



AzAA *Matter of Fact*

Winter 2021 edition

Fall Conference *Recap* 2021 "WALTER BURG" FALL CONFERENCE

The Arizona Airports Association (AzAA) 2021 "Walter Burg" Fall Conference took place on Wednesday, October 27th and Thursday, October 28th at Desert Willow Conference Center in Phoenix, AZ. The conference kicked-off with an evening mixer on the 27th where attendees had the opportunity to reconnect and mingle with the exhibitors.

On Thursday, October 28, our President, Scott Brownlee, provided welcoming remarks and introduced Chad Makovsky who returned to the City of Phoenix Aviation Department as the Director of Aviation Services in March of this year. Chad provided updates on the exciting improvements going on at Sky Harbor.

Don Kriz, the ADOT Aeronautics Director, started us off with Session No 1. At the beginning of the session Don shared that after serving in his role for the last five years he will be retiring from ADOT prior to the AzAA Spring Conference. He also assured the membership that his staff is available for their needs as they continue to support airport development



throughout the state. Don's presentation continued with great news about additional funds for the FY 2022 grants from ADOT. The State and Local (SL) grant program increased to \$30M this year and the Airport Pavement Management System (APMS) grant program increased to \$25M this FY as compared to \$10M and \$5M respectively.

The second session involved an exciting panel of industry leaders (Phil Derner with NBAA, Chad Makovsky with the City of Phoenix, Melissa McCaffrey with AOPA, Corinne Nystrom with the City of Mesa – Falcon Field Airport, and Captain Jeffrey Sedin with ALPA) who provided updates on the state



Calendar of Events



JAN 20
2022
Aviation Day
at the
Capital

FEB 19 - 20
2022
Buckeye
Air Fair

MAY 1 - 3
2022
AzAA Spring
Conference
(Hosted by Marana
and Pinal Counties)

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President's Corner



During the general membership meeting, Board members provided updates and Matt Smith accepted the appointment to the First Vice President position and Alice Bimrose accepted the appointment to the Second Vice President position for the remainder of the term. Alice’s move to Second Vice President leaves an open Executive Director position which will be filled during the Spring Conference elections.

After lunch Todd Johnson from CGH Technologies provided the membership with information about the updated platforms available on the FAA’s Airport Data Information Portal (ADIP). He showed what information is generally available to the public, including all airports’ 5010 reports. Additionally, if you have a non-airport sponsor account, you can access obstruction data that’s published for any airport in the NPIAS. Further, personnel designated as the lead representative for the airport sponsor, have the ability to update key airport information including contact information. Todd is one of two people who respond to ADIP help desk questions through the portal. If you need any help, feel free to reach out.

Session 6 provided a detailed case study on the successful runway reconstruction project at Scottsdale Airport. Scott Van Gompel with Mead & Hunt, Gary Mascaro with Scottsdale Airport, and Mike Williams with the FAA provided their experiences based on their respective roles. The key take-away was to make sure you start planning early. This CMAR project required close coordination and communication



between the FAA and the airport sponsor to determine the schedule and secure grant funding. Then during design and construction the project required close coordination between the Engineer and Contractor to meet the design and construction deadlines.

The conference ended with an FAA update provided by Holly Dixon. Holly shared the FY 2020 and FY 2021 grant statistics and that the FAA expects to issue grants earlier in FY 2022. Therefore, they are requesting that construction projects have bids in hand earlier in April than previous years. Holly requested that airport sponsors sign and return grant awards as quickly as possible, stay on top of the grant reimbursement requests, and quickly close out grants when the projects are complete.

Thank you to everyone that made the conference a success!

of the industry. Topics from the pandemic to electric air mobility were discussed. By the end of the session there was a consensus that although we are all seeing various trends in the industry it is quite hard to predict where we will be in 10 years. Some are preparing for a Jetsons Era.

