



**Council District 4
Work Session**

June 13, 2026

***Phoenix Area FAA
Modernization Project***

OVERVIEW



Talk about what we heard during the public workshops



Extrapolate the issues and identify potential solutions



Review “comment” content/ recommendations

- Does the Project propose changes to current PHX noise abatement procedures (eg, 43rd Ave or 4ME departure gates)?
- Why does the FAA procedure modeling presume little or no vectoring?
- Why are there disproportionate reportable noise impacts to certain areas (eg North Phoenix)?
- Can the FAA provide more information on proposed Class B aircraft departure and arrival corridors over Phoenix historic neighborhoods?
- Can the FAA clarify which segments are for which Aircraft Groups when proposed procedures are for multiple Group types?
- Can the FAA provide specific examples or more details on the reasons in Table 3-2 for proposed procedure [name]?
- Can the FAA shift proposed procedure [name] over a more noise-compatible area?



Nicholas Engebretson
Phoenix TRACON

Christopher Underwood
Phoenix TRACON

Kristi Regotti
Environmental Protection
Specialist

Nick Engebretson, FAA

Christopher Underwood

Kristi Regotti, FAA



ON THE GROUND IN THE AIR AT THE HUB

Vivien Nichols
Interpreter

Curt Castagna

Vivien Nichols

Jordan Feld

Kyler Erhard
Airports District Office

Raquel Girvin
Regional Administrator
Western-Pacific Region

Kyler Erhard, FAA

Heidi Williams, NBAA

Raquel Girvin

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- 42:17 “Why is it important to reduce controller workload?”
- 45:13 “Did the airlines ask for these procedures and the procedures that the FAA is proposing?”
- 48:53 “What are the group B procedures from the EA?”
- 52:16 “Will the proposed FAA changes result in shifts of flight path concentrations?”
Nick Engebretson, FAA Christopher Underwood Kristi Regotti, FAA
- 52:54 “Are the FAA’s proposed procedures related to Sky Harbor’s proposed West Terminal or center runway extension?”
NATA
- 58:44 “Currently, commercial aircraft departures from Sky Harbor cause loud rumbling noise that is clearly heard in the house after the 2014 shifts. It is bad enough that aircraft departing to the east take this route, but western departures are also using this route. So, the distribution shown for east and west impacts are not exactly accurate. Will there be any route changes to the current route? And if so, what is changing?”
Curt Castagna Vivien Nichols Jordan Feld Kristi Regotti, Western-Pacific Region
- 1:03:54 “Some procedures, including procedures going over historic communities in downtown Phoenix, list that the procedure is for turboprops and turbojets. Does that mean commercial jet aircraft will be allowed to fly the procedures over these historic neighborhoods?”

• 1:08:29 “Has the FAA separately analyzed concentration effects and repeat track exposure as distinct from annualized DNL averages?”

• 1:09:26 “Does the EA address the nighttime flight noise? Is there a place to find evening noise levels?”

• 1:11:25 “To what extent are the changes being driven by the needs of the pilot training programs?”

Nick Engebretson, FAA

Christopher Underwood

Kristi Regotti, FAA

• 1:13:29 “To what extent are the changes being driven by private aviation?”

• 1:15:23 “I am concerned about maps showing new flight paths over historic district areas in Midtown Phoenix. The last time the FAA changed paths in these areas, the individual flight noise impacts were significant and caused very loud conditions and massive vibrations for a short amount of time. I have concern that the averaging model downplays noise events like this and passes them along as negligible impacts while for residents they are not acceptable.”

Curt Castagna

Vivien Nichols

Jordan Feld

• 1:18:33 “With three runways in Phoenix, how can the approaches be changed to ensure there are no increases in flights over historic communities in Phoenix? I understand that weather conditions often increase flights over historic areas. However, we want to ensure that routine traffic over historic communities is not increased.”

Kyler Erhard, FAA

Heidi Williams, NBAA

Raquel Girvin

Raquel Girvin
Regional Administrator
Western-Pacific Region

- **1:23:44 “Did the FAA specifically evaluate impacts on designated Phoenix historic districts as distinct land use categories?”**
- 1:24:53 “The FAA evaporated their trust with Phoenix citizens with the last implementation. The airlines gleefully went along. Why should we trust either group now?”
- 1:26:52 “Can the FAA quantify how much lateral dispersion is reduced under the proposed RNAV procedures compared to historical vectoring?”
- 1:29:41 “Does this address the impact on historical homes?”
- **1:30:24 “Residents experience repeated overflights, not annualized averages. How does the FAA account for the real world effects of predictability and repetition?”**
- 1:34:34 “Is there a reason why flight paths don’t follow the freeway system, where folks that live near them will know that they have noise?”
- 1:35:51 “It appears the flight path changes and EA analysis do not account for the noise effects associated with radar vectoring. Is that accurate? And if so, how will the noise model be able to accurately predict noise impacts over my neighborhood? Will the FAA consider remodeling and reassessing noise impacts with radar vectoring included?”

