



## Minutes Tempe Aviation Commission April 10, 2007

Minutes of the Tempe Aviation Commission meeting held on April 10, 2007, 6:30 p.m., at the Public Works Conference Room, Garden Level, City Hall Complex, 31 E. Fifth Street, Tempe, Arizona.

**(MEMBERS) Present:**

Shannon S. Bradley  
Bernard A. Eilers  
Troy McCraw  
Richard Pagoria  
Gloria Regensberg  
Joseph Salvatore (Vice Chair) (Excused)  
William Justus  
David Swanson  
Connie Thompson  
Edwin R. Wiggington

**City Staff Present:**

Oddvar Tveit, Environmental Quality  
Specialist, Water Utilities  
Department

**(MEMBERS) Absent:**

Sandeep Gopalan (Excused)  
Ross Meyer  
Duane Washkowiak (Chair) (Excused)

**Guests Present:**

David Schwartz, Goodman Schwartz  
Public Affairs  
George Sullivan, Aviation Consultant

**Citizens Present:**

Barbara Sherman

**Meeting convened at 6:32 p.m.**

In Duane Washkowiak's absence David Swanson called the meeting to order by having the attendees introduce themselves and explained why they volunteered to serve on the Commission.

**Agenda Item 1 – Public Appearances**

There were no public appearances.

**Agenda Item 2 – Consideration of Meeting Minutes (March 13, 2007)**

David solicited comments to the minutes. Shannon suggested an edit to the minutes on page 3, and moved to approve the minutes as amended. The motion was seconded by Richard, and the minutes from the March meeting were unanimously approved.

**Agenda Item 3 – Updates From Staff**

*RFQ for measuring aircraft noise and air quality*

Oddvar welcomed the new members and announced that all vacancies on the Commission have been filled with the appointment of 5 new commissioners in March 2007. He explained that staff had been working on a revised Request for Qualifications for noise and air quality assessments. Services requested in a previous RFQ for noise measurements around the Sky Harbor noise monitors has been added on to a request from the City Council for an air quality assessment of an area west of Priest and north of Rio Salado Parkway to determine its suitability for outdoor sports activities. The RFQ is in the final stages of being made public, which could happen as early as next week.

*Questions and Answers:*

- How much money is the City willing to spend on getting these assessments done? Oddvar said it is too early in the process to talk about how much it will cost. At this stage the focus is on getting qualified consultants to respond. The City needs to receive suggestions from responders to the RFQ on how to go about generating the information we are looking for, before the issue can be addressed.
- Would this be a general fund expense? Oddvar explained that work related to the RFQ has been done through the Water Utilities Department after the initial RFQ on noise monitoring services that did not go forward was reevaluated and combined with the request from the City Council.
- Could members e.g. Troy McCraw get involved? Oddvar replied that the members will be updated on the progress of this issue and provided with a final version of the request. It remains to be seen what members think the Commission could contribute along the way.

David commented that he was pleased to hear that the City was taking an initiative to monitor aircraft noise. It is a significant step forward.

**Agenda Item 4 – Update From the City of Phoenix Aviation Department**

George Sullivan announced that the official opening of the new PHX Tower/TRACON facility would take place at 10:00 a.m. April 11, 2007. Dignitaries from Washington D.C., the state and the City of Phoenix will be attending. The noise department has over the last months been fully staffed, and recently released 2005 and 2006 year end noise reports. The airport is reviewing how to phase the projects that were included in the EIS that the City of Tempe gave input on about a year ago.

*Questions and Answers:*

- Has a main contractor been hired? George stated that they first need to decide the order of implementation.
- Is it correct that more of the smaller GA aircraft now are directed over 4<sup>th</sup> Street and Beck Avenue on arrival? George replied that dates and times need to be provided to answer the question. There is nothing new with regard to flight procedures, and nothing is stated in agreements on noise mitigation that prevents such operations from happening. What recently has been reported in media on noise from GA, relating to the airspace redesign is not a factor in this area, and in any event nothing has yet been implemented.
- What information is included in the Phoenix reports? It includes compliance information with agreed upon noise mitigation procedures from the standpoint on how Phoenix interprets the IGA. Oddvar explained how the Tempe monthly noise reports included in the meeting handout were set up showing compliance rates both using the City of Tempe's and the City of Phoenix Aviation Department's way of measuring

compliance. The way Tempe calculates compliance was developed by the Commission and endorsed by the Tempe City Council.