After the first break with the exhibitors, the membership learned about airport land appraisals and how they differ from traditional appraisals. For land leases, it’s important for airport sponsors to understand how an appraisal is detailed for either future or present value when determining the fair market value of the lease. Steve Cole with Southwest Appraisal Associates provided detailed recent appraisal examples.

The fourth session provided us with the exciting news from the Arizona Aviation Economic Impact Study. Catherine Woodwell with Kimley-Horn and Bob Flanagan with IHS Markit shared that Arizona’s aviation industry (which is comprised of Aerospace Manufacturing, Principal Military Installations, Commercial Service Airports, and General Aviation Airports) has a \$121.4B economic impact on the entire state annually based on the 2019 study data. The Study is formally complete, and each airport and county have the opportunity to utilize the economic impact information to communicate their airports’ economic benefits within their respective communities.



Updates from ADOT

ADOT CONTACTS:



Matthew Munden,
*State Airport
Engineer*

- Aeronautics is updating its 5-year ACIP to reflect the \$18M from the state legislature and additional monies from the State Aviation Fund. The \$18M appropriation is being awarded at \$100% state share. We should be able to fund every SL grant requested from every airport in FY 22. We are expecting final approval December 17th.
- The SL program is up to 48 grants at \$30.05M.
- The APMS program is up to 75 grants at \$25.53M.
- Last year's planning studies included the Economic Impact Study and the Aeronautical Charts. The Economic Impact Study is complete, and we are expecting to receive the Aeronautical Charts by the end of March.
- The heavy monsoon season has affected the construction timing of a few APMS '21 projects. The remaining APMS '21 construction projects will be completed in the spring.
- The Triennial Study has been awarded and is underway.
- ACIP submission to ADOT closed August 31st.



Social Media Hunt

**DURING THE FALL CONFERENCE AZAA HELD A SOCIAL MEDIA CONTEST AND
Alice Bimrose WAS THE Winner!**



AZAA
Special Prize

**INSTAGRAM
SCAVENGER
HUNT**

•ADOT Employee •FAA Employee
•Airport Manager •Sponsor Consultant

10.28.21

Rules
First person to take a picture with all of the above individuals (together or separately) at the AZAA Fall Conference and post to Instagram, tagging @azairports, will win a special PRIZE!!!

Sedona Airport *Family Fun Day*

Sedona Airport hosted their annual Family Fun Day on October 2, 2021. The airport hosted an open house of their facilities plus a wide array of exhibitors were on hand to provide information, demonstrations, and interaction with the public. Highlighting Sedona's love for aviation, there was food, beverages, and entertainment on hand for the whole family.

Local General Aviation owners/pilots offered free flights for kids facilitated by the EAA Young Eagles. A local tour operator was offering half-price helicopter tours of the nearby scenic red rocks. In addition, The Civil Air Patrol, the Cessna 195 Club, Guardian Air, and numerous other aviation groups were in attendance. There was a hang glider training harness on hand for people to try out and a line up of numerous general aviation aircraft, vintage to cutting edge.

The Executive Sweet B25J Mitchell Bomber was the star of the show with a long line of people waiting to get their

chance to sit in the cockpit, the nose gun, or the tail gun. This 76-year old warbird is maintained and operated by the American Aeronautical Foundation and is still in complete operable condition. The Executive Sweet is a testament to American ingenuity and resolve. Many brave men flew these bombers in all theaters of World War II. It was a privilege to see this restored warbird set against the beautiful Sedona red rocks.

A Sedona Car Club also hosted their 38th Annual Sedona Car Show on the apron of the airport. This year saw a special class for Jaguar E-types, however the show featured everything from vintage Land Cruisers to latest-generation Corvettes.

There was truly something there for everyone in the family to enjoy. This is an annual event, so if you missed it this year be sure to plan your visit for the first week of October next year!



| **Springerville Municipal** Airport (JTC)

Showcasing our fabulous Arizona airports is one of our favorite things to do for our members. This edition's feature airport is Springerville Municipal, located one mile west of the city of Springerville, Arizona.

