

NOTICE OF PUBLIC MEETING PHOENIX AVIATION ADVISORY BOARD

Pursuant to A.R.S. Section 38-431.02, notice is hereby given to the members of the **PHOENIX AVIATION ADVISORY BOARD**, and to the general public, that the **PHOENIX AVIATION ADVISORY BOARD** will hold a meeting open to the public on **Thursday, October 19, 2023 at 3:00 p.m. located at the City of Phoenix Aviation Department, PAAB Conference Room, 2485 E. Buckeye Road, Phoenix, Arizona 85034, or via WebEx teleconference.**

OPTIONS TO ACCESS THIS MEETING:

- 1. Watch the meeting virtually using the WebEx link provided below.**

<https://cityofphoenix.webex.com/cityofphoenix/j.php?MTID=m4ce09962ef97e5600e73f6e2f7cfb0ec>

Call-in to listen to the meeting, dial 602-666-0783 and Enter Meeting ID 2633 714 2271# Press # again when prompted for attendee ID.

Public Comment: If you wish to provide a written comment or speak at the meeting virtually or by phone, please submit a request to pearl.meza@phoenix.gov no later than 10 a.m. on Thursday, October 19, 2023. The email should include your first and last name, email address, the item number(s) and whether you would like your comment read into the record or if you wish to speak. Those who wish to attend in person may submit a request to speak by completing a speaker card at the registration desk at the beginning of the meeting.

Pursuant to Arizona Revised Statutes, Section 38-431.02B, notice is given that the Phoenix Aviation Advisory Board may vote to go into Executive Session, or Sessions, for discussion or consultation, for legal advice with the attorney or attorneys of the public body for any agenda items listed below, as authorized by Arizona Revised Statutes, Section 38-431.03 (A)(3) or for discussion of records and/or information that is exempted by law from public disclosure, as authorized by Arizona Revised Statutes, Section 38-431.03(A)(2). If authorized by a majority vote of the Phoenix Aviation Advisory Board, the Executive Session will be held immediately after the vote and will not be open to the public. If a decision is requested, the Phoenix Aviation Advisory Board may decide the matter in the public meeting or defer the decision to a later date. The agenda items that may be subject to an Executive Session pursuant to Arizona Revised Statutes, Sections 38-431.03 (A) (2) and 38-431.03 (A) (3) are as follows: Items 4, 5, 6, 7, 8, & 9.

One or more board members may participate via teleconference. Agenda items may be taken out of order.

The agenda for the meeting is as follows:

CALL TO ORDER

SUMMARY OF CURRENT EVENTS

1. Summary of Current Events by the Director of Aviation Services
2. Summary of Current Events by the Airline Station Manager

MINUTES OF MEETING

3. For Approval or Correction, the Minutes of the Phoenix Aviation Advisory Board Meeting on September 21, 2023

INFORMATION ONLY (ITEM 4)

4. Phoenix Goodyear Airport Noise Complaints

This report provides the Phoenix Aviation Advisory Board an update in response to public testimony about aircraft noise and safety concerns at Phoenix Goodyear Airport.

THIS ITEM IS FOR INFORMATION ONLY.

INFORMATION AND DISCUSSION (ITEM 5 - 8)

5. Federal Fiscal Year 2024 – 2026 ACDBE Triennial Goals

This report provides the Phoenix Aviation Advisory Board an update on the Federal Fiscal Year 2024-2026 Airport Concessions Disadvantaged Business Enterprise (ACDBE) Triennial Goal Setting process.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

6. Concessions Update

This report provides the Phoenix Aviation Advisory Board with an update on concessions program activity at Phoenix Sky Harbor International Airport.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

7. Sky Harbor Northwest Airfield Redevelopment Update

This report provides the Phoenix Aviation Advisory Board with an update on proposed redevelopment of the northwest airfield at Phoenix Sky Harbor International Airport.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

8. Sustainability Update

This report provides the Phoenix Aviation Advisory Board an update on the Aviation Department sustainability program and related initiatives.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

ADVISORY BOARD INFORMATION AND FOLLOW-UP REQUESTS

CALL TO THE PUBLIC

This is the time for the public to comment. Members of the Board may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to A.R.S. Section 38-431.01(H), action taken as a result of public comment will be limited to directing staff to study the matter, responding to any criticism, or scheduling the matter for further consideration and decision at a later time.

EXECUTIVE SESSION (ITEM 9)

9. Executive Session

Discussion and legal consultation re: Federally Mandated Aviation Worker Screening (in-counsel Carolina Potts).

ADJOURNMENT

For further information, please call Pearl Meza, Management Assistant II, Aviation Department at 602-273-3382. For further documentation on this meeting, please visit skyharbor.com.

Persons with a disability may request a reasonable accommodation, please contact Pearl Meza, Management Assistant II, Aviation Department at 602-273-3382. Or 7-1-1 friendly.

