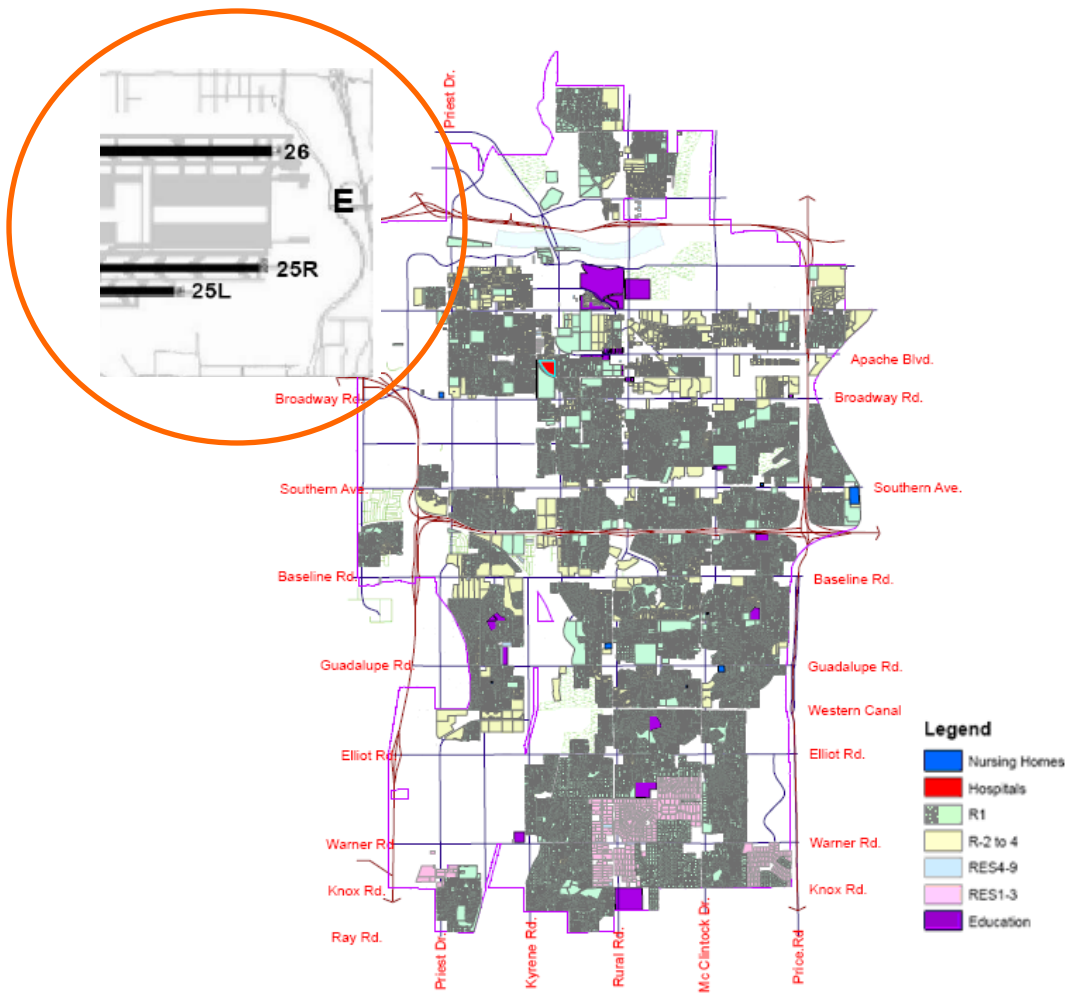


Flight Track Monitoring & Complaints Report

PHX East



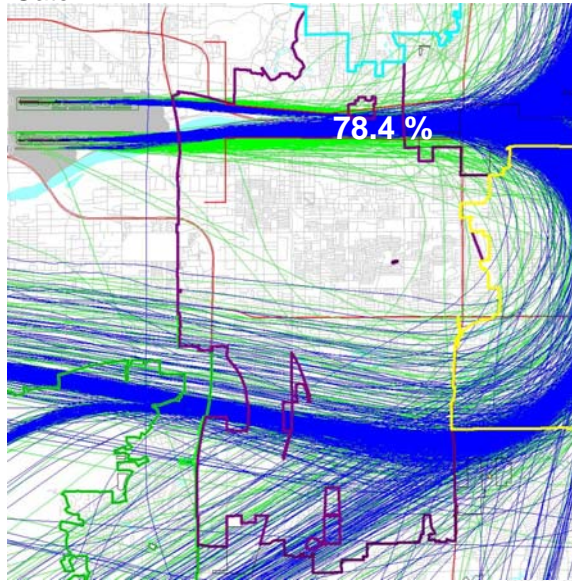
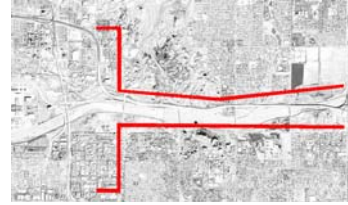
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Noise Mitigation Flight Procedure Compliance:

A. PHX Gate and Tempe Corridor Compliance

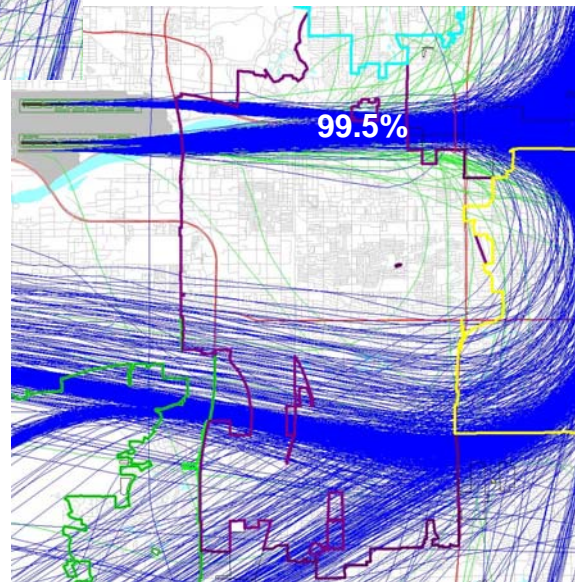
After a noise mitigation agreement was made between the City of Tempe and City of Phoenix in 1994, the Tempe Aviation Commission used a Standard Instrument Departure (SID) Procedure for the Phoenix Sky Harbor International Airport to develop a “Corridor” to measure how jet and large turboprop aircraft complied with the SID procedure. The City of Phoenix did not consider the Tempe corridor measure feasible to implement, and developed a 5,500 feet long exit “Gate” at Price Road, the 202 and 101 Red Mountain exchange as the official measure the airport is using to identify non-compliant airlines. The City of Phoenix issues notices of deviations to airlines, which jet aircraft make turns away from the Salt riverbed before they reach the “Gate.”



