Council District 4
Monthly Listening Session

May 9, 2026

Phoenix Area FAA Modernization Project

OVERVIEW

Goals for Today

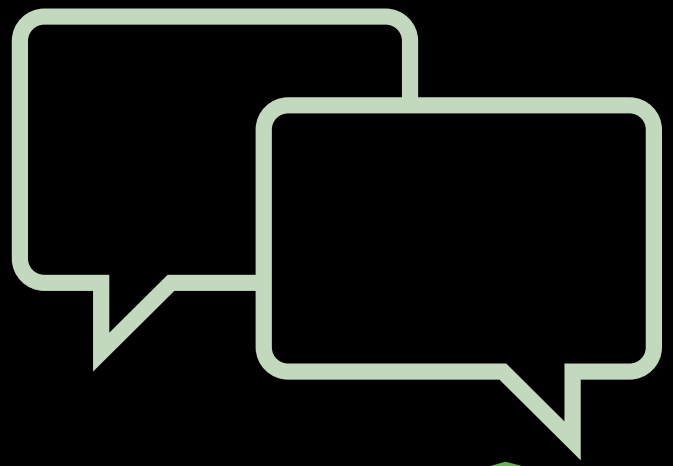
Airspace Background

Project Elements

Review of Procedures

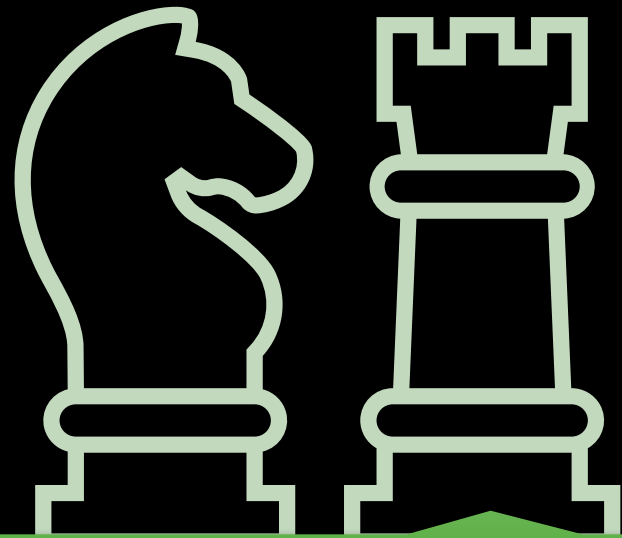
Next Steps

GOALS



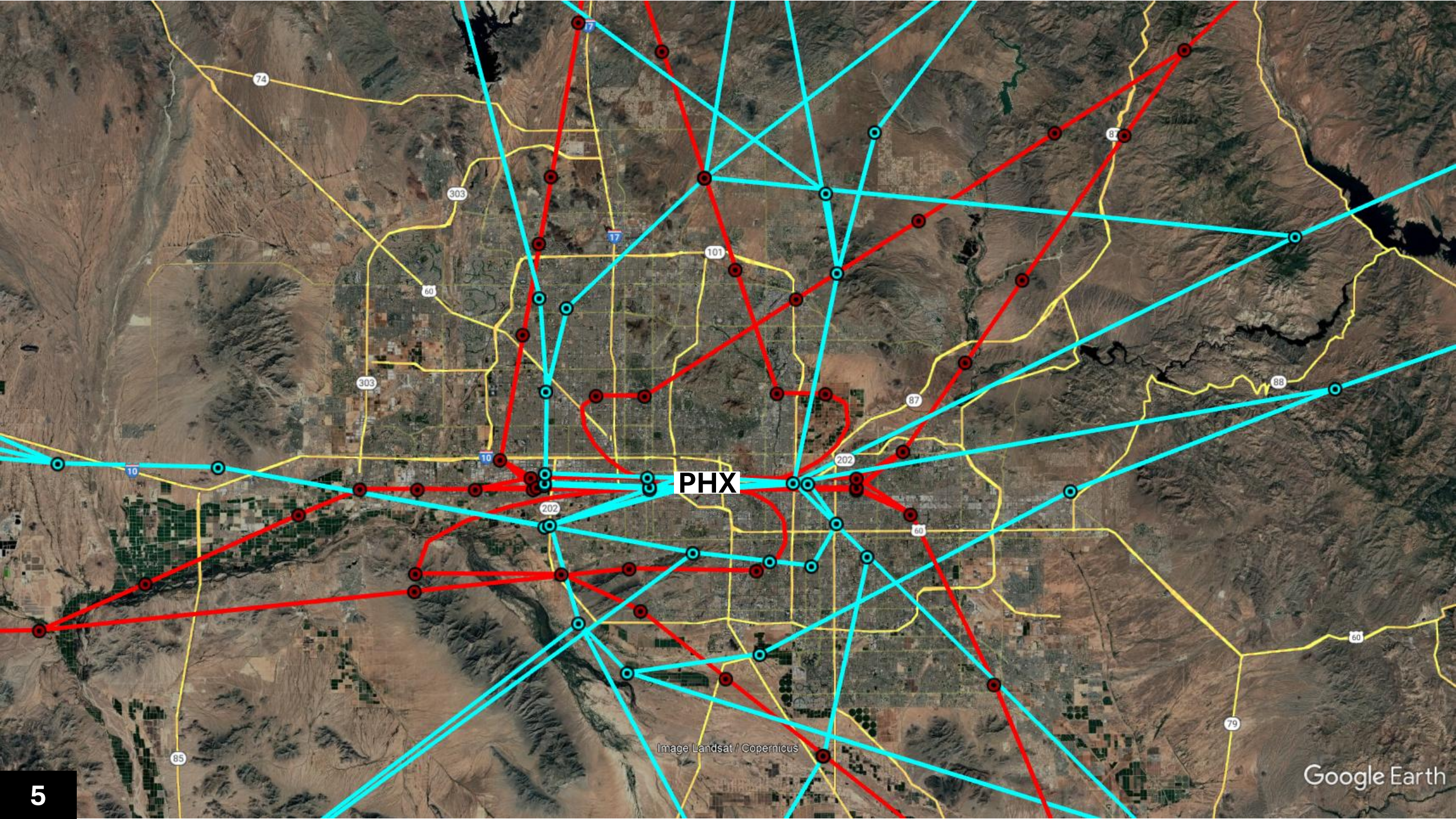
Discuss initial reactions

Identify potential issues



