



**PEGASUS
AIRPARK**

**PROJECT NARRATIVE FOR PEGASUS AIRPARK PDA FOR
REMOVAL OF STIPULATIONS PROHIBITING JET AIRCRAFT,
HELICOPTERS, AND THE SALE OF JET FUEL**

**MODIFIED MAY 13, 2008 RESPONDING TO TOWN COMMENTS
IN LETTER DATED FEBRUARY 19, 2008
COMMENTS FOLLOW ORIGINAL NARRATIVE**

Pegasus Airpark is requesting a modification to the current stipulations that will allow jets and helicopters to be based and use Pegasus Airpark. This modification will have NO impact on the current noise constraints imposed by the stipulations today. Due to technological advances within the aerospace industry this modification will allow aircraft with acceptable noise signatures access to the airpark that previously did not exist.

This submittal is being made on behalf of the Pegasus Airpark Homeowners Association, the Pegasus Airpark Flight Association, and the Pegasus Aircraft Storage Condominium Association, requesting the removal of the stipulations prohibiting jet aircraft, helicopters, and the sale of jet fuel at Pegasus Airpark. These Stipulations were put in effect when Special Use Permit No 07-94 was issued on July 20, 1994 and revised to Special Use Permit SU01-97 issued on March 18, 1998.

Due to repeated requests from our residents, the issue of the Town Stipulations against jets and helicopters was brought up at the Association Meeting held on August 11, 2007. During this meeting it was discussed having those Stipulations removed and the overwhelming majorities were in favor of allowing jets and helicopters to be based at Pegasus Airpark. The residents feel this restriction is out dated, slowing down sales and delaying the build out of the Airpark, and it does not promote noise reduction or serve anyone's interests. The Airpark residents want to allow all categories of aircraft up to the 12,500 pound design limit to be able to use the Airpark for the following reasons.

After looking at official DB numbers we concluded that we can reduce the average DB (DNL) if we allowed jet powered aircraft under 12,500 pounds. This would be accomplished by allowing new quieter aircraft to replace some of the older louder aircraft while not changing the total number of aircraft allowed.

With the new modern aircraft (very quiet jets and small helicopters) the noise level generated is less than many piston powered prop airplanes. This improvement in noise reduction has come in recent years with the modernization

of the fan jet engine and the introduction of newly designed Jet Aircraft. Having a percentage of the total allowed aircraft based at Pegasus with a lower noise signature will undoubtedly reduce the overall noise level. Jet aircraft are certified to higher standards making them inherently safer aircraft. They have redundant systems, jet engines which are more reliable than piston engines, are typically twin engine aircraft, and are generally flown by more experienced pilots with more extensive training. They typically climb at a higher rate, which puts them at pattern altitude sooner, also reducing the noise signature.

Allowing jet aircraft up to the runway design weight of 12,500 pounds will keep the larger noisy aircraft out while letting a resident have for example one of the new Eclipse or Cessna Citation jets. The aircraft use at Pegasus is typically much lower than predicted by the Town's aviation consultant who stated that 50% of the aircraft based at Pegasus may fly every day. A poll of the current residents who have their aircraft based at Pegasus Airpark shows that the typical owner only fly's their plane once every one to two weeks and they feel a typical jet aircraft owner would fly once a week at most.

Helicopters can be quieter outside the Airpark than most single engine fixed wing aircraft that operate in and out of Pegasus today. Helicopters, if operated by noise conscious pilots, can ascent and descent at a much steeper angle than fixed wing aircraft therefore generating very little noise at the airpark boundaries if any at all. They can climb at a higher rate than fixed wing and that would allow them to reach pattern altitude while still over Pegasus property, further reducing the noise signature to residents near the airpark. Helicopters do not need a large traffic pattern and the FAA recommends that helicopters avoid the flow of fixed wing traffic. This typically allows helicopters to establish their own smaller traffic patterns which can avoid developed areas outside of Pegasus Airpark.

Medivac helicopters have used Pegasus on several occasions in the past when their pilots determined it was safer to land at Pegasus for an accident victim than to land at the accident site. The fact that Pegasus is bordering the San Tans makes it the perfect location for an emergency site in the event of a fire or other natural disaster.

