



Scottsdale Airport Vicinity Development Guidelines and Checklist (Short Form)

Name of Development:	
Development Case Number:	
Site Address/APN:	
Maximum Elevation Height of Building + Appurtenances:	
Latitude and Longitude of Highest Elevation Point:	
Taxilane Access (If yes, complete long form):	Y / N
Adjacent to Airport Property (If yes, complete long form):	Y / N
Contact Name and Phone Number:	

PROJECT REVIEW ANALYSIS DESCRIPTION (short form)

Proposed development within 20,000 feet from the airport requires airport staff review and comment. Staff reviews proposed development projects for any potential impacts resulting from object height, land use compatibility, aircraft noise and overflight disclosure, compliance with airport and airpark rules and regulations, and taxilane access restrictions. **If your project parcel does not have taxilane access AND/OR is not located adjacent to airport property, please complete EACH SECTION of this Short Form checklist and submit it along with a project description to the City of Scottsdale with your site plan.**

A. Height Analysis

Applicants must conduct an analysis for all projects within 20,000 feet of Scottsdale Airport to determine if 100:1 slope is penetrated by proposed structures, appurtenances, or construction equipment. If structures, appurtenances, or construction equipment penetrate the 100:1 slope area from the airport, then the project applicant must complete an FAA form 7460-1 and submit it to FAA unless exemptions apply. Please allow approximately 90 days for FAA to review your project. FAA Form 7460-1 is available at www.faa.gov.

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| Y/N | 1. Proposed development structures penetrate the airspace above the 100:1 slope from Scottsdale Airport's Runway (circle one). If no, attach a copy of the analysis to this form. |
| Y/N | 2. FAA form 7460-1 was completed and submitted to the Federal Aviation Administration with latitude and longitude points of the highest point of each proposed structure, including appurtenances (circle one). If yes, attach a copy of completed documents to this form. A copy of FAA's response and determination will be requested. |

B. Aircraft Noise and Overflight Disclosure

Aircraft operations into and out of Scottsdale Airport occur 24 hours per day. Contact Airport staff for specific information regarding routes and aircraft noise by calling 480-312-2321.

1. An Avigation Easement will be requested by the City of Scottsdale.
2. Disclose aircraft noise and overflight activity to prospective occupants if proposed development is within the noise contour area of 55 DNL or greater.
3. Applicant is advised to review the traffic pattern airspace map and executive summaries for the adopted Scottsdale Airport Master Plan and 14 C.F.R. Part 150 Noise Compatibility Study, as part of the due diligence to determine any future impacts by proposed airport growth or operational changes. These documents are available on www.scottsdaleairport.com or by calling the airport at 480-312-2321.

C. Taxilane Access Analysis

If the proposed development is located within the Scottsdale Airpark and the parcel has taxilane access, then please submit a completed Airport Vicinity Development Guidelines and Checklist (Long Form) along with a full size plan set (24" x 36") with a detailed Airport Data Page for airport review.

D. Adjacent to Airport Property Analysis

If the proposed development is located within the Scottsdale Airpark and the parcel is adjacent to airport property, then please submit a completed Airport Vicinity Development Guidelines and Checklist (Long Form) along with a full size plan set (24" x 36") with a detailed Airport Data Page for airport review.

The information provided for this project is certified to be true and correct.

Signature of Applicant

Date

Questions pertaining to this form or content required for airport review of proposed projects should be directed to Scottsdale Airport staff at (480) 312-2321.



NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

§77.13 Construction or alteration requiring notice.

(a) Except as provided in §77.15, each sponsor who proposes any of the following construction or alteration shall notify the Administrator in the form and manner prescribed in §77.17

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site

(2) Any construction or alteration of greater height than imaginary surface extending outward and upward at one of the following slopes:

(i) 1 00 to 1 for horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a)(5) of this section with at least one runway more than 3 200 feet in actual length excluding heliports.

