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**MEETING ANNOUNCEMENTS,  
MINUTES, & SIGN-IN SHEETS**

October 9, 2003

«Title» «First\_Name» «Last\_Name»  
«Title\_2»  
«Company\_Name»  
«Address\_Line\_1»  
«Address\_Line\_2»  
«City», «State» «ZIP\_Code»

Dear «First\_Name»:

**RE: Scottsdale Airport – F.A.R. Part 150 Noise Compatibility Study**

Thank you for agreeing to serve on the Technical Advisory Team (TAT) for the F.A.R. Part 150 Noise Compatibility Study Update for the Scottsdale Airport. The first meeting of the TAT has been scheduled for **Thursday October 30, 2003, at 2:00 p.m.** and will be held at the **Scottsdale Airport Terminal Building** in the Airport Administration Conference Room located on the second floor. The Terminal Building is located at 15000 North Airport Drive and parking is available adjacent to the Terminal.

The purpose of this first TAT meeting is to outline the study process, distribute Team Workbooks and initial materials, discuss issues and answer questions related to the study, as well as meet other Team members. A list of the other Team members is attached for your information. In addition, a Public Information Workshop has also been scheduled for the evening of October 30, to allow the public to learn more about the study and provide comments. If your schedule allows, you are more than welcome to attend. The Workshop will begin at 6:00 p.m. and will be held at the Desert Canyon Elementary & Middle School Cafeteria, 10203 E. McDowell Mountain Ranch Road in Scottsdale.

We would appreciate a call, fax or e-mail to let us know if you will be in attendance at this first meeting. My e-mail address is [jmharris@coffmanassociates.com](mailto:jmharris@coffmanassociates.com), and my phone and fax numbers are provided on this letterhead. In the meantime, if you have any questions or need additional information, please feel free to give me a call.

Sincerely,

James M. Harris, P.E.  
Principal

c. Scott Gray, Aviation Director – Scottsdale Airport  
File #03-SP-01-04

Copies of the letter dated October 9, 2003, regarding the first TAT meeting, held on October 30, 2003, were sent to the following people.

Ms. Cynthia Lukas  
Councilwoman  
City Council  
Subcommittee on Regional  
Aviation Issues  
3939 Civic Ctr. Blvd.  
Scottsdale, AZ 85251

Mr. Don Maxwell  
Chairman  
Airport Advisory Commission  
14605 N. Airport Dr.  
Suite 222  
Scottsdale, AZ 85260

Mr. David Kessler, AICP  
AWP-611.2, Airport Planner  
FAA Western Pacific Region  
15000 Aviation Blvd.  
Lawndale, CA 90261

Mr. Harry Wolfe  
Aviation Coordinator  
Maricopa Association of Governments  
302 North 1<sup>st</sup> Ave.  
Suite 300  
Phoenix, AZ 85003

Mr. John Little  
Transportation General Manager  
City of Scottsdale  
Transportation Department  
7447 E. Indian School  
Suite 201  
Scottsdale, AZ 85251

Mr. Ray Boucher  
Aviation Program Analyst  
ADOT – Aeronautics Division  
255 E. Osborn, Suite 101  
Phoenix, AZ 85012

Ms. Nancy Faron  
Noise Information Manager  
City of Phoenix Aviation Department  
3400 Sky Harbor Blvd.  
Phoenix, AZ 85034

Mr. John Brett  
Air Traffic Manager  
FAA – Scottsdale Tower  
14960 N. 78<sup>th</sup> Way  
Scottsdale, AZ 85260

Mr. Phil Thornton  
Acting Hub Manager  
FAA – Phoenix TRACON  
2800 E. Sky Harbor Blvd.  
Phoenix, AZ 85034

Ms. Stacy Howard  
Regional Representative  
AOPA  
41695 N. Coyote Rd.  
Queen Creek, AZ 85242

Mr. Brian Ready  
President  
AZBAA  
Giant Industries Flight Dept.  
23733 N. Scottsdale Road  
Scottsdale, AZ 85255

Mr. Terry Hanson  
Chief, Airspace Management  
Luke Air Force Base  
7224 N. 139<sup>th</sup> Drive  
Luke AFB, AZ 85309-1934

Mr. Scott T. Gray  
Aviation Director  
City of Scottsdale  
Aviation Division  
15000 N. Airport Dr.  
Suite 200  
Scottsdale, AZ 85260

Mrs. Jennifer Lewis  
Aviation Planner  
City of Scottsdale  
Aviation Division  
15000 N. Airport Dr.  
Suite 200  
Scottsdale, AZ 85260

Mr. Gary Mascaro  
Assistant Aviation Director  
City of Scottsdale  
Aviation Division  
15000 N. Airport Dr.  
Suite 200  
Scottsdale, AZ 85260

Mr. Chris Read  
Assistant Aviation Director  
City of Scottsdale  
Aviation Division  
15000 N. Airport Dr.  
Suite 200  
Scottsdale, AZ 85260

