



**PUBLIC INFORMATION WORKSHOP
ADVERTISEMENTS & NEWS ARTICLES**



PUBLIC MEETING

SCOTTSDALE AIRPORT NOISE COMPATABILITY STUDY

Thursday, October 30, 2003
6:00 p.m. - 8:30 p.m.

Desert Canyon Elementary &
Middle School Cafeteria
10203 E. McDowell Mountain Ranch Road
Scottsdale

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AZ. REPUBLIC 10/25/03

AZ. REPUBLIC 3/31/04

Today in Scottsdale

What's happening	Aircraft Noise Open House
What it's about	Residents near Scottsdale Municipal Airport are invited to the second in a series of four public meetings to discuss ways to reduce aircraft noise. Those unable to attend can give their feedback at www.coffmanassociates.com .
When/where	6 p.m. Grayhawk Elementary School, 6752 E. Grayhawk Drive

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 11:30 AM Registration

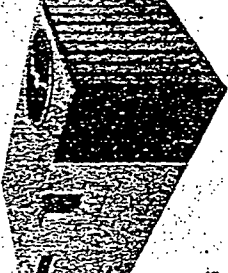
Please RSVP **OR**
 by June 31st
 11:30 AM Registration

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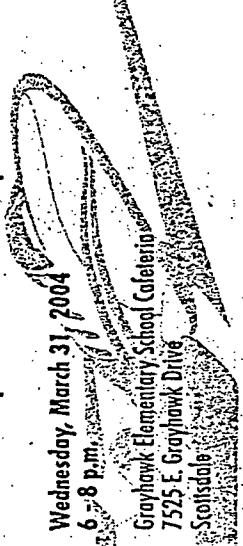
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CITY OF SCOTTSDALE
PUBLIC MEETING

SCOTTSDALE AIRPORT NOISE COMPATIBILITY STUDY
 Scottsdale Airport F.A.R. Part 150 Update



Wednesday, March 31, 2004
 6 - 8 p.m.

Grayhawk Elementary School Cafeteria
 7525 E. Grayhawk Drive
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CITY OF SCOTTSDALE

PUBLIC MEETING

SCOTTSDALE AIRPORT NOISE COMPATIBILITY STUDY

Scottsdale Airport F.A.R. Part 150 Update

Thursday, August 5, 2004
 6:30 - 8:30 p.m.

Scottsdale Airport Terminal Building
 15000 N. Airport Drive

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biologically identical ho-fessu- replacement therapy tht the a television interview thet actress Suzanne Somers her book "The Sexy Ye For Carlson sought help from of Laurence Webster, founder of Innerfusion Health Clinic is Scottsdale, who offers p and time



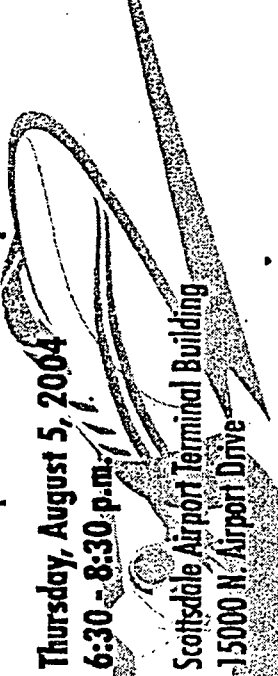
CITY OF SCOTTSDALE PUBLIC MEETING

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9.3.03

Want quiet? Don't live near airports

Burning pieces of a single-engine aircraft that crashed while landing in Carefree shot into the intersection of Cave Creek and Mule Train roads Tuesday morning.

The debris came to stop a mere 300 yards from a condominium complex under construction. If the condo units had been occupied, the residents would have had breakfast-table views of the tragedy that took two lives.

Certainly when the complex fills up, the residents will have unobstructed views of aircraft operations at the airport, SkyRanch at Carefree.

The condo dwellers will see and hear the majestic sights and sounds of airplanes taking off and landing — all day long, every day, including weekends and holidays.

They'll join the rattled ranks of those who purchase condos and houses within range of the blur and noise of planes at Phoenix Sky Harbor International Airport, Scottsdale Airport, Williams Gateway Airport and every other airstrip in the Valley.

Arv Schultz, editor and publisher of America's Flyways, a Phoenix-based magazine written for pilots, said he doesn't understand why city officials and home buyers create such conflicts. "If people insist on building on an airport or right next to an airport, why they have to realize there are going to be some noise consequences," he said.

Instead, many form anti-airport groups, such as Quiet Skies, in flighty efforts to change airport operations to suit their whims.

The last time anyone heard any noise from Quiet Skies, its members, who generally live in Carefree, Cave Creek and north Scottsdale 30 miles north of Sky Harbor, were whining about a U.S. Court of Appeals ruling in April that jet noise was ruining their lifestyles.

The airheads also have complained about aircraft from Scottsdale Airport. In January, they launched a recall of Scottsdale City Councilman Bob Littlefield, a licensed pilot, who refused to join their fantasy of trying to dictate policy to the Federal Aviation Administration. The recall effort failed.

In Tempe, entire political careers have been created (and should have been ended) by conflicts with Sky Harbor. Former City Councilman and possible future mayoral candidate Hugh Hallman used the issue to propel himself upon the public.

The attorney has argued that the ever-increasing frequency of flights at Sky Harbor intrudes upon residents who live under the flight path in north Tempe. He believes Sky Harbor should restore the relative calm residents enjoyed decades ago.

The notion is ridiculous. Sky Harbor simply has kept pace with a market that has grown to more than 3 million potential airport users.

Consider Tempe Mayor Neil Giuliano's misguided plan to tell the FAA to fly around a proposed football stadium in Sky Harbor's flight path in 2001. Careful observers will note the stadium is being built in Glendale.

Schultz said, "That noise thing — it doesn't even have to be noise, just the mere fact that an airplane flies overhead creates problems."

That's especially true for people who choose to live near airports.

CONTACT WRITER: (480) 970-2331
or pgiblin@aztrib.com

TRIBUNE - Mon 9/8/03

Homes may rise close to airport

Scottsdale council to consider plans for 331 new lots

By CHRIS RASMUSSEN
TRIBUNE

Already faced with a surge of complaints from angry residents over noisy aircraft, Scottsdale is expected to allow hundreds of more homes to be built less than a mile-and-a-half away from its airport.

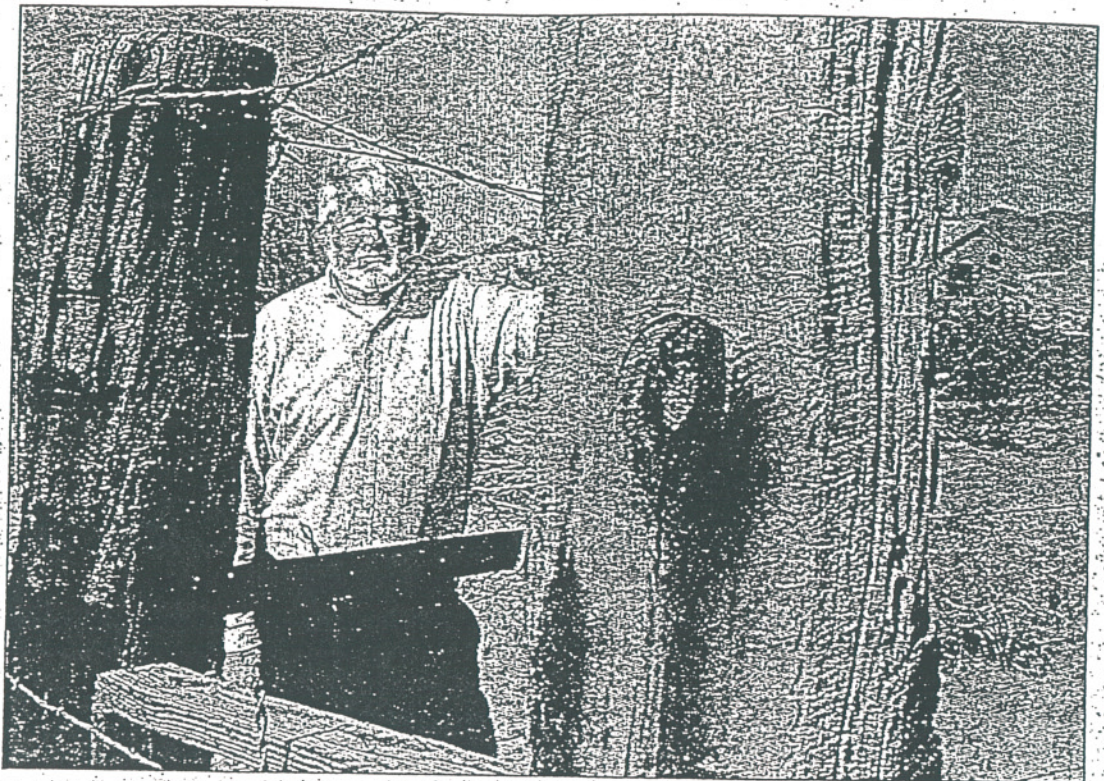
"It is a bad idea that we shouldn't be doing," City Councilman Bob Littlefield said. "We are just creating future problems for ourselves. The more people that we put under the flight path, the more people will complain."

The Scottsdale City Council will meet at 5 p.m. Tuesday at City Hall, 3939 N. Drinkwater Blvd., to consider approving 331 lots of a new DC Ranch subdivision. The council approved plans in July for 111 lots of DC Ranch Planning Unit 1.

The planning unit will eventually consist of 600 houses and condominiums covering 330 acres south of Union Hills Drive and east of Pima Road.

In the past year, airport officials have been swamped

SEE HOMES • PAGE A7



DARRYL WEBB, TRIBUNE

LOUD VOICE OF DISSENT: Scottsdale City Councilman Bob Littlefield stands in front of Ironwood Village and behind the land where a subdivision is planned. Residents of that area complain about airplane noise from Scottsdale Airport.

HOMES: 'We believe our disclosure program will make sure people are aware'

FROM PAGE A1

with noise complaints from residents of Ironwood Village, a subdivision that is farther away than DC Ranch Planning Unit 1.

However, Eneas Kane, vice president of developer DMB and Associates, said there would be three layers of notification to buyers about the airport and related noise issues.

"People in Ironwood Village had to sign waivers, too, and they are still complaining," Littlefield said.

The DC Ranch Visitors Center, Kane said, would feature a display and information regarding airport noise. In addition, buyers will also have to sign airport disclosure statements when the contract

is signed and when they close on the property.

The latter disclosure statement would be filed with the county recorder's office as a legally binding waiver.

Successive buyers, Kane said, would know about airport noise issues because the disclosure statement would be on the home's title permanently.

"We believe our disclosure program will make sure people are aware," Kane said. "The buyers we get at DC Ranch are very sophisticated and educated."

Littlefield and Councilman Wayne Ecton were the only council members to vote against the first of several phases on July 1 for Planning Unit 1. The rest of the council

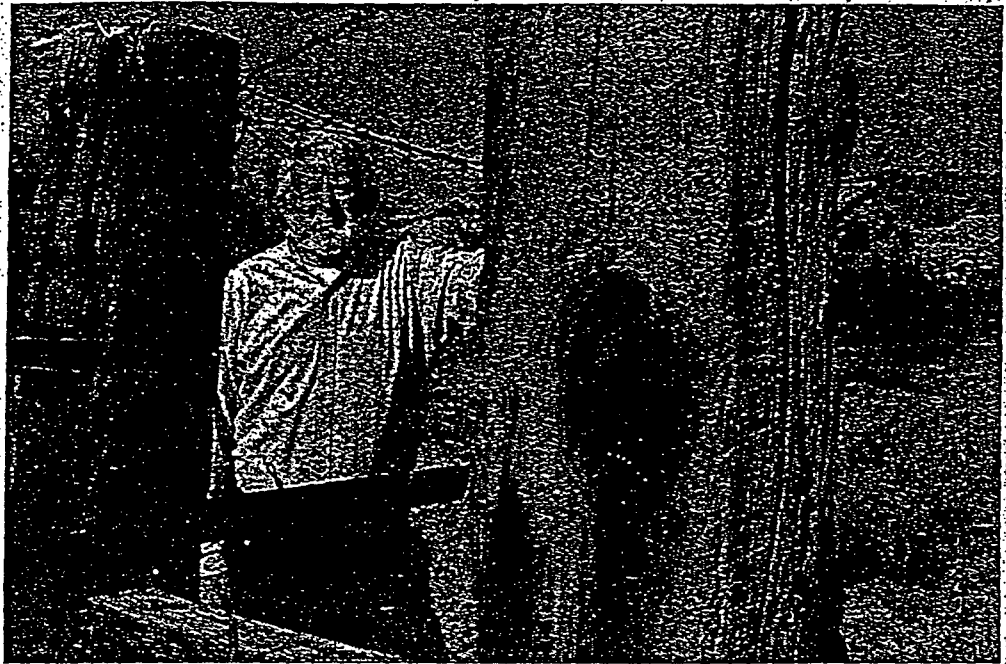
approved it, conceding since the developer met all the zoning requirements, legally they had to approve it.

"It's a lame excuse," Littlefield said. "The truth is we don't have to approve it. We are going to end up creating so much opposition to the airport that someday it may have to be closed, and that would be a hardship on our economy."

Littlefield said there wouldn't be a problem today if land just north of the airport runway hadn't been zoned for residential development.

"This is something that we should have been taken care of years ago by the city when they zoned this land," he said.

CONTACT WRITER: (480) 970-2369
or crasmusseh@aztrib.com



DARRYL WEBB/SCOTTSDALE VIEWS

Councilman Bob Littlefield stands in front of Ironwood Village and behind the area where a new subdivision, DC Ranch Planning Unit 1, is planned.

As development rises near airport, so will complaints, opponents say

By Chris Rasmussen
SCOTTSDALE VIEWS

Already faced with a surge of complaints from angry residents over noisy aircraft, Scottsdale is expected to allow hundreds of homes to be built less than a mile-and-a-half away from its airport.

The Scottsdale City Council voted Sept. 9

on the second phase of DC Ranch Planning Unit 1. Results of the council's decision were not available at press time.

"It is a bad idea that we shouldn't be doing," Councilman Bob Littlefield said. "We are just creating future problems for ourselves. The more people that we put under the flight path, the more people

Please see **COMPLAINTS**, Page 7.

COMPLAINTS: Littlefield critical of council's backing of development

From Page 1
will complain."

The council approved phase one of the project, which included 111 lots, in July. The second phase will add 331 lots. DC Ranch Planning Unit 1 will eventually consist of 600 homes and condominium units covering 330 acres south of Union Hills Drive and east of Pima Road.

During the past year, airport officials have been swamped with noise complaints from Ironwood Village residents, a subdivision that is farther away than DC Ranch Planning Unit 1.

However, Eneas Kane, vice president of developer DMB and Associates, said there would be three layers of notification to buyers about the airport and related noise issues.

"People in Ironwood Village had to sign waivers too, and they are still complaining," Littlefield said.

Aviation Director Scott Gray said prospective Ironwood Village buyers were required to sign a waiver disclosing that the Pima Freeway was about a half mile away, the airport was 2 miles away and Scottsdale's CAP water treatment plant was two miles from the subdivision.

The DC Ranch Visitors Center, Kane said, would feature a display and information regarding airport noise. In addition, buyers will also have to sign airport

disclosure statements when the contract is signed and when they close on the property. The latter disclosure statement would be filed with the county recorder's office as a legally binding waiver.

Successive buyers would know about airport noise issues because the disclosure statement would be on the home's title permanently, Kane said.

"We believe our disclosure program will make sure people are aware," Kane said. "The buyers we get at DC Ranch are very sophisticated and educated."

Councilmen Littlefield and Wayne Ecton were the only ones to vote against the first of several phases on July 1 for Planning Unit 1. The rest of the council approved it, conceding since the developer met all the zoning requirements, legally they had to approve it.

"It's a lame excuse," Littlefield said. "The truth is we don't have to approve it. We are going to end up creating so much opposition to the airport that someday it may have to be closed and that would be a hardship on our economy."

Littlefield said there wouldn't be a problem today if land just north of the airport runway hadn't been zoned for residential development.

"This is something that should have been taken care of years ago by the city when they zoned this land," he said.

DC Ranch expansion under flight path OK'd

By Thomas Ropp and Lesley Wright
Scottsdale Republic

SCOTTSDALE—DC Ranch is expanding closer to the Scottsdale Airport despite warnings from critics who predict that the city is setting itself up for more aircraft noise complaints.

The Scottsdale City Council voted 5-2 late Tuesday to approve 318 more DC Ranch homes that would be built about 1.5

miles from the end of the airport's lone runway.

In July, the council approved 111 homes for the project, which eventually will cover 330 acres and consist of 600 units, including condominiums and custom homes.

"This is insane," Councilman Bob Littlefield said prior to the vote. "Does anybody with half a brain think these people (future DC Ranch residents) won't be down here in a year bitching about the airport?"

Littlefield and Councilman Wayne Ecton, both members of the council subcommittee on aviation, voted against the DC Ranch plat approvals.

Over the past year, both councilmen have fielded hundreds of aircraft noise complaints from residents who live near the airport.

Residents of Ironwood Village, who live further from the airport than the DC

See AIRPORT Page 2

AIRPORT More noise complaints feared

From Page 1

Ranch expansion, have been especially outspoken. Nick Lungo of Ironwood Village recently threatened to join an initiative to close the airport if the city didn't do more to keep planes from flying over his house.

Besides noise, there's also a question of safety. The homes would be built directly under the airport's traffic pattern, where planes turn for their final approach. At that point, large business jets are as low as 500 feet above ground.

David Watts, Scottsdale Airport's air traffic controller, said planes could be even lower.

"Student pilots have got the power down, and before you

know it they're below 500 feet," Watts said.

When winds are calm, usually in the mornings, pilots will depart from the other end of the runway right over the new homes. Engine failures on takeoff do occur and Watts pointed out that planes are noisier on takeoff because they become airborne at full throttle.

Commission opposed

All seven members of the airport's advisory commission are opposed to the DC Ranch expansion, according to commission member Thomas Guilfoxy.

At last week's subcommittee meeting, Littlefield suggested the city look into rescinding

plat approval for the DC Ranch expansion. But that seems unlikely. Interim City Attorney Brad Woodford said that Scottsdale has a legal obligation to approve the project because applicant DMB Associates has fulfilled all the requirements.

"We're not acting irresponsibly," Councilman Ned O'Hearn said. "How would you feel if you had checked all the boxes and the city turned around and said 'No,' based on speculation about what could happen?"

Mayor supportive

Mayor Mary Manross added: "We are looking at reality. And reality says, the law says, we must approve these

plats."

Eneas Kane, vice president and general counsel of DMB Associates, said he is pleased with the council's votes. He does not believe Scottsdale would ever rescind the plat approvals.

"I don't believe the city of Scottsdale would ever throw away 20 years of planning in that manner," Kane said.

One of the conditions of final plat approval was that the builders of DC Ranch inform potential buyers about the airport. At closing, buyers would sign a document, waiving their right to sue over aircraft noise.

"It's a stupid idea to build those homes in that spot no matter how many documents they sign," Littlefield said.

AZ Republic Sept 22, 2003

Fighter jet refueling stops cause uproar in Scottsdale

By Thomas Ropp
The Arizona Republic

The ear-blasting takeoffs of military fighter jets at suburban Scottsdale Airport have residents buzzing and city officials flying off.

Six fighter jets in three formations of two and another pair of fighters have roared into the general aviation airport in recent weeks for refueling stops.

Nearby airport neighbor Nick Luongo said his wife was taking a shower when some of the fighter jets passed overhead.

"They scared the living daylights out of her," Luongo said.

Scottsdale air traffic controller David Watts said fighter jets typically approach a general aviation airport in a distinctive pattern, in which they fly together over the runway then break away.

"It could look like an air show," said Watts, who was told the jets were U.S. Marine F18s flying out of the Miramar station near San Diego.

Miramar spokesman Sgt. Richard Kulleck said the jets weren't theirs. Master Ser-

geant Alan Lewis of Luke Air Force Base said he knew nothing about them either.

John Little, Scottsdale's director of transportation, said the military jets, which are "very noisy" when they take off, are infrequent visitors.

Scottsdale Councilman Wayne Ecton said they are not infrequent enough. Last week at a City Council subcommittee meeting on aviation he suggested Scottsdale let military pilots know they are not welcome.

Scottsdale Councilman Bob Littlefield, a pilot, found the suggestion incredible.

"The airplanes were merely landing," Littlefield said.

Scottsdale air traffic controller Mary Anne Addis reminded the subcommittee that military jets have the right to land at Scottsdale Airport. She turned to Ecton and asked him if he was bothered to see U.S. military jets in the sky after the Sept. 11, 2001, attacks.

Little said he doesn't expect the jets to return anytime soon, "but we never know."

Scottsdale's one runway is 8,249 feet long and reinforced to handle jet traffic.

Scottsdale official apologizes for military-jet comment

By Thomas Ropp
The Arizona Republic

A member of the Scottsdale City Council who said military jets weren't welcome at Scottsdale Airport has issued a formal apology after an avalanche of critical e-mails and phone calls.

In a written statement, Councilman Wayne Ecton said, "I apologize to readers

who took the meaning of my poor judgment remark that I am anti-military. The military is vital, and I support all that they do and sacrifices they and their families make."

Ecton got into trouble during a meeting last week of the City Council subcommittee on aviation, which discussed the recent landings of fighter jets at the suburban airport.

The noisy jets drew com-

plaints from nearby residents who already are up in arms over the usual aircraft noise at the airport.

"I know that legally there is nothing we can do, but we can let them know they're not welcome," Ecton said last week. Readers expressed their outrage over Ecton's words. Many questioned his patriotism.

Others who live near the

airport said they were thrilled by the jets and rushed their families down to the airport to get a glimpse of them.

Rita and John Rinehimer of Paradise Valley were particularly critical of Ecton. Their son, Kurt, a 1991 graduate of Chaparral High School, landed one of the fighter jets at Scottsdale.

The Rinehimers said their son, a naval aviator stationed

at China Lake, Calif., has been testing F-18 Superhornets and needed to refuel.

"I am just appalled," Rita said. "These guys are out there risking their lives. That sound these people are bitching about is the sound of freedom."

John Rinehimer said Kurt has flown more than 40 mis-

See JETS Page B7

JETS Scottsdale official apologizes

From Page B1

sions in Bosnia and 30 in Afghanistan fighting terrorists.

"I wonder how he (Ecton) would feel if his home or friends were being bombed by terrorists," John said. "Would he then allow military

jets into Scottsdale for help?" Ecton said the issue is not about the military but rather noise.

"We are working with all pilots to find ways to reduce the noise impacts," Ecton said. "The military pilots have been cooperative."

Ecton is a member of the City Council's subcommittee on aviation along with Bob Littlefield and Cynthia Lukas, also council members.

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

9/23/03
Lepke

LETTERS TO THE EDITOR

Ecton: I regret airport remark

Re: The Council Aviation Subcommittee meeting.

The newspapers only reported the sensational portion of the discussion. Prior to my "intemperate" remark, there was information given to us about previous landings. The military altered their approach and departures to reduce the noise impact on residents at our request.

They were cooperative and understanding. I asked at the meeting if we could request the military to continue to be considerate and only use our airport when necessary.

This initiated a heated debate during which I made my poor judgment remark.

There was a lot said in this meeting that was not reported. Also, there is background information about our good relationship with military pilots that has not been reported.

I had no intention of offending anyone. I am not anti-military. The military is vital, and I support all they do. I apologize to readers that took the meaning of my poor judgment remark that I am anti-military. Anyone is welcome at the Scottsdale Airport when there is a real need. It was a poor choice of words to have said they are not welcome. Not every airport has such a refueling contract, according to my information. We have a refueling contract with them and will honor it. I also care about resi-

dents located in noise corridors.

The aviation subcommittee was created to work with residents, pilots and aircraft owners to find a way to reduce aircraft noise over Scottsdale. We are exploring every avenue, and it is challenging. Anyone is welcome when there is a need. The issue is not military. The issue is noise. We continuously work with all pilots to find ways to reduce the noise impacts. We have good relations with the military and they have been cooperative.

— Wayne Ecton
Scottsdale

The writer is a member of the Scottsdale City Council.

