



Minutes Tempe Aviation Commission February 10, 2009

Minutes of the Tempe Aviation Commission meeting held on February 10, 2009, 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
Gloria Regensberg (Chair)
Barbara Sherman
David Swanson (Vice Chair)
Duane Washkowiak

Citizens Present:

Darlene Justus

City Staff Present:

Oddvar Tveit, Environmental Quality Specialist

(MEMBERS) Absent:

Sally Clements (Excused)
Gary Goren (Excused)
William Justus (Excused)
Curtis Ritland (Excused)
Alyson Star (Excused)
Connie Thompson (Excused)

Guests Present:

Ira Domsky, Deputy Director, Air
Quality Division ADEQ
Chris Andres, Deputy Director
Planning &
Environmental Division
City of Phoenix Aviation
Department
Randy Payne, Project Manager,
Planning &
Environmental Division
City of Phoenix Aviation
Department

Meeting convened at 6:34 p.m.

Gloria called the meeting to order.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 2 – Consideration of Meeting Minutes (January 13, 2009)

With suggestions for edits on page 2, the members voted unanimously to approve the amended January 13th, 2009 meeting minutes.

Agenda Item 3 – Updates From Staff

Appointments:

Staff congratulated Dick and Karyn with their appointments, and also Barbara and Tara with their reappointments to TAVCO.

QED Study:

Staff had been briefed by Henry Young on the progress of the study. Henry and Ron Price were in the process of writing the report, where they would present conclusions and recommendations with regard to the noise monitoring sites in Tempe, and the overall size of noise impact areas in Tempe.

Letter to Representative Harry Mitchell:

The letter had been presented to the Council members in the last Friday packet with a request from TAVCO to send the letter to Harry Mitchell. Since no Council action yet had been taken, it had been suggested by staff that the members still had the opportunity to recommend that the letter also should be sent to the Senate side.

Follow up:

Staff was asked to include a request to have the same letter be sent to Senator Kyl and Senator McCain, with copies sent to other members of the Arizona delegation.

Resident Initiative:

Staff had been visiting a resident east of the Scottsdale and Curry roads intersection with a Commission member. The purpose was to talk to the resident about registering flights during times of the day when aircraft activity directly over the resident's home was at its peak. Instead of registering these observations as noise complaints, staff would compare them to flight track data available in the NFTMS.

The members were informed about an upcoming meeting of the PAUWG on February 19th 2009. Members stated that they would like to attend, and also more actively attend Council Committee meetings.

Agenda Item 5 – Air Quality Challenges in Maricopa County

Ira Domsy gave the members an introduction covering the functions and responsibilities of the Arizona Department of Environmental Quality, Air Quality Division (ADEQ) and the different jurisdictions in the state that are involved with air quality. He explained the sources and characteristics of different pollutants and the influence of weather and local topography on air pollution, including how temperature inversions are exacerbated by the urban environment. Ira also talked about the impact of population growth and the urban sprawl relative to traffic and vehicle miles traveled, and gave the attendees an overview of the attainment and in non-attainment areas in the state with federal health standards for SO₂, CO, O₃, and PM 10. How ozone (O₃) was created and depleted, its sources, and how the ozone health standard had changed over time were explained. ADEQ was currently working on a recommendation from the Governor to be sent to the EPA on non-attainment boundaries for the new 8-hour ozone standard. The County has a monitor for CO/O₃ in Daley Park and a temporary monitor for measuring particulate concentrations at the City of Tempe Maintenance Yard at Rio Salado Parkway and Priest Drive, set up for a research project with ASU. This is a control monitoring site for data collected downstream from monitors at industrial areas and close to the I-10 and I-17 freeways in Phoenix. Data collected would become publicly available this summer, and the monitor would be taken down by the end of this month. He focused on PM 10 as a problem pollutant, because it was linked to several factors specific to the valley, drought, construction etc. with levels peaking in 2005 and 2006. ADEQ was not counting all violations of the PM 10 health standard, only the ones that are controllable. Natural events were excluded, identified by high wind events and storms, "Haboob" (dust wall) and micro bursts. A timeline was displayed to