The next Phoenix Aviation Advisory Board meeting is scheduled to take place Thursday, November 16, 2023



**PHOENIX AVIATION ADVISORY BOARD
SUMMARY MINUTES
September 21, 2023
*Meeting held via WebEx***

Board Members Present

Sandra Ferniza – Chairperson
Stephanie Cherny
Andrew Cohn
Valencia Fisker
Verma Pastor
Ron Price
Chad Makovsky – Ex-Officio

Board Members Absent

Ruben Alonzo – Vice Chairperson

Staff Present

Alexandria Van Haren
Andrew Durket
Bradley Hagen
Camilo Henao
Carl Cephas
Carolina Potts
Daver Malik
Heather Shelbrack
Jay DeWitt
Joel Navarro

Kimberly Whetstone
Marshall Kain
Mary Helen Martinez
Matthew Becker
Matthew Heil
Michael Hughes
Michael Pluff
Moe Yacut
Nicole Donathan
Pearl Meza

Paul Berumen
Richard Graham
Robert Hawes
Roxann Favors
Sarah Asta
Sarah Demory
Tamra Ingersoll
Tom Sawyer
Valerie Churchwell
William Robinson

Members of the Public Present

Brian McCarty
Jean Shuman
Paul Wegeman

Karen Ratliff
Kelechukwu Iruoma

Michael Salerno
Dean Hemstreet

CALL TO ORDER

Chairperson Ferniza called the meeting to order at **3:00 p.m.**

SUMMARY OF CURRENT EVENTS

1. Summary of Current Events from the Director of Aviation Services

Mr. Makovsky welcomed the board members and congratulated Chairperson Ferniza on her new role on the board. Mr. Makovsky also thanked Mr. Scott for his service to the board.

Mr. Makovsky then discussed the board's new Airline Station Manager representative, Mr. Tyler Gonzalez. Mr. Gonzalez is the Station Manager for Air Canada and will be joining the board in October.

Mr. Makovsky also noted technology upgrades in the PAAB room to improve the experience for attendees, and thanked the Information Technology division for their work.

Mr. Makovsky then reviewed Sky Harbor's passenger traffic for July. The numbers for the month showed a 6% increase over July 2022, and 1% over July 2019.

He also shared that for 2022, Sky Harbor was the tenth busiest airport in the United States, the 13th busiest airport in the world, and the busiest 3-runway commercial airport in the world in terms of operations. He thanked Aviation staff for their hard work and praised leadership on their efficiency of handling airport traffic.

Mr. Makovsky then highlighted air service development and discussed how Southwest Airlines added a new route to Washington-Dulles. The only other airline flying this non-stop route is United Airlines.

Mr. Makovsky then discussed the Aviation Department's upcoming Triennial Exercise. This exercise will test the airport's emergency plan and identify gaps within the plan. He extended an invitation for board members to attend and observe the exercise.

Mr. Makovsky shared that during the Labor Day weekend customer service teams distributed sunglasses to passengers as part of an appreciation campaign. The campaign allowed the department to connect with customers and show why Sky Harbor is "America's Friendliest Airport."

Mr. Makovsky then shared the efforts that Aviation is making to mitigate the harmful effects of opiate overdose. Naloxone administration training is being provided to all Aviation staff. This life saving treatment will be provided to frontline employees to use in emergencies and will also be stocked within the defibrillator cabinets throughout the airport.

Mr. Makovsky continued by announcing that all of the Phase 1 Terminal 4 S1 concourse food and beverage and retail concessions are now open.

Mr. Makovsky praised the Aviation staff who worked all summer in the extreme heat, and highlighted that as a thank you the department hosted an ice cream appreciation event for the team.

Mr. Makovsky next discussed how the Arizona Hispanic Chamber of Commerce inducted the airport into the "Million Dollar Circle of Excellence" for the second time.

Mr. Makovsky then provided an update on the department's ongoing litigation with the City of Tempe. He shared that the Superior Court recently denied the City of Tempe's motion to dismiss the case. He also noted that the City of Phoenix would prefer and continues to pursue an amicable settlement to the dispute.

Mr. Cohn praised the work on the Triennial Exercise and encouraged all the board members to participate.

Ms. Cherny said she looked forward to the Triennial Exercise and encouraged board participation.

MINUTES OF MEETING

2. For Approval or Correction, the Minutes of the Phoenix Aviation Advisory Board Meeting on August 17, 2023

A motion was made by Ms. Cherny seconded by Ms. Pastor that this item be approved.

No public comments.
The motion carried.

DISCUSSION AND POSSIBLE ACTION (ITEM 3 - 6)

3. Election of a New Vice-Chairperson of the Board for the Phoenix Aviation Advisory Board

Ms. Sandra Ferniza presented this item to nominate a new Vice-Chairperson of the board.

A motion was made by Ms. Fisker, seconded by Ms. Cherny that Mr. Ruben Alonzo be nominated for Vice-Chair of the Phoenix Aviation Advisory board.

No public comments.
The motion carried.

Ms. Ferniza accepted the nomination and requested a motion to approve Mr. Alonzo as the new Vice-Chairperson.

A motion was made by Ms. Pastor, seconded by Ms. Cherny, that Mr. Alonzo be approved as the new Vice-Chair of the board.

No public comments.
The motion carried.

4. New Ground Lease with Bandura & Sons, Inc.

Mr. Robert Hawes presented this item. He began by displaying a map which depicted the location of the ground lease.