Nick Engebretson, FAA

Christopher Underwood

Kristi Kegotti, FAA

Vivien Nichols
Interpreter

Curt Castagna

Kyler Erhard
Airports District Office

Raquel Girvin
Regional Administrator
Western-Pacific Region

Kyler Erhard, FAA

Heidi Williams, NBAA

Raquel Girvin

• 1:37:20 “How does the project propose changes to current Phoenix noise abatement procedures, especially the 43rd avenue gateway for west flow departures?”

• 1:39:03 “Will there be a change in the amount of noise over South Mountain park?”

• 1:39:54 “How does concentrating repeat flight track operations over designated preservation neighborhoods align with federal and local historic preservation policies?”

Kristi Regotti, FAA

• 1:40:56 “Are there proposed SID and STAR acronyms to replace existing procedure acronyms, even if the path is similar to the existing ones?”

Vivien Nichols
Interpreter

• 1:41:58 “With NextGen at the end of 2014, departure flight routes were shortcut to succumb to the airlines for shorter routes which moved these routes over heavily populated residential communities with resulting noise impacts. Is this proposal more of the same?”

Curt Castagna

Vivien Nichols

Jordan Feld

Kyler Erhard
Airports District Office

• 1:45:47 “Are you insinuating that the current flight paths are not safe? Is this conversation really about efficiency?”

Raquel Girvin
Regional Administrator
Western-Pacific Region

• 1:50:12 “What is deemed as acceptable residential noise of aircraft? And is aircraft and traffic noise monitored together as one or is each municipality/city responsible for monitoring the noise?”

Kyler Erhard, FAA

Heidi Williams, NBAA

Raquel Girvin

- 1:52:45 “Can you explain why the historical tracks are so varied when IFR aircraft have been using RNAV procedures for over a decade now?”
- 1:59:50 “Is the FAA going to instruct controllers to limit vectors and have aircraft fly the actual published routes to increase safety and efficiency?”
- 2:01:27 “What group type will fly through the 43rd Avenue waypoint on west flow SIDs?”
- 2:02:56 “Can altitude adjustments be made to provide better noise abatement for some of the proposed route changes?”
- 2:04:31 “Why not have aircraft fly beyond the six miles out across Salt River before turning to reduce noise over populated areas?”
- 2:05:29 “Since private aviation will use IFR, what is the contribution of private aviation to noise?”
- 2:09:18 “Does adding a third departure heading for west flow departures increase noise over Central Phoenix, just west of the runway, over areas that weren’t impacted before?”
- 2:10:18 “Did the FAA examine the possibility of merging the most heavily used STARs further out to higher altitudes to reduce the need for vectoring jet aircraft from different arrival routes onto downwind legs close to Phoenix?”

Issues

West Flow SID Noise Abatement (43rd Ave Gate)

