



AzAA *Matter of Fact*

spring 2021 edition



It's Award Time!

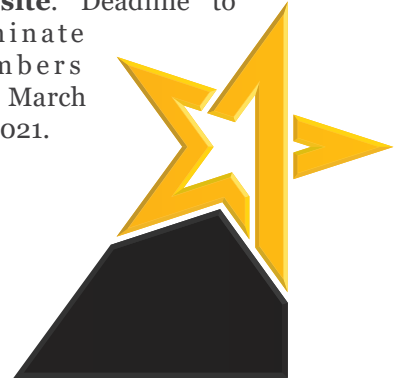
CALL FOR NOMINATIONS FOR EXECUTIVE AND CORPORATE MEMBERS OF THE YEAR

AzAA is accepting nominations for an Airport Executive of the Year Award and Corporate Member of the Year Award. Since 1992, AzAA Corporate and Associate membership has sponsored the Airport Executive of the Year award.

Each year, this award honors an Executive member for his or her dedication and contribution to aviation through the operation and/or development of his/her airport, or for his/her significant participation in the aviation industry. The Corporate Member of the year award is in its fifth year and is intended to honor a

Corporate or Associate Member for their dedication and support of aviation in Arizona during the last year.

The nomination form is available online on the **AzAA website**. Deadline to nominate members is March 19, 2021.



Calendar of Events

3-4

2021
VIRTUAL
CONFERENCE
May 3 - 4

8-11

SWAAAE
SUMMER
CONFERENCE
AUG 8 - 11

27 - 28

FALL
CONFERENCE
OCT 27 - 28

1-3

2022
SPRING
CONFERENCE
MAY 1 - 3



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MIKE KLEIN MEMORIAL LETTER

Airport Development Best Practices Guide Update

Article contribution: Carmen Rose, PE, Airport Development Project Manager, Dibble

BACKGROUND:

Original Purpose

- » The purpose of the original best practices guide was to clarify roles, responsibilities, and expectations of all affected parties when conducting airport related business.
- » It was specific to Arizona and used to improve communication and ensure that everyone addresses and deals with issues in a uniform manner.

Updated Guide

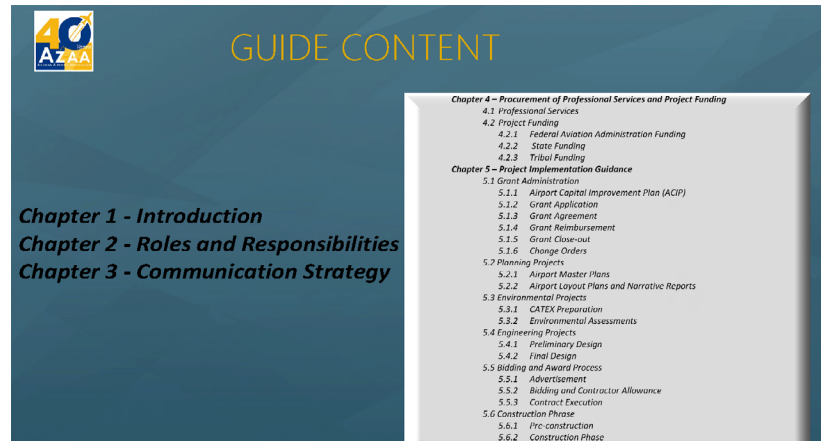
- » The primary objective of the updated guide is to identify the true best practices in use today to help Airport Sponsors develop their airports.
- » The updated guide contains the more commonly used checklists and links that help facilitate the airport improvement program and state funds.
- » The updated guide is being developed for the entire Western Pacific region.

Status Update

The updated guide is being led by Lance McIntosh with the support of several volunteers.

- » Federal Aviation Administration:
 - > Mark McClardy
 - > Al Richardson, Los Angeles ADO
 - > Laurie Suttmeier, San Francisco ADO
 - > Mike Williams, Phoenix ADO
 - > Mathew Murphy, NAS Planning & Integration (AJV-W34)
- » California State Aeronautics Representative: Ami Choi
- » State of Arizona Aeronautics Representative: Don Kriz
- » Nevada State Aeronautics Representative: Kurt Haukohl
- » Association of California Airports (ACA): Andy Swanson, Palo Alto Airport
- » Southwest Chapter of American Association of Airport Executives (SWAAAE):
 - > Environmental – Judi Krauss, Coffman Associates
 - > Planning – Delia Chi, RS&H
 - > Engineering – Bob Hamilton, Kimley-Horn
- » Arizona Airports Association (AzAA): Tina Moore, Tucson Airport Authority

The guide is in draft form and is being formatted for general formatting consistency throughout the document.



