

APPROVED MEETING MINUTES

TAVCO

April 9, 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: 147896898# at the Tempe Public Library Second Floor Hackberry Room, on April 9, 2024, 6:30 p.m.

(MEMBERS) Present:

James P. Camargo
John Lynch, Chair
Aaron McBride (attending remotely)
Joel Hunter
Vikas Seelam (attending remotely)

(MEMBERS) Absent:

Stuart Mitnik
Peter H. Schelstraete (excused)
Desiree Walker, Vice Chair

Citizens Present:

Kate Nakamura & three fellow students from ASU Walter Cronkite School of Journalism

City Staff Present:

Oddvar Tveit Temporary Aviation Coordinator

Agenda Item 1 – Call to Order

Mr. Lynch calls the meeting to order at 6:32 p.m.

Agenda Item 2 – Public Appearances

No public appearances. The students present were attending only to observe the proceedings.

Agenda Item 3 – Consideration of Meeting Minutes, March 12, 2024

Mr. Lynch asks for any amendments to the March meeting minutes. Mr. Hunter responds he has some proofreading edits but nothing substantive. Mr. Lynch asks for motion to approve with the edits. Mr. Camargo moves to approve the March 12, 2024, as amended. The motion is seconded by Mr. Hunter. The March minutes with edits are approved with Mr. Camargo, Mr. McBride, Mr. Hunter, and Mr. Seelam voting yes. Mr. Lynch is abstaining.

Agenda Item 4 – PHX Tower/TRACON Tour June 11, 2024

Mr. Tveit announces he will submit a PHX TRACON/Tower tour request. The purpose of adding the item to the agenda is to let the members know that the tour will replace the regular meeting on June 11, 2024, and that all the current members will be included in the request. The tour will happen in the afternoon. The exact meet-up time remains to be decided. He explains the functions of the PHX Terminal Radar Approach Control (TRACON) and the Air Traffic Control Tower (ATCT), and how air traffic control responsibilities coordinated for the civil, but also with the Luke Radar Approach Control (RAPCON) in airspace periodically used by military operations.

Agenda Item 5 – Another Aviation in Tempe Public Event

Mr. Tveit gives an aircraft noise complaint update from the month of March 2024 to help the Commission find potential event items the commission could consider including in a future public event.

Departure Noise

Mr. Tveit shows how the complaints received on the departure noise over Tempe can have several operational causes:

1. The need for air traffic control to make use all available runway capacity at PHX during the busy morning hours.
2. The routing of departures over waypoints both inside and outside of the airspace over Tempe, impact how airline departure trajectories go. They depend on the chosen route out of PHX.

He mentions a complaint received from a resident located close to the Western Canal in Tempe who is impacted by a departure procedure used by aircraft destined for airports in southern California. The procedure has a waypoint in the airspace just south of the canal in Tempe and another out west in Buckeye. The procedure routinely brings aircraft departures on headings over the complaining resident's neighborhood. Area navigation (RNAV) facilitates more accurate navigation causing narrower air traffic flows. Mr. Lynch comments that the departure height is about 10,000 feet over the neighborhood where the resident lives. Mr. Tveit mentions that the problem for the complaining resident is that the noise from aircraft climbing and turning on the narrower flight paths, becomes unrelenting during the busy morning hours.

3. Departure deviation caused by air traffic from another airport.

He states that he also responded to a complaint from a resident located at W 18th St. about a departure not following regular flight path. This was caused by an Allegiant flight from Phoenix Mesa Gateway that was on a northwest heading that prevented the PHX departure from following the normal paths out to 4-DME.

4. Departure diverting off the path of a Standard Instrument Departure (SID) west of the airport.

Mr. Tveit shows two departures to the west during the month of March that for reasons assumed to be the air traffic volume at the time, were not following the normal flight paths for the chosen procedure over south Phoenix with a turn east south of the airport. Instead, the departures went north and back southeast over North Tempe, over the neighborhood of a resident at Bluebell Lane concerned about many flights outside established paths.

5. Area navigation (RNAV) departure (SID) procedure waypoints.

Mr. Tveit explains that the FAA introduced a fly-over waypoint (SPRKY) back in 2014, which is located at 4-DME, in the airspace close to the SR101/202 intersection. The waypoint has helped airlines keep a more consistent path out to 4-DME. However, some of the east departure route descriptions do not have the waypoint included in the procedure, and the location of the next waypoints outside Tempe borders on a chosen departure procedure, (SID), has significant impact on the amount of departure dispersion that occurs over north Tempe. Departures on routes with sharp turns north or south after 4-DME cause many airlines to start the turn early over north Tempe or the technology position the aircraft favorably to reach altitude and get to the final waypoint of the SID close to cruising altitude as quickly as possible.

Arrivals off the normal paths over North Tempe.

He explains flight graphs showing deviations off the normal final approach to PHX during a busy afternoon hour. Maneuvers sometimes made by pilots to slow down or increase distance to planes ahead in arrival flow to the same runway, have encroached arrivals into areas of North Tempe from where complaints were received. Descents over Tempe neighborhoods to merge into the downwind leg for the other parallel runway also occurred.

Noise monitor readings at sites closest to the residents filing complaints in north Tempe during the month of March

Mr. Tveit ends his presentation by showing Casper noise monitor event data from monitors located closest to the neighborhoods from where complaints were received. The monitoring site at N. McAllister Avenue and the monitor close to 5th Street at Jaycee Park. The proximity of the monitoring sites to the major flight paths has significant impact on the number of events the noise monitoring software can identify as aircraft noise. The McAllister site had several undetermined events, the 5th Street had none. The Jaycee Park had over 10,000 events attributed to aircraft operations during the month of March 2024.

Mr. Lynch proposes to table the agenda item for now and bring it up again closer to a public event in the fall. He states that the Commission will quickly lose people's attention with too much information.

Agenda Item 6 – Aviation Training and Sky Harbor Near Misses

Mr. Tveit updates the attendants about appropriation committees in the U.S. House and Senate agreeing on second package of final Fiscal Year 2024 appropriations bills, to secure funding for air traffic control operations. This funding will enable the FAA to hire 1,800 air traffic controllers to replace the retiring workforce. Mr. Lynch explains to the attending students that after near miss at PHX last year was reported in media, a concerned resident brought the issue to the Commission's attention. Since then, the members have followed federal initiatives to boost controller training and recruitment. Mr. Tveit comments that a PHX TRACON/Tower tour would give attending members the opportunity to ask questions about recruitment and training at PHX.

Agenda Item 7 – Commissioners' Business

Mr. Lynch suggests the members review the information from staff about PHX flight procedures and Casper flight graphs and have the issue on as a separate topic on the next agenda.

Mr. Tveit informs the members that he had been contacted by a soon to graduate Ph.D. economics student who would like to update the Commission on a presentation he made a couple of years ago about home prices and aircraft noise pollution. He would like to present the update at the next meeting.

Agenda Item 8 – Schedule Next TAVCO Meeting

The next TAVCO meeting was tentatively scheduled to Tuesday, May 7, 2024.

Agenda Item 9 – Adjournment.

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

The meeting is adjourned at 7:20 p.m.

Prepared by: Oddvar Tveit