

Part 150: Records of Approval

Scottsdale Airport, Scottsdale, Arizona

Approved on 2/13/98

INTRODUCTION

The Scottsdale Airport (SDL) Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based on the parameters as established in FAR Part 150, Airport Noise Compatibility Planning. The noise compatibility program includes 12 recommended noise abatement elements, 11 land use management elements, and five program management elements. These measures are summarized in Table 7D on pages 7-29 through 7-32 of the NCP.

The approvals listed herein include approval of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of FAR Part 150. The approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize, as closely as possible, the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval or other determination do not represent the opinions or decisions of the FAA.

NOISE COMPATIBILITY PROGRAM MEASURES:

A. NOISE ABATEMENT ELEMENTS:

1. Continue to encourage aircraft not in compliance with Part 36, Stage 3 to use Runway 21 for landings and Runway 3 for takeoffs.

Description of element: This is a voluntary measure that recommends that all aircraft not in compliance Federal Aviation Regulation (FAR) Part 36, Stage 3 noise levels land on Runway 21 and depart on Runway 3 whenever practical. Takeoffs on Runway 21 and arrivals on Runway 3 by aircraft not complying with Stage 3 standards are discouraged. This is a modification to FAA approved Noise Abatement Measure No. 1 in the original 1986 NCP. The original measure recommended that only Stage 1 aircraft be restricted from taking off on Runway 21 and landing on Runway 3. Subsequent to the approval of the original NCP, the city has modified this measure to include both Stage 1 and Stage 2 aircraft. (NCP page 7-2, Table 7D).

Approved as a voluntary measure only, weather and traffic permitting.

2. Continue right turns as soon as practical when departing Runway 21.

Description of element: This measure continues an existing procedure that has aircraft departing on Runway 21 to make a right turn as soon as possible after takeoff. This is a continuation of Measure No. 2 in the original 1986 NCP. Instrument Flight Rule departures are directed to turn right to a 300-degree heading in accordance with a Standard Instrument Departure procedure. This measure also recommends that the FAA modify Scottsdale Airport Traffic Control Tower Order SDL 7110.14 to direct air traffic controllers to request aircraft departing under Visual Flight Rules to make this turn. (NCP Pages 7-2, 7-3 and Table 7D).

Approved as a voluntary measure only. This approval does not commit the FAA to make the requested amendment to the Tower Order.

3. Request use of NBAA standard noise abatement departure procedures for jets departing Runway 3/21.

Description of element: Jet aircraft operators are requested to use the National Business Aircraft Association (NBAA) Standard Noise Abatement Departure Procedure or the manufacturer's quiet flying procedures for their particular aircraft, at the discretion of the pilot and consistent with safety. This measure calls for a thrust cutback at 1,000 feet above field elevation to reduce noise levels down range of the airport. This is a modification of Noise Abatement Measure No. 4 in the 1986 NCP, which had called for a thrust cutback at 500 feet above the airfield elevation. (NCP Pages 7-3, and 7-4, Table 7D.)

Approved as a voluntary measure only. Use of the procedure is subject to the discretion of the pilot in command and/or air traffic controller, with safety of flight operations as the primary factor.

4. Continue requiring maintenance run-ups to be done at north end of Kilo ramp, and continue prohibiting maintenance run-ups between 10:00 p.m. and 7:00 a.m.

Description of element: This measure formalizes an existing airport policy that requires aircraft engine maintenance run-ups to be performed at the north end of Kilo ramp, directly opposite the northeast end of Runway 3/21. This puts aircraft as far away, as possible from the largest concentrations of housing. This measure also prohibits engine maintenance run-ups from 10:00 p.m. to 7:00 a.m. except in emergencies. This measure is a continuation and enhancement of Noise Abatement Measure 5 in the 1986 NCP. (NCP Page 7-4, Table 7D.)

Approved.

