



SCOTTSDALE AIRPORT VICINITY DEVELOPMENT LONG FORM

For development projects with taxilane access and/or parcels adjacent to airport property

The owner of developments within the Airport Influence Area shall complete forms required by the City and Scottsdale Airport to comply with the Scottsdale Revised Code, Chapter 5 – Aviation and the Airpark Rules and Regulations; and submit the completed forms with final plans to the assigned city project manager.

| | |
|--|------------------------|
| Project Name: Falcon Nest Hangar | Pre-App: 93-PA-2020 |
| Site Address: 15650 N. 83rd Way, Scottsdale AZ 85260 | |
| Contact name: Larson Associates Architects - Jim Larson | Phone: 602-955-9929 |

1. HEIGHT ANALYSIS, CH. 5, SEC. 5-354. GENERAL REQUIREMENTS

- ☒ Applicants must conduct a height analysis for all projects located within 20,000 feet of Scottsdale Airport.
1. Complete a height analysis for all structures, appurtenances or construction equipment through the FAA at: <https://oeaaa.faa.gov/oeaaa/external/portal/jsp>, click on the Notice Criteria Tool (left side). If you do not exceed criteria, submit this FAA response from the website with your packet or you must complete step 2.

IF required by FAA, complete Step 2

2. Submit an FAA form 7460-1 Notice of Proposed Construction or Alteration for review and determination. Please allow about 45 days for this process. A copy of the FAA's response will be required prior to final plan approval. [ASN No. 2021-AWP-10774-OE was submitted to the FAA - please see attached Determination of No Hazard letter from the FAA.](#)

2. TAXILANE ACCESS REVIEW, AIRPARK RULES AND REGULATIONS

- ☒ **Submit a full-size site plan** at a 1"= 20' scale and elevation plan for aviation staff review. The plans must depict the following: **Taxilane centerline, proposed based aircraft (if known), hangar space dimensions, staging area dimensions, vehicle access path and gate.**
- A staging area shall be greater than or equal to the size of the largest hangar on the site per *Definitions* section.
 - Also proposed parcel site must include enough hangar space for each proposed aircraft to fit simultaneously inside. Sec. 310.

- The taxilane easement safety area must be a weight-bearing surface. Gravel for ground cover is discouraged, and if requested, must be between 2" -3" diameter. *FAA Advisory Circular Airport Design.*
- The Maximum Recommended Wingspan for aircraft stored in the airpark is 66 feet or less as stated in the *Airpark Rules and Regulations, Sec. 206*
- Vehicular access to hangar/staging area must not traverse taxilane easement and requires a gate. *Sec. 404*

