



Spring Conference *Lookahead* 2022 "DUTCH BERTHOLF" SPRING AZAA CONFERENCE

The wildflowers are in bloom and spring in the desert is here! Join us for warm days, cool nights, and breathtaking views at the 2022 "Dutch Bertholf" Spring AzAA Conference in Tucson, Arizona. The conference is May 1-3 and co-hosted by Marana Regional Airport and Pinal County.

Known to everyone as "Dutch," Neilson A. Bertholf worked more than 50 years in the aviation industry. The Spring AzAA Conference was named after Dutch following his retirement from his final position as Director of the City of Phoenix Aviation Department, in which he oversaw Phoenix Sky Harbor Airport, Deer Valley Airport, and Goodyear Airport.



The AzAA 2020 "Dutch Bertholf" Spring Conference is always an opportunity to make connections with colleagues and friends, as well as to get timely updates from the Federal Aviation-Administration (FAA), Phoenix Airports District



Office (ADO), the Arizona Department of Transportation (ADOT) Multimodal Division – Aeronautics Group, and helpful information from industry experts.

The conference will be held at Omni Tucson National Resort. Register now for the conference, golf tournament, and exciting evening networking opportunities at the following link: [Arizona Airports Association - 2022 Spring Conference \(azairports.org\)](https://azairports.org)



Calendar of Events



APR 2 2022

Laughlin-Bullhead Airport Open House

MAY 1-3 2022

AzAA Spring Conference

(Hosted by Marana Regional Airport and Pinal Counties)

DATE TBD SUMMER 2022

Summer Mixer

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President's Corner

Aviation Day Recap

By Brandon Robinson, PE, Kimley-Horn

On January 20, 2022, Aviation Day at the Capitol returned to the familiar green lawn adjacent to the home of the legislative process in Arizona. The traditions continued this year as the large white tents went up and the helicopters hovered down to rest in front of the historic Arizona State Capitol Building. It was clear that aviation professionals and legislators alike were excited for the return of this event as we had over 200 registrations in the week leading up, and an additional 60 registrations on event day. Perfect weather created an environment for the statewide aviation community to congregate and share details about their current airport programming and the impact it has on the communities they serve. What's special about this event is that the discussions that usually take place between airport sponsors and their consultants were now including state representatives, airline professionals, pilots, and general aviation enthusiasts.

As the attendees settled in after lunch was served, AzAA's President, Scott Brownlee, opened the event with a warm welcome and overview of the importance of legislative support. We had three guest speakers take the stage to

discuss their involvement within our system. Sophia Ortiz, representing American Airlines, spoke from the viewpoint of a commercial airline and how symbiotic our growths are. Representative Frank Carroll of District 22 and Representative Quang Nguyen of District 1 both spoke to their commitment and willingness to highlight the economic impact airports generate and how honored they are to be and advocate. Both representatives reiterated that they have aviation's best interests at heart and are willing to listen and cooperate on upcoming legislation.

Aviation Day at the Capitol once again shined a light on not only how important airports are to the communities they serve, but how the aggregate of these airports aid and connect the entire state. The impact the aviation community has is undeniable, and it is a truly a celebration when the aviation community and our elected officials in the State Legislature can unite for an afternoon to pledge a commitment to the betterment of this statewide system. Thank you to everyone who came this year, and we look forward to seeing you and many more next year!



Photo courtesy of Brandon Robinson

Updates from ADOT



Matthew Munden,
*State Airport
Engineer*

- Aeronautics has updated its 5-year ACIP to reflect the \$18M from the state legislature to the State Aviation Fund. The \$18M appropriation has been awarded at 100% State share. We have funded every SL grant requested from every airport in FY22, and we received final approval for this on December 17th, 2021. We currently expect to have all of the SL FY22 grants out to the airports by the end of March.
- The FY22 SL program includes 48 grants at \$30.05M.
- The FY22 APMS program includes 75 grants at \$25.53M.
- FY22 planning studies is set at \$1M in FY22.
- Last year's planning studies were for 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 and summer of 2022.
- The Triennial Study has been awarded and is underway.
- We have begun calling airports to offer FY23 SL grants.
- We have funding to match FSL grants from the Bipartisan Infrastructure Law.
- FY23 SL grant program will be \$10M and the FY23 APMS program will be \$5M.