Scottsdale Airport know that they are unwelcome. I will guarantee you dollars to doughnuts they would be the first to organize a petition drive and congressional inquiry into the reason that they didn't arrive in their town first, God forbid the need ever arose. Unbelievable.

— Steve Koebele
Scottsdale

The military is vital, and I support all they do. I apologize to readers that took the meaning of my poor judgment remark that I am anti-military.

Low-flying councilman

City Councilman Wayne Ecton voices his displeasure at F-18s landing at the Scottsdale Airport and would like to extend "Not Welcome" to military aircraft. The previous week he reprimanded Air Traffic Control for a recent plane crash, which investigators determined was caused by pilot error. Amazing, in a span of a several days he managed putting both feet in mouth — quite a feat!

TR (6000) — Bob Amento
9/24/03 Scottsdale

Occasional noise not too much to ask of NE Valley

Our stand: Complaints unseemly when little is asked of residents during conflict

Although the United States is at war with international terrorism and occupying Iraq, not an awful lot is being asked of Northeast Valley residents.

There has been no rationing. There's no draft. Nobody has really been asked to sacrifice much for the effort.

So to get bent out of shape on the rare occasions when admittedly noisy military jets need to use Scottsdale Municipal Airport seems petulant, to say the least.

Over the past month, eight F/A-18E Super Hornet jets unexpectedly touched down at Scottsdale Airport, officials told a City Council subcommittee last week.

There still are a lot of questions about the window-rattling incidents. Nobody seems to know for sure where the jets were from or why they needed to use the city airport. It could be the jets needed fuel or possibly the pilots were just practicing landing and taking off from civilian general aviation facilities, which they may someday have to do in an emergency.

As a practical matter, there's nothing the city can do to stop the jets from using Scottsdale Airport. And there's even some indication that the pilots may be adjusting their takeoff procedures in deference to airport noise-abatement policies. Still, neighbors reportedly complained about some of the earlier and louder takeoffs and landings.

Councilman Wayne Ecton, an aviation subcommittee member, spoke for the more intransigent grippers when he said: "We can let (the jets) know they're not welcome." He apologized for that ill-advised remark Monday after it appeared Saturday in the *Scottsdale Republic* and immediately prompted heavy criticism from constituents.

Ecton should have known better. But in fairness to the neighbors, many of them probably didn't have the slightest idea what kinds of jets were making that racket. Had they known they were military warbirds, they

might have been more tolerant. The jets' arrival at the airport and that

Talkback

Military F/A-18E Super Hornet jets have been using Scottsdale Airport in recent weeks, rattling windows and nerves. The jets are loud and are responsible for more noise complaints.

■ Do you live in the vicinity of Scottsdale Airport? Have you heard the roar of the jets? Describe the experience for us.

■ Was Councilman Wayne Ecton out of line or right on when he suggested the jets be told they're not welcome at Scottsdale Airport? He has since apologized. Was an apology necessary? Was it a sincere gesture on his part or just a politician responding to a minor uproar?

■ Should military jets be given a little more leeway when it comes to noise? Or are the jets another reason why some folks think the airport should be closed?

E-mail us at ne.letters@scottsdalerepublic.com or write us at: Opinions, Scottsdale Republic, 16277 N. Greenway-Hayden Loop, Suite 200, Scottsdale, AZ 85260. You can also fax us at (602) 444-7985.

was part of the problem.

It's unclear when or if the jets will show up at Scottsdale Airport again. Neighbors certainly have a First Amendment right to complain, but next time they first might take a moment to remember the Sept. 11, 2001, terrorist attacks and the Americans still dying in Iraq. Then they might want to reconsider.

It's not that much to ask.

wed 1/27/03

Scottsdale council OKs new homes near airport

By Lesley Wright
The Arizona Republic

SCOTTSDALE — Scottsdale leaders approved hundreds of new homes Tuesday, though not without a fight.

The City Council split 5-2 over giving the final approval for 318 DC Ranch homes that would be located just outside Scottsdale Airport.

Councilmen Bob Littlefield and Wayne Ecton strongly opposed the move because the city already is besieged by complaints about airplane noise from residents in nearby Ironwood Village.

"This is insane," Littlefield said. "Every plane flying over Ironwood will be flying over these homes at a lower altitude. We are creating the destruction of the airport's future."

But the council majority said that the city's hands were tied because the developer, DMB Associates, had the appropriate zoning and had met all the requirements.

"Rhetoric can't overcome reason," said Councilman Ned O'Hearn, who voted for the plan along with Mayor Mary Manross and council members David Ortega, Cynthia Lukas and Tom Silverman.

The council quickly pulled together, though, to unanimously approve an agreement with developer Red Group to build 230 senior apartments on the site of the former Smitty's grocery store at Granite Reef and McDowell roads.

Even that deal had a controversial history.

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City planners have drafted their own master plan for a 37,500-square-foot senior center on the 13-acre property.

Council likely to OK 77 homes in line with airport runway

By Thomas Ropp
Scottsdale Republic

SCOTTSDALE — The Scottsdale City Council is expected today to approve an additional 77 homes for DC Ranch despite being criticized in July for approving the first phase of the project, which is in line with the Scottsdale Municipal Airport runway.

Opponents predict that fu-

"It's a stupid idea to build those homes in that spot no matter how many documents they sign."

— Bob Littlefield
Scottsdale city councilman

As 500 feet over the new homes. At a meeting last week of the council subcommittee on aviation, two councilmen, air traffic controllers and the Scottsdale Airport Advisory Commission said they opposed the new expansion, which is about 1.5 miles from the end of the runway.

They also want the homes approved in July to be rescinded, despite possible legal chal-

enges by the developer, DMB Associates. One of the conditions of final plat approval was that DMB Associates, builders of DC Ranch, tell potential buyers about the airport. At closing, buyers would sign a document that is a waiver of rights to sue over aircraft noise.

"It's a stupid idea to build

See NOISE Page 2

NOISE Homes may add to complaints

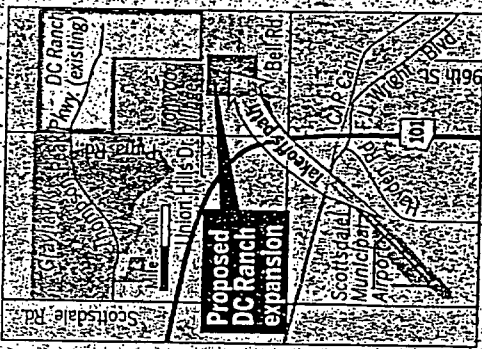
From Page 1

those homes in that spot no matter how many documents they sign," Councilman Bob Littlefield said. "Maybe they can't sue us, but there is no way to prevent them from being unhappy and exerting pressure to close the airport."

A similar argument occurred a dozen years ago over the building of the 705 homes in Ironwood Village, said Don Hader, Scottsdale's principal planner. Ironwood Village, which is further from the airport than the DC Ranch expansion, was built anyway. Today, those residents are perhaps the most vociferous about jet noise.

Jets over DC Ranch

Scottsdale Councilman Bob Littlefield believes Scottsdale will rue the day it approved a 111-lot DC Ranch subdivision that will be built directly in line with the runway at Scottsdale Airport.



Jeanne Hernandez/Scottsdale Republic

"It doesn't make sense why anybody would want to buy a house there," Ecton said. Eneas Kane, vice president and general counsel of DMB Associates, has said that aircraft noise and complaints have not been an issue for the residents who bought homes in the first phase of DC Ranch, which is north of the new subdivision.

Both Ecton and Littlefield are members of the aviation subcommittee. The third member, Chairwoman Cynthia Lukas, has supported the opinion of the city attorney that Scottsdale is legally bound to approve the project because the developer met all city requirements.

"Our attorneys tell us a lot of things," Littlefield said.

Commission is opposed

Airport advisory commissioner Thomas Guilfooy told the aviation subcommittee that all seven members of the commission oppose the DC Ranch project.

The completed project would cover 330 acres and consist of 600 units ranging from condominiums to million-dollar custom homes.

If the DC Ranch project continues, the first residents could move into homes within 18 months, DC Ranch's Planning Unit 1 is being approved in parcels. The initial plat approval in July was for 111 units. The completed project would cover 330 acres and consist of 600 units ranging from condominiums to million-dollar custom homes.

Airport noise remains problematic

By Philip A. Vickers

SPECIAL TO SCOTTSDALE VIEWS

Having served on the Scottsdale Airport Advisory Commission for the past year, it is time for me to speak out and let the residents of Scottsdale know the truth about solving aircraft-related noise issues surrounding our general aviation airport.

About one year ago, I sat through my first meeting on the commission (which happened to be a meeting held with Ironwood residents). I listened to Councilman Bob Littlefield, transportation director John Little and airport aviation director Scott Gray. For two hours Littlefield, Little and Gray represented to the residents that solutions were just on the horizon, that a radar system was shortly to become operable and that they were working diligently with the Federal Aviation Administration to get the system up and running and, when that happened, the FAA could then begin to control landing patterns, landing elevations, takeoffs, etc. In addition, the trio said voluntary noise abatement procedures developed by staff and coordinated with pilots would solve many of the existing noise-related problems.

Well, almost a year has passed and no radar system as was represented is operable and the much talked-about voluntary noise abatement procedures — while raising some level of consciousness among sincere professional pilots — has done nothing to reduce

GUEST COLUMN

airport-related noise issues. Also, Littlefield's verbal representations that he would do "everything possible to reduce aircraft noise at the Scottsdale Airport" is now known to be little more than more hot air and airport noise from a councilman whose real agenda is to do nothing at the airport so that pilots (Littlefield is a pilot) can continue to do whatever they wish without fear of any reprisal.

The bottom line is the FAA will not do anything to assist cities in reducing noise over and around their cities and neighborhoods. The FAA is little more than a bureaucracy based in Washington that wishes to promote the interest of aviation lobbying groups to the detriment of municipalities faced with noise-related issues. Further, the FAA's system for a general aviation airport to place noise-related rules and restrictions on its airport operations (the Part 150 and Part 161 studies) are little more than engineering exercises that expend taxpayers' money and result in no meaningful reduction in noise-related issues.

These studies take years to complete and once completed, even if the studies dictate restrictions on certain types of aircraft, modified operating hours, etc., the FAA will still reject the conclusions that are drawn. Most people knowledgeable in how the FAA works will tell you that Part 150 and 160 study

programs are little more than political pacifiers that politicians use to try to placate the residents of the communities affected by aircraft noise.

What then has to be done? It starts with leadership on the mayoral level and council levels and it ends with the adoption of policies and procedures that by their very nature have a direct effect on aircraft-related noise issues.

What policies and procedures does Scottsdale have to implement in order to have a direct effect on the reduction and elimination of noise-related problems in our community? It starts with an attitude that aircraft noise from overflights of our community is unacceptable and such noise constitutes a mental health issue for the residents affected and a breach of residents' right to peaceful enjoyment of their life.

Implementing the following no-nonsense policies and procedures will directly reduce and/or eliminate much of the aircraft-related noise at the Scottsdale General Aviation Airport:

- Privatize the operation of the FAA tower at the airport. Privatization will allow the Airport Aviation Department more control over the operations of the airport and more accountability to the city. The less the FAA is involved, the more a city can do with its tower controllers to minimize noise in takeoff and landing patterns.

Please see GUEST, Page 21

T. R. W. - 9/24/03

GUEST: City urged to take action on airport noise

From Page 19

■ Acquire an aircraft tracking system to track as many of the larger jet aircraft that are the cause of a high percentage of the noise-related complaints. Once we are able to identify those aircraft or operators who consistently cause problems, the sooner we can set about taking measures to correct the problem.

■ Immediately ban Stage II aircraft from taking off or landing at the Scottsdale airport. Naples, Fla., has done this and has prevailed in court. This court decision clearly establishes a city's right to ban noisy aircraft from operating at its airport and adopt local rules for its community airport. The FAA has ignored the court decision and is withholding grant money from the Naples airport in order to strong-arm the airport into accepting aircraft whose noise levels are unacceptable. Scottsdale must take a pro-active position on this issue.

■ Close the airport from 7 p.m. to 7 a.m. Our city only generates about \$9,000 in gross revenue from night operations of the airport. We could reduce operating costs and reduce noise at the same time.

■ Immediately implement a strict noise ordinance as it relates to excessive and unreasonable aircraft noise in and around the Scottsdale airport. Acquire noise monitors at minimal cost and enforce significant fines on violators.

■ Immediately put a moratorium on further residential development at DC Ranch for all property that is in the direct line of the airport runways. By

developing this property as residential dwellings, we are only promoting the development of more aircraft-related noise problems. My suggestion is to work the DC Ranch property owner/developer and give them favorable zoning for commercial and industrial projects in lieu of residential zoning.

■ Set up the Airport Aviation Department as a separate department from the Transportation Department. Our airport is not in the public transportation business and we need specialists in aviation-related problems to run this department.

■ Finally, and by all means the most important. Elect a mayor who will "get tough" with aviation issues and not be a pawn for FAA's nonsensical policies and procedures and a City Council that will support a "get tough" approach to solving the city's aviation noise-related issues. In the upcoming election, ask Councilman David Ortega, Councilwoman Cynthia Lukas and Mayor Mary Manross what each has done that has directly reduced the impact of aviation noise on those Scottsdale residents who have been affected. Most importantly, vote.

In closing I wish to clearly state that the views expressed herein are my personal views and may not reflect the views of the members of the Scottsdale Aviation Commission taken as a whole.

— Philip A. Vickers is commissioner of the Scottsdale Aviation Commission.



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Scottsdale council OKs new homes near airport

Lesley Wright
The Arizona Republic
Sept. 24, 2003 12:00 AM

advertisement



SCOTTSDALE - Scottsdale leaders approved hundreds of new homes Tuesday, though not without a fight.

The City Council split 5-2 over giving the final approval for 318 DC Ranch homes that would be located just outside Scottsdale Airport.

Councilmen Bob Littlefield and Wayne Ecton strongly opposed the move because the city already is besieged by complaints about airplane noise from residents in nearby Ironwood Village.

"This is insane," Littlefield said. "Every plane flying over Ironwood will be flying over these homes at a lower altitude. We are creating the destruction of the airport's future."

But the council majority said that the city's hands were tied because the developer, DMB Associates, had the appropriate zoning and had met all the requirements.

"Rhetoric can't overcome reason," said Councilman Ned O'Hearn, who voted for the plan along with Mayor Mary Manross and council members David Ortega, Cynthia Lukas and Tom Silverman.

The council quickly pulled together, though, to unanimously approve an agreement with developer Red Group to build 230 senior apartments on the site of the former Smitty's grocery store at Granite Reef and McDowell roads.

Even that deal had a controversial history.

In January, the council unexpectedly split on the issue and began negotiations with Trend Homes to build townhouses. Trend Homes pulled out of the deal under the heat of a residents campaign for senior housing and the council went back to Red Group in March.

City planners have drafted their own master plan for a 37,500-square-foot senior center on the 13-acre property.

Lack of long-term vision years ago hurts airport

Our stand: It shouldn't happen again

Ideally, more houses would not be built on the property lined up with Scottsdale Airport's runway.

But the reality is that DC Ranch is coming to Scottsdale Airport, and there was little the Scottsdale City Council could do about it.

Scottsdale doesn't own the land. The controversial zoning, according to Mayor Mary Manross, was approved in 1989. And DMB Associates, the DC Ranch people, have followed the rules. DMB even will require new homeowners to sign paperwork acknowledging the airport's proximity and waiving their right to sue.

It is the responsibility of the incoming residents to be aware of the possible noise from the incoming planes, assuming there actually is any.

The Scottsdale City Council last week voted 5-2 to give the go-ahead to 318 more DC Ranch houses 1.5 miles away from the airport runway. It came after action in July on a 111-lot DC Ranch neighborhood.

Scottsdale will be sorry if the two council dissenters, Councilmen Wayne Ecton and Bob Littlefield, turn out to be correct. They warned that at least some of the new DC Ranch homeowners inevitably would join the chorus of grippers about airplane noise.

And in the unfortunate event of a plane crash in the new subdivision — which will be under the air traffic pattern — a political furor can be expected. Even now, some observers would just as soon see the airport closed.

Although Ecton and Littlefield's positions may make sense, there was no legal basis to block the DC Ranch plats. In fact, to do so would be to invite litigation.

"I agree. I wish it would remain open space," Manross said at Tuesday's council meeting. "I love open space. I wish it would just stay that way so that we wouldn't have any issues at all. No one would complain or ask questions.

"But that's not at all possible, and that's not what we're faced with tonight."

Ecton recently made a heap of trouble for himself with his dumb comment about loud military jets not being welcome at Scottsdale Airport. But he made a sound observation about the DC Ranch expansion dilemma.

"The point I was trying to make is that what's happened here has occurred because those in charge years ago didn't really look at this issue and pay attention to it the way that they should," Ecton said in defending his opposition. "My vote is to try to encourage people in the future to be more careful about situations like this. And think about what's go-

Talkback

The Scottsdale City Council has given the official nod to even more DC Ranch homes near the Scottsdale Airport runway. Mayor Mary Manross and other council members essentially said they had no legal recourse but to give the go-ahead to the additional residential plats.

■ Do you agree with dissenting Councilmen Wayne Ecton and Bob Littlefield, who voted on the losing side at Tuesday's meeting? Or do you agree with Manross and the council majority?

■ What do you think the long-term impact of the DC Ranch expansion near the airport will be? Is it being overblown, or is this the beginning of the end for the airport?

■ If homeowners sign paperwork about the airport and waive their rights to sue over noise, will that solve the problem? Or do you still see the potential for a political headache over the airport?

E-mail us at ne.letters@scottsdale.republic.com or write us at: Opinions, Scottsdale Republic, 16277 N. Greenway-Hayden Loop, Suite 200, Scottsdale, AZ 85260. You can also fax us at (602) 444-7985.

ing to occur down the road."

As we said, it is buyer beware for the incoming DC Ranch residents. They won't deserve any sympathy if they try to pull the old "nobody told us" line. Anybody with overly sensitive ears probably had best stay away from the new subdivisions. It is a matter of some dispute just how noisy it really is there.

But some probably will move in anyway. Their voices could join the din calling for the airport to be shuttered. Council members need to stand firm behind the airport, remembering it was operating before the newcomers showed up.

Ecton is right. The lesson to be learned here has to do with avoiding such sorry predicaments in the future. They always should be looking for the long-term ramifications of their decisions.

He, Manross and the others must be vigilant today to avoid putting another council in a similar spot 14 years from now.

City make pit stop to test cart, copter noise

By Matthew D. Garcia
Scottsdale Republic

SCOTTSDALE — City officials looked on impassively as they listened to Tommy Constantine's go-cart speed around his personal race-track.

But neighbors stood with mouths agape when his helicopter approached for a surprisingly quick landing on his personal helipad at his North Scottsdale home.

A former professional race driver, Constantine and his expensive toys

have sparked an intense community battle, with neighbors complaining of noise from the track and copter pad.

Constantine held a demonstration Saturday for the city Board of Adjustment.

Accompanied by a posse of city officials and neighbors, an independent observer took noise readings from three locations at the edges of Constantine's property.

Garry Day, who measured the sound, said tolerable levels are between 60 and 80 decibels. Conversations are around 60 decibels. More

than 85 decibels is considered excessive.

None of Day's readings Saturday exceeded 75 decibels.

Neighbor Jim Heitel said that Saturday's demonstration was not a true representation of the activity on Constantine's property. He said the noise contributed to two accidents involving spooked horses.

"We want the city to enforce residential zoning codes," Heitel said. "Everyone agrees that racetracks and helicopters aren't normal in residential areas."



Inspector Gary J. Day (left) and Scottsdale's Carlos Chavez/The Arizona Republic Jayna Shewak keep track of noise levels.

SDL REPUBLIC 9/29/03

Airport is just taking off

By Dan Nowicki
Scottsdale Republic

From its modest debut more than a half century ago as the old Thunderbird Field II, Scottsdale Municipal Airport has turned into one of the Northeast Valley's greatest economic assets.

The airport, and its increasingly crowded Airpark business community, is a regional job hub that is absolutely crucial to Scottsdale's 21st-century progress and success.

So, naturally, this being Scottsdale and all, some folks would like to shut it down.

The harshest rap against the airport has to do with noise. The complaints come from homeowners not only in the northern part of Scottsdale, but also in Cave Creek and Carefree. Scottsdale Councilman Wayne Ecton recently made — and very soon after regretted making — a comment suggesting occasional F/A-18 jets are not welcome at the facility. Then the council went ahead with plans to put even more homes in line with the runway.

Pop Quiz touched down with Scottsdale transportation boss John Little to get a plane view of what's going on with the airport these days.

How does the city anticipate Scottsdale Airport will change in the short term and the long term? How will operations at the facility be different in, say, 10 or 20 years from now?

Scottsdale Airport will undergo many changes both short- and long-term. The airport will continue to offer quality services to the aviation community and will continue to enjoy a reputation as one of the finest general aviation airports in the country. Nearly perfect flying weather and world-class facilities will always be an attraction. Generally speaking, the mix of aircraft using Scottsdale Airport is not likely to change in the future, although it is safe to say technology will continue to improve on safety, security and noise.

One reason the airport gets in the news a lot is because of noise. The city logs the complaints. What is the noise-complaint trend looking like? Have complaints been increasing or decreasing over the past year?

Noise complaints in Scottsdale have remained fairly constant over the years, while calls from Carefree and Cave Creek have increased dramatically with the Federal Aviation Administration's implementation of Northwest 2000 (a commercial flight rerouting plan). Calls spiked last year related to overflights from Sky Harbor, Scottsdale and Deer Valley airports as the public became aware of changes in flight paths. Calls from some neighborhoods increased, while other areas of the city noticed dramatic reductions in over flights.

The current trend is downward. The City Council subcommittee on regional aviation issues was formed this year for the purpose of expanding the city's role in regional airspace planning and working toward an airspace plan that will protect our community's interests ensuring the impacts from commercial aviation are shared among all communities.

How serious a concern for airport officials is residential encroachment? Is there anything the city can do to help prospective homebuyers realize that they may be living near an airport?

It is indeed a serious concern for Scottsdale as policymakers, citizens and business leaders want to ensure we do not approve plans for residential development that would put neighborhoods or the future of the airport at risk.

If a project were to be proposed inside the 65 DNL (the federally recognized day-night sound level) noise "footprint," it would not be allowed. Residences constructed outside this limit but within the 55 DNL contour today are strongly urged by the city to not only have comprehensive notification for potential buyers but must also incorporate sound insulation into their construction specifications. Our plan is to have these specifications and notifications strengthened as one of the results of the (federally funded) Part 150 noise study that is under way.

There have been recent discussions about the occasional use of Scottsdale Airport by military jets, which also can make a big racket. How often do military jets use Scottsdale Airport? Do airport officials get any advance notice that they are coming in?

Military jets visiting and refueling at our airport is a rare occurrence. When it does happen, the unmistakable sound of their powerful engines brings awe and excitement to surrounding neighborhoods and a few calls from citizens who are frightened by the noise. Pilots do not call ahead of time to let us know of their arrivals, as most of their visits are circumstantial rather than planned. Of course, they alert the control tower and request instructions to land. Airport staff continues to find new ways to work with pilots to make sure they know what takeoff and landing procedures to use to reduce noise. Our relationship with the military is strong and acknowledges the historical origins of the airport as a military training facility. There are no plans to expand or increase military use of our airport beyond what it is today.

Is Scottsdale Airport a big facility for a city the size of Scottsdale?

Scottsdale Airport is appropriately sized for our community. It is a single-runway airport that cannot expand. It has a state-of-the-art yet intimate terminal with essential services, restaurant, car rental and flight services. From a capacity standpoint, it is big enough to accommodate and support special events such as the Phoenix Open, world-renowned car auctions and equestrian events. Finally, it has superb connectivity to the airpark and adjacent businesses that surround the airport that has proven to be a vital ingredient of our community's economic development strategy. From a land-use standpoint, it is one of the smaller area airports. From a financial-impact standpoint and as a community amenity, it stands alone at the top of all Arizona general aviation airports.

Has the city put a dollar impact on the annual economic impact Scottsdale Airport has on the community? If so, what is it?

