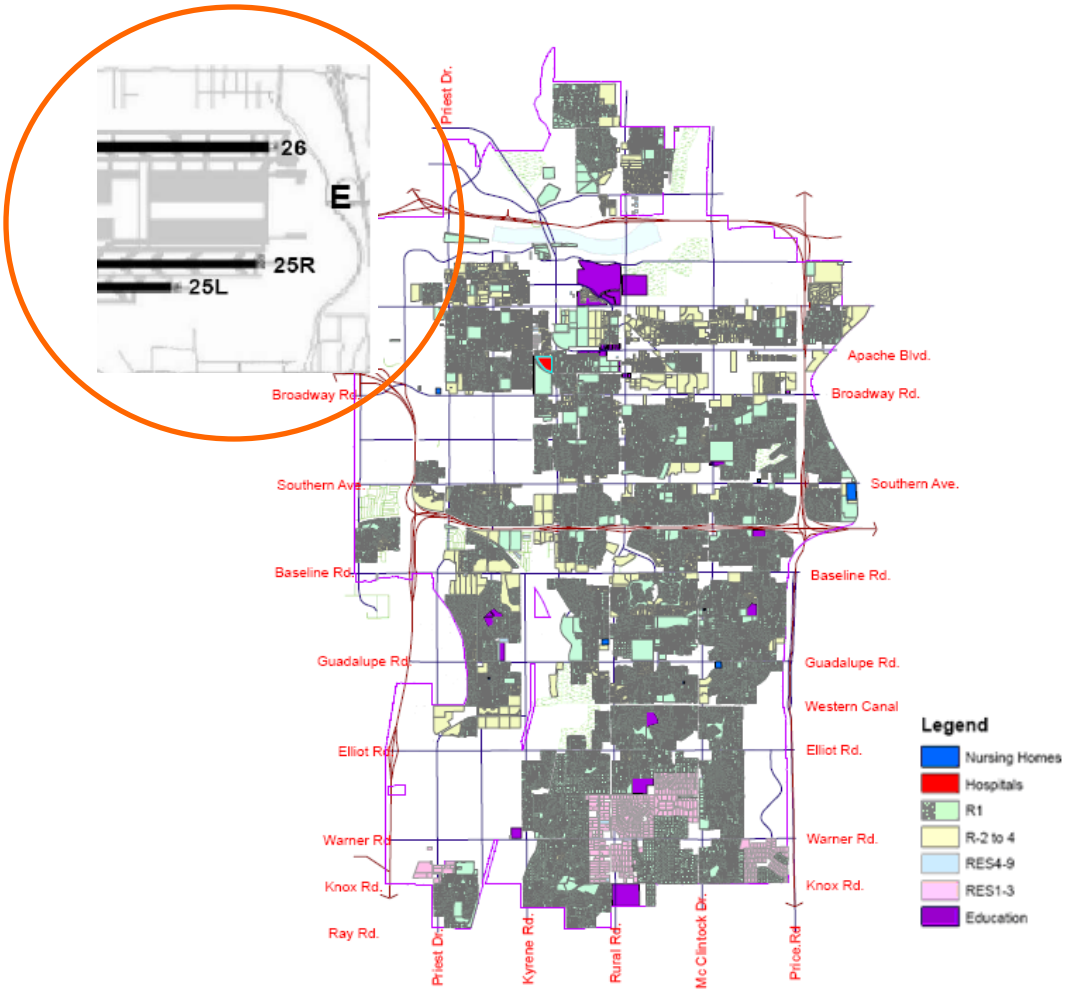
May 2013

Tempe

Flight Track Monitoring & Complaints Report

PHX East



Contents

Noise Mitigation Flight Procedure Compliance: Page

A. PHX Gate and Tempe Corridor Compliance 3
B. Annual Split East/West to Date 5

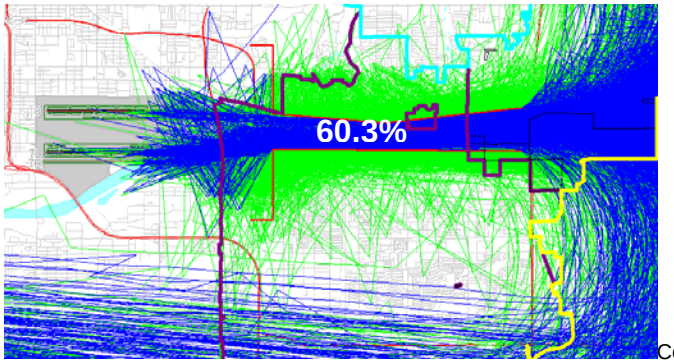
Noise Complaint Analysis:

C. Complaints by Area 6
D. Complaints by Disturbance 6
E. Complaint by Air Traffic Flow 7
F. Compared to Complaints Received 7

Noise Mitigation Flight Procedure Compliance:

A. PHX Gate and Tempe Corridor Compliance

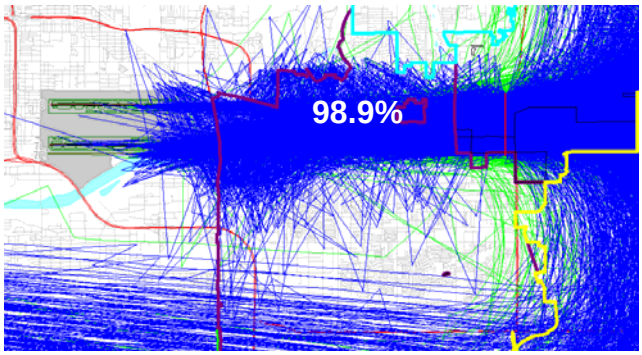
The Tempe Aviation Commission used a Standard Instrument Departure (SID) Procedure for the Phoenix Sky Harbor International Airport in place when a noise mitigation agreement was made between the City of Tempe and City of Phoenix in 1994 to develop a "Corridor" to measure how large aircraft complied with the SID procedure.



Corridor Compliance

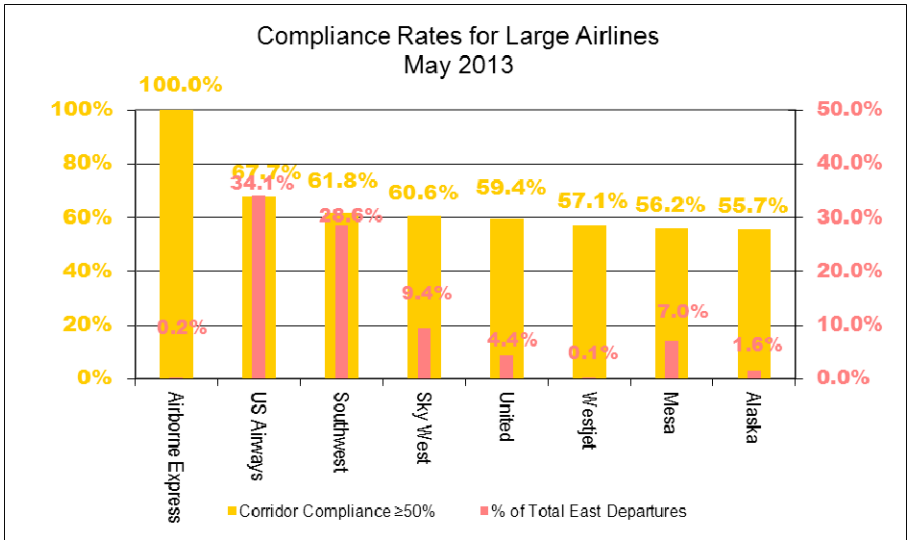
The monthly compliance rate is 60.0% with large turboprop aircraft departures included. Large turboprop aircraft are routinely departing on diagonal headings to the northeast and southeast directly after take off.

