



## Minutes Tempe Aviation Commission Noise Abatement Subcommittee October 4, 2016

Minutes of the Tempe Aviation Commission Noise Abatement Subcommittee meeting held on October 4, 2016, 6:00 p.m., at the Eisendrath House SRP Water Education Facility, 1400 N. College Ave, Tempe, Arizona.

**(MEMBERS) Present:**

Shannon Dutton  
John Q. Nunes  
Michael Sonenberg

**Citizens Present**

Alex Kucher

**City Staff Present:**

Oddvar Tveit, *Environmental Quality Specialist*

**(MEMBERS) Absent:**

Lane Carraway (Excused)  
Robert Dixon (Excused)

Meeting convened at 6:06 p.m.

**Agenda Item 1 – Consideration of Meeting Minutes (September 6, 2016)**

**Motion:** Mike Sonenberg moved to approve the drafted September meeting minutes with a suggested edit on page three. John Q. Nunes seconded the motion.

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

**Agenda Item 2 – Fly Friendly Programs**

1. John Q. Nunes prepared a proposal for noise abatement procedures. He presented a draft for a fly friendly flyer, and recommended a layout used in a publication by the Miami-Dade Aviation Department. The draft suggests new initiatives to abate noise at PHX:
  - Keep aircraft on established approaches longer before landing when PHX runways are operated in east flow or west flow configuration.
  - Keep departures on runway headings longer before turns for both east flow and west flow departures. For east flow departures keep jet departures on a heading of 080 to 6,000' MSL.

**Discussions:** The members discussed how these suggestions could benefit residents on both sides of the airport. Oddvar Tveit talked about how the area navigation (RNAV) procedures were designed to facilitate more efficient routing of commercial jets, exemplified by the introduction of the controversial, early northwest turn over downtown Phoenix for west flow departures. The routing of commuter aircrafts, smaller jets, slower turboprops and other aircraft for which this routing does not apply, need to be separated from the routes used by the airlines that fly the published RNAV procedures, which have caused the flight paths to concentrate over populated areas. The inbound routes to PHX where aircrafts make their final descents and merge on to the parallel approach paths to the runways the PHX air traffic controllers still use traditional vectoring and visual separation by pilots as needed to secure an efficient and safe traffic flow. The members agree that there is a cost for airlines to accommodate noise mitigation procedures, and probably for the proposed measures included in the draft flyer, but as far as it can be economically viable and not impact the safety of operations, the subcommittee

should pursue such measures in the interest of residents impacted by aircraft noise.

**Action:** John Q. Nunes was asked to proceed with mapping noise abatement procedure initiatives.

2. John Q. Nunes recommended the establishment of a joint noise abatement office that could manage a PHX Fly Friendly Program. The entity should include representatives from the City of Phoenix and surrounding municipalities, the airlines and the FAA.

**Discussions:** John Q. Nunes emphasized the need to show a concerted effort from all parties including the airport, the City of Phoenix and other impacted municipalities around the Valley, TAVCO, the FAA and major airlines to prepare for continued and future implementation of NextGen at PHX and other nearby satellite airports.

Oddvar Tveit mentioned the formation of the Phoenix Airspace Users Working Group (PAUWG) in 1999, which created a forum for the discussion of flight procedure drafts with representation from the FAA, America West and various aviation interest organizations including cities and towns that were invited to participate. However, the process of facilitating public input to the FAA's flight procedure drafting process proved problematic with participants who have separate interests and goals. Airport roundtables are present at larger airports. They can have committees focusing on specific mitigation topics and even have elected officials represented to provide policy and supervise implementation of public programs to mitigate the airport's environmental impacts on surrounding communities.

**Follow-up:** The members agreed to present the idea of a joint office to City of Phoenix Aviation staff at the next subcommittee meeting.

### **Agenda Item 3 – Videotaping of PHX Approaches**

John Q. Nunes had asked staff to investigate what requirements the city has for him to make a videotape from the Salt River riverbed of the approach paths used by airlines to access the PHX runways from the east. The city's risk management requires a formal recommendation to be made by the TAVCO Noise Abatement Subcommittee.

**Motion:** Michael Sonenberg moved to have the flight paths videotaped by John Q. Nunes for the benefit of the subcommittee's work on noise abatement procedures for PHX. The motion was seconded by Shannon Dutton.

**Action:** The motion carried by a unanimous vote.

### **Agenda Item 4 – Schedule Next Meeting**

The next subcommittee meeting was scheduled for Wednesday November 2, 2016 at 6:00 p.m. at the Eisendrath House SRP Water Education Facility.

### **Agenda Item 5 – Adjournment**

**Motion:** Michael Sonenberg moved to adjourn the meeting. John Q. Nunes seconded the motion

**Action:** The meeting was adjourned by unanimous vote at 7:15 p.m.

Prepared by: Oddvar Tveit and Cassandra Mac

Reviewed by: David McNeil