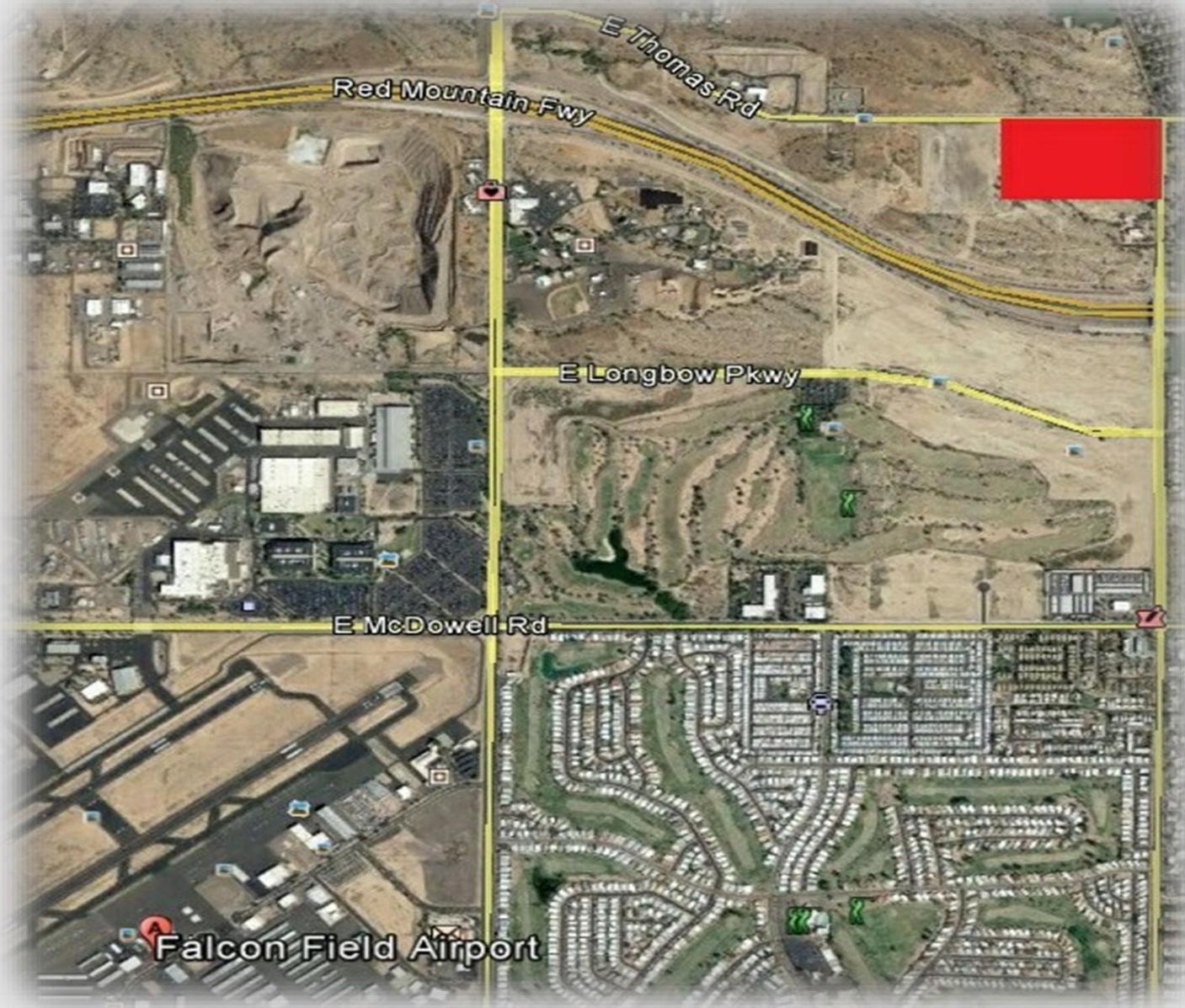


Mesa Falcon Field Airport Influence Area Analysis



Mesa Falcon Field Airport
July 3, 2017



Mesa Falcon Field Airport Influence Area Analysis

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Mesa Falcon Field Airport Influence Area Analysis

EXECUTIVE SUMMARY

Study Background:

Located in the greater Phoenix metropolitan area, Falcon Field is a general aviation airport owned and operated by the City of Mesa and situated in the northeast part of that City. Falcon Field serves as a reliever to Phoenix Sky Harbor International and Phoenix-Mesa Gateway airports, the region's two commercial service hubs. It is also located adjacent to three major freeways, including the Loop 202 Red Mountain Freeway, the 101 Pima Freeway, and Highway 60 Superstition Freeway. There are not any scheduled commercial service air carriers present on the airport, but it is home to multiple private and corporate aircraft operators.

The airport occupies a total of 784 acres, located between Greenfield, Higley, McDowell and McKellips roads in northeast Mesa. There are currently more than 700 aircraft based at Falcon Field, including fixed-wing single and multi-engine aircraft, turboprops, jets, and helicopters. The airport has two active runways. The south, main Runway 4R/22L measures 5,100 feet. The north runway 4L/22R was built in the 1980's and measures 3,800 feet. Controlled airspace is 5 to 6 miles surrounding Falcon Field and is managed by the Federal Aviation Administration (FAA).

