



Minutes Tempe Aviation Commission December 12, 2017

Minutes of the Tempe Aviation Commission meeting held on December 12, 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
W. David Doiron
Shannon Dutton
David Naugle
John Q. Nunes

(Members) Absent:

Gordon Gauss (Excused)
Robert Miller (Excused)
Tim Teserio (Excused)

City Staff Present:

Oddvar Tveit, *Environmental Quality Specialist*

Agenda Item 1 – Call to Order

Chair Lane Carraway called the meeting to order at 6:30 p.m.

Agenda Item 2 – Public Appearances

There were no public appearances.

Agenda Item 3 – Consideration of Meeting Minutes (November 14, 2017 and November 30, 2017)

Chair Lane Carraway asked for comments to the drafted November 30, 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 November 30, 2017 commission meeting minutes were approved by a unanimous vote.

Chair Lane Carraway asked for comments to the drafted November 14, 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 November 14, 2017 commission meeting minutes were approved by a unanimous vote.

Agenda Item 4 – Staff Update

Mr. Oddvar Tveit announced that the city has acted on the Commission's recommendation to sign up as an interested party in the Presidents' Unmanned Aerial Systems (UAS) Integration Pilot Program, and has received an e-mail from the Federal Aviation Administration confirming that Tempe has been added to the list.

Mr. John Nunes informed the members about the five locations throughout Arizona that has been targeted for potential UAS integration activities if the state of Arizona is chosen as a participant in the President's UAS Integration Pilot Program. The mapping of potential low altitude airspace in a state application, makes it possible for

communities inside designated airspace to become partners and participate in proposing local regulations for commercial UAS users, and ultimately influence national policy on commercial UAS integration. Maricopa County is one of the targeted locations in the application.

Questions:

1. What about conflicts for members of the Commission who are involved in providing commercial drone services in the event the question of city involvement in the UAS Integration Pilot Program comes up before the Commission?
 - Should a topic be listed on a future agenda where the potential outcome of the Commission's discussion and decision of the topic could benefit e.g. a member's private business interests, the City has given all members serving on city boards and commissions access to the city's conflict of interest guidelines, (which are posted under "Board and Commission Resources" on the Tempe web site), to determine if an excusal from participation in the discussions and the decision making is the appropriate thing to do. This is a decision that lies with the member.
 - John disclosed that he has been a subject matter expert for the state, through the economic development office (Office of Economic Opportunity). The Arizona Commerce Authority is the leading agency for the Arizona application, and John's involvement has again been requested.
2. What is the UAS program supposed to integrate?

All types of Unmanned Aerial Vehicles (UAV) into civil aviation, including those over 55 pounds. Regulations today include commercial and private UAS below 55 pounds.

Agenda Item 5 – Approach Patterns over the City of Tempe

Mr. Oddvar Tveit displayed and talked about:

- East and west flow seasonal changes in monthly arrival volumes.
- Distribution of landings from the east between the PHX runways during the late summer and fall months, with the north runway being most heavily used runway for landings from the east.
- Examples of how flight track data compared to the FAA's September 18, 2014 publication of routes that included Optimal Profile Descent (OPD) arrival routing (STAR) to PHX. The west flow area navigation (RNAV) departure route changes were part of the same publication. The RNAV west flow routing has been litigated by the City of Phoenix and the Phoenix Historic Neighborhood Coalition. In a joint Phoenix/FAA motion to the DC Circuit both parties have agreed to ask the DC Circuit Court to reconsider vacating all the changes included in the September 18, 2014 publication, and let uncontested procedures like the OPM routings stand.
- Flight track data confirms that the OPMs are flown until Air Traffic Control (ATC) arrival flow management decisions bring planes on different headings and to specific altitudes as the paths are merged into one of the two downwind descent areas for PHX. The northeast arrival to intercept the glide paths to PHX runways from the east is the OPM that can be flown without transitions.

Discussion:

- How much airlines save in fuel compared to the estimated savings made by the FAA when the OPMs were designed we do not know. It appears that they are designed to extend as close to the destination airport as possible to capitalize on a route's calculated fuel savings.
- The PHX OPD STARs are designed all the way down to 4,000 feet (MSL) to a point where pilots might have no option but applying power with resulting increase in noise compared to the reduced noise exposed during the period the aircraft are kept on a programmed OPD STAR.
- On the approach side Tempe needs to know how high up it is possible to keep the descending aircraft, and to keep them on prescribed paths as they descend to PHX.

Agenda Item 6 – Candidates for 2018 Elections

Chair Lane Carraway announced that Vice-Chair Gordon Gauss is termed out this year for the office of Commission Vice-Chair. He asked the members to nominate candidates for the 2018 officer positions. John Q Nunes nominated Lane Carraway for the office of Commission Chair, and David Naugle nominated John Q Nunes for the office of Commission Vice Chair.

Agenda Item 7 – Commissioners' Business

- Invite Phoenix Aviation to give an update to the members on PHX activities.
- Update on the PHX/FAA Joint Motion Agreement
- Elections.

Agenda Item 8 – Schedule Next TAVCO Meeting

Action: The next meeting was scheduled for January 9, 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 7:35 p.m. by a unanimous vote.

Prepared by: Oddvar Tveit

Reviewed by: Justin Bern