

**Appendix B**  
**COORDINATION,**  
**CONSULTATION, AND PUBLIC INVOLVEMENT**

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## **Appendix B**

# **COORDINATION, CONSULTATION, AND PUBLIC INVOLVEMENT**

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As part of the planning process, the public, airport users, and local, state, and federal agencies were afforded the opportunity to review and comment on the materials comprising the Noise Compatibility Program and their supporting documentation. Materials prepared by the Consultant were submitted for local review, discussion, and revision at several points during the process. The Planning Advisory Committee reviewed and commented on these submissions and was requested to provide direction for future study efforts. Most comments were made orally during the meetings and were not followed by written confirmation. All comments received during the meetings were appropriately incorporated into this document or otherwise addressed.

The Planning Advisory Committee has met formally on five separate occasions during the preparation of the Noise Compatibility Program. On January 20, 1987, a meeting was held to introduce the participants, describe the study process, discuss goals

and objectives, distribute committee workbooks and study initiation brochures, and hear comments and views pertaining to the noise conditions at Sky Harbor International Airport.

The second Planning Advisory Committee meeting was held on July 7, 1987. The first two working papers, Existing Conditions and Aviation Noise were presented and discussed. The aviation forecasts and fleet mix were presented as well as generalities about noise. The methods of airport tracking, noise measuring, and computer modeling were discussed.

The third Planning Advisory Committee meeting was held on August 19, 1987. Chapters 3 and 4, Community Noise and Noise Impacts were reviewed and discussed. Alternative noise mitigation and land use management measures were also discussed in a general way.

On May 31, 1988, the fourth Planning Advisory Committee meeting was held.

Various noise abatement and land use alternatives were reviewed. Consideration of a final Noise Compatibility Program was discussed.

The fifth and final Planning Advisory Committee meeting was held on November 28, 1988. At the meeting, the final Noise Compatibility Program was presented and discussed.

At the beginning of the study process, a Study Committee was formed. This committee was made up of members of the Planning Advisory Committee (PAC) who represented the City of Phoenix, City of Tempe, City of Scottsdale, and the City of Mesa. The purpose of the Study Committee was to keep the local jurisdictions informed on the study progress and solicit input. The Study Committee met on three separate occasions: February 19, 1987; July 25, 1987; and August 18, 1987.

In addition to the Planning Advisory Committee meetings, the general public was invited to seven public information workshops. Structured as open houses, with display boards and information posted throughout the meeting hall, these meetings were intended to encourage two-way communication between the Consultants and the local citizens. The meetings were held on January 22, July 7, and August 19, 1987 as well as May 31, and November 28, 1988. The material presented at each meeting corresponded with the material presented at each Planning Advisory Committee meetings. In addition, two public information workshops were also held on January 19 and January 20, 1989. These workshops were conducted prior to the public hearings which were held the same day.

A number of concerns were expressed at these meetings related to nighttime aircraft noise, engine run-ups, and general annoyance with the aircraft noise. Many people expressed concerns with being able to sell their homes on the open market

and requested that the airport purchase their homes.

News releases were prepared by the City of Phoenix prior to each set of meetings for distribution to local newspapers.

During the preparation of the Noise Compatibility Plan, two additional meetings were also held. One was an Aviation Technical Conference which was held on October 28, 1987 and a Land Use Technical Conference was held on October 29, 1987. Information concerning these two meetings including attendance by interested parties, is included in this appendix.

A study initiation brochure was prepared early during the study to familiarize the public with the goals of the study and answer the comment questions associated with the development of Part 150 programs. Two thousand tri-fold brochures were printed and delivered to the sponsor for distribution. They have been available at all public meetings and serve as a hand-out at all informal sessions with community groups.

In addition to the formal meetings and supplemental materials indicated above, numerous written and verbal contacts have been made between project management staff and officials of local, state, and federal agencies and representatives of various aviation user groups relative to the information included in the Noise Compatibility Program. These are related to the the day-to-day management of the project, as well as the resolution of specific questions and concerns rising from the various working papers.

Information pertaining to project coordination, consultation, and public involvement as it relates to the Noise Compatibility Program is included on the following pages. Previous coordination is included in the Noise Exposure Map document which was submitted to the FAA in December 1987.

**Coffman**  
**Associates**  
Airport Consultants

FILE

May 16, 1988

Neilson A. Bertholf  
Sky Harbor International Airport  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034

RE: Phoenix-Sky Harbor International  
Airport-Noise Compatibility Study  
(Part 150)

Dear Dutch:

Enclosed please find the following two (2) draft chapters of the above referenced study.

- Chapter Five - Noise Abatement Alternatives
- Chapter Six - Land Use Alternatives

Also enclosed in this package is a section identified as Appendix D. Appendix D provides a detailed analysis of the thirty-two noise abatement alternatives which were examined during the course of the study. Chapter Five presents a brief description of the thirty-two alternatives, however, it primarily focuses on the three noise abatement scenarios which were developed. These noise abatement scenarios (A, B, and C) represent various combinations of quantifiable noise abatement alternatives. While Chapter Five provides an analysis of the scenarios, it does not, however, make a particular selection. It should be noted that the final noise abatement program may end up being a modified scenario or a program made up of various parts of the three scenarios or other alternatives. The fact that an alternative within a particular scenario may not be acceptable, does not rule out use of the remaining elements of the scenario as a part of the final noise abatement program.

The final noise abatement program will consist of three elements. An initial program with a goal of the program being in place by 1992 (required under F.A.R. Part 150), a long range program with a goal of its implementation by 1997; and an ultimate program with a goal of its implementation by 2007. In addition, Chapter Six provides a basic outline and discussion of various land use alternatives. The final land use program will be dependent upon the final noise abatement program which is selected and/or established. A comment sheet has been enclosed for your use. We would appreciate receiving any comments you might have regarding this material no later than May 31, 1988. A correction sheet is also enclosed which identifies a correction to a paragraph on Page 5-21.

A Planning Advisory Committee (PAC) meeting has been scheduled for Tuesday, May 31, 1988 at 1:30 p.m. and will be held in the West Mezzanine Conference Room located in Terminal 3 above the Fuente del Sol restaurant. We will be reviewing the enclosed

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May 16, 1988  
Neilson A. Bertholf  
Page Two

material during this particular meeting as well as gathering any comments you might have relative to the future noise abatement and land use program for Sky Harbor International Airport. In addition, an informal Public Information Workshop will be held at the Sheraton Tempe Mission Palms Hotel on May 31, 1988 between the hours of 7:00 p.m. and 9:00 p.m. In the meantime, should you have any questions, please do not hesitate to call.

Sincerely,



James M. Harris, P.E.  
Principal

JMH/ag

CC: Dutch Bertholf

## **AGENDA**

### **PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT F.A.R. PART 150 NOISE COMPATIBILITY STUDY**

### **PLANNING ADVISORY COMMITTEE (PAC) MEETING**

**May 31, 1988  
1:30 p.m.**

- 1. Welcome**
- 2. Project Status**
- 3. Noise Abatement Alternatives**
- 4. Land Use Alternatives**
- 5. Next Steps**
- 6. Open Discussion**
- 7. Adjournment**

PHOENIX SKY HARBOR INTERNATIONAL AIRPORT  
FAR PART 150 NOISE COMPATIBILITY STUDY

Planning Advisory Committee (PAC) Meeting

May 31, 1988  
1:30 p.m.

In Attendance: See List Attached

INTRODUCTION: Jim Harris gave a brief status of the Part 150 Study. Jon Woodward followed with a detailed presentation of the "draft" chapter five material dealing with both the 32 noise abatement alternatives and the three noise abatement scenarios which had been developed as a result of the preliminary analysis of the individual alternatives. The Alternatives are listed in attachment I. The Scenarios are outlined in attachment II.

Sandra Boyer asked for definition of the agreement between the Mayor's of Phoenix and Tempe. Dick Traill stated that his feeling was that although it was considered an "interim" agreement until the part 150 study was completed, that the aviation staff is continuing along the lines of maintaining the effort toward the 50-50 operational split identified in the agreement. Barbara Sherman stated that she felt the Mayor's agreement was a standing agreement and is not subject to change. Jerry Kempton felt that the 50-50 operational split was a compromise on the part of the Mayor of Tempe and that the flow of traffic should be ninety percent to the west over Phoenix. Kempton stated that this would reflect what he considered was the belief that Phoenix received ninety percent of the economic benefits of the airport.

George Carver stated that he felt the cargo carriers would be very concerned with the consideration of any Stage III restrictions and it would be impossible for them to substitute aircraft or reschedule Stage III aircraft. Pete Soderquist also expressed concern over nighttime restrictions on Stage II aircraft and felt the population reduction shown on paper may not be real because of the artificial penalty applied. Woodward stated that any Stage III restriction would be extremely difficult if not impossible to implement unless done on a voluntary basis. Barbara Sherman expressed a concern that the thrust cutback procedure would only shift noise from one area to another and should receive some further examination. Sherman also asked when noise monitoring systems will be considered. Woodward stated that noise monitoring is used for validation and/or enforcement. He indicated that any consideration of a noise monitoring system will be examined later in the study.

