



AzAA Matter of Fact

News from the Arizona Airports Association

www.azairports.org | email: info@azairports.org | Newsletter Editor email: Rick@Genesis-Aviation.com

Arizona Airports Association
Newsletter

March 2016

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Aviation Day At The Capitol 2016



Thanks For Your "Aviation Day" Support

Thank you to all who made Aviation Day 2016 a success! This year we were fortunate to see an increase in Legislators attending over last year. That doesn't happen by chance. Lots of phone calls, letters and friendly reminders from each of you brought out those members. The South Capital lawn hosted three tents full of supporters for Aviation Education, including Industry Leaders as well as State Representatives. This was an opportunity for discussion with State Representatives about issues important to our industry. Many new faces were seen in the gathering.

Weather could not have cooperated better. A sunny day that reflects on this upcoming year. State Senator Bob Worsley was gracious enough to read the Governors Proclamation. Senator Worsley is no stranger to our industry, he was the founder of Sky Mall Magazine, and President Wiggins-Brown spoke to the audience about the importance of our industry to the future growth of the state.



Registration Now Open
2016 Spring Conference in Flagstaff, Arizona

www.AzAirports.org



Aviation Day At The Capitol 2016



Many discussions about Aviation Day occurred this year covering everything from cancelling this event, to meeting bi-annually instead of once a year. It is understandable that we look to change; I agree change can be good, if done for the right reasons. In 2015 we had 279 registered participants, this year there were 367, which included 41 legislators and an additional 145 staff members. This is real contact with the people we need to convince for support. If we choose to meet every other year, we may lose that momentum. Yes I think we should look at our format, and if a change to increase that awareness or grow the event is possible, we should consider it.

We tend to forget Aviation Day is just that one day. You can develop a relationship with your legislators, but if you do not continue it throughout the year they cannot be expected to remember us. There are other venues that we should look to partner with, i.e.: Arizona League of Cities. The Mayors and Council members of our communities are just as critical to our message. State Transportation Board Meetings held throughout the state see local demand for bridges and roads, but there seems to be a lack of understanding from AzAA Members that can speak about our message. Aviation Day is the kick off the calendar year of events and a good start is our goal.

Aviation Day is not just food, fun and friends, though each was there. It is a reminder to our legislators of the importance of the Aviation industry to Arizona's economy, health, education, and families. The 11th Annual Aviation Day went a long way toward doing just that. Our message and issues never go away, so make this year a good year and a good start to grow next year. See you at the Capital in 2017. Oh and I should see you at League of Cities as well as the other important events.

By:
Mr. Barney Helmick
AzAA Past President



Deer Valley Airport Development and Projects

In November 2015, Phoenix Deer Valley Airport (DVT) began a large-scale, grant-funded, asphalt reconstruction project on its north ramp. The ramp was originally constructed in the early 1990's, and over time, the asphalt has deteriorated.

An important component of the scope of work for the project was a thorough test and evaluation of the subgrade. The testing revealed that much of the subgrade is composed of expansive soil with a high clay content that is capable of absorbing water. As the moisture content increases and decreases, the soil expands and contracts. This action is what had been causing the cracking in the asphalt on the ramp and the areas surrounding our north side hangars.

It was determined that the best course of action would be the utilization of a soil stabilization technique using lime. The procedure would include removing the existing asphalt, mixing a lime/water solution into the subgrade, and then compaction. After a cure time of a week or so, the lime hardens to provide a very rigid foundation on which to lay new asphalt.

Due to the sheer size of the ramp, and because hangars are inaccessible during construction, the project is being tackled through a phased approach in order to maintain a high-level of service for our tenants. The west half of the ramp/hangar area was divided into five phases, with each phase lasting approximately thirty-seven days. During certain phases, as many as five rows of hangars were inaccessible. The following accommodations were made for our tenants:

Hangar rent was waived for the period of time that hangars were inaccessible. Covered tie-downs outside of the construction areas were provided to tenants, at no cost, for those who were temporarily displaced from their hangars. Mini storage units were also provided for the displaced tenants to store such aviation-related items as tugs, tools, engine oil, etc.

