

**Record of Approval
Scottsdale Airport
Noise Compatibility Program**

INTRODUCTION

The Scottsdale Airport Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based on the parameters as established in Title 14, Code of Federal Regulations, Part 150, *Airport Noise Compatibility Planning*. The noise compatibility program includes sixteen noise abatement elements, nine land use planning elements, and five program management elements. These measures are summarized in Table 7D on pages 7-26 through 7-29 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 14 CFR Part 150. The approvals do not constitute decisions to implement the proposed actions or a commitment by the FAA to provide federal financial assistance for these 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 does not represent the opinions or decisions of the FAA.

NOISE ABATEMENT ELEMENTS

1. Continue Informal Preferential Use of Runway 3

Description: The airport operates in a northeast flow 55 percent of the time; the airport should continue to designate Runway 3 as the calm wind runway. As a result, a majority of the louder operations occur northeast of the airport. This measure was established to route aircraft over vacant land to the north and east of the airport. This is a continuation of existing FAA approved Noise Abatement Measure 9 from the 1997 NCP and Approved Noise Abatement Measure No. 10 from the 1986 NCP. Although encroachment has occurred since the 1997 NCP, an analysis of the noise sensitive development surrounding the airport reveals that there continues to be large parcels of undeveloped land northeast and northwest of the airport. This measure is included in the current *Scottsdale Airport Pilot Guide*. (NCP Pages 5-5 to 5-6, page 7-4, Table 7D).

FAA Action: Approved as voluntary subject to weather, air traffic safety and efficiency.

2. Continue to encourage Stage 2 Aircraft to use Runway 21 for landings and Runway 3 for takeoffs.

Description: The Airport should continue to discourage takeoffs on Runway 21 and arrivals on Runway 3 for Stage 2 aircraft. This measure routes louder aircraft away from densely populated areas located south and west of the Airport. This is a continuation of existing FAA approved Noise Abatement Measure 1 from the 1997 NCP and a modification of Approved Noise Abatement Measure No. 1 from the 1986 NCP. This measure is included in the current *Scottsdale Airport Pilot Guide*. (NCP Pages 5-6, 7-4, Table 7D).

FAA Action: Approved as voluntary subject to weather, air traffic safety and efficiency.

3. Continue to discourage right downwind and right base pattern entry, long straight-in approaches, and right turn-outs prior to reaching the airport boundary for aircraft using Runway 3.

Description: The Airport should continue to discourage right downwind and right base pattern entry downwind and right base pattern entry, long straight-in approaches, and right turn-outs prior to reaching the airport boundary for aircraft using Runway 3. This advisory procedure was developed and included the 1986 and 1997 NCPs to prevent low overflights of the residential areas east and southwest of the Airport and continues to be applicable. This is a continuation of existing FAA approved Noise Abatement Measure 7 from the 1997 NCP and Approved Noise Abatement Measure No. 8 from the 1986 NCP. This measure is included in the current *Scottsdale Airport Pilot Guide*. (NCP Pages 5-6 to 5-7, page 7-5, Table 7D).

FAA Action: Approved as voluntary subject to weather, air traffic safety and efficiency. The decision on how to operate each aircraft that uses Scottsdale Airport remains with the pilot-in-command.

4. Continue to encourage right turns as soon as practical and discourage straight-out and left turns on departure from Runway 21.

Description: The Airport should continue to encourage right turns as soon as practical on departure from Runway 21. Additionally, straight-out and left turns on departure should continue to be discouraged. The intent of this recommendation is to avoid overflight of noise sensitive areas south and southeast of the airport. This is a combination of FAA approved Noise Abatement Measures 2 and 6 from the 1997 NCP and Approved Noise Abatement Measures Nos. 2 and 7 from the 1986 NCP. While large open areas still exist northwest of the airport, residential development has gradually filled in areas west of the airport. SDL's proactive public education and realtor briefings developed as part of the NCP process has informed potential new residents that are purchasing or building homes west of the airport that they are under the established traffic patterns. This measure is included in the current *Scottsdale Airport Pilot Guide*. Continuing this measure will prevent dwellings currently not in the DNL 65 dB noise contour from being impacted by that DNL level. (NCP Pages 5-6 to 5-7, pages 7-5 to 7-6, Table 7D).

