



AzAA Matter of Fact

News from the Arizona Airports Association

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ARIZONA AIRPORTS ASSOCIATION NEWSLETTER

MAY 2019

AzAA SCHOLARSHIP RECIPIENT



Hannah Pebler received AzAA's Marty Rosness Student Scholarship for 2019. Hannah is currently a student at Arizona State University (ASU) in the Aeronautical Management Technology program with an emphasis in Air Transportation Management. She is also in an accelerated graduate program with a focus on Air Transportation Management and Human Factors. Hannah is a private rated pilot with 300 hours and has also recently received her remote pilot operating license.

During the 2018-2019 school year, Hannah served as Vice President for the ASU chapter of Women in Aviation. Through this role, Hannah successfully secured over \$8,000 dollars in funding for 20 members to go to the International Women in Aviation Conference in Long Beach, California. The chapter secured a donated booth space at the conference where ASU aviation programs were represented for the first time in history. Through Hannah's outreach efforts, the chapter has grown by 150% and now has 30 very active members. [Read more page 5](#)

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JOIN US FOR THE SUMMER NETWORKING EVENT

AzAA SUMMER NETWORKING EVENT

THIS SUMMER, THE ONLY THING SWEATING SHOULD BE THE GLASS IN YOUR HAND. COME CONNECT WITH YOUR AzAA COLLEAGUES.

THURSDAY, JUNE 27TH
4:30PM-7:00PM
VOLANTI RESTAURANT
@ SCOTTSDALE AIRPORT

APPETIZERS WILL BE PROVIDED
COURTESY OF SCOTTSDALE AIRPORT.
DRINKS ON YOUR OWN.

RSVP: WWW.AZAIRPORTS.ORG



MARK YOUR CALENDARS

- **FAA WP REGION CONFERENCE**
June 4-6 2019
Torrance/Redondo, CA
- **AzAA SUMMER NETWORKING EVENT**
June 27, 2019 4:30PM
@ Volanti Restaurant
Scottsdale Airport
- **SWAAAE Summer Conference**
July 28-31, 2019
Tucson, AZ
- **AzAA Fall Conference**
October 16-17, 2019
Desert Willow
Conference Center
Phoenix, AZ

FAA CORNER

ARIZONA ACIPs

Arizona ACIPs – The letter has been sent and some airports are scheduling meetings. The expectations this year are that you have read the letter, prepared in advance, and submitted your ACIP draft prior to the meeting with FAA. This will help us all prepare for a productive and helpful discussion about your airport program.

FY19 AIP GRANTS

We have received allocations for ‘Entitlement Only’ funding AIP grants. The target is to complete the processing of these grants no later than early July. It is imperative you speak with your assigned Phoenix ADO Civil Engineer and/or Community Planner so funding remains in place.

FY19 DISCRETIONARY FUNDING

The initial allocation of FY19 Discretionary funding has been released. Your assigned Civil Engineer and/or Community Planner has reached out to you for this initial allocation & we anticipate additional allocations will be forthcoming.

ENVIRONMENTAL

If you have questions related to environmental, please speak with your assigned Community Planner. We have environmental resources within the Region that can provide guidance on your question.

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:
 1. 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.
 2. 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. ■

By: Mike Williams, PHX ADO Manager

ADOT CORNER

The Aeronautics fund is healthy and currently has a balance of \$20 million. Except for the loan program, all other programs (FSL, SL and APMS) are fully funded for FY 2020. Funding levels have increased slightly from our last report and are as follows: FSL = \$5 million, SL = \$10 million APMS = \$5.5 million and State planning projects at about \$1 million.

- The ADOT SL program has been fully funded for 2020 and there have been 14 grants awarded. We have called each successful sponsor to notify them that they will be receiving a grant after July 1.
- ADOT is still intending to issue RFQs for services related to an Economic Impact Study and to reselect a consultant to provide engineering services (design and construction administration) related to our APMS program. Aeronautical charts will also be updated, but this process will be done internally.
- Our staff will be attending the FAA conference in June and will be presenting the ADOT update to the FAA.
- ADOT reminds everyone to copy us on any pending FAA grant applications as soon as possible. ADOT uses these to program our fiscal planning efforts. Failure to copy us may result in a delay in receiving a matching grant or perhaps not receiving a matching grant at all. It is ADOT’s goal to plan far enough in advance so that all qualified sponsors obtaining an FAA grant can receive a matching State grant if requested.
- Congrats to Phoenix-Mesa Gateway Airport for being selected Airport of the Year.
- Airport planning meetings (APMs) are starting soon. Each airport will be receiving an invitation (if not already) to attend along with ADOT. We look forward to seeing you there. ADOT will be inviting NON-NPIAS airports for their APMs separately. ■

By: Don Kriz, PE, ADOT Aeronautics Group Manager

THE AzAA AWARDS!

