



Minutes Tempe Aviation Commission March 12, 2013

Minutes of the Tempe Aviation Commission meeting held on March 12, 2013, 6:30 p.m., at the Public Works Conference Room, Garden Level, City Hall Complex, 31 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Sally Clements
Shannon Dutton
Mark Garrigan
Gordon Gauss
Karyn Gitlis
Barbara Sherman (Vice Chair)
Alyson Star
David Swanson (Chair)

Guests Present:

Brian Murray, The Summit Consulting Group Inc.

City Staff Present:

Oddvar Tveit, Environmental Quality Specialist

Meeting convened at 6:37 p.m.

Barbara called the meeting to order.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 2 – Updates from staff, Aviation Environmental Symposium

The members received staff's account from the UC-Davis symposium in Costa Mesa, California.

Technology Topics:

Technology in aviation is reducing jet engine noise, fuel burn and emissions, and Performance Based Navigation (PBN) concentrate flight paths. Flight paths can be tailored to avoid populated areas. Canberra Airport has departure avoidance areas and at Amsterdam Airport flight procedures thread flight paths between communities. At Arlanda Airport, Stockholm the airport's 2008 environmental permit requires air traffic to avoid Väsby kommun, a community south of the airport, after 2018. This will be accomplished by the curved procedures.

Dave joined the meeting at 6:42 p.m.

Even if RNP (Required Navigation Performance) offers almost unlimited ways to design the routing of aircraft to balance noise and air quality for communities, the environment in which the technology is introduced makes a difference. With new technology air traffic management needs to replace traditional tactical approaches to air traffic control. The ability to adapt to a new environment of air traffic management might be the biggest obstacle to overcome before the full

potential of the technology can be utilized. The British NATS, a private/ public partnership that provides air traffic navigation services in the UK, has developed a performance tool for air traffic services that monitors how efficiently services are delivered in each segment of the flight. In dealing with the legacy airspace around large hub airports, the FAA has come up with the Optimization of Airspace Procedures in a Metroplex (OAPM) initiative to integrate new and existing technology inside complicated airspaces around major hub airports. The agency also needs to reduce the considerable time it takes to make airspace changes; today it can take up to 27 and 42 months. The adaption to a new environment for airlines means going from a system of building in buffers, block time, to reliance on navigation technology where airlines run their operations more like railway systems are operated. GA pilots' increased use of electronic devices like iPads is contrasted by many GA airports' historic reliance on the recorded Automatic Terminal Information Service, (ATIS). How many pilots will continue to listen to broadcasts about phone numbers, and make pre-flight calls to learn about a destination airport's voluntary noise mitigation flight procedures?

Regulatory Topics:

The FAA Modernization and Reform Act of 2012 exempted new RNP's that result in measurable reduction in fuel consumption, CO2 and noise compared to existing instrument flight rules procedures in the same airspace from environmental review. The NextGen Advisory Committee, (NAC), is working on how to implement the exemption.

The interpretation of FAA guidance, PGL 12-09, that includes the need to document ≥ 45 dB average interior levels to get residential or other buildings inside the 65 DNL to qualify for federal funds, has been met with concerns over practical applicability. The interior sound level threshold ≥ 45 dB makes repeated testing of sound levels in rooms necessary before determinations can be made on a building's eligibility. The building still needs to be located inside the 65 DNL exposure contour, but the interior sound level threshold has to be met or exceeded before the eligibility to participate in a federally funded sound mitigation program can be determined. After 2015 all projects needs to comply with the new guidance. FAA is concerned about the program's future with the continued growth in fund balances carried over from one year to the next. The Government Accountability Office has questioned the demand for airport sound insulation programs, and pointed to the need to hold airports accountable for updating their noise exposure contour maps.

Sally joined the meeting at 7:00 p.m.

General Aviation Topics:

Santa Monica airport has been challenged by a community action group, Concerned Residents Against Airport Pollution (CRAAP), over lead in aviation gasoline (Avgas), the fuel used by piston engine GA aircraft. A suitable alternative with the same performance to aviation gasoline (100LL) has yet to be found. The airport has completed several airport emission studies and monitoring shows an annual average of Total Suspended Particulate (TSP) lead far below the federal standard. Most of these emissions are on the airport. The FAA has created an Avgas Transition Aviation Rulemaking Committee.

