



Minutes Tempe Aviation Commission November 16, 2016

Minutes of the Tempe Aviation Commission special meeting held on November 16, 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)
Robert Dixon
Shannon Dutton
Gordon Gauss (Vice-Chair)
David Naugle
John Q. Nunes

(MEMBERS) Absent:

Mark Garrigan (Excused)
Mike Sonenberg (Excused)

Citizens Present

John Conafay

Guests Present:

Jordan Feld, *Deputy Aviation Director - Planning & Environmental, City of Phoenix*

City Staff Present:

Cassandra Mac, *Management Assistant I*
Oddvar Tveit, *Environmental Quality Specialist*

Meeting convened at 6:00 p.m.

Chair Lane Carraway called the meeting to order.

Agenda Item 1 – Noise Abatement Office with Multi-jurisdictional Representation

Mr. John Q. Nunes introduced the topic for discussion. The Commission's Noise Abatement Subcommittee disclosed the following ideas for discussion by the Commission:

1. Additional noise mitigation to encourage airlines to follow steeper continuous descent approaches to PHX, e.g. from a distance out of ten DME west and six DME east of the PHX VORTAC, at W. Rio Salado Parkway and S. 52 Street in Tempe, and use the same DME (Distance Measuring Equipment) distances and an alternative minimum altitude, e.g. of 6,000 MSL, to keep departures over the Salt Riverbed at a higher minimum altitude when aircrafts make initial turns in direction of a planned departure route.
2. A multi-jurisdictional noise abatement office that would give communities around the airport a seat at the table with the airport, the airlines and the FAA. The objective of this noise abatement office would be to:
 - further develop a robust noise abatement program for PHX;
 - educate residents about the operations of the airport and its noise abatement procedures; and
 - give PHX the opportunity to communicate with neighboring communities before decisions are made on matters that have a direct impact on where aircrafts fly and how PHX air traffic is conducted over communities close the airport.

The Commission addressed #2 first since it was considered to be a potential long-term solution to address the problem of the lack of a forum that allows constructive dialogue between communities and the FAA to take place *before* planned airspace actions at PHX are implemented.

Ms. Cassandra Mac presented examples of how affected communities have established community forums to deal with their local airport's noise issues. The Chicago O'Hare's Noise Compatibility Commission (ONCC) is represented by forty-one municipalities, Cook County and sixteen school districts. The Minneapolis Saint Paul (MSP) Noise

Oversight Committee (NOC) was established in 2002 to bring industry and community representatives together to bring policy recommendations to the MSP's Metropolitan Airports Commission. The arguments for the establishment of roundtables or other forums where the airport, its users and neighboring municipalities can work together is the recognition that additional community representation can provide to the FAA, the additional intergovernmental and public outreach resources available to communicate with the agency, and overall greater representation of the affected community.

Discussions: Mr. John Q. Nunes opened the discussion and the following points were made:

- a.) Some airlines do not adhere to the area navigation departure routes (RNAV). Some airlines are still starting early turns away from the riverbed on departures to the east, and often planes cross over neighborhoods when arriving from the east due to the late merging of arrivals to a final approach course.
- b.) Aircraft noise impacted communities like Tempe are generally not accepted as a partner with legitimate interest in how the airspace over their community is used and planned to accommodate air traffic growth and the implementation of new navigation technology.
- c.) The early involvement of aircraft noise impacted communities in federal airspace projects brings the resources that communities have into the process, e.g. land use planning data.
- d.) Community representation in a multi-jurisdictional noise forum, separate or part of a consolidated PHX noise office, would facilitate open and inclusive discussions about noise between PHX and its neighboring communities.
- e.) A consolidated noise office would also provide the FAA and the airlines with the opportunity to meet and have a constructive dialogue about air traffic planning and noise with affected parties at the table.
- f.) A forum like the MAG Aviation System Planning group ended with the last Regional Airport System Plan update in 2006.
- g.) The creation of a roundtable would likely not help communities unless there is public disclosure of the FAA's scoping of planned airspace actions that have the potential of changing flight paths over the airports neighbors.
- h.) Ideally a forum with representation on a regional level should be established well in advance of airspace projects, such as the PHX Metroplex project that was put on hold by the FAA.

Follow-up: Tempe staff was asked to develop a statement for the next meeting listing noise issues that have not been solved and other short and long term issues that the Commission would like to see addressed.

The following issues were mentioned that could be addressed in the short term:

- Investigate the smaller jets' use of National Business Aviation Association (NBAA) noise abatement guidelines at PHX.
- Adding signs on the runway to remind pilots about the 4-DME Standard Instrument Departure (SID) procedure.

Issue to be worked on long term:

- The idea of establishing a multi-jurisdictional forum for the airport and its surrounding communities to be prepared when the FAA decides to proceed with a PHX Metroplex project.

Agenda Item 6 – Schedule Next TAVCO Meeting

Action: The next regular meeting was scheduled for December 13, 2016 at 6:30 p.m. at the Public Works Conference Room.

Agenda Item 7 – Adjournment

Action: The meeting was adjourned at 7:42 p.m.