MEETING MINUTES AND SIGN-IN SHEETS

SCOTTSDALE AIRPORT
14 CFR PART 150 NOISE COMPATIBILITY STUDY

AVIATION TECHNICAL CONFERENCE MEETING
April 1, 2004, 9:30 P.M.

Meeting Minutes

Location: **Airport Terminal Building, 2nd Floor Conference Room**
Attendance: **See sign-in sheet**

Meeting brought to order at 9:30 a.m.

Jim Harris, Coffman Associates, welcomed everyone and explained the purpose of the meeting.

Dave Fitz, Coffman Associates, handed out the information packet and provided a brief description of the various alternatives that are required to be evaluated under 14 CFR Part 150. Dave asked about the success of the existing preferential runway program at the airport.

Brian Ready, AZBAA and NBAA, stated that the implementation of TAOS in March 2005 will make Runway 3 more attractive to business jets arriving at night.

Ray Boucher, ADOT, asked if the airport maintains any statistics that would show how successful the program has been in the past.

Dave Fitz said that there were no actual databases containing runway use; however, conversations with the ATCT, FBOs, and airport staff indicated that Runway 3 is the dominant runway and is used 55 percent of the time.

Brian stated that that statistic is only valid when the ATCT is open.

John Frevola, Corporate Jets, Inc., asked if there is anything that can be done to limit noise complaints from the new development near the airport.

Gary Mascaro, Scottsdale Airport, stated that the city has been very active in requiring fair disclosure.

Jennifer Lewis, Scottsdale Airport, followed up by saying that the city is placing directional signs in various areas which state the proximity of the airport to the neighborhood.

Bob Littlefield, City of Scottsdale, said that the DC Ranch developers will provide future residents with a packet of information regarding the potential impacts of airport operations on the subdivision. The disclosure provided to these potential residents is stronger than the average disclosure and will limit the ability of the property to sue.

Ray stated that he feels the use of Runway 3 should increase.

David Stock, Phoenix TRACON and NATCA, stated that the predominant use of Runway 3 increases delay. Additionally, Scottsdale Airport's operations directly impact the operations at Deer Valley Airport.

Brian suggested that the preferential runway use be stated on the ATIS for nighttime operations.

Dave Fitz pointed out that development is beginning to encroach from the north and asked if a preferential system is still suitable for Scottsdale Airport.

Nancy Faron, Phoenix Sky Harbor International Airport, stated that Runway 32 is the preferential runway at night for safety reasons.

Jim stated that the use of Runway 21 as the preferential runway was evaluated at one time and it was determined that impacts would increase.

Brian voiced concerns regarding the preferential use of Runway 21 due to terrain issues.

John Brett, Scottsdale Airport ATCT Manager, said that some pilots will not fly a left downwind to Runway 21 for safety reasons.

Nancy pointed out that even though there is a preferential runway system, the operations are split 55/45. She asked if the airport was raising expectations by having a preferential runway use program.

Scott Gray, Scottsdale Airport, said that if and when radar is in place at the airport, there will be more options available for the airport. He felt that since the preferential runway system is already in place, it wouldn't be appropriate to eliminate it.

Brian asked if there are any signs along the runway directing pilots where to turn in order to comply with the voluntary noise abatement procedures.

Scott said that there are sign which say, "Noise Abatement Measures in Place." There is not enough room on the sign to state all of the measures.

Brian said that manufacturers print noise abatement standards for their aircraft. For example, Gulfstream prints instructions which will reduce noise.

Brian followed up by saying that aircraft are flying in over Ironwood due to the aircraft utilizing Phoenix Sky Harbor International Airport. He suggested that the study contain a mathematical reason for the altitude of aircraft.

Nancy stated that education is a huge factor when dealing with aircraft altitude complaints from the public.

David Stock stated that the NW 2000 plan changed the angle of approach to Scottsdale Airport over Ironwood.

Bob asked if NW 2000 changed the overflight situation over residential areas.

Brian said that the number of homes flown over has not changed. The location of the overflights has changed.

