



MEETING MINUTES

<https://asagaz.org>

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



Aug 12, 2026

69 attended:

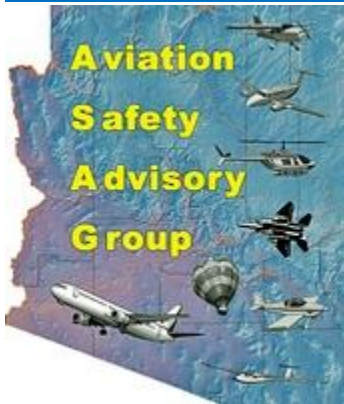
Afolarin Olawale, Alejandro Peña Rueda, Alexander Kocksch, Alexander Peña, Ben York, Bob Katz, Bob Mittelstaedt, Brent Crow, Brett Richardson, Bryan Gieszler, Caleb Wyatt, Carter Teeters, Cary Grant, Chris Janes, Chris Nugent, Christian Locher, Christine Perry, **Craig Foster**, CW5 Chris Hammond, Daniel Moroz, Daniel Weimer, David Kitts, DeWitt Gibson, Edward Fallon, Ernest R. Copeland FPM SDL FSDO, Felix Hernandez, George Hamaty, Gregg Schmillen, Gregg Smrz, James Price, James Timm, Jay Gines, Jemima Keren Habana, Jim Anderson, John Cirino, John Varljen, Karen Hausteen (PHX99s), **Karsten Spies**, Kevin Volpato, Larry Erdman, Lawrence Wippman, **Leigh McKathan**, Mark Nicalek, Mark Owen, Matt Ward, Mike Menez, Mike Mohle, Milton Ames, Mitchell Raab, **Nathan Hovatter**, Neil Davison, Olivia Thorburn, Peter Troccoli, Phil Corbell, Philip Jossi, Rex Ross, **Richard Vandewall**, Robert Bullock, Rolf Dammrau, Ron Dziagwa, Ron Serafinowicz, Russ Jones, **James Tombrello (Rutledge Airborne / Q1 Tactical)**, Sonny Durante, Stanley Trachta, Timothy Marshall, Tito Sanchez, Tyler Rothlisberger, & **Warner Harper**.

**Welcome
to our 9
first time
attendees!**



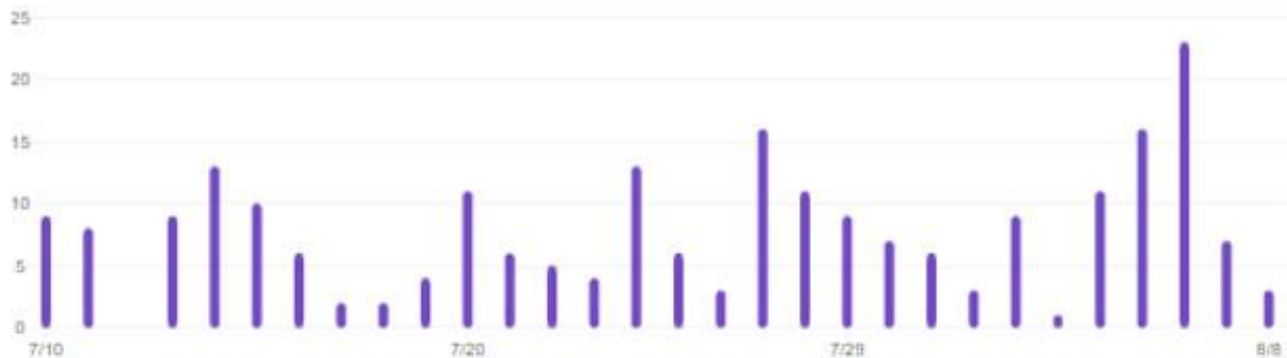
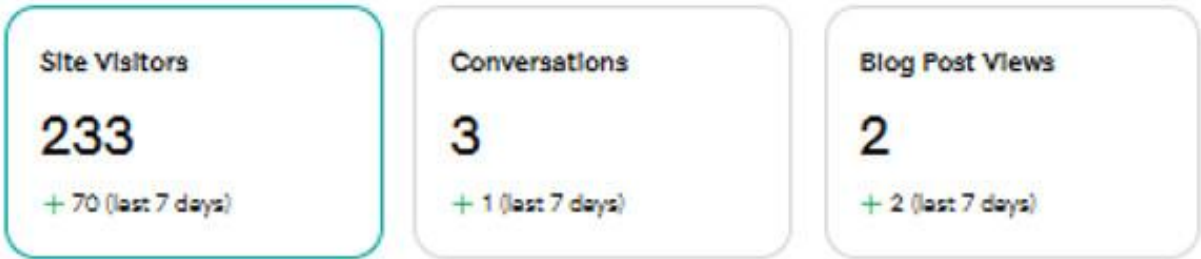
To receive wings credit, you must remain in the meeting for at least 2 hours.

Cary Grant, ASAG President:



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/>.

Last 30 days:





Jim Anderson, ASAG Treasurer

Very little activity.



	
Treasurer's Report Aviation Safety Advisory Group of Arizona General Membership Meeting For the period May 1st, 2026 to July 31st, 2026	
Income	
Total Income	\$0.00
Expenditures	
	\$0.00
Opening balance as of July 1st, 2026:	
Balance on hand as of July 31st, 2026:	\$21,069.08
Aviation Safety Advisory Group of Arizona	\$21,069.08
 Treasurer's Signature	
Need decisioning on banquet 2027	

ASAG raises money through our Annual Awards Banquet. We have also received generous donations from Discount Tire and an anonymous doner. **ASAG EXPENSES INCLUDE:** Website Hosting (GoDaddy) and the Annual Awards Banquet. We pay for AFTW's website and hosting and allow AFTW use of ASAG's Zoom account for AFTW's bimonthly meetings with WINGS credit. We provide lunch for PROTE training, and in-person annual FAASiteam training at FSDO's Scottsdale office. We also purchase wall plaques, maintain the trophies and pay for the annual engravings. In addition, we develop poster campaigns, such as *DVT3 Departure & No Maneuver Area*, which we place in applicable FBOs.



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

Phil Corbell seconded the motion.

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



Jim Price, ASAG Secretary

Approval of the June Meeting Minutes



Jim Timm moved to accept Jim Price's **June 2026** meeting minutes

Sonny Durante seconded the motion.

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

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





Major Caleb “Wonder” Wyatt & Jason De Jesus, 56 FTW Luke AFB Flight Safety

Major Wyatt: Mid-Air Collision Avoidance (MACA)

Misconceptions that GA pilots have about Military Pilots:

Major Wyatt: They think Air Force pilots can see other aircraft because surely, they have TCAS or ADS-B in or out. Nope, they don’t. However, in rare cases, AF pilots can see an IFF squawk. Yes, all AF aircraft have radar but don’t assume that they can see you. So, please be careful and be on the lookout.

Major Wyatt discussed the Luke AFB Departures and Arrivals and reminded pilots that when flying in the Luke SATR, you’ll need 2-way comm.

Major Wyatt said that the AUX-1 ILS is expected to be operational early 2027.

Major Wyatt discussed the Military Training Routes. GA aircraft should stay above 1,500 to avoid conflicts, except for takeoff and landing.

