



**SCOTTSDALE AIRPORT ADVISORY COMMISSION  
PUBLIC MEETING  
Scottsdale Airport Terminal Lobby  
15000 N. Airport Drive, Scottsdale, AZ  
January 18, 2017**

**MINUTES**

**PRESENT:** Brad Berry, Chairman  
John Celigoy, Vice Chair  
John Berry  
Bob Hobbi (telephonic)  
Cory Little  
Kevin Maxwell  
Steve Ziomek

**STAFF:** Sarah Ferrara, Aviation Planning & Outreach Coordinator  
Gary Mascaro, Aviation Director  
Chris Read, Airport Operations Manager  
Carmen Williams, Management Analyst  
Adam Yaron, Planner, Advance Planning  
Brad Carr, Planning

**Guests:** Chris Nute, Watts Investments, LLC  
Nathan Romney, Constant Aviation, LLC (telephonic)  
Rick Wielebeski, General Manager, Ross Aviation  
Arthur Rosen  
Brian Anton  
Aaron Leve, Yuge Marketing  
Anna Shirtzer

**CALL TO ORDER**

Chair Berry called the meeting to order at 5:59 p.m.

**ROLL CALL**

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

**PLEDGE OF ALLEGIANCE**

Chair Berry led the meeting in the pledge of allegiance.

## **AVIATION DIRECTOR'S REPORT**

Gary Mascaro, Aviation Director, provided a brief update on the terminal area redevelopment. Schematic designs for development have been submitted to the Design Review Board. The website is currently being revised to reflect the new schematic designs. Estimated opening date is flexibly scheduled for spring 2018.

## **APPROVAL OF MINUTES**

1. Regular Meeting: November 16, 2016
2. Special Meeting: December 7, 2016

Vice Chair Celigoy made a motion to approve the regular meeting minutes of November 16, 2016 and the special meeting minutes of December 7, 2016 as presented. Commissioner Ziomek seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

## **PUBLIC COMMENT**

There were no public comments

## **REGULAR AGENDA            ITEMS 1 - 15**

1. Election of Officers

Chair Berry thanked Commissioners for allowing him to serve as Chair during the past year.

Chair Berry made a motion to elect Vice Chair Celigoy to serve as Chair. Commissioner Ziomek seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

Chair Berry made a motion to elect Commissioner Hobbi to serve as Vice Chair. Commissioner Ziomek seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

New Chair Celigoy thanked Chair Berry for his service.

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

Mr. Mascaro stated that at the first meeting of the year, the Commission has the opportunity to make recommendations for changes to existing by-Laws. There were no suggested revisions. No action was taken.

3. Discussion and Possible Action Regarding Application for Airport Aeronautical Business Permit for Constant Aviation, LLC to conduct Aircraft Maintenance and Repair Services

Carmen Williams, Management Analyst, stated that Constant Aviation, LLC is seeking ratification of an Airport aeronautical business permit for aircraft maintenance and repair services at Scottsdale Airport. The company began in 2005. They provide on-call maintenance nationwide for fractional and private customers. Constant Aviation has leased space at the Signature Flight Support Building on the northeast part of the Airport. They have met the requirements of the aeronautical business permit and submitted the proper documentation. Nathan Romney, representative of Constant Aviation was present telephonically to answer any questions.

Chair Celigoy asked Mr. Romney to provide a brief description of the business. Mr. Romney stated that Constant Aviation, LLC was formed in 2005 with only eight employees. They have grown to 509 employees. They provide MRO services for the aviation industry, including avionics, interiors, composites, accessories and NDT services. They are an FAA certified repair station. They have MRO facilities in Cleveland, Birmingham, Las Vegas and Orlando, Florida.

In response to a question from Commissioner Ziomek, Mr. Romney stated that there are two locations in Cleveland, which is the state with the most employees. The recently required facility in Florida employs 75 employees that are being brought on board this week.

Commissioner Ziomek asked whether there are already contracts established in Scottsdale to provide services. Mr. Romney replied that they are not seeking new customers. The immediate plan is to support current customers.

Chair Celigoy asked how many employees the company expects to have in Scottsdale. Mr. Romney stated that in the future, they are looking to grow to four total employees.