The direct and indirect fiscal impact of the airport itself is estimated to be \$150 million per year. That is derived from the business activity directly attributable to airport operations and the general aviation community's consumer and spending impact while in Scottsdale visiting and/or conducting business. The overall fiscal impact of the airport and airpark has been cited in (Arizona Department of Transportation) and (Arizona State University) studies as being close to \$1 billion annually.

What are the pros and cons to switching to a privatized, contract air traffic control tower, which Congress may allow? Is the city leaning one way or the other?

Rather than prematurely create a debate on this topic, let me share the goals and expectations of the community relative to air traffic control tower operations. Safety is Number 1. We will support a strategy that provides the best-documented safety performance. Second, we will want a tower operation that is responsive and respectful of the community it serves. Open communication, willingness to help out and a desire to work with us on community noise issues, pilot education and citizen outreach. We want legislation that will allow us the opportunity to decide for ourselves which strategy can best meet these objectives. While we are decreasingly optimistic Congress will grant us this option, we will continue to work for its passage with the support of our congressional delegation. We will press for laws that provide local choice.

501 RPP45410 Mon 9-29-03

Ecton, complaints send wrong message to military

If Wayne Ecton were just another citizen in Scottsdale, his declaration that military jets are not welcome at Scottsdale Municipal Airport would amount to nothing more than a muted gripe uttered around the office water cooler.

As a member of the City Council, however, his words carry a lot of the same meaning as signs posted in windows by proprietors hostile to members of the armed forces: "Soldiers, sailors and dogs keep out."

Ecton issued a formal apology under a barrage of criticism from his constituents, but whether it is accepted remains to be seen. It is extremely difficult to unring a bell.

Ecton apparently reflected the sentiments of Scottsdale residents annoyed by the noise of six F-18 jet fighters operated by the Navy and Marine Corps that made refueling stops at the airport in recent weeks. Rick Luango, who lives close to the airport, said some of the jets "scared the living daylights" out of his wife as she was taking a shower.

True enough, military jets are noisier on takeoff than the corporate passenger jets that commonly come and go at the airport, but surely a Scottsdale resident with even the most sensitive ears and easily jangled nerves can put up once in a while with what amounts to a sound of freedom. The roar can even be comforting.

When an Air Force F-16 made a low pass over the burning Pentagon on Sept 11, 2001, survivors and rescue crews on



JAY BRASHEAR

the ground joined in a loud cheer, thankful for being protected from another flying bomb that might be headed their way. Combat infantry soldiers in wars from Korea to Iraq also have been elated by the roar of close-support fighter jets flashing overhead.

Ecton and his small following apparently fail to realize that fighter jets do not simply materialize in the sky at the hour they are desperately needed. They show up in the right place at the right time because of hours upon hours of combat crew training. That vital process no doubt brought the F-18s to Scottsdale Airport. It's only a guess, but there may have been another reason: The military may be checking out the potential of operating during a crisis from secondary airports not likely to be prime targets of a terrorist attack.

No matter the reason for the military jet use of the airport, some people will complain, those who apparently seek to defy the three rules of real estate purchases: location, location, location. They buy homes close to an airport, then start complaining about aircraft noise as soon as a telephone is installed. That sort of complaint contributed to the closing of Williams Air Force Base east of Chandler and imperils the future of Luke Air Force

Base on the west side.

The military is sensitive to the public's complaints. Flight patterns have been altered at military air bases, including Luke, to mitigate noise. Once the word gets around the operations rooms of military squadrons, commanders and briefing officers will put the Scottsdale Airport off limits unless there is some compelling military reason to use it. So it won't be necessary for Ecton to campaign for big letters painted on the Scottsdale Airport runway: NO MILITARY.

With the United States at war, however, all of Scottsdale ought to welcome jet fighters. The complainers can continue to grouse about the flocks of corporate jets hauling millionaires to Scottsdale for a weekend of golf or whatever, even though those flights doubtless contribute mightily to the tourist business. Scottsdale can deal with the fun birds in whatever way it chooses.

For now, however, the City Council should promptly enact a resolution — even with Ecton presumably voting no — that welcomes the military to Scottsdale Airport, or anywhere in the city, and dispatch it to the Department of Defense asking that it be circulated to posts, camps, stations and bases around the world.

Jay Brashear was a reporter, editorial writer and editor of the editorial page for The Phoenix Gazette, retiring after 39 years with that newspaper. He can be reached at scottsdalebuzz@yahoo.com. The views expressed are those of the author.

TRIBUNE WED OCT 1 - 2003

t Airport complaints are real noise pollution

With growing dismay I read an almost daily slew of complaints generated from some north Scottsdale residents. Their whining about air traffic noise from the Scottsdale Airpark is far more annoying than any sound that our armed forces' F-16 jets could ever generate.

Are you really so full of yourselves as to believe these complaints are justified? Do you truly feel that you should or even could shut down the airport?

Never mind that an airport is imperative to a city of this size. Never mind that the airport is the nucleus of the busiest commercial area in our city as well as one of our greatest sources of tax revenues. Never mind that the airpark vicinity provides our community with thousands of jobs.

Mind this: The airport was there first! First by decades before any residential developments went in to the north. You made a choice to buy your home knowing the airport was there and now you think the

airport should go away? You should go away! Your incessant sniveling is the real noise pollution!

The reality is Scottsdale and its airport will continue to thrive and any attempt to close the Airpark would be futile. If you don't like it you can move. It's a free country, just ask the pilots of the F-16s.

Besides, I'm guessing if the aircraft noise did abate you'd probably find something new to whine about anyway. In your seemingly pathetic amount of idle time instead of daydreaming and estimating decibels perhaps you should redirect your energies toward a more feasible or at least more rewarding cause such as solving world hunger. A little volunteer service might avail you to a less selfish perspective.

In short: If you people would start counting your blessings and stop counting airplanes Scottsdale would be a better place for us all.

**WENDY WOODARD
SCOTTSDALE**

Stop being selfish

As longtime north Scottsdale residents, my husband and I are disgusted with the NIMBY attitude that has recently moved into the area. The attitude seems to be that, once new arrivals are settled in, everyone around them must change in order to accommodate their desires. If those people who are concerned about the airport noise would have been half as concerned about the preservation of the desert, they would never have moved there in the first place.

We live close to the airport, and we have *never* been concerned with the noise. In fact, knowing that the airport was there when we moved in, we expected it. These people need to stop being so selfish and know that the world does not revolve around them. When we heard the jets landing, we rushed out of the house and enjoyed the free air show — and would gladly welcome more.

(10/10/03) — K. Stanley
Scottsdale

Airport's days numbered (10-1-83)

The *Scottsdale Republic's* editorial stand regarding poor land use planning in the vicinity of the Scottsdale Airport is right on the money. DMB's DC Ranch is a top-notch community and has the legal right for residential development under the airport's flight path. However, in my opinion, the waiver disallowing an individual's future right to prosecute Scottsdale on airport noise impact issues won't fly in the courts.

Many Scottsdale residents who were involved in the Quiet Skies organization are circulating three common-sense questions regarding the future viability of the Scottsdale Airport.

1. Over the past 10 years, the city has subsidized Scottsdale Municipal Airport (not the commercial Airpark) with millions of taxpayer dollars. Do you think the city should continue to spend your tax dollars subsidizing facilities for people who own airplanes?

2. The Scottsdale Airpark (not the airport) has become the economic center of Scottsdale, generating more than \$1 billion per year in business and millions in tax revenue. Should Scottsdale voters support the expansion of the Airpark?

3. Do you think using the property now occupied by Scottsdale Airport would provide more jobs and economic benefit for the city if the airport property were converted to be part of the Airpark?

I would not be surprised if, in the next year or two, an initiative finds its way to the ballot asking Scottsdale voters to approve another development — on top of the runway.

— John P. Hoepfner
Cave Creek



Sponsored by Las Vegas Air & Hotel

Airport letter is just noise

Oct. 4, 2003 12:00 AM



Now comes another letter from John Hoepfner about airport noise ("Airport's days numbered," Oct. 2), only now it's Scottsdale Airport he wants to put on his "hit list."

After his Quiet Skies vendetta against Sky Harbor and the FAA was thrown out of the courts, he's decided to make it his life's work to help close all the airports in the Valley. Now he envisions Scottsdale airport closing.

Yes, John, the Scottsdale *Airpark* is a viable economic engine, footed by the Scottsdale *Airport*. See how the two intertwine? It's called commerce. That's what brought you and the tens of thousands of others here.

You live in Cave Creek. Have you been around your own neighborhood lately? I have. Homes and businesses are being constructed all over at an alarming pace. How can you hear an airplane a mile overhead with all the large truck traffic and building/construction noises? Not to mention the traffic noises. Rush hour there is abominable.

How far are you from Scottsdale Airport? Are those small-plane noises you hear from Scottsdale Airport or from the private airport just east of you? Why are you not trying to close Carefree Airport? Those planes fly lower and closer to homes and roads than any in Scottsdale.

D.E. and D.S. Brown
Scottsdale

Find this article at:

<http://www.azcentral.com/arizonarepublic/northeastvalleyopinions/articles/1004sr-lets041.html>

Check the box to include the list of links referenced in the article.



Tues. 10/7/03

COMMUNITY COLUMNIST

Scottsdale needs to look at long-term airport needs

By approving new homes almost close enough to the end of the Scottsdale Municipal Airport runway that landing gear might leave skid marks on rooftops, the City Council administered a dose of slow poison to the airport. Rather than wait for the agonizing convulsions sure to come, the city should start looking for a new airport.

Mayor Mary Manross and the council members who approved the new residential subdivision — with only Wayne Ecton and Robert Littlefield voting no — expressed supreme confidence that a waiver to be signed by home buyers at time of purchase will spare Scottsdale from entanglements later on.

Har, har, hardee, har, har, as Jackie Gleason used to say. Those waivers to sue could prove about as valid as a discarded candy bar wrapper. If a jet crashes on takeoff into that subdivision, a wheelbarrow load of those papers may not do any good. Actually, the documents might serve to prove that Scottsdale demonstrated negligence in permitting the homes to be built. All would depend on circumstances and how a judge looks at the law.

In a practice common to the home-building industry, those homes will be erected by a corporation that vanishes not long after they are finished. Scottsdale and the aircraft owner become the deep-pocket targets for damages.

No matter what they sign, homeowners near the airport don't give up political rights, and more airports around the country have been shut down



JAY BRASHEAR

by political pressure than by court verdicts. The buyers of those new homes doubtless will volunteer for the legion of Scottsdale residents already clamoring to close the airport because of noise. Others grouse about the airport because its location restricts surface street traffic and demand a tunnel beneath it to expedite their travels.

Those complaints count for a lot, because Scottsdale Municipal Airport doesn't enjoy wide public support. Not served by major airlines, the airport is of direct advantage to no more than a handful of Scottsdale residents — those who fly private planes or now and then charter aircraft operating out of the airport.

There is a broader, but less perceptible, benefit. The airport management claims that the direct and indirect benefit of aviation-related enterprises pushes \$150 million a year into the economy. That's impressive, but the benefit of non-aviation commerce at the Scottsdale Airpark is even more so — \$850 million. Scottsdale probably would come out at least even if land occupied by runway, taxiways and aircraft parking ramps were converted to other commercial uses.

If Scottsdale really needs an airport, the City Council would wisely look to the long-term future, a process that eluded earlier City Councils, which estab-

lished land-use rules near the airport that made it futile to turn down this recent, devastating encroachment on the airport. Those early city governments also did not allow for expansion, a planning flaw that dooms the airport to what it is now, no matter what the future holds.

Of course, Scottsdale cannot look to a new airport in the city limits, but airports all over the country prove that municipal boundaries are not all that important. For a start, the city might explore a partnership with the Salt River Pima-Maricopa Indian Community to construct a new airport that would serve gaming operations on the reservation.

To be sure, Indian gaming is too limited now to attract high rollers from the sky. Sooner or later, the casinos are likely to offer everything that Las Vegas does. Then high-flying aircraft owners may be inclined to make a fuel or rest stop that also offers full-range gambling. Who knows, airlines may one day be interested in an adequate Scottsdale Municipal Airport.

Scottsdale has learned the hard way that it doesn't pay to look at immediate needs or to the near future when it comes to an airport. Let's not make the same mistake again.

Jay Brashear was a reporter, editorial writer and editor of the editorial page for The Phoenix Gazette, retiring after 39 years with that newspaper. He can be reached at scottsdalebuzz@yahoo.com. The views expressed are those of the author.

10-8-03

Airport noise protests decline

Scottsdale officials
seek to address
residents' concerns

By CHRIS RASMUSSEN
SOL TRIBUNE

Seven residents accounted for 68 percent of complaints about noise from aircraft flying in and out of Scottsdale Airport during September, according to a report released Tuesday.

City officials will review last month's noise report and discuss noise mitigation efforts during the Airport Advisory Commission's meeting at 6 p.m. today at the Airport Administration Conference Room, 15000 N. Airport Drive. The meeting is open to the public.

There were 429 aircraft complaints in September compared with 1,307 complaints filed during the same month last year.

Airport director Scott Grey credits the decrease to communicating with residents who made complaints and working with pilots to make them more aware of the noise issue.

"Our desire is to try and address everyone's concerns to the extent possible," Grey said. "One person that calls us may have a neighbor that never calls us. It really depends upon that person's own perception of what noise is."

Complaints were made via the city's hotline and Web site. Scottsdale launched a Web site-based complaint system in June 2002 in response to an increase of complaints on its hotline after the Federal Aviation Administration implemented the Northwest 2000 flight plan, which redirected Phoenix Sky Harbor International Airport traffic over the north Valley. The plan also shifted flights in and out of Scottsdale Airport over different neighborhoods.

Also during the Airport Advisory Commission meeting, members will preview the airport's proposed five-year Aviation Capital Improvement program and get an update on the Scottsdale Fighter Pilots Museum.

The museum, planned for the southeast corner of Thunderbird and Redfield roads, will feature historic aircraft, profiles of Valley fighter aces and a detailed exhibit of Thunderbird II, the Army Air Corps training base that evolved into the city's airport.

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Sound off about noise at airport's workshops

Thomas Ropp
The Arizona Republic
Oct. 7, 2003 12:00 AM

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SCOTTSDALE - The public will get a chance to sound off about airport noise through a series of public workshops beginning this month.

The workshops are a key part of Scottsdale Municipal Airport's latest noise study that will examine noise contours, existing flight paths and the possibility of establishing new noise regulations.

"The study will look at existing noise abatement techniques that we currently have in place and suggest a myriad of other ones," said Scott Gray, Scottsdale Airport's director.

Pilot curfews and restrictions will be examined as well.

Gray said the interactive study will consist of five public workshops over the next 12 to 14 months.

Visitors to the city's Web site will also be able to download a brochure in the next couple of weeks as well as connect to the city's noise consultant's link.

After 14 months of public input, the study and its recommendations need to be adopted by the City Council and approved by the Federal Aviation Administration.

"The approval process should take another three months," Gray said.

This year, Scottsdale received \$273,000 from the FAA to conduct the noise compatibility study, which actually falls under federal aviation regulation Part 150.

Airports are not required to conduct noise compatibility studies, but Scottsdale Airport has been a leader in that area long before the recent series of noise complaints by area residents.

Scottsdale commissioned one of the first noise compatibility studies by a general aviation airport in 1984.

The last study was in 1995 and resulted in an updating of noise contours and suggestions on land use planning.

The first workshop time and place have yet to be determined.

For updated information go to www.ci.scottsdale.az.us/airport.

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

Find this article at:

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Airport noise study to seek public input

Residents will have 4 opportunities to comment

BY ROSA CIRIANNI
TRIBUNE

Resident input is being sought for an independent Scottsdale Airport noise study set to take off this week.

Missouri-based Coffman Associates will conduct a 12- to 14-month review of the city's airport noise reduction methods, how much noise its aircraft generate and address public concerns.

The City Council then will consider recommendations, but any changes to

Scottsdale's noise abatement program would require Federal Aviation Administration approval.

"It's an airport. There will be aircraft noise," said Jim Harris, a principal of Coffman. "You'll never have absolute quiet."

Scottsdale will fund the \$300,000 study, mostly with a \$286,590 FAA grant.

"We do our best to be a good neighbor," said Jim McIntyre, spokesman for Scottsdale's Transportation Department. "This is really to update any new technology that is available."

Four public sessions are planned during the study. The first is Thursday. Other dates

Open house

What: Scottsdale Airport noise open house

When: 6 to 8:30 p.m. Thursday

Where: Desert Canyon Elementary and Middle School cafeteria, 10203 E. McDowell Mountain Ranch Road

have not been set.

"This by no means is the only opportunity," McIntyre said.

The FAA does not require noise studies for general aviation airports such as Scottsdale Airport. The city became one of the first in its class to review noise back in 1984. Its last study was done in 1995.

"Scottsdale's been very aggressive over a number of years to do what they can," Harris said.

The city has tried to quell residents' concerns about low-flying and noisy helicopters and private and corporate planes that use the airport.

Scottsdale, however, is not alone in its vigilance.

Coffman also has done or is planning noise studies for municipal airports in Chandler and Glendale, Flagstaff Pulliam Airport, Williams Gateway Airport in Mesa and Phoenix Sky Harbor International Airport.

Residents also can submit opinions online at

www.coffmanassociates.com. Click on the "Noise Studies" link.

Scottsdale launched a Web site complaint system in June 2002 after it received an increase in complaints after the FAA implemented its Northwest 2000 flight plan. The plan shifted Scottsdale Airport flights over different neighborhoods.

Northwest 2000, real estate disclosures for buyers around the airport, and other noise-related issues will be included in the Scottsdale report.

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SCOTTSDALE TRIBUNE 12/17/03

Airport makes progress on noise-related issues

By Chris Rasmussen
SCOTTSDALE VIEWS

Seven residents accounted for 68 percent of complaints about Scottsdale Airport aircraft noise during September, according to a report released last week.

Scottsdale officials reviewed last month's noise report and discussed noise mitigation efforts during the Airport Advisory Commission's meeting Oct. 8. There were 429 aircraft complaints in September, compared with 1,307 complaints filed during the same month last year.

Airport Director Scott Gray credits the decrease from last year to communicating with residents who made complaints and working with pilots to be more aware of the noise issue.

"Our desire is to try and address everyone's concerns to the extent possible," Gray said. "One person that calls us may have a neighbor that never calls us. It really depends upon that person's own perception of what noise is."

Complaints were made via the city's hotline and Web site. Scottsdale launched a Web site-based complaint system in June 2002 in response to an increase of complaints on its hotline after the Federal Aviation Administration implemented the Northwest 2000 flight plan in February. The plan redirected Sky Harbor traffic over the north Valley,

and also shifted flights in and out of Scottsdale Airport over different neighborhoods.

In September 2001, before the implementation of Northwest 2000, there were just 22 complaints.

Also during the meeting, airport commissioners received bad news about the planned World War II aircraft museum. "We have run into a fund-raising problem," museum director Gen. Don Owens said. "We are about where we were last April."

Owens said the Arizona Aerospace Foundation and International Fighter Pilot's Museum both were raising funds for the museum, but now cannot agree on how to divide the money.

The International Fighter Pilots Museum, planned for the southeast corner of Thunderbird and Redfield roads, would feature about 25 historic aircraft, profiles of Valley fighter aces and a detailed exhibit of Thunderbird II, the Army Air Corps training base that evolved into the city's airport.

So far, the two organizations have collected about \$2 million for the \$6 million needed to construct a 100,000-square-foot building and acquire aircraft and memorabilia.

"This would be a great addition to our community," Mayor Mary Manross said. "An aircraft museum of this caliber will be a great educational opportunity for

both residents and visitors, plus a fine tribute to Arizona's aerospace heritage."

The proposed museum has already landed a P-47 Thunderbolt, used during World War II for ground support and aerial combat. It was equipped with machine guns and could carry about 5,000 pounds of bombs and rockets.

The aircraft collection would rotate regularly, Owens said, with new aircraft exhibits added as frequently as every one to two years.

Owens said Scottsdale was chosen for the museum because of the city's history

with the World War II training base, then known as Thunderbird II.

"There is a lot of history here. More than 140,000 pilots were trained here during World War II," he said. "This will be a special place in Scottsdale."

The museum, which will also offer student curriculum and corporate training opportunities, is expected to attract more than 200,000 visitors annually.

Owens said the two organizations have until December to work out their differences or face losing the museum altogether.

Airpark vs. airport

Without a doubt, the Airpark is an asset to Scottsdale and a good neighbor.

The same cannot be said about the airport.

The airport produces air and noise pollution and benefits a small minority at the expense of most taxpaying residents.

I was not a proponent of closing the airport 18 months ago, but now I am. Time has shown that air traffic is increasing and that the noise has not been lessened.

I have tried to work with City Council, but the members are either unwilling or unable to solve this problem for their constituents.

By closing the airport, the Airpark could expand in that location and provide more jobs for residents and more reliable tax revenues for the city. Additionally, the city could rid itself of a nuisance.

The fact that Sky Harbor is easily within 30 minutes of Scottsdale Airport is another reason why the Scottsdale Airport is expendable.

I propose that the choice between the good neighbor Airpark vs. the bad neighbor airport be placed on a general election ballot so residents could decide this issue.

— Nick Luongo
Scottsdale

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Scottsdale Rep.

10/15/03

Scottsdale Republic . Fri: OCT 17, 2003

F-18s roar again out of Scottsdale

By Diana Balazs
Scottsdale Republic

SCOTTSDALE — Four military jets roared out of Scottsdale Municipal Airport on Thursday morning, shaking buildings, jolting employees of nearby businesses and setting off car alarms.

The U.S. Marine F-18 Hornets were to make a return trip later Thursday to refuel. It was not known when they would leave.

Pilots based at California's Marine Corps Air Station Miramar near San Diego flew into the airport about 5:30 p.m. Wednesday to refuel after a training mission, Scottsdale spokesman Jim McIntyre said. The pilots stayed overnight

Related story inside

Older, louder jets may be permanently banned from Scottsdale Municipal Airport if the courts uphold a Florida case. **Story, Page S2.**

and left shortly before 10 a.m. Thursday.

Neighbors near the airport have complained in the past about the fighter jets' noise.

Not everyone was upset. Thursday's takeoff was music to about 40 spectators' ears. They had parked near the general aviation airport to watch the fighters take off and cheered as the jets left the

See F-18S Page 2

F-18S Fighter jets roar again out of Scottsdale

From Page 1

noise-abatement representative spoke to the pilots Wednesday night about being considerate to residents' concerns about jet noise and to try and avoid flying over residential areas after taking off. Some residents who live near the airport have complained about the noise from fighter jets that have occasionally landed at the airport.

McIntyre said that the jets followed the normal takeoff pattern Thursday but that the pilots redirected their flight path over Loop 101 and Bell Road to avoid residential areas, including Ironwood Village, the source of earlier noise complaints.

McIntyre said an airport

ground, McIntyre said. Although many enjoyed the experience, the noise also sent startled employees of businesses in the surrounding Scottsdale Airpark to their office windows or outside to figure out what was happening or to get a glimpse of the jets.

"Is that what it was?" asked Alicia Henley, manager of Delicious Sandwiches, a restaurant near the airport. "I was outside and I heard the largest noise. I saw the people across the street that were looking up at the sky as well. I figured it was a plane, but, man, it was definitely loud."

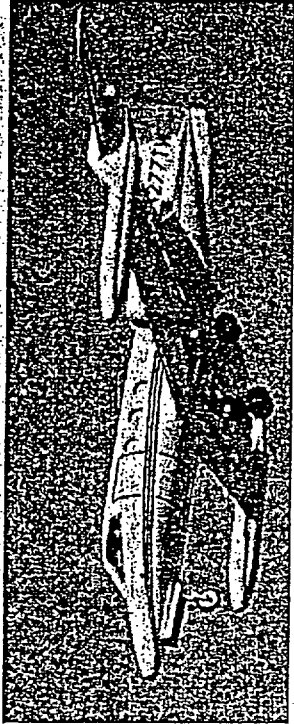
Fl. case may aid Scottsdale jet ban

By Thomas Ropp
Scottsdale Republic

SCOTTSDALE — Older, louder jets may be permanently banned from Scottsdale Airport if the courts uphold a Florida case.

Two years ago, after an avalanche of noise complaints from surrounding neighborhoods, the Naples Municipal Airport decided to ban what's known as Stage 2 aircraft.