Canal Transition for Civilian Traffic (GA), when flying to and from DVT (Yellow Line)



The Importance of the Canal Transition

These procedures have been developed with a Letter of Agreement with AeroGuard Flight Academy; however, there are many other training aircraft that use the Northwest Training Area after doing pattern work at DVT or when returning to DVT from the northwest. If Luke RAPCON asks you to fly the CANAL Transition and you are not an AeroGuard aircraft, (Sierra Charlie, United Aviate, independent CFIs, etc.), they would like you to be familiar with these procedures. If you are not familiar, let RAPCON know by stating, "Unfamiliar."

Luke RAPCON can operate outside of the SATR published hours and they will assign the CANAL TRANSITION regardless of the SATR status when Luke aircraft are flying, i.e., night flying. Remember, the SATR is active Sunrise to Sunset, Monday through Friday, and other times by NOTAM. You must establish radio contact with Luke Approach when the SATR is active to fly in the SATR. When the SATR is not active, it is strongly encouraged you call Luke Approach if they are open, especially if Luke is night flying. Learn the CANAL Transition procedures and print them out or have them available on your EFB. Know before you go!

How to fly the Canal Transition

- (1) Unless otherwise stated, fly the "CANAL Transitions" to/from KDVT airport. Pilot requests for "direct" will be approved on a case-by-case basis, depending on current fighter jet activity at AUX 1 and Luke AFB.
- (2) "CANAL Transition" From KDVT airport toward SATR: Depart KDVT airport Class Delta airspace westbound, as normal. Upon leaving Class Delta airspace and at an altitude of 4000ft MSL or above, turn right heading 310 to intercept the CANAL just North of State Route 303. Follow the CANAL westbound toward NWP sectors at a recommended VFR altitude of 4500 ft MSL. Expect direct requested sector once deconflicted from all Luke AFB arriving fighter jet aircraft (normally west of Lake Pleasant).
- (3) "CANAL Transition" From NWP/SATR toward KDVT airport: Follow the CANAL eastbound toward KDVT airport from whichever sector being utilized at a recommended VFR altitude of 3500 ft MSL. Expect direct KDVT airport once deconflicted from all Luke AFB arriving fighter jet aircraft (normally south of Lake Pleasant).
- (4) When following the CANAL transition or "direct" from KDVT airport, an altitude restriction of 4500ft MSL is automatic and need not be stated by the controller. When following the CANAL transition or "direct" to KDVT airport, an altitude restriction of 3500ft MSL is automatic and need not be stated by the controller

(Continued, next page)

d. COMMUNICATION:

- (1) Pilot communication: On initial call-up to Luke Approach, pilots will state their callsign, position, and intentions (stating sector requesting in NWP or destination airport). When training is complete, pilots shall state "returning to KDVT airport" and proceed via the Canal Transition to KDVT unless otherwise directed by Luke Approach/Aux Arrival. Direct to KDVT and instrument approach ground track requests will be approved on a case-by-case basis

EXAMPLES- "Luke approach, ASI357, 3 miles west of Deer Valley Airport, request flight following to South Proving Grounds."

"Luke approach, ASI357, 5 miles west of Deer Valley Airport, request flight following to Gila Bend Airport."

- (2) Controller communication: Luke Approach shall respond to pilot initial call-ups with instructions on how to transition to desired locations; assigning either CANAL Transitions or "direct." Aircraft returning to KDVT airport will normally be assigned the CANAL Transition, unless approving direct will not conflict with military fighter jet traffic inbound to Luke AFB. This will be conveyed to the pilot on initial contact and modified as necessary.

EXAMPLES- "ASI357, Luke Approach, proceed to (sector/airport) via the CANAL Transition."

"ASI357, proceed direct Deer Valley Airport."

"ASI357, proceed direct Pumping Station, maintain VFR at or below 5000."

Recently, there was a DVT aircraft flying the Canal Transition, and before he or she was cleared to leave the Canal Transition, he or she went off frequency. That's a problem and it caused conflict with Luke aircraft.

QR Code for – Luke's mission, F-16/F-35 Operating Information, Luke Local Flying Operations, Luke AFB Departure and Arrival routes, Luke Special Air Traffic Rules (SATR), Special Use Airspace, Gila Bend (KGXF) and Williams Airfield Aux 6 (KGAX) operations, and How to Prevent a Mid-Air Collision.

56 FW Flight Safety Office
7125 N. Fighter Country Ave
Luke AFB, AZ 85309



SCAN ME

- Phone: 623-856-6942
- Email: 56fw.saf@us.af.mil
- Maj Caleb Wyatt
caleb.wyatt.2@us.af.mil

You can also click on this link:

https://www.luke.af.mil/Portals/58/2025%20MACA%20Pamphlet_CAO%208%20Sep%202025.pdf

Who participates in Canal Transition? Answer: Deer Valley flight school training traffic.

Cary asked: Is there a Letter of Agreement with AeroGuard? Caleb did not know. He did not know where the Canal Transition was published.

Cary suggested that Caleb attend the AFTW meeting to educate them.

What is a HATR? Hazardous Air Traffic Report. It is reported if traffic is less than 500 feet or if a rule has been violated.

Cary asked: Any update on MOA expansion plan?

Caleb: That will be years. GLADDEN and BAGDAD MOA??

Daniel Weimer asked about spreading the word to local airports.

Modifying MOAs

The Air Force would like to lower the floor of the Bagdad/Gladden MOAs down to 500' AGL. This will take years to find a solution.



Cory Geffre/Jake Helms, Scott Woodworth, Jim Kennedy, Scott Joy, Jason Kaufman, Kristen Jensen, Christopher Janes

Christopher Janes, Pima County Deputy Sheriff:

Cary asked, "Do we still have Air Force laser attacks at night?" Major Wyatt said the volume has decreased.

Cary: If you have an attack, report it right away.

Chris Janes, PIMA County Sheriff Dept. In June, most of the incidents have been in Phoenix area. The attacks were: **9 Green 2 Blue 2 Red 1 White.**

Cary: If attacked, try not to look at it. Go to the FAA website and fill out the Laser Incident report.

Deputy Janes: There were no UAS reports.



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

CW5 Hammond: All is quiet.

UAS rules and use Restricted Area 2310 every day.

If 2310 is active, they are shooting. Alpha is usually active.



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



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, through, 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, Brandon Esquer & Mike Charlton (P50), Luke: LTC Palik, 56 FW Safety. T90 – Bryan Eckenrode, Alberto Garcia – ZAB, Aaron Pickett – ZAB

Not Available

Cary: The Tethered Balloon situation has been cancelled.

Luke AFB withdrew support because of ILS interference.

Brian Mehrtens (FAA): Looking for clarification. We were at a meeting at Deer Valley a couple of weeks ago and learned that Sandia had “thrown in the towel.” Was the project “canceled?”

Cary Grant: On their website, they stated they had cancelled plans for the tethered balloon.

Brian: Just in case, be careful out there.

