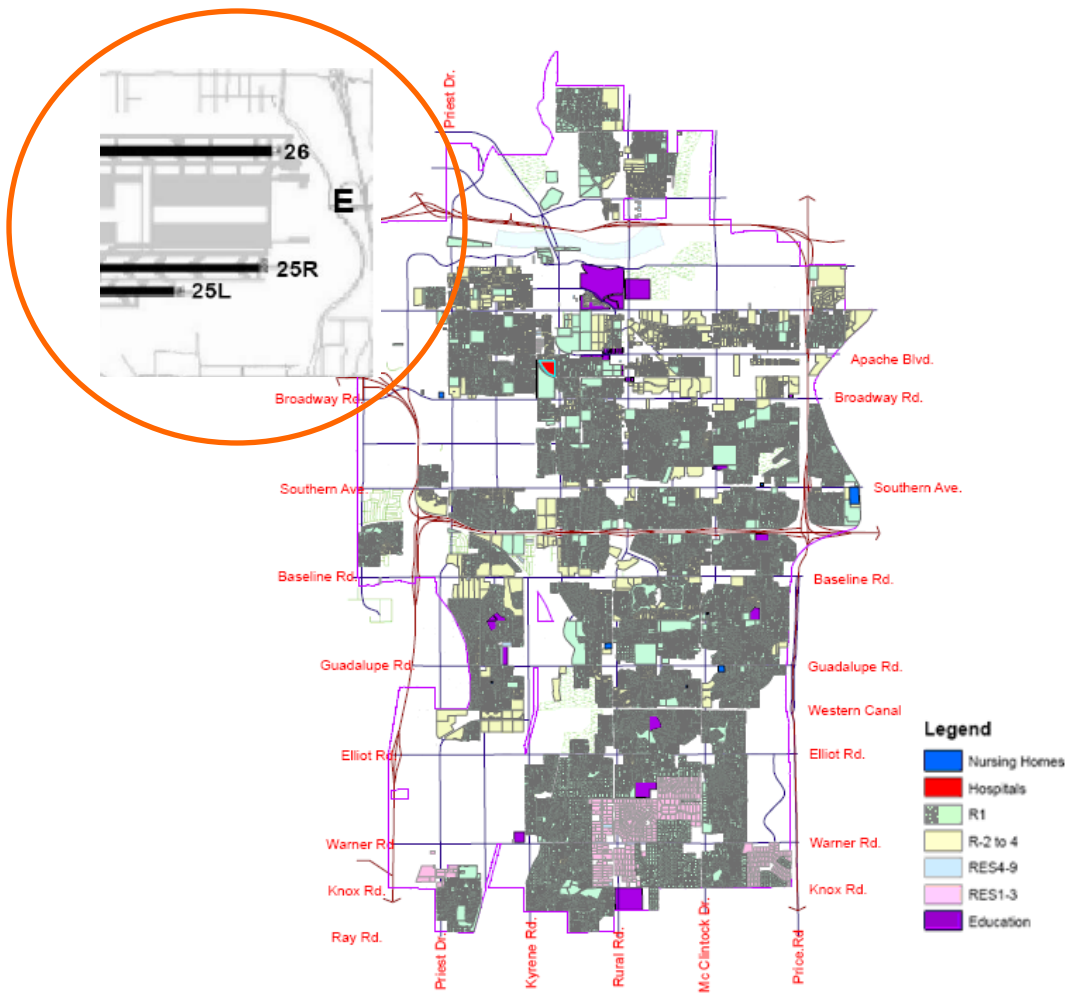


# Flight Track Monitoring & Complaints Report

## PHX East



---

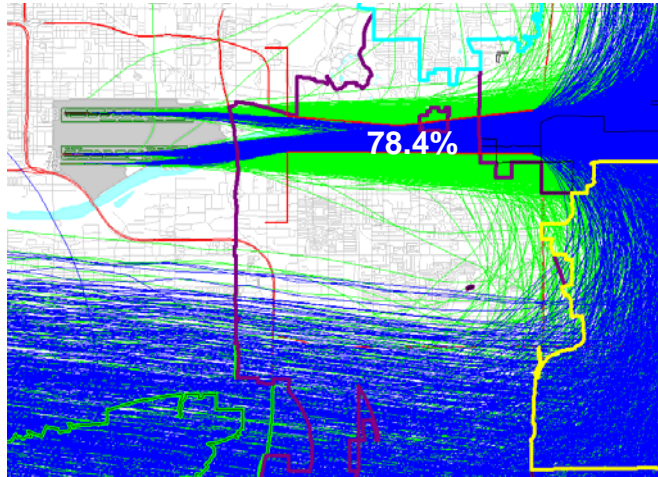
## Contents

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:

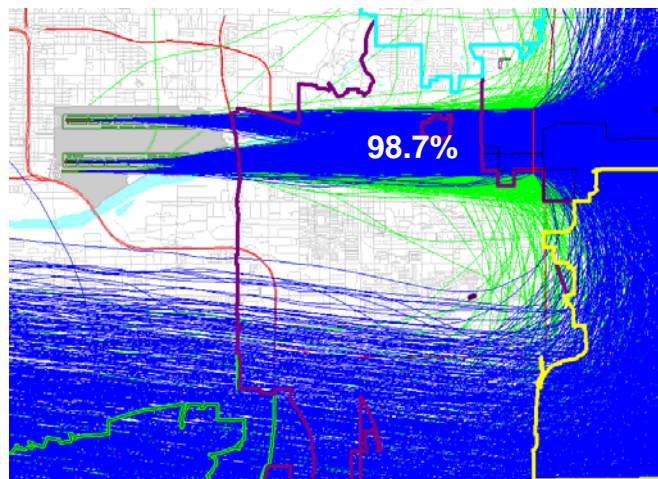
### A. PHX Gate and Tempe Corridor Compliance

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

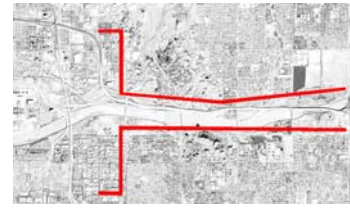


Corridor Compliance:

City of Phoenix issues notices of deviations 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.



