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Fly Friendly Zone (FFZ) E-Mail Update
September 2009

Dear Falcon Neighbors and Tenants,

Attached is the E-mail Update we sent out recently ... for those of you who are not on our e-mail distribution listing. We're sending it again because it includes an important update on the Falcon Field Stakeholder's Task Force process as well as the recommendations they submitted to the City. In addition and as we committed then, we have scheduled a community update forum. Here are the details:

Wednesday, September 30
6 p.m. to 7:30 p.m.
Mesa Community College Red Mountain Campus
7110 East McKellips Road (Power and McKellips)
Mesquite Building Community Room (2nd floor)

At the meeting, the City will provide an overview about the task force process, review the task force recommendations, describe next steps in the implementation efforts, and respond to your questions. We hope you will be able to join us. If you are unable to attend the meeting, there are other ways to ensure your comments are part of the project record:

Please feel free to provide feedback about the task force recommendations by using our on-line comment form at: http://apps.mesaaz.gov/falconcomments/

In addition, you may access the task force meeting summaries and their recommendations on-line at: http://www.mesaaz.gov/falcon_field/ffz.aspx

Finally, if you'd like to be updated on the City's implementation efforts, we will continue sending out e-mail updates when new information is available and to those interested.

As always, thank you for your interest in Falcon Field and for being part of the solution in seeking reasonable ways for the airport to 'be a better neighbor' while also ensuring airport business and industry continue to succeed.

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Fly Friendly Zone (FFZ) E-Mail Update
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Dear Falcon Neighbors and Tenants,

A quick reminder:
In April, the City convened a "Falcon Field Stakeholder's Ad-Hoc Task Force." The task force included three members of the community, three tenant representatives, and one representative from Sabena Airline Training Center (now called CAE). Summaries from the task force meetings have been posted on the City's website and may be accessed at: http://www.mesaaz.gov/falcon_field/ffz.aspx

Update:
After weeks of explaining, listening, considering, brainstorming, analyzing, debating, researching, updating, modifying, discussing and negotiating, the task force completed their shared list of reasonable compromises that they believe balance and respond to varying interests regarding how aircraft operations should be conducted at Falcon Field. With such passionate and divergent interests, this was not an easy accomplishment! The City wants to thank and congratulate the task force for the time away from their work and families to provide this important public service.

Next Steps:
The recommended strategies (included with this e-mail update) were recently presented to the City Manager. The City will be scheduling a community information meeting in September (as soon as it can be arranged) to answer questions about the recommendations. We will be back in touch with you about meeting details in the next two weeks. In the meantime, if you have thoughts about the task force's recommendations you'd like the City to consider, feel free to share those by using our on-line comment form at: http://apps.mesaaz.gov/falconcomments/ The recommendations will be posted on the City's website for further community reviews. In addition, there are several items on the task force's recommendations listing that cannot be accomplished without the cooperation of the Federal Aviation Administration (FAA). Therefore, the City will be working to meet with the FAA to review these recommendations and to seek their cooperation.

Thank you for your interest in Falcon Field and for being part of the solution in seeking reasonable ways for the airport to 'be a better neighbor' while also ensuring airport business and industry continue to succeed.

8/20/09

Falcon Field Task Force
Mission, Goals & Recommended Strategies

MISSION

To suggest reasonable compromises that balance and respond to varying interests regarding how aircraft operations should be conducted at Falcon Field 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 training schools to meet their business needs while responding to community concerns about flight training operations.
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.

