

PHX DVT GYR

 CITY OF PHOENIX AVIATION DEPARTMENT

Monthly Noise Report

April 2017

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Overview

The City of Phoenix owns and operates the Phoenix Airport System which consists of Phoenix Sky Harbor International Airport (PHX), Deer Valley (DVT) and Goodyear (GYR) airports.

The Aviation Department's Airspace and Noise Section serves as the primary liaison between the community, airlines and the Federal Aviation Administration (FAA) with regard to aircraft overflight activity and noise concerns. While the authority to control aircraft in flight and on the ground lies exclusively with the FAA, the airlines control the number of flights and flight schedules. It is important to note that the Airport is prohibited by law from implementing any action that would interfere with or restrict aircraft in flight.

However, the Airport provides an important role with regard to facilitating discussions about aircraft noise; monitoring compliance with noise mitigation procedures; educating and advocating for the community. Airport staff collect aircraft noise monitoring and flight operations data in order to research, advise and assist the community with up-to-date information concerning aircraft noise exposure. Additionally, staff addresses noise concerns received from residents through either the noise hotline, the PlaneNoise Mobile App, the PublicVue flight tracker, or the electronic complaint form available on the Airport's webpage.

This report provides a summary of the data collected for the preceding month. Each component of the report is intended to show observable trends in operation counts, flight direction, complaints, and adherence to noise abatement procedures.

April 2017 Summary:

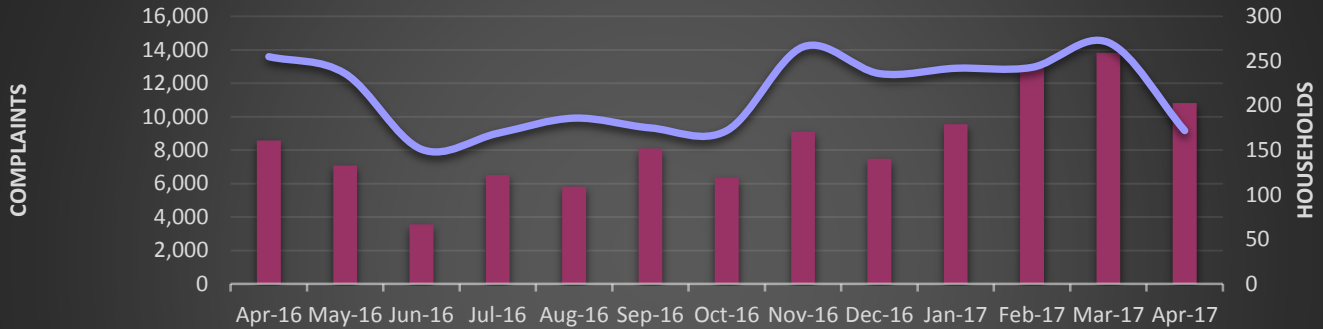
- For the month of April, 2017 the Airspace and Noise Section received **10,977** complaints from **189** households with regard to PHX, DVT, and GYR airports.
- PHX had **37,151** operations in April 2017. This is a **7.6% decrease** from March 2017. Phoenix Deer Valley Airport (DVT) had **34,379** operations in April 2017. This is a **0.6% increase** from March 2017. Phoenix Goodyear Airport (GYR) had **9,603** operations in April 2017. This is a **21.8% decrease** from March 2017.
- The 4 DME Compliance Rate for April 2017 was **99.69%**.
- PHX operated **68.02%** westerly and **31.98%** easterly in the month of April 2017.
- There were **42** "Early Turns" in the month of April 2017.
- Staff responded to **85** Community Response Requests in April 2017.
- Staff participated in **15** land re-use and information meetings in April 2017.

Noise Complaints

Many factors contribute to the number of complaints received each month and by how many people (households). Complaint totals vary due to factors ranging from one unusual flight event that generates multiple complaints from a large group of people, a bad weather day or change in the weather, to a new homeowner that did not notice the flight paths before they purchased their home.

