



**WRITTEN COMMENTS RECEIVED
PRIOR TO PUBLIC HEARING**

Kory A. Lewis

From: Mascaro, Gary [gmascaro@Scottsdaleaz.Gov]
Sent: Tuesday, July 27, 2004 2:49 PM
To: Jim Harris; David W. Fitz; Gray, Scott; Lewis, Jennifer
Subject: FW: Public input sought at third aircraft noise workshop --Please note new meeting location--

-----Original Message-----

From: Penkeaton@aol.com [mailto:Penkeaton@aol.com]
Sent: Tuesday, July 27, 2004 12:27 PM
To: gmascaro@Scottsdaleaz.Gov
Subject: Re: Public input sought at third aircraft noise workshop --Please note new meeting location--

Hi Gary -

Thanks for the invitation, but I will be unable to attend.

I live in the Princess community. No complaints from me - I know that the Airpark is good biz for that area.

I do miss the fighter jets coming in and out. If they want to come back, please let them. My friend in the Air Force calls it the "sound of freedom", and I love it.

Regards, Penny Keaton

Dave Fitz

From: Philip Vickers [PAV_CO@msn.com]
Sent: Tuesday, August 03, 2004 1:20 PM
To: dfitz@coffmanassociates.com
Subject: Part 150 comments....

Mr. Fitz..... Please consider the following comments to be my input for the 8/5 meeting which I am unable to attend due to other business commitments out of state.

1...Economic Feasibility of Night Operations. Many noise complaints from citizens are a result of night or early morning operations. Our airport only takes in approx. \$9000 in Gross Revenue annually from these operation which is definitely not enough to pay for the cost of keeping the airport open. My suggestion is that night and early morning operation should be limited to emergency operations from 7 pm to 7 am due to the noise complaints and the effect of such on residents " peaceful enjoyment of their lives" and the NON ECONOMIC merits of keeping the airport open.

2. ALL stage II aircraft should be immediately banned.....if Jackson Hole can ban the Stage II and that is acceptable to the FAA.....then the FAA is discriminating against all other airports that wish to ban stage II A stage II aircraft has a 22 mile noise footprint vs a 2.5 mile footprint of stage II an alternative to total ban would be to consider banning those stage II aircraft whose engines have not been retrofited with noise reduction devices.

3. The FAA should allow ALL local airports to make their own rules about aircraft noise in each community.

4. Helicopter flight rules should be revised to require HIGHER minimum operating altitudes.....to reduce noise and to restrict non emergency flights to day time hours only..

Thank you for your considerantion

Phil Vickers

Dave Fitz

From: Jtdeanaz@aol.com
Sent: Tuesday, August 03, 2004 6:42 PM
To: dfitz@coffmanassociates.com
Subject: Scottsdale airport Noise Public Meeting

8-3-04

I will be out of state on August 5th so unfortunately I will not be able to attend the meeting. However, I wish to strongly express my disagreement of the complaints about the airport noise.

I live at 9001 East Chino Drive in line with the Scottsdale Airport runway and flight pattern, approximately two miles northeast of the facility.

Like all other residents, I purchased this 1 1/2 acre property and built a home with the full knowledge of the airport and related issues. Having the airport so near my home is clearly an asset and increases my property value. The noise is absolutely no problem. In fact aircraft noise is truly the SOUND OF FREEDOM.

Yes, I do expect air traffic at the Scottsdale Airport to continue to increase.

Please count me as a strong supporter of the Scottsdale Airport. The only noise that bothers me is the noise generated by those people that knowingly purchased property in this area and now want changes made to accommodate their wishes. Each complaining party knew or should have known the issues involved with being near an airport. The airport was here first and grows naturally with the community.

Remember, aircraft noise is the SOUND OF FREEDOM!

Sincerely,
Joseph T. Dean
480-342-9124



COMMENT FORM

Name: David Barnett

Date: August 5, 2004 Time: 6:30 - 8:30 p.m.

Place: Airport Terminal Building

Please print neatly

Signs with airplanes are fine in commercial/industrial areas but I do not want signs in residential areas - especially if it declares the area as a "noisy area" - buyers should do more of their own research instead of relying on the government to protect them from themselves. Keep airport signs on major arteries or freeways.

Give some suggestions on increasing building heights as potential helps to sound convey understanding that heights are limited near to the actual runway by FAA. 60' buildings would help.

Mail to:

COFFMAN ASSOCIATES, INC.

237 N.W. Blue Parkway, Suite 100

Lee's Summit, MO 64063 FAX: (816) 524-2575

www.coffmanassociates.com



COMMENT FORM

Name: _____

Date: August 5, 2004 Time: 6:30 - 8:30 p.m.