Mapping Delineation of Turboprops and Jets

West Flow SID Turboprop Procedures

Supplemental Noise Metrics

Special Consideration of Historic Districts

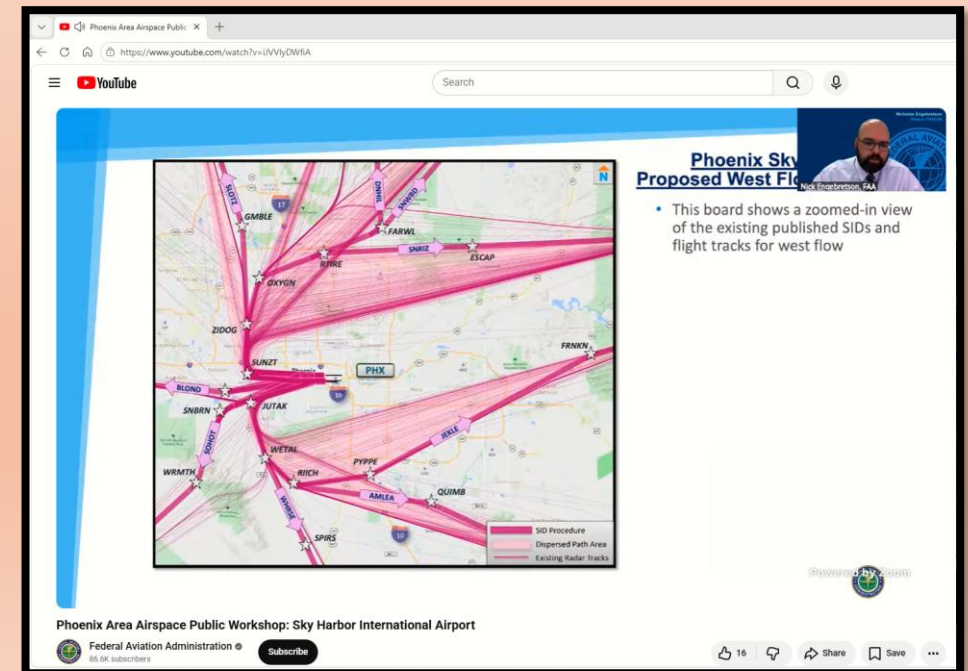
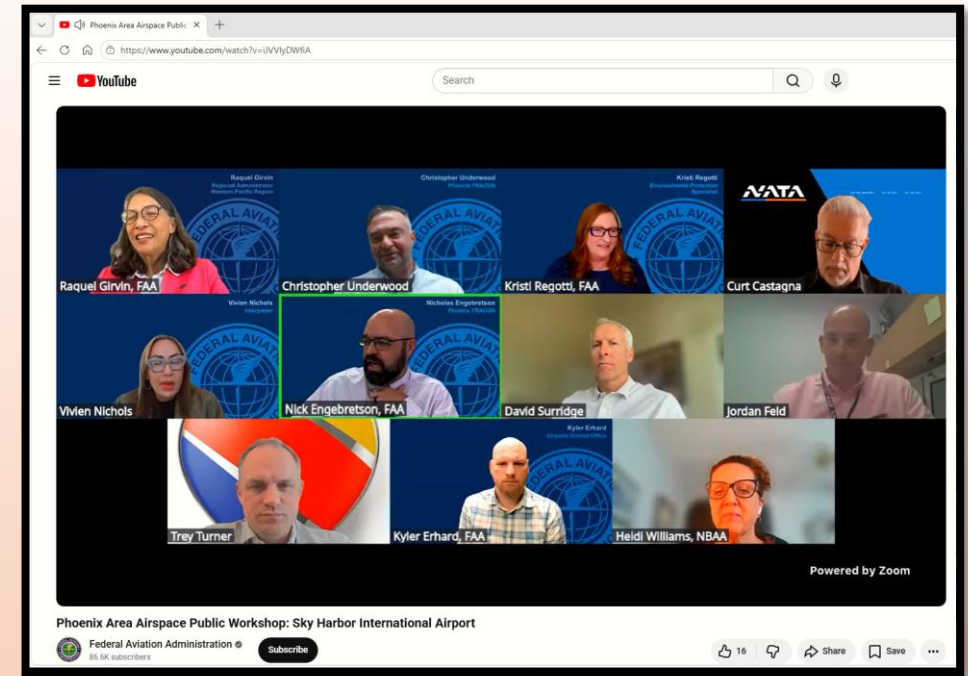
NEPA Compliance

West Flow SID Noise Abatement Procedure (43rd Ave Gate)

- Everything BUT the record maintains current WF SID Procedure for air carriers
- “Comment” Solutions
 - Reference FAA comments during and workshops and workshop boards online that confirms (ie, make them part of the record)
 - Request FAA add/modify maps in revised DEA and FEA showing the abatement procedures
 - Request narrative explaining how the 43rd Ave Gate was established and its importance going forward (DEA/FEA)

