



N.O.I.S.E. Conference

Phoenix, AZ 11/9/2011

Noise Community Impacts Panel

Presentation by


Barbara Sherman

North Tempe Neighborhood Association



Tempe Aviation Noise Overview

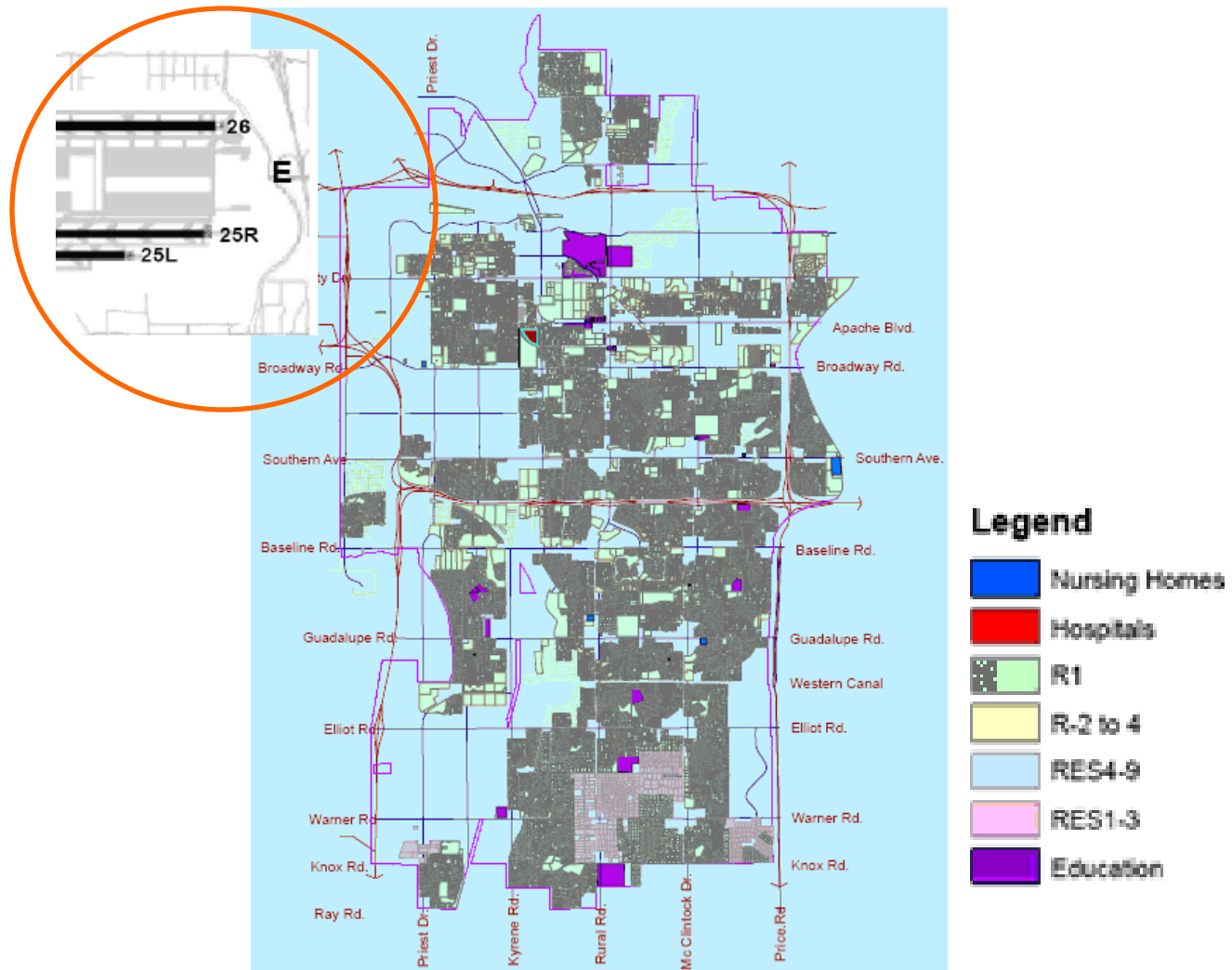
- **Tempe, Arizona, is located immediately east of Phoenix Sky Harbor Airport.**
- **In 1952, Phoenix resolved that flights should avoid Tempe's residential areas.**
- **Phoenix and the FAA set up a departure procedure with headings so that planes would fly over the riverbed, in 1974.**
- **Tempe approved building the second, north, runway.**
- **Tempe opposed a third runway.**