(ii) 50 to 1 for horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a)(5) of this section with its longest runway no more than 3 200 feet in actual length, excluding heliports

(iii) 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in paragraph (a)(5) of this section

(3) Any highway, railroad, or other traverse way for mobile objects of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 16 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it would exceed a standard of paragraph (a)(1) or (2) of this section

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part

(5) Any construction or alteration on any of the following airports (including heliports):

(i) An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement.

(ii) An airport under construction that is the subject of a notice or proposal on file with the Federal Aviation Administration, and except for military airports, it is clearly indicated that airport will be available for public use

(iii) An airport that is operated by an armed force of the United States

(b) Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA regional office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA regional office at least 48 hours before the start of construction or alteration

(c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on a prescribed form to the FAA regional office having jurisdiction over the region involved, if -

(1) The construction or alteration is more than 200 feet above the surface level of its site; or

(2) An FAA regional office advises him that submission of the form is required

§77.15 Construction or alteration not requiring notice.

No person is required to notify the Administrator for any of the following construction or alteration:

(a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.

(b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.

(c) Any air navigation facility, airport visual approach or landing air aircraft arresting device, or meteorological device, of a type approved by the Administrator, or an appropriate military service on military airports, the location and height of which is fixed by its functional purpose.

(d) Any construction or alteration for which notice is required by any other FAA regulation

§77.17 Form and time of notice

(a) Each person who is required to notify the Administrator under §77.13 (a) shall send one executed form set of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices

(b) The notice required under §77.13 (a)(1) through (4) must be submitted at least 30 days before the earlier of the following dates -

(1) The date the proposed construction or alteration is to begin

(2) The date an application for a construction permit is to be filed

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to the FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing

(c) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services public health, or public safety that required immediate construction or alteration, the 30 day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone telegraph or other expeditious means with an executed FAA Form 7460-1 submitted within five (5) days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both shall send an executed copy of FAA Form 7460-2, Notice of Actual Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved

ADDRESSES OF THE REGIONAL OFFICES

Alaska Region

AK
Alaskan Regional Office
Air Traffic Division, AAL-530
222 West An Avenue
Anchorage, AK 99513
Tel: 907-271-5893

Central Region

IA, KS, MO, NE
Central Regional Office
Air Traffic Division, ACE-520
60 East 12th Street
Kansas City, MO 64106
Tel: 816-426-3408 or 3409

Eastern Region

DC, DE, MD, NJ, NY, PA, VA, WV
Eastern Regional Office
Air Traffic Division, AEA-520
JFK International Airport
Fitzgerald Federal Building
Jamaica, NY 11430
Tel: 718-553-2616

Great Lakes Region

IL, IN, MI, MN, ND, OH, SD
Great Lakes Regional Office
Air Traffic Division, AGL-520
2300 East Devon Avenue
Des Plaines, IL 60018
Tel: 847-294-7565

New England Region

CT, MA, ME, NH, RI, VT
New England Regional Office
Air Traffic Division, ANE-520
12 New England Executive Park
Burlington, MA 01803-5299
Tel: 781-238-7520

Northwest Mountain Region

CO, ID, MT, OR, UT, WA, WY
Northwest Mountain Regional Office
Air Traffic Division, ANM-520
1601 Lind Avenue, SW
Renton, WA 98055-4055
Tel: 425-227-2520

Southern Region

AL, FL, GA, KY, MS, NC, PR, SC, TN, VA
Southern Regional Office
Air Traffic Division, ASO-520
1701 Columbia Avenue
College Park, GA 30337
Tel: 404-305-5885

Southwest Region

AR, LA, NM, OK, TX
Southwest Regional Office
Air Traffic Division, ASW-520
2601 Meacham Boulevard
Ft Worth, TX 76137-0520
Tel: 817-222-5631

Western Pacific Region

HI, CA, NV, AZ, GU
Western-Pacific Regional Office
Air Traffic Division, AWP-520
15000 Aviation Boulevard
Hawthorne, CA 90260
Tel: 310-725-6557

INSTRUCTIONS FOR COMPLETING FAA FORM 7460-1

PLEASE TYPE or PRINT

ITEM #1. Please include the name, address and phone number of a personal contact point as well as the company name

ITEM #2. Please include the name address and phone number of a personal contact point as well as the company name.