Scott said that approximately 10 miles out from the airport, traffic formerly came down Pima, they now come down Scottsdale Road.

Brian followed up by saying that pilots fly over different homes since NW 2000. Departure procedures have not changed.

Scott said that the airport wants to utilize visual approach plates once radar is in place.

John said that you cannot have a charted visual approach if you don't have radar to the ground.

Scott said that the airport wants to have charted approaches to both the north and the south.

Dave Fitz asked about nighttime runway use.

Brian said that with new technology, the use of Runway 21 at night could be possible.

Gerald Pennington, Phoenix TRACON, said that TRACON is looking at new ways to channel traffic from east and west.

David Stock said that they want to eliminate the need to fly over Phoenix.

Dave Fitz asked if an adjustment to the glide slope could potentially alleviate impacts.

Brian said that if anything is going to be done, the glide slope should be lowered. It is already at four degrees, which is higher than standard.

Ray asked if an increase in pattern altitude would be possible.

Scott said that Scottsdale Airport is limited by terrain. North of the airport, aircraft are lower at pattern altitude due to high terrain.

Steven Raulston, Scottsdale ATCT, said that it is hard to make smaller aircraft fly at a higher altitude in warmer weather. Aircraft fly low to avoid other aircraft as well as the Phoenix Class B airspace.

Dave Fitz said that we would evaluate placing urban areas on the sectional charts. This would raise aircraft from an altitude of 500 feet over residential areas to 1,000 feet. He said that an evaluation of run-up noise would be prepared as part of the study. A noise wall may be warranted for the airport. He also said that curfews and other restrictions would be evaluated as part of the study.

Ted Baldwin, HMMH, said that due to the lack of population within the 65 DNL noise contour, the airport would risk future grants with the implementation of a curfew or restrictions. Based on his experience with Part 161 studies, he doesn't recommend the airport go down this road.

Dave Fitz asked if there were any further questions.

There were none.

Jim thanked everyone for attending the meeting.

Meeting adjourned at 12:00 p.m.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE

AVIATION TECHNICAL CONFERENCE MEETING ATTENDANCE RECORD

Meeting: Aviation Technical Conference — Date: April 1, 2004 — Time: 9:30 a.m.

Meeting #1 — Place: Scottsdale Airport Terminal Building

Please print neatly — Second Floor Conference Room

NAME	REPRESENTING	PHONE #/E-MAIL
1. David Stock	NATCA Phoenix TRACON	ph.#: e-mail: dhscao13@earthlink.net
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4. Gerald Pennington	" "	ph.#: ~~602-379-3654~~ 602-379-3654 e-mail: GERALD.PENNINGTON@FAA.GOV
5. Ray Boucher	ADOT Aeronautics	ph.#: 602-294-9144 e-mail: rboucher@dot.state.az.us
6. Scott Gray	Scottsdale Airport	ph.#: 480-312-7735 e-mail: SGRAY@SCOTTSDALEAZ.GOV
7. Gary Mascaro	Scottsdale Airport	ph.#: 480-312-7612 e-mail: gmascaro@scottsdaleaz.gov
8. Jennifer Lewis	Scottsdale Airport	ph.#: 480-312-7609 e-mail: jmlewis@scottsdaleaz.gov
9. Chris Read	Scottsdale Airport	ph.#: 480.312.2674 e-mail: CREAD@Scottsdaleaz.gov
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15. Ted Baldwin	HMMH	ph.#: 781 229 0707 e-mail: tbaldwin@hmmh.com
16. Molly Walker	Coffman Associates	ph.#: 816/415-2602 e-mail: mwalker@coffmanassociates.com
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SCOTTSDALE AIRPORT
14 CFR PART 150 NOISE COMPATIBILITY STUDY

LAND USE TECHNICAL CONFERENCE MEETING
April 1, 2004, 1:30 P.M.

Meeting Minutes

Location: **Airport Terminal Building, 2nd Floor Conference Room**
Attendance: **See sign-in sheet**

Meeting brought to order at 1:40 p.m.