Cary Grant: If we hear otherwise, we will get the word out. **Free balloons are still operating in this area. Check NOTAMS.**



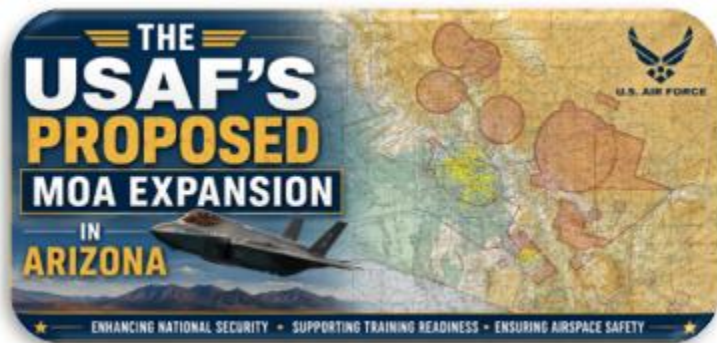
Proposed Airspace Modification

No current information

Propose Delta expansion for Gateway and Chandler

No current information





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

No current news available. "The U.S. Air Force is actively pursuing a Regional Special Use Airspace (SUA) Optimization proposal to modify and expand Military Operations Areas (MOAs) and Air Traffic Control-Assigned Airspaces (ATCAAs) in Arizona. This initiative supports training for aircraft based at Luke AFB, Davis-Monthan AFB, and the Morris Air National Guard Base." ASAG FAA Public Comment on MOA Expansion was submitted by Cary B. Grant, September 17, 2025:

https://drive.google.com/file/d/1MqIZka9ojEM1jRxjdBYfYMR3t8L3_n3K/view



Michael Rutledge &

Hunter Wall:

Fire season is upon us.

Watch for TFRs.

Michael Rutledge:

CGZ Training Ops: Things are getting better. Casa Grande training has exploded for firefighting



aircraft. Year round, CGZ is a primary training base. It is a challenge because of the traffic volume. We also use Marana and Eloy. Many aircraft on the instrument approaches to runway 5, don't go to DH, and that helps, especially when the wind favors RWY 23 departures. This displays super courtesy and professional attitudes.

A typical training is Day, when VFR, is starting at 0530 and done by 1030. Trying to beat the heat.

Jim Timm: Is "Casa" a proper term to use on the radio?

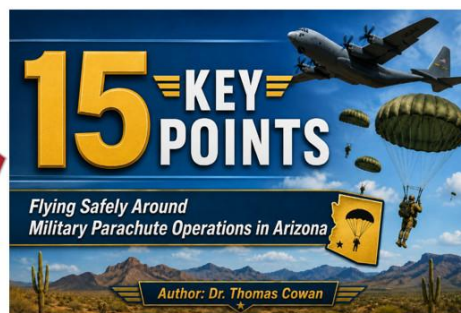
Ernie Copeland: We prefer "Casa Grande."



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

Not available.

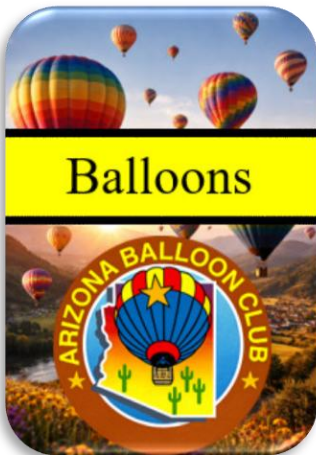
https://www.faasafety.gov/files/events/WP/WP07/2026/WP07144898/15_Key_Points_-_Flying_Safely_Around_Military_Parachute_Operations_in_Arizona_-_Thomas_Cowan_-_May_2026_-_v7.1.pdf



We will do a parachute drop activity at Embry-Riddle Safety Day, Aug 17. I did some analysis.

At Eloy, there was IFR Pilot, (I Follow Roads), and I estimate he missed a jumper by 44 feet laterally and 59 feet vertically. It was a very close call.

Please read 15 Key Points. Make sure you are on flight following. Make sure you check the NOTAMs. The jump operations are not just between Tucson and Phoenix. There is a lot of activity in the Lake Havasu and Kingman area. Drop operations are 24 hours a day.



Neil Davison and Christine Perry

Christine Perry: Most balloonists are not flying because it's too hot.

Looking forward to the Balloon Festival in Albuquerque, Oct 1 to Oct 13.

Neil Davison: Yesterday (Aug 11) was the 40th anniversary of the launch of the first balloon crossing the Atlantic Ocean. [CLICK HERE](#) for more information



Mark Gianni, Red Star Pilots Association, SW Regional Director.

<https://flyredstar.org>

Mark Gianni: Unable to attend



El Tiro Glider Competition Update – Tim Mitchell, Tucson Soaring Safety Officer

Unable to attend



Fairfax O'Riley:

Cary Grant: Fairfax has Suspended operations because the insurance companies would no longer insure their operation because of Superior's rough conditions.

ASAG Accident and Deviation Report



Mid-June through Early-August 2026

Accident Report & Pilot Deviation Summary



The following are the reports of aviation accidents/incidents that have occurred in Arizona from mid-June through early-August.

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 longer than usual because the July meeting of ASAG was eliminated because of the EAA AirVenture program in Oshkosh, Wisconsin, and many in the aviation community were there in attendance. As a result, there are 12 accidents/incidents presented in this report.

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.

Date: June 13, 2026 INATTENTION TO PROP

Source: APA Member, ASN, FAA, NTSB

Location: Marana Regional (AVQ)

Type: Cessna 208B Grand Caravan

Injuries: **1 Uninjured**, **1 Fatality** (2 POB)

Pilot Info: Commercial/CFI

After landing, the aircraft stopped on the ramp with the engine still running. An employee of SkyDive Marana exited the aircraft and sustained **fatal injuries** after he walked into the propeller.



Date: June 18, 2026 HARD LANDING

Source: ASN

Location: Chandler Municipal (CHD)

Type: Cessna 172M

Injuries: **Uninjured (1 POB)**

Pilot Info: No Pilot Information

The airplane departed Tucson Ryan Field and landed hard on the runway at Chandler Municipal Airport, which resulted in a flat tire and a propeller strike.



Date: June 20, 2026 TAXIING ISSUE

Source: ASN, FAA Incident

Location: Tucson International (TUS)

Type: Piper PA-28-181

Injuries: **Uninjured (2 POB)**

Pilot Info: Private Pilot

The Piper was taxiing to park when the right wing struck the propeller of an aircraft which was parked and unoccupied.



Date: June 25, 2026 ENGINE POWER ISSUE

Source: ASN, FAA

Location: Near Dome, AZ

Type: Beechcraft S35 Bonanza

Injuries: **Uninjured (3 POB)**

Pilot Info: Private Pilot

The Bonanza departed Eagle Roost Airpark and experienced engine issues. The pilot hit brush while attempting an emergency landing near Dome, Arizona. (Dome is a Ghost town located in southeast Arizona near Yuma).



Date: July 5, 2026 ENGINE FAILURE

Source: ASN, FAA

Location: Near Salome, AZ

Type: Piper PA-28-140

Injuries: **Uninjured (2 POB)**

Pilot Info: Private Pilot

The Cherokee experienced an engine failure and made a forced landing in a field near Salome.



Date: July 11, 2026 GEAR UP LANDING

Source: ASN, FAA Incident

Location: Mogollon Airpark (AZ82)

Type: Lancair Legacy 2000

Injuries: **Uninjured (1 POB)**

Pilot Info: No Pilot information

The aircraft departed Sedona and made a gear up landing at the Mogollon Airpark airport.



