



MEETING MINUTES

https://asagaz.org



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

Nov 18, 2026

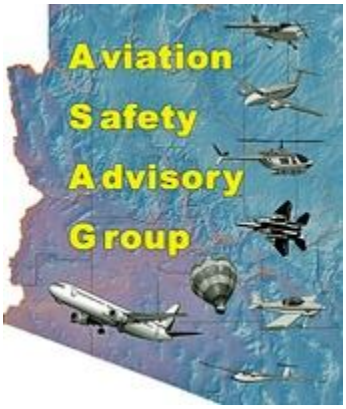
68* attended.** *Names listed in* ***bold *qualified for Wings Credit.*

Dr Abraham Blattstein, Alan LaFever, **Alexander Kocksch**, **Alexander Peña**, Alfonso Fuller, **Andrew Taussig**, **Anthony Arico**, **Bob Katz**, **Bob Mittelstaedt**, Brandon Esquer, **Brian Mehrtens**, **Cary Grant**, **Chris Nugent**, **Chris Locher**, **Christine Perry**, **CW5 Chris Hammond**, **Daniel Moroz**, **David Kitts**, **DeWitt Gibson**, Diego Perez, **Edward Daror**, **Emily Meldrum**, **Fredrick Gao**, Garrett Dauphars, **George Hamaty**, **Gregg Schmillen**, **Ivan Manoogian**, James Larson, **James Price**, **James Timm**, **Jason "JD" De Jesus**, Jeetendra Naidu, **Jemima Habana**, Jeremy Bolduc, **John Cirino**, **John Crawford**, **John Varljen**, **Julian Fruhling**, **Kristopher Healy**, **Lee Unger**, Matthew Corrigan, **Matt Ward**, **Michael Mohle**, **Michael Raab**, Momina Kashmiri, **Peter Troccoli**, Phil Corbell, **Philiip Jossi**, Randell Meyer, Rex Ross, **Richard Lee**, **Roger Shanks**, **Ron Dziagwa**, **Ron Erkens**, **Ron Serafinowicz**, Russ Jones, **Scott Grane**, **Sonny Durante**, **Steven Brimmer**, **Susan Peirick**, **Thomas Cowan**, Tim Budway, Tim Deaton, **Timothy Marshall**, **Tito Sanchez**, **Wes Waddle**, & **William Balafas**.

Welcome to our 10 first time attendees!



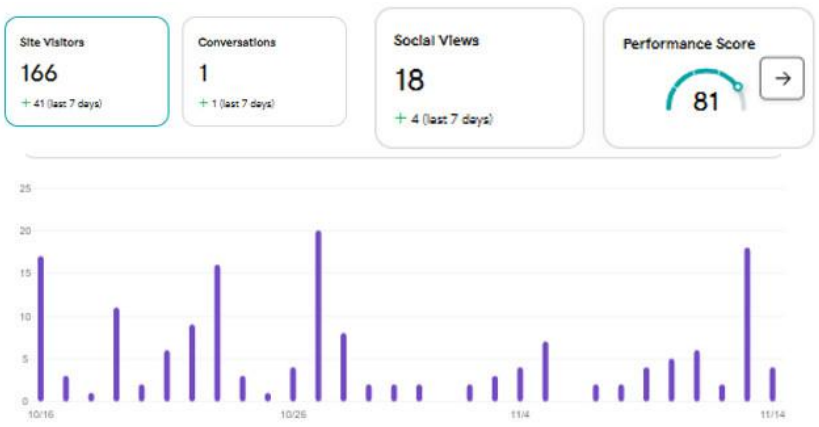
Cary Grant – ASAG President:

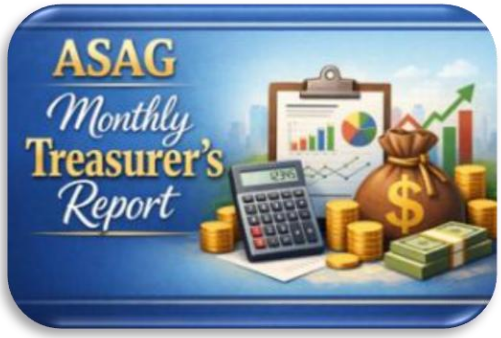


President Cary Grant welcomed the members. He explained that ASAG is a 501c3 organization and we are all volunteers. When the minutes are approved by the ASAG membership, they are posted at https://asagaz.org/.

ASAG works with all users of Arizona's airspace to promote and ensure safe operations. We meet virtually on ZOOM the third Wednesday of the month at 1200 Noon to discuss airspace issues, review Pilot Deviations, Runway Incursions, Near Mid Air Reports, LASER Attacks, and Aircraft Accidents. We have representatives from Phoenix TRACON, Luke Air Force Base, AZ National Guard, Albuquerque Center, and pilots and managers from many operators who attend the meetings, making us a great venue to hear and discuss safety concerns throughout the state. We work in cooperation with the Scottsdale Flight Standards District Office and the FAA Safety Team to focus our FAA Safety Team Seminar programs on concerns we discover during our meetings.

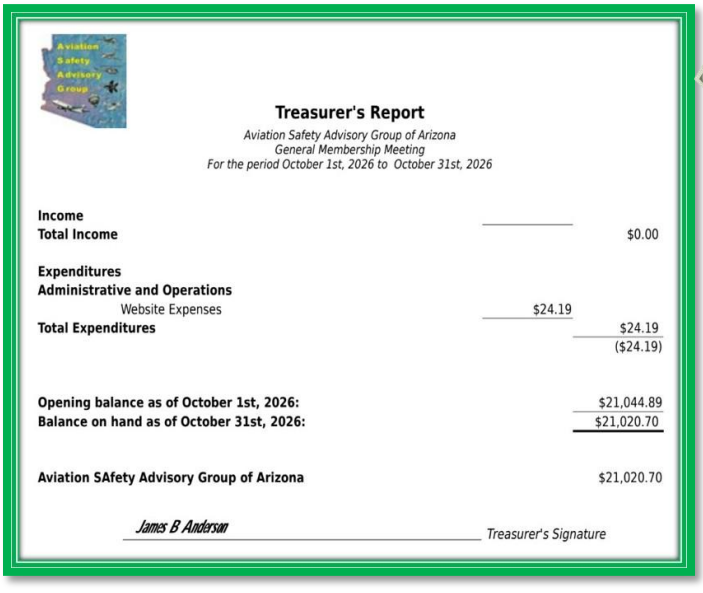
Aviation Safety Advisory Group
asagaz.org





Jim Anderson – ASAG Treasurer

Approval of the **Oct 1st – Oct 30th** Treasurer's Report



Treasurer's Report

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

Income		
Total Income		$0.00
Expenditures		
Administrative and Operations		
Website Expenses	$24.19	
Total Expenditures		$24.19
		($24.19)
Opening balance as of October 1st, 2026:		$21,044.89
Balance on hand as of October 31st, 2026:		$21,020.70
Aviation SAfety Advisory Group of Arizona		$21,020.70

James B Anderson *Treasurer's Signature*







John Varljen moved to accept the Oct 1st – Oct 30th Treasurer's Report.

Sonny Durante seconded the motion.
The members unanimously accepted the Oct 1st – Oct 30th Treasurer's Report.



Jim Price – ASAG Secretary

Approval of the **October** Meeting Minutes.



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

Sonny Durante seconded the motion.
The members unanimously accepted the **October 2026** Minutes.

The approved minutes can be found on our website, https://asagaz.org/monthly-meeting-minutes
When the November minutes are approved in the December Meeting (Dec 16), those minutes will be added to https://asagaz.org/monthly-meeting-minutes





Luke AFB 56 FTW Safety Office – Major Caleb "Wonder" Wyatt & Jason De Jesus

Cary Grant: Major Wyatt's wife had a baby and Major Wyatt is currently on maternity leave.

