



**SCOTTSDALE AIRPORT ADVISORY COMMISSION
PUBLIC MEETING
Scottsdale Airport Terminal Lobby
15000 N. Airport Drive, Scottsdale, AZ**

January 14, 2015

MINUTES

PRESENT: Steve Ziomek, Chairman
Ken Casey, Vice Chairman
Brad Berry
John Celigoy
Michael Goode
Bob Hobbi
William Schuckert

STAFF: Sarah Ferrara, Aviation Planning & Outreach Coordinator
Shannon Johnson, Management Analyst
Gary Mascaro, Aviation Director
Chris Read, Airport Operations Manager

GUESTS: Tina Cannon, Phoenix Heli Support
Sherri Crawford
John Hoffman
Kevin Lippert, Alante Air Charter
John Meyer, Air Commerce Center

CALL TO ORDER

Chairman Ziomek called the meeting to order at 5:01 p.m.

ROLL CALL

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

PLEDGE OF ALLEGIANCE

Chairman Ziomek led the meeting in the pledge of allegiance.

AVIATION DIRECTOR'S REPORT

Mr. Gary Mascaro, Aviation Director, deferred his report because of the heavy agenda for the meeting.

APPROVAL OF MINUTES

1. Approval of Minutes

Regular Meeting: November 12, 2014

Vice-Chairman Casey made a motion to approve the minutes of the November 12, 2014 regular meeting. Commissioner Goode seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

PUBLIC COMMENT

Because the two comment cards received were concerned with noise, Chairman Ziomek announced that the Commission would first discuss the quarterly noise complaint summary report and that the members of the public could then address the Commission.

REGULAR AGENDA ITEMS 1 - 11

10. Discussion and Input Regarding Quarterly Noise Complaint Summary Report

Planning and Outreach Coordinator Ms. Sarah Ferrara presented the noise complaint summary for the final quarter of 2014. She summarized that complaints were received from 90 individuals, two of whom in grid section G7 made 268 of the 517 complaints. In grid section G5 three individuals made 64 of the complaints. She noted that the presentation contains updated information produced after the packets were circulated, and this update will be posted to the website.

Ms. Ferrara reviewed historical data going back to 1998. In 2014 a total of 1,470 complaints were received from 190 individuals. This is up slightly from 2013.

Chairman Ziomek inquired whether staff has the data on which types of aircraft are generating the complaints and Ms. Ferrara replied that they do not.

Vice Chair Casey commented that the number of complaints received appears to have increased in the past two years. Ms. Ferrara said it seems that in this time frame a few new active complainants have emerged.

Commissioner Hobbi commented that in 2004 to 2006 the Airport received far more noise complaints. Mr. Mascaro explained that during this period the Airport was updating the Part 150 noise compatibility program. It is typical that when new noise exposure maps are published, airports tend to receive many more complaints. He noted the Airport was busier, particularly with training traffic.

At the invitation of Chairman Ziomek, Mr. John Hoffman addressed the Commission. He has lived just west of Kierland for the past 21 years and had researched and observed airport traffic before deciding to buy his home. Noise levels had been acceptable until the end of last summer. The noise levels have risen and he has noticed that the single engine planes are flying at much lower altitudes than ever before. He has met with Ms. Ferrara and contacted the FAA at her suggestion. Mr. Hoffman surveyed air traffic for a week and provided the data to Ms. Ferrara. He told the meeting that the results could be replicated for every week since then. The problem appears to be single engine training planes flying in circles. The flight patterns have changed so that these are now overflying his neighborhood. The noise levels are now disruptive, not just background noise. Mr. Hoffman said he has talked to various people at the FAA, both locally and in Washington, DC. At this point he said he does not know whom to address, other than approaching the flight school owners on an individual basis. He asked the Commission if the flight paths for training flights could be returned to higher, less noisy altitudes.

Commissioner Celigoy asked at what point in the flight the most noise is generated. Mr. Hoffman said departures are the noisiest. He cannot tell whether they are flying in a traffic pattern, however they seem to fly over his neighborhood at five-minute intervals.

Chairman Ziomek said there is some latitude within the FAA guidelines. Speaking as a private pilot he said student pilots tend to keep within gliding distance of the airport as a precaution. He added that he has noticed that aircraft come in to land at a 90-degree angle to the runway and then turn north to land on runway 2-1. That is generally driven by traffic already in the pattern or IFR jets coming in where the tower needs to maintain separation. Perhaps they could discuss this with the tower.

