



AzAA *Matter of Fact*

spring 2021 edition



Spring Conference Recap

This year's Spring Conference was a resounding success. The in-person golf and welcome reception were a welcome glimpse at a slow return to normalcy. The atmosphere through Sunday was one of both relief to be seeing people in person again and excitement at seeing so many old friends and colleagues as well as meeting newcomers. We had 8 virtual sessions on Monday and Tuesday along with our general membership meeting and awards presentation. Monday night featured a virtual networking event doing team-based virtual escape rooms and all participants agreed it went far better than they'd expected. We had 96 attendees this year and 18 corporate sponsors. Thanks to all of you who participated!

The ADOT and FAA updates were our most highly attended sessions which is consistent with our former in-person conferences. Don Kriz and Mike Williams always manage to pack a lot of relevant and helpful information into their slots and this year was no different. In addition to those topics we covered sustainable aviation fuels, waste diversion, drone activity, remote towers and video surveillance, emergency pavement repairs, and a joint ADOT/FAA review of the environmental process.

In addition to our sessions, new board members were voted in at the general membership meeting. AzAA awarded their yearly excellence awards and ADOT announced the airport of the year winner. We've got more details on those topics in the following articles. We look forward to seeing you in person at our Summer Mixer and Fall Conference!

Calendar of Events

July 15

Aug 8-11

Oct 28

AZAA
SUMMER
MIXER

SWAAAE
SUMMER
CONFERENCE

FALL
CONFERENCE

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Excellence Award Winners

Airport Executive of the Year



Corinne Nystrom, AAE, who is currently serving as Airport Director of Mesa-Falcon Field Airport, was awarded Airport Executive of the Year. Ms. Nystrom has over 34 years of experience in aviation management, serving as both Finance and Human Resources Managers, as well as the Airport Director of two different airports. She is known for a tactful and effective style of communication and is admired for her ability to separate emotions and provide facts when approaching tough issues. Ms. Nystrom has served on the Regional Board of Directors for the American Association of Airport Executives and two different State Aviation Association Board of Directors including serving as the President of AzAA. Ms. Nystrom has used her skills and knowledge to present before the state legislature to voice the concerns of Arizona's Airports, has provided input when the new Federal Aviation Administration (FAA) Airports District Office Phoenix office was opened, and continuously assists colleagues with problems they may be encountering. Finally, she is an active participant in her local community, hosting airport open houses for the general public and participating in the Aerospace Academy mentoring program with the Mesa Public School District

Corporate Member of the Year

Mark Koester was named 2021 Corporate Member of the Year. Mr. Koester is the Managing Principal of Airport Infrastructure at Stantec. In his three decades working in airports and aviation, Mark has partnered with more than 30 airport facilities in the United States and internationally. He specializes in managing the design of runways, taxiways, and aprons; rural highways and urban arterial streets; stormwater hydrology and hydraulic systems; and utilities. He brings a full knowledge of FAA regulations, programs, policies, and requirements to successfully complete projects in Air Operations Areas. Mark recently served as project principal for the Terminal Apron Expansion at Tucson International Airport. Mark was nominated, and ultimately awarded, Corporate Member of the Year award for his sustained commitment to the aviation industry throughout his 30-year career



President's Award



Mike Smejkal, PE, AAE, received the President's Award and is the Vice President of Planning & Engineering for Tucson Airport Authority (TAA). Mr. Smejkal leads a team that completes TAA's planning, environmental, design and construction projects for Tucson International Airport and Ryan Field. Mike previously served as the Sr. Director of Development Services and Director of Engineering for the TAA. Prior to joining the Airport, Mike was a Project Manager and Engineer for a Midwest based consulting engineering firm. He completed design and construction projects at airports ranging in size from Large Hubs to small General Aviation facilities. Mike is an Accredited Airport Executive and a licensed Professional Engineer. He has a Master's and Bachelor's Degree in Civil Engineering from the University of Illinois. In May 2021, Mike completed six years of exemplary service to AzAA as a Board member and the organization's President

AzAA Scholarship Winners

MARTY ROSNESS STUDENT SCHOLARSHIP RECIPIENTS

Article contributed by: Carmen Rose, PE, Project Manager, Dibble

The AzAA Scholarship committee received three qualified applications for the 2021 Marty Rosness Student Scholarship. The applications were thoroughly reviewed by the committee, with ultimately two students chosen as this year's recipients – Cheyenne Henderson and Emily Gardner.