Jason De Jesus: We have seen a down tick on Hazardous Air Traffic Reports (HATRs). Our operational tempo has changed somewhat, as Headquarters Air Force has encouraged us to increase pilot production.

Since our transition from Air Education and Training Command to Air Combat Command in July 2026, there have been no significant operational changes.



Regarding concerns involving general aviation (GA) student training, we have nothing new to report.

Renovations at Luke Auxiliary Field 1 (Aux 1) are expected to be completed in March or April 2027. The instrument approach procedures at Aux 1 will remain unchanged following the renovations.

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 Mid-Air Collisions.

Can't scan? You can find Luke's Mission at:

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

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

SCAN ME

- Phone: 623-856-6942
- Email: [redacted]
- Maj Caleb Wyatt
caleb.wyatt.2@us.af.mil



***Mitigating Laser Strikes and Drone Interference* – Cory Geffre/Jake Helms, Jim Kennedy, Scott Joy, Jason Kaufman, Christopher Janes, & Kristen Jensen**

Brian Mehrtens: I have plotted the reported laser strikes on a map. The incidents appear to be randomly distributed across the area, with no obvious geographic pattern or concentration. **Laser strikes can occur virtually anywhere**, reinforcing the need for pilots to remain vigilant, especially during nighttime operations.

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.

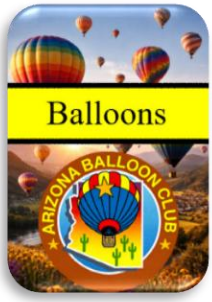
Upon arrival at destination, all pilots and crew members affected by an unauthorized laser illumination are requested to complete the FAA Laser Beam Exposure Questionnaire in order to provide critical information in support of law enforcement efforts to identify and apprehend the responsible parties.

- Report a Laser Incident 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.



Balloons – Neil Davison and Christine Perry ***https://arizonaballoonclub.org/***

Christine Perry: The topic of our November 17 club meeting was Luke Airspace. Three representatives from Luke Air Force Base attended the meeting and spoke to our members. During Yuma's Colorado River Crossing Balloon Festival, which was held November 9–10, strong winds caused some damage. Fortunately, no injuries were reported.



Red Star Pilots Association – Mark Gianni (SW Regional Director)
https://flyredstar.org
Cary Grant: Saturday's [Nov 14] formation for Above and Beyond USA at Goodyear went well. (This formation was to support FAMILIES with children who have a life altering special need or other life disadvantage).



Glider Operations – Fairfax O'Riley & Tim Mitchell
Unable to attend.



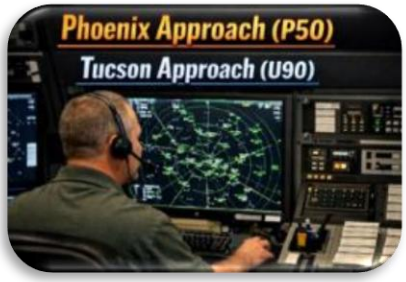
Picacho ARNG – CW5 Chris Hammond & Gary Jones
Cary Grant will encourage CW5 Hammond to go the AFTW website and study the Stanfield Stack procedures.



Cary Grant: **Please treat the airspace around Picacho as though it were Class D (Delta) airspace.**

Pilots should exercise heightened vigilance and use appropriate communication and traffic-avoidance procedures when operating in the area. This is a precautionary recommendation, not an official airspace classification change.

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.



Phoenix and Tucson Approach + Operation Raincheck Update – P50: Brandon Esquire, Matthew Schorman & U90: Bryan Eckenrode

A Resolution Advisory (RA) is a visual and audio alert from a Traffic Alert and Collision Avoidance System (TCAS II / ACAS) that gives pilots specific vertical maneuver commands to avoid a mid-air collision.

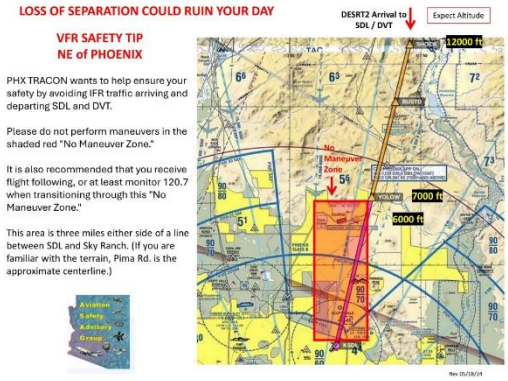




Bob Mittelstaedt: Bob spoke with an FAA representative who explained that the FAA has been working with organized pilot groups, such as NetJets, as well as private jet owners, to track the number of Traffic Collision Avoidance System (TCAS) Resolution Advisories (RAs).

Teterboro, New Jersey, previously had the highest number of RAs in the country. However, Scottsdale has since taken over the top spot.

Bob informed the FAA representative that ASAG was actively working to address the issue. The representative acknowledged those efforts but suggested that ASAG broaden its outreach and initiatives to help reduce the number of RAs.



Brandon Esquer: For a time, we made progress with the implementation of the Cave Creek No Maneuver Zone. NetJets has developed an RNAV Visual Approach for arrivals into Scottsdale Airport. Although this approach has not been approved by the FAA, NetJets pilots voluntarily follow it. The procedure is not officially assigned or cleared by Phoenix Approach Control.

Tim Denton: "I think NetJets developed the visual approach to avoid Pinnacle Peak terrain. I don't know if the approach avoids traffic."

Cary Grant: We need more data. Who is reporting this?

Bob Mittelstaedt: Are the RAs caused by traffic that is not on an instrument flight plan?

When a pilot, whether IFR or VFR, tells the controller that they are responding to an RA, that RA is recorded and added to the RA statistics.

Tim: These RAs are reported by any aircraft that is equipped with TCAS.

Cary: Where are we getting the data? ***Bob:*** Directly from the operators. ***Tim:*** We only log reported RAs.

Cary: We need to have a meeting with P50 and FAA. ***Bob*** said he will get back to ***Cary***.

Tim Denton: Scottsdale (SDL) would be a good starting point.



Stanfield, Casa Grande, Coolidge, UAS Operations east of E60 (Eloy) and south of P08 (Coolidge) – Timon Fish (ZAB) & Aaron Pickett (ZAB)

You can see the Stanfield VOR Procedures at:

https://aftw.org/AFTW_Stanfield_VOR_Procedures_Rev9-8-2026.pdf

Albuquerque Center has published a Letter to Airmen regarding operations at Casa Grande Municipal Airport (CGZ). The letter advises pilots of the VFR Stanfield stack in the area and emphasizes the importance of maintaining situational awareness of inbound IFR traffic. VFR pilots are encouraged to remain vigilant and give way to IFR aircraft conducting instrument approaches. See the LTA here: Notams.aim.faa.gov/lta/main/viewlta?lookupid=3965741949142439849



See the Letters to Airmen (LTA) Advisory, VFR and IFR Operating Procedures - Stanfield VOR (TFD) to Casa Grande Municipal Airport (KCGZ)>> Advisory VFR and IFR Operating Procedures - Stanfield VOR (TFD) to Casa Grande Municipal Airport (KCGZ)

We ask that you share the stack procedures on social media, in your publications and at aviation safety events.