Study Analysis:

The Study Area for this report includes the Mesa Falcon Field Airport and areas immediately adjacent to its borders with specific focus on land uses located northeast of the airport boundary. The primary study objective is to determine the potential impacts of present and future operations and activities from the Mesa Falcon Field Airport on proposed development north of Highway 202, adjacent to North Recker Road and East Thomas Road in the City of Mesa.

In order to perform this analysis, information was gathered from various federal and local documents including Mesa Falcon Field Airport Master Plan, published Mesa Falcon Field noise contours, City of Mesa planning and zoning documents, and other historical records to create a picture of the Airport and surrounding environment. Current activity levels and long-range forecasts for aircraft operations at Falcon Field were obtained from the airport and studied as well as the projected noise impacts, DNL noise contours, and the airport traffic pattern. General airport development trends as forecast in the Master Plan were compared against current performance, general land uses, and zoning variances to identify potential development sites and any associated impacts.

Conclusion:

It is prudent for a community to apply appropriate safeguards and other measures against activities that impinge upon the effective operation of its local airport. Our analysis has revealed that suitable safeguards are in place, and the proposed development will not be a detriment to present or future operations of the Mesa Falcon Field Airport. Sufficient regulatory protections already exist at both the Federal level and the local City regulatory and zoning level that will prevent unfavorable intrusions into the Airports operating environment.

This analysis also reveals that the location of the proposed development adjacent to North Recker Road will not be subject to unreasonable safety, noise, and overflight impacts from current or projected future airport operations. Data from a number of recent sources and studies indicate that such impacts will be similar or less than other surrounding neighborhoods.

Over the course of this study it became apparent that the area northeast of the Mesa Falcon Field Airport in the vicinity of Thomas and Recker Roads is well away from the critical 65 DNL noise contour generated by airport operations. The data also indicates that while this area is in proximity to the local airport located about a mile and a half to the southwest, forecasts indicate that the proposed development area will not invade the critical 65 DNL (day-night average sound level) noise contours or present other detrimental development obstacles to the airport, now or in the future. In general terms, it appears that the subject development will experience similar noise levels or even less from Mesa Falcon Field Airport operations than many established neighborhoods already surrounding the Airport.

Mesa Falcon Field Airport Influence Area Analysis

I. INTRODUCTION

This report will provide an analysis that explores the potential impacts from aircraft overflights, surrounding land uses, and other related activities to the subject parcel if developed as proposed. A situational analysis of existing conditions around the Mesa Falcon Field Airport will be provided in addition to historic development and current land use, discussion points, and conclusions and recommendations. The Mesa Falcon Field Airport Master Plan will serve as a resource as will current information pertaining to the airport traffic pattern, noise contours, and neighborhood noise complaints.

The Genesis Consulting Group, LLC has undertaken this study with the intent of providing a technical assessment of the influence that current and future Airport operations may have on any proposed development.

II. QUALIFICATIONS OF THE GENESIS CONSULTING GROUP, LLC

The Principals of the Genesis Consulting Group, LLC are long established aviation professionals with more than 50 years of combined experience with commercial and General Aviation airports, airlines, and aviation consulting companies across the country. Genesis is a Disadvantaged Business Enterprise (DBE) company specializing in Airport Operations Studies, Planning Programs, Public Involvement, Airport Development and Project Management Services.

Mary Ortega-Itsell is the Principal and owner of the Genesis Consulting Group. She has over 25 years of senior level aviation experience in the development, planning, design, and construction of complex aviation programs in both the public and private sectors. As a Program Manager at Phoenix Sky Harbor International Airport, she provided expertise in the delivery of a diverse array of capital planning and development programs, including oversight of the Noise Abatement Program. She successfully managed numerous redevelopment capital projects, provided leadership for the organization, and implemented new project management processes and procedures.

Richard Crosman is the Senior Vice President of the Genesis Consulting Group and an expert in specialized airport management, operations, and consulting disciplines with strong emphasis on Aviation Planning, Federal Regulatory Requirements, Airside/Landside Improvements, NAVAID's, and Flight Procedures. His career involvements include major milestones such as planning, development, and program management for two new commercial service airports, plus major planning, management, and operational responsibilities for such large-scale projects as the Boston-Logan 2000 Terminal Area Projects program. He was the Program Manager for the development and construction of the new St. George Municipal Airport, commissioned in 2011. On behalf of Genesis, Richard applies his leadership and expertise to all levels of Airport Master Planning, Business and Strategic Planning, Needs Assessments, Environmental Oversights, and Federal Regulatory Requirements.

