



www.falconfieldairport.com

4800 E Falcon Dr  
Mesa, Arizona 85215  
480 644.2450

January 3, 2018

Mr. John Wesley  
Planning Director  
City of Mesa  
55 North Center Street  
Mesa, AZ 85201

Dear Mr. Wesley,

This letter is in response to the Project Narrative associated with the application submitted by Mr. Sean B. Lake of Pew & Lake, P.L.C. requesting a Minor General Plan Amendment and rezone of approximately 30 acres located at the southwest corner of Recker and Thomas roads (Subject Property).

The Subject Property lies well within the Falcon Field Airport Traffic Pattern Airspace boundaries as depicted on the Mesa Falcon Field Public Airport Disclosure Map (attached). This map has been prepared in accordance with Arizona Revised Statutes, Section 28-8486 to publicly disclose the aircraft traffic pattern airspace boundaries for the Airport. Since the Subject Property lies within the airspace boundaries, any occupants will experience a substantial number of aircraft operations in the airspace above them.

If you draw straight lines extending to the northeast from the ends of runways 4R and 4L, you will see that the Subject Property is located where these straight lines approach the intersection of Recker and Thomas roads. This has two consequences:

1. Aircraft preparing to land on the runways will already be lined up for their final landing approach and will be flying at a low altitude over the Subject Property.
2. Aircraft which have just departed from the runways may still be flying over the Subject Property at a low altitude before gaining the proper altitude to initiate a turn.

Over the past several years, the City has received numerous aircraft noise complaints and safety concerns from residents living in the vicinity of the Subject Property. Attached is the City of Mesa Comments/Concerns map which identifies the number of complaints/concerns received from residents in the area since January 1, 2007. Please note that the box at the lower right of the map reflects the total of *all* comments/concerns received regardless of geographic location.

The number of complaints/concerns received in the vicinity of the Subject Property is due, in part, to the Falcon Field Task Force Mission, Goals & Recommended Strategies (attached) established by the Falcon Field Task Force in 2009. This Task Force was appointed by the City to address citizen concerns about aircraft operations generated at Falcon Field and consisted of citizens, businesses, pilots, and the Federal Aviation Administration (FAA). One of the Task Force recommended strategies states that when winds are calm, the FAA air traffic controllers, who control the Falcon Field airspace, are encouraged to

maximize the use of runways 4L and 4R to minimize impacts to residential areas by flying over the Longbow golf course, industrial areas to the northeast (which includes the Subject Property), and the Salt River. Although compliance with these strategies is voluntary, their implementation has resulted in more aircraft flying over the Subject Property.

In 2016, Falcon Field Airport was the 5<sup>th</sup> most active general aviation airport in the United States with 273,395 aircraft operations. Recent data provided by the FAA indicates that over 300,000 aircraft operations occurred at Falcon Field in 2017.

Although the Subject Property falls within the 55 DNL, this does not negate the fact that the Subject Property will experience extensive aircraft activity directly over the homes which are proposed for this location. Requesting that aircraft operators divert their aircraft away from the Subject Property to avoid the homes could jeopardize the safety of some aircraft operators and passengers. For this reason, Falcon Field Airport recommends that the Subject Property be developed for commercial purposes only to minimize the effect that aircraft operations will have on occupants of the property.