Mr. Hoffman said that whatever was working for the 20 years before August 2014 should be restored. Chairman Ziomek said nothing regulatory has changed. Mr. Hoffman said he sees the same few aircraft that he can identify so he surmises that these are flight schools. Chairman Ziomek said it is the Commission's prerogative to recommend to all the flight schools that they maintain published altitudes. Mr. Hoffman said planes are frequently flying below 1,000 feet.

Commissioner Goode said nothing has changed in terms of traffic patterns in the last ten years. He did not know why any students would be flying at low altitudes. He said he was baffled by Mr. Hoffman's information.

Chairman Ziomek suggested that perhaps these are training flights out of Deer Valley Airport.

Ms. Sherri Crawford lives in the North Ranch neighborhood like Mr. Hoffman. They both noticed the changes about the same time. She has lived in her current home for 24 years and had lived near the Airport previously. However before this fall she never had any noise issues. She has seen blue and white planes flying due west over her house. There is a decided increase in smaller planes flying at low altitudes immediately over their neighborhood. She

expressed safety concerns. She is at home during the day and can hear the planes indoors, which was not the case before.

Commissioner Celigoy said he flies regularly out of both Scottsdale Airport and Deer Valley and noted that a lot of foreign pilots are being trained at Deer Valley. He speculated that possibly there is a language barrier and that some of the instructors are speaking English as a second language. Possibly the school's operating procedures have changed or there is a misinterpretation of the local FARs.

Commissioner Hobbi thanked Ms. Crawford and Mr. Hoffman for coming to the Commission. Community issues are very important to the Commission.

Vice-Chairman Casey asked about the timing of the problematic flights. Ms. Crawford said it is predominantly during the daytime.

Chairman Ziomek asked if the Commission could send a flyer to the Deer Valley flight schools to ask them to follow established procedures. Mr. Mascaro confirmed that would be an action item.

Chairman Ziomek made a motion to draft a letter and send it to all the flight schools in the Valley, and certainly Scottsdale and Deer Valley asking them to follow established procedures, maintain altitude and keep in close patterns. Commissioner Berry seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

Commissioner Schuckert asked staff if any changes at Sky Harbor might be affecting Scottsdale. Mr. Mascaro said he has not heard anything specific. There has been testing of the new approach that is to be used during Super Bowl. However that would not necessarily affect the local community.

Mr. Hoffman asked whether changes to commercial flight paths would affect general aviation and cause the problems in his neighborhood. Chairman Ziomek said this would not affect general aviation because of the altitude. He thanked Mr. Hoffman and Ms. Crawford for coming. Mr. Hoffman said he is willing to go to meetings at other airports if necessary.

1. Election of Officers

Mr. Mascaro noted that an election shall be held at the first meeting of each calendar year to appoint a Chairman and Vice-Chairman for a one-year term. No officer shall succeed him or herself more than once.

Chairman Ziomek made a motion to continue the current board. Commissioner Goode seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

2. Discussion and Possible Action Regarding Airport Advisory Commission By-Laws

Mr. Mascaro stated that each year the Commission has the capability to review and amend the by-laws. He noted that the by-laws specify that Commission meetings are to begin at 6:00 p.m., so if the Commission wants to change that on a permanent basis the by-laws would have to be

amended. In response to Chairman Ziomek's inquiry he clarified that the Commission has the authority to change the by-laws and City Council does not have to approve the changes.

Vice-Chairman Casey made a motion to change the start time of Airport Advisory Commission regular meetings to 5:00 p.m. Commissioner Goode seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

3. Discussion and Possible Action to Approve Airport Advisory Commission Annual Report

Mr. Mascaro noted that City Council requires an annual report from each board and commission. The draft report is in the packet.

Chairman Ziomek mentioned the formation of a nonprofit organization to commemorate the establishment of Thunderbird Field II by building a monument comprising a Stearman airplane. He inquired whether the report could indicate whether the Commission supports this initiative. Mr. Mascaro said the report could mention this as an upcoming possibility. However it would be premature for the Commission to make a recommendation at this time.

Commissioner Schuckert pointed out that the lease amendment for Ciao Baby Catering which the Commission approved was not approved by City Council. Chairman Ziomek concurred that the wording of the report should be changed since Council did not accept the Commission's recommendation. Commission minutes in this regard are very clear that Councilwoman Milhaven was the only member of Council to vote for their recommendation. Commissioner Schuckert argued that the report should be carefully worded to reflect what happened.

