



Minutes Tempe Aviation Commission March 11, 2014

Minutes of the Tempe Aviation Commission meeting held on March 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
Sally Clements
Shannon Dutton (Vice Chair)
Gordon Gauss
Karyn Gitlis
Lance McIntosh
Barbara Sherman (Chair)
James Wennlund

(MEMBERS) Absent:

Mark Garrigan (Excused)

City Staff Present:

Oddvar Tveit, Environmental Quality Specialist

Citizens Present:

Grace Kim
Torin Sadow
Ozgur Turkmen

Meeting convened at 6:30 p.m.

Barbara called the meeting to order by asking attendants to introduce themselves and welcoming Lance to the commission.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 2 – Consideration of Meeting Minutes (February 11, 2014)

Barbara and Karyn proposed edits to the drafted minutes. Karyn moved to approve the minutes as edited. Lane seconded the motion. The minutes with the edits were unanimously approved.

Agenda Item 3 – Updates from Staff

February 13, 2014 PAUWG

The northern Arizona airspace under PHX TRACON control was turned on February 6, 2014. PHX controls air traffic sectors from Flagstaff to Casa Grande. Three locations for the IWA ASR-9 radar are under evaluation. PHX FAA has been working with FAA's Flight Procedure Standards Branch in Oklahoma on fixing issues related to compatibility of RNAVs developed by PHX with FAA procedure design criteria. This has to do with applying the same climb rates for obstacle clearance in the DVA as in the PHX RNAV Standard Instrument Departure (SID) procedures on both sides of the airport. The problem is applying the new criteria to west side RNAV SIDs. The testing of electronic flight strips in the PHX Tower/TRACON facility is completed. The use of electronic flight strips is now permanent. American Airlines is moving to

US Airways' gates on the north side of Terminal 4.

Palm Springs noise symposium

Staff presented topics from the February 24, 2014 to February 26, 2014 aviation noise and air quality symposium hosted by UC Davis in Palm Springs. Under the FAA Noise Research Roadmap the goal is to have less than 300,000 people exposed to significant noise by 2018. Currently 321,000 people are exposed to significant levels of noise from airport operations. Going forward the FAA is opening up new ways to capture the noise impact, which requires improvements to existing noise metrics and noise modeling tools. The body of U.S. research on noise and air quality emissions from aviation has been conducted under Partnership for Air Transportation Noise and Emissions Reduction (PARTNER). Under PARTNER twelve universities have received over \$100 million over the last ten years including 48 research projects. The research will continue under the leadership of a new partnership called the Aviation Sustainability Center (ASCENT). Smaller research projects have been funded under the Transportation Research Board's Airport Cooperative Research Program (ACRP). Several research projects have been completed, and staff addressed the following examples talked about at the symposium:

- PARTNER project 44 is a study of whether persons living near airports in the U.S. have cardiovascular impacts.
- ACRP project 02-35 researched methods for understanding aircraft noise annoyance and sleep disturbance.
- PARTNER project 45 studied a way to determine the air quality performance of aviation worldwide. This study found very small contributions by aviation to ambient (ground) ozone and particulate matter (PM-2.5) levels. However, while emissions from mobile sources are subject to overall decline, the aviation share is expected to increase within the 2005-2025 study period.

Among case studies presented at the symposium staff mentioned:

- The Heathrow small area study, which was looking at associations, not cause and effect, between aircraft noise and stroke and other cardiovascular deceases in populations in areas of London exposed to very high and very low levels of aircraft noise. The risk goes up with exposure both daytime and nighttime noise. The study revealed significant differences in heart decease occurrences between ethnicity groups inside the sampled census tracks. The publicity this study created in the media, contributed to the Cameron coalition government's decision to stop further planning of a third runway at Heathrow.
- British ATC (NATS) is working with the Heathrow Association for the Control of Aircraft Noise (HACAN), the British Airports Authority (BAA) and British Airways to try out early morning arrival noise relief over central London. NATS established respite areas or airspace boxes in both ends of the runways. The trial ended in 2013 and received mixed reactions. It increased CO2 emissions because of aircraft maneuvering to avoid the respite boxes. The vectoring of air traffic impacted other areas of the city. Two Performance Based Navigation (PBN) arrival routes alternated every week, and communities were asked if they wanted respite.
- Three helicopter noise cases:
 1. Experiences with 2012 Long Island north shore noise abatement route.
 2. The efforts by the Los Angeles Area Helicopter Noise Coalition to get a helicopter complaint system in place, and news channels in the LA basin to cooperate on coverage from the air.
 3. The regulation of small aircraft VFR traffic along routes on both sides of the Hudson

River created after the midair collision between a helicopter and a fixed wing aircraft in 2009.