Gate Compliance



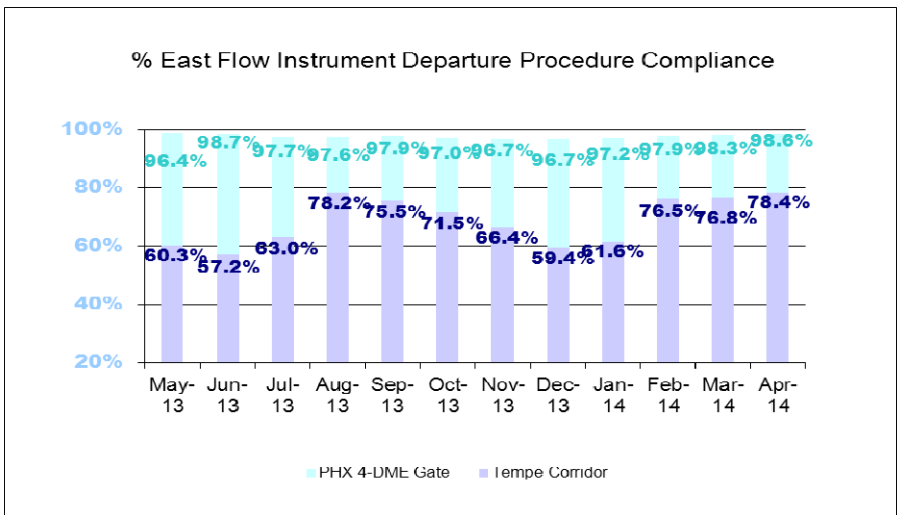
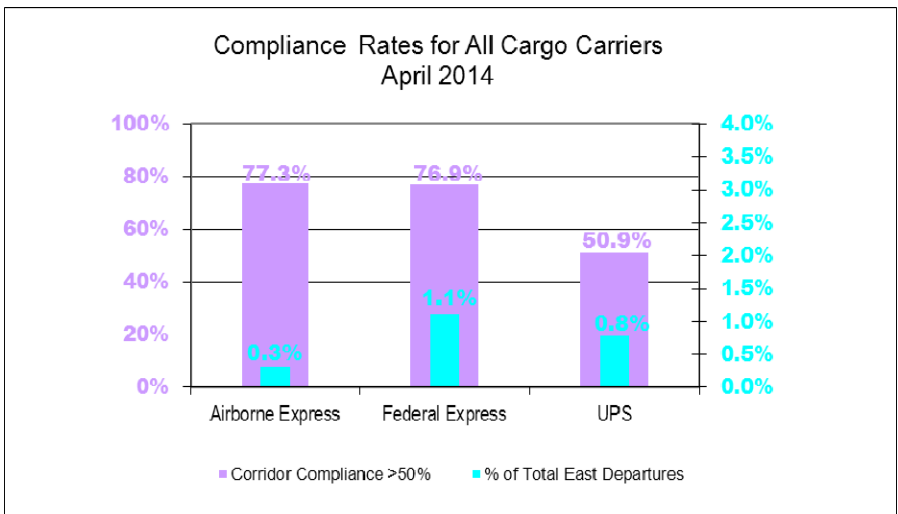
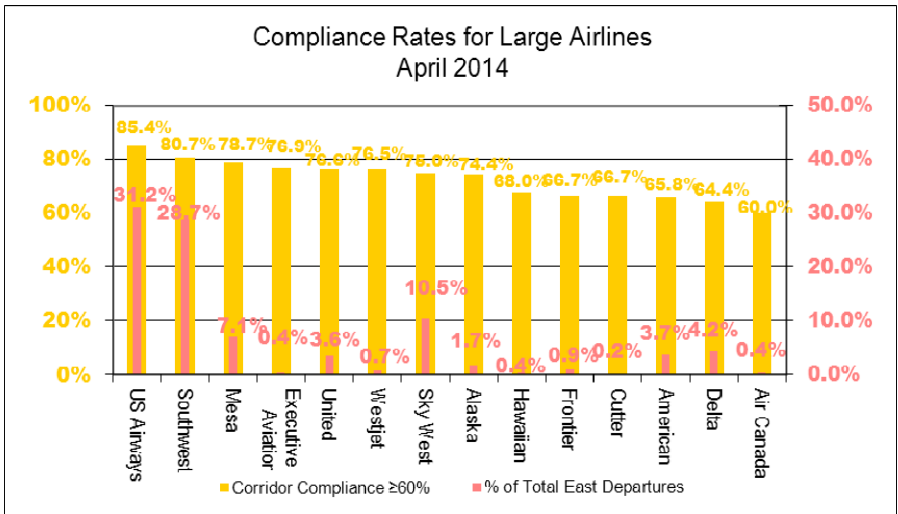
The monthly compliance rate is 78.1% with the large turboprop aircraft departures included, not shown. Large turboprop aircraft are routinely departing on diagonal headings to the northeast and southeast directly after take-off.

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 identify non-compliant airlines.



