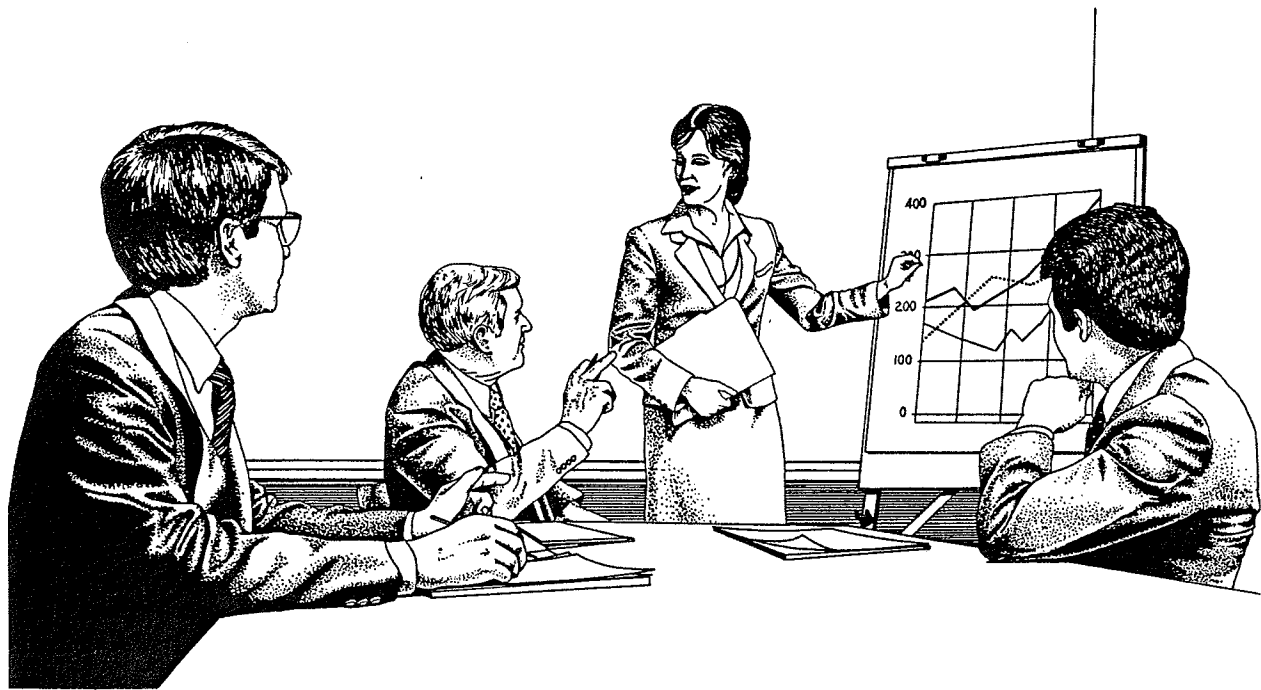


**Appendix C**  
**NOISE COMPATIBILITY PROGRAM**  
**PUBLIC HEARING**

---



## **Appendix C**

# **NOISE COMPATIBILITY PROGRAM**

## **PUBLIC HEARING**

---

Following the preparation of the "draft" Noise Compatibility Program, public hearings were held to solicit comments. The first public hearing was held on January 19, 1989 at the Mesa Hilton Hotel and the second public hearing was held on January 20, 1989 at the Phoenix City Council Chambers. The following pages

provide documentation relative to these hearings. Included are:

- Notice of Public Hearing
- Public Hearing Attendance Sheet
- Public Hearing Transcripts
- Written Comments
- Response to the Public Hearing Comments.

**PUBLIC HEARING NOTICE**  
**Federal Aviation Regulation Part 150**

**Ariport Noise Compatibility Planning Study**  
**for**  
**Phoenix Sky Harbor International Airport**

---

Thursday, January 19, 1989 - 7:00 p.m.  
Hilton Pavilion Ballroom  
1011 West Holmes Avenue, Mesa  
(Superstition Freeway and Alma School Road)

---

Friday, January 20, 1989 - 7:00 p.m.  
Phoenix, City Council Chambers  
200 West Jefferson Avenue, Phoenix



An informal presentation/informational workshop, will be conducted by the study consultant at 7:00 p.m. each evening. This will provide attendees an opportunity to discuss study items with the program's principals and staff on a one-to-one basis. The formal hearing will follow this program at 8:00 p.m.. The public hearing is not a question and answer period. However, the public hearing will allow individuals to submit questions and comments for the public record relative to the airport noise study program. It is highly recommended that those who are unfamiliar with the Federal Aviation Regulation Part 150 Airport Noise Compatibility Planning program should attend the 7:00 p.m. informal presentation/informational workshop either evening. For further information contact Mr. Wayne Bryant at 273-3475.

AZ REPUBLIC 12/31/88

Jan. 19, 1989

56

| NAME                  | REPRESENTING                 | ADDRESS                                    | PHONE NO. |
|-----------------------|------------------------------|--|-----------|
| David Klive           |                              | 1701 W. Chandler Dr Chandler AZ            | 821-2569  |
| Leodes Klive          |                              | " "  | "         |
| LOUIS VAN ROEKEL      |                              | 821 S. SIRRINE MESA, AZ                    | 969-2535  |
| Jim Evans             | ARIZONA AIR NATIONAL GUARD   | 514 E CARSON DR TEMPE AZ                   | 831-1364  |
| ARVILLA JOHNSON       | MARLBOROUGH PARK             | 401 E MARIQUOLD TEMPE AZ                   | 946 9722  |
| RICHARD A. COLLINS    | SELF                         | 1736 N. McALLISTER TEMPE AZ                | 946-3836  |
| Kathy Diekelman       | self                         | 188 E. Courtney Lane Tempe AZ              | 961-4934  |
| Jack Leach            | "                            | 2762 S Leo Flores Mesa 85202               | 839 6080  |
| John Adkins           |                              | 1432 W. Emerald MESA 85202                 | 898-0072  |
| ROSS WEGNER           | SELF                         | PO Box 4473 YUMA AZ. 85366                 |           |
| John & Genni Glaschof | ourselves - Marlborough      | 433 E. MARY DR. Tempe 85281                | 990-1852  |
| STEPHEN D. GYURO      | SELF                         | 2601 E. McWILLIPS RD., APT 208, MESA 85213 | 464-0515. |
| Pell Sloan            | self                         | 2418 S. River Dr Tempe 85282               | 967-6688  |
| Muir & Flautner       | self                         | 2946 S. Estrella Cir Mesa 85202            | 839-0763  |
| DALE DOUGLAS          | THE DOBSON ASSOC.            | 2719 S REYES MESA 85202                    | 831-8314  |
| Richard & Alice Flick | SELF                         | 1046 E. CAVE + MOUNTAIN VISTA TEMPE 85284  | —         |
| Susan Tyrrel          | Self + 3 other house members | 208 E Papago Circle Tempe 85281            |           |
| Bernie Brown          | BOR Brown & Co.              | 244 N. Country Club Dr. Mesa 85201         | 834-8888  |

