



Appendix A

**WELCOME TO THE TECHNICAL
ADVISORY TEAM**

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The City of Scottsdale and its consultant, Coffman Associates, Inc., are pleased to welcome you to the Technical Advisory Team (TAT) for the Title 14, Code of Federal Regulations (CFR), Part 150 Noise Compatibility Study Update for Scottsdale Airport. We appreciate your interest in this Study. Over the next several months you will be able to make an important contribution to the project. We believe that you will find your team participation to be an interesting and rewarding experience. We would like to take this time in advance to thank you for your participation in this Study.



major environmental issue in the United States for decades. After years of study and demonstration programs, Congress authorized full-scale Federal support for airport noise compatibility programs through the Aviation Safety and Noise Abatement Act of 1979. In response to that Act, the Federal Aviation Administration (FAA) adopted the 14 CFR, Part 150 to set minimum standards for the preparation of such studies.

WHAT IS A NOISE COMPATIBILITY STUDY?

The impact of aircraft noise on development around airports has been a



A Noise Compatibility Program is intended to promote aircraft noise control and land use compatibility. Three things make such a study unique: (1) it is the only federal comprehensive approach to preventing and reducing airport noise and community land use conflicts; (2) eligible items in the approved plan may be funded from a special account in the Federal Airport Improvement Program; (3) it is the only kind of airport study sponsored by the FAA primarily for the benefit of airport neighbors.

The principal objectives of any Noise Compatibility Program are to:

- Identify the current and projected aircraft noise levels and their impact on the airport environs.
- Propose ways to reduce the impact of aircraft noise through changes in aircraft operations or airport facilities.
- In undeveloped areas where aircraft noise is projected to remain, encourage future land use which is compatible with the noise, such as agriculture, commercial or industrial land uses.
- In existing residential areas which are expected to remain impacted by noise, determine ways of reducing the adverse impacts of noise.
- Establish procedures for implementing, reviewing, and updating the plan.

WHAT IS THE ROLE OF THE TEAM?

The TAT will play an important role in the Noise Compatibility Study Update. We want to benefit from your unique viewpoints, to have access to the people and resources you represent, to work with you in a creative atmosphere, and to gain your support in achieving results. Specifically, your role in the TAT is as follows:

- **Sounding Board** - The consultants need a forum in which to present information, findings, ideas, and recommendations during the course of the study. Everyone involved with the study will benefit from this forum because it allows an exchange of stakeholders' viewpoints, ideas, and concerns.
- **Linkage to the Aviation Community** - Each of you represents one or more constituent interests. As a team member, you bring together the consultant and the people you represent, you can inform your constituents about the study as it progresses, and you can bring into the team the views of others.
- **Resource** - An airport noise compatibility study is very complex; and it has an almost unlimited demand for information. Many of you have access to specialized information and can ensure that it is used in the study to its fullest potential.

- Think Tank - "Too many cooks spoil the broth" reflects the difficulty teams have in writing a report. On the other hand, "two heads are better than one" tells us that creative thinking is best accomplished by a group of concerned people who represent a diversity of backgrounds and views on a subject. We need all of the creative input we can get. TAT member ideas have literally "made the difference" on other studies of this type across the country.
- Critical Review - The study team needs their work scrutinized closely for accuracy, completeness of detail, clarity of thought, and intellectual honesty. We want you to point out any shortcomings in our work and to help us improve on it.
- Implementation - A Part 150 Noise Compatibility Plan depends on the actions of many different agencies and organizations for implementation. Each of you has a unique role to play in implementing the plan and demonstrating leadership among your constituent interests. Inform and educate them about the importance of your effort on their behalf and work with them to see that the final plan is carried out.

HOW WAS THE TEAM SELECTED?

Many organizations have been contacted and invited to designate

representatives to serve on the TAT. The attached list of invited officials and organizations shows a broad range of interests to be represented – city representatives, airport officials, Federal Aviation Administration, pilot organizations, and state, regional, and military representatives. Each of the team members was selected based upon their area of expertise.

HOW WILL THE TAT OPERATE?

The TAT will operate as informally as possible -- no compulsory attendance, and no voting. The meetings will be conducted by the consultant and will be called at milestone points in the study (a total of four (4) when team input is especially needed. Ordinarily, meetings will be scheduled with sufficient advance notice to permit you to arrange your schedule.

To keep you informed of the proceedings at the TAT meetings, we will prepare summary minutes and will distribute them after each meeting. These will be particularly helpful if you are unable to attend a meeting.

We will hold four (4) public information workshops during the preparation of the study so that we may report to the community at large and elicit their views and input. We strongly urge you to represent the TAT at the evening workshops. The workshops will be organized to maximize the opportunity for two-way communication. At these important meetings, you will have the chance to hear from local citizens and

share your views and expertise with them.

Prior to each TAT meeting, the consultant will distribute working papers to you. These are draft chapters of the Noise Compatibility Study Update, and they will be a focus for discussion at the meetings. In addition, we will provide an outline of the subjects to be covered in the next phase of the project so that you may interject your ideas and concerns and have them addressed in the next working paper.

To help you keep your materials organized, we will give you a study workbook (a three-ring binder with a special cover and tab dividers) to hold working papers, technical information papers, TAT membership lists, meeting notes, and other resource material.

WHERE CAN YOU GET MORE INFORMATION?

For specific policy questions about the study, please contact:

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