He continued by giving an overview of the terms of the new ground lease.

Mr. Cohn asked for clarification as to why the strip of land identified was not included in the original ground lease.

Mr. Hawes replied that when the parcel assumption occurred around 1995, the official record did not include the site.

Mr. Cohn suggested that a small matter such as this could, in the future, be handled directly by the Aviation Director.

Mr. Makovsky responded that this item would normally go through subcommittee for review, but as there were no subcommittee meetings prior, the item was taken directly to the board meeting for discussion and action. The item is also subject to City Council action.

A motion was made by Ms. Cherny, seconded by Mr. Price, that this item be approved.

No public comments.
The motion carried.

5. Hangar Lease Amendments with State of Arizona Department of Public Safety at Phoenix Sky Harbor International Airport

Mr. Hawes presented this item. He began by showing a map of the location of the lease and discussed the size and use of the hangars on site.

Mr. Hawes noted these hangars are located within the area slated for future demolition to make way for new cargo facilities. However, the prospective demolition date is after the end of the current lease extension date.

Continuing, he provided information on the terms of the lease and contingencies in case there is a delay in the demolition timeframe.

Mr. Cohn asked for clarification on the square feet of the hangars.

Mr. Hawes provided the information.

A motion was made by Mr. Price, seconded by Ms. Cherny, that this item be approved.

No public comments.

The motion carried.

6. Airport Security Guard Services Contract Award

Mr. Paul Berumen presented this item. He began by outlining the relationship between the airport, the Transportation Security Administration, and contracted security services in securing the airport.

He continued by reviewing the request for proposals and the two contracting opportunities, one being for internal areas, and the other being external areas at the airport.

Mr. Berumen continued by outlining the requirements in place for qualified security companies to be considered for the contract. He then provided the evaluation criteria used in choosing the winning bid, and indicated the recommended contractors.

He then noted the terms of the contract and explained that the \$45 million contract amount included coverage for newly-mandated security measures from the TSA.

Mr. Cohn asked for clarification on the timeframe that the contract amount covers.

Mr. Berumen replied that the contract amount covers the 5-year contract term.

Mr. Cohn asked what the airport spent last year on this same contract.

Mr. Berumen responded that the department is in the fifth year of the current contract, which was for \$27 million. Thus far the department has spent approximately \$25 million.

Mr. Cohn noted the increase in the budgeted amount and asked what caused the increase in spending.

Mr. Makovsky replied that there have been significant scope changes due to unfunded mandates associated with a new TSA directive to increase and expand security coverage.

Mr. Cohn asked if other airport directors are experiencing the same increase in security spending.

Mr. Makovsky replied that airport directors across the country have worked through airport industry associations to explain to the TSA the increase in security costs. TSA's rollout did not include considerations for the increased cost, and airports are working with both TSA and Congress to highlight the added unfunded burden of the TSA mandates.

Mr. Cohn stated that he felt the costs incurred were inappropriately burdening the airport.

Mr. Makovsky stated that airports are not disputing the security enhancements, rather they are objecting to the methods by which these mandates have been imposed.

Ms. Cherny asked how many companies are qualified to perform the security requirements of the contract.

Mr. Berumen stated that the list is short, and he did not have a complete list of qualified companies, but he believed the number to be seven.

Ms. Cherny stated that while the procurement had four respondents, staff needs to understand why other companies did not bid on the contracts, given their size.

She also asked why companies were deemed not responsive.

Mr. Berumen responded that the one company did not hold the correct licenses, and that there was a notable difference in the qualifications of the top two proposers and the rest.

Mr. Berumen stated the when the procurement was issued five years ago that the same qualifications were in place. Since then, there have not been more companies seeking to obtain the necessary level of certification.

Ms. Ferniza responded that there is a need for advocacy on this item.

A motion was made by Ms. Cherny, seconded by Ms. Pastor, that this item be approved.

No public comments.
The motion carried.

ADVISORY BOARD INFORMATION AND FOLLOW-UP REQUESTS

1. Mr. Cohn requested an update on the status of the phased development of the northwest airfield at Sky Harbor, where the DPS hangars are located.
2. Ms. Cherny requested a concessions update regarding staffing levels, menu offerings, and operating hours.
3. Ms. Fisker requested clarification on how TSA came to the decision to increase security screenings. She also requested information on TSA's process for mandating new regulations.

CALL TO THE PUBLIC

Mr. Paul Wegeman gave public comment. He began by stating that he had spoken at the last board meeting about air traffic over his home near the Goodyear Airport. He stated that despite several meetings and calls within the past month that no significant changes have happened, and the problem persists.

He continued by providing firsthand experiences of, in his opinion, unsafe flight practices. He also stated that he hasn't seen any initiative by the United Aviate Academy to curb flight activity.

Mr. Wegeman stated that noise abatement procedures are not without precedent or unusual and proceeded to provide examples of other airports that have extensive noise abatement procedures.

He asked the board to add a future agenda item to address the matter.

ADJOURNMENT

Meeting end at **3:41 p.m.**

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Director of Aviation Services
Subject:	Phoenix Goodyear Airport Noise Complaints

Description

This report provides the Phoenix Aviation Advisory Board an update in response to public testimony about aircraft noise and safety concerns at Phoenix Goodyear Airport.

