

FALCON FIELD AIRPORT
VEHICLE / PEDESTRIAN AIRFIELD ACCESS RULES AND REGULATIONS
Revised March 15, 2021

Purpose

Safety is a primary goal at Falcon Field Airport (Airport). This document is designed to promote airfield safety and minimize runway and taxiway incursions at Falcon Field Airport (Airport) by familiarizing airport tenants, users, contractors, FAA personnel, City employees, and any other authorized individuals or entities with the protocol to follow when walking or operating a motorized or non-motorized vehicle in the Air Operations Area (AOA). In addition, this document outlines the conditions and procedures for being allowed access to the AOA and Aircraft Movement Area (Movement Area).

Definitions

The airfield is divided into two parts: non-movement area and movement area. The non-movement area is often referred to as the ***Air Operations Area*** (AOA). The movement area is often referred to as the ***Aircraft Movement Area*** (Movement Area).

The AOA is the area of the Airport inside the fence designed to be used primarily for the movement of aircraft. It includes aircraft parking ramps and aprons and is NOT controlled by the air traffic control tower. Aircraft, vehicles (i.e. fire trucks, Airport service vehicles, tenant vehicles, bicycles, etc.) and pedestrians may move about in the AOA without clearance or communication with the air traffic control tower.

The Movement Area is defined as all taxiways and runways and is under the jurisdiction of the air traffic control tower (during the tower's hours of operation) and requires a clearance from air traffic control personnel prior to entering.

The boundary between the AOA and the Movement Area is called the non-movement area boundary and is defined by two yellow lines: one solid and one dashed. The solid line is located on the AOA side while the dashed yellow line is located on the Movement Area side.

Background

The City of Mesa (City) has installed a card-activated vehicle access control system at the Airport to authorize access to the AOA by authorized vehicles and pedestrians only.

Examples of authorized vehicles and pedestrians include, but may not be limited to: City employees, airport tenants, construction contractors (temporary use only), and FAA personnel.

Application of These Rules and Regulations

These rules and regulations, which may be amended from time to time, apply to all airport tenants, sub-tenants, contractors, FAA, City employees, their guests, employees, representatives, and invitees granted access onto the AOA, and anyone else who has been given access or gained access to the AOA.

Any codes, rules, regulations and laws of the City, Maricopa County, the State of Arizona, and the United States of America take precedence over these rules and regulations.

Conditions and Procedures for Issuing Access Cards

- A. Access cards will only be issued to individuals, ground lease tenants, or entities (Card Holders) who have a legitimate need to access the Aircraft Operations Area (AOA) through the vehicle access or pedestrian gates. Legitimate need is determined at the sole discretion of the City.
- B. Access cards will only be issued if a Tenant's financial account(s) with the City are current.
- C. Individual Card Holders will be issued a maximum of two access cards regardless of the number of leases and/or storage agreements that the Card Holder has with the City. The first card will be issued free of charge. However, a fee will be charged for the second card.
- D. Access cards for Airport ground lease tenants and their sub-tenants will only be issued to the ground lease tenant. Ground lease tenants will be issued a maximum of two access cards for themselves. A fee will be charged for each access card.
- E. If the Airport ground lease tenant is operating an aeronautical business, additional cards may be issued based upon the number of employees requiring access to the AOA. However, a fee will be charged for each access card.
- F. Airport ground lease tenants may also request access cards for their sub-tenants. If the hangar occupied by a sub-tenant is being used to store privately-owned aircraft, the ground lease tenant may request a maximum of two access cards for this sub-tenant. A fee will be charged for each access card and will be issued to the ground lease tenant only. The ground lease tenant will be required to provide the name of the sub-tenant that the access cards will be issued to and the hangar number/address of the hangar that the sub-tenant is occupying. When a sub-tenant vacates a hangar, the ground lease tenant is required to notify the Airport Administration Office at (480) 644-2450 or airport.info@mesaaz.gov within 30 days of the sub-tenant vacating the hangar.

- G. If the hangar is occupied by a sub-tenant who is operating an aeronautical business, the ground lease tenant may request access cards for these sub-tenants based upon the number of sub-tenant employees who require access to the AOA. A fee will be charged for each access card and will be issued to the ground lease tenant only. The ground lease tenant will be required to provide the name of the sub-tenant business that the access cards will be issued to and the hangar number/address of the hangar that the sub-tenant is occupying. When a sub-tenant vacates a hangar, the ground lease tenant is required to notify the Airport Administration Office at (480) 644-2450 or airport.info@mesaaz.gov within 30 days of the sub-tenant vacating the hangar.
- H. Flying clubs will be issued one (1) card per member up to a maximum of ten (10) cards, unless otherwise approved by the Airport Director. A fee will be charged for each access card. In order to be issued a card, the Card Holder must be listed as a current member on the Arizona Corporation Commission records for the flying club.
- I. Card Holders are responsible for all activities, actions, and behavior of their sub-tenants, guests, employees, contractors, representatives, and invitees granted access onto the AOA by the Card Holder.
- J. Access cards are the property of the City and shall be returned upon lease termination, or when, in the sole discretion of the City, the Card Holder no longer has a legitimate need or authorization to access the AOA. Access cards will be de-activated when the Card Holder's lease or storage agreement ends.
- K. Card Holders, their guests, employees, contractors, representatives, and invitees granted access onto the AOA shall hold the City, its elected officials, employees, contractors, and representatives harmless in the event of damage or destruction of property, bodily injury, or death caused as a result of Card Holder's, their guests', employees', contractors', representatives', or invitees' actions in the AOA and the Movement Area.
- L. Card Holders, their guests, employees, representatives, and invitees granted access onto the AOA will make every effort to comply with the Falcon Field Airport Recommended Noise Abatement Procedures as identified in the Falcon Field Task Force Mission, Goals & Recommended Strategies (see Exhibit A), safety permitting.
- M. All Card Holders, their sub-tenants, guests, employees, contractors, representatives, and all other invitees granted access onto the AOA must comply with the Vehicle/Pedestrian Airfield Access Rules and Regulations and all applicable Airport, local, state, and federal rules and regulations, as may be amended from time to time.

