



Minutes Tempe Aviation Commission May 11, 2010

Minutes of the Tempe Aviation Commission meeting held on May 11, 2010, 6:30 p.m., at the Public Works Conference Room, Garden Level, City Hall Complex, 31 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

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

(MEMBERS) Absent:

Eric Fitzer
Sally Clements

Guests Present:

Randy Payne, Program Manager, City of Phoenix
Bob Whitworth, PHX ATCT Manger

City Staff Present:

Oddvar Tveit, Environmental Quality Specialist

Meeting convened at 6:41 p.m.
David called the meeting to order.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 4 – Updates from PHX

Bob Whitworth informed the members about taxiway projects at Sky Harbor. Taxiway B rehabilitation is completed, and taxiway R, one of the airport's three taxiways that connect the north and the south side of the airport, is closed and will remain closed for 6 months. Runway closures are planned for October 1, 2010 for the south runway, (7R/25L), and when construction is completed, the center runway, (7L/25R), will be closed. Bob explained how runway operations will be conducted when one of the three runways is closed. A slight reduction in the airlines' flight schedules is expected. With only two runways in operations, Tempe residents might be noticing an increase in separation between departing planes during morning hours.

U.S. Airways has notified PHX ATC about a planned increase of up to 25 additional flights on the two nights preceding upcoming holidays; Memorial Day, July 4, Labor Day. This will increase night arrivals between 9:00 – 12:00 p.m.

Tower training of new controllers is almost complete. Responding to a question about staff involved with Phoenix-Mesa Gateway. Bob mentioned that Curt Faulk, curt.faulk@faa.gov at 602-306-2514, was involved. He is the PHX TRACON manager for procedures, and is involved in IWA air traffic operations as they relate to impacts on the airspace system. With regard to east and west flow for departures, PHX ATCT favors west flow because there are no operational restrictions going west over Phoenix. The noise sensitive areas map developed upon request from Bob, has resulted in heightened awareness by tower controllers about where to direct the planes to avoid residential areas compared to a year ago. With regard to future capacity needs with an economic rebound, Bob stated that he was looking for improvements to make better use of the existing runways rather than asking for more runway capacity. As an example, he mentioned the construction of taxiway H-5 and G-5 connectors that would help to get planes off the south runway faster after landing. 45-50 go-around operations a month are the result of planes missing the first exit after landing and having to taxi 2,000 feet farther down the runway. This is forcing the next plane coming in to abort the landing and go around over Phoenix or Tempe to make a new approach. Upon a suggestion from the chair, Bob agreed that as far as FAA's legal guidelines would allow him to go, he could help facilitate a discussion with the two cities about opportunities new technologies give ATC in dealing with noise. Initiatives for staging such a discussion would have to wait until after the ongoing and upcoming projects that impact operations are completed. With visual separation of departures, which is a unique way of directing planes at Sky Harbor, planes are staged on the ground according to what navigational fix they are heading for directly after take-off. If one plane is heading for the northeast fix, the following plane will be heading for the south fix, and the third would be heading straight out making planes split at 4-DME. The pilots have to have the plane ahead in sight and with information about where this plane is heading, before being cleared for take off, which under visual flight rules, shifts the responsibility for plane's separation from the air traffic controller to the pilot. With visual separation, the air traffic controller only needs to have one plane airborne and a minimum of 6,000 feet of runway cleared between departures, typically resulting in a 30-36 second intervals between departing planes at Sky Harbor. Assigning an RNAV departure under instrument rules would mean that the separation between planes would increase, perhaps up to 4 miles. The benefit of RNAV is that planes can navigate more accurately after take off. Sky Harbor is ahead on implementing RNAV for routing arrivals to the airport. The agency had been working with airlines eager to make use of RNAV to save fuel costs.

Bob had been in an interview with David Ramirez on 1480kphx talk show radio channel. The program, "Airtime with Sky Harbor" was on for Sunday May 16th at 10:00 a.m.

Randy Payne talked about the FAA's implementation of runway status light programs at 20 airports nation-wide including Sky Harbor. This is a "traffic light" system for runways linked to the airport's new ASDE-X surface-movement radar surveillance system. This project will result in runway closures later this year. The replacement of the noise monitoring system completed last year, was tested and accepted by the airport last month. The upgrade includes two calibrations per year, and the airport is going to examine thresholds for aircraft noise identification at some of the sites in Tempe to make sure they are properly set to filter out ambient noise. Randy explained the cost of making changes to the system after concerns were raised over the location of some sites in Tempe expressed in the QED study. Making changes to the location of monitoring sites could be addressed when a new part 150-update takes place,

which timing is uncertain after the budgeted funding for 2011 was eliminated. The airport's operation department had been in contact with the Cutter and Swift FBOs (Fixed Base Operators) that receive military fighter jets during weekends to discuss frequency and try finding a better solution, than having them use Sky Harbor.

Agenda Item 2 – Consideration of Meeting Minutes (March 9, 2010)

Curt moved to approve the March meeting minutes. Karyn seconded the motion. The minutes were approved by a unanimous vote.

Agenda Item 3 – Updates From Staff

FAA workshop on noise:

As a follow up on the March 4, 2010 workshop in San Diego, staff had been invited to participate in groups proposed by the FAA's Office of Environment and Energy (AAE) on airport cooperative research. The office solicited Problems Statements for submittal to TRB (Transportation Research Board), and staff had participated in finalizing a statement for "Development of a Standardized Aircraft Noise Complaint Handling System to Help Airports." Ken Hume with the Manchester Metropolitan University in England had developed the statement. He submitted it to TRB on April 9, 2010 after getting input from the participants. The statement will be competing for TRB project funding together with other statements initiated by the AAE dealing with impact data collection from proposed studies in the U.S., including data on community annoyance and sleep disturbance.

Ordinance Change Initiative

Council gave direction to staff to go ahead with the ordinance change for TAVCO at the IRS meeting on April 22, 2010. Staff forwarded a draft on April 26, 2010 department review, and has been forwarded to the City Attorney's Office. Possible first hearing date is the May 20, 2010 meeting.

Analysis of Aircraft Observations

Staff presented an analysis of aircraft observations made by the Vice Chair at three locations north of the 202 freeway comparing how times and number of flights observed correlated to flight track data captured in time over these locations using the airport flight graph system. Relative distance of observer to flight paths appeared to be important for achieving correct correlation between logged times of observation and area penetration times retrievable in the flight graph system. The correlation was easy to establish for observed east flow departures, with observation point in Moeur Park. The observations were made to get information on how planes were flying over areas in Tempe.

The members made comments to the staff's noise report for March 2010, and upon suggestion from Randy, the members suggested that the Tempe Corridor compliance percentage also show compliance without large turboprop aircraft, to make the rate more comparable with the Phoenix Gate compliance rate.

Agenda Item 5 – New Meeting Schedule

The members discussed the possible alternative to a second Tuesday of the month meeting schedule due to attendance problems for the most recently appointed member. The members directed staff to talk to the new member about keeping to the established schedule with the

potential option of moving the schedule forward one week to the third Tuesday of the month.

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

The Chair suggested he give an open invitation the Mayor to come and talk to the Commission.

Karyn suggested researching what other airports are doing on mitigation, e.g., Boston Logan, JFK, Washington Reagan.

Barbara suggested a discussion of which meeting to skip for July and August.

Staff was asked to provide the members with a task chart, previously used by the Commission.

Agenda Item 7 – Schedule Next TAVCO Meeting

The next meeting was scheduled for June 8, 2010.

Agenda Item 8 – Adjournment

The meeting was adjourned at 8:20 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

Authorized Signature
Water Utilities Department Manager