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## NEWS CLIPPINGS AND ARTICLES

# Realtor group backs airport noise warning signs

Alerts would target prospective home buyers

BY CHRIS RASMUSSEN  
SAC TRIBUNE

6/27 5-19-04

Signs warning of airport noise would be a useful tool to help inform prospective home buyers, according to the Scottsdale Association of Realtors.

The signage is one possible action that may be recommended for use as part of a federally-funded noise study. "We welcome any additional support that will help the buying public as far as knowing about the noise," said Tom Mason, president. Some city leaders have touted the idea as a way to ensure home buyers know of the noise even if their real estate agent doesn't inform them of their proximity to Scottsdale Airport.

"I'm not sure we can trust the real estate people to tell people that there is an airport nearby," Councilman Robert Littlefield said. "If we put up signs, there would be no question about it."

Real estate agents are required, Mason said, to provide home buyers with property disclosure forms. State law only mandates the state real estate department to have and make available to the public on request a map showing the noise

contours in the vicinity of a public airport.

"The important thing is that Realtors are honest people and point things out," said Bob Tomlin of north Scottsdale. "Since you don't know if they are, signs around the area warning people who were house hunting would be a wise precaution."

Others say it's up to the home buyer to learn about the surrounding area and

The study will examine current noise levels and recommend ways to lessen the impact on neighbors.

The study, which will include the use of noise monitoring equipment, is expected to be completed by year's end. Once completed, the study will be presented to the City Council for consideration and adoption.

It will then be forwarded to the Federal Aviation

Administration for final approval.

"The city has homes that are in the jetway path and that being the case there is going to be noise," Kidder said. "A sign informing people there will be noise isn't necessary if people do the research they need to do before they buy a home."

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JIM HARRIS - FYI

FAXED 5-25-04

TUESDAY • MAY 25, 2004 / scottsdale.azcentral.com

SECTION 5

# Buyer beware: Jets fly here

## Signs considered for airport-area homes

By Thomas Ropp  
Scottsdale Republic

**SCOTTSDALE** — Signs warning of aircraft noise could land in neighborhoods around Scottsdale Airport as early as next fall.

The signs would target prospective buyers of new or resale homes to make sure they know there is an airport nearby and should expect low-flying aircraft and accompanying noise.

The idea is primarily sup-

ported by city officials who say they're sick and tired of people who buy homes near the airport and then complain about living next to an airport.

"It's needed in Scottsdale," said Bill Mack, a member of the airport's advisory commission.

"Unless we take a stand and do something, we're going to be talking about this noise issue forever."

Scottsdale Councilman Wayne Ecton, a member of the City Council's aviation subcommittee, said there's definitely a need for these signs in areas that are being developed.

"So, when people look at that property, they'll have some-

thing looking them in the face, reminding them where the airport is," Ecton said.

Scottsdale Councilman Bob Littlefield, a flight instructor and member of the aviation subcommittee, said he believes the signs are a good idea.

"From the city's point of view, we don't want people

See SIGNS Page 2

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# SIGNS Warnings for airport-area buyers

From Page 1

coming back to us and saying they didn't know there was an airport and we should have told them," Littlefield said. He goes a step further and blames local real estate agents for not doing a better job of disclosing to potential buyers the real downside of living next to an airport.

"Clearly, there are some (agents) out there who are not doing their job," Littlefield said. Ecton agreed: "They're so eager to sell property and move it that anything they're not required to disclose, they won't."

## Realtors defend notices

Tom Mason, president of the Scottsdale Association of Realtors, said most agents do inform the buying public of the existence of airports through a "Buyer's Advisory" pamphlet, which goes into detail about Scottsdale Airport. It includes a map on how far

the property is from the airport.

Mason said the seller's property disclosure form, which the seller and buyer must sign, also provides notice. Airport noise is one of the topics.

While his association supports the signs as another tool to make the public aware of airport noise levels, Mason said he believes the main problem lies with the homeowner.

"Seems like people nowadays don't take any personal responsibility," Mason said. "If they don't want to look on their own, I don't know how much more we can do."

The City Council's approval of the DC Ranch extension last summer sparked the signage idea. The controversial project will place upper-end homes directly under the final approach of Scottsdale Airport, within two miles northeast of the end of the runway.

## New crop of complaints

Critics said Scottsdale cre-

ated a whole new generation of potential airport complain-ers by allowing homes to be built that close to the runway. Eneas Kane, vice president and general counsel of DMB Associates, builders of DC Ranch, said his company views the sign program as "an additional layer" to help buyers make good decisions.

But he feels a program that DC Ranch already has in place will be more effective. As part of an agreement with the city, prospective buyers of the DC Ranch extension will be given information at the DC Ranch Visitor Center explaining the potential for aircraft noise.

When buyers sign a purchasing agreement, a written disclosure statement will also alert them to this issue. At closing, buyers will sign a second document that is a waiver of rights to sue over aircraft noise.

Kane's only concern is what the signs will look like, but hopes they'll be "tasteful."

## Home values a concern

The types of signs and where they'll be placed will have to be determined. Ecton said he opposes having the signs all over the place, preferring to post them only around new developments.

Mack said he'd like them all around the airport, along Pima, Cactus, Hayden, Scottsdale and Thunderbird roads.

Still, Mack recognizes that there could be problems with homeowner associations that oppose the signs because they might diminish resale values.