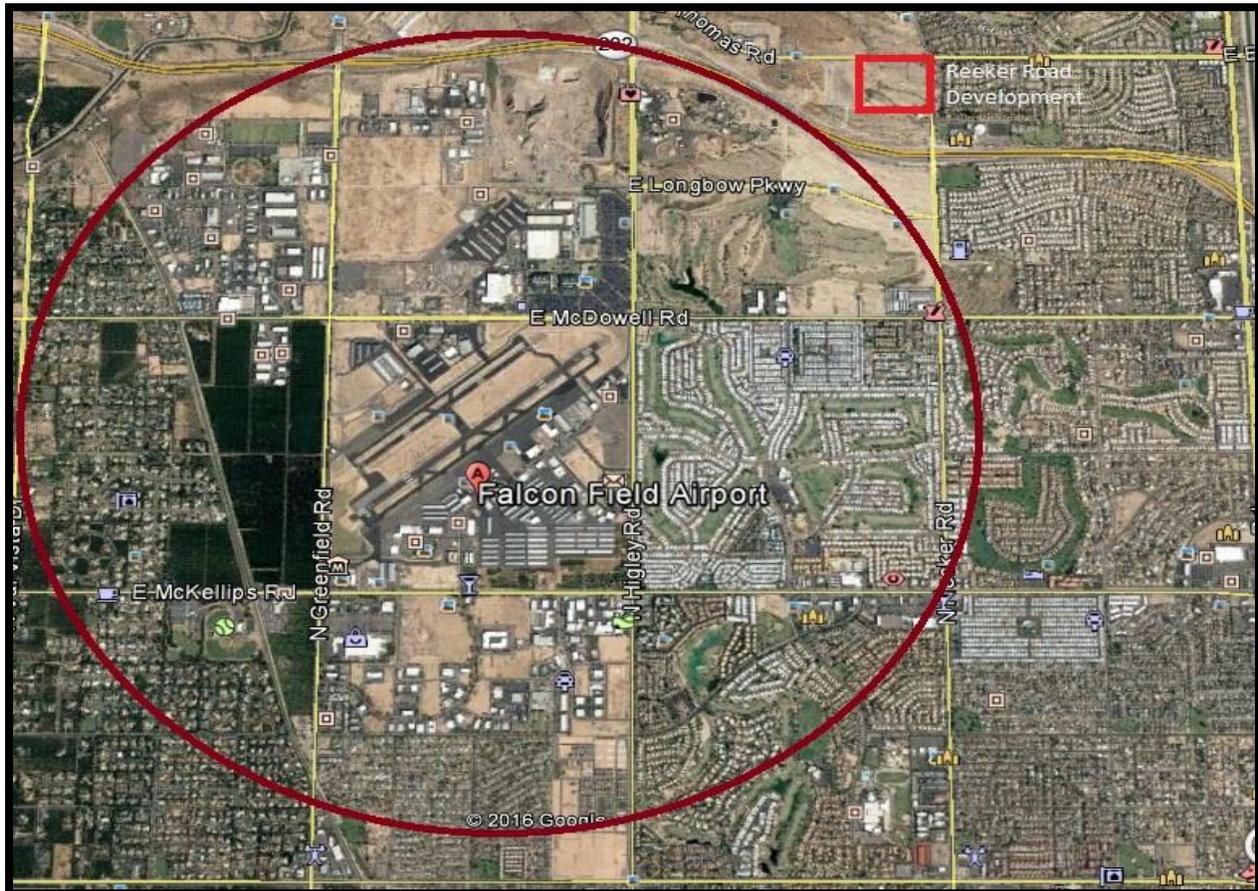
III. SITUATIONAL ANALYSIS

Off Site Development – Greater Influence Areas Adjacent to Mesa Falcon Field Airport

The “Off Site” development areas occur in all quadrants around the Mesa Falcon Field Airport, as indicated in Figure No. 1 below. These areas are important to this study because they represent what might be called the Greater Influence Area from activities occurring away from the Airport.

On the north side of the Airport’s boundary along East McDowell Road, the land use is largely dominated by established industrial areas, open space, a golf course, and scattered single family homes. These areas are interlaced with occasional commercial and industrial land uses that become more predominant immediately adjacent to the State Route 202 loop that passes north of the Airport. The west boundary of the Airport runs north and south along Greenfield Road. The areas immediately adjacent to the Airport consist of a swath of agricultural land abutting residential areas to the west along the Roosevelt WDC Canal Road. The southern boundary of the Airport runs along McKellips Road and is bounded by commercial and business developments with residential development occurring further to the south. Land use along the eastern edge of the Airport along Higley Road is largely residential in nature with some small commercial development scattered throughout.

Figure No. 1
Mesa Falcon Field Airport
Greater Influence Area



On Site Development

The Phoenix metropolitan area encompasses approximately 23 cities and towns with an average elevation of 1,117 feet. Located in the heart of the Sonoran Desert, the Metro area extends from Scottsdale in the northeast to Surprise and Peoria in the west.

Mesa Falcon Field Airport is one of the airports that serve the eastern side of the Phoenix metropolitan areas general aviation population. As shown in Figure 3, Mesa Falcon Field Airport is located approximately 10 miles southeast of downtown Phoenix in Maricopa County within the City of Mesa's corporate limits. Several roadways delineate the boundaries of the Airport property generally as follows:

- North Boundary – McDowell Road
- South Boundary – McKellips Road
- East Boundary – Higley Road
- West Boundary – Greenfield Road

Historic and Future Airport Operations

Located in the greater Phoenix metropolitan area, Falcon Field is a general aviation airport owned and operated by the City of Mesa and situated in northeast part of that City. Serving as a reliever to the regions two commercial service hubs, Phoenix Sky Harbor International and Phoenix-Mesa Gateway airports, Falcon Field is conveniently located adjacent to three major freeways, including the Loop 202 Red Mountain Freeway, the 101 Freeway north-south corridor, and Highway 60 Superstition Freeway east-west corridor. There are no scheduled commercial service air carriers present on the Airport, but it is home to multiple private and corporate aircraft operators.

The airport sits at an elevation of 1,394 MSL and occupies a total of 784 acres located between Greenfield, Higley, McDowell and McKellips roads in northeast Mesa. There are currently more than 700 aircraft based at Falcon Field including fixed-wing single and multi-engine aircraft, turboprops, jets, and helicopters. The airport has two active runways. The south, main Runway 4R/22L measures 5,100 feet. The north runway 4L/22R was built in the 1980's and measures 3,800 feet. Controlled airspace is 5 to 6 miles surrounding Falcon Field and is managed by the Federal Aviation Administration (FAA).