THIS ITEM IS FOR INFORMATION ONLY.

Report Summary

In December of 2021, United Aviate Academy (UAA) welcomed its first class of students to Phoenix Goodyear Airport (GYR). As UAA pilot training activities have grown in the subsequent months, the number of annual operations at GYR has measurably increased, as have the number of noise complaints. However, those complaints have come from a limited number of complainants (ie, households). The table below depicts the total operations, complaints, and complainants per year through July of 2023.

Year	2017	2018	2019	2020	2021	2022	2023 Jan - July
Operations	111,000	82,000	117,000	80,000	76,000	164,000	129,000
Complaints	41	412	461	230	171	506	3,516
Complainants	14	7	9	1	2	14	6

Current Complainants

The majority of complainants (four out of the six total in 2023) live 4 to 6 miles southwest of GYR. However, the majority of the complaints have been submitted by two complainants that live approximately 2.5 miles north of GYR in zip code 85395 (13617 W. Roanoke and 13446 W. Coronado).

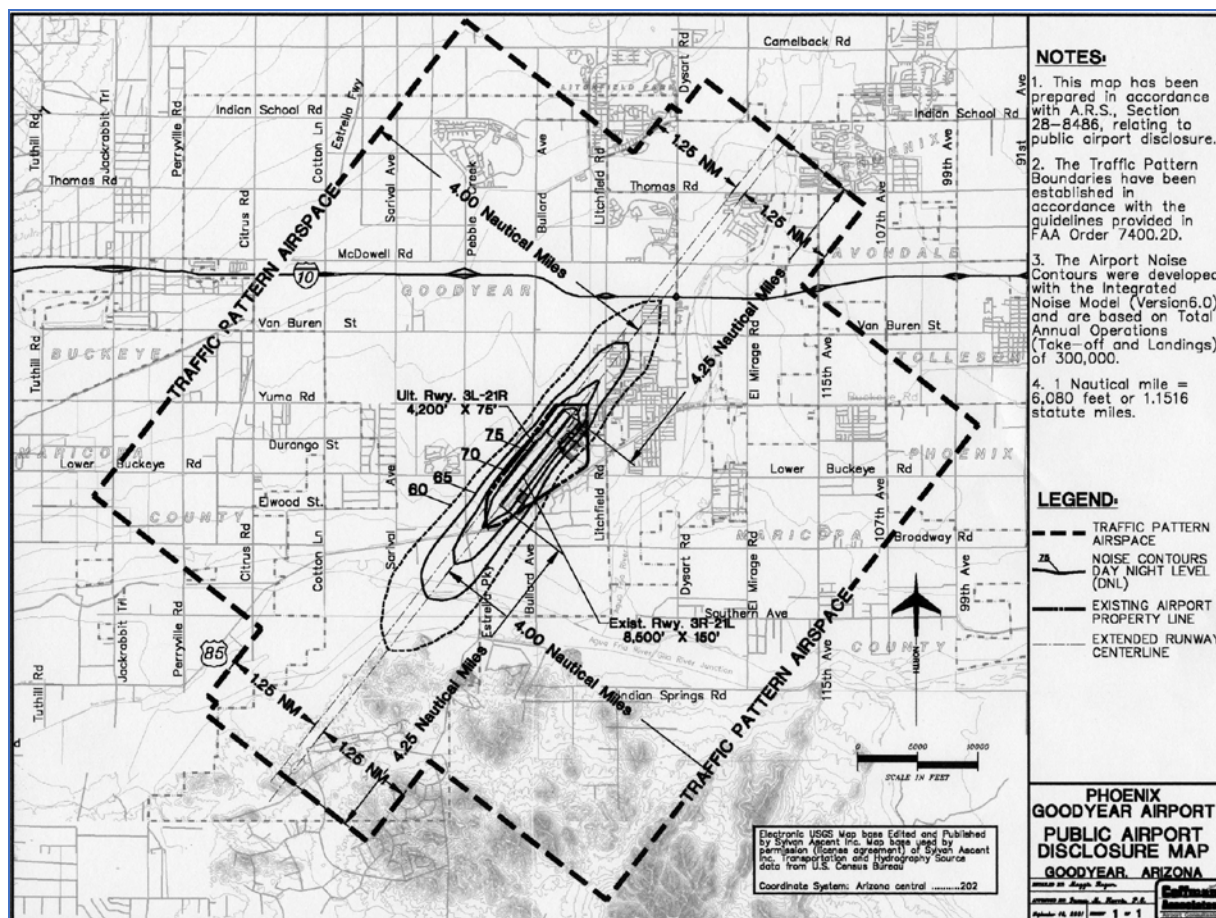
These complainants account for 99.9% of the 3,516 complaints filed in 2023. The two complainant households responsible for the majority of complaints live in the Palm Valley Planned Area Development (City of Goodyear) bounded by Thomas Road on the north, McDowell Road on the south, Litchfield Road on the west and Dysart Road on the east.

