



## Minutes Tempe Aviation Commission March 8, 2016

Minutes of the Tempe Aviation Commission meeting held on March 8, 2016, 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 (Chair)  
Shannon Dutton  
Mark Garrigan  
Gordon Gauss (Vice Chair)  
John O. Nunes (Calling In)  
Mike Sonenberg

**(MEMBERS) Absent:**

Jason Forcier (Excused)  
David Naugle

**Residents Present:**

Paul Dunham  
Darlene Justus, NTNA President  
Deb Gain-Braley

**City Staff Present:**

Chuck Cahoy, *Deputy City Attorney*  
David McNeil, *Environmental Services Manager*  
Oddvar Tveit, *Environmental Quality Specialist*

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

Lane Carraway called the meeting to order.

**Agenda Item 1 – Public Appearances**

Ms. Darlene Justus presented discussions from a March 7, 2016 neighborhood meeting and a written recommendation by the North Tempe Neighborhood Association (NTNA) for four fixed sites in north Tempe to be included in the PHX Noise and Flight Track Monitoring System noise measurement program. NTNA agreed to develop a map depicting the proposed locations for City staff to distribute to the Commissioners.

Mr. Paul Dunham talked about flights paths more frequently appearing to be as far north as Weber Drive. He also asked the Commission to include noise concerns city-wide in its agenda rather than focusing exclusively on North Tempe.

**Agenda Item 2 – Consideration of Meeting Minutes (February 9, 2015)**

Mr. Carraway asked for a motion to approve the meeting minutes as presented.

**Motion:** Shannon Dutton moved to approve the draft minutes. Mike Sonenberg seconded the motion.

**Action:** The minutes were approved by a unanimous vote.

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### Agenda Item 3 – Updates from Staff

1. Open Meeting Law: Deputy City Attorney Chuck Cahoy presented key provisions in the Arizona Open Meeting Laws (OML) or A.R.S. § 38-431 to 38-431.09 for city boards and commissions, guiding commissioners to confer with staff, if there is any question, before engaging in activities outside a public meeting, to clarify whether the particular activity is subject to OML requirements. Examples may include social gatherings at which a quorum is present or on social media with other members, and sending e-mails to other members, which can easily become part of a chain of communication.
2. Staff Recruitment: Environmental Services Manager David McNeil explained that the City has started the recruitment process to replace the Management Assistant position that supports the Commission. Additionally, in an effort to promote transparency in information exchange between staff, the public, and the Commission, staff will ask that information requests to staff for aviation-related data and information be requested by an e-mail.
3. Aviation Symposium: Oddvar Tveit attended this year's edition of the UC Davies Aviation Noise and Air Quality Symposium. The symposium included a session on lessons learned from the implementation of NextGen at PHX in September, 2014. Some of the lessons mentioned by Phoenix's consultant Landrum & Brown were:
  - Recognize crisis and the need for action, but pause to develop an outreach plan;
  - Take leadership;
  - Address community concerns;
  - Be able to speak on residents' behalf;
  - Create open channels for input;
  - Have a purpose for all outreach efforts.

The NextGen flight path changes west of the airport have not only resulted in law suits, but also questions regarding the airport noise compatibility planning processes. The Symposium included presentations on processes in Portland and Denver where airports were able to build on relationships with the major players in the step- by- step process of developing area navigation (RNAV) and Required Navigation Performance (RNP) procedures, and keep communities informed about the process from start to finish.

### Agenda Item 4 – Updates from the Chair

Mr. Lane Carraway had consulted with staff regarding the location of NextGen flight paths in south Tempe to explore potential sites for noise monitoring and his identification of potential locations for four monitoring sites. The City of Phoenix has the final say in adding any additional airport monitoring sites in Tempe. Further discussion of the topic was deferred to Agenda item #7 to be added to a future agenda.

### Agenda Item 5 – Data Review Regarding Gate vs. Corridor Compliance Request

Staff provided the attendees with background information on:

1. How the "Tempe Corridor" came about based on the east flow take-off headings when the IGA was ratified.
2. How a later revision to Standard Instrument Departures (SID)s were challenged by the City.
3. How the latest revision in September, 2014 introduced a flyover waypoint (Sprky) at the SR202/101 intersection in North Tempe, a change that has improved airline compliance with the "Tempe Corridor," particularly for American Airlines departures to the east.
4. How flight track penetration gates can be created in the "Symphony Environmental Vue" web based program from the Harris Corporation.
5. Recommending additional penetration gates, e.g. an additional vertical gate before planes reach the 5,550 feet PHX 4-DME gate, or additional gates in the shape of the Tempe Corridor adjusted to the current three runway configuration at PHX. Such gates would result in alternative departure compliance percentages based on the original corridor. The Commission has been told by Phoenix representatives that the airlines will continue to be

held accountable to the PHX gate at 4-DME, which is the formal noise mitigation compliance measure in place at PHX for east flow jet departures.

#### **Agenda Item 6 –Noise Abatement Procedures in Use at Airports**

Staff listed noise abatement fly friendly procedures at two randomly selected airports in addition to PHX:

1. Instrument departure procedure with directions restricting turns or choice of routing;
2. VFR departure direction with routing restrictions based on ground references;
3. Instrument arrival operations, with direction to stay above the glide path or using Continuous Descent Approach (CDA) procedures;
4. Runway use for noise abatement purposes, including equal 50/50 split between communities overflow;
5. Restricting engine run-ups to a specially designed enclosure or certain area of the airport and certain times of day;
6. Mitigating extended hold pad delays;
7. Reduced engine use, avoid idling.
8. Touch-and-Go for airport with general aviation training, restricted to times of day.

The airlines use and have access to take-off Noise Abatement Departure Procedures, (NADP 1 and 2), that allow for energy efficient take-off climbs delaying acceleration, e.g. acceleration to 250 knots at 3,000 feet (AGL).

#### **Agenda Item7– Commissioners Business**

Topics related to PHX FAR Part 150 Noise Compatibility Plans and Programs:

- Continued discussion of Noise Monitoring Site (NMS) locations in Tempe;
- Airport Noise Abatement Procedures, with a discussion of procedures that could reduce impacts of arrival operations over Tempe.

FAA NextGen:

- Communities as formal stakeholders in FAA's airspace projects.

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

**Action:** The next meeting date for the commission was scheduled for April 12, 2016.

#### **Agenda Item 8 – Adjournment**

**Motion:** Ms. Shannon Dutton moved to adjourn the meeting. Mr. Mike Sonenberg seconded the motion.

**Action:** The meeting was adjourned at 7:53 p.m. by unanimous vote.

Prepared by: Oddvar Tveit

Reviewed by David McNeil

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Authorized Signature  
Environmental Services Manager