



Minutes Tempe Aviation Commission September 20, 2007

Minutes of the Tempe Aviation Commission meeting held on September 20, 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
Ross Meyer
Richard Pagoria
Gloria Regensberg
Joseph Salvatore (Vice Chair)
David Swanson
Duane Washkowiak (Chair)

Citizens Present:

Manuel Jaramillo

City Staff Present:

Oddvar Tveit, Environmental Quality
Specialist, Water Utilities Department

(MEMBERS) Absent:

Sandeep Gopalan (Excused)
Troy McCraw (Excused)
William Justus
Connie Thompson (Excused)
Edwin R. Wiggington (Excused)

Guests Present:

Mary Beth Thompson, Sound
Mitigation Program Manager CNRP,
City of Phoenix
Robert R. Valerio, CSDA Architects
Consultant for the CNRP
George Sullivan, Aviation Consultant

Meeting convened at 6:36 p.m.

Duane Washkowiak called the meeting to order, by asking attendees to introduce themselves.

Agenda Item 1 – Public Appearances

Manuel Jaramillo expressed the need to increase noise reduction efforts under the flight paths in north Tempe. He asked what plans exist to reduce noise impacts on citizens from aircraft coming in on diagonals crossing over the Curry Road/Scottsdale Road area, many outside the flight path over the Curry Road to Sky Harbor expanding the noise impact area to the north. George explained about the IGA between Tempe and Phoenix on noise mitigation flight procedures, and emphasized that there are no noise mitigation flight procedures for arrivals in place over Tempe that restrict operations into Sky Harbor. Arrivals are sometimes deliberately kept short by the air traffic controllers. Duane concluded pointing to the fact that the Commission had raised this and other issues in the January 9, 2007 multi-family letter of recommendation and by producing a list of 6 action items included in the October 12, 2006 recommendation to the Mayor and Council. He encouraged Mr. Jaramillo to call his Council member about the need for action on those items.

Agenda Item 2 – Consideration of Meeting Minutes (August 14, 2007)

Duane solicited comments to the minutes, and Bernie suggested that a typographic error be corrected. Richard moved to approve the minutes as amended. The motion was seconded by Shannon. The amended minutes from the August meeting were unanimously approved.

The meeting proceeded with Duane reading the 6 action items recommended in the October 12, 2006 recommendations, and encouraging citizens to help with getting action on the issues. Richard stated that since it was election time, it was a good time for Mr. Jaramillo and his neighbors to bring issues of concern to the attention of elected officials.

Agenda Item 3 – Updates From Staff

RFQ for professional aviation noise and air quality analysis:

Oddvar explained that staff had been looking at the costs presented by Wyle Laboratories Inc to pursue the proposed scope for the analysis. Because the costs related to the noise part of the scope were relatively small compared to the costs for the air quality portion of the analysis, staff had been focusing in on the latter. He explained what was included in both the noise and air quality portions of the proposed scope. The City has yet to respond to Wyle's proposal, and costs would depend on what tasks end up in a final scope for what the City wants done.

Questions were asked about budgeted cost for the analysis, and if it goes to Council would it be addressed in a public meeting. Oddvar responded that staff had yet to present a cost estimate, and that costs and budget issues would typically be addressed in an Issue Review Session. He also answered a question on which departments in the City had been involved in the RFQ process. Duane requested that staff included the e-mail address to the WUD department manger in the meeting minutes, (don_hawkes@tempe.gov), with the purpose of giving members the opportunity to express the importance of bringing the issue forward.

TLC Training for New Members:

Oddvar also informed the members about the offer from the City of Tempe Learning Center for members to attend two Commissioner training sessions, and suggested that the members read through the distributed guidebooks before signing up for a session he thought they would find both interesting an beneficial for their service on the Commission. Only two members had signed up for one of the sessions. TLC's scheduling of training sessions during work hours was mentioned as a reason for not being able to sign up.

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

George informed the members about the status of the Sky Harbor Noise and Flight Track Monitoring System. The City of Phoenix Aviation Department had decided to issue an RFP for a new system two years before the time the current system was scheduled to be replaced. Tempe staff might be invited to give input in the selection process for a new system. George was asked to provide the members with a copy of the published RFP. He also answered a question as to why the airport decided to go out two years ahead of time. He stated that the system had recently been calibrated so it works as it is supposed to. However, it is about 8 years old and considering what systems are available today the airport decided to look into replacing the current system ahead of schedule.

He also addressed implementation of the adjusted Class B airspace for Sky Harbor next month, and told the members that they might be able to observe a change in the arrivals over Tempe from the east during periods of reduced visibility or bad weather conditions from November on. The airspace change makes it possible for air traffic control to sequence

simultaneous, parallel instrument arrivals to the outer runways at Sky Harbor. He was asked why it was considered to be safe to run simultaneous arrivals during difficult weather conditions, considering that air traffic during good weather runs presumably safer staggered approaches. He explained that air traffic is running staggered approaches during good weather because it enables pilots to see each other. This keeps aircraft safely separated on final approach, which can bring planes side by side to land on the parallel runways at Sky Harbor. With the Class B extension aircraft can be kept on a parallel instrument approach path, which enables aircraft to be side by side during bad weather. Instrument approaches currently needed to be staggered during low visibility or bad weather. The Class B changes was expected to increase the hourly arrival count by 4 to 5 airplanes during low visibility or bad weather conditions, but still keep hourly numbers below what is accommodated during good weather conditions. There would be no impacts of the Class B change on take offs.