Another critical component of the project was a thorough communication plan. To ensure that we contacted each and every tenant that would be affected by the project, and remained in contact with them throughout construction, we developed a multi-prong communication plan that consisted of the following:

- Letters sent via US mail
- E-mails
- Phone calls
- Email updates and a website where stakeholders could learn about the Project at www.improvingdvt.com
- Flyers distributed throughout the airport and in hangars
- Talked with tenants in their hangars
- Conducted a series of Open House events in the airport terminal to educate tenants about the project and provide them with the opportunity to ask questions.

Currently, we have completed two of the five phases, and the project has been well-received by our tenants. The west half of the ramp is still scheduled for completion this summer and the east half will be undertaken when additional grant funding becomes available. These efforts will ensure that our valued tenants continue to have a safe and viable airport from which to operate.

By:

Mr. Ed Faron

Executive Director





Get Involved !

I have been both proud and fortunate to serve our membership as a Board Member for the last five years. During that time we have had at least twenty different Board Members. All very dedicated and all who worked harder than I ever did for our organization. Some served a short term, others served for years. A few chose to move up and serve as an officer. A few also had to leave the Board early.

Recently I was asked how we could prevent having Officers leave before their term ends. I am not exactly sure that we can prevent it. Members of AzAA are among the best in our industry and often sought to move to other venues. We cannot expect a member to refuse an offer that is better suited for their personal goals.

When I was asked to run for the Board I felt honored. The list of past members is distinguished and far more accomplished than I could ever be. I didn't take the request lightly. At the time I was looking at other opportunities, including airports outside of Arizona. I also felt that that I owed back for the opportunities I had already been afforded. Looking back at the first Board I served on, it was a fun group that worked hard. The officers served with pride and are a part of that long list of great leaders. Some I was surprised chose not to move up. Others I was not surprised left the board, it does take a lot of your time and is not always easy.

After being elected to the Board I was sure I could serve the two years as an Executive Member, but did not have a desire to lead. I still felt that I was not qualified to lead an organization that had such National Leaders on its list. Also I was still looking at opportunities that could have forced me to leave the board. I don't want to say I was forced to serve, though I have said that certain board members did call and say you will run! In the back of our mind we all want to lead, or we wouldn't be in this business. I am no exception. Probably because I am better at giving direction than taking direction. So I did run and thank each of you for that opportunity.

Serving on the Board is not just an honor, but it is a way of paying back. Every one of us had people that taught us, mentored us and gave us opportunities to be where we are today. My list is long and distinguished. Serving was my chance to take what they had shared and to give something back. It was a chance to get in the game for real, and to get involved in something important. I encourage you to get involved as well. Organizations like AzAA do not last without membership involvement. We need you.

By:

*Mr. Barney Helmick
AzAA Past President*

A Quick Legislative Update !

We are following a couple Legislative issues this month, including the following.

SB 1290: School Buildings, Airports. This bill was introduced to address a loophole in Arizona legislation that allowed Charter Schools to build near an Airport.

SB 1449: This is a comprehensive bill, but inside it is language concerning flying and operating drones across the State. We have asked that this bill receive more impute from all parties involved. As written it tends to cause more concern and issues than it resolves. Executive

A little more detail about some of the Bills we are following and their current status follows on the next several pages. Be sure to let the AzAA Legislative Committee know if you have further updates or concerns about what's going on in the legislature.