**SCOTTSDALE AIRPORT**  
**F.A.R. PART 150 NOISE COMPATIBILITY STUDY**  
*Technical Advisory Team Meeting*  
*October 30, 2003 2:00 p.m. to 3:30 p.m.*  
*Scottsdale Terminal Building*  
*Airport Administration Conference Building*

*Agenda*

1. Welcome and Introductions  
-Scott Grey, Director of Aviation for Scottsdale Airport
2. Role of Committee  
-Jim Harris, Coffman Associates
3. Study Process, Proposed Meeting Schedule  
-Jim Harris, Coffman Associates
4. Review of F.A.R. Part 150 Noise Study Inventory  
-Dave Fitz, Coffman Associates
5. Technical Advisory Team Members' Issues Discussion

# SCOTTSDALE AIRPORT F.A.R. PART 150 NOISE COMPATIBILITY STUDY

TECHNICAL ADVISORY TEAM MEETING #1  
October 30, 2003, 2:00 p.m.

## *Draft Meeting Minutes*

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**Location:** Airport Terminal Building, 2<sup>nd</sup> Floor Conference Room  
**Attendance:** See sign-in sheets

*Meeting brought to order 2:00 p.m.*

Scott Gray, Director of Aviation for Scottsdale Airport, introduced himself and welcomed the group to the first Technical Advisory Team (TAT) meeting for the Scottsdale Airport Part 150 Study Update. He thanked everyone for their participation and explained that the team members were selected based on their ability to provide technical input into the study. City staff is not going to have an active role in the study; however, they will provide information as needed. He then asked the team members to introduce themselves.

Team introductions:

Jim Harris, Coffman Associates, provided an explanation of the TAT role and the role of the public on the project. All of the documents prepared by the consultants will be available via the internet for review and comment by the general public. Jim also described the initiation brochure for the project. Over 900 copies of the brochure were mailed to individuals that had filed a noise complaint with the airport.

Jim then discussed the project process handout. Throughout the study, the TAT would be sent draft copies of various chapters of the documents. The team would receive the chapters one week to ten days prior to the TAT meetings. The chapters will be discussed at the various TAT meetings. Four team meetings will be held, approximately four months apart.

Following is a summary of the questions asked by the TAT members regarding the project:

John Little, Transportation General Manager for the City of Scottsdale, asked what the difference is between the previous Part 150 Study and this Part 150 Study Update.

Jim responded by saying that the work effort is the same except the current program will be reviewed and updated as part of the study update. Undertaking a Part 150 Study is voluntary; however, the city has a policy to update the noise compatibility program as necessary.

Brain Ready, of the Giant Industries Flight Department, asked if the team members should read the old study.

Dave Fitz, Coffman Associates, said that a summary of the old study will be included in this Part 150 update.

Jim Harris said that it may be beneficial to review portions of the previous study.

Jennifer Lewis, Aviation Planner for Scottsdale Airport, said that the airport has a number of copies of the previous study, as well as a number of the executive summary brochures. She then handed out copies of the executive summary to interested team members.

Brian asked what the team's role in the public information workshops will be.

Jim said that the team is more than welcome to attend the workshops; however, attendance is not required. Attending the workshops may allow the team members to gain insight into the public's perception of the airport.

John asked if the long-range contour in the study could mirror the city's current anticipated build-out date of 2030.

Jim said that, according to the scope of work, the long-range contour for the study was a 20-year contour. Forecasts will be prepared and approved by the FAA prior to the preparation of the future noise contours.

John asked if additional noise monitoring will be undertaken.

Jim explained that additional noise monitoring would add cost to the project.

Ray Boucher, Aviation Program Analyst for the Arizona Department of Transportation, asked how long monitoring was undertaken.

Dave described the monitoring program which was much more detailed than what was undertaken for the previous Part 150 Study.

John asked how "noise-sensitive" is defined.

Jim provided a brief discussion regarding Part 150's definition of noise-sensitive land uses.

Brian asked if the presence of Highway 101 will affect the study. This highway had not been constructed when the previous study was undertaken.

Jim stated that the Part 150 Study will focus on aviation noise.

John mentioned that a noise study for Highway 101 was recently undertaken – the consultants may want to obtain a copy of that study.

Brian felt that it was important to recognize that aviation noise was not the only transportation-related source of noise in the area. Highway 101 has introduced additional transportation noise.

Brian asked if the Northwest 2000 Study would have a role in this Part 150 Study.

Jim stated that the two studies would not necessarily involve one another.

John requested that the TAT members refer any media inquiries into the study to Jim McIntyre or Coffman Associates.

Gary Mascaro, Assistant Aviation Director for Scottsdale Airport, asked how the public perception of the flight tracks will be handled.

Jim stated that the flight tracks utilized in the study will come directly from the radar flight tracking.

Brian asked how the Integrated Noise Model (INM) handles a seasonal airport such as Scottsdale Airport.

Jim said that the INM provides an analysis of the average annual noise condition.

Jim discussed the restrictions that will be evaluated as part of the Part 150 Study. Restrictions such as a curfew will require the preparation of a Part 161 Study. HMMH will assist with the evaluation of restrictions at the airport.

