

TOWN OF  
**QUEEN CREEK**  
ARIZONA

CU12-001 and SP12-002  
Pegasus Airpark Very Light Jets

Town Council  
April 18, 2012





# Pegasus Airpark

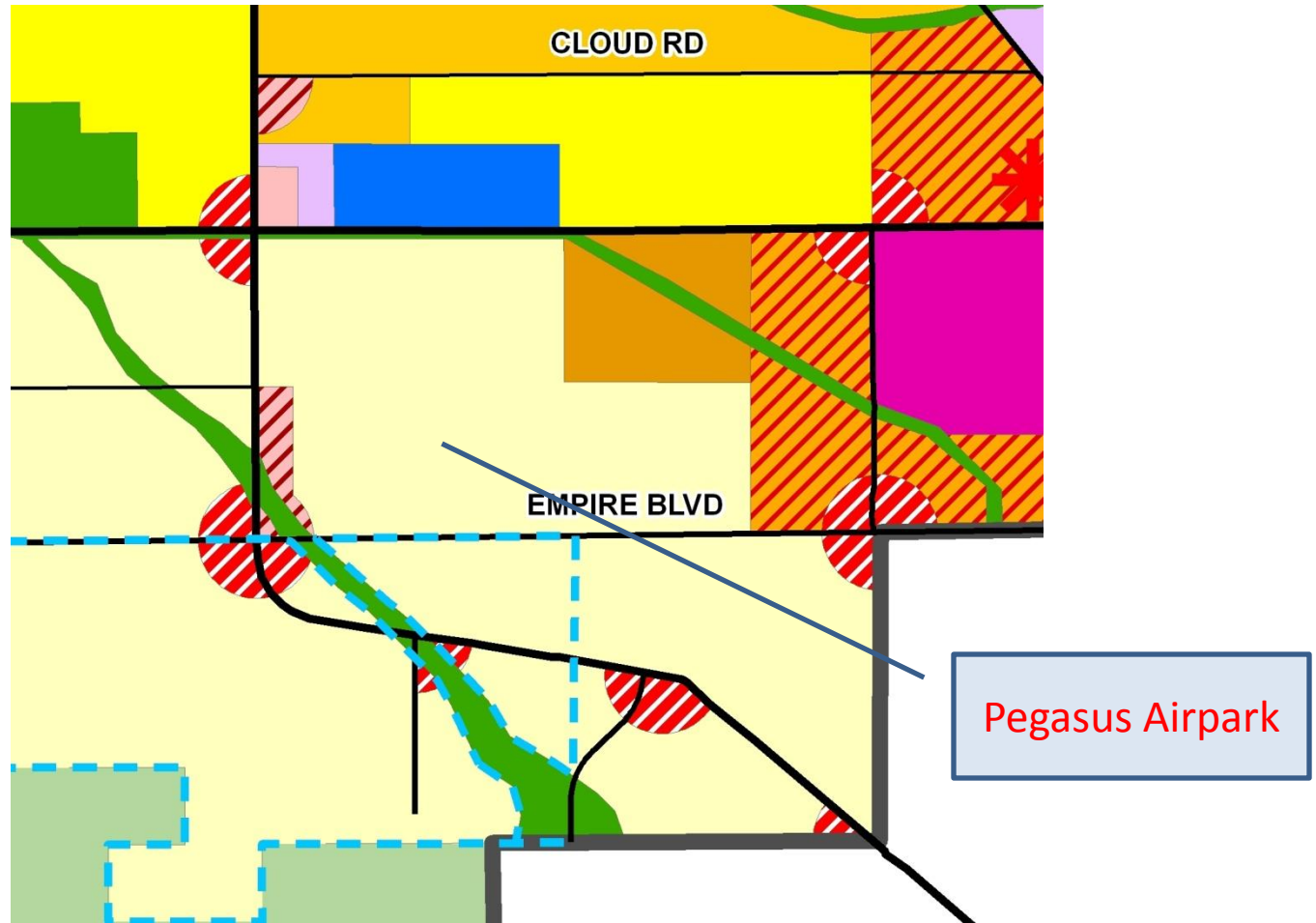
## Request for Very Light Jets

Case #  
SP12-002, CU12-001



# General Plan

## Very Low Density Residential (0-1 DU/AC)





# Pegasus History

- **June 20, 1994:** Town Council approves the Special Use Permit (Now called Conditional Use Permits, SU 07-94) for the airstrip at the Pegasus Airpark development, subject to conditions.
- **March 18, 1998:** Town Council approves an amendment to the Special Use Permit (SU 01-97) for the Fixed Base Operations which limited the number of aircraft to 225 and allowed for a 100 low lead aviation fuel tank.
- **June 6, 2007:** Town Council Approves Pegasus Airpark, Phase 5 Amended Plat (SD07-013) which reduced the number of aviation lots to 82.
- **October 15, 2008:** Town Council denied a request to allow very light jets and helicopters at Pegasus Airpark (CU08-020).