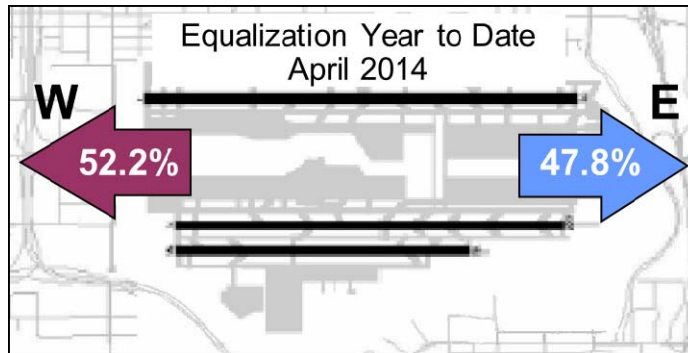
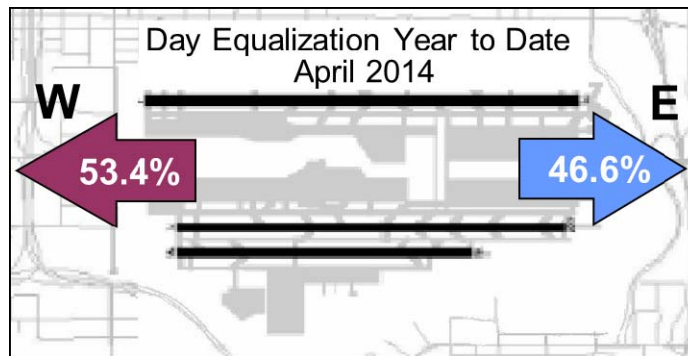
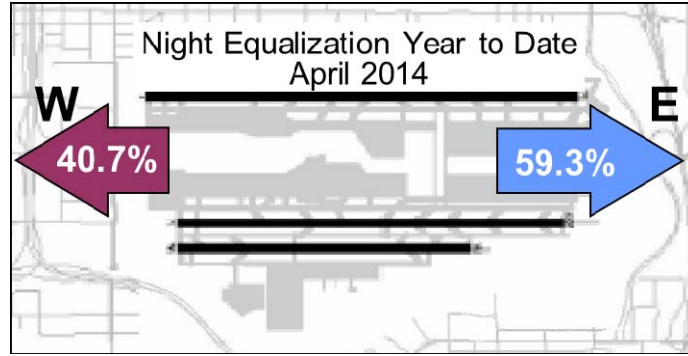
The month had fourteen days when departure headings outside the "Gate" where identified by the City of Phoenix to be influenced by turbulent air/ weather conditions<sup>1</sup>.

<sup>1</sup> 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

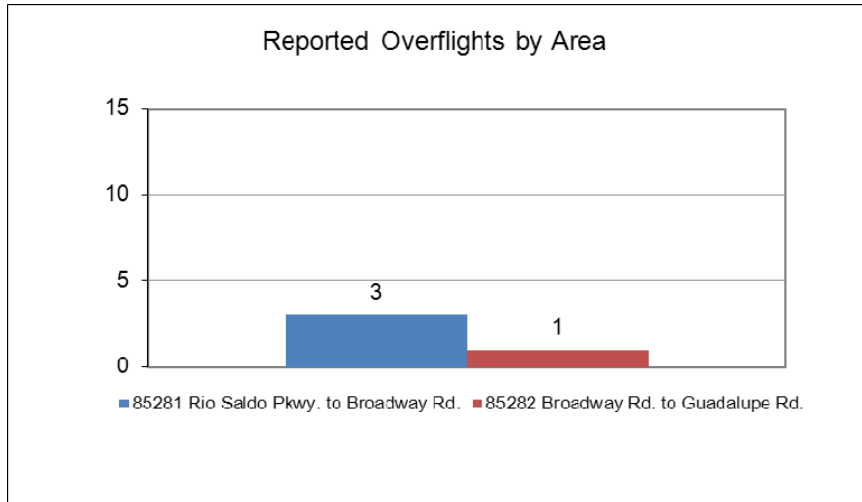


The noise mitigation agreement between the City of Tempe and the City of Phoenix calls for equalizing the noise burden from jet and large turboprop aircraft departures east and west during daytime and nighttime hours. The agreement calls for FAA compensation for periodic changes in flight pattern so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