Chairman Ziomek made a motion to change the draft annual report to reflect that the amendment to the Ciao Baby Catering lease was not what City Council ultimately adopted. Vice-Chairman Casey seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

Vice-Chairman Casey made a motion to agendaize a discussion about the Thunderbird Field II monument. Commissioner Goode seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

Vice-Chairman Casey moved the approval of the Airport Advisory Commission annual report as modified. Commissioner Celigoy seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

Mr. Mascaro undertook to forward the finalized report to the Commissioners when it is submitted for Council consideration.

4. Discussion and Possible Action Regarding Application for Airport Aeronautical Business for Alante Air Charter, LLC to Conduct Aircraft Charter and Management Services

Ms. Shannon Johnson, Management Analyst, presented the application. Alante Air Charter, LLC is seeking ratification of their permit to conduct aircraft charter and management services at the Airport.

At the invitation of Chairman Ziomek, Mr. Kevin Lippert of Alante Air Charter stated that they operate twin engine jets.

Vice-Chairman Casey moved the approval of the Airport aeronautical business permit for Alante Air Charter, LLC to conduct aircraft charter and management services at Scottsdale Airport. Commissioner Celigoy seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

5. Discussion and Possible Action Regarding Application for Airpark Aeronautical Business Permit for Phoenix Heli Support, LLC to Conduct Helicopter Maintenance and Repair, Aircraft Sales, and Hangar and Shade Leasing Services

Ms. Johnson presented the application. Phoenix Heli Support is seeking ratification of their permit. They conduct helicopter maintenance and repairs, aircraft sales and hangar and shade services.

Ms. Tina Cannon of Phoenix Heli Support explained that the company purchased the assets of Vertical Aviation and took over their current lease at the Airpark. An affiliated company has been operating for 12 years in Mesa. They plan to continue operating as Vertical Aviation has operated at Scottsdale.

Chairman Ziomek commented that they will be conducting test flights. Ms. Cannon confirmed this and clarified that they will not do any charter flights from Scottsdale. For the time being the operations in Mesa will continue. The Papillon Grand Canyon craft will be based at Scottsdale during the Super Bowl.

Vice-Chairman Casey moved to approve the Airpark aeronautical business permit for Phoenix Heli Support, LLC to conduct helicopter maintenance and repair, aircraft sales, and hangar and shade leasing services. The motion was seconded by Commissioner Goode and carried by a unanimous vote of seven (7) to zero (0).

6. Discussion and Possible Action Regarding Application for Airport Aeronautical Business Permit for Legacy Flight Training, LLC to Conduct Flight Training Services

Ms. Johnson presented the application. Legacy Flight Training, LLC is seeking ratification of a permit to conduct flight training services. They plan to begin operations in February. Mr. John Meyer of the Air Commerce Center was in attendance. He noted that Legacy Flight Training will operate out of the Air Commerce Center and appears to be a first class operation. They will use Piper aircraft exclusively.

Vice-Chairman Casey made a motion to approve the Airport aeronautical business permit for Legacy Flight Training, LLC. Commissioner Schuckert seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

7. Discussion and Input Regarding Super Bowl 2015

Mr. Mascaro reported that they have done extensive outreach to encourage visitors to use Scottsdale Airport. They have been working directly with the Arizona Host Committee. Staff has done public outreach to tenants so they understand what to expect. He and Mr. Read have met with security. The tower will remain open overnight following the game. Approximately 150 departure reservations are already in the PPR system. He reminded the Commission that only two arrivals per hour will be permitted. This means that at least 140 aircraft will be on the Airport waiting to leave on Sunday night or Monday. The big influx of reservations will come once the teams are announced next Monday.

Mr. Mascaro said he remains in touch with other Valley airports. A major selling point for Scottsdale Airport is that the PPR will be in effect from half-time on the Sunday, whereas the other airports are putting PPR into effect on the Thursday before the game.

Mr. Mascaro reported that the fractional companies are requesting flexibility during the PPR program. However, Airport staff, the FBOs and the FAA are standing firm on the policy regarding arrivals. Arrivals have to be limited to two per hour during PPR. This is critical to the success of the program. No incoming flight without a reservation will be allowed into the airspace. This system has been successfully implemented at other Super Bowl events. Air traffic as far away as Las Vegas and Albuquerque will be affected. There will be one departure route each for Scottsdale and Deer Valley. The Luke AFB RAPCON will be in operation for this Super Bowl for the first time, which will assist with Deer Valley. The FAA is completely on board and has committed to doing everything to ensure planes can depart as rapidly as humanly possible. The district office staff has had several meetings with Airport staff and the FBOs.