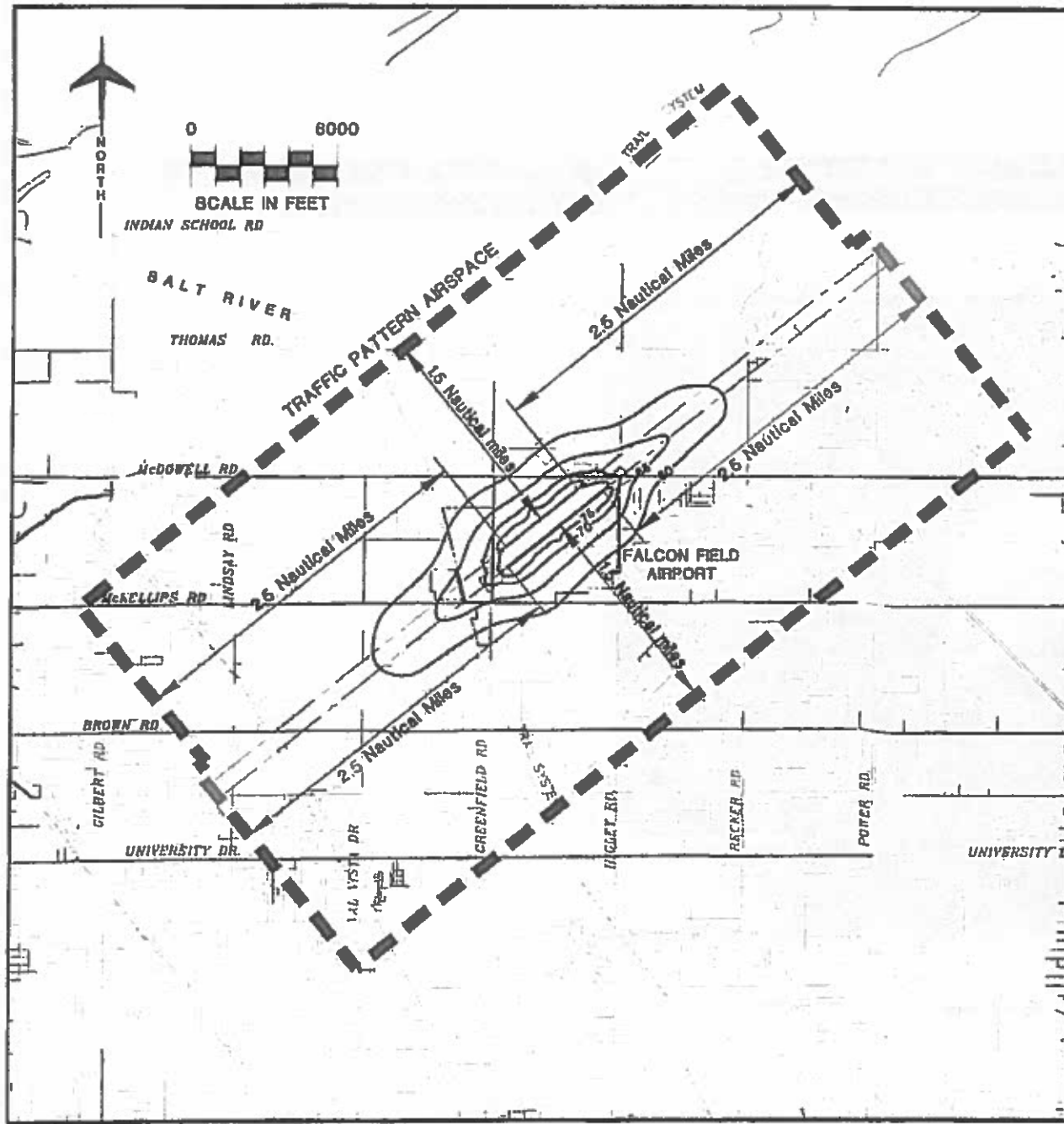
Please feel free to contact me at (480) 644-2450 if you have any questions or would like any further information.

Sincerely,



Corinne C. Nystrom, A.A.E.  
Airport Director





Att. Mesa Falcon Field Public Airport Disclosure Map  
City of Mesa Comments/Concerns Map  
Falcon Field Task Force Mission, Goals & Recommended Strategies



**NOTES:**

1. This map has been prepared in accordance with the Arizona Revised Statutes, Section 28-8486, relating to Public Airport Disclosure.
2. Traffic Pattern Airspace Boundaries have been established in accordance with the guidelines provided in the FAA Order 7400.2G.
3. The Airport Noise Contours have been developed with the Integrated Noise Model (Version 7.0) and are based on Total Annual Operations (Take-offs and Landings) of 516,000.
4. 1 Nautical mile = 6,080 feet or 1.1516 statute miles.
5. Base map derived from electronic USGS mapping and the Maricopa Association of Governments (MAG) street Map

**LEGEND:**

-  TRAFFIC PATTERN AIRSPACE
-  NOISE CONTOURS DAY NIGHT LEVEL (DNL)
-  EXISTING AIRPORT PROPERTY LINE
-  EXTENDED RUNWAY CENTERLINE