Commissioner Maxwell made a motion to approve Airport Aeronautical Business Permit for Constant Aviation, LLC to conduct Aircraft Maintenance and repair services. Commissioner Ziomek seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

4. Discussion and Possible Action Regarding Application for Airpark Aeronautical Business Permit for Watts Investments, LLC to Conduct Hangar/Shade Leasing Services

Ms. Williams stated that Watts Investments, LLC is seeking ratification of an Airpark Aeronautical business permit to conduct hangar and shade leasing. Their hangar and office facility is located on 73rd Street south of Greenway. Watts Investments, LLC has met the requirements of the Aeronautical business permit and they submitted all of the required documentation. Chris Nute, CFO of Watts Investments, LLC was present to answer any questions.

Mr. Nute said that Watts Investments, LLC is a real estate investment company started in the mid 1970's. The company owns buildings on McClain Street and Greenway used internally through Sunstate Aviation as well as the new building purchased as an investment with the intent to lease to third parties. The building is currently full, consisting of three condo hangars that are private owned and operated.

Commissioner Maxwell made a motion to approve Airpark Aeronautical Business Permit for Watts Investments, LLC to conduct hangar/shade leading services. Commissioner Ziomek seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

#### 5. Discussion and Input Regarding the Self-Service Avgas Facility at Ross Aviation

Rick Wielebeski, General Manager, Ross Aviation stated that a new FuelMaster System was installed in March, 2016 with a 50 foot hose at the south fuel farm. In March, Ross Aviation began to offer a ten cent discount to local Scottsdale pilots. Since March, just over 10,000 gallons of avgas have been pumped through the self-serve system. Mr. Wielebeski makes efforts to personally interact with customers whenever possible. Several customers have expressed pleasure at the availability of the self-serve fuel farm.

Challenges include five customer complaints, four coming from one individual. The fifth complaint related to a timing issue with the fuel farm. Other complaints include customers having to reel up the extensive length of hose.

There is a system of switches that tells the system not to charge the customer for a certain measure of seconds or fractions of seconds. Every FuelMaster self-serve system has this, including Casa Grande, Payson and Coolidge. Every one of them has experienced similar challenges. Research has shown that anytime an electrical storm comes through, the timer is affected. This means that when fuel starts to pump, a valve is thrown. The fuel charges the hose, followed by fueling of the aircraft. In these circumstances if for some reason, a customer changes his mind and does not fuel his aircraft, the customer is charged for one-tenth or a couple tenths of a gallon of fuel. The issues have been worked through with replacement of timers when needed and there continue to be happy customers.

In response to a question from Commissioner Ziomek, Mr. Wielebeski confirmed that the issue has been resolved for quite some time. There are daily tests to insure resolution of this particular issue.

Commissioner Maxwell asked about the timeline for the most recent complaints. Mr. Wielebeski stated that the first complaint was in the August/September time frame. Complaints were received over the ensuing months. After some investigation, the issue was identified and resolved.

In response to a question from Chair Celigoy, Mr. Wielebeski said that state pump inspections are regularly performed. In addition, there are nightly, weekly, monthly, quarterly and annual checks performed internally.

In response to a question from Chair Celigoy, Mr. Wielebeski stated that there are no issues with acceptance of credit cards and there have been no such complaints.

Commissioner Ziomek commented that the last Commission meeting included a couple of complaints as well as upcoming State investigation. Mr. Wielebeski said that the day before Thanksgiving, this particular complaint generated a response from the Department of Weights and Measures with ADOT. They tested the system and discovered a slow dripping leak resulting from a faulty valve, however, this was a separate issue involving the fuel farm and having nothing to do with the complaint about the self-serve system. Ross Aviation was written

up for this finding as well as the one-tenth of a gallon charge discovered in the system in cases where a customer changed his mind and did not fuel his airplane. The contractor that installed the system was called to investigate and at that time, they identified the issue with the timer.

In response to a question from Chair Celigoy, Mr. Wielebeski stated that Ross Aviation's prices are competitive with the region. Prices of other self-serve companies are watched closely and adjusted to match. Commissioner Ziomek asked for a price comparison. Mr. Wielebeski replied that compared to out of truck pricing at Scottsdale, it is more than two dollars cheaper. It is approximately 75 cents higher than self-serve in Deer Valley.