Jan. 19, 1989

Public Hearing: F.A.R. Part 150 Airport Noise Study

| NAME                 | REPRESENTING                | ADDRESS                                  | PHONE NO. |
|----------------------|-----------------------------|--|-----------|
| Keno Hawker          | City of Mesa Council Member | 1236 W. Mountain View Dr Mesa, AZ        | 834-3655  |
| Eric Bjornsen        | Self                        | 433 E. Susan Lane                        | 946-6333  |
| Tim Donnelly         | Manborough Park Villas      | 1701 N. El Camino N. Tempe 85281         | 946-8257  |
| JAMES P. ROWELL      | Homeowners Assoc            | 441 E. SUSAN LANE TEMPE                  |           |
| James Mally Chavez   | MAZBOROUGH PARK Estates     | 407 E. Susan Ln Tempe AZ 85281           | 946-8228  |
| Bill & Therese Baker | "                           | 408 E. SUSAN LN TEMPE AZ 85281           | 994-1284  |
| Alex J. Szecsydy     | SELF                        | 1923 E. Manhattan Drive, Tempe, AZ 85282 | 838-0886  |
| Randy Gross          | City of Tempe               | 679 E. Watson Dr. Tempe, AZ 85283        | 731-8422  |
| Jonathan James       | ANACON                      | P.O. Box 3126 Tempe, 85280               | 966-8846  |
| Robert W. Egler      | Park Ck Home                | 945 N. PALSADENA #44854                  | 964-5884  |
| Ron Hawkins          | Pacific West                | 20 E. Main St. # 201, Mesa, AZ 85201     | 890-8000  |
| SUE HAKATA           | DOBSON RANCH                | 2524 W. Navajo Mesa 85202                | 831-1940  |
| BEVERLY SEIPP        | —                           | 1615 N. SUNSET DR TEMPE 85281            | 949-9703  |
| MARA M. KELLY        | SELF                        | 1607 N. SUNSET DR TEMPE 85281            | 945-5582  |
| John Kelly           | HOMEOWNERS ASSOC            | " " " "                                  | "         |
| Philip Sawyer        | Self                        | 936 W. Imperial Cir MESA 85210           | 831 8864  |
| Doug Minges          | North Tempe Neighbors       | 620 E McKellips #E235 Tempe AZ 85281     | 990-7638  |

| NAME                | REPRESENTING                   | ADDRESS                               | PHONE NO.           |
|---------------------|--------------------------------|---------------------------------------|---------------------|
| Ellen Augustine     | self (Dobson Ranch)            | 2614 S. Solida del Sol, Mesa          |                     |
| Dave Augustine      | self (Dobson Ranch)            | 2614 S. Solida del Sol, Mesa          |                     |
| Dr. Gerald Mclearky | self                           | 155 E. Vista del Cerro Tempe 85281    | 967-6326            |
| Dr. John F. Mahan   | self                           | 155 E. Vista del Cerro Tempe 85281    | 967-6326            |
| Dave Beas           | TEBONE                         |                                       |                     |
| Dave Swanson        | self                           | 1212 W. 4th St. Tempe, AZ 85281       | 967-2751            |
| Simon Kechekian     | self                           | 418 W. RIVERA DR TEMPE, AZ 85282      |                     |
| JACK CARLSON        | SELF                           | 536 E. MANHATTAN DR, TEMPE, AZ 85282  | <del>968-3362</del> |
| J. E. PETERS        | SEEP                           | 820 VENTURIST CAV TEMPE, AZ 85281     |                     |
| Phillie Udon        | City of Mesa                   | 402 EAST MAIN STREET - MESA, AZ 85203 | 962-9154            |
| Richard Morrison    | Self                           | 12920 E. Ellist, Gilbert, AZ 85234    | 758-7701            |
| TIM HENZE           |                                | 2737 W. MANAN DR. EAST 85014          | 257-9343            |
| MATHEW HENZE        | self                           | 2939 N. MANOR DR. E. PHX. 85214       |                     |
| GREG SEARLES        | SELF                           | 1730 N. GENTRY CR, MESA, AZ. 85213    | 834-4252            |
| MRS. M. HARYAN      | SELF                           | 1909 W. PECOS MESA 85202              |                     |
| Richard Dobson      | self                           | 1524 W. 9th St. Tempe                 | 945-1642            |
| Willie Zimerson     | "                              | "                                     | "                   |
| Willard Zimerson    | North Tempe Neighborhood Assn. | 620 E. McKee St # E-224, Tempe 85281  |                     |

Jan. 19, 1989

Public Hearing: F.A.R. Part 150 Airport Noise Study

| NAME            | REPRESENTING | ADDRESS           | PHONE NO. |
|-----------------|--------------|-------------------|-----------|
| DAT LE FEVRE    | C O P        | 251 N. Washington | 202-6765  |
| ARNOLD PIKIESKI | SELF         | 1627 S Ash Mesa   | 273-3541  |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |
|                 |              |                   |           |

Jan. 19, 1989

Public Hearing: F.A.R. Part 150 Airport Noise Study

| NAME             | REPRESENTING  | ADDRESS                                     | PHONE NO. |
|------------------|---------------|---|-----------|
| Norman Bogan     | Tempe         | -   | -         |
| Tiffany Harper   | Tempe         | 1724 Hardy Dr Tempe AZ 85281                | 967-4484  |
| Elizabeth Bensen | Tempe         | 1716 Hardy Dr                               |           |
| Ron Woodward     | Coffman Assoc | 1300 E 104th St, Suite 100, Kansas City, Mo |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |
|                  |               |   |           |



1 PHOENIX AVIATION DEPARTMENT

2  
3  
4 AIRPORT NOISE COMPATIBILITY PLANNING STUDY

5 FOR

6 PHOENIX SKY HARBOR INTERNATIONAL AIRPORT

7  
8 PUBLIC HEARING  
9 January 19, 1989  
10 8:00 p.m.

11 BEFORE: TOM HENZE  
12 Hearing Officer

13 Hilton Pavilion Ballroom  
14 1011 West Holmes Avenue  
15 Mesa, Arizona

16  
17 REPORTER'S TRANSCRIPT

18 OF

19 PROCEEDINGS

20  
21  
22  
23 Kent L. Carter, RPR, CM  
24 Court Reporter

25 ORIGINAL

C-8



McFATE REPORTING SERVICE, INC.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Dutch (Neilson A.) Bertholf, Jr.  
Aviation Director  
City of Phoenix

Jim Bennett  
Assistant Aviation Director  
City of Phoenix

Dick Traill  
Deputy Aviation Director  
City of Phoenix

Wayne Bryant  
Noise Abatement Specialist  
City of Phoenix

Jerry Bogan  
Aviation Consultant  
City of Tempe

Randy Gross  
Management Assistant  
City of Tempe

Barbara Sherman  
Tempe City Council Member

Jim Harris  
Aviation Consultant  
Coffman Associates, Inc.

Max Wolfe  
Land Use Consultant  
Coffman Associates, Inc.

Jon Woodward  
Noise Consultant  
Coffman Associates, Inc.

Bob Bresnahan  
Airport Manager  
City of Mesa

Dick Bowers  
Assistant City Manager  
City of Scottsdale

Peter Soderquist  
Airport Manager  
City of Scottsdale

Bill Ream  
Past Tempe City Councilman

Mesa, Arizona  
January 19, 1989  
8:00 p.m.

P R O C E E D I N G S

THE HEARING OFFICER: Good evening, ladies and gentlemen. If I might have your attention, please.

This is a public hearing that is being conducted by the City of Phoenix Aviation Department. This hearing is being conducted pursuant to Federal Aviation Regulation Part 150, which governs, simply stated, the procedures for conducting airport noise reduction studies.

And the City of Phoenix Aviation Department is conducting this public hearing for two reasons. The first reason is in order that members of the public, the citizens who have something that they want to say about this issue, have an opportunity to be heard.