Volunteers are needed to help review the draft.

- » To volunteer, reach out to a SWAAAE or AzAA board member for more information.
- » Each organization will develop their own review committees and review processes

Following the draft review the next steps include comment resolution, final draft preparation, and distribution of the final Guide.

Updates from ADOT

ADOT CONTACTS:



Donald J. Kriz, PE

- » ADOT is busy preparing the 2022-2026 ACIP and expects approval from the Board of Transportation by the beginning of the new Fiscal year, July 1, 2021. We are in the process of running our State/Local grant priorities to determine those grant awards.
- » We are budgeting the 2022 ACIP as follows: Federal/State/Local = \$5 M, State/Local = \$10 M, APMS = \$8 M, Planning = \$1 M. The planning project will include a Land Use Study.
- » A reminder to everyone regarding any pending legislation... All questions regarding legislation must be addressed through the MPD legislative liaison, our staff can not make comments. Please contact our liaison, Anthony Casselman at ADOT to make any such requests. [acasselman@azdot.gov] AzAA has already started this process so please contact them or we would suggest contacting your Legislator directly to express any concerns or questions. AzAA has a list of your representative on their website.
- » Depending on the outcome of various pending legislation, Aeronautics intends to use any additions to the Aviation fund for the State/Local program and issue additional grants until the budget is exhausted. Last year we added the \$5 M saved from Federal CARES Act funding and increased State Local grants from 10 to 28, nearly tripling the number of grants awarded.
- » Our next Triennial study is moving forward and an RFQ for consultant selection should be issued early this summer.



Updates from FAA

WHAT'S NEW

- » **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.
 - > SF-424 Application for Federal Assistance was transmitted to your organization on February 17, 2021. Applications must be submitted no later than **June 30, 2021**.
 - > CRSSA funds must be obligated no later than September 30, 2021.
- » [Federal Register - Notification of Intent to use AIP Entitlement Funds](#) - **March 15, 2021** is the deadline for airport sponsors to notify the FAA of intent to use FY21 entitlement funds. May 3, 2021 is the deadline to submit final grant applications.
- » **CARES Grant Closeout** - The [Coronavirus Aid, Relief, and Economic Security \(CARES\) Act \(H.R. 748, Public Law 116-136\)](#) (PDF), signed into law by the President on March 27, 2020, includes \$10 billion in funds to be awarded as economic relief to eligible U.S. airports affected by the prevention of, preparation for, and response to the COVID-19 pandemic. Guidance is available regarding [closeout](#) of this grant.
- » **Grant Processing - eSignatures** - The use of electronic signature (eSignature) processing for all federal assistance (AIP, CRSSA, Supplemental) is expected to be utilized again in FY21. Information to confirm and validate your organization's contact information was sent on February 22, 2021.
 - > Accurate contact information, particularly a valid email address is critical to ensuring timely grant processing and the use of electronic signatures.
- » **PFC Streamlining** – PFC Update 73-20, “[Streamlined Procedures for Passenger Facility Charge \(PFC\) Authorizations as Small, Medium and Large Hub Airports](#)” was issued on January 22, 2020. Please review this information for your pending PFC applications. **NOTE:** The submission of a DRAFT PFC application is absolutely essential in the processing of your application.
 - > **Section 163** – [The FAA Reauthorization Act of 2018](#) included numerous changes to statutes and other authorizing Acts governing the operations and administration of multiple programs under the Office of Airports. Section 163, Limited Regulation of non-Federally Sponsored Property, consists of four (4) provisions, three (3) of which do not amend statute but prohibit the FAA from regulating, directly or indirectly, certain airport property. Additional information is available in [Reauthorization Program Guidance Letter \(RPGL\) 19-02](#).
 - > Section 163 is project and airport location dependent and requires the ADO to analyze the sponsor request. This analysis determines what approval authorities the FAA may or may not have related to a specific project, which may or may not include approval of the ALP and NEPA.
 - > Section 163 does not apply to projects, as noted: 1) Any change or alteration within a movement area; 2) Any change or alteration within a runway visibility zone; 3) Any change or alteration with a Runway Protection Zone (RPZ); 4) Any change or alteration within the Airport Traffic Control Tower Line of Sight; 5) Any development within a NAVAID critical area(s); and, 6) Any change or alteration resulting from a new approach or departure procedure.
 - > Proposed projects which are not included in the six (6) areas noted above will require a specific Section 163 analysis and determination by the ADO. This analysis shall be completed prior to initiation of a NEPA determination.
 - > [Additional information](#) was published on October 27, 2020.
- » **Administrator Dickson - Unruly Passengers** - FAA Administrator has prepared a video regarding Unruly Passengers, which can be viewed via the Internet - <https://public.huddle.com/b/dGEqpa/index.html>
- » **FAA's Safety and Technical Training's (AJI) Runway Safety Group** released several new outreach products to enable flight instructors and general aviation pilots to practice their skills interactively, which is ideal as we continue to recover from the pandemic.
 - » To view all offerings, including those directly linked below, please go to the From the Flight Deck portal at: https://www.faa.gov/airports/runway_safety/videos/
 - » **The Runway Safety Videos and Animations website** also includes the [From the Flight Deck](#) runway safety videos, which are airport-specific videos targeting local surface safety challenges. There are 26 airport videos currently available, thirteen completing production now, and 33 more slated during 2021. Available Now:
[LNK](#) [MKC](#) [STS](#) [BFI](#) [BOI](#) [POU](#) [BED](#) [ISP](#) [TEB](#) [PHL](#) [FTW](#) [LVK](#)
[HNL](#) [CNO](#) [HWD](#) [VNY](#) [SNA](#) [MSY](#) [BTR](#) [DWH](#) [SAT](#) [IWA](#) [FFZ](#)
[DVT](#) [MYF](#) [FCM](#)
- » Due to the pandemic, new video capture at airports was temporarily stopped, just restarting in September. During that down time, Runway Safety Group pivoted to create new 'single-topic' videos about particular safety issues, including:

- > [Winter Weather Airport Surface Operations](#): This video focuses on surface risks and hazards, how to become aware of surface conditions through the FAA's Takeoff and Landing Performance Assessment (TALPA) and Runway Condition Assessment Matrix (RCAM) processes, how to report what you have experienced to benefit other pilots, and best practices for safe surface operation during winter weather conditions.
 - > [Wrong Direction Intersection Takeoffs](#): Departing from a runway intersection in the opposite direction of the tower clearance occurs more frequently than expected. This video focuses on this error, the reasons it may happen, and provides tips to avoid a serious incident.
 - > [Protecting Runway Safety Areas](#): Forty percent of all runway incursions occur when general aviation pilots cross runway holding position markings without authorization. This video heightens awareness of the critical role of runway hold lines in protecting departing and arriving aircraft, and provides best practices to help you avoid a runway incursion.
 - > [Wrong Surface Landings: Parallel Runways with Staggered Thresholds](#): A top contributing factor for landing on the wrong surface is parallel runway configurations with staggered thresholds. This video provides best practices for landing at an airport with this common runway configuration.
 - > **Hot Spots - New Charting Symbology and General Review (In Development)**: Hot spots charted on airport diagrams raise pilots' situational awareness about challenging areas on the airport that may lead to surface incidents and runway incursions. This video will familiarize you with newly developed graphics that point out wrong surface landing risks and standardized symbols for existing published hot spots, and will enhance your awareness to safely and efficiently operate on the airport surface.
- » **ALP Signature** - One of the challenging tasks in remote working has been the process of receiving, signing and transmitting Airport Layout Plans (ALP). I'm happy to announce that we have developed a process of being able to sign an ALP electronically. We anticipate this will greatly improve efficiency within the ADO and have a positive impact on you as well. Please speak with your assigned Phoenix ADO Planner for additional details.

