Unapproved

Tempe

Minutes
Tempe Aviation Commission
September 9, 2008

Minutes of the Tempe Aviation Commission meeting held on September 9, 2008, 6:30 p.m., at the Public Works Conference Room, Garden Level, City Hall Complex, 31 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:
Gary Goren
William Justus
Gloria Regensberg
Curtis Ritland
Alyson Star (on Conference Call)
David Swanson (Vice Chair)
Connie Thompson (on Conference Call)
Duane Washkowiak (Chair)

(MEMBERS) Absent:
Edwin R. Wiggington (Excused)

City Staff Present:
Oddvar Tveit, Environmental Quality Specialist, Water Utilities Department

Meeting convened at 6:30 p.m.
Duane called the meeting to order.

Agenda Item 1 – Public Appearances
There were no public appearances.

Agenda Item 2 – Consideration of Meeting Minutes (May 13, 2008, June 10, 2008, August 12, 2008)
Duane asked for comments to the August 12 meeting minutes. Gary suggested a follow up comment in the minutes be deleted. Curtis moved to approve the minutes as amended, Gary seconded the motion. The August 12 minutes were unanimously approved as amended. Duane proceeded by asking for comments to the June 10th meeting minutes. Upon a motion by Curtis that was seconded by Gloria, the June minutes were unanimously approved. Finally the May 13th meeting minutes were unanimously approved upon a motion by Gary that was seconded by David.

Agenda Item 3 – Updates From Staff
Departure Frequency & Altitudes,
Staff had prepared a response to questions asked at the August 13th 2008 meeting as to aircraft departure altitudes and departure frequencies east and west of the airport. Staff had been asked at the August meeting what type of aircraft kept the unusually low altitudes registered by the NFTMS immediately after take-off reaching the Phoenix/Tempe border. Staff explained that NFTMS queries showed that a small GA aircraft in 2000 and another in 2001,

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two airlines in 2002, and a tanker in 2003 leveled off after take off at about 200', but accomplished significant climb rates once over Tempe airspace. These were rare exceptions that did not reflect the heights aircraft normally have when they reach the Tempe border on a continuous climb towards the east. Staff had at the last meeting focused on displaying the maximum and minimum heights of aircraft departing to the east and west, and on average there were no significant difference in minimum and maximum heights off the runways between departures going east and departures going west. Staff also displayed the number of operations going east and west each year since 2000. Except for year 2000, when the airport most of the year was operated as a two runway airport and parts of 2001 when the airspace over Tempe was used by the majority of jet and large turboprop aircraft departing and arriving the airport, the trend had been that more departure operations had gone over the Phoenix side than over the Tempe side of the airport. Tempe had more arrival operations, but these operations were not part of the noise burden equalization measure included in the IGA with Phoenix. Separating night time (10:00 p.m. to 7:00 a.m.) and day-time operations staff explained that about 60% of the night-time departure activity had been going east over Tempe.

Follow up: Staff was asked to get back to the members with the number of annual night time operations and include east/west operations numbers from past months of 2008.

NMS update
The City of Phoenix had updated staff with a tentative schedule for replacement of the NFTMS system. Staff explained about the plan to replace hardware at existing monitoring sites, get digital phone lines (DSL), and buy upgrades to the NFTMS software with digital ATIS, allowing correlation of flight track information with ATC/pilot communications (& weather information). Digital ATIS is anticipated to become an important asset to the system. Today staff had to ask the PHX FAA to play tapes of the communications with the pilots when FAA RADAR track data transferred to the NFTMS by themselves not fully explain why a plane did a departure route deviation or another unusual maneuver that resulted in a noise complaint. This could give enhancements to staff's ability to independently analyze and explain aircraft deviations to Tempe residents. This part of staff's update was followed by questions and exchanges between the members of viewpoints regarding the lack of consequences for airlines that receive deviation notices from the airport, and the need strengthen the IGA to enable effective enforcement of the agreement.

Issue Review Session
The TAVCO Chair was on for the September 18th 6:00 p.m. Issue Review Session that precedes the Council meeting at 7:30 p.m. on the 18th. Members asked Duane about what would be subject of his address to the Council. The members addressed problems they had with how the noise contour model (INM) projects future contours, and the need to enforce noise mitigation measures or put caps on airport operations to reduce noise and other environmental impacts. Gary presented a press release from TRB (Transportation Research Board) about a commissioned study to come up with effective tools and techniques for measuring airport contributions to ambient air quality. He emphasized that most of the problematic pollutants from aircraft are emitted during idling and taxi operations. The emissions drop significantly with the run-up of engines for take off, and they dissipate when the aircraft reach altitude (3,000 feet). Thus the best approach would be to get the airport to get the aircraft off the runways more quickly. A discussion followed of the need for growth caps or direct growth to reliever airports, and of the possibility of having more of the departure traffic go west and reduce the number of aircraft lined up for take-off to the east because of the 4-DME procedure. Duane suggested that he would address the January 9, 2007 letter of

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recommendation, and pose questions to Council about preparedness to take on the IGA. If the points made by the Commission in the recommendation did no have support, he would ask the Council what the members should be working on considering their charge, alternatively how the charge should be redefined to assist the Council in mitigating airport impacts on Tempe's residents in heavily impacted areas.

Agenda Item 4 – Environmental impact from airport operations
Staff reviewed the process of getting noise analysis expertise on board to do an assessment of the airport noise monitoring system in Tempe, and the efforts to include air quality assessments of an area west of Priest Drive. He explained about cost driving elements in the types of analysis the City had been requesting, and how the proposal from QED, a firm the City had used previously to do Stadium height analysis, was scaled to fit the budget that was presented with the proposal to the Council. Staff included a presentation of local environmental studies that had been done; the 2000 PHX Part 150 study and 2006 EIS for Sky Harbor development projects and Maricopa County 2005 air quality inventory data that included calculated emissions from aircraft operations at larger airports in the valley. Contributions from aircraft operations at valley airports to the non-road mobile source inventory and the overall inventory for 4 selected criteria pollutants (PM_{10}, $PM_{2.5}$ NOx and SOx) were displayed and discussed. Staff had also included comparisons between larger airports in the country of relative NOx contributions to non-attainment area inventories. Information available at http://www.tempe.gov/aircraftnoise/documents/Airport%20Emissions.pdf

Agenda Item 7 – Commissioners' Business (topics for future discussion)
Duane suggested having a follow up on the IRS on the agenda.

Agenda Item 8 – Schedule Next TAVCO Meeting
The next meeting was scheduled to October 7, 2008.

Agenda Item 9 – Adjournment
The meeting was adjourned at 7:46 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

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Authorized Signature
Water Utilities Department Manager

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