Date: July 12, 2026 CONTROL LINKAGE FAILURE

Source: ASN, FAA

Location: Glendale Municipal (GEU)

Type: Remos GX

Injuries: **Uninjured (2 POB)**

Pilot Info: No Pilot Information

The student pilot was practicing landings at Glendale Airport, and during the initial climb, the airplane's pitch control was "delayed". After taking the flight controls, the instructor observed that the airplane did not respond to pitch control inputs. The flight instructor was able to maneuver the airplane using the ailerons, rudder, full nose up pitch trim, and engine power. During the final approach to the runway, the airplane lost altitude and impacted terrain, resulting in substantial damage to the airplane's fuselage. Examination of the airplane revealed that the rear elevator control rod had fractured about three inches forward of the elevator quick disconnect. According to maintenance records, the elevator control rod had accrued 445 hours in service.



Date: July 12, 2026 TAIL STRIKE

Source: ASN, FAA Incident

Location: Goodyear Municipal (GYR)

Type: Cirrus SR 20 G6

Injuries: **Uninjured (3 POB)**

Pilot Info: No Pilot Information

The Cirrus had departed Ak Chin airport and while landing at Goodyear, the airplane incurred a tail strike.



Date: July 25, 2026 PROP STRIKE

Source: ASN, FAA Incident

Location: Prescott Regional (PRC)

Type: Harmon Rockett II

Injuries: **Uninjured (2 POB)**

Pilot Info: No Pilot Information

The airplane bounced on landing and incurred a propeller strike.



Date: July 26 OVERRAN RUNWAY

Source: FAA Incident

Location: Buckeye Municipal (BXK)

Type: Cirrus SR20

Injuries: **Uninjured (1 POB)**

Pilot Info: Private Pilot

While landing, the airplane rolled off the end of the runway into the dirt.



Date: July 28, 2026 LOSS OF POWER

Source: ASN, FAA, NTSB

Location: Chandler Municipal (CHD)

Type: Piper PA-28-180 Cherokee C

Injuries: **Fatal (1 POB)**

Pilot Info: No Pilot Information

The Piper Cherokee crashed shortly after taking off at Chandler Municipal Airport.



Date: August 1, 2026 RUNWAY EXCURSION

Source: FAA Incident

Location: Falcon Field (FFZ)

Type: Zenith 601

Injuries: **Uninjured (1 POB)**

Pilot Info: Commercial Pilot

Aircraft went off the runway because of an improper flap selection for the cross wind.





2 NMACs Reported Jun 12 – Aug 7

16 June, Scottsdale Airport (SDL)

A helicopter was transitioning the Scottsdale Class Delta Airspace VFR at 3,000 feet. A Citation was issued a takeoff clearance with a right hand turn to a heading of 285°, and to an altitude of 5,000 feet. The controller verified that the helicopter was transitioning southwest bound and would remain west of the RWY centerline. The controller advised the Citation, that was now climbing to 5,000 feet, of the helicopter's presence. The helicopter asked the controller if they should remain at their present altitude or if they should descend. The controller advised that the Citation which was taking off was climbing to 5,000 feet, and an altitude change was at the helicopter's discretion. The Citation began their right-hand turn and crossed in front of the helicopter. The helicopter advised the controller that the Citation just "cut" right in front of them.



21 July, Scottsdale Airport (SDL)

An IFR R44 helicopter departed on the MRRIC1 obstacle departure. The helicopter lifted off and immediately turned right and also changed frequency without ATC approval. At the time there were 2 other aircraft in the right downwind. The controller trainee initiated a traffic advisory

to all aircraft, and the IFR helicopter did not respond, but continued to climb. The 2 aircraft in the right downwind were in level flight at 2,500 feet, and within 1/4 of a mile of each other. The leading aircraft turned and climbed 200 feet to avoid the helicopter.



In the reporting period from **Jun 12** through **Aug 7** there were **19 pilot deviations** reported by the FAA SDL FSDO. These deviations were committed by pilots with certificates ranging from **Private Pilot through ATP**. There were **9 out of state** and **2 foreign pilots**.

Note: Many pilot deviations are 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 would hope that pilots would get the message to be more careful in their flying. Some of 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 like to think that the information being presented here is valuable to all pilots, and it 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, May 15 – Jun 10



- 1 Altitude Deviation **0 Brasher**
- 5 Phoenix Class Bravo Airspace Deviations **2 Brashers**
- 2 Class Delta Airspace Deviations **2 Brashers**
- 4 ATC Instructions **2 Brashers**
- 4 Runway Incursions **2 Brashers**
- 1 Restricted Airspace Incursions **0 Brashers**
- 2 Unknown Deviations **0 Brashers**

Altitude Deviations

1

Any intentional or unintentional variation from an assigned altitude.

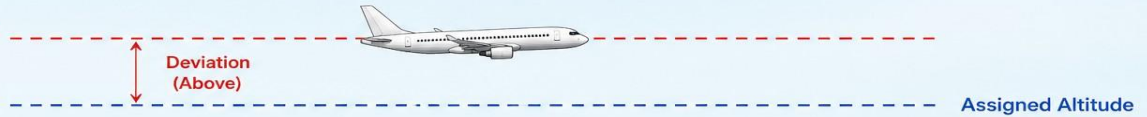
Correct Altitude

Aircraft is maintaining the assigned altitude.



Altitude Deviation (Above)

Aircraft is above the assigned altitude.



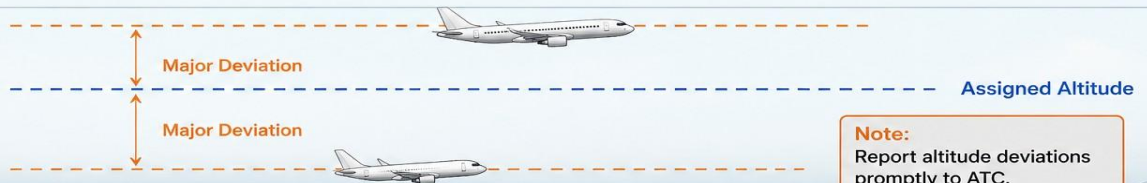
Altitude Deviation (Below)

Aircraft is below the assigned altitude.



Major Deviation

A large deviation from the assigned altitude requiring ATC immediate attention.



Maintain altitude awareness – Check, cross-check, confirm.

53

July 29, Descending Below Assigned Altitude

- ATP Pilot
- Phoenix TRACON (P50)

The Gulfstream was inbound to Scottsdale (SDL), and was given a descent clearance to 5,300, and was told to report the airport in sight. The pilot never reported the airport in sight and continued the descent in the 5,300 Minimum Vectoring Area. As soon as the aircraft descended below 5,300, the controller issued a safety alert with an immediate climb clearance. The aircraft climbed to 5,300, reported the airport in sight, and was cleared for the visual approach at SDL, and they landed without incident.

CLASS BRAVO DEVIATIONS 2

VIOLATIONS OF CONTROLLED AIRSPACE



June 15, Entering Phoenix Class Bravo Airspace Without First Having Authorization

- Private Pilot
- Phoenix TRACON (P50)

The Cessna departed the Glendale Airport VFR and climbed into the PHX Class B airspace without ATC clearance or establishing two-way radio communication.

June 19, Entering Phoenix Class Bravo Airspace Without First Having Authorization

- Private Pilot
- Mesa Falcon Field (FFZ)

The Aero Commander departed Falcon Field (FFZ), and turned westbound, and climbed to 3,200 ft in the 2,700 ft shelf of the Phoenix Class B Airspace. The Aero Commander then called the TRACON's Willy sector controller to get flight following to its destination. The controller noticed what the aircraft was doing and advised the aircraft to descend and turn southbound.



