

# Memorandum



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DATE: November 22, 2016  
TO: Honorable Mayor and City Council Members  
FROM: Airport Advisory Commissioners  
RE: Encroachment of residential development near Scottsdale Airport

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Dear Honorable Mayor and City Council members,

The purpose of this letter is to bring your attention to the unintended consequences that can arise from the encroachment of residential development near the Scottsdale Airport.

The Airport Advisory Commissioners all have some connection to the airport/aerospace industry. Through our work and passion for aviation, we fully embrace the airport and understand the economic benefits that it brings to a community. It is this affinity for aviation that drives us to also want to protect the airport. As of late, the commission is hearing presentations from developers wanting to build in the vicinity of the airport. Over time, this encroachment can result in a community up in arms against the airport asking for operations to be curtailed or, worse yet, closed. This generally happens due to residents living in close proximity to airports or under the flight paths.

Enclosed are copies of two recent articles that have appeared in national aviation publications and blog pages: one is about the Santa Monica Airport in California and the other about Scottsdale Airport.

The first article details a 30-day notice for a Cease and Desist order to the two remaining Fixed Base Operations located at the Santa Monica Airport. Incidentally, the FAA was able to intercept and stop this order, at least for now.

Santa Monica Airport is a similar airport to Scottsdale Airport. In Santa Monica, the residential and real estate development had gone unchecked for so long that the efforts to shut the airport down for various reasons has become impossible for the local municipality to ignore. The article provides a real sense of the tenor and the tone of where this airport finds itself and where it's headed to.

The second article is something we should all be proud of -- Scottsdale Airport is ranked 29<sup>th</sup> on the top 50 list of most active Business and General Aviation airports worldwide. This is a testament to the vitality of this airport and its importance in the global aviation arena and also within our community. This is great for all of us in Scottsdale and Arizona.

The airport management team and fixed-base operators deserve the accolades for this ranking and achievement.

These are two contrasting and ironic articles. One highlighting that a popular airport can eventually become very unpopular and eventually become a perceived problem for the community -- to the extent that the residents wish it to be gone and leveled to open room for more development. The other article highlights the great result of all the hard work to establish a first class airport to help elevate the economic vitality of our city.

In the last few years, there has been a steady stream of residential development projects presented at our Airport Commission meetings, and within the scope of our role and authority, we have tried to provide neighborly recommendations and advice to avoid ending up like Santa Monica Airport.

However, residential developments do not appear to be slowing down. They are continuing to come. We feel strongly that this sensitive issue of residential encroachment near the airport warrants your attention. We respectfully ask you to help us preserve this gem in our community for future generation of aviation users and the benefit of our wonderful city. This is a slow moving and almost a non-visible phenomenon. However, someday it will be too late.

We ask you to please consider this issue as your review and approve various developmental projects around the airport.

Thank you for your consideration of this issue.

Sincerely,



Brad Berry, Airport Advisory Commission Chair, on behalf of the Airport Advisory Commissioners



HOME > BUSINESS AVIATION > BCA > TOP 50 BUSINESS AVIATION AIRPORTS WORLDWIDE IN SEPTEMBER 2016

**BCA** Business & Commercial Aviation Essential "How-To" Operational Insight

## Top 50 Business Aviation Airports Worldwide in September 2016

### Business & Commercial Aviation

In September 2016, [Teterboro Airport](#) ranked at the top of the list of business aviation airports viewed by [acukwik.com](#) users, according to traffic metrics.

Eight of the top 10 airports were in the United States. [Paris Le Bourget Airport](#) returned to the top 10 as the fourth most viewed airport overall. Ranking ninth overall was [Montreal/Pierre Elliott Trudeau International Airport](#). [Toluca International Adolfo Lopez Mateos Airport](#) near Mexico City tumbled 10 places from sixth in August to 16th in September. [Toronto Lester B. Pearson International Airport](#) was No. 10 in August but ranked 27th in September.

