

# GEU PARTNERS NEWS

*Keeping the Glendale Municipal Airport Community Informed*



## **AIRCRAFT OPERATIONS UPDATE**

### **OCTOBER 2020 – 7,599 AIRCRAFT OPERATIONS**

- 8.2% above October 2019
- 75,897 for CY20 which is 0.9% decrease as compared to this time in 2019

## **GENERAL AIRPORT UPDATES**

Dibble Engineering has begun design of the Taxiway Alpha Mill and Overlay project. Geotechnical, archeology and biology surveys are complete. The Categorical Exclusion was submitted to the FAA for review and processing in July. Airport staff submitted the 30% plans to the FAA and ADOT on September 28, 2020. This puts us on target to complete design by February 18, 2021 and complete the bid process by March 25, 2021. We expect construction to begin during the summer of 2021. The design and construction of the project will be funded mostly by FAA and ADOT grants.

In addition, we are preparing to receive an FAA grant in 2021 to replace the weather reporting system equipment at Glendale Municipal Airport. The existing equipment is outdated, and parts are difficult to acquire.

### **FAA & ADOT GRANT ACTIONS**

The airport has been offered a \$292,500 grant for land reimbursement from ADOT. The reimbursement is for funds the City of Glendale expended purchasing land for the runway protection zone on the north end of the airport. The grant must be accepted by the Glendale City Council and is on the agenda for an upcoming City Council meeting.

### **AIRPORT ISSUES & EVENTS**

- There were no noise complaints received in October. Thank you to all pilots that followed noise abatement procedures.
- Construction is proceeding on the Fox Hangar. The contractor has completed the foundation and poured the slab. The steel is erected, and the second floor is complete. They are currently applying the siding material.
- The Glendale Ave. Waterline and Force Main project is progressing. The waterline and sewer work must take place before the roadway resurfacing/reconstruction project. The project is progressing well and the impact to the airport has been negligible.
- Staff continue to work on the draft Airport Rules and Regulations. We believe we are very close to language in the Rules and Regulations the Airport and tenants can live with and will be sharing it soon!



*Fox Hangar Construction*



## Jim Gum Air Operations Supervisor

"I started at Glendale Airport as a Volunteer fresh out of ASU with a degree in Airway Science Management. Although I am not a pilot, I have always loved planes. I looked forward to watching airplanes and gaining some practical experience with the small but seasoned crew at this General Aviation airport before moving on. That was

1993. A few months later a temporary position opened, then after several more months I became a Full Time Airport Operations Service Worker. As part of the airport operations staff our main goal is making sure the facility is available and safe to use. We respond to accidents and incidents. We pick up FOD. We mow the infields and sweep the ramp and perform a range of other tasks. Being part of the Glendale Airport staff I have had the pleasure to interact with many interesting and wonderful tenants and visitors.

During the years new hangars were built and new businesses grew. This includes the nearby sports complex that grew out of the ground to the east. We support those activities by Glendale Airport being a place where performers and spectators may gain easy access, bringing the world closer to Arizona.

After many seasons as a Service Worker performing all sorts of Airport duties such as changing runway lights, chasing critters, mowing rocks in the infield, cleaning, and anything else required or needed to support airport operations, I became the Operations Supervisor. That was 2010. Now I work primarily on projects and other daily administration details. One of those details is setting the operations staff schedules and making sure we have coverage for our seven-day week. I still get out in the field to work with the crew when needed or fill in while staff is on leave.

I have seen much growth over the years and look forward to working with Team Glendale and our fine tenants doing my part to help with continued growth at Glendale Airport, The City of Glendale, and in the West Valley. PS... As of 2020 I am "breaking-in" my 8th Airport Manager!"

## SOUTH RAMP CRACK & SEAL COAT UPDATE

As you recall, the apron east of the Glendale Airport Tower was severely deteriorated. The apron is planned to be reconstructed during the 5-year Airport Capital Improvement Program however, reconstruction will not occur within the next 2 to 3 years. In an effort to avoid closing the ramp for an extensive period, the airport staff worked with Sunland Asphalt to crack seal and seal coat the area. We are happy to report the work is complete and aircraft owners are free to move back to the ramp. The photographs below shows what a difference the work made. We want to thank aircraft owners for their help and cooperation relocating aircraft.



Crack Seal



Seal Coat



Complete

## MEET YOUR... AIR TRAFFIC CONTROLLER



Meet Your Air Traffic Controller is a feature of the next several issues of the Airport Newsletter. This quarter we feature Mr. Jura Mohair.

Jura has been an Air Traffic Controller for 21 years. His career began at Edwards Air Force Base and has taken him all over the world including Iraq. During his career he has controlled every aircraft in the US military as well as the Space Shuttle. He specifically mentions the F-117 Stealth Fighter, and the SR-71 Blackbird.

He also participated in the testing of the Lockheed Martin X-35 and the Boeing X-32. The Lockheed Martin X-35 ultimately became the F-35 Lightning II.