ITEM #3. New Construction would be a structure that has not yet been built.

Alteration is a change to an existing structure such as the addition of a side mounted antenna, a change to the marking and lighting, a change to power and/or frequency or a change to the height. The nature of the alteration shall be included in **ITEM #21** "Complete Description of Proposal"

Existing would be a correction to the latitude and/or longitude, a correction to the height, or if filing on an existing structure which has never been studied by the FAA. The reason for the notice shall be included in **ITEM #21** Complete Description of Proposal"

ITEM #4. If Permanent so indicate. If Temporary, such as a crane or drilling derrick enter the estimated length of time the temporary structure will be up

ITEM #5. Enter the date that construction is expected to start and the date that construction should be completed

ITEM #6. Please indicate the type of structure **DO NOT LEAVE BLANK.**

ITEM #7. In the event that obstruction marking and lighting is required, please indicate type desired. If no preference, check other' and indicate "no preference" **DO NOT LEAVE BLANK.** **NOTE:** *High Intensity lighting shall be used only for structures over 500' AGL.* In the absence of high intensity lighting for structures over 500' AGL, marking is also required.

ITEM #8. If this is an existing tower that has been registered with the FCC enter the FCC Antenna Structure Registration number here

ITEM #9 and #10. Latitude and longitude must be geographic coordinates, accurate to within the nearest second or to the nearest hundredth of a second if known. Latitude and longitude derived solely from a **hand-held GPS instrument is NOT acceptable.** A hand-held GPS is only accurate to within 100 meters (328 feet) 95 percent of the time. This data when plotted should match the site depiction submitted under **ITEM #20**

ITEM #11. NAD 83 is preferred; however, latitude and longitude may be submitted in NAD 27. Also, in some geographic areas where NAD 27 and NAD 83 are not available other datums may be used. It is important to know which datum is used. **DO NOT LEAVE BLANK.**

ITEM #12. Enter the name of the nearest city and state to the site. If the structure is or will be in a city enter the name of that city and state

ITEM #13. Enter the full name of the nearest public-use (*not private-use*) airport or heliport or military airport or heliport to the site

ITEM #14. Enter the distance **from** the airport or heliport listed in #13 **to the structure.**

ITEM #15. Enter the direction **from** the airport or heliport listed in #13 **to the structure.**

ITEM #16. Enter the site elevation above mean sea level and expressed in whole feet rounded to the nearest foot (e.g. 17' 3" rounds to 17' 17' 6" rounds to 18'). This data should match the ground contour elevations for site depiction submitted under **ITEM #20.**

ITEM #17. Enter the total structure height **above ground level** in **whole feet** rounded to the **next highest foot** (e.g. 17.3 rounds to 18). **The total structure height shall include anything mounted on top of the structure, such as antennas, obstruction lights, lightning rods, etc.**

ITEM #18. Enter the overall height above mean sea level and expressed in **whole feet.** This will be the total of **ITEM #16 + ITEM #17.**

ITEM #19. If an FAA aeronautical study was previously conducted enter the previous study number

ITEM #20. Enter the relationship of the structure to roads, airports, prominent terrain, existing structures, etc. Attach an 8-1/2 x 11 non-reduced copy of the appropriate 7.5 minute U.S. Geological Survey (USGS) Quadrangle Map MARKED WITH A PRECISE INDICATION OF THE SITE LOCATION. To obtain maps, contact USGC at 1-800-435-7627 or via internet at "<http://mapping.usgs.gov>" If available attach a copy of a documented site survey with the surveyor's certification stating the amount of vertical and horizontal accuracy in feet

ITEM #21.

