



Minutes Tempe Aviation Commission March 13, 2007

Minutes of the Tempe Aviation Commission meeting held on March 13, 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
Joseph Salvatore (Vice Chair)
David Swanson
Duane Washkowiak (Chair)
Edwin R. Wiggington

Citizens Present:

Representative Ed Ableser
Barbara Sherman

Guests Present:

Melissa Keckler, Goodman Schwartz
Public Affairs
George Sullivan, Aviation Consultant

City Staff Present:

Oddvar Tveit, Environmental Quality
Specialist, Water Utilities
Department

Meeting convened at 6:35 p.m.

Duane Washkowiak called the meeting to order.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 2 – Consideration of Meeting Minutes (January 9, 2007)

Duane solicited comments to the minutes. Upon a motion from Troy that was seconded by Joe, the minutes from the January meeting were unanimously approved.

Agenda Item 3 – Updates From Staff

RFQ on aviation noise

Oddvar updated the members on a Request for Qualifications that had been out to solicit expertise for doing noise measuring services for the City in proximity of the Phoenix noise monitors. Due to lack of responses the process the City did not go forward with selecting a list of qualified candidates. The City Council has requested that a noise and air quality study be done for an area west of Priest and north of Rio Salado. The City is currently working on issuing a new RFQ that include both noise studies within the NMS area and the requested study of noise and air quality of an area west of Priest to determine if it is suitable for outdoor recreational activities for youths.

Commission Vacancies

The schedule is to have vacancies addressed at the March 22, 2007 Council meeting. How many of the 5 vacancies on TAVCO will be filled is unknown at this time.

February 2007 PAUWG-meeting:

Oddvar reported on the following topics addressed at the meeting:

- The Chandler Municipal Airport Master Plan proposal to lengthen runway to 5,700 feet from current 4,800 feet is pending on the result of a bond election in May 2008. Local concerns have been raised over the potential of having small jets operating at the airport if the runway is extended.
- A Notice of Proposed Rulemaking on the PHX Class B redesign is open for public comments until April 13th, 2007. The aim is to secure parallel arrival flows to PHX during periods of high demand to facilitate efficient flow during all types of weather, and reduce the problems with airlines getting TCAS warnings on approach to Sky Harbor because of GA traffic being too close. This means that GA transition flight paths are moved farther out. The GA community is not happy about this part of the proposal.
- Potential issue is the need for valley flight schools to have students practice ILS approaches will bring them to Sky Harbor at 1:00 in the morning. The reason is the tremendous growth in valley flight school training activities and the bad state of the two other Instrument Landing Systems in the Valley. The old military ILS at Williams Gateway is working on and off.

Noise and Air Quality Symposium

Oddvar reported from a recent symposium he attended in San Francisco that addressed what is going on within the area of aircraft noise and air quality. There were numerous sessions and participants from industry, agencies, and local communities. He had met with representatives from O'Hare Noise Compatibility Commission, LAX Community Noise Round Table, Van Nuys Airport Citizen Advisory Council. He mentioned 3 topics on noise and air quality in a national and global context:

- How to understand aviation impact on climate change? How does CO2 impacts Cirrus cloud formations? Still a lot to learn, research is ongoing.
- The U.S. has been developing new modeling tools that integrate existing noise and emissions models so interdependencies between aviation noise and aircraft emission can be better understood. There are trade-offs between noise, emissions and fuel burn. This comprehensive approach is led by the US in ICAO CAEP (Committee on Aviation Environmental Protection). While Europe is focused on getting acceptance for including airlines to an emission trading scheme, U.S. is working on modeling tools for assessment of global impacts to generate informed cost benefit-based options inside the ICAO framework.
- At one of the sessions attendees were briefed on a study where the purpose was to determine aircraft design if noise reduction was the only concern.

Oddvar mentioned that he attended sessions on noise where:

- Mary Ellen Eagan, Harris Miller Miller & Hanson Inc. presented a paper on alternative or supplemental noise metrics to come up with noise effect contour lines for annoyance, sleep disruption, speech interference, learning, and rattle.
- The agency for airport noise mitigation in France reported on enforcement issues they have with airlines that violate noise mitigation flight procedures in place at the main airports in the country.

With regard to air quality:

- Airports operators were encouraged by the EPA representative to develop accurate inventories for the miscellaneous emissions that are generated at the airport, and get them into the SIP budgets. This would give the airport oversight and the ability to document that all emissions are within current SIP budget limits when new projects are proposed, and get deductions for airport control measures taken in addition to other measures in place inside the air quality management district. Oddvar explained that the default option is to leave it to the FAA to test every project that needs federal approval/funding to determine if National Ambient Air Quality Standards would be exceeded by amounts that necessitates further analysis of conformity. Such a test was done in the recent Sky Harbor EIS and includes federal conformity standards for 6 "criteria pollutants"; carbon monoxide, nitrogen dioxide, particulate matter, ozone, sulfur dioxide, and lead unless a state has more stringent conformity standards. There is currently no federal standard for HAPs (Hazardous Air Pollutants), which is a concern around airports.
- The airport operators were also encouraged to make use of the EPA Community Action for a Renewed Environment (CARE) Program, which is a grant program for communities to find innovative ways to address the risks from multiple sources of toxic pollution in their environment.