Complaint Statistics

PHX Complaints & Households April 2017

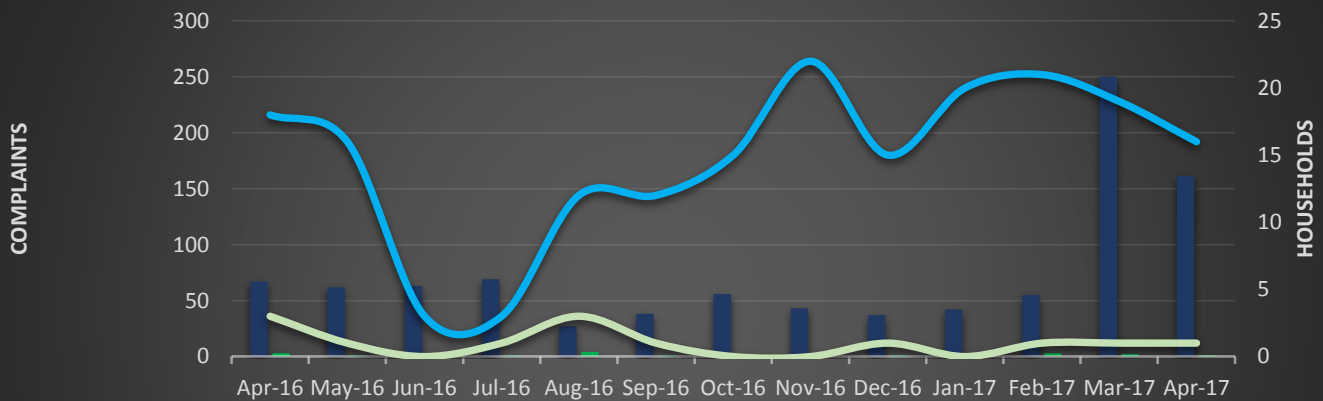


	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17
PHX Complaints	8,576	7,090	3,574	6,521	5,816	8,095	6,361	9,114	7,484	9,563	13,097	13,827	10,815