GUIDANCE DOCUMENTS

- » Advisory Circular (AC) 70/7460-1M - [Obstruction Marking and Lighting](#) was issued on November 16, 2020.
- » 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) 150/5340-30J - [Design and Installation Details for Airport Visual Aids](#) was updated on November 17, 2020.
- » Advisory Circular (AC) 150/5200-30D - [Airport Field Condition Assessments and Winter Operations Safety](#) was updated on October 30, 2020.
- » Advisory Circular (AC) 150/5200-33C - [Hazardous Wildlife Attractants on or near Airports](#) was issued on February 21, 2020.
- » Advisory Circular (AC) 150/5300-14D - [Design of Aircraft Deicing Facilities](#) was issued on March 17, 2020.
- » PFC Update 75-21 - [Eligibility of On-airport Rail Access Projects](#) was issued on January 12, 2021.
- » PFC Update 74-20 - [Digital Signature of PFC Documents](#) was issued on May 1, 2020.
- » Additional information is available via the Internet - https://www.faa.gov/airports/resources/recent_advisory_circulars/

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.

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).
- » 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.

| *Airport Spotlight* - *Duel in the Desert*

Airport Spotlight by Terracon Consultants, Inc.

TUCSON INTERNATIONAL (TUS)

PHOENIX SKY HARBOR INTERNATIONAL (PHX)

We've really missed tailgating, and shamelessly promoting who we think has the better sports teams in Arizona, so we thought we would put a new spin on The Duel in the Desert in this airport spotlight, featuring two of our favorite airports, TUS and PHX. We've asked them to answer a few questions for fun and ask the reader to make the ultimate decision on who won the Duel in the Desert for 2021.



Q & A WITH MIKE SMEJKAL, TUS:

Q: What is TUS International Airport up to these days?

A: No surprise COVID has been top of mind; Installing plexiglass shields on counters, UV-C germ eradication devices on moving walkways and escalators, toe tap buttons on elevators along with all the other safety enhancements all of us have had to do to make for a touchless journey for passengers and help ensure confidence. We're proud that TUS was the fifth airport in the world to receive STAR accreditation from the Global Biorisk Advisory Council in recognition of our thorough approach to cleaning, disinfection and infection prevention. We have also started construction on the largest capital project in the airport's history, we're calling it the Airfield Safety Enhancement, or ASE, program. It will literally transform our airfield by adding a new commercial runway and making significant improvements to taxiways as well as other changes to bring it to the latest FAA standards for taxiway geometry and address two hotspots.

Q: Do you have a favorite quote?

A: "We must, indeed, all hang together, or most assuredly we shall all hang separately" – Ben Franklin."

Q: What would you say to your competitor from the "other side of the state" if you were to face each other for the Territorial Cup?

A: Well, being that Tucson is in Southern Arizona the 'other side of the state' is Northern Arizona, correct? Flagstaff has a fine airport to welcome visitors to our state's beautiful ponderosa pines country. But since this is supposed to be the Territorial Cup, you must be referring to our state's largest airport in central Arizona. 😊 Considering only 12-14 states are home to a major hub airport we certainly appreciate Sky Harbor's place in the National Airspace System. We're lucky to have it in Arizona. It's a good airport to make connections to come to Tucson where you will land in the heart of the Sonoran Desert, home to the iconic saguaro.

Q: What are you looking forward to in 2021 and beyond?

A: Hopefully people getting together, traveling through our airport and having fun again.

Q: If you could go back in time and give some advice to yourself during the days earlier in your career, what would you say?

A: Do all the crazy stuff. Take the risks. They're totally worth it!



Q & A WITH ALICE BIMROSE, PHX:

Q: What is PHX Sky Harbor International Airport up to these days?

A: Phoenix Sky Harbor International Airport has a number of capital investment projects underway. This includes Stage 2 of the PHX Sky Train® which will mean travelers will be able to travel from the terminals to the Rental Car Center in 2022. The Airport is also adding an eight-gate concourse at Terminal 4. This new concourse – our eighth and final concourse – will be occupied by Southwest Airlines. It will open in 2022 and feature gorgeous views, state-of-the-art technology and all new shops and restaurants. And, of course, with the COVID-19 pandemic, we have been focused on the health and safety of our customers and employees. Earlier this year, we embarked upon a communication campaign called PHX Here for You to showcase what we are doing as well as provide tips for what travelers can do. This campaign is in addition to our robust sanitation schedule, the installation of plexiglass in various areas of the terminals, new UV-C LED lighting on many of our escalators, having an air filtration system, and installing additional signage and distance markers throughout the facilities.

