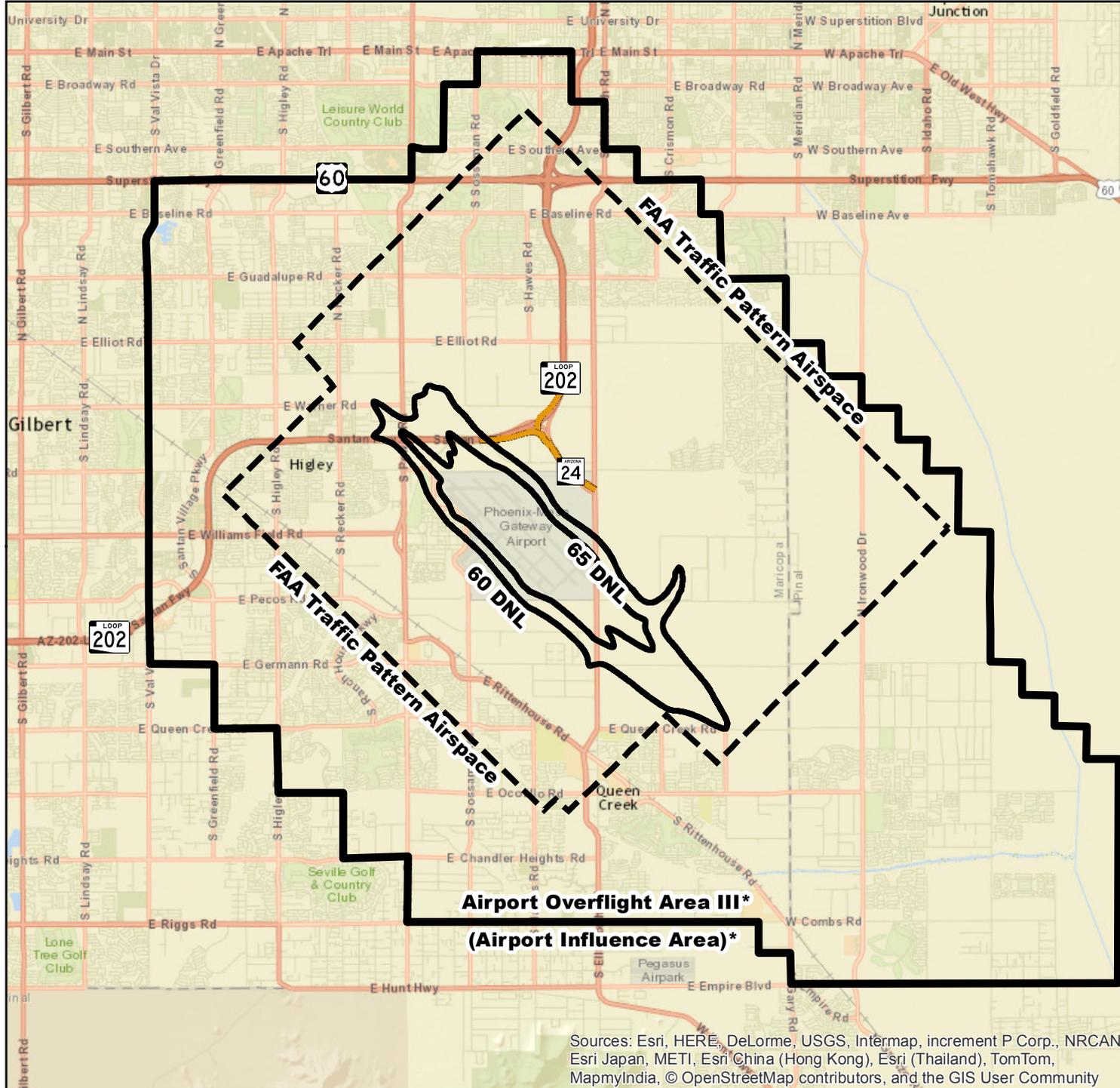


Exhibit 5 - Airport Compatibility



PUBLIC AIRPORT DISCLOSURE MAP EXHIBIT A

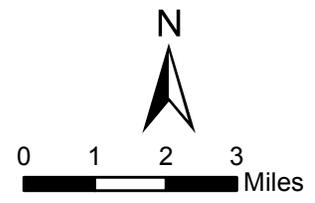
LEGEND

-  Day-Night Level (DNL) Noise Contour / Airport Overflight Area Boundary
-  FAA Traffic Pattern Airspace Boundary