Dave Fitz concluded the meeting by suggesting that everyone read the Technical Information Papers (TIPs) contained within the project notebooks. The TIPs will provide the team members with an understanding of noise metrics, noise terminology, and land use planning tools around airports.

*Meeting adjourned at 4:10 p.m.*



F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE  
 TECHNICAL ADVISORY TEAM  
 MEETING ATTENDANCE RECORD



Meeting Technical Advisory Team Meeting #1 Date: October 30, 2003 Time: 2:00 p.m.

Place: Scottsdale Airport Terminal Building

Please print neatly

NAME	REPRESENTING	PHONE #/E-MAIL
1. DONALD MAXWELL	Airport Adv. Comm.	ph.#: (480) 947-720/ e-mail: LDOM@TUN.COM
2. BRIAN READY	AZBA	ph.#: (480) 991-1941 e-mail: BREADY@GIANT.COM
3. GERALD PENNINGTON	FAA PHX TRACON	ph.#: 602-379-3084 e-mail: GERALD.PENNINGTON@FAA.GOV
4. JENNIFER LEWIS	SDL	ph.#: 480-312-7609 e-mail: jmllewis@scottsdaleaz.gov
5. JOHN BRETT	SDL ATCT	ph.#: 602-640-2600 e-mail: JOHN.BRETT@FAA.GOV
6. JOHN C. LITTLE JR	City of Scottsdale	ph.#: 480-312-2539 e-mail: jlittle@scottsdaleaz.com
7. Chris Read	Airport	ph.#: 312-2674 e-mail: Cread@scottsdaleaz.gov
8. SCOTT GRAY	Airport	ph.#: 312-7735 e-mail: SGRAY@SCOTTSDALEAZ.GOV
9. Gary Mascaro	Airport	ph.#: 312-7612 e-mail: gmascaro@scottsdaleaz.gov
10. Ray Boucher	ADOT Aeronautics	ph.#: 602-294-9144 e-mail: rboucher@dot.state.az.us
11. Jim McIntyre	City of Scottsdale	ph.#: (480) 312-7607 e-mail: jmcintyre@scottsdaleAZ.gov
12. Molly Waller	Coffman Assoc	ph.#: mwall@coffmanassoc.com e-mail: 516/524-3500
13. DAVID FITZ	COFFMAN ASSOC.	ph.#: 816-524-3500 e-mail: df.fitz@coffmanassoc.com
14. Nancy Faron	City of Phoenix Aviation Dept	ph.#: 602-273-3475 e-mail: nancy.faron@phoenix.gov
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**SCOTTSDALE AIRPORT**  
**PART 150 NOISE COMPATIBILITY STUDY UPDATE**  
*Public Information Workshop*

*October 30, 2003, 6:00 p.m. to 8:30 p.m.*  
*Desert Canyon Elementary & Middle Schools*  
*Scottsdale, Arizona*

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Public Information Workshops are structured as an open house, with display boards and information posted throughout the meeting room. These meetings intend to encourage two-way communication between the airport staff, consultants, and local citizens. This Public Information Workshop presented information pertaining to the purpose of the Noise Compatibility Study.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE  
 PUBLIC INFORMATION WORKSHOP  
 ATTENDANCE RECORD



Meeting Public Information Workshop #1 Date: October 30, 2003 Time: 6:00 - 8:30 p.m.

Place: Desert Canyon Elementary & Middle

Please print neatly

School Cafeteria

NAME	ADDRESS	PHONE #/E-MAIL
1. JOHN EGGEN	13004 W WAST SCOTTSDALE, AZ	ph.#: 480 596-5235 e-mail: JANDSEGGEN@COX.NET
2. KEN WEINGARTEN	9215 EASTER DRIVE SCOTTSDALE AZ	ph.#: 657-0729 e-mail:
3. ROBERT MANN	16420 N. THOMPSON BLVD SCOTTSDALE	ph.#: 480 513 895 e-mail: TMANND@CORAL.COM
4. PHILIP A. VICKERS	8518 E. VISTA BONITA DR. SCOTTSDALE, AZ 85257	ph.#: e-mail: PAV.CO@MSN.COM
5. BRIAN REAGY	23733 N. SCOTTSDALE BLVD SCOTTSDALE, AZ 85257	ph.#: 480-991-1941 e-mail: BREAGY@GMAIL.COM
6. ERIC EPSTEIN	12228 N. 62ND ST. SCOTTSDALE, AZ 85254	ph.#: 480-948-3388 e-mail: ericmaxwell@earthlink.net
7. MIKE SCHILL	6104 E. COTLER SCOTTSDALE, AZ 85254	ph.#: e-mail: schillteam@cox.net
8. JOYCE CLARK	13402 N. 76TH PL. SCOTTSDALE, AZ 85260	ph.#: 480-991-6418 e-mail:
9. JILL KUWAY	11201 N. TATUM BLVD #330 PHX. AZ 85260	ph.#: 602/652-8525 e-mail: jillk@biskindlaw.com
10. GREG SMITH	PHX ATCT	ph.#: 602 379 4226 e-mail: GREG.F.SMITH
11. DAVID FITZ	COFFMAN ASSOC.	ph.#: 816-524-3500 e-mail: dfitz@COFFMANASSOCIATES.COM
12. SCOTT GRAY	15000 N. AIRPORT DR SCOTTSDALE, AZ 85260	ph.#: 480-312-7735 e-mail: SGRAY@SCOTTSDALEAZ.GOV
13. GARY MASCARO	" "	ph.#: 480-312-7612 e-mail: gmascaro@scottsdaleaz.gov
14. DOUG TAYLOR	10515 E. ACACIA DR SCOTTSDALE	ph.#: 480 919 1508 e-mail: EMKDLT@YAHOO
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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE  
 PUBLIC INFORMATION WORKSHOP  
 ATTENDANCE RECORD