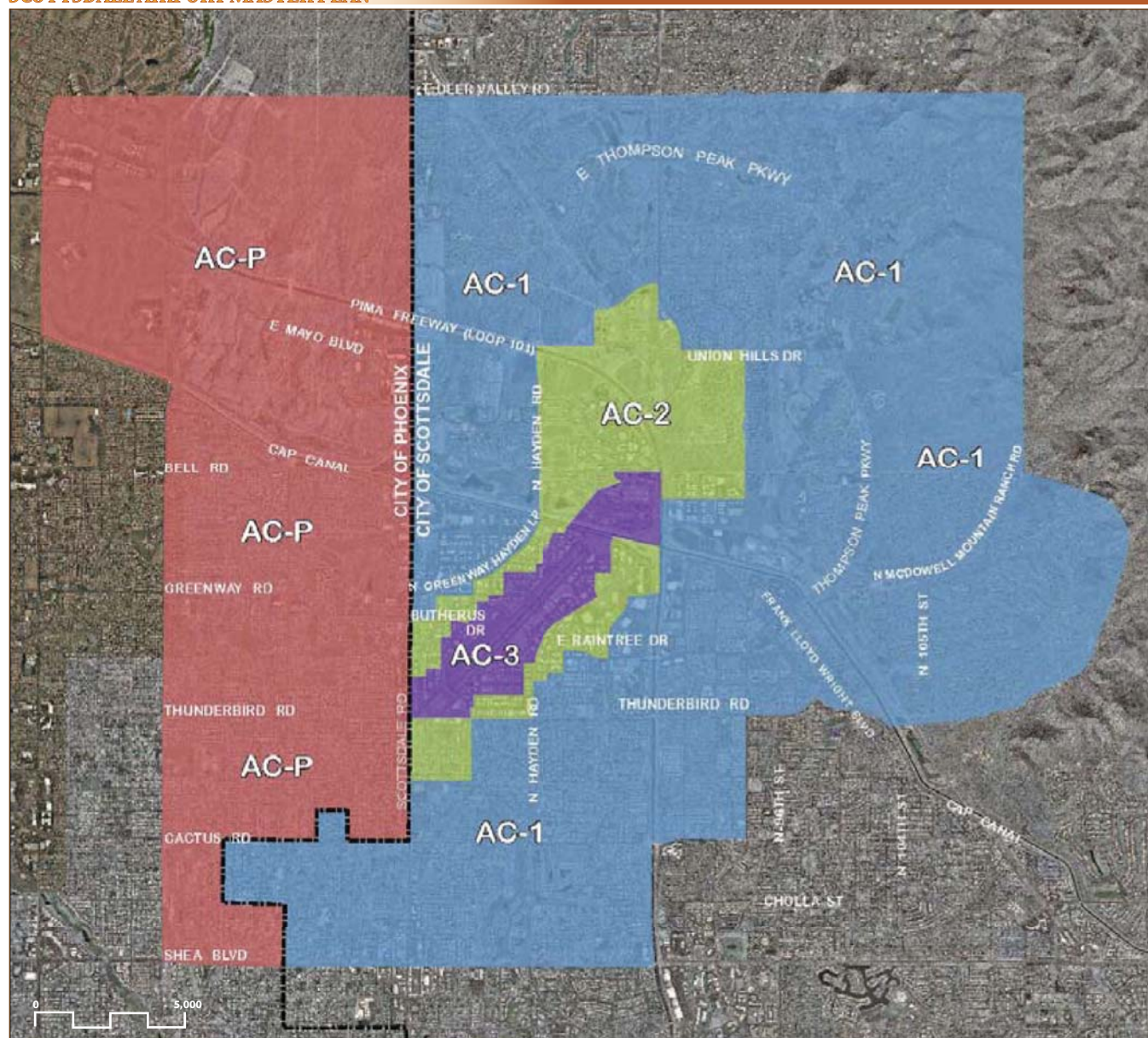
- ☒ **Existing or proposed fuel facility.** A fuel storage area must be constructed and maintained in accordance with the regulations in *Sec. 511*.
- ☒ **Proposed architectural barriers** (buildings, walls, bollards, etc.) that will separate auto parking area and taxilane easement safety area.
- ☒ **Drop-offs, objects** exceeding 3" in height or vegetation in the taxilane safety area (50' from airpark taxilane centerline) are not permitted. *FAA Advisory Circular Airport Design.*
- ☒ **Exterior lighting locations.** Lighting must be illuminated downward toward taxilane.
- ☒ **Landscape plan.** Slope gradients should not exceed 5%; storm water retention is prohibited.
- ☐ **Refuse collection dumpster storage locations.** Locate away from aircraft staging, taxilane access points and airport property fence line. *Refuse collection dumpster must be near staging area due to site constraints - security fencing and a gate will be installed between staging area and Airport Taxilane.*
- ☐ **Helicopter landing area** (if applicable). Proposed helicopter operations require approval from both the city and FAA and a conditional use permit. A conditional use permit is required by the City of Scottsdale. The FAA requires completion of an FAA 7480-1 Notice of Landing Area Proposal. *No Heliport Requested.*

3. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE, CH. 5, SEC. 5-356 & SECT. 5-357

- ☐ Incorporate the Airport Disclosure for Development around Scottsdale Airport language into the CC&Rs or other procedural documents and provide a copy.
- ☒ An aviation easement will need to be granted to the city. If not already recorded for property, submit a notarized Aviation Easement form with packet to your project manager.
We will need a non-draft form for the Owner to sign.