Workshop strategy

Background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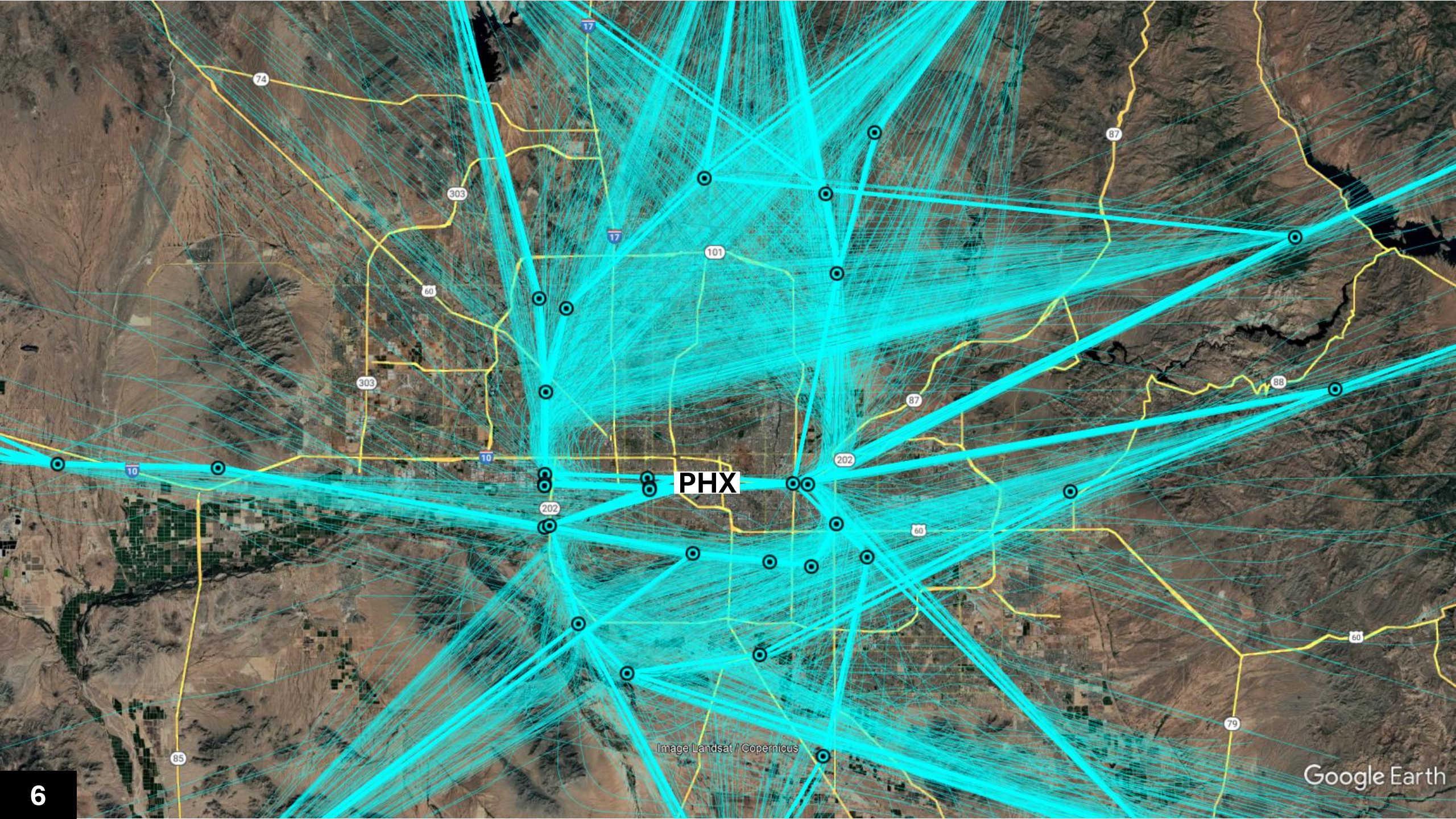
Google Earth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