The Mesa Falcon Field Airport is one of the busiest General Aviation airports in the United States hosting numerous flight schools, corporate customers, and business interests in the area. However, in an effort to control the impact airport operations have on the surrounding community, Mesa Falcon Field Airport has implemented a "Fly Friendly" program. This is a voluntary program that establishes guidelines for aircraft operators utilizing the airport that lessen the impacts of aircraft overflights on surrounding neighborhoods. Mesa Falcon Field Airport has been recognized for its efforts to remain a "good neighbor" in the community while responsibly meeting the requirements of day to day airport operations.

Figure No. 2
Mesa Falcon Field Airport
Aerial View



Arrivals, departures, and taxiing of aircraft on the parallel runways and taxiways at Mesa Falcon Field are managed by FAA Air Traffic Control Tower (ATCT) staff from the hours of 0530 to 2100. When ATCT is closed, pilots broadcast their positions and intentions on the designated common traffic advisory frequency which in the case of Falcon Field, is the tower frequency. Runway usage is determined based on the weather conditions at the Airport, predominantly wind direction and speed, followed by the amount of aviation activity occurring at any given time. When conditions and activity levels permit, pilots are usually allowed to use the closest runway to their location in order to minimize taxiing time. If the winds are calm (>5 knots) departures will be to the northeast from Runways 4L and 4R.

Because of prevailing winds and atmospheric conditions at the Airport, on an average annual basis, approximately 45% of aircraft operations occur to the northeast, with approaches to and departures from Runway 4R and Runway 4L. The remaining annual activity operates in a southwesterly flow with approaches to and departures from Runway 22R and Runway 22L.

The centerlines of the parallel runways at Mesa Falcon Field Airport are separated by approximately 700 feet. There are no adverse effects to aircraft operating simultaneously due to the separation between Runways 4R/22L and 4L/22R during visual flight rules (VFR).

In VFR conditions, periods when there is at least 1,000-foot cloud base and 3 miles' visibility, general aviation traffic is typically assigned to Runway 4L/22R. Runway 4R/22L is also used to accommodate general aviation activity during peak periods of activity.

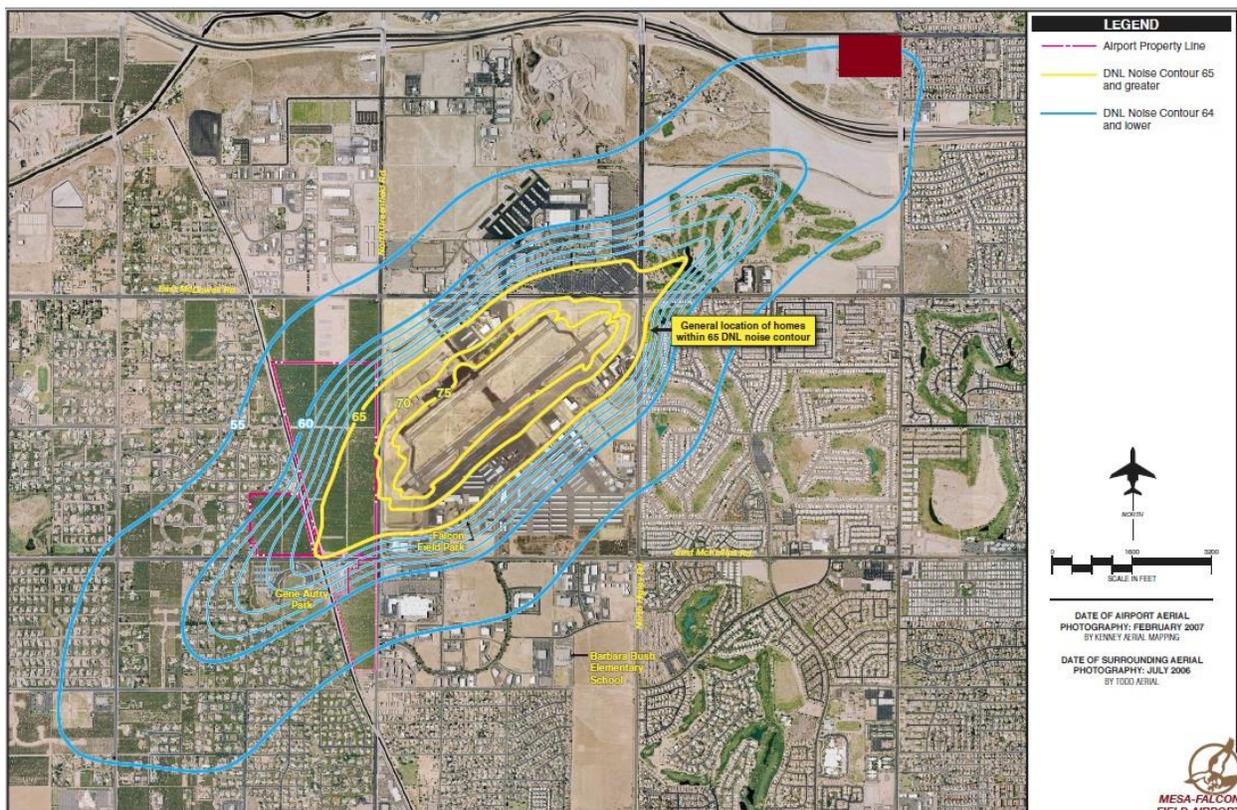
During periods of instrument flight rule (IFR) conditions, those periods when weather conditions do not meet VFR requirements, arriving IFR aircraft use Non-Directional Beacon (NDB), Visual Omni Range (VOR) or Global Positioning System (GPS) approaches to Runway 4R.