AOA Access Rules

- A. In order to minimize potential liability for allowing access to the AOA to an unauthorized party, **Card Holders must stop and wait until the access control gate closes completely behind them.** Card Holders are responsible for the actions of any other party that enters the AOA or Movement Area through a gate at the same time as the Cardholder. In addition, Cardholders are responsible for any wildlife (coyotes, dogs, javelinas, etc.) that enter the AOA or Movement Area through a gate because the Cardholder did not stop and wait until the access control gate closed completely behind them.
- B. Ground lease tenants, regardless of whether or not they are Card Holders, are responsible for their actions and the actions of any other party that enters the AOA or Movement Area through a gate on or near their leased premises that is controlled by them. In addition, they are responsible for any wildlife (coyotes, dogs, javelinas, etc.) that enter the AOA or Movement Area through a gate on or near their leased premises that is controlled by them.
- C. Card Holders shall present their access card for review upon request by the Airport Director or his/her authorized representative(s).
- D. Anyone who operates a motorized vehicle within the AOA must possess a valid driver's license and vehicle insurance, as required by Arizona State law.
- E. The maximum speed limit in the AOA is **15 miles per hour.**
- F. Card Holders, their guests, employees contractors, representatives, and invitees shall obey all signage on the Airport.
- G. Aircraft shall always be given the right-of-way.
- H. Card Holders, their guests, employees, contractors, representatives, and invitees shall not park in a hangar or tie down that is not rented to them and shall not block access to someone else's aircraft.
- I. Vehicles without current registrations, boats, motor homes, trailers, semi-trucks, or any other non-aeronautical vehicles or equipment other than personal vehicles used to drive to and from the airport, may not be parked within the AOA or inside a City-owned hangar.
- J. Card Holders may park their vehicle in designated temporary parking areas for a maximum of two weeks (14 days) unless otherwise approved in advance by the Airport

Director or his/her designee. Any vehicle, that has been parked at the Airport for more than 14 days will be tagged with a written notification for removal which will be placed on the vehicle. Failure to remove the vehicle from the Airport will result in the vehicle being towed at the owner's expense.

- K. Access to the Movement Area is restricted to City vehicles **only** or vehicles authorized by the Airport Director or his/her designee (see Exhibit B Airport Layout Diagram).

Lost or Stolen Access Cards

Lost or stolen access cards shall be reported to the Airport Administration Office, located at 4800 East Falcon Drive, Mesa AZ 85215, by calling (480) 644-2450, or by sending an email to airport.info@mesaaz.gov.

Access Gate Malfunctions

Report access gate malfunctions to the Airport Administration Office at (480) 644-2450 or by calling the telephone number that is posted on or near the gates so that the gate can be repaired as soon as possible.

Violations

- A. Card Holders who do not comply with these rules and regulations may have their access card privileges denied, suspended, or revoked at the sole discretion of the City.
- B. Card Holders shall be solely responsible for any fines, fees, or penalties imposed by the City, county, state, or federal government upon him/her, Card Holder's guests, employees, representatives, and/or invitees as a result of their actions while in the AOA or Movement Area.

These revised Vehicle/Pedestrian Airfield Access Rules and Regulations were approved by Corinne Nystrom, A.A.E., Airport Director on March 15, 2021.

EXHIBIT A

Falcon Field Task Force Mission, Goals & Recommended Strategies

MISSION

To suggest reasonable compromises that balance and respond to varying interests regarding how aircraft operations should be conducted at Falcon Field while ensuring the airport's long-term success.

GOALS

1. Update Falcon Field's business/economic plan to ensure the airport remains financially stable, that businesses continue to thrive, and while also ensuring recommendations that protect the historical recreational uses at Falcon Field.
2. Identify reasonable ways for aviation academies and flight training schools to meet their business needs while responding to community concerns about flight training operations.
3. Seek reasonable ways to mitigate community safety and noise concerns.
4. Set reasonable procedures and/or expectations for Falcon Field and ensure all airport users are well informed and responsive to these agreed upon standards.