Meeting Public Information Workshop #1 Date: October 30, 2003 Time: 6:00 - 8:30 p.m.

Place: Desert Canyon Elementary & Middle

Please print neatly

School Cafeteria

NAME	ADDRESS	PHONE #/E-MAIL
1. Steve Bachman	14300 N. 76 <sup>th</sup> ST Scottsdale AZ 85260	ph.#: 480-998-4899 e-mail: SOLTET@COOL.COM
2. Chris Rasmussen	Scottsdale Tribune	ph.#: 480 970 2364 e-mail: CRASRUSSO@AZTrib.com
3. Sam Day	5478 E. CHolla ST.	ph.#: 480-315 8193 e-mail:
4. J. MARTY GENDRON	9085 E. CAPT. DREYFUS	ph.#: 480,314-0920 e-mail: MARTYPAK@CDK.NET
5. <del>Don</del> Kristie Taylor	10515 E Aconia	ph.#: e-mail: DLTKMICKYACTOO.COM
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March 5, 2004

**RE: Scottsdale Airport F.A.R. Part 150 Noise Compatibility Study Update – Second Technical Advisory Team Meeting**

Dear :

The second Technical Advisory Team (TAT) meeting for the F.A.R. Part 150 Noise Compatibility Study for Scottsdale Airport has been scheduled for Wednesday, March 31, 2004 at 1:30 p.m. The meeting will be held in the second floor conference room in the Airport Terminal Building. It has been several months since our last TAT meeting in October. Since that time, a considerable amount of work has been accomplished including the preparation of updated aviation forecasts, noise contours, and the calculation of land use impacts.

The material to be discussed at the TAT meeting will be in the form of four (4) draft working papers which will be sent to you approximately ten (10) days prior to the meeting. These chapters, which will be sent to you and discussed at the meeting, are as follows:

- Chapter One – Inventory
- Chapter Two - Forecasts
- Chapter Three – Aviation Noise
- Chapter Four – Noise Impacts

A Public Information Workshop has been scheduled for later that evening at the Gray Hawk Elementary School cafeteria, from 6:00 to 8:00 p.m. The purpose of the workshop will be to allow the public to review the information which will be presented at the TAT meeting.

We look forward to meeting with you on Wednesday, March 31<sup>st</sup>. In the meantime, please feel free to contact me at (602) 993-6999 or Dave Fitz at (816) 524-3500 if you have any comments or questions.

Sincerely,

James Harris  
Principal

c. Gary P. Mascaro, C.M., C.A.E., Scottsdale Airport

Copies of the letter dated March 5, 2004, regarding the second TAT meeting, held on March 31, 2004, were sent to the following people.

Ms. Cynthia Lukas  
Councilwoman  
City Council  
Subcommittee on Regional  
Aviation Issues  
3939 Civic Ctr. Blvd.  
Scottsdale, AZ 85251

Mr. Don Maxwell  
Chairman  
Airport Advisory Commission  
14605 N. Airport Dr.  
Suite 222  
Scottsdale, AZ 85260

Mr. David Kessler, AICP  
AWP-611.2, Airport Planner  
FAA Western Pacific Region  
15000 Aviation Blvd.  
Lawndale, CA 90261

Mr. Harry Wolfe  
Aviation Coordinator  
Maricopa Association of Governments  
302 North 1<sup>st</sup> Ave.  
Suite 300  
Phoenix, AZ 85003

Mr. John Little  
Transportation General Manager  
City of Scottsdale  
Transportation Department  
7447 E. Indian School  
Suite 201  
Scottsdale, AZ 85251

Mr. Ray Boucher  
Aviation Program Analyst  
ADOT – Aeronautics Division  
255 E. Osborn, Suite 101  
Phoenix, AZ 85012

Ms. Nancy Faron  
Noise Information Manager  
City of Phoenix Aviation Department  
3400 Sky Harbor Blvd.  
Phoenix, AZ 85034

Mr. John Brett  
Air Traffic Manager  
FAA – Scottsdale Tower  
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Scottsdale, AZ 85260

Mr. Phil Thornton  
Acting Hub Manager  
FAA – Phoenix TRACON  
2800 E. Sky Harbor Blvd.  
Phoenix, AZ 85034