And the second reason is that a record is being made, both by a tape recorder and stenographically, of tonight's public hearing. The purpose of the record is to have the comments of the people who intend to speak here tonight memorialized, and they are going to be transcribed verbatim; and then they will be available to not only the consultants who are conducting the study and to the Advisory Board of the Aviation Department and eventually to the City



1 Council, they also would be available for people to try to  
2 address some of the concerns of the citizens that will be  
3 spoken here this evening.

4 This is -- and I need to have this very clearly  
5 understood -- not a question and answer session. It is simply  
6 for the two reasons that I have told you, to allow you to  
7 speak and to make a record.

8 I am Tom Henze, and I have been appointed by the  
9 City of Phoenix to be the Hearing Officer for tonight's public  
10 hearing. I am not an expert in the issue that is to be  
11 discussed here. I am not a participant in the study, I am not  
12 an employee or staff member of the Aviation Department or even  
13 the City of Phoenix. I'm simply a citizen who is here  
14 tonight, and if I do my job it will be to in some orderly  
15 fashion allow all of you who wish to speak to be heard.

16 I can't impress upon you enough the importance of  
17 one thing. The second most important person in the room here  
18 after the citizen who is speaking is the gentleman who is  
19 seated to my left; he is a stenographer and he needs to hear  
20 what you have to say in order to make the record. So the  
21 procedures that I have established for tonight are these: If  
22 you intend to speak and you have not already done so, I would  
23 like to ask you to go to the registration table which is at  
24 the entrance area to the hall and fill out one of these little  
25 cards. It is from these cards that I will call upon you by



1 name, and we would ask you then to come to the podium which is  
2 located in the aisleway there. One of those microphones will  
3 hook you into the PA system so everyone in the room can hear  
4 you, and we would like you to state your name and your address  
5 and tell us what you think; and speak slowly and clearly, if  
6 you can, in order that the court reporter, the stenographer,  
7 can capture your comments.

8 I don't have very many of these cards in my hand  
9 right now, I will tell you that. So if you do intend to  
10 speak, we would like to have you fill those out.

11 The only other thing I would like to say before we  
12 get started is that we want to hear what you have to say, and  
13 we want to hear all of what you have to say. It is not  
14 conducive to the people who are going to speak behind you to  
15 be repetitious; and if you can avoid that, it would be  
16 appreciated. But I think we will stay here as long as  
17 necessary to allow everybody to tell us what they think.

18 We will start; the first name is Kathy Diekelman.

19 MS. KATHY DIEKELMAN: My name is Kathy Diekelman, I  
20 live at 188 East Courtney Lane, Tempe. And the one issue I  
21 wanted to address this evening was that even though the study  
22 is made and all the recommendations are made, I would like to  
23 be assured that if there is some type of standard set, that  
24 there is going to be some enforcement of the standards. For  
25 instance, if the pilots are told that they have to fly to a



1 certain place before they make turns, what are you going to do  
2 to enforce these standards that you are giving the pilots?

3 THE HEARING OFFICER: Thank you.

4 Keno, or Keno Hawker.

5 MR. WILLIE WONG: Keno Hawker had to leave. I'll  
6 fill out a card later. My name is Willie Wong, Vice Mayor of  
7 Mesa. And my being here tonight is just to address you in  
8 that I would hope that you would make a presentation to the  
9 Mesa City Council on your recommendations that we may or may  
10 not take a stand for or against the airport study. And that  
11 is our concern tonight.

12 THE HEARING OFFICER: Thank you.

13 Alice Flick.

14 MS. ALICE FLICK: My name is Alice Flick, I live at  
15 1046 East Calle Monte Vista in Tempe. And I have these  
16 concerns. One is I favor the growth of the airport and the  
17 airport industry, and I am concerned that the people who are  
18 objecting to the noise are going to interfere possibly with  
19 the growth of the airport. And I'm interested in noise  
20 abatement, but I am more interested in the fact that we need  
21 the airport and the growth of the airport industry for the  
22 Valley.

23 I'm secondly interested in safety versus noise  
24 control. And in the newspaper they published the fact that  
25 they were going to ask the pilots to cut back on their thrust



1 when they take off in order to cut down on the noise. And I  
2 don't know enough about being a pilot, but I know that when I  
3 ride in an airplane I want all the thrust there is to get off  
4 the ground; so I'm interested in understanding that.

5 Number three, the newspapers, they mentioned you  
6 were going to soundproof schools, homes, and businesses. And  
7 I'm favoring -- well, I'm interested in knowing whether the  
8 public taxpayers' money is going to be used for that or how  
9 that's going to be paid for. And if it's public money, I  
10 favor soundproofing schools. I do not favor soundproofing  
11 businesses or houses from public money. And I feel that the  
12 businesses and the homeowners should soundproof their own  
13 homes.

14 And number four, I think people should take the  
15 responsibility for not building or living in an area where  
16 they are going to object to airport noise as the airport  
17 grows. I've lived in the Valley for 28 years, 18 of which was  
18 very close to the beacon on the flight path east of the  
19 airport. And at that time the noise was absolutely no bother  
20 to me or my family. I no longer live close to the airport, so  
21 I cannot say that, you know, the noise isn't bothering other  
22 people. But I do feel that people who have built new homes in  
23 an area close to the flight path should take responsibility  
24 for living there.

25 Thank you.



1 THE HEARING OFFICER: Thank you, ma'am.

2 Timothy Donnelly. Mr. Donnelly.

3 MR. TIMOTHY G. DONNELLY: Thank you. My name is  
4 Tim Donnelly, I'm a native of Arizona and the Valley. I live  
5 at 68th Street and McKellips, 1701 North El Camino Drive. And  
6 I come here I hope still as a representative of my homeowners'  
7 association. There are about 138 homes. They appointed me  
8 that two years ago and no one has told me it's been rescinded,  
9 so I don't want to misrepresent myself.

10 THE HEARING OFFICER: Do you want to make a phone  
11 call at this point in time?

12 MR. DONNELLY: I won't take up your time on that.  
13 Thanks for the offer.

14 A couple of points. We are concerned that in the  
15 future planes taking off to the east as much effort as  
16 possible be made to route those planes down the middle of the  
17 river between Tempe, South Tempe, and North Tempe near  
18 Scottsdale Road. We know that there is a new procedure that  
19 will be implemented in February, and we hope that that  
20 procedure will go some way towards moving those airplanes down  
21 the middle of the river near Scottsdale Road.

22 The soundproofing recommendations that I saw here  
23 seem to me to be, from our point of view, somewhat flawed in  
24 that they leave out that neighborhood there at 68th Street and  
25 McKellips, out of the soundproofing system. And we base that



1 on the fact that first of all the 65 dB -- and I believe the  
2 65 dB cutoff is an arbitrary cutoff -- we understand it's  
3 imposed by the federal government, but nonetheless, it's an  
4 arbitrary cutoff -- and secondly, that the noise averaging  
5 system that is used to generate these noise contours has  
6 little to do with the human perception of noise, that our  
7 annoyance isn't based on an average noise content, but rather  
8 is based on single incidents and is based on the time of those  
9 incidents and a lot of other things that you are aware of. So  
10 we are very concerned about that lack of recommendation to  
11 soundproof those homes up there and other homes in the area.

12 We hope that the landing procedures from the east  
13 will have planes coming in, again, closer to the middle of the  
14 river, if possible, near Scottsdale Road. And perhaps that  
15 might be accomplished by using the VORTAC. As it is now,  
16 planes wander all over the area as they come in to land.  
17 There are times, particularly at night -- and it's strange  
18 that it happens at night rather than during the day --  
19 particularly at night when they will be flying directly over  
20 our neighborhood. And here again I speak, of course, from  
21 self-interest.

