



Minutes Tempe Aviation Commission April 18, 2013

Minutes of the Tempe Aviation Commission meeting held on April 18, 2013, 6:30 p.m., in the Sisso Classroom at the North Tempe Multi-Generation Center, 1555 North Bridalwreath Street, Tempe, Arizona.

(MEMBERS) Present:

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

City Staff Present:

Jeff Kulaga, Assistant City Manager
Tanya Chavez, Neighborhood Services Specialist
Oddvar Tveit, Environmental Quality Specialist

Citizens Present:

Bill Butler
Mary Vrizuella
Philip Vrizuella
Eduarda Yates

(MEMBERS) Absent:

Sally Clements (Excused)

Guests Present:

Judy Ross, Deputy Aviation Director, City of Phoenix
Marchelle Franklin, Deputy Aviation Director, City of Phoenix
Mary Beth Thompson, Program Manager, City of Phoenix
Randy Payne, Project Manager, City of Phoenix
James Davies, Noise Abatement Specialist, City of Phoenix
Heather Lissner, Public Information Officer, City of Phoenix

Meeting convened at 6:36 p.m.

Dave called the meeting to order.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 2 – PHX Noise Exposure Contour Map Update

Mary Beth introduced the team from the City of Phoenix Aviation Department that was giving the members an overview of what was completed and the next steps in the update of the noise contour maps for the Phoenix Sky Harbor International Airport. Landrum & Brown was not available to attend. The airport is about 70-75% through the process with the latest draft documentation. She talked about the outreach that had been done through the workshops to get

input about the people's concerns. Locations and the number of public meetings were determined by considering fiscal constraints, accessibility from both sides of the airport, and proximity to light rail. The draft noise exposure maps were presented at the April 9, 2013 workshop at the Gateway Community College. Attendance at this workshop was a result of extra outreach efforts, through direct mail of 3,500 post cards, and by working with Tempe Public Relations, who posted the meeting on the city's Hot Topics web page. The main public comments received at the workshops were that: The aircraft noise impacts the quality of life, the noise was increasing and planes were flying where they were not supposed to be. Citizen input guided the location of where noise measurement equipment was set up. Citizen input from the first three workshops is posted on the web, at

http://skyharbor.com/pdf/NEM_PublicWorkshopsReport_NovDec2012.pdf.

James Davies talked about the noise monitoring that was done in January 2013. At two of the eleven locations, measurements were taken over six continuous days. At the other nine sites the measuring lasted six to eight hours. Measured noise events are correlated to flight events retrieved from airport radar data. He showed the members a display of maximum noise level (Lmax) events created during the measurement period by aircraft in the airport fleet mix. The measured noise is used to validate that the Integrated Noise Model (INM) models the noise correctly. The flight data used are all aircraft operations that occurred during 2011. All operations were evaluated by aircraft type and aircraft category, and also by runway use both day and night. The analyzed data was entered into the model that comes up with the noise exposure contours.

Randy Payne presented draft noise contours that had been modeled on vetted data input into the INM. The draft contours were compared to the much larger 1999 noise exposure contour. Randy explained how airport fleet mix had changed with the airlines' decisions to retire older and less fuel efficient aircraft. Besides the 65 Day-Night average sound Level (DNL), the update also needs to show the 70 and 75 DNL. The airport is also required to show contours for a minimum of five years into the future, based on expectation of what aircraft airlines would operate at Sky Harbor, and how much operations would grow. The 461,989 annual operations for 2011 are expected to increase to 465,900 by 2017/2018. The estimate has to be within 10% of the FAA's Terminal Area Forecast Estimate. It is about 2% (less). The forecast is being reviewed. The area covered by 2011 65 DNL contour is approximately half of the 1999 65 DNL contour. There are 250 residential properties or parcels under the existing conditions (2011) and 325 properties under the forecasted 65 DNL contour.

The members and residents expressed concerns that the noise contours did not reflect the experienced noise impact due to how the contours are modeled. The noise impact also needs to be seen in the context of the disagreement the two cities have over how to measure the level of airline compliance with the 4-DME noise mitigation instrument departure procedure. The airport could assist with FAA contact information if the commissioners should decide to express concerns over the model and the metrics airports are required to use to depict noise levels.

An individual was angry about the aircraft overflights and made comments to City of Phoenix representatives that were considered insulting. The individual spoke and then was asked to leave. A suggestion was made that a subsequent meeting with Phoenix staff, Tempe staff and the individual be scheduled.

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

Barbara moved to approve the minutes. Mark seconded the motion. The minutes were unanimously approved.

Agenda Item 4 – Updates from staff

Staff presented answers received from Tempe residents who completed the web survey that was announced on the city web in December 2012 and again in January through March 2013. 22 residents took the survey in 2012 and after the survey was announced again on “Hot Topics” an additional 108 residents took the survey. Residents seem to rank the arrivals high on what type of air traffic flow causes the most annoyance. Incoming RNAV routes have been introduced and improved in PHX since 2006, and have optimized with the introduction of more precise navigation performance by the major airlines. The air traffic flow has improved and the airport’s capacity to handle traffic volumes during peak periods with two parallel approach paths is a likely contributing factor to a majority of responses expressing most concern over aircraft operations when the airport is operated in west flow. Staff suggested posting the survey again same time next year.

Staff had been in contact with Kenneth Galluppi at the ASU Decision Theater. He recommended that the commission use available GIS (Geographic Information System) expertise to target housing in Tempe that could benefit from a program to help homeowners in Tempe as the areas covered by any future airport program for sound assistance is reduced with smaller noise contours.

Agenda Item 5 – Commissioners’ Business (topics for future discussion)

1. Carbon footprint, Barbara is working to get this topic on a future agenda.
2. Petition to the President regarding the metrics and the modeling tool used to depict significant noise exposure from airport operations.
3. Phoenix Mesa Gateway Invitation.

Agenda Item 6 – Schedule next TAVCO meeting

May 14, 2013.

Agenda Item 7 – Adjournment

The meeting was adjourned at 8:34 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Lorinda Bush

Authorized Signature
Acting Deputy Public Works Director - Water Utilities