



# Airport Strategic Business Plan

## *Frequently Asked Questions*

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**Q: What's the purpose of the Airport Strategic Business Plan?**

**A:** Scottsdale Airport operates like a business, and any good business needs to review financial operations to ensure it remains a sustainable business and competitive within the marketplace, especially in today's changing economy. This is the first business plan for Scottsdale Airport. The scenarios in the draft business plan have been reviewed by the Airport Advisory Commission and will be provided to City Council for potential review in June 2009. Adoption of the plan by City Council could occur as early as Fall 2009, and will be used to guide efforts to try to maintain the continuing financial stability of the airport. Community input will continue to be taken prior to Council adoption.

**Q: How is Scottsdale Airport funded?**

**A:** In 2002, City Council established a policy direction that the Airport be financially self-sufficient. The primary sources of funding for Scottsdale Airport are federal and state grants, and user fees.

Individuals and businesses that use the airport pay user fees such as fueling fees, tie down fees, and fees for lease of City-owned facilities at the airport. These fees sustain the operations of the airport, so that Scottsdale residents do not pay for the operations of the airport unless they use it.

Nearly every airport in the country, including Scottsdale Airport, receives money from federal and state grants for capital improvement projects such as security lighting and runway rehabilitation. Portions of capital improvement projects that are not paid for by grants are paid for by airport funds/user fees.

**Q: Why has Scottsdale Airport been successful in the industry to date?**

**A:** Scottsdale Airport is a premier General Aviation airport in the 6<sup>th</sup> largest metropolitan area in the country and is a model for industrial interface throughout the country. The airport also is easily accessible with a long runway to accommodate corporate aircraft. The airport has strong, reputable aviation service providers on-site offering maintenance and fuel services.

The airport also supports the tourism segment of the City's economy. An example of this was Super Bowl XLII. Although the game was played in Glendale, many event goers flew into Scottsdale, stayed in Scottsdale hotels and resorts, and attended special events and other activities in Scottsdale.

**Q: Does the Scottsdale Airport itself have an economic impact to the community?**

**A:** Yes. According to the 2004 Economic Impact Study conducted by the Arizona Department of Transportation, the airport generates approximately \$180 million annually (adjusted for inflation). When combined with the airpark, the estimated impact is approximately \$3 billion annually.

**Q: What are the current scenarios proposed under the draft Airport Strategic Business Plan and how do they differ from what's happening today?**

**A:** There are four scenarios currently being considered in the draft Airport Strategic Business Plan:

- a. **Scenario 1** – Market focus – small to mid-size corporate jets; *reflects current operations*
- b. **Scenario 2** – Market focus – small to mid-size corporate jets with adjusted administrative weight restriction; *current operations plus an increase to the aircraft weight limit from 75,000 to 100,000 lbs*
- c. **Scenario 3** – Market focus – small to large-sized corporate jets; *current operations plus larger corporate jets*
- d. **Scenario 4** – Market focus – commuter air service; *current operations plus scheduled passenger/commuter service*

**Q: Why is there a weight limit at Scottsdale Airport currently and why is a change in the limit being considered as one of the options in the Strategic Business Plan?**

**A:** An administrative restriction adopted by City Council in the late 1970's established the original weight limit of 60,000 lbs. The restriction was part of a joint resolution between the cities of Scottsdale and Phoenix to mitigate noise and to ensure that large commercial airlines went to Phoenix Sky Harbor. In 1995, after a request from the Scottsdale Chamber of Commerce, the weight limit was increased to 75,000 lbs. to accommodate newer, quieter business aircraft.

Newer generations of business aircraft continue to be quieter due to changes in technology. The proposed weight limit under Scenario 2 of the draft Strategic Business Plan is 100,000 lbs., which does not allow for large commercial airline traffic at the Scottsdale Airport.

Other airports in the region, such as Deer Valley and Phoenix-Mesa Gateway, currently accommodate larger aircraft without weight limits. With the current 75,000 lbs. weight limit, Scottsdale Airport is at a competitive disadvantage which could have a negative economic impact to the city and surrounding business community.

**Q: Would larger jets operating at maximum capacity mean more aircraft traffic and/or noise?**

**A:** Scottsdale Airport is already accommodating the larger aircraft; they are just not operating at their full capacity/weight. Adding the extra weight will not increase noise. If the 100,000 lbs. weight restriction was implemented, two aircraft types, the Gulfstream V and Bombardier Global Express, which already operate from Scottsdale Airport could operate at their maximum weight. Across the entire United States, there are currently 373 Gulfstream V type aircraft (now known as the Gulfstream 550) and 260 Bombardier Global Express aircraft in service. Because there are not a large number of these types of aircraft, it is not likely there would be a large influx of these planes to and from the Scottsdale Airport.

This weight restriction will not allow the largest corporate jets, such as the Boeing Business Jet (BBJ), to use Scottsdale Airport. The BBJ has a maximum certificated takeoff weight of 174,200 lbs. which far exceeds the potential 100,000 lbs. limit.

**Q: Has there been a noise study related to increasing the weight limit from 75,000 lbs. to 100,000 lbs.?**

**A:** In 2005 an FAA Part 150 noise compatibility study took into account the scenario of fully loaded planes. The aircraft that would be affected by increasing the weight limit were considered in that study. A copy of the 2005 Part 150 study can be found on the Airport's website at [www.ScottsdaleAirport.com](http://www.ScottsdaleAirport.com)

**Q: How can I get more information and provide input to this draft plan?**

**A:** Interested individuals can sign up for the City's airport listserv (an electronic newsletter) at [www.ScottsdaleAirport.com](http://www.ScottsdaleAirport.com).

Information on the draft plan is provided to the Airport Advisory Commission monthly; their agendas can be viewed at <http://www.scottsdaleaz.gov/boards/airport.asp>.

Council will preliminary review this plan tentatively scheduled for the June 23<sup>rd</sup> at 5 p.m. in City Hall Kiva; please check the Council agenda at [http://www.scottsdaleaz.gov/council/meeting\\_index/City\\_Council\\_Agendas\\_and\\_Minutes.asp](http://www.scottsdaleaz.gov/council/meeting_index/City_Council_Agendas_and_Minutes.asp) for updated dates, times and information.

Individuals can also provide input at [airportsbp@scottsdaleaz.gov](mailto:airportsbp@scottsdaleaz.gov) or by calling 480-312-2549.