The aircraft complied, and they were **issued a Brasher by the controller**. Prior to departing Falcon Field, the aircraft pilot called the Phoenix TRACON to get a clearance out of Falcon Field. **They were** advised that they needed to call Falcon Field tower to get a clearance out of their airspace, and to call the TRACON once

southbound. The pilot was advised multiple times to remain outside of the Phoenix Class B Airspace as well as to fly southbound because of the PHX finals. The Pilot had requested a Bravo clearance from the FFZ Tower, but they said they could not do that but would give him an expedited frequency change so he could get his Bravo clearance. He was told to fly runway heading by FFZ and was not given an expedited frequency change. His destination was to the west of FFZ, and after reviewing the charts, next time he will fly farther south before turning westbound.

July 9, Entering Phoenix Class Bravo Airspace Without First Having Authorization

- **Commercial Pilot**
- **Phoenix TRACON (P50)**

The aircraft entered the Phoenix Class B Airspace without ATC clearance or communication, causing a potential conflict with air carrier traffic on the base leg to final.

July 29, Entering Phoenix Class Bravo Airspace Without First Having Authorization

- **Foreign Pilot**
- **Phoenix TRACON (P50)**



The Airplane called the Biltmore sector controller for flight following at 6,000 feet inside the 3,400 block of the Phoenix Class B Airspace without a Class B clearance. The Biltmore controller gave the aircraft a squawk code and verified their altitude. **The Brasher warning was given by the Santan sector controller** and the aircraft continued on to their destination without further incident.

July 31, Entering Phoenix Class Bravo Airspace Without First Having Authorization

- **No Pilot Information**
- **Phoenix TRACON (P50)**

The aircraft entered the Phoenix Class B Airspace without a clearance. The aircraft departed Phoenix Deer Valley airport VFR and contacted ATC for flight following. The aircraft entered the Phoenix Class B Airspace without an ATC clearance. They were advised they needed to descend and remain below the Bravo Airspace.

Class Delta Airspace Deviations 2

Common Pilot Mistakes in Delta Airspace

! Entering Without Clearance



Failure to Maintain Altitude



2500 FT AGL

Flying above or below the Delta airspace altitude limits.

Ignoring the CTAF



Failing to listen and announce on the Common Traffic Advisory Frequency.

Landing Without Clearance

NO CLEARANCE!

FOLLOW ATC INSTRUCTIONS!

June 30, Entering Class Delta Airspace Without First Establishing Two-way Communications

- Private Pilot **Out Of California**
- Goodyear Municipal Airport (GYR)

An aircraft departed Glendale airport and proceeded southwest entering the Goodyear airspace at 2,200 ft. The aircraft turned west along the Freeway climbing to approximately 2,600. The tower controller had aircraft on the downwind, and base to the RWY at approximately 2,000 ft. Traffic was given about the errant aircraft. Ground Control reached out



to Luke AFB to see if they were talking to the errant aircraft, but they were not. Luke called back to say they had picked him up westbound enroute to Fresno. **Ground Control requested that Luke give the Brasher Statement and the Goodyear Tower phone number to the aircraft. Luke Approach delivered the Brasher warning to the aircraft shortly after the incident.**

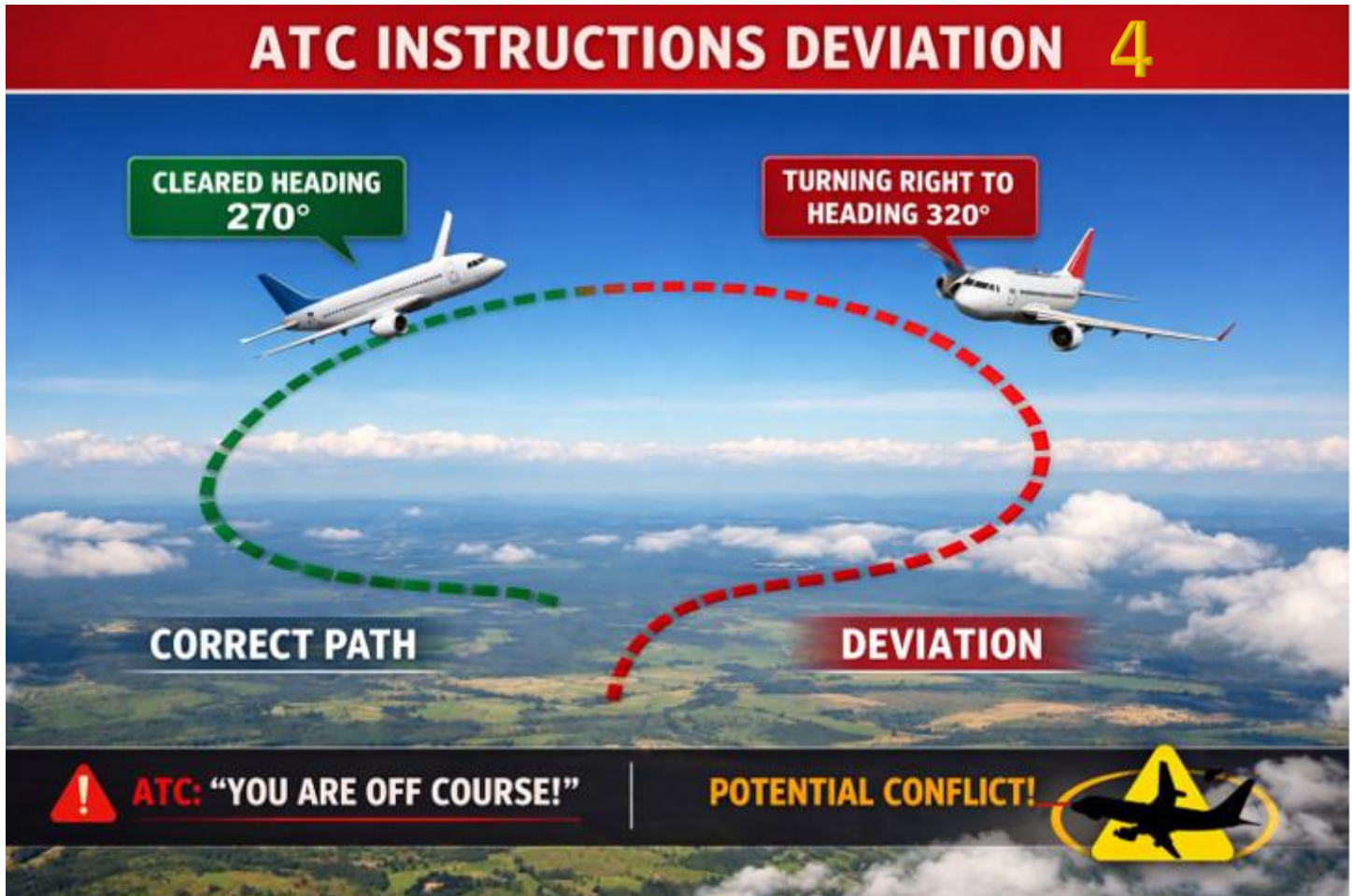
July 6, Entering Class Delta Airspace Without First Establishing Two-way Communications

- ATP Pilot
- Mesa Falcon Field Airport (FFZ)

The Falcon Field Tower Controller was working both RWYs (4R & 4L), and a Piper Archer was on an extended right downwind. When the Archer was 1 mile east of the western Falcon Field airspace boundary, the Piper requested a base turn for traffic. The Phoenix TRACON, and



Gateway (IWA) had an Embraer Business jet on a long final at 2500 MSL on final to IWA. No coordination had been received by Falcon Field from the Phoenix TRACON or Gateway regarding the flight. Both aircraft landed safely, and **IWA issued a Brasher to the Embraer pilot.** The Embraer pilot confirmed that they had the Piper Archer in sight.