FAA Action: Approved as voluntary subject to weather, air traffic safety and efficiency. The decision on how to operate each aircraft that uses Scottsdale Airport remains with the pilot-in-command.

5. On Runway 21: Continue to prohibit stop-and-go operations, intersections take-offs, formations, and simulated single engine take-offs and training go-arounds by multi-engine aircraft.

Description: These operations are prohibited because they can result in greater aircraft noise in residential areas near the airport. Stop-and-go take-offs, intersection takeoffs, and simulated single engine takeoffs by multi-engine aircraft result in aircraft being at lower than normal altitudes. This equates to greater noise levels experienced on the ground. Formation takeoffs also cause more noise on a single event basis than conventional takeoffs. This is a continuation of existing FAA approved as voluntary Noise Abatement Measure 5 from the 1997 NCP, which was a modification of Approved Noise Abatement Measure No. 7 from the 1986 NCP. This measure has been adopted as a City Ordinance (Number 1341, Dec. 16, 1980) and is part of the Airport Rules and Regulations published in the *Scottsdale Airport Pilot Guide*. (NCP Page 7-6, and Table 7D).

FAA Action: Approved as voluntary subject to weather, air traffic safety and efficiency.

6. Continue to discourage descents below 2,500 feet mean sea level (MSL) for practice instrument approaches.

Description: The Airport should continue to discourage descents below 2,500 feet MSL during practice instrument approaches. This procedure would keep aircraft from descending below 1,000 feet above airfield elevation during practice instrument approaches. The purpose of this measure is to reduce noise impacts during this type of operation. This is a continuation of existing FAA approved Noise Abatement Measure 10 from the 1997 NCP and Approved Noise Abatement Measure No. 11 from the 1986 NCP. This measure is included in the current *Scottsdale Airport Pilot Guide*. (NCP Page 7-6, 7-7, and Table 7D).

FAA Action: Approved as voluntary subject to weather, air traffic safety and efficiency. The decision on how to operate each aircraft that uses Scottsdale Airport remains with the pilot-in-command. FAA notes that this measure does not expressly prohibit low approaches.

7. Continue to encourage National Business Aviation Association (NBAA) standard or manufacturer's comparable noise abatement procedures.

Description: The Airport should continue to request the use of standard NBAA departure procedures or the manufacturer's comparable noise abatement procedure for jets departing Runway 3 or Runway 21. These operations should be flown at the pilot's discretion and consistent with safety procedures. This is a continuation of existing FAA approved Noise Abatement Measure 3 from the 1997 NCP which was a modification to Approved Noise Abatement Measure No. 4 from the 1986 NCP. This measure is included in the current *Scottsdale Airport Pilot Guide*. (NCP Pages 5-18 to 5-19, page 7-7, and Table 7D).

FAA Action: Approved as voluntary subject to weather, air traffic safety and efficiency. The decision to use these procedures remains with the pilot-in-command of each aircraft operating at Scottsdale Airport.

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

Description: The City of Scottsdale presently has an ordinance that prohibits touch-and-go operations between 9:30 p.m. and 6:00 a.m. (Ordinance 1341) and Section 3-11 of the Scottsdale Airport Rules and Regulations. This policy was enacted in 1980 to limit nighttime noise impacts associated with touch-and-go operations. Since that time, additional residential development has occurred near the Airport that would also be impacted if this ordinance were repealed. This is a continuation of existing FAA approved Noise Abatement Measure 8 from the 1997 NCP which was a continuation of Approved Noise Abatement Measure No. 8 from the 1986 NCP. This measure is included in the current *Scottsdale Airport Pilot Guide*. (NCP Pages 5-30, 7-7 to 7-8, and Table 7D).

FAA Action: Approved as voluntary.