Ms. Cheyenne Henderson already has jet fuel running through her veins with a 10-year obsession with the aviation industry and community. She is currently a senior at Embry-Riddle Aeronautical University majoring in Aeronautical Science with a double minor in Aviation Business Administration and Aviation Safety. Cheyenne's aviation background began in the U.S. Navy, where she was responsible for maintaining and repairing the mechanical and electrical propeller control systems for C-130 Hercules aircraft. From there she transitioned to working as a flight dispatcher for Guidance Air at Sedona Airport where her interest expanded to airport operations management. Cheyenne's experience with Guidance Air and Sedona Oak Creek Airport Authority inspired her to enroll at Embry-Riddle with a goal to manage an airport or airline one day.



Ms. Emily Gardner was the recipient of last years' Marty Rosness Student Scholarship and AzAA was pleased to offer it to her again this year. She recently completed her Bachelor of Science degree in Aeronautical Management Technology (AMT) at Arizona State University Polytechnic (ASU). Initially inspired by her uncle – a U.S. Naval officer, Emily's interest in aviation stems from the thrill she experienced at airshows and learning about real-world experiences from Navy pilots and navigators. Initially pursuing a degree in Journalism in Maryland, Emily transferred to ASU's Air Force ROTC program in 2018 and has just graduated Summa Cum Laude from the AMT program. Outside of her academics, Emily is also involved in Women in Aviation, Society for Women in STEM, and the Society of Women Engineers – ASU Chapter. She is excited to begin her career in the aviation industry, starting with her summer internship with NASA's Office of the Chief Technologist in Washington, D.C.

Cheyenne and Emily were recognized at the 2021 'Dutch Bertholf' Virtual Spring Conference. We at AzAA are very happy to support future aviation professionals in their pursuit of greatness in all that they do.



Updates from ADOT

ADOT CONTACTS:



Donald J. Kriz, PE

- > ADOT Aeronautics is finalizing its 5-year ACIP for Board approval on July 1, 2021. Currently, the plan includes the following:
 - » *\$5 M for the Federal/State/Local (FSL) grant program. Since the FAA will be providing a 100% match of their grants, This amount will be transferred to the State/Local (SL) grant program.*
 - » *\$10 M for the SL program. Plus \$5 M from FSL for a total of \$15 M. In addition, there is a pending Legislative Bill which may add \$ 10 M more to the Aviation fund. If this happens we intend to put this amount into the SL program for a new total of \$25 M. We will keep the community and AzAA apprised as to if this Bill passes and the status of the SL program.*
 - » *\$8 M for the APMS program. Normally APMS is programmed for \$5 M annually, but Aeronautics sought to increase this to get the program back on schedule by adding projects to the program.*
 - » *\$1 M for our Planning studies this year. This includes funding the Triennial Study (PCI) and a future Land Use study (later in the fiscal year).*

- > As a reminder, last year's studies included funding for the Economic Impact Study, publishing new Aeronautical Charts and a consultant selection for the APMS program.

- > Just a note here, last year Aeronautics also moved \$5 M from the FSL program to the SL program increasing awarded projects from 10 to 28, nearly tripling the amount of projects awarded.

- > One last thought about this year's program... Aeronautics has sought out and was approved additional funding to the SL program IF (and only if) the \$10 M appropriation is passed. If so, we intend to award all SL projects requested for the '22 program. If the Bill fails no additional funds will be added and the total program will remain at \$15 M. Special recognition is given to Matthew Munden for spearheading this effort.

