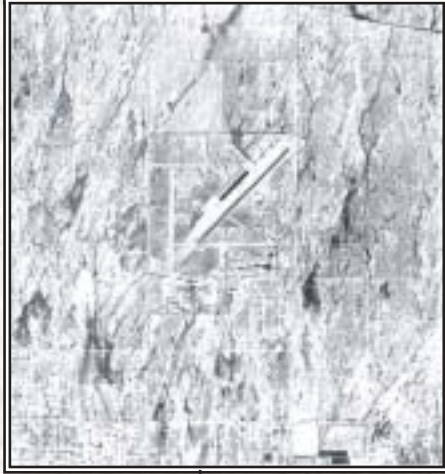


SCOTTSDALE AIRPORT - 1967
Annual Operations: Approx. 10,000



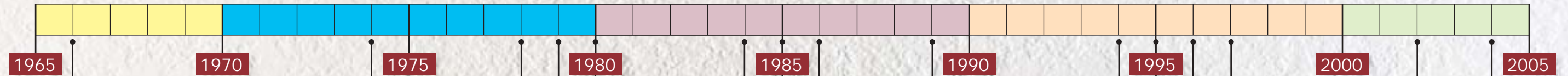
SCOTTSDALE AIRPORT - 1985
Annual Operations: Approx. 170,559
Number of Noise Complaints: 834 (1987)



SCOTTSDALE AIRPORT - 1998
Annual Operations: 208,191
Number of Noise Complaints: 573



SCOTTSDALE AIRPORT - 2003
Annual Operations: 194,472
Number of Noise Complaints: 8,719



1965 1970 1975 1980 1985 1990 1995 2000 2005

Airport acquired by city

The city implemented a noise abatement turn for departing VFR traffic

Entered into a joint resolution with Phoenix to prevent Scottsdale Municipal Airport from becoming an air carrier airport

Created a Noise Abatement Committee to deal exclusively with noise issues

Procedures were established that limited the minimum descent altitude for practice VOR approaches to 2500 MSL

Restricted the size of aircraft using Scottsdale Airport to 60,000 lbs.

Prohibited touch-and-go operations between 9:30 p.m. and 6:00 a.m.

Prohibited simulated engine failure and formation takeoffs to the southwest

Runway 03 was designated as the calm wind runway

The runway was lengthened to accommodate jets year-round and was shifted 3,500' to the northeast to raise altitudes of arriving aircraft over the residential areas southwest of the runway

Commissioned one of the first Part 150 Noise Compatibility studies ever done by a general aviation airport

The City Council ordered the sale of excess airport land to lessen the chances the airport would have additional runways or accommodate Air Carrier type aircraft in the future

The Papago Air National Guard agreed to fly at higher than normal altitudes when entering and departing the traffic pattern

Published a noise brochure designed to educate current and prospective residents of areas near the airport and others with an interest in airport issues

Restrictions were placed on engine run-ups that limited the time of day and location where engine run-ups can be conducted

The Airport Master Plan recommended no additional runways, virtually assuring that Scottsdale Airport will remain a single-runway airport for the foreseeable future

Noise complaint access integrated into the city's web site

Part 150 Noise Compatibility Study Update

Airport formed a "Community Workshop Group" to address citizens concerns regarding airport noise

Lighted noise abatement reminder signs were installed at the ends of both runways to encourage use of noise abatement procedures

Airport completed a Part 150 Noise Compatibility Study Update

The Precision Approach Path Indicator (PAPI) lights at the runway ends are set at the maximum 4 degrees instead of the standard 3 degrees to encourage aircraft approaches to be as high as safely possible

