

# APPROVED MEETING MINUTES

## TAVCO

### March 12, 2024

Minutes of the Tempe Aviation Commission meeting held via virtual Microsoft Teams meeting with call in +1 (480) 498-8745 United States, Phoenix (Toll) Conference ID: 112 105 842 6 # at the Tempe Public Library Second Floor Hackberry Room, on March 12, 2024, 6:30 p.m.

**(MEMBERS) Present:**

James P. Camargo (attending in person)  
Aaron McBride  
Joel Hunter (attending in person)  
Peter H. Schelstraete  
Vikas Seelam  
Desiree Walker, Vice Chair

**(MEMBERS) Absent:**

John Lynch, Chair  
Stuart Mitnik

**Citizens Present:**

None

**City Staff Present:**

Oddvar Tveit Temporary Aviation Coordinator

**Agenda Item 1 – Call to Order**

Desiree Walker calls the meeting to order at 7:04 p.m.

**Agenda Item 2 – Public Appearances**

Mr. Tveit informs him that there are no citizens attending the meeting in person or online.

**Agenda Item 3 – Consideration of Meeting Minutes December 12, 2023, and October 10, 2023**

Mr. Tveit informs that the approval of the minutes needs to be revisited due to lack of proper posting of the February 13<sup>th</sup> meeting with the City Clerk's office. Mr. Schelstraete moves to approve the October 10, 2023, meeting minutes. Ms. Walker seconds the motion. The October minutes are approved with Mr. McBride, Mr. Schelstraete, Mr. Seelam and Ms. Walker voting yes and with Mr. Camargo and Mr. Hunter abstaining. Mr. Schelstraete moves to approve the December 12, 2023, meeting minutes. Ms. Walker seconds the motion. The December minutes are approved with Mr. McBride, Mr. Schelstraete, Mr. Seelam and Ms. Walker voting yes and with Mr. Camargo and Mr. Hunter abstaining.

**Agenda Item 4 – Another Aviation in Tempe Public Event**

Mr. Tveit gives a Tempe 311 aircraft noise complaint update as an introduction to potential event items the commission could consider including.

He had reviewed and responded to complaints received in the 2021-23 period which had not been closed out in the Tempe 311 database. Thirty is not a very large number of complaints, but they originate from many of the city's residential areas. The complaints could be grouped into three categories.

1. Arrival flow issues
2. Departure flow anomalies
3. Air traffic transitions

1. Complaints caused by arrival flow issues were addressing these typical situations:

- a. In the afternoon during peak hours when an aircraft on occasions were not merged into the flow of normal descents, which are occurring opposite the wind direction and parallel to the closest outboard landing runway, on the “downwind leg.” In the afternoon hours the wind typically comes out of westerly directions, and since aircraft land against the wind, they are turned from a downwind leg 180° to intercept the final approach over north Tempe. Air traffic control on occasion directs a descending airline to cross over and line up with the approach for the other outboard, parallel runway. This is done to fit all aircraft into the arrival flow with proper separation. The cross over descent causes citizens to notice that the aircraft is not on a regular flight path, and the associated noise is noticeable because the pilots are making manual adjustments to power, flaps and lowering the undercarriage and banking to line up the final approach to land.
  - b. During morning hours when eastbound arrivals go over Phoenix, on occasion a landing attempt is aborted and the aircraft climbs out over Tempe not following the normal departure path out to the 101 freeway, but crosses over Tempe to get back into the arrival flow as quickly as possible to make another attempt to land.
2. Complaints on departures did occur in this period when the morning departure traffic from the center runway, used predominantly for departing jet aircraft, temporarily was shifted to the south runway. The center and south parallel runways are closely spaced, but residents located on the south side of the riverbed at 5<sup>th</sup> street and a few blocks farther south can apparently detect overall noise impact changes.
  3. Lastly complaints on helicopter VFR transitions into the airspace close to PHX from other airports like Deer Valley, Scottsdale, and Phoenix Mesa Gateway are problematic for the residents. The flights causing complaints were; Phoenix or Mesa Police, Maricopa Sheriffs operations, and occasional news helicopters. IFR transitions subject to noise complaints were private business jets.

The city can also use the PHX Noise and Operations Monitoring System, the Casper application, to check how many complaints the airport receives from Tempe residents. In 2023 PHX received 8,123 complaints from one resident and 24 from six other Tempe residents. The one resident with a very large number of complaints lives in a neighborhood south of US 60 impacted by airline overflights both mornings and afternoons.

Mr. Tveit concludes that an analysis of aircraft complaints to the city and what Tempe residents are concerned about could be a topic at a new public event.

### **Agenda Item 5 – Aviation Training and Sky Harbor Near Misses**

Mr. Tveit had included selections from the Congressional record from the House discussions on February 29, 2024, where U.S. Representative Stanton commented on the near misses and air traffic controller staffing at PHX, and the need for passing a reauthorization bill to help with air traffic control recruitment. Also included was a press release on a Senate 2024 appropriations bill that would ensure the FAA’s ability to maintain a safe air traffic control system. The House has been discussing various continuation bills, and no agreement has been reached at this time on a new reauthorization bill for the FAA.

Mr. Tveit suggests arranging a PHX TRACON/Tower tour at the June meeting date for the members to get an opportunity to ask air traffic control representatives about programs and recruitment at PHX. If arranged Mr. Tveit will give the facility representatives upfront knowledge about the commissioner’s interest in information related to the two topics.

### **Agenda Item 6 – Commissioners' Business**

Mr. Tveit suggests keeping items 4 and 5 for upcoming meetings. Regarding other topics for a future public event, he also mentions that the FAA's South-Western and South Pacific regions are coordinating the agency's continued work on Performance Based Navigation (PBN) improvements in the regions including PHX. The regions have approached the Tempe Mayor and City Manager to inform the city about the project. The PBN project could become a potential event topic. In addition, PHX staff could be invited to provide information and demonstrate Casper Public View to event attendees. Mr. Tveit will prepare a tentative event agenda. Mr. Schelstraete asks if Maricopa Association of Government (MAG) still did airport system planning. Mr. Tveit answers to his knowledge they abandoned continuing such planning. The work on the last MAG Regional Aviation System Plan update was concluded in 2006 after MAG members did not succeed in getting support from the FAA for an airspace analysis of projects included in the plan update.

### **Agenda Item 7 – Schedule Next TAVCO Meeting**

The next TAVCO meeting was tentatively scheduled for Tuesday, April 9, 2024.

Mr. Tveit will investigate the cause of the technical problems with the virtual application and check if there are alternative platforms. Mr. Schelstraete states that Transportation uses the Webex application. The members agreed to share phone numbers.

### **Agenda Item 8 – Adjournment.**

Mr. Schelstraete motions to adjourn the meeting. Mr. Camargo seconds. Unanimous approval.

The meeting is adjourned at 7:39 p.m.

Prepared by: Oddvar Tveit