These are primarily old jets such as Learjet 25s and Sabers made between 1975 and 1983 that are noisier than jets manufactured after that time. The Federal Aviation Administration ruled, however, that it is unlawful for local governments to decide what aircraft noise levels are inappropriate. Naples is appealing the FAA decision to the U.S. Court of Appeals.



Noisier Learjet 25s (above) and Sabers made between 1975 and 1983 are the subject of the ban in Naples, Fla.

The case is being closely watched by Scottsdale and other cities with general aviation airports around the country that would like to decrease aircraft noise.

Scottsdale has similar noise issues with eight Stage 2 jets based at Scottsdale Airport. Scott Gray, director of Scottsdale Airport, said that if the Naples ban stands, Scottsdale Airport gave owners of

Stage 2 aircraft a year to retrofit or relocate their airplanes. Gray said it probably would take another year and a half to complete a study after the Naples situation is decided by the courts.

By then, Gray said, most of the Stage 2 aircraft at Scottsdale Airport may have moved on anyway.

Gray said if Naples does not win on appeal, it's unlikely that Scottsdale would pursue a Stage 2 ban.

Naples has spent \$2.1 million already on the issue, according to Gray. Naples also has been denied federal Airport Improvement Program funding as long as the ban is in effect.

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

Resident begins petition to close airport

By Chris Rasmussen
SCOTTSDALE VIEWS

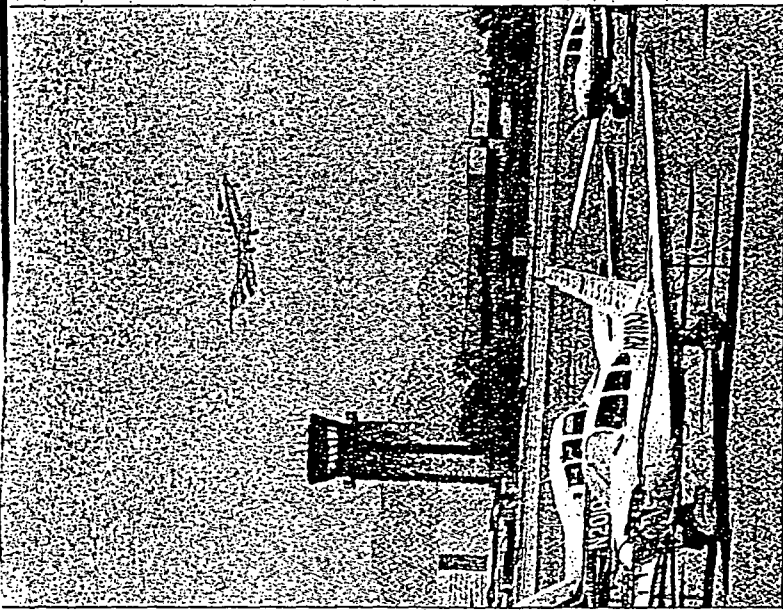
A small but vocal movement is taking off in Scottsdale to shut down the city's airport.

Fed up with noise and air traffic generated by the airport, residents living in relatively new communities are attempting to bring the issue to a future election.

Supporters of the airport maintain the facility is integral to the city's economy.

Ironwood Village resident Nick Luongo has started a petition drive to place the question of whether to close the airport on a future ballot.

"I was not a proponent of closing the airport 18 months ago, but now I am," Luongo said. "Time has shown that air traffic is increasing and that the



SCOTTSDALE VIEWS FILE

Some residents who live near the Scottsdale Airport contend that noise and air traffic have increased over the past year.

noise has not been lessened."

So far, Luongo has collected 256 signatures. About 16,500 signatures by registered Scottsdale voters are needed to place an issue on a city ballot. He collected the signatures by sitting outside Ironwood Village,

located just north of the airport, with a sign. "I'm testing the waters to see if there is support," he said. "If I don't get enough support, I'll just have to be realistic and live with it."

Residents contacted Please see **CLOSE**, Page 20

CLOSE: Resident circulates petition against airport

From Page 1

who signed the petition declined comment, fearing retribution for their views on closing the airport.

Councilman Robert Littlefield said a group, Friends of Scottsdale Airport, was being created to counteract people against the airport.

"There are a few folks that don't like the airport, but getting rid of the airport would have a huge economic impact on this city," Littlefield said. "The Scottsdale Airport is unique from the rest of Valley airports because it is a business jet airport that brings customers to our resorts and events."

Scottsdale's economy relies heavily on sales and bed taxes generated by resorts, shopping and restaurants, Littlefield said.

The Scottsdale Airpark, which was built around the airport in the late 1970s, is now the Valley's third largest employment center with 2,200 companies.

Those against the airport, however, point out very few of the total number of businesses actually use the airport.

"Scottsdale residents need to choose between the airport and the airport," Luongo said. "By closing the airport, the airport could expand in that location and provide more jobs for residents and more reliable tax revenues for the city."

Jim Keeley, author of the airport's 2010 report, said even though not all businesses depend on the airport, the airport would not exist without it.

"The airport has always been the magnet for businesses," said Keeley, whose report is an economic forecast for the airport in the year 2010.



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News Release

Date: Oct. 28, 2003

Contact: Jim McIntyre, Public Info. Coordinator (480) 312-7607

Public input sought at airport noise workshop

Residents in the vicinity of Scottsdale Airport are invited to attend a workshop to discuss aircraft noise impacts generated by Scottsdale Airport air traffic.

The workshop is the first in a series that will gather feedback from the community on ways to address noise concerns and update the airport's noise compatibility study.

The first public workshop is scheduled from 6 to 8:30 p.m., Thursday, Oct. 30, at the Desert Canyon Elementary and Middle School cafeteria, 10203 E. McDowell Mountain Ranch Road in Scottsdale. It will be held in an open house format so those interested in providing their input can drop in anytime during the workshop hours.

If residents cannot attend the series of workshops, they can give their feedback by logging onto the following web site: www.coffmanassociates.com

Coffman Associates Inc., is the noise consultant conducting the study.

"The study will look at our airport's current efforts to reduce noise, examine where and how much noise is generated by aircraft using our airport and evaluate the effectiveness of potential new noise reduction techniques," said John Little, Scottsdale's Transportation General Manager.

Referred to as the Federal Aviation Regulation Part 150 Study, it is expected to take 12-14 months to complete. Following the study and public comment period, recommendations will be made to the Scottsdale City Council for possible adoption and to the Federal Aviation Administration for that agency's approval. "The approval process may take an additional three months beyond the duration of the study," said Scott Gray, Scottsdale's Aviation Director.

This summer, Scottsdale received \$286,590 from the FAA and state to conduct the noise compatibility study.

While general aviation airports are not required to conduct noise studies, Scottsdale Airport has been a leader in the area and in the nation as the first general aviation airport in the country to submit a Part 150 study. The first airport noise compatibility study was commissioned by the city in 1984 and the last study was done in 1995.

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Airport foe gains support

By Thomas Ropp
Scottsdale Republic

CAVE CREEK — The man who led the Northeast Valley in its fight against the government's rerouting of commercial jet flights said he believes the closing of Scottsdale Airport is not impossible.

John Hoepfner, former head of Quiet Skies, an organization that unsuccessfully sued the Federal Aviation Administration to stop the Northwest 2000 Plan, thinks the "ground is fertile" for a voter initiative on the future of Scottsdale Airport.

Hoepfner, who lives in Cave Creek, weighed in on Scottsdale

resident Nick Luongo's recent announcement that he's tired of working with the city over aircraft noise issues and will now go to plan B: taking the matter to the voters.

"If the right people get involved in this thing, then the Scottsdale council will have something to contend with," Hoepfner said.

"Not true," Scottsdale Councilman Bob Littlefield said.

"This is the same guy who said they'd win the lawsuit, too. Closing the airport is nuts."

He said that of a quarter of a million residents in Scottsdale, only 272 filed aircraft noise complaints last year.

Inside

A petition circulating to force the closure of Scottsdale Airport is not official and would not force a vote on the matter.
Page S4

Scott Rep 10/3/03

Petition to close airport has backing, noise activist says

By Thomas Ropp
Scottsdale Republic

NORTHEAST VALLEY — Aircraft noise activist John Hoepfner said many of the people who were involved in the Northwest 2000 lawsuit are interested in Nick Luongo's initiative petition to close Scottsdale Airport because they have similar issues with corporate jets.

"Those of us outside Scottsdale are also being adversely affected by corporate jets going in and out of Scottsdale Airport," Hoepfner said. He said he believes one of the domino effects of the Federal Aviation Administration's decision to re-route commercial jet traffic over Carefree, Cave Creek and north Scottsdale was the impact on corporate jet patterns in and out of Scottsdale Airport.

Phoenix Sky Harbor International Airport air traffic controller union President David Stock admitted earlier this year that corporate jets were forced to fly lower and in new areas to accommodate the Northwest 2000 (air traffic) Plan.

Luongo, a 62-year-old retired computer analyst, said aircraft noise was not a problem over his Ironwood Village neighborhood until 18 months ago, after the implementation of Northwest 2000. He also feels increased corporate jet use by companies after 9/11 has contributed to excessively noisy skies. Ironwood Village is about two miles north of the airport.

Airport not a problem

"That's a crock," said Scottsdale Councilman Bob Littlefield. "If we got rid of the corporate jets, he'd be complaining about the (single engine) Cessna 172s."

The actual number of operations (takeoffs and landings) has not increased at Scottsdale

Airport over the past few years. However, the airport does not break down the number of corporate jet operations, so it's unclear whether those numbers are up.

Luongo also said he feels aircraft flying over his neighborhood endanger his life.

"It's just a matter of time before a plane crashes on someone," Luongo said.

In fact, there have been incidents around Scottsdale Airport this past year, although none involved corporate jets:

■ Last winter a small plane crashed in a shopping center east of the airport after the pilot took off without sufficient fuel.

■ Last spring another small plane had to make an emergency off-airport landing near Sam's Club, also just east of the runway.

■ Two Utah residents died last February on Super Bowl Sunday when their plane crashed into the McDowell Mountains shortly after take-off.

In his 16 reasons to close Scottsdale Airport, Luongo believes the 226 acres could be sold for an estimated \$226 million and allow Scottsdale Airpark to expand, which would bring in more jobs and keep taxes in check.

Businesses need airport

Craig Morningstar, a founder of AZSNAP, Arizona's Scottsdale Network AirPark, said nothing could be further from the truth. He said many of the corporations around the Airpark are there because of the airport, and many even have private taxiways to the airport.

Morningstar said if the airport disappeared, so would those corporations and many of the more than 40,000 jobs at the Airpark. This, according to Morningstar, would dramatically increase taxes for all Scottsdale residents.

Scottsdale also could lose the Airpark property altogether if the airport went away, Morningstar said. In 1963 the city bought the property from the Seventh-day Adventist Church for \$3 million. However, the agreement included a clause that said the property would revert back to the church if Scottsdale didn't maintain an airport and provide the church access to it.

The FAA and Arizona would also have a say in the airport's future because of federal and state grants accepted by Scottsdale to develop the airport.

Initiative not binding

Luongo would need 16,531 voter signatures by Nov. 8 to place the airport initiative on the March 9 ballot. Since he hasn't even filed with the city clerk's office yet, this would seem unlikely. The next general election would be March, 2006.

Paul Jones cannot understand why Luongo continues to live under a flight path if he's so unhappy. Jones lives at 56th Street and Doubletree Ranch Road in Paradise Valley. He said the corporate jets coming over Camelback Mountain into Scottsdale's south approach are so low over his house he can make out their N-numbers. Still, he doesn't have a problem with the air traffic because he realizes the airport has been around since World War II, and he accepted the presence of Scottsdale Airport before he moved in 15 years ago.

"I do get so tired of the people who live in the silk stocking neighborhoods north and east of the facility complaining about noise," Jones said.

Luongo said he's tired of people telling him he should move if he doesn't like the aircraft noise.

"That just gets me madder," Luongo said. "I lived here 2½ years before it started."

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News Update

Workshop held over Scottsdale airport noise

By Chris Rasmussen, Tribune

Seeing a pilot's face — as he flies over her house — is a bit much for Sarah Day.

She joined about a dozen other Scottsdale residents Thursday night in the first of a series of city-sponsored workshops to gather input on noise from Scottsdale Airport.

"They come so close to my house I can see the nuts and bolts of the aircraft and the pilot's face," Day said.

She would like to see higher altitude restrictions when planes fly over homes.

For Mike Schell, who lives about two miles southwest of the airport, the big jets are disruptive.

"I appreciate the airport is a major economic engine for the city, but I would like to see the older and louder jets banned," he said.

Scottsdale hired Coffman & Associates Airport Consultants during the summer to conduct a noise study, which is referred to as the Federal Aviation Regulation Part 150 Study. Federally funded, the study will look at current noise levels and recommend ways to lessen the impact on surrounding neighbors.

Depending on what the study reveals, the type of aircraft using the airport could be restricted, aircraft could be forced to fly at higher altitudes over residential areas, and a mandatory curfew late at night and early morning could be enacted.

Aviation director Scott Gray said the ultimate goal of updating the noise compatibility study is to restrict access to louder corporate jets built before 1985. The study, which will include the use of noise monitoring equipment and radar tracking, is expected to take 12 to 14 months, said Jim Harris, project manager for Coffman & Associates.

"I think this whole thing is a farce," Scottsdale resident Ken Weingarten said of the noise study. "It is all lip service to people who are complaining about noise." Complaints of loud, low-flying aircraft in and out of Scottsdale Airport spiked 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 residential areas.

The city completed its first noise compatibility study in 1984 and last updated it in 1995.

Thursday's meeting was at Desert Canyon Middle School. While times and places



Dillard's



have yet to be set, community meetings are planned for every two months during the course of the study.

Once completed, the study will be presented to the City Council for consideration.

It will be forwarded to the FAA for final approval.

Contact Chris Rasmussen by email, or phone (480) 970-2369

Airport neighbors vent

Scottsdale residents discuss noise study

By CHRIS RASMUSSEN
TRIBUNE

FRU 10-31-03

Seeing a pilot's face — as he flies over her house — is a bit much for Sarah Day.

She joined about a dozen other Scottsdale residents Thursday night in the first of a series of city-sponsored workshops to gather input on noise from Scottsdale Airport.

"They come so close to my house I can see the nuts and bolts of the aircraft and the pilot's face," Day said.

She would like to see higher altitude restrictions when planes fly over homes.

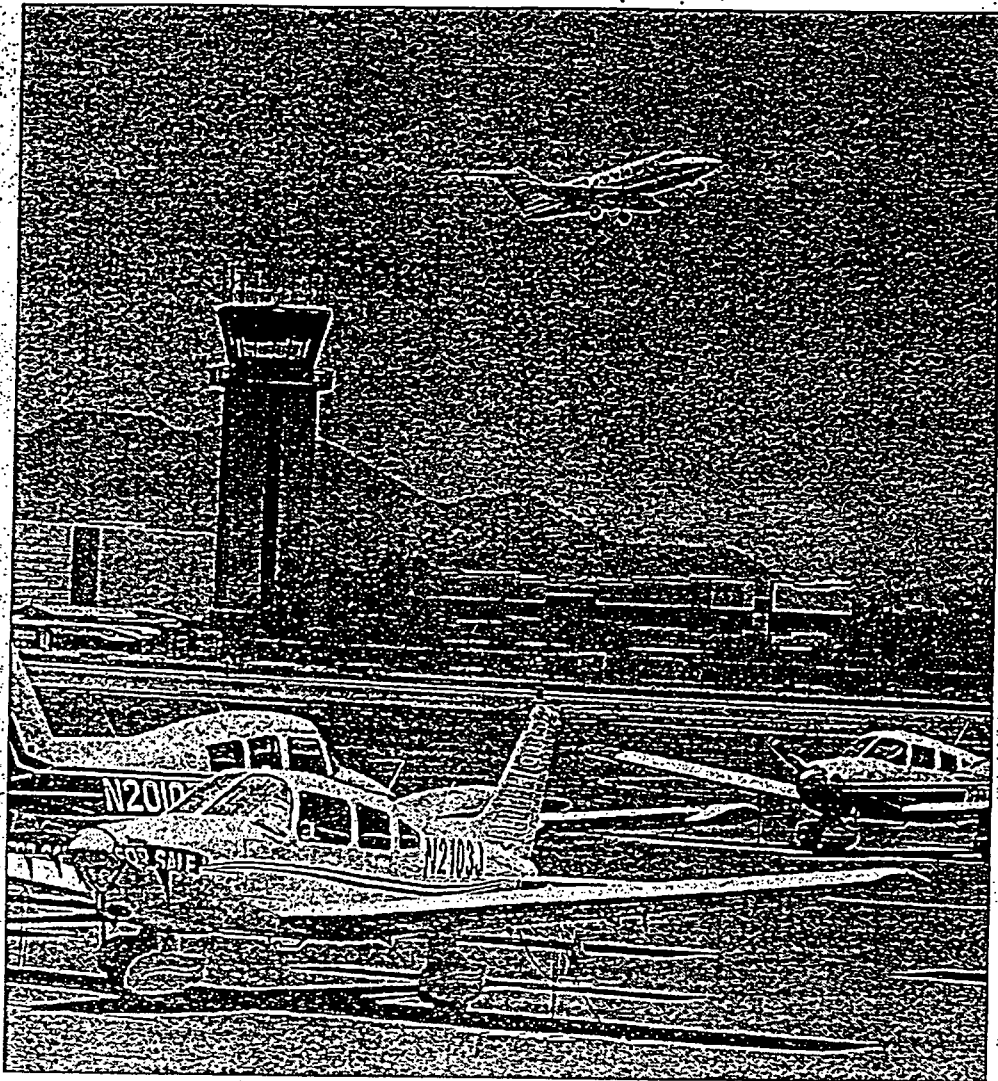
For Mike Schell, who lives about two miles southwest of the airport, the big jets are disruptive.

"I appreciate the airport is a major economic engine for the city, but I would like to see the older and louder jets banned," he said.

Scottsdale hired Coffman & Associates Airport Consultants during the summer to conduct a noise study, which is referred to as the Federal Aviation Regulation Part 150 Study. Federally funded, the study will look at noise levels and recommend ways to lessen the impact on surrounding neighbors.

Depending on what the study reveals, the type of aircraft using the airport could be restricted, aircraft could be forced to fly at higher altitudes over residential areas, and a mandatory curfew late at night and early morning could be enacted.

Aviation director Scott Gray said the ultimate goal of updating the noise compatibility study is to restrict



NOISY: An airplane flies out of the Scottsdale Airport.

TRIBUNE FILE

access to louder corporate jets built before 1985.

The study, which will include the use of noise monitoring equipment and radar tracking, is expected to take 12 to 14 months, said Jim Harris, project manager for Coffman & Associates.

"I think this whole thing is a farce," Scottsdale resident Ken Weingarten said of the noise study. "It is all lip service to people who are complaining about noise."

Complaints of loud,

low-flying aircraft in and out of Scottsdale Airport spiked 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 residential areas.

The city completed its first noise compatibility study in 1984 and last updated it in 1995.

Thursday's meeting was at Desert Canyon Middle School. While times and places have yet to be set, community meetings are planned for every two months during the course of the study.

Once completed, the study will be presented to the City Council for consideration.

It will be forwarded to the FAA for final approval.

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Scottsdale

Airpark News November 2003

Vol. 23, No. 11

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Scottsdale Publishing, L.L.C.

From the Publisher



Wayne Rowan

Living with the Noise

Recently, my old college discontinued our school mascot as a sideline figure at sporting events. The hue and cry that has arisen as a result of this move has been both stunning and embarrassing; stunning because no one ever really paid attention to the comic book character, and embarrassing because he had been around only since 1979, while the school as been around since 1848. Not exactly a monument to time.

While not nearly as stunning - and certainly not embarrassing - is the hue and cry over the noise issue resulting from landing and takeoff patterns mandated by the FAA. They are the result of traffic emanating from Sky Harbor Airport, causing the re-routing of landings and takeoffs for all airports in the greater Phoenix area, including Scottsdale Airport. From Cave Creek to DC Ranch, the noise made by irate homeowners is almost as loud as the noise from the airport. Bear in mind that the airport was fully functional before there was a significant population in the surrounding areas. Also bear in mind that the level of complaints was minimal prior to the FAA getting into the act with their mandated traffic patterns. Suddenly, the call for noise reduction has become a call for the closure of the airport by a very vocal few. They cite the danger of potential crashes in residential areas and the high cost of operating the airport.

The airport contributes approximately \$150 million to the local economy and a major reason for the explosion of growth in the Airpark. As such, you can expect it to remain open. Homeowners who find themselves in the new approach and takeoff patterns will have the choice of complaining to the FAA, working through their Congressional delegation, living with the noise or moving. It is noteworthy that a vast majority of the complaints have come from a very few. I don't want to sound harsh, but when you buy near an airport, expect some noise. As for the folks in the hinterlands, they are the unfortunate victims of circumstances.

I live near the airport, so I am not turning a cold shoulder to those experiencing a noise problem. I would like to see enough pressure applied to the FAA to change their Northwest 2000 plan. Closing the airport is not a valid alternative. It is a valid contributor to the economy of an area that produces significant revenue for the city.

As a resident, I also feel that those experiencing problems with airport noise need to find some relief. I know the city and the airport are doing more than anyone may be aware of to alleviate this problem, such as working with our Congressional representation to foment the necessary changes to Northwest 2000. Let's hope their efforts will make a difference.

Wayne

Airport adviser criticized for calls

Military jet fighters landing at airport

By Thomas Ropp
Scottsdale Republic

SCOTTSDALE — A Scottsdale Airport Advisory Commission member who took it upon himself to investigate recent fighter jet landings at Scottsdale Municipal Airport is in trouble with his commission chairman.

Don Maxwell, head of the seven-member advisory commission, said it was inappropriate for Phil Vickers to call up military bases and inquire about F/A-18 landings at the airport.

"I object to any individual on our commission doing it on their own," Maxwell said. "That's not our job."

Maxwell said there wouldn't have been a problem if Vickers had made the inquiries as a private citizen. But, according to Maxwell, feedback from the military bases indicates that Vickers identified himself as an Airport Advisory Commission member appointed by Scottsdale Mayor Mary Manross.

"I'm not happy with him using the name of the mayor and implying that she has given him authority to ask about the landings," Maxwell said. "Besides, commis-

CALLS Adviser inquired with military

From Page 1

actual need for military jets to come into this airport," Vickers said.

Based on his inquiries, Vickers believes the military generally discourages pilots from landing at general aviation airports like Scottsdale, unless there's an emergency.

"It might be more of a show-and-tell exercise for friends and relatives," Vickers said, referring to at least one pilot who has family near the airport.

It's not known if disciplinary action will or even can be taken

against Vickers.

Scottsdale Municipal Airport director Scott Gray said there have been an inordinate number of F/A-18 Navy and Marine aircraft landings at the airport over the past two months, including two Marine fighter jets that landed late afternoon on Oct. 28. Although many residents near the airport have enjoyed the free air shows, others have expressed dismay over the noise levels of the double-engine F/A-18s, which shake windows and set off car alarms as they power

up over the nearby Airpark and residents.

It's still unclear why there have been so many recent landings.

The Airport Advisory Commission advises the City Council on policy matters relating to the operation of the airport, proposals for development, airport area land use, fees and safety concerns

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

11-4-03

11-5-03

FAIRINGTON'S WORLD



Back up the moving van

Please! The airport was in place well before Nick Luongo bought in Ironwood Village. He is free to move, not the airport.
— Jeanne Carrillo
Scottsdale

SHL 14/11/03
11-5-03



VS.



Closing airport is bad idea

By John Scudder

"It's another example of offering the wrong solution to a legitimate concern and of substituting a problem of one sort for another of a different sort."

— **Scottsdale Councilman Ned O'Hearn** man in Scottsdale wants to close Scottsdale Municipal Airport because of aircraft noise. He hopes to gather enough signatures to put the issue on Scottsdale's March 9 general election ballot.

Even though this lone wolf needs to gather 16,531 signatures, an arduous task by anyone's standards, he doesn't even seem to have much agreement among his neighbors. *The Arizona Republic* recently reported that it has received a plethora of e-mails from this man's neighbors who would prefer that he get out of Scottsdale rather than see the airport leave.