Airport Operational Noise Impacts

In previous Airport Master Plans, the Mesa Falcon Field Airport studied the operational impacts to the surrounding area from aircraft utilizing the field. The objective of this planning process was to improve the compatibility between aircraft operations and noise-sensitive land uses in the area while allowing the Airport to continue to serve its role in the community, State, and Nation. The Study included measures to abate aircraft noise, control land development, mitigate the impact of noise on non-compatible land uses, and implement and update the program.

Information drawn from the Mesa Falcon Field Airport 2009 Airport Master Plan Noise maps indicate that the proposed development does not fall within the critical 65 DNL (day-night average sound level) contours. In fact, the proposed development area is between the 55 DNL and 50 DNL contours, well below the levels that are deemed non-compatible for residential development.

Figure No. 3
Mesa Falcon Field Airport
Current Noise Contours



Additionally, the latest Public Airport Disclosure Map (Figure 5) on file with the State of Arizona is predicated on 516,000 annual operations at the Mesa Falcon Field Airport. Current information indicates that the Airport is running approximately 236,000 annual operations today and is not projected to exceed 464,500 over the next ten years.

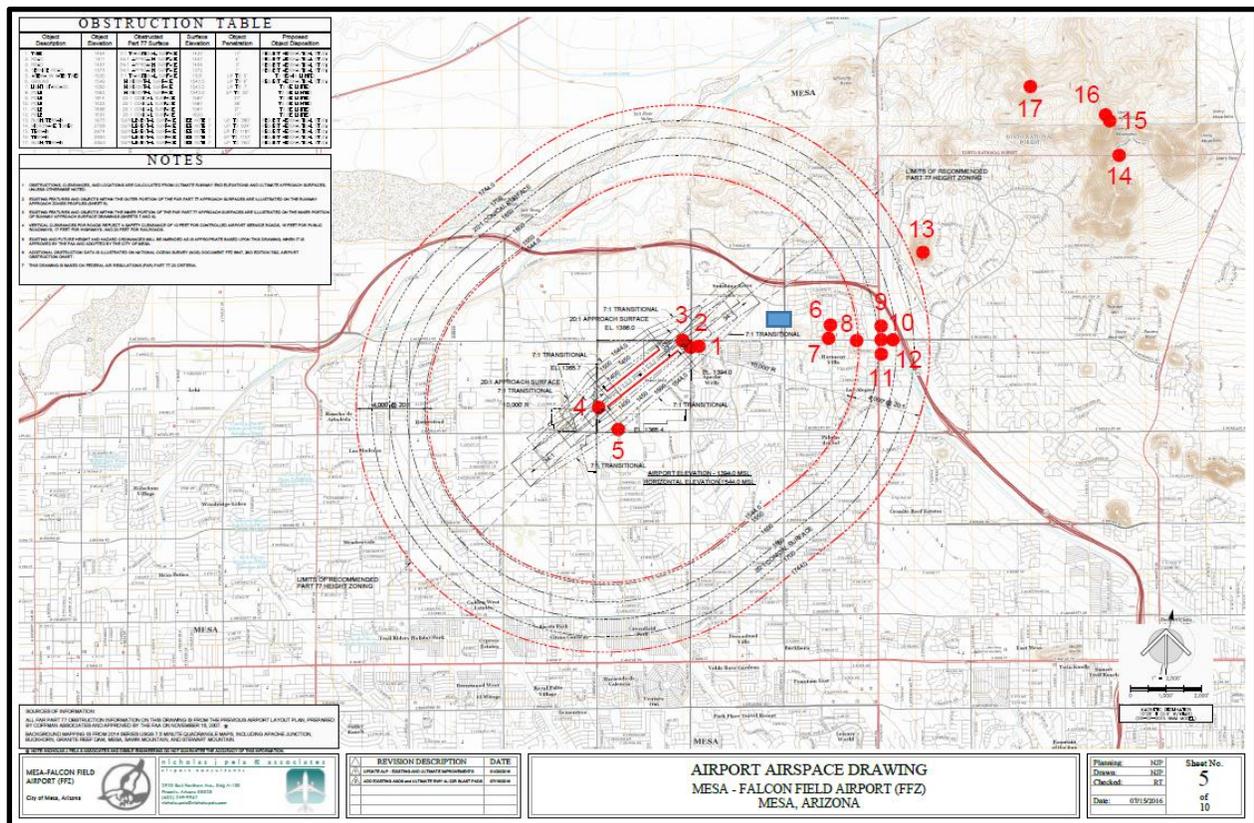
Therefore, the predicted noise contours shown in Figure 3 (Current Noise Contours) and Figure 4 (Airport Airspace Drawing) are realistic well into the foreseeable future, and the projected noise impacts should not exceed the 55 DNL.

Aircraft OverFlights

The subject property is situated near the runway center lines at a distance of approximately a mile and a half northeast of the runway ends. While much of the airports traffic will make a turn to final approach within that distance, a fairly large percentage of those flights will also be established on a straight in final approach course that will over fly the subject property. Utilizing a 20 to 1 approach slope as published on the Airports airspace plans, these aircraft overflights can be expected to cross over the subject property at approximately five or six hundred feet above ground level.