22 I should also mention I spent a year in Denver  
23 doing some consulting, and that was in 1986. I was very  
24 impressed by what a progressive city can do as it confronts  
25 its future growth. Not only the impact of noise, but also the



1 economic issues that the lady slightly before me addressed.  
2 Denver has decided that for continued economic growth that  
3 their answer is a regional airport. And I would urge that not  
4 only Phoenix, but Tempe and Mesa and Scottsdale and Glendale  
5 and Casa Grande, that all of those cities consider the great  
6 potential benefits of a regional airport.

7 Thanks for your time.

8 THE HEARING OFFICER: Thank you, Mr. Donnelly.

9 Sue Hakala.

10 MS. SUE HAKALA: I'm here tonight wearing my hat as  
11 a Dobson Ranch Board member. We have 4,915 homes within the  
12 Dobson Ranch development, and that translates into between ten  
13 to 12,000 people. So our Board represents quite a number of  
14 people.

15 During the time that I've served on the Board,  
16 which has been the last two years, we have periodically had  
17 homeowners come to the meeting, at our monthly meeting, and  
18 have been very concerned about the noise that is occurring  
19 from the planes, either landing or taking off. The main issue  
20 seems to be with the quality of life issue. People bought  
21 their homes on the Ranch because they like the concept of the  
22 planned community and all the amenities that it had to offer;  
23 and at the times that people were buying their homes when the  
24 development was originally begun, the noise wasn't there,  
25 because the traffic wasn't happening at the airport. And, of



1 course, that has built up through the years; and hence, we  
2 have been hearing more and more and more complaints from  
3 homeowners because they simply can't hear, they can't have  
4 conversations on the phone, they have people out at their  
5 patio and they're entertaining and they can't carry on a  
6 conversation when a plane flies over. So the main concern for  
7 our homeowners is the quality of life issue; and also many  
8 people feel that it is having a negative impact on their real  
9 estate values; and that is a big concern to our homeowners.  
10 And I am here representing those folks that have come to our  
11 Board meeting and have voiced those complaints and perhaps  
12 aren't here this evening.

13 Thank you.

14 THE HEARING OFFICER: Thank you, ma'am.

15 Mr. Jonathan Thums.

16 MR. JONATHAN THUMS: I'm Jonathan Thums, I am on  
17 the Mayor's Advisory Committee in Tempe on Aircraft Noise. We  
18 have a series of points here that I'd like to cover, and it  
19 may be a little boring because I am going to have to read  
20 them. But I'd like people to bear with me, and maybe it'll  
21 cover some of the questions that other people have or the  
22 statements that they will make.

23 It is our understanding the consultants recommended  
24 that aircraft departures should be split 50-50, 50 percent  
25 going east and 50 percent going west. The Mayor's Advisory



1 Committee agreed with that split; however, we also said that  
2 that split should occur in the evenings and on weekends. We  
3 have noticed that the split is more like 70-30 in the  
4 evenings; and I don't know exactly what the numbers are on the  
5 weekends, but they are not good as far as the Tempe-Mesa area  
6 is concerned.

7 The second item is that the consultant recommended  
8 a thrust control procedure be implemented. This was mentioned  
9 earlier. We recommended that the thrust control procedure is  
10 acceptable. However, there is always the downstream effect.  
11 If you reduce the thrust early in the flight, you have to  
12 increase it sometime later; and we would want to make sure  
13 that there is no significant impact on population further on  
14 down the flight path.

15 Coffman Associates also recommended that a thrust  
16 control procedure be implemented for general aviation, in  
17 other words, the smaller planes. And we had the same  
18 recommendation, that we would find that acceptable if there is  
19 no impact further on down the flight path.

20 Coffman Associates also recommended planes  
21 departing the south runway to the west, in other words, over  
22 Phoenix, should take a 245-degree turn. We support this idea.  
23 It gives relief to many people on the west side of the  
24 airport, and we believe that should be implemented. It allows  
25 the planes on the west side to fly closer to the river bottom.



1           Coffman Associates recommended that the departure  
2 procedure should be -- the turns should be at 1 DME. We  
3 believe that's an excellent suggestion. That basically starts  
4 the turn, if I'm correct, at about McClintock, and then the  
5 planes continue to turn on south, but not prior to McClintock.

6           Coffman Associates recommended standardized  
7 departure and approach routes for helicopters in the Sky  
8 Harbor area. ANACOM recommended standardized procedures and  
9 routes for helicopters; however, we need some citizen input on  
10 those prior to acceptance. We really aren't familiar with  
11 those as to exactly what they would be.

12           Coffman Associates recommended a noise overlay  
13 zoning district should be established that would prohibit  
14 noise sensitive uses. Our recommendation is that Tempe should  
15 not give up its land use prerogatives in order to accommodate  
16 noise generated by the City of Phoenix. We would prefer that  
17 the City not do that.

18           Coffman Associates recommended a fair disclosure  
19 policy whereby realtors would be required to disclose aircraft  
20 noise problems. We believe that a fair disclosure policy  
21 should not be implemented, as it penalizes current homeowners  
22 and property owners. In other words, the homeowner pays for  
23 Sky Harbor's problem with no compensation.

24           Coffman Associates also recommended the Tempe  
25 General Plan should incorporate the Part 150 land use



1 elements. Our recommendation was that the Tempe General Plan  
2 should take into account the aircraft noise problems, but  
3 should not be -- our land use should not be dictated by the  
4 City of Phoenix or the Sky Harbor airport.

5 The consultant recommended Tempe land use boards  
6 and commissions should take into account the impact of  
7 aircraft noise and should work with proposed noise overlay  
8 districts. Our recommendation was the Tempe boards and  
9 commissions should take into account aircraft noise, but land  
10 use should not be dictated by the City of Phoenix. The boards  
11 are sensitive to these issues. I don't think that we need to  
12 legislate those things.

13 Coffman Associates recommended -- and that's  
14 synonymous with consultants -- recommended a soundproofing  
15 program for noise sensitive areas. We agree with the  
16 soundproofing program if it can be established without an  
17 extensive bureaucracy. And a tremendous number of studies.  
18 If it is something that we can do simply and easily, we would  
19 be for that.

20 In addition to the recommendations that we have  
21 stated above, we also want an effective 24-hour flight  
22 monitoring system and enforcement mechanism necessary to  
23 penalize those people who do not follow procedures.  
24 Basically, we feel that monitoring a flight track without some  
25 type of enforcement is basically a meaningless activity and a



1 waste of taxpayer money.

2 Coffman Associates in their studies basically makes  
3 the assumption that the third runway is a given. We do not  
4 agree with that at all, and are very dismayed by that  
5 assumption; and basically, personally, I think if that  
6 assumption continues to be in the report, I doubt whether you  
7 will get City Council approval from Tempe.

8 Another note that was if you were over there  
9 watching the people look at the maps, the maps that are in  
10 this study are atrocious. There is no way to identify where  
11 your house is, where the major streets are, where the  
12 landmarks are. It is a very simple thing in overlay drafting  
13 or computer drafting to label the major streets and to label  
14 the landmarks; and we would heartily endorse that so that  
15 people can basically find where they are, find whether they  
16 are in the contour, and know what's going on relative to their  
17 properties.

18 In essence, those are our recommendations. I have  
19 given you a copy; and I hope that the copy is presented rather  
20 than my comments, because I'm not very good at reading these  
21 things. But do what you can with it.

22 Thank you.

23 THE HEARING OFFICER: You're welcome. Both the  
24 written material that you gave us and your comments are going  
25 to be presented, so you're covered.