Operation Raincheck – Brandon Esquer

Brandon: Operation Raincheck is a pilot education program managed by local air traffic control (ATC) facility management to help pilots and student pilots understand how the ATC system works through facility tours, briefings, and Q&A sessions. The PHX Operation Raincheck will resume in January 2027 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/1MqlZka9ojEM1jRxjdBYfYMR3t8L3_n3K/view

Ag and Fire Ops – Michael Rutledge (Casa Grande (CGZ))

Not available



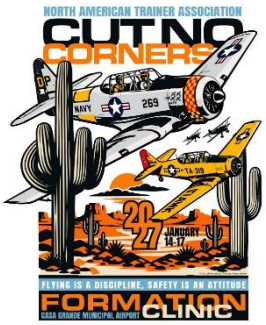


The training will necessitate formations of aircraft using practice areas in 3 different quadrants relative to the airport and all terminating using the best wind runway regardless of Stanfield VOR traffic flow. This training opportunity will also encompass FAA inspectors, tower controllers, and ground support personnel.

Focusing on safety as a primary consideration, an advisory tower will be in operation during from 9am each scheduled training day as well as waivered airspace and a TFR to facilitate airshow practice and fast-moving aircraft (200+ knots) from 3pm to sunset each day. NOTAMs will be published with detailed information regarding tower frequencies, TFRs, and aerobatic boxes.

Normal IFR training inbound from the Standfield stack will obviously be affected not only with the density of formation traffic in the pattern, but also the TFRs. Please consider minimizing practice approaches to CGZ which may unnecessarily disrupt the scheduled training and create traffic conflicts. If you choose to land and shut down, you will be greeted warmly as the pilots would appreciate the opportunity to introduce you to another segment of aviation!

Cary: Reference the Warbird Formation and Airshow Training at CGZ in January, Pilots should avoid stack training January 15 through midday, Jan 17.





Jump Operations, P08 (Coolidge) and 1AZ0 (Bishop) – Dr. Tom Cowan & Justin Hodge

Thomas Cowan: Training will be conducted at a high tempo from now through Christmas, with another period of intensified activity scheduled for January and February 2027.

These operations will take place throughout the Valley and surrounding areas, including Kingman. Weekend training may also be conducted as needed to make up for training opportunities missed during the week.

We had a very successful seminar at Lufthansa's Goodyear (GYR) training center. Thanks to Chris Snodgrass, Lufthansa director of ops and Kenny Rivas at Lufthansa Aviation Training. We had 40 people at the seminar. Attending: Chris Nugent, representing APA, and the Godfather of Aviation, Cary Grant. The Royal Air Force (RAF) led a briefing and reported that they have seen a significant improvement in safety. The session lasted an hour and half. The next briefing will likely held at the next Marana Safety Day. Another briefing with the RAF will occur in Feb and May.

Cary: Maxwell Tactical published a NOTAM that they are conducting jump operations over Kingman. So, ensure you are talking to Los Angeles Center (flight following) when flying in that area.

Tom Cowan provided a listing of the frequencies used in various parachute jump ops areas:

Reference — airfield information.

Snap a photo. Keep it on your EFB.

Bishop 1AZ0	Coolidge P08	Eloy E60
CTAF 130.475 AWOS (A39) 126.9 PHX App 123.7 ARTCC Albuquerque 25,000' HALO / HAHO capable	CTAF 123.075 AWOS 119.35 ARTCC Albuquerque SE Practice 122.85 25,000' HALO / HAHO capable	CTAF 122.8 ARTCC Albuquerque Civilian-managed (Skydive AZ area) ≤ 17,999
Sawtooth AZ04	**Pinal KMZJ**	**Marana KAVQ**
Skydive AZ owned Broadcasts 122.9 & 122.85 ARTCC ABQ 125.4 ≤ 17,999 NOTAM 16 / 21 KZAB	CTAF 123.05 AWOS 130.375 Tucson Approach 119.4 NOTAM Coms 125.1 ≤ 25,000'	CTAF 123.0 AWOS 118.375 Tucson Approach 119.4 NOTAM Coms 125.1 ≤ 17,999

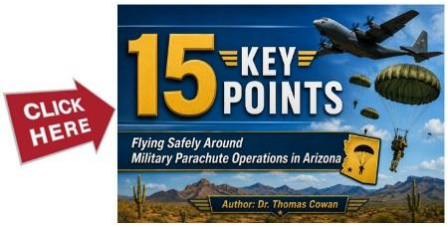
Western & Southern AZ (Havasu / Kingman / Yuma)

Recommend flight following — LA Center

Havasu 122.7
Kingman 122.8
Yuma 119.3

Life Flight 123.025 (Helo)
Guard 121.5
SW Practice 122.85

Justin Hodge — Complete Parachute Solutions | Thomas Cowan — August 17, 2026 Justin Hodge 16 / 21



15 Key Points – Flying Safely Around Military Parachute Operations in Arizona

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

Please read 15 Key Points. Check the NOTAMs before every flight and always use flight following. The jump operations are not just between Tucson and Phoenix. Significant activity also occurs in the Lake Havasu and Kingman areas. Drop operations are 24 hours a day. Pilots should remain vigilant, monitor appropriate frequencies, and exercise caution when flying near active jump areas.



Know Before You Go, Parachute Operations, Marana Regional Airport (AVQ), Version 3, Updated 7/14/2026

Changes include: ***If your planned route takes you near or over any of these airports, plan to go around them by a safe distance and to the downwind side of the drop depiction area.*

https://www.faasafety.gov/files/events/WP/WP07/2026/WP07145645/Know_Before_You_Go-Parachute_Operations_at_Marana_Regional_Airport_S._Durante_v3_260714.pdf



Mid-Oct through Mid-Nov 2026

Accident Report & Pilot Deviation Summary



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

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 this time had nine accident/incidents, and in continuing with the scope of this report, we're using information from the Aviation Safety Network (ASN), NTSB, FAA 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.

Oct 18, NO REASON GIVEN



Source: ASN
Location: Near Lake Havasu City
Type: Bell AH-1Z Viper
Injuries: 2 Uninjured
Pilot Info: No Pilot Information
They were in an enroute mode of flight and crashed into a parking lot. Reason not given.

Oct 19, LOSS OF CONTROL



Source: ASN, FAA Incident
Location: Mesa Gateway Airport (IWA)
Type: Piper PA-28-181 Archer
Injuries: 1 Uninjured
Pilot Info: No Pilot Information
The airplane "ground Looped," and veered off the runway during landing, and was towed to the Ramp.

Oct 21, GEAR UP LANDING



Source: ASN
Location: Glendale Airport (GEU)
Type: Piper PA 30-160 Twin Comanche B
Injuries: 1 Uninjured
Pilot Info: No Pilot Information
The Piper Comanche made a gear-up landing on the runway at the Glendale Airport.

Oct 25, LOSS OF CONTROL



Source: ASN
Location: Chandler Municipal Airport (CHD)
Type: Piper PA 18-150 Super Cub
Injuries: 1 Uninjured
Pilot Info: No Pilot Information
The airplane landed on the runway, and ground looped.

Oct 29, LOSS OF CONTROL



Source: ASN, FAA Incident
Location: Mesa Falcon Field (FFZ)
Type: Cessna 180G Skywagon
Injuries: 1 Uninjured
Pilot Info: No Pilot Information
The airplane ground looped while attempting to take off. The aircraft was temporally disabled on the runway but was able to taxi to parking without further incident.

Oct 29, INCIDENT WHILE TAXIING



Source: ASN, FAA Incident
Location: Sedona Airport (SEZ)
Type: Bombardier BD100-1A10 Challenger 350
Injuries: 2 Uninjured
Pilot Info: No Pilot Information
The Bombardier Challenger 350 struck a light pole with the right wing while taxiing at Sedona and then departed on a flight to Dallas Texas.

Nov 2, LOSS OF CONTROL



Source: FAA Incident
Location: Phoenix Deer Valley Airport (DVT)
Type: Cessna 172
Injuries: Unknown Uninjured
Pilot Info.: No Pilot Information
The airplane aborted its takeoff due to a tail strike and taxied back to parking.