Jura has been at GEU since July 2017 and says "one of the most challenging parts of the job is accommodating everyone's requests in such a small airspace. Each pilot or aircraft is part of the air traffic puzzle. The pilots know what they want but are not always aware of how they fit in the puzzle. As controllers we are always looking at the whole picture so many times what pilots expect or want isn't what can be".

The one thing he would change, or affect would be the training standards for student pilots. He says "there needs to be higher standards which the students adhere to. Pilots know what to expect from controllers and controllers would like to know what to expect from pilots as well".

## MEET MIKE LAVER, OWNER OF GLENDALE AERO SERVICES



The City of Glendale, Arizona is pleased to introduce Michael Laver as the new owner of Glendale Aero Services, the FBO and Maintenance facility located here at the Glendale airport. Originally from Australia, Mike has been living in the US for the past 25 years, mostly in Aiken, SC where he also owns successful businesses in aircraft sales, maintenance, and fixed base operations at the Aiken Regional Airport. As the holder of an Australian ATP and US Commercial/Instrument/Multi-Engine FAA license, Mike has been flying for over fifty years with over 12,000 hours logged in a variety of single and multi-engine aircraft including nearly 6000 hours in the Mitsubishi MU-2.

Prior to coming to the US, Mike had established an Air Charter Company (FAA Part 135 equivalent) in Australia where he operated the largest fleet of Mitsubishi MU-2 aircraft, transporting passengers and cargo for major oil companies throughout the continent. Though he enjoyed success in the burgeoning petrochemical industry, flying in Australia was becoming progressively more restrictive. It was the relative ease of flying general aviation in the US compared to Australia that Mike valued, and that prompted him to relocate and pursue his aeronautical endeavors in a more general-aviation friendly environment.

Once in the US, Mike started working for the company he would soon own, Air 1st Aviation companies, where he still oversees Mitsubishi MU-2 turboprop sales and acquisitions. Additionally, Air 1st and its affiliated companies have held a contract with the United States Air Force at Tyndall Air Force Base in Panama City, FL, for the past 24 years, operating a fleet of nine MU-2s.

Air 1st's connection to Arizona began early on as Mike developed a close business relationship and personal friend-

ships with Jim Nordstrom, John Phoenix, and Mike Croye, the owners of Executive Aircraft Maintenance and ultimately Copper State Engine Consultants in Scottsdale. They were the preferred Honeywell TPE331 engine facility. Air 1st was one of their earliest customers and Mike's choice for handling the major overhauls and scheduled inspections on his MU-2 engines.

In addition to Air 1st, Mike owns and operates Aiken Aviation, an FBO operated on a lease with the City of Aiken. As a result of this experience, he was asked to be a consultant to assist the owners of EAM in the acquisition of the FBO at the Glendale airport, which became known as Glendale Aero Services. Almost a decade later, Mike was approached by the owners as to whether he had an interest in acquiring the FBO and maintenance operation from them, and ultimately Mike purchased the business on January 1, 2020.

Mike has always enjoyed flying into Glendale for his business travel, and after witnessing the tremendous development in the Glendale area for the past decade, he believes this is a unique opportunity to see a corresponding growth in the airport as well, in particular with large corporate jet aircraft. One of the first steps Mike took as the owner of Glendale Aero Services was to lower fuel prices. His hope in the future is to be able to negotiate a more attractive fuel contract in order to continue to pass these savings along to the tenants at the Glendale Airport.

Mike's philosophy at the Aiken Regional Airport has always been to look after the local pilots—to keep prices reasonable so they can enjoy flying their airplanes and to keep general aviation in reach for the smaller operators. You can expect the same at Glendale Aero Services.



# GLENDALE MUNICIPAL AIRPORT STRATEGIC PLAN

We have embarked on a strategic planning process for the Glendale Municipal Airport. We engaged Dibble and Associates and their sub-contractor Genesis to assist us in the endeavor.

The Glendale Municipal Airport has grown organically without a discernable identity or plan for what policy makers and citizens want it to be. It is difficult to chart a course for improvement when you don't know what you want.

## THE PRIMARY TASKS FOR THE PROCESS INCLUDE:

- Conduct a situational analysis to determine the current role, assets, capabilities, and market position of the Glendale Municipal Airport and form a baseline for future recommendations.
- Develop a Mission, Vision & Values statement
- Identify our strengths, weaknesses, opportunities and threats.
- Develop goals, objectives and initiatives for the next 5 years.
- Develop an implementation plan for executing the strategic plan.

There is a working group composed of airport staff members, Aviation Advisory Commission members and Transportation Department members. The working group is coordinating the plan development day to day.

The consultant is interviewing key policy makers and stakeholders for input and feedback.

A key element of the plan will be the development of the east side of the airport. We have approximately 76 acres to develop. The strategic plan will inform what that looks like. Another key element will be financial. As you may be aware, the airport operates at a deficit. Our current business model is broken and if we continue the current course, the airport will never be financially healthy. We will focus on ways to move the airport to being self-sustaining.

The Kick-off date for the project was October 1, 2020 and we expect to complete the plan by February 23, 2021.