On land use, the FAA expressed support to the possibility under the current Aviation Reauthorization Act to have funds be appropriated for compatible land use planning projects carried out by state and local governments. In the current budget proposal DOT has included set aside grant authority for a limited number of demonstration projects.

During the staff update Representative Ed Ableser and Barbara Sherman joined the meeting.

Follow up:

Staff was asked to provide a written summary of his observations from the Air Quality Symposium to the members.

Questions and Answers:

- Where there no responses to the RFQ? Oddvar answered that the City got one response, but decided not to go forward with a bid process on basis of what was received.
- Is there any time line? Oddvar stated that the issue at hand is how to get qualified expertise to respond, since the project calls for highly specialized services offered by relatively few providers.
- Are public comments likely going to change anything regarding the proposed Class B redesign? Oddvar replied that the proposal had been developed by the FAA at Sky Harbor and that extensive discussions with the GA community took place before the proposal was submitted for further FAA review and preparation for the formal hearing. George explained about the work shop meetings that had been conducted by the ATC at Sky Harbor, and that comments received by the FAA on the proposed rulemaking proposal would be sent to PHX TRACON for their review before a final determination is made.

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

George Sullivan stated that he had nothing new to report, but emphasized that the concern over air quality issues was behind the proposal to include an automated people mover among

future development projects at Sky Harbor included in the EIS. The APM would help congestion on airport surface roads.

Agenda Item 5 – Residential Sound Mitigation Services for homes in Tempe;

Duane reported on the meeting he had with management for the City of Phoenix Community Noise Reduction Program (CNRP), and explained presentation material he had received on the Residential Sound Mitigation Services and the feasibility assessment that had been done on public buildings inside the 65 DNL noise contour.

Questions and Answers:

- What is the official explanation why multi-family residences are not included in the program? Duane explained that has to do with how the program is funded. Under the FAA's guidelines the program has been limited to single-family homes. George Sullivan confirmed that it reflects the guidelines the airport has from the FAA, and expressed that for the members of TAVCO to ask what they can do to have these guidelines changed is an appropriate question.

Follow up:

Duane asked if George could forward a message to Cindy Lizarraga that the members would appreciate her bringing back more information on the reasons why multi-family residences are not included in services provided under the current guidelines. Staff was asked to invite Cindy to attend the April 2007 meeting or arrange to have the meeting take place at the airport.

Agenda Item 6 – TAVCO Tasks Update

3. *Address Flight Procedure Issues; look into whether or not a published side-step is in place at other U.S. airports.* Duane explained about the side-step in the agreement with Phoenix, the suspension of the procedure and current situation with direct approaches over downtown Tempe to the south runway, and asked George if other airports have unique approach procedures to mitigate noise impacts. George emphasized that the word "published" is a key because it was one of the reasons the FAA was not successful implementing the procedure. He explained that there are unique approaches in place at other airports, e.g. at San Francisco and St. Louis and others. In some places the Airline Pilots Association (ALPA) has fought the issue, e.g. the Quiet Bridge Approach in San Francisco, which was published but cancelled for flight safety reasons after ALPA protested the procedure.

Questions and Answers:

- What about Reagan Washington International where they approach via the Potomac River? George replied that it is a unique approach to Reagan Washington set up by instrumentation to enable approaching aircraft to navigate over the river.
- Would it be possible to install such instrumentation here? George stated that the issue would have to be studied.
- If it could be done, would it take care of ALPA's concerns? George answered that it would take care of some of their objections. It could take care of the glide slope issue.
- Why did such a study never take place? George stated that he could not provide the members with an answer, but it could likely have been a dollar issue. An Instrument Landing System, which amount to \$1.2 million, the FAA does not buy anymore. They probably would need dual glide slopes, (center runway), to take care of the displaced threshold problem. The pilot and controller unions argued based on what was in place at the time, and the City of Tempe suggested new measures to meet the unions'

concerns, but did not get anything back in writing from the FAA. Tempe staff has documents and is aware of all the issues that resulted in the decision to suspend the implementation of a side-step approach procedure to the south runway.

The members proceeded with a discussion of the effects of the suspension on a future fourth runway. Joe stated that the negotiations that went on to appease the City of Tempe that resulted in the IGA and the proposal to implement a side-step procedure to the proposed runway, made it possible for the City of Phoenix and the FAA to go forward with construction. It was a well executed plan to get the runway built and have direct approach paths established. The side-step issue would in his opinion impact a north runway proposal. The opposition in Tempe to a fourth runway would be stronger than for the third runway expansion, and negotiations on mitigation measures would be tougher. Duane and Richard welcomed the input from George on a technical study to determine what could be accomplished with additional instrumentation. Duane argued that it could provide information about the potential of using modern navigation technology to keep aircraft on flight paths to the third runway agreed upon in the IGA, and Richard expressed that a study could make Tempe better prepared before the City of Phoenix decides to initiate planning and negotiations on adding a fourth runway. Duane raised the question on where the right place to ask for such a study. George stated that the technical expertise in the FAA would have to evaluate the issue, but Tempe would be well advised to follow the same route as for the suggestions they made to solve the issues that led the suspension of the side-step. This would be something the City typically would contract out for experts to look at.