Littlefield said the sign issue will not go to the City Council until after the city's federally funded Part 150 noise study concludes in the fall.

"I'm guessing the signage program will be one of the recommendations that come out of the noise study," Littlefield said.

Reach the reporter at

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or at (602) 444-6880

5/25/09

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Published: May 28, 2004 - 11:56:24 pm EDT

## Noise complainers flooding the lines: One resident logged 36 complaints per day

By Rebecca I. Allen, Independent Newspapers

An analysis of Scottsdale Airport noise complaints from the last three months shows that although the total number airport operations decreased, noise complaints either increased or stayed about the same.

Operations include all takeoffs and landings.

Many noise complaints come from the same people, with some residents logging as many as 36 complaints per day. In February, 16 callers accounted for 91 percent of all complaints. In March, 21 callers represented 86 percent of all complaints and in April, 11 of 58 callers accounted for 94 percent of all local complaints. Complaints can be logged either by phone or on the airport's Web site.

Airport staff logs all noise complaints from within the "influence area." The influence area encompasses approximately 120 square miles around the airport. The boundaries of the influence area are approximately 40th street to the west, 112th street to the east, Jomax Road to the north and Mockingbird Lane to the south. Calls outside of the area are considered regional complaints.

In February the airport had 17,034 operations and 1,392 noise complaints.

There were 17,479 operations in March and 1,616 complaints.

April saw 16,436 operations and 1,610 noise complaints.

The airport staff plots noise complaints on a square-mile grid of the influence area, considered "local" complaints. Complaints from outside the grid are considered "regional."

In March the grid area with the most calls, 283, is the neighborhood bordered by Thunderbird and Cactus roads and Hayden and Pima roads. The area with the second-most calls, 138, is bordered by Thunderbird and Greenway roads and 112th and 120th streets.

Seven percent of the March complaints came from Phoenix residents, 63 percent from Scottsdale, 29 percent from Carefree and one percent in Cave Creek. There were 645 calls from beyond the grid.

April's numbers show a different pattern. The grid with the most calls in April, 286, was primarily in Phoenix, from Shea to Cactus, between 56th and 64th streets. That grid had 263 more calls in April than in March. One resident from that neighborhood logged 1,128 complaints, an average of 36 complaints per day.

Eleven of 58 callers accounted for 94 percent of 1,157 local complaints. Phoenix callers accounted for 36 complaints and 64 percent came from Scottsdale. In April



there were 14 residents who complained for the first time since the airport started tracking noise complaints in 1999.

Visit [www.scottsdaleaz.gov/Airport/Noise.asp](http://www.scottsdaleaz.gov/Airport/Noise.asp) to find out more about airport noise.

Staff writer Rebecca Allen can be reached at [rallen@newszap.com](mailto:rallen@newszap.com) or (480) 483-0977. Post your comments on this issue at [www.newsblog.info/0202/](http://www.newsblog.info/0202/)

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**Signs for dummies**

Jun. 1, 2004 12:00 AM

Scottsdale is considering posting signs on properties for sale in north Scottsdale, warning potential buyers that they are near the airport and subject to noise from planes.

Seems to me anybody with money enough to buy a property in north Scottsdale ought to be able to figure that out on his own.

But, in today's world of trying to protect people from themselves, it's probably a simple way to prevent future complaints. To make sure these people actually read the warning, all real-estate contracts ought to include language that says they "did read the sign and do understand it."

The warning signs should probably have a map similar to what can be found on shopping mall directories with a big round dot denoting "you are here."

To think, you thought all the dummies were in south Scottsdale.

**Gary Boyd**  
Scottsdale

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# Airport warning signs urged in N. Scottsdale

Thomas Ropp  
The Arizona Republic  
Jun. 3, 2004 12:00 AM

advertisement

SCOTTSDALE - For those who can't figure out where those 30-ton corporate jets are headed, Scottsdale may soon post signs.

Later this year, airport signs may be seen along major streets and neighborhoods around Scottsdale Airport warning of aircraft noise and low-flying aircraft.

The intent is to help potential buyers of new or resale homes understand there is an airport nearby and they should expect some noise and the presence of aircraft. Over the past few years there has been an increase in aircraft-noise complaints by nearby residents.

A resident of Ironwood Village in north Scottsdale even led a campaign to close the airport. He claimed he didn't know there was an airport when he purchased his home.

Scottsdale Airport has been around since World War II.

"Something has to be done," said Bill Mack, who proposed the sign idea a year ago after Scottsdale gave the go-ahead for DC Ranch to build homes just a mile from the north end of the runway.

Mack, a member of the airport's advisory commission, said the signs would be posted along roads around the airport just like regular traffic warning signs.

"I travel around a lot and see these all over the United States," Mack said. "They are needed in Scottsdale."

Councilman Wayne Ecton, a member of the city's aviation subcommittee, said he has "mixed emotions" about the signage program.

"I'm not in favor of putting signs up all over the city," Ecton said.

He does support airport warning signs in areas under development like the DC Ranch extension.

Councilman Bob Littlefield, a pilot and a member of the aviation subcommittee, admits it's "sort of a crass idea," but believes it is necessary. He has been particularly critical of real estate agents for not doing a better job of disclosure.

Tom Mason, president of the Scottsdale Association of Realtors, said most real estate agents do a fine job of providing buyers with all the facts. He blames homeowners for not taking more responsibility in checking out their neighborhood before purchasing a home.