By:

*Mr. Barney Helmick
AzAA Past President*



Legislative Updates

Posted Calendars and Committee Hearings Bill Summaries

H2133: TPT; EXEMPTION; AERIAL APPLICATORS

The list of deductions from the tax base for the retail classification of transaction privilege taxes and use taxes is expanded to include the gross proceeds of sales or gross income derived from sales of "agricultural aircraft," defined as an aircraft built for agricultural use for the aerial application of pesticides or fertilizer or for aerial seeding, retroactive to taxable periods beginning April 18, 1985. Any claim for a refund based on the retroactive application of this deduction must be submitted to the Department of Revenue by December 31, 2016. The aggregate amount of the refunds issued under the retroactive application is capped at \$10,000, and interest cannot be allowed or compounded on any refundable amount if paid before July 1, 2017. The retroactive provisions are non-severable.

First sponsor: Rep. Shope

Others: Rep. Barton, Rep. Borrelli, Rep. Pratt, Rep. Thorpe

Categories: MONITOR

H2133 Daily History Date Action

TPT; EXEMPTION; AERIAL APPLICATORS 3/2 from Senate appro do pass.

TPT; EXEMPTION; AERIAL APPLICATORS 3/1 Senate appro do pass; report awaited.

TPT; EXEMPTION; AERIAL APPLICATORS 2/24 from Senate fin do pass.

TPT; EXEMPTION; AERIAL APPLICATORS 2/18 referred to Senate fin, appro.

TPT; EXEMPTION; AERIAL APPLICATORS 2/17 passed House 48-12; ready for Senate.

TPT; EXEMPTION; AERIAL APPLICATORS 2/8 from House rules okay. To House consent calendar.

TPT; EXEMPTION; AERIAL APPLICATORS 1/26 from House rural-econ do pass.

TPT; EXEMPTION; AERIAL APPLICATORS 1/26 House rural-econ do pass; report awaited.

TPT; EXEMPTION; AERIAL APPLICATORS 1/21 referred to House rural-econ.

H2533: CHARTER AIRCRAFT; TAX EXEMPTION

The list of deductions from the tax base for the retail classification of transaction privilege taxes and use taxes is expanded to include the gross proceeds of sales or gross income derived from sales of aircraft, navigational and communication instruments and related equipment sold to a certificated or licensed scheduled or unscheduled carrier of persons or property for hire to be used to transport persons or property for hire in intrastate, interstate or foreign commerce, to a person operating an aircraft in any manner for compensation or hire under specified federal code, including as an air carrier or commercial operator, and to a person acquiring an aircraft for the purpose of selling, leasing or otherwise transferring operational control of the aircraft, instruments or accessories to those persons. Retroactive to taxable period beginning June 1, 1998. Any claim for refund of TPT or use tax based on the retroactive application of this legislation must be submitted to the Department of Revenue by December 31, 2016. The aggregate amount of claims based on the retroactive application cannot exceed \$1,000.

First sponsor: Rep. Shope

Categories: MONITOR

H2533 Daily History Date Action

CHARTER AIRCRAFT; TAX EXEMPTION 2/23 referred to Senate fin.

CHARTER AIRCRAFT; TAX EXEMPTION 2/18 passed House 36-21; ready for Senate.

CHARTER AIRCRAFT; TAX EXEMPTION 2/11 House COW approved.

CHARTER AIRCRAFT; TAX EXEMPTION 2/9 stricken from House consent calendar by Gonzales.

CHARTER AIRCRAFT; TAX EXEMPTION 2/8 from House rules okay. To House consent calendar.

CHARTER AIRCRAFT; TAX EXEMPTION 2/2 from House rural-econ do pass.

CHARTER AIRCRAFT; TAX EXEMPTION 1/27 referred to House rural-econ.