Place: Airport Terminal Building

Please print neatly

Karen Seemeyer
The Desert Advocate
6528 E Cone Creek
Cone Creek B 85331

~~KS~~ Seemeyer@thedesertadvocate.com

of 480-488-1204
fax 480-488-6248

Mail to:

COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100

Lee's Summit, MO 64063 FAX: (816) 524-2575

www.coffmanassociates.com



COMMENT FORM

Name: DIANA NAYER

Date: August 5, 2004 Time: 6:30 - 8:30 p.m.

6912 E Redfield Rd Scottsdale

Place: Airport Terminal Building

Please print neatly

There needs to be a radar/flight tracking program added to formally track complaints & compliance.

Mail to:

COFFMAN ASSOCIATES, INC.

237 N.W. Blue Parkway, Suite 100

Lee's Summit, MO 64063 FAX: (816) 524-2575

www.coffmanassociates.com



COMMENT FORM

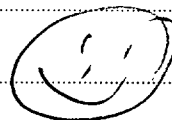
Name: Scott Caley DDS Date: August 5, 2004 Time: 6:30 - 8:30 p.m.
7540 E Jenan Dr, Scotts Place: Airport Terminal Building

Please print neatly

Please see Existing + Future Consolidated
arrival tracks - 3 Light Blue lines West of
21J, All activity could so easily
be moved over 101 reducing 21J + 21C
noise to southern Block - Cactus to
Scottsdale to 101 + South to
downtown.

Please note 21G outgains
planned for cactus road west,
the same thing can be done
wif 21J + 21C making 101 corridor.

Thx



Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com



COMMENT FORM

Name: Michael McCarty Date: August 5, 2004 Time: 6:30 - 8:30 p.m.
Place: Airport Terminal Building

Please print neatly

Noise has Absolutely no impact!

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

Scottsdale Airport – and by extension the surrounding airpark – is under attack.

In this day and age one's thoughts may immediately jump to the idea of hooded figures plying their evil skills, hidden by the coal-black of night. However if one were to think this one would be very, very wrong. In reality this vision is 180-degrees from the actual culprits.

No, the Scottsdale Airport is under attack by generally wealthy, white home-owners who claim to be bothered by nothing more than the noise of freedom – otherwise known as airplanes.

In response to this aggregious attack on their personal pursuit of life, liberty and happiness they propose to close down – or limit in such a drastic way as to approximate a closure – the Scottsdale Airport.

In this particular day and age where one's mind jumps easily to hooded, evil figures these residents even complained about, and suggested banning, the occasional military aircraft from using this airport. The very aircraft that help keep this nation secure and stable. The security and stability that allows these very residents to lead the lifestyles they do.

However not all of the nearly 15,821 people that live in the 12 square miles – with two or more noise complaints as listed on the Scottsdale Airport Noise Complaints, 2004 grid-map – [i]are[/i] complaining. In this nation built on majority-rule if some 16,000 people were complaining about somehitng then it might be prudent to consider doing what they ask. But this is [i]not[/i]the case. No only 10, yes you read that correctly 10, residents account for nearly 90-percent of the 693 complaints this year so far.

The area of the city KSDL resides in accounts for only 31 percent of the total city of Scottsdale and it's demographics, according to the 2000 U.S. Census, are 91-percent white and over 57-percent make over \$60,000 per year. In other words this is a small, but wealthy part of town.

Of the 473 local, and 215 regional, noise complaints received this month alone, 90-percent were generated by only 10 individuals. 300 of those complaints were generated by [i]one[/i] individual. This individual lives less than two miles directly south of the west one-third of the runway. Apparently no one informed this individual that an airport had existed in this location for over 40 years.

Scottsdale airport began operations on June 22, 1942.

Most of the homes within the immediate three miles – where most of the complaints are

generated – surrounding the airport were built long after 1942. Someone must not have informed [i]all[/i] these people that an airport was located only three miles from their homes. An airport that was built over 40 years ago.

Interestingly enough while the operations – the number of takeoffs and landings – has increased only 20-percent over last year's operations noise complaints have jumped a whopping 118-percent, according to the Scottsdale Airport Noise Information Report from July 2004. Again, thanks in main part to the efforts of one, solitary individual.

However, let's consider these peoples' complaints for a moment. We'll set aside the fact that the airport was, indeed, "there first."

If this tiny, vocal minority is successful in closing the airport what does the City of Scottsdale, and these residents, stand to lose?