- > The Economic Impact Study started last October and is well underway. Thank you to all who have participated as your involvement has a great influence on the outcome of the Study. Last completed in 2013, that Study showed that Aviation had a \$58 B (BILLION) annual impact on the State. We expect to learn that the new impact will be much larger once this Study is completed in October 2021.

- > Other study updates include bids accepted for this year's APMS construction projects (work to begin this summer), Advertisement soon to be published for the Triennial study, imminent selection of the Aero Charts vendor and a Purchase Order issued for our ASM consultant. ASM (Aviation System Master) is the software Aeronautics uses to manage all of its programs. Any changes should be invisible to the community.

- > Our Back to the Office schedule remains unchanged for the foreseeable future as the entire staff continues to telework from home. All staff is available either through their email or office phone numbers as we strive to return all messages within 24 hours.

- > A special congratulations to Yuma International Airport for being selected as ADOT's 2021 Airport of the Year! The airport's staff did a fantastic job with their community outreach in the year of COVID. Simply amazing. Thank you to all of the other airports submitting applications.

- > Starting in ADOT's FY2022, Aeronautics will accept change orders for all FSL and SL grants. Unfortunately, previous FY grants will not qualify. All change orders MUST BE PRE- APPROVED BEFORE WORK BEGINS. Please contact us by phone or email as ADOT must confirm change order approval by email before work begins or it shall become ineligible and be denied.

- > This year's ACIPs are underway virtually. ACIP submission to ADOT is currently scheduled for August 31, 2021. All airports are strongly encouraged to participate. Please contact the ADO in order to schedule your meeting.



- > Aeronautics has created a new policy regarding the availability of an Emergency Grant. In short, the request must meet the following requirements:
 - » *Any public use airport defined within the State's aviation system may request an Emergency grant at any time during the fiscal year.*
 - » *In order for a project to be considered an emergency, the item must be Safetyrelated and must be a threat to airport operations, to the public or to airport personnel or property.*
 - » *This grant shall be offered as a standard State/Local grant and shall meet all of those current requirements. Standard language and all current assurances shall apply. Only standard project components shall be considered. Current matching percentages also apply.*
 - » *Lack of regular maintenance on a component or failures occurring beyond a components average service life shall not be considered.*
 - » *The Aviation fund is managed under strict financial policy. There must be unencumbered funds available to use in order for a grant request to qualify for consideration. Funds from other previously awarded grants, other programs, or any other committed program or encumbrances shall not be made available for use.*
 - » *All State Statutes and Transportation Board Policies shall apply.*
 - » *The State reserves the right to deny the request at its discretion.*
- > In order to clarify confusion regarding which agency an airport sponsor seeks environmental clearance (typically CATEX) from, ADOT has the following recommendations:
 - » *Environmental clearance is awarded to projects based on airport classification (NPIAS, Non-NPIAS) and not by funding source (FSL, SL).*
 - » *For Non-NPIAS airports clearance must be issued by ADOT in all cases.*
 - » *For NPIAS airports, the ADO must be contacted in order to determine if a Federal action is involved. If so, follow the FAA procedure. ADOT will accept this. If there is no Federal Action, contact ADOT to follow the State process.*
 - » *In all cases some sort of environmental clearance must be given before any project begins construction.*

| Airport of the Year



BUILDING EXCITEMENT!!!!

For those of you that don't know, there is a lot going on at Yuma International Airport! Not only has passenger traffic continued to increase at the Airport, and the second destination to Dallas/Ft. Worth International Airport has been an incredible success, but the Airport was just named Airport of the Year by the Arizona Department of Transportation (ADOT). Led by Gladys Brown and her team, the Airport boasts amenities such as a military comfort center, covered passenger vehicle parking, a convenient passenger terminal with Brewers Restaurant, a U.S. Customs & Border Patrol inspection facility, aircraft hangars and tie-downs, fixed-based operator Million Air supporting general and corporate operators, air cargo, Defense Contractors Complex supporting military and defense-based contractors, proximity to the Yuma Proving Grounds, one of the longest runways in the State of Arizona, and a soon to be completed master plan to further guide development at the airport over the next 20-years.

