



Minutes Tempe Aviation Commission February 10, 2010

Minutes of the Tempe Aviation Commission meeting held on February 10, 2010, 6:30 p.m., at the Public Works Conference Room, Garden Level, City Hall Complex, 31 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Sally Clements
Dick Collins
Tara Ellman
Karyn Gitlis
Curtis Ritland (On Phone)
Alyson Star
Barbara Sherman (Vice Chair)
David Swanson (Chair)

City Staff Present:

Oddvar Tveit, Environmental Quality
Specialist

Meeting convened at 6:36 p.m.
David called the meeting to order.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 2 – Consideration of Meeting Minutes (January 12th, 2010)

Barbara moved to approve the January meeting minutes. Tara seconded the motion, and the minutes were approved by a unanimous vote.

Agenda Item 4 – Electronic Distribution List

Staff had distributed a list of information topics residents could subscribe to, and reminded members about the suggestion made at the January meeting to discuss a recommendation to provide residents with a listserv for aviation. The members briefly discussed what the purpose of a listserv would be, what information it should contain, and how to go about the City creating a subscription option on the City web site. Barbara moved to have staff investigate what is required for the City to provide a listserv for aviation. Dick seconded the motion. The motion passed by a unanimous vote.

Agenda Item 3 – Updates From Staff

PAUWG Meeting:

The first quarterly meeting of the year is taking place at the North Tempe Multi Generational Center February 18, 2010, the meeting is starting at 9:00 a.m.

Wild Life Strike Article

Staff had been asked to research an article in the media suggesting that the annual increase in reported wild life strikes at U.S. airport could reach 10,000 in 2010. Annually reported wild life strikes from 1990 through 2008 for all US airports and for Sky Harbor was displayed and discussed. Reported strikes at Sky Harbor had varied over the years, and peaked in 2000 with 97 and has been declining since 2005. Nationally, a steady annual increase had taken place since 1990 with a peak in 2007 when 7,734 wildlife strikes were reported.

Compliance Summary for 2009

Departure compliance rates for major airlines and the general compliance rates for the year were presented to the members. Phoenix 4-DME Gate compliance was at 98%, a record high, while Tempe Corridor compliance was down below 50%, a trend that started in 2007. The airlines seem to be more effective in applying RNAV procedures, resulting in departures to the east consistently following the heading towards the first waypoint on a departure route. This brings a large portion of jets using the center and south runways in conflict with the west-end of the south wall of the Tempe Corridor compliance measure. The Corridor design was based on now abandoned SID procedures that required planes to start converging towards the river bottom after take off, and was in place when the airport had 2 runways and a lower hourly capacity than today. Current procedures for carrier departures to the east delay any converging maneuvers until the planes reach specific RNAV waypoints, (ZILLA , TRAGZ or PRIMY) or a specific altitude (1550'). US Airways/AWE is the best performing large airline considering its large volume of operations at Sky Harbor. The annual split in departures east and west of the airport was also shown with separate calculation of the annual split for nighttime departures, which percentage over the years has been to Tempe residents' disadvantage. About 60% of jets go east during the period from 10:00 p.m. until 7:00 a.m., which includes busy morning hours. Complaints received during 2009 and sound levels (Ldn A) for 2009 were also shown and commented on by the members.

Draft Supplemental EA for runways safety area for Runway 25L.

Staff also addressed the draft supplement to the US Army Corps of Engineers final Environmental Assessment for the Runway Safety Area (RSA) expansion at the east end of the south runway (Runway 25L). The draft has been out for public hearing and the RSA project includes construction of an embankment and extensive excavations in the river bottom below the embankment to compensate for the narrowing of the Salt River floodplain. Issues brought to the members attention were mitigation of potential impacts to the floodplain and to reduce temporary increases in emissions due to dust from the excavation, deposits, recycling of material, embankment construction, and storm water contamination prevention. Minor increases in noise and emissions are projected during the construction period. Because this is a project exclusively related to safety and not increasing airport capacity, no induced impacts are expected. However, other development projects are listed in the draft, including the people mover ("Sky Train") project, which makes cumulative environmental impacts an issue and mitigation particularly of dust generation during construction important, considering the region's efforts to reach and maintain attainment with the national PM-10 emission standard.

Curt left the meeting at 7:58 p.m.

The members asked questions about the need for a supplemental EA and expressed concerns about the uncertainties as to how the scheduling of this project and other projects at the airport

may impact local particulate concentrations measured by monitors located farther downstream the riverbed area at the Durango Curve and 43rd Avenue.

Agenda Item 5 – GAO Report

The members discussed the report from the Government Accountability Office, and its recommendation to review the federal airport planning process and integrate Regional Airport System Plans (RASPs) by having the FAA support projects proposed in local RASPs. Staff talked about how the RASP planning process, which ended in 2006 for members of Maricopa Association of Governments (MAG), was included in the report from the Government Accountability Office. Members asked questions and highlighted what they found of interest in the report, e.g. successes achieved at Boston Logan as a model solution for airport development.

Barbara moved that the City's efforts during the last MAG RASP process, particularly staff's and the present Mayors' efforts in the MAG RASP to promote the need for an airspace analysis of the airport development alternatives in the plan, and standing up for Tempe residents' interests, should be acknowledged in a letter from the Commission. Karyn seconded the motion. The motion passed by a unanimous vote.

Agenda Item 6 – Commissioners' Business (topics for future discussion)

The members asked about the scheduling of the next Council Transportation Committee meeting, and how the topic suggested by the Commission was to be presented to the Committee.

Agenda Item 7 – Schedule Next TAVCO Meeting

The next meeting was scheduled for March 9, 2010.

Agenda Item 8 – Adjournment

The meeting was adjourned at 8:18 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

Authorized Signature
Water Utilities Department Manager