9. Continue to prohibit maintenance run-up operations between 10:00 p.m. and 7:00 a.m.

Description: The Airport should continue to prohibit maintenance run-up operations between 10:00 p.m. and 7:00 a.m. This is a continuation of existing FAA approved Noise Abatement Measure 4 from the 1997 NCP which was a modification of Approved Noise Abatement Measure No. 5 from the 1986 NCP. This measure has been adopted as a City Ordinance and as part of the *Airport Rules and Regulations* and is published in the *Scottsdale Airport Pilot Guide*. (NCP Pages 5-30 to 5-31, page 7-8 and Table 7D).

FAA Action: Approved. Airport rules and regulations (section 3-11) provide an exception for emergencies.

10. Continue to encourage use of AOPA Noise Awareness Steps by light single-engine aircraft.

Description: The Aircraft Owners and Pilots Association (AOPA) encourages quiet and neighborly flying by distributing generalized noise abatement procedures for use by the propeller aircraft. These "Noise Awareness Steps" have recommendations on how to fly the aircraft, as well as where and when to fly. Most of the steps provide guidance on pilot technique when maneuvering near-noise sensitive areas. The steps also encourage cooperation with the airport staff on noise abatement issues. This is a continuation of existing FAA approved Noise Abatement Measure 11 from the 1997 NCP but was not included in the 1986 NCP. (NCP Pages 5-3 and 7-8, and Table 7D).

FAA Action: Approved as voluntary subject to weather, air traffic safety and efficiency. The decision on how to operate each aircraft that use Scottsdale Airport remains with the pilot-in-command.

11. Encourage the use of published approach patterns for Runway 21.

Description: The Airport should encourage the use of published approaches to Runway 21. This recommendation is intended to reduce the impacts of noise and low altitude overflights in the residential areas east and north of the Airport. The right traffic pattern on Runway 21 was established in the early 1970's and recent experience has shown that ATCT deviates from this established pattern, increasing noise complaints dramatically. Encouraging use of this pattern reduces noise complaints. (NCP Pages 5-10 and 7-9, and Table 7D).

FAA Action: Disapproved pending submission of additional information to make an informed analysis. While the measure may "intuitively" provide a noise benefit, the NCP does not quantify the benefits except to state it would reduce low altitude overflights. Additional information is needed to determine the extent to which this measure would provide a measurable benefit, such as the expected compliance rate and the amount of decibel reduction per operation, or other quantification.

12. When ASR-11 radar installation is complete, request Air Traffic Control to coordinate on any new approach, departure, or routing procedures.

Description: The Airport and Air Traffic Control should work together on the development of any new approach, departure, or routing procedure resulting from the ASR-11 radar installation to ensure that all of the appropriate agencies have been consulted. This is anticipated in 2006. Recent experience has shown that when proper coordination is not done on procedure changes and development, aircraft deviate from long-established approach, departure, and routing procedures. This causes noise complaints to increase dramatically and introduces established neighborhoods into the DNL 65 dB noise contour. (NCP Page 7-9 and Table 7D).

FAA Action: Approved as voluntary. While this measure is listed as a noise abatement measure, it is similar to other program management measures. The airport sponsor is requesting that the FAA coordinate with SDL management if FAA ATCT intends to alter the established noise abatement traffic patterns at the airport or institute new traffic patterns.

13. The City will encourage FAA to chart visual flight procedures to provide pilots with minimum safe flying altitudes and paths on approach.

Description: The City of Scottsdale will encourage the FAA to pursue charting visual procedures to and from Scottsdale Airport after suitable radar coverage is established. The result will be documented visual approach procedures, developed by the FAA, for aircraft navigating through and around Class B airspace. Transient aircraft going to SDL are starting their approach decent early, to ensure they don't penetrate PHX Class B airspace above SDL. This results in low flying

aircraft that generate noise complaints. (NCP Pages 5-10 to 5-11, pages 5-36 to 5-40, Exhibits 5C and 5D, Table 5H, page 7-10, Table 7D).