Max Wolfe continued with a detailed outline of chapter six land use techniques. These techniques are outlined on attachment III. Wolfe stated that the most promising land use management techniques would include the following:

<u>Technique</u>	<u>Area or Ldn Level</u>	<u>Community</u>
o Mobile Home Restrictions	65+	PHX, TEM
o Noise Overlay Zoning	65+	PHX, TEM
o Noise Easements Required for New Construction	65+	PHX, TEM
o Including the Part 150 Plan as Part of the Cities General Plan	65+	PHX, TEM

Phoenix Sky Harbor International Airport  
PLANNING ADVISORY COMMITTEE MEETING  
Page 2

<u>Technique</u>	<u>Area or Ldn Level</u>	<u>Community</u>
● Rio Salado Development Coordination	Study Area	TEMPE
● Planning Commission Review Procedures for Noise Coordination	Study Area	PHS, TEM, SDL, MESA, COUNTY
● Sound-proofing Existing and New Dwellings	65+	PHX, TEMPE

Following some informal discussion, the meeting was adjourned.



May 31, 1988

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE STUDY

PLANNING ADVISORY COMMITTEE MEETING

ATTENDEES  
(please print)

NAME	ADDRESS	REPRESENTING	PHONE #
AR DAVIS	3750 W FM 544 WYLIE, TX 75098	ALPA	214 442 6719
GEORGE CARVER	Los Angeles	F.T.A.	(213) 670-5183
Sandra Boyer 0106	7120 N. 15th Place HOENK 85020	PHOENIX	(602) 943-6217 <sup>c</sup>
G. BOGAN 0115	POB 3354 Newport Beach CA	Tempe	714-721-1512
BOB BRESNAHAN	4800 Falcon Dr. MESA AZ 85205	CITY OF MESA	602-830-0100
KEN CARR	222 S. Mill Ave	TEMPE	829-2640
AMERICA WEST Airlines			
MATHEW BERT	ASU - TEMPE	ASU	965-2001
MAX WOLFE	KCMO	COFFMAN ASSOC.	1-800-892-7772
0109 Jim HARRIS	11022 N. 28th Dr #200 PHX AZ 85029	COFFMAN ASSOC	993-6999
110 Bill Berg	2001 S 32 85032	Ariz Air Guard	231-8274
Bill Patterson	FPA TRACON	FPA	261-3684

May 31, 1988

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE STUDY

PLANNING ADVISORY COMMITTEE MEETING

ATTENDEES  
(please print)

NAME	ADDRESS	REPRESENTING	PHONE #
0119 Harry Wolfe	1739 W Jackson 108P	MA6	253-8527
Bruce Trammie	481 W. Carmen	Southwest Airlines	273-4884
Fred Colson	City	Planning	262-6884
Jerry Kempton	1220 W. Laird St Tempe	D.A.W.N	967-0520 (129)
PETER SODERQUIST		Scottsdale	974-2321
Barbara Shuman	120 E. McKellips	NSAA	947-3194
Joseph Helms	110 E. Gilbert Drive Tempe	Phoenix Av. Dept. Intern	967-7748
BILL HEYER	Phx ATCT	FAA	261-4225
TOM FANNIN	3221 N. 24th St Phx	PHOENIX 412 150120	956-5630
Edward W. Jure	456 E. LARKSPUR CR TEMPE, 85281	SKY HARBOR INTERN	941-8117

**Coffman**  
**Associates**  
Airport Consultants

November 16, 1988

Dick Bowers  
City of Scottsdale  
3939 Civic Center Plaza  
Scottsdale, AZ 85251

RE: Phoenix-Sky Harbor International  
Airport-Noise Compatibility Study  
(Part 150)

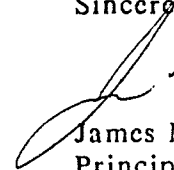
Dear Dick:

Enclosed please find the final draft chapter of the above referenced study, Chapter Seven - Noise Compatibility Plan

The Noise Compatibility Plan includes the consultants recommended Aviation Noise Abatement Plan, a recommended Land Use Management Plan, and an Implementation Plan which includes program costs, schedules and responsibilities.

A Planning Advisory Committee (PAC) meeting has been scheduled for Monday, November 28, 1988 at 1:30 p.m. and will be held in the West Mezzanine Conference Room located in Terminal 3 above the Fuente del Sol restaurant. We will be reviewing the enclosed material during this particular meeting as well as gathering any comments you might have relative to the Noise Compatibility Program for Sky Harbor International Airport. In addition, an informal Public Information Workshop will be held at the Sheraton Tempe Mission Palms Hotel on November 28, 1988 between the hours of 7:00 p.m. and 9:00 p.m. In the meantime, should you have any questions, please do not hesitate to call.

Sincerely,



James M. Harris, P.E.  
Principal

JMH/amg

Enclosure

CC: Dutch Bertholf

**Phoenix-Sky Harbor International Airport  
F.A.R. PART 150 NOISE COMPATIBILITY STUDY**

**Planning Advisory Committee Meeting**

**November 28, 1988  
1:30 p.m.**

**A G E N D A**

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- 1. Introduction**
- 2. Aviation Noise Abatement Plan**
- 3. Land Use Management Plan**
- 4. Implementation Plan**
- 5. Discussion**

**PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE COMPATIBILITY STUDY**

**PLANNING ADVISORY COMMITTEE (PAC) MEETING**

November 28, 1988

In Attendance: List Attached

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**INTRODUCTION:** The purpose of this PAC meeting was to review the final chapter of the Part 150 Study. This chapter, Chapter Seven - Noise Compatibility Plan, provided the final recommendations of the noise compatibility program.

Jim Harris gave a brief overview of the progress on the study to date.

Jon Woodward outlined the Part 150 recommendations relative to noise abatement. Specifically, he discussed the revised master plan forecasts that were used in the noise compatibility plan. In addition, he outlined the eight noise abatement recommendations.

- Runway Flow Equalization
- AC91-53 Thrust Cutback
- NBAA Departure Procedure
- Runway 26L Departure Turn
- 1DME Procedure for Eastbound Departures
- Establishment of Helicopter Routes
- Airport Runup Policies
- Encouragement of the use of Stage III aircraft

Wayne Bryant asked why the Stage III program was not recommended to be mandatory. Woodward explained that if it were a mandatory program, it might be subject to disapproval. George Carver discussed three Part 150 studies that were disapproved because of a mandatory Stage III program.

Bill Heyer suggested that FAA would like to implement the 245 departure turn for Runway 26L as early as possible.

Jerry Bogan stated that the runway flow equalization and the 1DME procedure are already a given as far as Tempe is concerned. He also felt that the year 2007 Stage III mix may be too high and that it should be reexamined. He also pointed out that the 1997 noise contour does not show a flight track on the exhibit. In addition, he also suggested that the study contain positive wording about the utilization of Stage III aircraft. Dick Traill agreed that the airport would like to encourage the use of Stage III aircraft. Wayne Bryant stated that the Stage III aircraft account for 44% of the total aircraft Sky Harbor at the present time.

Bogan also stated that he wanted to know what is the saturation point of the existing runway system. In addition, he also wanted to emphasize Tempe's demand for a noise measurement and tracking system. Bob Neuser asked if the aircraft approaches utilizing the riverbed could be done more effectively. Woodward stated that the adjustment to the visual approaches would be put back into the program. Mr. Neuser also restated Tempe's opposition to the proposed third runway at Sky Harbor.

Max Wolfe then gave a presentation on the land use management program and spent a majority of the time outlining the proposed noise overlay zones.

George Carver stated that the land use controls are nothing more than a paper tiger and felt that soundproofing would not be effective.

Bob Neuser did not want to fight for soundproofing and fair disclosure on the east side of the airport. Bogan stated that Tempe would enforce land use regulations if the size of the aircraft noise contour could also be regulated. Bogan also stated that he felt the noise abatement officer's duties at Sky Harbor should be better defined.

Following further informal discussion, the meeting was adjourned.