AzAA Award Recipients

Joe Husband, CM, CAE
2019
 Executive of the Year



Dr. Robin Sabotta, AAE
2019
 Executive of the Year



Jared Bass, PE
2019
 Corporate Member of the Year



Ed Faron, AAE
2019
 President's Award



Hannah Pebler
 (see story [page 1](#))
2019
 Student Scholarship Winner



2019
 ADOT Airport of the Year Award
 Phoenix-Mesa Gateway Airport



Golf Tourney Winning Team



Tournament Trophies & Fun

Bill Menard
2019
 Billiards Tournament Winner



Barney Helmick
2019
 Billiards Guppy Award



Ed Faron, AAE
2019
 Big Hat Award



2019
WINNING TEAM: Golf Tournament Winners
 Jared Bass, Robin Sobotta, Tom Roush & Duane Dana



SECOND PLACE:
 Ryan Toner, Victor Palma, William VanHercke & Greg Mead



CLOSEST TO THE PIN:
 Greg Mead



LONGEST PUTT:
 Robin Sobotta

LONGEST DRIVE (Women):
 Robin Sobotta



LONGEST DRIVE (Men):
 Kyle Potvin

50/50 RAFFLE:
 Lance McIntosh
 \$245



Thanks to everyone who participated in the festivities.

AZAA SPRING “DUTCH BERTHOLF” CONFERENCE RECAP

A Look at AzAA’s Spring Conference & 40th Anniversary Celebration

Article Contributor: Tracy Grover, Terracon Consultants

Our annual conference was held this year in Laughlin, Nevada at the Harrah’s Casino & Hotel right next to the beautiful Colorado River. There were multiple opportunities for winning (as far as we know, there were no losers) with local gaming, great restaurants, great attendees, and fun! Several attendees capitalized on the availability of local food choices close by and had dinner together.



The golf tournament was held at the Mohave Resort Club on Sunday with plenty of golfers and comedians in the group committed to making it fun and interesting. Kyle Potvin with Applied Science won the longest drive for men, Robin Sobotta won the longest drive and putt for women, and Greg Mead won the closest to the pin. It was a beautiful day in the 70s!



The Opening Reception was held at the Old Town Saloon where many tried to find out who the best of the best was at hustling pool and having fun together. At the end of the activity, Bill Menard walked away the winner of the “Loev Bruce” Billiards Tournament!



Monday’s highlights included an amazing and plentiful breakfast in the morning! No one went away hungry, and about two hours later they brought doughnuts around just to make sure we had enough food and sugar to get us through the day. The Federal Aviation Administration shared updates and deadline reminders for FAA 2019 AIP program. ADOT provided some highlights on the Aviation fund and updates to the program. Other sessions included presentations on pavements, risk management, and how to properly solicit services in accordance with FAA’s guidance on RFQs. At lunch, we celebrated AzAA’s 40th Anniversary and had a Q & A with AzAA past presidents. We ended the evening with a reception out on the beach of the hotel for some drinks and light refreshments. After the reception, river taxis were a popular form of transportation for an evening out.

Tuesday’s highlights included sessions on aviation litigation examples/legal topics and solar development at airports. We learned a lot about the planning, processes, and pitfalls of implementing solar photovoltaic systems at airports. One airport commented that it took approximately 18 years to see the return on investment for their solar units. We had our general membership meeting and luncheon where we learned about the candidates that were seeking positions within AzAA’s leadership, discussed budget items, and proposed changes to our by-laws. Lunch included chocolate cake, and while a thing of beauty to cast your eyes upon, it



[Read more on page 5](#)

AZAA SPRING CONFERENCE RECAP

had the unique capability of adding 15 pounds to your figure by just looking at it.

Throughout our sessions, giveaways and raffles were abundant during the breaks, and Gladys Brown was in rare form with clever quips to keep the raffles and breaks lively with her humor. We love Gladys! We are very appreciative of the exhibitors that supported our conference by sharing information about their companies and services and providing giveaways.