Agenda Item 6 – The City of Phoenix Community Noise Reduction Program

George introduced Mary Beth Thompson and Robert Valerio. Mary Beth told the attendees that she had been managing the program for about 8 months. She mentioned that the CNRP started in June 2002 and was based on the FAR Part 150 study that was approved by the FAA in September of 2001. The program included 3 components: 1) A voluntary acquisition and relocation program. 2) A residential sound mitigation services program. 3) Approval to do a feasibility study of mitigating public buildings inside the noise contours. She explained that she oversees the sound mitigation program, which is a voluntary program to assist people affected by noise from the airport. Sound mitigation had been offered prior to 2002 and 1,564 homes had received assistance in both Phoenix and Tempe. The airport is currently doing public outreach where the goal is to assist almost 300 new homes within the eligible areas in Phoenix and Tempe by the end of next year. These are residents in single family homes that the airport had not been able to reach or for different reasons were not participating in the program. The airport uses architects, contractors, special order windows, acoustical doors, insulation of attic, extra weather stripping, to provide custom made solutions for each home. She explained about the noise contour outlines that determine where the airport can get costs reimbursed for providing residential sound assistance. After new contours were approved in 2001 the airport continued to provide assistance in a larger area covered by previous noise contours, however all the money for assistance in those areas comes from the airport, because reimbursement was no longer available in those areas. Upon a question from the members she explained that all together about 2,400 eligible homes in Phoenix and Tempe are located within the old and the new noise contours. George explained about where data comes from and how the data is processed to come up with noise contours using the FAA approved Integrated Noise Model, and what the model takes into account to forecast future noise levels. Robert explained about the difference between noise forecasting that depicts expected annualized noise levels in shape of noise contours for 5, 10 or 15 years in the future, and actual noise event levels that often peak well above the forecasted annualized levels. The reasons behind the different shapes of the old and new contours were also addressed. With regard to a question from the Chair as to what could be done to help areas just outside the contours and to include other types of homes that single family type housing inside the contours, George replied that the airport had over some time waited for a letter from the FAA after the airport made an inquiry about including other types of homes into the program. Mary Beth explained that the letter she had just received per fax from the FAA, stated that the airport needed to do a new Part 150 study if they want to have the FAA evaluate the inclusion of new elements, e.g. multi-family type homes. Staff was asked to provide the members with a copy of the letter. Mary Beth continued the presentation by mentioning that inside both the old and the new contours 556 homes in Tempe were eligible to participate, and 463 of those homes had been competed. 93 eligible homes remained. Those were identified after the airport made a survey of the Tempe

neighborhoods in 2006. After the survey was made 3 of the 93 homes had been demolished. She explained that average cost of sound mitigating a home is \$24,000, and in Tempe the airport had spent about \$11 million in construction, and with administrative costs it totaled to about \$17 million. For both cities \$44 million had come from the airport Capital Improvement Fund, and \$22 million from FAA grants. After being asked when the residential program would end, Mary Beth replied that several outreach campaigns have been conducted over the years, and the current outreach is considered to be the last phase of this program. The goal is to complete the program by the end of next year. A Tempe community meeting was scheduled October 1, 2007 at Sees High School. There would also be a "Knock and Talk" outreach campaign this week-end. She encouraged members to let interested parties in the area know about the meeting to get residents to enroll prior to October 31, 2007, because the plan is to start design the following week. The whole process typically takes 9 months to a year, and what takes the longest is to get custom made windows and doors manufactured. She also addressed reasons why residents and land lords did not want to participate, and was asked about the prospect of leaving a fund of left over moneys after the program was ended that could be used to help residents inside the contour lines. She said this was not a very likely scenario since the airport needs to find money for each residential project they do, so there are no left over moneys. As to what level noise gets reduced by the assistance given, Robert indicated that about from 5 to 8 dB can be expected, so if the noise inside is about 50 dB the goal is to reduce the indoor level to at least the 45 dB, which is the federal requirement. If the home is in good condition, you typically will get more than 5 dB reduction, which is a noticeable reduction. He stated that you get other benefits as well e.g. energy savings.

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

Gloria suggested inviting Corey Woods from the American Lung Association to come and speak to the members about air quality. She also wanted a discussion of authority to exclude members that consequently fail to attend meetings. She also requested that staff distribute copies of the January 9, 2007 multi-family letter to the Mayor and Council and the October 12, 2006 recommendation

Agenda Item 8 – Schedule Next TAVCO Meeting

Duane thanked attended members for their attendance and contributions. The scheduling of the next meeting was delayed until a date in October suitable for Council Member Shana Ellis to attend could be found.

Agenda Item 9 – Adjournment

The meeting was adjourned at 7:45 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

Authorized Signature
Water Utilities Department Manager