



Appendix B

**COORDINATION, CONSULTATION,
AND PUBLIC INVOLVEMENT**

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INTRODUCTION

As part of the planning process, the public, airport users, and local, state, and federal agencies were given the opportunity to review and comment on the Noise Compatibility Program (NCP) and supporting documentation. Materials prepared by the consultant were submitted for local review, discussion, and revision at several points during the process.

Much of the local coordination was handled through a special study committee formed specifically to provide advice and feedback on the 14 CFR Part 150 Noise Compatibility Study. Known as the Technical Advisory Team (TAT), it included representatives of all affected groups, including

local residents, officials from the cities of Scottsdale and Phoenix, and the Federal Aviation Administration (FAA). (A list of the TAT members is presented in **Appendix A**.)

The TAT reviewed and commented on the working papers prepared by the consultant, and provided guidance for the next phase of the study. Most comments were made orally during the meetings, but some were followed by written confirmation. All comments were appropriately incorporated into this document or otherwise addressed.

The TAT met two times during the preparation of the Noise Compatibility Plan. The first meeting was held on August 5, 2004. Chapter Five (Noise

Abatement Alternatives) and Chapter Six (Land Use Alternatives) were presented by the consultant and discussed by the TAT.

The second TAT meeting was held on October 26, 2004. Chapter Seven (Noise Compatibility Program) was discussed.

Following the TAT meetings, the general public was invited to a series of Public Information Workshops. These workshops were structured as an informal open-house, with display boards and information posted throughout the meeting room. The meetings allowed residents to acquire information about the Part 150 Study process, aircraft operations forecasts, baseline noise analysis, and noise impacts. They also had the opportunity to ask questions and express concerns. The meetings were intended to encourage two-way communication between the airport staff, consultants, and local citizens.

In addition to the TAT meetings, the consultant convened two special technical conferences on April 1, 2004. The purpose of the conferences was to assist in the initial development of noise abatement and land use alternatives. The Aviation Technical Conference included representatives from the Federal Aviation Administration, Airport Traffic Control Tower, local airport users, and national aviation organizations. The Land Use Technical

Conference included representatives from all the local land use planning agencies in the airport area.

Written and verbal contacts were also made between project management staff and officials of local, state, and federal agencies, representatives of various aviation user groups, and local residents. These were related to the day-to-day management of the project, as well as the resolution of specific questions and concerns arising from the working papers.

A website was also created to allow public access to materials associated with the project. Interested persons were able to download all study material and submit and view comments about the study. Meeting notices were also posted on the website.

A supplemental volume entitled, "Supporting Information on Project Coordination and Local Consultation" contains detailed information in support of the Noise Compatibility Program document. It includes meeting announcements, summary notes from the meetings, sign-in sheets, written comments received on the study, a transcript of the public hearing, and responses to questions and comments submitted prior to the public hearing, and responses to questions and comments raised at the public hearing and during the official public comment period.