



Minutes Tempe Aviation Commission June 10, 2008

Minutes of the Tempe Aviation Commission meeting held on June 10, 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
Gloria Regensberg
Curtis Ritland
Alyson Star
David Swanson (Vice Chair)
Duane Washkowiak (Chair)

City Staff Present:

Oddvar Tveit, Environmental Quality
Specialist, Water Utilities
Department

(MEMBERS) Absent:

Ross Meyer
William Justus (Excused)
Connie Thompson (Excused)
Edwin R. Wiggington (Excused)

Citizens Present:

Nancy Goren
Bernard Eilers

Guests Present

Bob Whitworth (PHX ATCT Manager)

Meeting convened at 6:32 p.m.

The Vice Chair called the meeting to order.

Agenda Item 1 – Public Appearances

Bernard Eilers expressed his interest in the items on the agenda, and was open to questions from the members on the current situation for the airline industry because of the prices on jet fuel, and potential future impacts on how airlines do business. Bob Whitworth suggested that Tempe provide him with a map over noise sensitive areas he could use in his facility where 11 out of 43 air traffic controllers are new and are going through training. A map from Tempe could be converted into a radio video map on their digital STARS displays. He also talked about the FAA HQ being at Sky Harbor 6 weeks ago talking about capacity issues, and he had expressed the opinion that more taxiway capacity is need to move the airplanes around at the airport, but not more runways. The capacity needs in the NAS 2007-2025 Fact 2 study could be accessed on the FAA web site:

(http://www.faa.gov/airports_airtraffic/airports/resources/publications/reports/media/fact_2.pdf).

Agenda Item 2 – Consideration of Meeting Minutes (May 13, 2008)

The Vice Chair asked the members for comments to the minutes and a motion to approve.

The members had had no comments to the minutes and moved to approve them, but was one member short of the quorum needed to take action on the minutes.

Agenda Item 3 – Updates From Staff

PAUWG RNAV Departure Procedure Group Meeting:

Staff showed slides about what was presented at the first meeting on May 27, 2008 of a PAUWG group that would be working on the development of 7 new RNAV departure routes out of Sky Harbor. This is anticipated to be a lengthy, 18-step process where representatives from the two lead airlines at Sky Harbor, the business aviation industry and other parties involved with the PAUWG would provide input and assistance to come up with a set of new routes that will replace 6 published RNAV departure routes that is not in use today. The purpose is to make routes that effectively utilize the technology carriers have, but to gain savings through use of satellite navigation and FMS systems out of Sky Harbor, the routes needs to be designed in proximity to or over points that are “flyable” relative to aircraft type, navigation equipment, and operational conditions that exists at Sky Harbor. Of interest to Tempe is;

1. That new RNAV departure routes are to stay within existing flight paths.
2. How new navigation points are set up to work, and the impact this might have on initial departure headings on east flow.

The next step for the PAUWG group was to schedule access to the airlines’ labs to test one or more the concepts provided to the May 27, 2008 kick-off meeting.

Gary answered a question on whether or not fuel use was impacted by the rate of climb. He answered that the distance flown impacts fuel burn, the quicker an aircraft gets to higher altitudes and lower density air, the less fuel was burned.

Average Departure Altitudes

Staff also presented monthly and annual variations in lowest and highest climb altitudes when aircraft enter the airspace over Tempe, about 3 miles after take off. A small improvement in maximum heights had occurred in 2007 and 2008 over previous years back to 2000, but seasonal variances are more significant, the higher climbs are not as prominent during the hot weather months as during the winter months. The very high climbs are often all cargo carriers, e.g. FedEx aircraft returning to the base in Memphis. With a full load all cargo planes are in the lower end. Staff also displayed departure numbers over Tempe from 2005 until present. For the past months this year there had been a downward trend.

Follow up: Staff would come up with departure numbers to the west to see if any changes had occurred.

Agenda Item 4 – Potential ways to get a Study of Phoenix Sky Harbor International Airport Environmental Impacts

The Chair’s solicited ideas from the members on how to create partnerships to get studies done. Gary expressed that he had no recommendation to the members at this point in time, possibly the members could get somebody to do a paper on the airport’s environmental issues. The ASU Morrison Institute for Public Policy was suggested, but not discussed further considering the institute’s studies had been about development and growth and not environmental issues. The Chair suggested the item be kept open for members to come up with ideas on how to proceed.

Agenda Item 5 – Invitation to Glendale to talk about airport development in west valley

Gloria read a letter she had received from the City of Glendale about the Glendale Municipal Airport and reported on the goal to accommodate more corporate jets set in the airport's master plan. She had hoped to have a direct answer on interest in a regional airport system discussion, but would proceed with contacting Maricopa Association of Governments.

Agenda Item 6 – A regional approach to address the airport situation;

Staff had included a copy of the Governor's Advisory Council on Aviation final report in the meeting handouts and explained about the MAG Regional Aviation System Plan referred to in the report from the Advisory Council. The chair asked Bob about the Council's assumption of annual passenger numbers doubling from 40 to 80 million by 2025. Bob confirmed that the need for more commercial airport capacity is projected in the FAA's Fact 2 study. Bernie addressed the members about forecasts and what currently is impacting the airline industry. Fuel prices at higher levels over the long term would encourage airline consolidations, make it less affordable to run 50 passengers regional jets in smaller markets, and give less incentive for venture capital investment. It was too early to say whether or not such growth projections were realistic.

Follow up: Staff was asked to provide the MAG RASP report (WP6 "Preferred Scenario") to the next meeting.

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

Gary suggested a discussion of what should be considered to be acceptable in terms of noise impact from airport operations, and what parameters to apply. The chair asked Bob to look into possible local standards for acceptable noise levels around airports in other parts of the country.

Agenda Item 8 – Schedule Next TAVCO Meeting

The next meeting was scheduled to August 12, 2008.

Agenda Item 9 – Adjournment

The meeting was adjourned at 7:30 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

Authorized Signature
Water Utilities Department Manager