

Noise

Mitigation Monitoring Report



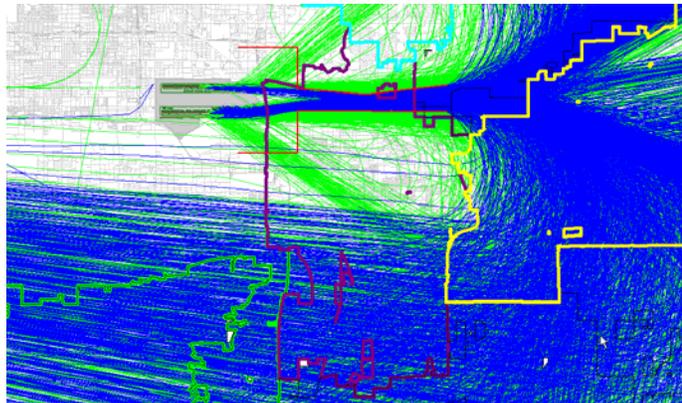
June 2007

**Most Compliant
Airline:**

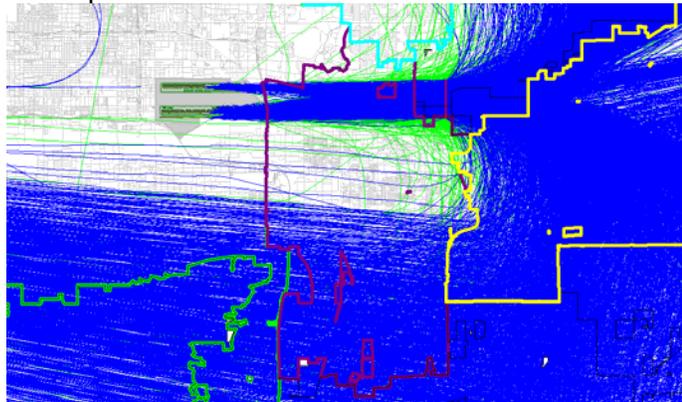
Air Canada

Learn about noise mitigation procedures over Tempe on p.6

Departure Compliance



Tempe Corridor: **45.9%** with the 4-DME SID



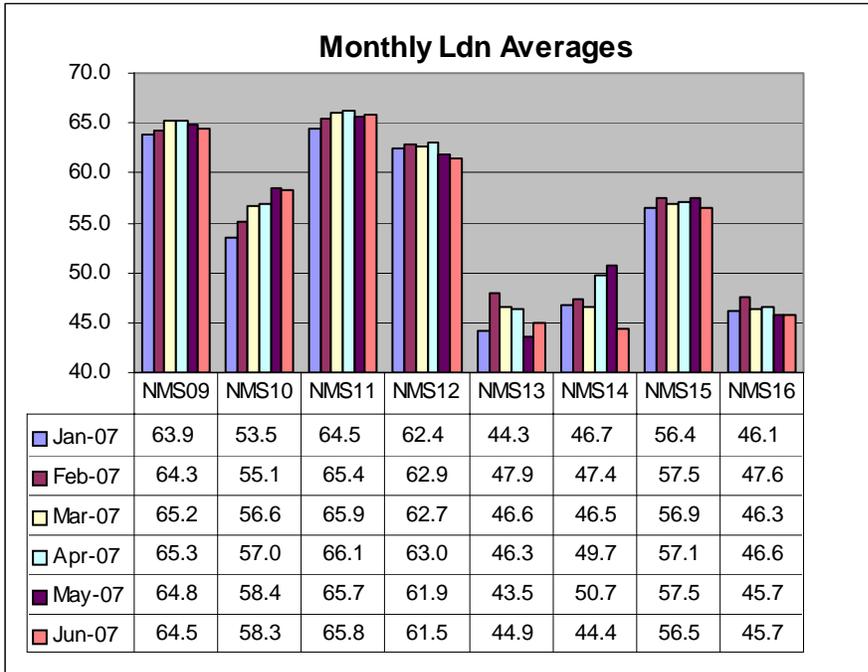
Phoenix Gate: **97.5%** with the 4-DME SID



Tempe Aviation Commission

This report is assembled for the Tempe Aviation Commission (TAVCO) to monitor the monthly compliance of operations at Phoenix Sky Harbor International Airport with certain noise mitigation flight procedures over the City of Tempe. TAVCO consists of 13 Tempe residents appointed by the Tempe Mayor with approval of the City Council to assist and advise on aviation noise and other issues relating to the Phoenix Sky Harbor International Airport, which is owned and operated by the City of Phoenix. The City of Tempe is located directly east of the airport's 3 parallel runways.

