



# SCOTTSDALE AIRPORT FACTS

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## Scottsdale Airport: The "Plane" Tale

Scottsdale Airport is a popular destination for business and vacation travelers. Owned and operated by the City of Scottsdale, it's close to corporate offices, world-class resorts, retail, hotels, restaurants, residential areas, and golf courses. Scottsdale Airport is an ideal choice for vacationers and business travelers because it is near some of the city's annual signature events such as the Barrett-Jackson Classic Car Auction, FBR Open PGA golf tournament and the Scottsdale Arabian Horse Show.

The City of Scottsdale is known throughout the country as a community where quality of life and economic progress are synonymous. The outstanding facilities of the airport, the city lifestyle offered and the amenities of the Scottsdale area have attracted many businesses to the Airport/Airpark. These same facilities and amenities draw general aviation and corporate business travelers from all over the country to visit Scottsdale for business and recreational purposes. As Scottsdale develops into one of the major markets of the Southwest, Scottsdale Airport plays a key role in linking the Scottsdale economy to the Southeast and the nation.

## The "Plane" Background

With an average median temperature of 70 degrees, Scottsdale provides the country's best year-around flying conditions. Pilots enjoy an

average of 360 days a year using Visual Flight Rules (VFR), which attracts all types of flying activities and flight training. Scottsdale Airport is a general aviation reliever facility and is home to many corporate aircraft in the valley. Airport facilities are contained on approximately 300 acres of land in the north central part of Scottsdale, Arizona. Located 7 miles north of Scottsdale's downtown area, the airport is bounded by Frank Lloyd Wright Boulevard on the north, Thunderbird Road on the south, Scottsdale Road on the west and Hayden Road on the east.

The mission at the Scottsdale Airport is to provide users with a safe and secure aircraft operating environment.

## The "Plane" Trends

With approximately 200,000 takeoffs and landings a year, Scottsdale Airport is one of the busiest single runway facilities in the nation. In 1995, the Arizona Department of Transportation presented Scottsdale with the Arizona Airport of the Year award. In addition, "Professional Pilots Magazine" has rated our Fixed Base Operators located at the airport among the top 50 every year since 1993.

## The "Plane" Economic Benefits

Scottsdale Airport and its surrounding Commerce Airpark is a major economic asset for the City of Scottsdale. Centrally located in

Scottsdale's only industrial-zoned area, the airport and airpark are primary sources of employment. In 2005, the airpark area was headquarters to more than 30 national/regional corporations and home to nearly 2,200 small and medium-sized businesses with more than 42,000 jobs.

The regional economic contributions of aviation activities generated at Scottsdale Airport is approximately \$180 million per year. This impact originates from a variety of aviation-related activities including charter flight schools, general aviation activities, as well as travel and tourism. These aviation activities create "spin-off" impacts by providing jobs and support structure for other non-aviation businesses around the community and the state valued at \$3 billion.

Scottsdale Airport operates as an enterprise fund with the city, and functions self sufficiently without any general fund subsidy.

## The "Plane" History

Scottsdale Airport's history began in June 22, 1942, as Thunderbird Field II, a basic training facility for World War II Army Air Corps pilots. Since its inception, Thunderbird II graduated more than 5,500 students, a total three times greater than the entire total contemplated by the Air Forces' original expansion program.

*In 1995, the Arizona Department of Transportation presented Scottsdale with the Arizona Airport of the Year award.*

## The Airport at a Glance



Scottsdale Airport began in June 22, 1942, as Thunderbird Field II, a basic training facility for World War II Army Air Corps pilots.

In 1966, the City of Scottsdale purchased the airfield from the Arizona Conference of Seventh Day Adventists.

The first business jets landed at Scottsdale Airport in August 1967.

The first airpark tenant broke ground in August 1968.

The airport is open 24 hours a day.

More than 450 aircraft based at Scottsdale Airport, from single engine recreational planes to numerous corporate jets.

Runway: 03/21, 8,249 feet long, 100 feet wide.

The FAA control tower is open 6 a.m. to 9 p.m.

More than 10 million gallons of aviation fuel were pumped at SDL in 2004.

The most recent Noise Compatibility Study was completed in 2005.

The most recent Airport Master Plan for SDL was completed in 1997.

In addition, Thunderbird II pilots flew nearly 26,500,000 miles, more than 3,000 times around the world at the equator. Two years, three months and 24 days later it was deactivated.

Throughout World War II, Thunderbird II devoted its every facility to the training of more and more cadets. In spite of the intensified training, the field gained a widespread reputation for thoroughness of instruction and high caliber graduates.

After the war, Arizona State Teachers College (now Arizona State University in Tempe, Arizona) acquired the airport in order to implement its own aviation program. Distance from the college campus and cost of operating an aviation program soon convinced the college to abandon its plans.

The Arizona Conference of Seventh Day Adventists purchased the Airport in 1953 and established Thunderbird Academy. Former barracks became dormitories. Hangars were adapted to house a wood products industry and a vocation education center offering training in

mechanics, woodworking and welding. The airfield itself became a training field for missionary pilots. In 1963, in order to finance renovation of its physical facilities, the academy commissioned the first combined-use design of a clean industrial park surrounding an airport.

The City of Scottsdale acquired the airfield portion of the academy's property in 1966 and has continued to own and operate it since that time.