Aircraft on final approach to a runway are generally flying at a reduced power level in preparation for landing and are consequently quieter than aircraft taking off. It is important to note that even though overflights are expected to occur in the vicinity of the subject property, noise forecasts for the foreseeable future do not exceed the 55 DNL.

**Figure No. 4
Mesa Falcon Field Airport
Airspace Drawing**



Additional Noise Impact Factors

Other sources of potential noise impacts to the subject property also exist. Sources of ground operations such as taxiing aircraft, machinery equipment, maintenance operations, and people conversing may potentially be heard at the Recker Road development site. However, given the nearly mile and a half distance separating the Airport from the Recker Road development, all such noise sources will be minor in comparison with other local ambient noise levels.

Vehicle noise generated by automobile traffic utilizing Highway 202 immediately to the south of the proposed development will likely produce some level of noise as well. However, residential development in the immediate area currently brackets both sides of the 202, and noise levels in those areas are not considered excessive.

IV. HISTORIC DEVELOPMENT AND CURRENT LAND USE

Current Area Land Use Patterns and Zoning

The City of Mesa has adopted a specific Airfield Overlay Zone, to regulate the development of land owned or leased by the City of Mesa as well as height restrictions as they apply to FAA Part 77 requirements. These regulations specify allowed uses or uses that can be considered under a Use Permit process to verify compatibility with the Airport. Additionally, these regulations specify development standards in the interest of the safety and compatibility with airport operations and to ensure the development quality of a public land use.

Current land uses around the Airport include industrial/support uses, transitional/mixed uses, and commercial uses along the immediate borders of the Airport's property. Residential areas are located primarily to the south, west, and east of the Airport immediately adjacent to the Airports boundary.

Arizona has several statutes in place that were developed to reflect the importance of addressing airport noise. The first, Airport Influence Area (ARS: 28-8485), was implemented in 1997. At this same time, to encourage the preservation of military airports in Arizona, Military Airport Registry was also implemented (ARS: 28-8483 and 28-8484), which was later amended to Military Airport Disclosure. Territory in the Vicinity of a Public Airport (ARS: 28-8486) was implemented in 2000.

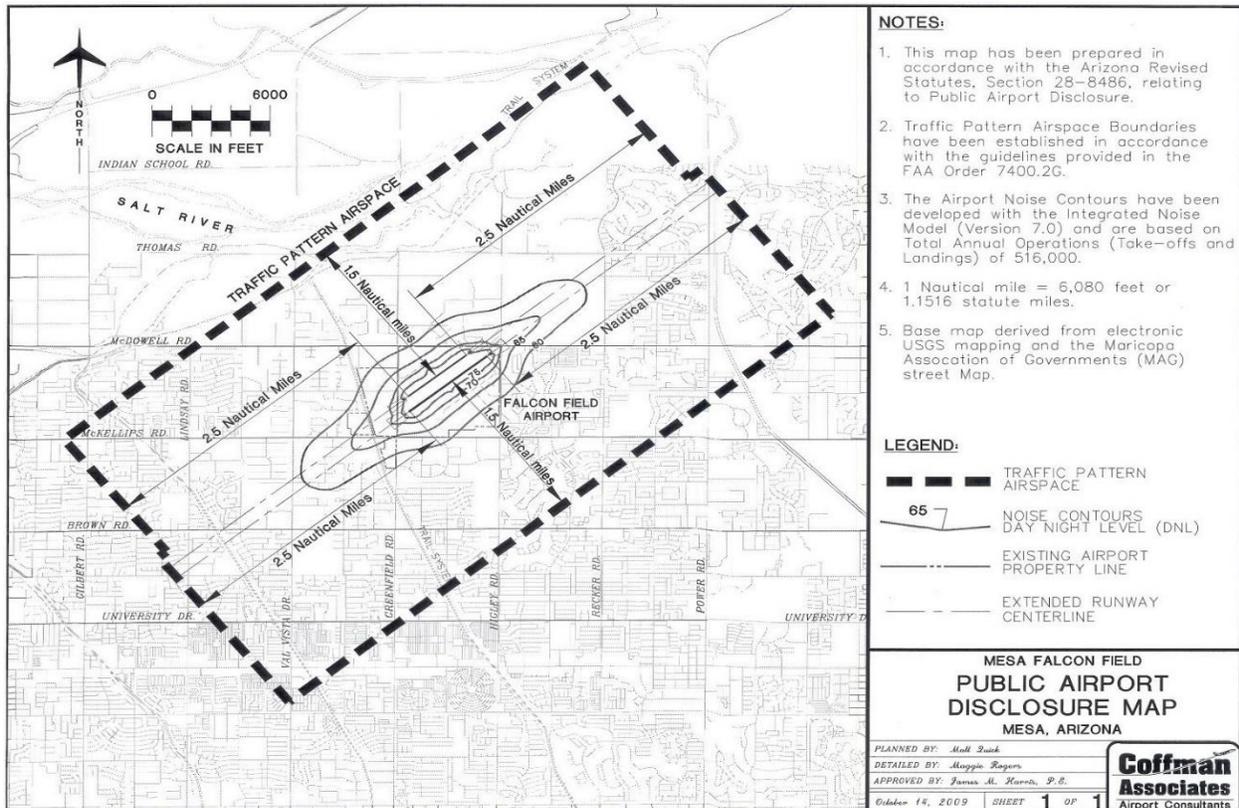
The Airport Influence Area statute allows the development of an airport influence area to serve as a notification that properties are located in the vicinity of an airport that may be impacted by noise levels or aircraft overflights. If an airport influence area is established, a record must be filed in each county that contains property in the area such that notification of homeowners within the area occurs. The airport influence area is not restricted in size to noise contours, but can be established to address issues such as overflights from training or significant activity levels that occur as a result of aircraft operating patterns. At this time, Mesa Falcon Field Airport has not adopted this statute.