There were 67 airports in Arizona that were eligible to apply for the award and ADOT selected Yuma International Airport for the award based on "its accomplishments in the area of community relations, airport management, Airport maintenance activities and innovative activities and programs. Specific recognition was given for its aviation advocacy, economic development, community outreach and airport management", according to ADOT.

The announcement was made virtually at the AzAA 2021 Spring Conference. Please join the Arizona Airports Association in congratulating the Yuma County Airport Authority for being named ADOT's Airport of the year for 2021! The Airport has also won the award in 1998 and most recently in 2015.



Updates from FAA

WHAT'S NEW

> ADO Staffing

- [Arizona ACIP Meetings](#) - the annual ACIP meetings with the Phoenix ADO, ADOT and sponsors are underway. We urge you to take advantage of this annual opportunity.

> Airport Coronavirus Response Grant

Program - The [Coronavirus Aid, Relief, and Economic Security \(CARES\) Act \(H.R. 748, Public Law 116-136\)](#)

(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

was the deadline for airport sponsors to notify the FAA of intent to use FY21 entitlement funds. **May 3, 2021** was the deadline to submit final grant applications.

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.

> **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.

> **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-

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/

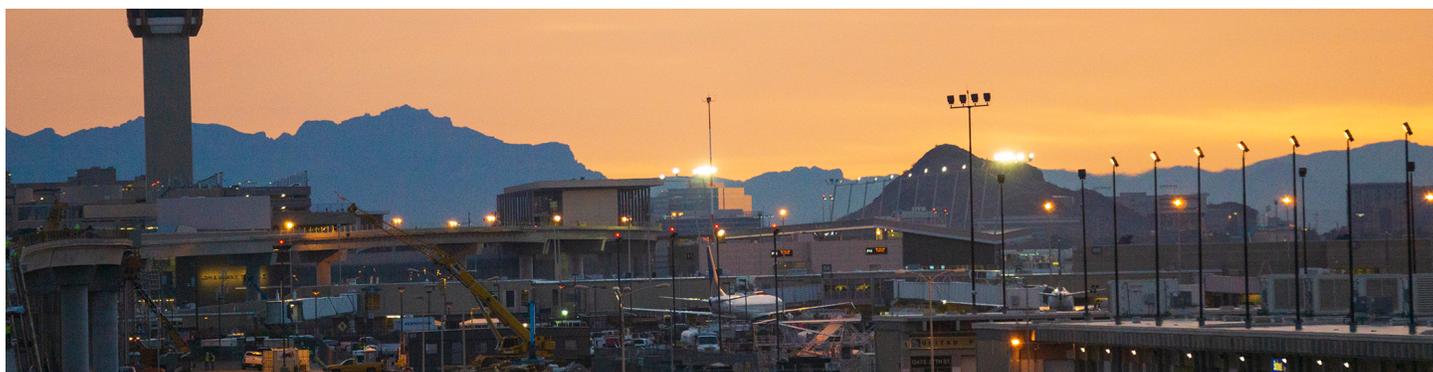
Jocelyn Hazlewood, Airports Program Specialist is available as needed to assist.

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.
- > **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.

GUIDANCE DOCUMENTS

- » Advisory Circular (AC) 150/5220-23A - [Frangible Connections](#) was issued on April 15, 2021.
- » 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/



Did You Know...

COYOTES: ARIZONA AIRPORTS' UNSUNG CONTENDERS...

Article contributed by: Corina Anderson, SWCA Environmental Consultants

Everyone remembers “The Miracle on the Hudson,” when the Airbus A320 flown by Captain Sully ingested Canada geese into both engines and had to land on the Hudson River. This event, while highlighting Captain Sully’s expert piloting skills, also led the FAA to initiate the Wildlife Hazard Assessment program. This program requires that a Qualified Airport Wildlife Biologist (QAWB) conduct 1 year of wildlife surveys at and around an airport to assess the presence of wildlife and attractants. As part of the Wildlife Hazard Assessment (WHA), the FAA’s National Wildlife Strike Database is reviewed, and if the airport has been diligent in voluntarily submitting strike reports, these valuable records are also reviewed. The QAWB then analyzes the data to assist the airport in identifying the most probable wildlife threats to aircraft at its airfield. Recommendations are made regarding how to mitigate these threats, and from there a Wildlife Hazard Management Plan is developed.