Commissioner Maxwell asked about the possibility of mitigating future electrical issues. Mr. Wielebeski stated that the installer of the system has advised FuelMaster Systems that the problem is being experienced everywhere. The advice given to Ross Aviation was to keep new timers on hand for replacement after storms. The timing meter is now checked on a daily basis.

Arthur Rosen was present to provide a comment, citing two complaint issues, maintenance of the hose rewind as well as charging for fuel before it is pumped in the tank. Ross was notified locally three times. Their national office was called and sent email, including email to the president of the company. In addition, the complaints were presented to the Commission in November, 2016. The first unaddressed complaint regarding the hose repair reflected poor customer service. Complaints were submitted regarding the fuel charges with resolution. ADOT was notified, subsequently shutting down fuel operations for theft of service and charging for fuel that was not delivered to the tank. He added that truck service on Sundays when the fuel farm is closed, entails waiting 40 minutes for the on call staff person to provide service. This has occurred for a couple of weeks.

Commissioner Ziomek thanked Mr. Rosen for coming before the Commission and addressing this problem in November. His input has been helpful to the Commissioner and has assisted Ross Aviation in addressing the problems. Based on the testimony of Mr. Wielebeski, it sounds as though the problems have been resolved. Mr. Rosen acknowledged that they have been resolved to his knowledge.

## 6. Overview of the Scottsdale Airpark Character Area Plan

Adam Yaron, Planner, Advance Planning, reviewed that per the Commission's request during its November meeting, planning staff is present to provide an overview of the General Plan, the greater Airpark Character Area Plan, an overview of the regulatory considerations of development cases affecting the airport and a development update.

The General Plan includes three levels of planning:

1. General Plan: Provides broad, Citywide guiding principles and goals as to where development should be realized over a 20 year time frame.
  - Character and design
  - Land use
  - Economic vitality
  - Community involvement
  - Housing
  - Neighborhoods

- Open space and recreation
- Preservation and environmental planning
- Cost of development
- Growth areas
- Public Services and Facilities
- Community Mobility

The 2001 General Plan includes three approaches related to the Airport covered prominently in two elements: Public Services and Facilities and Community Mobility, which covers Airport management and sound, and operation of the Airport within the greater air transportation system. The 2001 Plan included a general boundary for the greater Airpark Growth area. Proposed in the draft 2035, there is an added Airport Influence Area map, land use and safety goals and policies, circulation and economic vitality policies to support aviation use and Airport operations as well as specific boundaries for the greater Airpark growth area.

2. Greater Airpark Character Area Plan: Includes vision and role for specific areas

- Executive summary
- Vision statement
- Land use
- Neighborhoods and housing
- Aviation
- Community mobility
- Economic vitality
- Environmental planning
- Character and design

The Greater Airpark Character Area Plan was adopted in 2010 by City Council. It establishes a vision for the Greater Airpark, guides policy decisions for development and establishes an implementation framework for City departments to communicate with each other regarding implementation of these specific goals and policies. Community outreach spanned over a two year period and was brought before the Commission in July of 2010. The Plan is not a regulatory document and does not specify building heights, density or intensity. Chapter 3 within the Plan addresses specific aviation goals and policies.

There are areas within the Plan that contain properties with entitlements for residential uses prior to the adoption of the 2010 Plan. The placement of Airpark Mixed Use Residential (AMUR) was adopted in the Plan prior to 2010 as a way to acknowledge these entitlements. Cases have been brought forward to the Commission where a change to the land use map occurred. Most recently, the District, a planned multifamily unit housing development located at the northeast corner of 73rd and Greenway Hayden Loop changed designation from Employment land use designation (EMP) to AMU. In answer to the question of why residential exists in this specific area, there was a 2009 economic consultant study, which made recommendations to encourage multifamily and mixed use development in strategic locations with the Airpark.