SCOTTSDALE AIRPORT MASTER PLAN



LEGEND AND TABLE KEY

----- Municipal Boundary

Airport Influence Areas

AC-1 AC-2 AC-3 AC-P

NP - Not Permitted

P - Permitted with Use Limitations

(1) - Aviation easement required under Sec. 5-357

(2) - Noise attenuation required under Sec. 5-358

| Noise Sensitive Uses | AC ¹ -3 | AC-2 | AC-1 |
|--|--------------------|-----------|-------|
| Dwelling unit* | NP | P (1) (2) | P (1) |
| Manufactured home* | NP | P (1) (2) | P (1) |
| Elementary and secondary school* | NP | P (1) (2) | P (1) |
| Hospital* | NP | P (1) (2) | P |
| Travel accommodation* | NP | P (1) (2) | P |
| Place of worship | NP | P (1) (2) | P (1) |
| Cultural, civic, and social organization | NP | P (1) (2) | P (1) |

*The terms dwelling unit, manufactured home, elementary and secondary school, hospital and travel accommodation defined in the Basic Zoning Ordinance.

¹ AC - Airport Compatibility District

SOURCE: Scottsdale Revised Code; August 2012

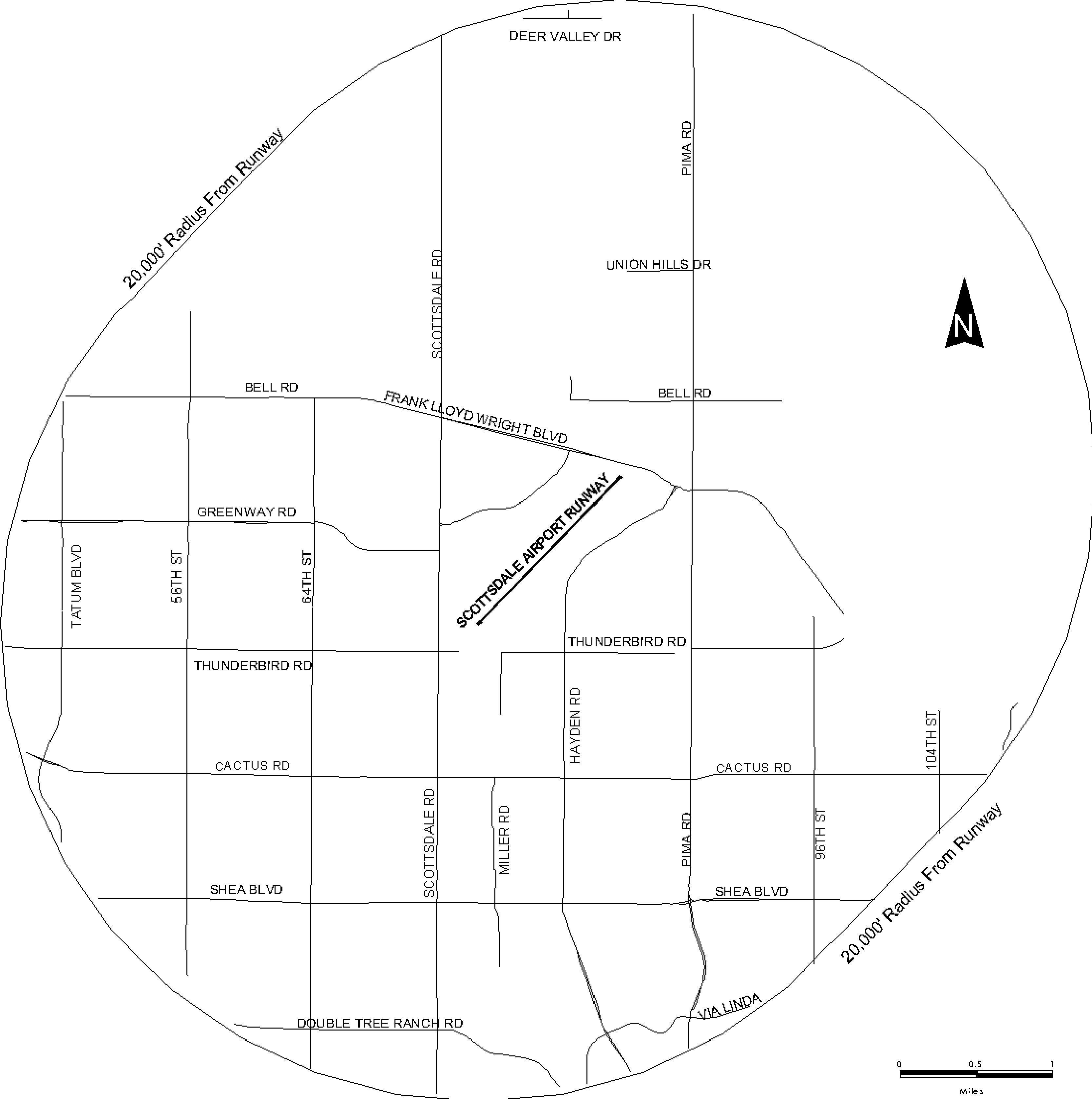


AIRPORT INFLUENCE AREA AND
NOISE OVERLAY ZONES

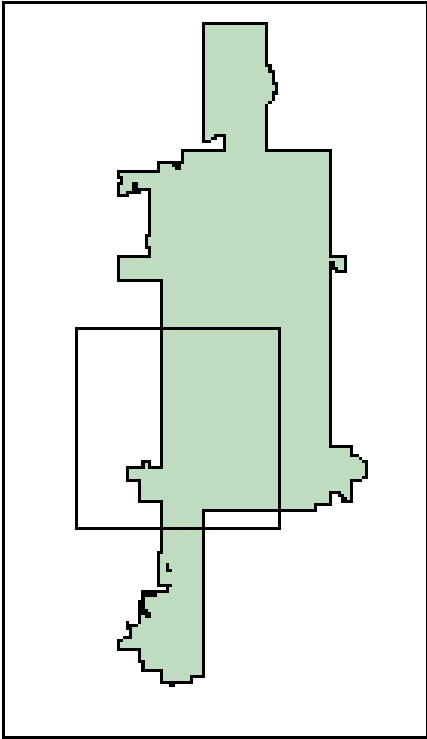
Exhibit 1P

13-DR-2021_V2
12/27/2021

Scottsdale Airport Vicinity, FAA Notice of Proposed Construction

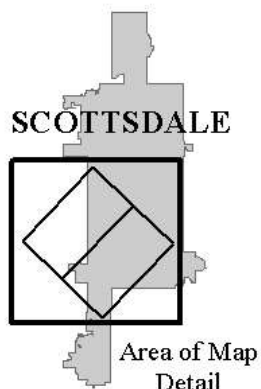
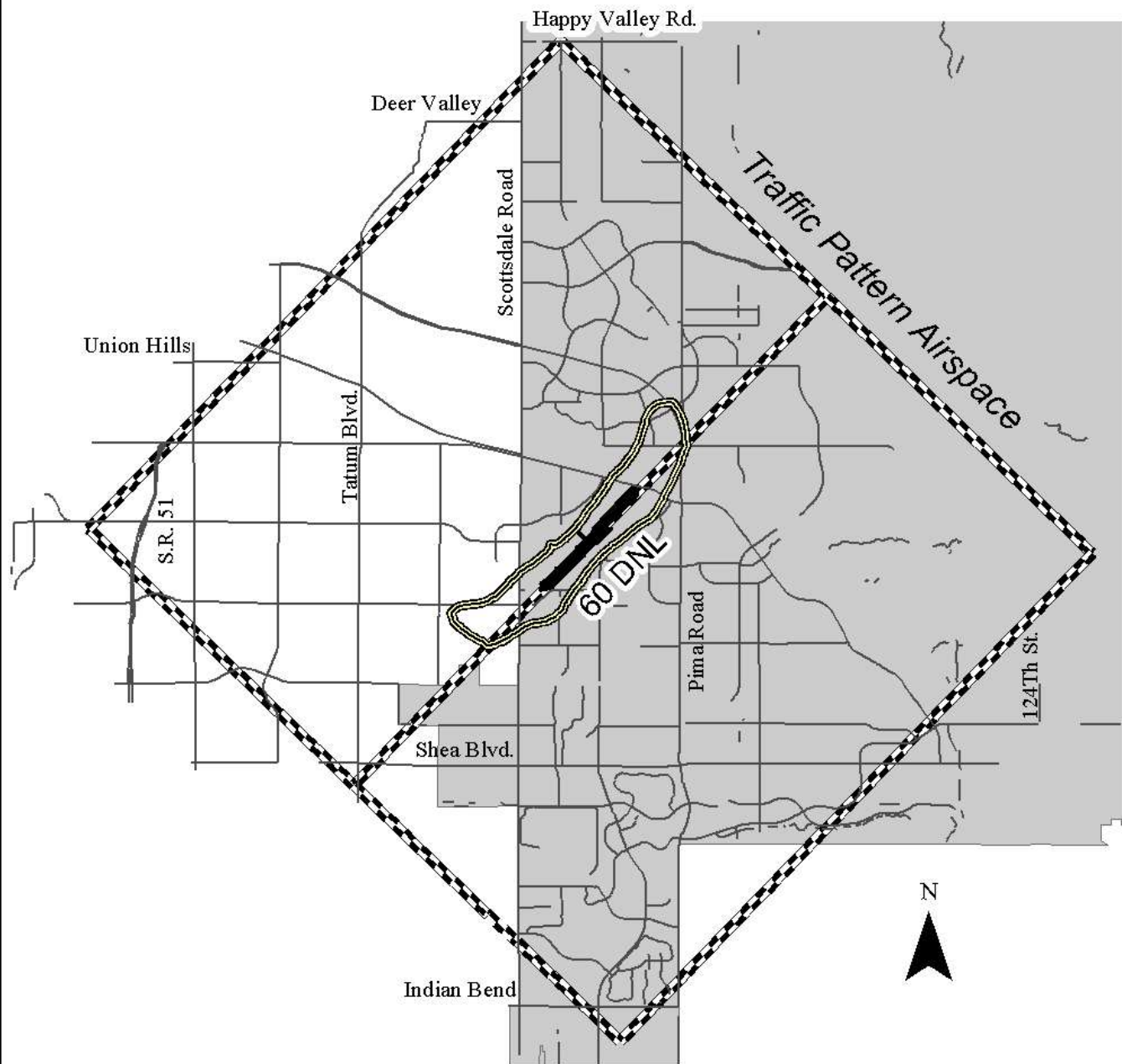


