

Minutes Tempe Aviation Commission September 8, 2020

Minutes of the Tempe Aviation Commission virtual Microsoft Teams meeting with call in +1 (480) 498-8745 United States, Phoenix (Toll) Conference ID: 680 580 334# held on September 8, 2020, 6:30 p.m.

(MEMBERS) Present:

Lane Carraway (Chair)
W. David Doiron
Valeriy Khaldarov
Stuart Mitnik
Trevor Pan (Vice Chair)
Ellen Poole
Desiree Walker

(MEMBERS) Absent:

John Lynch
Peter Schelstraete

Citizens Present:

Shannon Dutton, Kathleen Durant (a virtual muted appearance)

City Staff Present:

Oddvar Tveit, *Environmental Quality Specialist, City of Tempe*

Agenda Item 1 – Call to Order

Mr. Carraway called the meeting to order at 6:35 p.m.

Agenda Item 2 – Public Appearances

There were no requests to address the commission.

Agenda Item 3 – Consideration of Meeting Minutes (August 11, 2020)

Mr. Carraway suggested a correction on page two of the drafted minutes and asked if there were any additional requests for changes to the drafted minutes or a motion to approve the drafted August meeting minutes.

Motion: Ms. Poole moved to approve the minutes with the correction. The motion was seconded by Mr. Doiron.

Action: The motion to approve the drafted August 11, 2020 meeting minutes with the correction passed by a unanimous vote. Ayes: Mr. Carraway, Mr. Doiron, Mr. Khaldarov, Mr. Mitnik, Mr. Pan, Ms. Poole and Ms. Walker. Abstentions: None. Nays: None. Absent: Mr. Lynch and Mr. Schelstraete.

Agenda Item 4 – Sustainability and Aviation

Mr. Tveit displayed some changes made to the city website after receiving member requests at the August meeting:

- A link to the Aircraft Noise page has been added to the Sustainable Tempe page.
- The Aviation Noise Page has been updated with an airport sustainability paragraph.
- An aviation news category has been created and a news widget has been added to the Aircraft Noise page. News the Commission would like to see posted by the City can be accessed on this page or on the city home page by clicking on more news on the bottom of the page.
- The history pdf file accessible on the Tempe Sky Harbor History web page has been updated and a link to the last video produced by Tempe 11 in 2014 about this topic has been added.

Chair Carraway suggested that when the Commission is able to meet in person the members should address creating a video to show the public what the Commission does, where it meets etc.

Follow up: Mr. Tveit encouraged the members to read the new information added to the City's aviation web pages.

Agenda Item 5 – Noise Monitor Readings

Mr. Tveit presented unusually high noise monitor readings at a PHX monitor location in North Tempe during one hour periods on May 8 and June 8, 2020.

- During the May 8, 2020 10:00 a.m. hour seven >75 dB (SEL) registrations could be correlated to individual aircraft after the PHX runway use changed to west flow and aircraft instead of departing to the east, where on approach to land on the north runway. Forty-five >75 dB (SEL) readings could not be correlated to individual aircraft operations.
- During the May 8, 2020 2:00 p.m. hour twenty-two >75 dB (SEL) could be correlated and twenty-four could not.
- During the June 8, 2020 2:00 p.m. hour thirty-three >75 dB (SEL) could be correlated to individual aircraft on approach to PHX, one hundred and fifty could not.
- There are various reasons why noise event correlation to actual flights can leave a number of recorded event readings undetermined at a noise monitoring site. Monitors are programmed to detect sound energy characteristic of single aircraft overflight, and how the energy is interpreted when the sound environment is dominated by constant flow of air traffic and/or other ambient noise sources, single event source identification can be difficult at a single monitoring site. Also the times of identified sound event readings needs to correspond to times of operation in recorded flight track data. Identification of registered sound events to aircraft operations typically improves when data is combined from more than one monitoring site within the flight path area.

Discussion:

- Aircraft on approach over the monitoring site are still doing slow down maneuvers even with the much lower air traffic because of the pandemic.
- These maneuvers or "s-turns" can happen when pilots misjudge the slow down point. Pilots have to consider tail winds or lack of head winds at higher altitudes to determine when to start slowing down and put flaps and landing gear down. If done too early it creates more noise because with more drag, more engine power is needed causing a situation called "dragging in the approach." If done too late the pilots may execute s-turns to slow down.
- Many of the s-turns over North Tempe neighborhoods are done by Southwest's aircraft. Southwest pilots have a financial incentive to slow down late to get to the gates early.
- Some of the maneuvers off the normal approach are done with no other air traffic to PHX going on at the same time or with no apparent need for the aircraft to maneuver to keep separation to other aircraft in the arrival flow.
- If airlines are not contacted about this problem for neighborhoods by the airport, should the commission bring it up?
- As shown in the correlated noise monitor readings, various types of aircraft with various loads, performance and resulting approach speeds are merged into the same arrival flow at PHX. This can, result in larger airlines on a set descent approach to PHX need to make final adjustments to correct distance and speed due to another slower aircraft or aircraft sequenced into the flow in front of the airline on to a shorter final approach. Air traffic controllers try to make efficient use of available airspace, and have flow management tools to compute correct sequencing of incoming aircraft from far outside PHX airspace to help avoid "compression" situations in PHX. These situations cause interventions by pilots to maintain required separation to other aircraft sequenced into the flow. Even with the significant drop in PHX air traffic volumes, this can still be a problem due to how airlines set up their flight schedules to have flights available during times of the day when the demand for air travel is high.

- There are problems with departure flows in the morning at Apache Boulevard and Dorsey Lane and the monitors are not capturing what is going on.

Agenda Item 8– Commissioners' business

Staff follow up:

- More input on the airline s-turns over North Tempe.
- PHX CAMP update.
- PHX NMS system upgrade report.
- Complaint situation, how to help citizens with concerns for November meeting.

Agenda Item 9– Schedule next TAVCO meeting

The next meeting was scheduled for October 13, 2020 6:30 through Microsoft Teams.

Agenda Item 10 – Adjournment

Motion: Mr. Pan moved to adjourn the meeting. Mr. Doiron seconded the motion.

Action: The meeting was adjourned at 7:14 p.m. by a unanimous vote Ayes: Mr. Carraway, Mr. Doiron, Mr. Khaldarov, Mr. Pan, Ms. Poole and Ms. Walker. Abstentions: None. Nays: None. Absent: Mr. Lynch, Mr. Mitnik, (disconnected before the vote), and Mr. Schelstraete.

Prepared by: Oddvar Tveit

Reviewed by: Christina Hoppes