



**SCOTTSDALE AIRPORT ADVISORY COMMISSION
PUBLIC MEETING
Scottsdale Airport Aviation Business Center
Stearman/Thunderbird Meeting Room
15000 N. Airport Drive, Second Floor
Scottsdale, Arizona
Wednesday, April 16, 2025**

PRESENT: Peter Mier, Chair
April Beauboeuf, Vice-Chair (telephonic)
Michael Goode
Thomas Kube
David Reid

ABSENT: Peter Lenton
John Spalj

STAFF: Gary P. Mascaro, Aviation Director
Rick Wielebski, Assistant Aviation Director
Matthew Johnson, Director of Airport Operations & Maintenance
Kelli Kuester, Aviation Planning and Outreach Coordinator

GUESTS: Henry Briggs, CEO of Dapper Services, LLC
Albert Valicenti, Owner of Splendore Aviation, LLC
Ben Nematzadeh, Jet Aviation Flight Services, Inc.
Matt Quick, Coffman Associates, Inc.

CALL TO ORDER

The meeting was called to order at 5:00 p.m.

ROLL CALL

A formal roll call confirmed the presence of Commissioners as noted above.

Chair Mier led the Commission in the Pledge of Allegiance.

AVIATION DIRECTOR'S REPORT

Aviation Director Gary Mascaro welcomed newly appointed Commissioner Thomas Kube.

APPROVAL OF MINUTES

Regular Meeting: March 19, 2025

COMMISSIONER REID MADE A MOTION TO APPROVE THE MARCH 19, 2025, REGULAR MEETING MINUTES AS PRESENTED. COMMISSIONER GOODE SECONDED THE MOTION, WHICH CARRIED 5/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, AND REID VOTING IN THE AFFIRMATIVE.

PUBLIC COMMENT

There were no public comments.

REGULAR AGENDA ITEMS 1-11

1. Discussion and Possible Action regarding application for Airport Aeronautical Business Permit for Dapper Services, LLC to conduct Mobile Aircraft Washing services at Scottsdale Airport.

Assistant Aviation Director Rick Wielebski indicated that Dapper Services has met the requirements for an airport aeronautical business permit. He introduced Henry Briggs, CEO of Dapper Services, who spoke about his company.

COMMISSIONER REID MADE A MOTION TO APPROVE THE APPLICATION FOR AIRPORT AERONAUTICAL BUSINESS PERMIT FOR DAPPER SERVICES, LLC TO CONDUCT MOBILE AIRCRAFT WASHING SERVICES AT SCOTTSDALE AIRPORT. COMMISSIONER GOODE SECONDED THE MOTION, WHICH CARRIED 5/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, AND REID VOTING IN THE AFFIRMATIVE.

2. Discussion and Possible Action regarding application for Airport Aeronautical Business Permit for Splendore Aviation, LLC to conduct Mobile Aircraft Washing services at Scottsdale Airport.

Assistant Aviation Director Rick Wielebski indicated Splendore Aviation has met the requirements for an airport aeronautical business permit. He introduced Albert Valicenti, Owner of Splendore Aviation, who spoke about his company and confirmed he is local to the area.

COMMISSIONER REID MADE A MOTION TO APPROVE THE APPLICATION FOR AIRPORT AERONAUTICAL BUSINESS PERMIT FOR SPLENDORE AVIATION, LLC TO CONDUCT MOBILE AIRCRAFT WASHING SERVICES AT SCOTTSDALE AIRPORT. COMMISSIONER GOODE SECONDED THE MOTION, WHICH CARRIED 5/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, AND REID VOTING IN THE AFFIRMATIVE.

3. Discussion and Possible Action regarding application for Airpark Aeronautical Business Permit for Jet Aviation Flight Services, Inc. to conduct Aircraft Charter and Management services at Scottsdale Airport.

Assistant Aviation Director Rick Wielebski indicated Jet Aviation Flight services has met the requirements for an airpark aeronautical business permit. He introduced Client Aviation Director Ben Nematzadeh, who spoke about his company. In response to Commissioner questions, he said almost 200 planes throughout the country were under management by Jet Aviation, and they would manage two local planes.

