



**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 15, 2026**

PRESENT: April Beauboeuf, Chair
Thomas Kube, Vice-Chair
Craig Bennett
Peter Lenton
Peter Mier
John Spalj

ABSENT: David Mecartney

STAFF: Rick Wielebski, Aviation Director
Richard Formo, Assistant Aviation Director
Matthew Johnson, Director of Airport Operations & Maintenance
Kelli Kuester, Aviation Planning and Outreach Coordinator

GUESTS: Briza Garibay, FoxTrot Aviation, LLC
Mike Izaguirre, Golden Auto Detailing, LLC
Dean Praet, Golden Auto Detailing, LLC

CALL TO ORDER

The meeting was called to order at 5:02 p.m.

ROLL CALL

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

PLEDGE OF ALLEGIANCE

Chair Beauboeuf led the Commission in the Pledge of Allegiance.

AVIATION DIRECTOR'S REPORT

Aviation Director Rick Wielebski announced that the City Council unanimously approved the purchase of a building for use by the airport. Escrow will be opened tomorrow, and because due diligence has already been performed, it was expected that closing would take place by the end of the month.

APPROVAL OF MINUTES

Regular Meeting: March 18, 2026

COMMISSIONER MIER MADE A MOTION TO APPROVE THE MARCH 18, 2026, REGULAR MEETING MINUTES AS PRESENTED. COMMISSIONER SPALJ SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR BEAUBOEUF, VICE-CHAIR KUBE, COMMISSIONERS BENNETT, LENTON, MIER, AND SPALJ VOTING IN THE AFFIRMATIVE.

PUBLIC COMMENT

There was no response to the call for public comment. Aviation Planning and Outreach Coordinator Kelli Kuester noted that two emails were received, one of which Commissioner Mier followed up about the guidance the Commission receives from the Federal Aviation Administration (FAA) about aeronautical business permit applications.

Aviation Director Rick Wielebski replied that the FAA does not give guidance regarding specific types of business, but guidance is given about how to manage specialized air service operations. Airports protect themselves from having unviable businesses operate out of them by developing minimum standards, and any time staff declares that a business has met the requirements for an aeronautical business permit, it means they met those standards. There is no cap to the number of businesses that can be approved for permits. The Commission's bylaws require that permits be ratified by the Commission, though because staff administratively approve applications before they are brought to the Commission, those applicants can still perform work in the field. He said there is no limitation on continuing approval hearings if necessary.

With respect to the other email received, Ms. Kuester confirmed that the last noise impact study was conducted in 2005, and there are no current plans to conduct another one. She said the process for adding restrictions requires a different approval process, and getting approval for that study would be extremely difficult. It was estimated that those studies typically cost between \$500,000 and \$700,000. Ms. Kuester noted that staff responded to the sender multiple times. She did not think additional noise studies were necessary because the airport already employs a robust noise abatement program.

Responding to additional questions, she stated military aircraft must comply with the airport's military noise abatement requirements while on the ground, though once airborne they are within the purview of the FAA.

REGULAR AGENDA ITEMS 1-11

1. Annual Scottsdale Area Chamber of Commerce Update.

This item was continued and will appear on a future agenda.

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

Assistant Aviation Director Richard Formo indicated that FoxTrot Aviation, LLC, has met the minimum operating standards to obtain a permit. He introduced a representative from the company, who explained the areas within the aircraft that FoxTrot details. The company has 12 years of experience and works with both independent and major airlines.

Responding to Commissioner questions, Mr. Formo explained that interior detailing falls under the mobile aircraft washing services category. The representative from FoxTrot stated that the company performs exterior washing as well. She explained the company's process for ensuring there were no issues with areas filling up with water that are not supposed to. Mr. Formo noted that FoxTrot were sourced by JSX to potentially detail their aircraft interiors.

There was no public comment on this item.

COMMISSIONER LENTON MADE A MOTION TO APPROVE THE APPLICATION FOR AIRPORT AERONAUTICAL BUSINESS PERMIT FOR FOXTROT AVIATION, LLC, TO CONDUCT MOBILE AIRCRAFT WASHING SERVICES AT SCOTTSDALE AIRPORT. VICE-CHAIR KUBE SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR BEAUBOEUF, VICE-CHAIR KUBE, AND COMMISSIONERS BENNETT, LENTON, MIER, AND SPALJ VOTING IN THE AFFIRMATIVE.

