



TAT CORRESPONDENCE AND MEETING ANNOUNCEMENTS

March 5, 2004

«Title» «First_Name» «Last_Name»
«Position»
«Company_Name»
«Address_Line_1»
«Address_Line_2»
«City», «State» «ZIP_Code»

**RE: Aviation Technical Conference for the Scottsdale Airport F.A.R. Part 150
Noise Compatibility Study Update**

Dear «Title» «Last_Name»:

Due to your expertise in the aviation field, you are invited to the upcoming Aviation Technical Conference scheduled as part of the Scottsdale Airport Noise Compatibility Study Update. The meeting is scheduled for 9:30 a.m., on Thursday, April 1, 2004. The meeting will be held in the airport conference room located on the second floor of the Airport Terminal Building and is anticipated to last about two (2) hours.

The purpose of the Aviation Technical Conference is to review and discuss preliminary ideas for aircraft noise mitigation efforts in the airport vicinity. Those invited to the meetings include aviation technical people, such as pilots, air traffic controllers, corporate aviation officials, in addition to FAA officials, and airport management. Our intent is to discuss the technical aspects of various potential noise abatement techniques which may deserve consideration at Scottsdale. It is hoped that we can reach consensus on the ideas that appear to have merit and deserve further study. We will go on to develop a detailed working paper evaluating noise abatement alternatives based on our independent analysis and the input gained at the technical conference.

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 letters dated March 5, 2004, regarding the Aviation Technical Conference, held on Thursday, April 1, 2004, were sent to the following people.

Mr. John Frevola
President
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14600 North Airport Drive
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Mr. Tommy Walker
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Mr. Dan Burkhart
Regional Representative
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Ms. Michelle Simmons
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Mr. Harry Wolfe
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Ms. Mary O'Connor
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Mr. Gary Mascaro
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Mrs. Jennifer Lewis
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**SCOTTSDALE AIRPORT
F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
AVIATION TECHNICAL CONFERENCE**

The purpose of the Aviation Technical Conference is to bring together representatives of the various groups using or operating Scottsdale Airport to discuss possible noise abatement measures. The preceding list of techniques has been used to promote noise abatement at airports around the country. FAA requires most of these to be considered in F.A.R. Part 150 studies. This is the second noise compatibility program update for Scottsdale Airport. Many of the noise abatement techniques have been studied and implemented at the airport. Integrated within the following list of noise abatement techniques are recommendations from the previous study efforts as well as the current implementation status.

The goal of the meeting is to compile a list of techniques that deserve further consideration -- not a list of firm recommendations. These will then be analyzed by the consultant and presented in a forthcoming working paper.

Runway Use and Flight Routing

The land use pattern around the airport provides clues to the design of arrival and departure corridors for noise abatement. By redirecting air traffic over compatible land uses, noise impacts may be significantly reduced in noise-sensitive areas.

- **Preferential Runway Use Program** - *Runway use programs for noise abatement refer to the use of selected runways by aircraft.*

NA Element 1: Continue to encourage aircraft not in compliance with Part 36, Stage 3 to use Runway 21 for landings and Runway 3 for takeoffs.

This voluntary measure discourages takeoffs on Runway 21 and arrivals on Runway 3, by aircraft not complying with Stage 3 standards. Noise abatement is promoted by discouraging these aircraft from flying over the densely developed areas immediately south of the airport.

Status: This procedure is reflected in the *Scottsdale Airport Pilot Guide*. Observations by airport staff indicate that these procedures are being followed on a regular basis.

NA Element 9: Continue preferential use of Runway 3.

Runway 3 is the preferred runway, not only when winds are from the south, but also when winds are “calm.” This is officially described as an informal runway use program and was recommended due to the fewer number of homes north of the airport.

Status: This procedure is reflected in the *Scottsdale Airport Pilot Guide*. Observations by airport staff indicate that these procedures are being followed on a regular basis.

- **Rotational Runway Use - Rotational runway use is intended to distribute aircraft noise equally off all runway ends.**
- **Modified Flight Tracks to Follow Noise Compatible Corridors - Route arriving/ departing aircraft over noise-compatible areas.**

NA Element 2: Continue right turns as soon as practical when departing Runway 21.