The Palm Valley ground elevation is approximately 1000' MSL. Aircraft landing in the pattern are generally turning from base leg to final at an altitude between 1800' and 2,300' over Palm Valley, meaning aircraft are approximately 800' to 1,300' above these households. The map below shows one month (August 2023) of flight tracks for GYR and the location of the two complainant households in zip code 85395.



Airport Vicinity Notifications and Disclosures

Several regulations are in place that provide for residential disclosure of airport operations. A.R.S. § 28-8486, enacted in 1999, requires the public posting of airport traffic pattern and noise contour maps on the Arizona Department of Real Estate webpage. This map is provided below; of particular relevant consideration, the map was prepared using a forecasted operations level of 300,000 operations (33% higher than forecasted for calendar year 2023) and the Palm Valley development is approximately .5 miles from the modeled 60 DNL noise contour and 1.5 miles from the modeled 65 DNL noise contour.



Moreover, it is common practice for municipal zoning authorities to require that residential developments provide the disclosure map in the closing packet for each individual purchase of a household. The City of Goodyear is among these zoning authorities; in reviewing the Palm Valley PAD zoning approvals, there are stipulations of zoning and plat notes requiring the individual map disclosure. The City of Goodyear Palm Valley PAD approved ordinance-related stipulations are provided below:

1. *"All final plats shall include a statement that the property is subject to attendant noise, vibrations and all other effects that may be caused by overflights and by the operation of aircraft landing at, or taking off from, Luke Air Force Base and/ or the Phoenix-Goodyear Airport"*
2. *"The owner/developer shall acknowledge and disclose to any subsequent purchaser or tenant that the subject property is subject to attendant noise, vibrations and all other effects that may be caused by overflights and by the operation of aircraft landing at, or taking off from, Luke Air Force Base and/or the Phoenix- Goodyear Airport. The owner/developer shall provide for a waiver agreement for any subsequent purchaser to sign which shall run with the land*

and which shall include the following statement: " The subject property is subject to attendant noise, vibrations and all other effects that may be caused by overflights and by the operation of aircraft landing at, or taking off from, Luke Air Force Base and/ or the Phoenix-Goodyear Airport. The Purchaser does release and discharge the city of Goodyear, the owner, and developer from any liability from any claims for future damages and complaints of any kind to persons or property that may arise at any time in the future from the operation of such aircraft near or over the area"

Every 7-10 years for the last several decades staff has updated the GYR Airport Master Plan (the last updates being in 2018 and 2008). Both of these updates included extensive public outreach and involvement, as required by the FAA. Specifically, during the master plan update process public workshops were held at the airport and in the community and staff made progress updates at public hearings of the City of Goodyear City Council. The updates were also covered by local media. These Master Plan Updates were critical to ensuring the public understood the airport's forecasted growth, the potential for new operating types, and the general areas where high-noise exposure could be expected. The picture below is from one of several public workshops for the last GYR Master Plan Update.



Federal Noise and Safety Regulation

The USDOT Aviation Noise Abatement Policy (1976) defines the roles of stakeholders relative to noise and safety associated with aircraft. In short, the Policy provides that FAA is responsible for managing airspace, air traffic and aircraft ground movements; airports are responsible for maintaining the airfield and airports cannot restrict airport access or enact noise abatement requirements without FAA approval; and finally, zoning authorities are responsible for promoting compatible land use and requiring disclosures. As noted previously, the City of Goodyear (the responsible zoning authority) required the airport disclosure for households within Palm Valley.

The Aviation Safety and Noise Abatement Act of 1979 established federal funding for airport noise compatibility planning (14 CFR Part 150). The Airport Noise and Capacity Act of 1990 established a method to review aircraft noise, airport use, or access restrictions imposed by airports (14 CFR Part 161). Finally, FAA National Environmental Policy Act Orders (5050.4 and 1050.1) define a significant noise increase as 1.5 dB increase within the 65 dB DNL or 3 dB increase within the 60 to 65 dB DNL.

As noted previously, even at 300,000 forecasted operations (the basis for the airport disclosure map noise contours), the regulatory noise contour (65 DNL) is 1.5 miles from Palm Valley, meaning that under current law, a Part 150 program could not be developed to influence either noise abatement procedures affecting Palm Valley or noise mitigation measures (for example, sound insulation) for Palm Valley.

Airport Master Record

While the regulations above preclude the airport and FAA from adopting required noise abatement procedures for GYR air traffic outside of the high noise exposure area; the airport does have an informal abatement measure through its Airport Master Record (AMR), also known as FAA Form 5010. The AMR is a form that provides pilots all of the critical safety data specific to an airport, and pilot review of this information is a key step in preparing for any specific flight. Importantly, the AMR for GYR, **remark # A110-002** informs pilots that a noise sensitive neighborhood is present 3 miles north of the airport. The GYR AMR remarks section is provided below.