Call for Events



If your airport, or company, is having an aviation-related event that you think AzAA members would be interested in, please send us a note! We'd love to include more advanced notice for events throughout the calendar year and announce them in the newsletters. Events like the Sedona Open House, Buckeye Air Fair, and the Cactus Fly-In at Casa Grande Airport are great examples of events that everyone in AzAA enjoys. Feel free to send us announcements well in advance so we can spread the word!

Buckeye Municipal Airport (BXK)

WAY OUT WEST

By Jenny Watts, C.M., Sr. Aviation Planner, Dibble

*Showcasing our fabulous Arizona airports is one of our favorite things to do for our members.
This edition's feature airport is Buckeye Municipal Airport.*

Situated in the western-most city in the Phoenix Metropolitan Area lies a quaint, but active general aviation airport. This airport, like so many others in the Valley of the Sun, has ties to the military training that took place in the area during World War II. Buckeye Municipal Airport (BXK) was originally constructed as an auxiliary training airfield for Luke Air Force Base during World War II. After the war, the airfield was transferred by Quit Claim Deed to the State of Arizona in 1949. It remained under State ownership until 1960 wherein the Town (now City) of Buckeye acquired the airfield also by Quit Claim Deed. From 1985 through 2003, the Town of Buckeye relegated the operation of the Airport to the Lauridsen Industrial Corporation. The lease with the company ended in 2003 and the Town of Buckeye resumed management of the Airport.

BXK consists of approximately 700 acres and resides at an elevation of 1,033 feet above mean sea level (MSL). It's located roughly one mile south of the Interstate 10 (I-10) Highway at the intersection of Palo Verde and Butler Roads, approximately seven miles northwest of the central business district of Buckeye. The airfield consists of a single runway – Runway 17/35, measuring 5,500 feet in length and 75 feet in width. Other services offered on the airport include both Jet A (full-service) and 100LL (self-service) fuel, a pilot lounge, aircraft storage hangars and parking, and a dedicated on-site full-time staff member (current AzAA Executive Director Jeff Webbe).

BXK is included in the FAA's National Plan of Integrated Airport Systems (NPIAS) and is classified as a general aviation, local airport. Similarly, BXK is classified in the Arizona State Airports System Plan (SASP) as a GA-community airport. Both classifications describe airports that support regional economies and provides access to markets in Arizona and nearby states with moderate levels of activity, including jet and multiengine propeller aircraft. The Airport is primarily comprised of recreational, flight training (including gliders), and sky diving activities. Military training and emergency medical activity also occur on occasion. As of December 2021, BXK has 65 based aircraft, including one glider and four ultralights and experiences approximately 54,000 annual aircraft operations.

BXK's update to its Airport Master Plan is underway. Since the publication of the 2007 Airport Master Plan, the City of Buckeye has seen an enormous increase in its population and employment sectors. With this growth comes more interest in BXK and its surrounding land uses. An update to the Master Plan is needed to accurately reflect the present-day conditions and operations, as well as ensure the Airport can support any increase in forecasted operations and based aircraft to meet future demand. Additionally, identification of airfield and business development needs and opportunities will ensure that BXK keeps pace with the growing community. The update to BXK's Airport Master Plan is scheduled for completion by early-to-mid 2023.



Photo source: City of Buckeye, Buckeye Municipal Airport



| Fun & Flying at the **2022 Buckeye Air Fair**

The annual Buckeye Air Fair, sponsored by the City of Buckeye and hosted at the Buckeye Municipal Airport, returned to the West Valley on February 18-20, 2022. This is the 16th year the City has hosted the event in partnership with the Copperstate Fly-In and Expo. The event was cancelled last year due to COVID-19 restrictions, but this year's event was enthusiastically welcomed back by those young and old.

