

3 ● AVIATION



Introduction

Aviation has had strong roots in Scottsdale since World War II, when a consortium of private investors initiated a program to train aviators for the U.S. Army Air Corps and British Royal Air Force. Since that time, the Scottsdale Airport has evolved into a thriving, corporate aviation facility for area businesses and residents. The Greater Airpark Character Area Plan is intended to celebrate the Scottsdale Airport's rich history in the community.

Aviation is not only important to the community but also to the economic health of the Greater Airpark and City of Scottsdale. Aviation plays a vital role in the country's transportation system and provides support for emergency services, business access, and the general aviation and tourism industries. Many businesses charter or own aircraft—some even have direct access to a taxiway, also known as “through the fence operations.” “Through the fence operations” provides speed, flexibility, and cost-efficiency for business operations, in addition to linking multiple business locations and reaching existing and potential customers. Many community members also utilize the Airport for leisure, traveling among various states and countries.

The goals and policies in this chapter promote a safe, environmentally responsible, and financially self-sustaining airport. The Aviation Future Land Use Area is offered as a prime location for aviation-related businesses, as well as corporate and private hangars. Continual facility planning and economic evaluation of the airport are critical to the area's future success. These policies foster a thriving, unique airport, and Aviation Future Land Use Area, thus linking Scottsdale and the Greater Airpark to the world.

Goals and Policies

GOAL A 1

Sustain and enhance the Scottsdale Airport as the preeminent, upscale aviation facility in the Metropolitan Area and a major economic component of the Greater Airpark.

- **Policy A 1.1**
Promote the Scottsdale Airport as essential to national and international businesses operating to and from Scottsdale.
- **Policy A 1.2**
Promote the Greater Airpark to national and international corporations as an ideal central locale for corporate headquarters with Airport and through-the-fence taxi lane access amenities.
- **Policy A 1.3**
Maintain and enhance the Scottsdale Airport's luxury image through facility improvements, events, and marketing programs.

GOAL A 2

Foster safe, efficient, and environmentally responsible operation of the Scottsdale Airport to accommodate various aviation needs and employment/commercial services.

- **Policy A 2.1**
Update, implement, and maintain the Airport Master Plan, Strategic Business Plan, Airport Layout Plan, and Part 150 Noise and Land Use Compatibility Study, to address land use compatibility, noise issues, environmental impacts, and safety considerations and to remain economically competitive in the region, as well as the nation.
- **Policy A 2.2**
Continue to enforce local regulations related to land use planning around the Airport.
- **Policy A 2.3**
Develop height limitations for development that are consistent with Federal Aviation Regulations Part 77 and the Airport's Runway Protection Zones (RPZ), and prohibit hazardous structures from encroaching upon any airspace surfaces defined by these regulations.
- **Policy A 2.4**
Continue to explore enhancements that allow efficient Airport operations that also respect the surrounding residential community.
- **Policy A 2.5**
Facilitate community relations among aviation users, neighboring residents, and businesses through on-going outreach and events.

GOAL A 3

Maintain and enhance aviation uses in the Aviation Future Land Use Area.

- **Policy A 3.1**
Encourage aviation-supporting businesses to locate within the Aviation Future Land Use Area and along taxilanes.
- **Policy A 3.2**
Encourage the preservation, redevelopment, and enhancement of “through the fence operations” properties.
- **Policy A 3.3**
Discourage non-aviation uses in the Aviation Future Land Use Area.
- **Policy A 3.4**
Increase security of taxilanes to preserve through-the-fence operations.



A unique aspect of the Greater Airpark is private property access to taxilanes, also known as “through the fence operations”.