- Is the IGA publicly available? Oddvar confirmed that it is available on the Tempe in Touch web site (<http://www.tempe.gov/aircraftnoise/IGA.htm>) and it is also included in the Commissioners' ring binders.

Follow up: Staff would provide members with the web address to access the Phoenix year end noise reports.

### **Agenda Item 5 – TAVCO Tasks Update - The Final Report from the Governor's Advisory Council on Aviation**

Oddvar explained about the task list and how it had been reduced as tasks have been discussed and ended up in recommendations to the Mayor and City Council. The agenda gives members the opportunity to suggest topics of interest for future discussion by the Commission and this how a member can have tasks added to the list.

*Flight Procedure Issues:* He informed the newly appointed members that one of the tasks relates to the suspension of the side-step noise mitigation procedure to the third runway. At the meeting in March 2007 the members discussed the existence of similar procedures designed to mitigate noise from arriving aircraft over noise sensitive areas at other large airports. A suggestion was made to have the FAA officials at Sky Harbor address the potential of adding navigational aids in the riverbed to accomplish more accurate navigation. The suggestion has been included on the list under "Addressing flight procedures". When the members received an invitation and tour the new Tower/TRACON facility they would have an opportunity to ask questions. George commented that the technical issue of adding navigational aids needed to be addressed with the FAA, and also the issue of traffic flow direction during late hours of the day.

#### *Questions and Answers:*

- What is the status of meeting the FAA at the airport? George explained that he hoped to have arrangements made to have TAVCO visit the new facility at the time and date for the regular TAVCO meeting schedule for May 2007.

*Departures to the east during evening and night-time hours:* Oddvar addressed the issue of split in east-west departure operations raised by Duane Washkowiak at the last meeting, which objective is to have less nighttime departures go towards the east after the previous Chair Person, Seth Chalmers, made complaints to the City on unusual late night departure rushes in February and March 2007. Oddvar stated that the February 2007 operations were investigated by George Sullivan prior to the March meeting and he reported to the members that it was unusually difficult weather conditions at other airports in the country that caused the departure peaks at Sky Harbor to be delayed into night time hours. Oddvar presented a memorandum where he had combined FAA OPS-Net delay data with operational data and wind data at Sky Harbor comparing the dates Seth reported with the same dates in 2006 and 2005. Oddvar confirmed that delays attributed to Sky Harbor were in part significantly higher on the dates reported, but he also emphasized that the traffic flow was going east. This was the opposite way of normal flow, and appeared to be partly explained by hourly wind directions, but also by efficiency. He stated that the need for the FAA to catch up on traffic delays caused by problems at large airports to the north and east, made east flow operations the most efficient way to deal with the delay situation at Sky Harbor. This created unusually high departure frequencies over areas in Tempe at hours when traffic activity levels are normally much lower. George commented that the planes were late getting out of airports in the Midwest and the east coast coming in late to Sky Harbor, and they needed to get out of

Sky Harbor to their overnight destinations. There was a 2-3 hours delay in the air traffic system.

