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AZAA Fall Conference Recap

Zenia Cornejo, MPA, Airport Administration Supervisor, Falcon Field Airport

If you missed the 2022 AZAA “Walter Burg” Fall Conference this past October at the Desert Willow Conference Center, you missed a good one. The Welcome Reception was well attended and as usual was the perfect segway for a full day of information and updates. It was great to catch up with attendees as the AzAA members are such a welcoming group.

The Wingman & Mentorship Program was in full force as new AzAA members were introduced to airport and consultants alike. Fun times for all.

We had a great turnout with over 120 attendees for the one-day conference. The agenda included the informative FAA and ADOT updates.

Among the two favorite topics on the Agenda were:

The State of the Industry session which had a panel of experts including Megan Eisenstein, Managing Director of Industry & Regulatory Affairs, National Air Transportation Association (NATA), shared an overview of industry issues impacting airports across the spectrum. During this discussion some of the topics included inflation, fuel supply chain, PFAS,

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Calendar of Events

Jan 17, 2023

Arizona Aviation Day
At the Capitol
(Wesley Bolin Plaza)

Feb 17-19, 2023

Buckeye Air Fair
(Buckeye Airport)

March 4, 2023

Casa Grande Cactus Fly-in
(Casa Grande Airport)

April 30 to May 2, 2023

Spring Conference (Flagstaff)





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FAA reauthorization, hangar fire suppression, regulatory changes, airline/airport staffing issues, airport capital funding, services levels and other topics that evolved during the discussion.

As we've learned from previous conferences, Case Studies tend to be among the favorite sessions. Needless to say, the Case Study of UAV PCI at Grand Canyon National Park Airport did not disappoint. This session featured an overview of a PCI survey conducted at Grand Canyon National Park Airport using cutting edge unmanned aerial vehicles and included a survey of 100% of the AOA pavements.

The Conference Planning Committee is open to suggestions for new topics, case studies or discussion panels for the upcoming conference. Please feel free to share your feedback.

Enjoy a safe, healthy, and memorable Christmas with loved ones and let's cheer for a Happy and Prosperous New Year!!
Happy Holidays!!

Trickle Down Effects of the BIL

Brandon Robinson, Associate, Kimley-Horn

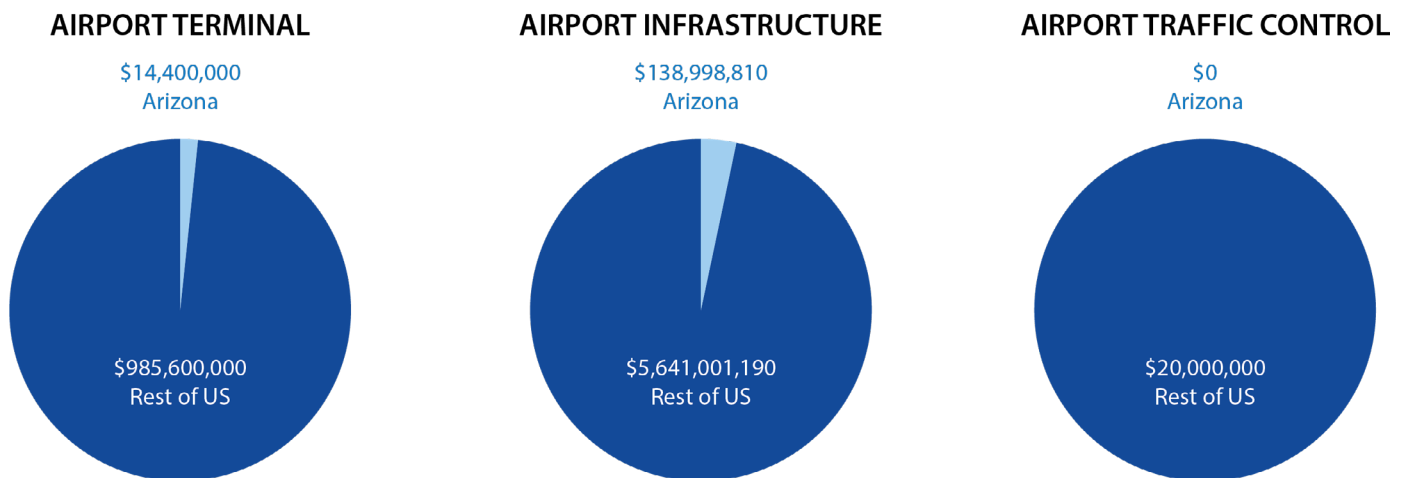
By now, it's no secret that Congress passed the Bipartisan Infrastructure Law (BIL) back in 2021. The news of its passing ushered in a once-in-a-generation investment into the country's ports, rails, roads, and most importantly, its airports. The White House had this to say on the desired effects of investing in airports:

"This will improve U.S. competitiveness, create more and better jobs at these hubs, and reduce emissions. The United States built modern aviation, but our airports lag far behind our competitors. The legislation invests \$25 billion in airports to address repair and maintenance backlogs, reduce congestion and emissions near airports, and drive electrification and other low-carbon technologies. Modern, resilient, and sustainable airport infrastructure will strengthen our supply chains and support U.S. competitiveness by removing bottlenecks and expediting commerce and reduce the environmental impact on neighboring communities."