1                   And that does remind me. I neglected to say  
2 something at the outset. There may be people here that do  
3 wish to share their comments but they don't want to step up to  
4 the podium and do that. If you have something that you want  
5 to give to us in writing, the stenographer will take it and it  
6 will be presented to the consultants and to the Advisory  
7 Board. There is a member of the Advisory Board, Airport  
8 Advisory Board present, interested in listening, as are the  
9 consultants and staff members.

10                   So again, let me emphasize that the purpose here is  
11 to hear what you have to say and let us make a record on that  
12 so it can be used and considered in the future.

13                   The next name that I have is Mr. Jack Leech.

14                   MR. JACK LEECH: My name is Jack Leech, and I live  
15 at 2762 South Las Flores, on the Dobson Ranch, right off of  
16 Price and Guadalupe. And within the last two years Wayne has  
17 had his recorders out there in my back yard registering the  
18 noise. And after averaging it over the 24-hour period, I  
19 don't have any. But still, I hear this noise of planes every  
20 morning, say when I analyze it from 8:00 until 10:00 and I get  
21 it 12 to 15 minutes an hour up to about an average of 78 to 82  
22 decibels. I don't know why other people can't hear that. But  
23 when you spread it over the 24-hour period, it's not any  
24 louder than the neighbor talking next door or the dog barking  
25 across the lake. Now, that is kind of a silly way of denoting





1 noise. And, of course, the thing is that, well, it doesn't  
2 make sense; but it's the best deal we have.

3 Another thing that bothers me is even the planes  
4 that are heading for the west coast still take off to the east  
5 in the morning and then make the big turn over our house; and  
6 I'm looking right up their tailpipe when they really pour it  
7 on. Even the ones that go over Buckeye still go over our  
8 house; and I can't understand that. Why, it would be a saving  
9 to the aircraft operators to -- to head in the direction that  
10 they are going. And with the jets now the normal wind  
11 direction doesn't affect them unless you're having a real  
12 storm. And I think that we could be relieved a lot of the  
13 noise if a plane that was heading west would take off to the  
14 west.

15 Maybe I don't know what's going on. But I still  
16 like the idea of reducing the thrust when they are up in the  
17 air, but to keep it to a minimum until they get out of the  
18 area before they put it on. I don't think that that is a  
19 really safety hazard.

20 So I want to thank you for your attention.

21 THE HEARING OFFICER: Thank you, sir.

22 Mr. Pete Chapas.

23 MR. PETE CHAPAS: My name's Pete Chapas,  
24 C-H-A-P-A-S, live at 407 East Susan Lane, Marlborough Park  
25 Estates, in the area of 68th and McKellips. We've lived there



1 about seven years now, and some of the things that we noticed  
2 that causes problems is when we have a lot of air traffic  
3 coming over the house -- I'm talking about right over the  
4 house, not in the river bottom -- it seems to be a lot of  
5 aircraft, and I'm talking about a lot, maybe 20 in an hour's  
6 time period; and they seem to go on the same exact path right  
7 over the subdivision. Which makes me think that it's not the  
8 individual pilots, but that it might be some type of air  
9 traffic control problem that's directing them in a certain  
10 location.

11 And then also from what I've seen in the area of  
12 Mill and Curry Road, when the aircraft go over the -- when  
13 they are heading towards the Marlborough Park subdivision,  
14 they seem to be taking off from the north runway, which seems  
15 to indicate that they don't want to turn into the river  
16 bottom, or that it's just too much trouble to turn into the  
17 river bottom. We know they can do that because many times we  
18 see air traffic going directly over the river bottom and  
19 staying on the right flight path. So it's not a matter of  
20 people can't or can do it. They can do it, but it just seems  
21 like for some reason the pilots won't make the move or the air  
22 traffic controllers won't move them towards the river bottom.

23 I think that it's important that we institute a  
24 curfew on the planes. And I don't know a lot about a lot of  
25 other airports, but it seems like when we go to San Diego the



1 aircraft noise stops in the late evening hours or around  
2 midnight. They don't have aircraft coming in and out at 2:00  
3 and 3:00 in the morning. Now, it's not too bad when the  
4 aircraft takes off at 3:00 in the morning or 2:00 in the  
5 morning when it's an L1011 or DC-10 with quiet engines, unless  
6 they fly it right over Marlborough Park and it's a low  
7 altitude; then it just wakes you up in the middle of the  
8 night. I think that the curfew is very important.

9 Another thing I noticed about the aircraft -- and  
10 just so you understand my experience level is my wife and I  
11 spend a lot of time outside on the weekends in the summer, so  
12 we have a chance to view the aircraft, mostly from just  
13 looking at their bellies; but a lot of times, you know, we can  
14 watch patterns develop all day long. And what I noticed is  
15 the airplanes can climb higher -- or a lot of planes can, it  
16 appears that some won't -- but a lot of the 737-300s of  
17 Southwest and America West will climb higher faster; and when  
18 they do that, the noise level is greatly reduced for  
19 Marlborough Park, and I would think logically for the folks in  
20 Mesa, too. So I think that that's important that the aircraft  
21 start climbing higher faster. I know it might be an economics  
22 problem with the aircraft industry, but I think it's something  
23 that should be considered so that all of us can be happy, not  
24 just one segment.

25 I think that the cutback in thrust is important.



1 I've noticed that a lot -- again, it seems like with some of  
2 the 737s that you can hear the engines roar as they are taking  
3 off from Sky Harbor, and then as they approach our area of  
4 town it seems like they quiet down, doesn't seem to have any  
5 problem, no safety problems or anything like that; they seem  
6 to be climbing just fine, and then later on you can hear the  
7 engines pick up again. I think that goes a great length in  
8 making it more comfortable to live in the areas that we do.

9 And I think one of the last most important things  
10 is that the planes be required to turn where they're supposed  
11 to. I can't count the number of times they will get to Mill  
12 Avenue and begin their turn instead of moving out by the  
13 beacon, which is at least at Scottsdale Road or Rural Road,  
14 and then make the turn. I would think that if we made them  
15 turn north or south further east, it would be to everyone's  
16 benefit.

17 And the reason I say that is because the planes by  
18 the time they get to McClintock or Dobson, they will have  
19 increased their altitude, they will have taken the pressure  
20 off the Tempe residents, and the Mesa residents will now have  
21 a plane turning at a higher level instead of those that are  
22 turning at a lower level and drifting out over Dobson or Price  
23 Road -- I'm sorry -- Price or Dobson Road. So I think all of  
24 those points are important and should be considered by the  
25 City of Phoenix and the Board.



1 Thank you.

2 THE HEARING OFFICER: Thank you, Mr. Chapas.

3 I only have one card left. So if there is anybody  
4 here who wants to speak, I would again encourage you at this  
5 point in time to fill out one of these cards real quick and  
6 get it up to me.

7 This person is Allan Zimmerman.

8 MR. ALLAN D. ZIMMERMAN: Well, as you heard, my  
9 name is Allan Zimmerman; I live at 620 East McKellips Road in  
10 Tempe. I represent the North Tempe Neighborhood Association.  
11 And I wish to report four or five things.

12 First, that airport noise is among the principal  
13 complaints voiced at meetings of my neighborhood association,  
14 both for reasons of property values and for reasons of  
15 personal concern about quality of life in our neighborhood.

16 Second, at a recent meeting of the neighborhood  
17 association, I raised the question of whether anyone present  
18 knew of a feasibility study concerning the possibility of a  
19 regional airport to ultimately replace the airport in Phoenix.  
20 To my knowledge, none of the people there knew of any such  
21 study.