Aircraft departing on Runway 21 are directed to turn right as soon as possible after takeoff. Instrument flight rule (IFR) departures are directed to turn right to a 300-degree heading in accordance with a standard instrument departure (SID).

Status: This procedure is reflected in the *Scottsdale Airport Pilot Guide*. Observations by airport staff indicate that these procedures are being followed on a regular basis.

NA Element 6: On Runway 21, continue to discourage straight-out and left turns after departure.

This noise abatement policy is provided as an advisory, rather than a rule or prohibition. Straight-out and left turns after departure should be discouraged because they would increase noise or the frequency of overflights in the residential areas south of the airport.

Status: This procedure is reflected in the *Scottsdale Airport Pilot Guide*. Observations by airport staff indicate that these procedures are being followed on a regular basis.

NA Element 7: On Runway 3, continue to discourage right downwind and right base pattern entry, long straight-in approaches, and right turn-outs prior to the airport boundary.

This procedure has been provided as an advisory, rather than a rule or prohibition. This policy is intended to reduce noise and low altitude

overflights in residential areas east and immediately southwest of the airport.

Status: This is procedure is reflected in the *Scottsdale Airport Pilot Guide*. Observations by airport staff indicate that these procedures are being followed on a regular basis.

NA Element 12: Request aircraft on approach to Runway 21 to avoid overflights of residential areas whenever possible.

The area north of the airport has recently been developed from desert to residential housing. Low flying aircraft over this area have prompted noise complaints and concerns from local residents. One reason for concern is that the area is from 300 to 700 feet above airport elevation. Aircraft flying at pattern altitude in these areas are quite noisy and closer to the ground.

Status: This is procedure is reflected in the *Scottsdale Airport Pilot Guide*.

NA Element 11: Encourage use of AOPA Noise Awareness Steps by light single-engine aircraft.

The Aircraft Owners and Pilots Association (AOPA) encourages quiet and neighborly flying by distributing generalized noise abatement procedures for use by propeller aircraft. These "Noise Awareness Steps" have recommendations on how to fly the aircraft, as well as when and where to fly. Most of the steps provide guidance on pilot technique when maneuvering near noise-sensitive areas. These steps also encourage cooperation with the airport staff on noise abatement issues.

Status: This procedure is reflected in the *Scottsdale Airport Pilot Guide*. Conversations between airport staff and area pilots indicate that these procedures are being followed.

- **Visual Final Approaches** - *Approaches involving turns relatively close to the airport can sometimes be defined over noise-compatible corridors.*
- **Nighttime Preferential Runway Use or Flight Tracks** - *Route arriving / departing aircraft over noise-compatible areas.*

Aircraft Operating Procedures

By changing the aircraft operating procedures (thrust, flaps, climb rate, decent angle, etc.) noise impacts may be reduced in noise-sensitive areas.

- **Reduced thrust takeoffs** - *A reduced thrust takeoff for jet aircraft involves takeoff with less than full thrust. A reduced power setting is used throughout both takeoff roll and climb.*
- **Thrust cutbacks or noise abatement departures** - *Reduced thrust setting is used at a particular point during the departure climb.*

NA Element 3: Request use of NBAA standard departure procedures for jets departing Runway 3 or Runway 21.

Jet operators are requested to use the National Business Aircraft Association (NBAA) Standard Noise Abatement Departure Procedures or the manufacturer's quiet-flying procedures for their particular aircraft, at the pilot's discretion and consistent with safety.

Status: This procedure is reflected in the *Scottsdale Airport Pilot Guide*. Conversations between airport staff and area pilots indicate that these procedures are being followed.

- **Maximum climb departures** - *This requires the use of maximum thrust with no cutback on departure.*
- **Increase in pattern altitude** - *Can reduce repetitive, low overflights on noise-sensitive uses in downwind leg of pattern.*

NA Element 10: Continue to discourage descents below 2,500 feet MSL for practice instrument approaches.

This procedure would keep aircraft from descending below 1,000 feet above airfield elevation. This policy promotes noise abatement by reducing repetitive, low overflights. While low approaches are not forbidden at the airport, they are highly discouraged.

Status: This procedure is reflected in the *Scottsdale Airport Pilot Guide*.