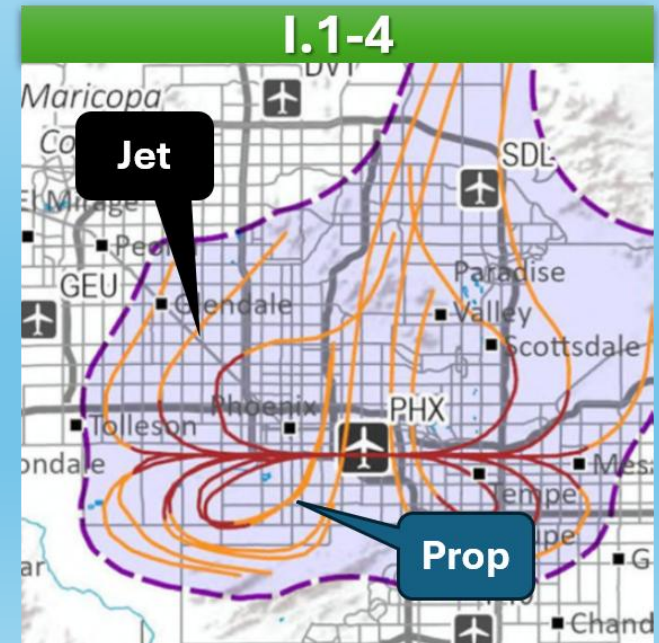
FAA Sky Harbor Workshop May 13, 2026

Minute 1:03:54 - Okay, the next one. **"Some procedures, including procedures going over historic communities in downtown Phoenix, list that the procedure is for turboprops and turbojets. Does that mean commercial jet aircraft will be allowed to fly the procedures over these historic neighborhoods?"** I'm gonna turn it over to you, Nick, 'cause I know you know the answer to that question. - Okay. I'd like to use another slide here. Let me figure out which one it is. It's a West Flow Sky Harbor departures, say P8 I think, or P9. Either one of those. So I kind of referenced the turboprop and turbojet difference earlier in the Group B conversation. **But the westbound departures off of Sky Harbor will fly relatively the same pattern or same departures for turbojets straight out to 43rd Avenue or just past 43rd Avenue.** And then they turn north and fly north as they continue to climb and get higher, which again reduces noise. There will be those turns depending on traffic and safety, whatever other aircraft are out there in the area. **So to specifically answer the question, the 43rd Avenue and Tempe 4 DME will still be used.** So there aren't many changes for the turbojet departures off of Sky Harbor. The turboprops will fly that other SID that I showed in those boards earlier. - **Yeah. And again, I think just to reiterate, right, commercial jet aircraft, they're gonna follow these procedures that we're showing on the screen right. Correct. - Yeah.** So hopefully that answers that question.



Proposed route mapping doesn't delineate between aircraft groups

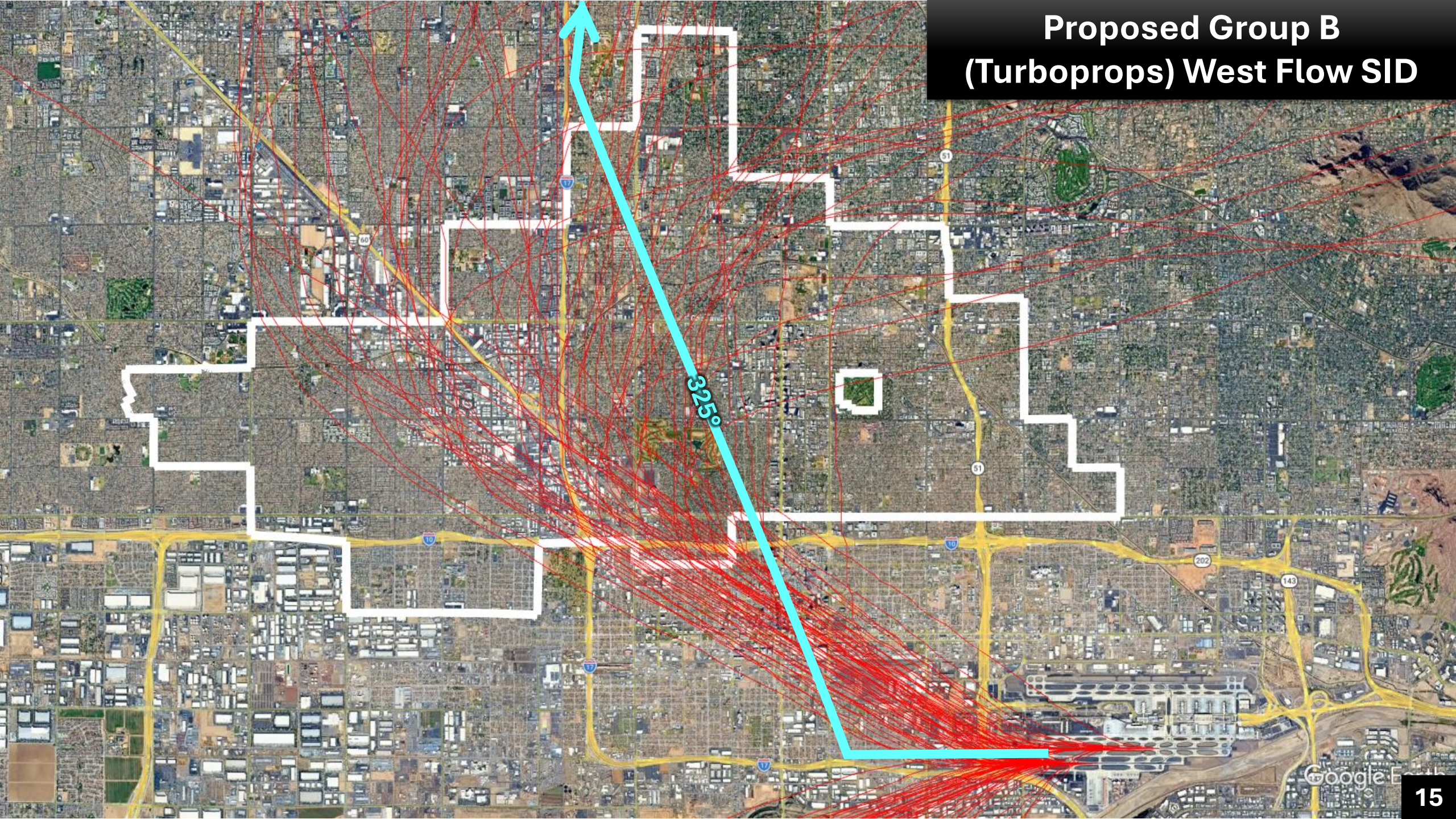
- Some proposed procedure maps combine aircraft groups, this unnecessarily muddles perception of 43rd Ave Gate adherence
- “Comment” Solutions
 - Request FAA create separate procedure maps for different group types, OR
 - Request FAA differentiate aircraft groups (eg, dash line for Props) on existing and proposed procedure maps