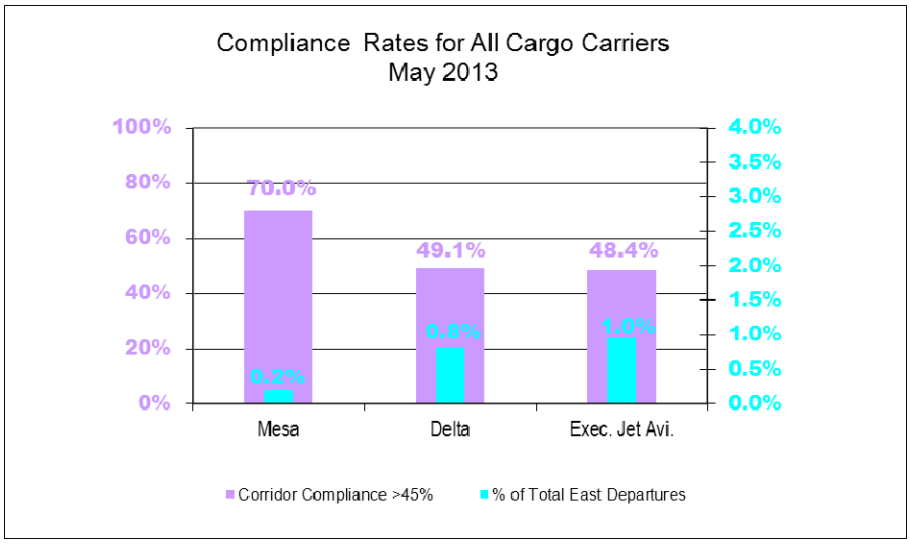
City of Phoenix did not consider the Tempe measure feasible to implement, and developed a 5,500 feet long exit "Gate" at Price Road as the official measure the airport is using to indentify turbojet aircraft that violate the SID. Notices of deviations from the City of Phoenix are issued to airlines, which aircraft make turns away from the Salt riverbed before they reach the "Gate" unless a deviation is caused by direction from air traffic control or adverse weather. Departures deviations within the times of day weather conditions were present are not counted when calculating compliance. The month of May had eighteen days when diverse departure headings outside the "Gate" where identified by the City of Phoenix to be influenced by turbulent air/ weather conditions[1]. The month had a large number of erroneous flight tracks caused by operational data source compatibility problems for the airport's system provider.



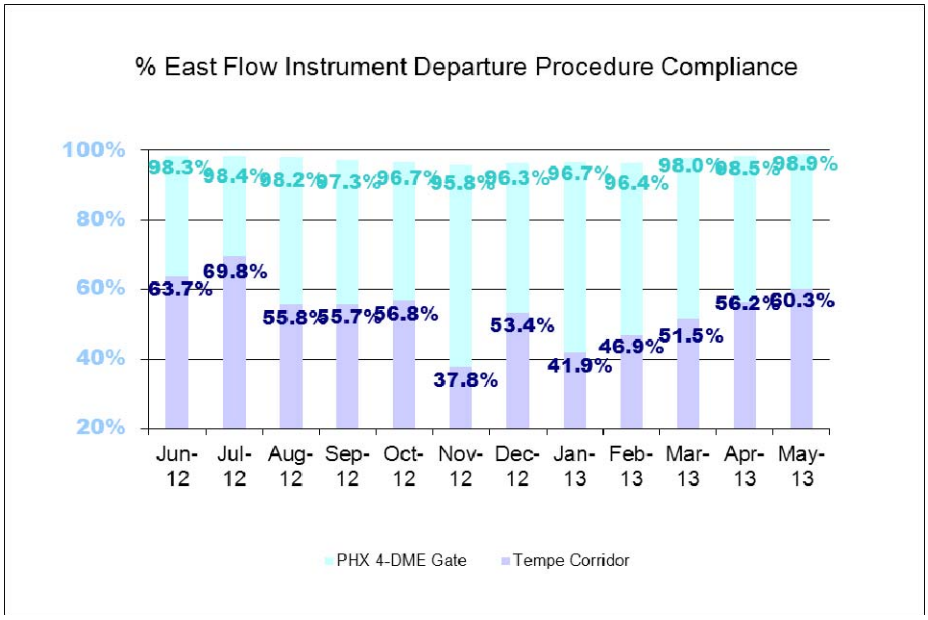
Gate Compliance

[1] Because the City of Phoenix is looking at the "Gate" deviations when it identifies the times departures were impacted by weather, applying these times to "Corridor" deviations may not fully account for all deviations impacted by weather.