NOTES

1. This exhibit has been prepared in accordance with Arizona Revised Statutes, Sections 28-8485 & 28-8486
2. FAA Traffic Pattern Airspace boundaries established in accordance with guidelines provided in FAA Order 7400.2D
3. Airport noise contours were developed using the Aviation Environmental Design Tool (AEDT, Version 2c), based on total annual operations (takeoff and landings) of 498,000

* Applicable to new development

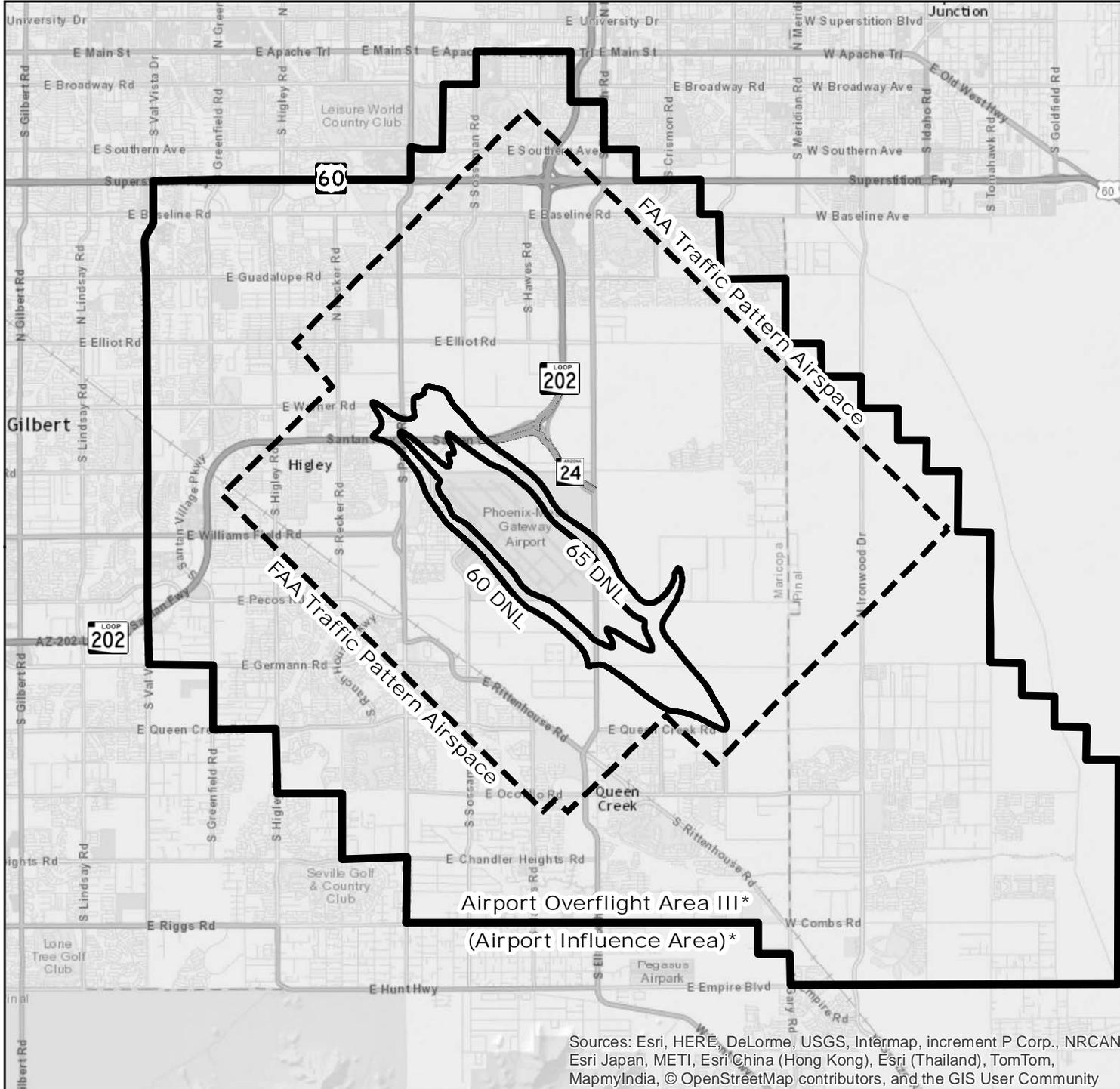


**Airport Overflight Area III*
(Airport Influence Area)***

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Airport Board Effective Date:
February 21, 2017

Exhibit 5 - Airport Compatibility



PUBLIC AIRPORT DISCLOSURE MAP EXHIBIT A

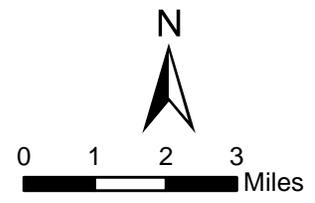
LEGEND

-  Day-Night Level (DNL) Noise Contour / Airport Overflight Area Boundary
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Airport Board Effective Date: February 21, 2017