Nov 4, GEAR UP LANDING



Source: ASN, FAA Incident
Location: Phoenix Sky Harbor (PHX)
Type: Cessna 414A Chancellor
Injuries: 5 Uninjured
Pilot Info: No Pilot Information
The Cessna landed gear up on a runway at Sky Harbor.

Nov 6, LOSS OF CONTROL



Source: ASN
Location: Tucson International Airport (TUS)
Type: Cessna 172 Skyhawk SP
Injuries: 2 Uninjured
Pilot Info: No Pilot Information
The airplane aborted its takeoff due to a tail strike. The tail hook was subsequently found to be missing.



0 NMACs Reported Oct 16 – Nov 11



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

In the reporting period from Oct 16 through Nov 11 there were 6 pilot deviations reported by the FAA SDL FSDO & 0 Brashers were issued. There was no reporting of pilot certification or if there was any indication if the aircraft were from out of state.

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 be alert and listen carefully to ATC instructions and comply with them, and if they can't comply, tell ATC why they can't. 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. Always 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, Oct 6 – Nov 11



1 Phoenix Class Delta Airspace Deviation and 0 Brasher

4 ATC Instructions and 0 Brasher

1 Restricted Airspace Deviation and 0 Brashers



Nov 3, Entering Airport Class Delta Airspace Without First Developing Communications

- **Unknown Pilot Information**

The aircraft entered Deer Valley's Class D Airspace without first establishing two-way communications with them.



Oct 18, Failure To Follow ATC Instructions

- No Pilot Information
- Phoenix TRACON (P50)

The aircraft departed Scottsdale and leveled off at 4,000 ft. in a 4,300 ft. Minimum Vectoring Altitude (MVA) area. The aircraft was supposed to have been assigned 5,000 ft. A low altitude alert was given by a TRACON controller, and the controller issued a climb above the MVA.

Oct, 19 Failure To Follow ATC Instructions

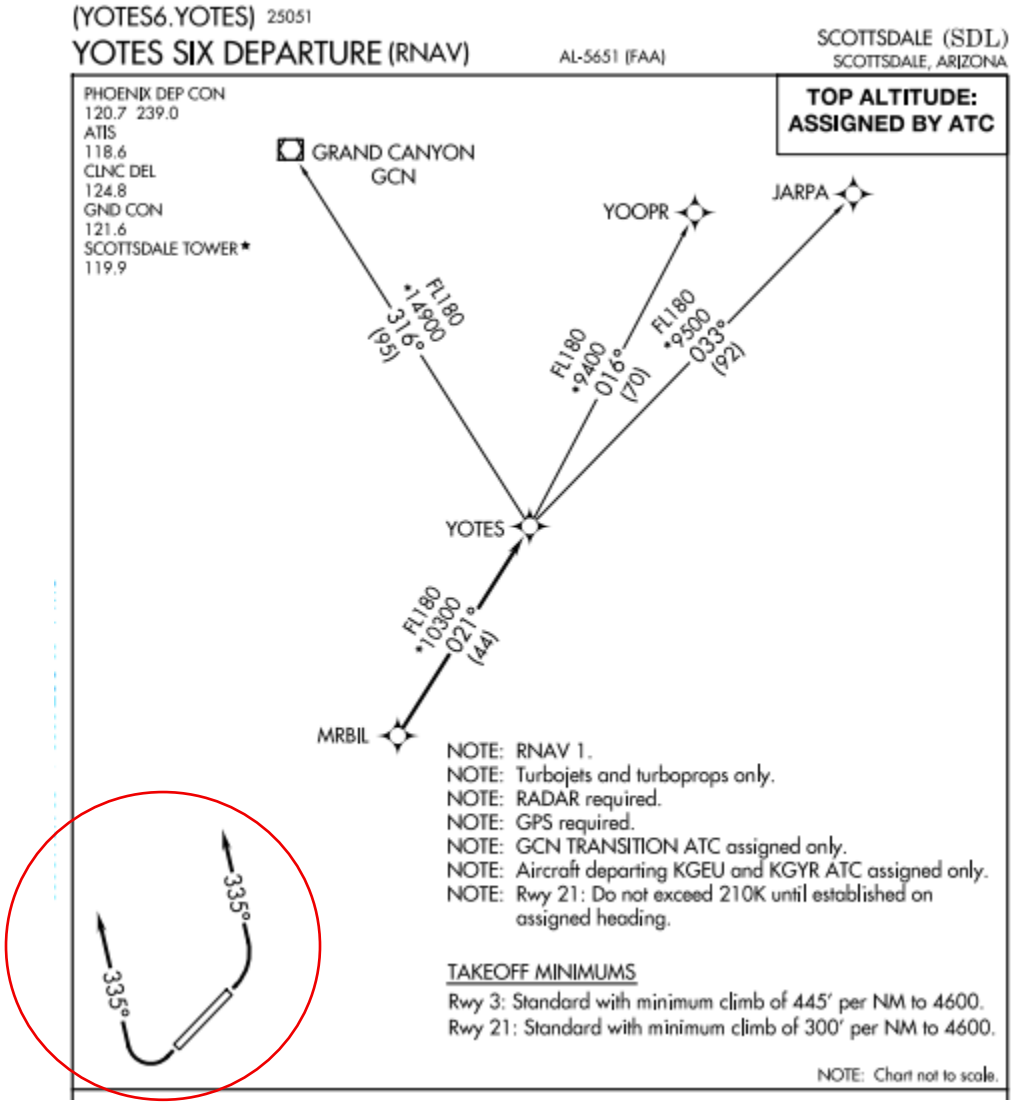
- **No Pilot Information**
- **Tucson TRACON (U90)**

The Cessna was inbound to Tucson, and was in communication with Tucson Approach, and the Cessna was on a vector for the airport. The controller attempted to issue a control instruction to the Cessna at numerous times with no reply. They included the guard frequency and

checked with Davis Monthan & Phoenix towers to see if they were on a TWR frequency. The Cessna continued to fly directly to TUS, and an air-carrier that was inbound to TUS had to be sent around due to the Cessna being NORDO. The Cessna finally contacted the Tucson Approach controller inside a 1.5 NM final for the runway.

Oct 20, Failure To Follow ATC Instructions

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



An aircraft departed Scottsdale airport, and they were issued the YOTES6 departure. The aircraft flew a 250° heading instead of turning to the 335° heading as indicated on the departure procedure. During the pilot phone call, pilot stated he flew the 250° heading for traffic. There was no observed traffic in the vicinity of the aircraft. A Quality Assurance group validated a possible pilot deviation.

Oct 21, Failure To Follow ATC Instructions

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

The controller issued a vector to an air carrier to join the localizer into Phoenix, however the air carrier flew through the localizer. The controller then instructed the air carrier to turn to the right to join the localizer. The air carrier instead turned left causing a conflict with another

airplane who was also inbound to another RWY. This resulted in the other airplane having to be broken out and re-sequenced for the approach. The Quality Assurance group validated a possible pilot deviation.



Nov 4, Flight Into Restricted Airspace

- No Pilot Information
- Albuquerque Center (ZAB)

The airplane was given a route clearance with a good read back, and upon departure, the Phoenix TRACON assigned the vectors then cleared them direct to a way point with a good read back. The TRACON then switched the airplane to Albuquerque Center (ZAB) who then noticed that the airplane was left of course. The ZAB controller then turned the airplane 10 degrees right to avoid an active Special Use Airspace (SUA), but not before the airplane had violated the three-mile buffer around the SUA. When asked to verify their route the airplane then read back the route they were assigned.