June 16, Failure To Follow ATC Instructions

- ATP Pilot
- Phoenix TRACON (P50)

The aircraft descended on the BRUSR ONE Arrival to 7,000 feet at the BRIEZ waypoint. The crossing restriction for BRIEZ is at or above 8,000 feet, and at or below 9,000 feet. The aircraft in that corridor are allowed to climb to 7,000 feet. Additionally, the aircraft failed to turn at KUCOO to a 079° degree track and the VERDE controller initiated radar vectors at that time. On a phone conversation, pilot in command advised the Tower they had the aircraft in the wrong mode and then admitted to the late turn at KUCOO as well.

June 26, Failure To Follow ATC Instructions

- **No Pilot Information**
- **Tucson International Airport (TUS)**



The aircraft flew through the LIBBY Ground Control Approach without authorization. The aircraft called departure control for a VFR beacon code into Tucson international, and Departure control called Libby Army Air Force Base (FHU) for a point out. **FHU requested departure control to issue the Brasher warning, and call FHU after landing.** No other traffic was affected and the aircraft landed at Tucson safely without further incident.

July 17, Failure To Follow ATC Instructions

- **ATP Pilot Out Of Idaho**
- **Phoenix Deer Valley Airport (DVT)**

The Beechcraft King Air departed Deer Valley Airport on the DVT departure, which requires a climbing northwest bound turn. The aircraft did not fly the departure as published but continued on the RWY heading eastbound. The pilot flew into a 4,000 ft. Minimum Vectoring Altitude (MVA) at 3,300 ft., then flew into a 4,300 ft. MVA at 3,900 ft. No safety alert was issued by the TRACON Biltmore sector controller, and The Pilot In Command also penetrated the Scottsdale Class Delta Airspace.

July 26, Failure To Follow ATC Instructions

Private Pilot Out Of Texas

Chandler Municipal Airport (CHD)

The aircraft was southeast of the Chandler airport, and was told to begin a descent, and to turn northbound to make left traffic for RWY 22L. He continued heading southwest for 2 more miles and didn't descend. When the Tower Controller prompted him to turn north and make left traffic for 22L, again, he turned north and then crossed the extended centerline two miles upwind of the runways. The Tower Controller saw this and reached out and told him to continue now in right traffic to 22R, and gave him traffic of a Cessna in the downwind



that he was going to follow. Then, when told to follow that traffic that he said he had in sight, he started his base, turning into the Cessna he was told to follow. The controller was then required to have him make an immediate left turn back into the downwind. **The pilot then landed safely and was issued a Brasher by ground control.**

RUNWAY INCURSIONS

4



June 24, Taxiing on a taxiway Without Authorization

- Private Pilot **Out Of Mexico**
- Phoenix Sky Harbor (PHX)



The Cessna attempted to depart Sky Harbor on RWY 25L without a departure clearance. The aircraft proceeded onto the RWY and started the departure roll. This was immediately caught by the controller, and the controller cancelled the take-off clearance, and the aircraft exited the RWY. No other aircraft were impacted, and there was no loss of separation. **A Brasher issued.**

June 27, Taxiing Onto A Runway Without Authorization

- Private Pilot **Out of California**
- Goodyear (GYR)

The Cessna was observed about 4 NM southwest of the Goodyear Class Delta Airspace at 1,600 MSL and heading northeast. After observing they were not altering their heading to avoid the Class Delta Airspace, the controller attempted to establish two-way communication on the Goodyear Tower frequency with no response. Two attempts were made on the guard emergency frequency, 121.5, for them to contact the Goodyear Tower, without success. They came within approximately one mile of departing traffic on RWY 21. The Cessna then established a final approach to RWY 3, but RWY 21 was in use. The Cessna landed with no

clearance or acknowledgment. The Tower had given the errant aircraft a steady green light to land, and when off the RWY, Ground Control gave the aircraft a steady red light to stop. Shortly after, the aircraft contacted Ground Control and received instructions to park at the FBO. When asked if he heard the Tower transmissions or if he was as aware that they landed the opposite direction of traffic without a clearance, he stated that he thought the Tower was closed.

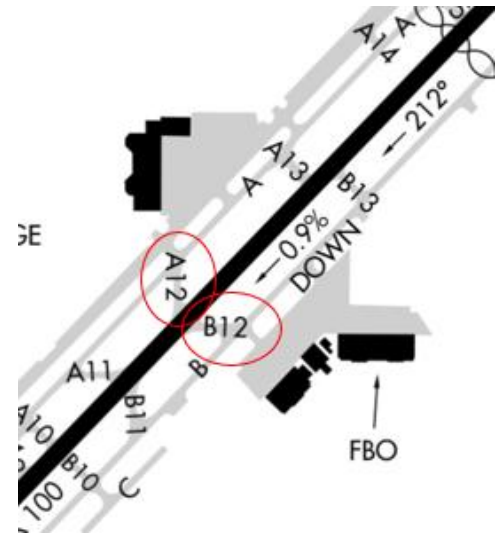
July 1, Taxiing Onto A Runway Without Authorization

- ATP Pilot **Out Of Texas**
- **Scottsdale Municipal Airport (SDL)**

The Gulfstream was holding on B12 and was told to cross the runway to A12. The read back was correct, but the aircraft then taxied onto the runway. Ground Control quickly corrected the aircraft, and the Gulfstream then exited the runway behind a holding Cherokee.



There was traffic on a 1-1/2 mile final. Ground Control worked quickly to clear the taxiway and runway of both aircraft. **Ground Control issued a Brasher warning to the Gulfstream pilot.**



July 17, Taxiing Onto A Runway Without Authorization

- ATP Pilot **Out Of California**
- **Scottsdale Municipal Airport (SDL)**

At Scottsdale, a Hawker jet crossed the hold short line of the runway without ATC authorization. Ground Control (GC) instructed the Pilot to taxi via Taxiway Alpha to Runway 21. The pilot read back taxi via Taxiway Alpha. The Pilot taxied via Taxiway Alpha and crossed the hold short line of Runway 21. A business jet on final advised the controller that they were going around while on an approximate 1/4 mile final. The Pilot of the Hawker told Ground Control that they were holding short of the runway, and Ground Control instructed them to contact the tower controller. The Hawker Pilot then contacted the tower controller and said they were holding short of the runway. The controller advised the Hawker pilot that they were awaiting an IFR release. The other business jet on a final advised the tower controller that they initiated the go-around because the Hawker had crossed the hold short line of the runway. A second aircraft initiated a go around outside of a 1/2 mile final.