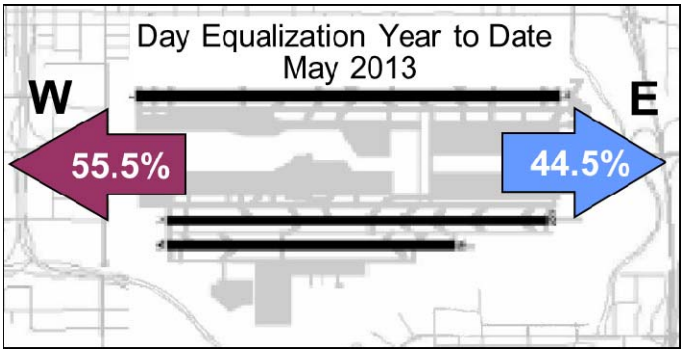


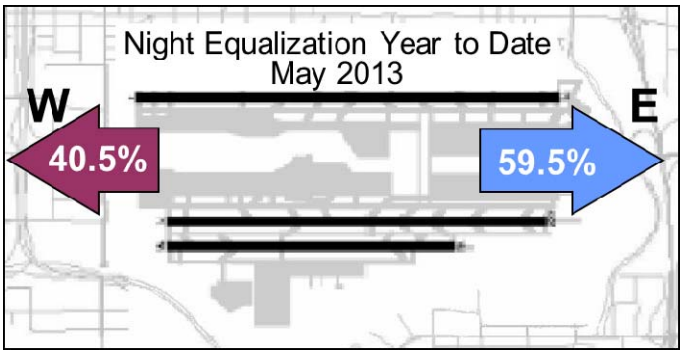


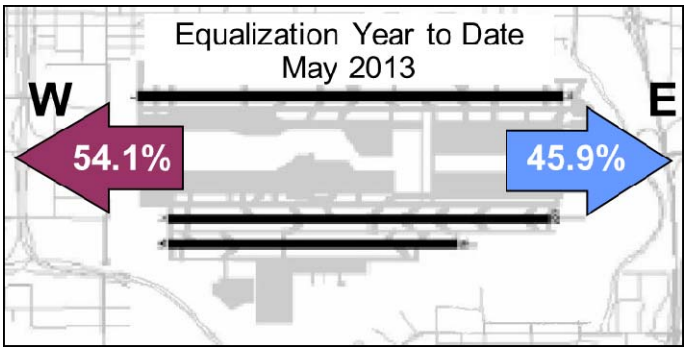
The airline compliance rates shown are only for airlines with ten or more departures to the east during the month.



B. Annual Split East/West to Date



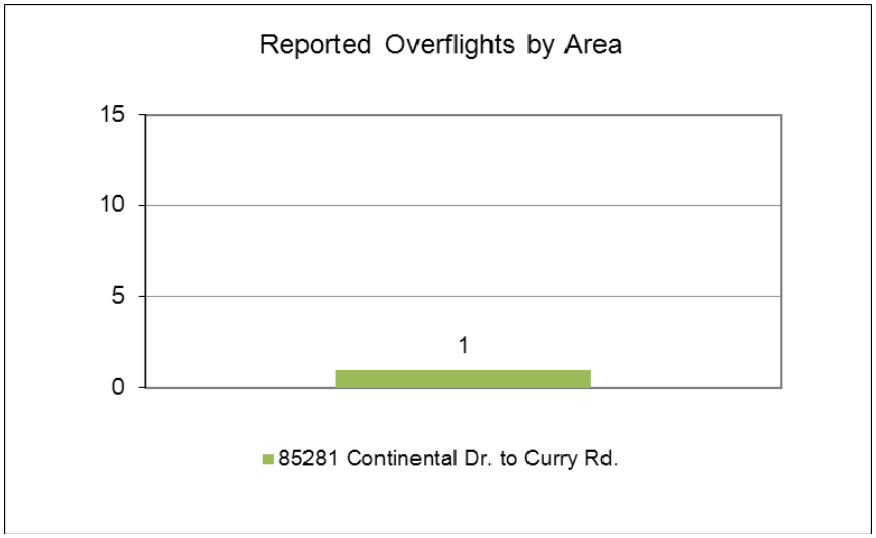




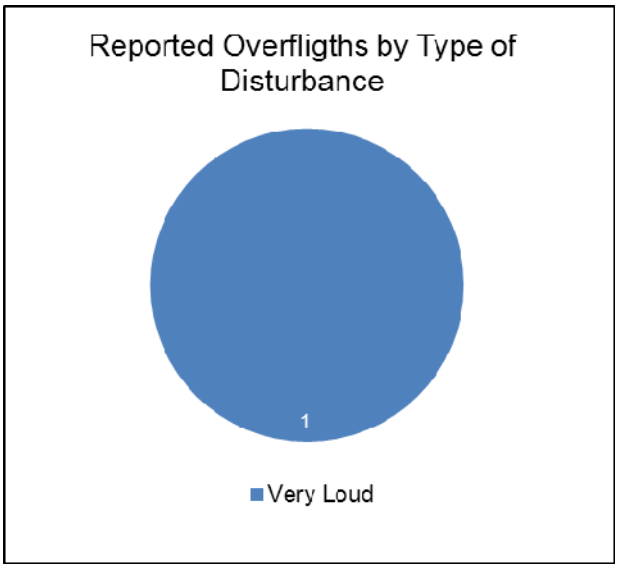
The noise mitigation agreement between the City of Tempe and the City of Phoenix calls for equalizing the noise burden from jet and large turboprop aircraft departures east and west during daytime and nighttime hours. The agreement calls for FAA compensation for periodic changes in flight pattern so equalization is accomplished over a 12 months period.