The Comanche involved in the Sunday, 15 November Grand Canyon crash – Cary Grant: The Comanche involved in the Sunday, 15 November Grand Canyon crash was flying at night. The airplane was out of Deer Valley (DVT) and headed for Utah's Bountiful Sky Park (BTF). Arizona Family has a report HERE: https://www.azfamily.com/2026/11/16/3-dead-after-small-plane-crashes-grand-canyons-north-rim/





Update FFZ Users Fees – ***Cary Grant, Chris Nugent, Paul Rowley, & John Keith***

Chris: Mesa City is still proposing landing fees at Falcon Field (FFZ). The latest proposal: $4.14 per 1,000 landing weight. Therefore, a Cessna 172 or a Piper Archer would be changed $10.35 per landing. There would be no exemptions for aircraft based at FFZ and they would receive no credits for the month. The prior proposal allowed 10 free landings per month.

On November 5th, the City and Airport Management held a User Consultation Zoom Meeting. From Chris' perspective, the meeting was not very productive.

Mesa City is accepting comments on the proposal through 19 Nov. AOPA, APA and ASAG are in the process of finalizing their comments. Flight schools such as CAE and Thrust, will submit their comments today.

The theme of the comments are: Asking Mesa City to defer a decision until they can publish the entire financial supporting data model for the landing fees. They will hold a user consultation meeting after they have allowed the users to review the data.

FAA part 13 complaint process is proceeding, as is the Federal Lawsuit that was filed by the Flight Schools.

Mesa City has determined that they will have a 2nd user meeting next Monday, Nov. 30th at 5:00 pm. The Zoom link is on the Airport website under Fees and Charges. https://www.falconfieldairport.com/about-us/proposed-fees-charges



Briefing the Prescott User Association – Cary Grant: Chris Nugent and I went to Prescott and briefed the Prescott area User Association on the user fee issue. The members were very alarmed at what they heard. Although the proposed user fees are currently under consideration at Mesa's Falcon Field Airport, the issue may extend well beyond Falcon Field. **User fees could be coming to an airport near you!**



Awards Update – ***Cary Grant, Jim Andrson, John Keith, Ian Branson & Neil Davison***

GAA Nominations – Nomination window is open, www.generalaviationawards.com

What Happens Next?

- **Nominations Window Opened on SEPTEMBER 1**
- **NOVEMBER 30: Nominations Window Closes at Midnight**
- **DECEMBER 1-31: FAASTeam Program Managers Judging for District Honorees**
- **JANUARY 8: FAASTeam Program Managers Announce District Honorees**
- **JANUARY 29: FAA Selects National Finalist**
- **FEBRUARY 1-19 National Judging by the Industry**
- **FEBRUARY 22: GAA Announces District Honorees to GA Community**

- **MARCH 1: GAA Announces National Honorees to GA Community**
- **July 26 to August 1: AirVenture**
- ***Schedule subject to change***
- ***Running out of Time to get the Nominations Packages Prepared.***

Cary Grant: We will have a FAASTeam rep nominee, but currently, we don't have any idea of the number of nominees. If we don't have nominees, we won't be able to have a banquet.
Cary Grant. The cost for a table is $625. Jim Timm plans to purchase 2 tables close together for Arizona Pilots Association.
Silent Auction Items, Arizona Aviation Heritage had a QR code to use and you bid on phone.
We need Silent Auction donations.



Awards BANQUET, 6 Feb, Phoenix Airport Hilton, 2435 S 47th St, Phoenix, AZ 85034

5 – 6 PM social. Banquet at 6 PM



Keith Otsuka is a retired Air Force and Boeing Test Pilot. Originally from Pearl City, Hawaii, Keith grew up in a military family. His father's assignments took the family to various locations, including Sierra Vista, Arizona, where Keith graduated from high school.
After graduating from the U.S. Air Force Academy, Keith embarked on an aviation career as a bomber pilot and bomber test pilot. He played an instrumental role in the testing of the B-52, B-1, and B-2 bombers. He later held key leadership position as Boeing's Commercial Airplanes Chief Pilot and was qualified in all Boeing commercial airplanes.
Keith currently resides in Cave Creek, Arizona.
We look forward to welcoming Keith and hearing about his remarkable experiences in military aviation, flight testing, and aircraft development.



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



FCC FAA PHX Air-to-Air Frequency Workgroup – Lee Unger, Cary Grant, Jim Anderson, Brian Stamper, PhD, and Stacy Elliot. Also including, but not limited to, Scott Tinnesand, James Timm, Brent Crow, Brian Shober, Fairfax O'Riley, & the late and dearly missed Terry Brandt.
Lee Unger: To increase safety both in the air and on the ground, Aviation Safety Advisory Group of Arizona, Inc. (ASAG) requested waivers in accordance with CFR §87.187 and §87.323(b) and requested an amendment of section CFR §87.187. To provide four air-to-air frequencies, one for each of the four flight training quadrants surrounding the Phoenix metropolitan airspace.
On October 27, ASAG submitted our proposed amendments to the Federal Communications Commission (FCC).
https://www.fcc.gov/ecfs/document/26110083785/1
We are currently awaiting the FCC's response. The Frequency Workgroup expressed their appreciation to everyone who assisted with this effort. We appreciate and thank the following for their guidance, support, and sharing of their knowledge:

Major Patrick Carey, Retired, USA, Co-Founder and Co-Chairman of Southern California Airspace Users Working Group, SCAUWG, for introducing ASAG to Mr. Sydney Bradfield, FAA WSA Spectrum Engineering Services, and for sharing their experiences and knowledge. Mr. Bradfield and MAJ Patrick Carey worked together to obtain air-to-air frequencies for flight training areas in the Los Angeles airspace and are mentoring us throughout our process.
Mike Jesch, Chair and John Ringel Co-Chair of Southern California Airspace Users Working Group, SCAUWG, for SCAUWG's continued support of Arizona's frequency and other safety projects.

The Federal Communications Commission's Mr. Jeffrey Tobias, and Mr. Joshua Smith, both of the Federal Communications Commission Wireless Telecommunications Bureau Mobility Division; Ms. Katie Knox, Federal Communications Commission Industry Analyst, MD/WTB, who educated, supported, and guided us through the process of understanding the applicable CFRs regarding our request for waiver.
Christine W. Parola, Attorney Advisor, Mobility Division, Wireless Telecommunications who guided ASAG through several revisions to correct our errors. ASAG is most appreciative of Christine W. Parola, Esq.'s knowledge, assistance, and patience.

Mr. Sydney Bradfield, Mr. James Motley, Mr. Phuong Duong, Mr. John Hepsen of the FAA WSA Spectrum Engineering Services, AJW-1C7, Los Angeles Western Pacific Regional Office, and Ms. Lorena Carvajal, FAA Headquarters Spectrum Assignments and Engineer, who supported, taught, and guided us every step of the way.

Tina Buskirk, FAA Scottsdale Flight Standards District Office, Assistant Office Manager; Ernest R. Copeland, Scottsdale Flight Standards District Office, FAA Safety Team Program Manager (Airworthiness); Brian Mehrtens, Scottsdale Flight Standards District Office, FAA Safety Team Program Manager (Operations) and the late Craig A. Tompkins, Scottsdale Flight Standards District Office, FAA Safety Team Program Manager (Operations); for their knowledge, continued guidance and support of aviation safety in Arizona and nationwide.

Mr. Christopher Wheatley, along with Mr. Michael Hinojosa and Mr. Zach Baton of Aviation Spectrum Resources Inc. (ASRI®) provided valuable information and guidance regarding local air to ground frequencies about which we inquired. Because the frequencies 128.925 MHz and 130.625 MHz are not authorized for air-to-air communications, instead they are intended for use from a fixed ground station to an aircraft in flight, we learned they are not suitable for our air-to-air flight training purposes. The ASRI® team's knowledge and direction assisted us in better preparing for this request for waiver.

Ron Berinstein, Southern California Aviation United Working Group, Webmaster of scauwg.org for publicizing information and assisting in communication of workgroup members.