Legislative Updates

S1449: UNMANNED AIRCRAFT; PROHIBITED OPERATIONS

A person is prohibited from operating a "model aircraft" or "civil unmanned aircraft" (both defined) if the operation is prohibited by federal law or regulation, violates a temporary flight restriction or notice, interferes in the operation of a manned aircraft, interferes with a law enforcement or firefighter operation, is in a careless or reckless manner that endangers the life or property of another person, or causes the intentional killing of a bird or animal while in flight. A person is prohibited from operating a model aircraft within specified distances of a "critical facility" (defined) without the written consent of the entity that lawfully owns, operates or controls the facility. Some exceptions. The list of acts that constitute disorderly conduct, a class 1 (highest) misdemeanor, is expanded to include if a person, with intent to disturb the peace or quiet of a neighborhood, family or person or with knowledge of doing so, operates a model aircraft or civil unmanned aircraft in dangerous proximity to a person or a person's property unless the person has consented to the operation. Beginning on the effective date of this legislation and for three years after, the Department of Transportation is required to monitor the Federal Aviation Administration's regulation of model aircraft, civil unmanned aircraft and public unmanned aircraft, and consult with specified stakeholders on whether amendments to this legislation are necessary due to changes in federal regulations.

First sponsor: Sen. Kavanagh

Categories: MONITOR

S1449 Daily History Date Action

UNMANNED AIRCRAFT; PROHIBITED OPERATIONS 3/3 Passed Senate 29-1; ready for House.

UNMANNED AIRCRAFT; PROHIBITED OPERATIONS 3/2 Senate COW approved with amend #4408 and floor amend #4744; amend 4295 was withdrawn.

UNMANNED AIRCRAFT; PROHIBITED OPERATIONS 2/23 from Senate rules okay.

UNMANNED AIRCRAFT; PROHIBITED OPERATIONS 2/22 from Senate jud with amend #4408.

UNMANNED AIRCRAFT; PROHIBITED OPERATIONS 2/18 Senate jud amended; report awaited.

UNMANNED AIRCRAFT; PROHIBITED OPERATIONS 2/17 from Senate trans with amend #4295.

UNMANNED AIRCRAFT; PROHIBITED OPERATIONS 2/2 referred to Senate jud, trans.

"DEAD"

H2073: UNMANNED AIRCRAFT SYSTEMS; UNLAWFUL USE

It is an unspecified class of felony (blank in original) for a person to operate or use an "unmanned aircraft system" (defined) to intentionally photograph, electronically record, collect information, conduct surveillance or gather evidence on a "critical facility" (defined) without the prior written consent of the facility owner or operator, or on a person or the person's property without the prior written consent of the person. Some exceptions.

First sponsor: Rep. Borrelli

Others: Rep. Barton, Rep. Boyer

Categories: "DEAD"

H2073 Daily History Date Action

UNMANNED AIRCRAFT SYSTEMS; UNLAWFUL USE 1/19 referred to House jud.



Legislative Updates

H2147: REGIONAL TRANSPORTATION AUTHORITY; AMENDMENTS

Various changes relating to the Regional Transportation Authority. The amount of monies from the construction account of the Regional Transportation Fund that are annually distributed to the regional council of governments is changed to one percent of the revenues collected from the specified transportation excise tax, instead of \$300,000. The Authority is authorized to exercise the right of eminent domain for statutory purposes, instead of having counties or municipalities exercise the right of eminent domain on behalf of the Authority. Modifies the definition of "substantial change" (which could trigger a ballot proposition for consideration of a revised regional transportation plan).

First sponsor: Rep. Leach

Categories: "DEAD"

H2147 Daily History Date Action

REGIONAL TRANSPORTATION AUTHORITY; AMENDMENTS 1/25 referred to House trans-inf.

S1290: SCHOOL BUILDINGS; AIRPORTS

Municipalities and counties must require schools operated by school districts and charter schools that are located near an airport to show that a determination of no hazard has been issued by the Federal Aviation Administration as part of the life and safety building codes permitting process. Municipalities and counties are authorized to enact and enforce zoning and land use regulations that prohibit schools operated by school districts and charter schools from locating within an airport's published 60 day-night average decibel level contour area or a comparable airport established zone. Does not apply to schools existing as of January 1, 2015 unless the school seeks to build a structure that is higher than the current facility.

