

ASAG Agenda, Wednesday, May 20, 2026

Treasures' Report – Jim Anderson

Secretary's Report – Jim Price

Updates from Community Representatives

Luke AFB Flight Safety – Major Shannon Smith

Laser/UAS Mitigation – Cory Geffre/Jake Helms, Scott Woodworth, Jim Kennedy, Scott Joy, Jason Kaufman.

Balloons – Neil Davison, Christine Perry

AZARNG/Picacho – CW4 Hammond, Gary Jones

Phoenix Approach/Airspace issues and PAUWG – P50: Matthew Schorman & Brandon Esquer; U90: Bryan Eckenrode, Justin Jimenez; ZAB: Aaron Pickett & Alberto Garcia ZAB,

Operation Raincheck Update – Matt Schorman

LTA's and Stacks - Lee Unger

Jump Operations at P08 (Coolidge) and Bishop – Tom Cowan, Justin Hodges, Hugh Funk

15 Key Points of Military Parachute Training – for Pilots

1. Unpowered wing — a parachute is an un-powered wing — much like your aircraft with the power off.
2. Many jumps start at 12,000' — but that varies up and down
3. Many jumps open at 5,000' — and descend at about 500' per minute — but that varies up and down.
4. But altitude, opening, and descent rate — depend on mission profile.
5. Jumpers are difficult to spot — free-fall, and under canopy.
6. Land like a plane — downwind, base, final.
7. Land on a designated spot — like a plane.
8. Comms are always live during jump ops — both ground and air, with CTAF active.
9. Fly downwind of Drop Zone — the safest place to fly.
10. Monitor both Marana and Pinal Airpark — jump operations are ongoing at both — but are separate entities, so different frequencies.
11. Spec Ops Jumpers have trained in AZ — for over 50 years.
12. Training operational pace is coordinated and fast — almost like a ballet-in-the-air, for sharp-edged warriors.

13. Training occurs 24/7/365 — for mission flexibility and training in all conditions.

14. Each jump is thoroughly planned and executed — based on mission profile, operational needs, and training objectives — much like a complex cross country IFR flight. Advanced HALO (high altitude, low opening) and HAHO (high altitude, high opening) are typically performed between FL130 and FL200, occasionally above FL200.

15. Controlling ARTCC will always be in control of the jump aircraft — so, get flight following when transitioning through PJE/PJA — tell them you want transition help.

Red Star Formation – Mark Giannini

Superior Glider Operations – Fairfax O’Reilly

Ag and Fire Support Ops – Michael Rutledge, Hunter Wall

Accident Report and Pilot Deviation Summary, Mid-April to Mid May– Jim Timm and Jim Price

Old Business:

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

Legislative initiatives on ADS-B – CJ deVries, John Keith, Chris Nugent

Signature and support for HB2210

Banquet – Neil update on Silent Auction Items and 50/50 Raffle

Frequency Project Update – Lee Unger, Cary Grant, Brian Stamper, Ph.D., Jim Anderson

SCAUWG Update – Lee Unger and SCAUWG members in attendance

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

Know Before you Go!!

Parachute Operations at Marana Regional Airport (KAVQ)



All pilots, whether based at Marana Regional or just passing through the area, should be **AWARE** of the parachute activities that are on going not only here but at other jump facilities around our southern Arizona airspace like Eloy (E60), Coolidge (P08), Casa Grande (CGZ), Bishop (Pvt 1AZ0) and Buckeye (BXK). These airports have a high level of jumping activity sometimes from just one plane and a handful of jumpers to multiple large aircraft with numerous continuing operations throughout daylight VFR and even into the dark hours. There is a tremendous amount of planning and execution done by the jump operators so here are some suggestions to help mitigate the risks to both the flying world and the parachuting world.

****Do a thorough job of pre-flight planning and know where the jump activities may be occurring with regards to your flight planned route- CHECK NOTAMS**

****Call up on your phone for the AWOS of the airports you may be flying near to see if there are jump activities planned or active. Most iPad flight programs will give you the number to call (and call it for you) if you just tap on the airport information page.**

****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 upwind side of the drop depiction area.**

****Use flight following whenever possible as ATC is made aware of all jumping activities right down to time of release and the area for the drop, and they can vector you around those areas when they are active *and you are talking to them*. If in doubt ask!**

Be SAFE out there..there are mountains, obstacles, drones, aerobatic boxes, gliders, balloons *and parachutes* in our airspace...so be prepared!!

Aviation Safety Advisory Group (ASAG) of Arizona
asaqaz.org

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

IMSAFE – Emotion, Pilot Counseling – Bob Holliday

Do you Want to Talk Safety?

Need to talk Safety with confidentiality, Accident Duty Officer, tell the WOC that you need to talk to the Accident Duty Officer of the day or patch thru to Eddie Miller (USHST member) 202-267-3333 or accidents@faa.gov.