The City of Mesa has adopted an Airfield Overlay District that encompasses the Mesa Falcon Field Airport area. The zoning district's purpose is to establish airports overlay areas to distinguish between the severity of the levels of noise impact and accident potential so that appropriate uses and acoustical performance standards can be established to mitigate the adverse impacts of aircraft noise, and hazards to protect the public's health, safety, and welfare. Further, prior to the issuance of any building or development permit

for property within the Airfield Overlay District, the City requires the recordation of an avigation easement and release from liability for airport related damage claims.

The Public Airport Disclosure statute requires that public airports work with the Arizona Department of Real Estate to develop a map “showing the exterior boundaries of each territory in the vicinity of a public airport.” The territory is defined as property that is within the traffic pattern airspace, including property that is within a certain DNL, determined based on county population. For counties with a population of less than 500,000, 65 DNL is the standard; for counties with more than 500,000 in population such as Maricopa County, 60 DNL is the standard. It is important to note that the FAA uses 65 DNL as its basis for determining incompatible land use compared to the State’s use of 60 DNL for large counties such as Maricopa. The map is then recorded with the applicable county recorder(s) and made available to the public – there is no requirement for distribution. Mesa Falcon Field Airport currently has a disclosure map on file with the Arizona Department of Real Estate.

Figure No. 5
Mesa Falcon Field Airport
Public Airport Disclosure Map



Northeast Area Zoning and Development

The Mesa Falcon Field Airport is surrounded with a variety of zoning venues including industrial, commercial, agricultural, and residential land uses. The Study Area for this report includes the Mesa Falcon Field Airport and immediately adjacent areas around its borders with specific emphasis on the multiple development and land uses located approximately one mile northeast of the facility, including the proposed Recker Road Development.

All of the land uses currently shown comply with the Airports regulations designed to protect the Mesa Falcon Field Airport from encroachments that might diminish its effectiveness. These include compliance with FAR Part 77 requirements that protect the Airports approaches and transitional surfaces. This is accomplished through the City's zoning regulations which include the filing of an FAA Form 7460, or "Notice of Construction" for evaluation and approval by the FAA prior to any new development. Additionally, while development such as residential, churches, and schools would not be sanctioned within the 65 DNL or higher noise contours of the Airport, none of the proposed Recker Road development falls into these categories.

The subject property does fall within the City of Mesa's Airfield Overlay District. The districted is divided into three areas known as Airport Overflight Areas (AOA) and specifically designated as AOA1, AOA2, and AOA3 with the definition of each as follows;

Airport Overflight Area One (AOA 1): The area within the 65 DNL contour.

Airport Overflight Area Two (AOA 2): The area between the 60 and 65 DNL noise contours, as "squared off" by addition of an additional one-half mile for ease of application.

Airport Overflight Area Three (AOA 3): The area outside the 60 DNL contour area as defined by Airport Overflight Area Two, which extends to the balance of the Airport Overflight Area. The subject Recker Road property falls under AOA3 generally between the 55 and 50 LDN coutours. Developments that occur within AOA3 are subject to Supplementary Provisions under the City of Mesa Zoning Regulations that include the following;

- A. Avigation Easement. The owners of any property, including mortgagees, other lien holders and easement holders, located within the Airfield Overlay District shall execute an avigation easement prior to or concurrently with the recordation of any subdivision final plat, or issuance of any building permit, whichever occurs first. The easement shall be in a form approved by the Mesa Planning Director and City Attorney. This easement shall hold the City, the public and the associated Airport harmless from any damages caused by noise, vibration, fumes, dust, fuel, fuel particles, or any other effects that may be caused by aircraft landing, departing or operating at or near a designated Airport, not including the physical impact of aircraft or parts thereof.
- B. Notification of Buyers. No person shall sell or offer for sale any property located within the Airfield Overlay District unless the prospective buyer has been notified of the fact that the property is located within the Airfield Overlay District.
- C. Disclosure. The following notice shall be provided in accordance with paragraphs one (1) and 2 below for all single and multiple residence housing and other noise sensitive uses. "This property,

due to its proximity to a designated Airport, will experience aircraft overflights, which is expected to generate noise levels that may be of concern to some individuals. The mix of aviation activities and types of aircraft expected to be located at the airport now and in the future may include: scheduled and unscheduled commercial charters, commercial air carriers and commercial air cargo operations, all of which are expected to use large commercial aircraft, corporate and executive jets, helicopters, general aviation aircraft, aviation flight training schools using training aircraft and high performance military jets. The size of aircraft and frequency of use of such aircraft may change over time depending on market and technology changes.”