The economic damage closing the airport would do to our city's future is missed in this man's quixotic quest to rid his neighborhood of noise.

This, of course, doesn't mean that citizens should not have the right to make their voices heard in myriad ways. On the contrary, our combination democracy-republic is based on participatory politics. Further, it is expected, or at least hoped, that these citizens will exercise not only their right to vote but their duty to think critically.

As David S. Broder pointed out in *Democracy Derailed*: "Our citizens have always had a healthy skepticism about the people in public office; the whole Constitution rests on the assumption that the exercise of power is a dangerous intoxicant."

But this does not mean that every citizen's idea for reform is a good one. A citizen is just as capable of being as biased, short-sighted or selfish as a politician. So we should treat such efforts from citizens with the same healthy skepticism we give to our political leaders.

Given this criteria, the notion of closing the Scottsdale airport is simply misguided. The economic damage this would do to our city's future is missed in this man's quixotic quest to rid his neighborhood of noise.

Mayor Mary Manross summed this up perfectly when she recently told me: "Citizens always have the right to try to change public policy, but it is a terrible mistake to consider closing the Scottsdale Airport. That airport is an integral part of our history and economy, not to mention our future. As long as I am mayor, I will do everything in my power to prevent its closure." And she's right.

John Scudder is a writer and educator who grew up in Scottsdale. He can be reached at scudpolitics@msn.com. The views expressed are those of the author.

Roar of jets drowns out angry pleas

By Craig J. Cantoni

The Scottsdale Municipal Airport controversy brings to mind the day 17 years ago when jets started roaring over my house one per minute in the New Jersey suburbs, 18 miles west of Newark Airport, many low enough to read their markings, due to the FAA and the Port Authority of New York and New Jersey arbitrarily changing long-standing routes that had been over industrial areas.

Before that day, I was naive about how our political system really worked. Years later, after building a soundproof room in my basement, forming a 5,000-member grass-roots group, testifying in Congress with

I have plenty of sympathy for people who buy a home in a quiet neighborhood only to wake up one day to have their tranquility and property values stolen by faceless bureaucrats.

11 members of the New Jersey congressional delegation and being honored as "Community Service Volunteer of the Year" by a major New Jersey newspaper, I had lost my naivete.

Back then, I had no sympathy for people who moved near an airport and then complained about the noise. I still don't. But I have plenty of sympathy for people who buy a home in a quiet neighborhood only to wake up one day to have their tranquility and property values stolen by faceless bureaucrats, all of whom sleep

together in the same incestuous political bed. And what a big bed it is! It includes the FAA, airlines, aircraft manufacturers, the Air Transport Association, the Aircraft Owners and Pilots Association, municipalities that own airports, legions of consulting firms, and politicians and their staffers who are bought with industry PAC money.

Bureaucrats move with regularity from one organization to the next. Someone can be a regulator with the FAA one year, be an airport manager with a municipality the next year and be a lobbyist with the ATA the following year.

Those who want a lucrative career in the industry quickly learn not to rock the bed or, heaven forbid, to invite citizens to join in their orgy. In public, they wink at each other as they pretend to care about people on the ground and to follow noise regulations. In private, they poke fun at the public and scheme to subvert the regulations.

In summary, don't believe anything that the apparatchiks say, and don't listen to homeowners who bought homes under flight paths and now whine about the whine of jet engines.

Craig J. Cantoni is an author, public speaker and consultant. He can be reached at ccan2@aol.com. The views expressed are those of the author.

Airport's importance is no myth

BOB LITTLEFIELD
SPECIAL TO THE TRIBUNE

Scottsdale Airport has been in the news a lot lately, most recently because of demands by one resident that the city shut it down. Unfortunately this publicity has included inaccuracies about the airport and its impact on Scottsdale. Here is a list of those myths and the truth about each:

• Myth: Scottsdale's taxpayers subsidize the airport. Fact: Our airport is one of the few things in city government that pays for itself. Hefty increases imposed by the City Council in airport user fees more than cover both its direct and indirect costs.

• Myth: The airport contributes little to Scottsdale's economy. Fact: The airport alone (not even counting the airpark) employs almost 2,000 people and produces an annual economic impact of over \$100 million. If the airport itself were one business it would be the seventh largest employer in Scottsdale. And about 5 percent of the tourists who visit Scottsdale each year arrive by way of Scottsdale Airport, particularly attendees of signature events.

The positive impact on Scottsdale's economy of the airpark, home to 2,193 companies with 41,265 employees, is indisputable. Scottsdale Airpark has the third largest concentration of jobs in the Phoenix metropolitan area, after the Central Avenue corridor of downtown Phoenix and the area surrounding Sky Harbor International Airport. The airpark is expected to become the state's largest employment center by 2010.

myth that we could have Scottsdale Airpark without Scottsdale Airport. It is no coincidence that two of the top three concentrations of jobs in the Valley are centered on airports. Businesses in the airpark include 30 regional or national corporate headquarters, many of which chose it specifically to be able to access their headquarters by business jet. These headquarters bring high-paying jobs to our city and meetings and conferences to Scottsdale's resorts.

• Myth: Scottsdale's citizens are up in arms about aircraft noise. Actually only 217 of Scottsdale's 240,000 residents have complained about aircraft noise this year. So why all the publicity? One reason is that, for much of 2002, Scottsdale Airport had the most liberal (and easy to use) system for accepting noise complaints of any airport in the area. As a result we logged many complaints from people outside of Scottsdale, about aircraft that had no connection to Scottsdale Airport. Opponents of the Federal Aviation Administration's rerouting of airline departures from Sky Harbor took advantage of our open system to file hundreds of complaints per month to advance their cause.

That does not mean that there are no aircraft noise problems in Scottsdale, and our airport has made (and will continue to make) reasonable accommodations to lessen the impact of aircraft noise. But the issue needs to be put into perspective, and the term "reasonable accommodations" does not include closing the airport.

• One last myth is that, as a flight instructor and pilot examiner, I have a personal financial stake in Scottsdale Airport. The reality is that my hanger is at Deer Valley Airport in Phoenix, and I instruct and conduct flight tests at airports all over the valley. If Scottsdale Airport disappeared tomorrow I would not lose a dime. But Scottsdale would lose dollars — hundreds of millions of them. That's why it is vital that we keep Scottsdale Airport open and vibrant.

SOL Rep

11-6-03

Letter to the Editor

Military jets no problem

I just cannot believe the commotion that is caused over military jets landing at Scottsdale Airport. I live as close to the airport as anyone, being less than a half-mile from the northernmost point of the runway.

Do I hear corporate planes and military jets taking off and landing? Yes.

Have they once impeded the quality of my life or ruined my day? No.

Maybe the people complaining about our military jets should do a gut check on their level of patriotism. Whenever I hear the military jets taking off or landing, I run outside to get a look at not only a wonderful piece of design, but a wonderful protector of our country. It is truly a thing of beauty to see one take off against the backdrop of Camelback Mountain.

Instead of whining about the noise, complaining about being inconvenienced and looking for loopholes to stop these landings, we all should drive down to the airport and shake these pilots' hands, thank them for serving their country, and say a prayer for all the men and women serving overseas who are protecting our country and our way of life.

— John K. Heilner
Scottsdale

11/6/03

COMMUNITY COLUMNIST

Let's debunk some myths about Scottsdale Airport

Scottsdale Airport has been in the news a lot lately, most recently because of a demand by one resident that the city shut the airport. Unfortunately, this publicity has included a number of inaccuracies about the airport and its impact on Scottsdale. Here is a list of those myths and the truth about each of them:



BOB LITTLEFIELD

Myth: Scottsdale's taxpayers subsidize the airport.

Fact: Our airport is one of the few things in city government that pays for itself. Thanks to hefty increases imposed by the City Council in the fees that we charge users of the airport, these fees more than cover both the direct and indirect costs of running the airport.

Myth: The airport contributes little to Scottsdale's economy.

Fact: The airport alone (not even counting the Airpark) employs almost 2,000 people and produces an annual economic impact of more than \$100 million — if the airport itself were one business it would be the seventh-largest employer in Scottsdale. And about 5 percent of the tourists who visit Scottsdale each year — particularly attendees of our city's signature events — arrive by way of Scottsdale Airport.

The positive impact on Scottsdale's economy of the Airpark, which is home to 2,198 companies with 41,265 employees, is indisputable. Scottsdale Airpark has the third-largest concentration of jobs in the Phoenix metropoli-

tan area, after the Central Avenue corridor of downtown Phoenix and the area surrounding Phoenix Sky Harbor International Airport. The Airpark is expected to be-

come the state's largest employment center by 2010.

Which leads to the next myth, which is that we could have Scottsdale Airpark without Scottsdale Airport. It is no coincidence that two of the top three concentrations of jobs in the Phoenix metropolitan area are centered on airports. The businesses in the Airpark include 30 regional or national corporate headquarters, many of which chose to be here specifically because of the ability to access their headquarters by business jet. These headquarters bring high-paying jobs to our community and meetings and conferences to Scottsdale's resorts.

Myth: Scottsdale's citizens are up in arms about aircraft noise.

Fact: This year, only 217 of Scottsdale's 240,000 residents have complained about aircraft noise. So why has this issue been in the news so much? One reason is that the controversy over the Federal Aviation Administration's rerouting of airline departures from Phoenix Sky Harbor Airport generated extensive news coverage of local aviation issues.

Another reason is that for much of 2002, Scottsdale Airport had the most liberal (and easy to use) system for accepting noise complaints of any airport in the area.

As a result we logged many complaints from people outside of Scottsdale, about aircraft that had no connection to Scottsdale Airport. Some opponents of the FAA's rerouting plan took advantage of our open system to file hundreds of complaints per month in order to advance their cause. That does not mean that there are no aircraft noise problems in Scottsdale, and our airport has made (and will continue to make) reasonable accommodations to lessen the impact of aircraft noise on Scottsdale residents. But the issue needs to be put into perspective, and the term "reasonable accommodations" does not include closing the airport.

One last myth: As a flight instructor and pilot examiner, I have a personal financial stake in Scottsdale Airport. The reality is that my hangar is at Deer Valley Airport in Phoenix, and I instruct and conduct flight tests at airports all over the Valley.

If Scottsdale Airport disappeared tomorrow I would not lose even a dollar. But Scottsdale would lose dollars — hundreds of millions of them. That's why it is vital that we keep Scottsdale Airport open and vibrant.

Bob Littlefield is a Scottsdale city councilman. The views expressed are those of the author.

News copter noise draws residents' ire

2 say pilots ignore Scottsdale's voluntary curfew

By CHRIS RASMUSSEN
TRIBUNE

Military and corporate jets have been grabbing headlines over noise lately in Scottsdale, but the issue also is swirling around television news helicopters due to complaints from just two residents.

Scottsdale aviation director Scott Gray sent letters in June urging all of

the Valley's television news helicopter pilots to comply with the city's voluntary curfew and noise abatement routes.

"The bottom line is it is a voluntary program and we hope they follow it as much as they can," Gray said. "Most of the time, if it is not an emergency or they are not going after a big story, they are following the noise abatement procedures."

Pilots who use Scottsdale Airport are urged by

SEE NOISE • PAGE A6

A6 • SATURDAY, NOVEMBER 8, 2003

NOISE: 2 residents dislike flights

FROM PAGE A1

the city to follow the voluntary noise abatement program, which includes an 11 p.m. to 7 a.m. curfew. They also are asked to depart the airport by following the Loop 101 corridor when headed south and the Central Arizona Project Canal east instead of traveling over neighborhoods southeast of the runway.

"It seems like all they want to do is beat the other television stations to stories and they don't care about how they do it," said Ken Weingarten, one of two residents who filed the complaints over helicopters taking off too early in the morning and flying over neighborhoods instead of the noise abatement routes.

The two residents have filed hundreds of complaints since June regarding news helicopter operations at the airport, Gray said. Sixty-six were lodged in September.

Weingarten, who lives just southwest of the airport, said he has been awakened several times during the past few months by news helicopters taking off early in the morning



PAUL O'NEILL, TRIBUNE

NEWS HOVERAGE: KTVK-TV (Channel 3's) helicopter lifts off Wednesday from Scottsdale Airpark.

and flying below the 500-foot minimum altitude over his home.

"It sounds like the rotor blade is inside the house," he said. "You can feel it shaking the house."

KTVK-TV (Channel 3's) Bruce Haffner was sent a letter after "numerous occasions" of taking off too early and flying over neighborhoods instead of the voluntary noise abatement routes, Gray said.

Haffner referred questions to KTVK News president Phil

Alvidrez.

"We work very hard whenever possible to comply with what we are asked to do and fly in routes that are least disruptive," Alvidrez said. "We are very sensitive to noise issues but we are providing a service to our viewers."

KNXV-TV (Channel 15) pilot Cary Domres said news helicopter pilots are constantly aware of the noise they generate.

"I know for a fact that all of the television chopper pilots

try to keep the noise down to a minimum, but helicopters are noisy," he said. "We talk to each other and the topic often comes up about flying neighborly."

Weingarten said KSAZ-TV (Channel 10's) helicopter flew 300 feet over his house Tuesday afternoon while en route to Falcon Field in Mesa.

"This guy was going so fast and so low, if he had sneezed, he would have taken out four or five homes," he said.

News helicopter complaints are the latest in a series of noise-related issues surrounding the airport.

Some people living north of the runway in Ironwood Village have called for the airport's closure over the noise problem and have even begun collecting signatures to bring the issue to an election.

The issue has also sparked political controversy over a recent City Council decision to allow more than 400 homes to be built less than 1.5 miles away from the airport's runway.

CONTACT WRITER: (480) 970-2369
or crasmussen@aztrib.com

man 11/10/03

Manross backs airport panel head in dispute

By Thomas Ropp
Scottsdale Republic

SCOTTSDALE — Mayor Mary Manross said she supports the chairman of Scottsdale's Airport Advisory Commission and agrees with him that one of its members acted improperly.

Last week, commission member Phil Vickers called for the resignation of commission chairman Don Maxwell after Maxwell publicly chastised Vickers for taking it upon himself to launch an investigation into recent military jet activity at Scottsdale Airport.

"This is an advisory group," Manross said. "Individual members are not supposed to go off on their own."

Manross said she also opposes Vickers' request that Maxwell resign.

"He (Maxwell) has been a terrific contributor to our community and obviously very knowledgeable in the aviation field," Manross said.

Vickers and Maxwell admitted they don't talk to each other.

Cynthia Lukas said she became aware of the acrimony between them while she was chairman of the City Council's subcommittee on aviation. Lukas said she believes that it's a mistake for the two men to air their differences in the media.

"The media is not a good mediator," Lukas said. "If I

See AIRPORT Page 2

AIRPORT Mayor backs panel chairman

From Page 1

were mayor, I'd sit down with both of them and talk about this."

Lukas recently resigned from the Scottsdale City Council in order to make a run for mayor next March.

Manross said she plans on talking with Maxwell and the

"outspoken" Vickers.

The seven-member Airport Advisory Commission advises the City Council on policy matters relating to the operation of the airport, proposals for development, airport area land use, fees and safety concerns.

Members are appointed by council and can also be

removed from their positions by a majority council vote.

Vickers began investigating military jet activity after residents who live near the airport complained to him about excessive noise made by the F/A-18 fighters. Based on his inquiries, Vickers said he believes the re-

cent F/A-18 landings were unnecessary because the military generally discourages fighter pilots from landing at general aviation airports like Scottsdale unless there's an emergency.

Reach the reporter at
thomas.ropp@scottsdale
republic.com.

Politicians, FAA in bed

Although I don't agree with Nick Loungo in closing the airport, there is an entire side of the issue that you (and Mayor Mary Manross) miss completely.

It has to do with the Federal Aviation Administration, collusion, "in bed" politics and placing the burden of three or four airports' traffic on a small percentage of voters, who have small voting blocs (such as Cave Creek).

Do you see the planes over Paradise Valley or Troon? No.

I see as many as 12 planes in the sky at one time from my home, with some 250 per day flying over. I'm 23 miles from Scottsdale Airport, 41 miles from Phoenix and 20 from Deer Valley. I've been here over 10 years, and this is not the way it has always been. I'm also not moving, nor am I "going back from where I came from."

Councilman Bob Littlefield tells us "there's no problem," and Mayor Mary Manross gets grants from the FAA and needs to "play ball." The FAA gives you the grant, you conduct the study, and the FAA has to approve the conclusion. It's like the teacher giving the answers out before the test.

The real culprit here is the FAA and your congressional delegation for not standing up for the citizens in Arizona.

SOL REPUBLIC - R.W. Carsia
11/11/03 Cave Creek

Time for airport advisers to grow up and end spat

Our stand: Commission members need to quit bickering and get down to work

As it so often seems to be with airport-related controversies in Scottsdale, the big fight on the city advisory panel is mostly a lot of hot air.

But it does look unseemly. The two feuding Scottsdale Airport Advisory Commission members should grow up, quit bickering and start concentrating on city business again.

This back-and-forth dispute already has gone on too long. It's gotten pretty silly. Watergate it ain't.

The latest brouhaha involves commission Chairman Don Maxwell, commission member Phil Vickers and now even Scottsdale Mayor Mary Manross.

The story apparently is something along these lines:

Concerned about the spate of recent military jet landings at Scottsdale Municipal Airport, Vickers started investigating on his own. He telephoned Luke Air Force Base west of Phoenix and Miramar Naval Air Station in the San Diego area.

That ticked off Maxwell, who figuratively spanked Vickers in the pages of the *Scottsdale Republic*. Maxwell suggested Vickers was improperly throwing his weight around by identifying himself to base officials as an Airport Advisory Commission member and dropping Manross' name.

A fuming Vickers denied using Manross' name and fired off an incredible e-mail demanding that Maxwell resign. He accused Maxwell of telling "a bold face lie designed to somehow attempt to discredit myself for taking the initiative as an airport commissioner to investigate issues that are important to our community members."

"Somehow you must believe you have some dictatorial powers that allow you to censor and/or prevent individual members of the airport advisory commission to ask whatever questions or make whatever inquiries they feel are necessary to perform their functions as an airport commissioner," Vickers wrote to Maxwell in the e-mail, which he also gave to the *Republic*. "If you think you have the ability to circumvent my rights under the Constitution of the United States you are terribly incorrect."

Can everybody cool it for a second?

Obviously there are a lot of strained relations on the commission, particularly between Vickers and Maxwell, and the so-called military jet "investigation" just blew it all out into the open. We're glad to see that Manross, for her part, is trying to be a peacemaker.

She supported Maxwell in the argument but said the *Republic* that she placed on Vickers

Talkback

The Scottsdale City Council's seven-member Airport Advisory Commission is in a tizzy over the big fight between the chairman and a member. Even Mayor Mary Manross has gotten involved to try to settle things down.

■ What do you think of this commission dust-up? How do you think it happened? What should happen next?

■ In general, how much discretion should an advisory panel member have to conduct fact-finding exercises on his own?

■ Did Manross respond appropriately?

E-mail us at he_letters@scottsdalerepublic.com or write us at: Opinions, Scottsdale Republic, 16277 N. Greenway Hayden Loop, Suite 200, Scottsdale, AZ 85260. You can also fax us at (602) 444-7985.

to Vickers about it.

Everybody should just let the matter drop.

It doesn't sound like what Vickers did was any huge deal as long as he didn't try to overstate his authority or pretend he was some sort of special envoy for the mayor. Any citizen can call a base and ask a question.

At the same time it's worth remembering that none of these city panels are the U.S. House Government Reform Committee. They are around to provide useful advice and recommendations to the elected Scottsdale City Council, not subpoena witnesses and evidence. Those who volunteer on city commissions perform valuable public service, but they aren't issued junior Dick Tracy badges to flash in people's faces.

Would it have been better if Vickers had gone through city staff to get the information he wanted? Sure.

Is this scandal a grave threat to national security? Nah.

Can the airport commission survive this? We think so.

But it would be helpful if everybody took some deep breaths and got back to work. It's past time that egos and personalities be put aside for the good of the city.

Jets inquiry sparks dogfight

Boss must go, panelist under fire says

By Thomas Ropp
Scottsdale Republic

nation of the commission's chairman. Phil Vickers believes Don Maxwell should resign immediately for making "false statements to discredit a fellow member of the commission." This week, Maxwell publicly chastised Vickers for making phone calls to a California military base and identifying himself as a member of Scottsdale's Airport Advisory Commission appointed by Scottsdale Mayor Mary Manross.

Maxwell's position is that the

commission is appointed by the City Council as an advisory body, not an investigative one.

He was also upset that a commissioner acted on his own and spoke on behalf of the entire advisory board.

Vickers said he has every right to find out why there has been a dramatic increase in F/A-18 landings at Scottsdale Airport and denies bringing

Vickers said he is not a "rad-

See FIGHTERS Page 2

FIGHTERS Inquiry on jets sparks dogfight

From Page 1

ical, close-the-airport guy." He said he does believe there are solutions to conflicts between residents and the airport. He called Maxwell "dictatorial."

Commission member Bill Mack said, "When he (Vickers) loses on a vote, he'll say he has friends on the City Council, then heads downtown and does his thing behind our back."

Maxwell said Vickers has never talked to him about his concerns.

"He never communicates

with me," Maxwell said.

Some have questioned the need for the seven-member commission, especially after the council formed an aviation subcommittee last year.

Scottsdale Airport Director Scott Gray said while there has been overlap, the subcommittee focuses more on broader regional aviation issues.

Vickers said he inquired about the fighters landings after nearby residents complained about the noise the F/A-18s make while taking off.

"I got a lot of positive calls

from people in the community who have said thank God sometimes," Vickers said.

The Scottsdale Republic has received similar e-mails in support of Vickers.

Based on his inquiries, Vickers said the military generally discourages pilots from landing at general aviation airports like Scottsdale unless there's an emergency. He said he is of the opinion some of the pilots might be landing for personal reasons. At least one of the pilots has family in the area.

Vickers said

Maxwell should also resign because he has a conflict of interest as an attorney who represents business interests at the airport.

Maxwell said the Scottsdale city attorney has cleared him of any conflict of interest.

The commission's next meeting is 5 p.m. Nov. 17 at the Via Linda Senior Center, 10440 E. Via Linda.

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

Scottsdale Republic
LETTERS TO THE EDITOR

TUES
12-203

Airpark, not airport

I am tired of the transparent defensive position of the airport committee headed by Councilman Bob Littlefield.

They have been pushing out half-truths and misinformation, and continue to take an arrogant attitude toward a large safety, noise and economic problem. I and other homeowners in Grayhawk are tired of being ignored, or worse being insulted, by Littlefield's attitude and assumptions.

The work they have done around the noise issue is nothing but political window dressing to allow a few aircraft owners to maintain their hobby at taxpayers' expense. We as homeowners have become apathetic after filing complaints for years, only to have the problem get worse. Shut the hotline down and save the money, you guys! Safety: 13 accidents in 12 months. I don't need to say more.

Littlefield should think airport separate from airpark

when addressing citizens with his opinions. All our negative issues are around the airport and positive issues are around the airpark.

There are some plain old ethical representation issues at hand here, and they should be spilling over to the mayor's office. How can so few people benefit from the airport part of the airpark at the expense of so many?

— **Bill Lukenbill**
Scottsdale

Jets override nature

A letter writer said he has no problem with military jets at Scottsdale Airport. What is the purpose of military jets using the airport with Luke Air Force Base minutes away? Is it a cash cow for Scottsdale to sell jet fuel?

Objection to this unnecessary noise and bone-shaking intrusion has nothing to do with patriotism. An earlier writer said he was glad to have jets "rattle his windows" so that he feels alive. Poor soul; he must be one of those baby boomers who's gone deaf from rock concerts.

If he could only hear the quiet of quail, doves and breezes through the trees, he would really know what it is to feel alive.

— **Lee Bowen**
Cave Creek

50 L REPUBLIC
THURS. 12-4-03

LETTERS TO THE EDITOR

Airport profits don't add up

Scottsdale Councilman Bob Littlefield recently crowed that the Scottsdale Airport was profitable for the city. Perhaps the councilman would like to explain how the city could make a profit renting space for 25 years for mere pennies per square foot.