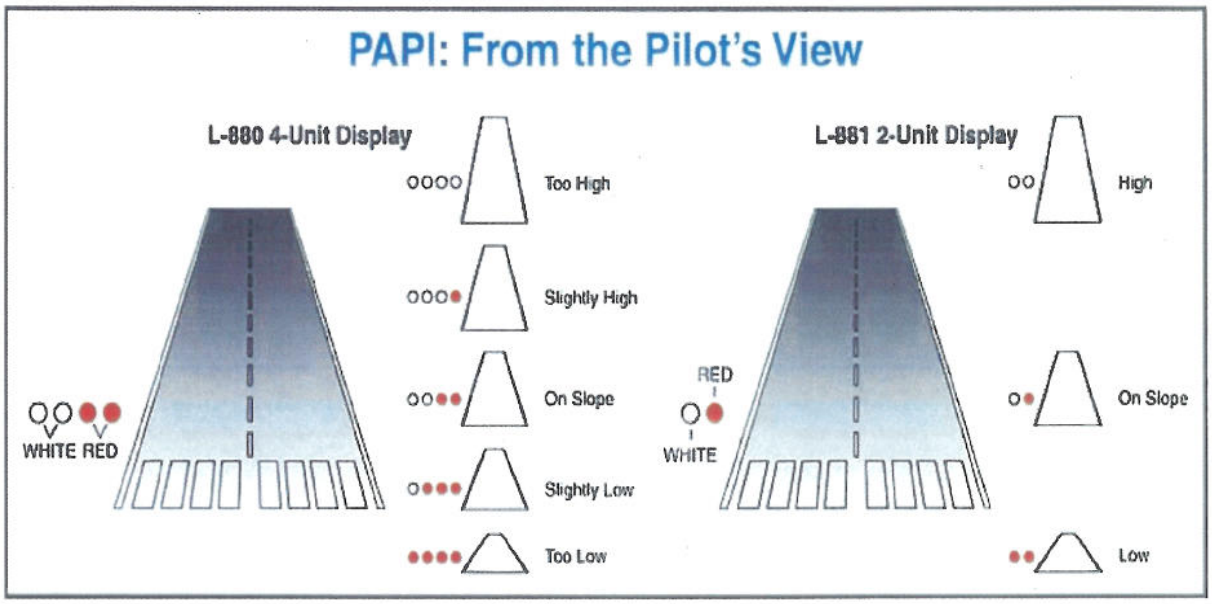
STRATEGIES

By consensus, 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 Federal Aviation Administration (FAA); b) Rules must be reasonable and seek to balance community concerns and the needs of airport businesses; and c) 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 general aviation (i.e. recreational, business) and corporate aircraft uses.
   Note: Primary reason for items 1 & 2 is to seek more efficient (cutting down on waiting times in the cue) arrivals and departures for corporate and other non-training operations at Falcon.
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 (flights that originate from other airports) are discouraged during this time period.
4. Work with FAA to maximize use of the "calm wind" preferred runways of 4L/4R. Note: calm wind refers to use of a preferred runway when weather conditions permit. Runways 4L/4R are selected as preferred because they allow aircraft to minimize impacts to residential areas by flying over the Longbow golf course, industrial areas and the Salt River.
5. Encourage pilots, including those who are receiving flight training, to always fly tight patterns (for example, as close of a pattern to the airport as possible or ¾- to one-mile down wind) and to approach the runways when landing at or above the downward sloping path that is provided by the precision approach path indicator (PAPI) landing aid system. (See attachment 1)

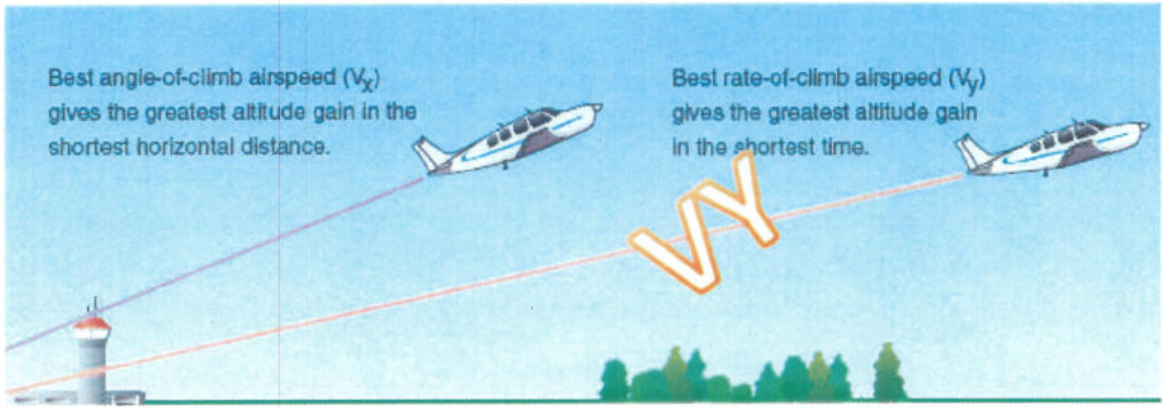
6. Expect that RPM adjustments on aircraft engines are made smoothly and slowly to avoid creating a sudden noise event.
7. Departing aircraft will be expected to climb at Vy (i.e. in an altitude as quickly as possible) until reaching pattern altitude 2400 ft. (See attachment 2)
8. Maintain a min. of 1000' above ground when flying over populated areas, except when landing or taking off. Note: Task force's goal is to expect users to adhere to FAA regulations governing flight operations.
9. In accordance with FAR 91.119, training procedures that simulate an engine failure will be practiced only when there is no doubt that the aircraft can make a safe landing on the runway in the event an actual engine failure occurs.
10. Re-establish and emphasize the firm expectation that takeoffs must be completed according to the established Falcon Field noise abatement procedures (See attachment 3).
11. Expedite construction of 4R runway run-up area expansion to eliminate the need for Sabena to first taxi to Runway 22L (north) and then taxi to runway 4R (south) in order to use the preferred calm wind takeoff runway on 4R. Note: goal here is to make these run-up operations as seamless as possible as a way to further encourage regular use of the preferred runway.
12. Expedite the improvements along the shoulder areas on runway 4L-22R in order to exceed safety standards and to serve as another way to encourage all Sabena training schools to use this north runway for student operations.
13. Identify who is flying into and out of Falcon Field via City data collection. Note: this is public information and is available through the FAA air traffic control. The goal is to better understand who is flying into and out of Falcon Field and as a way to identify patterns that generate complaints and in order to pursue further constructive discussions with the pilots and/or FAA, when warranted.
14. Work with the FAA to explore raising the minimum descent altitude for the non directional beacon (NDB) approach into Falcon Field. Note: this is an instrument on the ground that pilots use when practicing approaches to Falcon.
15. Initiate an educational effort and extensive mailing campaign to all Arizona General Aviation airports, flight schools, flight publications, Airport/Facility Directory SW, dissemination to aviation groups, use of FAA pilot messages (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 noise abatement and flight safety rules and to help the City create a culture of compliance with these rules and holding each other accountable in constructive ways.
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 reminds aircraft operators to use the preferred runway (4R) when weather permits, and to remind them that, to the fullest extent possible, no repetitive flight training operations (such as touch and go's or stop and go's) should be conducted between 10 p.m. and 5:30 a.m., and that all aircraft training flights that originate at other airports are discouraged during this time period.
18. Acquire an automated surface operating system (ASOS) to advise pilots of current weather conditions on the airport.
19. Submit to the Arizona Department of Real Estate an updated Public Airport Disclosure Map that accurately reflects current traffic pattern airspace boundaries.