Corridor Compliance

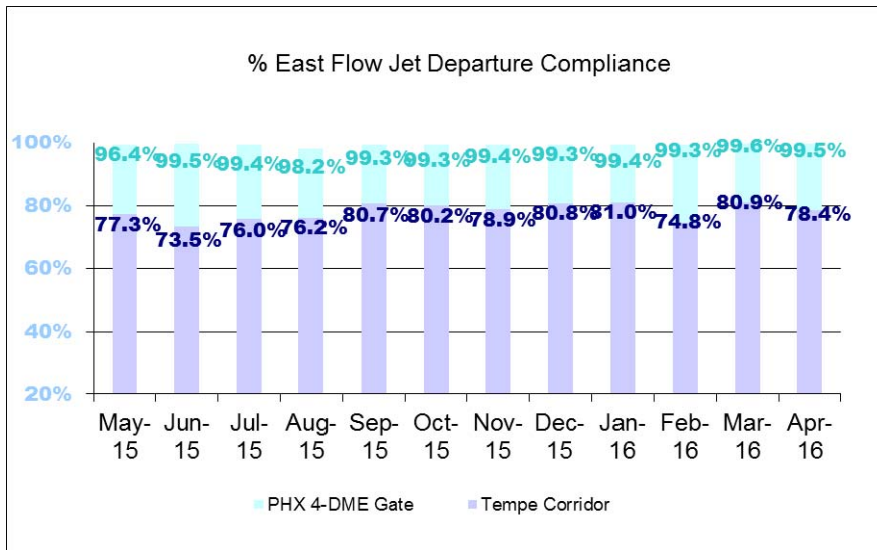
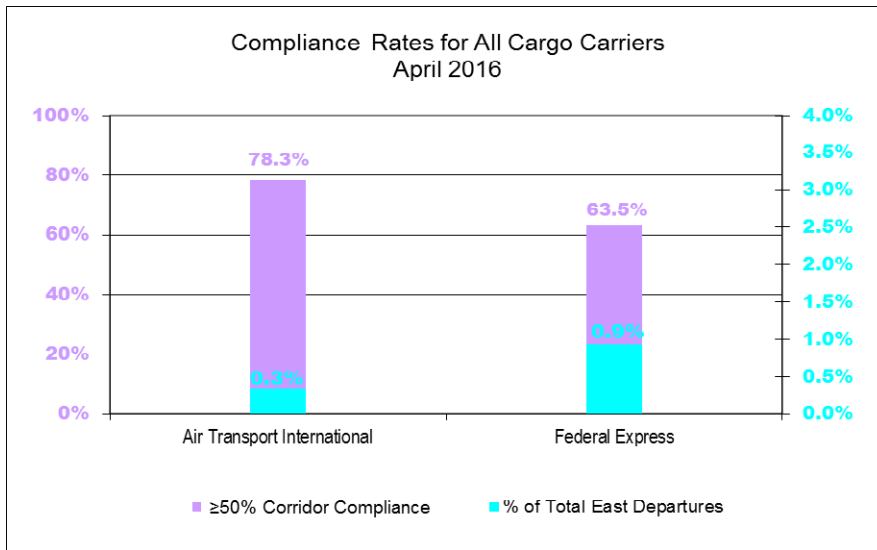
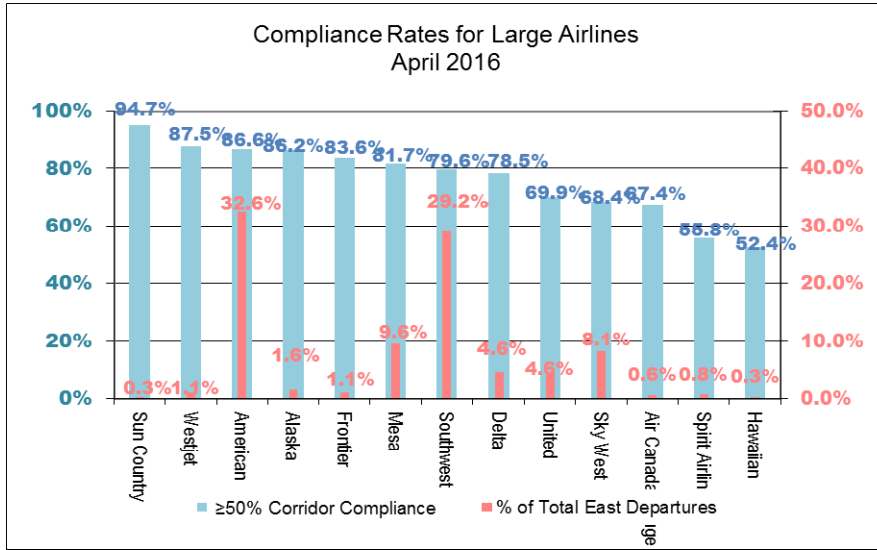
The monthly corridor compliance rate is 78.3 % with the large turboprop aircraft departures included, not shown. Large turboprop aircraft are routinely departing on diagonal headings to the northeast and southeast directly after take-off.