November 28, 1988

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE STUDY

PLANNING ADVISORY COMMITTEE MEETING

ATTENDEES  
(please print)

NAME	ADDRESS	REPRESENTING	PHONE #
<u>GEORGE CARVER</u>	<u>Lockheed</u> <u>POB 3354</u>	<u>Air Transport Association</u>	<u>(213) 670-5183</u>
<sup>82</sup> <u>JERRY BOGAN</u>	<u>NEDDARD BETH CA</u> <u>1739 W. Jackson St P</u>	<u>TEMPE</u> <u>MA6</u>	<u>(714) 721-1512</u> <u>255-8527</u>
<u>Harvey Wolfe</u>	<u>Phoenix AZ 85007</u> <u>2617 S. River Drive</u>		
<sup>83</sup> <u>Bob Newson</u>	<u>Tempe AZ 85282</u>	<u>Tempe ANACOM</u>	<u>894-1906</u>
<u>TOM FANNIN</u>	<u>77 E MISSOURI Phx</u>	<u>City Phx</u>	<u>956-5630</u>
<sup>87</sup> <u>Kimo Hussey</u>	<u>2001 S. 33rd St. PHX</u> <u>4000 E Sky Harbor</u>	<u>Arizona Air Nat'l Guard</u> <u>AMERICA WEST Airlines</u>	<u>231-8165</u>
<u>KEN CARR</u>	<u>PHX 85034</u>		<u>829 2640</u>
<u>Fred Colson</u>	<u>Phx Planning</u> <u>Dept</u>	<u>City</u> <u>Planning</u>	<u>262-6881</u>
<u>Bill HEYER</u>	<u>Phx Tower</u> <u>City of Phx</u>	<u>FAA</u>	<u>261-4826</u>
<sup>17</sup> <u>Tony Pisceki</u>	<u>City Manager's office</u>		<u>256-3248</u>
<u>Wayne Bryant</u>	<u>Aviation Dept</u>		<u>273-3425</u>
<u>Barbara Sherman</u>	<u>City of Tempe</u> <u>NTAA</u>	<u>Tempe</u> <u>citizens</u>	<u>947-3194</u>

# PHOENIX AVIATION DEPARTMENT

Sky Harbor Airport 3400 Sky Harbor Boulevard Phoenix, Arizona 85034-4420  
(602) 273-3300

January 16, 1989

Mr. Bob Bresnahan  
4800 Falcon Drive  
Mesa, AZ 85205

Dear Mr. Bresnahan:

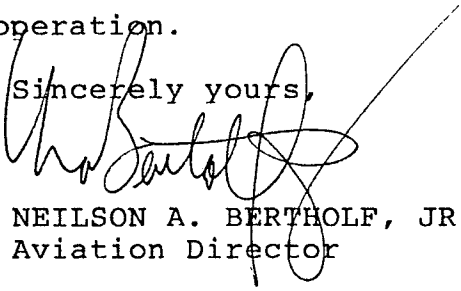
For your information, enclosed is a copy of the documents recently mailed to the Planning and Development Subcommittee of the Phoenix Aviation Advisory Board.

The Subcommittee's review of the Part 150 Airport Noise Study initiates the final review process of the study. Public hearings are scheduled for 7:00 P.M. on January 19, 1989 at the Hilton Pavilion in Mesa and at 7:00 P.M. on January 20, 1989 at the Phoenix Council Chambers. The full membership of the Phoenix Aviation Advisory Board should receive the study for review either at the scheduled February 16, 1989 meeting or at the March 16, 1989 meeting. After Board approval the study would be scheduled with the Phoenix City Council.

Your time and energy spent in participation as a Planning Advisory Committee member in the Part 150 Airport Noise Study have been greatly appreciated. Should you have any questions, please contact Wayne Bryant at 273-3475.

Again, many thanks for your cooperation.

Sincerely yours,

  
NEILSON A. BERTHOLF, JR.  
Aviation Director

NAB/WB:slw

cc: James E. Bennett  
Dick Traill  
James Harris  
Wayne Bryant

B-15





PHOENIX-SKY HARBOR  
PART 150 STUDY

PLANNING ADVISORY COMMITTEE

<u>NAME/ADDRESS</u>	<u>REPRESENTING</u>
1. Mr. Jerry Bogan P. O. Box 3354 Newport Beach, CA 92663	City of Tempe
✓ 2. Mr. Dick Bowers 3939 Civic Center Plaza Scottsdale, AZ 85251	City of Scottsdale
✓ 3. Mr. Bob Bresnahan 4800 Falcon Drive Mesa, AZ 85205	City of Mesa
✓ 4. Mr. George Carver, Director Western-Pacific Office, ATA 8939 S. Sepulveda Blvd., Suite 408	Air Transport Association (ATA)
✓ 5. Lt. Col. William M. Berg 2001 S. 32nd Street Phoenix, AZ 85034	Arizona Air National Guard
✓ 6. Mr. Tom Fannin, Chairman Merrill Lynch/Tom Fannin Realty 3221 N. 24th Street Phoenix, AZ 85016	Municipal Aeronautics Advisory Board
7. Mr. Alan Davis 3325 W. Topeka Drive Phoenix, AZ 85027	Air Line Pilots Association (ALPA)
8. Mr. Johnathon Howe, President 1200 Eighteenth Street NW Washington, D.C. 20036	National Business Aircraft Assoc. (NBAA)
9. Mr. Joe Crotti P. O. Box 549 Shingle Springs, CA 95682	Aircraft Owners and Pilots Association (AOPA)
10. Mr. Harry Wolfe Transportation Planning Office 1739 W. Jackson Street, Room 108P Phoenix, AZ 85007	Maricopa Association of Governments (MAG)
11. Mr. Martin Whalen 222 S. Mill Avenue Tempe, AZ 85281	America West Airlines

NAME/ADDRESSREPRESENTING

- |     |  |  |
|-----|--|--|
| 12. | Major Jeff Wood<br>82nd Airbase Group/CC<br>Williams AFB, AZ 85225   | Williams Air Force Base                                  |
| 13. | Mr. George Britton, Manager<br>251 W. Washington, 8th Floor<br>Phoenix, AZ 85003   | Water and Environmental<br>Resources-City of Phoenix     |
| 14. | Mr. Fred Colson<br>125 E. Washington<br>Phoenix, AZ 85004  | Phoenix Planning Department                              |
| 15. | Mr. Terry Day<br>Community Development Director<br>31 E. 5th Street<br>Tempe, AZ 85281                                     | Tempe Community Development                              |
| 16. | Professor Mathew Betz, Director<br>Center of Advance Research in Transportation<br>College of Engineers<br>Tempe, AZ 85287 | Arizona State University                                 |
| 17. | Mr. Larry Bussard<br>3939 Civic Center Plaza<br>Scottsdale, AZ 85251   | Scottsdale Planning & Economic<br>Development Department |
| 18. | Mr. Bob Bergeron<br>2054 E. Balboa Drive<br>Tempe, AZ 85282  | Tempe Residents Association<br>(TRA)                     |
| 19. | Mr. Jerry Kempton<br>1220 W. Laird Street<br>Tempe, AZ 85281   | Diminish Aircraft Wayward Noise<br>(DAWN)                |
| 20. | Mr. Phillip Gordon<br>PMS Investment Corporation<br>323 W. Roosevelt, #200<br>Phoenix, AZ 85003                            | Central City Village Planning<br>Committee               |
| 21. | Mr. Gerald Anton, President<br>Route 1, Box 216<br>Scottsdale, AZ 84256  | Salt River - Pima Maricopa<br>Indian Community           |
| 22. | Ms. Barbara Sherman<br>120 E. McKellips<br>Tempe, AZ 85281   | North Tempe Homeowners<br>Association                    |
| 23. | Mr. Bob Neuser<br>2617 S. River Drive<br>Tempe, AZ 85282   | Aircraft Noise Abatement<br>Committee (ANACOM)           |

**NAME/ADDRESS****REPRESENTING**

24.	Lt. Col. Fernand Espian 832nd CSG/CD Luke Air Force Base, AZ 85309-5000	Luke Air Force Base
25.	Mr. Pete Garcia 1112 E. Buckeye Road Phoenix, AZ 85034	Chicanos Por La Causa
26.	Mr. Ron Ricks, Vice President Box 37611--Love Field Dallas, TX 75235-1625	Southwest Airlines
27.	Ms. Kathleen M. McCoy 318 E. Del Rio Tempe, AZ 85282	Citizen
28.	Ms. Sandra Boyer 34 Toll Gate Lane Avon, CT 06001	Citizen
29.	Mr. Luz Baeza Community Development Specialist 1300 S. 10th Street Phoenix, AZ 85034	Wesley Community Center



# City of Phoenix

AVIATION ADMINISTRATION

Letters sent to all on  
attached list. 2/28/89

February 23, 1989

3400 Sky Harbor Boulevard  
Phoenix, Arizona 85034-4420  
(602) 273-3300

Mr. Larry Bussard  
3939 Civic Center Plaza  
Scottsdale, AZ 85251

Dear Mr. Bussard:

Please be advised that the F.A.R. Part 150 Airport Noise Study recommendations for Phoenix Sky Harbor International Airport is scheduled for City Council action on March 7, 1989 at the Phoenix City Council Chambers, 200 W. Jefferson Avenue. It may be scheduled on the council agenda anytime after 2:30 p.m. up until the evening.

For a more specific time, please call the Aviation Department at 273-3321 anytime after 9:00 a.m. Friday, March 3, 1989.