Susan Sweetow of the Southwestern School of Real Estate, said the

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school has held classes the past couple of years just on airport issues. Sweetow said many of the speakers are from Scottsdale Airport.

Mason, Sweetow and Eneas Kane, vice president and general counsel of DMB Associates, builders of DC Ranch, support the signage program, which could be implemented in the fall following the city's federally funded Part 150 noise study.

Reach the reporter at [thomas.ropp@arizonarepublic.com](mailto:thomas.ropp@arizonarepublic.com) or (602) 444-6880.

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### **Airport rules needed**

If excessive noise emanating from jet aircraft operations at Scottsdale Airport is as prevalent as the frequency and number of complaints implies, why is it necessary to erect signs advising there is an airport nearby?

The excessive noise is caused by a few aircraft and these could be quieted by bringing their exhaust systems up to FAR 36 standards.

It would be more meaningful if the impotent Airport Commission and airport management developed and enacted a set of rules that would limit the operations of non-compliant aircraft or face financial penalties.

Why should the residents of Scottsdale be further financially penalized catering to the negligence of these freeloaders and their environmental abuse?

— Keith Grayson  
Scottsdale

SDL Republic  
Mon. June 7, 2004

# When noise is issue, wildlife live high life

**+ If you want to get the oldest, noisiest jets out of Scottsdale, it seems that the only way to do it is to import some wildlife with sensitive hearing and declare this place a national park.**

**I** now know how to solve some of the noise problems around Scottsdale's much-maligned airport.

In a word: moose. We need to get us some, and a few elk, and maybe throw in a grizzly or two for good measure.

If you want to get the oldest, noisiest jets out of Scottsdale, it seems that the only way to do it is to import some wildlife with sensitive hearing and declare this place a national park.

I am not making this up. Last month, Jackson Hole Airport became only the second public airport in the United States to ban older, noisier jets: the dreaded Stage 2 aircraft.

Generally speaking, the FAA frowns on such notions of discrimination and already has tried to put the kibosh on the one airport that's tried it, Florida's Naples Municipal Airport. It is still tied up in the federal courts over whether it can hang the no vacancy sign when old clunkers approach.

Now, in steps tiny, trendy Jackson Hole, in Wyoming.

It, like many airports, has long wanted



**LAURIE ROBERTS**

The Republican senator figured out a way to fly around the FAA, so to speak. He got his hands on last year's sweeping FAA reauthorization bill and added a sweet little clause allowing any airport that's located in a national park to ban Stage 2 jets.

Of course, there is only one airport in the 48 continental states that sits squarely inside a national park, and I'm thinking you've already guessed that it's Jackson Hole, in Grand Teton National Park.

As it turns out, the airport's lease with the Department of the Interior requires a certain amount of peace and quiet.

Translation: It's OK to foist the old

noisy jets on regular folks, but let it inter-

fer with the mating habits of the moose, and voila! Congress steps in.

And so on June 28, Jackson Hole instituted a congressionally approved ban on Stage 2 aircraft.

The move hasn't been lost on Phil Vickers, who sits on Scottsdale's Airport Advisory Commission.

"It means that if the noise of Stage 2 aircraft affects animals and wildlife and the environment, you can ban Stage 2," he says. "But if it affects the lives of people in ordinary America, you can't do it."

That's about the size of it, and it galls Vickers. He's long wanted to wave goodbye to the old noisy jets in Scottsdale, which he says you can hear from more than 20 miles away. Plenty of people agree with him. Unfortunately, none of those people work for the FAA, which seems to be the only voice that counts — that is, unless Naples prevails in its legal battle.

"The law is very clear," Donn Walker, an FAA spokesman told me. "Except for that one airport (Jackson Hole), you cannot ban Stage 2 aircraft."

While Vickers says a ban on Stage 2s would make a "huge" difference in noise

levels, Airport Director Scott Gray says the older jets are not necessarily Scottsdale's biggest noise problem. Of the 100 jets based at Scottsdale Airport, only seven are Stage 2s, he said. The rest are the newer, quieter Stage 3s.

Most noise complaints, he says, are lodged against helicopters and small planes. Still, Gray says, he, too, would like to bid adieu to the Stage 2s.

"Unfortunately," he says, "we don't have the ability, unless we designate Scottsdale Airport as a national park, to get that same exemption as at Jackson Hole."

Which, of course, is precisely the point. If Stage 2 aircraft are worrisome to wildlife, surely they aren't so pleasing to people either.

"It's just a real simple thing," Vickers says. "I mean, who takes priority in this country, the people or the moose?"

Do you really need to ask?

Reach Roberts at laurie.roberts@arizonarepublic.com or at (602) 444-6873.

Dave Fritz

At Republic 7/29/64

# Airport noise hearing moves to new site over ID issue

By Thomas Ropp  
Scottsdale Republic

**SCOTTSDALE** — Despite a difficult takeoff, a public meeting on aircraft noise will be held next week at Scottsdale Airport.

The meeting is the third of four in connection with Scottsdale Municipal Airport's federally funded Part 150 study, which examines noise con-

ditions, flight paths and the possibility of establishing new noise regulations.

But unlike the first two, this meeting got off to a shaky start. It was originally scheduled to be held at Ina Levine Jewish Community Campus, but Scottsdale sent out a news release this week that said those attending would be required to show a photo ID.