20. Place full priority on pursuing the task force's consensus recommendations first. If additional tools, information and/or cooperation required, consider conducting a Part 150 study.



Source: http://www.flightlight.com

Vy… Most altitude in shortest amount of time



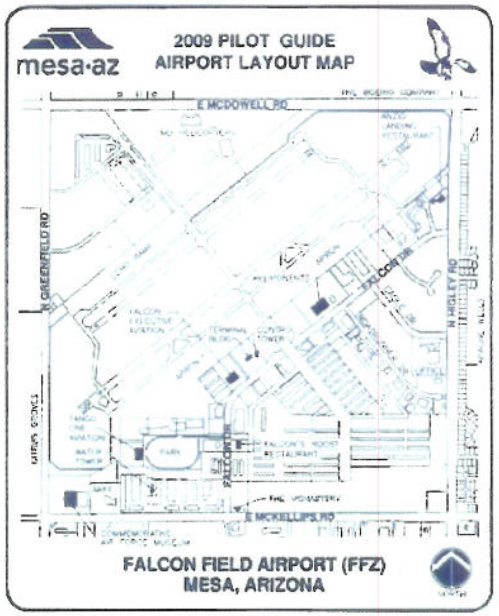
Source: http://www.kywgcap.org

Falcon Field Airport (FFZ)

www.mesaaz.gov/falcon_field
Field Elevation 1,394 ft MSL
Location: N 33°27.65′ W 111°43.70′

Falcon Field Noise Abatement Program

It is an important goal of the City of Mesa to be sensitive to the concerns of residents living near the airport. Your compliance with our noise abatement practices is extremely important in maintaining goodwill between the airport and its neighbors. Thank you for your cooperation.



FALCON FIELD NUMBERS (Area Code 480)

Airport Administration	644-2444
Falcon Executive Aviation	832-0704
Heliponents	981-8300
Tango One Aviation	641-5000

Falcon Field Airport
"FLY FRIENDLY ZONE (FFZ)" Practices

GENERAL PRACTICES

- ***Flight safety is our #1 priority.***
- ***No noise abatement practice should ever compromise safety.***
- Heavy residential development surrounds the airport
- Rising terrain northeast of the airport - please be altitude sensitive
- When Class G airspace is in effect (2100L-0600L) use RIGHT traffic for RWY 22, LEFT traffic for RWY 4
- Avoid flying between 9 p.m. and 6 a.m. whenever possible
- Traffic Pattern Altitudes:
  - Light Aircraft: 2,400 Ft (MSL); 1,006 Ft (AGL)
  - High Performance Aircraft: 2,900 Ft (MSL); 1,506 Ft (AGL)
  - Helicopters 1,900 Ft (MSL); 506 Ft (AGL)
- Use appropriate Aircraft Owners and Pilots Association Noise Awareness Steps ***www.aopa.org***
- Use appropriate National Business Aviation Association, Noise Abatement procedures ***www.nbaa.org***

ARRIVALS

- Use Runway 4 whenever possible.
- Avoid low-level, high-power approaches.
- Fly high and tight patterns. Follow the PAPI.

DEPARTURES

- Use Runway 4 whenever possible.
- Climb as high as possible before leaving the airport boundaries; then accelerate to best rate of climb airspeed.
- If consistent with safety, make the first power reduction at 500 ft.
- Avoid early turnouts when departing on Runway 4R.
- Avoid low-level, high-power departures.

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