PHX Households	255	236	151	169	186	175	172	266	236	242	243	271	172

AXIS TITLE

PHX Complaints PHX Households

DVT & GYR Complaints & Households April 2017

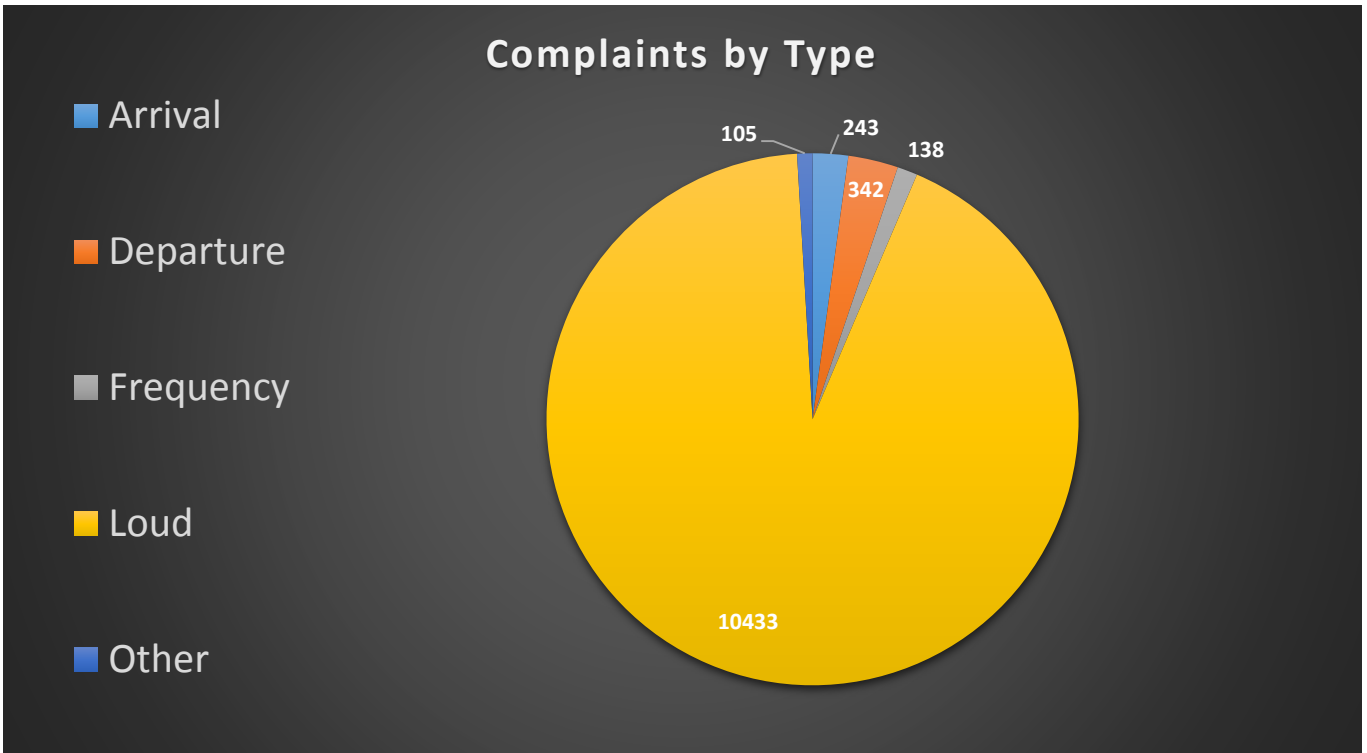
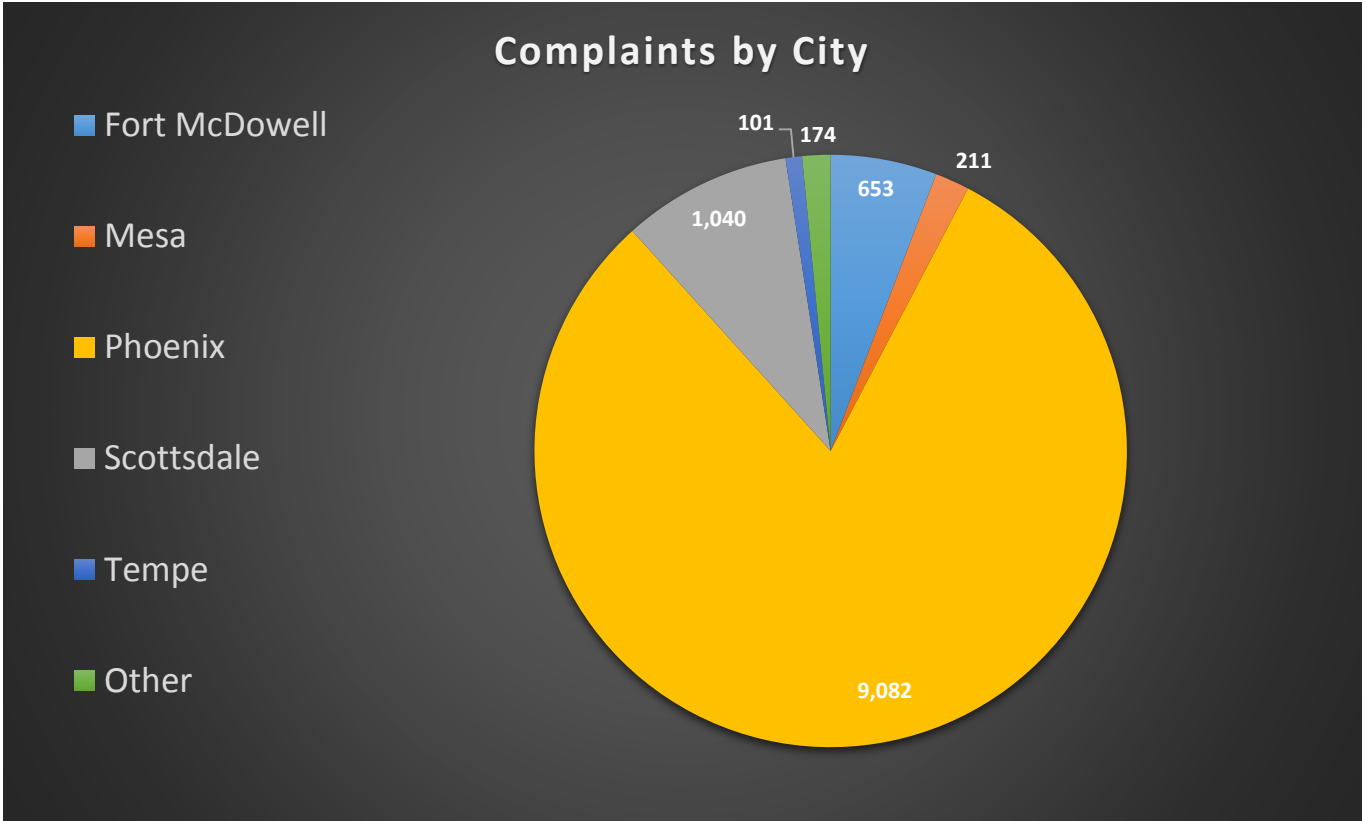