- **Approach flap adjustments** - *The minimal use of flaps may be used to reduce power settings and airframe noise.*
- **Two-stage descents** - *Aircraft approach in two intervals to increase altitude of aircraft over noise-sensitive land uses.*

- **Increase in glide slope angle** - *Increasing the approach angle to the runway may be used to increase the altitude of aircraft over noise-sensitive uses.*

Scottsdale currently has PAPI set at 4-degree glide slope angle.

- **Limited use of reverse thrust on landing** - *Limits on the use of thrust reversal may be used to reduce noise impacts off the sides of the runways.*

Facilities Development

The development of on-airport facilities to improve off-airport noise levels is an accepted technique in noise abatement. Airport facilities can be constructed or modified to reduce aircraft noise or shift it to compatible areas.

- **Runway lengthening** - *Runway extensions shifting aircraft operations further away from residential areas can be effective for reducing noise impacts.*
- **New runway development** - *New runways aligned with compatible land development can be effective for reducing noise impacts.*
- **Displace/relocate thresholds** - *A displaced threshold involves the shifting of the touchdown zone for landings further down the runway. A relocated threshold involves shifting both the touchdown point and the takeoff initiation point.*
- **High-speed exits** - *Reduce the need for thrust reverse.*
- **Terminal relocation** - *Moving terminal facilities to reduce taxi distances or to influence runway use.*
- **Ground activity relocation** - *Relocating / changing orientation aircraft run-up activity away from noise-sensitive areas.*
- **Navigational aids** - *Navigational aids such as VORs and GPS can be used to define fixes and waypoints to route aircraft over compatible land uses.*
- **Noise barriers** - *Acoustical barriers such as noise walls or berms are intended to shield areas from the noise of aircraft powering up for takeoff and rolling down the runway.*

Airport Restrictions and Regulations

F.A.R. Part 161 sets forth requirements for notice and approval of local restrictions on aircraft noise levels and airport access. Part 161 applies to local airport restrictions that would have the effect of limiting operations of Stage 2 or 3 aircraft. These include direct limits on maximum noise levels, nighttime curfews, and special fees intended to encourage changes in airport operations to lessen noise. Before granting approval, the FAA must find that the six conditions specified in the statute, and listed below, are met.

- (1) The restriction is reasonable, non-arbitrary, and nondiscriminatory.
- (2) The restriction does not create an undue burden on interstate or foreign commerce.
- (3) The proposed restriction maintains safe and efficient use of the navigable airspace.
- (4) The proposed restriction does not conflict with any existing federal statute or regulation.
- (5) The applicant has provided adequate opportunity for public comment on the proposed restriction.
- (6) The proposed restriction does not create an undue burden on the national aviation system.
 - **Curfews** - *Limiting the time of day aircraft are allowed to operate into and out of the airport.*
 - **Aircraft type restrictions based on noise level** - *Prohibiting aircraft that exceed a specified noise level during departure / approach.*
 - **Capacity limitations (operational cap or noise budget)** - *This kind of restriction is generally used to impose a cap on the number of scheduled operations.*
 - **Landing fee differentials (based on noise level or time of day)** - *Charging aircraft that operate during noise-sensitive hours, higher landing fees.*
 - **Ground activity restrictions** - *Limiting or prohibiting aircraft engine run-up activity.*

NA Element 4: Continue requiring engine maintenance run-ups to be done at north end of Kilo ramp, and prohibit maintenance run-ups at night.

This procedure puts aircraft as far away as possible from the largest concentration of housing and restricts maintenance run-ups from 10:00 p.m. to 7:00 a.m. (except for emergencies). This is a continuation and enhancement of Noise Abatement Measure 5 from the City's original 1986 Noise Compatibility Program.

Status: This is a required procedure and is reflected in the *Scottsdale Airport Pilot Guide*, as well as within the Airport's Rules and Regulations Section 3-11.

- **Training activity restrictions**

NA Element 5: On Runway 21, continue to prohibit stop-and-go operations, intersection takeoffs, formation takeoffs, and simulated single-engine takeoffs and go-arounds by multi-engine aircraft.

[This is a continuation of an existing noise abatement measure originally instituted by the Scottsdale City Council through Ordinance 1341, approved on December 16, 1980.] These operations were prohibited because they can all result in greater aircraft noise in residential areas south of the airport, than conventional takeoffs.