Sincerely,

Wayne Bryant  
Noise Abatement Specialist

WB:glj

c: Richard Traill  
James Bennett  
Jim Harris



B-19

Mr. Jerry Bogan  
P. O. Box 3354  
Newport Beach, CA 92663

Mr. Dick Bowers  
3939 Civic Center Plaza  
Scottsdale, AZ 85251

Mr. Bob Bresnahan  
4800 Falcon Drive Beach,  
Mesa, AZ 85205

Mr. George Carver, Director  
Western-Pacific Ofc., ATA  
8939 S. Sepulveda Blvd.#408  
Los Angeles, CA 90045

Lt. Col. Wm. M. Berg  
2001 S. 32nd Street  
Phoenix, AZ 85034

Mr. Tom Fannin, Chairman  
Merrill Lynch/Tom Fannin  
Realty  
3221 N. 24th Street  
Phoenix, AZ 85016

Mr. Alan Davis  
3325 W. Topeka Drive  
Phoenix, AZ 85027

Mr. Johnathon Howe, Pres.  
1200 Eighteenth Street, N.W.  
Washington, D.C. 20036

Mr. Joe Crotti  
P. O. Box 549  
Shingle Springs, CA 95682

Mr. Harry Wolfe  
Transportation Planning  
Office  
1739 W. Jackson St, Rm.108P  
Phoenix, AZ 85007

Mr. Martin Whalen  
222 S. Mill Avenue  
Tempe, AZ 85281

Major Jeff Wood  
82nd Airbase Group/CC  
Williams AFB, AZ 85225

Mr. George Britton, Manager  
251 W. Washington, 8th Fl.  
Phoenix, AZ 85003

Mr. Fred Colson  
125 E. Washington  
Phoenix, AZ 85004

Mr. Terry Day  
Community Development  
Director  
31 E. 5th Street  
Tempe, AZ 85281

Professor Mathew Betz, Dir.  
Center of Advance Research  
in Transportation  
College of Engineers  
Tempe, AZ 85287

Mr. Larry Bussard  
3939 Civic Center Plaza  
Scottsdale, AZ 85251

Mr. Bob Bergeron  
2054 E. Balboa Drive  
Tempe, AZ 85282

Mr. Jerry Kempton  
1220 W. Laird Street  
Tempe, AZ 85281

Mr. Phillip Gordon  
PMS Investment Corp.  
323 W. Roosevelt, #200  
Phoenix, AZ 85003

Mr. Gerald Anton, Pres.  
Route 1, Box 216  
Scottsdale, AZ 85256

Ms. Barbara Sherman  
120 E. McKellips  
Tempe, AZ 85281

Mr. Bob Neuser  
2617 S. River Drive  
Tempe, AZ 85282

Lt. Col. Fernand Espian  
832nd CSG/CD  
Luke Air Force Base, AZ  
85309-5000

Mr. Pete Garcia  
1112 E. Buckeye Road  
Phoenix, AZ 85034

Mr. Ron Ricks, Vice-Pres.  
Box 37611-Love Field  
Dallas, TX 75235-1625

Ms. Kathleen M. McCoy  
318 E. Del Rio  
Tempe, AZ 85282

Ms. Sandra Boyer  
34 Toll Gate Lane  
Avon, CT 06001

Mr. Luz Baeza  
Community Development  
Specialist  
1300 S. 10th Street  
Phoenix, AZ 85034

# Come be part of The Solution

Attend the fourth Sky Harbor Airport Noise Compatibility (FAA Part 150) Program Workshop, May 31, 1988 between 7:00 p.m. and 9:00 p.m. in Ballroom #3 at the Sheraton Tempe Mission Palms Hotel, 60 E. Fifth Street, Tempe, Arizona. This will be an informal workshop so please feel free to drop in any time between 7:00 and 9:00 p.m.

Sponsored jointly by the Federal Aviation Administration and the cities of Phoenix and Tempe, the Part 150 Program is an effort to determine comprehensive ways to mitigate noise around Phoenix Sky Harbor International Airport.

Public Input is a key element to the program's success. Attend this workshop and discuss with the program's principals first-hand about airport noise issues that concern you. Grass root participation is a must for the program to attain its goal of a quieter future for all of Sky Harbor's neighbors.

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## The Sky Harbor Airport Noise Compatibility Program

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The Part 150 Program is jointly sponsored by the Federal Aviation Administration and the cities of Phoenix and Tempe

## PUBLIC WORKSHOP

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### PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT NOISE COMPATIBILITY STUDY

#### WELCOME.....

to the fourth in a series of Public Workshops for the Sky Harbor International Airport Noise Compatibility (F.A.R. Part 150) Study. Tonight's Workshop is being held with an informal walk-through format in which several stations are set up with a planner at each station answering questions and explaining exhibits which outline the results of the study to date. The following is a listing of all the stations:

- Registration
- Part 150 Proces
- Noise Abatement Alternatives
- Land Use Alternatives
- Issues Identification

If you follow these stations in order, you will be provided with an understanding of the study process and, in addition, you may ask any questions you might have concerning issues you personally feel are important.

Please help yourself to refreshments and be sure to share with us your ideas and comments on our presentation material before you leave this evening. Thanks for coming!

**MEMORANDUM**  
**SKY HARBOR PART 150 STUDY**  
**Public Information Workshop #4**

On Tuesday, May 31, 1988 between 7:00 p.m. and 9:00 p.m. an informal Public Information Workshop was held at the Sheraton Tempe Mission Palms Hotel. The purpose of the workshop was to present information concerning the preparation of a Noise Compatibility Program (Part 150 Study) for Sky Harbor International Airport. Individuals interested in the study were welcome to attend to gather information about the study process and to express concerns they might have about aircraft noise. A workshop method of holding public information meetings allows flexibility in responding to individual questions when large numbers of people attend. The idea is to work individually with every person who attends the meetings. In this manner, the citizens are aware that the study program is geared to their own interests. By combining the workshop format with numerous graphic displays, citizens were allowed to circulate before, during, and after the meeting to examine the graphics in more detail. There were five workstations which allowed discussion of the following items:

- The Part 150 Process
- Noise Monitoring
- Noise Abatement Alternatives
- Land Use Alternatives
- Issues Identification

For this workshop, thirty-four (34) people registered as attendees. Everyone who attended was requested to fill out a comment sheet and 9 (26%) were returned, all with varying comments.



May 31, 1988

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE STUDY

PUBLIC INFORMATION WORKSHOP

ATTENDEES  
(please print)

NAME	ADDRESS	REPRESENTING	PHONE #
1. <u>Jim Nasworthy</u>	<u>423 E. MARY</u> <u>Tempe Az. 85281</u>	<u>SELF</u>	<u>944-8024</u>
2. <u>JIM MARA</u>	<u>5935 E Calle Tubercu-</u> <u>Phoenix Az</u>	<u>Self</u>	<u>                    </u>
3. <u>Beverly Seipp</u>	<u>1615 N. SUNSET</u> <u>Tempe 85281</u>	<u>self</u>	<u>949-9703</u>
4. <u>Mary L. Grote</u>	<u>1620 N. Sunset</u> <u>Tempe 85281</u>	<u>Pueblo Grande</u> <u>Museum</u>	<u>945-7948</u>
* <u>JERRY BOGAN</u>	<u>                    </u>	<u>Tempe</u>	<u>                    </u>
5. <u>SEN. DOUG BOYD</u>	<u>1323 E Whalar Way</u> <u>833 N 86th Pl</u>	<u>Tempe</u>	<u>255-4124-0</u>
6. <u>Linda Rollison</u>	<u>                    </u> <u>Scottsdale</u>	<u>                    </u>	<u>9413035</u>
7. <u>Charles Allen</u>	<u>22 E. 15th St.</u> <u>Tempe. 85281</u>	<u>SELF</u>	<u>966 8405</u>
8. <u>BOB MALARZ</u>	<u>1110 S. MILL AVE</u> <u>Tempe Az</u>	<u>SELF</u>	<u>948-3588</u>
<u>Bill PATTERSON</u>	<u>FAA TRACON</u> <u>1440 E. Broadway #1115</u>	<u>FAA</u>	<u>261-3684</u>
9. <u>Cliff Kirkham</u>	<u>                    </u> <u>Tempe</u>	<u>self</u>	<u>967-2636</u>
10. <u>Thane Read</u>	<u>1710 S. Parkside</u> <u>Tempe 8528</u>	<u>Retired + self</u>	<u>967-8448</u>

May 31, 1988

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE STUDY

PUBLIC INFORMATION WORKSHOP

ATTENDEES  
(please print)

NAME	ADDRESS	REPRESENTING	PHONE #
<u>Paul Johnson</u>	<u>750 W Polk</u> <u>Phoenix</u>	<u>J Mark Inc</u>	<u>258-9795</u>
<u>11. Warren Steffy</u>	<u>1439 E. Ingleside St</u> <u>Mesa AZ 85205</u>		<u>835-0022</u> <u>833-2165</u>
<u>12. R. J. Becker</u>	<u>811 W. 17th Pl</u> <u>Tempe</u>	<u>self</u>	<u>966-2885</u>
<u>13. Leonard P. Langdon</u>	<u>7020 E. Colonial Club Dr</u> <u>Mesa, AZ 85208</u>	<u>SEIC*</u> <u>Chamber of Commerce</u> <u>Mesa Planning &amp; Zoning</u>	<u>985-5541</u>
<u>14 R. C. Newser</u>	<u>2617 S. River Dr.</u> <u>Tempe</u>	<u>Tempe</u> <u>ANACOM</u>	<u>894-1906</u>
<u>15 Wm. R. Dunkerley</u>	<u>1906 E. SeSamo St</u> <u>Tempe AZ 85283</u> <u>832 AD/DOR</u>	<u>Self</u>	<u>838-4454</u>
<u>Paul R. Schildgen</u>	<u>Luke AFB, AZ</u> <u>2619 W ISABELLA</u>	<u>USAF</u> <u>Self</u>	<u>856-5855</u> <u>838-7350</u>
<u>16 D. F. Costello</u>	<u>Mesa, AZ 85202</u>		
<u>17. Tom MASON</u>	<u>251 W 9th Pl S</u> <u>MEGA 85201</u>	<u>SELF</u>	<u>834-6444</u>
<u>18. Tim Lemman</u>	<u>454 E. Susan Lane</u> <u>Tempe AZ</u>	<u>SELF</u>	<u>941-5512</u>
<u>19. JOHN ELLINGSON</u>	<u>1520 E. JASMINE ST.</u> <u>MESA, AZ 85203</u>	<u>OLDE TOWNE TEMPE</u> <u>SQUARE</u>	<u>461-3008</u>