	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17
DVT Complaints	67	62	63	69	27	38	56	43	37	42	55	250	161
GYR Complaints	3	1	0	1	4	1	0	0	1	0	3	2	1
DVT Households	18	16	3	3	12	12	15	22	15	20	21	19	16
GYR Households	3	1	0	1	3	1	0	0	1	0	1	1	1

DVT Complaints GYR Complaints DVT Households GYR Households

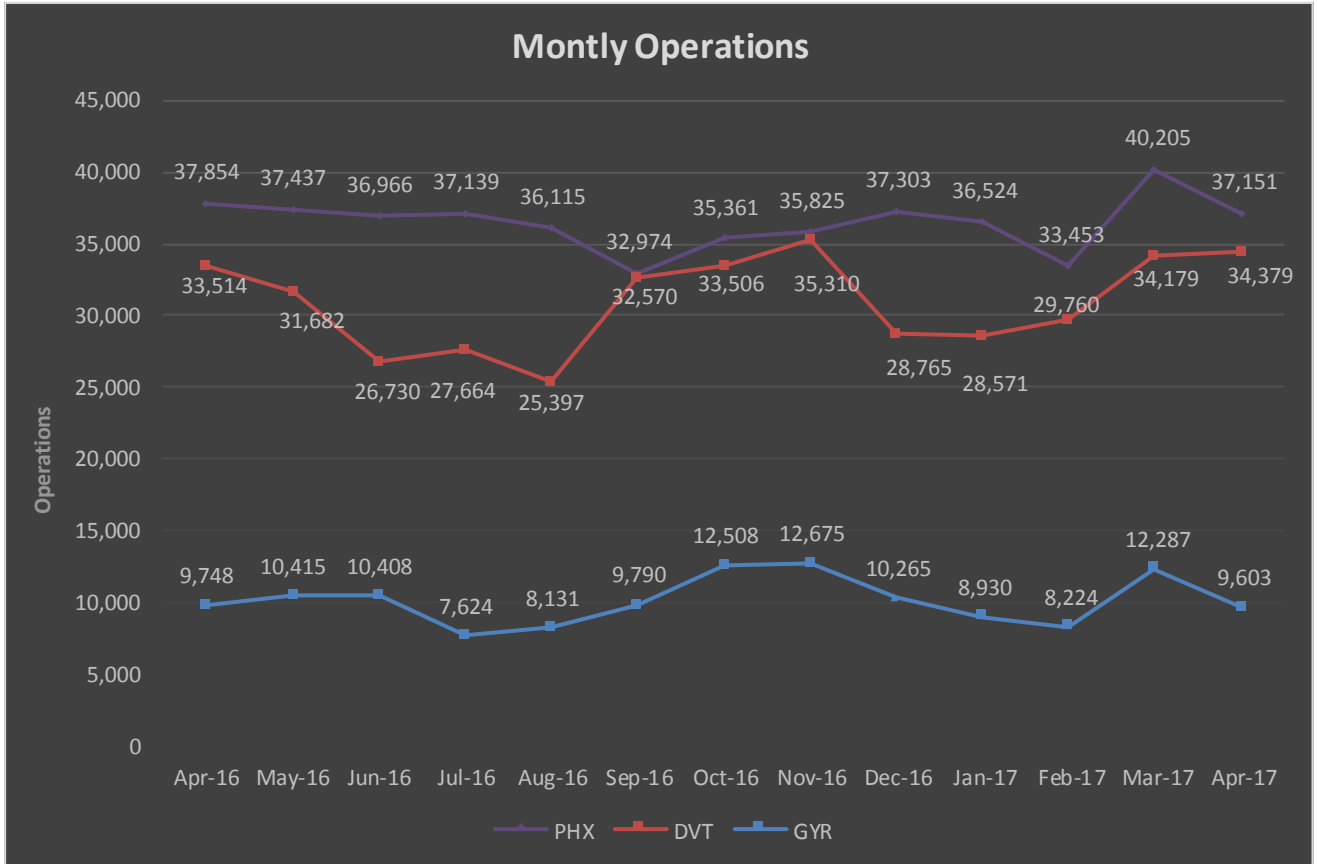
Noise Complaints

Varying regions of the metropolitan Phoenix area report noise concerns for aircraft arriving and/or departing Phoenix Sky Harbor (PHX), Deer Valley (DVT), and Goodyear (GYR) airports, and are reflected in the chart below:



Airport Operations

Aircraft operations generally fluctuate due to seasonal and passenger demand. The graphic below depicts operation totals at PHX, DVT and GYR. Examples of peak travel times are spring break, major sporting events, the end of the school year and winter holidays.

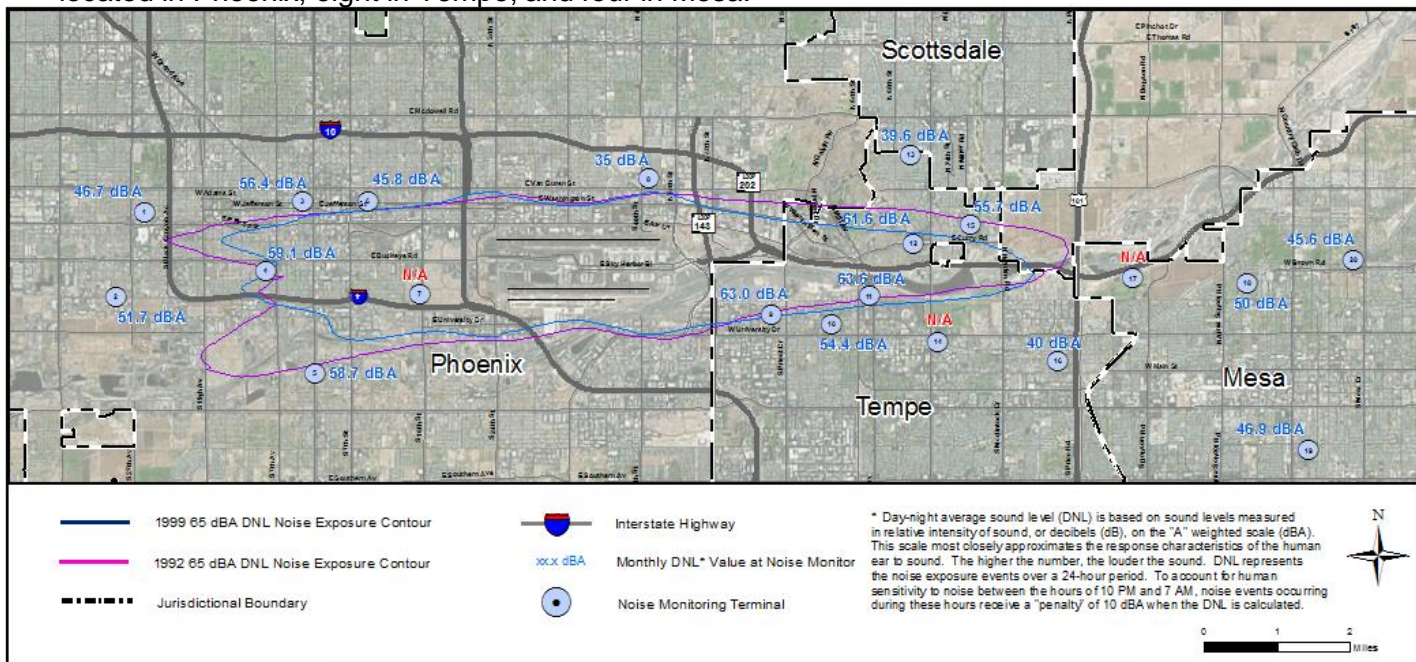


Special Events and Irregular Operations

- There were no special events or irregular operations this month.