Ms. Stacy Howard  
Regional Representative  
AOPA  
41695 N. Coyote Rd.  
Queen Creek, AZ 85242

Mr. Brian Ready  
President  
AZBAA  
Giant Industries Flight Dept.  
23733 N. Scottsdale Road  
Scottsdale, AZ 85255

Mr. Terry Hanson  
Chief, Airspace Management  
Luke Air Force Base  
7224 N. 139<sup>th</sup> Drive  
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Mr. Scott T. Gray  
Aviation Director  
City of Scottsdale  
Aviation Division  
15000 N. Airport Dr.  
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Mrs. Jennifer Lewis  
Aviation Planner  
City of Scottsdale  
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Mr. Gary Mascaro  
Assistant Aviation Director  
City of Scottsdale  
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15000 N. Airport Dr.  
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Scottsdale, AZ 85260

Mr. Chris Read  
Assistant Aviation Director  
City of Scottsdale  
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15000 N. Airport Dr.  
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Scottsdale, AZ 85260

**SCOTTSDALE AIRPORT**  
**PART 150 NOISE COMPATIBILITY STUDY UPDATE**  
*Technical Advisory Team Meeting #2*  
*March 31, 2004, 1:30 p.m.*  
*Scottsdale Terminal Building*  
*Second Floor Conference Building*

*Agenda*

1. Welcome and Introductions  
- Jim Harris, Coffman Associates
2. Chapter One - Inventory  
- Molly Waller, Coffman Associates
3. Review of Chapter Two - Forecasts  
- Jim Harris, Coffman Associates
4. Review of Chapter Three - Aviation Noise  
- Dave Fitz, Coffman Associates
5. Technical Advisory Team Members' Issues Discussion



**SCOTTSDALE AIRPORT  
F.A.R. PART 150 NOISE COMPATIBILITY STUDY**

TECHNICAL ADVISORY TEAM MEETING #2  
March 31, 2004, 1:30 p.m.

*Meeting Minutes*

**Location: Scottsdale Airport Administration Office**  
**Attendance: See sign-in sheets**

*Meeting brought to order at 1:40 p.m.*

Jim Harris of Coffman Associates welcomed everyone to the meeting. He outlined the focus of the meeting and reviewed the Part 150 process. He also explained the project timeline

Jim then informed the group that the FAA has approved the operation forecasts. He then explained how the forecast numbers were derived.

Stacey Howard asked why Table 2K has smaller operations numbers for 2003.

Jim pointed out that was just for general aviation operations. He explained that we focused independently on different sectors of aircraft activity.

Brian Ready asked why we split general aviation and air taxi; he believes that may not represent operations correctly.

Jim replied by explaining that that is how the tower reports operations, since that is how we receive the data so we keep it that form.

Brian asked what the significance is. He stated that there are no airlines; the term air taxi could be interpreted as commercial.

Jim stated that we will look into using different terms.

Molly Waller with Coffman Associates then outlined the inventory chapter, stressing its importance

Brian asked what the projected buildout of the Airport/Airpark is.

Scott Grey, Airport Director, replied that that with the existing facilities about two years. The conversion and redevelopment of existing parcels surrounding the airport will add a few more years.

Brain then asked Coffman Associates if we kept this buildout in mind when we determined the forecasts.

Jim Harris replied that we did not constrain forecast numbers to available parcels.

Scott then pointed out on an aerial map the parcels with potential access points, stating that there are numerous through the fence access points.

Molly then spoke about airspace around the airport.

Brian asked if we had a copy of the new proposed VFR routes.

Molly replied that we had not.

Stacey then added that the proposed routes fall pretty close to what we have depicted.

Molly then asked for the timeframe that the new routes will be released.

Stacey replied that they will be published during the next charting cycle and she can get them to us electronically.

Brain asked if we planned to date the exhibits in the final.

Jim stated that we would.

Molly then outlined the remainder of the Inventory Chapter, focusing on existing landuse, regulatory framework, and the capital improvement plan.

Brian then asked if the church located in the airpark is located in the 65 DNL noise contour.

Molly replied that it is in the 60 DNL contour.

Scott affirmed.

Molly then stressed the importance of the team's comments on this chapter.

Jim then gave an introduction to the noise discussion.

Dave Fitz with Coffman Associates then explained the difference in contour shapes from the previous study. He discussed the advances in technology and its effect on noise models. He also pointed out the decline of Stage 2 aircraft operations which plays a big factor in the reduction and changing shape of noise contours.

Brian then asked about the accuracy of the INM model. He then commented that he didn't see any transient helicopters identified within the fleet mix.

Dave responded that the INM model currently groups helicopters - there is not a large selection to use as input into the model. He then added that the FAA is working on adding more helicopters to the model database.

Brian then asked if it negatively affected the study that the noise contours are smaller than in the previous study.

Jim replied that the noise has been reduced since the last study.

Dave then addressed the noise monitoring that was done. He then discussed the individual noise contours.

Gary Mascaro then asked where the number 477 in the 2025 potential impacts came from.

Dave discussed the potential growth risk based on existing zoning and the general plan. Dave asked if there was any more questions.