The historic town of Springerville is known by many as the Gateway to the White Mountains. Situated near the border of New Mexico, this scenic landscape has an abundance of beauty and nature; from its Ponderosa Pine trees near natural streams and lakes, to its large mountain ranges as high as 11,400'. Nestled near this picturesque mountain town of Springerville is the celebrated Springerville Municipal Airport. The Airport serves a proud town of storied pioneer descendants, hard-working loggers, authentic tribal people, and aviators from around the world.

The Airport was originally constructed in the 1940's and owned by the Springerville-Eager Airport Corporation. After the town of Springerville was incorporated in 1948, the Airport was acquired the same year and has remained under the town's ownership since. The general aviation Airport is primarily used by single/multi-engine piston, turbo prop, and light turbojet aircraft for Air Medivac services, business/recreational travel, wildfire management, aerial inspections, and flight training from surrounding airports.

The first thing that anyone who has visited the Airport will brag about is the outstanding terminal facility. Constructed in 2013, it consists of a pilot lounge, flight planning room, conference facilities, and an observation deck. If you stop by it will be hard for you to miss, as it has a green pitched roof with an abundance of windows to take in the surrounding beauty. Once inside you will find a few hunting trophies and maybe even a fresh batch of cookies next to the fireplace in the lounge area.



Currently, the Airport is focused on expanding their capacity for based aircraft with the addition of three fully enclosed hangars, totaling roughly 13,500 sf, and a shaded t-hangar approximately 250' in length. Also, the Airport is focused on rehabilitating their primary runway 3-21 with a full depth replacement at the intersection of its crosswind runway 11-29. Security fencing around the Airport is also due to be upgraded with the replacement of approximately 16,500 lf of wildlife deterrent fencing.

Make sure to think of the Springerville Municipal Airport the next time you want to visit a mountainous terrain for any outdoor activity you can think of, including a ski trip at Sunrise Park. The Airport hosts an annual fly-in each June that is open to the public and would love you have you there.

For more information on the Springerville Municipal Airport, visit: <https://springervilleaz.gov/airport/>



| Land Use Compatibility

BENEFITS AND TIPS FOR SUCCESSFUL LAND USE COMPATIBILITY PLANNING FOR AIRPORTS

Article contributed by

Jenny Watts, C.M., Sr. Aviation Planner & Charlie McDermott, LEED AP, Aviation Planning Manager, Dibble

As the aviation industry starts to slowly head back to pre-COVID pandemic activity across the country and here in Arizona, there seems to be an increasing trend in the amount of interest by private developers to develop land near airports. Everything from corporate hangars, specialty aviation service facilities, other transportation facilities, and of course the dreaded single-family housing developments. While these entities can offer the promise of increased local economic impacts and revenue for the municipality or other entity, one should make sure that everyone is on the same page prior to entering into any formal agreements.

Often the first point of contact and communication with private developers, airport managers have the responsibility to protect their airport and the airspace surrounding it while also promoting the desire for economic progress of their organization to support financial growth. Economic development pressures from the private sector and even perhaps from inside an organization can cause a great deal of stress and require a lot of attention of an airport manager. However, it's important to become a dedicated spokesperson for land use compatibility near the airport so that complications or potential issues can be avoided in the future.

Land use compatibility near an airport is NOT a new concept; however, today municipalities are doing a much better job at incorporating land use compatibility into their planning and zoning documents and strategic plans because it has proven to offer the best protection for their airport in the long-term. Having well-thought-out land use compatibility practices in place at an organization which owns and operates an airport can have the following benefits:

- ✓ Improves public awareness and support for the airport
- ✓ Enhances opportunities for airport development
- ✓ Benefits the people living near airports
- ✓ Reduces potential for litigation
- ✓ Protects the long-term growth and prosperity of the airport
- ✓ Protects the integrity of the surrounding airspace
- ✓ Keeps an airport in compliance with FAA grant assurances



Airport managers share, and in fact, make up a large component of the responsibility to promote and follow land use compatibility guidance. Interaction with a private developer is almost always inevitable for an airport manager in today's expanding world. According to Charlie McDermott, Aviation Planning Manager at Dibble, "Growth near airports requires airport operators to pay close attention to and prioritize their land use compatibility around the airport so that airports and their communities can co-exist and prosper together." In order to prosper together, Charlie has compiled several tips for airport management to consider for a successfully navigating land use compatibility concerns near airports.