- For transmitting stations, include maximum effective radiated power (*ERP*) and all frequencies
- For antennas include the type of antenna and center of radiation (*Attach the antenna pattern if available*)
- For microwave, include azimuth relative to true north
- For overhead wires or transmission lines, include size and configuration of wires and their supporting structures (*Attach depiction*)
- For each pole/support, include coordinates, site elevation, and structure height above ground level or water
- For buildings include site orientation, coordinates of each corner, dimensions and construction materials.
- For alterations, explain the alteration thoroughly.
- For existing structures, thoroughly explain the reason for notifying the FAA (*e.g. corrections, no record or previous study etc*)

Filing this information with the FAA does not relieve the sponsor of this construction or alteration from complying with any other federal, state or local rules or regulations. If you are not sure what other rules or regulations apply to your proposal, contact local/state aviation and zoning authorities.

Paperwork Reduction Work Act Statement: This information is collected to evaluate the effect of proposed construction or alteration on air navigation and is not confidential. Providing this information is mandatory for anyone proposing construction or alteration that meets or exceeds the criteria contained in 14 CFR, part 77. We estimate that the burden of this collection is an average 19 minutes per response. An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2120-0001. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW Washington, DC 20591. Attn: Information Collection Clearance Officer, ABA-20

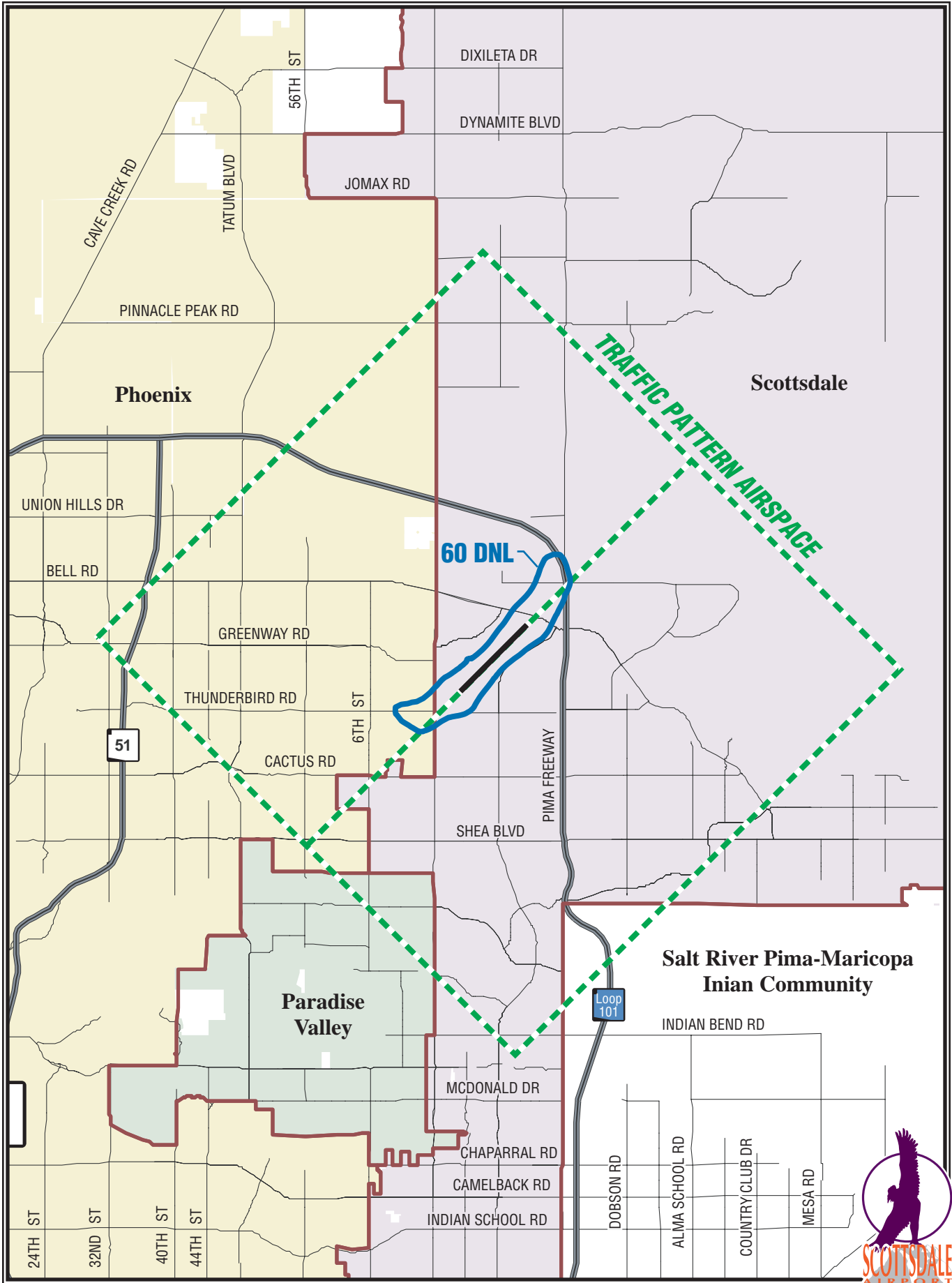


Exhibit 1A
TRAFFIC PATTERN AIRSPACE

AIRPORT DISCLOSURE FOR DEVELOPMENT AROUND SCOTTSDALE AIRPORT
June 1999

For inclusion into CC&R's or for disclosure notice:

Proximity to Airport. Each Owner, by accepting a deed to a Lot or Parcel, or by otherwise acquiring title to a Lot or Parcel, acknowledges (for such Owner and other Occupants, successors and assigns) that: (a) the Project is in close proximity to the Scottsdale Airport (the "Airport"), which is currently located generally between Frank Lloyd Wright Boulevard on the north, Pima Road on the east, Thunderbird Road on the south and Scottsdale Road on the west; (b) as of the date hereof, the airport is operated