Residents said they found

the idea of having to show an ID for a city-sponsored function offensive.

Gary Mascaro, Scottsdale Airport assistant aviation director, responded that the ID requirement was a policy of the Ina Levine Jewish Community Campus and not the city.

Scottsdale Airport Advisory Commissioner Phil Vickers intervened, saying that it was not in the best interest for Scotts-

dale to hold the meeting "at any facility that requires attendees to show identification in order to participate or simply attend a public meeting."

Scottsdale Airport Director Scott Gray agreed to Vickers' request to change the venue to the Scottsdale Airport Terminal Building, 15000 N. Airport Drive, from 6:30 to 8:30 p.m. Thursday.

"We wanted to make sure ev-

eryone felt comfortable in coming," Gray said.

Airport officials had planned to hold the meeting at Horizon High School, where no ID was required, but the switch was made to the Ina Levine Jewish Community Campus because the school hadn't opened yet.

Scottsdale Airport has been the target of complaints by residents who feel air traffic and aircraft noise has increased.

Wednesday  
June 30, 2004

# Airport? What airport?

## City may add signs to inform homebuyers about airport

By Rebecca I. Allen  
Independent Newspapers

The jets, helicopters, Cessna aircraft and even the occasional military jets flying in and out of the Scottsdale Airport may not be enough to alert potential homebuyers there is an airport in the vicinity.

So, the City of Scottsdale may decide to beef up its airport sign campaign.

Noise complaints continue to grow and some new residents have complained they did not know about the airport. The one-runway airport has been located south of Frank Lloyd Wright Boulevard between Scottsdale Road and 88th Street since World War II. Real estate agents are required

### What Do You Think?

Are more signs needed to alert potential homebuyers about the airport? E-mail [rallen@newszap.com](mailto:rallen@newszap.com)

by law to disclose the location of the airport, but not all do.

"You can't believe the amount of people we talk to that moved into the homes and did not know about the airport," said Jennifer Lewis, an aviation planner who oversees the airport's noise complaints and outreach programs.

Currently, there are blue and white signs with the universal symbol for airport located within a five-mile radius of the air-

See Signs — Page 8

8

NORTHEAST PHOENIX INDEPENDENT

## Signs

Continued From Page 1

port. Several older green and white signs with the words "Scottsdale Airport" are scattered around the city as far south as Chaparral Road and in Phoenix.

"The whole intent is to inform people that they are in the proximity of the airport and if they need to get there - go this way," said Ms. Lewis.

At least one member of the city's Aviation Advisory Committee and members of the airport's technical advisory team are questioning whether more signage is needed to inform potential homebuyers, as a way to pre-empt the noise complaints.

"It could minimize the problem in future," said Vice Mayor Bob Littlefield, a pilot who also serves on the Council's aviation subcommittee. "We put signs up, then if they show up to buy house, even if real estate agent is less than forthcoming,

they know there is an airport nearby."

Ms. Lewis visits real estate schools to talk to agents about the airport. "They can't assume what's going to be bothersome to a homebuyer, so we give them guidance on things they should share about the airport to the homebuyer," said Ms. Lewis. "Ninety percent of percent of the info I share with them, they say 'I didn't know,' they really appreciate it."

Vice Mayor Littlefield said he has heard from many new residents that did not know about the airport.

"It's certainly clear that there are some real estate agents that have been less than diligent in reporting the airport nearby," said Mr. Littlefield.

Ms. Lewis said some agents will only share the airport information with the bare minimum required by law. Some give out the city's airport Web site or Ms. Lewis' phone number to the homebuyers.

"By the time they call me

they've already fallen in love with the house," Ms. Lewis said. "We're hoping they pass a couple of the signs along the way and realize the airport is there before they fall in love with a home."

Homebuilders in DC Ranch are building more than 700 new residences in the Desert Parks subdivision a mile from the end of the end of the runway. That is one mile closer than Ironwood Village, where many airport detractors live, and lots of noise complaints are generated.

The Airport Advisory Commission opposed the Desert Parks development and Vice Mayor Littlefield voted against it last year. He did not believe another subdivision so close to the airport was in the city's best interest.

"We just created a whole new can of worms there," said Vice Mayor Littlefield.

Airport officials embarked on a phased-in signage plan two years ago. They have installed new blue and white signs around the city.

They are currently in phase three, locating places to install signs north of Frank Lloyd Wright Boulevard. Phase four will involve adding mileage to each existing signs.

The airport began a 14-month federally funded Part 150 noise study October. If the consultants who are conducting that study recommend signs to inform of airport noise, the City Council will ultimately decide, perhaps this fall, what the signs say and how big they are.

Some homeowners worry that more signs will decrease their property values or even exacerbate the noise complaints.

"It's going to be fairly controversial," said Vice Mayor Littlefield. "Maybe it's more of an 'I told you so' thing, but we'll think about it," said Mr. Littlefield.

Visit [www.scottsdaleaz.gov/airport/](http://www.scottsdaleaz.gov/airport/) for more information.

Staff writer Rebecca Allen can be reached at [rallen@newszap.com](mailto:rallen@newszap.com) or (480) 483-0977.