The event kicked off on Friday, February 18th with "Field Trip Friday." Schools from across the Valley were welcomed to attend the free event. This day is designed to give students, 4th grade and up, an opportunity to experience aviation firsthand and learn about aviation careers and technologies through engaging booths and activities. Additionally, Arizona SciTech held its signature event during the show in which interactive science, math, and technology activities were attended by all-ages. For the younger attendees, the Air Fair was complete with a fun and exciting Kids Zone. Activities included a bounce house, giant slide, obstacle course, zip line, and carnival swing. A multitude of vendors and food booths rounded out the event with something for everyone.

Of course, the highlight of the show was the flying and aircraft. There were many aircraft on static display ranging from vintage military to the most advanced experimental all three days of the show. Daily flight demonstrations and aerobatics were performed by seasoned air show veteran showmen and their aircraft including a bi-plane, experimental MXS-R and RV-3s, and the truly unique Yak 110 (imagine two Russian Yak 55's combined together with a jet engine resembling a P38 Lightning). Perhaps the most unique performances and crowd pleasers were the short take-off and landing (STOL) aircraft drag races. Two aircraft situated side-by-side (at a safe distance, of course) perform a STOL over 2,000 feet down and back and race to a finish line. The aircraft that crosses the line the fastest wins. This was quite exhilarating to watch.

The Buckeye Air Fair offers a fun and enchanting atmosphere for aviation enthusiasts young and old. It is events like this that continue to promote the exciting world of flight and the tight knit community it's made of. AzAA is always proud to showcase our Arizona airports who offer their facilities to promote this wonderful industry of ours. If you missed it this year, start planning ahead for next year, and put the Buckeye Air Fair on your calendar now.



Images from the Buckeye Air Fair courtesy of Jenny Watts

Interview with Chad R. Makovsky, C.M.



Chad R. Makovsky, C.M. was named City of Phoenix Director of Aviation Services in March 2021, returning to Phoenix after serving as the Executive Vice President of Operations at Dallas/Fort Worth International Airport since March 2017. Prior to DFW Airport, Chad worked as Assistant Aviation Director for the City of Phoenix system of airports, including Phoenix Sky Harbor International Airport, Phoenix Deer Valley Airport, and Phoenix Goodyear Airport. He also held positions in operations at Burbank Airport, John F. Kennedy International Airport, and America West Airlines over his 32-year professional career.

AzAA Associate Director Joel Ericson spoke with Makovsky in January 2022 to get an update on Sky Harbor coming into the new year. The following are some select Q&As from that interview. The full interview can be found at (link TBD). All photos courtesy of Sky Harbor Airport unless noted otherwise.

Having come from an operational background, what have you enjoyed the most about your transition to executive leadership as Airport Director?

I grew up in the industry in operations. Even at DFW, I was Executive Vice President of Operations. This new role as director has given me a chance to take those things I knew about at Phoenix Sky Harbor and learn a lot more at a higher level in the organization. I now have a broader, more strategic view of the issues affecting the airport and the community we serve. It's been a great opportunity to learn a lot of new things. I knew about many of these strategic issues from the periphery before but never had to confront them. That has been a lot of fun. I've enjoyed being able to set strategy.

I also enjoy getting to advocate for the airport and our team, representing our airport in our community. During the pandemic, building alliances with our business partners has been crucial. I really enjoy these things in this role.

I get to take positions on issues that I never knew if I'd be comfortable or even able to do from my previous roles. When I'm talking to groups and associations such as AzAA I can say this is what I think and why, and it's on behalf of Phoenix Sky Harbor International Airport. As Director this role lets me put a stake in the ground on some of the views and positions in our industry.

Are there any key ideas you're bringing with you from your time at DFW?

I think it's important to start off with what is different with an airport like Sky Harbor as opposed to DFW. DFW has an airport board organization which operates like an Authority. Whereas Sky Harbor is municipally run, it's a department in the city that reports to the City Manager's office, which reports to the Mayor and Council. Municipalities, for all the right reasons, are more deliberate in their decisions due to their responsibilities to provide services to the community.