Well, according to the Economic Impact of the Scottsdale Airport/Airpark November 24, 2003 report the total value-added economic activity in the airpark was estimated at \$2.5 to 3 billion annually. The total value-added economic activity of the airport alone was directly \$63 million and indirectly \$182 million. The airpark and its 2,200 business employs 42,000 people and boasts a \$1.36 billion annual payroll. This equates, for the city, to direct sales and property taxes of \$23 million annually.

If this economic powerhouse – which was grown to its current size [i]because[/i] of the airport – were to have its core cut out, where would these 10 individuals suggest the city make up its lost revenues? Certainly they wouldn't be so noble as to propose property taxes be increased. No this would affect their own pocket books and seeing that they are not afraid to publicly display their own selfishness a suggestion from them to increase their own property taxes would certainly be out of character.

In the end the problem here is two fold.

One, the vocal minority was too stupid or lazy to determine their surroundings when they purchased their homes and are now seeking to force other people and institutions to conform to their needs. In other, more simplistic terms, the airport was here first!

Two, the aviation community has been too quick to give into their demands. On the Scottsdale Airport Web site one can find a Pilot "Good Neighbor" pledge wherein pilots voluntarily commit to being "good neighbors" and flying as quietly as possible. While this in and of itself is not a bad thing there is nowhere to be found a Resident "Good Neighbor" pledge. Where is the voluntary commitment from the residents who moved in next to an airport that [i]they[/i] will be good neighbors and not. KSDL has, and enforces, a supposedly voluntary noise abatement procedure. A supposedly voluntary crew has

R. J. Kunt
R. John Kunt
PILOT / CFI



Dave

COMMENT FORM

Name: Mark McLaughlin

Date: August 5, 2004 Time: 6:30 - 8:30 p.m.

Place: Airport Terminal Building

Please print neatly

The proposal to put signs warning of "loud low flying aircraft" in existing residential areas is not fairly disclosed as a part of your meeting materials. Such signs are an unnecessary measure punishing residents due ~~to~~ ^{to} the irrational behavior of a few

Mail to:
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

SCOTTSDALE AIRPORT
Scottsdale, Arizona

RECEIVED
AUG - 9 2004

F.A.R. Part 150 Noise Compatibility Study Update
Technical Advisory Team Members

July 23, 2004

Enclosed are draft working papers for the F.A.R. Part 150 Noise Compatibility Study Update. They will be presented at the third PAC meeting scheduled for Thursday, August 5, 2004, at 1:30 p.m. The meeting will be held in the second floor conference room in the Airport Terminal Building.

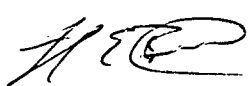
- F.A.R. PART 150 NOISE COMPATIBILITY STUDY**
- CHAPTER FIVE – NOISE ABATEMENT ALTERNATIVES
- CHAPTER SIX – LAND USE ALTERNATIVES
- APPENDIX E – DISCUSSION OF NOISE-BASED USE RESTRICTIONS
- APPENDIX F – PROJECT IMPLEMENTATION MATERIALS

I have read the working papers and have no comments.

*I have read the working papers and have the following comments:
(Attach separate sheets, as necessary.)*

Please mail this response sheet by August 19, 2004, to:

COFFMAN ASSOCIATES, INC.
4835 E. Cactus Road, Suite 235
Scottsdale, Arizona 85254
Attn: Jim Harris


Name: JOHN BRETT
Representing: SDL ATCT
Phone: 640-2600
(602)

**STACY HOWARD
AIRCRAFT OWNERS AND PILOTS ASSOCIATION
41695 N COYOTE RD QUEEN CREEK AZ 85242
480-987-9165 FAX 480-987-0352 EMAIL: stacy.howard@aopa.org**

FAX LETTER

DATE: August 13, 2004

TO: James Harris
Coffman Associates

FAX NO. 602-993-7196

Number of pages: 2
(including cover page)

RE: **Scottsdale Pt 150 Noise Abatement Alternatives**

We have read the draft working papers for the Scottsdale Airport F.A.R. Part 150 Noise Compatibility Study Update, dated July 23, 2004, Chapters Five and Six, and have the following comments:

Pg 5-2

Amend the paragraph concerning the shared responsibilities among government and residents near the airport to include the following: Prospective residents of areas surrounding the Scottsdale Airport should perform *due diligence* to determine which areas are impacted by aircraft overflights and/or noise, become aware of the effect that aircraft operations may have on their quality of life, and make their locational decisions with that in mind.