Status: This is a required procedure and is reflected in the *Scottsdale Airport Pilot Guide*, as well as within the Airport's Rules and Regulations Section 3-3.

NA Element 8: Continue to prohibit touch-and-go and stop-and-go operations between 9:30 p.m. and 6:00 a.m.

This is a continuation of an existing noise abatement measure originally instituted by the Scottsdale City Council through Ordinance 1341, approved on December 16, 1980. Multiple approaches and touch-and-go's can be annoying to residents near an airport because they are repetitive.

Status: This is a required procedure and is reflected in the *Scottsdale Airport Pilot Guide*, as well as within the Airport's Rules and Regulations Section 3-3.

POTENTIAL NOISE ABATEMENT ALTERNATIVES

The consultant will evaluate the alternative noise abatement measures to determine their usefulness at Scottsdale. Those attending the Aviation Technical Conference are **encouraged** to do their own evaluations. We would appreciate receiving any oral or written comments and evaluations. Please send these to:

James M. Harris, P.E.
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March 5, 2004

«Title» «First_Name» «Last_Name»
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«City», «State» «ZIP_Code»

**RE: Land Use Technical Conference for the Scottsdale Airport F.A.R. Part 150
Noise Compatibility Study Update**

Dear «Title» «Last_Name»:

Due to your expertise in land use planning issues in the Scottsdale Airport environs, you are invited to the upcoming Land Use Technical Conference scheduled as part of the Scottsdale Airport Noise Compatibility Study Update. The meeting is scheduled for 1:30 p.m., on Thursday, April 1, 2004. The meeting will be held in the airport conference room located on the second floor of the Airport Terminal Building and is anticipated to last about two (2) hours.

The purpose of the Land Use Technical Conference is to review and discuss preliminary ideas for promoting land use compatibility in the airport vicinity. Those invited to the meetings include land use technical professionals, such as local planners, in addition to FAA officials, and airport management. Our intent is to discuss the technical aspects of various potential land use management techniques which may deserve consideration in the Scottsdale Airport environs. It is hoped that we can reach consensus on the ideas that appear to have merit and deserve further study. We will go on to develop a detailed working paper evaluating land use alternatives based on our independent analysis and the input gained at the technical conference.

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 letters dated March 5, 2004, regarding the Land Use Technical Conference, held on Thursday, April 1, were sent to the following people.

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**SCOTTSDALE AIRPORT
F.A.R. PART 150 NOISE COMPATIBILITY STUDY
LAND USE TECHNICAL CONFERENCE**

The purpose of the Land Use Technical Conference is to bring together area planning representatives to discuss possible land use management techniques. The following list of techniques has been used to promote land use compatibility at airports around the country. The FAA requires most of these to be considered in F.A.R. Part 150 studies. Not all will be appropriate in the project study area, but they are provided as a starting point for discussions.

The goal of the meeting is to compile a list of potential techniques that deserve further consideration -- not a list of firm recommendations. These will then be analyzed by the consultant and presented in a forthcoming working paper.

The consultant will evaluate all of the land use techniques to determine their usefulness in the project study area. Those attending the Land Use Technical Conference are strongly encouraged to also evaluate the various alternatives. We would appreciate receiving any oral or written comments and evaluations. Please send these to:

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REGULATORY TECHNIQUES

- **Compatible Use Zoning** - Commercial, industrial, or farmland zoning.

Evaluation of the zoning of undeveloped parcels within the 55 DNL noise contour indicates that, for most part, properties are zoned for compatible land uses. Areas which are not zoned compatible within the 55 to 65 DNL noise contours are located within infill areas.

One large tract of land directly north of the airport, within the City of Scottsdale, is zoned in a manner which allows residential development (R1-35). While this area is currently developed as a golf course, consideration could be given to rezoning the property to ensure compatible development.

Within the previous Part 150 Study for Scottsdale Airport, Land Use Element 7 recommended that through the rezoning process, new noise-sensitive uses be prohibited in the 65 DNL, sound insulation be required between 55 and 65 DNL, and fair disclosure agreements and covenants be required in the airport influence area. This element has not been implemented; however, Scottsdale Airport's noise contours are contained within the City of Phoenix's updated general plan with the stipulation that residential development shall not be allowed within the 65 DNL noise contour.

