



## Minutes Tempe Aviation Commission February 13, 2018

Minutes of the Tempe Aviation Commission meeting held on February 13, 2018, 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  
Gordon Gauss  
Robert Miller  
John Q. Nunes  
Valeriy Khaldarov

**(Members) Absent:**

Shannon Dutton (excused)  
Troy Selland

**City Staff Present:**

Oddvar Tveit, *Environmental Quality Specialist*

**Agenda Item 1 – Call to Order**

Chair Lane Carraway called the meeting to order at 6:36 p.m.

**Agenda Item 2 – Public Appearances**

There were no public appearances.

**Agenda Item 3 – Consideration of Meeting Minutes (January 9, 2018 and February 1, 2018)**

Chair Lane Carraway asked for comments to the drafted February special meeting minutes, and a motion to approve. Mr. David Doiron pointed to the misspelling on p. 3.

**Motion:** Mr. Robert Miller moved to approve minutes with a name misspelling corrected. Mr. Robert Dixon seconded the motion.

**Action:** The February 1, 2018 special meeting minutes with correction were approved by a unanimous vote.

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

**Motion:** Mr. John Q. Nunes moved to approve minutes as drafted and Mr. Robert Dixon seconded the motion.

**Action:** The January 9, 2018 commission meeting minutes were approved by six votes for the motion and one member abstaining.

**Agenda Item 4 – Update on the FAA's Community Involvement Workshops:**

Chair Lane Carraway, Commissioner Shannon Dutton and Mr. Oddvar Tveit attended the last of the FAA's workshops at Horizon High School in Scottsdale on February 8, 2018. The FAA Air Traffic Organization Western Pacific Region's Administrator, Dennis Roberts, also attended with other FAA officials including the Acting Manager for PHX TRACON, Erik V. Bowring. From the PHX airport, Aviation Director James Bennett, Assistant Aviation Director Deborah Ostreicher, Deputy Aviation Director for Planning & Environmental, Jordan Feld and his staff, were also available to answer questions from the public in addition to the FAA representatives and attorneys from the petitioner's legal teams. One of the questions that came up at the workshop was whether the FAA would consider

noise complaints from neighborhoods received after the FAA's action of September 18, 2014 to publish the new departure routes for PHX. The FAA will not consider the complaint data unless it is submitted as part of the public comments received on the FAA's plan to implement new west bound departure routing. Tempe received 172 aircraft noise complaints in 2015, the year the flight path controversy escalated, leading to the Phoenix lawsuits. In addition, Tempe received 46 noise complaints in 2014, 74 in 2016 and 67 in 2017. Phoenix Aviation includes noise complaint numbers in noise reports posted on the airport web site. Tempe includes complaint numbers in compliance reports posted on [www.tempe.gov/TAVCO](http://www.tempe.gov/TAVCO).

The FAA has released the publication dates for the interim area navigation (RNAV) Standard Instrument Departure (SID) procedures. The publication schedule is tight with one publication in March and another in May 2018 to cover all nine RNAV SIDs, and to meet an agreed upon deadline for the return to pre-September 2014 routing of west flow departures. The interim SIDs developed for Step One will have a couple of satellite navigation waypoints and vector headings to return to pre-September headings, and will be replaced by new routes under Step Two to the extent they have proven to be safe and efficient from FAA's air traffic perspective during the interim period.

The FAA has posted the initial layout for the environmental screening of new west flow RNAV SIDs on their website, and at the workshops the FAA included depictions of areas below the changed departure headings where the noise increases are expected to be high enough to be reportable, but not necessarily high enough to require the FAA to conduct a full environmental assessment or impact statement. We do not know if the FAA might consider additional procedure changes based on public comments received before the February 16, 2018 deadline. We have no reason to expect that the FAA, based on its own discretion during Step Two of this process, will add flight procedure actions that cannot be categorically excluded from further environmental assessment (CATEX) under the FAA's NEPA (National Environmental Policy Act) regulations and guidance, to avoid delaying the agreed upon expedient return to pre-September 2014 departure routing for PHX west flow operations.

At the February 15, 2018 Issue Review, Work Study Session, the Tempe City Council is scheduled to discuss sending a letter to the FAA that includes the Commission's suggested four items for the agency to consider under Step One and Two.