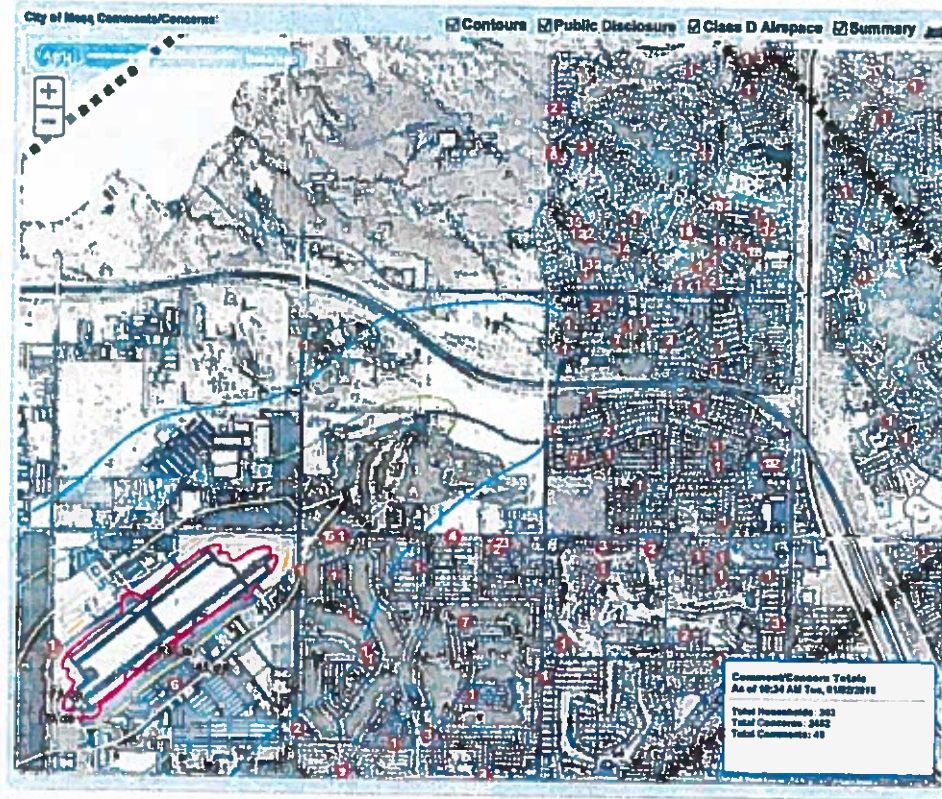
**MESA FALCON FIELD  
PUBLIC AIRPORT  
DISCLOSURE MAP  
MESA, ARIZONA**

PLANNED BY	<i>Mark Smith</i>
DETAILED BY	<i>Maggie Rogers</i>
APPROVED BY	<i>James M. Norris, P.E.</i>
October 14, 2009	SHEET 1 OF 1



GIS Search Results Map

This is a GIS Map of the comments/concerns from the search results



8/20/09

## **Falcon Field Task Force**

### **Mission, Goals & Recommended Strategies**

#### **MISSION**

To suggest reasonable compromises that balance and respond to varying interests regarding how aircraft operations should be conducted at Falcon Field while ensuring the airport's long-term success.

#### **GOALS**

1. Update Falcon Field's business/economic plan to ensure the airport remains financially stable, that businesses continue to thrive, and while also ensuring recommendations protect the historical recreational uses at Falcon Field.
2. Identify reasonable ways for aviation academies and flight training schools to meet their business needs while responding to community concerns about flight training operations.
3. Seek reasonable ways to mitigate community safety and noise concerns.
4. Set reasonable procedures and/or expectations for Falcon Field and ensure all airport users are well informed and responsive to these agreed upon standards.