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SOL TRIBUNE

FRIDAY, AUG 6, 2004

# Pilots sound off on airport noise

## Residents air concerns in workshop debate

By CHRIS RASMUSSEN  
TRIBUNE

Pilots and residents got the chance Thursday night to air their views on noise problems at Scottsdale Airport.

About 70 people turned out to debate issues surrounding the city's airport during a workshop that is part of a study on how the city should address noise concerns.

"It really irritates me when people talk about closing the airport because of noise," said John Klimut, a private pilot

based out of Scottsdale. "As pilots, we do as much as we can to not tick people off."

Complaints of loud, low-flying aircraft in and out of Scottsdale Airport increased in February when the Federal Aviation Administration implemented its Northwest 2000 flight plan.

The plan, which redirected air traffic from Phoenix Sky Harbor International Airport, also shifted flights from Scottsdale Airport over different residential areas.

"A lot of the people who complain have nothing else to

do," private pilot Terry Nordstrom said. "We try to be good neighbors, but when there's a safety issue sometimes you can't follow noise abatement (procedures)."

While pilots insist they do their best to fly quietly, some residents aren't buying it.

"The problem is just getting worse and worse," said Tom Davidson, who lives two miles north of the airport runway. "They are flying too low and it causes my entire house to rumble."

Scottsdale hired Coffman Associates Airport

Consultants of Phoenix last summer to conduct the noise study. The federally funded study will examine current noise levels and recommend ways to lessen the impact on neighbors.

A possible sanction resulting from the study is restricting the type of aircraft that can use the airport. Others are forcing aircraft to fly at higher altitudes when going over residential areas and a mandatory curfew late at night and early morning.

The study, which will include the use of noise monitoring equipment and radar tracking, is expected to be completed by the end of the year, said Jim Harris, project manager for Coffman Associates.

The study will be presented to the City Council for consideration and adoption. With the council's OK, it would be forwarded to the FAA for final approval. "We are hoping to have it done and something we can take to the City Council by the end of the year," Harris said.

Residents unable to attend Thursday's workshop can give feedback by going to [www.coffmanassociates.com](http://www.coffmanassociates.com).

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## One-on-one info given at airport noise meeting

**Thomas Ropp**  
The Arizona Republic  
Aug. 7, 2004 12:00 AM

SCOTTSDALE - Jim Howard is looking for answers.

That's what led him and 56 others to a meeting on aircraft noise at Scottsdale Airport.

Howard and his family live a few miles southeast of the airport, near 94th Street and Thunderbird Road. He said for most of his 16 years in this neighborhood the skies were quiet.

"But three or four years ago something changed and I want to know what," he said. "Sometimes the noise is so bad I can't even play catch with my son in the yard."

Howard, past president of the Encantada Homeowner's Association, said he and his neighbors are frustrated with the city and the media.

"The media makes it sound like just a few people are doing all the complaining about aircraft noise," Howard said. "That's simply not true."

The meeting Thursday night was the third of four in connection with Scottsdale Municipal Airport's federally funded Part 150 study, which examines noise contours, flight paths and the possibility of establishing new noise regulations. Scottsdale Airport Director Scott Gray said the public's input will have a major impact on future changes.

On Thursday, the public had an opportunity for one-on-one discussions with Gray, Scottsdale City Council members, airport advisory commissioners and even an air-traffic controller. Consultants from Coffman Associates, the firm hired to conduct the study for Scottsdale, brought along more than three dozen local aviation impact charts, which they explained on an individual basis.

Coffman consultant Molly Moran Waller said she had talked with as many pilots and other airport supporters as she had with residents complaining about noise.

"The dynamics of all this are pretty interesting," Waller said. "There are people concerned about overflights and people concerned about the people concerned about overflights."

Last summer, Scottsdale received \$286,000 from the Federal Aviation Administration and the state to conduct the study, which should be completed by the end of the year. Recommendations that come out of the study to mitigate aircraft noise would need to be adopted by the Scottsdale City Council and approved by the FAA.

Reach the reporter at [thomas.ropp@arizonarepublic.com](mailto:thomas.ropp@arizonarepublic.com) or (602) 444-6880.

## Same concerns at airport workshop

*By Margaret Sharp, Independent Newspapers*

When jets rattle your windows and you can't talk on the phone beside your pool on a Sunday morning, it might be difficult to sell your home.

Real estate values were an issue with a lot of people attending the third of four workshops on the city of Scottsdale's Part 150 Noise Compatibility Study.

The study, conducted by Coffman Associates Inc., looks at Scottsdale Airport traffic patterns and how noise issues can be addressed.

Last year there were 194,000 operations at the airport, a figure that includes all landings, departures and touch and goes during pilot training.

"In the past two to three years it's got really bad. But what can we do? It makes us angry and frustrated," said Brenda Rodden, who has lived in the 51st Street and Thunderbird area for 12 years.

Her husband Darryl said jets rattle their windows and they have to go inside to talk on the phone.

Monique Luiz, who has lived at 50th Street and Cactus Road for 14 years, said she built an addition to her home, "and now I'm concerned if I go to sell my house, will it (the noise) be an issue?"

About 50 people, including a number of pilots, attended the Aug. 5 workshop. They came from further afield than at previous workshops.

"There did seem to be a different crowd, new faces," said Councilman Bob Littlefield. Mr. Littlefield helped explain aspects of the study to those that gathered.