Q: Do you have a favorite quote?

A: For being so slow, we've never been so busy! – Sarah Demory, Assistant Aviation Director

Q: What would you say to your competitor from the “other side of the state” if you were to face each other for the Territorial Cup?

A: Though Phoenix Sky Harbor is the largest economic engine in the state of the Arizona and America's Friendliest Airport®, Tucson International Airport is an airport partner. Each airport has its strengths and areas where it shines. We're pleased that Arizona has so many great airports within the state. But of course, we have to say, we have some really amazing volunteers, shops and restaurants, and have you seen our therapy dogs?! They don't get any cuter!

Q: What are you looking forward to in 2021 and beyond?

A: Travel and being able to see each other in person!

Q: If you could go back in time and give some advice to yourself during the days earlier in your career, what would you say?

A: Two things: 1) Leap and the net will appear and 2) a tincture of time will help resolve many problems/issues.



| *Call for Social Media Support*

Article contributed by Joel Ericson, Mead & Hunt

By the time you're reading this edition of the newsletter you've hopefully noticed an uptick in our social media activity. We are putting a renewed effort into utilizing these valuable tools to share information, provide announcements, and even do a little aviation "nerding out." We have plans to highlight member airports over the coming months as well as provide event announcements and share cross-posts of aviation content we think our members will enjoy.

If you've been emailed (or we missed you) for content about your Arizona airport, please pass some photos and info on! If you have a favorite aviation/airport feed you think other members would enjoy, please send us a DM or email. Any and all ideas are welcome as we work on providing more value for our social-media-connected members. Feel free to send us direct messages within the social media platforms or email us at info@azairports.org.



Finally, please follow us on Instagram, Facebook, and LinkedIn and chip in to add to the quality of our social media offerings.

| *Scavenger Hunt Recap*

Article contributed by Joel Ericson, Mead & Hunt

In an effort to rally some social media presentation from our members/followers, AzAA ran an Instagram photo scavenger hunt from January 11-13. With prizes sponsored by C&S Consulting, ADM Group, and Mead & Hunt, we had a different theme for the photos every day. The winning photos for Runways, Unique/Favorite Aircraft, and Sunrise/Sunset are shared here. Thanks to everyone who participated and keep your eyes on our Instagram, Facebook, and LinkedIn profiles for future contests and opportunities to stay involved with AzAA!

Instagram: @azairports

Facebook: @AzAirports

LinkedIn: Arizona Airports Association (AzAA)





↻  aviatoraf



↻  ryanfliesplanes

20th Anniversary of 9/11

National Essay Competition Open to Aviation Personnel

Article contributed by Jenny Watts, CM, Senior Aviation Planner, Dibble

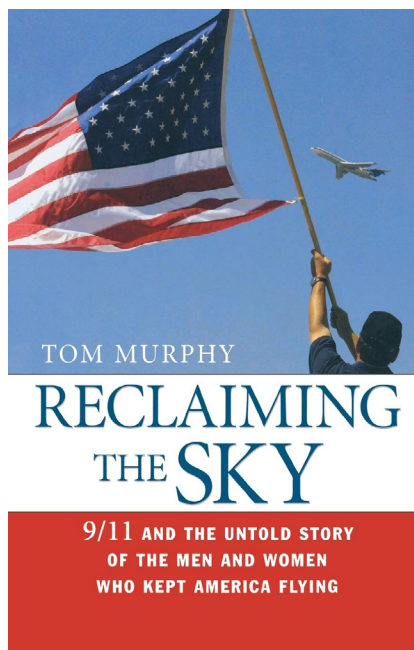
As Americans, we all can vividly recall where we were and what we were doing on the morning of September 11, 2001. It has been nearly 20 years since this tragic day, and yet I remember clearly that I was getting ready for my Air Transportation Management class at ASU East when I heard the news on the radio about the first aircraft hitting the World Trade Center in New York City. And the rest is history – a history never to be forgotten in our lifetime or those to come.

We all recall this event because of the profound shattering of the great American foundation it caused in its aftermath, and we can each share our thoughts and feelings of this day with one another in a way that bonds us together forever. What I also remember most in the days, weeks, months, following that morning is the intense compassion, camaraderie, and resiliency Americans showed in overcoming this horrific tragedy. And this was particularly demonstrated by those who were either directly involved or participated in that day's chaos as an airline or airport employee. Their actions and courage shown in the wake of great adversity and personal loss during that day offers a unique perspective on the human spirit, and our urge as humans to always persevere, either for ourselves or for the common good of all.