Mixed use development is a strategy known for its long-term economic stability in key areas of the community, known as growth areas, of which the Airpark is one. There has been investment interest in the area for mixed use development, particularly with the Kierland and Scottsdale Quarter. Residential development south of the CAP Canal is intended to be limited

to supporting businesses and tourism in the area and is not supposed to be the primary component of development. There are specific components of the regulatory side of the Airport operations considered in the review of development cases, including noise contours, where AMUR is not the recommended land use designation within the 55 DNL contour. The Airport compatibility districts are considered as the initial step for cases that trigger the consideration of input from the Commission.

In relationship to development in the Greater Airpark Character Area and as outlined by Scottsdale's revised code, what staff is seeking when bringing cases to the Commission is predicated on aviation related development proposals and land use policies at or surrounding the Airport that are in conflict with 14 CFR Part 150 and the specific goals and policies of the Airport.

In providing guidance for development in the Greater Airpark, staff requests that the Commission:

- Coordinate with Airport staff to receive input and concerns
  - Follow the 14 CFR Part 150 provisions and Chapter 5 of the City Code for authority and applicability
  - Invite applicable project representatives to be heard
  - Recommend a position and/or stipulations for consideration to relevant boards, commissions or to Council
3. Neighborhood Plan: Very detailed, including specific planning goals and policies and is action oriented.

In terms of multifamily development in the greater airpark area, in 2011 Applied Economics forecasted 6,900 units be added by 2030 for the central sub area of the City between Indian Bend to Deer Valley, east and west of the City's limits. Within the central sub area, 3,600 units have been entitled since 2010 and 72 percent of this activity is located with the Greater Airpark Character Area boundary. Approximately 1,900 units are under construction or completed. Based on the 2011 development forecast, multifamily development is on track for the projections within the area.

Commissioner Ziomek noted that the Airport traffic area straddles Scottsdale and Phoenix. The City of Scottsdale has no say on anything west of Scottsdale Road, even as noise complaints come from both sides of Scottsdale Road. Mr. Yaron stated that staff does interface with the City of Phoenix and other cities with shared boundaries. Specifically in regards to feedback requested from Scottsdale, this typically relates to land use designation changes.

Chair Celigoy referred to the Character Area and stated that the omission of the R in AMU areas seems to imply to developers that it is up for negotiation and asked for clarification. Mr. Yaron stated that this is not the intent. Staff does not seek out proposals; these are left to the free market to bring forward. Staff evaluates proposals against the City's plans, policies and community outreach. Each land use designation is considered to be unique. The AMU and AMUR designations specifically denote areas where there is expectation for a mix of uses, which may result in more pedestrian and vibrant activity.

Chair Celigoy commented that there is extreme pressure on the Commission and the City in friction points between AMUR, AMU and employment zoned areas, which falls to the

Commission to approve or deny. For the large projects approved in 2010, the developers are coming back and requesting amendments or modifications in terms of building height and changes to business/residential split.

Vice Chair Hobbi questioned whether the Commission should be disapproving projects, based on recommendations provided to applicants and contingent upon resolution of these items. Mr. Carr stated that the Commission certainly has the authority to make recommendations conditioned on certain requirements from the developer regarding noise attenuation. The Commission is free to recommend denial of applications.

Vice Chair Hobbi added that there have been conditional approvals of plans, however feedback from Council has been a mixed message response. Mr. Carr stated that perhaps they can work with Airport staff to strengthen the Commission's position on some of these issues as they move forward to City Council, so recommendations receive stronger consideration by Council.

Chair Celigoy asked whether the Commission's recommendations are legally binding. Mr. Carr explained that the Commission's recommendations are not legally binding. They are advanced to City Council, which is the body authorized to make legally binding decisions. Mr. Mascaro commented that there are regulations in Chapter 5 of the Scottsdale Revised Code that require by statute certain elements (such as disclosure notices) in specified zoning areas. Recommendations such as supplemental sound attenuation are not legally binding.

Commissioner Little referred to the Aviation Character Plan and asked whether there are recommendations as to the total number of residential units that should be allowed within the specified area. If so, how does the current number compare to any recommended maximum total? Mr. Yaron stated that the 2011 economic development forecast split the City into northern, central and southern areas. South consists of Indian Bend south. North is Deer Valley to the northern boundary. Central is everything in between. The forecast looks at the 2030 forecast for the central sub area Deer Valley to Indian Bend with 6,900 total units. Thirty-six hundred have been entitled with development rights. Approximately 2,000 are currently under construction or completed. The City's land use assumptions report, provided by the Water Department, provides water assurances for development. The 2011 applied economic development forecast was built off of this land use assumption report. There is no recommendation for a maximum number of units.