We closed the conference that evening at the President's Reception where a student scholarship was awarded to Hannah Pebler from ASU. Our incoming President, Mike Smejkal, addressed the attendees in his President's Reception wrap-up by presenting items he wanted to focus on for next year:

- Additional outreach of AzAA and increased participation;
- Help with ADOT and economic studies and engagement; and
- Making another stretch at membership by seeking additional airport representation and getting others involved.

We were excited to learn about the details of our **2020 Spring Conference which was formally announced to occur at the Omni Tucson National Resort on April 25 – 29 in 2020!** Marana Regional and Pinal Airpark are the co-hosts for the event. Mark your calendars now!

Thanks to all that helped make this event a great one by planning, attending, and contributing. It was a special event for everyone. ■



AzAA Scholarship Recipient *con't from page 1*

In addition to Women in Aviation, Hannah is part of the American Airlines Revenue Management Mentorship program. Through this program, she created a strategic marketing plan for the mentorship program to better engage the students and faculty from ASU, grow the program, and create opportunities for students. She and her partner will be presenting their marketing plan to the revenue management department at American Airlines.

While maintaining a 3.86 GPA and being on the ASU Dean's List for several semesters, Hannah is a full-time mother to a three-year-old daughter. She

AzAA maintains several scholarship programs in its effort to mentor and foster the next generation of Arizona aviation professionals. Scholarships include the "Dutch Bertholf" Spring Conference scholarship; the Marty Rosness Student Scholarship; other aviation conference scholarships; and professional accreditation and certification scholarships.

acknowledges that school has been a challenge, but that she has enjoyed every moment of the experience and it has made her stronger. Hannah was awarded \$1,250 through the Marty Rosness Scholarship and was recognized at the AzAA 2019 Spring Conference.

For more information on scholarship opportunities, go to <https://azairports.wildapricot.org/Scholarship-Program> or contact Joey O'Rourke, AzAA Board Scholarship Committee chair, at joro-urke@flyifp.com. ■

Grieving the Loss...

With deepest sympathies, we share the news that Tanya Gulchak passed away suddenly in her sleep on February 10, 2019. She is survived by her loving husband, Daniel, cherished daughters, Kalena (14) and Annika (11), and one rescued bunny, Mocha.

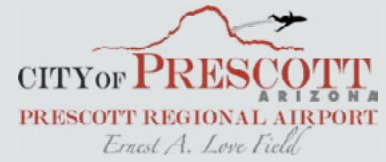


Tanya began work at Honeywell in 1997 as a mechanical engineer where she shared her laughter and 'get the job done' attitude. She worked on commercial offices, schools, colleges, corporate headquarters, and multiple airports. Tanya had been an AzAA corporate member since 2013. Tanya's laughter and light will shine on forever in our hearts. ■

AIRPORT SPOTLIGHT

Prescott Regional Airport – Ernest A. Love Field: Making Changes

Article Contributor: Kristi Miller, Airport Management Analyst, Prescott Regional Airport



In all expressive terms, 2018 can only be described as an evolutionary year for Prescott Regional Airport (PRC). In January, the City of Prescott hired Airport Director, Robin Sobotta, Ph.D., A.A.E., who arrived with a priority of improving commercial air service operations at this non-primary commercial service airport, which only saw 5,872 enplanements in 2017. Just two months later, Great Lakes Airlines – who held the US Department of Transportation (USDOT) Essential Air Service (EAS) contract to serve PRC – announced they were suddenly ceasing all operations from Prescott. Immediately, Dr. Sobotta and her staff worked through the USDOT process of an EAS re-bid to restore service at PRC, teaming with notable community partners like Embry-Riddle Aeronautical University to actively engage in marketing outreach.

Ultimately, seven air carriers bid for the right to provide EAS-subsidized service at PRC, three of which were with jet aircraft. In July, SkyWest Airlines was approved to provide EAS-subsidized, daily, non-stop 50-seat jet service to both

Denver and Los Angeles. PRC began the task of quickly preparing for a new level of air carrier jet service (United Express) operated by SkyWest Airlines. Preparations for this service level were a challenge, as the airport was scheduled for a major Runway Rehabilitation and Hot Spot Mitigation project in Fall 2018, including a 22-day closure of PRC’s only commercial service runway. Thus, the project’s construction window had to be shifted from an October start to a July start, allowing all closures to be completed before air carrier service would begin on August 29, 2018. Additionally, airport staff had to renovate their 1948 terminal in order to accommodate the passenger demands associated with 50-seat jet service. This included a remodel of airline management offices, ticketing counter, new inbound and outbound baggage areas, gate areas, and air carrier ramp improvements.