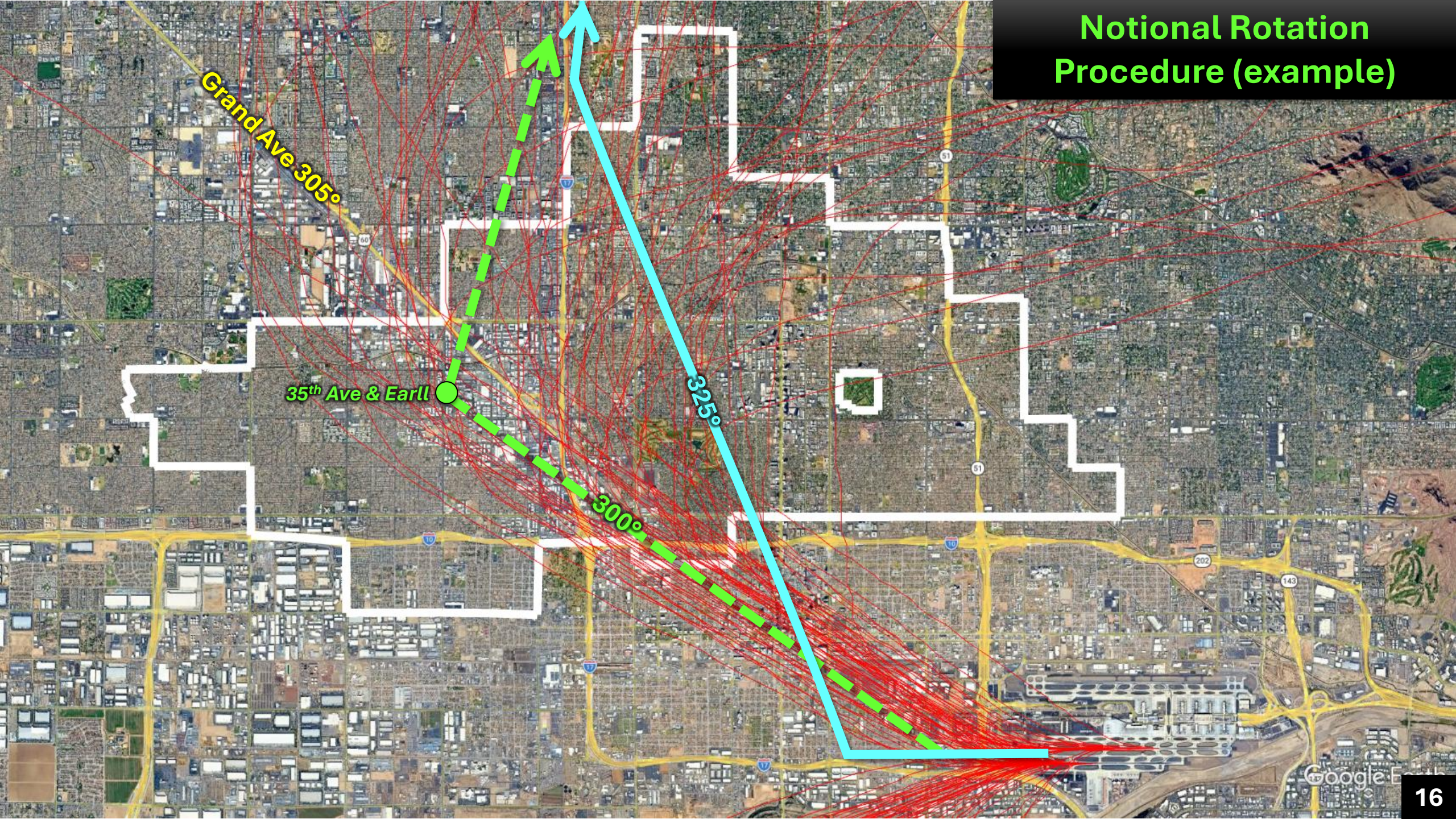
Proposed Turboprop West Flow SID Procedures