It is this perspective that author Tom Murphy captures in his 2006 book entitled, *Reclaiming the Sky: 9/11 and the Untold Story of the Men and Women Who Kept America Flying*. The book profiles the stories of several aviation employees on that day, people who showed great heroism and patriotism under such bizarre and harrowing circumstances. Some of the individuals profiled include Newark International Airport's General Manager and Boston Logan Airport Executives, several United and American Flight Attendants and Pilots, United Airlines' Newark Station Manager, as well as other airline employees. Since its publication, the book has been

praised for its healing and resiliency principles. In fact, the book was used to create the curriculum for the Human Resiliency Institute's (at Fordham University in New York City) nationally successful Edge4Vets program. The workshops provided by the Institute have taught more than 1500 military veterans and service personnel since 2011 in the U.S. and Canada how to tap into their resiliency strengths to prepare for jobs that can lead to careers.

In commemoration of the 20th Anniversary of 9/11, the Human Resiliency Institute is conducting a national essay contest. They state,



“The essay competition gives today’s generation of airport and airline employees, students, and military personnel an opportunity to tell how lessons learned from the generation of 9/11 aviation heroes profiled in “Reclaiming the Sky” can help them meet COVID-19 challenges in their lives.”

As airport and aviation professionals, we have all faced challenges with the current COVID-19 pandemic and are continuously looking for inspiration and strength in ourselves and our colleagues to get through this latest disturbance in our industry. Sometimes the simplest solution is to write about your feelings – and then share your feelings to help inspire others.

If you are interested in sharing how you can apply lessons learned from the acts of courage profiled in the book “Reclaiming the Sky” to help overcome COVID-19 challenges in your life, please visit the website: <https://reclaimingthesky.com>, and visit the Essay Competition page. Copies of the book can be found on Amazon, and all author proceeds are donated to several aviation charities. Prizes and awards will be announced in September 2021. We would love to have our wonderful and talented Arizona airport and other aviation industry members represent our state in this noteworthy and important commemorative event.

Buckeye Aviation Week, 2021

Article contributed by *By Jeff Webbe, Airport Coordinator, Buckeye Municipal Airport*

Communities around the world that host annual air shows have had to change course during the global coronavirus pandemic. In previous years, more than 30,000 annual attendees flocked to the Buckeye Municipal Airport to witness world class aerobatic performers and visit vendor booths over a three-day long air fair and fly in presented in coordination with the Copperstate Fly In. During the 2020 season, the Buckeye Air Fair was completely cancelled for the safety of the public, but in February of 2021 the city of Buckeye launched Aviation Week, an educational video series, in lieu of the 2021 Air Fair.

Buckeye Mayor Eric Orsborn hosted the five-part video series that was released on social media, with a new video dropping each day from February 8th through February 12th. Each video focused on a different aspect of aviation and highlighted the importance of the Buckeye Airport and general aviation to the community and the economy at large.

Thousands of people have already viewed the collection of videos (each one 2-5 minutes in length) which gives viewers a behind the scenes look at Military Aviation, Aviation Education, Copperstate Fly In, Buckeye Airport operations, SciTech Aerospace Innovation, and an interview with



aerobatic stunt pilot Jon Melby, a frequent performer at the Buckeye Air Fair. These videos (locate them at <https://www.buckeyeaz.gov/residents/buckeye-air-fair>) live on as a way to unite aviation enthusiasts and inspire the aviators of tomorrow.

The Buckeye Municipal Airport, the Copperstate Fly In, and their many partners responsible for presenting the Buckeye Air Fair are already planning for an amazing air show in 2022!