Version: 1.0.0.0

Date: 09/28/2023

gcr

AIRPORTIQ 5010

5010

PHOENIX GOODYEAR

Location Identifier: CYR

FAA Site: 00696.71'A

Associated City: GOODYEAR

NPIAS Number: 04-0018

Service Level: Reliever

Hub Type:

Data Effective Date: 09/07/2023

GENERAL INFORMATION

SERVICES & FACILITIES

BASED AIRCRAFT & OPERATIONS

RUNWAY INFORMATION

REMARKS

Element Number	Remark Text
A040	RWY H1 PERIMETER LIGHTS- MEDIUM INTENSITY
A081	FOR MIRL RWY 03/21 OR REIL RWY 03 & 21 DURG DAYLIGHT HRS CTC ATCT OR ARPT ON 623-932-4550. AFTER SS MIRL RWY 03/21 ARE ON. PAPI RWY 03 & 21, REIL RWY 03 & 21 OPERATE CONTINUOUSLY.
A110-001	ACFT DEP RWY 03 ASSIGNED RIGHT CROSSWIND CLIMB STRAIGHT AHEAD TO LITCHFIELD RD OR PASSING 1032 FT AGL BEFORE STARTING RIGHT TURN.
A110-002	NOISE SENSITIVE NEIGHBORHOOD 1-3 MILES NNE-NE OF ARPT.
A110-004	MILITARY JET TRAFFIC 5 MILES WEST OF ARPT.
A110-006	MOUNTAINS SE AT 6 MILES TO 4500 MSL.
A110-007	CONTRACT TRAINING OF PILOTS FOR AIRLINES.
A110-009	E-W PWR LINES 100 FT AGL 1/2 MILE S AER 03 UNMKD & UNLCTD SOME NSTD MARKING.
A110-010	NMRS LARGE ACFT PARKED APRXLY 500 FT W OF RWY 03/21.
A110-012	BIRDS INVOF ARPT. COYOTES & OTHER WILDLIFE OCNL CROSSING RWYS/TWYS.
A110-013	WHEN TWR CLSD, TWY A BTW INT TWY A3 AND TWY A10, RSTD TO ACFT WITH WINGSPAN 118 FT OR LESS.
A110-014	FOR CD WHEN ATCT CLSD, CTC PHOENIX APCH AT 602-306-2565.