Exhibit 5 - Airport Compatibility

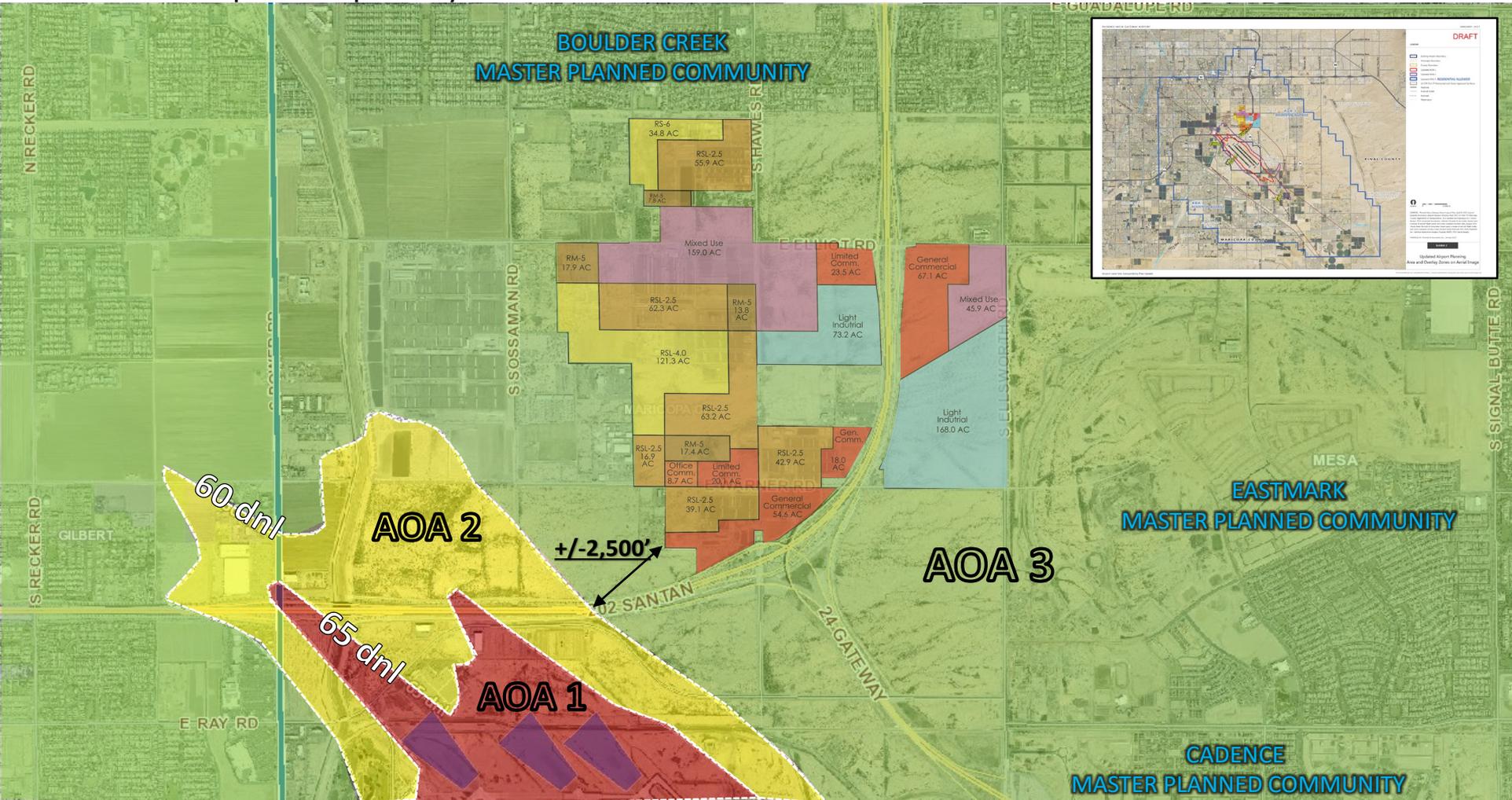


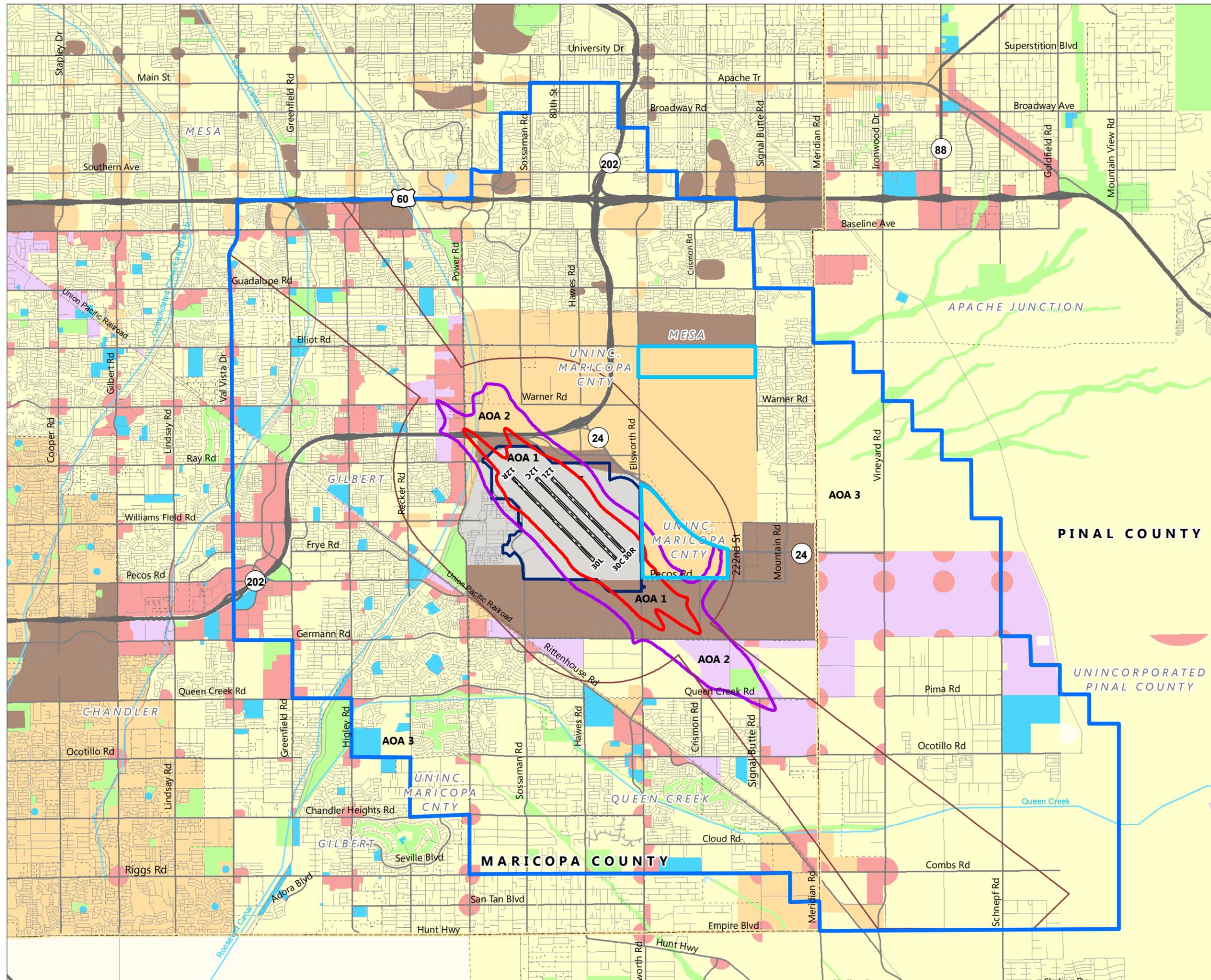
TABLE 5A
Potential Revised Noise Compatibility Matrix for the Overflight Zoning District
Mesa, Gilbert, Queen Creek, Maricopa County, and Pinal County