Letter from the PRESIDENT

AzAA PRESIDENT:



*Ryan Reeves,
Airport Business
Coordinator, Chandler
Municipal
Airport*

AzAA Contacts

**Join AzAA on
social media:**

[Facebook](#)

[LinkedIn](#)

[Instagram:](#) @azairports

Website:

www.azairports.org

Phone:

480.403.4618

Email:

info@azairports.org

Someone recently asked me why I loved “dusty old airplanes” so much, and you would think I’d have an answer for as much time as I spend obsessing about them. But I didn’t. Of course, historical aircraft have their mystique, and the stories they carry usually beat anything Hollywood can conjure, but after a great deal of reflection of late, I’ve concluded that’s not why I like them so much. I love aviation, plain and simple, and I want to know as much as I can. It’s never been about just the aircraft. It’s mostly about the people that imbued old aircraft with a mystique, and it’s about what those people have taught me.

At the end of February, I was given the honor of eulogizing one such man. He was one of my greatest mentors and a personal hero. Col. Ole Curtis Griffith, USAF- Retired, passed away quietly in his sleep just three months shy of his 100th birthday. He never ran an airport in any capacity, and I don’t expect many people reading this will recognize the name nor his accomplishments, which I will not belabor herein as it would take a small book to encompass all he did in aviation. A few details of his life will have to suffice.

He will be interred at Arlington National Cemetery as a reflection of his nearly 40 years of service to the Air Force and the Pentagon. The aircraft he flew in WWII, among the 50 he was qualified to fly, sits as the sole example of its type at the National Museum of the United States Air Force in Dayton, OH. I’ve personally met some of my childhood (and adulthood) heroes directly through the Colonel because they were his close personal friends. And I’ve never met another person with the encyclopedic knowledge of anything that flew which he possessed. Even in our last conversation, where we discussed everything from the airline recovery to the latest developments in eVTOL and advancements in spaceflight, he demonstrated repeatedly how well-informed he remained. In short, the man was aviation royalty. And he never acted like it - not once.

In my remembrance of him I stated, “He possessed and exemplified the qualities of the aviation profession all too familiar to those of us in the flying world, but rarely found outside our industry. Of his time and expertise, gave frequently and freely. Of all the people I’ve known he was one of the most humble and had absolutely no right to be.”

That’s why I write of him today. Not simply to offer yet another duly-deserved tip of the hat to the good Colonel, but to highlight again what many of you experience through our organization day-to-day - people who may have every right not to be humble, but certainly are; people who are too busy to finish most tasks expected of them, but that always have time for you. Time and again, our organization has served as my safety net, a think-tank of Aviation expertise I can always access, and more important than all else, a group of people I’m proud to call not just my colleagues, but my friends.

A lot in the world has changed in the past year, but little has changed within AzAA, and I couldn’t be more proud of both our Board of Directors and the work they continue or the network our group is on the whole. AzAA advocates and provides a support structure for our profession that I’m still profoundly and regularly surprised I can contribute to, just as I said when I ran for executive office on the Board nearly two years ago.

I consulted the Colonel prior to throwing my name in the AzAA Vice-President hat, asking for his guidance. As he so frequently did, his advice surprised me. He said, “The industry has been good to you, and you therefore owe the industry the benefit of whatever experience you can bring to bear.” He offered no pep talk or praise, just the simple statement of a debt owed. His last words on the matter I’ll never forget; “Aviation obligates a person on its own to a job well done. Every accomplishment we make in flying depends on the work of others before us. Don’t remove yourself from the that process. Engage it whenever possible.”

Everything the good Colonel did in life he did with a level of tenacity and dedication reflective of this proffered advice, and I think he would enthusiastically approve of our members following suit - because we do.

Just think of the number of times you’ve reached out to one of your colleagues for “quick advice” on an issue and spent an hour brainstorming solutions. Consider how many times said colleagues have gone out of the way to provide myriad support when it wasn’t required of them. Think on how many times you have heard one of them say, “I haven’t dealt with that, but I know who has. Just call...”

As the year progresses and challenges arise, just remember you’ve got AzAA at your disposal to lend a hand. It’s like the good Colonel said - we depend on one another and we stand on shoulders broader than our own. That’s the lesson old, dusty airplanes and the people attached to them have taught me. That’s aviation.

Mike's Memorial Letter

Article contributed by Donald J Kriz, PE, Aeronautics Group Manager
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In December of 2020 I received a call from Ryan Reeves, the current President of the Arizona Airports Association (AzAA) asking me if I could write a Memorial for Mike Klein for the AzAA website. I accepted with honor and I set off to work. What was I to say? I did not want to write or summarize an obituary because that had already been done. Please don't get me wrong, Mike's obituary was wonderful and well appreciated, but I wanted to say more. I thought that I could relate a personal story to you, give you some measure of the person, but to do that I have to share some of my story with you...