That can sometimes result in a pace that is slower than an Authority-run system. For example, if I had an interaction with a business partner and I need an action on that I could receive approval in as few as 45 days at DFW whereas with the City I have to plan on 3 months. That pace in a schedule-driven industry can be a challenge at times. Fortunately, the Mayor and Council are very thoughtful to ensure the airport has all the authority it needs for urgent items.

A takeaway from DFW is that, even with that pace set by processes within the city, there are ways to be innovative and deliberate within the system. We have to think through issues to be able to move forward with contracts more efficiently. We have to identify the challenges that face us and see where the opportunities lie. Think about the pandemic for example. When I formerly worked at PHX there was no capability to e-sign documents let alone work remotely from home. It's been a forced innovation, but now we have processes for working from home and being more efficient and reducing paper use/waste. The city has been helpful and supportive in realizing these innovations.

DFW is considered a world leader in sustainability and am very proud to have been a part of the work there. The sustainability team reported to me. Sky Harbor employees will tell you I talk about sustainability a lot. It's very important for our industry. The writing has been on the wall since well before the pandemic. While the pandemic has distracted us momentarily, focus on sustainability is going to resurface. At Sky Harbor our airline business partners, concessions partners, the Mayor and Council, and our community are all focused on sustainability. I'm going to be the biggest champion and cheerleader for our team as we embark on a strategy to get us to net-zero carbon emissions well before the 2050 United Nations goal. We are working with our business partners to support them with achieving their sustainability goals as well.



What most excites you about the coming years of work at PHX?

The sustainability road map is one of the top things. We will be doing great work there; I want us to be a national, if not international, leader in that space. We have the runway to do that.

We had a \$6B masterplan approved by the council in 2019. We are validating that right now. I look forward to a lot of good work redeveloping the airport to meet the needs of our customers going forward.

I also look forward to embarking on opportunities related to the digital space. We need to continue to innovate and adopt technologies that take advantage of the digital world around us. We are already doing some great things. We are working with our custodians to make sure we don't run out of paper stock in the restrooms using digital sensors. We are also piloting autonomous floor scrubbers. We are doing a lot of fun things to take advantage of the digital world around us, all while improving the services we provide to our customers.

Looking at the CAMP as proposed in 2019, now slowed down a bit due to Covid, are there any things you plan on changing?

CAMP, short for Comprehensive Asset Management Plan, is a \$6B program of investment at Sky Harbor and we don't yet have a plan of finance for that whole sum. This is typical for a program of this size and timeline.

Shortly after I came on board, I felt it was appropriate to do a program update or revalidation given that CAMP was approved in 2019 but used 2016 data, and given the effects of the pandemic and how it has changed the way we think about and do business. We've been working on that over

the past year and are wrapping it up now. We are taking this review to the Phoenix Aviation Advisory Board for consideration. If they give a favorable recommendation it will go to Council this Spring.

I don't see any wholesale changes in the master plan. What you will see is some minor realignment of projects based on current priorities. We also have the Bipartisan Infrastructure Bill funding we want to capitalize on to make sure we are using that smartly on the projects in our portfolio. I would expect we'll be advancing Taxiway U, the crossover taxiway at the west side of Sky Harbor with that funding.

We see Terminal 3 as the next increment in our terminal development where we add 6 new gates on the north side. We are working toward that being a candidate for the \$5B competitive element of the Bipartisan Infrastructure Bill.

And then what you might see on the northwest corner of the airport, we have some older hangars from back in the general aviation days and we want to redevelop and revitalize that area. So I expect you'll see some activity there in the coming year or so.

Finally, like Mr. Bennett, my predecessor, I'm interested in a premium hotel offering in our terminal environment at Sky Harbor. That's probably not much of a surprise having just come from DFW. You'll be hearing more about that in the near future.

What are the biggest concerns for the PHX team with the proposed Tempe development?

We have two really big issues, and then in a third bucket we have several other more routine issues to consider.