# Current Approval – SU01-97

- 225 aircraft maximum
- Piston powered aircraft
  - Less than 12,500 Pounds
  - Approach speed less than 121 knots
  - Wing span less than 79'
    - NOTE – These requirements are based on the FAA runway design requirements for a B-II Airport (private airport)
- Private use only by residents and Flight Association members and guests
- Noise restricted to 65 DNL (Day / Night Level) at the property line



# Prohibited Activities – SU01-97

- Commercial use of the airport for:
  - Air courier or air charter use
  - Scheduled air service
  - Air taxi operations
  - Commercial flight schools
  - Crop dusting
- Commercial fuel sales
  - AV Gas (100 octane aviation gasoline) sales to residents and guests users only via cardlock system
  - *Jet A fuel prohibited*
- “Touch and go” pilot training
- Use by *jets, turbo-jet* and ultra-light aircraft



# Proposed Changes

- Amend Stipulation 12
  - Allow use of turbine, turbo fan and jet engines as well as future propulsion technologies, provided the aircraft size and performance can comply with the current requirements
  - Require all turbine, turbo fan and jet engines to be FAA Stage Three compliant (most restrictive noise standard)



# Proposed Changes

- Amend Stipulation 14
  - Allow for installation of a Jet A fuel storage facility, similar to the existing AV Gas facility
- Staff Added Stipulations:
  - Location of Jet A fuel tank to be approved by staff
  - Allow use of Pegasus Airport by emergency service aircraft as needed for public safety purposes
  - Approval of a Proposition 207 waiver required





# Changes Not Proposed

- No changes to the aircraft size or performance standards
- No changes to prohibited commercial uses
- No change to approved number of aircraft – 225 maximum



# Currently Allowed Single Engine Aircraft



# Currently Allowed Twin Engine Aircraft





# Proposed Single Engine Turbo Prop





# Proposed Single Engine Very Light Jet



# Proposed Twin Engine Turbo Prop



# Proposed Twin Engine Very Light Jet





# Aircraft Comparison

Type	Description	Approval Status	Single Event Noise (dBA)
Beechcraft Bonanza	6 passenger, piston, single engine	Yes	67.8
Beechcraft Baron	4-6 passenger, piston, twin engines	Yes	72.1
Eclipse 500 Jet	4-5 passenger, jet, twin engine	No	54.9
Cessna Citation Encore	4-6 passenger, jet, twin engine	No	58.3





# Projected Aviation Growth

Projected Growth	2012	2017
Based Aircraft	41	66
Total Operations	4,059	6,534
DNL (65 max)	40-49	44-52.4

Note: Stellar Airpark 2011 – 39,055



# Noise Study



Location	Existing DNL	DNL 2012	DNL 2017	Maximum Allowable
A	39.2	40.5	45.2	65
B	41.2	44.4	48.5	65
C	38.2	40.2	44.0	65
D	44.6	46.2	50.4	65
E	46.8	49.0	52.4	65
F	39.6	40.8	45.5	65
G	41.8	44.7	48.8	65
H	38.8	40.8	44.7	65



# Public Input

- As of 5:00 p.m. today we have received:
  - 61 Emails
    - 42 in favor
    - 19 opposed
  - 6 Letters
    - 5 in favor
    - 1 opposed
- March 14 Planning Commission meeting
  - 14 speakers and cards in favor
  - 8 speakers and cards opposed



# Staff Recommendation

- Approval of CU12-001 and SP12-002 as described in the Conditions of Approval in the staff report
- Reasons for the staff recommendation
  - The number, size and performance of the aircraft proposed remains unchanged
  - The existing non-commercial use of the airport remains unchanged
  - New turbo-prop and very light jets provide the latest in aviation technology and safety
  - The new turbo-prop and very light jets are quieter





# Staff Recommendation

- Staff analysis and recommendations were forwarded to Coffman and Associates for their review
- Coffman and Associates are a nationally known aviation noise planning consulting firm
- March 5, 2012 letter concurs with the staff recommendation



# Planning Commission Recommendation

- Commission recommended approval 6-0, as proposed - with an additional condition:
  - The applicants to conduct an independent noise study every five years to ensure the airpark is noise compliant (does not exceed 65 DNL) as previously approved.



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Thank You

Questions?





# FAA Navigational Chart