COMMISSIONER KUBE MADE A MOTION TO APPROVE THE APPLICATION FOR AIRPARK AERONAUTICAL BUSINESS PERMIT FOR JET AVIATION FLIGHT SERVICES, INC, TO CONDUCT MOBILE AIRCRAFT CHARTER AND MANAGEMENT SERVICES AT SCOTTSDALE AIRPORT. COMMISSIONER REID SECONDED THE MOTION, WHICH CARRIED 5/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, AND REID VOTING IN THE AFFIRMATIVE.

4. Discussion and Input regarding Airport and Airpark Aeronautical Business Permit Additions, Cancellations and Revocations.

Assistant Aviation Director Rick Wielebski noted the three businesses whose permits were just approved appear on the list. Three other businesses who cancelled their permits since the last Commission meeting are listed in yellow, and Runway 3 Aviation Services, LLC, whose permit was revoked, is listed in red. In response to Commissioner queries, he stated the Airport will not experience significant exposure due to Runway 3's nonpayment.

5. Discussion and Input regarding Monthly Operations Report.

Matthew Johnson, Director of Airport Operations & Maintenance, reviewed the Monthly Operations Report included in the agenda packet, noting jet aircraft numbers have risen and instrument flight rules (IFR) numbers remain strong. He went over the year-to-date numbers and noted the plane involved in the high engine oil pressure incident landed safely. He mentioned that proactive measures by fixed-based operators are gradually reducing fuel spills.

Mr. Johnson spoke about a recent cease-and-desist letter issued by the City Attorney outlining all prior touch-and-go violations, affirming that the Airport remains proactive with progressive enforcement. He stated customs numbers are holding strong compared to the prior year.

Responding to Commissioner questions, he said the touch-and-go incident was by an operator out of Deer Valley Airport. Touch-and-goes are not allowed between 9:30 p.m. and 6:00 a.m., and the cease-and-desist action goes to the flight school. He detailed how the letter was sent, adding that this is the third violation received by that company. Should the company amass further violations, more legal action could occur, including criminal citations, trespassing, and significant fines. He repeated that the desist action is against the flight school, not against individual students. He will provide updates to the Commission on this matter as he is made aware of them.

Mr. Johnson mentioned the increase in airport operations has continued since November of 2023, and the Airport is holding their position on the Federal Aviation Administration's Business

Jet Report. He was unsure if Scottsdale Airport is the highest-ranking single-runway airport, but he would investigate that.

6. Discussion and Input regarding Monthly Financial Report for February 2025.

Assistant Aviation Director Rick Wielebski reviewed the Monthly Financial Report in the agenda packet, including the year-to-date revenues and expenses, as well as fuel flow statistics. In response to Chair Mier's questions, the increase in the aviation fund cash balance can be used for future capital projects. Aviation Director Gary Mascaro added that the Master Plan will address this buildup and confirmed that the excess funds prove that the airport is self-sufficient.

7. Discussion and Input regarding Public Outreach Programs and Planning Projects.

Kelli Kuester, Aviation Planning & Outreach Coordinator, reviewed the Monthly Public Outreach Program update provided in the agenda packet. Both the FAA Pilot Briefing and Runway Safety Action Team meetings are expected to take place in the Scottsdale Airport Aviation Business Center and are scheduled. She reported that the two projects located within airport influence areas are currently in the initial review stage. She said she will keep the Commission updated on any future public house information that will come forward in the fall.

Ms. Kuester described the National Business Aviation Association Schedulers and Dispatchers Conference as one of the best events they have participated in and spoke about some of the conversations she had with companies looking to begin or resume operations in the area. More than 400 people attended the last movie event, she noted. She detailed recent media events, and the feedback received from them. She showed two short videos to the Commission.

In response to Commissioner queries, Ms. Kuester said more than 15 people attended the Master Plan open house.

8. Discussion and Input regarding Quarterly Noise Complaint Summary.

Kelli Kuester, Aviation Planning & Outreach Coordinator, reviewed the Quarterly Noise Complaint Report provided in the agenda packet. The significant decrease in complaints was due in part to one complainant using the system heavily in 2024. That individual can still make complaints, she continued, but they will not be reflected in the report because it is unknown whether the complaints are accurate. Ms. Kuester stated the nature of the complaints received were about flight patterns, low flights, and flights occurring during the voluntary first few hours.