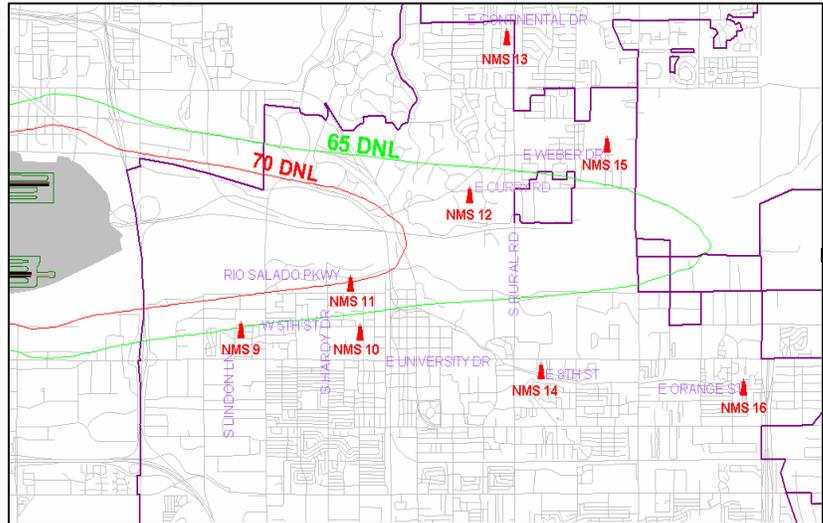
Aircraft Noise Energy Levels:



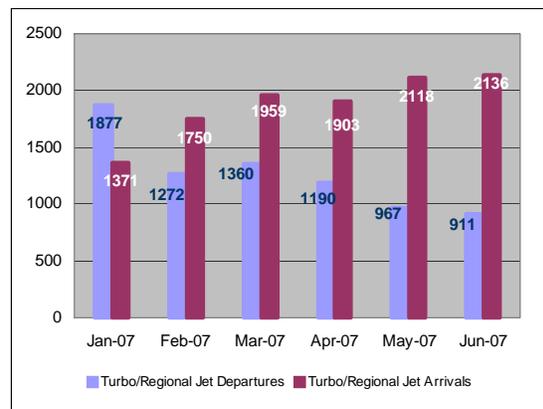
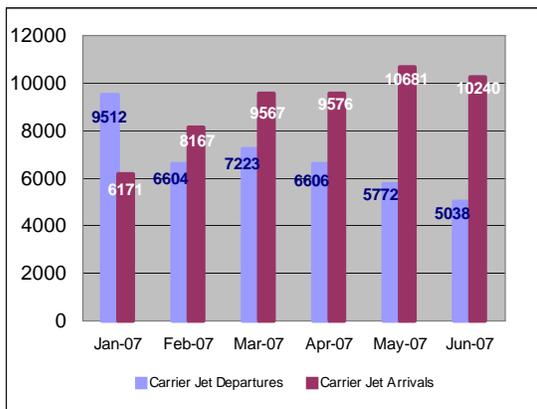
LdnA or day-night level (DNL), is a descriptor of noise level based on energy equivalent noise level (Leq) over the whole day with a penalty of 10 dB(A) for night time noise (22.00-7.00 hrs). DNL is used to forecast noise exposure contour lines around airports.

PHX Noise Monitors in Tempe:

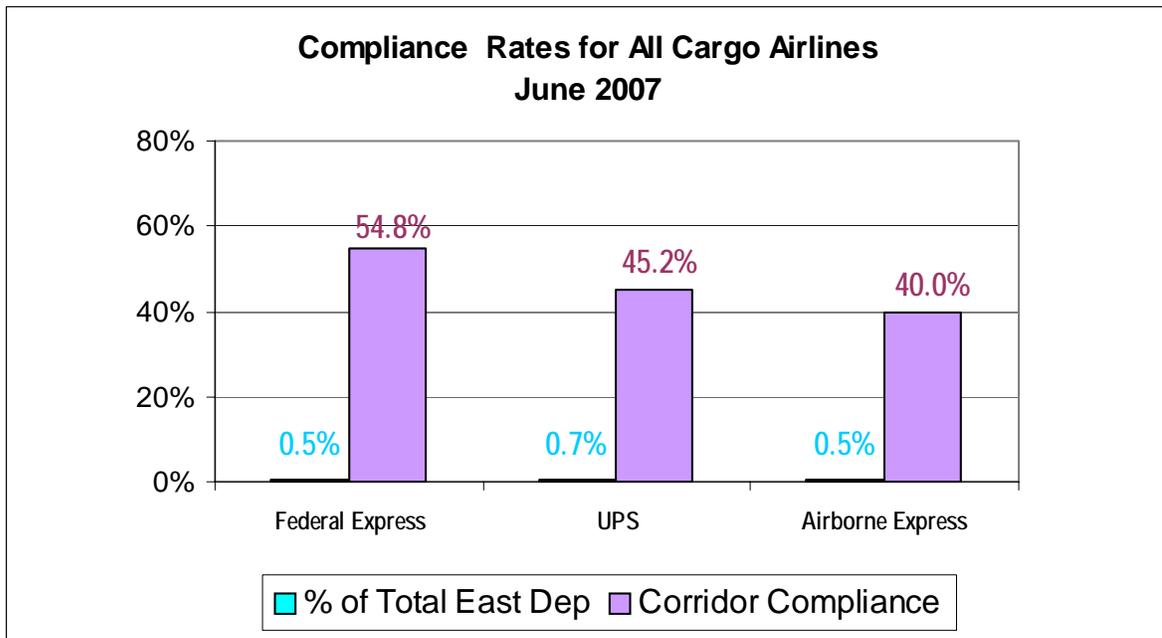
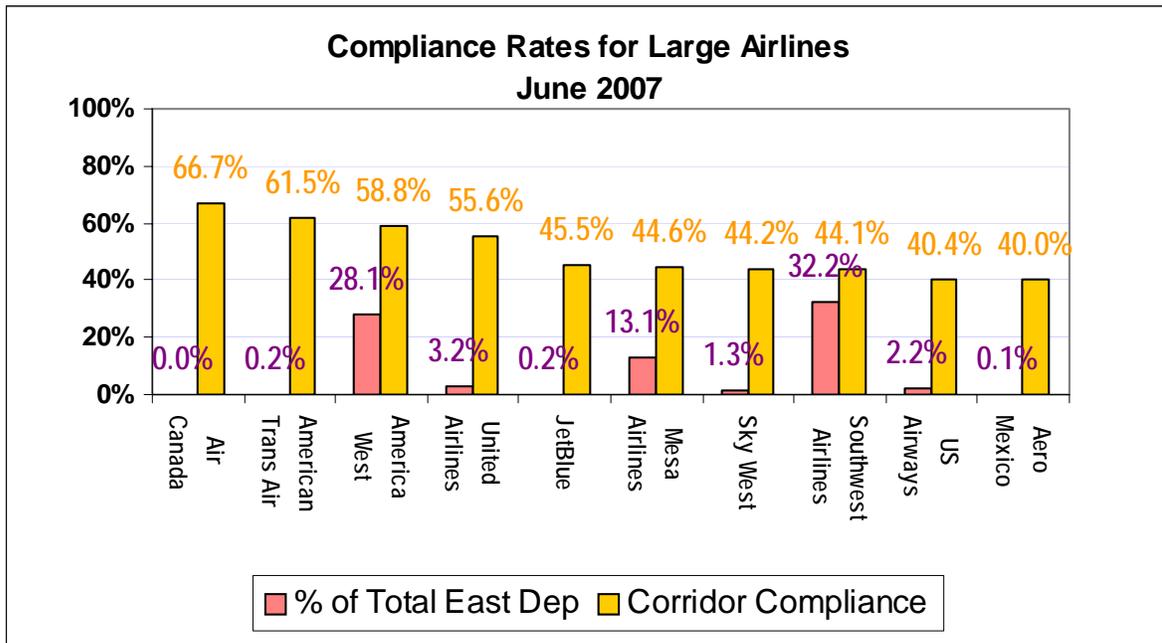
Noise Monitor Sites and PHX FAR Part 1509 65 –70 DNL contour lines in Tempe.