Land Use Compatibility Tips for Airport Management

- » Be engaged and communicate with your local municipality planners and leaders.
- » Help educate your municipal planners and leaders on the importance of compatible development around airports.

- » Communicate early with developers about their plans to avoid negative impacts to the airspace around the airport.
- » Reenforce the need for practicable land use regulations, zoning ordinances, and overlay districts within your organization.
- » Keep your Public Airport Disclosure map updated and on file in accordance with the A.R.S.§28-8486 and Airport Influence Area established in accordance with A.R.S.§28-8485.
- » Review Draft FAA AC 150/5190-4B *Airport Land Use Compatibility*. This updated AC focuses on both height and broader land use compatibility, whereas the current AC is focused primarily on height restrictions.
- » Land use compatibility is more than just noise impacts to nearby residents. Land use compatibility needs to also consider airspace, noise, wildlife attractants, and compatible non-aeronautical development around the airport.

AzAA Mentorship Program

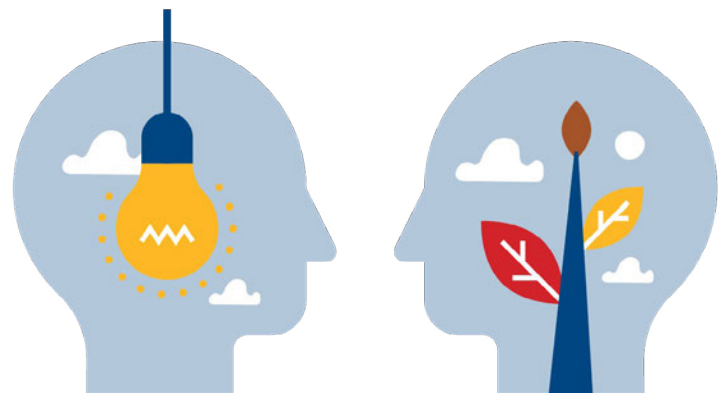
The AzAA Mentorship Program reflects our commitment to you and your career and professional development. The Mentorship Program is a benefit of membership and is available only to AzAA members. There is no charge for this service. This program provides an informal and a more formal opportunity to participate:

New Member Mentor – an informal networking program:

- » Designed to ease the social transition to AzAA Membership by providing a 'conference wingman' to help ease you into your first in person AzAA event(s), introduce you to other members and answer AzAA questions
- » Open to all members
- » To participate: Watch for Conference Wingman information on conference registration forms and indicate your interest in participating.

Professional Mentor – a more formal (but not too formal) program for Executive Members, to provide support for the following scenarios:

- » Connect junior staff to more seasoned airport professionals
- » Connect new airport managers with more experienced airport managers to facilitate a career transition
- » Connect a seasoned airport manager moving from outside Arizona with an airport manager who knows the ropes of Arizona's aviation system
- » To participate: Please visit our website at www.azairports.org and fill out the form under **Membership > AzAA Mentorship Program**.



Updates from FAA

WHAT'S NEW

ADO Staffing

- » Jared Raymond has completed his temporary detail to Agency Headquarters working in the Office of Airports, Safety & Standards as a UAS Program Manager.
- » Rachel Redmond, our Intern has completed her assignment
- » We are actively recruiting for our Civil Engineer and Community Planner vacancies.
- » Holly Dixon will begin a temporary detail (virtual) beginning on December 5, 2021 to Agency Headquarters working in the Office of Airports, Airport Planning & Programming Branch.
- » Submittals from Sponsor authorized consultants will be accepted with the following provisions:
 - The Sponsor Director/Manager and/or Primary Point of Contact shall be a CC on the submittal. Submittals without the Sponsor as a CC will be returned without ADO action.
 - Sponsors are expected to have read the documentation and understand and concur with the contents. Sponsors are held responsible for the quality of all documents.
- » **October 15, 2021** - Due date for sponsor submission of environmental documents to the ADO for review and initiating consultations under special purpose laws. Environmental documents can include (listed in order of complexity):