The FBOs are staffed up and ready to go. Both companies are bringing in event specialists to help. Their preparation involve bringing in extra equipment, arranging for food trucks, golf carts for ferrying baggage and a myriad of other details. Car rental companies are bringing in vehicles from out of state. Scottsdale police and the TSA are involved in security. The FBOs both volunteered to shut down all vehicle operations on the apron starting Thursday. Mr. Mascaro added that Airport Operations staff will be dedicated to each of the FBOs to facilitate clearing aircraft for flight.

The NFL staff has been briefed on the Airport's plans. A final meeting is scheduled for Friday to review the details so all parties are on the same page. The temporary flight restrictions (TFR) to be in effect during the game will not affect Scottsdale.

Chairman Ziomek inquired if they plan to notify neighbors that with the tower open overnight there could be more noise than usual. Mr. Mascaro said they have done some outreach with the community and the media in this regard. Sunday night and especially Monday will be busy.

Commissioner Hobbi asked how many PPRs are available. Mr. Mascaro said it will continue for as long as necessary, so there is no limit. Each FBO has 15 departures per hour. The scheduling has to be rigid for the system to function. Pilots must be at the Airport no later than

45 minutes before departure time and passengers no later than 30 minutes prior. If everyone is not there at that time, Airport staff will make executive decisions to bump the aircraft so others who are ready will take that departure slot. This is the only way to make the process work.

Commissioner Hobbi commented that inevitably some flights will be bumped and asked if staff is ready to deal with upset passengers. This will be a tense environment with demanding people who will pressure staff.

Mr. Mascaro replied that staff is ready. Also most of the operators have experience with these types of situations. They can accept delays of up to 40 minutes as normal. The Airport staff has agreed to notify each and every pilot of any delays longer than that. Every customer is required to provide a text capable cell phone number or equivalent for updates. Delays above 40 minutes will be notified automatically. If travelers show up late, the FBOs are responsible for advising them that their flight has been bumped. Each FBO will be able to make adjustments to their own reservations. He confirmed that any changes will be made before aircraft start taxiing.

Commissioner Hobbi urged that the FBOs practice being ready for demanding travelers by role playing ahead of time. Commissioner Goode said the pilots are aware of the system and these kinds of situations arise frequently in other venues.

Commissioner Hobbi commented that in light of recent events there is serious concern about security. He shared that earlier that day he had succeeded in getting into Landmark unescorted and could have easily reached the ramp. No one spoke to him or challenged him. He hoped that the level of security will be heightened. Mr. Read said the door to the ramp is locked and has to be activated. Commissioner Hobbi replied that people were coming and going through the door and he could have easily passed through it. He argued that someone should be stationed at the door at busy times. Commissioner Berry said on Sunday he had asked to go out on the ramp and Landmark personnel asked who he was and which plane he was going to. Commissioner Goode said he spends plenty of time at the two FBOs and is always challenged despite being familiar.

Commissioner Goode inquired what contingency plans are in place for bad weather. Mr. Mascaro said the FAA is ready to handle IFR conditions. The 32 total flights per hour is realistic under IFR conditions. The flight schools are all standing down. Further discussion about departure authorization procedures ensued and Mr. Mascaro clarified that the City of Scottsdale will control checking that all passengers are present before departure.

8. Discussion and Possible Actions to Recommend Adoption of Resolution No. 10009 Approving and Authorizing a One-month Rental Credit to all City-owned Hangars, Shades and Tie-Downs due to Super Bowl 2015 Impacts

Ms. Johnson asked the Commission to consider recommending to City Council a one-month rental credit for all City-owned hangars, shades and tie-downs. In order to accommodate the transient aircraft, all tie-downs and helicopter circles of based aircraft will be cleared. The aircraft will be moved to other locations on the Airport. Aircraft parked on kilo, delta, the terminal ramp and Landmark North are affected. Staff will start moving them on Thursday, January 29 and they will be returned on February 3. Tenants of hangars and shades will also be affected. The approximate cost of one month's rent abatement is \$5,500, based on about 62

tie-downs and helicopter circles being rented as of January 8, and that 31 City-managed hangars and shades are expected to be blocked.