as a general aviation reliever/commercial service airport for Scottsdale and North Phoenix, used generally for single engine and twin engine airplanes, corporate jets, helicopters and scheduled service turbo prop and jet aircraft; (c) aircraft taking off from and landing at the Airport may fly over the Project and adjacent properties at altitudes which will vary with meteorological conditions, aircraft type, aircraft performance and pilot proficiency; (d) at the date hereof, the majority of aircraft takeoffs and landings occur daily between 6:00 a.m. and 11:00 p.m., but the Airport is open twenty-four (24) hours each day, so takeoffs and landings may occur at any hour of the day or night; (e) at the date hereof, the number of takeoffs and landings at the Airport average approximately 850 each day, but that number will vary and may increase with time if the number of its operations increases; (f) flights over the Project or adjacent properties by aircraft taking off from or landing at the Airport may generate noise, the volume, pitch, amount and frequency of occurrence of which will vary depending on a number of factors, including without limitation the altitudes at which the aircraft fly, wind direction and other meteorological conditions and aircraft number and type, and may be affected by future changes in Airport activity; (g) as of the date hereof, management of the Airport has policies in place intended to help reduce or minimize aircraft noise and its influence on owners and occupants of properties in the vicinity of the Airport, but those policies may change over time and in addition other aspects of such policies (including, without limitation, those intended to promote safety) may be given preference over policies relating to limiting noise; and (h) such Owner (for such Owner and other Occupants, successors and assigns) hereby accepts and assumes any and all risks, burdens and inconvenience caused by or associated with the Airport and its operations (including, without limitation, noise caused by or associated with aircraft flying over the Project and adjacent properties), and agrees not to assert or make and claim against the City of Scottsdale, its officers, directors, commissioners, representatives, agents, servants and employees, the Declarant, and Declarant Affiliate, or the Association, or any director, officer, employee, agent, representative or contractor of any of them, related thereto.