22 Third, I wish to report that I would favor a joint  
23 feasibility study conducted by the cities other than Phoenix  
24 to investigate the long-range need for a regional airport,  
25 which, in my opinion, could be constructed with minimal

1 environmental damage on what's now agricultural land south of  
2 Phoenix, land that may be abandoned to agriculture years from  
3 now when the water runs out, perhaps at about the same time  
4 that postponing the inevitable with respect to the Phoenix  
5 airport has also become more difficult.

6 Fourth, I joined my neighborhood association in  
7 order to assess the advisability of purchasing a house in  
8 north Tempe; and vehicular noise of all kinds, including  
9 airport noise, was one of the environmental parameters that I  
10 wished to learn about.

11 And that concludes my statement.

12 THE HEARING OFFICER: Thank you.

13 I have another person who wishes to speak; this is  
14 Greg Searles.

15 MR. GREG SEARLES: Greg Searles, 1730 North Gentry  
16 Circle, Mesa, Arizona 85213. I looked at the maps in the  
17 other room and asked some questions of personnel there, didn't  
18 get an answer to my questions. I've asked these questions  
19 before. I'm about ready to come to the conclusion that maybe  
20 some of these pilots have attended the Wrong Way Corrigan  
21 School of Pilot Training, possibly.

22 But I live very close to Gilbert and McKellips, and  
23 I notice more and more aircraft coming that appear to be  
24 coming toward Tempe headed west, coming very low over my  
25 house, especially in the evenings. I always have a feeling



1 that the wheels are going to touch the top of my chimney. I  
2 don't know if they are trying to come down the Salt River bed;  
3 but specifically, I live two blocks south of McKellips,  
4 one-half block east of Gilbert Road. And they're coming in  
5 very, very low. Daytime sometimes I'll see them, and you can  
6 see the detail of the underneath of the aircraft very clearly.  
7 I suppose probably with some cheap binoculars I could see the  
8 people looking out the windows. And I haven't been able to  
9 get an answer as to why these are coming in so low where I  
10 live. I guess I should be thankful that I don't live closer  
11 or in a different area. But if I am having the observations  
12 that I have, I can only imagine what some of these other  
13 people are going through. But I did want to put this on the  
14 record.

15 Thank you.

16 THE HEARING OFFICER: Thank you.

17 I am having difficulty reading this first name.  
18 Arvy Johnson? Ms. Johnson?

19 MS. ARVY JOHNSON: I'm Arvy Johnson, representing  
20 Marlborough Development. My address is 401 East Marigold,  
21 Tempe. I'm representing 178 homes in the Marlborough  
22 development, and I believe we have already had one spokesman  
23 talk about the area that -- where the beacon is. And we do  
24 have a pilot that is in our area, possibly more than one; but  
25 I know of one that flies for America West, and he has



1 mentioned on many times the beacon is flashing and they are  
2 still continuing to go north instead of south down the river  
3 bottom.

4 I also happen to know that in San Diego -- I  
5 commute twice a month to San Diego -- and there is a curfew in  
6 the San Diego airport. It's at 10:30 at night and starts  
7 again at 8:00 o'clock in the morning. And that seems to have  
8 worked pretty well for the city.

9 Thank you.

10 THE HEARING OFFICER: Thank you.

11 I'm out of cards, so at this point in time we will  
12 conclude the public hearing. I would like to thank each of  
13 you who have participated and attended tonight and spoken or  
14 just listened for the courteous way in which you presented  
15 yourselves; and I would also like to announce that this  
16 process is going to be repeated tomorrow evening in the City  
17 of Phoenix Council Chambers at 7:00 p.m. And there was, with  
18 some people, I know, some confusion from the way the notice  
19 was published. There will be an informal workshop similar to  
20 the one that we had here, and then again at 8:00 p.m. there  
21 will be a second public hearing.

22 THE AUDIENCE: Where are they located?

23 THE HEARING OFFICER: In the City of Phoenix  
24 Council Chambers, which is 251 West Washington.

25 Thank you.

(Concluded at 8:36 p.m.)






1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

C E R T I F I C A T E

I HEREBY CERTIFY that the proceedings had upon the foregoing hearing are contained in the shorthand record made by me thereof, and that the foregoing 24 pages constitute a full, true, and correct transcript of said shorthand record, all done to the best of my skill and ability.

Dated at Phoenix, Arizona this 21st day of January, 1989.

  
KENT L. CARTER, RPR, CM  
Court Reporter

Susan Tyorel 208 E. Papago Circle, Tempe

In October 1988 I purchased my home at the above address. Had I known of the disturbing noise of aircraft I doubt I would have done this. The real estate agents should be required to disclose this information.

Simon Katchekian  
412 W. Riviera Dr. Tempe, Az

I suggest that the City of Phoenix has  
condemned properties without "just compensation."  
A Regional Airport is a better solution. The  
The Coffman study is not workable for the future  
growth of this area.

City of Tempe  
P.O. Box 5002  
31 East Fifth Street  
Tempe, AZ 85281  
602-731-8221



City Manager's Office

NOT VERBATUM

DATE: January 19, 1989  
TO: Coffman Associates  
FROM: Tempe Aircraft Noise Abatement Committee  
SUBJECT: Part 150 Study

Attached please find the Tempe Aircraft Noise Abatement Committee's recommendations concerning the Sky Harbor International Airport F. A. R. Part 150 Noise Compatibility Study.

TEMPE AIRCRAFT NOISE ABATEMENT COMMITTEE

PART 150 RECOMMENDATIONS

- 1) Coffman Associates recommendation: Aircraft departures should be split with 50% going to the east and 50% to the west. ✓  
ANACOM recommendation: Agree with the 50-50 split with stipulation that 50-50 split should also occur at night and on weekends. ✓
- 2) Coffman Associates recommendation: A thrust control procedure should be implemented. ✓  
ANACOM recommendation: Thrust control procedure is acceptable if there is no significant impact on population when thrust is reapplied. ✓
- 3) Coffman Associates recommendation: A thrust control procedure should be implemented for general aviation aircraft. ✓  
ANACOM recommendation: Thrust control procedure is acceptable if there is no significant impact on population when thrust is reapplied. ✓
- 4) Coffman Associates recommendation: Aircraft departing the south runway to the west should take a 245 degree turn. ✓  
ANACOM recommendation: If the 245 degree turn provides noise relief to residents west of the airport, it should be implemented. ✓
- 5) Coffman Associates recommendation: The 1 DME departure procedure should be implemented. ✓  
ANACOM recommendation: The 1 DME departure procedure should be implemented. ✓
- 6) Coffman Associates recommendation: Standardized departure and approach routes for helicopters in the Sky Harbor area should be implemented. ✓  
ANACOM recommendation: Standardized departure and approach routes for helicopters in the Sky Harbor area should be implemented with proper input from the public. ✓

1 DME - TURN

## Land Use Planning Recommendations

- 1) Coffman Associates recommendation: A Noise Overlay Zoning district should be established that would prohibit noise sensitive uses. ✓

ANACOM recommendation: The City of Tempe should not give up its land use prerogative in order to accomodate noise generated by the City of Phoenix. ✓

- 2) Coffman Associates recommendation: A "fair disclosure policy" should be implemented whereby realtors would be required to disclose aircraft noise problem. ✓

ANACOM recommendation: A "fair disclosure policy" should NOT be implemented as it penalizes current home and property owners. ✓

- 3) Coffman Associates recommendation: Tempe general plan should incorporate Part 150 land use elements. ✓