FAA Action: Disapproved pending submission of additional information to make an informed analysis. This measure appears to be related to measure No. 11. While the measure's intent is to provide an "intuitive" or "logical" noise benefit, the NCP does not quantify the benefits except to state it is intended to reduce low altitude overflights. Additional information is needed to determine the extent to which this measure would provide a measurable benefit. No specific flight paths are being recommended.

14. Relocate existing ground run-up area and construct a ground run-up enclosure if deemed necessary.

Description: The current ground run-up area should be relocated to reduce aircraft noise impacts related to run-up operations. A ground run-up enclosure should be built, if deemed necessary, to attenuate noise from maintenance run-ups. The structure should be built to accommodate the largest aircraft now conducting run-ups or those that may conceivably be expected in the future. (NCP Page 5-15 to 5-17, page 7-10, Exhibit 5 F and Table 7D).

FAA Action: Approved in part, disapproved in part.

Approval is given to relocate the existing run-up area from the approach end of Runway 21 to the proposed site in the central portion of the airport. Relocation will reduce peak noise impacts to the noise sensitive community north of the CAP Canal, which contains both residential and office buildings.

Construction of a run-up enclosure is disapproved. While the NEMs show noise contours to the DNL 55 dB, the NEM's description of what is considered compatible with airport operations (chapter 4) is consistent with the Federal guidelines. The midfield site impacts office buildings, designated in Table 1 of Part 150 as compatible to DNL 70 dB without attenuation, and compatible to DNL 80dB with sound attenuation. These office buildings are located in an area designated as compatible land use (Exhibit 6C).

While the airport has found some tenant uses to be noise sensitive (see supplemental graphic showing south run-up location showing office buildings with noise-sensitive uses), these uses are not pervasive, nor are they permanent. Either a tenant or landlord may terminate the leases in accordance with lease provisions. Also, the NEM states in chapter 3 that less than 3 run-ups per day were modeled. Run-ups are prohibited at the airport from 10 pm to 7 am.

15. Inform transient helicopter pilots of the noise abatement flights paths.

Description: The Airport developed a helicopter pilot guide consistent with the routes established in the FAA letter of agreement (departures described on pages 5-7 to 5-9, arrivals described on pages 5-11 to 5-12). This will be distributed to all transient helicopter pilots to familiarize them with the area and flight routes, and provide a reference guide on how to avoid overflying noise-sensitive land uses in the area. (NCP Pages 5-7 to 5-9, pages 5-11 to 5-12, page 7-11, Exhibit 5B and Table 7D).

FAA Action: Approved. This measure proposes to distribute to helicopter pilots procedures already established in an FAA letter of agreement. Language in the pilot guide is not explicitly approved in this ROA and is separately reviewed by the appropriate FAA office.

16. Change Phoenix Sectional Aeronautical Chart to depict additional populated places.

Description: The Airport should encourage the FAA to pursue changing the Phoenix Section Aeronautical Chart to depict the Cave Creek and Carefree areas as populated places. Changing the chart would limit noise exposure in these areas by establishing a minimum flyover altitude of

1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. (NCP Page 5-40, page 7-11, and Table 7D).

FAA Action: Approved for purposes of Part 150. The airport sponsor proposes to ask the FAA office responsible for submitting chart changes to show noise-sensitive areas around the airport. Approval for purposes of Part 150 does not commit the FAA to submitting changes to the Phoenix Sectional Aeronautical Charts.

LAND USE MANAGEMENT ELEMENTS - In the SDL Part 150 document, the airport sponsor has developed noise contours showing the DNL 55 dB. The NEM states the DNL 55 and 60 dB noise contours were mapped for land use planning (chapters 3 and 4). Outside the DNL 65 dB contour, FAA as a matter of policy encourages local efforts to prevent new noncompatible development immediately abutting the DNL 65 dB contour and to provide a buffer for possible growth in noise contours beyond the forecast period.

1. Within their respective General Plans, the cities of Scottsdale and Phoenix should maintain the compatibly planned areas within the 55 DNL contour.