Based on information provided by the city, businesses such as flight school operators, aircraft storage and aircraft leasing companies have base rents from 1 cent to 30 cents per square foot. There is even a luxuriant restaurant expediently located for city airport management with a 10-year, \$1.50-per-square-foot lease.

And how can the city make a profit when the majority of airport users do not pay airport-use fees? Flight instructor-pilots such as Littlefield, who park their airplanes at the Deer Valley Airport and frequently practice at Scottsdale, make use of the airport for free.

Furthermore, the Scottsdale Airport has received millions from both the state and federal government. How is it that taxpayer-funded grants are included in making the airport "profitable?"

The councilman needs to stop crowing about phantom airport profits and stop commingling the economic benefits of airpark and the airport. When the public separates the fact from the fiction, the airport restaurant menu may be changed to include a taste of crow.

— John F. Hoepfner
Cave Creek

THE ARIZONA REPUBLIC

**The welcome noise
of nation's protection**

So there I was, sitting around in my pajamas on a fine Sunday morning catching all the news, when I hear the unmistakable sound of fighter jets.

What a treat!

Four beautiful American birds just roared over my neighborhood at no more than 5,000 feet. What a beautiful sound!

I love living close enough to Luke Air Force base to hear things like this. I just hope it's still there when I retire and move even closer so I can see and hear this amazing type of event every day.

— Carol Reed, Phoenix

Grand Canyon Airlines finds success at Scottsdale Airport

By Chris Rasmussen
SCOTTSDALE VIEWS

Tourists flocking to the Grand Canyon are panning out well for an airline that arrived last year at Scottsdale Airport.

Grand Canyon Airlines Inc. is doing so well, in fact, that

company officials plan to open a ticket counter in the relatively small Scottsdale Airport terminal.

"We have been doing very well in Scottsdale and we are very optimistic about the future," said Howard Jackson, Grand Canyon Airlines assistant

manager.

Scottsdale has been a success, Jackson said, because of the large number of tourists staying at local resorts and hotels who want to see one of the world's natural wonders.

"We have been very aggressive on our marketing and have

had a large response from the community," he said. "We cater to the area resorts and hotels."

The airline currently offers one flight each day that departs to the canyon at 8:45 a.m. and comes back at 3:15 p.m.

Please see AIRLINES, Page 5

WEDNESDAY, DECEMBER 10, 2003 ***

SCOTTSDALE
VIEWS

AIRLINES: Company says it has taken steps to make planes quiet

From Page 1

Airline general manager John Dillon said most flights are full, and if demand picks up, more flights could be added.

"We are working very closely with resort properties and travel planners to grow our business," he said.

Residents critical of aircraft noise need not worry, Dillon said, because the twin-engine plane the airline uses is quieter than most charter aircraft at the Scottsdale Airport. The plane is modified to be quieter in order to operate in Grand Canyon National Park.

The aircraft, a modified deHavilland Twin Otter, seats 19 and features a propeller designed to decrease noise with the addition of a fourth blade that reduces exterior noise by 66 percent.

The Scottsdale City Council was expected to approve a lease agreement with the airline for counter and office space in the airport terminal

on Dec. 8.

For the past year the airline has not had an office, and greeted customers on the runway.

"We need a place to work out of, check customers in and sell tickets," Jackson said. "We consider Scottsdale our new base."

Grand Canyon Airlines had offered flights from Scottsdale Airport several years ago, but discontinued service until Oct. 25, 2002.

Flight and tour rates are about \$299 per person. Total flight time is one hour each way.

The airline, which celebrated its 75th anniversary last year, has a colorful history. Initially called Scenic Airways, it flew the first tourists over the Grand Canyon on Oct. 3, 1927.

Its founder, J. Parker Van Sandt, began the airline with a fleet of Ford Tri-Motor airplanes. Van Sandt also founded Phoenix Sky Harbor International Airport.

Plan for more flights concerns residents

Scottsdale OKs lease for Grand Canyon Airlines

By CHRIS RASMUSSEN
TRIBUNE

12-10-03

The success of Grand Canyon Airlines Inc. in Scottsdale does not signal an increase of commercial flights into the city, airport officials said Tuesday.

The City Council approved a long-term lease Monday night for Grand Canyon Airlines Inc. to operate a ticket counter and office in the main terminal of the Scottsdale Airport.

"They are not an airline, that is just in their name," aviation director Scott Gray said Tuesday. "People see the name and they think of 737s."

There are 11 similar commercial operations at the airport providing on-demand charter services like Grand Canyon, Gray said.

Additional passenger flights could come to Scottsdale, Gray said, as long as aircraft are under the airport's weight limits: 45,000 pounds for single-wheeled planes and 75,000 pounds for dual-wheeled aircraft.

The aircraft used by Grand Canyon Airlines seats 19 passengers and weighs 12,500 pounds.

Arrival of Grand Canyon Airlines last year prompted concern among residents critical of aircraft noise.

Coreen Young, president of the Coalition Concerned About Aircraft Noise, predicted then that the city would see incremental development at the airport and cautioned that at some point noise would be a problem.

Phil Vickers, an Airport Advisory Commission member critical of airport noise and operations, said he has



TIM HACKER, TRIBUNE

INCREASED SERVICE?: Passengers deplane a Grand Canyon Airlines flight on Tuesday at Scottsdale Airport.

"seen no indication that the city is going to take any action to allow larger passenger jets" to land in Scottsdale.

The city has, however, been trying for the past 15 years to attract a charter company to offer passenger service to such cities as Yuma and Los Angeles.

During the 1980s and early '90s, two charter companies offered flights to Laughlin, Nev.

Scottsdale has been a success, Grand Canyon Airline officials said, because of the large number of winter visitors and tourists staying at local resorts and hotels that want to see one of the world's seven natural wonders.

"People want to see the Grand Canyon when they come to Arizona and we make it easy for them instead of having to drive six or seven hours," said John Dillon,

Scottsdale Airport charter companies

Aero Jet Services
Corporate Jets
Grand Canyon Airlines
Jet Pros
Pinnacle Air Charter
Sawyer Aircraft Charter
Scottsdale Flyers
Sonoran Charters
Southwest Jet Aviation Center
Westcor Aviation

general manager of Grand Canyon Airlines, Inc.

Most daily flights are full, Dillon said, and additional flights could be added if demand picks up.

"We are working very closely with resort properties and travel planners to grow our business," he said.

The airline currently offers one flight each day that departs for Grand Canyon Airport at 8:45 a.m. and returns to Scottsdale at 5:10 p.m. Flight and tour rates are \$299 per person.

"We were very excited when they came on board with Scottsdale," said Laura McMurchie, Scottsdale Convention & Visitors Bureau spokeswoman. "A lot of times convention groups are limited with their free time and this is an easy way for them to spend the day at the Grand Canyon without all that time on the road."

Residents critical of aircraft noise need not worry, Dillon said, because the twin-engine plane they use is quieter than most charter aircraft at the Scottsdale Airport.

The plane is modified to be quieter in order to operate in

Grand Canyon National Park under federal guidelines.

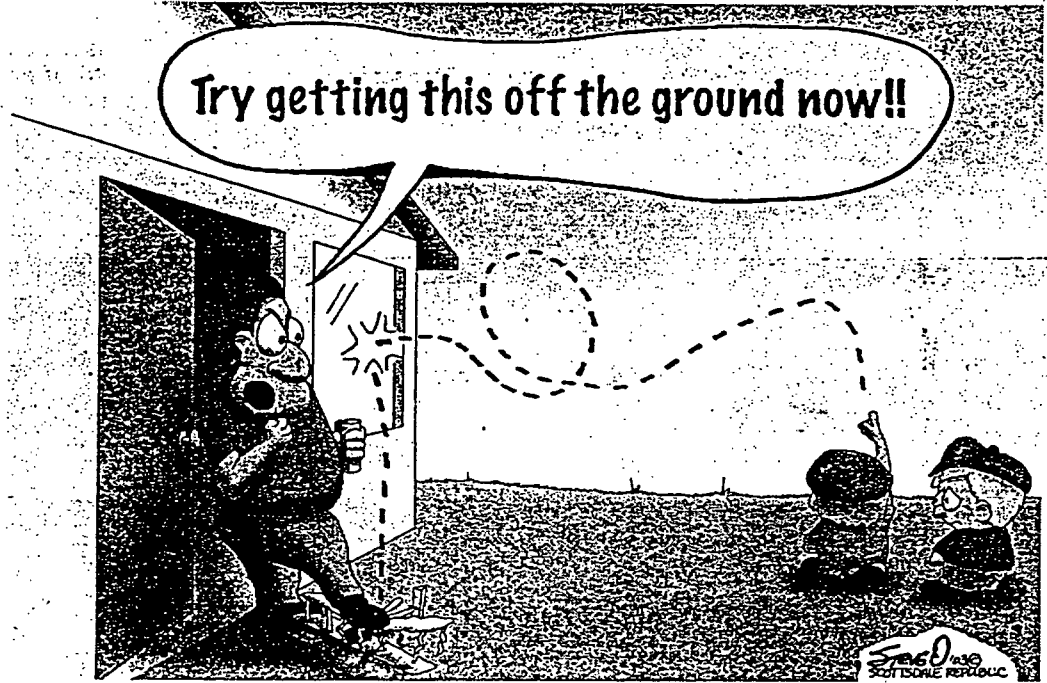
The aircraft, a modified deHavilland Twin Otter, seats 19 and features a propeller designed to decrease noise with the addition of a fourth blade that reduces exterior noise by 66 percent, said Verna Conley, airline spokeswoman.

The airline, which celebrated its 75th anniversary last year, has a colorful history. Initially called Scenic Airways, it flew the first tourists over the Grand Canyon on Oct. 3, 1927.

Its founder, J. Parker Van Sandt, began the airline with a fleet of Ford Tri-Motor airplanes. Van Sandt also founded Phoenix Sky Harbor International Airport.

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STEVE O'CALLAGHAN'S WORLD



Steve O'Callaghan
SCOTTSDALE PIONEER
12-12-63

If the Wright brothers grew up in Scottsdale...?

LETTERS TO THE EDITOR

Airport is no asset to city

Jeff Sullivan's letter concerning the Scottsdale Airport as a true asset cannot go unanswered ("Airport a true asset," *Scottsdale Republic Opinions*, Tuesday).

While his letter tries to give a business perspective, it is clearly a pilot's perspective. Let's examine his arguments:

1. Yes, noise is going to happen. However, limiting noise should be a priority. Since there are seven general-aviation airports in Maricopa County (not to mention a few private fields and an Air Force base), the loss of Scottsdale Airport would be felt only if the other airports are operating at 100 percent capacity, which they aren't. As a businessman, Sullivan certainly wouldn't maintain an asset when its function could be absorbed into another existing asset.

2. Sullivan scolds people who try to become experts at guessing the worth of the airport, yet goes on to guess that he and his fellow aircraft owners will spend \$6 million per year on their aircraft. Again, as a businessman, one should look at maximizing the return on assets (intrinsic value deals with the value of an asset based on an underlying perception of the value, so I'm not sure where he's going with that argument). A simple example: Let's assume you own a parking lot that generates a profit of \$100,000 per year. An alternate use of that parking lot is to build on it and lease the space. If the alternative generates more than \$100,000 profit per year, it would be prudent to take that alternative. Therefore, if you believe the airport could generate more profit than it does (by the way, it loses money), then you'd want to explore the alternate use.

3. Safety is and always should be a major concern. Sullivan compares airplane safety to automobile safety, which is an apples/oranges comparison. When someone hops in his car, he assumes the risk that he may be involved in an accident

Safety is and always should be a major concern. Sullivan compares airplane safety to automobile safety, which is an apples/oranges comparison.

along with everyone else who is driving. A pilot assumes the risk that he may be involved in an accident when he hops in his airplane; the difference is the people who are under his aircraft have not assumed that risk. If you want to compare statistics, it would only be logical to compare deaths or injuries of planes falling out of the sky with the deaths or injuries of cars falling out of the sky.

4. I don't know what kind of plane Sullivan is flying, but for \$20,000 I have to assume it's a small single-prop plane. Quieter than "most" SUV's? All that flying has clearly affected Sullivan's hearing.

— Joe Taglia
Scottsdale

It's a Bird! No, It's a Plane. Oh No, Not Another Plane!

by Jennifer M. Lewis, Aviation Planner, Scottsdale Airport

Jets and propeller-driven aircraft decorate the skies above Phoenix and the surrounding communities—sometimes in continuous streams, and sometimes as lone marvels of flight.

To some viewers on the ground, these mechanical birds are symbols of commerce, freedom, and advancement of technology. To others, aircraft in operation are menacing disruptions to silence, conversation, recreation, and sleep; and are not even slightly appreciated. Two simplified positions of one passionate issue: aircraft noise.

The Scottsdale Airport (SDL) receives hundreds of complaints each month from people who are bothered by aircraft noise in Phoenix as well as Scottsdale. Are the complaints generated by aircraft operating in and out of Scottsdale Airport? Not always.

There are more than a dozen airports located in Maricopa County. At least five airports generate aircraft flights over the northern and eastern Phoenix area. Why is it important?

Some folks in Phoenix have shared their concerns about too much noise, lack of safety, and privacy violations and feel that aircraft overflights invoke stress and anxiety in their lives. Many of these people argue that the air traffic intrusions were not part of the deal when they bought their homes. They say that the planes did not fly over their homes until sometime after they made the purchase. Does it matter? Yes!

Scottsdale Airport cares about its neighbors. That is why a proactive noise abatement program was established, and why the airport has demonstrated an

ongoing commitment by continually working with pilots and air traffic controllers on minimizing noise impacts. But, people still complain.

The coexistence of airplanes and people is a challenge. The goal is to coexist peacefully. How can you help?

REALTORS* and real estate agents are urged to contact the Scottsdale Airport to learn the facts about aircraft noise exposure and aircraft noise implications for areas in north and east Phoenix as well as Scottsdale.

Buyer Beware: potential homebuyers are urged to contact airport staff before purchasing a home to discuss noise issues, aircraft traffic patterns, and typical airspace dynamics. Even if the seller was not bothered by aircraft activity that does not mean the new owner will not be bothered.

Perception is everything, and everyone's perception is different.

Yes, many people love the aircraft activity. Yes, many people have no opinion whatsoever. And, yes, there are many who do not even know there is an airport in the neighborhood. And, yes, yes, there are people who think one airplane flying overhead is one-too-many aircraft flying overhead. Can you believe there is such a vast range of perception? Believe it.

Aircraft make noise. Is it a lot of noise? Sometimes.

The Scottsdale Airport Noise Compatibility Study (Federal Aviation Regulations Part 150) helps illustrate the noise exposure associated with aircraft activity at the airport, as well as the applicable noise abatement rules and guidelines that pilots must follow.



A critical aspect of this study is the aircraft noise exposure area contours that show aircraft noise exposure areas ranging from an average of 55 - 70 decibels.

One misnomer is that if a home is located outside the noise exposure map then it is not impacted by aircraft noise. This is an inaccurate assumption for three reasons:

- ① Aircraft noise does not cease to exist outside the noise exposure area.
- ② The noise exposure area is an average, and does not account for single aircraft noise events experienced at individual homes (inside or outside the contour).
- ③ The noise exposure area does not take into account an individual's perception of a "noisy" aircraft or a "low flying" aircraft.

During the next 12-14 months, the City of Scottsdale will be asking the airport users and community members residing within the vicinity of the airport to participate in public workshops and submit online comments to update the existing Part 150 Study. More information on this process is available by calling Coffman Associates, Inc., the Consultants hired to conduct the study at (602) 993-6999 or visit them at www.coffmanassociates.com.

[Editor's Note: PAR members and their customers and clients can secure facts about aircraft noise associated with Scottsdale Airport at www.scottsdaleaz.gov/airport or by calling, (480) 312-2321.]

Phoenix Realtor Forum - January 2004

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Airport not at fault

Why does the Scottsdale Opinions section give so much time to the critics in north Scottsdale and Cave Creek about aircraft and noise? I expected one, but you published two "me, me, me" letters.

Do you know why they call it Turf Soaring school? It used to be behind Turf Paradise Horse Track. But the encroachment of homes forced it to move. People by the tens of thousands moved into the areas of the northwest and Northeast Valley. You got rid of almost all the natural wildlife (the rattlesnakes, scorpions, ground squirrels) and turned the ones that remained (coyotes, cactus wrens and bobcats) into urban garbage dwellers and small-pet nappers.

But just like the fate of the desert tortoise and the jack-rabbits, the elitists in the Northeast Valley want to see Scottsdale Airport closed. They even try to link tragic accidents far from the airport and surrounding areas to the FAA and Scottsdale Airport.

Still, none from the area points out the private airport in Carefree and its tragedy as of late. Are Carefree planes quieter and safer?

— D.E. Brown
Scottsdale

Scottsdale Rep.
1/6/04

Letters

Scor...
TR 16

Writer ignorant of flight regulations

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I am certainly glad that Celia Partridge (Letters, Friday) is enjoying her retirement in Gold Canyon and I am positively ecstatic that she has nothing to do with handling air traffic any more. As a retired military pilot and operations planner, I am troubled that she is ignorant of key elements of air traffic control and flight operations, especially for military aircraft.

Federal Air Regulation 2.4 (of which she should have been aware as a "controller" and supervisor of "controllers") puts the final authority for the safe operation of any aircraft, civil or military, with the pilot in command. That's Capt. Thompson, not some civil servant.

The air traffic "controller" provides, where available, air traffic separation from known Instrument Flight Rules traffic. Even in the area of traffic separation, however, the ultimate responsibility is still with the pilot in command to

"see-and-avoid" all traffic, not just known IFR traffic.

Since Capt. Thompson in his B-2 was, most likely, operating well above the flight altitudes used by the aircraft under the control of the Middle Eastern "controller," he was well within the rules to invoke his authority as pilot in command rather than allowing the safety of his aircraft, including its essential fuel reserves, to be compromised.

As a matter of fact, the ALTRV (altitude reservation) flight plan that Thompson's B-2 was probably operating under until it entered the combat zone provided more information than the controller should ever need to accomplish his duties. He clearly wanted to overstep his authority and create some kind of incident when the B-2 had insufficient fuel to make it to a safe recovery.

JAMES H. EVANS
TEMPE

THE ARIZONA REPUBLIC
ONLINE PRINT EDITION

FRONT PAGE LOCAL SPORTS BUSINESS ARIZONA LIVING OPINIONS azcentral.com

January 21, 2004

LOCAL online print edition

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Panel reviews progress on airport noise

Thomas Ropp
The Arizona Republic
Jan. 19, 2004 12:00 AM

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SCOTTSDALE - Airport Advisory Commissioner Phil Vickers said Scottsdale Airport officials shouldn't be patting themselves on the backs over a slight reduction in noise complaints.

Local noise complaints for 2003 (3,269) were seven less than in 2002 (3,276), according to a report presented by Scottsdale Aviation Planner Jennifer Lewis at last week's Scottsdale Airport Advisory Commission meeting. Most of the commissioners and airport staff appeared pleased with the reduction in numbers. However, Vickers had another take on it:

"Having numbers this close tells me we're not making progress," Vickers said.

Commissioner Bill Mack disagreed, pointing out that 5,000 new homes have been built near the airport over the past year.

"So there were more people who could have complained, but we've kept the numbers the same," Mack said.

Airport noise has been a major issue over the past year. Nick Luongo, an Ironwood Village resident, made a lot of noise himself in 2003 with a grass-roots effort to put a citizen's initiative on a future ballot to close Scottsdale Airport. Luongo lives only two miles from the airport and directly in line with the runway.

Commissioner Mike Osborne said, "It's still the same handful of people making complaints."

Ron Weingarten is one of those multiple-complaint submitters. Weingarten lives southeast of the airport and has been very frustrated this past year with noise from low-flying helicopters.

Commissioner Tom Guilfooy also took issue with Vicker's observations.

"We're not patting ourselves on the back," Guilfooy said. "There's nothing we can do about it (noise). So let's move on."

Scottsdale Airport Director Scott Gray said he believes there are things that can still be done to lessen aircraft noise. He said that's the whole point of a federally funded Part 150 noise compatibility study being conducted by Scottsdale Airport. The 14-month study began last October and is examining everything from noise contours and existing flight paths to pilot curfews and restrictions. The study is interactive and feeds off input from residents through the Internet as well as workshops.

Find out more at www.scottsdaleaz.gov/Airport and click on the noise compatibility link.

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FRIDAY

Letters

Airport should not accommodate newcomers

When we first decided to move to Scottsdale in 1980, we shared a round trip with four others on a corporate jet out of Oregon to Scottsdale. I asked at the time how long private jets had been using the Scottsdale Airport and the answer was "for years."

That was 24 years ago. Nothing has changed except those that decided to build homes near the airport and some flight route changes by the Federal Aviation Administration.

Many of my husband's business customers came to town via Scottsdale airport (bought fuel, spent money), stayed in our hotels (spent money), ate

in our restaurants (spent money), played golf (spent money), bought property (spent money), bought homes (spent money), and moved entire companies to our fair city (spent lots of money). That is still going on in a big way (and they're still spending that money).

Scottsdale Airport is a critical asset to this city in many ways and there should never be any consideration of downgrading or eliminating it at any time because of Johnny-come-latelys stupidly moving near the airport while not wanting to see or hear planes.

BONNIE E. KNOWLTON
SCOTTSDALE

FAA has stacked deck against noise studies

A \$273,180 Federal Aviation Administration grant made to the city will be used to conduct the first of two aircraft noise studies (city officials didn't mention the second study).

Here is what the city won't tell you: The time required to complete both studies will take four to six years. The combined cost of the studies will be approximately \$4 million. Both studies must be completed before the FAA will consider any changes to an airport's flight operations. And after spending all that money and time, there will be no reduction in aircraft noise.

In addition, the FAA has intentionally written the rules that discourage airports from conducting aircraft noise studies. The FAA also intentionally wrote rules that make it practically impossible for airports to change flight operations: no changes may discriminate against a class of aircraft or impede the flow of interstate commerce any time of day or night.

To this date the FAA has not honored any noise-mitigating flight change requests from any airport that completed both studies. So forget about banning noisy aircraft or establishing curfews.

JOHN HOEPPNER
CAVE CREEK

Aviation panel's prospects in doubt

By Thomas Ropp
Scottsdale Republic

SCOTTSDALE — Last week's cancellation of the City Council's monthly aviation subcommittee meeting may become permanent.

Scottsdale Councilman Wayne Ecton said he doesn't believe the subcommittee "serves any future purpose." Councilman Bob Littlefield said he "never thought it was useful in the first place."

Ecton and Littlefield are members of the subcommittee. A third member, Cynthia Lukas, was the chairwoman but resigned from the council and subcommittee last October to run for mayor in the March 9 election.

The aviation subcommittee was formed more than a year ago during a tumultuous period when Scottsdale refused to join Carefree and Cave Creek in a lawsuit against the Federal Aviation Administration to stop increased rerouting of commercial jets over the Northeast Valley. Ecton suggested the subcommittee because he believed the city needed to do more about residents' concerns over aircraft noise.

Through e-mail correspondence, anti-airport activists expressed their outrage this week over the subcommittee's possible demise.

"The city's efforts to ignore us have reached a new low," wrote Nick Luongo to Scottsdale city officials and staff.

Luongo is spearheading a grass-roots effort to close Scottsdale Airport through a citizens initiative. He lives in Ironwood Village, which is about two miles from the airport and directly in line with the runway.

Littlefield said, while the idea to kill the subcommittee was Ecton's, he's in full agreement. "The creation of the subcommittee implied we weren't doing all we

See AVIATION Page 2

SDL REP - mon. 1-26-04

AVIATION Activists want panel to remain

From Page 1

could," Littlefield said. "What it did was pander to the anti-airport constituency."

Luongo and others attended the subcommittee meetings and vented their frustrations over what they perceive as insensitivity on the part of the city to aircraft noise.

Littlefield said he doesn't feel it's good government to create a subcommittee just so people have a place to vent. Besides, he said, residents have other avenues, including the Airport Advisory Commission

meetings and City Council meetings.

"They can also call us and e-mail us," Littlefield said. "Nick Luongo certainly isn't shy about e-mailing us on an hourly basis."

Ecton said he thinks the subcommittee is no longer necessary because the Airport Advisory Commission has stepped up to address noise and other issues of concern to residents.

"Although I am rethinking this after their last week," Ecton said.