Possible Noise Abatement Techniques - Exhibit 5A and pages 5-4 through 5-41

We agree with the conclusions reached by the consultants and the technical advisory committee concerning potential noise abatement techniques. The voluntary practices already in place should continue, and no changes to the traffic pattern routing, runway configuration, aircraft operating techniques, or airport restrictions should be implemented. Considered changes would adversely impact safety and efficiency at the airport, with little or no noise benefit.

References to increased cost, wear and tear on equipment, or inconvenience to aircraft operators as a consideration for NOT implementing operational changes and restrictions should be deleted from the final draft. It could lead the public to

believe that aircraft owners and operators are unwilling to make financial concessions for the sake of noise reduction.

With reference to charted visual approaches, we believe that any charted approach to the airport should be available and useful to all classification of aircraft. There should never be a debate whether or not a charted approach is flyable.

(Pg 5-2) Correct paragraph two of the conclusion as follows: "... right base entry, and right downwind approaches to Runway *[delete 21, insert 3]* should be continued..."

TAC Discussion of Possible Noise Abatement Techniques

We agree with the conclusions of the Technical Advisory Committee that the minimum descent altitude of SDL's instrument approaches should not be raised, that limiting practice descents to pattern altitude should continue on a voluntary basis, and that when the instructor deems it important to the quality of pilot training, pilot's should continue to descend to approach minimums during instrument training.

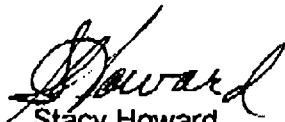
We agree that in the interest of safety, the airport should consider lowering rather than increasing the angle of the PAPI glide slope and to determine if more stabilized, flatter approaches could actually reduce noise impacts.

Land Use Alternatives – Pages 6-1 through 6-23

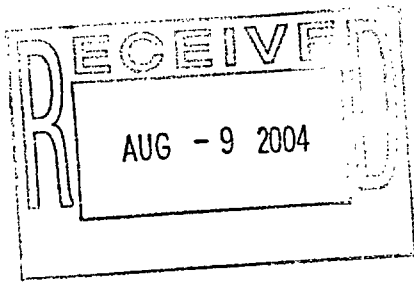
We concur with the consultants that all resources available to the governments of Phoenix and Scottsdale should be put to use, and recommendations from the previous study which were not yet implemented should be expedited. These include:

- Expanding the Airport Influence Area
- Updating the General Plan designations for compatible land uses
- Implementing overlay zoning
- Rezoning undeveloped land to compatible use
- Utilizing further opportunities for aviation easements
- Improving fair disclosure, especially during property resale
- Amending building codes in noise sensitive areas

A definition for the term "aviation easement" should be included in the technical papers.



Stacy Howard
Western Regional Representative



August 3, 2004

James and Carol Slaker
7108 E. Sleepy Owl Way
Scottsdale, Az. 85262

Coffman and Associates
4835 E. Cactus Road
Suite 235
Scottsdale, Az 85254

Dear Sirs:

This letter is in response to your request for comments on the noise generated by **Scottsdale Airpark**.

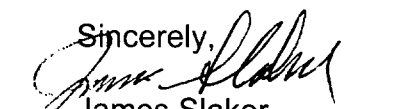
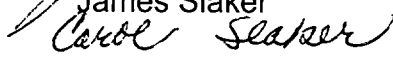
Scottsdale Airpark does not accept complaints regarding aircraft noise from citizens living north of Jomax Road. We are residents of the City of Scottsdale, but we live well north of Jomax. Due to the City Council adopted policy regarding Aircraft Noise Complaints, we and other residents in our area have been disenfranchised! This policy **MUST** be revised.

The routing of aircraft flying into Scottsdale Airpark should be revised. Airplanes inbound from the north fly over the Boulders Resort and then south along Scottsdale Road to Scottsdale Airpark. The routing should be revised by shifting operations to the east to bring aircraft in over the Tonto National Forrest, south near Granite Mountain and Fraesfield Mountain, the McDowell Mountains, and then south and west to the Airpark. Many of the complaints from Carefree, Cave Creek, and Far North Scottsdale would then be eliminated because a greatly reduced number of residences would be affected.

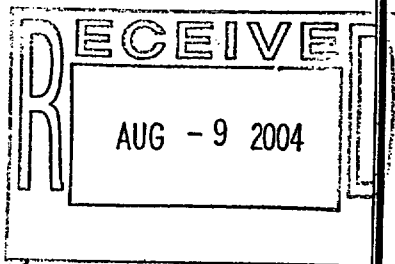
The hours of aircraft operations should be changed. No Stage II or un-muffled internal combustion (propeller driven) aircraft should be allowed to use the Airpark for landing or taking off between the hours of 2200 and 0600, MST. This should be a mandatory restriction, not voluntary. Some inconsiderate airhead is flying over my house every weekday between 0330 and 0400 hours.