Jim Harris of Coffman Associates thanked everyone in attendance and asked everyone to introduce themselves. Jim then reviewed the 14 CFR Part 150 study process and stated that the purpose of this meeting was to get the land use planning experts together to discuss noise compatibility planning options around the Scottsdale Airport.

Molly Waller from Coffman Associates distributed a handout summarizing the laundry list of land use alternatives required to be studied under Part 150 as a starting point for discussion. Molly reviewed the three basic land use categories.

Molly pointed out that the golf course immediately north of the airport is zoned for residential land uses. Molly suggested that rezoning this property to a more appropriate land use such as park and open space. Molly then reviewed the overlay zoning recommendation from the previous noise compatibility study.

Mr. Higgins from the City of Scottsdale Planning Department asked why the overlay zoning recommendation was not implemented.

Scott Gray, Director of the Scottsdale Airport said that overlay zoning was not implemented because of workload issues. The City was in the middle of a General Plan update at the time.

Mr. Higgins asked what the Part 77 surface was.

Jim said that the Part 77 describes the approach service for a airport. Typically these surfaces extend 10,000 feet off the end of the runway and create the oval shape depicted on the exhibit.

Ray Boucher from the Arizona Department of Aeronautics said that the DNL metric limits us from protecting the real impact areas. Federal guidelines stop at 65 DNL.

Gary Mascaro said that we have overlay zoning in place but no ordinance to enforce it. We currently get avigation easements as part of the development approval process.

Steve Muenker of the Phoenix Planning Department said that Phoenix does things a little differently. We use zoning for this purpose.

Scott said that, in addition to zoning changes, building permits are also referred to the airport.

Molly said that the old noise exposure contours are incorporated in the Phoenix General Plan. Molly asked if the City of Phoenix would consider using a noise exposure boundary tied to geographic features.

Steve said that he would prefer boundaries tied to geographic features. Steve said he would consider bringing squared off contours back to be included as a revision to the Phoenix General Plan.

Dave Fitz suggested using the grid used in the noise complaint mapping to square-off contours.

Gary said that the City has all the forms and avigation easements in place; they just need the boundaries and ordinance enforcing overlay zoning.

Molly reviewed subdivision regulations.

Molly said that putting signage in the vicinity of the airport was brought up during the Technical Advisory Team meeting yesterday.

Scott said the City Council was not opposed to making a developer put up signs.

Molly asked if there were any more questions

None were offered.

Meeting was adjourned at 3:20 p.m.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE

LAND USE TECHNICAL CONFERENCE MEETING ATTENDANCE RECORD

Meeting: Land Use Technical Conference — Date: April 1, 2004 — Time: 1:30 p.m.

Meeting #1 — Place: Scottsdale Airport Terminal Building

Please print neatly — Second Floor Conference Room

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4. Gary Mascaro	Scottsdale Airport	ph.#: 480-312-7612 e-mail: gmascaro@ScottsdaleAz.gov
5. Jennifer Lewis	Scottsdale Airport	ph.#: 480-312-7609 e-mail: jmlewis@scottsdaleaz.gov
6. Steve Muenker	Phoenix Planning	ph.#: 602 261-8289 e-mail: Steve.Muenker.Phoenix.gov
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SCOTTSDALE AIRPORT
14 CFR PART 150 NOISE COMPATIBILITY STUDY

TECHNICAL ADVISORY TEAM MEETING #3
August 5, 2004, 1:30 p.m.

Meeting Minutes

Location: Scottsdale Airport Administration Office
Attendance: See sign-in sheets

Meeting brought to order at 1:40 p.m.

Jim Harris of Coffman Associates welcomed everyone to the meeting. He outlined the focus of the meeting and reviewed the Part 150 process. He also explained the project timeline.

Dave Fitz of Coffman Associates then reviewed the Noise Abatement Alternatives from Chapter Five of the Study.

Brian Ready asked if the alternatives had taken into account the proposal to have Deer Valley Airport and Scottsdale Airport operate in the same directional flow.