Based Aircraft

- » On October 8, 2021 all non-primary NPIAS airports and their respective state aviation departments participating in the Based Aircraft Inventory Program were notified they have until December 15, 2021 at close of business to update their Based Aircraft Inventory Program aircraft counts. This data will be used in the 2023 biennial NPIAS publication.
- » It is CRITICAL to ensure your aircraft's based aircraft information is updated prior to December 15, 2021. Any changes made after this date (12/15/2021) will not be used in determining the airport role and will not be shown in the publication.
- » General questions about the program may be sent to: basedaircraftsupport@basedaircraft.com.
- » Inquiries about existing or new accounts can be made at: <https://www.basedaircraft.com/public/LoginSupport.aspx>
- » A FAQ and comprehensive User Guide are located at the BasedAircraft.com website.
- An executed National Environmental Policy Act document (i.e., CATEX, FONSI, ROD) preferably dated within the past three years.
- A request for a simple written record CATEX with a project description sufficiently detailed to show that it meets the conditions inherent in the cited CATEX.
- A completed ARP SOP 5.1 Documented CATEX form (6/2/17 version) that includes:
 - The Sponsor's signature;
 - A complete project description including proposed excavation depths and structure heights, dates of construction, construction working hours, and certification status of material source pits;
 - Maps showing the project's area of potential effect (APE) including staging areas, new or unpaved access roads, and areas where visual impacts or construction noise would be noticeable;
 - Supporting studies, such as cultural resources surveys preferably completed within the past 10 years that cover the APE, biological surveys, and biological opinions;
 - A published floodplains notice, if needed;
 - A complete list of permits and environmental commitments; and
 - Discovery procedures for unexpected discoveries of cultural resources and protected species.
- A draft Environmental Assessment, provided the Sponsor has coordinated with the ADO on it over the past two years.

NEPA Submittal Process

- » All official NEPA submittals should be sent via email to 9-PHX-ADO-Environmental@faa.gov
- » Subject lines MUST include your airport's three character LOCID, Project Name, and documentation type (i.e., CATEX, Purpose and Need, Preliminary Draft EA). If the submitted document is a CATEX supporting an upcoming grant application, FYXX GRANT APPLICATION must also be included in the subject line.
- » The body of the email must include the federal action that the document is intended to support (i.e., federal funding (with proposed fiscal year), ALP change, land release).



» **December 31, 2021** - Due date for completion and receiving an environmental determination for the fiscal year. After this date, the ADO may defer consideration of the Sponsor's project to the next grant cycle. NOTE: As in fiscal years 2020 and 2021, latitude can be granted due to circumstances so as to meet grant milestones.

- Sponsors should be aware that:
 - FAA's consultation with State Historic Preservation Officers generally takes 30 days to complete, but can take longer if information is inaccurate or incomplete or both.
 - FAA's consultation with Indian tribes typically takes 45 days to complete.
 - FAA's formal consultation with the US Fish and Wildlife Service can take up to 135 days to complete.

Bipartisan Infrastructure Law (BIL)

» The Bipartisan Infrastructure Law (BIL), formerly known as the Infrastructure Investment and Jobs Act (IIJA) has been enacted. This new legislation will improve airport safety and capacity, address climate change, create good jobs, and advance equitable access to airports. BIL establishes two new programs directly relevant to the Office of Airports, 1) the Airport Infrastructure Grants Program and, 2) the Terminal Program. The Airport Infrastructure Grants Program allocates \$15 billion over 5 years primarily for formula grants to both primary and non-primary airports, with each year's money available for obligation over five years. Terminal Development Program competitively allocates \$5 billion over 5 years for airport terminal development projects, with each year's money available for obligation over five years.