Of the \$65 billion dollar investment, \$25 billion went directly to airports. The FAA divvied their share of the pie into three airport categories: \$5 billion for airport terminals, \$15 billion for airport infrastructure, and the final \$5 billion for air traffic facilities. These funds were designed not only to impact hub airports, but to also allow for urban, regional, and rural airports to address issues and tackle projects that have waited for years. The BIL was designed to be distributed across 5 years. Now that the first two cycles of funding have been allocated, we can take a closer look at how Arizona has directly benefitted.

As shown in the charts below, Arizona has received \$14.4 million in airport terminal grants, \$139 million in airport infrastructure funds, and no airport traffic control grants thus far.

Phoenix-Mesa Gateway Airport (PMGA) is the sole recipient of the \$14.4 million Airport Terminal grant and is using



it to install a new five-gate (approximately 30,000 SF) terminal addition with new retail/food/beverage concession, storage space, and airline support offices. This new facility will increase capacity and passenger access, replace aging infrastructure, comply with the ADA, improve airport access for historically disadvantaged populations, improve energy efficiency, improve airfield safety through terminal relocation, encourage actual and potential competition, and implement good paying jobs. To learn more about this project, visit <https://www.gatewayairport.com/terminalmodernization>.

The \$139 million in Airport Infrastructure funding that Arizona has received thus far is made of two components: Airport Improvement Grants and Airport Improvement Allocations. For FY 22 and FY 23, Airports received yearly allocations based on enplanements at primary airports and the airport's role in the NPIAS for non-primary airport.

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Airports can draw down their allocations yearly for AIP approved projects or stockpile them through FY26. Of the \$139 million allocated to Arizona, \$125 million has gone to airport allocations. The remaining \$14 million has gone to Airport Improvement Grants. Airport Improvement Grants are competitive grants that go above and beyond for a specific project. So far, Arizona has been awarded five such grants:

- Falcon Field received a grant to reconstruct an existing taxiway
- Phoenix-Mesa Gateway received a grant to reconstruct an existing runway
- Phoenix Sky Harbor International received a grant to construct a new taxiway
- Scottsdale received a grant to shift/reconfigure an existing taxiway
- Tucson International received a grant to shift/reconfigure an existing Runway



The image was pulled from an interactive map available on the FAA website (<https://www.faa.gov/bil/airport-infrastructure>) that allows users to view individual airport allocations and grants between FY22 and FY23. There are also comprehensive lists of all allocations and grants funded available from a link on the aforementioned web page.

If you are looking to get the most out of the remaining funding cycles then the following processes, as laid out by the FAA, should help:

Stay tuned – Airports can submit projects for FAA review with types of eligible projects detailed here: <https://www.faa.gov/airports/aip/overview>

Start working with the FAA now – for most funds under the BIL, Airports can submit projects following the FAA's well established Airports Capital Improvement Process (ACIP). Contact your local Airports District Office to get started.

Know the process – Procurement related to development projects funded from the BIL will follow the same general process as the FAA Airport Improvement Program grants

Plan ahead – Understand your obligations and contractual provisions and clauses when dealing with vendors.

Over the five years that the BIL will be in action, Arizona would receive approximately \$348 million for infrastructure development for airports. Let's put these dollars to good use!

Professional Development and Scholarship Committee

Ed Rose, Airport Manager, Sedona Airport

The Professional Development and Scholarship Committee is responsible for promoting the education and development of the membership. AZAA offers a number of opportunities to reduce or offset financial challenges in support of member development. AZAA also encourages member organizations to recognize individual achievements beyond the AZAA offerings. Did you know scholarships are available for: the annual fall conference; professional accreditation and certification; the Dutch Bertoff Spring conference; Marty Rosness student scholarship; and stipends for ACE, CM, and AAE?

AZAA supports achieving these milestones. Contact admin@azairports.org for applications or additional information.

Updates from ADOT

Matthew Munden, Aeronautics Group Manager



- Aeronautics is expecting Board approval on its amended FY23 5-year ACIP on December 16th
- The FY23 SL program will be increased from \$11.1M to \$33.2M
- The FY 23 APMS program will be increased from \$5.0M to \$16.4M
- The State Airports System Plan is set at \$1M in FY23
- ADOT-Procurement currently estimates having the RFP out for the Land Use Study by October 2023
- FY22 construction projects will conclude summer 2022
- The Triennial Study is ongoing, with completion estimated by January 2023
- We have funding to match all FSL grants from the Bipartisan Infrastructure Law

Updates from FAA

Mike Williams, AAE, CAE; Phoenix ADO, FAA



HAPPY ANNIVERSARY

November 19, 2022 marks the 10 Year Anniversary of the Phoenix Airports District Office. It's been a privilege to work with all of you. We wish you a safe and Happy Holiday season.