Noise Monitoring Sites

PHX has 20 noise monitors in the communities surrounding the Airport. There are eight monitors located in Phoenix, eight in Tempe, and four in Mesa.



The noise monitors are located underneath the arrival and departure paths and in areas close to the Airport's noise contours. The monitors record aircraft noise events on a continual basis which then are compared with actual flight data from the FAA. Using the data provided, staff can determine exactly how loud aircraft operations were at a particular location. Staff also monitors changes in monthly and annual noise readings at each location. Noise levels are recorded using the day-night average sound level (DNL) recorded at each site.

Noise Monitoring Site	LdnA	Change From Previous Month	Noise Monitoring Site	LdnA	Change From Previous Month
NMS01	46.7	-2.6	NMS11	63.6	-0.5
NMS02	51.7	-2.4	NMS12	61.6	-4.1
NMS03	56.4	-1.2	NMS13	39.6	-0.6
NMS04	59.1	-0.7	NMS14	N/A	N/A
NMS05	58.7	-0.3	NMS15	55.7	-1.6
NMS06	45.8	-2.6	NMS16	40.0	-5.0
NMS07	N/A	N/A	NMS17	N/A	N/A
NMS08	35.0	-2.2	NMS18	50.0	0.7
NMS09	63.0	-0.6	NMS19	46.9	-1.8
NMS10	54.4	-1.0	NMS20	45.6	-0.7
*NMS7, NMS14 & NMS17 were removed for construction & will be replaced					

Noise Mitigation Procedures

Phoenix Sky Harbor International Airport (PHX) is committed to minimizing noise exposure to surrounding communities from aircraft operations through a variety of efforts. Airport staff meets regularly with community groups, elected officials, appointed advisory boards, airline officials, aviation working groups, the Federal Aviation Administration (FAA), and other aviation users in a continued effort to increase awareness of the importance for all aircraft operators to fly in a neighborly fashion. Working with the FAA, and the community, the Airport has implemented noise reduction measures in an effort to reduce the noise impacts on surrounding communities to the greatest extent possible. Noise Mitigation Procedures may not be used at all times and are often impacted by a number of factors, including wind, weather, and other operational considerations. However, the Airport encourages maximum use of the procedures when conditions permit, and monitors and reports on compliance.

4 DME

DME – Distance Measuring Equipment, is just under 6 miles east of the Airport. It is 5,550 feet long and runs 1,000 feet north of the Runway 8/26 to 1,000 feet south of the Runway 7L/25R. The 4 DME departure procedure directs jet aircraft departing PHX to the east to fly generally along the Salt River for approximately 6 miles before turning. The 4 DME procedure is designed to keep aircraft over the Salt River area. Staff monitors compliance with this procedure and communicates violations with aircraft operators and the City of Tempe.

Equalization

PHX has a goal to equalize the amount of aircraft departures between the east and west over an annualized period. Due to aircraft departing/arriving into the wind, there are times when weather can cause longer periods of flow in one direction versus the other. However, runway use at PHX is generally predictable with consistent winds. In Phoenix, winds generally flow east to west in the morning, and switch direction by mid-afternoon.

Early Turns

While a formal turning “gate” does not exist for west flow RNAV procedures, the Airport has informally established a gate for monitoring purposes (yellow line – pg. 12); which generally follows Grand Ave. Staff monitors the number of jet aircraft that turn north or east before going past the informal gate and publishes the data to illustrate deviations from the RNAV corridor; which is consistent with the April 14, 2014 FAA instruction to PHX air traffic controllers to not issue early turns to aircraft unless doing so for safety or weather purposes.

Ground Run-Ups

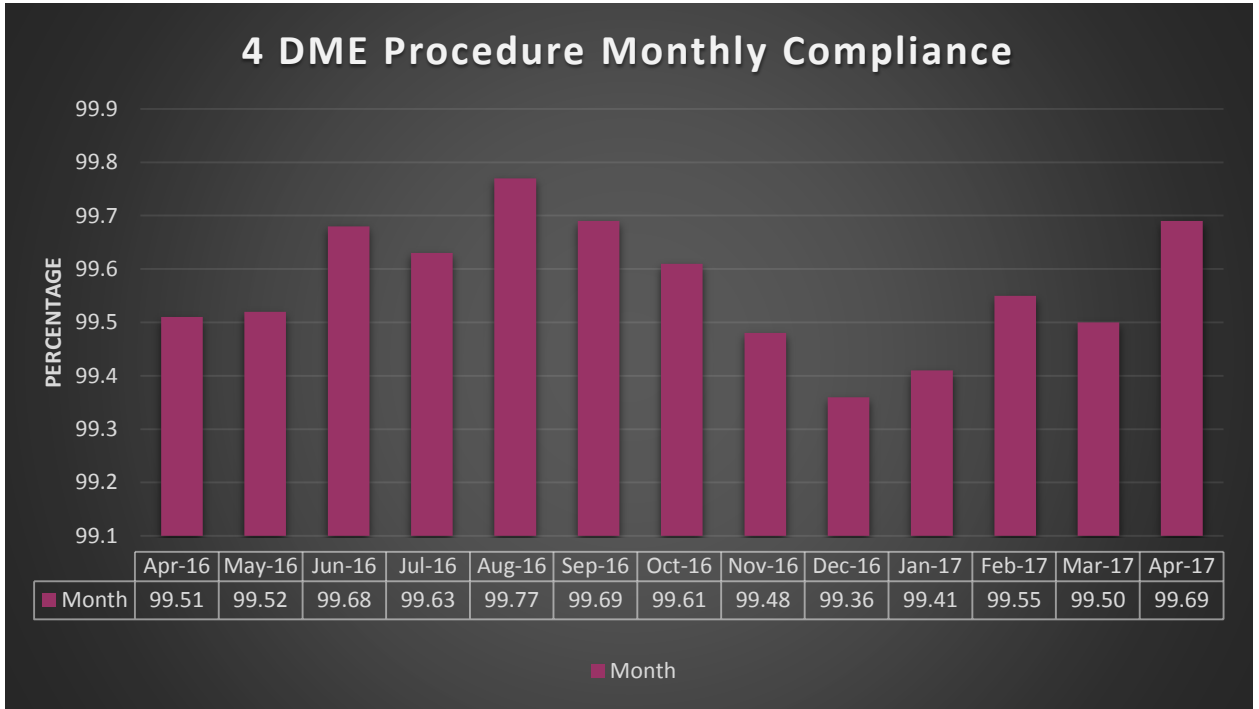
The Airport enforces the city ordinance regarding engine ground run-ups. Operators may conduct an engine run-up at high RPM only in designated areas, and are required to notify the Airport. Engine run-ups are strictly prohibited between 11:00 pm and 5:00 am.