Area Of Detail



INSTRUCTIONS: Proposed temporary cranes or structures which exceed a height of 100:1 slope (100 ft horizontally for 1 foot vertically) from the nearest point of the runway must provide notice to the FAA via a 7460-1 form. Forms are available at the FAA Flight Standards District Office (480 419-0111) or the Scottsdale Airport Administration Office (480 312-2321).

Scottsdale Airport Traffic Pattern Airspace



Map Date: October 18, 2001

SAMPLE FAIR DISCLOSURE FOR DEVELOPMENT AROUND SCOTTSDALE AIRPORT

NOTICE TO PURCHASERS

OF PROXIMITY TO THE SCOTTSDALE AIRPORT

To include in CC&R's or disclosure notice:

Proximity to Airport.

Each Owner of a Lot in the Airport Influence Area identified in Chapter 5 of the Scottsdale Revised Code acknowledges that, as of the date of this notice:

(a) The Lot is close to the Scottsdale Airport (the "Airport"), located generally between Frank Lloyd Wright Boulevard on the north, Pima Road on the east, Thunderbird Road on the south and Scottsdale Road on the west.

(b) The Airport is operated as a general aviation reliever/commercial service airport for Scottsdale and North Phoenix, and used generally for airplanes, jets and helicopters.

(c) Aircraft using the Airport may fly over the Lot and adjacent properties at altitudes that vary for several reasons, including weather conditions, aircraft type, aircraft performance and pilot proficiency.

(d) The majority of takeoffs and landings occur between 6:00 a.m. and 11:00 p.m., but the Airport is open 24 hours each day, so takeoffs and landings may occur at any time.

(e) The number of takeoffs and landings at the Airport average approximately 400 each day, but that number varies and may increase.

(f) Aircraft using the Airport will generate noise, the volume, pitch, amount and frequency of which will vary for several reasons, including weather conditions, aircraft type, aircraft altitude and aircraft number.

(g) Airport management attempts to minimize aircraft noise and its influence on Lots in the Airport Influence Zone, but there is no guarantee that such attempts will be effective or remain in place.

The Owner accepts and assumes any and all risks, burdens and inconvenience caused by or associated with the Airport and its operations (including noise), and agrees not to assert or make any claim arising out of the Airport and its operations against the City of Scottsdale, its elected and appointed officials, officers, directors, commissioners, representatives, employees, and agents.