East Operations Summary:



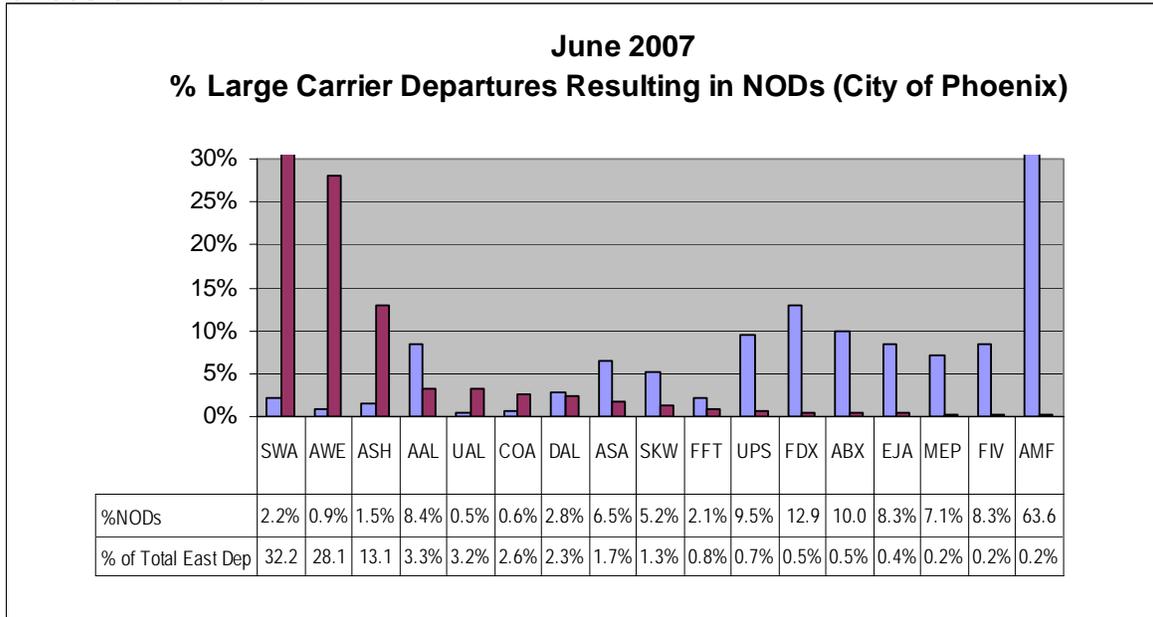
Corridor Compliance with 4-DME Standard Instrument Departure procedure:



4-DME deviations not included during the following hours when cross winds <10 knots:

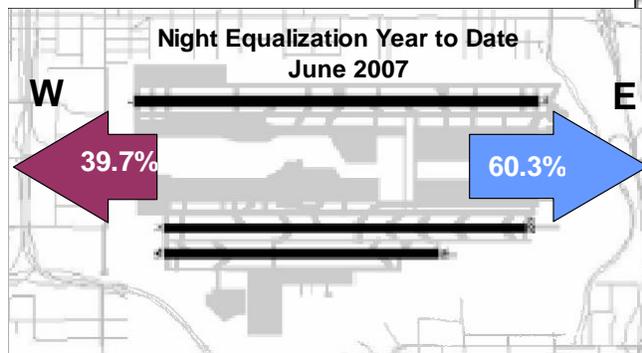
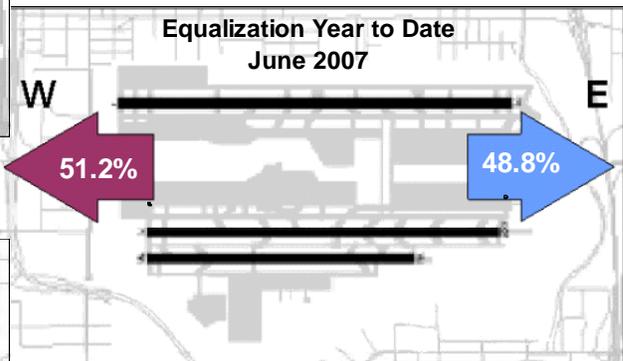
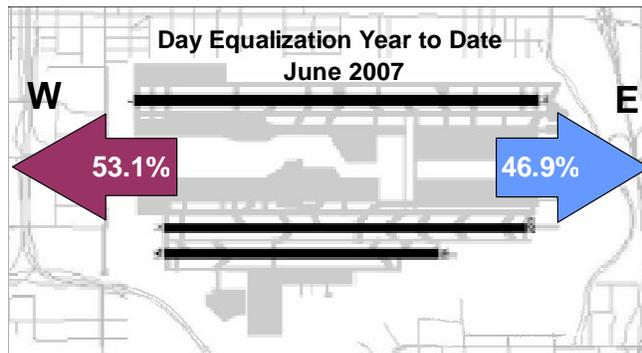
06/11/2007	13:00 - 21:00, 23:00
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Notices of Deviation:

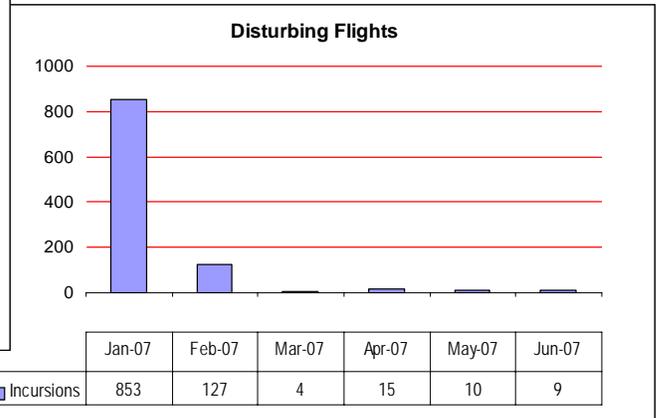
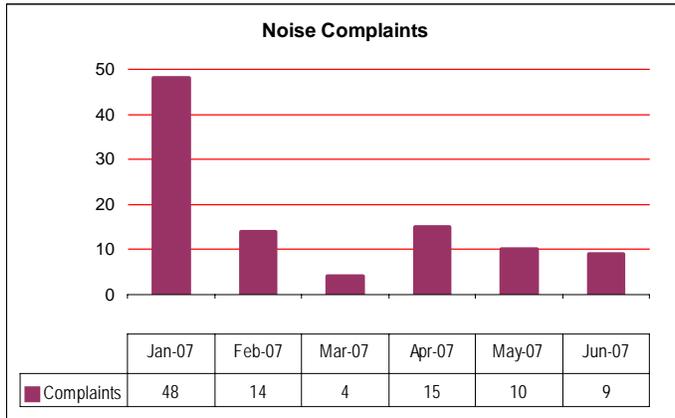


SWA	Southwest Airlines	UAL	United Airlines	SKW	Sky West	ABX	Airborne Express
AWE	America West	COA	Continental Airlines	FFT	Frontier Airlines	EJA	Executive Jet Aviation
ASH	Mesa Airlines	DAL	Delta Airlines	UPS	UPS	MEP	Midwest Express
AAL	American Airlines	ASA	Alaska Airlines	FDX	Federal Express	FIV	Citation Chares
						AMF	Ameriflight

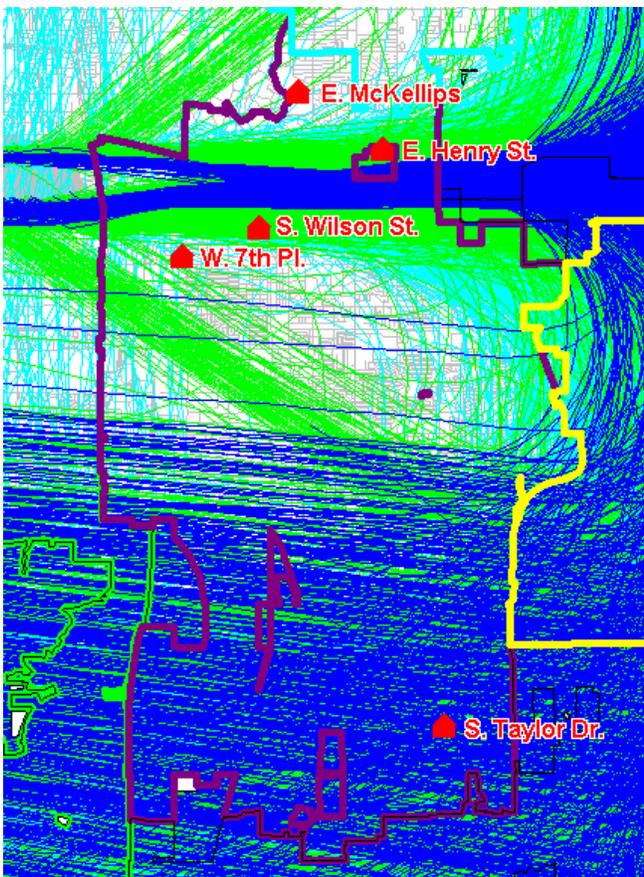
East/West Departure Split:



Received Complaints:



Incursions = Over flights identified to individual aircraft.



Carrier departures:

Inside the Tempe Corridor = —

Outside the Tempe Corridor = —

Carrier Arrivals = —

6 Tempe residents made complaints to the City of Tempe in June 2007 reporting, including 2 from the same household:

- Early morning departures disrupting sleep for resident in North Tempe.
- Evening departure going too early north east away from the river bed.
- Very late and noisy departures by a. o. Southwest over south Tempe.
- Noisy arrivals to the north runway during evening hours.

IGA on Noise Mitigation Flight Procedures:

In 1994 the City of Phoenix and the City of Tempe agreed to continue noise mitigation flight procedures already in use over Tempe from the Phoenix Sky Harbor International Airport. The IGA was made after City of Tempe had challenged the plans for the construction of a third runway because of inadequate assessment of the environmental impacts, and the legal challenge was mediated and settled. The City of Phoenix agreed to submit a F.A.R. Part 150 Noise Compatibility study for the Phoenix Sky Harbor International Airport where the following agreed upon measures were included:

1. Have jets and large aircraft depart to the east over the Salt River.
2. Equalize the noise burden from jets and large aircraft departures between east and west during daytime and nighttime hours on an annual basis.

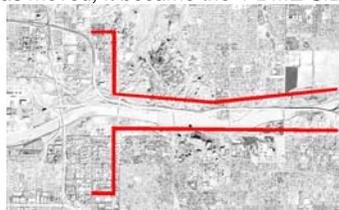


3. The agreement also included a new procedure for mitigation noise from arriving jets and large turboprop aircraft to the proposed third runway (25L).



According to the 1993 Environmental Impact Statement for Phoenix Sky Harbor International Airport master plan improvements that included construction of the third runway, the 1-DME Standard Instrument Departure Procedure was to be continued for noise mitigation purposes. After the VORTAC was moved, it became the 4-DME SID.

The Tempe Aviation Commission used the SID to come with a "Corridor" to measure airline compliance with the 4-DME SID.

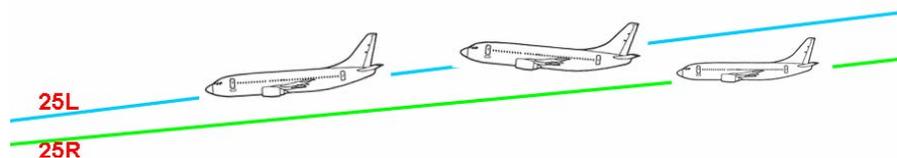


The airport uses a 5,500 feet long imaginary line, "Gate", running north south at 4-DME or approximately at Price Road. Turns by carrier jets north or south away from the Salt riverbed before reaching this line results in a notice of deviation from the airport to the responsible airline.



On March 27, 2002 the FAA suspended formalization of a "side step" procedure that had been in use after the third runway opened in October 2000. Presently the FAA is clearing jets and large turboprop aircraft for straight-in approaches to Runway 25L from the east. 4 contributing factors led to negative effects on flight safety and the decision to suspend the side step procedure:

1. The destabilizing effect on the approach.
2. The inability to intercept the glide slope for the third runway.
3. Computer reprogramming going on in the cockpit.
4. Loss of visual reference, particularly at night (Sun Devil Stadium not always being lit).



Because the threshold for Runway 25L is located farther west than the threshold for Runway 25R, the glide slope is higher up than the glide slope to Runway 25R. Using the Runway 25R glide slope a pilot would need to apply power and both turn and climb close to landing to intercept the glide slope for Runway 25L when executing the side step maneuver.