Ray Boucher then spoke of the future questions we should consider in the alternatives section. He added that the FAA was getting more involved in land use planning and that the state will begin to consider alternatives to noise contours for the determination of where to have residential land use. He adds that the airports and communities will have more responsibility in land use planning or they will not get the money for the airport. There will be more stringent control on development.

Molly then asked what technique will be used to determine the land use requirements.

Ray replied they were looking into a combination of techniques, similar to what has been done in the state of Washington. There will be a big change in the way ADOT will look at it.

Nancy Faron then asked why would they punish the airport, if the city zoning dictates the residential development, that can't be restricted without being sued. They cannot deny building permits.

Jim also pointed out the jurisdictional issues between the Cities of Scottsdale and Phoenix.

Stacey then asked if we could go to the state legislature; put the responsibility on the developers.

Ray replied that that would look good on paper but it wasn't enforceable.

Gary added that the developer has zoning rights.

Dave replied that there will always be land use right issues.

Harry Wolfe then asked about the noise complaints that are generated outside of the contours, will the alternatives be based on the noise contours, overflights, etc, how do we deal with that.

Jim replied that for a 150 study we have to use noise contours. The FAA is concerned with the 65 DNL contour and the City is concerned with the 55DNL. Jim then explained our alternatives and how they are formulated.

Brian then added that if aircraft procedures are based on complaints, that will lead to more complaints.

Jim continued to outline how alternatives are developed.

Jim then asked if there were any more questions, none were presented.

*Meeting adjourned at 3:45*

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE  
 TECHNICAL ADVISORY TEAM  
 MEETING ATTENDANCE RECORD



Meeting Technical Advisory Team Meeting #2 Date: March 31, 2004 Time: 1:30 p.m.

Place: Scottsdale Airport Terminal Building

Please print neatly

Second Floor Conference Room

NAME	REPRESENTING	PHONE #/E-MAIL
1. BRIAN REAGY	AZBA/NBAA	ph.#: 602-478-3919 e-mail: BIREAGY@GIANT.COM
2. JENNIFER LEWIS	SCOTTSDALE AIRPORT	ph.#: 480-312-7609 e-mail: jmlewis@scottsdaleaz.gov
3. JOHN BRETTE	SCOTTSDALE ATCT	ph.#: 602-646-2600 e-mail: JOHN.BRETTE@FAA.GOV
4. Stacy Howard	AOPA	ph.#: 480-981-9165 e-mail: stacy.howard@aopa.org
5. CHUCK CRINMAN	AOPA	ph.#: 480-451-7676 e-mail: CTC@dnaimail.com
6. Gary Mascaro	Scottsdale Airport	ph.#: 480-312-7612 e-mail: gmascaro@scottsdaleaz.gov
7. Scott GRAY	SCOTTSDALE AIRPORT	ph.#: 480-312-7735 e-mail: SGRAY@SCOTTSDALEAZ.GOV
8. GERALD PENNINGTON	PHOENIX TRACON	ph.#: 602-379-3684 e-mail: GERALD.PENNINGTON@FAA.GOV
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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE  
 TECHNICAL ADVISORY TEAM  
 MEETING ATTENDANCE RECORD



Meeting Technical Advisory Team Meeting #2 Date: March 31, 2004 Time: 1:30 p.m.

Place: Scottsdale Airport Terminal Building

Please print neatly

Second Floor Conference Room

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9.		ph.#: e-mail:
10.		ph.#: e-mail:
11.		ph.#: e-mail:
12.		ph.#: e-mail:
13.		ph.#: e-mail:
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20.		ph.#: e-mail:

**SCOTTSDALE AIRPORT  
PART 150 NOISE COMPATIBILITY STUDY UPDATE  
*Public Information Workshop***

***March 31, 2004, 6:00 p.m. to 8:00 p.m.  
Grey Hawk Elementary School  
Phoenix, Arizona***

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Public Information Workshops are structured as an open house, with display boards and information posted throughout the meeting room. These meetings intend to encourage two-way communication between the airport staff, consultants, and local citizens. This Public Information Workshop presented information pertaining to the purpose of the Noise Compatibility Study. The following pages contain issues that were raised by the public during the March 31<sup>st</sup> workshop.

# ISSUES

1. FINAL ARRIVALS Now  
OVER IRONWOOD VILLAGE  
(NOT BEFORE 1999<sup>th</sup>)
2. ARRIVALS TO LOW  
OVER I.W. BETWEEN  
4-6 pm & 3-5 am
3. FLIGHT SCHOOLS PRATICE OVER  
CAREFREE - NOT USING PRATICE  
AREAS.
4. FLY OVER COMPATIBILE  
CORRIDORS. (OPEN AREA) ↙



5. SKY HARBOR

DEPARTURES OVER

N. SCOTTSDALE SHIFTS

DVT : SDL TRAFFIC

SOUTH.

