

**Chandler Municipal Airport
FAR Part 150 Noise Compatibility Study
Public Workshop #2
June 11, 2009
PUBLIC COMMENTS RECEIVED**



Speaker #1 – Did aircraft operators know that the noise monitoring was being conducted? Speaker wanted more information about measures that are punitive such as fines or restrictions.

Speaker #2 – She moved to Chandler one year ago and was told noise from the Airport was like a lawnmower. She lives in Peterson Farms. Some aircraft operate early in the morning and late at night (5:30 am is early and 10 pm is late).

Speaker #3 – Does the Airport monitor aircraft? Is there a regulation for how low aircraft can fly?

Speaker #4 – Someone should address the realtors who aren't telling people that the Airport is there. Nothing has changed since many people bought their houses.

Speaker #5 – Wants consultant to look at flight tracks. The NEMs would be okay if that is really where the aircraft flew (for both height and distance). He has jet aircraft flying over his house on short approach to the runway.

Speaker #6 – Speaker is a pilot for Angel Flight. On takeoff he does follow the noise abatement flight paths and uses reduced engine power. He also follows the traffic pattern altitude. He has two sons who also fly planes and who also follow the paths and altitudes.

Speaker #7 – Speaker lives off of Runway 4L. He commended the City on doing the Part 150 study. He owns a fixed wing plane and he doesn't try to save money by flying his aircraft lower. He thinks there are a lot of good options. For helicopters, there are things that can be done. He thinks the altitude is lower than for fixed wing.

Speaker #8 – Speaker noted that some pilots are good. The issue is at 6 am on weekends and holidays when there is training. It is loud and low. There are 15-20 flights in a row. The helicopters are abusive. Helicopters flew different during the noise monitoring. About a year and a half ago, the helicopters flew a different pattern that worked well that was higher. When airplanes are landing, there are no problems. WWII biplane training at 6 am on weekends should be more considerate of where and when they are flying. He thinks that this is the minority of operators who are inconsiderate.

Speaker #9 (Same as #1) – Speaker's son is a pilot. She has lived at her home 34 years. The helicopters are the issue. Her son said the helicopters were flying too low and called the ATCT. The ATCT staff person said her son was abusive and threatened police action if the calls continued.

Speaker #10 – Speaker lives in Twin Acres. He attended March Airport Commission meeting. He's glad the City did additional noise monitoring but that during the March Commission meeting the Airport did note when the noise monitoring was going to be conducted. Thinks this influenced when and where flights took place.

Speaker #11 – Speaker is a pilot. He asked if we got data from TRACON and did it cover 24 hours of data.

Speaker #12 – Speaker indicated that there is assumption that pilots regularly violate FAA rules. Asked if FAA implements rules and what the FAA rules were.

Speaker #13 – Speaker complimented the City on doing the Study. Thinks the Study will bring beneficial results. He is buying office condo close to the Airport.

Speaker #14 (Same as #1) – Speaker thanked the City for conducting the Study. Asked if those pilots not flying at altitude could be fined by FAA.

Speaker #15 – Helicopter flight school operator spoke about flying at CHD for 31 years, owning the school for 17 years. He indicated there is a lack of credibility to comments received during the meeting. He did not change activity during the noise monitoring period. When his operation moved from the old to new site, they still operate the same way they have from taxiway C for the last 17 years or since taxiway C was built. The pilots at CHD are not rogue pilots. He noted the only change in the area has been the development of houses. The operators have compressed their patterns due to the building of homes around the Airport. As a business, he is protecting his investment made at the Airport. He indicated the patterns are repetitive and do fly over residential because residential land uses are across the street from the Airport. He went to the meetings before the homes were built and tried to get the City not to build the homes, but they did. He has copies of the disclosure forms which people have signed indicating they have avigation easements and knew the Airport was there before they purchased their homes.

Speaker #16 – Speaker lives in Peterson Farms. He indicated that the noise increased after the heliport moved. There are rogue flyers-helicopters that operate at night seems

larger than usual and operates at 11:30 pm doing training. What could be done to reduce aircraft noise such that an aircraft generates noise similar to a car (are there noise certification standards)?

Speaker #17 – Fixed wing flight school and FBO operator spoke about his piston powered aircraft that are creating noise from the propeller hitting the air, not the engine. The noise at CHD is not from engines but from the propellers and rotor wings on the helicopters.

Speaker #18 – Speaker indicated there seems to be no limits on altitude for training aircraft. They have so much repetitive activity. His issue is with fixed wing training pattern. He suggested it be kept over commercial area.

Speaker #19 – Speaker indicated that with growth in community there is a need for change. Need to look at the future, not the past. Need to coexist (homes and airport).

Speaker #20 - Helicopter flight school operator spoke about adjustments that have been made to activity. He has attended many meetings and made changes based on developments that have occurred in the community. He indicated that homeowners have the opportunity to change but his building is built and he has made investments but didn't get the chance to change his investment. He indicated that homeowners should read their disclosure statements.

Speaker #21 - Fixed wing flight school and FBO operator spoke that he has been at CHD over 30 years. He is required to stay close to the Airport for touch and go operations so he can land safely if there is an issue during flight training. He formed the Alliance to get people involved and talk to people as part of the Alliance. He offered to meet with groups of people. If there is a problem, call him and they will try to resolve what they can. He won't move the traffic pattern because it is not safe. Mesa raised their traffic pattern to the same as what CHD has now due to change in Phoenix traffic pattern.

Speaker #22 – Speaker is a pilot that rents from FBO. He indicated that the noise measurement modeling results are higher than the actual measurements.

Speaker #23 – Speaker was a pilot. Asked if an economic study has been done for the Airport.

Speaker #24 – Speaker is on Airport Commission. She spoke about Airport's economic impact of 220 employees. The airpark is expected to be largest employment sector in Chandler when fully developed. When developed, it will help the property values. She indicated that nowhere in all of Phoenix is there not aircraft activity.

Speaker #25 – Speaker is a pilot of Cessna 182 since 1982. Thinks there is a lot of confusion about the traffic patterns. Patterns at CHD are similar to other patterns around the US. Traffic pattern is about 1,000 feet above ground level (AGL).

Speaker #26 – Speaker is a flight instructor at CHD. He thinks there is a lot of misunderstanding. People ask why they train at certain times; they train because that's when it's available and they can make it.

Speaker #27 – Speaker is a pilot who has flown at CHD since 1995. He indicated there are not many airports and we should protect the ones that are there. He is amazed at the residential development over the last 10 years. He thinks we are constrained by what can be done.

Speaker #28 – Speaker asked why the City would put all commercial development so close to the Airport – “greed overtook common sense”. He has safety concerns with what he perceives as incompatible land use, such as movie theater.

Speaker #29 – Speaker indicated that Via Escondida is a new development just west of Airport that will have 16 new homes that are expensive and close to Airport.

Speaker #30 – Speaker indicated he did sign disclosure form but didn't really know what it meant.