While these surveys often focus on geese, raptors, vultures, and other birds, one animal that airports in Arizona often contend with is the coyote (*Canis latrans*). Coyotes can’t fly, of course, but they do present a strike risk if they find their way inside an airport’s perimeter fence and onto movement areas. Coyotes are excellent diggers and have little trouble digging under fences, especially when the



hole will not suffice. Large rocks, additional fencing material, an asphalt or concrete berm, or a similar heavy-duty and long-term approach is required. It may require a few different treatments to make it secure. Installing three-strand barbed-wire outriggers on the top of the fence should prevent coyotes from climbing over it. For breaches under the fence, the FAA recommends a 4- to 5-foot skirt of fencing material, attached to the bottom of the fence and buried at a 45-degree angle on the outside of the fence. This option, however, can be cost-prohibitive for airports with limited budgets and miles of perimeter fence line. Daily inspections and immediate remediation of breaches is certainly more affordable.

Problem coyotes will need to be removed from the airport if they keep getting in. They can be trapped and relocated, or lethally trapped. Airport personnel can perform trapping with the right permits from the AZ Game and Fish Department, or they can contract a firm that specializes in wildlife trapping and removal. However, with persistent fence patrols and maintenance, trapping may not be necessary if the coyotes can’t get in in the first place. One thing is certain: they’ll keep trying!



substrate under that fence is sandy, as is common in Arizona. They have even been observed climbing over fences. Coyotes may be attracted to an airport because of food or water sources or open spaces away from busy roads, or they may be taking a shortcut across the airfield. About 9% of coyote strikes cause damage to the aircraft.

The least expensive way to keep coyotes away from an airfield is through perimeter fence patrols and maintenance. When a breach under the fence is discovered, it should be blocked in such a way that it cannot be easily undone. Piling a few rocks in front of the

COYOTE STRUCK!
According to Dolbeer et. al.¹, Coyotes are the second-most frequently struck terrestrial mammal at civil airports in the country, with 673 strikes reported from 1990 to 2019. (White-tailed deer are No. 1, at 1,109 strikes.)

¹ Dolbeer, R.A., M.J. Begier, P.R. Miller, J.R. Weller, and A.L. Anderson. 2021. *Wildlife Strikes to Civil Aircraft in the United States, 1990-2019*. Washington, D.C.: U.S. Department of Transportation, Federal Aviation Administration; and U.S. Department of Agriculture, Animal and Plant Health Inspection Services, Wildlife Services. ² FAA. 2016. Recommended wildlife exclusion fencing. CertAlert 16-03.

New Board Members

2021-2022 AZAA BOARD OF DIRECTORS ELECTION RECAP

Article contributed by: Jenny Watts, C.M., Sr. Aviation Planner, Dibble

At the conclusion of our Spring Conference, AzAA welcomed four new members to the Board of Directors: Dave Reffner, Jeff Webbe, Jeffrey Fleming, and Brandon Robinson. Brief bios are provided below. Visit the AzAA website at azairports.org for more information.



Dave Reffner – Executive Director

David Reffner has been the Airport Manager at the KCGZ – Casa Grande Municipal since June 2018. His primary duties include planning and directing the daily operations of a busy general aviation airport; developing short and long term planning and goals for the Airport; promoting airport development through marketing and development of airport policies and procedures. He also works on ACIP preparation and presentation and grant/project management. He coordinates with FAA, ADOT and other agencies on Airport and Air Transportation matters and has been affiliated with AzAA since 2015.