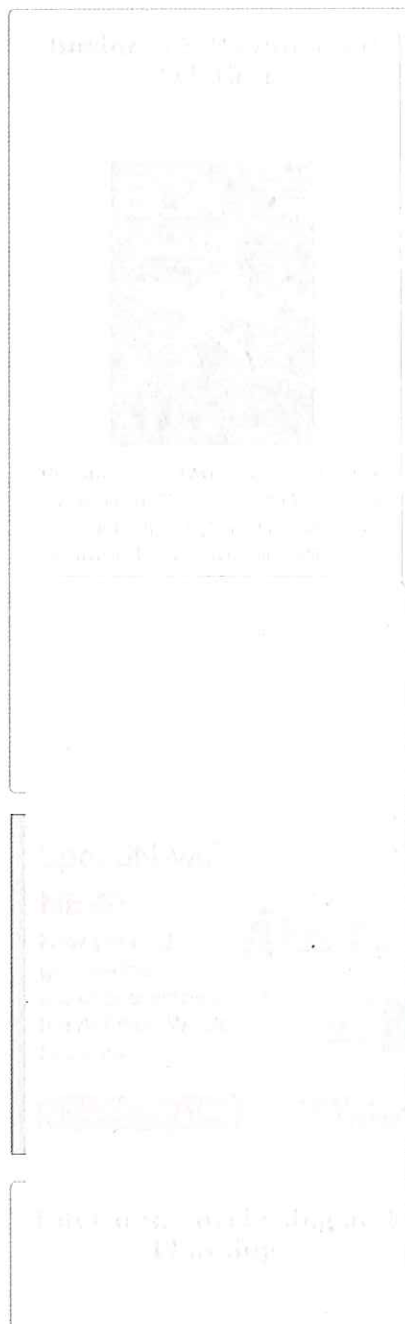
In spite of those shakeups, [Houston Hobby Airport](#) ranked the second most viewed for the second consecutive month.

Other insights from analysis of the data include:

1. Two major international hubs — [JFK in New York](#) and [DFW in Dallas](#) — that moved into the top 50 list in August continued to rise in the rankings. JFK ranked No. 13 in September after ranking No. 35 in August. DFW climbed to No. 28 in September after placing No. 49 in August.
2. The data show evidence of seasonal travel to resort destinations or places popular for tourism leveling off between August and September. Airports in [San Juan, Puerto Rico](#); [Nassau, Bahamas](#); [Orlando, Fla.](#); [Tampa, Fla.](#); [West Palm Beach, Fla.](#); [Fort Lauderdale, Fla.](#); [San Diego](#); [Cancun, Mexico](#); and [Westhampton, N.Y.](#) dropped out of the top 50 between August and September. And [Nice Cote d'Azur International Airport](#) was the airport that fell farthest in the rankings without dropping out of the top 50.
3. Coupling the lower rankings for some of these tourist areas with higher rankings for JFK, DFW, [Chicago Midway International Airport](#), [Newark Liberty Airport](#), [Van Nuys Airport](#), [Phoenix Sky Harbor International Airport](#), [Austin Bergstrom International Airport](#), [Zurich Airport](#), a trend toward getting back to business reveals itself in the September data.
4. Views of [Stewart International Airport](#) in Newburgh, N.Y., increased 300 percent between August and September. [KS WF](#) ranked No. 30 in September. The two other airports that gained the most positions in the rankings month to month were [Oakland County International Airport](#) (No. 39) in Pontiac, Mich., and [Phoenix Sky Harbor International Airport](#) (No. 41).

Airports that moved into the top 50 in September include:

- [CYYR – Goose Bay Airport](#)
- [KSDL – Scottsdale Airport](#)
- [CYYT – St. John's International Airport](#)
- [KSWF – Stewart International Airport](#)
- [CYQX – Gander International Airport](#)
- [OTHH – Doha-Hamad International Airport](#)
- [KPTK – Oakland County International Airport](#)
- [CYOW – Ottawa MacDonald Cartier International Airport](#)
- [KPHX – Phoenix Sky Harbor International Airport](#)
- [KAUS – Austin Bergstrom International Airport](#)



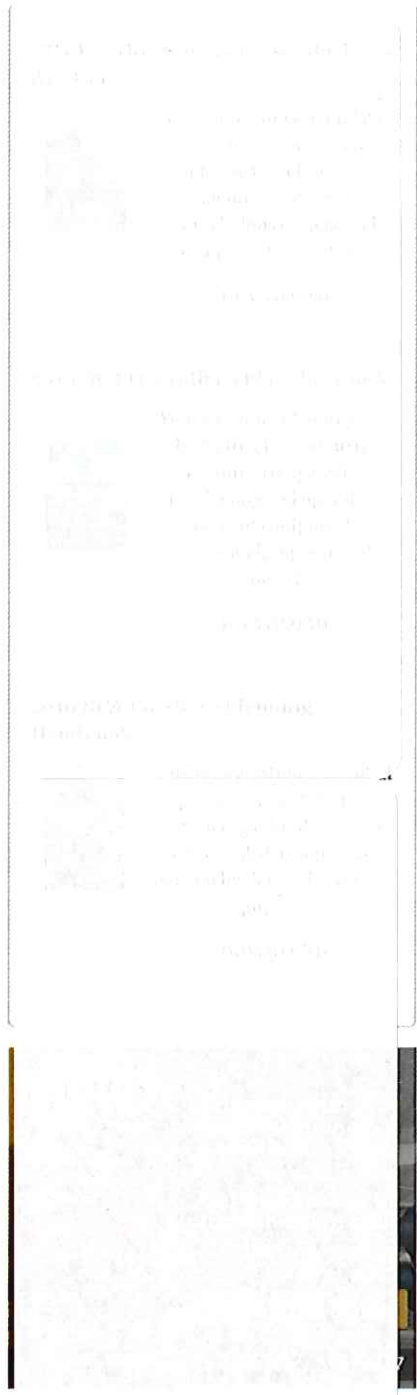


- **CYYC** – Calgary International Airport
- **LSZH** – Zurich Airport
- **KSJC** – Norman Y. Mineta San Jose International Airport
- **OMDB** – Dubai International Airport