5. On Runway 21: Continue to prohibit stop-and-go operations, intersection takeoffs, formation takeoffs, and simulated single engine takeoffs and go-arounds by multi-engine aircraft.

Description of element: This measure is a partial continuation of Noise Abatement Measure No. 7 from the 1986 NCP to prohibit stop-and-go operations, intersection and formation takeoffs and simulated single engine takeoffs and go-arounds by multi-engine aircraft. This is also a continuation of Scottsdale City Council Ordinance No. 1341, approved on December 16, 1980. (NCP Page 7-4, 7-5, Table 7D, Appendix B Pages B-37-B-40)

Approved for purposes of Part 150 as a voluntary measure only. The 1986 NCP submitted these measures for voluntary compliance. This NCP update does not provide adequate noise benefits information sufficient to justify approval under Part 150 as mandatory.

6. On Runway 21: Continue to discourage straight-out and left turns after departure.

Description of element: This is a partial continuation of existing Noise Abatement Measure No. 7 in the 1986 NCP. This measure is an advisory policy to discourage straight out and left turns after departures on Runway 21 over noise sensitive land areas south of the airport. (NCP Page 7-5, 7-6, Table 7D).

Approved as a voluntary measure only. Use of the procedure is subject to the discretion of the pilot in command and/or air traffic controller, with safety of flight operations as the primary factor.

7. On Runway 3: Continue to discourage right downwind and right base pattern entry, long straight-in approaches, and right turn outs prior to the airport boundary.

Description of element: This is a continuation of existing Noise Abatement Measure No. 8 in the 1986 NCP. This measure is an advisory policy intended to reduce low altitude overflights over noise sensitive areas east and immediately southwest of the airport. This measure specifically discourages right downwind and right base pattern entry, long straight-in approaches, and right turn outs prior to the airport boundary for Runway 3.

Approved as a voluntary measure only. Use of the procedure is subject to the discretion of the pilot in command and/or air traffic controller, with safety of flight operations as the primary factor.

8. Continue to prohibit touch-and-go and stop-and-go operations between 9:30 p.m. and 6:00 a.m.

Description of element: This is a continuation of existing Noise Abatement Measure No. 9 in the 1986 NCP and Scottsdale City Council Ordinance No. 1341, approved on December 16, 1980, to prohibit touch-and-go and stop-and-go operations between 9:30 p.m. and 6:00 a.m., local time. This measure recommends revision of Scottsdale Airport Traffic Control Tower Order SDL 7110.1H to change the words "discouraged" to "prohibited," consistent with the city ordinance concerning these types of aircraft operations.

Approved for Part 150 purposes only. This approval does not commit the FAA to make the requested amendment to the Tower Order.

9. Continue preferential use of Runway 3.

Description of element: This is a continuation of existing Noise Abatement Measure No. 10 from the 1986 NCP. This measure identifies Runway 3 as the preferred runway when winds are from the south and when they are "calm" (three knots or less). This measure is included in the Scottsdale Airport Traffic Control Tower Order SDL 7110.1H. (NCP Page 7-7, Table 7D)

Approved as a voluntary measure only.

10. Continue to discourage descents below 2,500 feet MSL for practice instrument approaches.

Description of element: This is a continuation of Existing Noise Abatement Measure No. 11 from the 1986 NCP. In an effort to discourage repetitive, low overflights, this measure discourages descents below 1,000 feet above airport elevation during practice instrument approaches. (NCP Page 7-7, 7-8, Table 7D).

Approved as a voluntary measure only. Use of the procedure is subject to the discretion of the pilot in command and/or air traffic controller, with safety of flight operations as the primary factor. FAA notes that this measure does not expressly prohibit low approaches.

11. Encourage use of AOPA Noise Awareness Steps by light single engine aircraft.

Description of element: This measure recommends that the airport management should encourage pilots of aircraft to use the Aircraft Owners and Pilots Association's (AOPA) "Noise Awareness Steps" for propeller aircraft. These steps include guidance on pilot techniques when maneuvering near noise-sensitive areas. These steps also encourage cooperation with the airport staff on noise abatement issues. (NCP Page 7-8, Table, 7-D Appendix page B-35).