ADO Staffing

Airports Program Specialist - We are recruiting for one (1) candidate to fill one (1) position. We are working through the final stages of this recruitment.

Management/Program Analyst - We will be recruiting for one (1) candidate to fill one (1) position.

Civil Engineer - We will be recruiting for one (1) candidate to fill one (1) position.

Assistant Manager - We will be recruiting for two (2) candidates to fill two (2) positions.

Environmental Protection Specialist - I am pleased to announce the selection of Ms. Taylor Neal as our new EPS. Ms. Neal is a graduate of Northern Arizona University with a Bachelor of Science degree in Biology. Taylor is currently employed by the City of Glendale, Arizona as a Laboratory Technician. Her first day in the office will be December 5, 2022. WELCOME!

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

Section 163

Updated guidance was published on August 3, 2022 and is available via FAA.gov, https://www.faa.gov/airports/planning_capacity/airport_layout_plan_reviews_projects_potentially_affected_section_163

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 Airports 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.

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.

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) 150/5300-13B

- [Airport Design](#) was updated on August 19, 2022.

Advisory Circular (AC) 150/5200-18D

- [Airport Safety Self Inspection](#) was updated on September 27, 2022.

Advisory Circular (AC) 150/5190-4B

- [Airport Land Use Compatibility Planning](#) was updated on September 16, 2022.

Advisory Circular (AC) 150/5230-4C

- [Aircraft Fuel Storage, Handling, and Dispensing on Airports](#) was updated on April 27, 2022.

Advisory Circular (AC) 150/5345-44K

- [Specification for Runway and Taxiway Signs](#) was posted on January 19, 2022.

Advisory Circular (AC) 150/5210-17C - [Programs for Training of Aircraft Rescue and Firefighting Personnel](#) was updated on January 19, 2022.

Advisory Circular (AC) 150/5000-9B

- [Guidelines for Sound Insulation of Structures Exposed to Aircraft Noise](#) was posted on June 8, 2022.

Advisory Circular (AC) 150/5300-19 - [Airport Data and Information Program](#) was posted on April 8, 2022.

Advisory Circular (AC) 150/5200-28G

- [Notice to Air Missions \(NOTAMs\) for Airport Operators](#) was posted on May 26, 2022.

Advisory Circular (AC) 150/5335-5D

- [Standardized Method of Reporting Airport Pavement Strength - PCR](#) was posted on May 12, 2022.

Additional information is available via the Internet

https://www.faa.gov/airports/resources/recent_advisory_circulars/

President's Corner

*Matt Smith, Arizona Airports Association President 2022-2023
Airport Administrator, Glendale Municipal Airport*



AzAA Contacts

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One of our favorite TV programs when Archer was a toddler was Grandpa in my Pocket. The boy and his grandfather had silly adventures which could only be resolved by working together as a team. As the last line of every episode as they recounted their success, Grandpa would declare, "Teamwork! Eh?"

The importance of teamwork cannot be overemphasized when planning and executing Super Bowl LVII. It requires everyone to work together because there are so many moving parts, and the stakes are so high. Internally we must have Operations, the FBOs, and aircraft operators work as a team. The airport must work as a team with Economic Development, Police and Fire. City of Glendale must work together with the City of Phoenix (all three airports), Scottsdale, Chandler, Mesa, and Phoenix-Mesa Gateway. We all work with the NFL as well as various lines of business within the FAA, TSA, and federal law enforcement.

To work together with this many people and agencies requires the virtue of humility on everyone's part. Humility is often maligned but you cannot be a good leader without it. I probably attend a Super Bowl planning meeting at least three days a week, sometimes a couple times a day, and spend a lot of time on the phone with stakeholders. Two big issues I'm dealing with are an understaffed airport traffic control tower and setting up a temporary heliport. The ATC issue will have an adverse effect not only on GEU, but on every single airport and aircraft in the area. Two opposite errors would be to shrug my shoulders and say there's nothing I can do about it because ATC is out of my hands or to pound my fist on the desk, shout at the tower manager and demand action. The first is self-abnegation and would lead to the job not getting done I am not living up to the obligations of my position. The other is hubris and would lead to the job not getting done because I am taking on more than my position is due, encroaching and interfering with others' roles. Humility is knowing your place and acting accordingly.

In the grand scheme of the Super Bowl, my airport is really a very small player. However, whatever we can do to support the event and contribute to the economic impact, we must do. I just hope at the end of the day we can all look at each other and, just like Grandpa, smile and say, "Teamwork! Eh?"

Matt Smith

