
2006 Annual Summary

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Report prepared for TAVCO by the City
of Tempe, 255 East Marigold Lane,
Tempe AZ 85281

Noise

Mitigation Monitoring Summary

Hot Button Issues!



Most compliant airline during 2006:

United Airlines

p. 7



104 complaints on aircraft noise
received by Tempe in 2006 p. 4

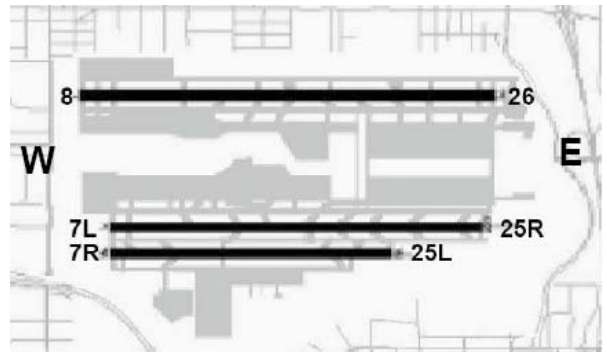


Aircraft noise levels increases in areas
north and southeast of Sky Harbor
noise exposure contour lines, p. 5

1. Introduction

This summary is assembled for the Tempe Aviation Commission (TAVCO) to summarize annual compliance of airline operations at Phoenix Sky Harbor International Airport with noise mitigation flight procedures over the City of Tempe. TAVCO consists of 13 Tempe residents appointed by the Tempe Mayor with approval of the City Council to assist and advice on aviation noise and other issues relating to the Phoenix Sky Harbor International Airport. The City of Tempe is located directly east of the Phoenix Sky Harbor International Airport. The airport has 3 parallel runways and is owned and operated by the City of Phoenix. After the FAA suspended a side step visual approach procedure to Runway 25L, the following flight procedures are implemented to mitigate noise impact from large aircraft over Tempe:

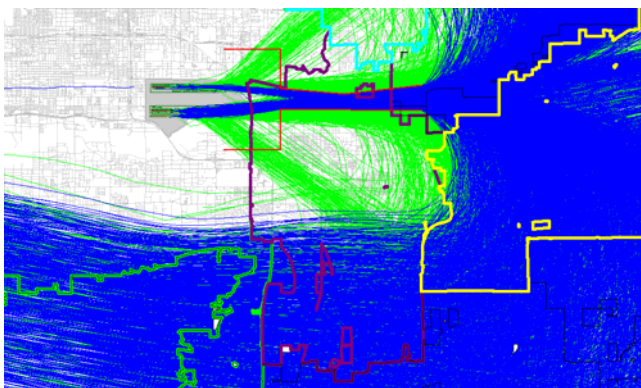
- The 4-DME Standard Instrument Departure Procedure to keep all jet and large turboprop aircraft that depart to the east over the Salt River/Tempe Town Lake area before they make turns towards their route destinations.
- Equalization of all jet and large turboprop aircraft departures east and west during daytime and nighttime hours on an annual basis.



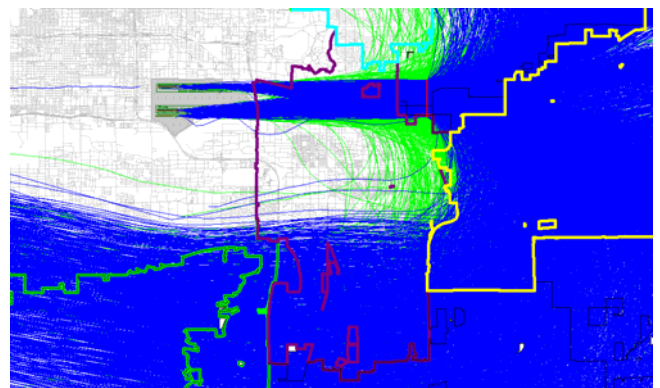
2. Departure Compliance

Compliance Rates

After the cities of Tempe and Phoenix entered into an intergovernmental agreement in 1994 on noise mitigation flight procedures, a measure was developed to identify how large aircraft complied with the 4-DME departure procedure to the east. The City of Phoenix implemented a "4-DME gate" to identify aircraft that violate the procedure. This is an imaginary line used as a filter in the Noise and Flight Track Monitoring System for the Phoenix Sky Harbor International Airport. TAVCO developed a "Corridor", which was based on Standard Instrument Departure procedures that were in use when the intergovernmental agreement with the City of Phoenix was made.