- The FAA's proposed IFR procedures for Turboprops shifts the general routing to the east (from Grand Ave, east of over neighborhoods) and likely concentrates those operations relative to the current diffusion
- “Comment” Solutions
 - Oppose the change in Turboprop departure procedures (ie, continue to vector Props)
 - Request FAA develop alternative procedures for the purpose of routing rotation (to avoid concentration impacts), including an alternative more consistent with the existing “Average Track”
 - Request FAA delay implementation so alternative procedures can be developed, modeled for noise impacts and reviewed with the Community before the FEA is published

Proposed Group B (Turboprops) West Flow SID



Notional Rotation Procedure (example)



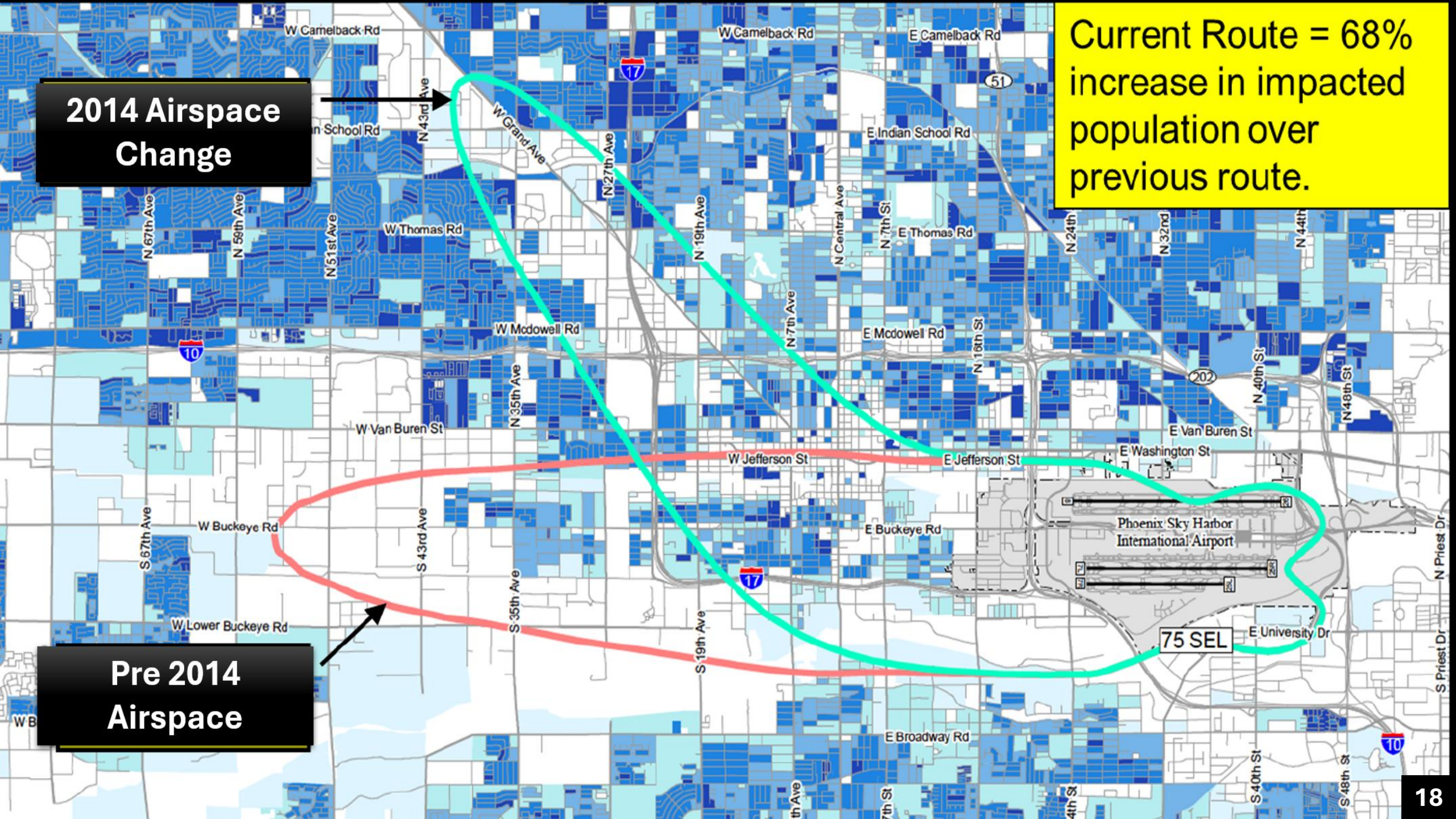
Supplemental Noise Metrics

- The FAA is only required to use the DNL noise metric to analyze impacts but supplemental metrics can be used to better understand issues like peak impacts, single events and duration at specific noise levels or provide heavier nighttime model weighting
- “Comment” Solutions
 - Request FAA delay implementation so FAA can provide supplemental noise modeling including Sound Exposure Level (SEL), Time Above a Specified Level (TA) and Community Noise Equivalent Level (CNEL).
 - Request these additional noise models and mapping be provided and reviewed with the Community prior to the FEA.