*Joe Salvatore joined the meeting at 7:08 p.m.*

*Governor's Advisory Council on Aviation (GACA):* Oddvar presented his review of the final report from GACA that the members had requested. He stated that what had been the concern for TAVCO was raised by a previous member of the Commission and dealt with why the City of Tempe was not involved as a representative of the public close to Sky Harbor, or used by GACA as a resource. He explained that the GACA members were appointed by the Governor, and when this question was raised he had asked ADOT about the stakeholder list. The list was carried over from the previous GACA appointed by Governor Hull, and there no additions made to this list. It was up to members to invite parties they were interested to hear from. Oddvar talked about two major challenges for state aviation pointed out in the final report: 1) Encroachment or residential development moving in around civil and military airports in the state of Arizona. 2) The financing of needed airport improvements in the state of Arizona. This includes ensuring that future revenues from the state flight property tax is used for airport development, and not diverted to other uses under the state general fund. The GACA also expresses concerns over Arizona airport's access to federal funds. He explained that the current federal budget proposal includes major changes to how revenues have been collected and directed to airports through the FAA's AIP (Airport Improvement Program). The proposal makes changes to the relative size of the fund and how much tax revenue can be generated at larger passenger airport through the PFC's (Passenger Facility Charge) from ticket sales. Portions of the PFC revenues are diverted back to the AIP to fund projects at airports around the country through federal grants application process. If the proposed increase in allowable PFC rates is approved by Congress, and more of the locally generated PFC revenue can be used by the airport, it would impact how airports finance improvements. An example might be for Sky Harbor to decide to use a higher PFC rate to fund projects included in the EIS. The airport operator perspective is what has prevailed in the final report to the Governor. Oddvar stated that the GACA could have gone further in exploring what could be accomplished through communication and cooperation with the communities surrounding the airports in Arizona. Typically early involvement of communities in the planning of new improvements at airports is beneficial in stimulating Growing Smarter policy objectives. The GACA has suggested state legislation to deal with encroachment. Oddvar stated that encroachment is a problem at almost all airports, and is not easily solved. State legislation has been used to deal with encroachment around Luke and other military facilities in Arizona, but it is not as easily applicable to regulate land use around civil airports. He encouraged the members to study the report and to bring forward topics that could be of interest to the Commission.

*Questions and Answers:*

- Could you say that the report is addressing encroachment rather than future planning for growth? Oddvar explained that the report includes a laundry list of projects for 25 airports to facilitate their growth. GACA has used metropolitan planning organization documents, and for the Phoenix metropolitan area, the MAG Regional Aviation System Plan. These are airport generated wish lists that on a state and regional level have been met with questions about priority and feasibility. As an example; the dual instrument approaches at Sky Harbor needed additional airspace to be implemented, and that project has resulted in a proposal to change how GA traffic is routed and some changes to the airspace around a neighboring airport. The feasibility of getting all projects listed realized is a complicated issue, because what you do at one airport

may affect the growth potential at another airport. The report does not recommend any new airport development.

David suggested establishing a set aside state fund for future land acquisition/new airport development.

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

David asked for suggestions for new discussion topics. Shannon suggested giving members access to a study mentioned by staff at the last meeting on supplemental noise metrics. Gloria suggested more attention is given to noise attenuation and upgrade contours for noise to the benefit of impacted residents. Oddvar explained about the Commission’s recommendation to the Mayor and Council to look into the prospect of having multi-family housing get attenuation assistance. Staff had asked the manager for City of Phoenix Community Noise Reduction Program to explore current federal guidelines to provide members with answer to why the Sky Harbor program has been limited to single-family dwellings. He stated that to request an update of noise contours does not necessarily help to get benefits to more residents. It usually results in a reduction of the overall area being considered in need of noise attenuation, which has to do with how the modeling of the contours is done. George mentioned that the airport got FAA to accept the continued use the older (1992) contours after the updated contours (1999) were approved, (to complete homes the airport already had determined were eligible back when the program was launched). He also explained in more detail about what data is used for the FAA’s Integrated Noise Model (INM) to forecast airport noise exposure contour lines. David mentioned that this is a topic that had made the Commission recommend that the City does its own studies of noise. Joe stated that the delay issue makes you wish that sometime in the future the quality of life and sanctity of nighttime quietness be more important than the efficiency of the air cargo/ transportation system.

Follow up: Staff would provide members with the web address to access Mary Ellen Eagan’s study and her proposal for developing alternative noise contours based on the discomforting effects of noise.

**Agenda Item 7 – Schedule Next TAVCO Meeting**

The scheduling was postponed due to pending plans for a tour of the new PHX Tower/TRACON facility.

**Agenda Item 8 – Adjournment**

The meeting was adjourned at 7:35 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

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Authorized Signature  
Water Utilities Department Manager