At the Jan. 14 meeting, a majority of advisory commission-

ers said they were pleased that the number of aircraft noise complaints had more or less remained the same this year as last year. One member said there was nothing more the airport could do about it anyway.

Lukas said she felt the subcommittee was "worthwhile," and she would vote to continue it but retool its direction.

"I always thought we should have spent more time planning for the future and looking at long-term regional aviation issues," Lukas said.

In fact, that's also what Mary Manross had in mind when she

announced the creation of the subcommittee and appointed the three members. The city's Web site still refers to the subcommittee as the Subcommittee on Regional Aviation Issues.

Mayor Manross said she is not aware of plans to dissolve the subcommittee. This kind of action would require a council vote.

Reach the reporter at thomas.ropp@scottsdale.republic.com or at (602) 444-6880.

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MM 1-26-04



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Today | This Week

Close the airport

Jan. 26, 2004 12:00 AM

Another flying student crashes at Scottsdale Airport. How many more before one crashes onto traffic, homes or places of business?

Teaching people to fly from this densely populated area is lunacy. Better still, instead of subsidizing the flyboys the city should close this tax gobble down and build stores, offices and parks that will improve the standard of life for Scottsdale taxpayers. Including you, Councilman Littlefield!

Bob Tomlin
Scottsdale

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Today | This Week

Scottsdale noise panel still intact

Canceled meetings raised
suspicions with resident

By CHRIS RASMUSSEN
TRIBUNE

A City Council subcommittee formed to address noise issues surrounding the Scottsdale Airport has not been disbanded despite rumors swirling around the community.

Councilman Wayne Ecton on Friday said he has not formally proposed to do away with the subcommittee on regional aviation issues despite the recent cancellation of two meetings and failure of the council to fill a vacant seat.

"There has been no decision to do away with the subcommittee," said Ecton, who along with Councilman Bob Littlefield make up the committee. Former Councilwoman Cynthia Lukas, who led the subcommittee, resigned to run for mayor.

Rumors of the subcommittee's demise originated with e-mails between airport opponent Nick Luongo, Ecton, Littlefield and several others in Scottsdale.

"When I saw meetings were being canceled it raised some concerns," Luongo said Monday. "They are thinking, 'Cancel some meetings and just abolish it.'"

Three of the past four subcommittee meetings were canceled.

Ecton said they weren't held because there were no agenda items.

Littlefield, however, said he sees little need for the subcommittee.

"If all this committee is going to do is be a forum for noise complaints, then we don't need it," Littlefield said Monday. "I don't think the way it turned out is useful. It had the name 'regional aviation issues' but that was never what we did. It was just a forum for people to complain."

It appears the true fate of the subcommittee will be known in June when four new council seats will be filled.

Littlefield said that if the subcommittee is not disbanded, a third council member would be appointed in June to fill Lukas' seat.

"I don't think we are being listened to anymore. We are being ignored," Luongo said. "The subcommittee is very important to the city of Scottsdale because it gives us a forum."

The subcommittee was formed in February 2003 at Ecton's recommendation. The City Council unanimously endorsed it.

Scottsdale Tribune
CONTACT WRITER: (480) 970-2369
or crasmussen@aztrib.com 1/27/09

EDITORIAL

Airport panel's future shouldn't be up in air

Our stand: Disbanding City Council's aviation subcommittee makes no sense

Given how important Scottsdale Municipal Airport is to the city's economic health, and the continuing griping about noise, disbanding the City Council's aviation subcommittee would be a mistake.

Yet Scottsdale's three-seat council panel soon could become as extinct as the flightless dodo bird.

Its former chairwoman, Cynthia Lukas, quit her council post to run for mayor, and its two other members, Councilmen Wayne Ecton and Bob Littlefield, seem to be willing to abolish the year-old subcommittee. They canceled this month's meeting and publicly doubted its effectiveness in comments to the *Scottsdale Republic*. There are suggestions that meetings have become little more than venting sessions for the airport-noise critics.

Littlefield, a commercial pilot who never liked the aviation subcommittee idea and argued against its creation in late 2002, told the *Republic* all it "did was pander to the anti-airport constituency."

Littlefield fancies himself the council's aviation expert, and never had any use for a subcommittee anyway.

Ecton, who spearheaded the subcommittee's creation, apparently has second thoughts, saying the Scottsdale Airport Advisory Commission has a good enough handle on noise issues.

We've never understood the political angst that the aviation subcommittee has caused the Scottsdale council. It gives the elected officials a forum to zero in on such a critical topic. Phoenix has had a similar council subcommittee for many years. It makes sense.

It's also the job — the duty, frankly — of council members to deal with residents who have complaints or who voice contrary opinions about issues such as airport noise and growth. If the airport critics have hijacked the subcommittee agendas and meetings, it's only because the subcommittee members let them do so.

We agree that noise complaints are overblown and that talk of shutting down Scottsdale Airport is absurd. But there should be no fear of confronting the argument with facts and figures. If Ecton and Littlefield are tired of serving on the subcommittee, they should step down and let somebody else do it.

Nine candidates are running for the council in the March 9 election. Four council seats will be filled. Our guess is some of the winners would relish the opportunity to submerge themselves in the airport issues.

Talkback

The future of the Scottsdale City Council's three-member aviation subcommittee is in doubt. Its chairwoman, Councilwoman Cynthia Lukas, quit to run for mayor and now the other two members are questioning the need for its continued existence.

- **Should the aviation subcommittee be abolished? Is the panel helpful? Or do you think it's just an exercise in futility?**
- **Have you attended any subcommittee meetings? What are your impressions of the proceedings? Are they positive or negative?**
- **Do you agree with Councilman Bob Littlefield's view that the subcommittee has pandered to the anti-Scottsdale Airport crowd?**
- **Should the subcommittee's role be expanded or refocused to better address a wider range of airport and aviation issues?**

E-mail us at ne.letters@scottsdalerepublic.com or write us at: Opinions, Scottsdale Republic, 16277 N. Greenway-Hayden Loop, Suite 200, Scottsdale, AZ 85260. You can also fax us at (602) 444-7985.

Lukas and Mayor Mary Manross have the right idea. They both told the *Republic* that the subcommittee should take a broader view toward local and regional aviation issues. That would be smart — it should be doing that already. There are a lot more aviation and transportation matters to consider besides noise. And others are sure to arise in the future.

The council should not ground its aviation subcommittee. Its future should not be up in the air.

NEWS - JAN 29, 2004

Airport studying a curfew

Nighttime flights would be limited

By Thomas Ropp
Scottsdale Republic

SCOTTSDALE — Anti-airport activists may never close Scottsdale Municipal Airport, but they could restrict its use.

Scottsdale Airport Director Scott Gray said he and his staff are seriously looking at imposing a mandatory curfew from 10 p.m. to 6 a.m. Currently, there is a volunteer curfew.

Some residents who live near or in the airport's flight path have complained strongly about what they say is a sharp increase in corporate jet traffic late at night and early in the morning. The complaints coincide with Scottsdale's busiest events calendar that includes the Barrett-Jackson Classic Car Auction and the FBR Open PGA golf tournament.

Through e-mails, concerned citizens have written Gray and Scottsdale Councilman Bob Littlefield, encouraging them to close the airport from 10 p.m. to 6 a.m. as one immediate partial solution to the noise problem.

"This request is totally reasonable," said Tim Montgomery who lives under a corporate jet flight path into Scottsdale Airport. "Just as you see more cars with all these special events, there are more aircraft, too. Many enter into the Valley at very weird hours."

With the aid of a \$273,000 grant from the Federal Aviation Administration, Scottsdale Airport is conducting a noise compatibility study. The study,

See NOISE Page 2

NOISE Airport may impose flight curfew

From Page 1

before implementing a curfew.

which is interactive with the public through workshops and Web site exchanges, examines ways to mitigate aircraft noise. Gray said it should be completed by the end of this year. At that time, airport consultants could recommend making the volunteer curfew mandatory. If the Scottsdale City Council agrees, then a follow-up study on implementing aircraft noise restrictions would have to be done. Ultimately, the Scottsdale City Council and the FAA would have to approve the mandatory curfew.

Scott said before 1990 it was a lot easier for airports to initiate curfews. Since 1990, a federal law requires airports to conduct the two noise studies

"That's why Orange County and Long Beach have these flight curfews today," Scott said. "They did them before the law changed."

Scottsdale did get one restriction in before 1990. Touch and goes (a practice maneuver) are not allowed between 9:30 p.m. and 6 a.m. The occasional pilot who violates this restriction is sent a warning letter and can be fined \$250.

Scott said there are only about three to five aircraft, mostly corporate jets, that land or take off between 10 p.m. and 6 a.m. per day. Even with a mandatory curfew, emergency aircraft, such as Medical Express, would be exempt.

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Pilots pledge to fly neighborly'

But airport can't enforce curfew

By Rebecca I. Allen

Independent Newspapers

More than 150 pilots, 100 percent of those asked, have signed the "good neighbor" pledge at Scottsdale airport. The pledge asks pilots to "fly neighborly" by adhering to voluntary noise reduction rules and to avoid flying during "quiet hours" between 10 p.m. and 6 a.m.

"The community thinks the pilots don't care," said Jennifer Lewis, aviation planner. "The intent was to get the pilots on record as caring."

Yet just because they sign the pledge, does not mean pilots must follow the rules.

"It doesn't mean jack anyways," said Karl Gimbel, co-owner of Scottsdale Flyers. "We try to live with the rules and be good neighbors, but saying you won't leave before 6 a.m. or come back after 10 p.m. - I'll never say that."

Mr. Gimbel said he takes off when his charter clients want to. The 10-year airport business owner was also one of about 50 pilots who refused to sign the pledge when the program began last April. Mr. Gimbel was concerned that the letter was legally binding. Airport staff revised the letter in September.

"The tone of the pledge is different, before people might have misinterpreted it as a legal document," said Ms. Lewis.

Since the revision, all of the pilots asked have pledged to be "good neighbors."

"We made it very clear that this not legally binding," said Ms. Lewis. "When they can't follow the rules it doesn't mean they don't want to, it means they can't."



Most pilots can. Roy Halladay has been flying Gulf Streams for Leprino Foods Co. out of Denver for 18 years. He touches down at the Scottsdale airport about twice a month, usually during the day.

Mr. Halladay received one of the airports "awareness letters" last year. Ms. Lewis sends letters to all pilots who use the airport who have not signed the pledge. She also sends a letter to pilots who break the curfew or operate noisy aircraft.

The airport lacks authority to enforce a curfew or to ban certain types of aircraft. A 1991 federal law prohibits general aviation airports that did not already have curfews or aircrafts bans from making them.

A Part-161 cost/benefit analysis could allow the Scottsdale some flexibility with enforcing rules. But first the current 14-month Part-150 noise compatibility study must be completed. The staff expects that to happen by summer 2005.

Scottsdale aviation director Scott Gray said once the FAA approves their Part-150, the city council will decide whether to proceed with the Part-161: something the current council seems willing to do.

Only one municipality, Naples, Fla., has ever completed the lengthy and expensive Part-161 study. In 2002 the Naples Airport Authority declared that Stage 2 jets could no longer take off or land at Naples Municipal Airport. Stage 2 jets were made primarily between 1975 and 1983 and are usually noisier than jets made in later years. The FAA said the ban is discriminatory and has withheld grants to the authority. Naples is fighting that decision.

"Almost every airport in country, that has some sort of noise problem, is watching this Naples process," Mr. Gray said. "If they win, I bet a lot of those airports will start down the road in that direction, and Scottsdale will probably be one of them."

Contact Rebecca Allen at rallen@newszap.com

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SOL Republic
mon. 2/2/04

LETTERS TO THE EDITOR

Airport panel of little use to residents

Prior to Northwest 2000, we used to sit on the patio and watch the jets come in and go out of Scottsdale Airport. The light drone we heard was soothing, even mesmerizing. Now we get blasted and rattled on a regular basis.

I have filed a couple of complaints and attended one subcommittee meeting, but find that there really isn't the response to citizen complaints that shows promise of making things better. The attitude as I see it from many (not all) on the subcommittee is "Tough... this is the way things are and will probably stay, deal with it!"

As long as members like Mr. (Bob) Littlefield close their minds to making things better, the subcommittee will accomplish nothing. I don't bother to call and file complaints, though I could do so several times a day. I am not anti-airport, but I think that Scottsdale is risking its reputed "livability claim," not to mention the safety of its citizens. I was appalled to learn that there is no way of knowing who is flying in or out of this airport.

Also, there is no way for airport personnel to track aircraft and know who is only 300 feet above nearby homes. I have seen quite a few, but when I called, I was told the plane could not be identified! How can such a busy airport in such a densely populated area

not have a radar system?

I'll bet that couple from Utah who flew into the mountain not so long ago would wish the airport had this safety measure.

Councilmen like Mr. Littlefield say that we face more danger on the roads, but at least we have police trying to enforce the rules of the road. No one in Scottsdale is trying to enforce the rules (if there are any) of the sky. Pilot behavior is "voluntary."

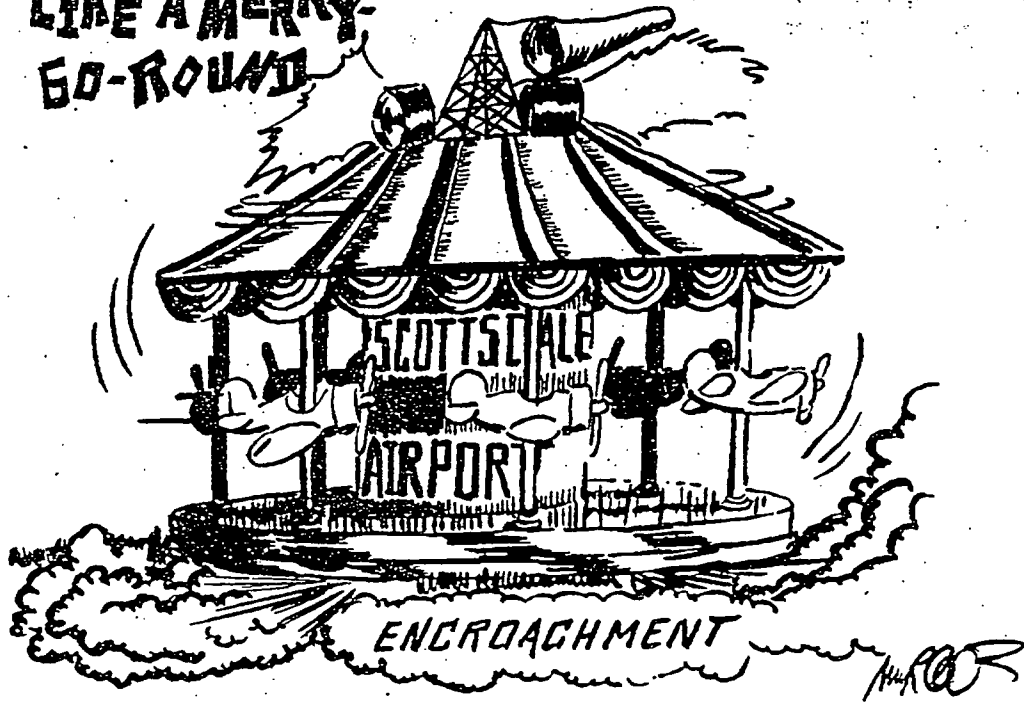
If it is the FAA that is responsible for the problem created, let's give the airport back to the citizens of Scottsdale and run it the right way.

— **Mary Beth Rawa**
Scottsdale

MARK RUWART'S WORLD

SDL Republic
Tues 2/3/04

LIKE A MERRY-
GO-ROUND



Scottsdale Republic
2/4/04

LETTERS TO THE EDITOR

Airport noise can be reduced

I agree with your conclusion that the Scottsdale City Council should not ground the aviation subcommittee. However, before the committee can be effective, it needs a clear charter and members who do not represent special interest groups, such as Bob Littlefield.

This may be best accomplished after the upcoming elections. I also agree that the committee should take a broader view of aviation issues; however, before doing so the committee needs to address local concerns regarding airport operation — something it has been totally ineffective at to date.

Where I disagree with your editorial is the statement that noise complaints are overgrown, and talking about shutting down the airport is absurd. The noise problem is real from as far away as where I live (Scottsdale Road and Dixileta Drive). I can only imagine how bad it is for those who live closer to the airport.

Scottsdale Airport can take four actions to reduce noise complaints, but refuses to address the issues. These four actions include: (1) Close the airport between 6 a.m. and 10 p.m. (2) Restrict older jet aircraft from landing at the airport — those which do not meet noise minimums. (3) Increase the takeoff and landing altitude patterns of the planes. (4) Return to the old landing patterns now that it has been proven that the new patterns have not increased efficiency.

Addressing the overall economic feasibility of the airport (distinct from the Airpark) needs to be examined in an

open forum with real facts and figures. I have seen no evidence to convince me that the airport is anything but an economic drag on Scottsdale.

Hopefully, the new City Council will see the wisdom of a well-defined and actively involved aviation subcommittee.

— Lawrence A. Wangler
Scottsdale

SDL Republic
FRW
2-6-04

LETTERS TO THE EDITOR

Folks, it's an airport

I have read the diatribes from the minuscule but vocal northern minority raising Cain about aircraft using Scottsdale Airport. I hope the City Council is not paying any attention to them, as those residents are the ones who chose to live close to the airport, knowing full well it was there and wasn't going away.

When we first decided to move to Scottsdale in 1980, we shared a round trip with four others on a corporate jet out of Oregon. I asked at the time how long private jets had been using the Scottsdale Airport, and the answer was "for years" — that was 24 years ago. Nothing has changed except those who decided to build homes near the airport, and some flight route changes by the FAA.

Scottsdale airport is a critical asset to this city in many ways, and there should never be any consideration of downgrading or eliminating it at any time because of "Johnny come lately's" stupidly moving near the airport while not wanting to see or hear planes.

— Bonnie E. Knowlton
Scottsdale

Noise and fumes barrier

SDL Rep
wed 2/11/04



Carlos Chavez/Scottsdale Republic

Construction crews work on a 12-foot-high, 100-foot-long, \$30,000 blast wall at Scottsdale Municipal Airport that will reduce noise and fumes from departing jets. The Scottsdale Airport Advisory Commission will discuss the wall and get an update on new radar at its meeting tonight at 6. Story, Page 7.

9 080 2/11/04

Airport panel to get update on radar upgrade

By Thomas Ropp
Scottsdale Republic

SCOTTSDALE — In the next year or two, the Federal Aviation Administration plans to install a new radar system at Central Avenue and Union Hills Drive in Phoenix that will allow air-traffic controllers to hone in better on aircraft flying into and out of Scottsdale Municipal Airport.

Scottsdale Airport Director Scott Gray said the new system will allow Phoenix controllers to separate aircraft at Scottsdale Airport from those at neighboring Deer Valley Municipal Airport. The radar also will allow controllers to follow aircraft all the way to the runway.

For the past 10 years, Scottsdale Airport has used a radar feed from Williams Gateway Airport that allows Scottsdale

If you go

WHAT: Monthly meeting of the Scottsdale Airport Advisory Commission, whose members advise the City Council on policy matters relating to the operation of Scottsdale Municipal Airport.

WHERE: Scottsdale Airport's main terminal, 15000 N. Airport Drive.

WHEN: 6 p.m. today in the main terminal lobby.

INFORMATION: (480) 312-8484.

air-traffic controllers to see aircraft on what's known as a bright scope. This type of feed prevents aircraft separation

for Phoenix controllers and can track aircraft only as low as 1,000 feet above the ground.

Phoenix's 30-mile radial airspace sits on top of Scottsdale's airspace. It's important for Sky Harbor controllers to follow Scottsdale air traffic because Scottsdale's corporate jet traffic is usually handed back and forth between Scottsdale and Phoenix controllers.

Gray said the FAA wanted to upgrade the Williams Gateway feed as a bridge until the new radar system goes online, but initial tests indicate that may not be possible.

Tonight's meeting of the Scottsdale Airport Advisory Commission will include an update on the Williams Gateway radar situation.

The airport will also present a report to the commission on its Aviation Enterprise Fund five-year forecast. This report

focuses on the airport's cash flow over a five-year span.

The commissioners are also expected to weigh in on the northwest blast fence issue. A last month's meeting, Commissioner Bill Mack volunteered to investigate complaints from a Scottsdale Airpark property owner who believes that jets at the end of the north runway are kicking up debris and causing a potentially dangerous situation for employees walking into two buildings just south of Frank Lloyd Wright Boulevard.

The airport is building a blast wall on the northeastern end of the airport after an Airpark tenant threatened a lawsuit over similar problems.

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

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Published: Feb 14, 2004 - 03:56:11 pm CST

Airport nears record for noise complaints

By *Rebecca I. Allen*

Independent Newspapers

If the numbers are any indication, the skies over Scottsdale were noisier last month.

Or, local residents were just noisier.

In any case, January noise complaints to the Scottsdale Airport more than doubled the number of complaints of January 2003.

Local noise complaints totaled 785, a 103 percent increase from the same time frame last year and a 236 percent increase over December's 233 complaints.

"January 2004 may be the high watermark for us," said Vice Chairman Leonard Tinnan at the Feb. 11 Airport Advisory Commission meeting.

January's numbers were second only to September 2002, at 966 complaints, in the airport's 15-year history of logging noise complaints. Scottsdale is the only Valley airport that accepts noise complaints.

"Local" complaints come from within the airport influence area, approximately 40th Street to the west, 112th Street to the east, Jomax Road to the north and Mockingbird Lane to the south. Airport staff also logged 189 complaints from outside of the influence area last month.

Jennifer Lewis, aviation planner, said the increase in air traffic due to major events in January could account for the increase in complaints.

Mr. Tinnan said he was not comfortable with that fact.

"We've always had the FBR Open and Barrett-Jackson in



January," he said.

Ms. Lewis said two new callers logged complaints in January.

"They heard calls were down and wanted to make sure we didn't think there wasn't a problem," Ms. Lewis said.



One area near Thunderbird and Hayden roads was responsible for 201 complaints. One resident, Dan Lucas, logged 197 noise complaints, most of them about helicopter noise.

"That's a pretty significant problem," said Leonard Tinnan, vice chairman.

Ms. Lewis said they are working with the helicopter pilots on a helicopter pilot guide. She also sent out 29 Stage-2 aircraft and 57 curfew "awareness" letters to pilots alerting them to the airport's voluntary guidelines. The airport's "good neighbor" pledge was attached to each letter. The pledge asks pilots to refrain from flying between 10 p.m. and 6 a.m. and follow voluntary noise abatement guidelines.

Although people can call and enter noise complaints via the Internet, two Scottsdale residents spoke at the meeting to comment on noise problems.

"It's getting worse, it's not getting better," said Norm Geisenheimer, an Ironwood Village resident. His home is about 2.2 miles from the airport.

Jeff McClain, who has lived north of Dixileta Drive at 77th Street for five years, said the airplane noise has increased in the past two years.

"Sometimes it seems like they are 1,000 feet or 1,500 feet above my house," Mr. McClain said.

Scott Gray, aviation director, offered to send staff to Mr. McClain's home to evaluate, and perhaps explain, his concerns.

The airport began a 14-month Part-150 noise study October. Visit www.scottsdaleaz.gov/airport/ for more information.

Contact Rebecca Allen at rallen@newszap.com

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Online News & Information

Pilots pledge to fly neighborly'

But airport can't enforce curfew

By Rebecca I. Allen

Independent Newspapers

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Airport noise issue can't just be studied, dismissed

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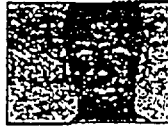
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Airport noise issue can't just be studied, dismissed

Mar. 16, 2004 12:00 AM

The Scottsdale City Council's Airport Subcommittee might be dissolved because noise complaints dominate its agenda and "nothing can be done" to alleviate the hundreds of complaints received per month. That is like saying that we should stay off the highways because there are too many drunken drivers out there.



ROBERT SPERDUTI

The public is concerned about a huge increase in corporate jet traffic and a rash of airport mishaps. Partially as a result of the Scottsdale Airport Advisory Commission's indifference toward noise issues, the Scottsdale City Council formed an Aviation Subcommittee by unanimous vote.

Why should the City Council be involved in aviation issues? Many informed citizens would say it is because the Advisory Commission has essentially become a special interest group that serves aircraft operators.