Vice-Chairman Casey asked if any of the tenants are fighting this. Ms. Johnson said they have not received negative feedback and the tenants understand that if they need to use their aircraft they will need to move them to another airport.

Ms. Johnson clarified that if the resolution is accepted by the Commission, it will be presented to City Council for approval in February. Staff was unable to get this onto an earlier Council agenda.

Vice-Chairman Casey made a motion to recommend that City Council approve Resolution No. 10009 to approve and authorize a one-month rental credit for tenants of all City-owned hangars, shades and tie-downs. Commissioner Schuckert seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

9. Discussion and Input Regarding Aeronautical Business Permit Applicants to Attend a Commission Meeting Prior to Ratification of Their Permit

Vice-Chairman Casey said he personally believes that applicants should attend a Commission meeting before they receive a permit. He understands that sometimes out of state applicants may need to send a representative, as Mr. Meyer had represented Legacy Flight Training this evening.

Mr. Mascaro noted that this is not an action item on tonight's agenda. He explained that the regulation is clear that the permit application must be ratified by the Commission. The Commission currently has three choices, to ratify an application, deny it or table it. The Commission could if it chooses make a strong recommendation to City Council that applications will not be ratified if applicants do not attend a Commission meeting. The impact on applicants is that there would be no flexibility. When staff issues a conditional permit, the applicant can immediately start operating. However if the Commission does not ratify the permit, operations are suspended. If the Commission tables the application the applicant can continue operating.

Commissioner Celigoy said the Commission must be reasonable, use its discretion and not set hard policies that would create barriers for small businesses. Vice-Chairman Casey said he feels that an applicant should be prepared to take a little time to appear before the Commission.

Mr. Mascaro said this was agendaized as an information item because an action would involve changing the Code. If the Commissioners agree that they want stronger verbiage in the letter that staff sends to applicants, that change can be made without amending the Code.

Ms. Johnson suggested the language could be "Please attend the next Commission meeting" and later in the letter add a caution that if the applicant does not attend the Commission may choose to table or even deny the application. There was general consensus that this would be acceptable.

11. Discussion and Input Regarding Monthly Operations Reports for November and December 2014

Airport Operations Manager Mr. Chris Reed reviewed the reports. Total operations were up by approximately 10,000 over 2013. U.S. Customs Service hours will remain unchanged during the Super Bowl.

12. Discussion and Input Regarding Monthly Financial Reports for October and November 2014

Ms. Johnson presented the reports.

Commissioner Celigoy inquired about the drop in oil prices and Ms. Johnson pointed out that the flowage numbers for November do not reflect that drop.

13. Discussion and Input Regarding Public Outreach Programs and Planning Projects

Ms. Ferrara announced that the winner of the Barrett-Jackson prize package from the NBAA show is the Executive Vice-President of Air Com Corporation. This gentleman has already visited the Airport once since the convention and they plan to welcome him personally when he comes to collect his prize.

Ms. Ferrara said staff are continuing all efforts to promote the Airport for Super Season 2015. They intend to meet and greet people arriving for Super Bowl. She is fielding media inquiries about Super Bowl. Staff continues to use social media actively.

Mr. Matt Johnson hosted a tour by visiting Boy Scouts. They also did an interview with an aspiring Eagle Scout.

In December there was a meeting for the Airport Master Plan. Commissioners attended the Planning Advisory Committee meeting. The final public information workshop took place.

Two projects fell within the Airport influence area and seven voluntary curfew letters were sent out.

14. Discussion and Input Regarding Airport and Airpark Aeronautical Business Permit Additions, Cancellations or Revocations.

Ms. Johnson presented the list. At the Airport, Alante and Legacy have been added. Turbo National was listed as a cancellation. At the Airpark, Phoenix Heli Support and Building D were added. Vertical Aviation cancelled their helicopter maintenance and hangar shade leasing, but have retained their charter management and sales. CSA16-ICP cancelled their hangar shade leasing.

15. Discussion and Input Regarding Status of Aviation Items to City Council

Mr. Mascaro reported that the items on the list all rolled over from 2014.

16. Discussion and Possible Action to Modify the Airport Advisory Commission Meeting schedule and Commission Item Calendar

Mr. Mascaro noted the permanent change to start meetings at 5:00 p.m.

FUTURE AGENDA ITEMS

None noted.

ADJOURNMENT

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 6:52 p.m.

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