Dave said, no, this was not evaluated; however, from a noise abatement perspective, maintaining the current runway use program is the most beneficial.

Brian stated that at one point there was a discussion that would have all of the valley airports operate in the same flow.

Jennifer Lewis, Scottsdale Airport, asked if the study could investigate the options of flows with other airports.

Dave said that he will look at it; however, utilizing the existing procedures would probably be preferred.

Brian raised concerns regarding the preparation of a VFR chart. Should a chart be published, the public may interpret the procedures as a noise benefit. The noisier aircraft can't fly the VFR procedures. Brian was concerned the study was giving the wrong impression.

Stacy stated that the Town of Payson published VFR charts awhile back. An anti-noise group then videoed aircraft and sent letters to the pilots stating they weren't following the procedures.

Brian said that a published VFR approach for both runways would be more beneficial.

Dave said that as radar becomes available, a charted visual approach will probably be developed.

Stacy said that if you develop a procedure for all users, it will be easier to implement.

Brian pointed out that the run-up facility would need to be quite large.

Ted Baldwin, HMMH, said that the design of these facilities is normally focused on the critical aircraft at the airport.

Dave said that the run-up facility has merit to Scottsdale Airport. FAA has indicated preliminary approval of such a facility.

Jim said that if FAA approves a measure, it then becomes eligible for federal funding assistance through the AIP noise set-aside funds.

Brian said that a one-mile approach is not possible (refer to page 5-10). He also said that the conclusion on page 5-12 needs to be revisited. Aircraft cannot make a right turn off Runway 3 because of aircraft utilizing Phoenix Sky Harbor International Airport. A discussion also needs to be included regarding safety and terrain issues. He also suggested the cost constraints be removed from the reasoning for the elimination of some alternatives.

Regarding the PAPIs, Brian stated that the current four-degree glideslope may be too extreme. Pilots aren't used to seeing this magnitude of a glideslope. This often times leads to a pilot over-correcting, thereby producing more noise on arrival. He feels that a more standard approach would be utilized more regularly by transient pilots.

Gary Mascaro, Scottsdale Airport, asked if the four-degree glideslope was a recommendation of the previous Part 150 Study. Maybe this should be re-evaluated due to its non-standard nature.

Brian suggested that a three-, or three and one-half, degree glideslope be evaluated.

Gary asked if an airport can ban Stage One aircraft without a Part 161 Study?

Ted said that Scottsdale Airport could not implement such a ban since there would be no benefit within the 65 DNL noise contour.

Stacy stated that AOPA does not necessarily support raising training minimums unless it is a voluntary measure.

Molly Waller, Coffman Associates, then presented the Land Use Alternatives contained within Chapter Six of the Study.

Brian asked when an avigation easement is typically signed.

Molly said they are signed either when a subdivision is approved or when an individual closes on a house they have purchased.

Scott Gray, Scottsdale Airport, indicated that the airport is interested in establishing a larger notification area and/or a larger area where avigation easements would be required.

Brian suggested that the definition of an avigation easement be included within the glossary of the Study. He also wanted to see if avigation easements could be described alone as an alternative.

Meeting adjourned at 4:30.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE

TECHNICAL ADVISORY TEAM MEETING ATTENDANCE RECORD

Meeting Technical Advisory Team Meeting #3 Date: August 5, 2004 Time: 1:30 p.m.

Place: Scottsdale Airport Terminal Building

Please print neatly

Second Floor Conference Room

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SCOTTSDALE AIRPORT
PART 150 NOISE COMPATIBILITY STUDY UPDATE
Public Information Workshop

August 5, 2004, 6:00 p.m. to 8:30 p.m.
Airport Terminal Building
Scottsdale, Arizona

Public Information Workshops are structured as an open house, with display boards and information posted throughout the meeting room. These meetings intend to encourage two-way communication between the airport staff, consultants, and local citizens. This Public Information Workshop presented information pertaining to the purpose of the Noise Compatibility Study.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE

PUBLIC INFORMATION WORKSHOP
ATTENDANCE RECORD

Meeting Public Information Workshop # 3 Date: August 5, 2004 Time: 6:00 - 8:30 p.m.