Staff ended his update by announcing the April 9, 2013 public works shop for the PHX NEM update, information posted on <http://skyharbor.com/community/NoiseExposureMaps.html>.

Agenda Item 5 – FAR Part 77 and OEI

Upon Barbara's initiative the members discussed the fact that they only had listened to the real estate developer side of the policy change the FAA was working on to include One Engine Inoperative (OEI) to the FAA's FAR 77/ aeronautical analysis of constructions, and the agency's intent going forward is largely unknown. She pointed to a draft letter developed by staff upon requests from her and David that informed the Mayor and Council about the Summit Consulting Group's initiative and how the consultants viewed the potential impacts of a federal policy change in Tempe as a land locked city close to Sky Harbor, and how the commission viewed the request by the Summit Consulting Group to recommend that the city oppose such a change. They asked Brian Murray about the likelihood of the agency conducting a public hearing before any decision on including One Engine Inoperative (OEI) to the FAA's FAR 77/ aeronautical analysis of constructions under the flight paths, and which part of the agency the initiative sorted. In the FAA organization the issue sorted under Catherine (Kate) M. Lang, the Deputy Associate Administrator for Airports. The efforts to work this issue through elected representatives in Washington DC are now facing a situation where nobody knows who will be appointed as the new Transportation Secretary. They also asked who would be the appropriate representative to approach if the members should recommend the Tempe Council to bring the issue up with the Arizona delegation. This would in Brian's opinion be Congressman Ed Pastor and Senator McCain. They were told the US Conference of mayors is expected to weigh in on this issue.

Karyn moved to inform the Mayor and Council about what so far has been presented to the Commission and should FAA decide to come forward with a rule change to include OEI in FAR Part 77/ aeronautical studies, authorize staff to draft public hearing comments that reflect the commission's discussions and concerns. The comments should include comments on any new information presented with a rule change, so a complete response could be submitted by the city to the FAA within a 30 day comment period. The motion was seconded by Dave, and passed by a seven to one vote. Sally requested a stronger wording of the potential economic impacts on Tempe than outlined in the draft.

Follow up: Staff was asked to include wording on potential economic impacts and on future development in Tempe of a potential FAA policy change.

Agenda Item 3 – Consideration of Meeting Minutes (February 12, 2013)

Karyn suggested non-substantive edits to the minutes. Alyson moved to approve the minutes as amended, and Gordon seconded the motion. The minutes were unanimously approved as amended.

Agenda Item 4 – The ASU Decision Theater

Barbara asked for a discussion about what to prepare for before a potential visit to ASU Decision Theater. For the city to take on the expense of engaging the theater, the Commission needs to give the Council a purpose that makes sense in times with tight budgets. Because the airport no longer offers sound insulation to Tempe residents, she suggested the theater might be helpful in exploring the idea of Tempe developing its own program to help homeowners in Tempe with CDBG (Community Development Block Grant funds) weatherization funds etc. Perhaps the theater could be used to show how impacted areas could be relieved from some of the noise exposure from aircraft operations. Guiding principles proposed for the Tempe General Plan 2040 include neighborhood quality of life; to preserve, enhance and create conditions that

keep neighborhoods desirable. The members discussed if ASU Decision Theater was the appropriate venue for exploring the idea, and what purpose it would have for the city to make use of the theater to help with home improvements in areas with low income housing.

Karyn moved to direct staff to check with Kenneth Galluppi if the members could be shown a simulation that included flight track information in the ASU Decision Theater. Dave seconded the motion. The motion carried by a unanimous vote.

Agenda Item 6 – Commissioners’ Business (topics for future discussion)

Barbara suggested the commission discuss giving input on sections of the GP 2040 that deal with environmental and sustainability.

Agenda Item 7 – Schedule next TAVCO meeting

The next meeting was scheduled to April 16, 2013 to avoid conflict with the public meeting for the PHX Exposure Map update.

Agenda Item 8 – Adjournment

The meeting was adjourned at 8:25 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Lorinda Bush

Authorized Signature
Acting Deputy Public Works Director - Water Utilities