Deviations caused by direction from air traffic control or adverse weather are not included in the notices. Departures deviations within the times of day weather conditions were present are not counted when calculating compliance. The month had six days when departure headings outside the “Gate” where identified by the City of Phoenix to be influenced by weather conditions¹.



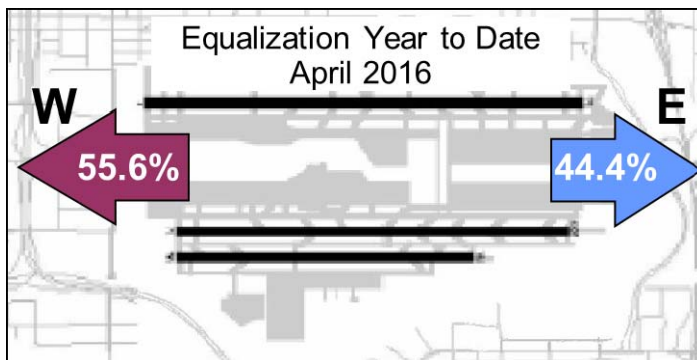
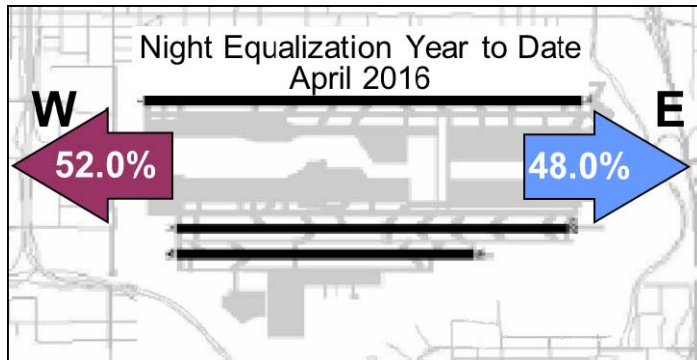
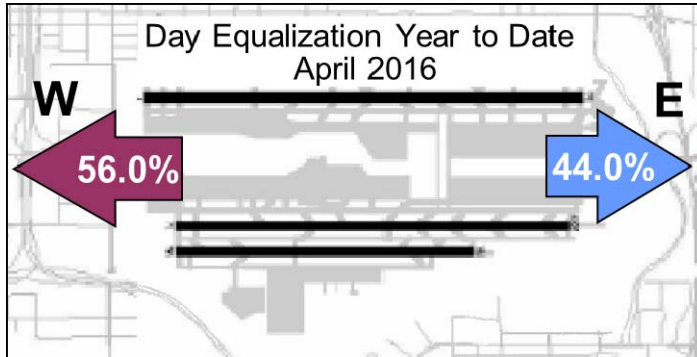
Gate Compliance

¹ Because the City of Phoenix is looking at the “Gate” deviations when it identifies the times departures were impacted by weather, applying these times to “Corridor” deviations may not fully account for all deviations impacted by weather.