Preferential Runway Use

The Airport has implemented a Preferential Runway Use Program where arrivals land on the north runway (8/26) and south runway (7R/25L), and departures take off on the center runway (7L/25R). This allows departures to be further away from the nearest communities to the north and south of the airport.

4DME Compliance

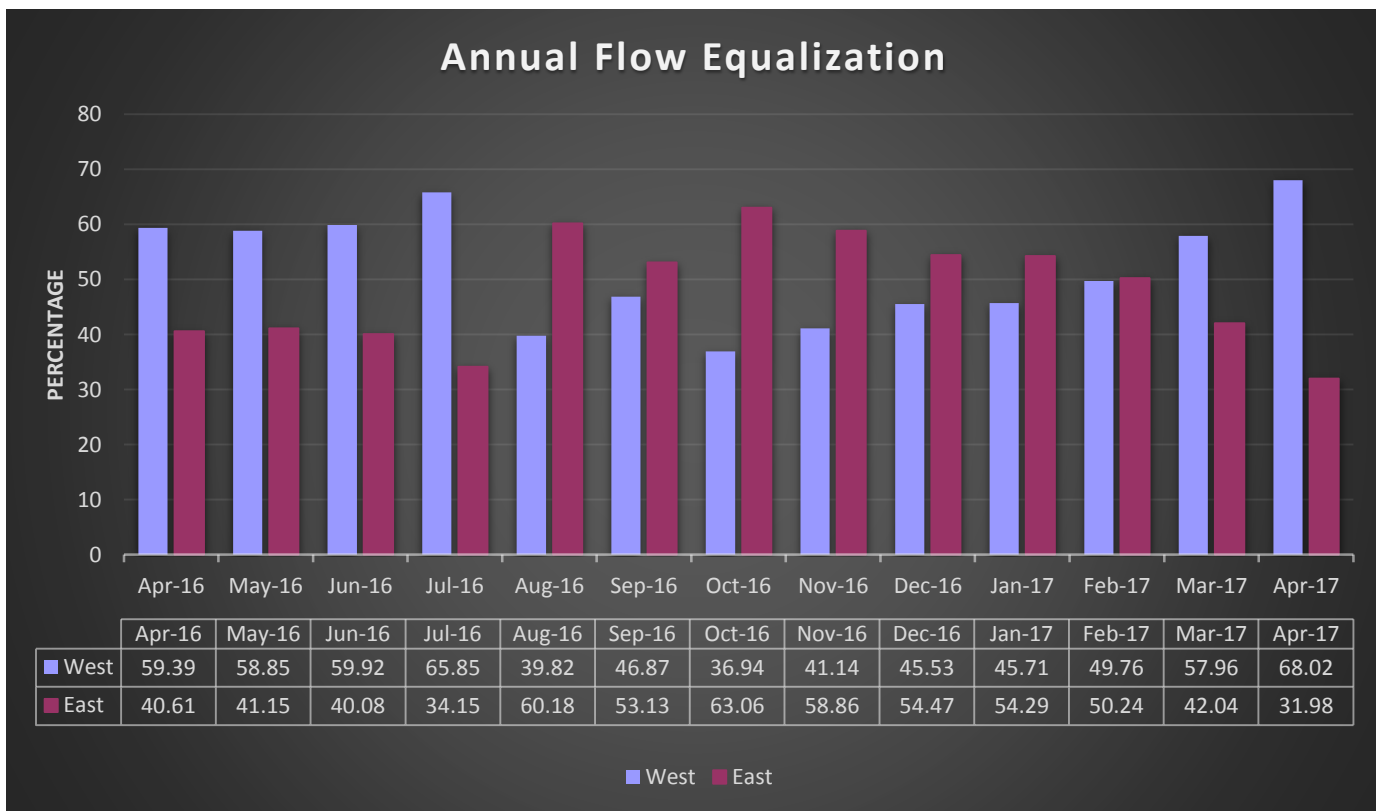
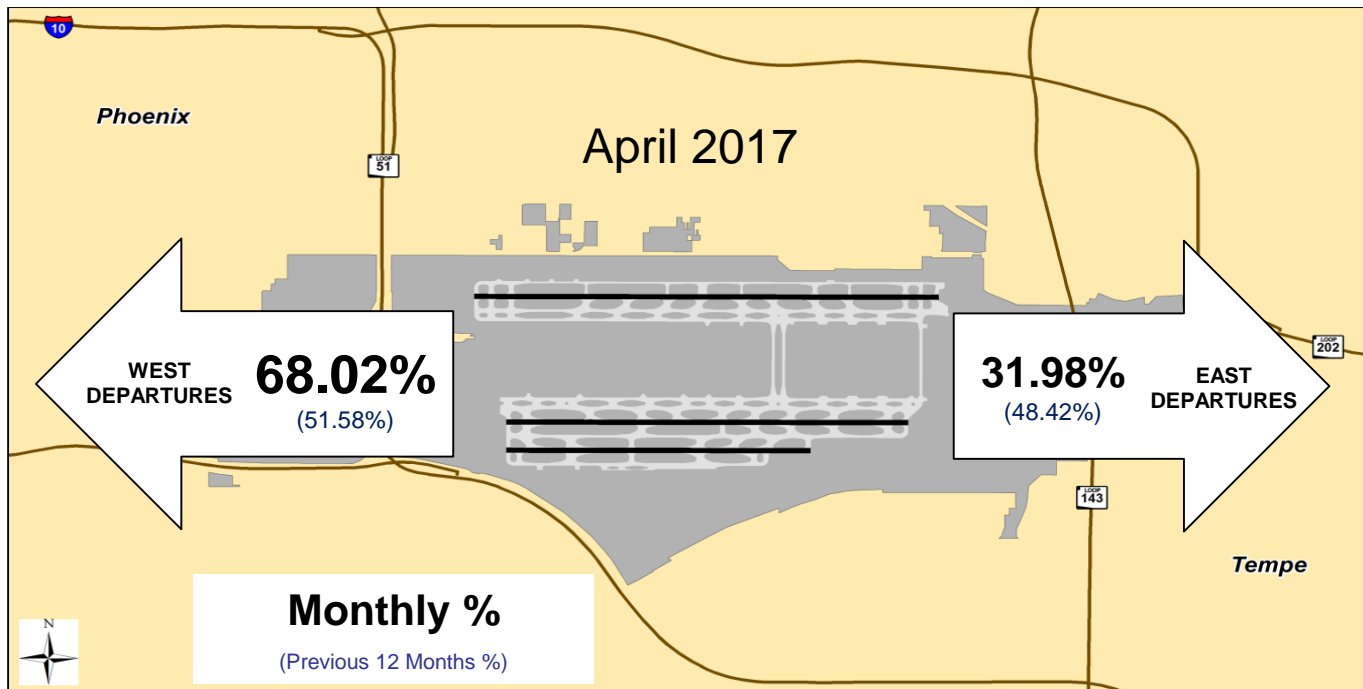
April 2017 4DME compliance rate = 99.69%



April 2017 4 DME Deviations			
Operators with 75 or more jet flights to the east shown			
Airline Name	Deviations	Total Departures to the East	% Compliance
Southwest Airlines	1	1,644	99.94
American Airlines	0	1,616	100.00
Mesa Airlines	0	470	100.00
SkyWest Airlines	0	275	100.00
United Airlines	1	257	99.61
Delta Airlines	0	232	100.00
General Aviation	6	120	95.00
Frontier Airlines	1	116	99.14
Alaska Airlines	1	110	99.09