"The consultants are doing the right thing, giving people the chance to have as much input as possible," he said. "I think some were hoping the Part 150 study would lead to a Part 161 and more stringent restrictions, but it's not going to happen."

Mr. Littlefield said the workshops are a good opportunity to ask questions.

"I think the consultants can look at the new faces and see more people becoming educated about these complex issues," he said.

Jennifer Lewis, aviation planner with the city, said when Sky Harbor changed flight patterns, it dominated the area.

"Pilots coming into Scottsdale had to change their flight area to avoid them (Sky Harbor jets)," she said.

The city doesn't have a flight tracking system, she said.

"It was under consideration in November by a council sub-committee on aviation and airport officials, but it was voted not to pursue it," she noted.



Steve Williams, who has lived in Scottsdale Ranch for six years, said during the last 12-18 months the noise has got noticeably worse from low-flying planes.

"I can set my clock at 6 a.m. by the planes passing over my house," he said. Referring to a chart on the number of complaints per person, he said he's worried the consultants are saying there aren't more complaints in total, only the same people becoming more vocal.

Jim Harris, principal with Coffman Associates, wrote down the main complaints and remarks at the last meeting.

They were: concern over the use of older, noisier jets; concern over aircraft fly too low on approach and departure; recommendation to raise the glide slope of four degrees; schedule passing flights; complaints about helicopter noise; complaints about night time arrivals.

He said his firm has a tech team exploring the viability of pilots looping further north or coming in further from the east-passing over vacant land-but pointed out this land is scheduled for development soon.

The Coffman study proposes airport warning signs in neighborhoods where noise is an issue, giving full disclosure to potential buyers.

Residents in impacted neighborhoods are afraid of the negative impact on values from signs.

Ted Baldwin, an aviation consultant from Massachusetts, was hired by Coffman for his specific expertise in noise and vibration control.

He explained to workshop attendees how the FAA measures noise levels and duration in a small area (called the DNL contour) around the airport, not the wider area studied by Coffman. Traffic restrictions sought by residents are not possible, he said.

"We and the city know the noise doesn't end at DNL and we applaud the city for looking at the larger area," Mr. Baldwin said.

Itinerant and IFR pilots from outside the local area are a source of complaint, he said. Unfamiliar with Scottsdale, they fly over homes when a simple adjustment would minimize noise impact.

"The airport staff is very pro-active with pilots, there's a lot to do with educating and communication with pilots, getting the word out to itinerant pilots," he said.

Local pilots pointed out, as they have at previous meetings, that the airport has been there since 1961 and people should have expected noise when they bought their homes.

The airport is aware of complaints about helicopter noise, said Gary Mascaro, assistant aviation director. Traffic and news helicopters are based at Westcor Aviation in the airpark.

Universal Helicopters operates a flight school in the airport. All have a voluntary signed agreement with the FAA regarding traffic paths.

"They fly along roadways to certain points. Then they go about their business," he said.

## LETTERS TO THE EDITOR

# Littlefield decides before facts in

Scottsdale City Councilman Bob Littlefield was recently quoted about the airport noise study that is being conducted. He said, "I think some were hoping the Part 150 study



**Bob Littlefield**

would lead to a Part 161 and more stringent restrictions, but it's not going to happen."

I would expect one of our elected officials who is monitoring a Federal Aviation Administration-funded study to gather information and make recommendations to keep an open mind and work to do the best for the city.

Drawing a conclusion before the study is finished shines yet another light on Littlefield's previous behavior of ignoring facts and input from those who disagree with him and drawing a line in the sand with his "enemies" (Littlefield's view of anyone who doesn't think he's right).

Fortunately, Littlefield has done this so many times and has stood on the wrong side of so many issues that it should come back to haunt him if and when he runs for re-election.

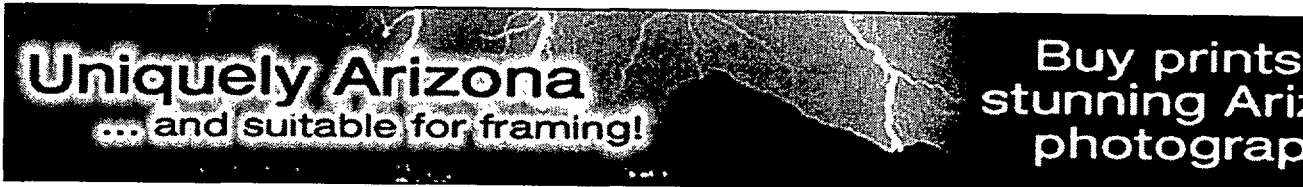
— Joe Taglia  
Scottsdale

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October 28, 2004

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## Misunderstanding over airport signs

*2 different projects cause confusion*

**Thomas Ropp**  
 The Arizona Republic  
 Oct. 22, 2004 12:00 AM

SCOTTSDALE - A misunderstanding over airport signs prompted an airport commissioner to fly off at the city's transportation engineering director at the Scottsdale Airport Advisory Commission meeting.

The incident occurred Wednesday night after a report by Transportation Engineering Director Paul Porell on new directional signs that have been posted around the city to help users find Scottsdale Municipal Airport.

"These are not the kinds of signs this commission wanted," Commissioner Bill Mack told Porell. "We know where the airport is."

Mack thought the city was working on signs that would warn potential home buyers in north Scottsdale that they were moving in next to an airport and should expect aircraft noise and low-flying aircraft. Mack proposed the idea some time ago as a means to mitigate an increase in aircraft-noise complaints by residents who live near the airport.