Approved as a voluntary measure only. Use of the procedure is subject to the discretion of the pilot in command and/or air traffic controller, with safety of flight operations as the primary factor.

12. Request aircraft on approach to Runway 21 to avoid overflights of residential areas whenever possible.

Description of element: Due to increased residential development, in the formerly unoccupied desert north of the airport, beyond the Part 150 Study Area, this measure recommends that pilots of aircraft avoid, whenever possible overflights of these housing areas. This measure recommends updating of the Scottsdale Pilot Guide with an up-to-date aerial photograph showing the location of the noise-sensitive area. (NCP Page 7-8, 7-9, Table 7D)

Approved as a voluntary measure only, weather and traffic permitting. Use of the procedure is subject to the discretion of the pilot in command and/or air traffic controller, with safety of flight operations as the primary factor.

B. LAND USE MANAGEMENT ELEMENTS:

1. Establish Airport Influence Area (Scottsdale, Phoenix).

Description of element: This measure recommends that the cities of Scottsdale and Phoenix to establish an Airport Influence Area around Scottsdale Airport. This area was created to encompass those areas where noise complaints about Scottsdale Airport have been recorded and includes the area covered by the noise contours for the year 2005. Various specific land use measures within this area are proposed in other Land Use Management Measures of the NCP. This measure recommends that the city of Scottsdale amend its General Plan to establish the Airport Influence Area. It also recommends that Scottsdale encourage the city of Phoenix to amend its General Plan as well. (NCP Page 7-12, Exhibit 7C, Table 7D).

Approved. This measure is considered to be within the authority of the cities of Scottsdale, and Phoenix.

2. Preserve existing General Plan designation for compatible land uses (industrial, commercial, office, open space) in the Airport Influence Area (Scottsdale, Phoenix).

Description of element: This measure provides for the city of Scottsdale to retain, and encourage the city of Phoenix to retain and preserve, current commercial, industrial and open space zoning designations in the Airport Influence Area, as shown on Exhibit 7D. This measure also recommends that the city of Scottsdale adopt the NCP as an element of its General Plan. (NCP Page 7-12, 7-13, Exhibit 7D, Table 7D).

Approved. This measure is considered to be within the authority of the cities of Scottsdale, and Phoenix. This measure would help reduce the introduction of new noise-sensitive land uses around the airport.

3. Retain existing compatible use zoning within the Airport Influence Area (Scottsdale, Phoenix).

Description of element: This measure recommends that the city of Scottsdale retain and encourage the city of Phoenix to retain, current commercial and industrial zoning designations within the Airport Influence Area. This measure recommends that they should strongly discourage rezoning for residential and other noise-sensitive land uses that are not consistent with their General Plans. This measure also recommends that the city of Scottsdale adopt this policy as part of its general plan and encourage the city of Phoenix to make a similar amendment to their general plan. (NCP Page 7-13, Table 7D).

Approved. This measure is considered to be within the authority of the cities of Scottsdale and Phoenix. This measure would help to prevent the introduction of new noise-sensitive non-compatible land uses into the vicinity of the airport.

4. Amend the Scottsdale General Plan to provide for compatible land use on the northeast corner of Bell and Hayden Roads (Scottsdale).

Description of element: This measure recommends that the area northeast of the intersection of Bell Road and Hayden Road, located in the 55 DNL contour, to be redesignated from medium density residential to industrial, commercial or open space. Based on the history of noise complaints at this airport, it is expected that residential development in this area would lead to frequent noise complaints, since the site is frequently overflowed by aircraft departing from Runway 3 in accordance with standard instrument departure procedures. (NCP Pages, 7-13, 7-14, Exhibit 7D, and Table 7D).