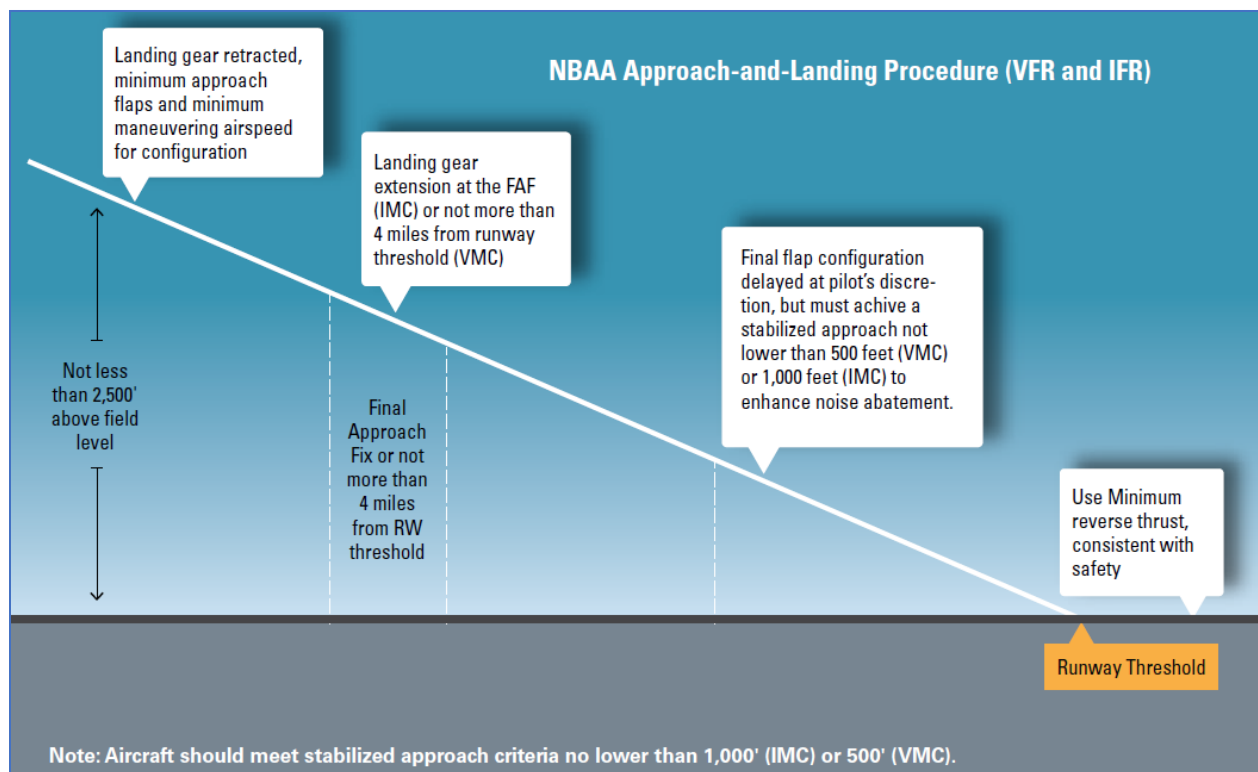
Low Flying Aircraft Concerns

As noted previously, aircraft approaching GYR over Palm Valley are generally at a height 800' to 1,300' above the ground elevation. This height is well within the legal minimums established by 14 CFR 91 which generally sets a minimum height of 1000' over urban areas except for aircraft in critical phases of landing (in which case the pilot has discretion for the safe height of aircraft). The location of the Palm Valley development means that aircraft approaching GYR Runway 21 are typically operating within a critical landing phase of flight. Moreover, Aviation Department staff understand from the air traffic control tower staff at GYR there have been no recent instances of aircraft operating below any safety height minimum. The public is encouraged to report instances of unsafe aircraft flying to the FAA Flight Standards District Office (FSDO), as the Arizona FSDO (https://www.faa.gov/about/office_org/field_offices/fsdo/sdl) is responsible for receiving these types of reports and conducting related investigations.

Staff Coordination with Palm Valley Complainants

So far in 2023, Aviation Department staff have had several meetings and phone calls with the complainants and have responded to over 100 email requests for information. Staff have generally reviewed the regulations in place and coordinated discussions with both the air traffic control tower staff and representatives from UAA.

Staff have also provided the FAA Flight Standards District Office for Arizona contact information to the complainants. The ATC Tower Manager has communicated to the complainants their preference to keep the airport traffic pattern close to the airport (south of I-10) when possible but there are times when the traffic pattern needs to be extended for safety to allow for the FAA's required separation between aircraft in the traffic pattern. UAA has committed to reviewing their internal procedures and utilization of voluntary "fly-quiet" procedures consistent with the National Business Aviation Association (NBAA) general noise abatement program; the graphic below is an excerpt from the nationally recognized program.



Considerations Moving Forward

In the short-term, the flight schools at GYR have identified voluntary procedures to help mitigate concerns by making best efforts to keep the aircraft traffic pattern south of I-10 when able, and to fly at or near 1,000' (above ground level) when north of I-10.

Additionally, Aviation staff will continue to respond to the concerns of the Palm Valley noise complainants, including facilitating discussion with UAA, FAA, Air Traffic Control and the City of Goodyear. Staff will continue to coordinate several existing informal noise mitigation abatement and mitigation measures. These measures include monthly meetings with GYR flight schools to discuss operational and noise issues; as well as providing information to the public and airport users on the national organization Aircraft Owners and Pilots Association (AOPA) best practices for voluntary noise abatement. With that, a useful next step may be continued development and formalization of a Fly Quiet Program for GYR; this program would include measures like airfield signage and additional voluntary abatement procedures at the local level.

A key consideration moving forward is the conversion of the outboard taxiway at GYR to a second runway, as discussed in the current master plan. This conversion would result in a two runway system at GYR and should provide measurable reduction in overflight for the Palm Valley area.

Over the next few years, Aviation staff plan on amending the GYR Airport Layout Plan to show the second runway's development in the near term so that staff can work with the FAA on initiating the NEPA Environmental Impact Study required to be completed before the runway can be constructed. During this same time period staff will also work on a master plan update. Both the NEPA Study and Master Plan Update will provide extensive opportunities for the public, including the Palm Valley area, to help guide the future of the airport.

Recommendation

This item is for information only.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Director of Aviation Services
Subject:	FFY 2024 – 2026 ACDBE Triennial Goals

Description

This report provides the Phoenix Aviation Advisory Board an update on the Federal Fiscal Year (FFY) 2024-2026 Airport Concessions Disadvantaged Business Enterprise (ACDBE) Triennial Goal Setting process.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Report Summary

On September 28, 2023, the City of Phoenix Equal Opportunity Department in collaboration with the City of Phoenix Aviation Department (AVN) submitted the FFY 2024-2026 Triennial Goals for Phoenix Sky Harbor International Airport (PHX) to the Federal Aviation Administration (FAA).

This goal setting exercise met the U.S. Department of Transportation's (DOT) requirement to establish ACDBE and Disadvantaged business Enterprise (DBE) Programs in accordance with regulations of the DOT, Code of Federal Regulations (CFR) 49, Parts 26 and 23.

Methodology

Non-Car Rental Goals determined by:

- Evaluating the estimated total gross revenues and ACDBE gross revenues for continuing and new concession agreements that will become effective during the goal period.
- For new opportunities, goals were determined through an analysis of the opportunity, potential for ACDBE participation and the relative availability of ACDBE firms “ready, willing and able” to perform under the agreement.
- The process involved developing a base goal factoring in continuing contracts, new/anticipated contracts, geographic region, and availability of firms. The base goal was then weighted to factor passenger traffic and adjusted based on past ACDBE participation.

Car-Rental Goals determined by:

- The purchase of goods and services from ACDBE or potential ACDBE firms (e.g., auto repair, insurance, fuel, etc.). This method was chosen due to the fact that there are no ACDBE car rental companies currently operating at the airport and few ACDBE car rental concession operators with none based in Arizona.
- The process involved developing a base goal using the DBE Directories and Census Bureau Data to determine the availability of firms based on trade classification. The base goal was then adjusted based on past history of ACDBE participation.