Airport Director Scott Gray explained that the directional signs were a totally different project from the warning signs, which may or may not ever be posted, depending on recommendations that come out of a federally funded noise study.

The directional signs are 30-inch squares with an airplane on a blue background and the mileage from the airport. There are "dozens of them," according to Porell, posted on Scottsdale and Pima roads between Pinnacle Peak and Indian Bend roads.

Porell said there have been complaints from some north Scottsdale residents who feel the

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signs detract from the scenic desert corridor.

On all the directional signs, the nose of the airplane points up. Airport Advisory Commission Vice Chairman Leonard Tinnan felt the nose should point left or right when appropriate to indicate a turn is necessary. Porell said that would be confusing, but said he'd look into the possibility of adding arrows.

Porell said he did not know how much the signs cost the city but felt it was minimal because they were made in-house.

Mack apologized to Porell after learning about the two different sign projects.

Reach the reporter at [thomas.ropp@scottsdalepublic.com](mailto:thomas.ropp@scottsdalepublic.com) or at (602) 444-6880.

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Say what? Can't hear you  
Arizona Republic, The (Phoenix, AZ)  
October 20, 2004

**Estimated printed pages: 1**

What a joy to be able to open the windows again, to hear the non-stop sound of jets coming and going from Phoenix Sky Harbor International Airport and Scottsdale Municipal Airport. Do I live in beautiful Carefree, or do I live near Los Angeles International? It's hard to tell the difference.

Thank you, Sky Harbor and Scottsdale airports. It sure would be quiet without you -- and I would love it.

-- Mary Gosule

Carefree

Edition: Final Chaser

Section: Scottsdale Republic North

Page: 12

Column: LETTERS TO THE EDITOR

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# Shut down everything

Oct. 25, 2004 12:00 AM

I agree with Mary Gosule ("Say what? Can't hear you," Letters, Wednesday) that for the sake of peace and quiet we should close Sky Harbor International and Scottsdale airports.

I also hear a lot of noise from Hayden Road and Loop 101. We ought to close those while we're at it. And the other morning I heard noise from the Saguaro High School band while it practiced outdoors. We'd better shut that down as well. I'm also not too far from Scottsdale Healthcare Osborn, and I hear an almost constant stream of ambulances and helicopters headed that way. We'd better shut that down, too.

And how about those crickets at night? - **Hunter Christie**  
**Scottsdale**

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## Airport noise abatement is featured at workshop

**Thomas Ropp**  
The Arizona Republic  
Oct. 26, 2004 12:00 AM

SCOTTSDALE - Mitigating aircraft noise will be discussed at workshop today at Horizon High School.

For the past year, Scottsdale Municipal Airport has invited nearby residents to participate in a series of public workshops on how to better control aircraft noise.

This workshop is the fourth and will explore noise-sensitive areas around the airport as well as examine management programs, Airport Director Scott Gray said.

The airport's noise abatement area southeast of the facility was established nearly 20 years ago.

Last year Scottsdale received a \$286,000 grant from the Federal Aviation Administration to conduct the noise compatibility study. Coffman Associates - with public input - has studied a range of noise abatement and land-use planning alternatives to reduce the impact of aircraft noise near the airport.

The interactive study should be completed in a few months. Recommendations that come out of the study would need to be adopted by the Scottsdale City Council and approved by the FAA.

The workshop will be from 6 to 8 p.m. at the Horizon High School cafeteria, 5601 E. Greenway Road, Phoenix.

Reach the reporter at [thomas.ropp@scottsdalerepublic.com](mailto:thomas.ropp@scottsdalerepublic.com) or (602) 444-6880.

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## Last of public workshops on aircraft noise scheduled

**Thomas Ropp**  
The Arizona Republic  
Jan. 26, 2005 12:00 AM

SCOTTSDALE - The city's last public hearing on aircraft noise will be Thursday at the Best Western Scottsdale Airpark Suites.

The hearing is from 6 to 8 p.m. at 7515 E. Butherus Drive, across from Scottsdale Municipal Airport's main terminal.

Since October 2003, residents living near Scottsdale Airport have been encouraged to participate in a federally funded Noise Compatibility Study aimed at improving relations between the airport and neighbors by reducing and managing aircraft noise.

The workshops have been held every few months and conducted by airport consultants Coffman Associates Inc.

Residents have expressed concerns in person and through a Web site, [www.coffmanassociates.com](http://www.coffmanassociates.com).

In November, the consultants appeared before the Scottsdale Airport Advisory Commission with several recommendations, including:

- Discourage long final approaches and takeoffs south of the airport, which is bordered generally by Thunderbird and Hayden roads, the Greenway-Hayden Loop and Frank Lloyd Wright Boulevard.
- Construction of a \$900,000 sound barrier to lessen the impact of jets on nearby Airpark businesses.
- Keep helicopters above Loop 101, away from residential neighborhoods.
- Urge Scottsdale and Phoenix to consider zoning changes near the airport to ensure no new homes are affected by aircraft noise.
- Increase airport disclosure information for prospective buyers of homes near the airport.
- Use an Automatic Pilot Tracking System to keep better track of aircraft flight patterns near the airport.

