Friday, Geoff will be speaking to their group at Casino Del Sol, discussing safe operations at RYN. See <https://www.mooneysafety.com/event-details/tucson-arizona>



Cary Grant: Jessica Cox, the world's first licensed armless pilot, will be inducted into the [Arizona Aviation Hall of Fame](#) May 15 at 4:30 pm. Congratulations!!!



John Keith

Unable to attend



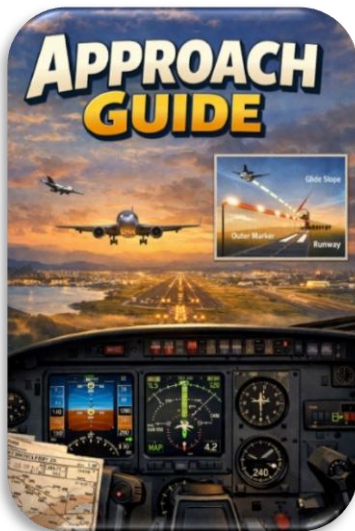
Pilot Counseling – Bob Holliday, ASAG’s Chaplain

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: Bryan is working with AFTW, trying to get The Approach Guide moving forward.

The Approach Guide will help pilots know how and when to make approaches around the state. The Approach Guide will have 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-THIsu2Yg7lRcdxkq7D_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 (AFTW) to provide a B-Roll on airspace issues.

Projects to do: Coolidge, Buckeye, Lake Havasu, and Bravo Airspace.

Jim Anderson suggested we have prioritization meeting to get things going.

Cary Grant: We will do that.

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>

Request Progressive taxi if in doubt. 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 can be found at:

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

The new runway is anticipated to open in 2026.



Cary Grant: No Problems to report.

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



[Las Vegas FSDO and a FAA Team Manager](#)

Ernie Copeland: The Las Vegas FSDO does not yet have a FAA Team Manager.

Cary Grant: That means the top northwest quarter of Arizona is not being represented.



[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!



None



ASAG's next meeting will be **May 20 (3rd Wednesday in May)**, at **12:00 noon, MST (Arizona time)**. Rich Lee will conduct the meeting. Register in advance for the May 20 meeting at: <https://faavideo.zoomgov.com/meeting/register/zv1yFQNKSmWRsMpTUuDejw> 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: **David Kitts**.

Chris Nugent seconded the motion.

The meeting ended at **2:02** 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**

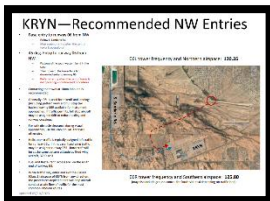
[https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE%20Phoenix%20No%20Maneuver%20Zone%2005-18-24.pdf)

OR



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

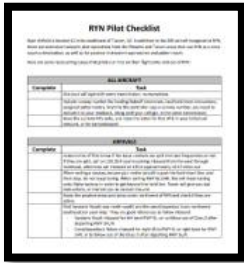
Please print and share the flyer at your airport. You can also publish the link in your print products and on social media.



[Ryan Airfield Recommended NW Entries](#)

by **Brian L. Stamper, 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

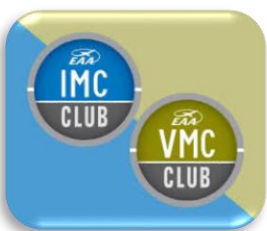
This document may be used as a template for a flight planning document for other non-towered airports that have parachute operations.



Prescott
PILOT / CONTROLLER FORUM
April 21, 2026 - 1800
Davis Learning Center, Embry-Riddle Aeronautical University

Topics on Aviation Safety & Airspace Operations!

 **See FAASafety.gov**
For Information, Registration, and WINGS Credit



VMC & IMC CLUB MEETINGS – Alex Peña: Their next meeting is **May 5, 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](https://www.chandleraz.gov/2380StinsonWay)
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. (Guest speaker at 6 pm and our business meeting at 7 pm). 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/>



**Hybrid Ryan Field KRYN Local Runway Safety Action Team Meeting
Annual Airport Stakeholder Meeting on Local Runway Safety Issues
Wednesday, May 6, 2026, starting at 13:00 Arizona, Ryan Conference Room
or Zoom.**

Speakers: Geoff Kusel, Arizona Air Traffic Control Communicator of the Year, Ryan Field Air Traffic Control Manager; FAA Runway Safety, Tucson Airport

Authority/Airport Administration, FAASTeam Managers, Aviation Safety Advisory Group (ASAG).

Midwest ATC is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

<https://us02web.zoom.us/j/83463462208?pwd=Yu3x7oRB97Pv88SvExt88HzQp6c7qB.1&jst=2>

Meeting ID: 834 6346 2208

Passcode: 026000

Prescott (PRC) May 14

Phoenix (PHX) July 22

Flagstaff (FLG) May 29

Glendale (GEU) July 24

Mesa Gateway (IWA) June 6

Deer Valley (DVT) Aug 6

Bullhead City (IFP) June 9

