

Minutes Tempe Aviation Commission July 10, 2018

Minutes of the Tempe Aviation Commission meeting held on July 10, 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)
W. David Doiron
Shannon Dutton
Gordon Gauss
John Q. Nunes (Vice Chair) (on phone)
Valeriy Khaldarov

(Members) Absent:

Robert Dixon (Excused)
Ron Losefsky (Excused)
Robert Miller (Excused)

City Staff Present:

Oddvar Tveit, *Environmental Quality Specialist*

Agenda Item 1 – Call to Order

Chair Lane Carraway called the meeting to order at 6:31 p.m.

Agenda Item 2 – Public Appearances

There were no public appearances.

Agenda Item 3 – Consideration of Meeting Minutes (June 12, 2018)

Chair Lane Carraway asked for comments to the drafted June 2018 meeting minutes, and a motion to approve.

Motion: Ms. Shannon Dutton moved to approve minutes as drafted. Mr. W. David Doiron seconded the motion.

Action: The drafted June minutes were approved by a unanimous vote.

Agenda Item 4 – Staff Update

- *Recruitment of Support Staff:*
City Attorney Judith Baumann will provide legal support on aviation after Chuck Cahoy's departure. The City Attorney's Office will continue to have access to the city's outside counsel, Tom Roth, on aviation environmental issues as needed.
- Mr. Ron Losefsky has been appointed to the Commissioner to replace Mr. Troy Selland.
- *Status on NAO Recommendation:*
Mr. Oddvar Tveit: As requested by the commission during the June 2018 meeting, Oddvar communicated the concerns of the commission regarding the recommendation to establish an NAO to Public Works, Water Utilities leadership. The Commission has recommended that the City establishes a forum for communication about noise and flight paths, which includes intergovernmental outreach. This is an area which is dealt with at the Assistant City Manager level. The Council members are aware of the Commission's recommendation, the work by the subcommittee, and the Commission's dedication to come up with the recommendation, as included in the Commission's 2017 annual report. No requests have been made to staff about having the recommendation listed on a future agenda for public meeting to have it discussed among the Council members.

Chair Lane Carraway: The Chair has been in contact with the City's Public Works Director to clarify if

TAVCO's recommendation is something it would like to pursue, and to find out if additional action by the Commission is required. He has scheduled to meet with a Council member. He mentioned that he Council may think that this is a recommendation that should instead be addressed by the City of Phoenix.

Questions from Mr. John Nunes:

- a) Is Tempe's staff not satisfied with the Commission's recommendation and therefore not bringing the recommendation before the City Council for discussion? It has lingered for months without a clear answer back to the Commission.
- b) Can a senior staff representative attend the next meeting to clarify where the recommendation stands?

Agenda Item 5 – Climb Profiles Applied by Airlines at PHX

Mr. W. David Doiron handed out a memo describing typical climb profiles used by the most common air carrier aircraft serving PHX. In speaking with pilots, he concluded that they use similar operational procedures during take-off. From 1,000 feet, when pilots engage climb power, and up to 10,000 feet MSL when the pilots accelerate the aircraft to enroute climb speed, flight safety is the primary concern. The procedures in use get the aircraft off the ground as quickly as practical. Operational benefits:

- Quicker climbs give better clearance to obstacles on the ground in case of engine failure.
- The faster the aircraft gets to 10,000 feet MSL, the quicker you get a reduction of noise exposure because of the increased distance to the ground.

This makes the departure routing, rather than climb profiles, the target for noise abatement flight procedures. At the John Wayne Orange County airport, pilots are required to pull the throttle back from 500 to 800 feet for noise abatement purposes, but from a pilot's perspective, the concerns are related to the following two failure modes for turbojet engines:

1. Catastrophic explosion, as had recently occurred with a Southwest aircraft, at high power settings.
2. Malfunction in the fuel control unit and the risk of flameout when throttles are abruptly pulled back.

The Commission should not support throttle pull back as a noise abatement measure.

Discussions:

- The Commission should support climbs on runway headings to a single point of departure extended out from 4 to 6-DME and the same for arrival operations.
- Air carrier aircraft climb profiles still vary a great deal depending on seasonal weather, temperatures, take-off weight, type of aircraft or engines, etc.

Mr. Oddvar Tveit discussed the new RNAV departure routing back northeast for aircraft that take off on the new headings southwest over Phoenix that were implemented on May 26th, 2018. This was the delayed implementation of Step One of the FAA's agreement with Phoenix. Pilots are able to follow the new RNAV route, (BROAK), which includes waypoints that bring climbing aircraft far south of Tempe airspace, or file a ground-based navigation Standard Instrument Departure, (BALDY SID), which allows aircraft to make much sharper turns back northeast. The non-RNAV route creates flight paths over a wide area, covering the airspace over central and south parts of Tempe at altitudes about 12,000 to 13,000 feet MSL, the same as previous version of the non-RNAV SID. The benefit for the airlines of choosing the non-RNAV SID is that it shaves off distance to waypoints farther east or northeast towards Albuquerque. The city recently received a complaint from a Tempe resident living close to the Kyrene power plant at the Western Canal about traffic overhead all day, departures in the mornings that included aircraft following the non-RNAV SID and incoming air traffic in the evenings.

Agenda Item 6 – Commissioners' Business

- Invite a city senior staff representative to provide input on the status of the Commission's NAO recommendation.
- Update by Mr. John Nunes on activities under the FAA's drone integration pilot program.

Agenda Item 7 – Schedule next TAVCO meeting

The next meeting was scheduled for August 14, 2018.

Agenda Item 8 – Adjournment

Motion: Mr. Gordon Gauss moved to adjourn the meeting. Mr. W. David Doiron seconded the motion.

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

Prepared by: Oddvar Tveit

Reviewed by: Justin Bern