



Minutes Tempe Aviation Commission October 17, 2017

Minutes of the Tempe Aviation Commission meeting held on October 17, 2017, 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
W. David Doiron
Gordon Gauss (Vice-Chair)
Robert Miller
Tim Teserio

(Members) Absent:

David Naugle (Excused)
John Q. Nunes

Gusts Present:

Jordan D. Feld, Deputy Aviation Director - Planning & Environmental, City of Phoenix Aviation Department

City Staff Present:

Oddvar Tveit, *Environmental Quality Specialist*

Agenda Item 1

Chair Lane Carraway called the meeting to order at 6:32 p.m.

Agenda Item 2 – Public Appearances

There were no public appearances.

Agenda Item 3 – Consideration of Meeting Minutes (September 12, 2017)

Chair Lane Carraway asked for comments to the drafted September 12, 2017 meeting minutes, and a motion to approve.

Motion: Mr. Robert Dixon moved to approve minutes as drafted and Ms. Shannon Dutton seconded the motion.

Action: The September 12, 2017 commission meeting minutes were approved by a unanimous vote.

Agenda Item 4 – Updates

The DC Circuit Court of Appeals ruling in City of Phoenix v. the FAA:

Mr. Jordan Feld mentioned that:

- The Court ruled that the FAA vacate all routes that were implemented on September 18, 2014, but it is still too early to say what the outcome will be. They can still appeal the decision or ask for re-hearing.
- The FAA may also develop a plan to implement the Court's decision, the focus would presumably be vacating the routes that have had the most significant environmental impacts (for example, the historic areas in Phoenix).
- There are obvious technical challenges with quickly undoing all of the airspace, particularly as the 2014 FAA routes impact satellite airports and the overall National airspace.

- The court gave the FAA an extension to file a brief by mid-November to ask for a rehearing/ clarification of what the FAA may seek from the court. The City of Phoenix and the historic neighborhood agreed to the extension.

PHX Noise Monitoring Program:

- The Phoenix Aviation Department had some technical challenges regarding the temporary noise monitoring planned this summer. A solution has been found and the department will proceed with the temporary noise monitoring plan.
- The maintenance contract with Harris for the fixed noise monitoring system is expiring next year and the plan is to develop an RFP. The IGA requires that Tempe is part of the process, so Tempe staff will be on the panel for a new contract.
- The existing noise monitoring equipment is based on old technology, and cannot be maintained over the long term as acquiring spare parts becomes increasingly difficult. Implementation of new technology, e.g. the transfer from the older fixed noise monitoring system to a virtual noise monitoring system, supplemented by temporary noise monitors, will impact the comparison of noise data between the data that has been generated by the old system and new technologies. Virtual noise data can also be paired with modeling software, the AEDT (Aviation Environmental Design Tool). The IGA with Tempe requires the airport to maintain the current system of fixed noise monitoring sites.

Agenda Item 5 – Update from the Noise Abatement Office (NAO) Subcommittee

Mr. Oddvar Tveit presented a summary of the discussion regarding the questions of purpose and need for a joint noise abatement office – a recommendation made by the previous subcommittee. The new Noise Abatement Office subcommittee is asking for the Commission's input on the summary, and welcomes any questions or comments. The members of the subcommittee state that they have gathered enough information for the Commission to decide whether to proceed with a formal recommendation to the city regarding the idea to create a joint noise abatement office/forum for cities around the airport.

Chair Lane Carraway informed the members about his outreach to Council Aid Parrish Spisz and several elected officials regarding the idea. How a formal recommendation is processed by the city is up to senior staff, including the city attorney, but the goal is to bring a recommendation to the Council as an issue for them to consider.

Discussion Points:

- The timing is a sensitive issue as the FAA currently is in a legal dispute over aircraft routing with the City of Phoenix.
- Phoenix is US fifth largest city, with the eleventh busiest airport, but contrary to many large hub airport metropolitan areas does not have a community noise forum.
- The objective is to do it better than other noise community groups around the country, who can run into fragmentation and disagreement about noise issues.
- Unless you have an airport to operate the forum, is difficult to get the FAA and the airlines to the table to discuss noise issues.
- It needs to be emphasized that access to plans for airspace, airports, and airline operations are key to this becoming something more just another roundtable.
- Narrowing the audience to the east valley in the recommendation is appropriate.
- It is important to note that even if Tempe were to enter into a Memorandum of Agreement (MOA) with neighboring cities on a joint forum, it would not necessarily cost the city any additional resources.
- Access to FAA airport planning funds under 14 CFR Part 150 may also be a topic to address. It may be possible to access these funds through the Metropolitan Planning Organization for Maricopa (MAG).
- The prospect of funding from the Phoenix Aviation Department could also be addressed.

- There is a possibility that the FAA might do something with the current standard (the 65 DNL) to determine which communities are impacted by significant noise from airport operations.
- The goal is to establish a regional voice for noise impacted communities in the valley; it is not to base noise abatement on which community is the squeakiest wheel in the ears of the FAA.
- The airport and its surrounding communities have concerns that go beyond the regulation of airspace and flight paths, while the FAA care about regulatory airspace actions that fall under the National Environmental Policy Act (NEPA).

Motion: Ms. Shannon Dutton moved to accept the list of arguments made by the subcommittee and direct staff to provide the documentation and follow-up needed to bring the recommendation to create a noise abatement office to the City Council for their consideration. Mr. Robert Dixon seconded the motion.

Action: The motion passed with six members voting for the motion and one member voting against the motion.

Agenda Item 6 – Arrival paths over North Tempe

Mr. Oddvar Tveit updated the members on approach tracks on west flow over the first and last four months of 2017 compared to the same months in 2015 and 2016. The approach tracks that were off the typical approach path at North Scottsdale and South Rural roads, because of late maneuvers by pilots before landing were tallied. The sampling showed that the north Tempe portion of the airport's approach surfaces experience more late corrections by pilots than same areas south of the riverbed around the ASU campus. Numbers have overall decreased in 2016 and 2017 compared to the same months in 2015.

Mr. Robert Miller left the meeting at 8:00 p.m.

Agenda Item 7 – Commissioners' Business

- Update from staff on the processing of the Commission's recommendation
- Update from the attorney's office on Tempe's monitoring of City of Phoenix v. the FAA
- Mr. W. David Doiron on how PHX instrument flight approaches and departures have developed at PHX

Agenda Item 8 – Schedule Next TAVCO Meeting

Action: The next meeting was scheduled for November 14, 2017 at 6:30 p.m.

Agenda Item 9 – Adjournment

Motion: Mr. Robert Dixon moved to adjourn the meeting. Mr. W. David Doiron seconded the motion.

Action: The meeting was adjourned at 8:06 p.m. by a unanimous vote.

Prepared by: Oddvar Tveit

Reviewed by: Justin Bern