Place: Airport Terminal Building

Please print neatly

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE

PUBLIC INFORMATION WORKSHOP ATTENDANCE RECORD

Meeting Public Information Workshop # 3 Date: August 5, 2004 Time: 6:00 - 8:30 p.m.

Place: Airport Terminal Building

Please print neatly

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE

PUBLIC INFORMATION WORKSHOP ATTENDANCE RECORD

Meeting Public Information Workshop # 3 Date: August 5, 2004 Time: 6:00 - 8:30 p.m.

Place: Airport Terminal Building

Please print neatly

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SCOTTSDALE AIRPORT
14 CFR PART 150 NOISE COMPATIBILITY STUDY

TECHNICAL ADVISORY TEAM MEETING #4
October 26, 2004, 1:30 p.m.

Meeting Minutes

Location: Scottsdale Airport Administration Office
Attendance: See sign-in sheet

Meeting brought to order at 1:35 p.m.

Brian Ready, who was unable to attend the meeting, telephoned the conference room to give his comments and suggestions about the chapter.

Jim Harris, Coffman Associates, welcomed everyone to the meeting. He outlined the focus of the meeting and reviewed the 14 CFR Part 150 process.

Dave Fitz, Coffman Associates, reviewed the airport warning signage alternative that was evaluated but not included in the study.

Ray Boucher, ADOT, suggested that the signs not be used as warning signs, but as notification signs.

Gerald Pennington, Phoenix TRACON, suggested that the signs notify drivers that they are entering the Airport Influence Area. He also suggested that the signs be posted at the entrance/exit of subdivisions such as D.C. Ranch.

Dave responded that residents might view this as a threat to their property values.

Gary Mascaro, Scottsdale Airport, stated that the airport has received calls from residents of Ironwood concerning reduced property values because of airport operations. He asked if the signs could make the problem worse.

Don Maxwell, Scottsdale Airport Advisory Committee, said that he is most concerned about raising awareness in D.C. Ranch.

Scott Gray, Scottsdale Airport, said that the Scottsdale Realtor Association supports the sign idea.

Jim suggested that the Realtor Association be consulted on the text for the sign.

Dave said that this alternative would be reviewed further. He then presented the Noise Abatement Element from Chapter Seven of the study.

John Brett, Scottsdale ATCT, asked for a definition of "long straight-in." He also said that he was concerned about the use of the word "discourage." He stated that the controllers direct aircraft in the safest and most efficient manner. They do not discourage this type of movement.

Gerald stated that enforcing this measure (4) might limit the effectiveness of Runway 3 preferential use.

Scott stated that these measures are carried over from the previous study and they are intended to prevent piston aircraft from flying a long straight-in approach. The fleet mix has changed and therefore these restrictions might need to change. He was also concerned about the implications of removing these elements (3, 4, and 5) at this point in the study.

John said that using the word "discourage" doesn't work. It is misleading to tell the public that these procedures are discouraged when the controllers do not actually discourage them. Controllers will always choose the most safe and efficient option.

Scott said that if we do change this language, we need to include a detailed explanation of the changes in fleet mix and volume that have led to the decision to change the measure.

Ray suggested that this measure apply only during periods when the tower is closed.

Don suggested that the language be altered to be positive (e.g., "encourage") rather than negative.

Jennifer Lewis, Scottsdale Airport, asked if the noise was going to increase without this language.

Gerald and John said that noise was not going to increase without this language.

Dave said that clarifications need to be made in the document that reflects the reality of the situation.

Don asked what are the negative effects of keeping these measures in the program.

John answered that there would be delays in IFR departures, wake turbulence from jets flying over smaller aircraft, and less touch-and-go operations.

Gerald suggested that air traffic controller responsibilities also be defined in the document. He also stated that things might change when radar becomes available.

Dave said that this will need to be resolved before the City Council briefing on November 17.

Scott asked whether this prohibition would no longer be necessary if the ground run-up enclosure is built.

