



DRAFT

Agenda & Summary

Falcon Field Ad-hoc Task Force

May 27, 2009

1. Balancing business and neighborhood needs – first effort to begin brainstorming possible solutions and strategies.

The group was asked to come prepared to share their highest priority strategies ... strategies that would balance neighborhood and business needs. They decided that they'd like to put their ideas up on the charts first, without judgment/discussion. No consensus at this time. Goal was to start out just getting these "on the wall." The task force ideas included the following:

Safety and Noise

- Identify a preferred fly friendly traffic pattern and procedures (example: VX pattern to quickly climb at takeoff to 1,000 feet pattern and altitude and the clean up gear from there) and seek compliance.
- Move training operations to the north runway, weather and safety conditions permitting.
- Purchase an automated weather station ... a safety tool for pilots that supplements and improves tower ATIS info. and would be available day AND night.
- Consider requesting extended tower hours.

Aviation Academy/Flight school rules and guidelines

- Limit touch and go's and stop's and go's at Falcon Field to 6 a.m. to 9 p.m.
- Get Sabena's recommendations to task force for immediate review.

- Define more precisely who is flying in/out of Falcon 24-7. Use this info. as an education and information tool to others using our airport and to let them know of our expectations for their flight operations, etc. Create marketing and information materials that can be used and distributed broadly.

Business and Economic Plan

- Have City revisit and confirm economic model for Falcon to ensure we are able to maintain a viable airport for the community.
- Eliminate options for COOP's.
- Research and consider landing fees.
- Consider a Conditional Use Permit process to ensure there is a public, decision-making process for requests to bring any more aviation academies to Falcon Field or Gateway.
- Revisit minimum standards for FBO's.

Recreational Flying

- As we revisit the economic model, ensure recreational flying is retained at Falcon.
- Reduce the number of training operations. Find remote locations for all training. This will help retain airtime/use of the airport for recreational (and corporate) uses.

2. General group discussion/updates, including:

- a) Meeting minutes for posting. (Group approved 4/23/09, 4/30/09 and 5/7/09 minutes for posting)
- b) Set date, time, place for next meeting. (Set for June 4, 2009 at 2:30 p.m.—with City's legal attorney, Peter Kirsch. Legal questions the group asked to be addressed included:
 - Can we legally enforce no touch & go's at the airport?
 - Can the Council say "no" to additional training op's?
 - Can the City limit additional FBO's at the airport?
 - Can the City eliminate option for COOPs at the airport?
 - If we create "expectations" or "rules" and make it clear to FAA that these are voluntary, can the Council adopt and treat them as enforceable standards?
 - What are pros/cons of a noise study (Part 150?)
 - Can we mandate a preferred take-off/landing pattern?
 - Can we mandate that all training ops use the northern runway?
 - Can the City implement landing fees? Pros/Cons?
 - Can the City fine aircraft not based at Falcon who do not follow our "expectations?"

3. Next steps, action items. (Staff to ensure Peter Kirsch can be on-hand. Questions to be forwarded to Mr. Kirsch in advance of the meeting. NLewis to get minutes posted on the City's website).