The two big issues are building heights and incompatible land uses. Our current assessments are showing potential



for bottom-of-landing-gear to rooftop separation of about 400 feet. Our south two runways are two of the busiest runways in Arizona with large aircraft coming all day and all night, passenger and cargo. Having those buildings so close to the flight path is a concern to us. The developer has assured us they have done some evaluation with a consultant who is knowledgeable of FAA processes and procedures. We are doing our own independent assessment with the data we have now and we are working with our airline business partners to gauge their comfort with what is being proposed. We have to address that to be sure the building doesn't become a permanent obstruction to safe air navigation.

The taller buildings proposed are intended to be residential, though we aren't sure if they'll be condos or apartments. They sit squarely within the 65 DNL contour of the airport which makes them an incompatible use. As a federally obligated airport sponsor, we have an obligation to oppose any incompatible land uses. The developer has stated they are willing to mitigate this with noise insulation, aviation agreements and noise disclosures. But that doesn't make the use compatible.

As I stated at the Fall Conference, over the last decade we have spent hundreds of millions of dollars along with the Federal government to remove residential uses out from under the flight paths on the west side of the airport. I can't, as the Director, be in a position to support re-introducing those same incompatible uses on the east side of the airport.

The third bucket of issues are typical things for an airport to be concerned with; things such as NAVAID interference, reflectivity and glare analysis, heavy populations of people

under the flight paths, entertainment district lighting, etc. With an entertainment district we can imagine the billboards and lighting may impact pilots as they are in the most critical stages of flight - takeoff and landing. All these things need to be addressed for us to be comfortable.

With potential development in Tempe, what recourse does PHX have other than referring to FAA regulatory requirements?

Our strategy has been multipronged. One, we've committed to working directly with the developer. Two we are being as transparent as we possibly can with the community, the city, our business partners, and with our decision makers and elected officials. We are not interested in going behind the scenes or into closed-door negotiations. We want everyone to know what our issues are, why we think these are issues, and we want to make sure that at the end of the day everyone is making informed decisions. We have been spending a lot of time communicating with our community and conducting awareness campaigns. Support Sky Harbor has been helping get out the message of how important it is to protect Sky Harbor for today and for future growth.

We've also been working with AAEA, ACI, A4A, and our airlines. We've asked our direct airlines who serve the airport and the air national guard to perform their own independent analysis and share those findings so we can take that into account.

That collective voice is very powerful. The community really appreciates having a major commercial airport so easily accessible in the middle of the community. It is my hope that they'll understand that and not make decisions that

might require us to think about doing what Denver had to do and move out to a new location way outside the metropolitan area. Sky Harbor is a tremendous economic asset to our region and I don't think a decision to close or relocate it would be good for anybody.

There are a lot of levers to pull. The FAA may or may not intervene, that's an independent decision for them to make. As a last resort, we are looking at any legal recourse that might be necessary to protect the future of the airport.



I've picked up on your interest in future aspects of aviation. Regarding Advanced Air Mobility, do you see this becoming part of PHX's operation? What will that look like?

We are already talking to APS and our airlines about what their future holds. We are looking at EV charging strategies for ground-based vehicles and logically we need to be thinking about what aircraft electrification is going to look like and how AAM might play into that.

United and Mesa Airways, one of our hometown carriers, have announced a partnership with Heart Aerospace to look at a 19-seat electric aircraft. But even beyond that, 4-seaters could end up being a reality. People could come in from the west valley to a pad here and have easy access to the terminal for connecting flights.

The biggest thing we are doing right now is thinking about charging needs and infrastructure and the resiliency we need to have in place to support this migration to electric. Specific to electrification, I get a little bit nervous about resiliency when it comes to putting all our eggs in one basket. Given cyber issues and other risks we need to do everything we can to keep the network and grid resilient. It'd be a bad day for us if there was no electricity for several hours and all these aircraft depended on that. On the whole I think it's great stuff.

United's CEO Scott Kirby was just in town for the United Aviate Academy grand opening at Goodyear Airport.

I had a chance to talk with him and thank him for his focus on sustainability and let him know that Sky Harbor would love to partner with airline carriers to support their work in this space. And I know our Mayor has this same commitment and has said the same thing.

If you were an aircraft, which would you be and why?

I love this question.