The proposed ACDBE participation goals utilizing race- and gender-neutral measures are:

- Non-Car Rental: 29.3%
- Car Rental: 3.8%

On September 29, 2023 the FAA approved the proposed goals submitted by PHX.

Public Outreach

The public comment period solicited feedback on proposed goals from August 1-September 15, 2023. A virtual stakeholder outreach meeting was held on August 28, 2023.

Location

Phoenix Sky Harbor International Airport, 2485 E. Buckeye Road

Recommendation

This item is for information and discussion.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Director of Aviation Services
Subject:	Concessions Update

Description

This report provides the Phoenix Aviation Advisory Board with an update on concessions program activity at Phoenix Sky Harbor International Airport.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Report Summary

Through the Aviation Department, the City manages several lines of airport business, associated revenues, expenses, and maintains credit to support financing the capital investments of a large-hub commercial airport.

As of September 2023, terminal passenger services, retail, and food and beverage concessions are 96% open. An open concession is defined as staffed and fully operational based on hours set forth by the Aviation Department.

Starting in November 2022, food and beverage outlets were required to have a staffed 24-hour location in both the pre- and post-security areas for each Prime concessionaire. The remaining concourse food locations were required to have one outlet open for first-flight and last-flight departures for each Prime concessionaire. All other food and beverage units were required to operate a minimum of 6 a.m. to 10 p.m. daily.

Staff continues to monitor the operational hours and track non-compliant tenants by conducting unannounced random audits at various times and days of the week. Concessionaires not operating during hours established by the Aviation Department are subject to assessed liquidated damages. Concessionaires have shared that any non-compliance with operating hours is continues to be due to staffing callouts and turnover.

Staff also worked with the food and beverage concessionaires to restore menu offerings to pre-pandemic 2019 levels. These include providing passengers with a variety of offerings; kids' menus and accommodations for alternative dietary options. Concessionaires have met this requirement by restoring full menu options, kid-friendly offerings, and dietary-restricted items.

Additionally, staff is working with both food and beverage concessionaires and retail concessionaires to keep the airport concessions program appealing and bring in new concepts and services for passengers. As a result, there are several re-concepted projects anticipated over the next several months. While those changes are happening, staff's top priority is to continue working with all concessionaires to offer passengers quality food and beverage offerings as well as a quality and unique retail merchandise selection.

Location

Phoenix Sky Harbor International Airport – 2485 E. Buckeye Road

Recommendation

This item is for information and discussion.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Director of Aviation Services
Subject:	Sky Harbor Northwest Airfield Redevelopment Update

Description

This report provides the Phoenix Aviation Advisory Board with an update on the redevelopment of the northwest airfield at Phoenix Sky Harbor International Airport.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Report Summary

The northwest corner at Sky Harbor currently consists of corporate hangars, executive hangars, T-hangars, covered tie-downs, and other buildings. Most of the buildings and the apron/ramp in this area are at the end of their useful life. This area is underutilized and generates little revenue for the Aviation Department.

In October 2021, Aviation issued a Request for Information (RFI) to potential users and developers for redevelopment ideas for the area. The RFI received six responses: three for corporate hangars and maintenance, repair and overhaul hangars; and three for air cargo development.

In November 2022, Aviation issued a Revenue Contract Solicitation (RCS) for a qualified developer to develop approximately 28 acres for air cargo, including air cargo buildings (warehouse), aircraft apron, and supporting structures. The successful respondent would have entered into a ground lease with the department. The RCS received no responses.

In an effort to gain further information on why companies elected not to submit responses, staff surveyed all participants who attended the business information meeting as well as the pre-response meetings. The survey produced six responses and the responses can be summarized into three groups: (1) negotiate lease terms, (2) term & phasing, and (3) and capital cost.

In April 2023, Aviation management approved a plan to offer, in phases, approximately 28 acres on the open market through the Aviation real estate broker. This will allow for the ability to directly negotiate with developers, which will allow Aviation to negotiate the lease terms, and the development and phasing terms and timeline. This option allows for more flexible negotiations for a phased development with one or more developers. Direct negotiations will also provide a more accurate timeline for the relocation of current tenants due to the ability to discuss options with developers on their phased construction timeline.

As part of the approved plan and in response to feedback on the capital cost, Aviation will prepare the parcel to development-ready condition by removing the existing

buildings. This demolition work will start in early Spring 2024. The target timeline for a selected developer to begin construction within in the parcel is mid-to-late 2025.

Location

Phoenix Sky Harbor International Airport – 2485 E. Buckeye Road

Recommendation

This item is for information and discussion.

PHOENIX AVIATION ADVISORY BOARD REPORT	
To:	Phoenix Aviation Advisory Board
From:	Chad R. Makovsky, A.A.E. Director of Aviation Services
Subject:	Sustainability Update

Description

This report provides the Phoenix Aviation Advisory Board an update on the Aviation Department sustainability program.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Report Summary

This report provides an update on the Aviation Department sustainability program. The report will provide an overview of the program and discuss progress on sustainability goals and initiatives.

Location

Phoenix Sky Harbor International Airport - 2485 E. Buckeye Road

Recommendation

This item is for information and discussion.