Description: Within the City of Scottsdale General Plan 2001 and the City of Phoenix's General Plan and General Plan Land Use Map, compatible land uses have been planned for the areas surrounding Scottsdale Airport, including those areas within the 55 DNL noise contour. The City of Scottsdale should preserve, and encourage the City of Phoenix to preserve, current compatible industrial, commercial, and open space designations within the study area. The City of Scottsdale should adopt this NCP as an element of its general plan, giving it the same weight as other land use policies. Scottsdale also should encourage the City of Phoenix to adopt this policy as part of its general plan. This concept is a continuation of existing FAA approved Land Use Element No. 2 from the 1997 NCP, which was not in the 1986 NCP. (NCP Pages 6-6 to 6-7, Exhibit 6C, page 7-12 and Tables 6A and 7D).

FAA Action: 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.

2. The cities of Scottsdale and Phoenix should maintain the compatibly-zoned areas within the project study area.

Description: This land use measure is closely related to Land Use Measure 1. The City of Scottsdale should retain, and encourage the City of Phoenix to retain current commercial and industrial zoning designations within the study area. Both cities should discourage rezoning for residential and other noise-sensitive land uses that are not consistent with their respective general plans. This is a continuation of existing FAA approved Land Use Element No. 3 from the 1997 NCP which was not in the 1986 NCP. (NCP Pages 7-12 to 7-13, and Tables 6A and 7D).

FAA Action: 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 land uses into the vicinity of the airport.

3. The City of Scottsdale should consider rezoning the parcel located directly north of the airport, within the 65 DNL noise contour, to a compatible land use. The parcel is currently utilized as a golf course.

Description: There is one area within the 65 DNL noise contour in the City of Scottsdale, which is zoned for residential land uses. (See Exhibit 7D) This area is located directly north of the airport and is zoned in a manner in which allows low-density residential development (R1-35). While this area is currently developed as a golf course, consideration should be given to rezoning

the property to ensure compatible development in the future. This is a continuation of existing FAA approved Land Use Element No. 5 from the 1997 NCP which was not in the 1986 NCP. (NCP Pages 6-12 to 6-13, Exhibit 6E, page 7-13, and Tables 6A and 7D).

FAA Action: Approved. Implementation of 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 land uses into the vicinity of the airport.

4. The cities of Scottsdale and Phoenix should enact Project Review Guidelines for those areas impacted by Airport operations.

Description: The City of Scottsdale has developed an informal Project Guideline Review; this policy should become formalized, which would be reflected within the various regulatory tools for the city. The City of Phoenix Planning Department would need to coordinate with Scottsdale Airport Staff whenever a development proposal is submitted within Phoenix Zone AC-P. (Exhibit 7E) Airport staff would provide comments on the proposed development and provide a fair disclosure statement, which would be provided to the applicant upon development approval. This is a continuation and modification of existing FAA approved Land Use Element Nos. 6 and 10 from the 1997 NCP, which was not in the 1986 NCP. (NCP Pages 6-7 to 6-11, Exhibit 6D, page 7-13 through 7-17, and Tables 6B, 7A and 7D and Exhibit 7E).

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

5. The cities of Scottsdale and Phoenix should adopt the overlay zones contained within the proposed Project Review Guidelines.

Description: Consideration should be given to incorporating these overlay zones into the City of Scottsdale Zoning Ordinance. These overlay zones are based on the existing informal development review guidelines utilized by the City when reviewing development approvals. This would provide regulatory support for the proposed Project Review Guidelines and would help ensure compatible development within the Airport environs. The City of Phoenix should consider adopting overlay Zone AC-P. The requirements of this overlay zone would include notifying Airport staff of proposed development and attaching a fair disclosure notice or avigation easement if necessary to all development approvals regardless of land use or compatibility. This is a continuation of existing FAA approved Land Use Element No. 6 from the 1997 NCP, slightly modified to include a fair disclosure zone AC-P for the City of Phoenix and to expand and clarify the remaining zones AC-1 through AC-3. This measure was not in the 1986 NCP. (NCP Pages 6-7 to 6-11, 6-13 to 6-14, Exhibit 6D, Page 7-17, and Tables 6A, B and 7D).