Major Gene M. Walker SAF AETC 56 OSS/OSA and Ronald L.Tahtinen (RT) Assistant Chief Controller, RAPCON 56th Operations Support Squadron Luke AFB, AZ for providing Luke Air Force Base FY22 operations data for inclusion in the 2022 Heat Map.

Tyler C. Howard, FAA Air Traffic Manager, Deer Valley Air Traffic Control Tower, for providing data generated from the Air Traffic Organization Portal which tracks the automated and manual traffic count for every FAA facility in the country; Mr. Howard also provided data on operations at contract towers.

Stacy Elliot, Arizona Flight Training Workgroup (AFTW), University of North Dakota, Safety Advisor, for his continued work adapting the boundaries of the Phoenix flight training areas to correspond with the

pending frequency quadrants. Mr. Elliot also provided training area mapping for outreach and created the included Heat Map graphics depicting operations data. https://photos.app.goo.gl/pXQqn2H823jh8Kmx6
All parties involved are invaluable toward our efforts to improve safety in the Phoenix airspace as well as protecting people and property on the ground from falling debris and the possibility of fires caused by midair collisions.



SCAUWG – Lee Unger & Mike Jesch Gary Palmer

Lee Unger: **Airport Closures and NOTAMs:** Because NOTAMs may not be issued until 72 hours before an airport closure, aircraft owners may have insufficient time to relocate their airplanes. This highlights the importance of maintaining regular communication with airport management, which often has information about planned closures well in advance of the NOTAM notification period.

LAX Helicopter Routes: Helicopter routes around Los Angeles International Airport (LAX) are being closed, creating significant operational challenges for helicopter operators.
Information on the Quebec routes remains unconfirmed.



Marana Regional Airport (AVQ) Updates – Galen Beem, Tito Sanchez, Sonny Durante, John Cramer, & Lee Unger

Tito: Marana's Control Tower is in the design phase, and construction will start sometime in 2027.

Tito Sanchez reports that Galen Beem is looking forward to hosting a Marana Safety meeting toward the end of March 2027.



Rainbow Valley Training Area, Estrella Area, & Buckeye Tower – *John Keith*

Cary Grant: Be patient and professional.



Pilot Counseling – ASAG Chaplain Bob Holliday, & Theresa Farley

Bob Holliday:

Pastor Bob encouraged everyone to support not only one another, but also those around us who may be struggling. Sometimes, simply being a good listener can make a tremendous difference in someone's mental and emotional well-being. He emphasized that we should all take this responsibility seriously, recognizing that each of us has an opportunity to make a positive difference in someone's life. "I'd like to encourage people to talk to me."
Bob offered his support to anyone who may need someone to talk to. He can be reached at **pastorbobh@comcast.net**.

Cary Grant reminded everyone that Bob is an ordained minister and that conversations with him are confidential.
To access resources for CFIs with signs and symptoms of mental illness, go to https://www.faa.gov/pilot-mental-fitness
Bob: No matter what someone's state of mind might be, it's always worthwhile to talk to someone. That's one of the reasons I am here and I'd like to encourage people to talk to me.

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

A quarterly DPE meeting was held recently.

Find the next meeting **https://aftw.org/next-meeting/**

Meetings are held via Zoom on the 2nd Tuesday of Jan, Mar, May, July, Sep, and Nov (the odd months), at 4:00 PM

Next Meeting: January 12, 2026 4:00 PM

Cary: Jim Pittman has been trying to promote a document on VFR Practice Approaches. Jim Pittman has also put together a draft proposal on how to do IFR approaches in VFR conditions.

DRAFT PROPOSAL | PHOENIX AREA VFR PRACTICE APPROACH AWARENESS:

Phoenix Area VFR Practice Approach Awareness Procedure Proposal for FAA Phoenix TRACON and Phoenix-area aviation stakeholders

Purpose. Establish a voluntary, low-workload way for VFR aircraft conducting practice instrument approaches outside Phoenix Class B airspace to be visible and reachable by the appropriate Phoenix Approach controller when a potential traffic conflict develops.

Requested FAA action

We request that the FAA evaluate and, if operationally feasible, develop a local procedure for VFR aircraft conducting practice instrument approaches in the Phoenix area outside Class B airspace. The procedure would pair an FAA-designated discrete 1200-series beacon code with monitoring of a Phoenix Approach frequency selected for the aircraft's location. Participating pilots would not make routine radio calls; they would contact ATC only if a conflict or other operational need arises, or if ATC calls them.

1. Problem

Phoenix-area instrument training takes place in airspace used by VFR aircraft, IFR arrivals and departures, and other training traffic. A VFR aircraft flying a practice instrument approach may be maneuvering along an approach course, joining a procedure, or executing a missed approach outside Class B airspace. When that aircraft is not receiving radar services and is not in communication with ATC, a controller may have limited ability to identify it promptly, determine that it is practicing an approach, or reach the pilot with a timely traffic advisory if the tracks converge.

This proposal addresses that communication and identification gap. It does not assume that every practice approach creates a conflict or that ATC can provide separation to participating VFR aircraft. The goal is to make aircraft identity and a monitored contact path available to controllers while preserving see-and-avoid responsibilities and normal VFR rules.

2. Proposed procedure

Eligibility and operating area

The procedure would be available to VFR aircraft conducting practice instrument approaches in FAA-defined Phoenix-area sectors outside Class B airspace. The FAA should define the lateral boundaries, altitude limits, covered approaches, and any exclusions after reviewing traffic flows, radar coverage, controller workload, and existing local procedures. Participation would be voluntary unless the FAA determines that a narrower mandatory procedure is appropriate for a specific operation.

Beacon code and frequency

The FAA would select and publish a dedicated 1200-series code for this purpose. Pilots would select that code, with altitude reporting enabled as appropriate, while operating within the published area and monitoring the designated Phoenix Approach frequency for their sector. The frequency or frequencies, sector boundaries, hours, and any code changes would be published by the FAA in an appropriate Letter to Airmen, Chart Supplement, or other official publication.

The code should be reserved and adapted through the applicable FAA beacon-code allocation process. FAA Order JO 7110.66H, National Beacon Code Allocation Plan, recognizes distinct 1200-series allocations for VFR operations and sets aside 1200-series subsets for "Unique Purpose VFR Programs." The order also directs that such assignments be documented through the service-area code supplement process. This provides a policy basis for FAA evaluation of a dedicated Phoenix code; it does not itself assign a code to this proposal.

Communications and controller use

Routine check-in calls would not be required. By squawking the designated code while monitoring the designated frequency, participating pilots would indicate that they are listening and can be contacted. If a controller observes a potential conflict, the controller could call the aircraft by its ADS-B Flight ID or other available identification and issue traffic information or request a

response, workload permitting. A pilot who recognizes a conflict or needs ATC assistance would make a radio call on the monitored frequency.

The published procedure should state clearly that the code and frequency monitoring do not establish radar identification, authorize entry into controlled airspace, provide separation, or constitute VFR traffic advisories or flight following. Pilots remain responsible for compliance with clearances and airspace restrictions, traffic avoidance, and applicable VFR requirements. The FAA should specify what pilots should do if they cannot monitor the frequency, lose communications, leave the published area, or transition to a different sector.

3. Precedent

The proposed approach follows existing FAA local practices that use a designated code and a monitored frequency to improve controller awareness of VFR aircraft without treating participation as radar service:

● Jackson Hole, Wyoming (KJAC): Salt Lake City ARTCC advises VFR aircraft within 30 NM of the JAC VOR/DME to squawk 1246 and monitor 133.25. The Letter to Airmen says the code indicates the frequency is being monitored and does not constitute radar services. It explains that the procedure supports aircraft identification and the possibility of an immediate traffic advisory.