- **Zoning Changes, Residential Density** - Large lot zoning or planned unit development.

Areas within the 55 DNL contour are primarily zoned for compatible land uses; therefore, consideration of this alternative may not be warranted.

- **Noise Overlay Zoning** - Special regulations within high noise areas.

Noise overlay zoning regulations are usually established as "combining" regulations in that the underlying zoning remains in place and is supplemented by the noise overlay zone. The land within the noise overlay zone is subject to the requirements of two zoning districts - the underlying zone and the overlay zone. The strictest requirements of both zones apply to the affected property. Regulations in noise overlay zones can prohibit noise-sensitive uses (as long as the underlying zone permits enough other land uses to provide an opportunity for the economically viable use of the land) or require sound insulation in the construction of noise-sensitive uses.

Overlay zoning was recommended during the previous Part 150 Study for Scottsdale Airport, but has not been implemented by either Phoenix or Scottsdale. Due to the relatively small amount of undeveloped land within the noise contours for the airport, implementation of the previously proposed overlay zoning may not be beneficial for the study area.

- **Transfer of Development Rights** - Zoning framework to authorize private sale of development rights to reduce development in high noise areas.

TDR is a very complicated technique that is difficult to justify solely for the purposes of airport land use compatibility. If a local jurisdiction is already using or considering TDR, airport compatibility criteria could be included with other environmental criteria in the design of the program. As discussed previously, most of the land within the 55 DNL contour is zoned and planned for compatible land uses; therefore, implementation of TDR would likely not be beneficial within the airport environs.

- **Environmental Zoning** - Environmental protection zoning supporting airport's need for land use compatibility, generally with the use of overlay zoning using features such as wetlands, floodplains, river corridors, etc.

As discussed previously, most of the land within the 55 DNL contour is zoned and planned for compatible land uses; therefore, implementation of environmental zoning would likely not be needed within the airport environs.

- **Subdivision Regulation Changes** - Require dedication of noise and aviation easements, plat notes.

Within the previous Part 150 Study for Scottsdale Airport, Land Use Element 8 recommended the subdivision regulations be amended to require dedication of aviation easements and recording of fair disclosure agreements for new subdivisions in the Airport Influence Area. The aviation easement would grant the City the right to use the airspace above the property and the right to make noise inherent in the operation of aircraft. This element has not been implemented; however, the City of Scottsdale is utilizing other means for the acquisition of noise and aviation easements for Scottsdale Airport.

- **Building Code Changes** - Require soundproofing in new construction.

Building codes may be used to require sound insulation in new residential, office, and institutional buildings when warranted by existing or potential high aircraft noise levels. The cities of Scottsdale and Phoenix have both adopted building codes. No additional regulations related to noise have been adopted by either the City of Scottsdale or the City of Phoenix.

Land Use Element 9 from the previous Part 150 study recommended that building code amendments be adopted to set sound insulation standards for noise-sensitive buildings within the proposed overlay zones. Neither the noise overlay zoning nor the building code amendment has been enacted.

- **Dedicated Noise and Aviation Easements** - Required for development permits.

This alternative has already been implemented for Scottsdale Airport.

- **Fair Disclosure Regulations** - Seller required to notify buyer of aircraft noise.

The City is actively engaged in community dialog regarding aviation issues through homeowner association meetings and newsletters, presentations, and real estate seminars. Airport staff is also available to make presentations regarding the airport and aviation noise at the request of businesses, citizen groups, or schools.

The City has also worked with property owners around the airport to provide disclosure to prospective buyers via a "Noise Disclosure", as well as aviation easements, for new property development within the 55 DNL noise contour. Some residential communities in the vicinity of the airport have provided noise disclosure information to the original homebuyers, placed disclosure information in the Community Codes, Covenants, and Restrictions, or listed the airport under the "hazard or nuisance" section of the subdivision report on file with the County Recorder.

POLICY TECHNIQUES

- **Comprehensive Planning** - Policies supporting land use compatibility near airport.