There are few things you can do to get involved in your community that are as futile as making an airport noise complaint in Scottsdale. To make a complaint, you must first find the number to call. You won't find it in the business section of the white pages. Rather, after doing your homework, you may get through to (480) 312-3597, where you must navigate through lengthy instructions and prompts to perhaps actually leave a message before the timed disconnection.

If your complaint is received, it is added to the monthly tally. If you do not fall within certain geographic boundaries, however, you don't count. If you make a mistake on the automated system, you may not count. How many complaints are never counted?

The complaint, if logged in, is handled by a team that works for Airport Director Scott Gray. Gray, whose salary is reportedly paid by airport operations (i.e., the aircraft operators), opposes more aircraft regulation. Gray was paraphrased in the Jan. 29 *Scottsdale Republic* as saying that "only about three to five aircraft, mostly corporate jets, land or take off between 10 p.m. and 6 a.m. per day." What he doesn't say is that some days there are many more than that. In fact, that much traffic can occur during just one of those hours, as it did on at least one occasion on a recent Saturday evening after 10 p.m.

The airport is conducting a \$273,000 federally subsidized study of how noise is impacting local neighborhoods.

The noise complaint numbers are posted on the airport Web site and discussed at the monthly Advisory Commission Meeting. The meeting is held in a remote, crowded room on the second floor of the airport. If you go, you may find yourself waiting in the hallway for about half the meeting during the executive session, as I did once. Every month, the commissioners (with the exception of Commissioner Phil Vickers) dismiss the complaints and move on. Some of their stated reasons that the

Airport noise issue can't just be studied, dismissed

complaints should not be taken seriously include: that some of the hundreds of complainers call too much and that people should close their windows.

One of the airport's excuses for 24-hour traffic has been that we are hearing air ambulances. This, of course, is usually not the case. Numerous advertisements for 24-hour flights out of Scottsdale Airport appear in the yellow pages. Now we hear that national security is being served by airport noise. What a joke.

Some argue that the airport has been there a long time, so learn to live with it.

Thousands of residents and billions of dollars of property value are being negatively affected by bad publicity and deteriorating quality of life. In return, a few operators of sometimes noisy, outdated jet aircraft get to hang onto a few extra nickels and dimes they make by taking off during voluntary curfew hours.

Now the airport is conducting a noise complaint study. How in the world could the study be anything but a waste of taxpayer dollars?

Councilman Bob Littlefield has stepped up as a major voice for the pro-noise, anti-resident minority. We should remember that his actions have been different from his words when he comes up for re-election. How do the mayoral candidates stand on airport noise? We should demand to know.

If our city government continues to let the airport and the FAA pursue their own self-interest, the airport will continue to become a noisier and less safe neighbor.

City government should rise to the occasion and address the issue. If it does not, residents should elect people who will. Someday, local homeowners might pursue their legal rights in the courts. Political and legal actions are real solutions to the growing problems, not a noise study done by those that benefit from unregulated air traffic.

Robert Sperduti is a teacher and longtime Scottsdale resident. He can be reached at: scottsdalehomes@yahoo.com. The views expressed are those of the author.

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Neighbors make noise about airport

Comments part of study on effect of flights

By CHRIS RASMUSSEN
TRIBUNE

Those for and against the Scottsdale Airport showed up in force Wednesday night to let city officials know where they stand on aircraft noise.

"Every time a jet goes over it helps our economy," said Tim Barrios, who lives north of the airport runway. "People knew when they bought their homes here there was an airport."

"We knew there was an airport there when we bought our home, but the flight paths have changed and the jets are getting bigger and louder," said Bonnie Mooreman of Carefree.

They were among 80 residents who turned out for the second of three workshops to gather community comment for Scottsdale's airport noise study.

Scottsdale hired Coffman & Associates Airport Consultants last summer to conduct the federally funded study, which will look at noise levels and recommend ways to lessen the impact on neighbors.

"We knew there was an airport there when we bought our home, but the flight paths have changed and the jets are getting bigger and louder."

BONNIE MOOREMAN
CAREFREE

Possible sanctions include restricting the type of aircraft, forcing aircraft to fly at higher altitudes, and late-night and early-morning curfews.

The study, which will include the use of noise monitoring equipment and radar

tracking, should be finished by year's end, said Jim Harris, project manager for Coffman & Associates.

Complaints of loud, low-flying aircraft in and out of Scottsdale Airport spiked 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.

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Noise foes blast airport operations: Critics want fewer flights, more restrictions, stronger enforcement

By Rebecca I. Allen, Independent Newspapers

Most of the residents who showed up for an airport noise compatibility workshop seemed to agree on one thing: They are not compatible with airport noise, or each other.

While some listed complaint after complaint about almost every aspect of the Scottsdale Municipal Airport's operations, some residents countered arguments and protested the critics.

Captain Mike Daftarian, U.S. Air Force, who grew up in Scottsdale, just returned from flying A-10 Thunderbolts out of Kirkuk, Iraq. The Saguaro High School graduate said the people who are complaining about noise knew about the airport when they moved in.

"Noise comes with growth," he said.

Capt. Daftarian said he is incensed that people want to ban military craft from using the airport, as well as those who want to close the airport.

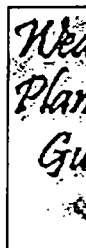
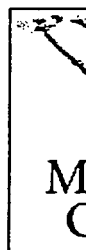
"Some have legitimate complaints, but with a lot of people it's just selfish whining and complaining," he said.

The workshop was the second of four in connection with the airport's Part 150 study, which looks at the impact noise has on the area surrounding the airport. The Federal Aviation Administration gave the city a \$286,000 grant to pay for the study, which began last year.

About 80 residents attended the open house, held at the Grayhawk Elementary School, March 30. People from Scottsdale, Phoenix, Cavecreek and Carefree perused the displays of data and maps provided by Coffman Associates, the firm conducting the study, and spoke with Coffman employees and city staff.

Residents who were unable to attend the meeting can view all of the exhibits online and leave comments at www.coffmanassociates.com.

Scott Gray, Scottsdale's aviation director, said the noise contour, or total area of impact based on aircraft noise, has shrunk since the last study conducted in 1995-96. Mr. Gray attributed that in part to the reduction



in noisier Stage 2 aircraft that have been replaced or modified.

Jim Harris, an owner of Coffman Associates, kept a running list of citizen complaints on a flip chart at the meeting. The list included planes flying too low, too early, too late, too close to homes and schools. Residents complained about military aircraft noise, helicopter noise, noise from jets and small planes. Safety showed up a few times. Some residents asked for tougher penalties for pilots who break the recommended 10 p.m. to 6 a.m. curfew and incentives for those who abide by them. Some want to stop all commercial passenger flights and change curfew times. A few want to close the airport.

Larry Burgo has lived in McDowell Mountain Ranch for six years. He said he never called about the airplane noise until it "got bad about two years ago."

He blames the increase in flights and change in flight patterns that move aircraft over his home. Mr. Burgo said he is a frequent caller to the airport's 24-hour noise complaint line, (480) 312-3597.

"If they are late for a tee time, they don't care," said the retiree from Chicago. "Between 4 and 6 p.m. when I sit down for dinner, I can call every few minutes," Mr. Burgo said.

Airport studies show flights have decreased in recent years. Something many residents, including Bill Lukenbill, dispute. The eight-year resident of Grayhawk questions Coffman's data.

"The data says less flights, that's not true," he said. "We're going to have noise, you can't fight that. It's not louder, it's more frequent."

The study does not take the altitude of the home into account. The airport sits at 1,500 feet above sea level. Depending on type, aircraft need to be between 2,500 and 3,000 feet as they approach the airport. Some homes are at the same elevation as the airport, others are much higher.

"Half the times I have a noise problem the plane is too low. They're misrepresenting it unintentionally," Mr. Lukenbill said.

Mr. Lukenbill does not want the airport closed because, "it adds value to my property," he said. "It does need to be managed better."

Steve Bass a private pilot and membership chairman for the Arizona Pilots Association, has been using the airport for five years. He attended the workshop to see what people were saying. The 20-year Scottsdale resident said the majority of what he heard was complaints against jets.

"I'd actually go along with kicking them out," Mr. Bass said.

The small-aircraft pilot cited instances when he has had to circle the airport multiple times to make way for a jet to land before he could.

"Meanwhile you are flying over my home and making more noise," said Joyce Clark, who lives southeast of the airport.

"Scottsdale is very busy, you really have to be on your toes. I wish people here had a better understanding of what pilots do," Mr. Bass said. "We don't want to fly over their house and make noise."

The study should be complete by November. Should the City Council and FAA accept the results, the city could embark on the longer, more involved Part-160 study. The result of which could lead to enforceable restrictions on aircraft type and hours of operation.

Some residents are not sure noise studies help the situation.

"The study is bogus," Mr. Lukenbill said. "It's a pacifier for the community."

Capt. Daftarian said he spoke with one resident who wanted to find a way to minimize noise without compromising safety.

"That's the kind of meeting half way we need," he said.

Contact Rebecca Allen at rallen@newszap.com

What Do You Think?

Will the airport's noise compatibility study impact noise reduction? Is there a need for noise studies? E-mail rallen@newszap.com

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Sky Harbor may point way for airport noise issue

By Scott Hume

I've been reading in the Independent Newspapers what seems a veritable "he-said-she-said" of aircraft noise problems around the Scottsdale Municipal Airport.

So, as a public-spirited community activist, I've researched and am writing this article with little reference to past discussions. More precisely, I'm investigating the situation (pardon the pun), from a bird's eye view.

According to the Scottsdale Airport Web page on noise issues

(www.scottsdaleaz.gov/airport/NoiseSub_CurrentEvents.asp), the Scottsdale Airport has several programs in place.

These include:

- Scottsdale Airport's "Fly Neighborly Program," "ongoing noise abatement, pilot communication and community outreach efforts. Monthly noise reports are generated to track trends and identify problem areas. Updated noise abatement information displays and Pilot Guides [are] provided to flight academies at Valley airport's to improve regional pilot education."

The program has "worked with helicopter pilots to create a 'Helicopter Pilot Guide'" in an effort to "increase pilot awareness" of noise-related issues for that particularly noisy type of aircraft. Additionally, a more general, "New Pilot Good Neighbor Pledge" program to encourage pilot support and compliance with Scottsdale noise abatement efforts" has also been promoted.

Also, "a pilot educational video in CD ROM and web viewing format to educate pilots about our noise abatement program (currently in the production stages and anticipated to be completed sometime this year), along with airfield security, ... driving procedures, hangar storage, and environmental compliance."

Detractors of such programs are concerned with the reality that education and public relations campaigns are not

necessarily as binding government regulation.

"Late night/early morning arrivals/departures now are sent monthly reminder letters promoting our [Scottsdale's] voluntary curfew from 10 p.m. until 6 a.m." Detractors critical of this program point out the inherent lack of "teeth" in "voluntary" measures.

However, how is noise abatement compliance measured?

According to Gary Mascaro, Scottsdale's Assistant Aviation Director, "Scottsdale does not have a flight tracking system," such as the one tracking altitude-related aircraft noise incidents in Phoenix.

Unfortunately, objectively determining aircraft noise around an airport cannot be easily done without adequate computerized observation and interpretation.

Let's look at neighboring Sky Harbor as an example of what can be done.

According to Julie Rodriguez, public information officer at Sky Harbor, "Our Noise Information Office here at Sky Harbor does have a sophisticated system ... [giving] specific information ... [regarding any] complaint or question about an aircraft."

Rodriguez further explained that "If the citizen provides the date, time and location, our staff can often identify the specific aircraft that the citizen saw or heard."

However, Sky Harbor's Noise Information Office does not enforce Federal Aviation Administration rules and regulations, but only monitors and compiles statistics and noise complaints.

If there is a violation of Federal Aviation Administration aircraft noise compliance rules, the FAA can take action, with or without citizen complaint.

And as Rodriguez notes, "If a citizen thinks an aircraft is conducting illegal flight operations (for example, flying beneath the minimum safe altitude as set forth by FAA regulations), they can report the incident directly to the FAA Flight Standards Office.

"When we receive a citizen

inquiry, we can identify the aircraft for informational and educational purposes - for example, to give the citizen the actual altitude of the aircraft when it flew over his or her location," Rodriguez explains. "We do not identify the aircraft for the purposes of determining whether there was a noise violation."

According to Rodriguez, "Phoenix and Tempe have an intergovernmental agreement which requires Phoenix to monitor aircraft flight paths, and notify operators if they do not follow certain noise abatement procedures. [And] these notifications are made with or without a citizen noise complaint."

Then since this system seems to work well in Phoenix, why isn't a similar system of computerized monitoring in place in Scottsdale?

"The City could pursue a flight tracking system similar to the one the City of Phoenix uses if that is the decision of the policy makers," Mascaro says. "If a system is acquired, the City of Scottsdale could have the altitude information... however, the enforcement of low flying aircraft rules will still resides with the FAA."

However, Scottsdale is trying

"Scottsdale Airport Noise Compatibility Plan Update" (F.A.R. Part 150 Study [available on the Web at: www.coffmanassociates.com/public/Scottsdale_Noise_Update/]

will be additional means towards desired ends, will "update the 1997 Plan, and is a public process to determine current and future aircraft noise influences, and propose new potential solutions to reduce aircraft noise.

New noise contours will be developed to establish updated aircraft noise exposure areas," and Scottsdale citizens are encouraged to download, peruse and comment on the consultant's recommendations.

Another key airport operations improvement being sought by Scottsdale is a "radar service...for Scottsdale Airport ... A radar signal [is

now] provided to the Scottsdale Air Traffic Control Tower, and is now focused on obtaining to-the-ground radar service available at the FAA Terminal Area Radar Control (TRACON) to enable Charted Visual Approach procedures with altitude specifications to be established."

Additionally, The "FAA has also initiated a multi-year selection process to determine an [specifically] appropriate location for a new ASR-11 radar antenna to be located in North Phoenix." ("Central and Union Hills," according to Mascaro.)

What this seeming gobbledegook means, is that Scottsdale will have more of the puzzle in place with this technology.

The city will then be able to determine (albeit indirectly via the FAA) the height of an aircraft flying into or out of their airport.

This allows for the determination by the FAA if an aircraft is flying too low, and therefore are a suspect/candidate for noise violations. However, Mascaro states "that the radar will not provide the City of Scottsdale any information [on noise]. The radar will be owned and operated by the FAA for the purposes of providing radar separation to aircraft.

It is anticipated that this ASR 11 [antenna] will complete radar coverage needed at SDL [Scottsdale] ... According to the FAA, the exact date for this site to become operational is varied between early 2006 to mid 2007..."

But, the more fundamental question still needs to be answered.

In the meantime, without the means of identifying where and how loud an aircraft is as it approaches or leaves Scottsdale's Municipal Airport, continued lobbying by citizens and governmental leaders is needed, as is even greater consideration by pilots, and additional patience by all.

Scott Hume is a frequent contributor to the opinions page who lives in Phoenix.

Pilot seeks clarification

I wanted to respond to an article you wrote in early April "Noise foes blast airport operations," April 7 quoting me regarding airplane noise in and around the Scottsdale Airport.

I attended a meeting on the 30 March at the Grayhawk Elementary School to listen to what area residents had to say regarding this well publicized

noise issue. I consented to answer questions about the airport from a private pilot's perspective.

As I mentioned in the interview, the majority of complaints I heard were about jet aircraft and virtually nothing regarding small private Cessna, Piper and Beechcraft airplanes.

We did speak of a time when I was at Scottsdale Airport and a very noisy jet took

off, if I understood correctly this was a "stage two" (older) aircraft.

I believe my comment was "I can understand how residents would want to kick them out."

"However, I was incorrectly quoted and your article was written to imply that I wanted to "kick out" all jets. This is simply not true.

As an aspiring Instrument/Commercial pilot, I

might someday be flying a corporate jet aircraft in and out of Scottsdale Airport and the last thing I want is to kick out those very planes I might fly.

Per a telephone conversation between you and I, we differ on what was said and the notes taken during our interview. This is my side in response to your published comments.

Steve Bass
Scottsdale

Noisemakers have company

I disagree with the folks who are complaining about the airport noise, yet causing noise of their own. I do not disagree that they do not like the noise, but the airport was here, long before probably any of them. These folks also probably all fly out of PHX airport causing noise for folks living in those flight patterns too.

But wait, let's apply the quiet skies logic to a problem that is far more pervasive and effects far more homes and people - let's talk about the road traffic noise on Pima and Scottsdale roads! Using the quiet skies logic we should be talking about curbing traffic, or better still closing Scottsdale and Pima roads. What the heck, why not? The noise on these roads is so loud, we cannot even hear the aircraft when they fly over. It does not really matter that these roads were here first, they surely were not as big or as heavily used even as recently as 3 or 4 years ago.

And just wait, the roads and traffic are both getting bigger. So what if a few aircraft bring a little noise. I have no sympathy for the folks complaining about the aircraft noise yet driving their autos (SUV's, motorcycles, etc) all over our streets bringing their noise to my home too. Seems a little hypocritical to me.

Jim Farris
Scottsdale

SCOTTSDALE VOICE



PHIL BOYER
COMMENTARY

Scottsdale airport an asset to city

Airports and their neighbors coexist peacefully, and even enthusiastically, in most cities across the United States. As a national organization, the Aircraft Owners and Pilots Association sees airport noise issues arise from time to time. The theme is nearly always that the airport must go.

These cries to close the airport or restrict its operation usually are driven by a handful of local citizens whose opinion is not widely shared. It's particularly ironic, however, to see this scenario playing out at Scottsdale Airport. Five years ago, when we produced our "Local Airports: Access to America" video, AOPA used Scottsdale and its airport as an example of how an airport and its neighbors complement each other.

Many credit the airpark with putting Scottsdale "on the map." Indeed, one of the primary reasons Scottsdale is a vibrant community today is because it has an airport. According to an analysis updated by the city last November, the Airpark generates \$2.5 billion to \$3 billion in annual economic activity; the airport alone has an annual economic impact of \$182 million. Businesses depending on the airport will have to move if it is closed, and the community will suffer. It would be a shame for a progressive community like Scottsdale to lose its competi-

And Scottsdale's airport has been very proactive when it comes to airport noise. Scottsdale was the first non-airline airport in the country to complete a noise study and receive approval from the Federal Aviation Administration.

All 12 operational recommendations of the original study were implemented. However, only two of 11 land-use alternatives have been fully implemented. That's the key to a long-term solution. It's too late to prevent development around Scottsdale Airport, but other common-sense measures would go a long way to help alleviate the problem.

Although operations at Scottsdale Airport increased by 5 percent between 1997 and 2003, consultants updating the airport's noise study have found that the area of highest aircraft noise is almost completely on the airport property. And the updated study shows that the number of people impacted by aircraft noise has actually decreased since the original study was completed in 1995 — a clear indication that the effort was successful.

Contrary to what some may think, a noise study will not lead to closure of the airport. There's no guarantee that airport operations will be limited by a curfew or other restrictions.

Closing the airport at night would be equivalent to closing Interstates 10 or 17 at night. The impact would be tremendous — not just locally but nationally, because, like the Interstate highways, airports are part of a national transportation system. Moreover, there would be no place in the city to stage law enforcement or firefighting aircraft in the event of an emergency or disaster. A sick child in critical need of specialized treatment would be delayed.

A mile of highway will get you one mile, but a mile of runway will get you anywhere in the world. Which is more important to you and your community?

Phil Boyer is president of the 400,000-member Aircraft Owners and Pilots Association.

SCOTTSDALE

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Fri 4-30-04

Scottsdale Airport takes steps to minimize noise

By Thomas Ropp
The Arizona Republic

SCOTTSDALE — In response to neighborhood complaints, the staff at Scottsdale Airport and air-traffic controllers have teamed up to minimize aircraft noise.

Since last November, Scott Gray, airport director, has been working with representatives of the National Air Traffic Controllers Association on procedures that could reduce noise over nearby homes. Changes include:

■ Pilots now perform go-arounds rather than 360-degree turns during conflicts on landing. This situation most commonly occurs when controllers need to get a slower plane out of the way of a faster aircraft. In the past, controllers have told pilots of slower planes to make a full turn. But that causes noise over a new circle of air space. By doing a go-around above the airport,

the pilot gets back into the standard traffic pattern.

■ Controllers keep an eye on pilots below 2,500 feet and remind them when they're too low, even 50 feet too low.

■ Controllers have become more aggressive in keeping pilots off the noise-abatement area southeast of the airport. Pilots departing the south runway for Mesa are encouraged to make a right turnout and then a 270-degree turn over the middle of the airport even though a left turnout is more convenient.

The changes were presented last week at the combined meeting of the subcommittee on regional aviation issues and Airport Advisory Commission by William O'Brien, legislative representative for the National Air Traffic Controllers Association.

The airport's new era of cooperation with controllers began last fall following a proposal to replace Scottsdale's

FAA-trained controllers with those from the private sector. At the time, Scottsdale was not supportive of the FAA tower because of insufficient cooperation on noise-abatement issues.

Airport critic and neighbor Scott Calev also had thrown his support to privatization. But at the meeting, he praised staff and controllers for efforts to reduce noise.

"It's exciting to hear some of these things being addressed," Calev said.

At the same meeting, O'Brien reported on the 24 percent increase in corporate jets at Scottsdale Airport in the past year, resulting in a sharp decline of private-pilot operations.

Scottsdale Airport is looking for additional ways to reduce noise through a federally funded study. For information on the study, visit www.ci.scottsdale.az.us/airport and go to noise links.

Scottsdale airport needs to stay open, noise aside

Our stand: City making good-faith effort to resolve problems, real and perceived

We've stated repeatedly that Scottsdale Municipal Airport is a tremendous community economic asset that needs to be protected. A small but shrill contingent of anti-noise neighbors has raised the remarkably shortsighted idea that the airport be closed.

Airplanes and airport operations do make noise — those military jets make a real racket on the rare occasions that they touch down at the facility — although the complaints are overblown and exaggerated.

In March, the latest month for which statistics are available, the city logged 1,616 complaints, 89 percent of which had to do with noise. The number of complaints was down from 2,640 during the same month in 2003. Twenty-one people made 86 percent of the total complaints, according to the city's informative airport noise Web page.

Despite that, airport officials seem to be making some progress on abating noise even further — apparently the fruit of improved relations with the federal air traffic controllers. They deserve some credit. They are trying to address the neighbors' concerns.

Anti-noise efforts include changes in take-off and landing patterns and more vigilant monitoring of planes that are flying below 2,500 feet or over a restricted area southeast of Scottsdale Airport.

It's still a work in progress. The federal government has bankrolled an ongoing anti-noise study. Other continuing efforts include pilot education, a "good neighbor" pledge for pilots and a voluntary curfew from 10 p.m. to 6 a.m.

The better cooperation from air traffic controllers is a big help in combating noise. Critics reportedly had claimed the traffic controllers were too lackadaisical in their ap-

Talkback

— Scottsdale Municipal Airport is continuing to work on anti-noise measures. Some of the credit is going to a better working relationship between airport officials and federal air traffic controllers.

■ Are you satisfied with the progress that city officials are making? Or is airplane noise still a problem?

■ Is there anything else airport officials can and should be doing, short of shutting the airport?

■ Would you support privatizing air traffic control operations?

E-mail us at ne.letters@scottsdalerepublic.com or write us at: Opinions, Scottsdale Republic, 16277 N. Greenway-Hayden Loop, Suite 200, Scottsdale, AZ 85260. You can also fax us at (602) 444-7985.

proach to noise issues.

It's unclear if these measures will do anything to quell the more extreme anti-airport voices, but hopefully they will have an effect on the political caterwauling. It will be hard to argue that the city isn't making a good-faith effort to help resolve noise problems, real and perceived.

Buyer beware: Jets fly here

Signs considered for airport-area homes

By Thomas Ropp
Scottsdale Republic

SCOTTSDALE — Signs warning of aircraft noise could find 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 supported 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.

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 property, they'll have some-

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

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 property, they'll have some-

See SIGN5 Page 2

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5-25-04

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 local real estate 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 north-east of the end of the runway.

New crop of complaints

Critics said Scottsdale cre-

ated a whole new generation of potential airport complainants 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 "miserable."

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 signago 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.

5/25/04