Below is a recapture of what was presented at the workshops and what the Commission has recommended:

1. The FTHLS RNAV SID currently turns southeast over Laveen, then south and continuing the turn back northeast over south Tempe and Chandler at high altitudes. This procedure will be replaced by the BROAK RNAV SID which has a pre-September 2014 southeast heading of 240°. Departures on the FTHLS currently stay below 8,000' to clear the GEELA Standard Terminal Arrival Route (STAR), which downwind descent enters Tempe from the South Mountain/ Ahwatukee area. The Commission has proposed that the FAA include the crossing of GEELA STAR and the BROAK SID, and consider realigning the GEELA farther south to reduce the congestion of flights in south Tempe.
2. The commission has also suggested moving waypoints on the IZZO and JUDTH SIDs east flow to ease the turn and for airlines to be able to fly over the SPRKY waypoint in north Tempe and stay within speed restrictions set at the MASVE waypoint in south Tempe. The IZZO SID will be replaced by the interim KEENS RNAV SID, and JUDTH will be replaced by the FYRBD RNAV SID. At the workshops, the FAA displayed depictions of east flow versions of the interim RNAV SIDs, on top of current flight tracks. It is likely that the pilots who fly these, e.g. Airbus A320s, will prefer that the 220 knots speed restriction currently on the IZZO and JUDTH be lifted to 250 knots.
3. In addition, the Commission suggested that the FAA add RNP (Required Navigation Performance) approaches to PHX, including for STARs, like the GEELA that currently end at the downwind leg southwest of Tempe borders. Including RNP approaches make the airport open for additional steeper approaches. This will help separation where the proposed BROAK RNAV SID crosses below the GEELA STAR. The realignment can provide a wide enough turn to implement an RNP approach with an RF (Radius to Fix) leg to final approach over

North Tempe to the north runway, should the parallel runway separation at PHX be too close to allow RNP approaches to both the north and the south runways during west flow operations.

4. Finally, the commission has recommended RNP approaches that have common navigation points to harmonize interception of PHX parallel approach paths at 6-DME, and improve alignment of arrival routes and off-load alternate STARs to the runway configuration at PHX as early as possible outside PHX airspace, to ease the need for late aircraft sequencing adjustments inside PHX airspace.

Discussions:

- The airport has a certain capacity and the neighborhoods are growing, at some point capacity is reached and it should be increased.
- Washington National and Dallas Love Field airports have operations restrictions/limitations.
- The last new airport development was Denver, and that was a national effort in terms of the amount of Airport Improvement Program (AIP) funds needed to make it happen.
- With airport master plans there must be an attempt to forecast future demand and what improvements are needed at individual airports while balancing with regional and state planning of airport capacity and needs.
- Airport lost traffic during the downturn and growth rates have been reduced after 2009. American Airlines have consolidated, airlines carry more passengers per flight, but growth is slowly coming back. Phoenix has started long range planning through the CAMP (Capital Assets Management Plan) project.
- Phoenix-Mesa Gateway is not like Phoenix Sky Harbor, a hub and spoke airport. Spirit and Frontier Airlines were once at Gateway and are now at Phoenix.
- Moving cargo operations to Gateway has been suggested. Air cargo needs to be supported by ground facilities and PHX is better located relative to FedEx and UPS distribution facilities. PHX is also in competition with other hub airport because Arizona overseas air cargo is also being trucked to airports like the LAX.

**Agenda Item 5 – Tour of PHX TRACON/Tower Facility**

Mr. Oddvar Tveit informed the members that a tour of the facility can take place in June at the earliest, and asked who among the attending members was interested and could make a tour of both the PHX approach control and tower in June.

**Action:** All attendees expressed their interest in attending a tour in June 2018.

**Agenda Item 7 – Commissioners' Business**

Update from Phoenix Aviation on pending activities including the CAMP, and anything new related to the FAA process about reverting to pre-September 2014 west flow departures.

**Agenda Item 8 – Adjournment**

**Motion:** Mr. Robert Dixon moved to adjourn the meeting. Mr. Gordon Gauss seconded the motion.

**Action:** The meeting was adjourned at 7:37 p.m. by a unanimous vote.

Prepared by: Oddvar Tveit

Reviewed by: Justin Bern