United Express, operated by SkyWest Airlines
Inaugural Outbound Flight 5160 PRC-LAX, August 29, 2018



Inaugural Inbound Flight 5160 PRC-LAX, August 29, 2018

Although located within the City of Prescott, it has been long recognized that regional interest and use of the new air service would be key to the success of the new airline. To commemorate this important regional aspect, the Prescott City Council unanimously voted to approve renaming the airport, Prescott Regional Airport – Ernest A. Love Field, the day before United Express launched PRC service. One day later, with a packed terminal, attendees from throughout northern Arizona held a Ribbon Cutting celebration, while the City of Prescott Mayor proclaimed August 29th United Express/SkyWest Airlines day. Hundreds gathered and cheered as they saw the community’s first commercial jet land at PRC, from Denver, welcomed by a water arch.

Reliable jet service was exactly what PRC needed to propel it towards the future. In the three months post-launch, PRC exceeded the number of enplanements they had achieved in the entirety of 2017. Despite a nearly five-month cessation of service, on December 30th, 2018, airport staff, airline employees and City leadership gathered to celebrate PRC’s 10,000th enplanement in 2018, propelling PRC to Non-Hub Primary Commercial Service status. The air carrier’s load factors have exceeded all expectations, with average loads of 74.5% since the launch of United Express service. In April 2019, PRC saw its second-highest month of enplanements, slightly behind December, with an 80.2% load factor.

Prescott is currently the 40th busiest US airport (based on 2017 aircraft operations) due to its hosting of an impressive mix of flight training, corporate, private, cargo, US Forest Service air tankers, first responder, military, and commercial air service operations. PRC staff continue to work toward revitalizing the airport, promoting airport/airline service, and communicating PRC’s impressive \$160M economic impact in the region. In the near future, the growth and development will continue, with the expected 2020 addition of a new 18,000 sq. ft. passenger terminal and 2021 relocation of a major taxiway (currently in design). ■



Two CRJ-200s at PRC

Game of Drones

Article Contributor: Jordan D. Feld, CM, AICP, Deputy Aviation Director - Planning & Environmental, City of Phoenix Aviation Department

On May 7th, FAA Safety and Standards issued a [supplemental policy](#) for airports interested in drone defense. The policy reminds airports that permissible local drone defense is currently limited to luck and prayer.

The policy also takes on a brewing problem—more intractable than terror-UAS near airports—and that is the proliferation of drone defense industry courting and cajoling. Replete with “attachments,” a technical considerations memo provides bizarre detailing of drone defense technologies (which to be clear, are completely illegal for airports to use). The backdrop for the supplemental policy is that airport drone defense “may implicate provisions of Title 18 of US Code,” or more directly, a criminal act. Beyond Title 18, the policy relies on airport-centric controls by asserting compliance review of an airport’s drone defense system through Part 77, reconciling airport operation of the drone defense with Part 139 certification and maintaining an updated ALP (grant assurances).

To begin with, implying that an airport would need FAA approval of an ALP showing a drone defense system creates two obvious problems: the first being the pesky criminal act and the second being the FAA’s ALP “checklist” not actually requiring “drone” anything. While I’m not an electronic warfare expert, it also seems likely these systems would have little or no physical presence on airport proper to even depict. The next problem is that drones are not a Part 77 hazard; malicious presence or not, drones are not a type of land development. Lastly, drones are not a Part 139 violation; wildlife is presumed to not be personal

property and inherently disobedient of FAA advisory circulars (thus encouraging airport luring and shooting of malicious birds and errant deer). In contrast, drones are an aircraft (personal property) in the National Airspace (NAS) and protected by the Constitution. Part 139 does not envision operations staff triggering constitutional takings issues in their day-to-day performance, nor does it intend for airports to “neutralize” wayward aircraft in the NAS.

“Airports should educate the general public, encouraging their help in reporting drone sightings near airports and making clear to amateur drone users where Bravo airspace is and that the airport prohibits amateur drone use in Bravo.”

As the practical solution to evil drones lies in better FAA tracking, fencing, and disabling technology, which has nothing to do with airports, I support FAA’s latest clarification and overall intent (dissuade airports from operating air-defense weaponry). Because that problem-solving technology remains over the horizon, discussion of practical band-aids is provided below.