First sponsor: Sen. Worsley

Others: Sen. Begay, Sen. Burges, Rep. Campbell, Rep. Coleman, Rep. Gray, Rep. Mendez, Rep. Weninger

Categories: "DEAD"

S1290 Daily History Date Action

No actions posted for this bill within the requested time frame.



Phoenix Sky Harbor International Airport Informational Tools for Flight Path Information

On Sept. 18, 2014 the Federal Aviation Administration (FAA) implemented changes in flight paths to and from Phoenix Sky Harbor International Airport as part of its effort to streamline departures and arrivals using NextGen satellite-based navigation. Since then, Sky Harbor has received thousands of noise complaints and questions from the community. The City of Phoenix Aviation Department has a variety of helpful, online tools to keep community members informed.

There are a variety of ways the City of Phoenix and State leaders are advocating on behalf of the community. Additionally, neighborhood groups also filed a Legal Protest regarding the continued use of arrival and departure routes at Phoenix Sky Harbor. Visit skyharbor.com/flightpaths for complete information on the Flight Paths issue, and sign-up to receive a notification each time an update is made to the website.

Have noise concerns? Community members can submit a noise comment in a variety of ways on the website. These tools include:

- A smartphone app that allows you to submit your comment through a mobile-friendly platform.
- Via our web form which gives users the opportunity to submit a noise comment without creating a user account, or
- Through our fast-track account on PublicVue. PublicVue also gives users the ability to understand flight operations in their area by providing a flight-tracking tool.

The site also contains a variety of other helpful information, including noise reports and news from other cities.

Visit skyharbor.com/flightpaths for complete details.

By:

*Heather Lissner - Acting Public Information Manager
Public Relations
City of Phoenix - Aviation Department*

Mr. Arlando S. Teller Appointed to Arizona Transportation Board

Window Rock, AZ – State of Arizona Legislator, Senator Carlyle W. Begay (District 7) announced the selection of Mr. Arlando S. Teller to the Arizona Department of Transportation – State Transportation Board. Board members are appointed by the Governor and confirmed by the Senate with each of Arizona's transportation districts represented by a board member. Mr. Teller will represent District 5, which covers Apache, Coconino, and Navajo Counties. The Arizona State Transportation Board is responsible for establishing a complete system of state highway routes in Arizona, awards construction contracts, determines priority program planning with respect to transportation facilities, annually adopts the five-year construction program, distributes monies appropriated from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly owned airport facilities.

A six-year veteran of Navajo DOT, Mr. Teller worked as a senior transportation planner prior to assuming the management of the Nation's airports. Among his proudest accomplishments was his role in strengthening the ADOT/Navajo DOT partnership with counties, neighboring tribes, and regional planning organizations. He also worked with legislators amending Arizona statute allowing tribes to participate in the state's Aviation Improvement Program. Prior to assuming his responsibilities for Navajo DOT, Mr. Teller was a Native American liaison and transportation planner for the California Department of Transportation – District 4. Mr. Teller has a diverse and varied transportation background. His experience includes the Phoenix Sky Harbor International Airport, Mesa Falcon Field, the BART system in San Jose, California, and planner for the Vallejo Ferry System, California. Mr. Teller possesses a comprehensive grasp of multi-modal transportation planning systems, which he has used to significantly enhance the planning, management, and development of northern Arizona's rural transportation infrastructure.

Through the encouragement of his family, Arlando left the reservation to pursue his B.S. in Aviation Business Administration from Embry-Riddle Aeronautical University. He is the first Navajo graduate of the university and among the first American Indian graduates. He is a descendant of a Navajo Code Talker, educated in traditional Navajo culture and language. When the announcement of his selection to the State Transportation Board was made Mr. Teller shared with the Western Agency Council, "I am humbled and sincerely appreciate the support from the Arizona Capitol to my Mother's fireplace"

Unmanned Aircraft Systems: Coming Soon to an Airport Near You!