The General Plan for the City of Phoenix has incorporated a graphic depicting the noise contours for Scottsdale Airport and has established a policy to not allow residential development within the 65 DNL noise contour. The City of Scottsdale could consider incorporating the noise contours in a similar manner. Inclusion of the noise contours into the General Plan allows for an additional level of fair disclosure, as some individuals consult a community's General Plan prior to purchasing or constructing a home.

- **Discretionary Project Review** - Consider need for land use compatibility when reviewing variances, re-zonings, conditional use applications, public projects.

Within the previous Part 150 Study for Scottsdale Airport, Land Use Element 10 recommended the adoption of project review guidelines for rezoning, special use, conditional use, planned development, and variance applications within the Airport Influence Area. The adoption of special project review criteria, specifically addressing airport land use compatibility needs, would help to ensure that airport compatibility continues to be addressed in future land use deliberations. This element has not been implemented.

- **Capital Improvement Programming** - Investments in utilities and public facilities supporting land use compatibility.

EXPENDITURE TECHNIQUES

No noise sensitive development is contained within the 65 DNL noise contour; therefore, no property will likely qualify for the implementation of any of the following expenditure techniques.

- **Fee Simple Purchase** - Outright purchase of property.
- **Redevelopment** - Acquisition and redevelopment of property.
- **Noise and Avigation Easement Purchase** - Purchase easement only.
- **Sales Assistance** - Provide assistance to property owners in selling homes, retaining easement.
- **Development Rights Purchase** - Purchase of rights to develop property.
- **Soundproofing** - Sound attenuation improvements in homes, noise-sensitive institutions.

June 30, 2004

Name
Title
Organization
Address
City, State Zip

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

Dear:

The third Technical Advisory Team (TAT) meeting for the F.A.R. Part 150 Noise Compatibility Study for Scottsdale Airport has been 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. It has been several months since our last TAT meeting in March. Since that time, a considerable amount of work has been accomplished including the analysis of various aviation and land use alternatives.

The material to be presented and discussed at the TAT meeting will be in the form of two (2) draft working papers which will be sent to you approximately ten (10) days prior to the meeting. These chapters are as follows:

- Chapter Five – Noise Abatement Alternatives
- Chapter Six – Land Use Alternatives

A Public Information Workshop has also been scheduled for later that evening at the Ina Levine Jewish Community Campus, Assembly Room A, 12701 North Scottsdale Rd, from 6:30 to 8:30 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. Please note that due to security concerns, you will be required to present a photo I.D. for admittance to the Workshop.

We look forward to meeting with you on Thursday, August 5th. In the meantime, please feel free to contact me at (602) 993-6999 or Gary Mascaro at (480) 312-7612 if you have any questions.

Sincerely,

James M. Harris, P.E.
Principal

c. Gary P. Mascaro, C.M., C.A.E., Scottsdale Airport
File #03-SP-01-04

Copies of the letters dated June 30, 2004, regarding the Third Technical Advisory Team Meeting, held on August 5, 2004, were sent to the following people.

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Ms. Jennifer Lewis
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City of Scottsdale – Aviation Division
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Mr. Chris Read
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October 1, 2004

«Title» «First_Name» «Last_Name»
«Title_2»
«Company_Name»
«Address_Line_1»
«Address_Line_2»
«City», «State» «ZIP_Code»

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

Dear «Title» «Last_Name»:

The fourth and final Technical Advisory Team (TAT) meeting for the F.A.R. Part 150 Noise Compatibility Study for Scottsdale Airport has been 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. It has been a little over a month since our last TAT meeting in August, and since that time, a considerable amount of work has been accomplished including the preparation of the Noise Compatibility Program.

The material to be discussed at the TAT meeting will be in the form of one (1) draft working paper, the Noise Compatibility Program, which will be sent to you approximately ten (10) days prior to the meeting.

A Public Information Workshop is being scheduled for later that evening. The time and location of the workshop are still being finalized. We will forward this information to you along with the draft working paper.

We look forward to meeting with you on Tuesday, October 26. 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 M. Harris, P.E.
Principal

c. Gary P. Mascaro, C.M., C.A.E., Scottsdale Airport
File #03-SP-01-04

Copies of the letters dated October 1, 2004, regarding the Fourth Technical Advisory Team Meeting, held on October 26, 2004, were sent to the following people.

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