RESTRICTED AIRSPACE DEVIATIONS 1

INTERCEPTED BY FIGHTER JETS



Escorted out of airspace

COMMUNICATION LOST



AIR DEFENSE RESPONSE



Risk of being fired upon



June 11, Flight Into Restricted Airspace

- Commercial/CFI Pilot
- Tucson TRACON (U90)

An Arrival Radar controller called an Albuquerque Center Sector controller to point out that a flight was climbing north of the Tomahawk airspace to 14,500. The Albuquerque controller approved but pointed out that they wanted to protect 11,000 and below for an Embraer E170 holding at 12,000. The Arrival Radar controller asked the flight if they were familiar with the Tomahawk airspace, and the pilot responded yes. The Arrival controller instructed the flight to turn south, and remain inside the Tomahawk airspace, and continue the climb. The flight continued northbound and continued to climb. **The Arrival Radar controller issued a pilot deviation to the flight.**





July 9, Un-Designated Issue (Perhaps a Runway Incursion?)

- Private Pilot
- Phoenix Deer Valley Airport (DVT)

On a landing attempt for the wrong runway, the pilot of a Cessna crossed the threshold of Runway 7R without ATC authorization. The controller cleared the Cessna for a touch-and-go on Runway 7L. The readback was correct, but the pilot lined up for and crossed the threshold of Runway 7R. The controller issued a go-around to the Cessna. The facility stated in the notes that the aircraft did not touch the pavement of the runway. No other traffic was involved.

July 22, Un-Designated Issue

- No Pilot Designated **Out Of Massachusetts**
- No location of the deviation is specified
- Aircraft type: AA-5 Grumman

No other information is given.



Cary Grant: Reference the June 11, Flight into Restricted Airspace: No one at the meeting knew what Tomahawk airspace is.

June 11, Flight Into Restricted Airspace

- Commercial/CFI Pilot
- Tucson TRACON (U90)

An Arrival Radar controller called an Albuquerque Center Sector controller to point out that a flight was climbing north of the Tomahawk airspace to 14,500. The Albuquerque controller approved but pointed out that they wanted to protect 11,000 and below for an Embraer E170 holding at 12,000. The Arrival Radar controller asked the flight if they were familiar with the Tomahawk airspace, and the pilot responded yes. The Arrival controller instructed the flight to turn south, and remain inside the Tomahawk airspace, and continue the climb. The flight continued northbound and continued to climb. **The Arrival Radar controller issued a pilot deviation to the flight.**



Cary thanked Jim Timm for the report, Jim Price for the PowerPoint presentation, and Ernie Copeland and Brian Mehertens for putting it together.



[FFZ Users Fees Passes, Update? – Cary Grant, Chris Nugent, Paul Rowley, and John Keith](#)

Cary Grant and Chris Nugent: AOPA has written a letter on behalf of pilots in our area, questioning FFZ fees. We will see what happens.

Chris: Recap: There have been 3 FAA part 13 complaints filed by tenants and users at Falcon Field, in relation to the fee program. One from CAE and another school. One from an aerial survey company and another from a smaller flight school. There have been a number from FAA to Mesa City. They are asking the city and airport to produce data and the fee rational. Mesa City replied to the FAA's letter

and Part 13 complaints on July 2nd with a 26-page document. The City indicated in the letter that they have engaged a law firm, Anderson Krieger, (specializing in Airport Compliance Law), to conduct a review of their finances and their fee methodology.

The 2 flight schools responded, in addition to ASAG, AOPA and APA.

Several Federal lawsuits are still in place.

This will take time to settle. Lots of activity in the background.

Senior AOPA leadership on the advocacy team, has really responded and engaged the FAA and City.

Cary: AOPA has done an outstanding job.

David Kitts: Can we see the AOPA responses to City and FAA? Chris will get the response to David.

Cary: Anything from user groups at FFZ?

David: Light participation.

Chris: Latest snapshot of noise data at FFZ. The peak was in March, when City Council voted to approve the fees and the 2nd peak was around July 27th, when they deferred the fees an additional 90 days and hired Anderson Krieger.

Phil Corbell: Aircraft can do low approaches all day and that won't stop the noise complaints. Low approaches are not charged Landing Fees.



Cary Grant: We need to set a date for the next Banquet. Awards deadline Nov 30. Our deadline for Airport and ATC Communicator of the year is the end of December. We need to have time to get the trophies and plaques to the Trophy company.

First time we could have the banquet is the 3rd week of January, 2027. More time after would be better.

Cary proposed either 30 Jan or 6 Feb.

Phil Corbell: Suggested 6 Feb. Ernie Copeland seconded that motion.

Jim Anderson: Hilton is the only available option.

Cary Grant: We will call Kim at the Hilton to make sure the 6th of February is available.



The 2026 Banquet Photos are available for viewing at

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

We Need Nominees

Please think about nominees for this year 2026 (Banquet in 2027). Contact Cary Grant at cbgrant@azboss.net for more information.

At Oshkosh, the FAA recognized Mike Kloch (National CFI of the Year), Mike Jesch (National FAAS Team Rep of the Year, and Roger Whittier, (National Maintenance Technician of the Year).

Congratulations to National Maintenance Technician of the year – Roger Whittier

This video was supposedly filmed at Oshkosh. Why supposedly? Roger Whittier's Cirrus is blue, not pink, and it's hard to believe Roger wears purple shoes.

Jim Anderson: This is a funny video, and it is so amazing what Artificial Intelligence can do.

Ernie Copeland: This was Ernie's first visit to Oshkosh and probably the last visit. 734,000 attended. In 2025, the attendance was 700,000.

Cary: There was some concern about how ATC managed the Fisk arrival. Lots of cutting in line.

Ernie's wife enjoyed Wisconsin.

Cary highly recommends Oshkosh!

Cary: ForeFlight now delivers mobile Pre-Departure Clearance (PDC) and Digital ATIS (D-ATIS) via text and email at over 70 major U.S. airports. Included with Premium and Business Performance plans, it lets IFR pilots skip clearance delivery radio calls by automatically receiving text clearances 20 to 30 minutes before departure. It is also available with Garmin Pilot.



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

Lee Unger: The workgroup has concerns on Amendment #2 of our submission. It will be revised accordingly and sent to Christine W. Parola, Esq. Attorney Advisor, Mobility Division Wireless Telecommunications Bureau for her review. Then, if all goes well there, it will be submitted to the FCC.



THE HUGHES APP

Cary Grant: There are lots of Slack Lines depicted!

This app will let you include a slack line overlay.

It's a **FREE** app but only available for iOS devices (Apple only).

In Arizona, there are over two dozen slack lines. You are highly encouraged to download the Hughes app.



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

Lee Unger: Ontario Class Charlie proposal has been amended. Mini route across LAX is confirmed unavailable.

Burbank's new terminal is set to open Oct 1.

29 Palms airspace expansion is awaiting the NPRM

Whiteman/Burbank Working group set to launch Aug 11 to evaluate temporary/permanent procedures and integration with Van Nuys and Burbank.

SCAUWG and ASAG agree that Letters to Airmen (LTAs) need to be shown on ForeFlight in the NOTAMS where they belong, not in Procedures.

NOTAMS <https://notams.aim.faa.gov/notamSearch/disclaimer.html>



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

None



John Keith

None



Pilot Counseling – Bob Holliday, ASAG's Chaplain

Bob Holliday:

Pastor Bob: Encourage all that we can be supportive to not just each other. Being the ears can change someone's mental mindset. Prayers that we all take that role seriously. Each of us can be a representative. If you need help, Bob is willing to help. Email at pastorbobh@comcast.net

Cary: Bob is an ordained minister, and everything is confidential.