- Airports should first recognize they are generally not liable for drone problems. As the FAA makes clear, the issue is owned by the US Government (including FAA, FCC, and DOD). The more airports advance this preemption as trailblazers for drone defense, the more they circumvent law and effect their own drone and airspace liability.
- Airports should have a reliable,



Photo courtesy of Prime Cinematography

trackable, and usable system for reporting drone sightings in the airspace, available to everyone (by everyone I mean humans, not just pilots, law enforcement and airport staff). Related to this, procedures should be in place that minimize effort communicating drone sightings to FAA ATC, assisting ATC in mitigating the threat, and coordinating responses with law enforcement.

- Airports should educate the general public, encouraging their help in reporting drone sightings near airports and making clear to amateur drone users where Bravo airspace is and that the airport prohibits amateur drone use in Bravo. To be clear, this right for airports to prohibit the activity is clearly stated in the model AC special rule, and in no way compromised by decisions in Singer or Hughes.¹

With the rapidly changing technology and regulatory environment, someday FAA will have drone protections in place and implementing local roles and enforcement will be ironed out. Until then, I encourage “staying in the lane,” resist arming for air defense, and be ready to help (not outmaneuver) FAA when and if a drone attack occurs. ■

¹ Singer v. City of Newton (A portion of a local drone ordinance was found to be preempted by FAA regulation); Raciti v. Hughes (Plaintiffs obtained an interim injunction against an adjacent occupant’s video surveillance equipment which overlooked their backyard).



Photo courtesy of Prime Cinematography

PRESIDENT'S MESSAGE

And we are off to another exciting year for AzAA. Thanks to all who participated in the Spring Conference in Laughlin-Bullhead. I hope most of you made it home with more money than you started with...even though I did not. A very big thanks to Laughlin-Bullhead International Airport - Jeremy, Joey, and Shaun - for hosting the event. Also a big thanks to Alice Bimrose, Joey O'Rourke and the entire conference committee for putting together such a wonderful event for our 40th Anniversary!

Your new AzAA Board is ready to serve you: Past President – Steve Johnston; 1st VP – Ryan Reeves; 2nd VP – Scott Brownlee; Executive Directors – Zenia Cornejo, Brad Falcetti, Joey O'Rourke, and Matthew Smith; Associate Director – Judi Krauss; Corporate Director – Lance McIntosh; and Administrative Director – Desirae Barquin.

We are setting up to have a busy year and there are more opportunities to get involved than ever. In addition to our normal Fall Conference (Desert Willow Conference Center – PHX – October 16th & 17th) and Spring 2020 (Marana/Pinal, AZ Omni National Resort – April 25th-29th), Scottsdale Airport will be hosting an AzAA Summer Networking event (June 27th, 2019 – 4:30-7pm). We hope you can join us and bring an associate. Network with AzAA colleagues overlooking views of Scottsdale Airport from its new restaurant. Please checkout the [website](#) for more details and to RSVP.

You can also get involved in an ad-hoc committee to work on the changes ADOT would like to make to the APMS program. If you have an interest in participating, please send me an email. We are hoping to have some meetings at or around the same time as the Fall Conference. Finally, we hope to make the final push this year to complete the update to the Best Practices Guide. More information to follow, but this may be another opportunity to get involved. Please always feel free to reach out to any of the AzAA Board Members if you need anything.



Board members left to right: Lance McIntosh (Corporate Director); Scott Brownlee (2nd Vice President); Brad Falcetti (Executive Director); Judi Krauss (Associate Director); Steve Johnston (Past President); Mike Smejkal (President); Zenia Cornejo (Executive Director); Ryan Reeves (1st Vice President); Matthew Smith (Executive Director); Joey O'Rourke (Executive Director). Not Pictured: Desirae Barquin (Administrative Director)



Mike

Mike Smejkal
Arizona Airports Association President 2019-2020

UPCOMING FAA/CONSULTANT FORUM

FAA/Airport Consultant Open Discussion Forum

JUNE 6, 2019 1:30 P.M.—4:30 P.M.

Torrance Marriott Redondo Beach

FAA Airports—Western-Pacific Region, in collaboration with Airport Consultant Council, Arizona Airports Association, Association of California Airports, Nevada Airports Association, Southwest Chapter, and the American Association of Airport Executives will be holding an Open Discussion Forum immediately following the FAA Western Pacific Region Airports Conference. The goal of the Forum is for FAA and airport consultant representatives to share perspectives and discuss ways to advance efficient and effective working relationships and improve airports in the Region. This will be the first of future opportunities for direct collaboration between FAA and airport consultants.

Please go to the link below and let us know if you plan on attending. Thank you!

<https://www.surveymonkey.com/r/6CKRFV5>

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