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

6. If the Project Review Guidelines and Overlay Zoning Alternatives are not implemented, the City of Scottsdale should consider amending the subdivision regulations to require the issuance of avigation easements and fair disclosure notices for the areas contained within the AC-1, AC-2, and AC-3 of the overlay zoning.

Description: The City of Scottsdale is utilizing other means of obtaining avigation easements for the Airport; therefore, changes to the subdivision regulation may not be warranted. However, if implementation of the Project Review Guidelines and Overlay Zoning alternatives does not occur, consideration should be given to revising the subdivision regulations for the City of Scottsdale. Because the City of Phoenix has been built-out in the noise impacted area, changes to their subdivision regulations are not warranted. The revised regulations would require avigation easements for development within the areas contained within the revised AC-1, AC-2, and AC-3 overlay zones. This is a continuation and modification of existing FAA approved Land Use Element No. 8 from the 1997 NCP, which was not in the 1986 NCP. (NCP Pages 6-15 to 6-16, pages 7-17 to 7-18, and Tables 6A, 7A, and 7D).

FAA Action: 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 noise-sensitive land uses in the vicinity of the airport.

7. The City of Scottsdale should consider amending its current building codes to incorporate prescriptive noise standards.

Description: Prescriptive noise standards (i.e., sound insulation standards for construction, to achieve a given level of noise reduction) are perhaps the most commonly used approach to sound insulation standards. Implementation of this alternative would not only protect future noise sensitive development within the 60 DNL noise contour, but would also protect structures that undergo extensive remodeling or reconstruction, as these types of construction typically require a building permit and inspections. Before adopting this recommendation, the city should test its current building standards to determine how much noise level reduction is being achieved by standard construction. If required, the existing building code would be amended to set forth specific construction standards intended to achieve a given level of noise reduction. After installation and a successful inspection, the building is presumed to be able to achieve the targeted level of noise reduction. Because the portions of the City of Phoenix contained within the DNL 60 dB noise contour are already built out, an amendment to the city's building codes is not warranted. This is a continuation and modification of existing FAA approved Land Use Element No. 9 from the 1997 NCP, which was not in the 1986 NCP. (NCP Pages 6-16 to 6-18, pages 7-18 to 7-19, and Tables 6A and 7A and 7D).

FAA Action: 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 noise-sensitive land uses in the vicinity of the airport.

8. Should the Project Review Guidelines alternative not be implemented, the City of Scottsdale should consider incorporating the 2009 noise contours into its general plan to allow for an additional level of fair disclosure.

Description: Consideration should be given to incorporating an exhibit, which depicts the 2009 noise contours prepared as part of this study. This alternative should be pursued if the suggested general plan amendments contained within the Project Review Guidelines alternatives are not implemented. (NCP Pages 6-6 to 6-7, page 7-19, Table 7D.)

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the city of Scottsdale. This measure would help the City of Scottsdale inform its residents about the location of the 65 DNL noise contour for the airport.

9. The City of Phoenix should consider rezoning the areas located north of the Central Arizona Project (CAP) canal, which are currently zoned for residential land, uses and planned industrial or commercial land uses.

Description: Within the City of Phoenix, a number of parcels north of the CAP Canal are zoned in a manner that does not mirror the planned land uses from the City's general plan. (See Exhibit 7E) Consideration should be given to rezoning these parcels in a manner, which would be consistent with the City's general plan. This would ensure that the properties are developed in a manner consistent with Airport's operations. (NCP Pages 6-12 to 6-13, Exhibit 6E, pages 7-19 to 7-20 and Table 7D and Exhibit 7E).

FAA Action: Approved. Implementation of this measure is considered within the authority of the City of Phoenix.