Noise Complaint Analysis:

C. Complaints by Area

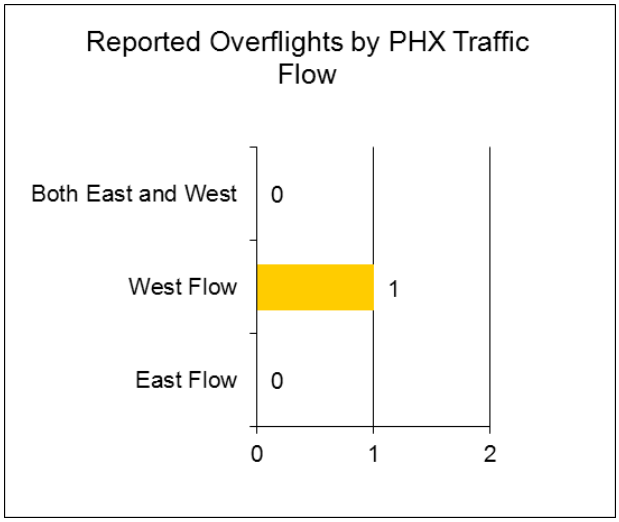


D. Complaints by Disturbance

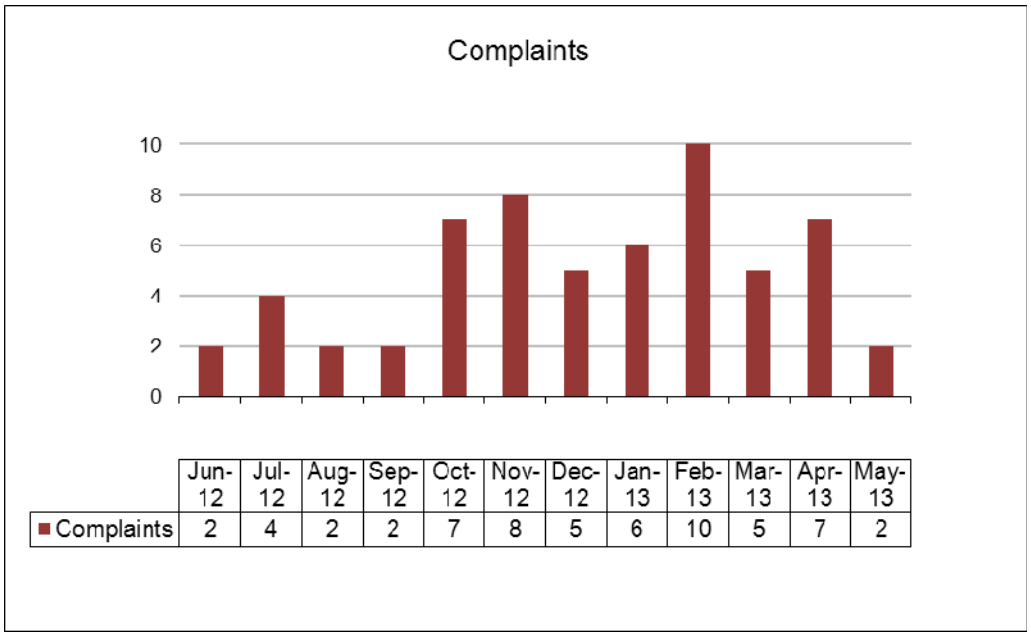


The city also received one complaint from 1056 E. Baseline Road in the City of Phoenix over aircraft being too low.

E. Complaints by Air Traffic Flow



F. Complaints Received



	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
Complaints	2	4	2	2	7	8	5	6	10	5	7	2

Complaints are the number of phone calls, voice-mails, and electronic messages from residents using e-mail or the City of Tempe web site's noise complaint form, http://www.tempe.gov/index.aspx?page=2557.