3. Discussion and Possible Action regarding application for Airport Aeronautical Business Permit for Golden Auto Detailing, LLC, to conduct Mobile Aircraft Washing services at Scottsdale Airport.

Assistant Aviation Director Richard Formo indicated that Golden Auto Detailing, LLC, d/b/a Golden Aero and Aircraft Detailing, has met the minimum operating standards to obtain a permit. He introduced Mike Izaguirre from Golden, who provided a brief history of the company's auto detailing business and his recent partnership with Dean Praet. Mr. Praet discussed his professional and educational background and spoke about the services the company intended to provide.

Responding to Commissioner questions, Mr. Izaguirre spoke about the company's dry washing technique, which should reduce the possibility of damage to property. Mr. Praet noted they used different chemicals for different planes to ensure windows do not crack. He stated they have washed helicopters before and are in negotiations with the Scottsdale Police Department.

In response to additional Commissioner queries, Aviation Director Rick Wielebski said staff uses aviation and real estate permit tracking software, which notifies staff when expiration dates are approaching. Most of the time, though, the applicants provide that information unprompted.

Though there is no specific procedure for auditing the status of permits, he continued, staff checks about once a year to make sure permits are active and that staff has current contact information for the tenants. Mr. Izaguirre and Mr. Praet explained they were 50/50 partners in the venture, and both would be actively engaged in the work.

There was no public comment on this item.

COMMISSIONER SPALJ MADE A MOTION TO APPROVE THE APPLICATION FOR AIRPORT AERONAUTICAL BUSINESS PERMIT FOR GOLDEN AUTO DETAILING, LLC, TO CONDUCT MOBILE AIRCRAFT WASHING SERVICES AT SCOTTSDALE AIRPORT. CHAIR BEAUBOEUF SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR BEAUBOEUF, VICE-CHAIR KUBE, AND COMMISSIONERS BENNETT, LENTON, MIER, AND SPALJ VOTING IN THE AFFIRMATIVE.

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

Assistant Aviation Director Richard Formo noted that the two companies approved during the last two items were added to the Airport's business permit and tenant list, while Flightworks Inc., and Square One Concepts, Inc., had been removed.

5. Discussion and Possible Action regarding the Airport Master Plan.

Matt Quick with Coffman Associates conducted a slideshow presentation which discussed highlights of the study process as well as an overview of the Master Plan. He noted the Federal Aviation Administration (FAA) recommends updating airport master plans every ten years, and the last Scottsdale plan was completed in 2015. One of the benefits of a master plan is that they create a capital improvement program which outlines maintenance and safety-related projects.

The Master Plan is a living document that can change to ensure it is tracking appropriately with operations and safety design standards. He talked about the involvement of the FAA in the master plan process and the importance of the Airport Layout Plan (ALP). He indicated the master plan process began in 2024, and he described the process Coffman Associates followed to draft material, coordinate with the Planning Advisory Committee, and gather community input. The entire process took around 18 months, and he felt it went very smoothly.

Aviation Planning and Outreach Coordinator Kelli Kuester said staff's goals were to provide clear and timely information about the process, encourage meaningful communication with the community and stakeholders, and build awareness of how the airport operates. She indicated that 150 people attended the four workshops, and 16 written comments were received. She discussed the other methods employed for the outreach campaign, which she thought was a success.

Mr. Quick discussed the data reviewed by the consultant to determine the plane projections in the plan. The plan was divided into three planning horizons of 5 years, 10 years, and the full 20 years, and operations were projected to grow by 300,000 over the full term. He went over statistics and projections related to annual aircraft operations, based aircraft, and the fleet mix. He said forecasts were important in translating demand into facility needs, airport alternatives, and a recommended development concept. The forecasts were sent to the FAA in 2025 and approved in August, and the FAA uses the validated based aircraft count for planning purposes.

In response to Commissioner questions, Mr. Quick stated the consultant produced an unconstrained forecast, and there would need to be significant redevelopment at the airport to accommodate the projections. Aviation Director Rick Wielebski noted that different operations other than aircraft services are allowable at the Airpark.