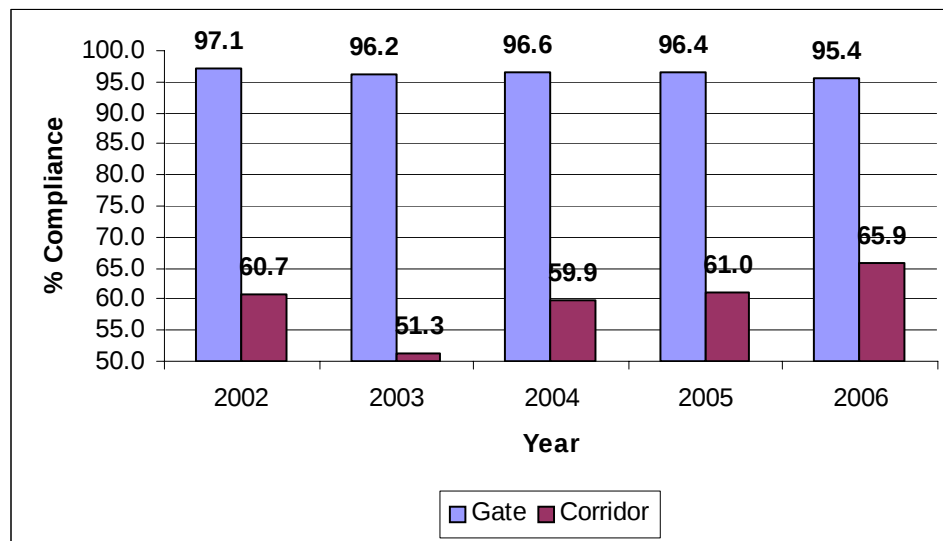


Flight tracks over a month period inside the Tempe Corridor depicted as blue tracks.



Flight tracks over the same period inside the Phoenix Gate depicted as blue tracks.

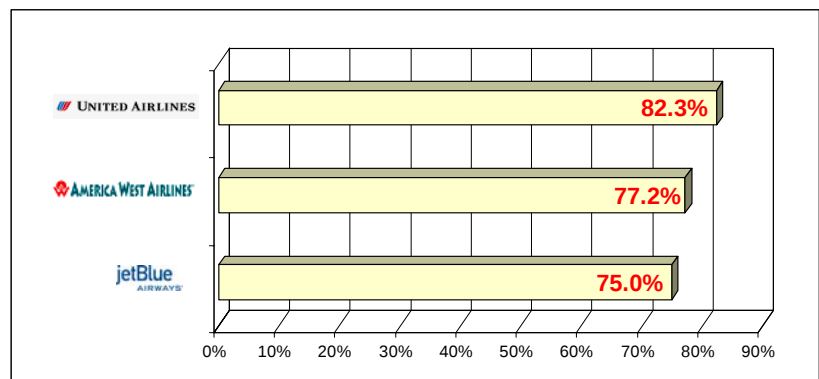
Large turboprop aircraft are not included in the depiction showing compliance with the 4-DME gate. These aircraft are routinely routed outside the 4-DME gate on approximate departure angles of 120° towards the southeast and 60° towards the northeast.



The annual average compliance rates are based on monthly numbers from the TAVCO Noise Mitigation Monitoring Reports. The November and December 2005 reports do not include exclusions of aircraft deviations because of weather done for previous months and years due to missing information that has been provided by the Phoenix Aviation Department. In 2006 cross winds of 10 knots or more have been used to filter out deviations due to weather. 95.4% of the jets complied with the Phoenix 4-DME gate. 66% complied with the Tempe corridor in 2006. The percentage includes large turboprop aircraft deviations.

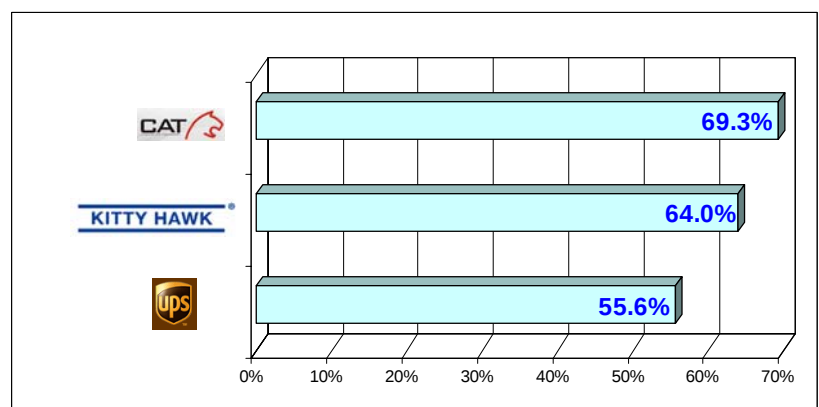
Top Airlines

Among the larger carriers United had on average best compliance with the Tempe Corridor during 2006.