6. SAFETY

7. LOW FLYING HELICOPTERS  
S.E. OF AIRPORT

8. WILL THE AIRPORT GET  
ADDITIONAL RADAR COVERAGE?

9. CURFEW (10pm - 6am)

10. RESTRICT NOISIER AIRCRAFT.


# ISSUES

11. Low HELICOPTER N.E. OF AIRPORT.
12. NW. DEPARTURES SHOULD FOLLOW HWY 101.
13. SMALL AIRPLANES FLY TO LOW. ON APPROACH TO DEER VALLEY.
14. <sup>CORP. JETS</sup> ARRIVAL TO LOW OVER COPPER RIDGE. ELM/MID. SCHOOL.
15. CHANGE VOL. CURFEW ~~FROM~~ TO 9:00 PM - 6:00 AM

# ISSUES

16. NO FUTURE PASSENGER  
COMMERCIAL FLIGHTS.

17. PENALTIES FOR NOT FOLLOWING  
THE RULES. FOLLOW THE EXIST.  
RULES.

18. RWY 21 EAST  
ARRIVALS 

19. TOO LOW ON APPROACH  
TO RWY 3 - ADD POWER

20. MORE NOISE ABATE<sup>MENT</sup>~~MENT~~ INFO.  
FOR PILOTS.

21. INCENTIVES FOR QUIET AIRCRAFT.

22. NO MILITARY AIRCRAFT

# ISSUES

23. EARLY MORNING - LANDING NOISE  
REVERSE THRUST.
24. DISPERSE LANDINGS / DEPARTURES
25. IF YOU DON'T DESIRE NOISE,  
DON'T BUY A HOUSE NEXT TO  
AN AIRPORT! IT'S THAT SIMPLE!
26. IF YOU BUY A HOUSE NEXT TO AN AIRPORT,  
DON'T WHINE / COMPLAIN ABOUT NOISE. LIVE  
SOMEWHERE ELSE.
27. REGARDS #22: AS LONG AS SDL RECEIVES ANY  
FEDERAL DOLLARS, MILITARY AIRCRAFT RETAIN LANDING  
RIGHTS. SHOW A LITTLE RESPECT TO THOSE WHO MAKE  
IT POSSIBLE FOR YOU TO COMPLAIN.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE  
 PUBLIC INFORMATION WORKSHOP  
 ATTENDANCE RECORD



Meeting Public Information Workshop #2 Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE  
 PUBLIC INFORMATION WORKSHOP  
 ATTENDANCE RECORD



Meeting Public Information Workshop #2 Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE  
 PUBLIC INFORMATION WORKSHOP  
 ATTENDANCE RECORD



Meeting Public Information Workshop #2 Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

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Place: Gray Hawk Elementary School Cafeteria

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20.		ph.#: e-mail:

add to list please

John Smiley & Phyllis Smiley



# SCOTTSDALE AIRPORT

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## NOISE COMPATIBILITY RESPONSIBILITIES

Multiple organizations and groups are responsible for mitigating the effects of aircraft noise exposure in the vicinity of an airport. The following serves as a guide to highlight the various individual responsibilities for aircraft noise exposure mitigation around Scottsdale Airport.

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### Federal Government

The Federal Government, primarily through the Federal Aviation Administration (FAA), has the authority and responsibility to control aircraft noise sources through the following methods:

- **Implement and Enforce Aircraft Operational Procedures** - These include pilot responsibilities, compliance with Air Traffic Control instructions, flight restrictions, and careless and reckless operation of aircraft. Where and how aircraft are operated is under the complete jurisdiction of the FAA.
- **Manage the Air Traffic Control System** - The FAA is responsible for the control of navigable airspace and reviews any proposed alterations in flight procedures for noise abatement on the basis of safety of flight operations, safety and efficient use of navigable airspace, management and control of the national airspace and air traffic control systems, effects on security and national defense, and compliance with applicable laws and regulations.
- **Certification of Aircraft** - The FAA has required the reduction of aircraft noise through certification, modification of engines, or aircraft replacement as defined in F.A.R. Part 36.  
*FAA noise reduction regulations do not apply to military aircraft or aircraft below 75,000 pounds.*
- **Pilot Licensing** - Individuals licensed as pilots are trained under strict guidelines concentrating on safe and courteous aircraft operating procedures, many of which are designed to lessen the effects of aircraft noise.
- **Noise Compatibility Studies** - Federal Aviation Regulation (F.A.R.) Part 150 establishes procedures and criteria for the evaluation of Noise Compatibility Studies.

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### State Government

The State of Arizona does not directly mandate or implement regulations or programs pertaining to aircraft noise or land use. The state does, however, render such power to local governments through enabling legislation. This legislation encourages local governments to establish planning commissions which are assisted by agencies or departments to prepare and adopt a long-range general plan, and regulate zoning, subdivision and land development, consistent with the plan.