Please add our comments to your study data base. Also, please add us to you data base and keep us updated on the progress of the study.

Thank you for allowing our input.

Sincerely,

James Slaker

Carol Slaker

SCOTTSDALE AIRPORT
Scottsdale, Arizona



F.A.R. Part 150 Noise Compatibility Study Update
Technical Advisory Team Members



July 23, 2004

Enclosed are draft working papers for the F.A.R. Part 150 Noise Compatibility Study Update. They will be presented at the third PAC meeting scheduled for Thursday, August 5, 2004, at 1:30 p.m. The meeting will be held in the second floor conference room in the Airport Terminal Building.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY
CHAPTER FIVE – NOISE ABATEMENT ALTERNATIVES
CHAPTER SIX – LAND USE ALTERNATIVES
APPENDIX E – DISCUSSION OF NOISE-BASED USE RESTRICTIONS
APPENDIX F – PROJECT IMPLEMENTATION MATERIALS




I have read the working papers and have no comments.



*I have read the working papers and have the following comments:
(Attach separate sheets, as necessary.)*

Please mail this response sheet by August 19, 2004, to:

COFFMAN ASSOCIATES, INC.
4835 E. Cactus Road, Suite 235
Scottsdale, Arizona 85254
Attn: Jim Harris


Name: JOHN BRETT
Representing: SDL ATCT
Phone: 640-2600
(602)

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE



COMMENT FORM

Name: LARRY BURGO
16622 N. 108th St.

Date: August 5, 2004 Time: 6:30 - 8:30 p.m.

Place: Airport Terminal Building

Please print neatly

563-9527

AIRPORT needs A RADAR TRACKING SYSTEM

STILL Too MANY Hotshots coming in Too Low + Loud (fast)

PROPOSED (East of airport about 4 miles) NOISE REDUCTION NOT NEARLY ENOUGH To be noticeable

Mail to:

COFFMAN ASSOCIATES, INC.

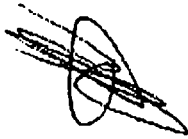
237 N.W. Blue Parkway, Suite 100

Lee's Summit, MO 64063 FAX: (816) 524-2575

www.coffmanassociates.com

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE

COMMENT FORM

Name: Steve WilliamsDate: August 5, 2004 Time: 6:30 - 8:30 p.m.480-860-6528Place: Airport Terminal Building*Please print neatly*

I live at 114th St & Mountain View, which is supposedly outside of the noise area covered in the study. We have gotten a HUGE amount of small plane noise over the past 18 months. We have sent e-mails, but feel like no one is listening.

This whole process at the workshop has a tone that there is no problem and people are being reactionary. They are wrong! Something has changed in the past few years, whether officials will acknowledge it or not.

This feels like the airport constituency is holding all the cards & the people are not.

Mail to:

COFFMAN ASSOCIATES, INC.

237 N.W. Blue Parkway, Suite 100

Lee's Summit, MO 64063 FAX: (816) 524-2575

www.coffmanassociates.com

SCOTTSDALE AIRPORT
Scottsdale, Arizona

Part 150 Noise Compatibility Study Update
Technical Advisory Team Members

October 14, 2004

Enclosed are draft working papers for the Part 150 Noise Compatibility Study Update. They will be presented at the fourth TAT meeting scheduled for Tuesday, October 26, 2004, at 1:30 p.m. The meeting will be held in the second floor conference room in the Airport Terminal Building. The Public Information Workshop is scheduled for Tuesday, October 26, 2004 between 6:00 p.m. and 8:00 p.m. The workshop will be held in the cafeteria of Horizon High School located at 5601 E. Greenway Rd.

PART 150 NOISE COMPATIBILITY STUDY
CHAPTER SEVEN – NOISE COMPATIBILITY PROGRAM
TAT MEETING MINUTES FROM AUGUST 5, 2004

I have read the working papers and have no comments.

*I have read the working papers and have the following comments:
(Attach separate sheets, as necessary.)*

I SEE NO MENTION OF MILITARY AIRCRAFT. THE MILITARY DOES UTILIZE SCOTTSDALE AND WE WOULD LIKE TO RETAIN THAT ABILITY. IF THERE IS THE POSSIBILITY OF THE MILITARY LOSING ACCESS TO SCOTTSDALE, WE WOULD NEED TO KNOW.