Commissioner Reid suggested removing the frequent complainant from 2024's numbers to reflect a better comparison of complaints. She reiterated that he would not appear in future reports. She estimated he has filed more than 20,000 complaints in just over a year, most of which are about flights happening within a certain proximity of his home. Staff are not required to respond to these complaints, though if the complainant mentions a new concern, they will address it.

Aviation Director Gary Mascaro discussed the policy he implemented regarding this situation. He did not feel it constituted harassment because the individual is filing complaints electronically. There have been no threats to aircraft; should that occur, law enforcement would be contacted. Ms. Kuester explained the online complaint system, confirming that staff does not receive a

notification for each complaint filed in the system. The belief is that these complaints are being generated by a bot. Mr. Mascaro discussed the decision not to take away this individual's ability to lodge complaints.

9. Discussion and Input regarding the Airport Master Plan.

Matt Quick with Coffman Associates Inc. reviewed some of the consultants that are part of the Master Plan process and how their individual areas of expertise contribute to the plan. These areas include GIS data, public outreach, an energy audit, economic impact analysis, cultural resource literature review, and engineering consultation.

Mr. Quick discussed the history of the Master Plan process beginning with a Planning and Advisory Committee meeting in October 2024. The process is now entering Phase II where forecasts will be translated to an analysis of facility needs and requirements. In Phase III, all alternatives will be compiled into one concept recommendation and a capital improvement program (CIP) that supports the concept, including projects revolving around safety, demand, and pavement maintenance. The CIP will encompass 20 years with a focus on the first five. He commented that any project for which the airport hopes to receive grant funding assistance will need to appear on the airport layout plan.

Mr. Quick explained the timeline for Phases II and III and when the final draft of the Master Plan will appear before the Commission to make a recommendation to the City Council. He expected the process to continue for more than a year.

Aviation Director Gary Mascaro spoke about the Planning Advisory Committee (PAC), a group of 20 individuals made up of business partners, stakeholders, and operators. While the meetings are not public, there will be two more open house workshops. In response to the Commissioner questions, Mr. Quick rephrased the purpose of the Master Plan, starting with forecasts and proceeding to an analysis of needs, the preparation of a concept, and finally the recommendation of projects.

Commissioner Kube wondered about the potential impact of electric aircraft on this process. Mr. Quick indicated electric aircraft are being considered in the forecasts, and it will be incorporated into the development concept if it is determined to be a fit for this airport. He noted no flight schools are included in the PAC, but he encouraged people with information on or questions about electrification to attend the workshops. Discussion ensued regarding the structure of the workshops, with Mr. Quick saying he is open to suggestions. Mr. Mascaro pointed out this agenda item is a higher-level version of the presentation made to the PAC.

Mr. Quick conducted a slideshow presentation and reviewed slides with the following titles: Chapter 2 Forecasts; Historical Activity Statistics; Forecast Process; and 2024 Based Aircraft Forecast Summary. He detailed the type of inventory information that is available on the website. He mentioned that the planning process is limited because, although the focus will be on airport property, the Scottsdale Airpark will also be considered.

Mr. Quick reviewed some of the forecasts already completed, noting 2024 was used as a baseline year for activity in the airport. He stated 75 percent of the operations in the airport were itinerant. He expected forecasts to cover the total numbers of based aircraft, the fleet mix, general aviation operations, air taxiing operations, charter activity, peaking characteristics, and

the critical aircraft determination. He reviewed the forecasting methodologies utilized and the importance of assessing the ultimate forecasts with the Federal Aviation Administration's (FAA's) terminal area forecast (TAF).

Regarding based aircraft, Mr. Quick pointed out that more than 400 aircraft are based in the airport and the Airpark. However, they are only using 333 aircraft because that is the FAA's validated based aircraft number, which was calculated without Airpark aircraft. Mr. Quick assured the Commission that the overall facility needs will take the Airpark into account. Mr. Mascaro said based aircraft totals are not used for grant purposes, but rather to inform them of the projects that need to be built. Mr. Quick remarked that Scottsdale Airport is one of fewer than 100 airports categorized as a national airport, which puts it above thresholds to qualify for funding assistance.