Commissioner Ziomek addressed the Sunrise Apartments and Impact Church, noting that all the available information indicates that these are designed solely for refugees. He asked about the City's position regarding approval. Mr. Carr acknowledged the rumors to this effect, stating that there has been nothing to substantiate these rumors. The developer has represented to the City that it is developing market rate apartment rentals at the location. It seems unlikely that a development selling at a rate of two dollars a square foot would be advantageous for refugee housing. However, there are no restrictions from the City regulating who will be residing in the units. Commissioner Ziomek noted that it was odd for luxury apartments to have no balconies. Mr. Carr explained that the balconies will be constructed and it is a requirement of the City that each unit have outdoor living space.

## 7. Discussion and Input Regarding Quarterly Noise Complaint Summary Report



Sarah Ferrara, Aviation Planning & Outreach Coordinator, presented the report for October through December, 2016. Data is collected from noise complaints submitted online or by telephone hotline. There was a spike of complaints in November, 2016. Complaint totals were: October – 740, November – 2,260, December – 681 for a total of 3,637. There were a total of 170 individuals providing complaints for the quarter. There were 132 staff responses to complaints for the quarter, including callbacks and emails. There were 21 regional complaints originating from 11 complainants. Local complaints totaled 3,316 with 159 individual complainants. Three hundred complaints have targeted four top areas:

- For the grid area E-4, three complainants logged 1,527 complaints.
- In grid area F-5, two complainants logged 343 complaints.
- In grid B-8, one complainant logged 363 complaints.
- In grid C-7, two complainants logged 621 complaints.

For 2016, the total number of complainants is 404 and 6,593 complaints.

Vice Chair Hobbi asked for an explanation of the activity for November. Ms. Ferrara noted that three complainants filed 1,527 complaints for the last quarter, which is a significant spike for the quarter, with most taking place in November. She cited the time period as being the busiest time of year as an explanation for increased activity.

Chair Celigoy addressed audience attendees and noted that every member of the Commission is a resident of Scottsdale. Each one has a stake in either aerospace, aviation and/or are pilots. The Commission is passionate about the Airport. They have recently coauthored a letter to City Council emphasizing the importance of the Airport to the City's economic viability. It is also important to note that the City of Scottsdale is responsible for the ground of the Airport. The Commission does not have the authority to shut the Airport down to avoid aircraft noise. Once the aircraft takes off, it is under the authority of the FAA.

Chair Celigoy invited those members of the public who had submitted requests to make public comments specifically in regard to noise complaints.

Brian Anton introduced himself as a retired professional pilot. Larger jets are much quieter. Corporate craft are disadvantaged with potentially noisier craft. For the public, there are limited options, other than flying quieter airplanes. He questioned the potential for even more of a traffic increase, as well as the potential for having larger airplanes utilizing the Airport.

Chair Celigoy commented that two of the largest flight schools in the country are at Deer Valley. The significant number of operations launching out of Deer Valley and coming to Scottsdale attributed to the noise signature and subsequent noise complaints.

Chair Celigoy asked for a comparison of the peak operations to the recent noise and activity report. Mr. Mascaro stated that the peak operation level is identified as pre-recession time frame of 2007, when the Airport was at its busiest. Total operations in December of 2017 were 15,400. Total operations for December, 2016 was 12,400. In response to Mr. Anton's comments about larger planes such as 747s beginning to utilize the Airport, the answer is no. The runway taxiway separation does not meet the requirements for aircraft that size. The weight limit is 75,000 pounds. The FAA granted the City the ability to increase the weight to 100,000 pounds. There are four aircraft stages. Stage 1, the noisiest, is military aircraft and they have the right to operate in and out of any airport in the country. Stage 2 aircraft have

been banned by the FAA as of December 2015. Stage 3 and 4 aircraft are quieter. Very few Stage 3 aircraft remain.