2014 Airspace Change

Current Route = 68% increase in impacted population over previous route.

Pre 2014 Airspace



Special Consideration of Historic Districts

- Section 106 consultation with SHPO/THPO was initiated prior to the draft EA, but not completed; key agency input therefore may not have been available to the public during EA comment period.
- “Comment” Solutions
 - Request FAA to publish SHPO/THPO consultation immediately and that FAA re-open public review and comment if agencies indicate potential adverse effects
 - Assert that Historic Districts in general and particularly its public parks are “managed for quiet” and that FAA should re-evaluate environmental impacts accordingly
 - Connect the importance of Historic Districts noise sensitivity to the rationale for requesting supplemental noise metrics (previous slides)

NEPA Compliance

- The DEA raises several FAA NEPA Order compliance issues. Of particular concern, the DEA doesn't identify alternatives for any proposed procedure, excludes VFR operations from noise modeling and the noise model appears to be based on unrealistic vectoring (lack thereof).
- “Comment” Solutions
 - Request FAA delay implementation and develop alternatives that may reduce environmental impacts and still meet the stated purpose and need of the DEA.
 - Request FAA include VFR operations in noise modeling and alternative noise modeling for different levels of vectoring.
 - Request that FAA review the requested alternatives and updated noise modeling and mapping with the Community prior to publishing the FEA.



- Overview
- Air Traffic By the Numbers
- Community Engagement >
- Environmental Reviews >
- Flight Information >
- International Aviation >
- National Airspace System >
- Noise & Emissions >

Phoenix Area FAA Modernization Project Draft Environmental Assessment Documents

The following documents are available for download. We recommend you save the document before you review it. The public comment and review period for the Phoenix Area FAA Modernization Project Draft Environmental Assessment begins **April 29, 2026** and concludes **11:59pm June 30, 2026**. The FAA will consider comments emailed or mailed/postmarked up to **June 30**.

Comments may be submitted electronically to:
PHX-MODERNIZATION-comment@faa.gov

You may also submit comments via U.S. mail:
 Phoenix Area FAA Modernization

Public Comment Template

- Email – PHX-MODERNIZATION-comment@faa.gov
- Subject – Opposition to Phoenix Area FAA Modernization Project
- To Whom It May Concern
- My name is ____. My home is at this address ____ OR My home is near these cross-streets ____. My home is within the ____ Historic Neighborhood, which was one of the Petitioners in Phoenix v. Huerta 2015, USCOA 2017 decision and subsequent Settlement Agreement requiring western departures adherence to the 43rd Ave Gate.
- Describe how the 2014 airspace changes impacted you (health, outdoor enjoyment) and why maintaining the 43rd Ave Gate is critical to you.

<https://willophx.com/wp-content/uploads/2025/12/FAA-Submission-Historic-Neighborhood-Petitioners-Feedback.-12-19-25.pdf>



THE ROOSEVELT
NEIGHBORHOOD

December 19, 2025

Phoenix Area FAA Modernization
Operations Support Group
FAA-ATO Central Service Center AJV C-250
10101 Hillwood Pkwy
Fort Worth, TX 76177

Submitted via Email: PHX-MODERNIZATION-comment@faa.gov

To Whom it May Concern:

I want to thank the FAA for the opportunity for public input and feedback on the proposed Environmental Assessment for the Phoenix Area FAA Modernization Project in alignment with NEPA and Section 106 of the National Historic Preservation Act.