Any questions regarding the operation of the Airport can be directed to the Airport Administration office at 480-312-2321.

See City staff for official document. Signed documents accepted by City only after approval of legal description.

WHEN RECORDED, RETURN TO:

City of Scottsdale
One Stop Shop/Records
7447 E. Indian School Road, Suite 100
Scottsdale, AZ 85251

Exempt from Affidavit of Value
under A.R.S. § 11-1134(A)(2, 3)



**CITY OF SCOTTSDALE
AVIGATION EASEMENT**

Project No. _____

APN _____

FOR ONE DOLLAR (\$1.00) and other good and valuable consideration received _____ (collectively "Grantor") grants to the City of Scottsdale, an Arizona municipal corporation ("Grantee"), a perpetual, non-exclusive easement upon, over and across the parcel of land (the "Property") described on the legal description and the sketch attached hereto as Exhibits "A" and "B". The purpose of the easement is for a right of flight for aircraft in the airspace above the Property.

1. "Aircraft" means any manned or unmanned device that flies.
2. Without limitation, the right of flight includes the right to operate aircraft over and near the Property, and cause any noise, vibration, fumes, light, exhaust, odors, fuel vapor particles, electronic interference, dust, annoyances, nuisances, emissions, and any other effects relating to operating aircraft (collectively "Aircraft Effects").
3. All Aircraft Effects are included within the scope of the easement, including without limitation those that reach or affect the Property or improvements to the Property, interfere with other uses of the Property, annoy users of the Property, and are caused or made worse by any changes in the following:
 - 3.1 The size, number, method of propulsion, weight, noisiness, design, fuel, category, type or other characteristics of aircraft, and in any aircraft practices, laws, rules, policies, circumstances, customs, protocols or procedures.
 - 3.2 The airport size, orientation, configuration, location, runway length, improvements or other characteristics, and in any airport practices, laws, rules, policies, circumstances, customs, protocols or procedures.
 - 3.3 The flight paths, flight frequency, flight timing, airport operations, climbing and descending, altitudes, takeoff and landing, air traffic control, and in any related aircraft and airport practices, laws, rules, policies, circumstances, customs, protocols or procedures.

See City staff for official document. Signed documents accepted by City only after approval of legal description.

- 3.4 Grantor's or others' personal perceptions of Aircraft Effects or sensitivity to Aircraft Effects.
4. Grantor shall not cause or allow the Property to be used to discharge fumes; smoke; dust; or electronic, light, laser or other emissions, which may obstruct visibility or adversely affect or interfere with the operation of aircraft or any navigational facilities. No building, mast, tree, vegetation, or other thing upon the Property shall exceed Federal Aviation Administration approved height restrictions.
5. Grantor has been advised and understands that:
 - 5.1. All or a portion of the Property is located in a noise-influence area.
 - 5.2. Aircraft Effects might be annoying to users of the Property and might interfere with the unrestricted use and enjoyment of the Property.
 - 5.3. Aircraft Effects will likely increase over time.
6. Grantor waives all rights and claims that Grantor may ever have against, and agrees not to sue, Grantee regarding Aircraft Effects. Grantor makes its waivers and agreements for itself, its successors and assigns, in favor of Grantee, and all Grantee's officers, officials, employees, agents, lessees, permittees, invitees, successors and assigns.

Grantor warrants and covenants to Grantee and its successors and assigns that Grantor is lawfully seized and possessed of the Property; that Grantor has a good and lawful right to make the conveyance described herein; and that Grantee shall have title and quiet possession against the claims of all persons.

The person executing this document on behalf of a corporation, trust or other organization warrants his or her authority to do so and that all persons necessary to bind Grantor have joined in this document. This document runs with the land in favor of Grantee's successors and assigns.

DATED this _____ day of _____, 20____.

GRANTOR:

for _____

for _____

STATE OF ARIZONA)
) ss.



SCOTTSDALE AIRPARK FUEL DISPENSING INSTALLATION APPROVAL FORM

(Required for installation of an airpark aircraft fuel dispensing and storage facility)

PURPOSE: Scottsdale Airpark Rules and Regulations specify requirements relating to fueling, flammable fluids and safety in the airpark. Proposed installation plans for fuel dispensing facilities in the airpark must be reviewed and approved by airport staff to ensure compliance with all applicable laws, ordinances, rules and regulations. Airport approval is required prior to issuance of any other applicable City permits.

