



## Minutes Tempe Aviation Commission February 11, 2014

Minutes of the Tempe Aviation Commission meeting held on February 11, 2014, 6:30 p.m., at the Public Works Conference Room, Garden Level, City Hall Complex, 31 E. Fifth Street, Tempe, Arizona.

**(MEMBERS) Present:**

Lane Carraway  
Shannon Dutton (Vice Chair)  
Mark Garrigan  
Karyn Gitlis  
Barbara Sherman (Chair)  
James Wennlund

**(MEMBERS) Absent:**

Sally Clements (Excused)  
Gordon Gauss (Excused)

**City Staff Present:**

Oddvar Tveit, Environmental Quality Specialist

**Citizens Present:**

Donald Kehl  
G. Macia

**Meeting convened at 6:50 p.m.**

Barbara called the meeting to order.

**Agenda Item 1 – Public Appearances**

There were no public appearances.

**Agenda Item 2 – Consideration of Meeting Minutes (January 14, 2014)**

Karyn moved to approve the minutes. Shannon seconded the motion. The minutes were unanimously approved.

**Agenda Item 3 – Updates from Staff**

*PHX Notices of Deviations to Airlines*

Staff presented a handout showing how the Intergovernmental Agreement (IGA) between Tempe and Phoenix regulates notifications to airlines with aircraft that fail to comply with 4-DME Standard Instrument Departure (SID) procedure in place east of the airport for jet aircraft and large turboprop aircraft. The notifications have not been issued within the 24 hour deadline because the transfer of radar data to the airport's Noise and Flight Track Monitoring System used to take up to three working days. Access time has been reduced after the system became web based. Only airlines that operate jet aircraft are required by PHX ATC to follow the 4-DME procedure over the Salt riverbed. PHX issues spreadsheets and flight track images showing jet aircraft departures outside the PHX 4-DME Gate that are not caused by adverse weather or direction from air traffic control. The gate is a measure set up by PHX in the Noise and Flight

Track Monitoring System (NFTMS) to determine compliance. When notifications are issued varies, but on average e-mail notifications from PHX are e-mailed to airlines about a week apart. Tempe stores the PHX notices of non-compliance with the 4-DME Gate in an Access database where the date of notice and flight information can be queried.

#### *PHX and Tempe Noise Reports*

A comparison of what is displayed in the aircraft noise reports by Tempe and Phoenix was explained to the members. The monthly reports from both cities focus on compliance with the 4-DME procedure and the equalization of departure activity east and west of the airport. Also received complaints on air traffic are included. Tempe measures departure compliance to the east using the Tempe Corridor measure set up by Tempe in the PHX NFTMS to determine non-compliance. The Tempe reports also include 4-DME Gate compliance estimates. Both cities compile annual compliance summaries. What separates the reporting is that the Phoenix reports cover the GYR, DVT in addition to PHX and that Tempe posts quarterly noise measurement reports and includes more noise data in the annual summary. The Tempe reports are posted on the commission's web page, <http://www.tempe.gov/tavco>, and the Phoenix reports are posted on <http://skyharbor.com/community/noiseReports.html>. The members were encouraged to come up with any suggestions they might have for changes or additions to the Tempe reports.

#### **Agenda Item 4 – Accomplishment Wish Lists**

At the January meeting Barbara had encouraged members to come up with suggestion for what they would like to accomplish as commission members. Barbara read suggestions submitted by Gordon;

- What effect the (USA/AAL) merger will have on traffic as we continue through the year
- What changes will be made as we get closer to shutting Terminal 2

He also commented that he was following what is going on at Falcon Field with the recent noise complaints against the small aircraft flight school activity.

The following suggestions were presented by individual members:

- For all new construction and any substantial re-construction/re-development project, require correct sound proofing for occupants of the structure and that the structure absorbs rather than reflects sound exposure into the environment. This can be done through structural shapes, materials and the structures' placement.