Jeff Webbe – Executive Director

After serving 20 years on the Phoenix Police Department, Jeff launched a second career in Aviation Management. His experience includes 10 years as a supervisor, 2 years overseeing operations of the Phoenix Police Department's Air Unit, 2 years as an entrepreneur, and most recently, he has spent the last 18 months managing the Buckeye Airport.



Jeffrey Fleming – Corporate Director

Jeffrey E. Flemming, AIA, LEED AP, NCARB, has over 33 years of experience. He has been with ADM Group, Inc. for 2 years and counting serving as Principal Architect. Some notable work experience for Jeffrey is working for SkyBridge Arizona; Mesa Hangars; Chicago Rockford International Airport; AAR Corp; Rock Valley Community College; City of Rockford and The Village of Rockton.



Brandon Robinson – Associate Director

Located in Kimley-Horn's Phoenix office, Brandon has 7 years of aviation design and construction administration experience. He has worked on airside and landside improvement projects across Arizona, including runway/taxiway geometric and drainage design, asphalt and PCCP visual pavement distress inspection, pavement section design, utility coordination, pavement markings design and inspection, pavement rehabilitation recommendations, security fencing and project phasing.



| Letter from the PRESIDENT

AzAA PRESIDENT:



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

Greetings AzAA members and thanks so much for letting me represent you as the newest President of this great organization! Of course, as with any great organization, it's all the behind the scenes folks that make it work. I would be remis without first recognizing and thanking our Immediate Past President Ryan Reeves for a job well done during a very trying year! One would think that doing everything virtual would be so much easier, but I'm sure Ryan can attest that is not the case. I would also like to thank our outgoing Board members: Immediate Past President Mike Smejkal, Executive Director Robin Sobotta, Corporate Director Lance McIntosh, and Associate Director Carmen Rose, as well as recognize the rest of the incoming Board members: First Vice-President Brad Falcetti, Second Vice-President Matthew Smith, Executive Directors Alice Bimrose, Dave Reffner, Veronica Ruiz-Ronquillo and Jeff Webbe, Associate Directors Joel Ericson and Brandon Robinson, Corporate Director Jeffrey Flemming, and as I like to refer to Desirae Barquin, our Administrative Director, the glue that holds it all together. There are many more volunteers that I cannot even begin to mention as I know I would miss many, that put in countless hours for our many events that make our association what it is. Without these dedicated volunteers, this association wouldn't be what it is! Thank you all!

This past year has been quite the challenge, and unfortunately, I don't think we're out of the woods yet. I think we're well on our way back to "normal". As a result of these pandemic circumstances, we had to adapt and overcome many obstacles. I hope you all enjoyed the Spring Conference even though most of it was virtual. It was nice to have some in-person with the outdoor socially-distanced golf and evening reception on Sunday. Let's hope we're able to do more of that in the coming year. With that said, we are working on an in-person Summer networking event July 15th. Watch your email or the AzAA website for further details.

We are also already in the early planning stages for the Fall Conference at the Desert Willows Conference Center on October 27th and 28th. This will be followed by Aviation Day in early 2022 with a date still TBD. Finally, we will try once again for the Spring conference at the Omni Tucson National Resort May 1-3, 2022 co-hosted by Marana and Pinal County.

With all of these events as well as legislative issues and other aviation committees, my presidential request is that you find an area you're passionate about and volunteer. It's easy to sit back and watch, but it's a whole lot more fun to be involved!

As we continue to negotiate these trying times, we, your elected Board members, are here to serve you and to provide assistance when possible. If you have questions, comments, concerns or would just like to chat, please reach out to myself or any of the Board members. All of our contact information can be found on the AzAA website along with other valuable information.

Thanks again and remember, keep the shiny side up!

Scott Brownlee
Arizona Airports Association President 2021-2022

AzAA Contacts

**Join AzAA on
social media:**

[Facebook](#)

[LinkedIn](#)

[Instagram:](#) @azairports

Website:

www.azairports.org

Phone:

480.403.4618

Email:

info@azairports.org