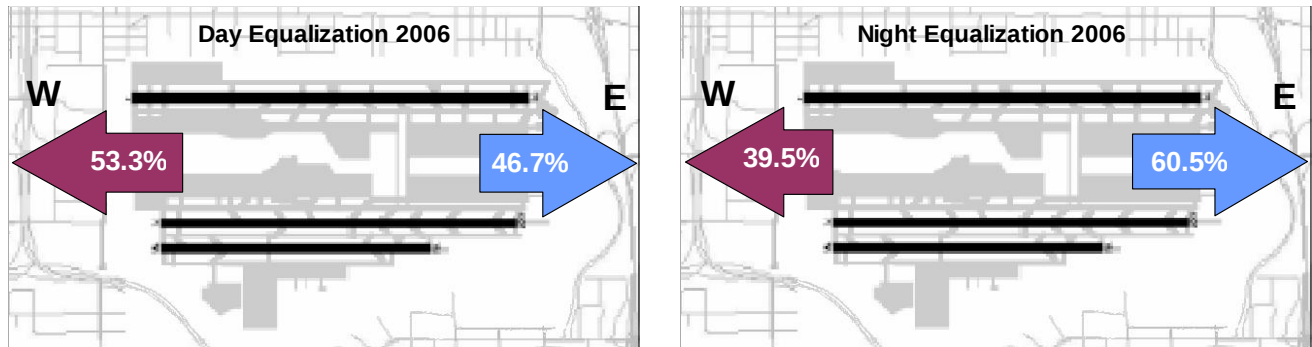
Top All Cargo Carriers

Among the larger all cargo carriers Custom Air Transport had on average best compliance with the Tempe Corridor during 2006.



3. East/West Departure Split

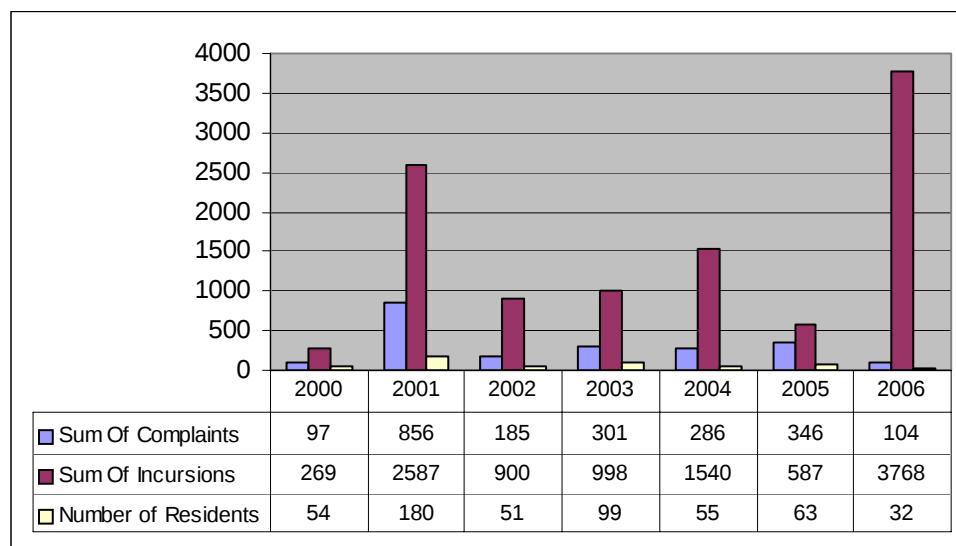
The split in all jet and large turboprop aircraft departures to the east and west of the Phoenix Sky Harbor International Airport differs between night and day time hours. It is not as favorable for Tempe during the nighttime hours compared to daytime hours. At the year end 60.5% of all nighttime and 46.7% of all daytime departures by jet and large turboprop aircraft had gone towards the east.



Day and nighttime departures are generated by a query covering day + evening hours and nighttime hours. Day = 7: 00 a.m. to 9:59:59 p.m. local time and Night = 9:59:59 p.m. to 7:00 a.m.