Included in this application is a list of aircraft showing their noise signature. The noise level produced can be compared between aircraft and it shows the majority of the Light Jets put out less noise than some of the piston powered aircraft already using Pegasus. For example the takeoff noise level of an Eclipse 500 Jet is 54.9 dBA. A Cessna Citation Encore (twin J) is 58.3 dBA. Comparing that with a piston powered Beech A36 Bonanza (67.8 dBA) shows these jets are quieter on takeoff. Other factors such as speed and faster climb to altitude as mentioned earlier will further reduce the noise. On the helicopter side you can see the noise signature of a R-22 is also calculated to be less to the community than many piston propeller airplanes. The R-22 is a typical size of what we

would expect to see based at Pegasus. Furthermore a helicopter traffic pattern can be established that would keep traffic away from residential areas.

The Flight Association is also requesting the removal of the Stipulation against the sale of jet fuel at Pegasus Airpark. Jet Fuel is kerosene and has a lower flash point than gasoline making it less volatile. The flash point for gasoline is (-49F, -45C) degrees while Jet-A is (100F, 38C) degrees. This makes it safer in both storage and dispensing. Propeller driven aircraft such as the Beech King Air use Jet-A and there are newer designed diesel piston engines that also use Jet-A. Having Jet-A fuel available at Pegasus would reduce the amount of traffic for those aircraft that would have to make a special trip to another airport to purchase fuel. The Flight Association does not propose to install another fuel tank for Jet-A at this time, but is making the request so residents know it can be available for the future. As more and more aircraft are converted to the new engines there will come a time in the future when the consumption of Jet-A will rival aviation gasoline.

We would like to ask the town council to reconsider the original recommendations that were put in place 15 years ago due to technological advancements in the aviation industry with the sole intent to reduce noise, improve safety and fuel efficiency. The Pegasus Residents are the ones closest to the noise and they will control any loud abusive aircraft by normal HOA procedures and modifications to the Pegasus Airpark Operation and Safety Regulations. In no case will the originally agreed upon 65DNL at any boundary of the site be exceeded.

No landscaping plans included. This request does not involve any construction.

No sewer plans included. This request does not involve any construction.

No additional water is required. Removal of Stipulations has no effect on water usage.

No wastewater report included. Wastewater is not affected.

No traffic study included. Removal of Stipulations has no effect on road traffic.

Respectfully submitted on behalf of the three Pegasus Airpark Associations,



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Vice-president

Pegasus Airpark Homeowners Association
Pegasus Airpark Flight Association
Director
Pegasus Aircraft Storage Condominium Association

RESPONSE TO COMMENTS IN LETTER DATED FEBRUARY 19, 2008

1. Noise report to be submitted to the Town (Planning) to document current noise levels at the airport. This was a requirement of the original approval and I cannot locate any evidence that this has ever been complied with.

Pegasus Airpark had a noise study done by Armstrong Consultants. Study dated May 1, 2008 is included.

2. Determine an appropriate list of prohibited aircraft that would violate noise standards. These would probably include older military jets. Determine how this would be enforced.

This issue can be addressed by prohibiting jet aircraft from using Pegasus Airpark that do not meet Stage Three Noise Requirements. A list of jet aircraft that fall into that category is included with this submittal. It is not all inclusive but you can see it will restrict aircraft such as the older Lear jets with turbojet engines and loud war birds. Virtually all turbojet powered aircraft do not meet Stage three and newer modern jet aircraft are only manufactured with quieter fan jet engines. Notification will be made to all prospective lot and Hangar buyers through notices in the purchase contract, C C & R's and the Pegasus Airpark Operation and Safety Regulations. Enforcement will be through the C C & R's violation enforcement policies.

3. Determine and illustrate how helicopter operations would occur. It is not acceptable to operate helicopters from private homes. Identify areas on the airport where helicopters would operate.

All helicopter operations would be restricted to the main taxiways, runway, and hangar ramp area. No operations from private houses. Owners would be required to trailer their aircraft out to the main taxiway to avoid flight over or next to homes. Helicopter operations would also be prohibited from departing or arriving over adjacent property to the edge of Pegasus Airpark which will avoid low flights over the neighbors. Departures and arrivals to and from pattern altitude would be over Pegasus to reduce noise outside the Airpark. These procedures will be spelled out in the Pegasus Airpark Operation and Safety Regulations.

4. Ultra-lights would still be prohibited.

This was agreed to and does not require any change to the Stipulation prohibiting Ultra-Lights.

5. Be considerate in planning related to the presence of existing trails.

The location of public horse trails will be defined in the Pegasus Airpark Operation and Safety Regulations. A statement requiring helicopters to avoid flight over or in the vicinity of pedestrians and or horses will be added and require traffic patterns to be modified preventing flight over occupied public horse trails.