After 22 years, I decided to leave Stantec and take on a new challenge. I called Mike and set an appointment to talk about the position before it was advertised. I took a day off work, hopped in my car and made the drive up to the Capitol Complex. I met him in his office and we chatted. We talked about the particulars of the position. APMS. Oversight. Project review. Grand Canyon. Process. Timing. All of it. But mostly, we talked about Vision. He talked about where the Group was heading, how to maximize the use of the Aviation fund and what major planning projects ADOT would do to benefit Aviation in the State. We were on the same page and we both knew it. I told Mike that I really wanted the job. He looked at me and laughed. He told me that "you really have to love Aviation to want this job because ADOT will not pay you sh***!". We laughed together. I think that tells you much more about Mike than it does about me. I would soon resign my position with my existing firm, even without securing the ADOT position. I would soon be unemployed. Mike on the other hand had worked for ADOT for over 16 years at that time. It was obvious that he loved what he was doing for the Aviation community and that he had the fever badly, like me.

I was offered the position of State Airport Engineer and joined ADOT in April of 2016. I told Mike that I would work a minimum of five years and he

was ecstatic to have me join the team. I spent days with him learning all that I could about each program and the processes of ADOT. Mike showed unbelievable patience with me (that's absolutely true!).

For the first few months I would spend time in Mike's office several times a week, and we would talk about Vision. How could we grow the programs? Where did we want the group to go? How we could get the grant managers more involved with the processes? NASAO? The FAA? What planning studies were most needed and which ones we could move forward with? Which ones would be most beneficial to the aviation community? The State Aviation System Plan (SASP), the Triennial study, APMS, Updated Aeronautical Charts, an Economic Impact Study and a Land Use Study were all tagged to move forward, and all are either complete or underway in some fashion today. I began to realize that Mike was not an administrator. He was not a manager. Mike was a Dreamer. Mike became ill in January of 2017 and retired after 17 years at ADOT the following July. I rarely saw him during that period as the chemo made him very, very sick. It took all of his effort just to get to his treatments. Later that fall, however, something incredible had happened, Mike started getting better. The tumors shrunk and the pain eased. His doctors reduced his chemo dose and reduced its frequency. He became better still and started to become active again. Every few weeks we would get together for lunch and he insisted on paying (we later agreed to alternate). He had lost all of his hair and I laughed. I told him that he would never go back and gave him a tube of sun block to use before he left the house. He laughed right with me. Amazingly, Mike did not seem depressed. He was not bitter. He never really complained about his illness or the terrible effects of the chemo and the medications. Mike was actually optimistic. He was glad to be alive and he wanted to help the group in some way. He offered to mentor me

through my transition into the Manager of the group, and, of course he wanted to talk more about Vision.

I found a way to bring Mike back to work for ADOT under a temporary services contract. He began feeling even better and had begun entering into local poker tournaments at one of the valley casinos. He even took a few long weekends in Vegas for some tournaments at the Venetian. I gathered from his smile that he was a pretty good poker player and was doing well for himself, or at least was not losing. He was happy again and he even bought himself a new car. I needed all kinds of help in the group but I only asked Mike to help with the things he was interested in. I let him work from home (pre-COVID) and asked him to stop by about once per week or so. When he did stop in he would make his way into my office and begin asking about the planning projects. He would usually show up just before lunch but I did not mind. We would head downtown and sit down somewhere for a meal and catch up and talk about planning. This is where his interest was and so that is what he began working on. He wanted to see projects like the Economic Impact Study, the Land Use Study and APMS all to advance and succeed. After COVID, I told Mike not to come in to the office at all anymore. Teleworking would be sufficient so that's what he did. As summer began Mike began feeling worse and I noticed that a few weeks might go by without him billing any work. I called him and asked him to the best he could and not worry about his work. He told me that he could get back to it as soon as he felt a little better and wanted to know what he could help with next. I told him that I had extended his contract another year and that I really needed his help. He was happy.

Ironically, Mike ended up working longer for me at ADOT than I had worked for him. He started calling me "Boss", but I always knew who **The True Leader** was. *Rest in Peace my good friend.*