● Central Oregon (Redmond/Bend): Seattle ARTCC encourages ADS-B-equipped VFR aircraft within 25 NM of the DSD VORTAC to squawk 1237, broadcast ADS-B Flight ID, and monitor 126.15. The FAA letter says the code indicates the frequency is being monitored and helps controllers identify aircraft for communications, corridor transition advisories, traffic calls, and safety alerts.

These examples demonstrate that the FAA has used localized procedures to make participating VFR aircraft more identifiable and reachable in areas with complex traffic. They are precedents for evaluation, not a claim that the same code, coverage, or controller service should be adopted in Phoenix.

4. Requested coordination and evaluation

We request that Phoenix TRACON, the responsible FAA service-area operations group, and local pilot and flight-training stakeholders evaluate the proposal. The review should identify suitable practice-approach areas and frequencies, estimate participating traffic and controller workload, select an available code through the allocation process, and determine how the procedure should be published and reviewed. A limited trial could measure participation, controller workload, successful contact rates, traffic alerts, pilot feedback, and any unintended effects on code monitoring or frequency use. FAA could revise or discontinue the procedure based on those results.

References

1. FAA Order JO 7110.66H, National Beacon Code Allocation Plan (May 6, 2024), Appendix A, including code 1200-series allocations and Unique Purpose VFR Programs. https://www.faa.gov/documentLibrary/media/Order/2024-04-04_Order_JO_7110.66H_National_Beacon_Code_Allocation_Plan_%28NBCAP%29_FINAL.pdf

2. FAA Salt Lake City ARTCC, Letter to Airmen: IFR/VFR Conflicts and Discrete Awareness Code 1246 (KJAC). https://notams.aim.faa.gov/lta/main/viewlta?lookupid=3935323074651494053

3. FAA Seattle ARTCC, Letter to Airmen: Central Oregon Area Flight Safety Considerations (KRDM/BDN), LTA-ZSE-37. https://notams.aim.faa.gov/lta/main/viewlta?lookupid=3541115827086432126



Tucson International Airport Construction Update – Lee Unger & Junaid Adil

Learn about the "TUS Airfield Enhancement (ASE) Program": https://flytucson.com/taa/safety_security/airfield_safety_enhancement_ase_program.php

FAA's "Pilot Best Practices for Airfield Safety": https://www.faa.gov/airports/runway_safety/pilots/best_practices

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's General Aviation page: ***https://flytucson.com/airport_operations/general_aviation.php#collapse1080b0***



***Amazon Drone Collisions* – John Keith & Neil Davison**

No Updates



***ASAG Video Work Group* – Jim Anderson (Lead), Cary Grant, Brian Stamper PhD, & Lee Unger**

Cary Grant: We have requests for a video on flying in the Phoenix Bravo airspace. We could also do a video on how to avoid parachute jump activities.

Thomas Cowan: We will make a Parachute Operations Safety Video.

Lee Unger: Sonny Durante has some great ideas for producing an ASAG Parachute Operations Safety Video.

P52 – Update: Cary Grant sent a Letter to FAA General Counsel about remarks in the Chart Supplement for Cottonwood (A/FD), in the remarks section: **"more than three aircraft conducting Tgl** [Touch and go landings] **operations in pat**[ern] **na."**

Cary asked for a clarification from the FAA General Counsel. That brings up lots of questions.

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/IvMF-jFDDhM & https://www.faa.gov/CHD
Sedona Airport (SEZ) https://www.youtube.com/watch?v=hWrb-xCK1rA
Cottonwood (P2) https://www.youtube.com/watch?v=RpOS4yi7oGM
Marana (AVQ) https://www.youtube.com/watch?v=kTBHrJnpGeo



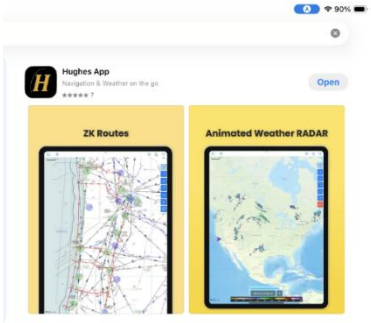
***Jessica Cox's Airplane Update* – Cary Grant**

On Saturday evening, November 14, a fundraising event was held in a hangar to showcase the progress of Jessica Cox's RV-10 aircraft.

The aircraft's engine was started, and the airplane was taxied into position for display. Jessica demonstrated how she will operate the aircraft using specially designed flight controls.

The right side of the cockpit will feature conventional flight controls. On the left side, Jessica will be able to control the aircraft using her feet using a specially designed shoe-like device that will allow her to use foot pressure to operate the ailerons, controlling the aircraft's left and right roll movements. The device will function much like a conventional control stick, enabling Jessica to fly the RV-10 using her feet.

The **Arizona Heritage Society** is trying to bring back 3 T-37s. Congress has given them five and they are hoping to put together at least one flying T-37.



Hughes APP on Apple Store, Depicting Slacklines – Cary Grant

Cary: Please download and use!!



Approach Guide – Cary Grant, Jim Pitman, Brian Harrison

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

Link to view work in progress: https://docs.google.com/document/d/18Jpf9d9g-_THIsu2Yg7lRcdxkq7D_D5DrXoIjNBT34Q/

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/





Buckeye Air Fair & Our Seminars – Cary Grant

Cary called AOPA headquarters about seminars we could hold at the Buckeye Air Fair, and nobody has responded.

Brian Mehrtens said the FAA has not been contacted about conducting seminars at the Buckeye Air Far.



Aviation Day at the State Capitol?

Chris Nugent: We would be interested. ***Jim Timm*** recommended that we talk to whoever is the head of the Arizona Airports Association (AzAA).

Note: AzAA President is Jacob Allen, *Airport Manager,* City of Show Low, (928) 532-4192.

See https://www.azairports.org/Board-of-Directors

FAASTeam Rep Training Schedule – Brian Mehrtens & Ernie Copeland



Brian and Ernie are offering Annual Rep Training events in November. Both will be hybrid events so you may attend in person or online.

Here are the different in-person/ZOOM dates and times for you to choose from:

- **February 25th**, 2027, 12:00-1430
- **May 13th**, 2027, 1300-1530
- **May 15th**, 2027, 1000-1230
- **August 26th**, 2027, 1200-1430

You only need to *choose one of the offerings* to get your annual credit.



RSATs – Cary Grant

RSAT Season is upon us once again. The first Pilot/Controller Forum is tentatively scheduled for 20 January 27, 1700 -1900 CHD, Terminal Conference Room. Fernando will get the official schedule to us. For now, this is the *tentative schedule*:

02/19/27 - CHD	06/22/27 - GYR
06/02/27 - RYN	07/23/27 - GEU
06/10/27 - IWA	09/03/27 - FLG



Payson Airport (PAN) – Phil Jossi

Payson Airport's current CTAF, 122.8 MHz, is also used by several other airports in the surrounding area. To reduce frequency congestion and improve communications, the Payson Airport Commission has approved a proposal for a new, unique CTAF frequency.

An application for the frequency change has been submitted to the FCC, with hopes of receiving approval during the first part of 2027.

Well in advance of implementing the new frequency, an extensive outreach and public awareness campaign will be conducted to ensure pilots and the aviation community are informed of the change.

NOTE: Vision Jets have decided that Payson is a good place to practice our new approach, the RNAV 24.





You can register in advance for ASAG's December 16th meeting at:

https://faavideo.zoomgov.com/meeting/register/n1aa3NR5SdGoQxd1wiPHlwAfter 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 **December meeting,** we will be using the FAA's Zoom account.