Please mail this response sheet by November 9, 2004, to:

COFFMAN ASSOCIATES, INC.
4835 E. Cactus Road, Suite 235
Scottsdale, Arizona 85254
Attn: Jim Harris

Name: William A. Gillies
Representing: Luke AFB (Military)
Phone: 623-856-5855

Dave Fitz

From: Mascaro, Gary [gmascaro@Scottsdaleaz.Gov]
Sent: Friday, October 15, 2004 1:47 PM
To: David Fitz (E-mail)
Cc: Lewis, Jennifer; Molly Waller (E-mail); McIntyre, James; James Harris (E-mail)
Subject: FW: Public input sought at fourth aircraft noise workshop

Dave,

You may want to add this to the comments. Thanks

Gary P. Mascaro, C.M., C.A.E.
Assistant Aviation Director
(480) 312-7612
FAX: (480) 312-8480
gmascaro@ScottsdaleAz.gov

-----Original Message-----

From: charles devlin [mailto:chrisd5@qwest.net]
Sent: Thursday, October 14, 2004 7:36 PM
To: Mascaro, Gary
Subject: Re: Public input sought at fourth aircraft noise workshop

Here is my reply. I have been to most of the meetings and i will no longer waste my time. I have it worse then most i have them flying directly over my house almost every day. The noise is horrible to say the least. I am a professional musician our band practices here every Monday and Tuesday and the noise drowns out our amplihpiers. Its so bad at time when we are on the phone we have to ask the party on the other end to wait till the jets pass over head. We are awakened in the middle of the night and our children suffer from a lack of sleep. However one thing i have learned over the last 8 years dealing with the City of Snobsdale and the airport is the meetings are a waste of time and effort they will do what ever they want and they don't give a dam about us its nothing more then money and greed to them. Our rights mean nothing to them. So, i wont waste my time going to a meeting where i have to listen to anymore of their bull.

Chris Devlin

----- Original Message -----

From: "Mascaro, Gary" <gmascaro@Scottsdaleaz.Gov>
Sent: Thursday, October 14, 2004 3:17 PM
Subject: Public input sought at fourth aircraft noise workshop

Kory A. Lewis

From: John Lekas (by way of Coffman Associates <coffman@coffmanassociates.com> [john@villarealestate.com])
Sent: Monday, October 25, 2004 4:30 PM
To: David W. Fitz; Molly A. Waller; Kory A. Lewis; Jim Harris
Subject: RE: Confirm the Sign-Up Process

Mr. Lekas sent this to our general Coffman Associates email address (i.e., via response to confirmation sign-up process) re: Scottsdale. Just FYI -- si

thanks for the confirmation.

Can you tell me if anything is being studied regarding the NEW area of DC Ranch near Union Hills/94th St? This new area is currently being constructed and will have thousands of new Scottsdale residents. The site plan is directly Northeast of Scottsdale airport and I have noticed planes going over about every 3 minutes.

I would be interested to know if anything is being done about noise reduction over this new area of DC Ranch.

Thanks

John Lekas
john@villarealestate.com

-----Original Message-----

From: Coffman Associates [mailto:coffman@coffmanassociates.com]
Sent: Monday, October 25, 2004 12:36 PM
To: john@villarealestate.com
Subject: Confirm the Sign-Up Process

Thank you for completing the sign-up process. As a security precaution, you will not be able to access the planning study materials until you confirm the information provided below. After reviewing this information, please select the link below. This will automatically take you to the Coffman Associates web page where you will be able to access the planning study materials. Please note that it will not be necessary to select this link to access the planning study materials in the future. Simply go to coffmanassociates.com where you will automatically gain access to the site.

<http://www.coffmanassociates.com//activate.php?u=1124&e=john>

Here is the information you provided:

Name:
Address:

Again, thank you for signing-up for this planning study. We look forward to receiving your comments on the planning study.

Regards,

Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lees Summit, Missouri 64063
1-800-892-7772
816-524-2575 - fax
Coffman@coffmanassociates.com

Dave Fitz

From: Mascaro, Gary [gmascaro@Scottsdaleaz.Gov]
Sent: Monday, October 25, 2004 10:58 AM
To: David Fitz (E-mail); Lewis, Jennifer
Subject: FW: Public input sought at fourth aircraft noise workshop

Please add this to the comments. Thanks

Gary P. Mascaro, C.M., C.A.E.
Assistant Aviation Director
(480) 312-7612
FAX: (480) 312-8480
gmascaro@ScottsdaleAz.gov

-----Original Message-----

From: Penkeaton@aol.com [mailto:Penkeaton@aol.com]
Sent: Saturday, October 23, 2004 7:34 PM
To: gmascaro@Scottsdaleaz.Gov
Subject: Re: Public input sought at fourth aircraft noise workshop

Thanks for invitation. I'm unable to attend as I'll be out of town on business.