Mr. Quick continued the presentation and reviewed slides with the following titles: Based Aircraft Forecast and Fleet Mix; Operations Forecasts; Itinerant General Aviation Operations Forecast; Local General Aviation Operations Forecast; Air Taxi Operations Forecast; and Total Operations Forecast.

Mr. Quick forecasted up to 462 based aircraft over the next 20 years, reflecting a 1.65 percent annual growth rate. He mentioned that the forecasts do not include limitations on the number of hangars and parking spaces at the airport. He reviewed the breakdown of aircraft categories forecasted, as well as the 20-year forecasts for itinerant flights, local general aviation operations, and air taxi operations.

In response to Commissioner queries, Mr. Quick did not know the outcome of airlines' pushback on private charter operators like JSX, NetJet, and Flexjet. Mr. Mascaro noted the National Air Transportation Association, who represents charters, voiced no concerns about continuing current operations.

Mr. Quick continued the presentation by reviewing the Charter Enplanement Forecast slide. He emphasized that Scottsdale Airport is not a commercial airport, but it has exceeded the 10,000-enplanement threshold. Mr. Mascaro clarified the threshold was only just hit for the first time, triggering an increase in available entitlement funds from \$150,000 to over \$1 million. Responding to further questions, he said the Master Plan will address constraints. He spoke about the decisions of charter companies to voluntarily submit any enplanements out of Scottsdale Airport, commenting that NetJet chose not to.

Mr. Quick concluded the presentation by reviewing the following slides: Forecast Summary; Forecast Comparison to the 2024 FAA TAF; Critical Aircraft Analysis; Aircraft Reference Codes; Historical Jet and Turboprop Operations; and Next Steps in the Master Plan Process.

Mr. Quick noted their forecasts all fall within the 10 to 15 percent parameters of the TAF. He defined critical aircraft as the most demanding aircraft at the airport, operating at least 500 times a year based upon approach speed and wingspan. He reviewed the classification parameters used to determine what is considered critical aircraft, pointing out that certain parameters are not considered at this airport versus larger ones. He said the biggest growth in general aviation activity across the country was in turbine operations. His objective is to analyze all the forecast data in each of the high-demand categories surpassing the 500-flight threshold and translate it

into the facility requirements that will be examined in Phase III. The last approved Master Plan will be reevaluated considering changes to FAA standards and regulations.

In response to Commissioner questions, Mr. Mascaro said little will be included about instrument approaches, but the FAA will consider the overall airspace. He said the Master Plan is a technical document that will contemplate larger aircraft as well as the capital improvements needed to meet the area's needs. Mr. Quick said larger-wingspan aircraft will be considered in the next phase. Mr. Mascaro agreed that there is a significant demand for that in this facility, but the City will not support an operational restriction that would reduce capacity just to allow larger aircraft. However, they will absolutely continue to consider proposals if operations are safe and no capacity constraints. This will be analyzed during the Master Plan process.

10. Discussion and Input regarding the Administrative Report from the Aviation Director, or designee, regarding the status of pending aviation-related items.

Aviation Director Gary Mascaro said he plans to provide topics in the next couple of months for the Commission's blessing, including a proposed Flexjet hangar and the Ty Jenkins Hangar.

11. Discussion and Possible Action to modify the Airport Advisory Commission Meeting Schedule and Commission Item Calendar.

Aviation Director Gary Mascaro reviewed the Commission's 2025 meeting calendar. The next meeting being May 21, 2025, where an Arizona Business Aviation Association update will be provided.

PUBLIC COMMENT

There were no public comments.

FUTURE AGENDA ITEMS

There were no future agenda items noted.

ADJOURNMENT

With no further business to discuss, Chair Mier called for a motion to adjourn at 6:31 p.m.

COMMISSIONER GOODE MADE A MOTION TO ADJOURN. COMMISSIONER REID SECONDED THE MOTION, WHICH CARRIED 5/0 WITH CHAIR MIER, VICE-CHAIR BEAUBOEUF, AND COMMISSIONERS GOODE, KUBE, AND REID VOTING IN THE AFFIRMATIVE.

SUBMITTED BY:

eScribers, LLC