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### Local Government (cities, towns, and counties)

Local governments have the authority to enforce land use regulations within their jurisdictions. These include:

- **Land Use Planning** - Local governments are permitted to prepare, adopt and implement comprehensive, long-range, generalized land use plans within their current jurisdictions and for unincorporated areas which are likely to be annexed.
- **Zoning Ordinance** - Local governments use the Zoning Ordinance to guide the uses of property, provide dimensional requirements for lots, building height and density.
- **Subdivision Regulations** - Local governments can use subdivision regulations to enhance noise-compatible land development by requiring developers to plat and develop land so as to minimize noise impacts or reduce the noise sensitivity of new development. The most common method is the dedication of a noise or aviation easement to the local government by the land subdivider as a condition of development approval.
- **Building Codes** - Local governments institute building codes to ensure safe and inhabitable building standards. Local building codes may require sound insulation in new residential, office, and institutional buildings when warranted by existing or potential high aircraft noise levels.

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### Airport Proprietor - City of Scottsdale

The airport proprietor is responsible for the safe and efficient operation of the airfield facility. This includes:

- Overall airport planning and the implementation of airport development actions.
- Installation of noise barriers and implementation of noise-reducing ground operating procedures.
- Provide community outreach.
- Recommend restrictions on airport use that do not unjustly discriminate against any user, impede the federal interest in safety and management of the air navigation system, or unreasonably interfere with interstate commerce.

**The airport proprietor does not have the authority to install mandatory noise abatement procedures or direct air traffic.**

*All procedures including noise abatement, aircraft air operations, and curfews must be approved by the FAA and would require additional studies.*

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### Aircraft Manufacturers

Aircraft manufacturers have the responsibility to incorporate the latest noise reduction technology in aircraft engine designs. In addition, manufacturers can include aircraft specific noise abatement techniques and settings in aircraft operation manuals.

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### Aviation Users

Aviation users have the responsibility to fly in a safe and responsible manner as per the "General Operating and Flight Rules" defined in F.A.R. Part 91.

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### Current and prospective residents

Current and prospective residents in areas surrounding airports should seek to understand the aircraft noise problem and what steps can and cannot be taken to minimize its effects. Prospective residents should research the location of nearby airports and air traffic patterns determine if aircraft noise would negatively affect their quality of life



# SCOTTSDALE AIRPORT



## What is an F.A.R. Part 150 Noise Compatibility Study?

A Federal Aviation Regulation (F.A.R.) Part 150 Noise Compatibility Study is a voluntary comprehensive analysis to evaluate and mitigate the effects of aircraft noise exposure in the vicinity of an airport. The study is divided into two parts: (1) The Noise Exposure Maps evaluate the current and future (five and ten-year) aircraft noise exposure; and (2) the Noise Compatibility Program evaluates and suggests methods for reducing and preventing aircraft noise exposure impacts through noise attenuation, operational procedures, and land use planning.

### NOISE EXPOSURE MAPS



#### INVENTORY - Chapter One

- Jurisdictional Responsibilities
- Airport Setting
- Existing Airspace and Air Traffic Control
- Existing Airport Facilities
- Existing Land Use
- Existing Land Use Planning Policies and Regulations

#### FORECASTS - Chapter Two

- Aircraft Fleet Mix
- Existing Aircraft Operation Levels
- Forecast Operation Levels

#### AVIATION NOISE - Chapter Three

- Aircraft Noise Measurement Data
- Aircraft Noise Modeling
- Aircraft Noise Exposure - Present, Five-Year, and Ten-Year

#### NOISE IMPACTS - Chapter Four

- Land Use Compatibility Guidelines
- Noise Complaints
- Current Noise Exposure to Land Uses
- Potential Growth Risk (Land Development)
- Future Noise Exposure to Land Use (Five-Year and Ten-Year)



### NOISE COMPATIBILITY PROGRAM

#### NOISE ABATEMENT ALTERNATIVES - Chapter Five

- Runway Use and Flight Routing (departure turns, preferential runway use, visual approaches)
- Airport Regulations (curfews, landing fees, ground activity restrictions)
- Aircraft Operating Procedures (reduced thrust takeoffs, maximum climb departures, elevated glideslope angle)
- Airport Facilities Development (new runways, acoustical barriers, ground activity)

#### LAND USE ALTERNATIVES - Chapter Six

- Potential Land Use Management Techniques
  - Policy Techniques (general/comprehensive planning, project review guidelines)
  - Regulatory Techniques (compatible use zoning, building codes, subdivision regulations)
  - Expenditure Techniques (property acquisition, sound insulation, aviation easement)



#### NOISE COMPATIBILITY PLAN - Chapter Seven

- Recommended Noise Abatement Measures
- Recommended Land Use Management Measures
- Implementation and Management Measures



## The Technical Advisory Team Meeting (TAT)

The TAT is made up of a broad range of technical resources that meet with the project consultant at selected intervals during the study for project review, acquisition of additional information, and implementation coordination.

## Public Information Workshop (PIW)

Public Information Workshops offer the general public an opportunity to evaluate the Noise Compatibility Study in an informal setting. The consultant and airport representatives are present and individuals are encouraged to ask questions, express concerns and provide commentary. These workshops are held at several intervals during the course of the study. See City of Scottsdale's website for further meeting notifications at [www.ScottsdaleAZ.gov/airport](http://www.ScottsdaleAZ.gov/airport).