I'm going to tell you what I would have thought my answer would be, but I gave this a lot of thought so I'm going to give you my actual answer then I'll explain what I might have said on any other day.

A Beechcraft Starship. If you aren't familiar, you'll have to look it up. I have two reasons for this answer. One of my good friends owns a company that owns 2 of the remaining 5 operational Starships in the world. I had a chance to go up for a flight with him once and it's just a beautiful airplane. My second reason I say it is because it was innovative and ahead of its time; now I'm going to be a bit boastful. It's an elegant airplane, such a cool plane to look at, so unique. And it's a pusher, the propellers are on the back. I think of that in terms of how I always like to push my team to do more than they think they can do. I think good leaders do that. They push people to do something that might be a little uncomfortable. I had to do that myself in my career. When I started, I always thought "At some point in my career maybe I'll get to be an airfield supervisor or manager and boy wouldn't that be a lot of fun." I never dreamed I'd be where I am now. It was people that were mentors of mine who pushed me to do things outside my comfort zone that allowed me to realize that I can do this. I want to pay that forward and let people know I believe in them and trust them and I'm going to push them to exceed what they imagine they can do.

Now the other answer is a Boeing 757 because I love them; they are my favorite airplane. They are super powerful. I'm disappointed Boeing discontinued them, though I understand why they did. I don't have any cool nexus to leadership with that answer though.

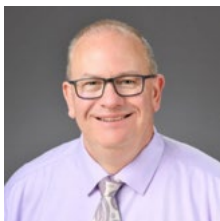
Read the full interview at <https://www.azairports.org/Interview-with-Chad-Makovsky/>



Photo of Beechcraft Starship by Ken Mist source from https://en.wikipedia.org/wiki/Beechcraft_Starship#/media/File:Beechcraft_Starship_fly-by.jpg under Creative Commons license.

Updates from FAA

WHAT'S NEW



*Mike Williams,
AAE, CAE; Phoenix
ADO, FAA*

ADO Staffing

- » WELCOME to Jennifer Rahn/Community Planner and Ryan Spicer/Civil Engineer, our newest additions to the Phoenix ADO. As you see Jennifer and Ryan in various meetings, please introduce yourself.

Electronic Signatures

- » As we continue using electronic signatures for grant processing, please remember to keep your contact information, specifically email addresses current. Not having current contact information delays the grant processing.
 - Jocelyn Hazlewood is available to assist.

AIP 2022

- » [Federal Register Notice](#) - Notification of Intent To Use the Airport Improvement Program (AIP) Primary, Cargo, and Nonprimary Entitlement Funds Available to Date for Fiscal Year 2022.
 - Docket No. FAA-2021-1159 was published on December 21, 2021.
 - The Notice identified February 15, 2022 as the deadline date.
 - April 11, 2022: Sponsors submit final applications to the FAA for entitlement-only grants.
 - June 1, 2022, is FAA's date for carrying over remaining available entitlement funds.

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.
 - Learn more about BIL
 - Frequently Asked Questions are available.
 - The Airport Infrastructure Grants Program allocates \$15 billion over 5 years primarily for formula grants to both primary and nonprimary airports, with each year's money available for obligation over five years.

- Airports Terminal Program - Through BIL, \$5 billion has been granted to provide competitive grants for airport terminal development projects. These grants will fund safe, sustainable and accessible airport terminals, on-airport rail access projects and airport-owned airport traffic control towers. Projects may also include multimodal development.
 - Application Period Now Open - The first \$1 billion in grants can fund projects that will improve airfield safety through terminal relocation, replace aging facilities, increase capacity, encourage competition, improve energy efficiency (including LEED accreditation standards) and increase or improve access to passengers with disabilities and historically disadvantaged populations. Projects that relocate, reconstruct, repair or improve an airport-owned air traffic control tower are also eligible.
 - Read the Notice of Funding Opportunity to learn about the program and the terms and conditions of the grant awards.
 - Ensure you're registered with System for Award Management (SAM) and you have a unique entity identifier. You must continue to maintain an active SAM registration with current information while the FAA is reviewing your application.
 - Complete and submit FAA Form 5100-144, Bipartisan Infrastructure Law, Airport Terminal and Tower Project Information. Instructions are included with the form. As part of your submission, you will need to prepare short summaries of your project and its program considerations and benefits.
 - The form can be completed and submitted electronically. Save your work as you complete the application. Use the "Submit by Email" button at the bottom of the form when complete.
 - Your complete, electronic application must be submitted by Monday, March 28, 2022.
- A draft Environmental Assessment, provided the Sponsor has coordinated with the ADO on it over the past two years.

