



WRITTEN COMMENTS RECEIVED



COMMENT FORM

Name: SARAH DAK

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

5478 E. Cholla St, Scotts AZ 85254

Place: Desert Canyon Elementary & Middle

Please print neatly

School Cafeteria

I ^{we} request that (one) Scotts Airport enforce ^{voluntary} height restrictions for approaches and departures and (two) require replacement of old plane engines with new, quieter ones as is occurring for planes over 7500 lb (Fed rules), and attempt to quiet older engines more in the meanwhile.

First point: On Oct 8, 9:40 PM a 1970 Gulf Stream II business jet flew 700' above our house ^{+ neighborhood} - frightening: thought they'd crash - called Phoenix Sky Harbor Emergency and incredible noise. This plane was in violation of your "voluntary height restrictions". We live approx 2 1/4 m. from airport. It flew too low. Enforcement? Should.

Point 2: These planes and copters are incredibly noisy. Too noisy, too old. Force owners to update ~~to~~ to quiet these old engines. Encourages harmony with residents.

Thanks for your attention

Mail to: to this matter,
COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063 FAX: (816) 524-2575
www.coffmanassociates.com

11-6-03
Approved to

Mary Donaldson
5448 E. Cholla St 5478 E. Cholla St



COMMENT FORM

Name: PHIL VICKERS

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

Place: Desert Canyon Elementary & Middle

Please print neatly

School Cafeteria

EXCELLENT BEGINNING

- 1) FORUM ALLOWED THE ATTENDEES TO ASK QUESTIONS OF INDIVIDUAL PARTIES RESPONSIBLE FOR PART 150 STUDY
- 2) EXHIBITS EDUCATIONAL
- 3) OPEN DIALOGUE

Mail to:

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: G. Douglas GREEN

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

6243 E. Sunnyside Dr - Scottsdale

Place: Gray Hawk Elementary School Cafeteria

85254-4968

Please print neatly

- 1.) Older jets definitely make more noise while over Equestrian Manor, where I have lived for 25+ years.
- 2.) Newer jets (Grunmen G-4's, etc) are much quieter, and seem to fly in a higher approach pattern.
- 3.) ALL planes should fly higher landing pattern. It's much, much quieter when they do fly ~~to~~ higher.
- 4.) Sometimes I think some planes fly so low that they could hit APS Power Lines from a substation located adjacent to Sequoia Elem School on 64th, ~~at~~ south of the school and very close to my home. Why fly over high power lines. Why fly over Sequoia School? Two very bad scenarios.
- 5.) Prop driven planes generally are not as noisy as older jets.
- 6.) Does it really do any good to call the Scottsdale Air ~~Facility~~ facility and report any noisy planes flying over my property. Sometimes I have 2-3 planes every 5 minutes right over the top of my home. If I had called every time I got a noisy plane I would have averaged at least one a day x 365 days x 25 years = over 9,000 phone calls that probably do no good at all.

Mail to:

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G. Douglas Green

Lot # 50 - Equestrian
Manor - ~~at~~ 6243 E Sunnyside Dr

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: BILL PARKER

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

I HAVE LIVED IN MY PRESENT HOME (8013 E. SHARON), JUST S.E. OF AIRPORT FOR 8 YEARS. I LIVED AT 64TH ST. & T. BIRD FOR 9 YEARS BEFORE THAT.

I SERVED ON THE YUMA PLANNING & ZONING COMMISSION IN THE EARLY 1980'S, WITH THE MAIN ISSUE BEING ENCROACHMENT ON THE AIRPORT IN THAT CITY, SO I COME WITH AN APPRECIATION FOR THE CONCERNS OF BOTH CITIZENS & THE AIRPORT.

~~I~~ I DO NOT WISH TO SEE THE AIRPORT CLOSED;

- o I DO FEEL THAT THE NOISE GENERATED BY THE AIRCRAFT HAS APPRECIABLY INCREASED IN THE PAST FEW YEARS AND AM CONCERNED ABOUT ~~THE~~ FURTHER INCREASES;

- o I HAVE CALLED TO COMPLAIN ABOUT ABNORMALLY LOUD AIRCRAFT, MOST RECENTLY WHEN 3 VERY LOUD AIRCRAFT TOOK OFF BETWEEN MIDNIGHT & 12:15 AM

- o FINALLY, I WOULD LIKE TO SEE SOMETHING DONE RE: THE HELICOPTERS THAT PASS OVER MY HOUSE AT VERY LOW ALTITUDES. (NEIGHBORHOOD)

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: Matthew Ahuett

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

8245 E. Bell Rd Unit #107

Place: Gray Hawk Elementary School Cafeteria

Scottsdale, AZ 85260

Please print neatly

Regarding Montana del Sol condominium complex. Used to be quiet area despite being close to airport. In past few months planes have been flying over sometimes every 5 minutes. Main culprits seem to be small propellor type planes that not only take off over our complex but also circle the complex so we get twice as much noise. Please review tracking over our complex.

Thanks,

Matthew Ahuett

In reference to above, I have been told ~~they~~ that these are "touch and goes". They are extremely distracting when windows are open or when the family is out at the pool. They are extremely noisy and interrupt conversations. Please decrease number or ~~stop~~ re-route over non-residential areas.

Matthew A Ahuett

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
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Name: Wayne Jantz

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly.

It seems to me that we are in the old 90/10 situation. 10% of the aircraft cause 90% of the problems.

If that is the case we need to either:

1) ELIMINATE THE PLANES THAT CANNOT TAKE OFF "quietly". They can relocate to SKY HARBOR or ANOTHER AIRPORT THAT DOES NOT have the same "location ISSUE".

2) ADDRESS THE way pilots handle the pain. There is a quiet way AND A NOISY way TO operate a H.D. MOTORCYCLE.

The same must be true for most aircraft!

The airport was here 15 years ago when we came to A2 & I'm sure will be here in 15-- there just seems to be little action to take any steps to reduce noise-- something that does

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NOT NEEDED TO BE A COSTLY PROJECT TAKING MANY MONTHS TO COMPLETE.

Wayne Jantz

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: Michael Beck

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

Four years ago I moved from Seattle to North Scottsdale (S. Dynamite & W. Scottsdale Rd). There was virtually NO AIRCRAFT TRAFFIC. Today, however, I live in Carefree, unable to tolerate the omni-present noise from the air.

What I've found is that Scottsdale AIR TRAFFIC NOISE is virtually inescapable; it is present everyday and every hour between approximately 7:00 a and 10:00 p.

I have two major gripes. The first, uncontrollable flight schools. With the exception of Pan Am (they will actual work with you), Area Flight Schools circle endlessly above area homes, often killing their engines) as they practice. What can be more dangerous!

My second issue is the shama noise reporting system. Since I live in Carefree (and previous to that, North Scottsdale), I

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Am not allowed to phone in complaints, but must email them. I am dramatically affected by the airport, yet am considered not to be in their affected area - AMAZING.

We were promised a Radar that would ~~do~~ low flying aircraft - Didn't happen, we were told minimum altitude would be raised to 1000' - Didn't happen. There appears to be volumes of talk, but NO ACTION.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
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Name: Tommy Walker

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

- (1) Great presentation
- (2) Scottsdale Air Center is part of the community & will help us necessary.
- (3) All types of aircraft are getting quieter and all pilots are being cooperative in reducing noise levels.
- (4) Airport staff are doing a great job and should be praised!
- (5) All safety flight requirements are being looked into and ~~should~~ everyone should listen to their (FAA & Airport) recommendations

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F.A.R.: PART 150 NOISE COMPATIBILITY STUDY UPDATE
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Name: BEN KESSNER

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

18650 N. 95 St

Place: Gray Hawk Elementary School Cafeteria

Please print neatly IRONWOOD
VILL.

- ① PLANES ON FINAL APPROACH ARE COMING IN OVER MY HOUSE AT AN ALTITUDE OF \pm 500 FT - TOO LOW -
- ② CERTAIN TYPE JETS (COMM) ARE RELATIVELY SILENT - OTHERS EXTREMELY NOISY.
- ③ PLANES TAKING OFF ~~AT~~ AT 4³⁰-5⁰⁰ AM. - MOVE THE AIR AMBULANCES TO ANOTHER LOCATION THAT WANTS THEM.
- ④ MOST LOW FLYING PLANES THAT ARE LANDING SEEM TO COME IN 4¹⁵-5¹⁵ PM.

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PUBLIC INFORMATION WORKSHOP
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Name: SANDY LAMBEY
splambet@aol.net

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

I hear excessive airplane noise on the east side of Iron Mountain at ~~from~~ Cottonwood 116th St. There are often 6 or 7 loud planes at once that vibrate the house. I definitely think a curfew should be imposed and Stage II aircraft should be banned from Scottsdale. When I see the forecast for future airport activity, I wonder how the residents of the area will be able to tolerate the additional excessive noise in the heart of the expanding city. More than the noise I am concerned about safety. There have been a number of "incidents" in the past 18 mos and it seems inevitable that a tragedy ^{will occur} will occur on the ground.

Re noise: I am especially concerned about a heavy cloning prop engine overhead between 3:45-4:30am most mornings.

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PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: DIANA ROITMAN Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

COLD STONE CREAMERY, INC Place: Gray Hawk Elementary School Cafeteria

Please print neatly

CONSTANT ENGINE TESTING IN N.W. CORNER OF AIRFIELD IS AN ISSUE FOR US AS OUR OFFICES ARE ON OTHER SIDE OF FENCE.

ALSO, ENGINE FUMES INVADE OUR OFFICE SPACE AGGRAVATING ASTHMA/ALLERGIES & CAUSING HEADACHES IN ADDITION TO THE ODOR

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
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Name: Robert D. Myers

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

CONCERN: Desert Community Home is located at 11445 ST & DYNAMITE/RIO VERDE on the N side of DYNAMITE. Our elevation is approximately 2800 feet. Flights from Scottsdale frequently fly over our association homes. They appear to be low at 2800' in elevation. Additionally, they are flying over our homes at all hours of the night.

Some are extremely noisy. Until I read recently that the Air Ambulance no longer was based at Sedona Airport, I was led to believe the noise was basically from the ambulance. It has become clear that many other planes are flying northward during the night. It was particularly noticeable after an event such as the Barrett Auction. In brief this concern is one of low altitude and frequently during hours between 11pm & 6am.

The second concern is an even larger noise issue. The flight school planes routinely perform spins and stalls over the Pinnacle Peak - Rio Verde Area. I understand this area is not officially considered "inhabited," but it is.

If pilots have been requested to fly over Juniper Natl Forest Mail to: OR THE BARTLET LAKE AREA, they are ignoring this. I have COFFMAN ASSOCIATES, INC. BEEN TOLD it is ignored because of the 237 N.W. Blue Parkway, Suite 100 FUEL COSTS. THE AREA BETWEEN Lee's Summit, MO 64063 FAX: (816) 524-2575 PINNACLE PEAK & RIO VERDE NEEDS www.coffmanassociates.com TO BE CLASSIFIED AS NOT RURAL &

INHABITED. IN A RELATED WAY, PLANES COME AND GO ALL DAY LONG IN AREAS SUCH THE SAME AREA FROM FLIGHT SCHOOLS. CE

IF THE OPERATORS HAVE BEEN REQUESTED TO BE AWARE OF HOMEOWNERS BELOW, THEY SEEM TO IGNORE THIS REQUEST. SOME OF THE SMALLER PLANES ARE THE NOISEST AND TO HAVE THEM A GOOD PART OF THE DAY, STALLING, ETC. IS VERY AGGRAVATING.

My name is Kathy,

I apologize for reading this but the aircraft noise abuse situation has me very upset and I just want to mention a couple of brief points.

I grew up here in Scottsdale and then 25 years ago, we built a home on 2 ½ acres here in the Sonoran Desert.

Approximately a month to six weeks ago, we noticed a dramatic increase in aircraft noise and activity going over our house and neighborhood. The noise quickly became so loud and so constant I was forced to start wearing ear plugs in the house, beginning early in the morning and until late in the evening. But even covering my ears with my hands doesn't mask the noise. The problem has been increasing daily and we now have a constant roar of jets taking off and accelerating from Sky Harbor, as well as all of the hundreds of planes coming to and from Deer Valley Airport, some of which are taking lessons or sightseeing and circling loud and low over our neighborhood and our home, everyday. We also have many low flying and extremely noisy corporate jets and aircraft from Scottsdale airport.

Our mailing address has always been Cave Creek but our neighborhood is to

the South and we are a little way West of Scottsdale Road, and Cave Creek Rd is to the west. This location turns out to be what they like to call a county island and I am told that it has been determined low density but there are thousands of homes in this area which has completely developed in the 25 years since we built.. I guess that is really working against my neighborhood because Randy Payne from Sky Harbor and Deer Valley Airports says that Sky Harbor Airport has changed the silo departure path directly over us and that this has caused the small aircraft to fly much lower..

The audio assault from these hundreds if not thousands of daily flights has made life miserable and I am experiencing crying and depression and loss of equilibrium from the earplugs. I don't enjoy my home any longer. My love for gardening and being out of doors has become impossible because of the almost constant noise. Most of the time there are 3, 4 or more aircraft at one time over our neighborhood.

I am here to say that the aircraft noise problem is abusive and invasive and is not compatible with human health. This assault has got to change . The new silo departure path from Sky Harbor is abusive and the small aircraft needs to be flying over secluded, not longstanding developed areas. And finally do not discount the thousands of us who are slightly West of Scottsdale Rd. in this study.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: Joyce Clark

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

13402 N. 76th Pl.
SCOTTSDALE, AZ 85260

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

I LIVE NEXT TO AIRPORT + T. BIRD ACADEMY
+ THE NOISE IS MY BIGGEST PROBLEM.
I AM REGULARLY WOKEN UP AT ALL HOURS
IN THE NITE. NOT ONLY BY THE TAKE-OFFS
BUT THE 5-10 MINS. WAITING FOR THEIR TURN.
PLEASE ENACT A NOISE CURFEW.

I'VE ALSO WATCHED MANY PLANES CRASH
WITHIN A FEW MILES RADIUS (ONE JUST MISSED
MY DAUGHTER'S SCHOOL BY AMATER OF YARDS)
+ A "TOUCH + GO" PLANE LAND + HIT LITE POLE
AT SCOTTSDALE RD + T. BIRD RIGHT IN THE INTERSECTION
AT RUSH HOUR

PLEASE ENACT A NOISE CURFEW

Mail to:

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: BILL LUKE/BILL

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

AZLUKENBILL@COX,NET

Place: Gray Hawk Elementary School Cafeteria

Please print neatly 480-473-9262

1. NOISE MONITOR POINTS DON'T REFLECT HOWE (COMPLAINT) DENSITY (I.E.) GRAY HAWK, D.C. RANCH. USE WATER PLANT.
2. 55 DNL MAY STILL BE TO HIGH
3. WE NEED AN ALTITUDE DEPARTURE CONTOUR GRAPH.
4. FLIGHT DEPARTURE ROUTE NEEDS TO ~~stay~~ ^{fly} OVER 101 WEST
- X 5. AIRPORT COMMISSION IS HEAVILY PARTISAN AIRPORT SUPPORTERS
- X 6. RESTRICT OP'S TO 7AM - 7PM OR GO TO DEER VALLEY / GATEWAY
- X 7. RETIRE STAGE 1 JETS TO DEER VALLEY OR?
- X 8. CLOSE COMPLAINT SYSTEM, NOT ACCURATE AND DOES NO GOOD.
9. OVERALL DATA IS REAL BUT "QUESTIONABLE"! NOT CREDABLE
 - NOISE CONTOUR METHODOLOGY for DECISIONS
 - MEASUREMENT TOPOGRAPHY
 - COMPLAINT MEASURING SYSTEM
10. AIRPORT SECURITY IS AN ISSUE, PILOT BACKGROUND CHECKS ARE NEEDED, EASY / CHEAP TO DO AT SCOTTSDALE AIRPORT.

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PUBLIC INFORMATION WORKSHOP
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Name: Tracy Burch
9198 N. 101ST ST. 85258

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.
Place: Gray Hawk Elementary School Cafeteria

Please print neatly

I live far enough away from the airport that jet noise is not an issue. However, single-engine and twin-engine prop planes are a significant noise problem... an unnecessary noise problem. They fly over my house at 500-1000 feet AGL, full power and it's simply not required. If the commission could suggest a 1500 foot AGL minimum and reduced power settings it would not be an issue. This problem can be resolved so easily with just a little bit of effort on the part of pilots using the Scottsdale Airport.

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
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Name: GARY MYERS

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

PILOTS NEED TO FOLLOW 101 FREEWAY
CLOSER. PILOTS NEED ATTITUDE
ADJUSTMENT. IF I HEAR ANOTHER
PILOT SAY, "YOU KNEW THE AIRPORT WAS
THERE WHEN YOU BOUGHT YOUR HOUSE,
TOO BAD," I THINK I WILL HAVE
TO START A FIGHT! THIS IS
THE WRONG ATTITUDE, AND ANYONE WHO
HAS THIS ATTITUDE OBVIOUSLY
WILL INTENTIONALLY FLY OVER
PEOPLES HOMES JUST TO IRRITATE
THEM.

Mail to:

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Name: Michael & Soanna Opea

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

WE PURCHASED A HOME AT THE CROSSROADS
OF ACOMA & ~~THUNDERBOLT~~^{TATUM}. MORE SHOULD BE DONE
TO BE SURE RESIDENTS ARE INFORMING PEOPLE OF
POTENTIAL NOISE ISSUES. THE MAPS SHOULD SHOW
A MORE REALISTIC PRESENTATION OF AIR TRAFFIC.

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Name: Meg Paterson

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

Why are some planes loud enough to interrupt a conversation on takeoff while others don't? It's not the planes I object to, it is being awakened from my sleep, being unable to hear someone on the phone or in the room or in the yard. Apparently some pilots attempt to follow the noise abatement guidelines & others don't. Or are planes that different? I would sincerely appreciate no noise $10p = 6a$ $11p = 7a$; it would offset the rest of the day. I would appreciate it if noisy aircraft were restricted or, at least, advised when someone complains @ them specifically (by email/phone.)

Pollutants that can be seen coming from LOUD jets are a worry
departing

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Name: Toni Perlman

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

Many aircraft flying too low over our homes. Some are so loud, that the windows shake & we cannot hear each others/ talk on the phone. Also a concern is what the jet puts into the air on take-off & landing. All this falls to the ground!

When I moved into my home, we knew Scottsdale Airport was there & we were not concerned. We were told before buying our home that the airport would never get bigger & only have small Pipers & Cessnas & helicopters!

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
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Name: MARY BETT RAWA

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

Re: chart # of noise comp. complaints # of indiv.
I think you are inferring that not many more people are making complaints, rather people who complain, complain more often, as if this means it not really a problem. This is a bogus idea. The # still doubled or more in total individuals.

Radars - how can such a busy airport get planes in & out safely without it? This airport needs a RADAR SYSTEM !!!

I saw a lot of "Future" plans on the chart which made me think this problem (low flying - even 500ft?), & noisy & polluting overflight, take-off & landing will only get worse. For Forget America's most livable city. That will be a memory for

Mail to:

Those living in Scottsdale prior to 2/22/02.

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: Francis B. & Harriet

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

G. Osen

Place: Gray Hawk Elementary School Cafeteria

30240 N. 60 St. Cave Creek, AZ.
Please print neatly 85331

We moved to our home in the desert in 1975, for the beautiful peace and quiet. It was that way for a good many years. Then they changed the flight paths and it's no longer a peaceful place. Every couple of minutes an airliner ~~or~~ and a small plane fly over our home destroying all tranquility.

Anything that can be done to remedy this situation would be greatly appreciated.

Sincerely,

Mrs. Harriet G. Osen
Francis B. Osen

Mail to:

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Name: JIM CARPENTER

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

5626 E. WINDSTONE TRAIL

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

we move north in ~~1978~~ 1979 to get away from PHX & scottsdale our major cross roads are Dixie Lane & 56 st over the past 3 months the noise from commercial & corporate jets. It is now non-stop loud noise when a ~~commercial~~ jet flies over departing from PHX going north, north east or north west the noise last about 5 minutes then in about 5 min the next commercial jet flies over. ON & ON & ON between the 5 min. intervals from ~~commercial~~ commercial jets there is a steady stream of small plane's Helicopters & now ~~corporate~~ corporate jet tockey's. These smaller planes are now flying over @ lower elevations. when we moved out to our property in 1979 there was virtually no noise @ all over the year's the noise has increased but over the past year (or 6 months commercial, corporate & small plane activity has really gone crazy.

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Name: C. Swanson

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

1. No touch + go (maybe no flight school at all)
 2. Close at night 7pm - 7am
 3. No Stage 2
 4. Get radar
 5. Delays - Pima Peak → Rawhide → over Grayhawk
 → over DC Ranch → Ironwood
- Couldn't bother more however
 if planned. Change this.

Make the airport an asset
 or close it.

Noise pollution
 Air pollution
 Safety concerns

- ① take off + landing patterns criss-cross
- ② low altitudes
- ③ novice pilots
- ④ sky harbor traffic
- ⑤ hot air balloons

"Which Way Scottsdale"

Airport +

1. on city with every thing list
2. convenient for N. Scottsdale CEOs

Airport -

1. Recycle the land
2. Better roads in Airport

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Airport is not a must
 according to this
 report

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: C. Douglas GREEN
6243 E Sunnyside Dr - Scottsdale
85254-4968

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

- 7) I have no real problems with take-offs, when the winds shift. Those flights then head up Cactus Rd -- West. They are a distance away and not right over the top of my home. I can see them, but no real problem.
- 8) Likewise, if incoming flights come down Cactus Rd and then bear left -- North -- we have little to no problems due to their distance away from us. But can still see them.
- 9) Air traffic is definitely increasing, particularly in the ~~fall~~ fall-winter months -- tourists, businessmen, meetings/conferences, etc. Less traffic in the summer months due to desert heat, and fewer tourists with plane ~~access~~ access.
- 10) Lastly, someday there will be a horrific tragedy involving these flights, and God forbid -- Sequoia School. You'd best listen to one who sees the planes most everyday. IT IS VERY VERY BAD! Particularly coming close to high power lines, approaching TOO LOW, and an occasional loss of airplane power. Don't say there weren't any indications of problems -- because there are many! ~~As~~ I've said my say -- the problems are yours!

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C. Douglas Green
Lot #50 -- Equestrian
Manor -- 6243 E Sunnyside Dr
Phone 480-998-5638

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: Kristine Taylor Date: March 31, 2004 Time: 6:00 - 8:00 p.m.
Place: Gray Hawk Elementary School Cafeteria

Please print neatly

I am in complete 100% of the Airport.
Whatever the Airport wants to do (besides
closing) is fine w/me, the ^(Residential Folk) Murins in this
room have no idea how ^{much} the Airport supports
the Community & how much Scottsdale needs the
Airport. I live in mmk, planes pass over my
house usually on the weekends, but I knew when
I bought the house that an Airport was nearby. The
PPI in this room KNEW when they bought their
house that an Airport was nearby... ~~the~~ the Airport was
here first, ~~not~~ the homes... the PPI that don't like
it should move before Scottsdale makes a stupid
decision to listen to the Gripper & close it.

The residents need to get over it &
Scottsdale Airport Commission / folks + City
Council need to get a Back Bone & tell em
how it is - explain the reverse facts of
life & get on to more interesting issues

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like ~~the~~ Tearing down that
horrible Spire on FLUT
new Scottsdale.

whoever Decided that one was

5-29 rock. LOOK @ the
Doesn't hold any more gas w/ AZ Nature

I think we have
enough FLW honors →
we need to put our \$ to
better use!! For 1 thing
Blue → Green? Does that
say clear + score to you?
T/A!

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: LARRY BURGO
16622 N. 108th St Scottsdale
85255

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

6 yrs ago
the charter jet noise was not nearly as
constant — as it is now.

Many more jets low over my area
and some "jerks" are clueless in how
fast and loud he's coming in. (or could
care less.)

9.5 % of the time I'm in the
landing approach, tho I'm 5 miles East.

Some come in so fast and low its
like they need to use the restroom — tho
I know they have washrooms on board.

If their late for a T-time — that's
not the residents below fault.

I call up often about the ones that are real
low and loud. I've been asking why they
cannot go N. 2 blocks to Bell rd. and open
land — then turn West to the airport?

That way that won't be over anyone's house

Mail to:

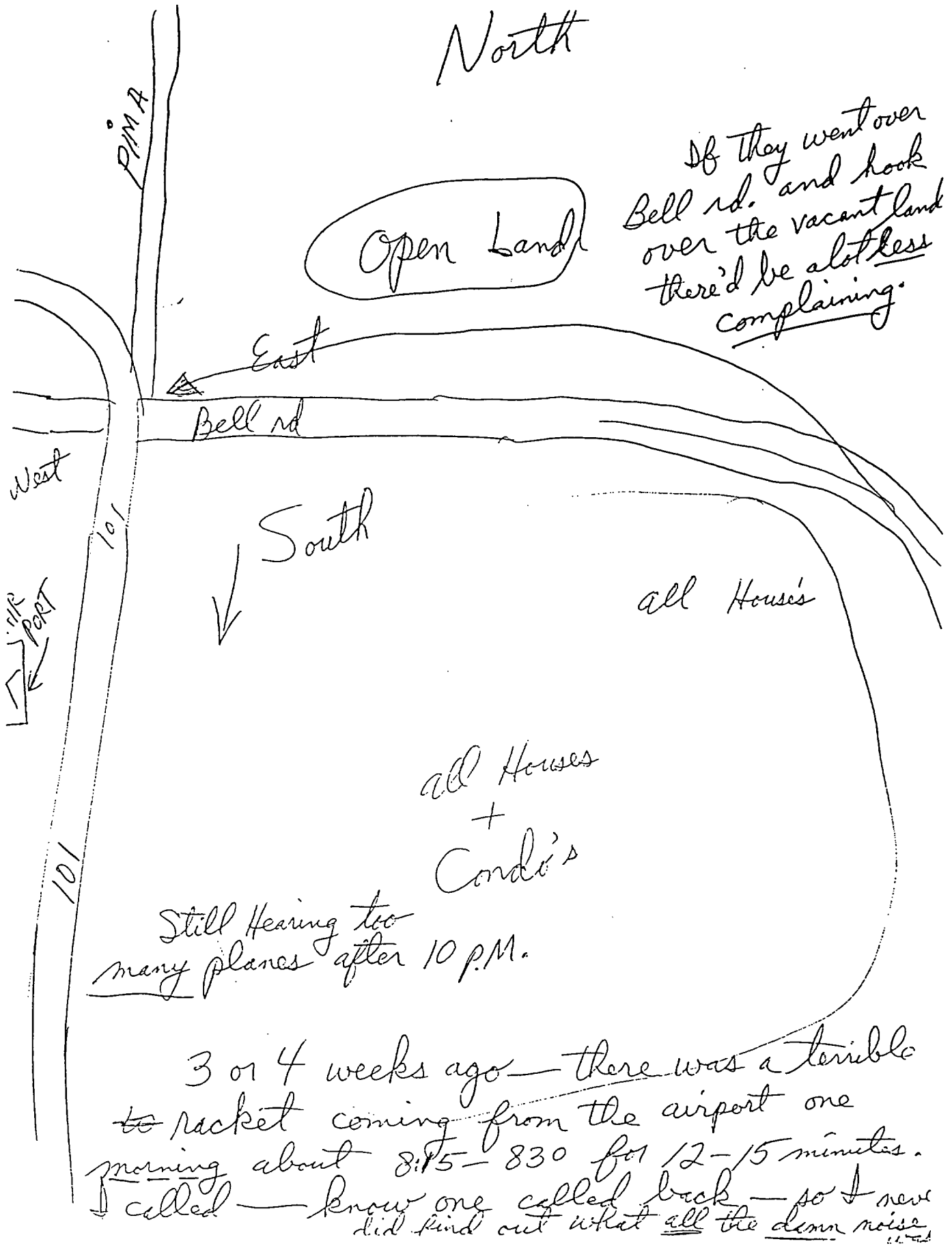
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The air controllers are in a hurry to
get these planes down I'm told.
2 blocks at 150 M.P.H. should
only take a few seconds.



If they went over Bell rd. and hook over the vacant land there'd be slotless complaining.

all Houses + Condi's

Still Hearing too many planes after 10 P.M.

3 or 4 weeks ago — there was a terrible racket coming from the airport one morning about 8:15 — 8:30 for 12-15 minutes. I called — know one called back — so I never did find out what all the damn noise was

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: TOM NORMANDIN

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

6TH ST + CACTUS

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

□ IS AIRPORT A COMMERCIAL VENTURE? ADS ARE NOW APPEARING
REGULARLY IN NEWSPAPER TO FLY TO THE GR. CANYON + CITIES
AROUND AZ. A T.U. COMMERCIAL FOR SAWYER ON CH5 NEWS
BY SAWYER AVIATION TO FLY REAL ESTATE PEOPLE OVER POTENTIAL
HOMESITES.

□ TOO MANY FLIGHTS AFTER 10 PM

□ HEADLIGHTS ARE NON DIRECTIONAL - SHINE ON PROPERTY

□ SOME PLANES THAT ARE NOISY, FLY REGULARLY I.E. ^{RED + YELLOW BIPLANES} REAR ENGINE TWIN TAIL

□ HOW MANY BUSINESSES @ AIRPARK NEED AIRPORT?

□ SOMETIMES AS MANY AS 6-8 AIRLINERS FLY OVER McDowell MTS
ON WAY TO SKY HARBOR + JETS LANDING @ SCOTTSDALE @
SAME TIME, TOO MANY AIRCRAFT!

□ AT TIMES CANNOT HEAR ON TELEPHONE OR T.U. WHEN PLANES LAND

□ CAN'T EVEN USE DIGITAL T.U. ANTENNA BECAUSE OF INTERFERENCE

□ SOME JETS EVEN AFTER LANDING, REVERSE THRUST IS REAL LOUD.

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
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Name: MICHAEL DAFTARIAN

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

HOMEOWNERS MOVING NEXT TO AN AIRPORT NEED TO
REALIZE THERE'S GOING TO BE NOISE, PLAIN AND SIMPLE.
SOLUTION? DONT MOVE NEXT TO AN AIRPORT. PERIOD!

IF YOU'VE LIVED NEAR SDL AIRPORT IN THE LAST 10-15 YEARS
AND ARE CONCERNED WITH THE INCREASE IN AIR TRAFFIC AND
RESULTANT INCREASE IN NOISE; YOU NEED TO REALIZE THAT
WITH MORE PEOPLE MOVING INTO THE CITY, MORE HOMES
BEING BUILT, MORE ACREAGE BEING INHABITED, THERE'S GOING
TO BE MORE OPERATIONS AT THE AIRPORT AND HENCE,
MORE NOISE. IT'S THE PRICE OF GROWTH FOR THE CITY
OF SCOTTSDALE. IF YOU WANT THE AIRPORT CLOSED, THEN
THE REVENUE IS GOING TO HAVE TO BE MADE UP SOMEWHERE
ELSE; PROBABLY FROM PROPERTY TAX. IF YOU WANT TO ACCEPT
PROPERTY TAX INCREASES, THEN GO AHEAD AND CLOSE THE FIELD,
BECAUSE THE TAXPAYERS WILL BEAR THE BURDEN OF AN
IGNORANT FEW.

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: Roy Wise
480-483-6300

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

ELIMATE NOISY AIRCRAFT THAT GENERATE THE
MOST COMPLAINTS, GO WITH A THREE OR FIVE
STAIKES YOUR OUT PLAN.

BREAK LOOSE FROM THE EXCUSE THAT
FEDERAL FUNDING ALLOWS ALL AIRCRAFT TO
LAND.

IMPOSE PENALTIES ON "HOT DOG PILOTS" THAT
CAUSE THE MOST COMPLAINTS -

INSTALL NOISE MONITORS THAT RECORD
ACTUAL DECIBEL LEVELS THAT AIRCRAFT
CAUSE TO USE AS A BASIS FOR ACTION.

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Name: Tim Barros

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

The airport has been there long before
the residents who are complaining, especially those
in Ironwood Villages. I have lived within the JBT
Final of the Airport (East of Pinnacle Peak + Pima)
For nearly 10 years, was well aware of the Airport
when I bought my lot, and the traffic has certainly
not increased in that time period, there is much
more of a noise problem with ^{continuous} cars than with
the relatively rare airplanes.

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
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Name: Carl & June Johnson

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

Live north of Dynamite between Pima & Scottsdale off Dixieita. Scottsdale arrivals coming in at 1000' or less AGL with power on very noisy. Private aviation under 1000' AGL routinely flying into Scottsdale & Deer Valley a big problem.

NE departures from Scottsdale at relatively low altitudes as they come over us from the west at full power. Needs to be addressed.

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
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Name: LEWIS PATRICK

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

6226 E. JENAN DR

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

IT seems to me its only the air
TRAFFIC that comes in low and needs
to power up to reach the #3 (3)
that is a problem. I live at Equestrian
MANOR About 3 mi from the end
of Runway 3. IN A DIRECT path.

IF AIR TRAFFIC maintained 2500 or
even 3500 3 miles out, there
would not be a problem. I am a
pilot and fly out of Scottsdale. Maybe
we need to take a look AT the
Phx class 3 AIRSPACE to ASSURE
AIR TRAFFIC to maintain a high
glide ~~way~~ path into Scottsdale.

Lewis Patrick

480 905-9190

Mail to:

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Gray, Scott

From: JPHoepner@aol.com
Sent: Thursday, April 01, 2004 1:33 PM
To: AZPFR@webtv.net
Subject: Re: Scottsdale Airport Noise - Flight Tracking Map

In a message dated 4/1/2004 12:41:08 PM US Mountain Standard Time, AZPFR@webtv.net writes:

The airport was there a long time before most of the homes were built. If the people are unhappy about the noise...they can always move or put in sound proof windows and arcadia doors. Seems ridiculous to spend an entire year on more studies about the noise factor. Just more federal waste which is typical of government entities. Airplanes are noisy by nature...live with it or move. The airport is there to stay...
 Paul F. Reich
 Scottsdale,Arizona

Paul:

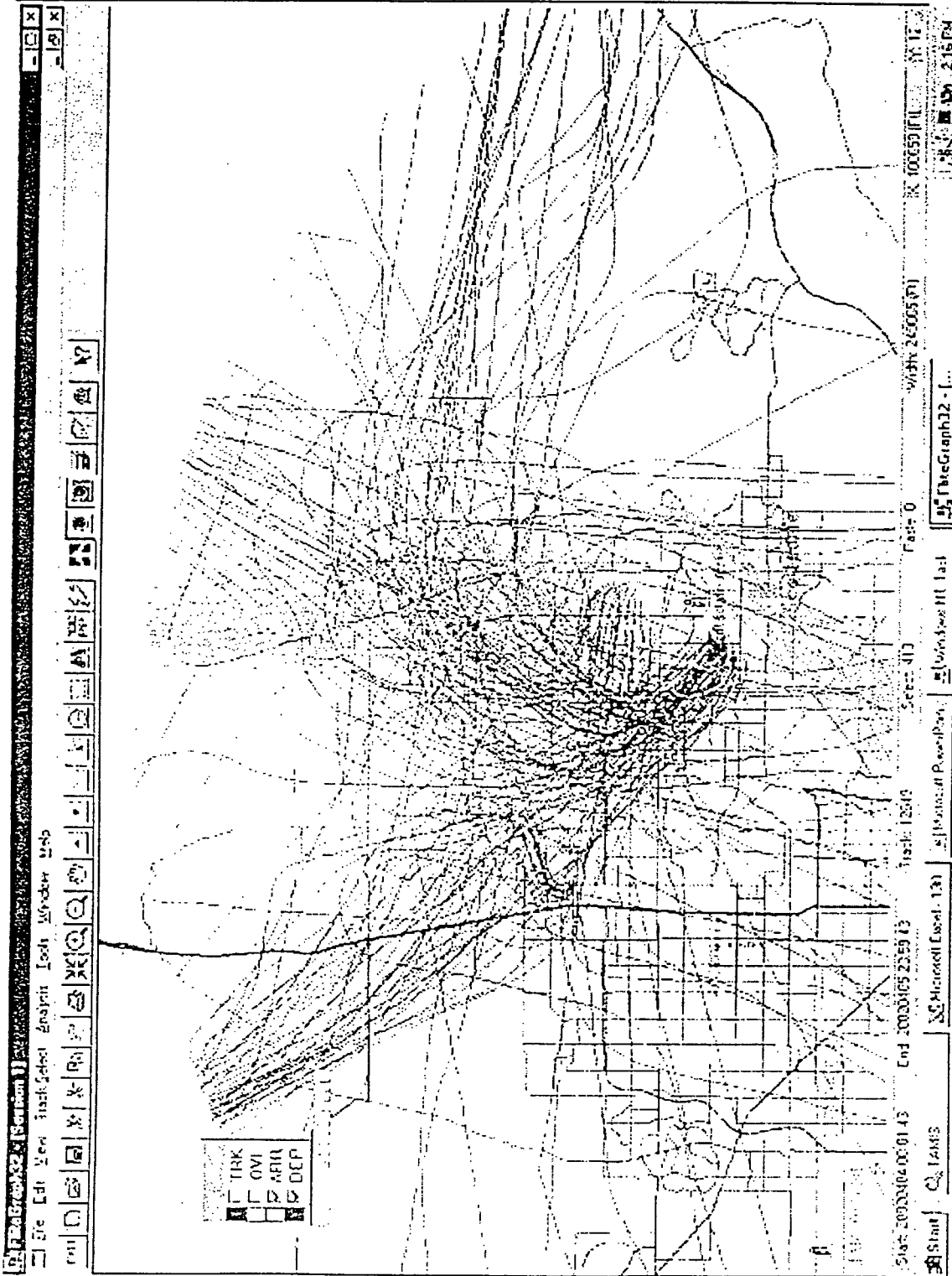
Thank you for the note. The point is that most of us that are unhappy with the operation of the Scottsdale Airport now did not have a problem until the Northwest 2000 rerouting was implemented in February of 2002. Note the green arrival flight path on the map below - prior to the rerouting the arrivals were several miles to the east over mostly uninhabited areas. The flight now are directly on top of Cave Creek / Carefree and North Scottsdale residents that live close to Scottsdale Road. My house was here long before the flight paths were moved.

I have lived in the same home for 20 years north of Cave Creek / Carefree (1:12 PM - a Scottsdale biz jet arrival is overhead right now - I can hear it through my 14 inch thick walls) and never had a problem with aircraft noise until the rerouting.

What gives the FAA (with the City of Scottsdale's support) the right to move flights over my home? The FAA said it was to reduce delays - the facts do not support the delay argument. A recent study of delays has proven that the delay factor is the same as it was prior to NW 2000. The FAA wasted millions of taxpayer dollars with a zero sum gain.

I do agree with you that the Part 150 noise study is a waste of time. Nothing can happen without a supplemental Part 161 study. In the final analysis the FAA will deny any recommended changes - just talk to the managers at the Naples, FL airport.

John Hoepner
 Cave Creek, AZ



3-31-04

- My name is [REDACTED] My wife and I have resided in Estates II section of Ironwood Village since 1997.
- We did do the research on the airport BEFORE purchasing our home and found the flight patterns did NOT adversely affect our decision to purchase our property. At that time all incoming flights from the North were vectored along the western boundary of the McDowell Mountains and posed no serious noise or low-flight activity to our property.
- Sometime in approximately 1999 or 2000 the situation changed. Planes on approach to arrival were directly overhead from our home. One of the major things that happened at that time, or thereabouts, was the opening of the first DC Ranch housing developments, just NORTH-East of Ironwood Village. These are multi-million dollar homes that were developed by DMB Realty, a major contributor to the Scottsdale Airport and the City of Scottsdale. Planes started avoiding the DC ranch area and now came directly over Ironwood Village. This is NO coincidence! We were the one's to be sacrificed! DC / DMB had the political muscle to make that happen and obviously did.
- I used the telephone noise complaint system at that time and have no record of how many complaints I registered during that time. I can only tell you that they were numerous.
- Since September of 2002 thru March of 2004 I have registered 143 complaints of noise and very low flights. We now know that using this method is of absolutely no value as nothing is ever done and our "numbers" are used against us and not for the benefit of change.
- We are not "busy-bodies" that have nothing else to do but complain.
 - My wife and I run a duly licensed business out of our home and are only looking to enjoy the quality of life that we expected when we made our "researched" buying decision.
- I have read stories from individuals that profess " they have an office closer to the airport than Ironwood Village and have no complaints about the noise, inside my closed office"
 - This is admirable. We live in a home. We have our doors and windows open at certain times of the year! We live in a home. We enjoy the outside areas of our HOME. We choose NOT to confine ourselves to the indoors, even during the hot summer months. We live in a HOME!
- Some say to close the airport. Some say restrict its operations during night-time and early morning hours. Some say make it more responsible to its local citizens and less on those that "may" come here to visit. I think a combination.....YES..... a combination of all of the above is possible. If it is such an economic engine, then the airport should be relocated and the land it now sits on should be developed for the benefit of ALL citizens of Scottsdale, not just the flying public which only represents about 1% of the visitors to Scottsdale in any given year. However, we know that the airport operations have been running at huge deficits for years, and does NOT pay for itself. FAA grants and subsidies are not income. They are TAXPAYER generated welfare for those that cannot make it on their own.
- The Airpark and the Airport ARE totally separate entities and should NOT be lumped together for ANY purpose. The Airpark presents absolutely no threat to the QUALITY OF LIFE that motivated us and others to purchase homes in this area. Pilots and those that could be adversely affected by the potential closure of the Airport, like Councilman Littlefield, are the only one's that will profess this argument. It has absolutely NO merit!
- In closing.....I submit that nothing will be done and that is the SAD part for those of us that should truly count in this.....regular Scottsdale citizens.
 - The Coffman Noise Study team will do its work and get paid for it.
 - There might be another study, a Part 150, a Part 161 when and if the FAA provides the NEXT grant.
 - The noise and low flying planes will continue.
 - NEW complaints will start coming in from the NEW DMB development that was approved by our leaders just recently that is SOUTH of Ironwood Village and directly on the flight path INTO and OUT of Scottsdale Airport. Talk about stupidity.....this is the ultimate! But....hey.....this will make DMB happy! That's what the council is for, isn't it?
- Our leaders in Scottsdale have abdicated their responsibility to its citizens to the "Special Interests"namely Developers because that is where the MONEY is. Money for campaigns, Money for parties, Money for political events, and MONEY for "Thank-You's"
- Eventually, we, like all of the others will sell our homes and move someplace where we can better appreciate the quality of life that we moved here for.
 - SCOTTSDALE WILL NOT BE THAT PLACE!

Thank You.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: DIO ROCKERS

Date: 5-10-04 Time:

6040 E. CHOLCA ST.

Place: Scottsdale, AZ

Please print neatly

85254

I UNDERSTAND THAT COFFMAN ASSOCIATES IS A CONSULTANT FOR THE SCOTTSDALE, AZ AIRPORT.

I WOULD LIKE IT RECORDED THAT WE FREQUENTLY GET INBOUND TRAFFIC VERY LOW OVER OUR HOUSE. THIS IN SPITE OF OUR HOME BEING LOCATED ABOUT 2 MILES SOUTH-WEST OF THE AIRPORT.

MANY TIMES FLIGHTS USE A MUCH CLOSER IN LANDING PATTERN INCLUDING BUSINESS JETS. IN THOSE CASES THE NOISE LEVEL IN FINE

AS A FORMER PILOT, I WOULD SUGGEST THAT THE TOWER INSTRUCT INBOUND TRAFFIC TO PATTERN AT A DESIGNATED ALTITUDE. THIS ALSO REDUCES THE NEED FOR FULL POWER LANDINGS.

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F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
PUBLIC INFORMATION WORKSHOP
MEETING COMMENT FORM



Name: DR SHARON STEINGARD

Date: March 31, 2004 Time: 6:00 - 8:00 p.m.

Place: Gray Hawk Elementary School Cafeteria

Please print neatly

Dear Sirs,

I am very concerned about noise in my neighborhood due to air traffic. I am especially worried that an increase in airport usage will only increase the noise. I would like to see action taken to reduce noise.

Sincerely,
S. Steingard
6201 E. Cactus
Scottsdale, AZ

Mail to:

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Lee's Summit, MO 64063 FAX: (816) 524-2575

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-----Original Message-----

From: Withey, Lisa [mailto:WITHEYLS@wattsind.com]
Sent: Monday, July 26, 2004 9:07 AM
To: Mascaro, Gary
Subject: RE: 14 CFR Part 150 Noise Compatibility Study Third Workshop

I am sorry but I will not be able to attend. However I would like to voice my opinion.

When my husband and I bought our home back in 1994, we were given a copy of flight paths and other info pertaining to the airport. We were well aware that the airport was there before we even looked into purchasing a house in our neighborhood. We didn't mind the little prop planes, and the big ones were so few.

As the years have gone by I do have to say that the planes have become bigger, more frequent and a lot louder. Why just yesterday at about 4:20 pm I thought that there was one taking off from my back yard it was so loud. It was headed west right over us. It made me want to duck down in my own house. In the last 2 weeks alone I have counted about 5 that have been extra loud, all on different days and at different times, the bigger ones are flying more often.

In the spring & fall when I have the windows open there are times when I cannot hear the TV because of the bigger/louder planes. I have called about getting federal money to upgrade my windows since I have an older home (1970) to help reduce the noise but I was told that this is only available to people living near Sky Harbor.

I do not think that builders should be able to put in new subdivisions under the flight paths within 2 to 3 miles of the runway. This area should be left for business, commercial or park areas. And any builder putting in new homes of any sort within 4 miles in any direction of the airport should tell all prospective buyers/tenants about the airport. In fact I think they should have to display a copy of the most current flight paths.

I would be interested in knowing how this meeting goes and what it is doing for us as homeowners in and around the airport.

Thank You
Lisa Withey

7/26/2004

-----Original Message-----

From: Meg Paterson [mailto:mepaterson@worldnet.att.net]
Sent: Monday, July 26, 2004 9:20 AM
To: 'Mascaro, Gary'
Subject: RE: 14 CFR Part 150 Noise Compatibility Study Third Workshop

Thanks, I saw this in the paper. My neighbor and I went to the last one. It was informative. I personally find that there is less noise in the summer but still some inconsiderate pilots who have to "blast off" while they are still several blocks from the airport.

**SCOTTSDALE AIRPORT
Scottsdale, Arizona**

**F.A.R. Part 150 Noise Compatibility Study Update
Technical Advisory Team Members**

March 19, 2004

Enclosed are draft working papers for the F.A.R. Part 150 Noise Compatibility Study Update. They will be presented at the second PAC meeting scheduled for Wednesday, March 31, 2004, at 1:30 p.m. The meeting will be held in the second floor conference room in the Airport Terminal Building.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY

CHAPTER ONE - INVENTORY

CHAPTER TWO - FORECASTS

CHAPTER THREE - AVIATION NOISE

CHAPTER FOUR - NOISE IMPACTS

APPENDIX C - EVALUATION OF CURRENT NOISE COMPATIBILITY PROGRAM

APPENDIX D - INM OUTPUT REPORT

FEDERAL AVIATION NOISE REGULATIONS T.I.P.

I have read the working papers and have no comments.

*I have read the working papers and have the following comments:
(Attach separate sheets, as necessary.)*

*More emphasis on noise complaints
increasing in relation to the reporting system
on our website starting June 2002.*

Please mail this response sheet by April 15, 2004, to:

COFFMAN ASSOCIATES, INC.
4835 E. Cactus Road, Suite 235
Scottsdale, Arizona 85254
Attn: Jim Harris

Name: Donald Maxwell
Representing: Scottsdale Airport Authority
Phone: (480) 947-7201