INSTRUCTIONS: Please complete Section A below and submit this form with a site plan, project description and system design for review and approval by Scottsdale Airport staff prior to final plans approval or fire department inspection. After project review, Airport staff will complete Section B and return the form to the Applicant at the specified address, fax, or email address.

Section A – To be completed by Applicant. Please “x” the boxes and complete the requested information as it applies to the project.



Applicant Name and Fuel Dispensing location:

Applicant: _____
Installation Address: _____
APN: _____
Authorized Representative: _____ Title: _____
Indicate where approval should be sent: _____



Specify the number of dispensing sites, tanks, capacity of each tank, and type of fuel:

| | <u>Tank 1 (Indicate capacity and fuel type below)</u> | <u>Tank 2 (Indicate capacity and fuel type below)</u> | <u>Tank 3 (Indicate capacity and fuel type below)</u> | <u>Tank 4 (Indicate capacity and fuel type below)</u> |
|--------------------------|---|---|---|---|
| <u>Dispensing Site 1</u> | | | | |
| <u>Dispensing Site 2</u> | | | | |
| <u>Dispensing Site 3</u> | | | | |



I have reviewed and understand the applicable sections of the Airpark Rules and Regulations including, without limitation, Article 500 pertaining to Fueling, Flammable Fluids, and Safety.

I certify that the statements made in this application are true and complete to the best of my knowledge. The undersigned representative certifies he/she is authorized to sign for the applicant.

David Megdal

Authorized Representative's Signature

Date signed

Return this completed form to: Airport Administration, 15000 N. Airport Drive, Suite 200, Scottsdale, AZ 85260

******Airport Administration Only******

Section B – To be completed by Airport Staff and returned to Applicant.

☐ Airport staff has reviewed the submitted information pertaining to (AP#)_____, and has determined the proposed project complies with current Airpark Rules and Regulations. Total gallons for the site: _____.

☐ Airport staff cannot approve this project based upon the submitted information. The proposed project must address the following stipulations before airport staff can approve the project:

Stipulations:

Attach copies of applicable documents

Approved Conditional Use Permit

Self-fueling Permit No. _____

Airport Director (or designee)

Date signed



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-AWP-10774-OE

Issued Date: 09/20/2021

David Megdal
Falcon Nest LLC
2810 N Church St
Suite 77051
Wilmington, DE 19802

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|------------|--|
| Structure: | Building Falcon Nest Hangar |
| Location: | Scottsdale, AZ |
| Latitude: | 33-37-42.84N NAD 83 |
| Longitude: | 111-54-07.71W |
| Heights: | 1499 feet site elevation (SE) 40 feet above ground level (AGL) 1539 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/20/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 20, 2021. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 30, 2021 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative

impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-10774-OE.

Signature Control No: 488695526-495093996

(DNH)

Steve Phillips

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Abbreviations

AGL - above ground level

AMSL - above mean sea level

RWY - runway

VFR - visual flight rules

IFR - instrument flight rules

NM - nautical mile

ASN- Aeronautical Study Number

CAT - category aircraft

MDA - minimum descent altitude

DA - decision altitude

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Proposed is a 40 foot AGL (1539 feet AMSL) building to be located approximately 949 feet southwest of the RWY 21 threshold at Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 feet AMSL.

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standards:

Section 77.19 (e) -- The Transitional Surface designated to prevent tall structures from being located at the edge of the primary and approach surfaces of an airport. The proposed structure would exceed the SDL RWY 03/21 Transitional Surface by 15 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: the proposed structure would exceed the SDL RWY 03/21 Transitional Surface by 15 feet. No objections were received from the public.

There are no effects on the VFR traffic pattern airspace.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL>. It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 12 August 2021 and no comments were received by 18 September 2021.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible VFR effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. In this case, the proposed project would exceed the SDL Part 77 Transitional Surface by a maximum of 15 feet. No objections were received from the public. No other VFR issues were identified and there are no IFR effects. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file an FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<http://oeaaa.faa.gov>). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.