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



No Maneuver Zone (Gateway Area), Bob Mittelstaedt

Davit Kitts: It looks like they retracted a No Maneuver Zone because of push back they received.

Cary Grant: A work in progress.



Cary Grant, Jim Pitman, Brian Harrison:

The Approach Guide will contain Recommended Procedures for Practice Instrument Approaches in the Phoenix Area.

We've had a couple of new people volunteer to help with this project recently
Link to view work in progress: https://docs.google.com/document/d/18Jpf9d9g-THIsu2Yg7IRcdxkq7D_D5DrXoljNBT34Q/

We are still looking for more volunteers to help with this project. Please email jim.pitman@gmail.com if you are willing and able. Thank you!

Please submit feedback related to this project at: <http://aftw.org/contact/>



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

Jim Anderson: The revised Sedona Video file has been uploaded to the drop box folder so it can be ready for distribution. Updates include the Charts that now reflect the current departure procedures (BYTER ONE (Obstacle) RNAV), and the RNAV (GPS) Rwy 03 approach.

Cary Grant will get it updated to YouTube.

Cary Grant: With all the Bravo deviations that we have each month, we need to get the Bravo airspace Video put together. We need to get Brandon Esquire on a call because we need to get the video put together.

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>



AFTW and DPE Update, Lee Unger, Eric Fahrner, Brian Merhtens

Lee Unger: Working on Stanfield LTAs. Next project will be the Coolidge LTAs.

Next Meetings: <https://aftw.org/next-meeting/>

Sep 8, 2026 04:00 PM

Nov 10, 2026 04:00 PM



Lee Unger: LTA about safety for the Stanfield stack is near publication by ZAB Albuquerque Air Traffic Control Center.
Thanks to Cary, Ernie, Brian, Christina L. Jacoby, Air Space and Procedures Manager (A) ZAB/TCAB, Timon Fish FAA ZAB (SW area NATCA rep), Jim Pitman, Brent Crow, Stacy Elliot and everyone for their work on the LTA.

Letters to Airmen



Lee Unger:
Like Always



https://flytucson.com/taa/safety_security/airfield_safety_enhancement_ase_program.php

https://www.faa.gov/airports/runway_safety/pilots/best_practices

Lee Unger: Junaid Adil, APOA Airport Support Network Volunteer for KTUS Tucson, will start contributing to this report in our September meeting.

Known attendees Cary, Ernie and Brian, Sonny Durante and Lee Unger attended the TUS RSAT.

Sonny and Lee will be photographing the rise on Alpha near Delta for a safety poster.

The rise is quickly followed by the Runway 12 hold line, it comes up quickly, causing incursions.

Cary Grant: They are almost done with the new runway, but they don't have money for runway lights and markings. That will be a separate project so it will be 2028 before the second runway will be operating.

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.

Updated Tucson International Airport website <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.



Amazon UAS Delivery Activity – John Keith, Neil Davison. Amazon Drone Collisions.

John Keith: Dozens of Amazon UAS traverse the sky at about 200 feet. We are seeing a lot more of them.



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 Brian Mertens for providing the Zoom attendance list which we use to provide WINGS credit.

To receive credit, you must remain in the meeting **for at least two hours**.



**Buckeye
Closed
August**

18

0600 -

0930

**Scottsdale
Closed
October**

25 - 31

BXK will be closed to all operations.



Cary Grant: Deer Valley (DVT) has had a 65% decrease in runway incursions. In 2025, Deer Valley was an Runway Incursion “leader”; Top 30 in the nation for incursions. This year, they are not in the top 100. The decrease is attributed to air traffic control and pilots and awareness. Congratulations, Deer Valley.

SAID

DVT is now utilizing SAID (Surface Awareness Initiative Display). This uses Automatic Dependent Surveillance-Broadcast (ADS-B) data to provide a real-time visual display of aircraft and ground vehicles on airport surfaces, specifically

for air traffic control towers that lack traditional ground radar surveillance. With SAI, they can watch traffic in the pattern and determine if an aircraft is lined up to the wrong runway. Also, ground vehicles will be equipped with ADS-B.

General Aviation Awards – Loss of Leadership & Support

Cary Grant: For two years, the General Aviation Awards has been chaired by Loretta Webb. At Oshkosh, Loretta stated that this would be her last time attending Oshkosh. She is stepping down, so, we are looking for someone to take the reigns of the General Aviation Awards. It needs to be someone who has a lot of National Contact, someone who can reach out and work with everyone.

Also, EAA will no longer sponsor the General Aviation Awards with the level of support that have given in the past. We are looking for a sponsor who can take the place of EAA.

Perhaps AOPA or John and Martha King will step in to support the Awards?

We will find out where the future of the GA Awards will go.

Register in advance for the September 16th meeting at:

https://faavideo.zoomgov.com/meeting/register/w2_211_YS1qjcQmNINcXrQ

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.

For the **August** meeting, we will be using the FAA's Zoom account.

Motion to adjourn: **Jim Timm.**

David Kitts seconded the motion.

The meeting ended at **2:46** 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

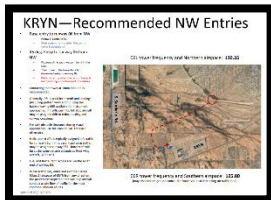
[https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE Phoenix No Maneuver Zone 05-18-24.pdf](https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE%20Phoenix%20No%20Maneuver%20Zone%2005-18-24.pdf)

OR



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

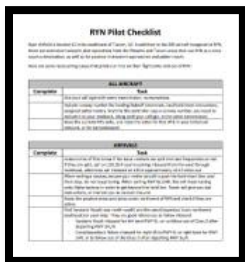
Please print and share the flyer at your airport. You can also publish the link in your print products and on social media.



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

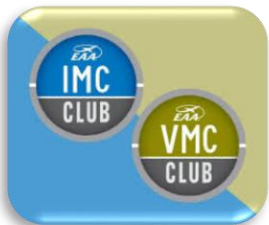


"Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)"

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.



VMC & IMC CLUB MEETINGS – Alex Peña: Their next meeting is **Sep 1, 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. (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 Meetings: <https://aftw.org/next-meeting/>

Sep 8, 2026 04:00 PM

Nov 10, 2026 04:00 PM

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AFTW.ORG



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/>



FLG RSAT 9/4/2026, 12:00 pm, in the Terminal Building's Conference Room. Also available on [TEAMS](#)

Please RSVP to Evan Gottschamer at flgfct@midwestatcs.com. Please include the name, organization, phone number and email address of those who will be attending.

If you have questions or need more information, please let me know. I can be reached at 928-774-3797 and/or flgfct@midwestatcs.com.



COOLIDGE

The fly-in breakfast at Coolidge Municipal Airport (P08) start up again in October – on the first Saturday of the month.

RYAN

On the second Saturday of the month, Richie's Restaurant at Ryan Field (RYN), open daily from 6 am to 2 pm to serve you.

CASA GRANDE

There is a fly-in breakfast on the last Saturday of the month at the Casa Grande Municipal Airport (CGZ). The new "Sky High" Cafe is open from Thursday thru Friday from 9 am-12 pm, and Saturday thru Monday from 8 am-12 pm with a limited menu. The Casa Grande Masonic Lodge will continue to be serving breakfast in the air-conditioned terminal from 7 to 11 am on the **last Saturday of the month**.