Airports that dropped out of the top 50 between August and September 2016 include:

- **KMCO** – Orlando International Airport
- **TJSJ** – San Juan/Isla Verde/Luis Munoz Marin International Airport
- **KTPA** – Tampa International Airport
- **KFOK** – Francis S. Gabreski Airport
- **OMAA** – Abu Dhabi International Airport
- **KAPA** – Centennial Airport
- **KPBI** – Palm Beach International Airport
- **MMUN** – Cancun International Airport
- **KEGE** – Eagle County Regional Airport
- **MYNN** – Nassau/Lynden Pindling International Airport
- **KSDM** – Brown Field Municipal Airport
- **LIRA** – Rome Ciampino G. B. Pastine Airport
- **EGLF** – Farnborough Airport
- **KFXE** – Fort Lauderdale Executive Airport

ROW NUMBER	IDENTIFIER	PREVIOUS RANK	TREND
1	<b>KTEB</b>	1	↔
2	<b>KHOU</b>	2	↔
3	<b>KLAS</b>	9	↑
4	<b>LFPB</b>	12	↑
5	<b>KFLL</b>	5	↔
6	<b>KLAX</b>	4	↓
7	<b>KMIA</b>	3	↓
8	<b>KDAL</b>	16	↑
9	<b>CYUL</b>	21	↑
10	<b>KHPN</b>	14	↑
11	<b>KVNY</b>	29	↑
12	<b>KSAT</b>	7	↓
13	<b>KJFK</b>	35	↑
14	<b>KEWR</b>	26	↑
15	<b>EGGW</b>	8	↓
16	<b>MMTO</b>	6	↓
17	<b>KOPF</b>	11	↓
18	<b>KIAD</b>	13	↓
19	<b>KBOS</b>	17	↓
20	<b>KMDW</b>	34	↑



ROW NUMBER	IDENTIFIER	PREVIOUS RANK	TREND
21	<a href="#">KBFI</a>	15	↓
22	<a href="#">KIAH</a>	31	↑
23	<a href="#">CYYT</a>	62	↑
24	<a href="#">KSFO</a>	37	↑
25	<a href="#">EGSS</a>	38	↑
26	<a href="#">CYYZ</a>	10	↓
27	<a href="#">KTUS</a>	22	↓
28	<a href="#">KDFW</a>	49	↑
29	<a href="#">KSDL</a>	67	↑
30	<a href="#">KSWF</a>	283	↑
31	<a href="#">CYVR</a>	20	↓
32	<a href="#">KBED</a>	42	↑
33	<a href="#">PANC</a>	43	↑
34	<a href="#">CYYR</a>	82	↑
35	<a href="#">LSGG</a>	23	↓
36	<a href="#">CYQX</a>	52	↑
37	<a href="#">CYQR</a>	40	↑
38	<a href="#">OTHH</a>	71	↑
39	<a href="#">KPTK</a>	149	↑
40	<a href="#">CYOW</a>	111	↑
41	<a href="#">KPHX</a>	204	↑
42	<a href="#">OMDW</a>	50	↑
43	<a href="#">LFMN</a>	25	↓
44	<a href="#">BIKF</a>	47	↑
45	<a href="#">KAUS</a>	58	↑
46	<a href="#">KSAN</a>	33	↓
47	<a href="#">CYYC</a>	60	↑
48	<a href="#">LSZH</a>	81	↑
49	<a href="#">KSJC</a>	86	↑
50	<a href="#">OMDB</a>	75	↑



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Aviation. Speculation about the fate of the location had swirled since 2014, when Toyota announced it was relocating its North American headquarters from the Los Angeles area to Plano, Texas. The automaker's North American flight department was one of the major tenants at the FBO. The transaction is expected to close by the end of next month, at which time the location will be renamed Ross Aviation-Long Beach, as Toyota will retain the AirFlite name.

### TRU EXPANDING SIMULATOR FACILITY

Textron's TRU Simulation + Training is nearing completion of a 30,000-sq-ft expansion of the FAA-certified Part 142 OEM-supported ProFlight Pilot Training Facility in Lutz, Florida, near Tampa. The expansion, which adds to 15,000 sq ft currently dedicated to training there, is scheduled to be completed by next month. It will provide space for training classrooms, flight training devices and full-motion flight simulators for the Cessna Citation CJ1+/CJ2+/CJ3 and Beechcraft King Air 90, 250 and 350 with Rockwell Collins Pro Line Fusion avionics. Simulators for the Citation M2 and the CJ3+ are expected to be on line soon, pending certification.