PROGRAM MANAGEMENT ELEMENTS

1. Update *Noise Exposure Maps* and *Noise Compatibility Program*.

Description: The Airport management should review the Noise Compatibility Program and consider revisions and refinements as necessary. A complete plan update will be needed periodically to respond to changing conditions in the local area and in the aviation industry. This can be anticipated every seven to ten years. This is a continuation of Program Management Element No. 3 from both the 1997 and 1986 NCPs. (NCP Pages 7-20 to 7-21 and Table 7D).

FAA Action: Approved. An update to the NCP if made necessary by NEM changes would address requirements of 150.23(e)(9). The FAA clarifies herein the requirements of 150.21, as described in the NCP at pages 7-20 to 7-21. Section 150.21(d), as amended, states that the NEM should be updated if there is either a substantial new noncompatible use within the DNL 65 dB noise contour, or if there is a significant reduction in noise over existing noncompatible land uses. [69 FR 57622, dated 9/24/04]

2. Monitor implementation of the updated Part 150 Noise Compatibility Program.

Description: The airport management will check periodically with airport users and the local tower manager regarding compliance with the procedures. The City of Scottsdale should also maintain communications with local planning officials and planning officials from Phoenix to follow their progress in implementing the requested measures of the Land Use Management Element. This is a continuation of Program Management Element No. 2 from both the 1997 and 1986 NCP. (NCP Pages 7-2 and 7-21 and Table 7D).

FAA Action: Approved. The NCP contains a discussion about this measure that includes installation of a flight track monitoring system (page 7-21). Page 7-2 of the NCP states the airport sponsor withdrew this portion of the recommendation from final consideration, before submitting this NCP update to the FAA for action.

3. Continue noise complaint tracking program

Description: Currently, noise complaint information only provides the general location of the complaint. Each complaint is plotted within a one square mile grid. This program would be enhanced by linking the noise and flight track monitoring system with the complaint file to a specific location. This is a modification of Program Management Element No. 1 from the 1997 and a modification of Program Management Element No. 4 1986 NCP. The 1997 NCP called for the implementation of a geographic information system (GIS) to track locations of complaints. This portion of the measure has been included in Program Management Measure 4. (NCP Pages 7-2, 7-21 to 7-22 and Table 7D).

FAA Action: Approved in part. Continuation of the existing noise complaint tracking system, as a program management measure, is approved. No action is required on the recommendation to enhance the existing tracking system. The NCP at page 7-2 states the airport sponsor withdrew the recommendation to acquire a noise and flight track monitoring system from final consideration, prior to submitting this NCP update to the FAA for action.

4. Continue and expand airport signage program

Description: The Airport has taken an active role in helping to ensure that individuals are aware of the location of the Airport. One of the tools currently being utilized is the placement directional signage in various locations around the Airport. These signs simply contain a graphic of an aircraft and an arrow indicating in which direction the airport is located. Some of the signs also include information about the distance to the airport. The Traffic Engineering Department wants to avoid situation where signage is excessive or redundant. (NCP Pages 6-21, 7-22 and Table 7D. Also see *Supporting Information on Project Coordination volume, News Clippings and Articles*. Pages 6-12, 6-18 to 6-19).

FAA Action: Approved.

5. Airport Pilot and Community Outreach Program

Description: To address current aeronautical and noise abatement issues, the Scottsdale Airport has developed the "Fly Neighborly" program. This program has several components, some of which are directed at reducing noise through pilot education and others are intended to raise the awareness of current and potential residents about the existence of the Airport. It includes monthly reports on the airport's website, pilot pledge to be a good neighbor by complying with noise abatement efforts, monthly reminders to pilots to cooperate under the voluntary curfew, pilot information videos, monthly meetings with pilots about safety and noise abatement, homeowner outreach program to communicate noise abatement efforts at the airport, real estate agent outreach program to educate agents and potential homebuyers about the airport, and air fair open house events to allow the public to visit the airport and learn about its operation. This includes publication of the pilot guide. (NCP Page 7-23 and Table 7D).

FAA Action: Approved. Approval of this measure does not commit the FAA to providing Federal funding assistance.