Approved. This measure is considered to be within the authority of the city of Scottsdale. This measure would help to prevent the introduction of new noise-sensitive non-compatible land uses into the vicinity of the airport.

5. Rezone areas north and east of the airport for compatible use consistent with the Scottsdale General Plan (Scottsdale).

Description of element: This measure would use the rezoning process to change the current residential zone designation of certain parcels of land located within the Airport Influence Area north and east of the airport to open space or commercial use consistent with the city of Scottsdale General Plan. The purpose of this measure is to prevent the introduction of new residential land uses inconsistent with the General Plan that would be subject to aircraft overflights and noise within the 65 DNL noise contour. (NCP Page 7-14, Exhibit 7D, and Table 7D).

Approved. Implementation of this measure is considered to be within the authority of the city of Scottsdale.

6. Adopt airport noise overlay zoning within the Airport Influence Area (Scottsdale).

Description of element: This measure recommends that the city of Scottsdale establish noise overlay zoning within the Airport Influence Area. Three overlay zones are recommended based on the 65 and 55 DNL contours. The standards for each zone would ensure that new development would be designed to promote compatibility with the airport. (NCP page 7-15, Table 7D, Exhibit 7D, Appendix B.)

Approved. Implementation of this measure is considered to be within the authority of the city of Scottsdale.

7. Through the rezoning process, prohibit new noise-sensitive uses in 65 DNL, requires sound insulation between 55 and 65 DNL, and require fair disclosure agreements and covenants in Airport Influence Area.

Description of element: This measure would use the rezoning process to attach land use compatibility stipulations to property in the Airport Influence Area. The measure also recommends the city of Scottsdale encourage the city of Phoenix to do the same. This measure would also provide for fair disclosure to future property owners of the proximity of Scottsdale Airport. This measure also recommends that the city of Scottsdale adopt the NCP as part of its general plan. (NCP Page 7-18, Table 7D).

Approved. Implementation of this measure is considered to be within the authority of the cities of Scottsdale and Phoenix.

8. Amend subdivision regulations to require dedication of avigation easements and recording of fair disclosure agreements for new subdivisions in Airport Influence Area.

Description of element: Land Use Management Measure 6 above, (proposed noise overlay zoning ordinance), requires the recording of fair disclosure agreements and covenants for new land uses permitted within the Airport Influence Area. It would also recommend the dedication of noise and avigation easements for any use permitted within the "AC-2" and "AC-3" overlay zones. This measure (No. 8) recommends that the city of Scottsdale amend its subdivision regulations to require the dedication of avigation easements and recording of fair disclosure agreements within the Airport Influence Area. (NCP Page 7-19, 7-20, Table 7D, Appendix B.)

Approved. Implementation of this measure is considered to be within the authority of the city of Scottsdale. This measure would assist the city in preventing the introduction of new non-compatible land uses in the vicinity of the airport.

9. Adopt local building code amendments setting sound insulation standards for noise-sensitive buildings within noise overlay zones (Scottsdale).

Description of element: Land Use Management Measure 6 above, (proposed noise overlay zoning ordinance), requires noise sensitive land uses permitted in the AC-2 and AC-3 overlay zones to be sound-insulated. This measure (No. 9), recommends that the city of Scottsdale review its existing building standards and adopt sound insulation standards, as necessary, to achieve the required 25 to 30 decibels of noise level reduction required by the overlay zoning. (NCP Pages 7-20, 7-21, Table 7D, Appendix B.)

Approved. Implementation of this measure is considered to be within the authority of the city of Scottsdale. This measure would assist the city in preventing the introduction of new non-compatible land uses in the vicinity of the airport.

10. Adopt project review guidelines for rezoning, special use, conditional use, planned development and variance applications within the Airport Influence Area (Scottsdale, Phoenix).