May 31, 1988

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE STUDY  
PUBLIC INFORMATION WORKSHOP

ATTENDEES  
(please print)

NAME	ADDRESS	REPRESENTING	PHONE #
20. Jack Hayden	428 E Loyola Dr	Self	967-8405
21. SAMUEL TAGALS	620 E McKellips TEMPE, AZ	PRIVATE	994-3514
22. <del>Sam</del> Julie Herchak	421 E. MARIGOLD TEMPE	Self	941-1565
23. KARL, DEANNA KREILING	1439 N. Summit Dr. Tempe,	Self	999-4735
24. JEFF FAIRMAN	120 N. LEVISON MESA, AZ 85203	MESA CHAMBER OF COMMERCE MESA City Council	969-1307
25. Willie Wong	402 EAST MAIN st		962-9154
26. Alex A. Wehinger	2135 E. Loma Vista Tempe AZ 85282	Self	965-4063 (W) 894-6256 (H)
27. Bill Flacht	Bof 1209	Self	949-5335
28. Dennis Mitchell	1903 E. Concorda Tempe	Self	

# Come be part of The Solution

Attend the fifth Sky Harbor Airport Noise Compatibility (FAA Part 150) Program Workshop, November 28, 1988 between 7:00 p.m. and 9:00 p.m. in Ballroom #3 at the Sheraton Tempe Mission Palms Hotel, 60 E. Fifth Street, Tempe, Arizona. This will be an informal workshop so please feel free to drop in any time between 7:00 and 9:00 p.m.

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Public Input is a key element to the program's success. Attend this workshop and discuss with the program's principals first-hand about airport noise issues that concern you. Grass root participation is a must for the program to attain its goal of a quieter future of all of Sky Harbor's neighbors.

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## The Sky Harbor Airport Noise Compatibility Program

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The Part 150 Program is jointly sponsored by the Federal Aviation Administration and the cities of Phoenix and Tempe

## **PUBLIC WORKSHOP**

**November 28, 1988  
7:00 p.m.**

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### **PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT NOISE COMPATIBILITY STUDY**

#### **WELCOME.....**

to the fifth in a series of Public Workshops for the Sky Harbor International Airport Noise Compatibility (F.A.R. Part 150) Study. Tonight's Workshop is being held with an informal walk-through format in which several stations are set up with a planner at each station answering questions and explaining exhibits which outline the results of the study to date. The following is a listing of all the stations:

- Registration
- Part 150 Process
- Noise Abatement Plan
- Land Use Management Plan
- Issues Identification

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Please help yourself to refreshments and be sure to share with us your ideas and comments on our presentation material before you leave this evening. Thanks for coming!

## **MEMORANDUM**

### **SKY HARBOR PART 150 STUDY**

#### **Public Information Workshop #5**

On Monday, November 28, 1988 between 7:00 p.m. and 9:00 p.m. an informal Public Information Workshop was held at the Sheraton Tempe Mission Palms Hotel. The purpose of the workshop was to present information concerning the preparation of a Noise Compatibility Program (Part 150 Study) for Sky Harbor International Airport. Individuals interested in the study were welcome to attend to gather information about the study process and to express concerns they might have about aircraft noise. A workshop method of holding public information meetings allows flexibility in responding to individual questions when large numbers of people attend. The idea is to work individually with every person who attends the meetings. In this manner, the citizens are aware that the study program is geared to their own interests. By combining the workshop format with numerous graphic displays, citizens were allowed to circulate before, during, and after the meeting to examine the graphics in more detail. There were five workstations which allowed discussion of the following items:

- The Part 150 Process
- Noise Abatement Plan
- Land Use Plan
- Issues Identification

For this workshop, twenty-eight (28) people registered as attendees. Everyone who attended was requested to fill out a comment sheet and 1 (4%) was returned.

November 28, 1988

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE STUDY

PUBLIC INFORMATION WORKSHOP

● Black # indicates homeowner  
○ Red # indicates total attendance

ATTENDEES  
(please print)

	NAME	ADDRESS	REPRESENTING	PHONE #
1.1.	Kerry Dunne	604 W. McKellips MESA, AZ 85201	East Valley Partnership	834-8325
1.2.	MARILYN GAUTIER	2946 S. ESTRELLA CIR MESA, 85201	SELF	8380763
3.3.	Bob Bethm	205 S. Highley Rd MESA, AZ 85206	SELF	832-4230
4.	Jennifer Dokas Garlin	1457 W. Southern Ave MESA, 85202	The Phoenix Gazette	942-6230
5.	Robert Sale	2511 S. Forest Tempe, 85282	ASL Student	894-0333
6.4	Thom + Linda Simpson	1215 W. Elva Rd Tempe AZ 85281	Tempe	966-7075
7.	Kevin Mosky	5515 N. 7th St Phx 85014		275- 7159
8.5.	LEN JOHNSON	1224 S. McKemy	-	967-3430
9.	RICHARD A. WAITES	FAA - Phoenix TRACON 2800 E. Sky Harbor Blvd Phoenix, AZ 85034	FAA Air Traffic	261-3686

November 28, 1988

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT

F.A.R. PART 150 NOISE STUDY

PUBLIC INFORMATION WORKSHOP

ATTENDEES  
(please print)

	NAME	ADDRESS	REPRESENTING	PHONE #
10.	TROY T. BAUSINGER	1440 E. BENTLEY RD TEMPE AZ 85286	A.S.U.	921-7601
11.	Tony Pigscedi	251 West Washington Phx AZ 85018	City of Phx	251-3248
12.	STEVEN WAUGH	1222 E MTN View #206	Self	
13.	SETH PREECE	10235 E. Michigan Ave. Sun Lakes, AZ	Self	
14.	CARON A. COK	2329 N. 29th St Wendell Cole, Phx AZ 85008	Self	955-3786
15.	Samuel Feinstein	2840 S. BALA Tempe AZ 85282	Self	834-0143
16.	Lillian Donnelly	1655 N. Venture Ln - Tempe	Self	947-1653
17.	Randy Iron	621 E WATSON TRAIL	City of Tempe	731-8422
18.	Yong Shin	602 N. MAY ST. #86	Dartmouth	890-1965



November 28, 1988

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE STUDY

PUBLIC INFORMATION WORKSHOP

ATTENDEES  
(please print)

	NAME	ADDRESS	REPRESENTING	PHONE #
10. 19	DAKE PETERSON	1239 W. 11 <sup>TH</sup> ST.	TEMPE AZ. 85281	929-0509
11. 20	BOB BARBER	2513 S. WYRTLE AVE.	TEMPE 85282	
12. 21	RAY J. BOSACK	1014 W. LAIRD	Tempe 85281	917-0035
13. 22	Eileen Dalmage	1218 E. Knight Ln	Tempe AZ 85281	8386248
14. 23	FIELD	7424 E Fillmore	Scottsdale 85257	945-8510
15. 24	Herb Williams	1535 E Gemini	Tempe 85283	838-5814
25.	Hoover	901 S. Country Club # 2132 mesa Az 85210		834-3364
16. 26.	Tim Donnelly	1701 N. El Camino Dr.	Tempe AZ 85281	946-8251

**Coffman**  
**Associates**  
Airport Consultants

2-F-8 10

FILE

October 8, 1987

Neilson A. Bertholf  
Sky Harbor International Airport  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034

RE: Phoenix-Sky Harbor International  
Airport -- Noise Compatibility  
Study (Part 150)

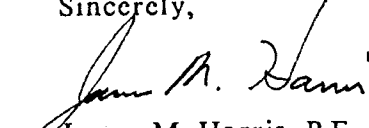
Dear Dutch:

As part of the FAR Part 150 Study, Coffman Associates is currently involved in the evaluation of various noise abatement techniques. Part of this process includes conducting an Aviation Technical Conference which we would like you to participate in. This is a working session between aviation officials, sponsor personnel, airport users, and the consultant, with the primary purpose of providing the following: 1) A presentation of the technical analyses conducted to date and; 2) Input and discussion among the participants. This will provide not only us, but everyone involved a better understanding of the potentials of various noise abatement techniques as well as the realistic prospects for their implementation.

Your participation in this technical conference will be of tremendous value in our continuing evaluation and formulation of different noise abatement strategies for Phoenix Sky Harbor International Airport. The meeting is scheduled for Wednesday, October 28, 1987 at 1:30 p.m. in the Terminal 3 Mezzanine Meeting Room, located above the Fuente Del Sol Restaurant. If you cannot personally attend, we would appreciate it if you could send a representative.

In the meantime, if you should have any questions concerning this meeting, please do not hesitate to call.