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- **An Intergovernmental Agreement between Phoenix and Tempe supported by an FAA Record of Decision guaranteed Tempe that planes would fly over the riverbed, among other provisions, in exchange for approval of the third runway.**
 - **Subsequently, Tempe approved a “corridor” for compliance. However, Phoenix countered with a “gate” procedure.**
 - **People of good will from Phoenix, Tempe and the FAA need to resolve the issues.**

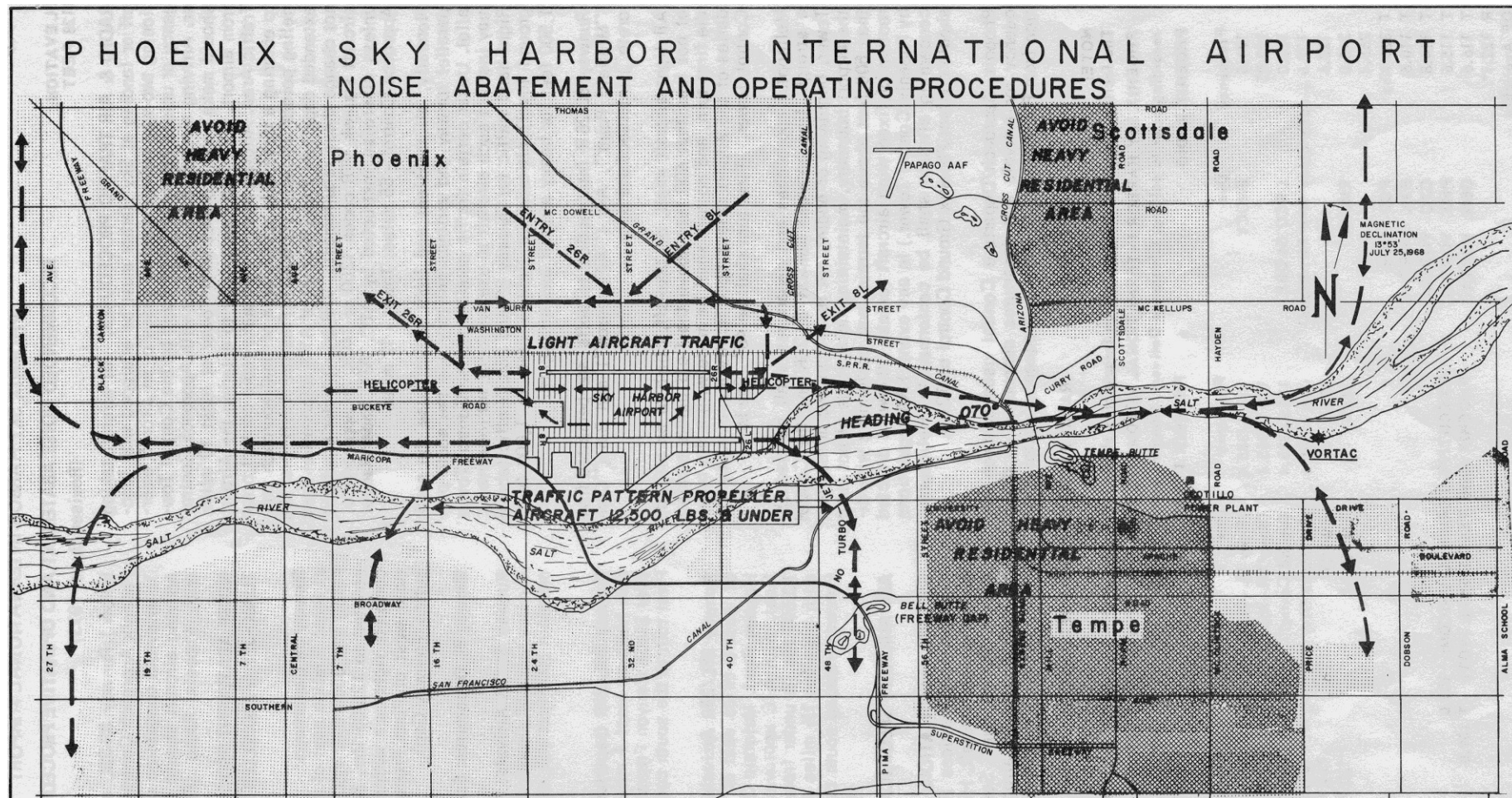
Flight Track Monitoring & Complaints Report

