



## AGENDA & SUMMARY

### Falcon Field Ad-hoc Task Force

July 22, 2009

1. **Introductions.** Members reintroduced themselves and Ms. Sylvia Stinson, CAE Chief Flight Instructor, introduced herself as well. Also in the audience, as Jim Law, Falcon Field Administrative Supervisor, and Mark Metzger with Boeing.
2. **Review, modification of mission, goals, guiding principles and strategies.** After considerable discussion and wordsmithing, the task force draft recommendations are as follows:

#### MISSION

To suggest reasonable compromises that balance and respond to varying interests 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 schools to meet their business needs while responding to community concerns.
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

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 FAA; b) that rules must be reasonable and seek to balance community concerns and the needs of airport businesses; and c) that 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 related general aviation and corporate aircraft uses.
  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 are discouraged during this time period.
  4. Work with FAA to maximize use of the "calm wind" preferred runways of 4L/4R.
  5. Train/encourage pilots to always fly tight patterns (for example, ¾- to one-mile down wind) and fly approaches at or above the PAPI light system.
  6. Expect that RPM adjustments are made smoothly and slowly to avoid creating a sudden noise event.
  7. Aircraft take-off's should use Vy pattern to more immediately climb to 1,000 feet before cleaning up and continuing.
  8. Maintain a min. of 1000' AGL for aircraft flying over populated areas, except for arrival or departure requirements.
  9. Create rule where 'engine out' training procedures will be practiced in a safe manner.
  10. Re-establish and emphasize the firm expectation that takeoff's must be completed according to the established noise abatement procedures.
  11. Expedite construction of 4R runway run-up pad to eliminate need for Sabena to first go north to run-up, and then go south to use the preferred calm wind takeoff runway on 4R.
  12. Expedite the improvement on 22R-4L runway median to fill the 'ditch.' Concerns raised by some of Sabena's program training managers that will not approve student use for all types of operations due to this 'ditch.'
  13. Define who is flying into and out of Falcon Field via City data collection.
  14. Work with the FAA to review the NDB minimum altitude approach.
  15. Initiate an educational effort and extensive mailing campaign to all Arizona GA airports, flight schools, flight publications, Airport/Facility Directory SW, dissemination to aviation groups, use of 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 rules and to help the City create a culture of compliance and holding each other accountable.
  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 provides airport requirements, i.e. preferred runway use, calm wind runway use and touch and go preferred direction.
  18. Acquire an automated weather reporting station (AWOS) to advise pilots of winds, temperature and pressure altitude.
  19. Submit an updated aircraft pattern map that accurately reflects current patterns used by the FAA to the AZ Department of Real Estate.
  20. Place full priority on pursuing the task force's consensus and majority recommendations first. If additional tools, information and/or cooperation required, consider conducting a Part 150 study.
3. **Next steps:** The next meeting is tentatively scheduled for Thursday, August 20<sup>th</sup> at 2 p.m. at the City of Mesa, 20 E. Main, Room 870. Task Force members will be prepared to share and discuss final modifications to this listing prior to formal submittal to the City. In the meantime, NLewis will share this final draft with City Manager Chris Brady and Deputy City Manager Jack Friedline to find out if they have questions, etc. Also at the next meeting, the task force will discuss strategies for sharing these recommendations with the community.