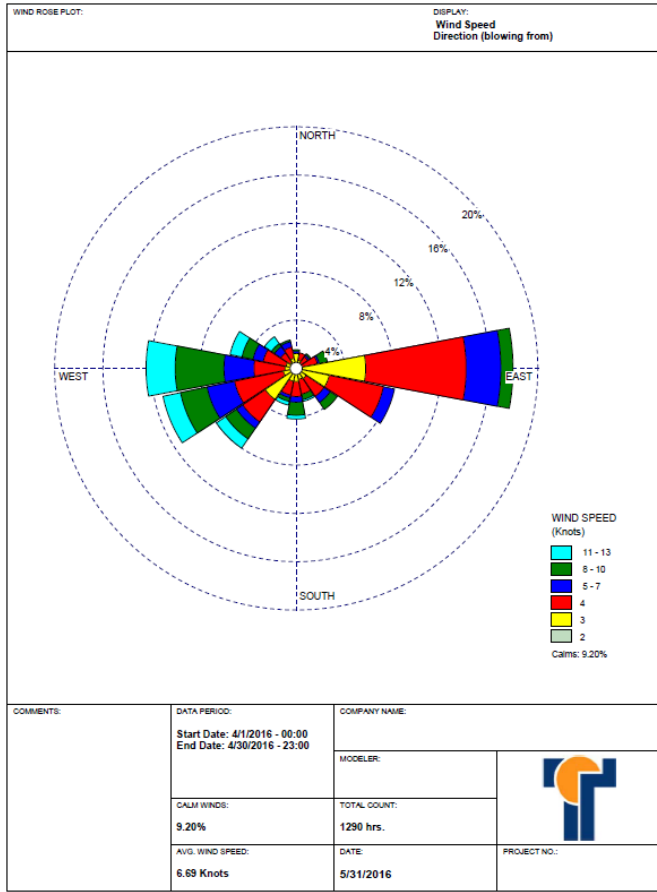


The airline compliance rates shown are only including airlines with ten or more departures to the east during the month.

B. Annual Split East/West to Date



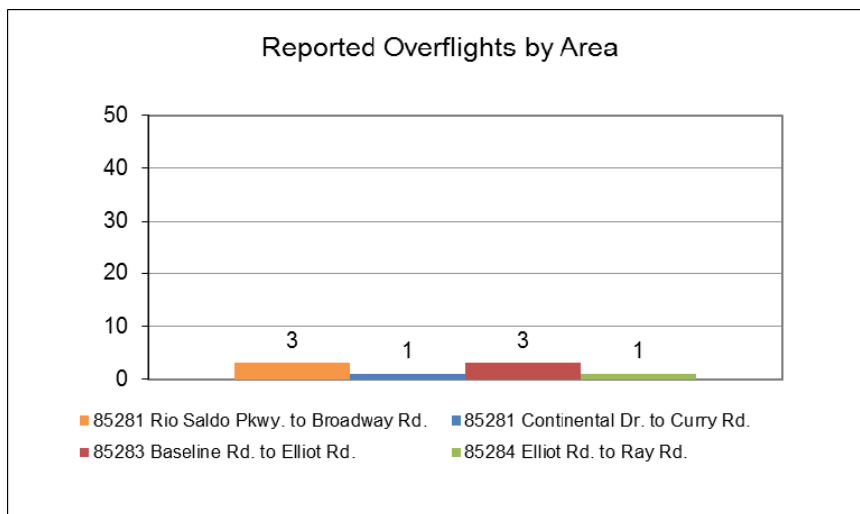
The noise mitigation agreement between the City of Tempe and the City of Phoenix calls for equalizing the noise burden from jet and large turboprop aircraft departures east and west during daytime and nighttime hours. The agreement calls for FAA compensation for periodic changes in flight pattern so equalization is accomplished over a twelve months period.



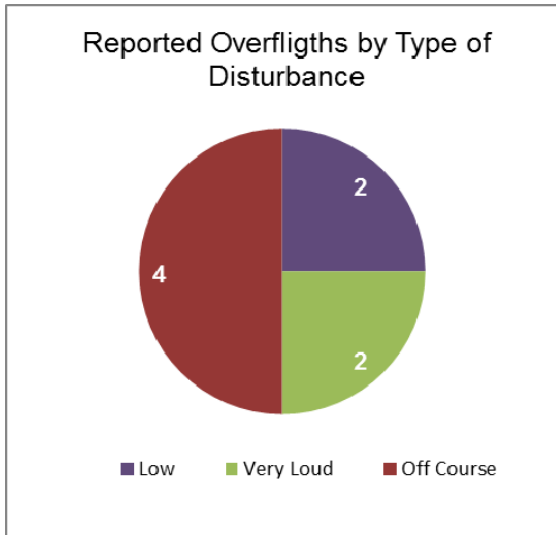
The stronger winds came from westerly directions. This was another month with most of the departure activity being directed towards the west.