AFTW and DPE Update – Lee Unger, Eric Fahrner

Approach Guide – Cary Grant, Jim Pitman

Tucson Construction Update –Lee Unger

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

Video Project Update– Video Working Group - Jim Anderson, Lead, Lee Unger, Cary Grant, Brian Stamper, Ph.D., Scott Woodworth

Bryan Baker has offered to get B-roll shots of PHX Class Bravo Transition

Phoenix Airspace ZOOM Seminar – Jim Anderson

Video view counts: SEZ – 16,000 AVQ – 1,900, P52 – 705, LASER and DRONES – 146

LOSS OF SEPARATION COULD RUIN YOUR DAY

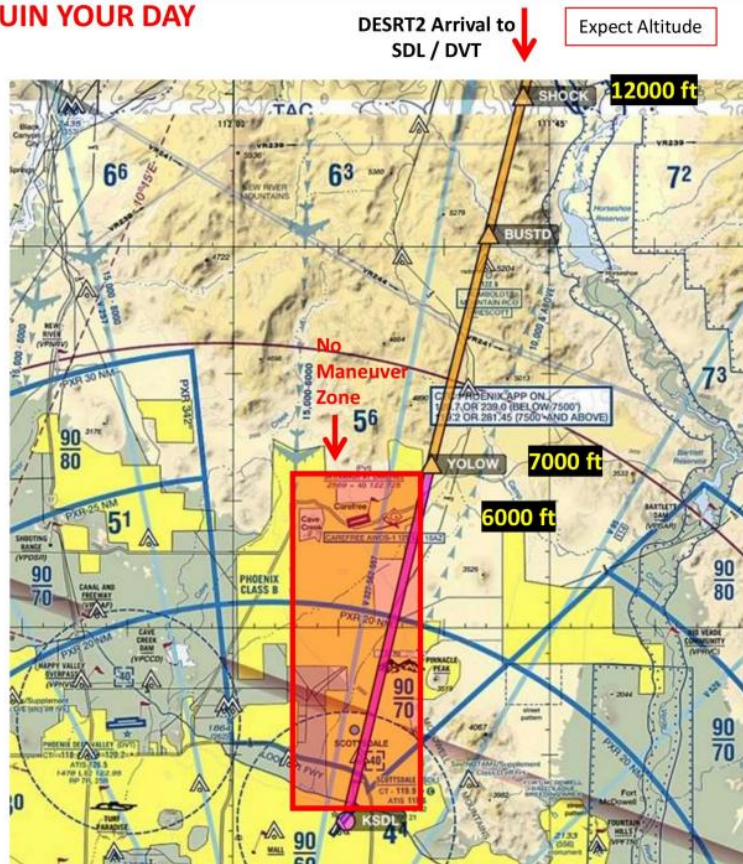
VFR SAFETY TIP NE of PHOENIX

PHX TRACON wants to help ensure your safety by avoiding IFR traffic arriving and departing SDL and DVT.

Please do not perform maneuvers in the shaded red "No Maneuver Zone."

It is also recommended that you receive flight following, or at least monitor 120.7 when transitioning through this "No Maneuver Zone."

This area is three miles either side of a line between SDL and Sky Ranch. (If you are familiar with the terrain, Pima Rd. is the approximate centerline.)



Rev 05/18/24

New Business: see RSAT schedule here <https://scauwg.org/lrsat-info-dates>

RSATS

The RSATs are very informative and if you are pilot based at one of the airports or use it regularly, it is worth your time to attend and learn about Air Traffic Control and Airport Operations.

Look for the SPANS on www.FAASAFETY.gov

Thirty days prior to the RSAT, Air Traffic Managers are encouraged to conduct a Pilot/Controller

Forum. The FAA Team is here to help promote and assist with the Forum. Samir Kanuga has agreed to coordinate most of these activities. In addition to the Towered Civilian Towers listed here, ASAG would like to initiate PI Forums for our state's two Joint Use Airfields, Yuma and Sierra Vista.

The RSAT Schedule from Fernando Morales, FAA Runway Safety with Thanks to: <https://scauwg.org/lrsat-info-dates>

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Safer Skies for Arizona**



ASAG is an Arizona and IRS registered 501(c)(3) non-profit organization.

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Arizona ASAG is made up of volunteer aviators, air traffic controllers, and aircraft maintainers from throughout Arizona. We work closely with the FAA Scottsdale and Las Vegas Flight Standards District Offices (FSDO), the FAA Safety Team, the Arizona Pilots Association, and all aviation users throughout the state. ASAG highlights and educates everyone with safe aviation practices. ASAG is an Arizona and IRS registered 501(c)(3) non-profit organization.