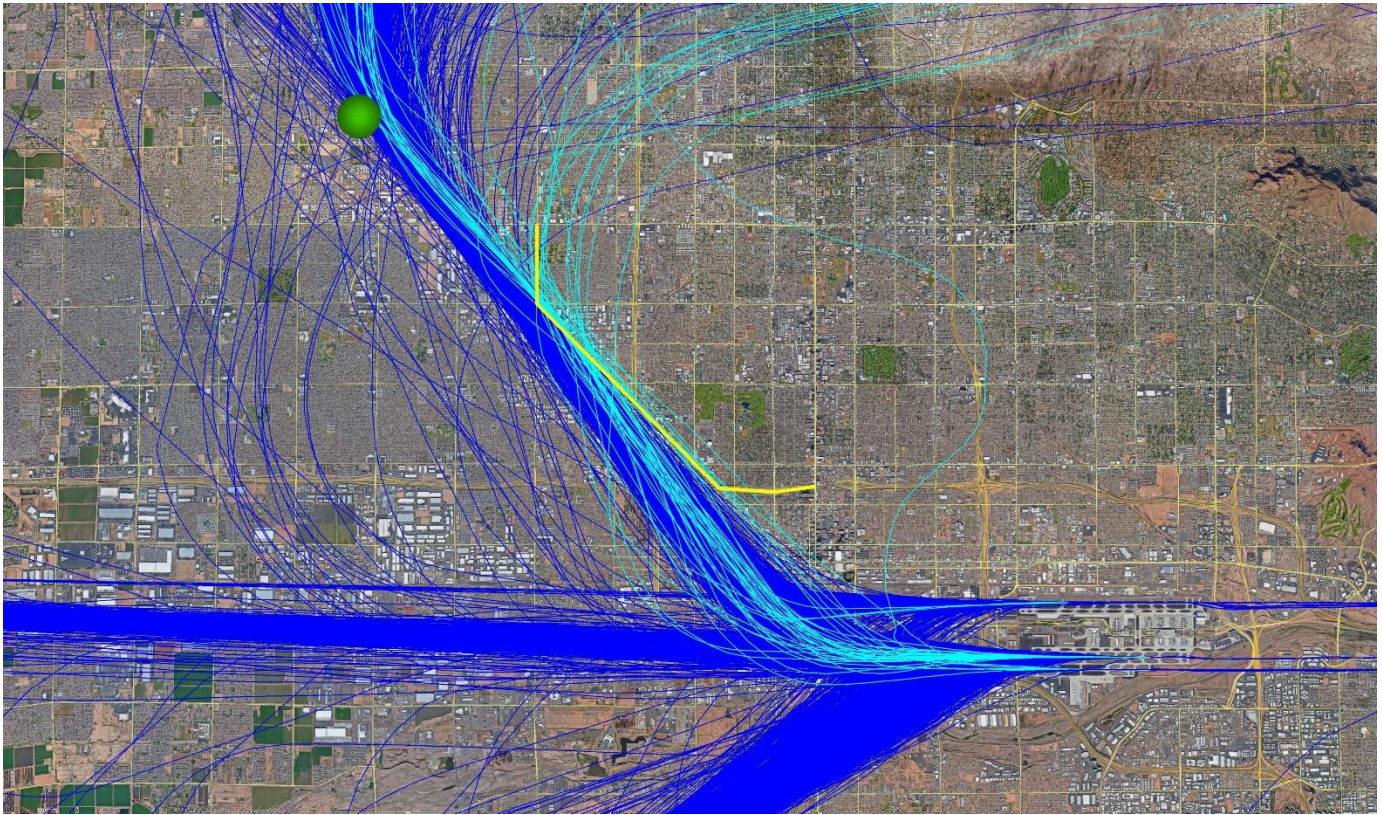
Equalization

Historic trends show the FAA typically operates heavier to the west during the summer months and to the east during the winter months. Although there will be times during those trends where the flow goes against the seasonal norms, equalization is achieved between April and April of each year.

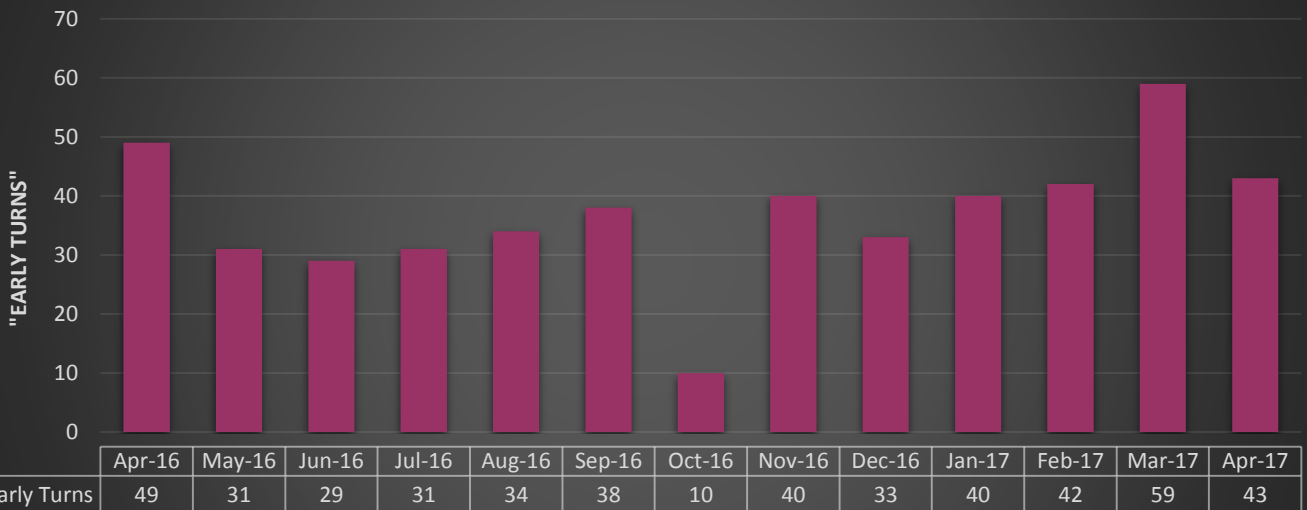


"Early Turns" - Grand Avenue

April 2017 Compliance		
Early Turns	Total NW Departures	% Compliance
42	5,324	99.21%



"Early Turns" - Grand Ave



Airport Noise Office:

602.683.2669

Noise Complaint Hotline:

844.244.7430

Web site:

www.skyharbor.com/flightpaths