- Additional information will be forthcoming.

Solar Glare

» The FAA is withdrawing the recommended tool for ocular impact, the Solar Glare Hazard Analysis Tool (SGHAT). The Interim Policy mandated the use of SGHAT, which was developed independently by Sandia National

Laboratories, which is no longer available. There are several glint/glare analysis tools available to airport sponsors on the open market, but FAA is not requiring or endorsing a specific tool for assessing ocular impact. In addition, FAA acknowledges that in some cases a tool may not be required to support a sponsor's statement that a proposed solar energy system will not impact an ATCT facility. The primary example is a proposed on-airport solar energy system that is not visible from an ATCT facility because it is blocked by another structure.

- The policy updates and replaces the previous policy by encouraging airport sponsors to conduct an ocular analysis of potential impacts to ATCT facilities prior to submittal of a Notice of Proposed Construction or Alteration Form 7460-1 (hereinafter Form 7460-1). Airport sponsors are no longer required to submit the results of an ocular analysis to FAA. Instead, to demonstrate compliance with 14 CFR 77.5(c), FAA will rely on the submittal of Form 7460-1 in which the sponsor confirms that it has analyzed the potential for glint and glare and determined there is no potential for ocular impact to the airport's ATCT facility. This process will enable FAA to evaluate the solar energy system project, with assurance that the system will not impact the ATCT facility.

» <https://www.federalregister.gov/documents/2021/05/11/2021-09862/federal-aviation-administration-policy-review-of-solar-energy-system-projects-on-federally-obligated>

- Please speak with your assigned Phoenix ADO Community Planner if you have additional questions.

(continued on next page)



Updates from FAA

WHAT'S NEW

(continued from previous page)

REMINDERS

- » **SAM** (System of Award Management) Account – Check the SAM registry - <https://uscontractorregistration.com/>
- » **DELPHI** - Expired or Incorrect Delphi Account – Check your account – if you need to register a new user, follow help directions at - https://www.faa.gov/airports/aip/grant_payments/
 - Jocelyn Hazlewood, Airports Program Specialist is available as needed to assist.
- » **Airport Coronavirus Response Grant Program - The Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) (H.R. 133)** (PDF), signed into law by the President on December 27, 2020, includes \$2 billion in funds to be awarded as economic relief to eligible U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the coronavirus disease 2019 (COVID-19) public health emergency.
 - To distribute these funds, the FAA has established the Airport Coronavirus Response Grant Program (ACRGP). The FAA will make grants to all airports that are part of the national airport system, including all commercial service airports, all reliever airports, and some public-owned general aviation airports.
 - **Frequently Asked Questions** are available and updated as of February 12, 2021.
 - CRSSA funds must be obligated no later than **August 26, 2021**.
- » **Airport Coronavirus Response Grant Program - The American Rescue Plan Act of 2021 (H.R. 1319, Public Law 117-2)**, signed into law by the President on March 11, 2021, includes \$8 billion in funds to be awarded as economic assistance to eligible U.S. airports to prevent, prepare for, and respond to the coronavirus disease 2019 (COVID-19) pandemic. To distribute these funds, the FAA has established the Airport Rescue Grants.
 - **Frequently Asked Questions** are available and updated as of June 11, 2021.
 - ARPA funds not obligated by **August 26, 2021** will be postponed until FY22 (after October 1, 2021).
 - ARPA concession grants will not be processed until FY22 (after October 1, 2021).
 - ARPA grants must be processed and obligated no later than **November 30, 2021**.