Sincerely,

  
James M. Harris, P.E.  
Principal

JMH/ag

Attachments

# AVIATION TECHNICAL CONFERENCE

## Letters sent to the following individuals:

- ✓ Neilson A. Bertholf  
Sky Harbor International Airport  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034
- ✓ Jerry Bogan  
P.O. Box 3354  
Newport Beach, CA 92663
- ✓ Dick Bowers  
City of Scottsdale  
3939 Civic Center Plaza  
Scottsdale, AZ 85251
- ✓ Bob Bresnahan  
City of Mesa  
4800 Falcon Drive  
Mesa, AZ 85205
- ✓ George Carver  
Air Transport Association  
8939 S. Sepulveda Blvd. Suite 408  
Los Angeles, CA 90045
- Lt. Col. William M. Berg  
Arizona Air National Guard  
2001 S. 32nd Street  
Phoenix, AZ 85034
- Alan Davis  
Air Line Pilots Association  
3325 W. Topeka Drive  
Phoenix, AZ 85027
- Johnathon Howe, President  
National Business Aircraft Association  
1200 Eighteenth Street NW  
Washington, D.C. 20036
- Herb Hyatt  
FAA Western-Pacific Region  
P.O. Box 92007  
Los Angeles, CA 90009
- Bill Heyer  
Air Traffic Manager, ATCT  
3350 Sky Harbor Boulevard  
Phoenix, AZ 85034
- ✓ Richard Miller  
Air Traffic Manager, TRACON  
2800 Sky Harbor Boulevard  
Phoenix, AZ 85034
- Joe Crotti, AOPA  
P.O. Box 549  
Shingle Springs, CA 95682
- Harry Wolfe  
Maricopa Association of Governments  
1739 W. Jackson Street Room 108P  
Phoenix, AZ 85007
- Major Jeff Wood  
Williams Air Force Base  
82nd Airbase Group/CC  
Williams AFB, AZ 85225
- Mark Sanchez  
Base Community Planner  
832nd CSG/DEEP  
Luke Air Force Base, AZ 85309-5000
- Pat LeFevre  
Phoenix Aviation Department  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034
- ✓ Mr. Wayne Bryant  
Noise Abatement Specialist  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034
- ✓ Mr. Dick Traill  
Phoenix Aviation Department  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034
- ✓ Mr. Ken Carr, M2-SP  
America West Airlines  
222 S. Mill Avenue  
Tempe, AZ 85281
- ✓ Ron Ricks, Vice President  
Southwest Airlines  
Box 37611 - Love Field  
Dallas, TX 75235-1625

AVIATION TECHNICAL CONFERENCE  
PHOENIX SKY HARBOR AIRPORT PART 150 STUDY  
OCTOBER 28, 1987

AGENDA

1. WELCOME AND INTRODUCTIONS
2. REVIEW OF STUDY AND PROJECT BACKGROUND
3. REVIEW OF NOISE ABATEMENT ALTERNATIVE ASSESSMENTS
  - A. Runway Use and Flight Routing Alternatives
  - B. Airport Restriction and Regulation Alternatives
  - C. Aircraft Operating Procedure Alternatives
  - D. Facility Development Alternatives
4. ADJOURNMENT

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
FAR PART 150 NOISE COMPATIBILITY STUDY

AVIATION TECHNICAL CONFERENCE

October 28, 1987

In Attendance: List Attached

**INTRODUCTION:** The following provides a summary of comments and questions raised at the Aviation Technical Conference. The conference agenda as well as a description of the various preliminary noise abatement alternatives discussed is attached. Jim Harris opened the meeting and Jon Woodward presented each preliminary noise abatement alternative under the categories of: 1) runway use and flight routing; 2) airport restrictions and regulation; 3) operating procedures; and 4) facility development. He compared the results of each alternative's 1992 contour with an unabated 1992 contour. The comments made at the meeting follow each alternative.

Alternative 1 - Rotational Runway Use (balanced flow). Jon Woodward stated this is the current condition (by agreement) at the airport today. There were no comments.

Alternative 2 - Preferential Runway Use (east flow). Jon Woodward stated this would increase noise contours (by about 2-3 Ldn) to the east of the airport and a decrease in contours (by about 1-2 Ldn) to the west. There were no comments.

Alternative 3 - Preferential Runway Use (west flow). Jon Woodward stated that there would be little change in contour east of the airport, however, to the west, there would be a little increase.

- Ken Carr (America West) felt Runway 8 would be easier to work than Runway 26 from an air traffic standpoint. Bill Heyer and Jim Bermant (FAA Tower) both felt that operationally, there was no capacity difference between utilization of Runway 8 or Runway 26.

Alternative 4 - Runway 26R/L Departure Turn to 243 Degree Heading. Jon Woodward stated there would be significant reduction of noise to the west and little change to the east.

- Ken Carr (America West) felt there would be terrain problems with this procedure. He also asked why would this procedure be used when there are few complaints on the west side. Jon Woodward stated it would provide major reductions in impacts by 1992. John Medina (TRACON) felt that operationally, it may not work, and there may be conflicts. George Carver (ATA) also felt terrain may be a problem.

Alternative 5 - Runway 26L Departure Turn to 243 Degree Heading.

- Jim Bermant (ATC) felt there were more potential conflicts with this procedure than the previous procedure because north departures and south departures can't be separated on the north/south runways due to a lack of crossover taxiways. Dick Traill said that by 1992, there would be another north/south taxiway on the east end of the airport. Jerry Bogan (City of Tempe) said if conflicts can be resolved by airport facility changes, it should be looked at and the alternatives not dismissed, otherwise, we should all go home. Jerry Bogan discussed how important the reduction of the 75 Ldn contour is with this alternative.

Alternative 6 - 1 DME Departure Turns from Runway 8R/L. Jon Woodward indicated this procedure has already been tested by Sky Harbor and the FAA. He felt there would be a slight reduction of people in the 65 Ldn contour, however, it might shift noise further east into west Mesa.

- Bob Bresnahan (City of Mesa) felt there would be a political problem with moving noise from Tempe to Mesa. Jerry Dallas (City of Tempe) asked if the analyses of the procedure agreed with the 1-DME test. Wayne Bryant (Aviation Department) said it did. John Medina asked if Tempe and Mesa agree with this procedure. Bob Bresnahan felt the shift of noise to Mesa may be a political problem and that it would have to be looked at closely. John Medina (TRACON) felt there was more consistency with this procedure than with the NDB. He said that operationally it was a good procedure.

Alternative 7 - Extend Runway 26L Departures Straight Out to VOR. Jon Woodward stated that the procedure increases population impacts.

- Ken Carr stated that TRACON and Williams AFB are opposed to this procedure because of conflicts. Bob Bresnahan felt if there was a corridor instead of the proposed TCA, this procedure might work. John Medina (TRACON) felt there would be many conflicts. Jerry Bogan asked why the procedure did not go direct to the VOR. Jon Woodward said it could, but the change in noise would not be substantial. Dick Traill thought the procedure could be described better in the text.

Alternative 8 - 5/7 DME at night from Runway 8R/L. Jon Woodward stated the procedure would produce little change in the 65 Ldn contour, but reduce overflights in Tempe at night.

- George Carver (ATA) expressed concern over the complexity of this procedure particularly for a two man cockpit. Mike Griffiths (America West) felt if the "ARC" were eliminated, it would be better. John Medina (TRACON) asked why the 052<sup>0</sup> radial was chosen instead of straight-out. Jon Woodward said this radial would avoid Mesa by using the riverbed. Bob Bresnahan felt this procedure might just shift noise from one area to another.

Alternative 9 - Redefine Buckeye SID from Runway 8R/L. Jon Woodward indicated there would be little reduction in total noise impacts, but would reduce overflights south of the airport.

- Ken Carr felt this procedure would increase overflights in Scottsdale. John Medina (TRACON) said there would be major conflicts with Sky Harbor arrivals and would severely impact Luke operations. Dick Traill said even though there are major problems with this procedure, he was glad it was looked at because there have been public requests for it. Jerry Bogan agreed and felt it was important to look at all procedures from a logical standpoint.

Alternative 10 - Adjustment of Visual Final Approaches.

- Ken Carr (America West) felt the present approaches are already sufficiently high.

Alternative 11 - Establish Curfew On All Nighttime Operations. Jon Woodward stated that while this alternative would reduce noise impacts, it could also result in litigation because of a lack of alternative airports. No other comments.

Alternative 12 - Nighttime Jet Departures Restricted to Stage III Aircraft. Jon Woodward stated the noise would be reduced by 2 to 3 Ldn overall. Population impacts would be reduced substantially within the 65 Ldn contour.

- George Carver (ATA) felt the financial implications were substantial with this procedure and stated it would be a preemption of federal regulations to not allow air carriers to use Stage II aircraft. He asked how would new aircraft be paid for at \$25,000,000+ per Stage III aircraft. Carver stated that the ATA members currently operate approximately 30-35% Stage III aircraft. He also mentioned that two airports in California are 100% Stage III; Burbank and Santa Ana, and the communities are still unhappy. Carver stated that the bunching of Stage II flights prior to the cutoff time may cause more problems.

Alternative 13 - All Nighttime Jet Traffic Restricted to Stage III Aircraft. Jon Woodward indicated the reduction in noise impacts would be slightly greater than the previous alternative, but there would be more potential for litigation. No further comments.