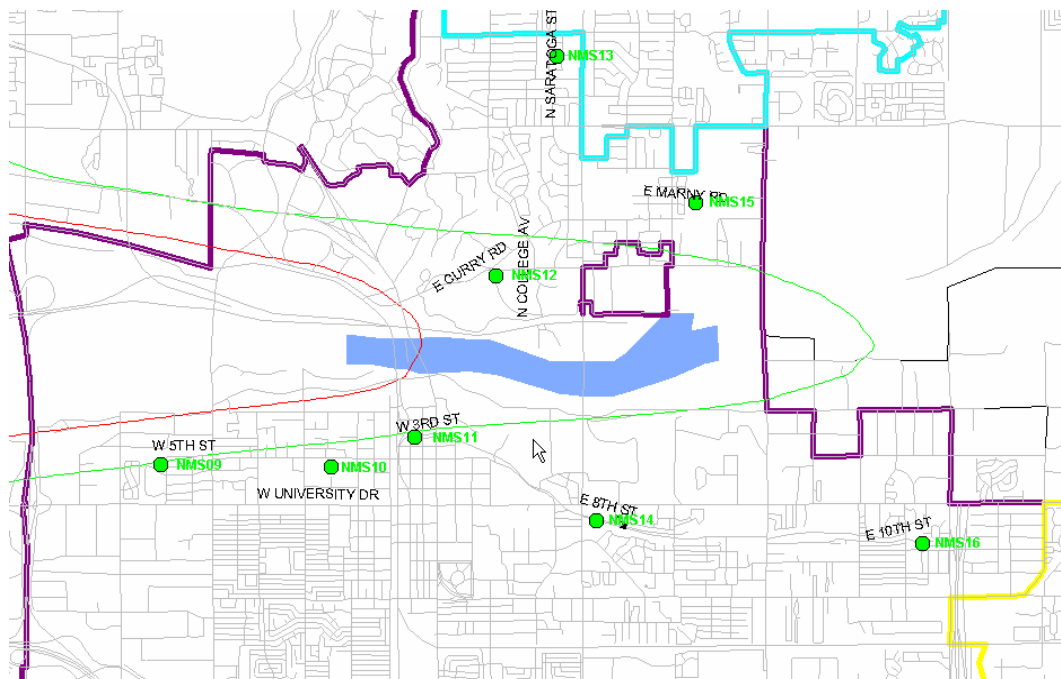
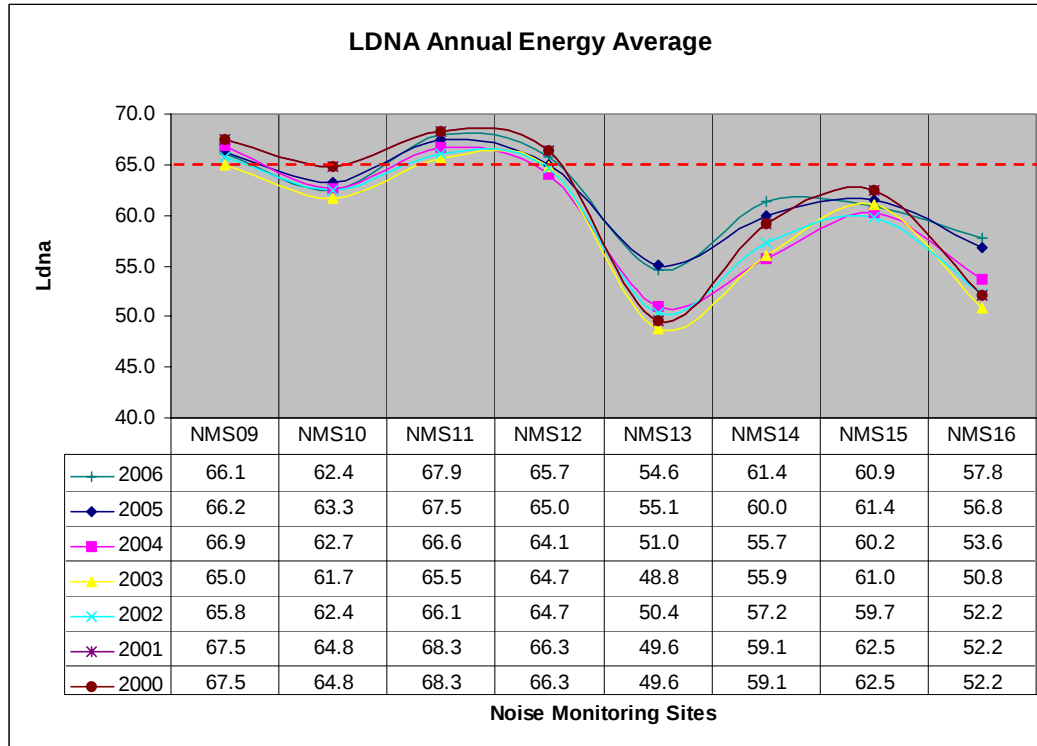
4. Complaints

The City of Tempe started registering aircraft noise complaints from Tempe residents in October 2000 after the opening of the third runway at Phoenix Sky Harbor International Airport. The number of complaints dropped last year, but reported number of annoying flights identified by residents increased.



5. Averaged Noise Levels

Annual summary of aircraft (Day-Night) average noise levels (Ldna) registered by the airport Noise and Flight Track Monitoring System, show increases in levels from last year at monitors in Tempe outside the 65DNL noise contour lines for the Phoenix Sky Harbor International Airport.



The 1999 65 DNL noise contour is the green line. The 70 DNL is depicted in red.