PHX East

October 2011



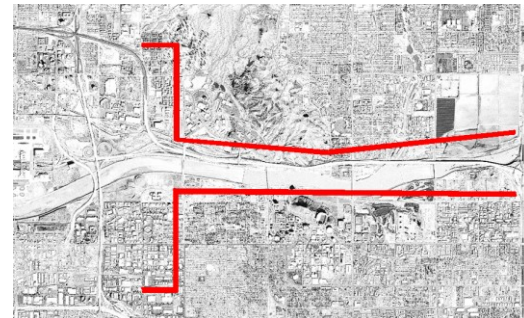
1973 Departure Chart



Noise Mitigation Flight Procedure Compliance

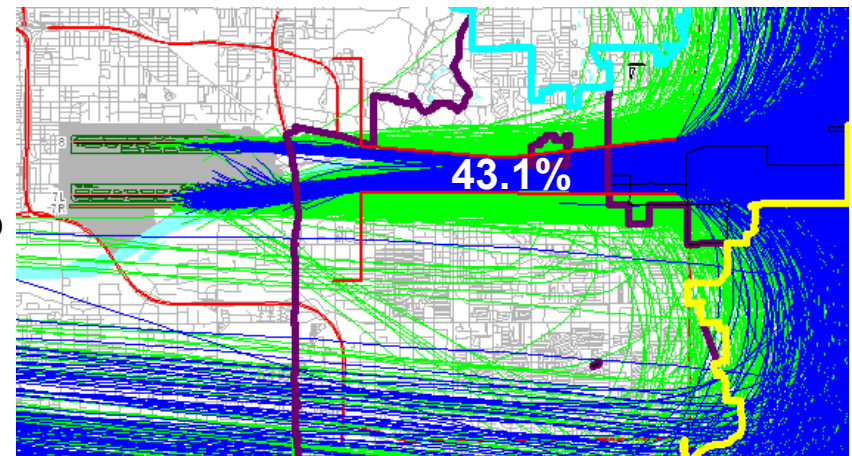
PHX Gate and Tempe Corridor Compliance

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

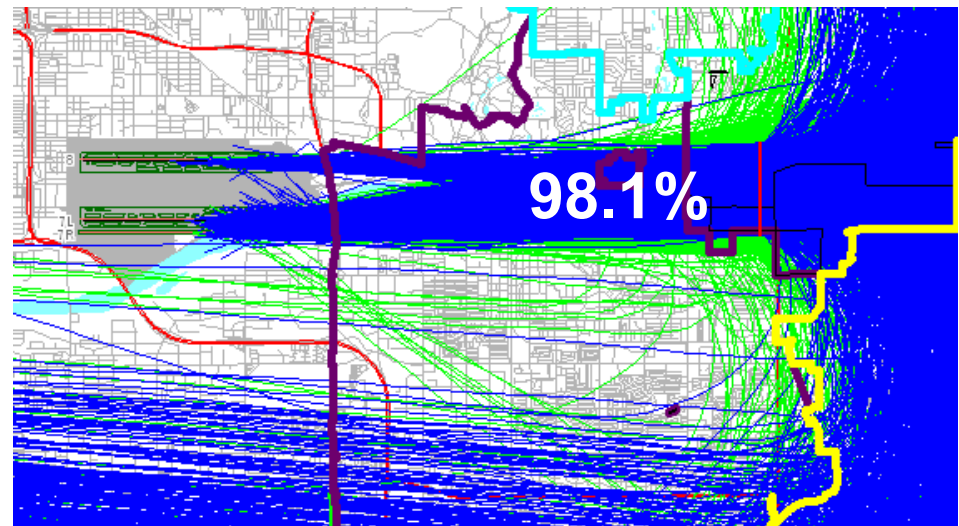


Corridor Compliance

The monthly compliance rate is 42.0 % with large Turboprop aircraft departures included. Large turboprop aircraft are routinely departing on diagonal headings to the northeast and southwest directly after take off.



City of Phoenix did not consider the Tempe measure feasible to implement, and developed a 5,500 feet long exit N Gate at Price Road as the official measure the airport is using to identify turbojet aircraft that violate the SID. Notices of deviations from the City of Phoenix are issued to airlines, which aircraft make turns away from the Salt riverbed before they reach the N 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. October 2011 had seventeen days when diverse departure headings outside the N Gate where identified by the City of Phoenix to be influenced by turbulent air/ weather conditions.



4-DME Gate - Phoenix

Interpretation

