



## Minutes Tempe Aviation Commission June 12, 2012

Minutes of the Tempe Aviation Commission meeting held on June 12, 2012, 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 (via telephone conference call)  
Amy Fish (Chair)  
Karyn Gitlis  
Barbara Sherman (Vice Chair)  
Alyson Star  
David Swanson

**Citizen's Present:**

Shannon Dutton

**Guests Present:**

Phil Freed, ATC Manager, FAA ATO  
PHX  
Chris Kesler, Operations Support  
Manager, FAA ATO  
PHX

**City Staff Present:**

Oddvar Tveit, Environmental Quality  
Specialist

**Meeting convened at 6:33 p.m.**

Amy called the meeting to order.

**Agenda Item 1 – Public Appearances**

There were no public appearances.

*Sally joined the meeting at 6:35 p.m.*

**Agenda Item 2 – Consideration of Meeting Minutes (May 8, 2012)**

Barbara moved to approve the minutes. Dave seconded the motion. The minutes were approved by a unanimous vote.

**Agenda Item 3 – PHX ATCT**

Phil Freed and Chris Kesler introduced themselves to the members. Phil stated that the FAA Air Traffic Organization's mission is to provide the safest and most efficient aerospace system in the world, and that the agency's vision is to reach the next level of safety, efficiency, environmental responsibility and global leadership. To maximize efficiency while using existing and future technologies, RNAV and Performance Based Navigation (PBN) are parts of what is known as "NextGen". RNAV approaches have been in use at many airports, and one of the questions that has been raised by the aviation commission is whether the new technologies could be used to have approach paths follow the alignment of the Salt River riverbed. There are

examples of winding type approaches at a few airports, but they would not work at PHX due to its closely spaced parallel runways. Phil continued to explain what RNAV is and how it allows planes to fly on instrument flight rules between fixes, instead of the traditional flying from one ground based navigation aid to another. This has increased route accuracy, reduced controller/aircraft communications, reduced fuel burn with more continuous climbs and descents, and reduced miles flown inside the terminal approach control airspace. RNAV arrivals at PHX have been in use since 2006 and the procedures have been subject to later modifications, including one last January. In 2010 PHX started implementing Optimized Profile Descent (OPD) RNAV arrivals, which enable power off descents, reducing fuel burn and the noise and carbon footprint of descending planes. OPD has enabled airlines to save millions of dollars in fuel, and PHX showed early on national leadership by shaving miles off the RNAV Standard Terminal Arrival Routes (STARs) and enabling US Airways and other airlines to idle the engines on descents to PHX. The idling is not always possible for all arrivals to PHX; it depends on the air traffic situation. Phil and Chris showed and explained depictions of radar tracks from PHX arrivals before and after implementing RNAV STARs. They also showed depictions of a tailored RNAV departure out of Orange County Airport, designed to follow a narrow path to avoid populated areas, and compared it to how PHX departures towards the east could go through the PHX Gate with a fly over RNAV way point at the 101 freeway (CHEZZ) compared to what occurs today. Chris is heading a team that has started looking at how to get a tighter path for RNAV departures climbing towards the east over Tempe. Phil finished his presentation by summing up the benefits of new technologies that are coming fast: The aircraft climb out faster, are less noisy on the arrival side and ATC can pin point accuracy on the departures.

Barbara and staff emphasized that the FAA in a 1994 ROD amendment had made assurances to Tempe that no changes to noise mitigation procedures inside 4 DME in Tempe would be initiated by FAA themselves without any prior involvement of any of the parties to the IGA. Phil assured the members that his was just preliminary work by the PHX, and would be followed up with the airport and Tempe in the PAUWG, as was agreed in the 2004 settlement agreement with Tempe. Before any changes are proposed both cities will be able to see what they are. Staff presented depictions of the RNAV routes and examples of S-turn deviations over north Tempe on final approach taken from the month of May 2012, which was commented on by Phil and Chris. Chris and Phil addressed future technologies that could help reduce S-turns on final approach, how metering tools could help controllers to detect planes more quickly that need to reduce speed to avoid potential overtake situations, and why PHX ATC has not chosen to merge the arrivals farther out to ease the phasing in of planes during busy hours. Chris also explained why smaller planes sometimes are cleared for shorter finals for flight safety reasons. Examples of approach path shifts to center runway and noise impacts of center runway closures were shown by staff and commented by Phil and Chris. Phil and Chris also addressed questions about why ATC is not directing more departures towards the west for operational and meteorological reasons, and how the direction of runway operations are changed east or west due to diurnal wind changes during mid-day and bad weather. Chris and Phil also explained the relationship between air traffic control and pilot and what influences pilot decisions to deal with weather and to limit fuel consumption. With regard to future needs for another runway at PHX, Phil saw no need at present with operation numbers being down, and would not speculate about what the future could bring. He did not foresee any increases in air traffic frequencies due to implementation of the RNAVs and PBN. The departure frequencies at PHX during peak hours are at the limit with visual separations used at PHX, and would not increase with new

technology. Potentially some improvements to the configuration of parallel arrival operations could be accomplished. The shown flight graph with a fly over way point at the 101 freeway would be conducted within established practices of visual separation of departures at PHX. Chris and Phil also confirmed that at the OPD RNAV arrivals end when pilots have to power up with flaps and landing gear out on final approach over the riverbed. The members thanked Phil and Chris for the presentation and the answers to their questions.

*Amy called for one minute of silence in remembrance of Commissioner Dick Collins.*

**Agenda Item 4 – Updates from Staff**

*PHX - Tempe Salt River Reach Study Recommendation*

Staff presented the preferred alternative for a low flow channel proposal extending east of the State Route 143 on Tempe property to the 10,000 foot airport protection zone west of Priest Drive. Next step is to start a US Army Corps Section 404 permit for the planned re-grading work and vegetation removal. The project would not involve capital outlays for the City of Tempe.

*Karyn left the meeting at 8:12 p.m.*

**Agenda Item 5 – New Web Survey Options**

The members agreed to table the topic until the next meeting.

**Agenda Item 6 – Review of task list**

The members agreed to table the topic until the next meeting.

**Agenda Item 8 – Schedule next TAVCO meeting**

The members discussed which of the two upcoming months to schedule a meeting. David moved to not meet on August 14, 2012 and schedule the next meeting for July 10, 2012 at 6:30 p.m. Barbara seconded the motion. The motion carried by a unanimous vote.

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

Barbara handed out a letter from the NTNA Chair to the Mayor and Council and Councilman-Elect Kolby Granville, and suggested that Mayor Hugh Hallman be invited to the Commission to talk about Tempe's history with the airport. Dave asked staff to check if the event could be covered by Channel 11. Staff informed the members that appointments to fill Commission and Board vacancies are scheduled for the Thursday June 14<sup>th</sup>, 2012 City Council meeting.

**Agenda Item 9 – Adjournment**

The meeting was adjourned at 8:23 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

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Authorized Signature  
Deputy Public Works Director - Water Utilities