



Minutes Tempe Aviation Commission January 13, 2008

Minutes of the Tempe Aviation Commission meeting held on January 13, 2009, 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
Tara Ellman
Gary Goren
William Justus
Gloria Regensberg
Curtis Ritland
Barbara Sherman
Alyson Star
David Swanson (Vice Chair)
Duane Washkowiak (Chair)

(MEMBERS) Absent:

Connie Thompson (Excused)

Citizens Present:

Tony Cabrera

Guests Present:

Kim Stevens, Deputy Division Director,
ADOT Aeronautics

City Staff Present:

Oddvar Tveit, Environmental Quality
Specialist

Meeting convened at 6:32 p.m.

Duane called the meeting to order by inviting appearances under agenda item 1.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 2 – Election of Officers

Based on nominations made at the December 9th 2008 meeting, Gloria Regensberg was unanimously elected for the office of chair and David Swanson for the office of vice chair.

Gloria took over as chair of the meeting, and with acclamation from the members thanked Duane for his service as chair.

Agenda Item 3 – Consideration of Meeting Minutes (December 9, 2008)

With no comments to the drafted minutes, the members voted unanimously to approve the December 9th, 2008 meeting minutes.

Agenda Item 4 – Updates From Staff

Noise Map

Staff presented an updated version of a noise sensitivity map that was submitted to the Mayor's office. The updated version was the result of a member's comment that the previously shown version of the map did not appear to include some residential areas south of Rio Salado Parkway. The relevance of having detailed information about when homes were sold or bought was addressed in the context of what potential use the PHX ATCT could make of the map showing noise sensitive areas in Tempe. The map would be forwarded to Bob Whitworth, the PHX ATCT manager.

Council Transportation Committee

Next meeting was scheduled for January 27, 2009.

QED Study:

Henry Young had been in contact with staff regarding air traffic data submitted last fall. Operational data extracted from the Sky Harbor NFTMS from the period when baseline noise contours for Sky Harbor were modeled were not complete. Some flight numbers and equipment types were listed as "unknown". Staff had provided some additional data necessary to come up with a baseline for running the AEM model, which purpose was to test if the total area covered by projected noise exposure contours included in the PHX FAR Part 150, 2000 update had changed or projections still were valid.

Staff also informed the members of an update given to the Transportation Commission on the decline in airline activity levels at Sky Harbor and how the decline impacted aircraft operation levels and aircraft noise levels registered by monitors in Tempe during 2008.

Agenda Item 5 – Update from ADOT Aeronautics

Kim Stevens presented to the members the effects of reductions made in the State Aviation Fund on the Aeronautics Division's ability to provide funds for airport development projects throughout the state. To help balance the budget the fund was reduced last year by \$36.4 million. The fund's revenue sources were the flight property tax, a tax on airlines flying in the state providing approximately \$13 to \$15 million in revenues each year. Registration of GA aircraft provided about \$7 million and revenues from loan interests and running the Grand Canyon airport, made an annual total of about \$21 million during the last few years. No general fund dollars were used to fund airport developments. About \$2.4 million of the fund was used to run the Grand Canyon airport and the Aeronautics Division, the rest stayed in the fund for airport projects. Prior to the cut the ADOT Aeronautics had close to \$40 million worth of requests for projects from airports around the state, resulting in almost depletion of the ability to fund projects through the state program. For FYI 2009-10 the ADOT Aeronautics had eliminated all state local grants. The state matched federal grants distributed by the FAA, and provided state local grants where the state provided 90% of the funding. The members were told that for federal grants the FAA provided 95% of the funding, the remaining 5% was divided between the state and the local sponsor of the project with 2.5% each, except for Sky Harbor and Tucson airports. Sky Harbor share was 25% of the funding, and the FAA provided 75%. For 2009-10 the state would not provide state local grants, but would continue to match federal grants to airport projects with about \$3.5 million. It might be possible for the state to resume providing state grants in 2011. For this year the ADOT Aeronautics had to cancel 19 grants, deferral of reimbursement to airports for existing projects would also take place. The balancing of the fund also limited the amount that can be allocated to an airport, for this year it was \$1.6 million. New legislation would be introduced to base the maximum on a 3 year average to avoid having a bad year make this cap go down significantly. The effect of a transportation infrastructure recovery plan on airport development was not known since the mechanism for distribution of such funds

was not known at this time. The funds might go directly to airports chosen by the FAA. ADOT Aeronautics had been listing projects at state airports ready to be implemented, and also had a way of prioritizing these projects if ADOT Aeronautics was involved in distributing recovery funds. The downturn meant fewer flight and fewer registrations, and the impact on the State Aviation Fund remained to be seen.

The update to the state aviation system plan was also addressed. The plan would identify needs that exist in the system of Arizona airports. Members emphasized the need to address environmental issues in a system plan for future airport development, and also address contributions from Sky Harbor to brown cloud problem in the Phoenix metropolitan area.

Questions were asked about his views on airport development to the west, the prospects for Buckeye Municipal Airport and to the east, the future of Phoenix-Mesa Gateway Airport. The members were also told that the ADOT Aeronautics Division had 33 positions, only 15 to operate the Grand Canyon airport and 18 in Phoenix. Only 12 of the positions in Phoenix were filled due to the present economic situation.

Agenda Item 6 – Draft letter to Congressman Harry Mitchell

The members reviewed a draft letter mailed to the members, and discussed suggested changes proposed from one of the members including separating the two issues in two letters. They also emphasized the urgency of bringing the letter to Council's attention for their deliberation and action. Upon a motion to direct staff to work with the member to include proposed edits and forward the draft to Council, the members agreed to recommend that the Council act on the letter at their first upcoming public meeting (January 22, 2009).

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

The following items were suggested:

1. Invitation to Steve Owens ADEQ to come talk to the Commission.
2. Revisit RNAV procedures to update new members.
3. Monthly noise report complaints.

Agenda Item 8 – Schedule Next TAVCO Meeting

The next meeting was scheduled to February 10, 2009.

Agenda Item 9 – Adjournment

The meeting was adjourned at 7:47 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

Authorized Signature
Water Utilities Department Manager