### 800TH TBM DELIVERED

Daher handed over the 800th TBM turboprop single—a TBM 930 registered as N930EA—to Elliott Aviation in Des Moines, Iowa, on September 20, just one week after the milestone aircraft rolled off the final assembly line at Tarbes-Lourdes-Pyrenees Airport in France. Elliott Aviation is Daher's authorized TBM distributor for North Dakota, South Dakota, Nebraska, Minnesota and Iowa. "The 800th TBM represents another important achievement and highlights the success of our turboprop aircraft, whose first model, the TBM 700, entered production 25 years ago," said Nicolas Chabbert, senior vice president of the Daher airplane business. The 700th TBM was a TBM 900 completed in 2014. To date, Daher has delivered 132 TBM 900s and 930s since the former was launched in March 2014.

### MERIDIAN READIES FOR WEST COAST TAKEOFF

As it prepares to open a second FBO this month, Meridian named Epic Fuels as the fuel supplier for the newly built facility at Hayward (California) Executive

# Two Santa Monica FBOs evicted, city gives 30 days' notice to vacate

by Matt Thurber

On September 15, the city of Santa Monica sent eviction notices to the airport's two FBOs—American Flyers and Atlantic Aviation—giving them 30 days to comply. The letters state: "Attached please find your notice to vacate. Please note you have 30 days to vacate the premises. Please coordinate your departure and pro-rated rent amount with the airport manager..." The notice to vacate was issued "pursuant to California civil code 1946," according to documents provided to AIN by the city.

Atlantic Aviation has responded by filing a "motion for cease-and-desist order" asking the FAA to "issue an emergency order...directing the City of Santa Monica to cease and desist from evicting Complainant during the pendency of Complainant's Part 16 action against the City." Atlantic filed a Part 16 complaint with the FAA on September 13.

At an August 23 city council meeting, the city outlined its new FBO policy, which included a plan to serve a "notice to vacate" to both FBOs by September 15 and replace the services provided by the FBOs with city-run operations. Like almost every other aviation tenant at SMO, Atlantic has been operating without a lease since it expired on July 1, 2015.

The city has already managed to get the airport's largest flight school, Justice Aviation, to close on May 11, as part of a settlement of lawsuits between the city

and the company.

Atlantic Aviation bought two Supermarine FBOs—the Santa Monica facility and a sister FBO at Stewart International Airport in Newburgh, N.Y.—in 2007. American Flyers, which operates one of its flight training academy locations at Santa Monica Airport (SMO), also sells 100LL avgas. The city claims that safety and environmental issues are the reasons for closing the airport, and in its lease negotiations with Atlantic Aviation, the city attempted to require the FBO to sell only biofuel-based jet fuel, which is currently not possible.

The city also wants to eliminate lead-based 100LL avgas sales at the airport, and while unleaded aviation gas is now available at some airports for lower-powered piston aircraft, there is currently no substitute for the 100LL required by high-compression piston engines.

### Challenge Planned

Airport tenants have the right to challenge the city's eviction notices in state court, NBAA pointed out. The FAA also has the power to issue a cease-and-desist order because SMO is bound by federal grant assurances that require the city to keep the airport open until at least July 2023. While this is a rarely exercised move, the FAA issued a cease-and-desist order in 2008 when the city attempted to ban class C and D jets from operating at SMO. The dispute ended up in

court, and the FAA prevailed.

"The city is pushing this further than before, and we hope FAA will step up to the plate and make them step back," said Alan Gertsen, NBAA director of airports and ground infrastructure. "Santa Monica is a critical airport to our members and national air transportation system, and we're doing everything we can to work with the city and to pursue the legal avenues that we have, to ensure that the airport remains viable and continues to be operational. There are precedent-setting issues."

AOPA is also asking the FAA to step in: "After learning of the most recent eviction notice AOPA reached out to FAA compliance officials to alert them of the developments, and urged them to move swiftly to counter the city's latest move against airport tenants."

According to NATA president Martin Hiller, the city's move violates the "fair and reasonableness" requirements of FAA grant assurances and also poses a safety problem at the airport. "NAI member companies, including Atlantic, are committed to managing safe and efficient FBO operations. This commitment requires companies to make ongoing investments in both safety equipment and training...there is evidence to suggest that the city will take its obligation seriously to operate an FBO with the requisite knowledge of safe ground handling and fueling operations."

The city of Santa Monica is trying to curtail traffic at SMO by evicting the airport's two FBOs.