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.

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.

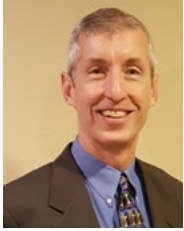
GUIDANCE DOCUMENTS

- » Advisory Circular (AC) 150/5345-39E - [Specification for L-853, Runway and Taxiway Retroreflective Markers](#) was updated on January 19, 2022.
- » 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) 150/5345-44K - [Specification for Runway and Taxiway Signs](#) was posted on January 19, 2022.
- » 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 updated on January 19, 2022.
- » Advisory Circular (AC) 150/5020-1A - [DRAFT Noise Control and Compatibility Planning for Airports](#) was posted for comments on January 10, 2022
- » 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*

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*Image from Buckeye Air Fair courtesy
of Jenny Watts.*

Well yet again, it doesn't seem like another quarter could have passed by already and even more unbelievable is the end of my year as president is rapidly approaching! While we're still not quite back to "normal" it appears that we're heading in the right direction. The latest Transportation Security Administration passenger numbers continue to creep closer to the pre-covid numbers of 2019. Last quarter I talked about the new funding available with the passage of the Bipartisan Infrastructure Law. Hopefully by the time you read this the rules will be finalized and applications will be being accepted for these new infrastructure funds. I suggest keeping in close contact and communication with your local Federal Aviation Administration Airports District Office program manager or planner for the latest and greatest guidance.

Since the last newsletter we held another very successful Aviation Day on the lawn of the State Capital. The day included a number of very successful meetings that same morning with several State Legislators. We remain optimistic for continued support through the State Aviation Fund for infrastructure at our airports. Thank you to all of the sponsors and volunteers that made the day such a success!

Speaking of the State Capital, there are a number of pieces of legislation working their way through the process that we at airport's should keep a close eye on. Here is a list of those we're aware of along with a short title/description:

HB 2688 – Appropriating \$20M to the State Aviation Fund
(Thank you Representative Carroll!)

HB 2481 – Aircraft Registration

HB 2646 – Aircraft Taxation; Fair Market Value

HB 2674 – Municipal Zoning; by Right Housing

HB 2687 – Urban Air Mobility

SB 1158 – Attorney's Fees; Costs; Recovery

SB 1198 – Local Governments; Lobbying; Prohibition

We strongly urge you to review the impacts of these proposals and contact your local representative with any comments.

As we look ahead, registration is now open for the 2022 AzAA "Dutch Bertholf" Spring Conference which is being co-hosted by Marana and Pinal County and held at the Omni Tucson National Resort May 1-3, 2022. Check the AzAA website for more details and registration information. I would like to personally thank the conference committee for all of their hard work going on behind the scenes to make the event a success.

As the end of my term approaches, I would like to thank the entire Board (Matt Smith, Alice Bimrose, Ryan Reeves, Sarah Demory, Bruce Goetz, Dave Reffner, Jeff Webbe, Joel Ericson, Brandon Robinson and Jeff Flemming) along with our Administrative Director Desirae Barquin for making this past year such a success. What a great group of advocates we have for aviation in Arizona!

Finally, by the time you read this our good friend Don Kriz will have retired from his position as the Aeronautics Group Manager of the Arizona Department of Transportation. I would like to thank Don for his years of service and dedication to aviation in Arizona. Remember to keep the shiny side up Don!

Thanks again for allowing me the opportunity to serve as your association's president this past year, it has been a pleasure!

Scott Brownlee

Arizona Airports Association President 2021-2022