The impacts of FAA's FAA Public Guidance Letter (PGL) 12-09 and AIP Handbook on communities was a topic this year as it was last year. San Diego International Airport is holding off on new sound insulation projects until they receive clarification on how to implement the 45dB indoor noise level requirement for AIP fund eligible projects. The San Diego program is from 2000 and the airport has a number of homes left to insulate. The guidance also impacts the use of airport generated revenues to support existing attenuation programs that expand beyond the 65 DNL noise exposure contour. The topic was addressed by a council representative from the City of Minneapolis. After years of litigation the airport (MSP) agreed to noise mapping and continued funding of insulation out to 60 DNL in 2007. In an amendment to a Consent Decree the FAA accepted the mapping.

Staff ended the update by talked about an overview given at the symposium about how the FAA does environmental screening of air traffic actions to determine if environmental assessments are required or can be subject to Categorical Exclusion (CATEX). Implementation of RNAV Required Navigation Performance (RNP) procedures at Sky Harbor were exempted under special authority from Congress to streamline NextGen implementation (CATEX 1). The FAA has a list of tools available to develop environmental assessments and environmental impact statements for airspace actions when required under the National Environmental Policy Act (NEPA).

Agenda Item 4 – Announcements form the Chair

Barbara told the members she was one of NTNA's representatives attending the Environmental Day at the Arizona Legislature and informed the members about Senate Bill 1027 introduced by Senator Ableser. She explained that several governors have had airport planning committees. Tempe has not been represented on these committees and Ableser's bill does not seem to include representation from airport impacted communities either. She also mentioned Senate Bill 1227 which proposes a prohibition on municipalities' adoption of energy conservation or energy efficiency codes.

Agenda Item 5 – Accomplishment Wish List

The list of ideas from the February 2014 meeting was reviewed by the attending members and Barbara asked for any additional ideas. She mentioned that Unmanned Aerial Vehicles (UAVs) is a topic members should be aware of. She referred to a recent appeal by the FAA of a National Transportation Safety Board judge ruling that was striking down a fine from the FAA to a professional photographer who used an UAV to get pictures from the air for violation of FAA's ban on commercial use of UAVs. Barbara mentioned that under model aircraft/ drone rules you cannot fly a model aircraft or drone 400 feet above the surface when flying the aircraft within 3 miles off an airport, which for Sky Harbor covers large parts of the airspace over north Tempe. Staff mentioned the prohibition in the city noise ordinance to operate any type of aircraft that creates more than 86dB within the city unless it is operated in conformity with federal law and FAA regulations. She also reminded the members about her suggestion to prepare a report to the City Council about aviation over Tempe in view of the IGA this fall being in place for twenty years. Could Tempe go for a compromise with Phoenix in relation to where we are today and what the 1994 agreement says and what could be accomplished in the future in terms of effective control of noise from Sky Harbor? James suggested that the commission lists one page of bullet points to the City Council with topics the commission would like to see addressed

by Phoenix and Tempe in relation to what the agreement says, what today's reality is and what could be accomplished going forward.

Follow-up: Staff would develop a list of bullet points of IGA topics and go through the elements of the 1994 IGA with the members at the next meeting.

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

Barbara suggested staff revisit the comparison of the Phoenix and Tempe noise reports. Staff informed the members that Phoenix has harmonized the wording in the annual report with the wording in the Phoenix monthly reports explaining the 4-DME instrument departure procedure. Staff had informed James Davies with the Phoenix Aviation Department about concerns expressed by NTNA at the public hearing of the Tempe General Plan 2040 about the use of the term "straight out" in the plan when describing the procedure. The term "straight out" was used in the Phoenix annual noise reports before it was changed.

The commission's tour to IWA will take place on March 20, 2014.

Barbara asked staff to demonstrate the airport program Tempe has access to that runs the PHX Noise and Flight Track Monitoring System at a future meeting.

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

Authorized Signature
Assistant City Manager