Noise Complaint Analysis:

C. Complaints by Area

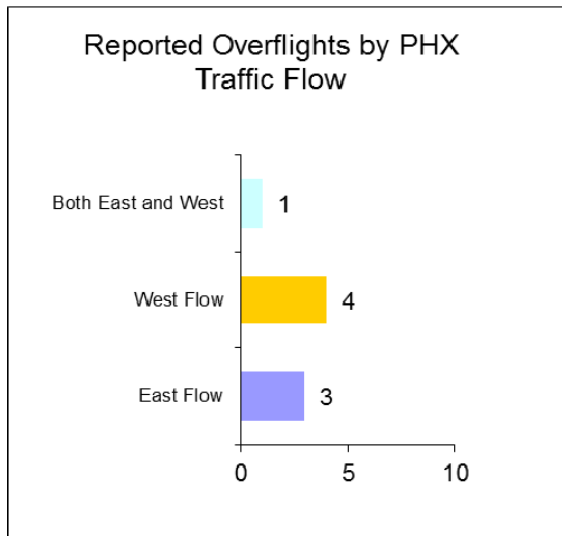


D. Complaints by Disturbance

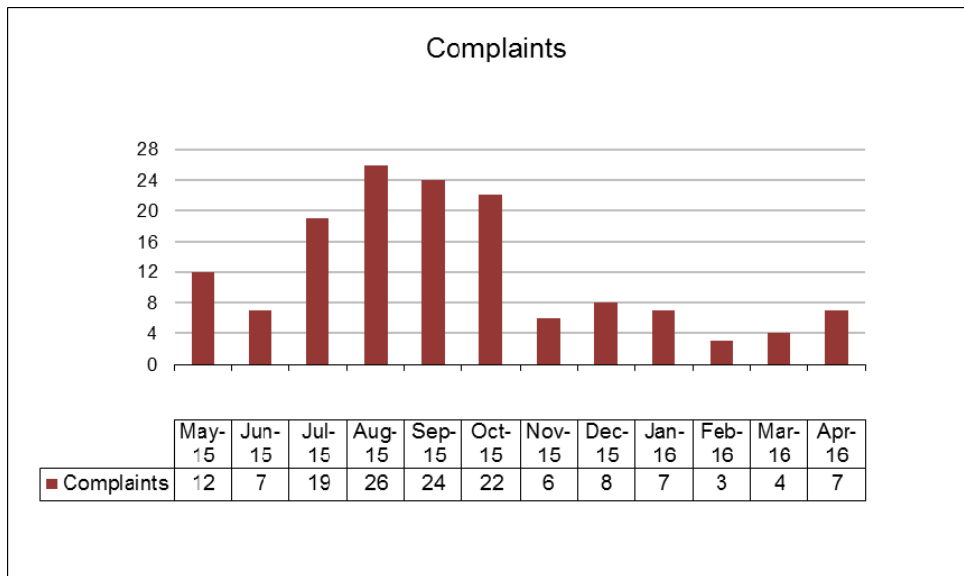


The largest complaint group consisted of residents disturbed by planes being off course; making short-cuts over residential areas in north Tempe on final approach to land from the east and planes on departure climbing east on the south side of the Salt River riverbed before turning towards the south or southeast.

E. Complaints by Air Traffic Flow



F. Complaints Received



Complaints are the number of phone calls, voice-mails, and electronic messages from residents calling in or using the Tempe 311 noise complaint form, <http://www.tempe.gov/city-hall/communication-and-media-relations/tempe-311/report-noise-complaints>.