As Petitioners in the action,

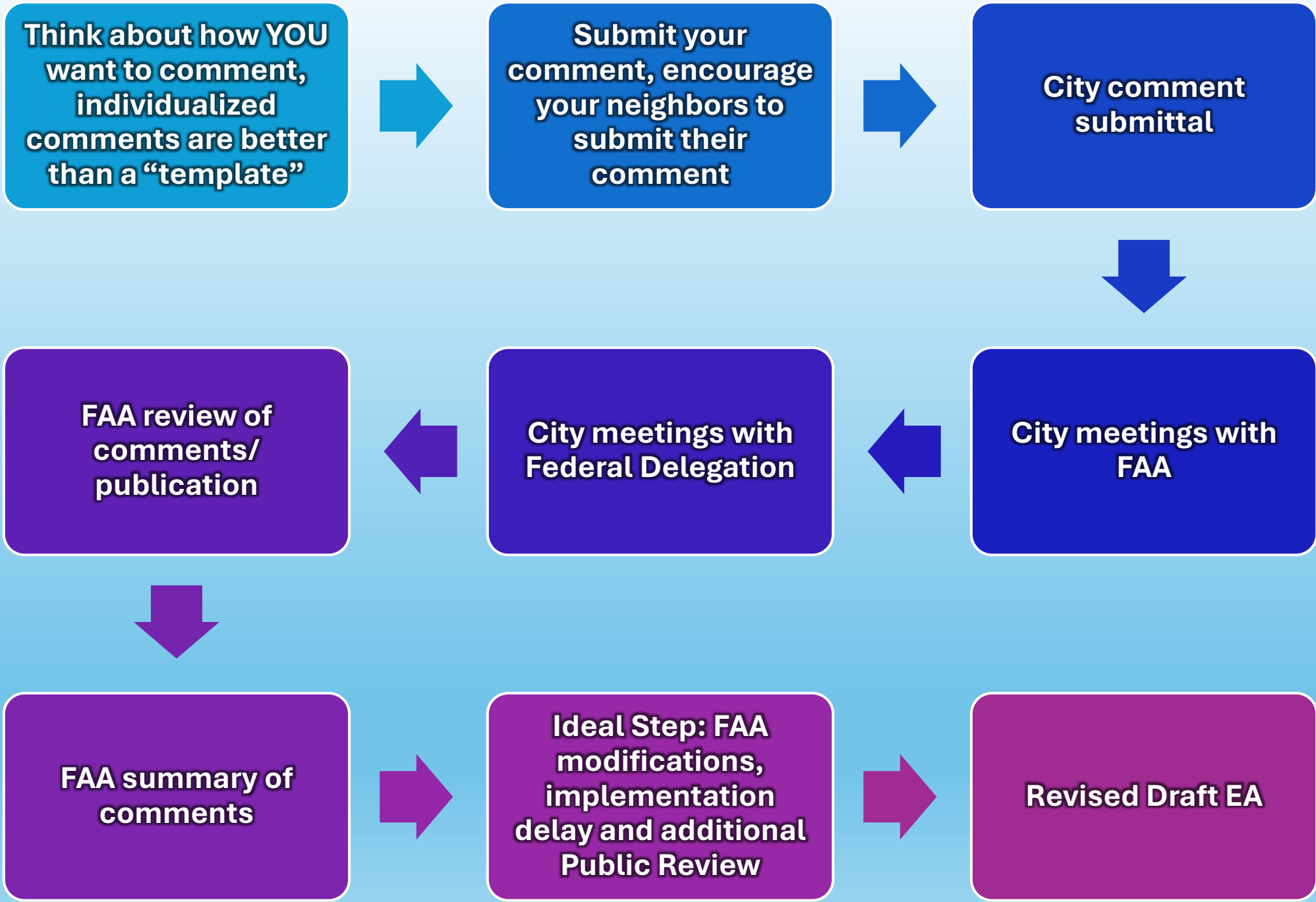
STORY PRESERVATION ASSOCIATION, INC.; WILLO NEIGHBORHOOD
ASSOCIATION; ENCANTO-PALMCROFT HISTORIC PRESERVATION ASSOCIATION,
INC.; ROOSEVELT ACTION ASSOCIATION, INC.
v.

Public Comment Template, continued

- **I'm opposed to the Project and Draft EA** because the FAA has not made it clear in the official documents that the 43rd Ave Gate will be maintained for air carriers/ jet aircraft. While the FAA did imply during the Project Sky Harbor Workshop May 13, 2026 the Gate will be maintained (beginning at minute 1:03:54), this commitment needs to be formalized in the Project and Draft EA given our Community's recent and traumatic history with FAA airspace changes.
- In addition... [incorporate the issues as you see fit from previous slides]:
 - Mapping Delineation of Turboprops and Jets
 - West Flow SID Turboprop Procedures
 - Supplemental Noise Metrics
 - Special Consideration of Historic Districts
 - NEPA Compliance

Public Comment Template, continued

- **I have the following requests:**
 - 43rd Avenue Gate Comment Solutions
 - Additional Comment Solutions depending on issues you include in your comments
- I also support by reference the City of Phoenix Comments and Request related to the Proposed Project and Draft EA.
- In closing...



Last Tip...

- This presentation (cut/paste) is here:
<https://www.skyharbor.com/about-phx/noise-and-flight-paths/faa-flight-path-study/>





THANK YOU!

**For help with developing comment submittal
please contact me**

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jordan.feld@phoenix.gov

**Jordan D. Feld, CM, AICP
Deputy Aviation Director
Planning & Environmental**