In 2004, there were more than 450 aircraft based at Scottsdale Airport, from single engine recreational planes to numerous corporate jets.

Approximately 200,000 takeoffs and landings occurred, making Scottsdale one of the busiest single-runway airports in the country, and the busiest corporate jet facility in the state. Scottsdale Airpark, the 2,600-acre commercial area that surrounds the airport, has become a national model for airport-based business parks. This model has been achieved through the efforts of numerous City of Scottsdale civic and community leaders. Several important factors have contributed to the success of the Scottsdale Airport/Airpark. The workforce within its boundaries has tripled in the past

*Scottsdale Airport is one of the busiest single-runway airports in the country...*

## Scottsdale Airport Frequently Asked Questions

*Who uses the Scottsdale Airport (SDL) today?*

There are numerous types of aircraft that utilize SDL, including single and multi-engined propeller-driven aircraft, jets, and helicopters operated by business pilots, recreational pilots, military, and flight students. The size of an aircraft is restricted to an operating weight of 75,000 pounds or less due to runway pavement restrictions.

*How do you measure Airport activity?*

Activity is measured in operations. One operation is a take-off or a landing. A common training maneuver called a "touch and go" is considered two operations.

*What are the benefits of having an Airport?*

Airports provide vital links for transportation services and a wide variety of aviation services that add value to the City of Scottsdale. Airports provide jobs and support city commerce.

*How big will the Airport get?*

Scottsdale Airport will only have one runway. Commercial development immediately surrounds the facility. Airport facilities are contained on approximately 300 acres of land, in the north central part of Scottsdale, Arizona.

*What's the difference between the Airport and the Airpark?*

Scottsdale Airport, operated by the City of Scottsdale is contained within 296 acres of land and includes the terminal building, runway and numerous facilities on the airport property. The Airpark is a commerce and industrial area surrounding the Airport and consists of privately owned businesses within approximately 2,500 acres.

*Why do planes fly over my house?*

There are several airports in the Phoenix metropolitan area: Phoenix Sky Harbor, Williams Gateway, Scottsdale, Phoenix Deer Valley, Glendale, Chandler, Mesa Falcon Field, Goodyear, Luke Air Force Base and other private airports. In fact, there are about sixteen airports in Maricopa County. The FAA regulates and classifies airspace throughout the Valley to separate air traffic both horizontally and vertically. It is inevitable that air traffic will occur over all areas of the Valley, however, overflights will occur more frequently if you reside closer to an airport flight pattern.

*What altitude should planes fly?*

Aircraft altitudes vary based upon many factors, including the type of airspace they are operating in; how many other aircraft are in the vicinity at any given time; weather conditions; distance of travel; flight training; and piloting. The Flight Standards District Office of the Federal Aviation Administration investigates specific low flying or unsafe flight incidents when you submit the details in writing. Please call 480-419-0111 between 7:30 a.m. - 4:00 p.m. to learn more about how to report such activities. Airport operators do not have jurisdiction over aircraft in flight.

*Why don't airplane owners get rid of those noisy jets?*

Aircraft owners manage their transportation budgets very much like automobile owners; they trade vehicles when it is economically advantageous to do so. For the commercial service airline fleets over 75,000 pounds, the U.S. Congress mandated a phase-out program designed to provide noise relief without imposing an undue economic burden on aircraft operators. Currently there is no legislation to require "hushkits" or phase out of jets under 75,000 lbs., which is the type of aircraft that operate at Scottsdale Airport. Federal Law prohibits new local noise abatement restrictions without first conducting a cost-benefit analysis following the 14 C.F.R. Part 161 requirements. Noise regulations enacted prior to 1991 are "grandfathered" and are allowed to remain in place. The 14 CFR Part 161 process requires airports to demonstrate how many residential or other incompatible uses will no longer be included inside the 65 DNL noise contour boundary by enacting the new noise regulation. In 2005, Scottsdale Airport analyzed the feasibility of completing a 14 CFR Part 161. Unfortunately, it was determined that it would be unsuccessful and would not be approved by the FAA.





*What causes planes to take off in the direction of my home?*

The prevailing wind at the runway determines the initial direction of flight. Often buildings, fences, trees, etc., will diminish wind effects in the surrounding neighborhoods, however, on the open area of the airport, wind at six knots or more usually make it necessary for aircraft to take off into the wind.

*How can citizens and government work together to significantly decrease aircraft noise in our community?*

Noise abatement is not a local issue and there is an ongoing nationwide dialog between the FAA, legislators, residents, citizens, industry and other advocacy groups. Significant noise reduction could come from new federal legislation regarding 1.) Hushkits of Stage II aircraft under 75,000 lbs. certificat-

ed weight or 2.) A review of the DNL noise metric and adoption of a lower noise threshold than 65DNL, 3.) Reducing the onerous requirements of the CFR Part 161 process.

*How can citizens get involved?*

Citizens can keep in touch on issues by attending the Airport Advisory Commission meetings. The Commission advises the City Council on policy matters relating to the operation of the airport, proposals for development, airport area land use, fees and safety concerns. The Commission meets on the second Wednesday of each month.

*What can I do to stay informed about Scottsdale Airport activities?*

In addition to attending the Airport Advisory Commission meetings, visit the airport website at [www.scottsdaleairport.com](http://www.scottsdaleairport.com) for current information and subscribe to an email

Scottsdale Airport Bulletin. For specific questions, please call 480-312-2321.