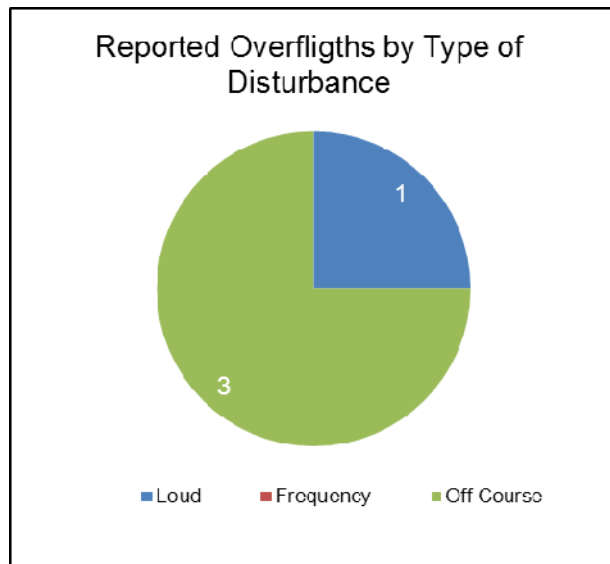
---

## Noise Complaint Analysis:

### C. Complaints by Area

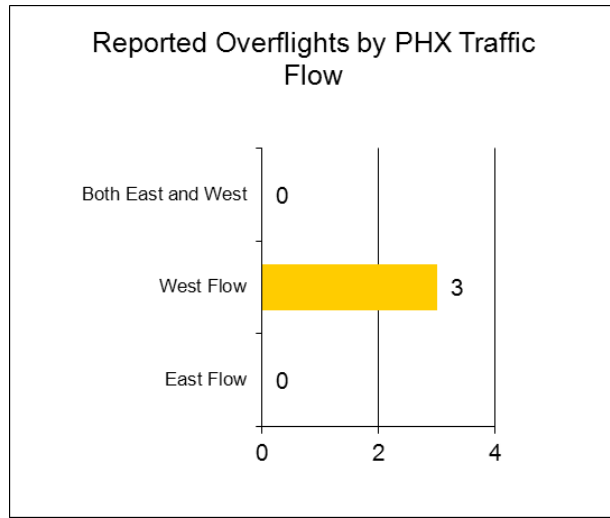


### D. Complaints by Disturbance

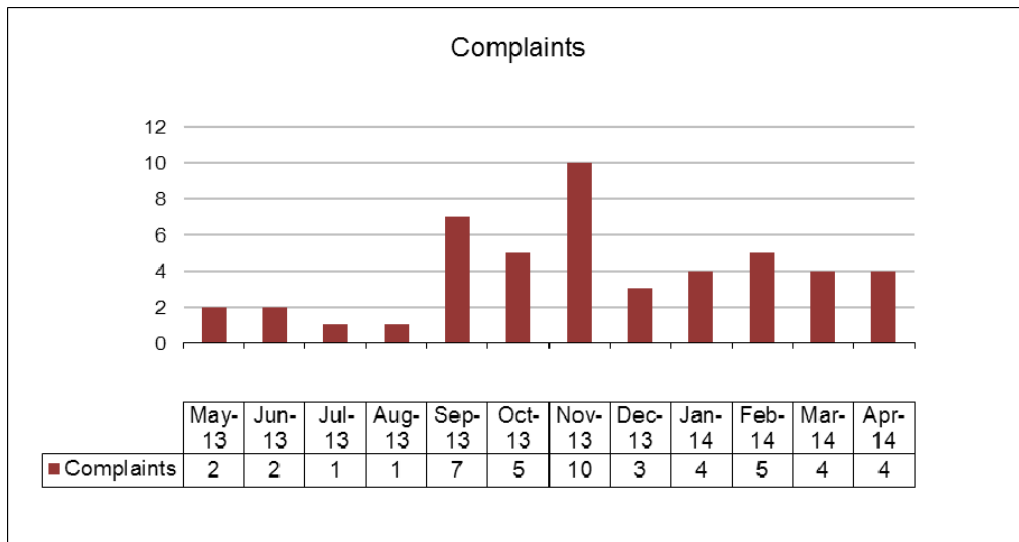


Tempe also received a spreadsheet from a resident located in the area of the US 60 and Interstate 10, zip code 85282, listing a number of noise events believed to have been created by overflights by smaller and larger aircraft including helicopters. A relatively small number of the reported events could be correlated to radar tracks of flights that had occurred in vicinity of the where the resident lives.

E. Complaints by Air Traffic Flow



F. Complaints Received



Complaints are the number of phone calls, voice-mails, and electronic messages from residents calling in or using the Tempe 311 noise complaint form, <http://www.tempe.gov/city-hall/community-relations/tempe-311/aircraft-noise-complaint-form>