



Minutes Tempe Aviation Commission October 7, 2008

Minutes of the Tempe Aviation Commission meeting held on October 7, 2008, 6:30 p.m., at the Public Works Conference Room, Garden Level, City Hall Complex, 31 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Sally Clements
William Justus
Gloria Regensberg
Alyson Star
David Swanson (Vice Chair)
Connie Thompson (on Conference Call)
Duane Washkowiak (Chair)

(MEMBERS) Absent:

Gary Goren (Excused)
Curtis Ritland (Excused)
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 (September 9, 2008)

Duane invited the members to comment on the September 9th meeting minutes. With no comments received, Gloria moved to approve the minutes. Dave seconded the motion. The September meeting minutes were unanimously approved.

Agenda Item 3 – Updates From Staff

After Duane had the attendants introduce themselves, and given his welcomes to Sally as a new member on the Commission, staff announced that together with Sally, Tara Ellman and Barbara Sherman had been appointed to the Aviation Commission.

Night Time Departure Operations:

Staff had prepared a handout to the members that included annual numbers and percentages of night time departure operations going east and west from Sky Harbor each year during 2000-2007. Except for large turboprop aircraft the majority of all larger commercial and smaller jet aircraft, departures went towards the east during the hours from 22:00 p.m. to 7:00 a.m. Night time operations were relatively insignificant in numbers compared to day time operations at Sky Harbor, but were considered with added weight in noise planning, because this was the period of the day people are most sensitive to aircraft noise. The departure pushes in the evenings when airlines were leaving Sky Harbor to get to the over-night destinations located in

states to the east and to the north, and departures in the early mornings when airport operations normally were on east-flow, impacted the annual trend of more night-time departures going east. Arrival traffic numbers during these hours were not accounted for in the handout due to the fact that the agreement with Phoenix to accomplish even distribution of the noise burden between the two cities over the year, only applied to departure traffic.

Equalization of departures so far in 2008:

The annual east-west split in jets and large turboprops departures including both day and night time departure activity, which is the agreed way to assess equalization of the noise burden between the two cities, had a majority of the departures going west; 55.7 % as of August 31, 2008. 56% going west and 44% going east had been relatively consistent so far this year. Separating day time and night time hours, about 57% went west during the day, and during night time hours it shifted visa versa with about 57% heading towards the east. The percentages were calculated adding up departure operations over the last 12 months at the end of each month. The influence of prevailing winds and the directions a majority of the airlines were heading during the different hours of the day were mentioned as reasons for the periodic fluctuations as to where, east or west, air traffic was heading off the runways. The members expressed the need to keep track of departure equalization within shorter time frames, e.g. do monthly or weekly equalization of departure traffic.

Follow up: Staff was asked to forward the equalization data to the manager of the PHX ATCT with a cover letter from the Chair explaining the need for keep tracking the departure split on a daily, weekly and monthly basis and to minimize the noise during night time hours.

MOA on access to FAA Data:

The Council had approved a resolution to enter into a new MOA with the FAA for the City to access flight track radar data released by the FAA to the Sky Harbor NFTMS.

QED Noise Data Evaluation:

The consultant had been hired to do an evaluation of how appropriately the monitors and the NFTMS accounts for the aircraft noise impact in Tempe. The November meeting had been indicated by staff to QED as the first available opportunity for the consultants to introduce themselves and the project to the members.

The members addressed a newspaper article included in the meeting handout about Sky Harbor experiencing a steep decline in passenger levels and a reply to the Arizona Republic editorial board on transportation planning requested distributed to the members by a previous TAVCO chair.

Agenda Item 4 – Address by Chair at September 18, 2008 IRS

The Chair gave the members his thoughts after addressing Council at the Issue Review Session, and brought up the invitation from Council to have a TAVCO representative on the Transportation Council Committee. The members discussed the need to have a budget to address noise in Tempe, and the feasibility of getting a noise budget in a difficult economic situation for the City. The importance of courage, new ideas and the need to keep reminding Council members of the airport and the noise in open meetings was emphasized in a discussion of how to get attention to the noise issue from the perspective of what a commissioner can do and what local groups, e.g. QualiTe can do, and what can be done to get media exposure on the issue. The idea of inviting representatives from the merchant industry under the flight paths or the schools to a TAVCO meeting was raised. Staff reminded

the members about earlier initiatives by the Commission to get information on how schools in Tempe are affected by the noise, including the attempt made in 2004 to get the airport to do aircraft noise recordings at impacted schools in Tempe with portable noise monitoring equipment. It was suggested that the benefit of doing such monitoring was addressed with QED. The City's ability to lobby airport development on state level was raised and followed by a discussion of the problems associated with revenues being taken out of the State Aviation Fund to balance state budgets, its negative impact on future planning and development of the airport infrastructure, and the risk of Arizona being disadvantaged over the long term by not preserving land for new airport development as done for a new supplementary airport in Las Vegas. Staff mentioned the Fact 2 study where the FAA estimated the need for 4 new airports over the next 20 to 30 years, Las Vegas and San Diego are targeted in the southwestern region, and a need for a 4th runway at Sky Harbor assumed to materialize by 2025 depending on the future growth in commercial service at the Gateway airport. However, he emphasized that these estimates came out before the economic squeeze really hit the aviation industry, with fuel cost and now financial drought. The discussions of options to follow up on the Chairs' address to Council were concluded by a statement emphasizing that some options were off the table for the Council in addressing the aircraft noise issue. With the settlement in 1994, the City gave up making future legal challenges of issues settled with the IGA, e.g. challenging the lack of implementing the side-step flight procedure to the third runway.

Agenda Item 5 – Noise Sensitivity Map for Tempe

Staff presented a map generated by updating older map layers displaying public institutions, residential and recreational areas and transferring them to a GIS mapping format. The map also displayed the many parts of Tempe located major flight paths. The members suggested a draft be forwarded to the PHX ATCT with the message that the map was a work product still under evaluation, but as a first step recommend ATCT to avoid having flight paths go directly over educational facilities, schools, campuses and adjacent out-door sports areas.

Agenda Item 6 – Commissioners' Business (topics for future discussion)

No topic was suggested.

Agenda Item 7 – Schedule Next TAVCO Meeting

The next meeting was scheduled to November 11, 2008.

Agenda Item 8 – Adjournment

The meeting was adjourned at 7:25 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

Authorized Signature
Water Utilities Department Manager