Aaron Leve, Yuge Marketing, was invited to provide a public comment. He specializes in internet marketing and social media management. He was contacted by individuals who wished to record their observations about Airport noise through social media, rather than necessarily calling the hotline. A website has been set up with social media profiles created. Funding is being crowdsourced. The purpose of the website is to collect information and record observations by residents. The website is: [azquietskies.com](http://azquietskies.com).

Commissioner Maxwell inquired as to what will be done with the data collection. Mr. Leve said that it will depend on what the data reveals. The website has been active for the past month. There are no obvious trends at this time.

Anna Shirtzer was invited to provide a public comment. As a doctor, part of her work is to consult to the FAA regarding personnel issues with pilots and attending staff. She came to the Valley in the 1970's. She has not formerly submitted a complaint in the past. She lives just north of Mummy Mountain, south of Doubletree near Tatum. In the last few months, there has been a dramatic change in the amount of noise, not from large jets flying significantly higher, but from twin engine planes with their landing gear down right over her house. The house shakes enough to rouse her from sleep.

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

Mr. Mascaro stated that on an annual basis, the City Council requests that all boards and commissions provide an annual report. He presented a draft copy of the Commission's report for comments or recommendations. There were no comments.

Commissioner Berry made a motion to approve the Airport Advisory Commission Annual Report with no additions. Commissioner Maxwell seconded the motion, which carried by a unanimous vote of seven (7) to zero (0).

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

Ms. Williams presented the updated list and noted that there was one business permit cancellation by RV Stripes & Graphics.

10. Discussion and Input Regarding the Monthly Construction Report

Chris Read, Airport Operations Manager, reported that the power vault and rotating beacon relocation project has begun and is approximately eight percent complete. Work has included home run trench dug, conduit placed, pull boxes placed and building foundation started. Anticipated work for January includes building walls, pulling conductor and completion of trench work. Operational impacts involve the northernmost edge of Ross Aviation north ramp closure, easternmost taxi lane of Ross Aviation north ramp and terminal ramp closed.

The erosion protection project went to City Council last night and passed on the consent agenda. Contract and insurance requirements will be finalized with work estimated to start in February, 2017.

The Taxiway A reconstruction project status has not changed.

In response to a question from Commissioner Ziomek, Mr. Read said that the beacon will be placed on top of the new operations center building.

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

Mr. Read reported that the final total operations for 2015 was 157,449 and for 2016 was 164,082. IFR operations increased approximately 5.3 percent. There were three alerts with one Alert 3, where an Aero Commander left the runway. The pilot was the only person on board and was not injured.

For U.S. Customs, the revenue FYTD is \$254,075. Total uses for the month were 108. Total uses FYTD were 445. U.S. visit uses for the month of December was 18. Comparison for FYTD revenue is 2016/17 – \$254,075 and 2015/16 – \$196,900. Total uses for December, 2015 were 92 and in 2016 were 108. Total uses FYTD for 2016/17 are 445, compared with 353 in 2015/16. Total PPRs for over 75,000 pounds was 41 for calendar year, 2016.

Commissioner Ziomek referred to the U.S. Customs total of \$254,075 and asked about expenses. Mr. Read stated that it costs approximately \$400,000 per year to operate U.S. Customs and Border Protection. Most costs relate to the salaries of the two full-time agents and any necessary overtime charges. The Airport is also required to provide the agents with all necessary equipment and office space. Revenue collected above and beyond this is kept within the Aviation Fund and all funds remain at the Airport. Mr. Mascaro clarified that the amount reflected is fiscal year to date, not calendar year to date. He added that the Airport does not lose money on U.S. Customs and actually makes money. This is helping to drive funding of the new aviation business center. Commissioner Ziomek asked for the total amount received for the entire 15/16 period. Mr. Read explained that this data is provided in the July report, which reflects the fiscal year totals.