#### **STRATEGIES**

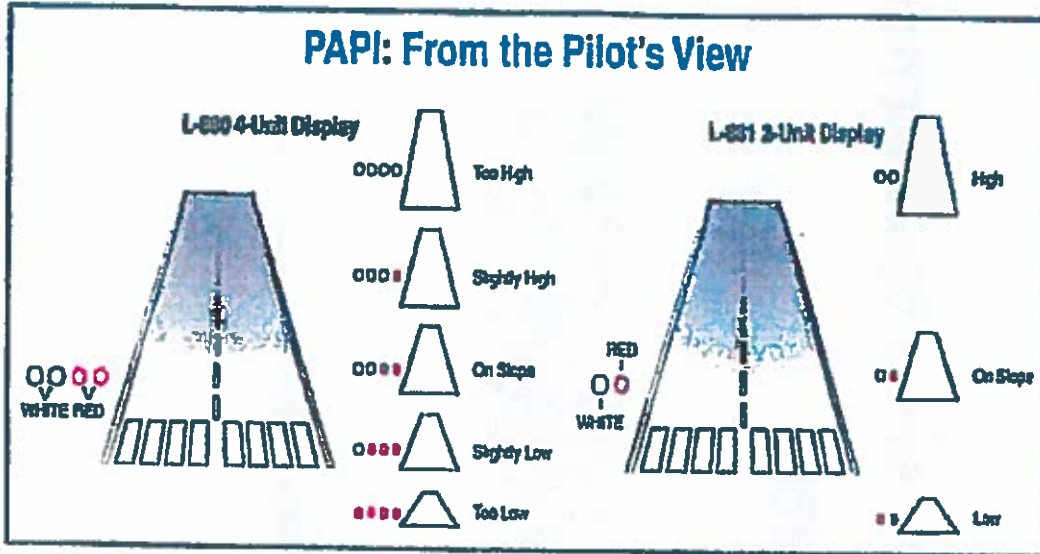
By consensus, the task force recommends the strategies below be completed within the framework of these guiding principles: a) Recommendations need to be acceptable to the City and the Federal Aviation Administration (FAA); b) Rules must be reasonable and seek to balance community concerns and the needs of airport businesses; and c) All operational procedures and guidelines being proposed are to be followed to the maximum extent possible.

1. Work with FAA to create an expectation that (safety and weather permitting) training operations use the north runway (4L/22R) to fullest extent possible.
2. Work with FAA to provide priority of south runway (4R/22L) for non-training general aviation (i.e. recreational, business) and corporate aircraft uses.  
Note: Primary reason for items 1 & 2 is to seek more efficient (cutting down on waiting times in the cue) arrivals and departures for corporate and other non-training operations at Falcon.
3. Expect that there be no repetitive training operations at Falcon Field between 10 p.m. and 5:30 a.m. to the fullest extent possible and that all transient training flights (flights that originate from other airports) are discouraged during this time period.
4. Work with FAA to maximize use of the "calm wind" preferred runways of 4L/4R. Note: calm wind refers to use of a preferred runway when weather conditions permit. Runways 4L/4R are selected as preferred because they allow aircraft to minimize impacts to residential areas by flying over the Longbow golf course, industrial areas and the Salt River.
5. Encourage pilots, including those who are receiving flight training, to always fly tight patterns (for example, as close of a pattern to the airport as possible or  $\frac{3}{4}$ - to one-mile down wind) and to approach the runways when landing at or above the downward sloping path that is provided by the precision approach path indicator (PAPI) landing aid system. (See attachment 1)



6. Expect that RPM adjustments on aircraft engines are made smoothly and slowly to avoid creating a sudden noise event.
7. Departing aircraft will be expected to climb at  $V_y$  (i.e. in an altitude as quickly as possible) until reaching pattern altitude 2400 ft. (See attachment 2)
8. Maintain a min. of 1000' above ground when flying over populated areas, except when landing or taking off. Note: Task force's goal is to expect users to adhere to FAA regulations.
9. In accordance with FAR 91.119, training procedures that simulate an engine failure will be practiced only when there is no doubt that the aircraft can make a safe landing on the runway in the event an actual engine failure occurs.
10. Re-establish and emphasize the firm expectation that takeoffs must be completed according to the established Falcon Field noise abatement procedures (See attachment 3).
11. Expedite construction of 4R runway run-up area expansion to eliminate the need for Sabena to first taxi to Runway 22L (north) and then taxi to runway 4R (south) in order to use the preferred calm wind takeoff runway on 4R. Note: goal here is to make these run-up operations as seamless as possible as a way to further encourage regular use of the preferred runway.
12. Expedite the improvements along the shoulder areas on runway 4L-22R in order to exceed safety standards and to serve as another way to encourage all Sabena training schools to use this north runway for student operations.
13. Identify who is flying into and out of Falcon Field via City data collection. Note: this is public information and is available through the FAA air traffic control. The goal is to better understand who is flying into and out of Falcon Field and as a way to identify patterns that generate complaints and in order to pursue further constructive discussions with the pilots and/or FAA, when warranted.
14. Work with the FAA to explore raising the minimum descent altitude for the non directional beacon (NDB) approach into Falcon Field. Note: this is an instrument on the ground that pilots use when practicing approaches to Falcon.
15. Initiate an educational effort and extensive mailing campaign to all Arizona General Aviation airports, flight schools, flight publications, Airport/Facility Directory SW, dissemination to aviation groups, use of FAA pilot messages (ATIS or AWOS), bulletins to on-base pilots to and other users to make them aware of Falcon's operational expectations, particularly those occurring after tower operating hours.
16. Establish creative programs to positively reinforce those who follow noise abatement and flight safety rules and to help the City create a culture of compliance with these rules and holding each other accountable in constructive ways.
17. Work with FAA tower to ensure good communication. Tower should be asked to record an ATIS message at the end of the tower day that reminds aircraft operators to use the preferred runway (4R) when weather permits, and to remind them that, to the fullest extent possible, no repetitive flight training operations (such as touch and go's or stop and go's) should be conducted between 10 p.m. and 5:30 a.m., and that all aircraft training flights that originate at other airports are discouraged during this time period.
18. Acquire an automated surface operating system (ASOS) to advise pilots of current weather conditions on the airport.
19. Submit to the Arizona Department of Real Estate an updated Public Airport Disclosure Map that accurately reflects current traffic pattern airspace boundaries.
20. Place full priority on pursuing the task force's consensus recommendations first. If additional tools, information and/or cooperation required, consider conducting a Part 150 study.