ANACOM recommendation: The Tempe General Plan should take into account aircraft noise problem but land uses should not be dictated by Phoenix Sky Harbor Airport . ✓

- 4) Coffman Associates recommendation: Tempe land use boards and commissions should take into account impact of aircraft noise and should work with proposed noise overlay district. ✓

ANACOM recommendation: Tempe boards and commissions should take into account aircraft noise problem but land uses should not be dictated by Phoenix Sky Harbor Airport. ✓

- 5) Coffman Associates recommendation: A soundproofing program for noise sensitive areas should be established. ✓

ANACOM recommendation: Agrees with soundproofing program if program can be established without expensive bureaucracy. ✓

### Further ANACOM recommendations:

- 1) An effective 24 hour noise and flight monitoring system and enforcement mechanism needs to be established. Without monitoring and enforcement, proposed recommendations are meaningless. ✓
- 2) A third runway should not be built. ANACOM is dismayed by Coffman Associates report that states a third runway is a given. ✓
- 3) Maps in 150 study should be made more legible. Major landmarks eg major highways, streets, section lines should be identifiable so residents can locate homes. ✓

PHOENIX-SKY HARBOR INTERNATIONAL AIRPORT  
F.A.R. PART 105 NOISE COMPATIBILITY PROGRAM

Response To Public Hearing Comments

January 19, 1989  
(Mesa Hilton)

---

**Kathy Diekelman:** Page 5, line 22 through Page 6, line 2.

*Response:* The flight routing procedures recommended by the Noise Compatibility Program are either voluntary or based on proposed Standard Instrument Departures. Enforcement measures beyond standard adherence to instrument departure procedures is not proposed.

**Willie Wong:** Page 6, lines 7 through 10.

*Response:* A presentation of the Noise Compatibility Program to Mesa officials will be scheduled in the near future.

**Alice Flick:** Page 6, line 23 through Page 7, line 4.

*Response:* The proposed thrust cutback procedures is federally recommended and recognized within the industry as being a safe and effective procedure.

**Alice Flick:** Page 7, line 7 through 13.

*Response:* The soundproofing of homes and schools would be financed by 75% aviation user taxes. One quarter of the cost for schools would generally come from local school district tax revenues. The local portion for homes would come from airline charges.

**Alice Flick:** Page 7, line 14 through line 24.

*Response:* Comment noted.

**Timothy Donnelly:** Page 8, lines 14 -21.

*Response:* The recommended One DME procedure will result in traffic in the speaker's area being relocated more toward the center of the river.

**Timothy Donnelly:** Page 8, line 22 through Page 9, line 4.

*Response:* The area described lies beyond the Ldn 65 contour and would clearly be ineligible for FAA cost sharing. No soundproofing is recommended in the Noise Compatibility Program unless it is eligible for federal funding.

**Timothy Donnelly: Page 9, lines 4 through 9.**

*Response:* The Ldn average is the required metric for evaluations conducted under the F.A.R. Part 150 Program.

**Timothy Donnelly: Page 9, lines 12 through 21.**

*Response:* Landing large jet aircraft are recommended to be established on final straight in approaches by the time they pass Scottsdale Road.

**Timothy Donnelly: Page 10, lines 3 through 6.**

*Response:* Comment noted.

**Sue Hakala: Page 10, line 10 through Page 11, line 12.**

*Response:* Comment noted. Dobson Ranch Ldns resulting from aircraft noise are estimated at 55 dB or less.

**Jonathan Thums: Page 11, line 23 through Page 12, line 6.**

*Response:* Comment noted.

**Jonathan Thums: Page 12, lines 7 through 19.**

*Response:* Increases in Ldn levels will accrue to down-range areas, however, these increases are projected to be at levels less than 60-65 Ldn.

**Jonathan Thums: Page 12, lines 20 through 25..**

*Response:* The proposed turn is to 245 degrees, not of 245 degrees.

**Jonathan Thums: Page 13,. lines 1 - 5.**

*Response:* Comment noted.

**Jonathan Thums: Page 13, lines 6 through 11.**

*Response:* Recommendation of the Noise Compatibility Program is that ATCT/TRACON establish standard approach/departure routes over noise compatible surface corridors.



**Jonathan Thums: Page 13, line 12 through Page 14, line 19.**

*Response:* The aircraft noise is generated by the airlines, not the City of Phoenix. Unfortunately, this noise is a fact of life and we are hopeful that land use planning actions will be taken to ensure that the land is used compatibly. Nonresidential use of the land east of the airport is, in our judgement, not only compatible , but is also the highest and best use. the soundproofing program will require a certain level of local staff involvement and special studies, as described in the report. However, this could be contracted, for the most part, if Tempe preferred such an arrangement.

**Jonathan Thums: Page 14, line 20 through Page 15, line 1.**

*Response:* Comment noted. We do not agree.

**Jonathan Thums: Page 15, Line 2 though Page 15, line 7.**

*Response:* A third runway is presently recommended in the airport master plan and as such, was used for the evaluation of future noise impacts.

**Jonathan thums: Page 15, Line 8 through Page 15 line 17.**

*Response:* Comment noted.

**Jack Leech: Page 16, Line 14 through Page 17, line 19.**

*Response:* Comment noted. Averaging of noise is the required methodology for F.A.R. Part 150 studies.

**Pete Chapas: Page 17, line 23 - Page 18, line 22.**

*Response:* One DME procedure recommends relief of this concern.

**Pete Chapas: Page 18, line 23 - Page 19, line 8.**

*Response:* Curfew was considered and rejected as being potentially in restraint of interstate commerce and discriminatory in nature.

**Pete Chapas: Page 19, lines 9 through 24.**

*Response:* Comment noted.

**Pete Chapas: Page 19, line 25 through Page 20, line 8.**

*Response:* Comment noted.

**Pete Chapas: Page 20, lines 9 - 25.**

*Response:* The One DME procedure for easterly departures accomplishes the result desired by the Speaker.

**Allan Zimmerman: Page 21, lines 12 - 15.**

*Response:* Comment noted.

**Allan Zimmerman: Page 21, lines 16 - 21.**

*Response:* Comment noted.

**Allan Zimmerman: Page 21, line 22 through Page 22, line 5.**

*Response:* Comment noted.

**Allan Zimmerman: Page 22, lines 6 - 10.**

*Response:* Comment noted.

**Greg Searles: Page 22, line 22 through Page 23, line 14.**

*Response:* Aircraft passing the vicinity of McKellips and Gilbert Road should be at approximately 4,500 feet altitude on approaches to Runway 26R/L.

**Arvy Johnson: Page 23, line 19 through Page 24, line 3.**

*Response:* See earlier responses relative to One DME departure.

**Arvy Johnson: Page 23, lines 4 through 8.**

*Response:* See earlier responses relative to curfew.

**WRITTEN COMMENTS:**

1. Susan Tyrrel: We agree. Thus the recommendations for both formal and informal fair disclosure policies.
2. Simon Kechechian: comment noted.
3. Tempe Aircraft Noise Abatement Committee: See responses to comments by Jonathan Thums.