GUIDANCE DOCUMENTS

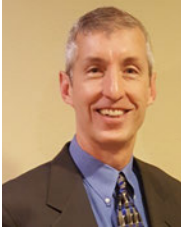
- » Advisory Circular (AC) 150/5345-39E - [Specification for L-853, Runway and Taxiway Retroreflective Markers](#) was issued on October 12, 2021.
- » Advisory Circular (AC) 150/5230-4C - [Aircraft Fuel Storage, Handling, and Dispensing on Airports](#) was issued on September 23, 2021.
- » Advisory Circular (AC) 150/5220-23A - [Frangible Connections](#) was issued on April 15, 2021.
- » Advisory Circular (AC) 150/5300-16B - [General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey](#) was updated January 6, 2021.
- » Advisory Circular (AC) 150/5340-18G - [Standards for Airport Sign Systems](#) was updated on January 5, 2021.
- » Advisory Circular (AC) 150/5340-1M - [Standards for Airport Markings](#) was updated on January 4, 2021.
- » Advisory Circular (AC) 150/5345-53D - [Airport Lighting Equipment Certification Program](#) was updated on December 22, 2021.
- » Advisory Circular (AC) 150/5230-6G - [Airport Pavement Design and Evaluation](#) was published on June 7, 2021.
- » Advisory Circular (AC) 150/5230-4B - [Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports](#) was updated on May 28, 2021.
- » Advisory Circular (AC) 150/5210-17C - [Programs for Training of Aircraft Rescue and Fire Fighting Personnel](#) was published on June 12, 2021.
- » PFC Update 75-21 - [Eligibility of On-airport Rail Access Projects](#) was issued on January 12, 2021.
- » Order 5200.11A - [FAA Airports \(ARP\) Safety Management System \(SMS\)](#) was published on July 20, 2021.
- » Additional information is available via the Internet https://www.faa.gov/airports/resources/recent_advisory_circulars/





President's Corner

AzAA PRESIDENT:



Scott Brownlee,
*Arizona
Airports
Association
President
2021-2022*

Well again, it doesn't seem like another quarter could have passed by already and actually it hasn't quite yet but with some important dates coming up we wanted to get this out before the end of the year. I don't know about you, but watching the recent airline and activity numbers, it sure seems like aviation is well on its way to recovery!!

While we're obviously not back to "normal" the latest Transportation Security Administration (TSA) numbers I've seen have been consistently within 5-10% of 2019 which for many airports was a record year. In last quarter's message I talked about the several airport funding sources available for recovery and economic assistance. Well since then, we've got a new opportunity for funding that will hopefully assist many airports with their infrastructure needs. On November 15th, the \$1.2 trillion federal infrastructure bill was signed into law. This new law will deliver \$550 billion of new federal investments into infrastructure over the next five years. This funding will be available for everything from bridges to roads and yes airports!

Also, since the last newsletter we held our first in person conference in two years on October 28th and what a great event it was. You could just feel the excitement throughout the conference of everyone being back together. Again, I would like to thank all of the conference committee, the speakers, moderators, sponsors and exhibitors. An event like that does not happen without many people working behind the scenes. Thank you also to those that sponsored or participated in the golf event the next day. The weather was perfect, and a good time was had by all.

As we look ahead, registration is now open for Aviation Day on January 20, 2022. Please plan on attending if you can and reach out to your representatives to encourage their support for aviation in the state. With the success of the recent fall conference, I'm very excited for the spring conference at the Omni Tucson National Resort May 1-3, 2022 co-hosted by Marana and Pinal County.

Finally, I would like to thank Brad Falcetti for his service and time on the Board and wish him well in his relocation and new endeavor. Also, a huge thanks to Matt Smith who will move up to first vice-president, Alice Bimrose who has agreed to fulfill the remainder of Matt's term as second vice-president and Sarah Demory for agreeing to fulfill the remainder of the executive director term. We as a Board are here to serve you and to provide assistance when possible. If you have questions, comments, concerns or would just like to chat, please reach out to myself or any of the Board members. All our contact information can be found on the AzAA website along with other valuable information.

Thanks and Happy Holidays!

Scott Brownlee
Arizona Airports Association President 2021-2022

*Image from Family Fun Day hosted by
Sedona Airport on October 2, 2021*