5. *Governor's Advisory Council on Aviation:* Oddvar stated that the ACA and the different working groups had been working on a final report, and Barbara Sherman announced that she had accessed the report on the ADOT web site. She stated that she had briefly looked through the report and the stakeholders had not taken into account the Tempe perspective when discussing aviation growth. Duane suggested that with regard to state aviation the perspective should probably not be limited to a Tempe and Phoenix, but be viewed in a regional context with possible input from the legislature. At the moment it appears that looking 25 years into the future and making plans for aviation in the valley is not an issue. The focus is on census data and the growth of individual airports, looking at what we have rather than what would be an optimal solution. Duane stated that this discussion has been going on for a long time in Tempe, and expressed the need for assistance from the state legislature to move forward. Representative Ed Ableser stated his appreciation for what the Commission is doing on very difficult issues, and that in his opinion the horizon for representatives is relatively short. In the House Transportation Committee the long term perspective has been on the planning of traffic, highways, freeways and light rail/mass transit. Aviation is rarely discussed and typically been related to developments around the Williams Gateway Airport. The regional airport topic was once raised in the Democratic Caucus, but only his district addressed the issue, and it would have support there, but no real dialogue has taken place. Ed suggested that the Governor would be the right place to start. For the ACA not to include the Tempe perspective on regional aviation is significant. He stated that he could bring forward items that are of interest for the members of the Commission in view of the ACA report.
 - It appears that nobody is taking into account the growth happening in the west valley, and does it make any sense to expect all that growth can be handled by one airport, and not make a contingency plan where you are looking for potential areas where additional commercial airport capacity could be located before areas are built out? Ed stated that he shared the concern, and that aviation is one of many areas, and water supply in particular is an important area where such plans are needed. Look at how

growth in aviation has been handled in the Los Angeles and Orange County area. That is a model to follow. There is a difficult political situation, but if the state or the FAA can do further studies of the issue, it would be an important first step.

Joe expressed that the planning needs to be done now, not only is there explosive growth in the west valley, but also east and south in Queen Creek and down towards Coolidge. One central airport may be able to handle all that growth, but then the planning needs to be done right and so you do not end up with a disruption of surrounding communities.

Follow up:

Staff was requested to provide Ed Ableser with the Commission's recommendation to Mayor and Council on aviation issues, give members the web address for the ACA report, and present issues that would be of interest to the members with regard to the report.

12. *Web site about residential sound attenuation:* Oddvar said there are a couple of links on the City's new web site to get to the TAVCO noise report. A draft for a guide on sound attenuation has been forwarded to Development Services.

Duane asked if staff had received a request on late east departure rushes. Oddvar confirmed that Seth, the previous Chair of TAVCO, had filed several complaints on unusual amount of departure activity late at night about 10:00 -10:30 p.m. over a month ago and had recently made a request to have this studied further. George stated that during the time frame this was reported to Tempe, the east coast had difficult weather conditions backing up the traffic system, and delaying activity from two to four hours around the country. To catch up Sky Harbor's activity levels went on to much later hours than normal. Joe commented that in the latest noise report night-time spit in departure operations are really unacceptable for Tempe, and it should be more going the other way during night time hours. At least the carriers should show some consideration taking off during late hours. Oddvar explained that the report is set up to include the latest 12 months equalization data separately for day-time and for night-time hours, but the IGA talks about equalization, which includes both day- and nighttime hours. He also reminded the members about the annual briefing session where the airport is talking to the controllers about the IGA. George emphasized that the airport is not in a position to influence equalization of departures. Duane suggested that the airport be invited to address the following issues under task 3 at a future meeting: 1) Have a study done on adding instrumentation to have effective noise mitigation flight procedures? 2) Have less nighttime departures towards the east? 3) Have direct communication on these issues with the FAA at the airport? George advised the members to bring those questions directly to the ATC at Sky Harbor, including both the Tower and TRACON administration. Oddvar suggested that it could be questions to ask in connection with a tour of the new Tower/TRACON facility. Bernard asked if controllers could keep track of the equalization on weekly basis. George stated that the ATC does not keep records of departure equalization, because they know it is going to work out to be equal distribution on an annual basis. The split is depicted in monthly reports from the Phoenix Aviation Department.

Follow up:

George would check with the PHX TRACON manager if they could meet the controllers at the airport in April 2007, and Oddvar was asked to include the points suggested under task 3.

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

David enquired about the use of winglets, if they have any noise mitigation effect. George replied that a B737-700 or 500 would give you less noise and a quicker climb than older 737s.

It is all about newer technology.

Agenda Item 8 – Schedule Next TAVCO Meeting

The next meeting was scheduled for Tuesday April 10, 2007.

Agenda Item 9 – Adjournment

The meeting was adjourned at 7:32 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

Authorized Signature
Water Utilities Department Manager