- Final Subdivision Plats and Public Records . For all areas within an AF overlay district, final subdivision plats and public reports filed with the Arizona Department of Real Estate shall provide notice that discloses the location of the Airport and the potential for aircraft overflights and objectionable aircraft noise and shall include, at minimum, the disclosure in Subsection C above.
 - Real Estate and Similar Sales and Leasing Offices. Sales and leasing offices shall provide notice to all prospective buyers and lessees stating that the project is located within an Overflight Area. Such notice shall consist of a sign at least 4foot x 4-foot installed at the entrance to the sales office or leasing office at each project. The sign shall be installed prior to commencement of sales or leases and shall not be removed until the sales office is permanently closed or leasing office no longer leases units in the project. The sign shall state the disclosure in Subsection C above letters of at least 2” in height.
- D. Noise Level Reduction. A building permit shall not be issued for any structure requiring a Certificate of Occupancy or designed for habitation, within the Airfield Overlay District, until the plans and specifications accompanying the application for the building permit have been certified by a registered Professional Engineer or registered Professional Architect in the State of Arizona as demonstrating that indoor noise levels attributable to airport operations shall not exceed 45db for all portions of a structure where the public is received, office areas, public assembly rooms, sleeping areas, noisesensitive areas and other areas where the ambient noise level is expected to be low. Plazas, courtyards, outside displays, covered/partially enclosed work areas, storage areas, loading bays, and similar areas are excluded.
- E. Provisions. Notwithstanding any other provisions of this Chapter, no use may be made within any area affected by this Chapter in such a manner as to obstruct navigable airspace, interfere with navigational signals, impair radio communication between the Air Traffic Control Tower and aircraft, impair visibility in the vicinity of the Airport, create bird strike hazards, or otherwise materially endanger or interfere with the landing, takeoff, operation or movement of aircraft.

According to City of Mesa zoning maps, land uses surrounding the proposed Recker Road development are comprised of residential single family homes, commercial/retail development, churches, schools, and agricultural. Additional residential or associated commercial development on the subject site would seem to be appropriate.

**Figure No. 6
Mesa Falcon Field Airport
Property Zoning Classification**



V. DISCUSSION

Issue 1 – Will the proposed development conflict with existing or planned airport uses?

No. The proposed N. Recker Road project does not encroach on the airport in any fashion. The City of Mesa zoning ordinance allows residential property to be built within the 55 DNL and in some cases the 60 DNL areas. The proposed development area on N. Recker Road is clearly located outside all of the current noise contours generated by the Airport with the exception of the 55 DNL. Additionally, the location of the proposed development and proposed heights of its residential structures will not penetrate any of the Airports critical imaginary surfaces, such as the approach surface or the transitional side slopes. This is guaranteed by the City requirement to file an FAA 7460 form for new construction.

Issue 2 – What are the impacts of noise caused by aircraft overflights to the area?

It is highly unlikely that this new development will generate additional noise complaints. Noise impacts outside of the critical DNL contours caused by aircraft overflights may continue to generate some complaints in surrounding neighborhoods simply due to the frequency and “perceived” noise of the overflight. However, such overflights already occur over all quadrants around the Airport, both on and off Mesa Falcon Field Airport and well into surrounding residential areas. The number of complaints today seems to be relatively low for an airport with operational levels the size and scale of Mesa Falcon Field. A

review of the noise complaints received by the City indicated that most have not been from the area of the proposed project, but from residential areas closer to the airport boundaries.

The conclusion to be drawn from this analysis is that the development of the N. Recker Road property will not have a negative bearing on the operations of the Mesa Falcon Field Airport. It is not located in an especially noise sensitive area and is located on the outer edge of the 55 DNL. Its development and related construction activities will not penetrate critical imaginary surfaces of the Airport, present an obstruction to its operations, or otherwise inhibit in any way the day to day air and ground functions of that facility.

Issue 3 – Will the proposed development limit expansion of the Mesa Falcon Field Airport in the future?

No. Even if the Airport chooses to expand in the future, this new development will not be a problem. It is recognized that the Mesa Falcon Field Airport has not yet achieved its full potential. Additional capacity still exists for more based aircraft and more flight operations. However, while it is acknowledged that the Airport is still growing, it should be noted that its present growth rate is substantially less than was forecast in its last Airport Master Plan. Barring a substantial change in the Airports mission, its operational impacts should not increase substantially beyond what has already been addressed in Master Plans and other studies.

It is unlikely that the Airport will need to expand beyond its current boundaries. Its dual runway system and accompanying infrastructure already contain sufficient capacity to handle existing and projected future traffic.

Additionally, the City of Mesa has enacted an Airfield Overlay District that encompasses the area within the local area of Mesa-Falcon Field Airport. In association with the City of Mesa zoning regulations this Overlay District imposes additional requirements consistent with FAA-7460 requirements and other regulations specifically tailored to prevent conflicts with operating airports.

It is important to note that while the location of the proposed N. Recker Road development is located directly northeast of the Airport, it is not within any critical noise contours, and the proposed development poses no threat to the airports critical surfaces or approach areas. As proposed, the N. Recker Road development will not limit expansion of the Mesa Falcon Field Airport or its associated uses in the future.

VI. CONCLUSION

After performing a detailed assessment of the activities and development in the Mesa Falcon Field Airport area, it is our professional opinion that the proposed development will not be a detriment to present and future operations of the Mesa Falcon Field Airport. The analysis shows that sufficient regulatory safeguards are in place to prevent harmful intrusions into the Airports operating environment and that the location of the proposed N. Recker Road development will not be subject to unreasonable safety, noise, and overflight impacts from current or projected future airport operations.