Dave said that tests would need to be conducted to evaluate the effectiveness.

Nancy Faron, City of Phoenix Aviation, asked whether this would be creating false expectations because some people think that planes are flying much lower (200-500 feet) when they are actually above the limit required (1,000 feet) once a populated place is designated on the chart.

Jim stated that the flight track and noise monitoring system would be needed to evaluate the operations.

Scott stated that regardless of the expectations, the fact is that the chart is not updated.

Molly Waller, Coffman Associates, presented the Land Use Management Element of Chapter Seven.

Gary asked whether the avigation easements were required throughout the Airport Influence Area and if they were only required for new development.

Molly answered yes to both questions.

Gary asked about other airports that require avigation easements at these distances from the airport.

Molly said that Lincoln, Nebraska was doing this.

Jim said that Reno, Nevada is doing something similar.

Dave said that Flagstaff has similar requirements.

Molly said that Coffman Associates can provide additional supporting information about avigation easements.

Randy Payne, City of Phoenix Aviation, said that King County, Washington has noise insulation requirements for redevelopment.

Jennifer asked why an avigation easement is needed.

Molly responded that it is more permanent than a fair disclosure notice. It stays with the property to notify subsequent owners.

Kory Lewis, Coffman Associates, presented the Program Management Element of Chapter Seven.

Jennifer clarified the noise monitor report problem of having multiple complaints from one person.

Scott stated that there were more effective means of disclosure than the signs and that the other programs should be emphasized.

Dave presented the residual noise impacts and total costs for the Noise Compatibility Program.

Jennifer asked how a $2.7 million expenditure can be justified to reduce noise for 500 people in 20 years.

Jim stated that the airport needs to be as proactive as possible to keep people out of the 65 DNL contour. The airport also needs to maintain a healthy relationship with the community.

Mary O'Connor, City of Scottsdale, stated that many of these measures are at low to no cost and could help reduce noise impacts.

Meeting adjourned at 4:30 p.m.

14 CFR PART 150 NOISE COMPATIBILITY STUDY UPDATE

TECHNICAL ADVISORY TEAM MEETING ATTENDANCE RECORD

Meeting Technical Advisory Team Meeting #4 Date: October 26, 2004 Time: 1:30 p.m.

Place: Scottsdale Airport Terminal Building

Please print neatly

Second Floor Conference Room

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SCOTTSDALE AIRPORT
PART 150 NOISE COMPATIBILITY STUDY UPDATE
Technical Advisory Team Meeting #4
October 26, 2004, 1:30 p.m.
Scottsdale Terminal Building
Second Floor Conference Room

Agenda

1. Welcome and Introductions
   - Scott Gray, Scottsdale Airport

2. Review of Noise Compatibility Plan Process
   - Jim Harris, Coffman Associates

3. Review of Chapter Seven – Noise Compatibility Plan
   - Noise Abatement Element – Dave Fitz, Coffman Associates
   - Land Use Element – Molly Waller, Coffman Associates

4. Technical Advisory Team Members' Issues Discussion

SCOTTSDALE AIRPORT
PART 150 NOISE COMPATIBILITY STUDY UPDATE
Public Information Workshop

October 26, 2004, 6:30 p.m. to 8:30 p.m.
Horizon High School
Scottsdale, Arizona

Public Information Workshops are structured as an open house, with display boards and information posted throughout the meeting room. These meetings intend to encourage two-way communication between the airport staff, consultants, and local citizens. This Public Information Workshop presented information pertaining to the purpose of the Noise Compatibility Study.

14 CFR PART 150 NOISE COMPATIBILITY STUDY UPDATE

PUBLIC INFORMATION WORKSHOP ATTENDANCE RECORD

Meeting Public Information Workshop #4 Date: October 26, 2004 Time: 6:30 - 8:30 p.m.

Place: Horizon High School Cafeteria

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14 CFR PART 150 NOISE COMPATIBILITY STUDY UPDATE

PUBLIC INFORMATION WORKSHOP ATTENDANCE RECORD

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Place: Horizon High School Cafeteria

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