Public Hearing: F.A.R. Part 150 Airport Noise Study

Jan. 20, 1989

| NAME              | REPRESENTING  | ADDRESS                         | PHONE NO. |
|-------------------|---------------|---------------------------------|-----------|
| NICOLAS M. LAROCK |               | 101 N 7TH ST. # 229 POCUMON, MD | 85034     |
| JERRY BOGAN       | Temple        |                                 | ✓         |
| J. M. [unclear]   | Coffman Assoc |                                 |           |
| NICHOLE LADY      | [unclear]     | 184 N. 12th St                  |           |
|                   |               |                                 |           |
|                   |               |                                 |           |
|                   |               |                                 |           |
|                   |               |                                 |           |
|                   |               |                                 |           |
|                   |               |                                 |           |
|                   |               |                                 |           |
|                   |               |                                 |           |
|                   |               |                                 |           |
|                   |               |                                 |           |
|                   |               |                                 |           |
|                   |               |                                 |           |

Jan. 20, 1989

Public Hearing: F.A.R. Part 150 Airport Noise Study

| NAME                 | REPRESENTING         | ADDRESS                          | PHONE NO. |
|----------------------|----------------------|----------------------------------|-----------|
| LOUIS SHOURB         | CROWN SYSTEMS        | 810 E Canal Back PAx 85014       | 274-3180  |
| LEE WOLFSON          | System Components Co | 6552 N. 20th St. PHx 85016       | 264-9219  |
| PETE SPAN            | SELF = COMMUNITY     | 110 N. 24th STREET PHX 85034     | 273-1903  |
| STEVE + MARNEY FIELD | SELF                 | 7424 E Fillmore SCOTTSDALE 85257 | 945-8510  |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |
|                      |                      |                                  |           |

PHOENIX AVIATION DEPARTMENT

AIRPORT NOISE COMPATIBILITY PLANNING STUDY

FOR

PHOENIX SKY HARBOR INTERNATIONAL AIRPORT

PUBLIC HEARING  
January 20, 1989  
8:00 p.m.

BEFORE: TOM HENZE  
Hearing Officer

Phoenix City Council Chambers  
200 West Jefferson Avenue  
Phoenix, Arizona

REPORTER'S TRANSCRIPT

OF

PROCEEDINGS

Original

Robert M. Ferrara, CSR  
Court Reporter

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

A P P E A R A N C E S

PART 150 AIRPORT NOISE STUDY

|  |  |
|--|--|
| Dutch (Neilson A.) Bertholf, Jr.<br>Aviation Director<br>City of Phoenix | Jim Harris<br>Aviation Consultant<br>Coffman Associates,<br>Inc. |
| Jim Bennett<br>Assistant Aviation Director<br>City of Phoenix            | Max Wolfe<br>Land Use Consultant<br>Coffman Associates,<br>Inc.  |
| Dick Traill<br>Deputy Aviation Director<br>City of Phoenix               | Jon Woodward<br>Noise Consultant<br>Coffman Associates,<br>Inc.  |
| Wayne Bryant<br>Noise Abatement Specialist<br>City of Phoenix            | Bob Bresnahan<br>Airport Manager<br>City of Mesa                 |
| Jerry Bogan<br>Aviation Consultant<br>City of Tempe                      | Dick Bowers<br>Assistant City Manager<br>City of Scottsdale      |
| Randy Gross<br>Management Assistant<br>City of Tempe                     | Peter Soderquist<br>Airport Manager<br>City of Scottsdale        |
| Barbara Sherman<br>Tempe City Council Member                             | Bill Ream<br>Past Tempe City<br>Councilman                       |

1 Phoenix, Arizona  
2 January 20, 1989  
3 8:03 p.m.

4 P R O C E E D I N G S

5  
6 THE HEARING OFFICER: At this time, ladies and  
7 gentlemen, I would open the public hearing.

8 This public hearing is being conducted  
9 pursuant to Federal Aviation Regulations Part 150, and it  
10 is being conducted by the City of Phoenix Aviation  
11 Department, the Federal Aviation Regulations Part 150  
12 Government Procedure for Airport Noise Abatement Studies.

13 The City of Phoenix Aviation Department is  
14 conducting this public hearing for two reasons. One of  
15 those reasons is to allow the public the opportunity to  
16 address the issue, in this case the issue being the study  
17 being conducted at Sky Harbor Airport for noise  
18 compatibility.

19 The second reason that the public hearing is  
20 being conducted is to memorialize what is said here in the  
21 public hearing and have a record made of that in order that  
22 that record, in this case it will be a transcript, of the  
23 proceedings which are being stenographically recorded by a  
24 court reporter. That record, the transcript, will then be  
25 used by the consultants and professional planners who are

1 conducting the F.A.R. Part 150 noise compatibility study  
2 and will also be available for the Airport Advisory Board  
3 and ultimately the City Council for consideration.

4 It doesn't appear that there are many people  
5 here who intend to speak tonight, but if you do I would ask  
6 you to please speak very clearly and announce your name and  
7 your address first so that the court reporter can make this  
8 record. Without an accurate record we have no way of  
9 preserving, except for our memories, what is said here  
10 tonight.

11 My name is Tom Henze. I am the Hearing  
12 Officer. I have been appointed by the City of Phoenix to  
13 conduct this hearing. I am not an expert on the issue.  
14 This is not a question and answer session. I am not  
15 capable or able of giving you any technical information.

16 It is simply for the purpose of having the  
17 public have an opportunity to speak. I have no interest in  
18 other than that of a citizen and the issue. I am not an  
19 employee of the City of Phoenix or a member of the airport  
20 staff nor do I have any financial or business interest in  
21 the airport or any businesses associated with the airport.

22 At this point in time I have no cards that  
23 have been given to me. Anybody who is present who wishes  
24 or intends to speak on the issue?

25 The record should reflect that we have some



1 people here. Nobody has raised their hand or caught my  
2 attention in any fashion.

3 Sir, would you like to speak? Fine.

4 MR. SPAN: Thank you. My name is Pete Span,  
5 110 North 24th Street, Phoenix.

6 I am here as a -- I am not really sure what  
7 the meeting is about other than what you just said.

8 I represent our family's property just west of  
9 the airport, and I am curious, I noticed on your workshop  
10 downstairs future land use as part of the compatible uses  
11 and in part of your study are you contemplating restricting  
12 uses of lands?

13 THE HEARING OFFICER: Mr. Span, let me repeat  
14 that, I really can't, at this proceeding, answer your  
15 questions. It is not that there aren't people that you can  
16 contact who know that answer and would be interested in  
17 giving you the answer.

18 What was advertised in the public notice was  
19 from 7 o'clock to 8 o'clock this evening those people  
20 would be available and there are some of them still here.

21 This from 8 o'clock on was simply for the  
22 purpose of allowing people to say what they think about  
23 airport noise or whatever there was in the study.

24 MR. SPAN: Can I make a comment?

25 THE HEARING OFFICER: Please do.

1 MR. SPAN: The comment I want is restrictions  
2 of land use by privately owned land should be dealt with so  
3 that it doesn't harm those landowners who have the freedom  
4 of their land at this time.

5 I just want it to be expressed that it is our  
6 concern that this should be dealt with so it doesn't  
7 restrict lands west or east of the airport or any side of  
8 the airport and take away some of their value, but if it's  
9 City owned land and they don't mind or someone contributes  
10 by just volunteering to cut back use of their land, that is  
11 another thing, but if someone owns the land and they paid  
12 value for it, for its present use, that should be looked at  
13 as something when you make your study.

14 Thank you.

15 THE HEARING OFFICER: Thank you very much, Mr.  
16 Span.

17 Is there any other person present who wishes  
18 to or intends to make some comment at this public hearing?

19 What I am going to do out of courtesy is wait  
20 five more minutes before I conclude the hearing in the  
21 event that some citizen might appear thinking that the  
22 hearing was going to go on for a little while and they  
23 could be a few minutes tardy.

24 It is my intention at the end of that period  
25 of time, if there are no people who have arrived who wish