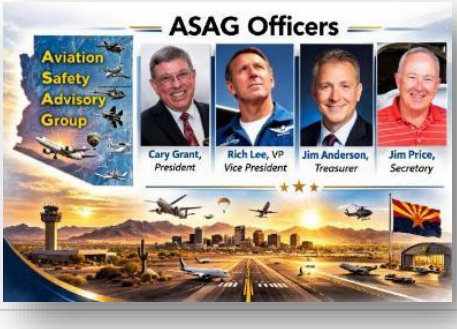
Motion to adjourn: ***John Varljen*.**



Jim Timm seconded the motion.

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

ASAG's email: arizonasag@gmail.com



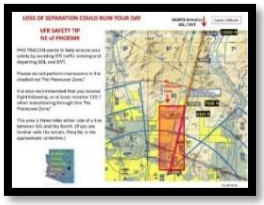

Lee Unger


Jim Timm



Arizona Pilots Association Monthly Newsletter

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

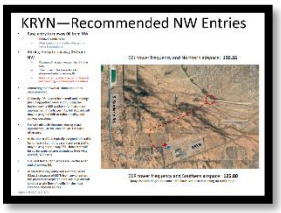


Northeast Phoenix No Maneuver Zone poster

by **Bob Mittelstaedt**

https://www.faasafety.gov/files/events/WP/WP07/2024/WP07130353/NE_Phoenix_No_Maneuver_Zone__05-18-24.pdf
or
https://asagaz.org/posters-campaigns

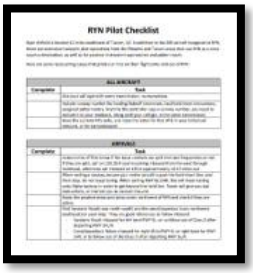
Please print and share the flyer at your airport. You can also publish the link in your print products and on social media.



Ryan Airfield Recommended NW Entries

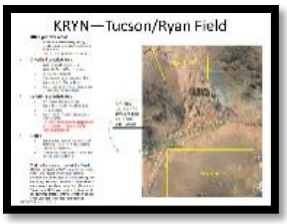
by **Brian L. Stamper, PhD**, FAASTeam Representative.

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

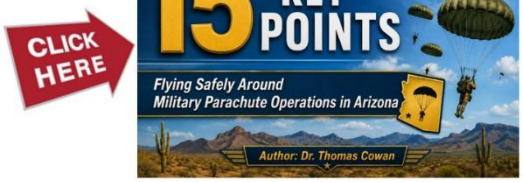


"Know Before You Go!! Parachute Operations at Marana Regional Airport (KAVQ)" Version **3, 260714**

by ***Sonny Durante*** and the Parachute Operations Safety Workgroup
Directed by ***Dr. Thomas Cowan***.

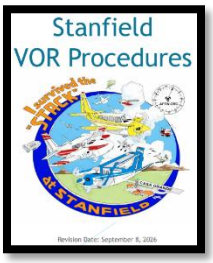
https://www.faasafety.gov/files/events/WP/WP07/2026/WP07145645/Know_Before_You_Go-Parachute_Operations_at_Marana_Regional_Airport_S._Durante_v3_260714.pdf

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



15 Key Points

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



https://aftw.org/AFTW_Stanfield_VOR_Procedures_Rev9-8-2026.pdf

Cary: **Go-Arounds Are Awesome!** Founded and created by flight instructor and FAA designated pilot examiner Jim Pittman, it is a movement to encourage better pilot decision-making and performance. https://goaroundsareawesome.com/pilots.php#pilots-learn-trigger

ASRS – Lee Unger: Please review and follow best practices for operations at all non-towered airports.

If you experience an unsafe occurrence such as a near-mid-air collision (NMAC), please consider filing an ASRS/NASA report.

"The ASRS collects, analyzes, and responds to voluntarily submitted aviation safety incident reports in order to lessen the likelihood of aviation accidents."

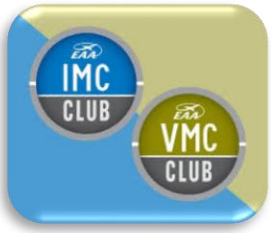
File an ASRS/NASA report here https://asrs.arc.nasa.gov/report/electronic.html

Lee also suggests you capture and record related communications from liveatc.net

ASAG's Safety Video for Marana Regional Airport KAVQ – https://www.youtube.com/watch?v=kTBHrJnpGeo

Non-Towered Airport Operations- In Control or Out of Control? – Brian Stamper, Ph.D., Sarah Nilsson, Ph.D., Lee Unger: https://www.youtube.com/watch?v=i9JDjr0Q03I
Near Miss in the Pattern | Flying with Jessica Cox – https://www.youtube.com/watch?v=yP09zbvPY3Y







VMC & IMC CLUB MEETINGS – Alex Peña: **Their next meeting is Dec 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







Find the next meeting **https://aftw.org/next-meeting/**
Meetings are held via Zoom on the 2nd Tuesday of Jan, Mar, May, July, Sep, and Nov (the odd months), at 4:00 PM
Next Meeting: January 12, 2026 4:00 PM
Find the 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 the meeting at **https://aftw.org/next-meeting/**



December 15, 2026 - 6:00-8:30 PM
Topic: Holiday Party
Cost: $25/person - [Cash, Check or Zelle (to "Arizona Balloon Club", "6029313075")]
Presenter: The Club
Club Coordinator: Frank Karlovek
Location: **Oregano's**, 15544 N. Pima Rd, Scottsdale, AZ 85260



The first Pilot/Controller Forum is tentatively scheduled for 20 January 27, 1700 -1900 CHD, Terminal Conference Room. Fernando will get the official schedule to us, but for now this is tentative:

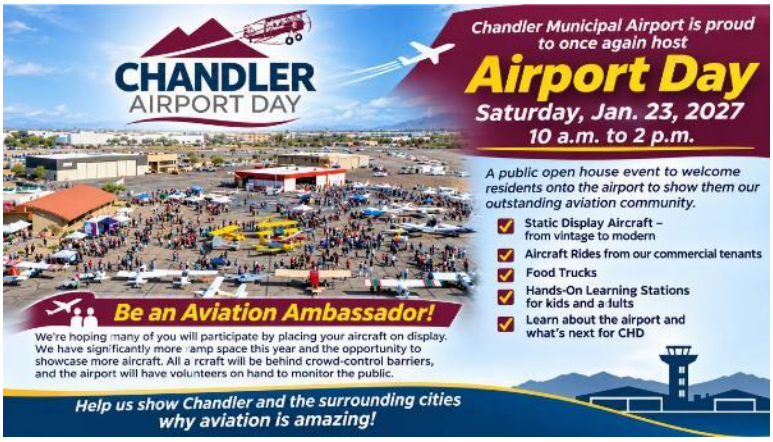
02/19/27 - CHD	06/22/27 - GYR
06/02/27 - RYN	07/23/27 - GEU
06/10/27 - IWA	09/03/27 - FLG



COOLIDGE (First Saturday of the month)
Breakfast is served by the Coolidge Lion's Club in front of the main hangar (the 1940's hangar with the orange roof!) at the airport. Breakfast is from 7:30 AM to 10 AM or until food is sold out

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

CASA GRANDE (Last Saturday of the month)
Casa Grande Masonic Lodge will serve breakfast in the air-conditioned terminal from 7 to 11 AM.





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MARCH 6, 2027
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Join the fun with vintage aircraft, war birds, hot rods and food. Early aircraft arrivals are invited to Cactus open-house Friday evening with snacks and beverages. Spaces available for on-field RV parking and camping. Enjoy a Saturday morning pancake breakfast and food trucks all day while viewing amazing antique and classic aircraft and hot rods.
ENTRY DONATION: $15 / Person $30 / Car Load (CASH or ZELLE)
FOR MORE INFORMATION VISIT: CACTUSFLYIN.ORG