### **\$2.7 million price tag**

The consultants estimated it would cost \$2.7 million to implement all the suggested recommendations. The Federal Aviation Administration would pay \$1.8 million of the



cost.

The preliminary recommendations can be viewed at the consultant's Web site as well as at [www.scottsdaleairport.com](http://www.scottsdaleairport.com).

The current "Part 150" noise study was paid for with a \$273,000 grant from the FAA. The study is an update of similar studies Scottsdale Airport has conducted with federal grant funds over the past 20 years.

After Thursday's workshop, recommendations will be sent to the Scottsdale City Council for approval and then on to the FAA.

Reach the reporter at [thomas.ropp@scottsdalerepublic.com](mailto:thomas.ropp@scottsdalerepublic.com) or at (602) 444-6880.

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## News Update

### Airport noise study draws clamor in Scottsdale

By Joe Kullman, Tribune

No extensive changes in Scottsdale Airport operations are proposed in a study of ways to reduce the impact of aircraft noise in that area.

But some residents who live under flight paths say drastic measures should be made to lower booming aircraft sounds. About 40 residents came to an open house Thursday to look over a summary of the study by Coffman Associates, an airport consulting company.

It spells out several ways noise impact could be lessened with some fine-tuning of airport operations, even though noise levels already are below what Federal Aviation Administration regulations define as excessive, said Jim Harris of Coffman.

Del Hunton said a slight noise reduction won't be enough to keep him from considering moving from his home about a mile from the airport.

"The jets are so loud they're waking us up at night. The sound reverberates . . . Some fly so low that I think you could throw a stone and hit them," Hunton said.

Mary Ann Lund's family has similar complaints. In the past three years, flights over their home about two miles from the airport seem to be getting more frequent and louder at night during certain times of the year, she said.

"It gets bad enough that we can't enjoy being in our back yard. . . . One time (the aircraft noise) actually rattled our windows," Lund said.

Jeff and Betty Jacobs said they've counted up to 30 flights one night over their home three miles from the airport.

"It sounds like the planes are going to land on the house," Betty Jacobs said.

The problem is severe enough that the city "should just move the airport. It's not that big of an airport," Jeff Jacobs said.

Dramatic changes are unrealistic and would be financially devastating to the airport, said City Councilman Bob Littlefield, who heads the council's aviation committee.

Tightening flight restrictions significantly more than standards set by the FAA would lead to the airport losing federal funding it needs to stay in business, he said.

City aviation director Scott Gray said airport administration already is working with the FAA and pilots to reduce noise and other impacts.



# Dillard's

The public can comment again on the issue at a meeting tentatively set for March 16.

Contact Joe Kullman by email, or phone (480) 970-2342

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## Noise plan for airport due in April

*15-month study paid for by feds*

**Thomas Ropp**  
The Arizona Republic  
Feb. 2, 2005 12:00 AM

SCOTTSDALE - Recommendations to curb aircraft noise around Scottsdale Airport are expected to go before the City Council in April.

The recommendations by Scottsdale consultants Coffman Associates Inc. follow a 15-month federally funded noise study.

Since October 2003, residents living near Scottsdale Airport have participated in the study, which is intended to reduce and manage aircraft noise.

Workshops were held every few months. The final one, Jan. 27, drew about 30 residents at the Best Western Scottsdale Airpark Suites.

Among recommendations:

- Discourage long straight-in approaches over residential areas north and south of the airport.
- Construct a \$900,000 sound barrier to lessen the impact of jets on nearby Scottsdale Airpark businesses.
- Keep helicopters above Loop 101, away from residential neighborhoods.
- Step up airport disclosure information for prospective buyers of homes.
- Have both Scottsdale and Phoenix consider zoning changes near the airport - especially north of the Central Arizona Project Canal - to ensure no new homes are affected by aircraft noise.

After the City Council considers the recommendations, they will go to the Federal Aviation Administration.

FAA approved recommendations could be implemented as soon as August, Scottsdale Airport Director Scott Gray said.

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## **Council to receive findings on plane noise**

*Study offers ways to quiet airport*

**Thomas Ropp**  
The Arizona Republic  
Feb. 4, 2005 12:00 AM

SCOTTSDALE - Reducing flight paths of planes and helicopters over residential areas is among the key recommendations to curb aircraft noise around Scottsdale Municipal Airport.

The recommendations by Scottsdale consultants Coffman Associates Inc., which follow a 15-month federally funded noise study, are expected to be considered in April by the Scottsdale City Council.

Since October 2003, residents living near Scottsdale Airport have participated in the study, which is intended to reduce and manage aircraft noise.

Workshops were held every few months. The final one, on Jan. 27, drew about 30 residents at the Best Western Scottsdale Airpark Suites.

Among recommendations:

- Discourage long, straight-in approaches over residential areas north and south of the airport.
- Construct a \$900,000 sound barrier to lessen the impact of jets on nearby Scottsdale Airpark businesses.
- Keep helicopters above Loop 101, away from residential neighborhoods.
- Step up airport disclosure information for prospective buyers of homes.
- Have both Scottsdale and Phoenix consider zoning changes near the airport - especially north of the Central Arizona Project Canal - to ensure that no new homes are affected by aircraft noise.

After the City Council considers the recommendations, they will go to the Federal Aviation Administration.

FAA-approved recommendations could be implemented as soon as August, Scottsdale Airport Director Scott Gray said.

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