explain the many years the state had been living with a threat of federal sanctions working on getting into compliance with the PM 10 standard. At one point there was a federal implementation plan in place. The latest measure was a 5% annual reduction plan for particulate matter. Because the federal deadline for attainment under the Clean Air Act was so far back in time, and it had been pushed forward, there were impatience and dissatisfaction out there. ADEQ recently received a claim of action against them with regard to valley fever, which was generated because of dust in the air. Sources for PM 10 were construction and track out onto paved roads, burning contributed as well. Airports themselves were not major contributors of PM 10, because aircraft and ground support equipment are operating on paved surfaces. Monitoring sites were displayed and the locations of problem areas were identified. PM 2.5 was mainly soot and combustion products. The Phoenix area was in attainment with the standard for PM 2.5, but occasional peaks occur that exceed the health standard. Ira also addressed the no burn day restrictions, and the ADEQ program for tracking the impact of emissions on visibility. The trend was that "good" visibility days are being lost to the number of "fair days". Through the visibility monitoring network the ADEQ can monitor visibility degradations in national parks and wilderness areas as emissions move out from urban areas. The health standard for lead was changed in November 2008, requiring ADEQ to set up a monitoring network. General aviation gasoline contains lead, making the states' busiest GA airports, Deer Valley and Love Field, Prescott, potential major sources for lead emissions under the new standard in addition to areas with hard rock mining and smelting activities. Ira concluded his presentation by emphasizing how medical research had focused in on the dangers of particulate matter to human health, its ability to cause inflammations in the human body and cause heart disease and arteriosclerosis. This would likely in the future result in a tightening of the particulate matter standard as well. ADEQ's resources had been cut and are at historic lows, but demand and expectations for action on air quality had not diminished. Ira answered questions about the impact of budget cuts. What was taken from the air funds were impacting the fund balance of not already appropriated funds. There was a fund surplus, so for FY 2010 the effects might cause cuts in ADEQ programs. Asked about where to access air quality data, Ira referred members to the ADEQ web site, (<http://www.azdeq.gov/function/forms/reports.html> and <http://www.azdeq.gov/function/forms/archives.html>).

Agenda Item 4 – Update from the City of Phoenix Aviation Department

Randy introduced Chris Andres, newly appointed Deputy Director for the City of Phoenix Aviation Department Planning & Environmental Division. The upgrade to the NFTMS had been somewhat delayed, but are expected to begin in 3 weeks with the hardware at all sites being replaced and tested for completion this summer. Asked about when it would be appropriate for Tempe to suggest potential changes to locations of some of the noise monitors in Tempe if that was recommended in the QED study, Randy advised that right time would be the public input period for a new Part 150 update. A new Part 150 study was budgeted for FY 2010 -11. The process of finding a consultant to do the update could start the summer of 2010. Randy gave updates on Sky Harbor passenger levels that peaked in 2007, and explained how operation levels had been reduced as passenger levels have increased over the years. With the reductions in both passenger levels and operation levels the airport was still among the top 10 busiest airports. Randy was asked about wild life concerns in the Salt riverbed related to Army Corps of Engineers preservation projects. Randy replied that the airport was aware of projects that had been going on, and the plans in Tempe for extending walkways along the riverbed. The airport wild life biologist was monitoring and documenting wild life in the riverbed areas. Questions were asked about persons in the Aviation Department responsible for airside operations and wild life management.

Agenda Item 6 – Noise Report

Staff presented the December 2008 TAVCO noise report and the 2008 year end summary, focusing on the reduction in aircraft noise levels registered at all 8 monitors in Tempe and the trend towards lower compliance rates for airline departures using the Tempe Corridor as measure. The very high fuel prices followed by a downturn in the economy with reduced demand for air travel, had effect on airlines retirement of older planes as well as their flight scheduling out of Sky Harbor. Tempe got fewer over flights by older aircraft, leaving more departures to better performing aircraft resulting in a reduction of the number of very high single noise events registered along the riverbed. This reduced the annual average (Ldn A) to unprecedented low levels since 2000. Members agreed that there had been a significant change in how they experienced the burden of noise from Sky Harbor operations. Using the PHX Gate, the official measure used by the airport to identify aircraft violations, numbers showed a much higher and more consistent compliance by airlines for 2008 compared to compliance with the Tempe Corridor. Because the Tempe Corridor was designed when the airport had two runways and airlines followed a SID procedure that required aircraft on an instrument flight plan to turn towards the riverbed when airborne from either of the two runways, the entry point for the diagonal sides of the Tempe Corridor were set at points that today cause a lot of violations. The decreasing trend in Tempe Corridor compliance came with the abandonment of the SID procedure and concentration of carrier departure activity to the center runway.

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

The following items were suggested:

1. Council Committees meetings it would be of interest to TAVCO to follow in addition to meetings held by the Transportation Council Committee.
2. State protection of Luke AFB against encroachment, update on the recent ruling against Maricopa County.

A meeting to be held by the Riverside Sunset Neighborhood Association on March 3, 2009 that would address the Rio Salado habitats for wild life in Tempe west of the Town Lake was announced. The members commented on how to interpret an announcement made about the Phoenix Mayor's efforts to get economic stimulus money for the airport. It was stated that this included financial support to light rail and projects at Sky Harbor, e.g. new apron at terminal, but not any runway extensions.

Agenda Item 8 – Schedule Next TAVCO Meeting

The next meeting was scheduled to March 10, 2009.

Agenda Item 9 – Adjournment

The meeting was adjourned at 8:43 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

Authorized Signature
Water Utilities Department Manager