# PAPI: From the Pilot's View



Source: <http://www.flightlight.com>

# Vy... Most altitude in **shortest amount** of time



Source: <http://www.kywgcp.org>



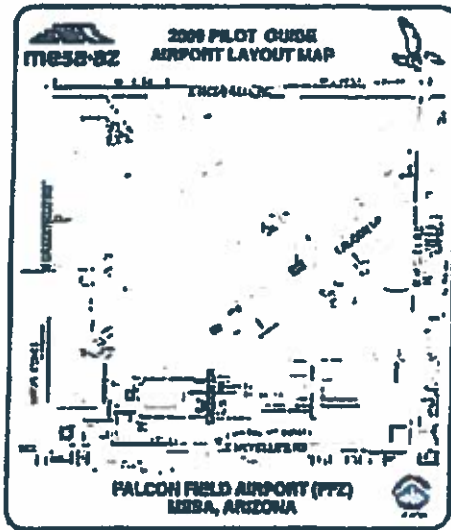
# Falcon Field Airport (FFZ)



[www.mesaaz.gov/falcon\\_field](http://www.mesaaz.gov/falcon_field)  
 Field Elevation 1,394 ft MSL  
 Location: N 33°27.65' W 111°43.70'

## Falcon Field Noise Abatement Program

It is an important goal of the City of Mesa to be sensitive to the concerns of residents living near the airport. Your compliance with our noise abatement practices is extremely important in maintaining goodwill between the airport and its neighbors. Thank you for your cooperation.



### FALCON FIELD NUMBERS (Area Code 480)

Airport Administration .....	644-2444
Falcon Executive Aviation .....	832-0704
Heliponents .....	981-8300
Tango One Aviation .....	641-5000

## Falcon Field Airport "FLY FRIENDLY ZONE (FFZ)" Practices



### GENERAL PRACTICES

- *Flight safety is our #1 priority.*
- *No noise abatement practice should ever compromise safety.*
- Heavy residential development surrounds the airport
- Rising terrain northeast of the airport - please be altitude sensitive
- When Class G airspace is in effect (2100L-0600L) use RIGHT traffic for RWY 22, LEFT traffic for RWY 4
- Avoid flying between 9 p.m. and 6 a.m. whenever possible
- Traffic Pattern Altitudes:
  - Light Aircraft: 2,400 Ft (MSL); 1,006 Ft (AGL)
  - High Performance Aircraft: 2,900 Ft (MSL); 1,506 Ft (AGL)
  - Helicopters 1,900 Ft (MSL); 506 Ft (AGL)
- Use appropriate Aircraft Owners and Pilots Association Noise Awareness Steps [www.aopa.org](http://www.aopa.org)
- Use appropriate National Business Aviation Association, Noise Abatement procedures [www.nbaa.org](http://www.nbaa.org)

### ARRIVALS

- Use Runway 4 whenever possible.
- Avoid low-level, high-power approaches.
- Fly high and tight patterns. Follow the PAPI.

### DEPARTURES

- Use Runway 4 whenever possible.
- Climb as high as possible before leaving the airport boundaries; then accelerate to best rate of climb airspeed.
- If consistent with safety, make the first power reduction at 500 ft.
- Avoid early turnouts when departing on Runway 4R.
- Avoid low-level, high-power departures.