Commissioner Mier thought it would be worthwhile to evaluate the 5-year projections in 2029 to see if they came true. Mr. Quick admitted that forecasting was difficult, and they are focusing on the first 5-year horizon. He thought the projections were important because when they were hit, the focus needed to shift to ensuring that capacity on the airfield was being met. He pointed out that the Master Plan contains various planning models, and the forecasts in the plan ended up being somewhat in the middle. Ms. Kuester offered to research the projections for 2025 made in 2015 regarding operations and based aircraft figures and return to the Commission with them.

Mr. Quick noted that Scottsdale Airport experiences a significant amount of itinerant aircraft activity, and based on FAA data, it would be considered a D-3 airport, which should continue throughout the 20-year plan. However, because of some of the constraints at the airport, it is impractical to meet the D-3 standard, so the airport was approved to a D-2 standard. He explained that part of the reason for that was the modification of standards approved by the FAA. He described the remainder of the master plan process timeline. He remarked that no changes were proposed to the runway environment, and some of the minor suggestions for the parallel taxiway network would result in aircraft being able exit runways quicker. The Master Plan includes additional hangar development in some areas, he continued, and airport staff plans to coordinate with developers to maximize the utilization of the airfield from a land-side prospective. The plan also identified areas of potential property acquisition.

Responding to additional queries, Mr. Quick said the D-2 designation does not prohibit certain types of aircraft from operating at the airport. One of the recommendations was for the airport to upgrade the Precision Approach Path Indicator (PAPI) 2 system to a PAPI 4 unit over the course of the Master Plan. The analysis showed no reason why this airport could not handle larger aircraft, and D-3 aircraft already operate out of the airport. He said airport staff works with the airport engineer to evaluate pavement on a daily basis, and the established rating of 75,000 pounds does not mean that larger aircraft cannot go on it, so long as the pavement condition is evaluated regularly.

Additional discussions took place regarding the D-3 assignment, the maximum weights and wingspans allowed on Scottsdale Airport runways, and the fact that the wingspans of next-generation aircraft are only a few feet longer than planes currently operating at the airport. Mr. Quick pointed out that other airports also employ modifications of standards.

In response to additional questions, Mr. Quick said the Master Plan does not distinguish between capital improvement projects and maintenance needs, though that could be revised. He reviewed some of the short-, mid-, and long-term projects identified in the study, estimating the cost of short-term projects to be nearly \$60 million, though many would be eligible for federal and state grants. The FAA typically covers around 91 percent of all project costs, with the Arizona Department of Transportation (ADOT) and the airport splitting the remainder. He remarked that the airport is not required to offer aircraft rescue and firefighting services because it is not an FAA Part 139 facility. He noted that a runway rehabilitation project and the construction of a vehicle parking structure accounted for most of the long-term project costs. Mr. Wielebski said a change

could be made to the Master Plan given the recent purchase of land for a parking lot, but some studies still need to be conducted.

Mr. Quick commented that a Sustainability Management Plan was included in the appendix, which both memorialized projects that were already completed and contained recommendations for future sustainability measures. An energy audit was also conducted, and some of the results were included in this plan. One recommendation was for the airport to reduce taxi hold times and engine idling times, possibly by implementing additional taxiways in the future. He opined that it would be up to the airport whether to require tenants to incorporate some of these practices as part of their business models.

Mr. Quick stated the direct and indirect economic impacts of the airport and its tenants were more than 5,100 jobs, \$392 million in payroll, and a total economic output of nearly \$1.1 billion. This was up \$100 million from ADOT's 2019 economic impact study. He and Ms. Kuester reviewed the schedule for presenting the plan to the City Council for approval and sending it to the FAA and ADOT for conditional approval. Ms. Kuester noted that Kimley Horn conducted a future impact study that is expected to be completed and presented at the work study session in June.

Mr. Quick said the consultants considered advanced air mobility, but because that industry is in its infancy, they did not project anything related to it. Based on FAA design standards, he noted, a vertical takeoff and landing pad would accommodate it. Airspace integration would also need to be contemplated, he added.

COMMISSIONER MIER MADE A MOTION TO RECOMMEND APPROVAL OF THE MASTER PLAN TO THE CITY COUNCIL. VICE-CHAIR KUBE SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR BEAUBOEUF, VICE-CHAIR KUBE, AND COMMISSIONERS BENNETT, LENTON, MIER, AND SPALJ VOTING IN THE AFFIRMATIVE.