	RPZ ^a	AOZ-1 65 + DNL	AOZ-2 60- 65 DNL	AOZ-3 60- AIA
RESIDENTIAL				
Single-family, duplex, multi-family, manufactured housing	N	N	Y[I,2,4,9]	Y[I,2]
Recreational vehicle parks	N	N	Y[I,2,4,9]	Y[I,2]
Other residential	N	N	Y[I,2,4,9]	Y[I,2]

KEY TO TABLE 5A

- Y Land use is compatible and is permitted.
- N Land use is incompatible and is not permitted.
- 1 A fair disclosure agreement and covenant shall be recorded as a condition of development approval for all permitted uses in the AIA Zoning Overlay District.
- 2 All plats recorded shall be inscribed with the following: "These properties, due to their proximity to Williams Gateway Airport, are likely to experience aircraft overflights, which could generate noise levels that may be of concern to some individuals."

Source: Williams Gateway Airport FAR Part 150- Noise Compatibility Study



LEGEND

- Existing Airport Boundary
- Municipal Boundary
- County Boundary
- Updated AOA 1
- Updated AOA 2
- Updated AOA 3
- 14 CFR Part 77 Horizontal and Outer Approach Surfaces
- Highway
- Arterial Street
- Local Street
- Railroad
- Waterways

Generalized Future Land Use

- Residential
- Commercial Focus - Business Park/Office/Tourism
- Industrial Focus
- Public Facility/Civic/Institutional
- Parks and Open Space
- Mixed Use - Non-Residential (Maricopa)
- Mixed Use - Residential Allowed*
- Airport Specialty District
- Generalized Flight Corridor Agreements for Land Use Compatibility

Note:
*The City of Mesa prohibits single-family housing in the AOA 1 and AOA 2 overlay zones. Multi-family housing is allowed subject to the issuance of a Council Use Permit.



SOURCES: Phoenix-Mesa Gateway Airport Layout Plan, April 8, 2015 (airport property boundary); Airport Airspace Drawing, April 2015 (14 Part 77); Maricopa County Department of Transportation, 2012 (streets and highways); U.S. Census Bureau, 2014 (municipal boundaries, railroad); Future land use data generalized by Ricondo & Associates, Inc. based on general plan land use elements compiled by the Maricopa Association of Governments and County of Pinal, 2015; Ricondo & Associates, based upon a review of aircraft flight tracks and noise complaint location data, August 2014 (Study Area); Ricondo & Associates, based upon a review of aircraft flight tracks and noise complaint location data, May 2016 (Potential New AOA)

PREPARED BY: Ricondo & Associates, Inc., May 2016.

Exhibit 3

Updated Airport Planning Area and Overlay Zones with Generalized Future Land Use