



## Minutes Tempe Aviation Commission March 9, 2010

Minutes of the Tempe Aviation Commission meeting held on March 9, 2010, 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  
Dick Collins  
Tara Ellman  
Karyn Gitlis  
Curtis Ritland (On Phone)  
Alyson Star  
Barbara Sherman (Vice Chair)  
David Swanson (Chair)

**City Staff Present:**

Oddvar Tveit, Environmental Quality  
Specialist

**Meeting convened at 6:32 p.m.**

David called the meeting to order.

**Agenda Item 1 – Public Appearances**

There were no public appearances.

**Agenda Item 2 – Consideration of Meeting Minutes (February 10<sup>th</sup>, 2010)**

Dick moved to approve the February meeting minutes, and Curt seconded the motion. The minutes were approved by a unanimous vote.

*Karyn joined the meeting at 6:46 p.m.*

**Agenda Item 3 – Updates From Staff**

*Report from Conference on Aviation and Sustainability:*

Staff gave an update on what is taking place on federal level with regard to including Green House Gas (GHG) emissions in environmental assessments done for proposed federal actions under the National Environmental Policy Act (NEPA). General assessments of contributions by aviation to overall GHG emissions (CO<sub>2</sub> equivalents) are about 3%. The abatement of GHG emissions from aviation is linked to the issue of pricing CO<sub>2</sub> emissions, and implementation of Emission Trading Schemes (ETS). ETS is one of the strategies evaluated by International Civil Aviation Organization's Committee on Aviation Environmental Protection (ICAO CAEP); another is abatement at the source, which deals with strengthening engine certification standards for CO<sub>2</sub> and NO<sub>x</sub> emissions. Airlines are reporting fuel burn efficiency to ICAO through their Air Transport Association (ATA) and they are involved in research to find future alternatives to fossil

jet fuels. Airports in Europe have implemented GHG emission control targets through cooperative efforts in the ACI (Airport Council International). Level 1 is mapping your emission footprint, level 2 is reducing your emissions, and level 3 is optimizing your reductions until “carbon neutrality” is reached, a level only one airport has accomplished (Stockholm). Airports have direct control only over a small portion of total airport GHG emissions, e.g. Zurich airport told the conference that they have direct control over 2% of total GHG emissions from the airport. In the US, local airports have developed GHG emission targets. Under the California Warming Solutions Act (AB 32) and the Los Angeles’ Mayor’s Directive, Los Angeles World Airports, (LAX, Ontario, and Van Nuys), are committed to 35% reduction in CO2 emission levels by 2030 using 1990 emission levels as a baseline. San Diego has entered into an MOU with the California Attorney General to reduce annual GHG emissions levels by 2015 to an amount equivalent to 20% of the emissions in 2010. Massachusetts has a state operations GHG emission target of 25% reduction by 2012 using 2002 as a baseline. Los Angeles World Airports has all shuttles run on LNG/CNG (liquid gas in fluid or gaseous state). Sky Harbor has 100% of airport buses running on LNG. Members of ATA have voiced concerns about the implementation of ETS in Europe in 2012. Emission trading for aviation has the potential of reducing airlines’ future investments in fuel-efficient fleets and alternative fuel research, and upset the competitive balance achieved through ICAO. The airline industry is a small GHG contributor that already does a lot to curb its emissions. There are airlines, however, that do not see this as a threat to their business, or as an unfair burden on aviation; one is the Virgin Blue Corporation, which representative expressed that emission trading inspires airlines to find the cheapest way to get to a target. The necessity of establishing GHG emission targets and the use of ETS to abate aviation’s contributions to climate change is a controversial and debated issue not only in the US.

Staff also talked about another topic raised at the conference: how airports should communicate and build credibility with citizens on noise. Sea-Tac’s addition of a third runway and the current update to Sea-Tac’s Part 150 was an example used at the conference on how to apply impartiality and build credibility with citizens. However, communities around Sea-Tac have not yet experienced a radical change in runway operations after the opening of a third runway. The airport authority had received assurances from the FAA on limited use of the new runway. This is easier to facilitate during the current lows in air traffic nation wide than during periods when the demand for airline travel is high.

Follow-up: Staff would provide the members with web links included in the presentation.

#### *FAA workshop on noise*

The FAA had arranged a working group meeting on how to go about creating a new noise policy the day after the San Diego conference ended. The group listened to assessments by experts, Fidell/HMMH and others, about how the “Schultz curve”, the dose-response relationship curve on which the Integrated Noise Model and 65 Day Night Level (DNL) have been based, is holding up. Studies have shown that it does not hold up very well to scientific evidence gathered through behavioral research done after 1991, and to noise complaints received by most airports from citizens located far outside areas exposed to 65 DNL, which is the level determined significant for communities around airports. The purpose is to gather and use the best scientific evidence available to evaluate the current standard for determining significant noise levels around airports. Funding more research is an issue. The reauthorization bill for aviation is still in the Senate and has been there since 2007. The FAA is looking at using Airport Cooperative Research Program funding in addition to what they can get from cooperative research

(PARTNER) and from appropriations to FAA's office of Aviation Environment Energy Noise (AEE). The FAA Washington D.C. noise division has gathered 628 studies and expressed interest in the two noise perception studies done for TAVCO back in 1999 and 2000.

*Council Transportation Committee Input on TAVCO recommendation*

The follow-up requested by the Committee was addressed, as well as the schedule for presenting the recommendation with additional information at a Council Issue Review Session. Dave thanked the members that attended the February 23, 2010 Council Transportation Committee meeting.

**Agenda Item 4 – Electronic Distribution List**

A new simpler concept for a monthly noise report was presented to the members as an example of what could be offered to potential subscribers to a City listserv for aviation. The members discussed what to include, and how links to minutes and reports could be used for citizens that had interest in more detailed information about a particular subject. The members agreed to request staff to develop a proposal for a listserv with the Community and Media Relations manager that dealt with a single topic that would change by issue, e.g. one month concerns voiced in noise complaints to the City. Links to the aircraft noise web site should be included. *Curt left the meeting at 7:45 p.m.*

**Agenda Item 5 – Letter on City's efforts in airport system planning**

The members discussed a draft letter from the Chair to Mayor and Council expressing appreciation of the City's work on the last Regional Airport System Plan that ended in 2006. A draft from the Commission had been proposed after the Commission's review of a recent report from the Government Accountability Office about FAA's use of Regional Airport System Plans. After proposing minor edits to the draft, Karyn moved to approve the letter. Dick seconded the motion. The motion passed by a unanimous vote.

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

A member addressed the latest PAUWG meeting held in Tempe, and the news about creating class C airspace over IWA to enhance air traffic safety and efficiency as operations have increased to 287,000 movements in 2009. Staff was requested to check if PHX ATC would send someone to address the Phoenix-Mesa Gateway airspace project.

**Agenda Item 7 – Schedule Next TAVCO Meeting**

The next meeting was scheduled for April 13, 2010.

**Agenda Item 8 – Adjournment**

The meeting was adjourned at 8:20 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

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Authorized Signature  
Water Utilities Department Manager