



Minutes Tempe Aviation Commission August 12, 2008

Minutes of the Tempe Aviation Commission meeting held on August 12, 2008, 6:30 p.m., at the Public Works Conference Room, Garden Level, City Hall Complex, 31 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Gary Goren
Gloria Regensberg
Curtis Ritland
Alyson Star
Connie Thompson
Edwin R. Wiggington

(MEMBERS) Absent:

Ross Meyer
William Justus
David Swanson (Vice Chair)
Duane Washkowiak (Chair)

City Staff Present:

Oddvar Tveit, Environmental Quality
Specialist, Water Utilities
Department

Guests Present

Randy Payne, Noise Manager, City of
Phoenix Aviation
Department

Meeting convened at 6:47 p.m.

In both the Chair's and the Vice Chair's absence Edwin called the meeting to order.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 2 – Consideration of Meeting Minutes (May 13, 2008 and June 10, 2008)

Edwin asked the members for comments to the minutes. The attending members had no suggestions for corrections or amendments to the minutes from previous meetings in May and June. No action was taken on the minutes due to a lack of a quorum.

Agenda Item 3 – Updates From Staff

Noise Map:

Staff was asked about the map requested by Bob Whitworth, (PHX ATCT), of noise sensitive areas in Tempe. Staff was exploring available electronic mapping information tools to identify institutions particularly sensitive to noise within the City, and with a Sky Harbor map from 1973 where noise sensitive areas in Tempe were depicted; the plan was to generate a map of areas colored according to noise sensitivity, that could be displayed on monitors in the PHX tower.

Announcements:

The TAVCO Chair had been scheduled to address the City Council on the September 18th 2008 Council Issue Review Session. The PAUWG was having their next regular meeting on Thursday August 14th, 2008. 9:00 a.m. The next orientation for new board and commission members were scheduled to take place September 23, 2008. On the Thursday August 14th Council meeting agenda a proposal to contract with QED to do an aircraft noise study was included.

Average Departure Altitudes

Upon request to add variations in lowest and highest climb altitudes to the west of the airport, staff presented a follow up on the presentation from the June 10th 2008 meeting that compared the east and west departure altitude variations. On average the variations between highest and lowest altitudes 3 miles after take off point were the same as for departures to the east. Gary commented that airlines needed to get up 1400 feet after a couple of miles to comply with engine out requirements.

Follow up: Staff would look into available data for the lowest departures registered in 2000, 2001 and 2003, and if there had been any departure frequency change east-west beyond the normal seasonal change.

Agenda Item 4 – Updates from the City of Phoenix Aviation Department:

Randy introduced himself to the members and stated that departure activity had gone more towards the west the last 3 months, up to 60%. Over the year it gets close to the IGA requirement of 50% going east and 50% going west. The airport was in the process of signing a new contract with ERA that included upgrading the noise monitoring system. The current analog system from 1996 would be replaced by a digital system. The airport had worked with Tempe staff to get the monitor at Thew Elementary back on line and the connection to the monitor at the Curry Road fire station had to be reconnected several times because of road excavations. There had been a drop in passenger and operation levels, fewer departures by American Airlines MD 80s had given noise impact reductions. The new contract with ERA would not include adding new noise monitors. The appropriate number and locations for noise monitors could be addressed when a new Part 150 study for the airport is done. The scheduling of the study had been changing with the airport's economic situation. The study was now on schedule for 2011. The members briefly addressed Southwest operations close to and over 5th street, and discussed how west-flow approaches were impacted by the airlines' efforts to get on-time to gates facing south, close to the center runway.

Agenda Item 5 – A regional approach to address the airport situation;

Staff talked about the last regional initiative to come up with a system plan for future aviation development. The "Preferred Scenario" to the MAG Regional Aviation System Plan (RASP) Technical Advisory Committee and a minority report from the Committee that was written by Tempe had been distributed to the members. Staff informed the members about the alternative that the Committee majority recommended in 2004 and the subsequent meeting by the MAG RASP Policy Committee in 2006 where the report was discussed, but where members of the Policy Committee took exceptions to the recommended scenario. The scenario was used by Governor's Advisory Council on Aviation to identify airport projects recommended for the MAG-region. At the time MAG indicated that regional aviation system planning would be discontinued. The members asked questions about the projects discussed for the Phoenix-Mesa Gateway Airport, and about the City of Phoenix getting involved and joining the Gateway airport authority in 2006. Randy explained that Phoenix was an authority

board member, with about 30% ownership. Assistance was given on marketing before the City entered the board. Questions were asked on what additional commercial airline activity the airport could generate, with regard pilot training, education and additional airline service. Members also asked about Allegiant Air's current operations out of Phoenix-Mesa Gateway Airport.

Agenda Item 6 – Noise impact from airport operations, what parameters to apply to determine acceptable noise levels

Gary asked Randy about airports that had set such levels. Randy explained about the community noise equivalent level standard used by California airports prior to ANCA (The Airport Noise and Capacity Act of 1990) that included a 5 dB penalty for aircraft noise during evening hours (7:00 p.m. – 10 p.m.). With ANCA airports had to apply the DNL (Ldn) standard that has a 10 dB penalty for night-time noise only (10:00 p.m. to 07:00 p.m.). He explained what the airport does in monitoring how aircraft operate, and focused on the track charts pilots use that have noise sensitive residential areas around valley airports marked in yellow. As residential development have expanded in the Phoenix area the Aviation Department had been reminding FAA that the map colors need to be updated to give pilots correct information about where the residential areas were located and enable flying at higher altitudes over those areas, which is required by FAA regulations.

Agenda Item 7 – Commissioners' Business (topics for future discussion)

Gary suggested a discussion of how to proceed to get the environmental problem of fuel contamination from aircraft operations assessed.

Agenda Item 8 – Schedule Next TAVCO Meeting

The next meeting was not scheduled. Staff was asked to facilitate for enough members to be present at a next meeting to ensure that the quorum requirement would be met.

Agenda Item 9 – Adjournment

The meeting was adjourned at 8:02 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

Authorized Signature
Water Utilities Department Manager