It was the hot topic of the holiday season – the proliferation of unmanned aircraft systems (UAS) also known as drones - sold at the end of 2015 in the hundreds of thousands. There were fears that amateur pilots would flood the airspace with their new holiday gifts, but fortunately we have not yet seen a significant detrimental impact to the National Airspace System (NAS). However, there have been recent news reports of pilots who have encountered drones that were not compliant with the FAA's UAS rules. It is important that as airport operators, we remain focused on the potential impacts of UAS in the NAS.

UAS are regulated as aircraft by the Federal Aviation Administration (FAA) and fall into two broad categories of use -- hobbyist and commercial. The hobbyist use regulations are clarified by Advisory Circular (AC) 91-57A and generally follows the rules that have been in place for model aircraft use for many years. Commercial use is currently regulated by *interim* guidelines while the proposed final rules are under development with an expectation for release in June 2016.

Commercial use is currently very restrictive and the approval process is quite involved under the interim guidance, but the general expectation is that this category will ultimately be large and widespread throughout the country. Commercial uses such as aerial photography, surveying, surveillance, observation, and deliveries will no doubt experience rapid growth once the permanent regulations are in place. Commercial use is currently restricted within five miles of airports and very specific authorization is required for any use the "airport zones." The FAA has consistently stated that any commercial applications requesting flight in the five mile airport zone will be coordinated with airport operators and air traffic facilities prior to any authorization being issued for commercial UAS operations. That's the good news!

The not as good news is that hobbyist users are currently authorized to fly within the five mile airport zone provided they follow all rules *and* notify the airport and/or air traffic control facilities prior to flight. Under the rules, operators are required to maintain line-of-sight with the UAS, remain below 400 feet above ground level (AGL), see-and-avoid all manned aircraft, and operate in a safe and prudent manner so as not to create hazards in the NAS. The current regulations only require operators to *notify* the airport and the authorization to fly within the five mile airport zone is already granted. The FAA has stipulated in the guidance for the rule that the expectation is that the UAS operator actually make contact with the airport/air traffic and that the airport has the right to object for legitimate safety concerns based on the location and proposed flight parameters of the notification. Further, the published FAA guidance states that the UAS operator is expected to heed these airport objections and will be liable and responsible for any mishaps that could occur as a result of the objectionable UAS flight operation.

The foregoing discussion merely scratches the surface of a very complex issue that the development of regulation and procedures will be underway for quite some time to come. The FAA is working diligently to address this rapidly evolving segment of our aviation industry. There are some excellent resources that have been developed and a great place to start is at the FAA's website on UAS operations at <http://www.faa.gov/uas/>. Another excellent resource for UAS operators is the website at <http://knowbeforeyoufly.org/>. Be sure to also check out <https://skyharbor.com/drones>.

It is believed that the vast number of expected commercial operations will be well regulated and managed in the NAS, but it will require the involvement of airports working with air traffic facilities to ensure the safe coexistence of manned and unmanned aircraft. The hobbyist sector of UAS operations poses a much more difficult issue to address. We believe that most hobbyists will comply with the FAA rules and that as technology advances in the UAS industry, most hazards can be avoided. There are still the risks of UAS operators being unaware of the regulations. We will attempt to post updated information on UAS developments in future AzAA newsletters and we invite comments and reports from the membership on UAS issues encountered in the State.

By:
Mr. Joe Husband
Airport Manager
Goodyear Airport





Important Notes To Share

Every month I review the various notes and information passed. This AzAA Newsletter, I thought it would be helpful to share with the membership some of the important points.

An update to AIP contract provisions document was posted on the FAA website on 2/3/2016. It is available in both MS Word and pdf formats. The link can be found at

http://www.faa.gov/airports/aip/procurement/federal_contract_provisions/

Summary of Significant Changes:

- The document has been re-structured to enhance user understanding and application of the required contract provisions.
- Suggested language is provided for: Termination for Cause, Recovered Materials and Seismic Safety.
- Section added addressing Sponsor requirements.
- Section added addressing mandatory vs model clauses.
- Applicability matrix added with internal links to individual provisions.

