



## Minutes Tempe Aviation Commission May 6, 2014

Minutes of the Tempe Aviation Commission meeting held on May 6, 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)  
Mark Garrigan  
Gordon Gauss  
Karyn Gitlis  
Barbara Sherman (Chair)  
James Wennlund

**(MEMBERS) Absent:**

Lance McIntosh

**City Staff Present:**

Oddvar Tveit, Environmental Quality Specialist

**Meeting convened at 6:32 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 (March 11, 2014)**

A motion and a second to approve the minutes as drafted passed, but the action was later in the meeting followed by a motion to rescind and to approve the minutes with amendments proposed by Karyn. Karyn's motion was seconded by Shannon. The March meeting minutes were approved as amended by a unanimous vote.

*Karyn joined the meeting at 6:40 p.m.*

**Agenda Item 3 – Updates from Staff**

*Tour to the Phoenix-Mesa Gateway Airport*

Staff talked about the visit and the presentation by Deputy Director Denny Casey to the members attending the visit to the Gateway airport on March 20, 2014. They received information about the stable growth in commercial operations mainly by Allegiant after the loss of Spirit and Frontier airlines. The airport has reevaluated the timing of building a new terminal and main access facilities on the east side of the airport. On the tour provided by Patrick Oakley the members were updated on activities at the airport, and did a walk-through of the terminal buildings as they have expanded over the year into the latest addition.

#### *Council Committee Meeting of the Whole*

The committee decided on April 7, 2014 to direct staff to examine the intergovernmental agreement between Phoenix and Tempe regarding airport noise mitigation and flight procedures over Tempe. Staff had one meeting and a follow up meeting is scheduled to take place on May 8, 2014. Close to twenty years since it was made, compliance with measures in the plan has created controversies about interpretation and adherence to what was agreed to in 1994. The members expressed the need for Tempe to address in good faith airport related issues with the City of Phoenix.

In spite of relatively low operations levels at Sky Harbor, the impacts of high efficiency on the northeast incoming arrival route create complaints on approaching planes from the east that sometimes need to slow down the approach by temporarily maneuvering away from the approach path over Tempe. If an east flow approach has to be aborted, Tempe residents perceive the resulting go-around with a turn away from the riverbed as departure deviation.

Staff announced that Barbara would interview Hugh Hallman on tape about Tempe's history with the airport on Wednesday May 7, 2014 at Tempe history Museum. The quarterly PAUWG meeting will take place Thursday, May 8, 2014.

#### **Agenda Item 4 – Updates from the Chair**

Barbara talked about a meeting together with Darlene Justus representing NTNA with Tempe staff, Mark Vinson, Shauna Warner and Oddvar Tveit about the Tempe housing stock, and how weatherization, energy efficiency and other types of programs could assist neighborhoods under the flight paths. There are benefits of having an airport so close, but the impacts this creates also have to be dealt with. Several programs, both run by community groups and governmental organizations, were discussed at the meeting. One of the programs is the Ramsey Social Justice Foundation's [Green Streets](#) partnership program. The problem in Tempe is that some of the targeted neighborhoods have rentals. Barbara stated that assistance is needed to maintain sustainable neighborhoods. NTNA is working on lobbying training, and has been in contact with Representative Kyrsten Sinema where NTNA addressed airport noise mitigation over Tempe and the need to solve the noise issues.

#### **Agenda Item 5 – Tempe-Phoenix IGA on PHX noise mitigation flight procedures 1994-2014**

Staff presented the history that preceded the expansion of a third runway and the settlement of a law suit over the 1993 Final Environmental Impact Statement for the Phoenix Sky Harbor International Airport master plan. Barbara mentioned the preceding controversy over adding the north runway, during which the airlines, the cities and the FAA developed the radio beacon procedure. This was the noise mitigation departure procedure that later became the One-DME in place when the IGA was made in 1994 and today is 4-DME Standard Instrument Departure (SID) procedure. As a follow up on James' statement that it takes convincing to make an airport with constraints to give up growth to enable growth that is sustainable over the long term, she mentioned the Cutler & Apogee Research report, which in 1989 concluded that PHX would not be able to satisfy demand long term, even with the addition of a third runway.

*James Wennlund left the meeting at 7:20 p.m.*

Staff continued explaining the installing of the noise and flight track monitoring system, and the

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entering into Memorandum of Agreements with FAA regarding use of the FAA radar track data. The MOAs with the FAA are no longer needed. The FAA gave two vendors the rights to distribute data to local airports for a fee. Phoenix pays the fees, so Tempe still get the data free of charge. Tempe was given full access to the raw flight track data and data from the airport noise motors with the IGA. The intervals at which 4-DME deviation notices are sent to airlines have from the beginning been longer than what is stipulated in the agreement, and the airport is not required under the IGA to notify Tempe about the outcome of any research done as to why an aircraft did not comply with the 4-DME SID. The airport FAR Part 150 noise compatibility update filed with the FAA just before the deadline set in the agreement, includes several noise related measures including approval from the FAA to build a run-up enclosure. The FAA's re-routing plan for the northern Arizona airspace, Northwest 2000 Plan, resulted in a valley-wide engagement. Valley communities expressed their concerns about the impacts of the plan. Local proposals for alternative routing were proposed by City of Scottsdale and later by Tempe. Tempe got engaged when the city became aware that new chartered instrument departure procedures to the east had changes in them that in Tempe's opinion should have been environmentally assessed, and were questionable based on FAA's assurances to Tempe when the IGA was made back in 1994. Staff mentioned the PHX TRACON's decision to suspend the implementation of the "side-step" procedure to limit noise impact area from planes arriving on the new, third runway in 2002, and that equalization of airline departures east and west is less successful when night-time and day-time is evaluated separately, compared to when you look at equalization on a 24-hour basis over the whole year.

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

Barbara asked the members to review the information pamphlet about the IGA staff had drafted before the next meeting and review Barbara's list of Tempe's IGA issues she had listed in a memo she made available to the attending members.

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

The next meeting was scheduled for June 10, 2014.

**Agenda Item 8 – Adjournment**

The meeting was adjourned at 8:43 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Jeffrey Kulaga

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Authorized Signature  
Assistant City Manager