



## AGENDA & SUMMARY

### Falcon Field Ad-hoc Task Force

April 30, 2009

1. Training op's perspective -- Sabena operations & data

Summary: Bob Hayes, Sabena's Asst. General Manager provided an overview about the company, their curriculum and students. Members asked lots of questions. Bob shared as much as he could, without divulging protected information. Sabena is a Part 141 operator, highest level of flight school. Each group of students has unique/tailored syllabus, dictated on what that home country requires and dictates. Their full occupancy is approximately 300 students, though they have not ever reached that at Falcon thus far. Typical enrollment is around 200. Today they are at 211 students. Typically 168-229 hours for commercial license, and depending on contract requirements. If market/needs continue expand, Sabena has contingency plans to expand their operations at other airports. They have a low fall-out rate, approximately 2-3%. "Bottle to Throttle" monitored every day and taken very seriously. Students cannot leave their own country without approval from the TSA. Sabena contracts with apt. contract for 60 apts. (4 students per apt.). This allows students to transfer certification to home country. Curriculum includes both ground schooling and air schooling. JAA rules/licensing qualifications for Belgium, Netherlands, China, India, German... different qualifications than FAA. Training conducted between 4-7 months or as much as one year, but is based on specific training needs. Students are considered top students before they are sent to Sabena/U.S. for training. CAE is a global company in 26 countries. CAE provides simulator training for major aircraft companies worldwide. Fleet: 6 Diamond 22 twin engine airplanes w/German engine. Difficulty with generator/starter and many of them end up being grounded. Usually only 2-3 of them flying at any given time. Big demand to fly these planes; current retrofits underway. Twin star aircraft are used mostly for night flights. Typically do "cross-country" flights for 3+ hours or more. Sabena has created fly friendly procedures they try to use, when tower allows. There are a couple of FAA tower officials who don't allow some of the procedures. Using their scheduling system, they averaged 3 night flight missions (one take off; one landing) per night. That number does not add touch and go's, which are typically 10 to 15 percent of the overall fly time. Sabena encourages pilots to do most of their touch and go's at Gateway or other areas.

## 2. Community perspective – Dave Wayne

Summary: Dave Wayne expressed a lot of passion and concern and asked the group to try to understand the resident's perspective. He shared history about Sabena moving from Scottsdale in 2007. They'd operated there for 16 years with about 22 planes and fewer students. Dave interviewed the FAA tower chief and the Airport Manager and several tenants in Scottsdale. From their perspective, they were not 'unhappy' about a training school leaving their airport. Why Falcon Field when noise sensitive community, closed in with residential, etc.? Situation at the time was that Mesa was in economically challenging times and we seemed to open the door to Sabena coming to Falcon without any restrictions on their operation. Sabena doesn't negotiate with the City of Mesa. They are leasing space from one of the airport's ground lease tenants. Community members believe an approval of the lease by the City should have occurred ... and should occur with all future subleases. When Sabena came to Falcon, the sheer volume of air traffic increased exponentially. When we purchased our homes, we believed the information from the State Real Estate office, that didn't show air patterns on the south side of the airport where we purchased our homes. As we noticed the changes and began looking into who is flying over our homes. We began to become concerned about safety issues, flying at night when tower was closed, clogging the air system in the day due to language challenges. And we began to wonder why restrictions were not imposed on this use when they came to the airport to protect the neighbors. Dave says residents feel that Falcon Field is changing into a training airport instead of a general aviation airport. We purchased our homes in the area believing Falcon would be a general aviation. Dave also talked about health-related concerns related to lead emissions. He introduced information related to current EPA efforts underway to reduce allowed emission amounts and cautioned airport to better understand and prepare for what could become mandates.

## 3. Overview—Proposed Falcon Field Master Plan

Summary: Corinne Nystrom, Falcon Field Airport Director, provided a brief overview of the Falcon Field Master Plan. All airports that receive federal funding go through master plan process to enable community/airport to plan for future infrastructure needs over next 20 years. FAA uses the document to determine infrastructure priorities and funding opportunities. It is also a way to estimate demands in the future. FAA requires updating a master plan approximately every 10 years. Master plan is not a noise study, nor does it establish aircraft flight patterns, does not commit the City to building what is in the plan, not a study of the airport airspace. It's a guideline to help identify and plan ahead for infrastructure needs. Flight patterns are part of City General Plan land use approximately 10+ years ago. Based on discussions today, we will look into updating that map. City worked with consultant to conduct the master plan study. Approximately two years, which included extensive community involvement efforts. Plan identifies some major airside considerations to improve efficiency and flow, such as taxiway exists, additional hold aprons, a midfield parallel taxiway. Also some major landside considerations, including a new terminal building, access to land east of Roadrunner and reconfiguring existing hangar development to maximize use of airport property. Falcon Field has a major impact on the local economy -- \$2.33B, based on 2002 economic impact study.

## 4. Distribution of legal and budget information—

Summary: Information was handed out for future task force discussion/questions, as needed.