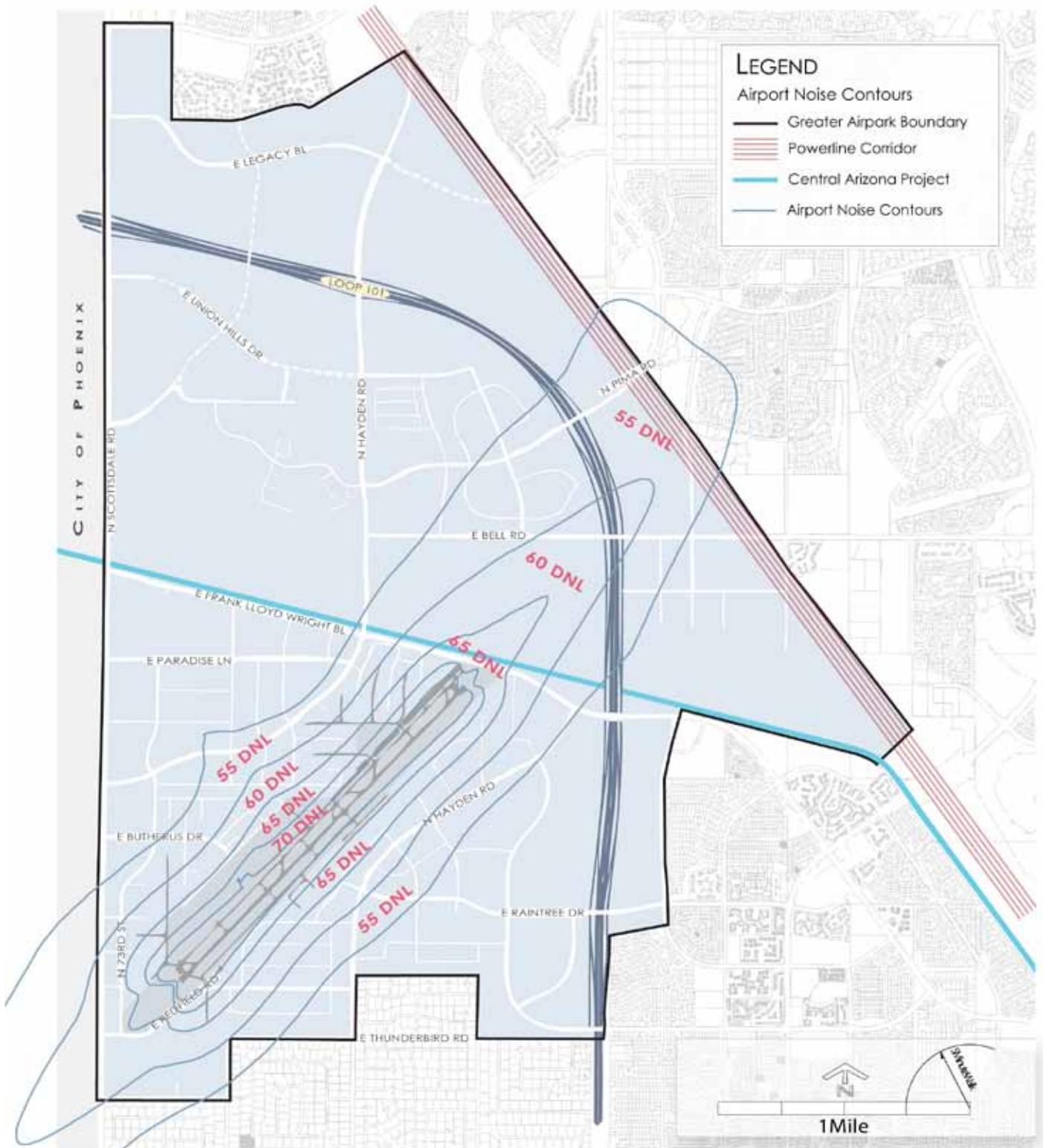
GOAL A 4

Promote aviation as a unique, identifiable characteristic of the area.

- **Policy A 4.1**
Integrate public and private art and exhibits that celebrate aviation in the Greater Airpark.
- **Policy A 4.2**
Sponsor and encourage community events centered on understanding aviation and its heritage in the community.
- **Policy A 4.3**
Promote Airport and aviation heritage through aviation-related street naming, special monuments, and other unique features to enhance the Greater Airpark’s identity.



Signs and art which celebrate aviation could promote a unified identity to the area.



This map presents a potential future development vision and does not constitute regulatory standards. All projects are subject to development review. See Airport Master Plan Part 150 Study for more information on noise.

SCOTTSDALE AIRPORT NOISE CONTOURS (2009)

Noise contours surrounding the Scottsdale Airport denote day-to-night (DNL) average noise levels. Noise sensitive uses are not encouraged in 55 DNL and higher areas. These contours are often updated to reflect new noise levels as a result of new aircraft technologies.