Each provision section includes three sub-parts 1) Source, 2) Applicability and 3) Contract clause language.

Review FAA Standard Operating Procedures (SOP) at <http://www.faa.gov/airports/resources/sops/>

IMPORTANT DATES/MILESTONES FOR MASTER CALENDARS

ACIP Meetings for next fiscal year between May-June
Open Bids or Declare Carryover FAA Entitlements - May 1, 2016
FAA Grant Offers (approximate) - June 15, 2016
FAA Grant Execution (approximate) - July 15, 2016
ADOT ACIP for next fiscal year due in August
FAA Environmental/NEPA Determination - December 31, 2016
FAA Submission of Applications - December 31, 2016

Don't panic on the dates and milestones above, but the goal is to have all of us in the Phoenix ADO is to hit these target dates. I can say as a sponsor I am working hard to get on track with these dates. Declaring carryover isn't a "bad" thing, but can be very useful if you have a larger project that you may not be able to cover using federal, state, local or a combination in one year. It is an option if you are not project ready. The sooner carry over is declared, the sooner discretionary funding is released for other sponsors. For FY16, the Phoenix ADO has already programmed grants and will be processing more grants in the upcoming months, so get the necessary paperwork in to the ADO.

On an ADOT Aeronautics note, the 2017 ACIP draft was submitted to the State Transportation Board with voting (approval) anticipated to happen in June 2017. If any sponsor seeks petitioning, March and April would be the time to sit down with your assigned ADOT Program Manager to do so.

In regards to the next APMS study, ADOT is looking forward to beginning the new study this calendar year once all negotiations and contracts are in place.

To conclude this sharing of notes, I would like to end on a bright side with the recent announcement of Arlando Teller taking on an active role with the State Transportation Board. Arlando is a dedicated professional and in addition to his important role with the Navajo Nation, he is on the AzAA Board of Directors, and committed to the advancement of aviation for our State.

Remember if you have any questions, lean on the resources around you as well as contact your Program Manager, Community Planner or Engineer when necessary. I hope my notes gave some light or reminder as each of us prepare for the months ahead.

By;

Gladys Wiggins, C.M.
President AzAA

Airport Director - Yuma International Airport

Royal Canadian Air Force Visits Lake Havasu Community

The Lake Havasu Municipal Airport had the great opportunity of hosting the Royal Canadian Airforce Training Squadron 2 Canadian Forces Flying Training School from Moose Jaw, Saskatchewan Canada for four weeks in January and February of this year. Moose Jaw is also the home of the Canadian Force Snowbird Military Air Demonstration team and the principle training site in Canada for NATO flight training.

Their training mission moved to the Colorado River area to boost and continue intensive flight training during the months of inclement weather in the North when flying activities are reduced. Each group of 45 plus instructors and students have had a significant positive economic impact on the Havasu community, been great guests and very accommodating. We all have collaboratively worked through possible noise and traffic pattern adjustments quickly and safely.

Community infrastructure (lodging, restaurants, hospitality, airport, FBOs, based pilots, airspace and fine weather), have all contributed to very high utilization rates, training sorties and a cost effective missions. The RCAF has commented on the community hospitality, friendly atmosphere and citizens thanking them for their service. The based pilot community at Lake Havasu have been impressed with the RCAF pilot's consideration for general aviation air traffic utilizing the airport.

A special air traffic pattern was set up for their use opposite the typical air traffic pattern protocols at Lake Havasu to minimize noise concerns and enhance safety for traditional general aviation users of the facility.

The collaboration of the City, Convention Visitor's Bureau, community businesses and airport tenants made this all work seamlessly.