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

Ms. Williams focused on the November report. Year to date revenues are at \$1.3 million. There is a large variance of \$993,000 under expenses, which is due to an Airport rescue and firefighting vehicle that was budgeted to be purchased in September. The vehicle purchase is delayed. The vehicle will likely be ordered, but not purchased this year. Delivery and acceptance is anticipated to occur in October/November of this year. For the November monthly comparison to last year, there is 15 percent increase in revenues. Expenses were slightly higher. The monthly target was \$146,000 with the total being \$151,000. Higher expense costs included fleet repairs and equipment rentals. Overall, there is a ten percent increase over last year in net revenues. Areas ahead of budget include U.S. Customs, aeronautical business permit fees, transient aircraft landing and parking fees. As of November, 2016, there is a total of \$8.7 million fund cash balance.

In November of 2016, the Airport jet fuel accounted for approximately 65 percent of the total fuel flowage. Avgas accounted for 3.8 percent. Airpark fuel flowage account for 31.7 percent. Compared to November of last year, fuel flowage is up by 12.8 percent. Year to date compared to last fiscal year shows an increase of nearly 20 percent.

Chair Celigoy asked whether the crash fire rescue vehicle variance will stay on the books for the rest of the year. Ms. Williams replied that with the recent update and the knowledge that the vehicle will not likely be expensed in this fiscal year, it may be possible to push the expense to next year. Operating budget forecasting is currently underway.

Commissioner Ziomek commented that he would like to see both revenue and expenses for the customs report. Mr. Mascaro explained that expenses were reported at one time, however the information was misleading, because billing is received quarterly from U.S. Customs and Border Protection. Extrapolating the amounts does not reflect actuals. He committed to provide expenses and revenue for the end of the year. Commissioner Ziomek asked for a quarterly report, similar to the quarterly noise report.

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

Ms. Ferrara stated that in terms of the Next Gen/Phoenix Metroplex, staff is in the process of reviewing a draft AR that the FAA has submitted regarding public outreach. Comments will be submitted to ensure that the Airport's public outreach tools are recommended.

Oral arguments for the Phoenix lawsuit against the FAA has been scheduled for the spring.

There was a great deal of interest from local news outlets on the recent alert sent out by the Airport.

Listserv notices are being prepared to address the terminal hangar redevelopment updates.

Staff is preparing to exhibit at the NBAA Schedulers and Dispatchers show in Fort Worth. There will be a focus on promoting the Airport in conjunction with the upcoming NCAA Final Four. There will be an interactive basketball shootout to encourage booth traffic.

For noise outreach, there were two emails with residences regarding noise concerns in the last two months.

In terms of community outreach, Aviation staff assisted a Scottsdale teen with earning his Eagle Scout badge for community involvement. The Airport was recognized at his ceremony. Staff hosted a group of seniors from the Via Linda Senior Center for a tour of the Airport.

In regards to monitoring property development through the Planning Department, there was one project for November and four projects for December listed in the Planning and Zoning reports within the Airport Influence Area.

There were 59 voluntary curfew letters sent out in November and 23 sent in December.

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

Mr. Mascaro noted that Council recently approved construction of the Airport Erosion Protection/Wildlife Mitigation Project, Phase 2.

Chair Celigoy asked Commissioner Ziomek to provide information the Thunderbird Field II Veteran's Memorial Project. Commissioner Ziomek stated that this will be addressed at the City Council meeting on Tuesday, January 24th. At the last Council meeting, City staff was directed to determine the funding source for the City portion of costs. As part of preparations, at least 200-300 emails have been sent out, asking recipients to email Council Members with their support for the project and for as many people as possible to attend the meeting and voice support.

15. Discussion and Possible Action to Modify the Airport Advisory Commission Meeting Schedule and Commission Item Calendar

Mr. Mascaro invited comments or suggested changes to the calendar. There were no comments received.

**PUBLIC COMMENT**

Arthur Rosen discussed a problem in City Shades, where King Airs and Fan Jets are being pulled into the hangar shade rows by Technique or the Commerce Center and being left there for the owners to fly them out. This has been brought to the attention of operations, backed up with photographs. Secondly, the Commission and airport manager cannot do anything about fuel prices. However, the FAA is now investigating unfair pricing practices at airports across the country. Scottsdale has the highest prices in the state.

**FUTURE AGENDA ITEMS**

There were no future agenda items discussed.

**ADJOURNMENT**

With no further business to discuss, being duly moved and seconded, the meeting adjourned at approximately 7:58 p.m.

SUBMITTED BY:

eScribers, LLC