I don't have any issues with the airport. I miss the fighter jets, though, so let them know it's okay by me to come back.

Regards, Penny Keaton

14 CFR PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: L BURGO

Date: October 26, 2004 Time: 6:30 - 8:30 p.m.

Place: Horizon High School Cafeteria

Please print neatly

Until they can have a standard height guide we residents will have the same noise problems.

Daily we see jets come over our houses from anywhere between 1,000 ft to 2,000.

As expected the ones higher are less noisy. Then there are a few every day and evening which come in faster than others — also creating more noisy.

Stage II are the worse of the bunch!

Mail to:

COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100

Lee's Summit, MO 64063 FAX: (816) 524-2575

www.coffmanassociates.com

14 CFR PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: Shashana Epstein Date: October 26, 2004 Time: 6:30 - 8:30 p.m.

1222 8 N 62nd ST Scottsdale Place: Horizon High School Cafeteria

Shashana@earthlink.net
Please print neatly

The blue ^{shading} coloring on the pilot guides indicating noise sensitive areas has been removed from the maps that are published online. The public would be better served by having the blue shading remain on the map as it would inform individuals of the noise sensitive areas. I believe it is a mistake to remove the blue shading.

Additionally, ^{homes in} the noise sensitive areas should have the "noise sensitive map" recorded in the chain of title. A search of ^{an individual's} the property needs to be linked to the recorded map indicating the airport influence area. Title companies should be required to provide this map when a title search is done for a property that is being ~~closed~~ (sold). Although title reports are not routinely done by title insurance companies there should be a means of giving actual notice of the map ~~to~~ of sensitive areas to purchasers of real property. Presently the recorded map showing the airport influence area does not

appear when a property search is done on any address. How does anyone ~~put~~ pull up this map unless they know where to find it?

14 CFR PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: Debra Fritze

Date: October 26, 2004 Time: 6:30 - 8:30 p.m.

Place: Horizon High School Cafeteria

Please print neatly

We purchased our home at 5639 E. Wallann Ln 12 years ago because it was not near a flight plan. We purposefully rejected homes in the Sandpiper neighborhood because they were under a flight path. Twelve years later everything has changed. We are under a constant bombardment of helicopter noise although I understand they are to fly south of Greenway. They fly so close to our house that our windows rattle. The noise starts around 6am and I have heard helicopters as late as 10 p.m. Not only do we hear the helicopters we also hear the corporate jets, which in my opinion, are way too big to be flying in our area out of little Scottsdale Airport. Then there are the prop planes adding to the din. When will it end? What we have now is a serious case of noise pollution. I encourage you to study this serious problem and find a better solution than these planes disrupting our once quiet neighborhood. Thank you

In the 5 minutes it has taken me to write this, there has been
Mail to: noise from 4 different aircraft!

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SCOTTSDALE AIRPORT NOISE 04/05

BELOW ARE SOME STATISTICS BASED ON MY MEETING WITH AIRPORT STAFF AND COMMITTEES OVER THE LAST YEAR OR SO.

I WAS TOLD AS OF 2003 THERE WERE APPROXIMATELY 169,000 TAKE OFFS AND LANDINGS (T & L) PER YEAR. THIS MEANS:

483 T&L /DAY WITH THE FLIGHT HOURS OF 6AM TO 10PM SOME 16 HRS THAT IS 29.94/HR.

THE SOUND ENVELOPE AS TOLD TO ME CAN LAST SOME 2 MINUTES FROM THE AIRPORT.

$29.94/\text{HR} \times 2 \text{ MINUTES} = 57.88 \text{ MIN OF SOUND/HR}$

WITH THE PROJECTION OF 250,000 T &L /YEAR. THAT IS 684.93/DAY AND 48.81/HR

$48.81/\text{HR} \times 2 \text{ MIN.} = 85.62 \text{ MINUTES OF SOUND PER HOUR.}$

QUITE A NOISY PLACE AND IN MY OPINION BIGGER, LOUDER, AND OUT OF CONTROL!!

Dr. Scott Caled 480 948-8969

14 CFR PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM

Name: Mary RitterDate: October 26, 2004 Time: 6:30 - 8:30 p.m.6663 E. Greenway LanePlace: Horizon High School Cafeteria

Please print neatly.

I appreciated the opportunity to find out about Setd airport noise. I've lived in the area of 64th St + Greenway for about 7 years, and I've been disappointed in the increased helicopter noise recently. Now I know why, the helicopter flight corridors have changed. My neighborhood is directly under the Greenway arrival/departure corridor.