STRATEGIES

By consensus, the task force recommends the strategies below be completed within the framework of these guiding principles: a) Recommendations need to be acceptable to the City and the Federal Aviation Administration (FAA); b) Rules must be reasonable and seek to balance community concerns and the needs of airport businesses; and c) All operational procedures and guidelines being proposed are to be followed to the maximum extent possible.

1. Work with FAA to create an expectation that (safety and weather permitting) training operations use the north runway (4L/22R) to fullest extent possible.
2. Work with FAA to provide priority of south runway (4R/22L) for non-training general aviation (i.e. recreational, business) and corporate aircraft uses.
Note: Primary reason for items 1 & 2 is to seek more efficient (cutting down on waiting times in the cue) arrivals and departures for corporate and other non-training operations at Falcon.
3. Expect that there will be no repetitive training operations at Falcon Field between 10 p.m. and 5:30 a.m. to the fullest extent possible and that all transient training flights (flights that originate from other airports) are discouraged during this time period.

4. Work with FAA to maximize use of the “calm wind” preferred runways of 4L/4R. Note: calm wind refers to use of a preferred runway when weather conditions permit. Runways 4L/4R are selected as preferred because they allow aircraft to minimize impacts to residential areas by flying over the Longbow golf course, industrial areas, and the Salt River.
5. Encourage pilots, including those who are receiving flight training, to always fly tight patterns (for example, as close of a pattern to the airport as possible or $\frac{3}{4}$ - to one-mile down wind) and to approach the runways when landing at or above the downward sloping path that is provided by the precision approach path indicator (PAPI) landing aid system.
6. Expect that RPM adjustments on aircraft engines are made smoothly and slowly to avoid creating a sudden noise event.
7. Departing aircraft will be expected to climb at V_y (i.e. in an altitude as quickly as possible) until reaching pattern altitude of 2400 ft.
8. Maintain a minimum of 1000’ above ground when flying overpopulated areas, except when landing or taking off. Note: Task force’s goal is to expect users to adhere to FAA regulations.
9. In accordance with FAR 91.119, training procedures that simulate an engine failure will be practiced only when there is no doubt that the aircraft can make a safe landing on the runway in the event an actual engine failure occurs.
10. Re-establish and emphasize the firm expectation that takeoffs must be completed according to the established Falcon Field noise abatement procedures.
11. Expedite construction of 4R runway run-up area expansion to eliminate the need for Sabena to first taxi to Runway 22L (north) and then taxi to runway 4R (south) in order to use the preferred calm wind takeoff runway on 4R. Note: goal here is to make these run-up operations as seamless as possible as a way to further encourage regular use of the preferred runway.
12. Expedite the improvements along the shoulder areas on runway 4L-22R in order to exceed safety standards and to serve as another way to encourage all Sabena training schools to use this north runway for student operations.
13. Identify who is flying into and out of Falcon Field via City data collection. Note: this is public information and is available through the FAA air traffic control. The goal is to better understand who is flying into and out of Falcon Field and as a way to identify patterns that generate complaints and in order to pursue further constructive discussions with the pilots and/or FAA, when warranted.
14. Work with the FAA to explore raising the minimum descent altitude for the non-directional beacon (NDB) approach into Falcon Field. Note: this is an instrument on the ground that pilots use when practicing approaches to Falcon.
15. Initiate an educational effort and extensive mailing campaign to all Arizona General Aviation airports, flight schools, flight publications, Airport/Facility Directory SW, dissemination to aviation groups, use of FAA pilot messages (ATIS or AWOS), bulletins to on-base pilots to and other users to make them aware of Falcon’s operational expectations, particularly those occurring after tower operating hours.

16. Establish creative programs to positively reinforce those who follow noise abatement and flight safety rules and to help the City create a culture of compliance with these rules and holding each other accountable in constructive ways.
17. Work with FAA tower to ensure good communication. Tower should be asked to record an ATIS message at the end of the tower day that reminds aircraft operators to use the preferred runway (4R) when weather permits, and to remind them that, to the fullest extent possible, no repetitive flight training operations (such as touch and go's or stop and go's) should be conducted between 10 p.m. and 5:30 a.m., and that all aircraft training flights that originate at other airports are discouraged during this time period.
18. Acquire an automated surface operating system (ASOS) to advise pilots of current weather conditions on the airport.
19. Submit to the Arizona Department of Real Estate an updated Public Airport Disclosure Map that accurately reflects current traffic pattern airspace boundaries.
20. Place full priority on pursuing the task force's consensus recommendations first. If additional tools, information and/or cooperation required, consider conducting a Part 150 study.

LEGEND

Non-Movement Area Boundary Line



The non-movement area boundary lines separate the movement from the non-movement regions of the airfield. Movement areas require approval from the FAA control tower prior to entry.

Authorized Vehicle Service Road

The Vehicle Service Road provides *Card Holders* with permitted access to safely connect between the north and south side(s) of the Airport. No special permission is required to gain access to the Vehicle Service Road.

Air Operations Area



The air operations area is any area of the airport that is located within the airport fenced areas and is used or designed to be used for the movement of aircraft. Access is limited to authorized tenants and personnel only. Airport tenants are responsible for the actions of their guests while in the air operations area.