Description of element: This measure would include criteria to be used by local planners, boards of zoning appeals, planning commissions and governing when reviewing planned development, rezoning, special use, conditional use and variance applications within the airport environs. This

would include determining if the subject land use is "noise sensitive" in accordance with FAA land use compatibility guidelines. (NCP page 7-21, Table 7D.)

Approved. Implementation of this measure is considered to be within the authority of the cities of Scottsdale and Phoenix.

11. Encourage fair disclosure of airport impacts to potential future property owners (Scottsdale).

Description of element: The City of Scottsdale should enact a program of fair disclosure procedures within the airport influence area. This measure also includes a recommendation for the posting of signs in the Airport Influence Area noting the presence of the airport and the potential for low flying aircraft. This measure also recommends that the city of Scottsdale adopt the NCP as an element of its General Plan. (NCP Page 7-23, Table 7D).

Approved. Implementation of this measure is considered to be within the authority of the city of Scottsdale.

C. PROGRAM MANAGEMENT ELEMENTS:

1. Maintain and enhance system for receiving, analyzing, and responding to noise complaints (City of Scottsdale).

Description of element: This element would continue the existing system for the city of Scottsdale, as owner/operator of the airport to receive and respond to aircraft noise complaints. This element would also help to identify any geographical pattern of complaints. This would permit the airport management to investigate and, if possible, seek corrective action. This measure is a continuation of Continuing Planning Measure 4 in the 1986 NCP. (NCP Page 7-23, Table 7D).

Approved.

2. Monitor Noise Compatibility Plan Implementation (Scottsdale).

Description of element: The airport management would maintain communications with the manager of the FAA Airport Traffic Control Tower regarding compliance with the informal preferential runway use program. The airport management would also maintain communications with planning officials of other local governments to follow their progress in implementing the relevant measures of the Land Use Management Element. The airport management would also monitor compliance with the Noise Abatement Element. This is a continuation of Continuing Planning Measure 2 in the 1986 NCP. (NCP Page 7-24, Table 7D.)

Approved.

3. Update Noise Exposure Maps and Noise Compatibility Program (City of Scottsdale).

Description of element: The airport management should review the NCP and consider revisions and refinements as necessary. Every five (5) to eight (8) years the program would be updated to respond to the changing conditions in the local area and in the aviation industry. This is a continuation of Continuing Planning Measure 3 of the 1986 NCP. (NCP Page 7-25, 7-26, Table 7D).

Approved.

4. Broadcast noise abatement information on ATIS

Description of element: The airport has an Automatic Terminal Information System (ATIS) facility that currently broadcasts recorded information about the airport and local air traffic conditions. This measure recommends that the city of Scottsdale work with the FAA to establish a second ATIS frequency for broadcasting noise abatement information. This measure also recommends that if the establishment of a second frequency is determined by the FAA not to be possible, then the airport should coordinate with the FAA to broadcast noise abatement information on the ATIS on special occasions. (NCP Page 7-26, Table 7D)

Approved. Inclusion of a brief message on the existing ATIS or establishing a second frequency on the existing facility, would alert transient pilots to local noise abatement procedures. This communication between the airport and the pilot can be a benefit in assuring the success of the Noise Compatibility Program.

5. Purchase three portable noise monitors.

Description of element: This measure recommends the purchase of three (3) portable noise monitors for use in conducting periodic noise measurements as an aid to complaint investigation. This measure indicates that three monitors are considered by the city as adequate to enable them to measure more than one site at any one time. Further, the city would have adequate equipment to be assured that at least one monitor is always available for service. (NCP Page 7-26, 7-27, Table 7D).

Approved. This measure would enable the city of Scottsdale to improve its ability to monitor the effectiveness of the approved Noise Compatibility Program and to more precisely identify land uses that are not compatible with noise levels greater than 65 DNL. Approval of this measure does not obligate the FAA to participate in funding the acquisition or installation of the portable noise monitors and associated equipment. Note, for the purpose of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds. (The FAA notes that proposed NCP and the 1986 NCP do not include any such thresholds.)