6. Discussion and Input regarding Monthly Operations Report.

Matthew Johnson, Director of Airport Operations & Maintenance, reviewed the Operations Report included in the agenda packet, highlighting statistics about based aircraft, operations, alerts, incidents, enforcement actions, U.S. Customs and Border Protection, airport operations, and the Business Jet Report. He pointed out this was the first time in three years that Scottsdale Airport was ranked #8.

Responding to Commissioner questions, Mr. Johnson explained that enforcement action related to aiding and abetting commercial aeronautical services without a permit had to do with someone letting an unauthorized individual into the airport. Both individuals received verbal warnings as per the airport's enforcement matrix.

7. Discussion and Input regarding Quarterly Noise Complaint Summary.

Aviation Planning & Outreach Coordinator Kelli Kuester reviewed the staff report included in the agenda packet for this item, adding that most noise complaints were due to low aircraft flights and general aviation noise. Replying to Commissioner questions, she opted to keep the location of a specific long-winded complaint hidden to protect the complainant's privacy. She explained that the monthly complaint data may not match the historical complaint data due to how they are compiled. A brief discussion ensued regarding the specific complaint discussed earlier and that

complainant's history of lodging complaints. It was pointed out that the number of complaints was trending down while traffic was increasing.

8. Discussion and input regarding Monthly Financial Report for February 2026

Assistant Aviation Director Richard Formo reviewed the Monthly Financial Report included in the agenda packet, including statistics related to the approved annual budget, the Aviation Cash Fund Balance, the accounts receivable aging report, the monthly revenue and expenditure comparison, the year-to-date figures, and fuel flowage numbers. He had no concerns about the overall financial outlook for the rest of the fiscal year.

Responding to Commissioner questions, Mr. Formo stated the City should be able to pay for the recent property purchase with cash available, to be regenerated within a year. He said staff does not track wholesale prices, but he offered to track it moving forward. Discussion ensued regarding the potential addition of landing fees for flight schools. Mr. Johnson explained that for safety reasons, smaller aircraft are not allowed to do pattern work when there are a lot of inbound and outbound IFR aircraft.

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

Aviation Planning & Outreach Coordinator Kelli Kuester reviewed the items highlighted in the staff report for this item, noting that Scottsdale Airport would be a point of focus for the May 19 virtual public engagement workshop. She showed the new graphic that was displayed at the NBAA Schedulers and Dispatchers Conference and announced that Star Wars would be the movie featured at the April 18 movie night.

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

Aviation Director Rick Wielebski reviewed the Commission items listed in the staff report for this item, saying the One Scottsdale project is expected to go to the Planning Commission in May. Responding to Commissioner questions, Aviation Planning & Outreach Coordinator Kelli Kuester remarked that part of the Banner Health Medical Campus was already under construction, but the project included in this item pertained to the second phase of the project. She confirmed the other building does not have a helipad. She clarified the key used for the 2026 City Council meeting calendar.

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

Aviation Director Rick Wielebski recalled that the Commission's May meeting was changed to May 13, but he requested that it be moved back to May 20 because the room would not be available on the 13th. He and Assistant Aviation Director Richard Formo would not be present, but other airport staff would conduct the meeting in their absence.

COMMISSIONER LENTON MADE A MOTION TO MOVE THE MAY 13, 2026, AIRPORT ADVISORY COMMISSION MEETING TO MAY 20, 2026. VICE-CHAIR KUBE SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR BEAUBOEUF, VICE-CHAIR KUBE, AND COMMISSIONERS BENNETT, LENTON, MIER, AND SPALJ VOTING IN THE AFFIRMATIVE.

PUBLIC COMMENT

There was no public comment.

FUTURE AGENDA ITEMS

There were no future agenda items suggested.

ADJOURNMENT

With no further business to discuss, Chair Beauboeuf called for a motion to adjourn at 6:43 p.m.

COMMISSIONER MIER MADE A MOTION TO ADJOURN THE MEETING. COMMISSIONER SPALJ SECONDED THE MOTION, WHICH CARRIED 6/0 WITH CHAIR BEAUBOEUF, VICE-CHAIR KUBE, AND COMMISSIONERS BENNETT, LENTON, MIER, AND SPALJ VOTING IN THE AFFIRMATIVE.

SUBMITTED BY:

eScribers, LLC