

Subject: Airspace Study 24-A WP-91-NR, Arizona RSOP proposal

Manager, Operations Support Group, AJV-C2  
Attn: Jesse Acevedo; Airspace Study: 24-A WP-91-NR  
9-natl-csa-public-notice-airspace@faa.gov

Federal Aviation Administration  
10101 Hillwood Parkway  
Fort Worth, TX 76177

November 29, 2025

Operations Support Group, AJV-C2,

This email is an addendum to my September 19, 2025 comments to the FAA; as well as a formal complaint of potential military aircraft operation violations in domestic civilian airspace over a congested area of Tucson, Arizona.

Please note, this addendum includes the two PDF files attached to this email:

- a copy of the text of this email
- a copy of my September 19, 2025 comments to the FAA

Due to the inadequacy of FAA capacity during the longest US government shutdown in history, I delayed sending this addendum and complaint until now. A copy of this correspondence is sent to the 355WPA and to the FAA AIR21 Whistleblower electronic complaint system.

Relative to my FAA comments on USAF breach of public trust surrounding aims for SUA Optimization of Arizona and New Mexico, this complaint is yet more evidence of un-transparent military intrusion on local civilian life that is aggravating the current collapse of public trust in governance.

Such aggravation a very dangerous matter, as US Senators and the President are publicly debating internationally illegal and taxpayer-funded overseas operations in a climate of domestic political death threats - and, furthermore, as highly contentious domestic deployment of armed services members has attracted murderous domestic extremism.

At approximately 1700/5:00 PM on October 16, 2025, during rush hour over a congested civilian metro zone; I observed two Osprey tiltrotor aircraft flying due southeast, an estimated only 300 feet above ground level Tucson homes, schools, parks, and streets. It is my understanding that Osprey aircraft are under operational safety restrictions for mechanical failures leading to nearly two dozen crashes resulting in at least sixty-four deaths.

Moreover, it is my understanding these two Osprey aircraft were flying at least 700 feet AGL closer than aircraft *without* operational safety restrictions are permitted by FAA regulations, and apparently *fewer than 500 horizontal feet from Tucson's Salpointe Catholic High School in the hour before a junior varsity football team home conference game*. Does the FAA allow such

operation of aircraft having Class A mishap rates in the top five US aircraft for risk factors this century?

It goes without saying that such observations aggravate existing distrust, stress, *and presentiment that US safety regulations are being compromised or abandoned along with rules of engagement*. It is impossible to not ask oneself during this extremely volatile time, how many more risks or impacts to civilians and members of armed services are occurring out of sight?

In service of safety and transparency, the FAA must take a serious look at my complaint. I request a reply, and to be notified of the investigation's findings.

For the record, I'll close with a remark on the evisceration of FAA capacity during the longest US government shutdown in history. Only a president who has no respect for labor could criticize and threaten US air traffic controllers forced to cope with the refusal of our legislature to function for We the People.

Thank you for your invaluable work.

Sincerely,

Melinda Matson Spina