This will provide benefit to indoor and outdoor health. Residential yards, parks, schools, walking/biking on street and paths in Tempe Town Lake area, and recreation areas with a reduction of the environmental noise impact of airplanes, trains, automobiles, health/safety vehicle sirens, freeway noise and other noise from transportation.

- Noise campaign, new perception survey.
- Track the aircraft movements.
- Focus more on helicopter safety, considering helicopter accident rates are 7.5 per 100,000 flight hours compared to the fixed wing rate is 0.17 per 100,000 flight hours.
- Enforcement of the IGA, resolve disagreements over measuring airline compliance with

the 4-DME SID.

- Study health effects of noise.
- Work to get sound proofing for residents, fight harder for the inclusion of multi-family housing.
- Calculation of sound pressure levels, work on what is a significant sound level increase.
- Include a focus on air quality impacts of aviation, how aircraft pollutants are measured. Make it an educational issue.
- Focus on helicopter noise as a problem in Tempe.
- Do a twenty year assessment of the September 1994 IGA between Phoenix and Tempe, to be presented to the Tempe Council.
- Find a solution to Tempe/Phoenix compliance definitions with an agreement on a compliance definition including performance criteria.
- Add noise exposure to Tempe housing programs to help citizens impacted by noise.

The suggestions were referred to agenda item five as a topic subject to further discussion at the next meeting.

#### **Agenda Item 5 – Stop the Noise Strategies**

Barbara encouraged the members to read through a memo received from Donald Kehl developed for a meeting with the chair. Donald commented that after his conversation with the chair he has realized that not all the suggestions for strategies to get attention to the commission's work and aircraft noise as a serious problem in Tempe, fit well with the commission's mandate. Barbara asked if the members had any questions for Donald. Donald explained about why he came up with the memo with talking points for a strategy that can direct the necessary attention to the aircraft noise issue in Tempe for it to be addressed at the appropriate levels of government and industry. The solution to the noise problem is a partnership. There are short term, middle term and long term solutions to the problem, but unless all involved parties have a stake in it being solved, it will not happen. Barbara thanked Donald for his engagement and taking time to present his ideas to her and the rest of the commission.

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

Barbara informed the members about a position paper focusing on growth and quality of life impacts she and other previous members of the aviation commission had presented to the Arizona Governor's office in 2007 as members of "QualiTe". She asked staff to distribute the paper to the members.

She also referred to statements in a book called "City by Design: Phoenix: An Architectural Perspective of the Greater Phoenix Valley." Mark Vinson, Architect, City of Tempe, served on the Advisory Board Committee for the book. She quoted a description on page 140 in the book of the Hayden Ferry Lakeside residential towers Edgewater and Bridgeview: *"In addition to their aesthetic appeal, the buildings have a boat-shaped design that causes freeway and airplane*

*noise to ricochet rather than bounce between buildings....design maximizes views of the lake....its post-tension concrete construction with 7 ½-inch floors, also insulate against noise.”*

Barbara announced an upcoming meeting by the National Organization to Insure a Sound Controlled Environment (N.O.I.S.E) at the National League of Cities Congressional City Conference in Washington D.C. on Sunday March 9, 2014.

She also announced that February 18, 2014 it is the Environmental Day at the State Capitol.

She reminded the members of the upcoming meeting of the Phoenix Airspace Users Working Group (PAUWG) on Thursday, February 13, 2014 in the Tempe History Museum.

Staff announced that the Phoenix-Mesa Gateway authority had asked for a couple of dates to prepare for the commission's visit. Based on preferences received from the members March 20, 2014 seems to have first preference among a majority of the members.

**Agenda Item 7 – Schedule next TAVCO meeting**

The next meeting was scheduled for March 11, 2014.

**Agenda Item 8 – Adjournment**

The meeting was adjourned at 8:32 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Jeffrey Kulaga

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Authorized Signature  
Assistant City Manager