Alternative 14 - Restrict All Jet Operations to Stage III Compliant Aircraft. Jon Woodward stated the population within the 65 Ldn contour would be reduced by 96 percent, however, the likelihood of litigation would be extremely high. No further comments.

Alternative 15 - Establish a Budget for the Distribution of Allowable Noise Generation to the User Carriers. No major comments.

Alternative 16 - Limitation on Total Operations Allowed at the Airport. No comments.

Alternative 17 - Impose Differential Landing Fees Based on Time of Operation or Aircraft Noise Level.

- Jerry Dallas stated that this alternative does nothing to reduce noise.

Alternative 18 - Ground Activity Restrictions.

- Jim Bermant (ATC) felt the 120° orientation for run-ups on the new America West ramp would cause problems due to blowing debris onto the runway. Dick Traill said the area between the taxiway and the America West apron will be treated in the future. Bill Heyer (ATC) stated that utilizing a hush house could cause problems to small aircraft departing over the facility.

Alternative 19 - Conduct Noise Abatement Thrust Cutback After Takeoff. Jon Woodward felt there were major reductions in impacts on the west side. George Carver felt it may be difficult to enforce this alternative due to transient pilots not being aware of the procedure. J.G. Sherrill (Southwest) did not like this procedure. Mike Griffiths (America West) stated they use 1.6 EPR rather than 1.7.

Alternative 20 - Maximum Climb on Departure from Runway 8R or 8L. Jon Woodward stated there would be no decrease in the 65 Ldn contour, but that a cutback procedure to the east may be effective.

Alternative 21 - Adjust Approach Flaps. No major comments.

Alternative 22 - Two Stage Descent Approaches.

- George Carver stated the industry felt this procedure would be unacceptable.

Alternative 23 - Raise Glide Slope Angle.

- Jim Bermant felt a raised glide slope by be a problem for the general aviation aircraft.

Alternative 24 - Limit the Use of Reduced Thrust. No comments.

Alternative 25 - Construct Another Airport to Serve Air Carrier Traffic. No comments.

Alternative 26 - Encourage Use of Reliever Facilities for Non-Schedule Users.

- Ken Carr (America West) asked Dick Traill if general aviation landing fees would be imposed at Sky Harbor. Traill responded there there are no plans for general aviation landing fees at this time.

Alternative 27 - Construct New Runway 8R-26L and Use For West Side Arrivals and Departures by Jet Traffic.

- J.B. Sherrill (Southwest) said if it provided for simultaneous ILS operations, then build it right away. Jerry Dallas asked what the cost of construction of this alternative is. Jon Woodward stated he did know the costs at this time. Jerry Bogan felt it was important to stress the constraints on this alternative by the location of the Air Guard.

Alternative 28 - Construct New Runway, West Side Traffic on New Runway, East Side Night Traffic on 8L-26L. No comments.

Alternative 29 - Displaced Thresholds. No comments.

Alternative 30 - Acoustical Shielding. No comments.

Alternative 31 - Relocate Rio Salado NDB to Mid-Channel of Salt River. No comments.

Jon Woodward discussed helicopter operations into Sky Harbor. Jim Bermant stated there are no specific helicopter routes into the airport. Jon Woodward discussed the possibility of establishing routes over compatible corridors such as Highways, etc. Jim Bermant (ATC) stated that the Tower tries to keep helicopters at higher altitudes (1600-200<sup>0</sup> MSL). He felt the Tower handled about 100 helicopter operations by day. He also felt establishing helicopter routes may concentrate noise in certain areas.

J.B. Sherrill (Southwest Airlines) provided some closing comments. He stated that Southwest would not be opposed to Runway use or flight route changes as proposed except for procedures using ARCS. He felt that nothing proposed would be opposed by Southwest as long as it is applied equally across the board. However, Southwest would be opposed to any and all curfews. He did not agree with penalizing Stage II aircraft even though by 1992, Southwest will be 80% Stage III. He does not want to see additional landing fees and feels that the airport should not dictate specific aircraft operational procedures since each airline has its own procedures.

Bill Berg (Air Guard) asked how alternatives will be narrowed down. Jon Woodward stated that based on comments received, an alternatives working paper will be prepared for Sponsor review and Planning Advisory Committee review. After additional analysis, a final program will be developed based on the most effective alternatives.

Following further general discussion, the meeting was adjourned.



October 28, 1987

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE STUDY

AVIATION TECHNICAL CONFERENCE

ATTENDEES  
(please print)

NAME	ADDRESS	REPRESENTING	PHONE #
<u>MAX WOLFE</u>	<u>KANSAS CITY</u>	<u>COFFMAN ASSOC.</u>	<u>800-892-7772</u>
<u>J.B. SHERILL</u>	<u>SOUTHWEST FLIGHT OPS 2350 E. JONES RD. 85034</u>	<u>SOUTHWEST</u>	<u>225-5081</u>
<u>GEORGE CARVER</u>	<u>8939 S. SEPULVEDA BLVD LOS ANGELES 90045</u>	<u>AIR TRANSPORT ASSOCIATION WESTERN REGION</u>	<u>(213) 670-5183</u>
<u>MIKE GRIFFITHS</u>	<u>222 S. MILL TEMPE AZ 85281</u>	<u>AMERICA WEST</u>	<u>602 273-2306</u>
<u>KEN CARR</u>	<u>222 MILL AVE TEMPE AZ 85281</u>	<u>AMERICA WEST AIRLINES</u>	<u>602 829 2640</u>
<u>BOB BRIGSNATON</u>	<u># 0379 4800 FALCON DR MESA POB 3354</u>	<u>CITY OF MESA TEMPE</u>	<u>602-830-0100 714-675-6371</u>
<u>JERRY BOGAN</u>	<u>NEWPORT BATH CA " "</u>	<u>TEMPE</u>	
<u>JERRY DALLAS</u>	<u>" "</u>		<u>714-768-4508</u>
<u>DICK TRAILL</u>	<u>3400 SKY HARBOR BLVD PHX 85034</u>	<u>CITY PHX</u>	<u>602-273-3340</u>
<u>2327 Jim HARRIS</u>	<u>11022 N. 28<sup>TH</sup> PL #240 PHOENIX AZ 85028</u>	<u>COFFMAN ASSOC.</u>	<u>(602) 993-6998</u>
<u>Jon Woodward</u>	<u>COFFMAN KANSAS CITY</u>	<u>COFFMAN ASSOC.</u>	<u>800-892-7772</u>
<u>381 Sandra Boyer</u>	<u>Phoenix</u>	<u>Phoenix</u>	<u>602-943-6217</u>

October 28, 1987

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE STUDY

AVIATION TECHNICAL CONFERENCE

ATTENDEES  
(please print)

NAME	ADDRESS	REPRESENTING	PHONE #
<u>BILL HEYER</u>	<u>Phx Tower</u>	<u>FAA</u>	<u>261-4226</u>
<u>JAMES BENIMONT</u>	<u>Phoenix tower</u>	<u>FAA</u>	<u>261-4226</u>
<u>0385 Bill Berg</u>	<u>ARIZ Air National Guard</u> <u>2001 S 2nd</u>	<u>Air Guard</u>	<u>231-8274</u>
<u>0400 Harry Wolfe</u>	<u>1739 W. Jackson<sup>108P</sup></u> <u>Phoenix AZ 85007</u>	<u>WAB</u>	<u>255-8527</u>
<u>0884 Peter Adelquist</u>	<u>for Dick Brown</u> <u>Co. of Lottville</u>	<u>SDC</u>	<u>994-2121</u>
<u>John Medina</u>	<u>PHX TRACON</u>	<u>FAA</u>	<u>261-3684</u>
<u>MAJOR JEFF WOOD</u> <u>MAJOR GIBSON Houston</u> <u>*0386</u>	<u>82 Fw/Door</u> <u>Williams AFB, AZ 85204</u>	<u>Williams AFB</u>	<u>988-6857</u>

**Coffman**  
**Associates**  
Airport Consultants

October 8, 1987

Neilson A. Bertholf  
Sky Harbor International Airport  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034

RE: Phoenix-Sky Harbor International  
Airport -- Noise Compatibility  
Study (Part 150)

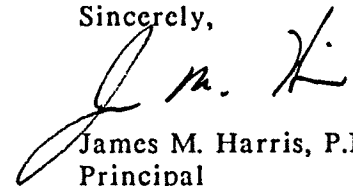
Dear Dutch:

As part of the FAR Part 150 Study, Coffman Associates is currently involved in the evaluation of various land use management techniques. Part of this process includes conducting an Land Use Management Technical Conference which we would like you to participate in. This is a working session between planning officials, sponsor personnel, and the consultant, with the primary purpose of providing the following: 1) A discussion of various land use management strategies as they relate to Sky Harbor Airport and; 2) Input and discussion among the participants. This will provide not only us, but everyone involved a better understanding of the potentials of various land use management techniques as well as the realistic prospects for their implementation.