The western states RV (Van Grunsen home built aircraft known as RVs), formation training group also held their annual formation training clinic at the Lake Havasu Airport in early February for five days. 32 aircraft from Seattle, Washington to the Midwest attended. This was the fourth year that this training has been held over the Colorado River. It was very successful. This training which includes ground school and hands on flight formation training is a must for those who wish to fly formation at fly-ins and airshows. The economic impact for the community was in the range of \$8,000.



From your AzAA President...2016 is in Full Swing!!

The opening message was going to say "Happy New Year" except I noticed we are already in March! The days seem to fly by faster than an F-35 on a mission, and we all know it won't slow down for any person or reason. We need to stay focused and on task as best we can. This is where being a member of AzAA is beneficial. Networking and resources are at your fingertips through our membership directory and annual conferences. The opportunities are there for all members and I hope each of you find it useful.

During the 11th Annual Arizona Aviation Day at the Capitol, I was proud to share some interesting facts about the contributions and the impact aviation and aerospace has for our community, the State of Arizona as well as on national platform. Our industry is constantly evolving and we need to highlight why airports, aviation and aerospace are important to protect. There are six (6) primary sectors: commercial aviation, general aviation, military aviation, aerospace manufacturer, tourism, non-aeronautical or "off Airport" aviation. Arizona aviation has provided over 185,000 direct jobs generating \$32 billion in economic activity and over 223,000 indirect jobs for the Arizona economy - this is a **total of 409,000 jobs with approximately \$21.1 billion in wages and \$58 billion in total economic activity resulting in \$3 billion in State and local tax revenue each year!**

Some additional statistics:

- Our state has the 6th busiest airport in the U.S. (Phoenix-Sky Harbor Intl)
- 5th in the U.S. for active general aviation
- Ranked 12th in the number of aircraft per capita
- 4th highest number of flight instructors
- Host to National and International Skydiving Competitions, and National sailport competitions
- More than 92,000 jobs in Arizona are from Military aviation
- 8th HIGHEST LEVEL of Aerospace employment with salaries 52% higher than the average wage
- AZ's concentration of aerospace employment 2.5x GREATER than what is found in the U.S. economy

Arizona is well known for excellent flying conditions and provides opportunities for airports to attract aerospace companies to test, manufacture, and/or base their operations. This makes us a key player in the economic pyramid for our State.

There are concerns that our industry faces - unmanned aerial systems, pilot shortages, succession planning, and ongoing funding concerns. The communications necessary to educate and understand these issues will take time but do need to be addressed. Bottom line, what each of you does on a day-to-day basis is important and I hope our communities and government understand how valuable it is to have an airport in their city or county. As we enter into Spring conference preparation and other industry events, it's good to bring back the outside knowledge and experience. My hopes are that AzAA is a resource for sharing valuable information.

UPCOMING AzAA EVENTS

We are excited to have Past President Helmick leading the way in Flagstaff however if you are interested in conference planning, please contact 2nd V.P. Carmen Williams

at CWilliams@phxmesagateway.org. The conference planning committee is always looking for those who can assist. The Spring Conference is scheduled for May 1-3, 2016 in Flagstaff.

In closing I want to continue to encourage each of you to showcase your airport and they industry you serve. Let's keep this going throughout the years and engage your community and State legislators. It is important to not only discuss your issues or concerns but begin working on the solutions through a unified approach. It is just as important to also encourage the future leaders who may succeed and acknowledge those who are working hard. Take time to go around and tell someone how appreciative you are or make time to observe the magic that happens at each of your airports or offices. I am proud every day to serve as your President and appreciate the time each of you gives back into the industry.

Gladys Wiggins, C.M.
AzAA President

Airport Director,
Yuma International Airport



Contact Us

Give us a call for more information or things you might like to see in future newsletters. We can be reached at:

Richard Crosman
Senior Vice President
Genesis Consulting Group, LLC

Phone: 970.209.5117

Email: Rick@Genesis-Aviation.com

Newsletter provided by: