

ATTACHMENT THREE

**INPUT RECEIVED ON APRIL 3, 2002
AT THE PUBLIC MEETING ON THE MAG RASP UPDATE**

**Minutes of the Public Meeting on the MAG Regional Aviation System
Plan
Wednesday, April 3, 2002**

Representatives of Wilbur Smith presented an overview of the MAG RASP Update and a status report on the project. Questions were then solicited from the audience.

Thomas Allen

Mr. Allen is a citizen who lives in Central Phoenix. He

- Opposed the City of Phoenix being responsible for Phoenix Sky Harbor Airport
- Opposed the expansion of the airport.
- Supports the diversion of traffic to other airports to relieve Sky Harbor.

Mr. Allen asked where would another runway be placed if it were approved. Harry Wolfe responded that it would be placed north of the north runway.

Matt Cunningham

Mr. Cunningham is a citizen who lives in Paradise Valley.

He asked about the impact of the MAG Regional Aviation System Plan on the Federal Aviation Administration and the Airlines.

Harry Wolfe responded that the MAG RASP provides a blue print for the development of the airport system to meet future demand. He said that the actual implementation of the Plan rests upon the individual airport sponsors.

Mr. Cunningham:

- Urged MAG to examine the environmental consequences of any airport expansion at Sky Harbor. He said that non-passenger flights should be re-routed through Gateway Airport or other airports
- Supported new airport development

He noted that he used to have wild life around his home, but that since the third runway had been constructed he no longer sees wild life. Mr. Cunningham urged the City of Phoenix to balance the profit that the airport generates with the costs it imposes on quality of life. He commented that he was glad that MAG is conducting a study which takes a regional view of the problem.

Mr. Cunningham expressed concern about the sensitivity of the City of Phoenix to people impacted by noise. He said that he didn't want to impair the economic benefits of the Phoenix Sky Harbor International Airport, but did want to keep health issues and quality of life in tact. He indicated that he believed that MAG can help achieve this balance.

Corrine Young

Ms. Young is a resident of Scottsdale and is the President of Citizens Against Airport Noise (CAAN). She noted that when she moved to the Valley eleven years ago, the traffic into and out of Phoenix Sky Harbor did not pose a problem. However, she added that when the 3rd runway was constructed, the noise impacts were very noticeable.

Ms. Young said we need to look at the larger picture and view airport issues from a regional perspective. While she acknowledged that Sky Harbor offers benefits, she noted that there is a point at which airspace constraints force flights over areas previously not subjected to overflights.

Ms. Young read an official response to the MAG request for comments, which is attached. She expressed concern that Phoenix has a "stranglehold" on Sky Harbor.

Roger Carlin

Mr. Carlin works for MD Helicopter in Mesa. He said that he would like to see the consultant keep track of number of helicopters in the county as well as the airplanes. He suggested that MAG update the 1989 inventory of heliports/helipads in the County. He added that he would like to see Sky Harbor establish a full service heliport. He made reference to the potential construction of a new stadium in Tempe to Phoenix Sky Harbor as a challenge to the MAG RASP Update.

Mr. Carlin also noted that Sun Devil stadium doesn't have a heliport; and that the Class B airspace in the region is too large and needs to be redefined.

Cal Hubbell

Mr. Hubbell is a resident of xx. He stated that there are pending lawsuits on air traffic noise in several parts of the Valley. He added that in light of these pending lawsuits, proposed expansion of Phoenix Sky Harbor International Airport would be difficult.

Stacy Howard

Ms. Howard is the Western Region Representative for the Aircraft Owners and Pilots Association. She asked the consultant how they derived their forecast for Williams Gateway Airport for 2025.

Ms. Pam Keidel responded that the consultant examined a number of methods for forecasting the traffic at Williams Gateway Airport and recommended the method that produced the most reasonable and reliable forecast.

Ms. Howard asked what percent of Williams traffic would be general aviation. Ms. Smith indicated that in the future about 75% of the traffic would be general aviation.

Ms. Howard encouraged the MAG RASP Update to recommend Global Positioning System and the development of precision instrument approaches at Deer Valley, Wickenburg and Buckeye. She also encouraged providing more aircraft storage capacity via hangars.

Rose Douglas

Ms. Douglas is a citizen who resides in Tempe.

She said she agreed with other speakers about the impact of Sky Harbor especially after the construction of the third runway. She said that she lived in her home for 40 years. Ms. Douglas said that when the third runway was implemented, the resulting noise created an “unlivable” situation.

Ms. Douglas expressed concern about the impact of jet fuel from airport operations, and the impact of traffic on health issues. aircraft operations on jet fuel and health issues. She said that aircraft fly so low – mostly Southwest and America West that you can see their insignia.

Todd Tupper

Mr. Tupper works for a company that owns land in the vicinity of the Phoenix Goodyear Airport. He added that 400 acres of land shares a fence with Goodyear Airport. is concerned about planning an airport in Goodyear; 600 acres are located on the other side of the airport; and that they have another 19,000 acres which is scheduled for residential development.

Mr. Tupper inquired about the future role of Phoenix Goodyear Airport and any potential for commercial service. Ms. Keidel responded that she questioned the viability of Goodyear as a commercial service airport. She indicated that it is a corporate airport and will be used to meet business needs in the region. She added that any future expansion to Goodyear would also require the approval of the Federal Aviation Administration.

Arvin Schultz

Mr. Schultz is a retired airline pilot and the editor of the Phoenix Flyer newspaper. He said he was speaking on behalf of the Arizona Pilots Association.

Mr. Schultz has resided in Phoenix near 20th street and Missouri for 38 years. He indicated that he is about seven miles from the center of the airport, but aircraft noise and overflights do not pose a problem for him. He said that he is bothered by freeway noise more than by airplane noise.

James Tim

Mr. Timm is President of the Arizona Pilots Association. He questioned some of the data contained in the MAG RASP Update related to demand/capacity and asked how the consultant derived those figures.

Ms. Pam Keidel responded. That she applied FAA criteria for deriving long-range capacity estimates; and that her forecasts were the result of an extensive analysis of various alternative methods.

Mr. Timm thought that the traffic figures for Memorial Airfield – 2,300 – seemed low.

Mr. Timm said that in Central Arizona that there are problems with having an adequate number of Instrument Landing Systems to support student training. He said that he would like to see more Instrument Landing Systems added in the region and cited airports on the outskirts of the region (such as Buckeye) as potential candidates.

He also said that more needs to be done through zoning to prevent developers from building incompatible land uses close to airport runways.

David Krietor

Mr. Krietor is the Director of the City of Phoenix Aviation Department.

He noted that on October 5th, 2000 the 3rd runway was opened for a ceremony. Subsequently the runway was closed to allow for some additional work to be done. He mentioned that during the two days the runway was closed he received many complaints about the noise impacts of the third runway.

Mr. Krietor cited a scientific poll, that was conducted for the City of Phoenix by Behavior Research. He said that the study indicated that commercial airport noise was at the bottom of the list of factors that influence quality of life in the region. He said that the top three complaints regarding noise stemmed from barking dogs, car stereos and freeway traffic.

He commented further that commercial and general aviation is critical to the economic health of the region. She also said that Williams Gateway Airport represented a real opportunity for providing more capacity in the region and that the opportunity should not be wasted.

Mr. Krietor stated that City of Phoenix Aviation Department was confident that it could work with Luke Air Force Base to avoid civilian aviation impairing its mission. He also indicated that encroachment from incompatible development on the ground has been the major issue for Luke Air Force Base as opposed to encroachment from civilian airports.

Susan Forbes

Harry Wolfe read her comments for the record. Mr. Wolfe noted that Ms. Forbes is directly affected by overflights from Sky Harbor Airport. She indicated that she can't have her windows opened in the evening and daytime and the flights go over her house at 2:30 a.m. in the morning.

Ms. Forbes said that the flights should be flying over the river bottom and that she was concerned about both the air and noise pollution resulting from the overflights. She stated that some planes are quieter than others and those that fly at higher elevations don't cause as much of a problem. She recommended that more airline traffic be dispersed to other airports rather than having multiple streams of aircraft from Sky Harbor.

Mr. John Torphy

Mr. Torphy has been a resident of Central Phoenix for 50 years. He said that he doesn't have a problem with airport noise, just the helicopters that fly around, but he lives with it. He asked if a comparative study has been made with other similar cities, and whether we could learn from them. Harry Wolfe responded that studies have been done for other major metropolitan areas and that everyone seems to be facing the same types of problems.