The helicopters fly at low altitudes over my home 7 days a week. The flights start before 7AM and occur after 10 PM. The helicopter noise is invasive in our home. I'd like to see the flight paths modified.

I suggest that the helicopters fly westbound along the CAP canal, which would disturb fewer families. Alternatively, helicopters could fly along the 100 freeway and again fewer families would be disturbed. Flights bound for the downtown Phoenix area could fly west along one of these routes & then fly south along

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I-17 or Highway 51

Thank you for your consideration.

Mary

Kory A. Lewis

From: charles devlin [chrisd5@qwest.net]
Sent: Saturday, January 08, 2005 4:15 PM
To: Kory A. Lewis
Subject: Re: Scottsdale Airport Noise and Land Use Compatibility Plan - Notice of Public Hearing

Take me off your email list i am not interested in anything you have to say about the airport noise. Nothing short of no jets will satisfy me. I have an attorney in Washington i have contacted and i will let him deal with Scottsdale airport

----- Original Message -----

From: Kory A. Lewis
Sent: Friday, January 07, 2005 10:04 AM
Subject: Scottsdale Airport Noise and Land Use Compatibility Plan - Notice of Public Hearing

**NOTICE OF PUBLIC HEARING ON
CODE OF FEDERAL REGULATIONS TITLE 14
PART 150 AIRPORT NOISE AND LAND USE
COMPATIBILITY PLAN UPDATE FOR SCOTTSDALE AIRPORT
SCOTTSDALE, ARIZONA**

A Public Hearing on the AIRPORT NOISE AND LAND USE COMPATIBILITY PLAN UPDATE based on the requirements and guidelines of Title 14 of the Code Federal Regulations Part 150 for Scottsdale Airport will be held on Thursday, January 27, 2005, from 6:00 p.m. to 8:00 p.m. at the Best Western Scottsdale Airpark Suites, High Flight Room, 7515 E. Butherus Dr., Scottsdale, Arizona.

The PART 150 AIRPORT NOISE AND LAND USE COMPATIBILITY PLAN UPDATE is sponsored and funded jointly by the City of Scottsdale and the Federal Aviation Administration. The recommended plan proposes noise abatement and land use management measures intended to reduce the impact of noise on current residents of the noise-impacted area and to reduce the risks of noise impacts on future residents of the area.

At the Public Hearing, members of the public will be afforded the opportunity to present oral or written testimony regarding the Airport Noise and Land Use Compatibility Plan Update. No responses to public testimony will be made during the hearings. The written record will be available no later than February 28, 2005. Written comments will be accepted no later than 5 p.m., Friday, February 4, 2005 at the address below:

Gary P. Mascaro, C.M., C.A.E.
Assistant Aviation Director
Scottsdale Airport
15000 N. Airport Dr.
Scottsdale, AZ 85260

A copy of the AIRPORT NOISE AND LAND USE COMPATIBILITY PLAN UPDATE can be viewed at the following locations:

Scottsdale Airport Administrative Office, 2nd Floor, 15000 N. Airport Dr., Scottsdale, AZ

Civic Center Library, 3839 N. Drinkwater Blvd., Scottsdale, AZ
Arabian Library, 10187 E. McDowell Mountain Ranch Rd., Scottsdale, AZ
Mustang Library, 10101 N. 90th St., Scottsdale, AZ
Palomino Library, 12575 E. Via Linda, Suite 102, Scottsdale, AZ

Online at: www.coffmanassociates.com

Please call Gary P. Mascaro, Assistant Aviation Director at (480) 312-7612 with any questions on the above information.

Kory A. Lewis

From: Bill Hudson [blhudson@cox.net]
Sent: Sunday, January 09, 2005 9:32 AM
To: Kory A. Lewis
Subject: Re: Scottsdale Airport Noise and Land Use Compatibility Plan - Notice of Public Hearing

Kory, at 2:45 AM this Sunday (Jan 9) morning a helicopter flew over my house, woke me up! That is what I want STOPPED! Fly out of Deer Valley and fly the Super Highways where there already is noise, not over my house. Limit the time you can operate at SCOTTSDALE; 6:30 AM till 8 PM is plenty of time, night flying school can fly out of Deer Valley.

----- Original Message -----

From: Kory A. Lewis
Sent: Friday, January 07, 2005 10:04 AM
Subject: Scottsdale Airport Noise and Land Use Compatibility Plan - Notice of Public Hearing

**NOTICE OF PUBLIC HEARING ON
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