Your participation in this technical conference will be of tremendous value in our continuing evaluation and formulation of different land use management strategies for Phoenix Sky Harbor International Airport. The meeting is scheduled for Thursday, October 29, 1987 at 1:30 p.m. in the Terminal 3 Mezzanine Meeting Room, located above the Fuente Del Sol Restaurant. If you cannot personally attend, we would appreciate it if you could send a representative.

In the meantime, if you should have any questions concerning this meeting, please do not hesitate to call.

Sincerely,



James M. Harris, P.E.  
Principal

JMH/ag

Attachments

Anchorage • Kansas City • Phoenix

## LAND USE TECHNICAL CONFERENCE

### Letters sent to the following individuals:

Neilson A. Bertholf  
Sky Harbor International Airport  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034

Jerry Bogan  
P.O. Box 3354  
Newport Beach, CA 92663

Dick Bowers  
City of Scottsdale  
3939 Civic Center Plaza  
Scottsdale, AZ 85251

Bob Bresnahan  
City of Mesa  
4800 Falcon Drive  
Mesa, AZ 85205

Herb Hyatt  
FAA Western-Pacific Region  
P.O. Box 92007  
Los Angeles, CA 90009

Harry Wolfe  
Maricopa Association of Governments  
1739 W. Jackson Street Room 108P  
Phoenix, AZ 85007

Fred Colson  
Phoenix Planning Department  
125 E. Washington  
Phoenix, AZ 85004

Terry Day  
Tempe Community Development  
31 E. 5th Street  
Tempe, AZ 85281

David Conine  
Planning and Economic Development  
3939 Civic Center Plaza  
Scottsdale, AZ 85251

Dennis Davis, Deputy Director  
Rio Salado Development District  
141 E. Palm Lane Suite 202  
Phoenix, AZ 85004

Terrance Leonard  
Route 1, Box 216  
Scottsdale, AZ 85256

Luz Baeza  
Community Development Specialist  
1300 S. 10th Street  
Phoenix, AZ 85034

Pat LeFevre  
Phoenix Aviation Department  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034

Mr. Wayne Bryant  
Noise Abatement Specialist  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034

Mr. Dick Traill  
Phoenix Aviation Department  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034

Mr. Wayne Balmer  
Community Development Manager  
City of Mesa  
55 N. Center  
Mesa, AZ 85201

# **A G E N D A**

## **PHOENIX-SKY HARBOR PART 150 LAND USE MANAGEMENT TECHNICAL CONFERENCE**

**October 29, 1987**

- 1. Introduction - Max Wolfe, Coffman Associates**
- 2. Overview of Noise Abatement - Jon Woodward, Coffman Associates**
- 3. Overview of Rio Salado - Dennis Davis, Rio Salado and Atis Kriegers,  
Tempe Planning**
- 4. Identification of Land Use Management Issues - Max Wolfe; Open  
Discussion**
- 5. Review of Land Use Techniques - Max Wolfe; Open Discussion**
- 6. Land Use Techniques Evaluation - Max Wolfe; Open Discussion**

## LAND USE TECHNICAL CONFERENCE

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT

F.A.R. PART 150 NOISE COMPATIBILITY STUDY

October 29, 1987

1:30 p.m.

*Attendees: See Attached List*

**INTRODUCTION:** The purpose of the Land Use Technical Conference was to present and discuss various land use issues and land use management techniques as they might apply to the various jurisdictions surrounding Phoenix-Sky Harbor International Airport.

Jim Harris opened the meeting and discussed its purpose. He also outlined the Aviation Technical Conference that was held the day before. The Aviation Technical Conference was held to review potential noise abatement techniques.

Max Wolfe discussed the meeting agenda and the handouts (attached). Wolfe indicated that once the noise abatement techniques are applied and noise reduction evaluated, then land use techniques would be applied to unresolved impacts.

Jon Woodward then gave an overview of several of the preliminary noise abatement alternatives that were presented at the Aviation Technical Conference the previous day. Some informal discussion of the alternatives followed.

Randy Gross (City of Tempe) asked who will determine what final recommendation are selected. Jon Woodward explained that the Planning Advisory Committee (PAC) and the Sponsors will review all recommendations and hopefully a consensus will be reached.

John Geib (City of Mesa) asked what the cumulative effects of the alternatives would be. Jon Woodward explained that cumulative effects will be determined when scenarios (combined alternatives) are developed. Geib also asked if any potential impacts on Williams Air Force Base are being considered. Jon Woodward stated that all procedure being looked at will take into consideration Williams AFB and any associated impacts.

Dennis Davis (Rio Salado District) gave a brief overview of the proposed Rio Salado project. He indicated that if the public vote (on November 3, 1987) for the project were successful, that the district would adhere to recommended land uses outlined in the Part 150 Study. Davis answered several general questions that followed.

Atis Krigers (City of Tempe) gave a presentation outlining the Tempe Rio Salado plan. He stated the original plan was adopted by City Council in 1977 and has been changed and refined over the last ten years. Krigers stated that the City of Tempe has coordinated closely with the Rio Salado District. He stated that the Salt River Project (SRP) has a large master plan (commercial, industrial, retail) that must be incorporated into the Tempe plan. Some informal discussion followed.

Max Wolfe then gave an overview of potential land use management techniques (list attached).

John Geib (City of Mesa) indicated that the City of Mesa requires avigation easements around Falcon Field.

Fred Colson (City of Phoenix) asked who currently has fair disclosure laws in place. Max Wolfe indicated that very few communities have fair disclosure laws. Jacksonville, Florida was the only one he could recall.

Jerry Dallas (City of Tempe) asked if Mesa and Scottsdale would be eligible for noise money (for insulation acquisition, etc.) Max Wolfe stated that they would probably not be eligible because Ldn 65 is a limit that FAA will not go below for consideration of federal money. Mesa and Scottsdale are not in the 65 Ldn contour.

Barbara Sherman (Tempe homeowner) asked if FAA money was available for areas of 65 Ldn and above. Max Wolfe stated that federal funding is harder to get in areas of noise exposure less than 70 Ldn. This is because ordinary home construction already provides certain levels of noise reduction.

Max Wolfe stated it is very important to know what the community wants. For example, relocation versus insulation or purchase of an easement. John Geib (City of Mesa) stated that noise easements may be challenged someday. He also felt that any easements acquired should run with the land.

Max Wolfe then presented a Land Use Matrix form (attached). He explained the form and asked everyone in the meeting to fill out the matrix and return it by November 13, 1987.

Max Wolfe stated that the matrix would help determine each community's or jurisdiction's viewpoint of the various land use techniques through the ratings.

Following several questions about the matrix, the meeting was adjourned.

October 29, 1987

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE STUDY

LAND USE TECHNICAL CONFERENCE

ATTENDEES  
(please print)

NAME	ADDRESS	REPRESENTING	PHONE #
0389 JIM HARRIS	11022 N. 28 <sup>TH</sup> DR #240 Phoenix AZ 85302	COFFMAN ASSOC.	993-6999
JERRY BOGAN	POB 3354 Newport Beach CA	Tempe	714-675-6371
Wayne Bryant	City of Phx Aviation		
JERRY DALLAS	POB 3354 Newport Beach CA	TEMPE	714-768-4500
Tom SHORT	145 E. WASHINGTON	PHOENIX PLANNING CITY OF PHX	262-6369
DICK TRAILL		AVIATION	602-273334
Dennis Danci	141 E. Palm Ln #602 Phx, Az 85007	Bio SALON.	
		NEW DIST.	252-0826
0390 Randy Gross	P.O. Box 5002	Tempe	731-8122
ARTIS KRIGERS	115 E. FIFTH ST	TEMPE - DEPT OF C.D.	968-3181
John Geib	55 N Center St	Mexco - Planning Dept	834-3167
Frederick Colson		City of Phx	6884





Attachment 3

**PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 150 NOISE COMPATIBILITY STUDY**

**LAND USE TECHNIQUES**

NEW REGULATIONS

- **Conventional Zoning**
  - Compatible Uses, Large Lots
- **Special Zoning**
  - Noise Overlay, Flood Plain, etc.
- **Building Permits**
  - Noise Easements - Existing Lots
- **Subdivision Regulations**
  - Noise Easements - New Lots
- **Building Codes**
  - Noise Insulation
- **Fair Disclosure by Lenders and Sellers**

NEW POLICIES

- **Comprehensive Plan**
- **Capital Improvement Program (CIP)**
  - Encourage/Deter Development
  - Encourage Noise Compatible Uses
  - Deter Noise Sensitive Uses
- **Planning Commission Review**
- **Public Facilities, Private Site Plans**

EXPENDITURES

- **Acquisition Program**
- **Guaranteed Purchase**
- **Purchase of Easements**
- **Noise Insulation**

AZ REPUBLIC 12/9/89

## PUBLIC NOTICE

The Federal Aviation Administration (FAA) has evaluated the submission of the Noise Exposure Maps and supporting documentation for Sky Harbor International Airport transmitted on December 30, 1987, in accordance with Section 103 (d) (1) of the Aviation Safety and Noise Abatement Act of 1979. The FAA has determined that the submittal is in compliance with applicable requirements of 14 CFR Part 150.

These Noise Exposure Maps are available for public review at the airport office,

**Sky Harbor International Airport**  
3400 Sky Harbor Boulevard  
Phoenix, AZ 85034