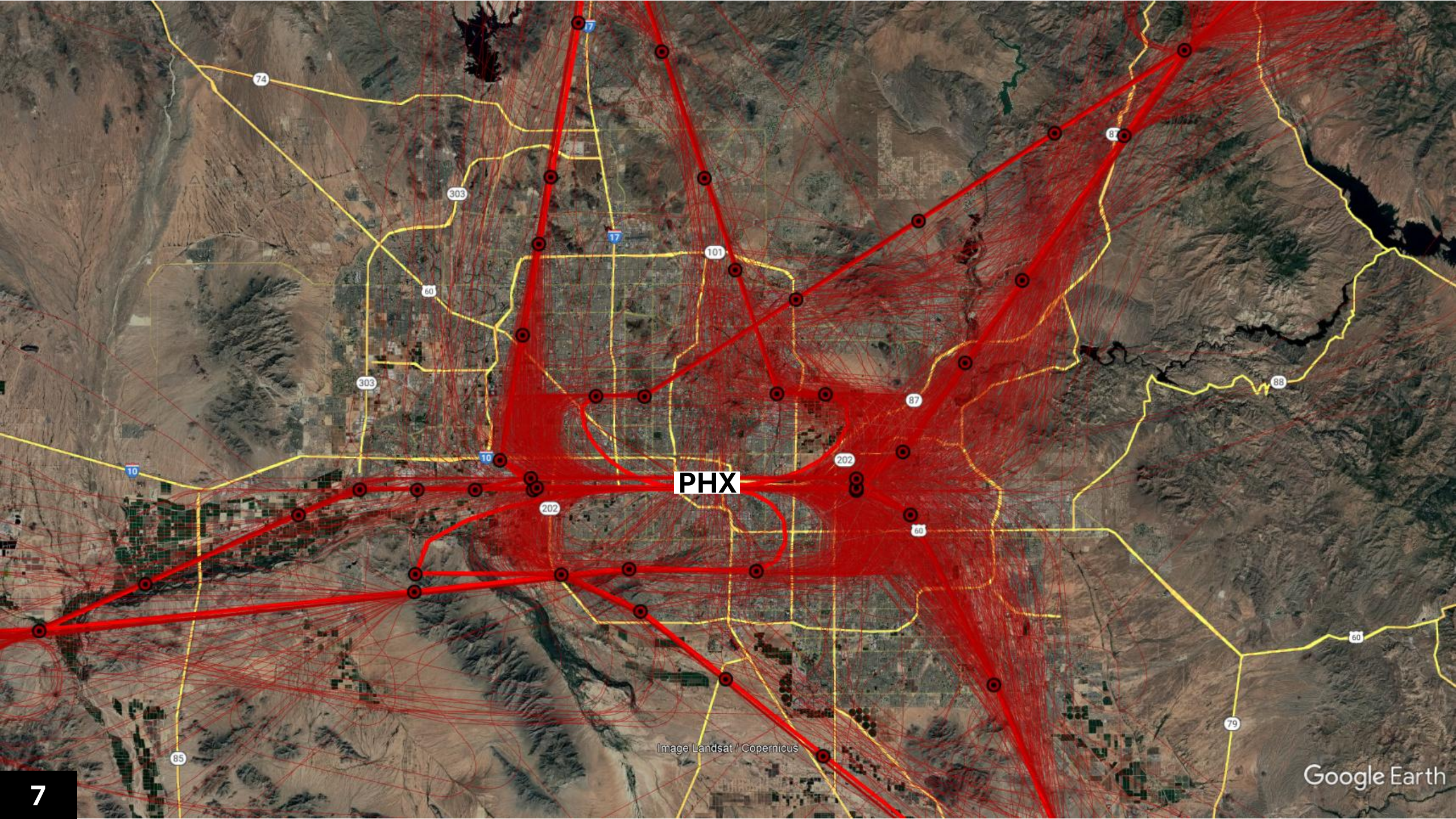
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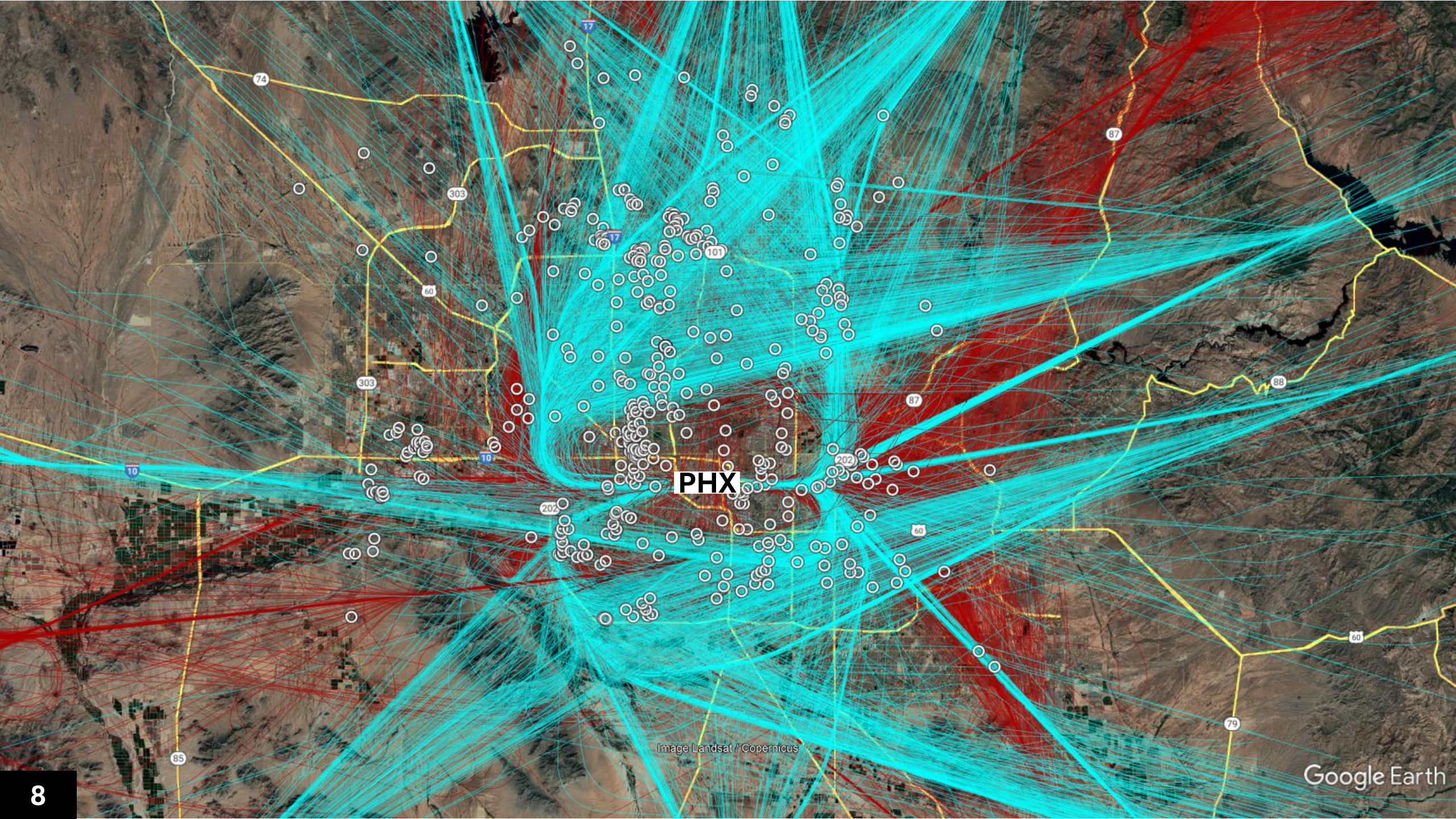
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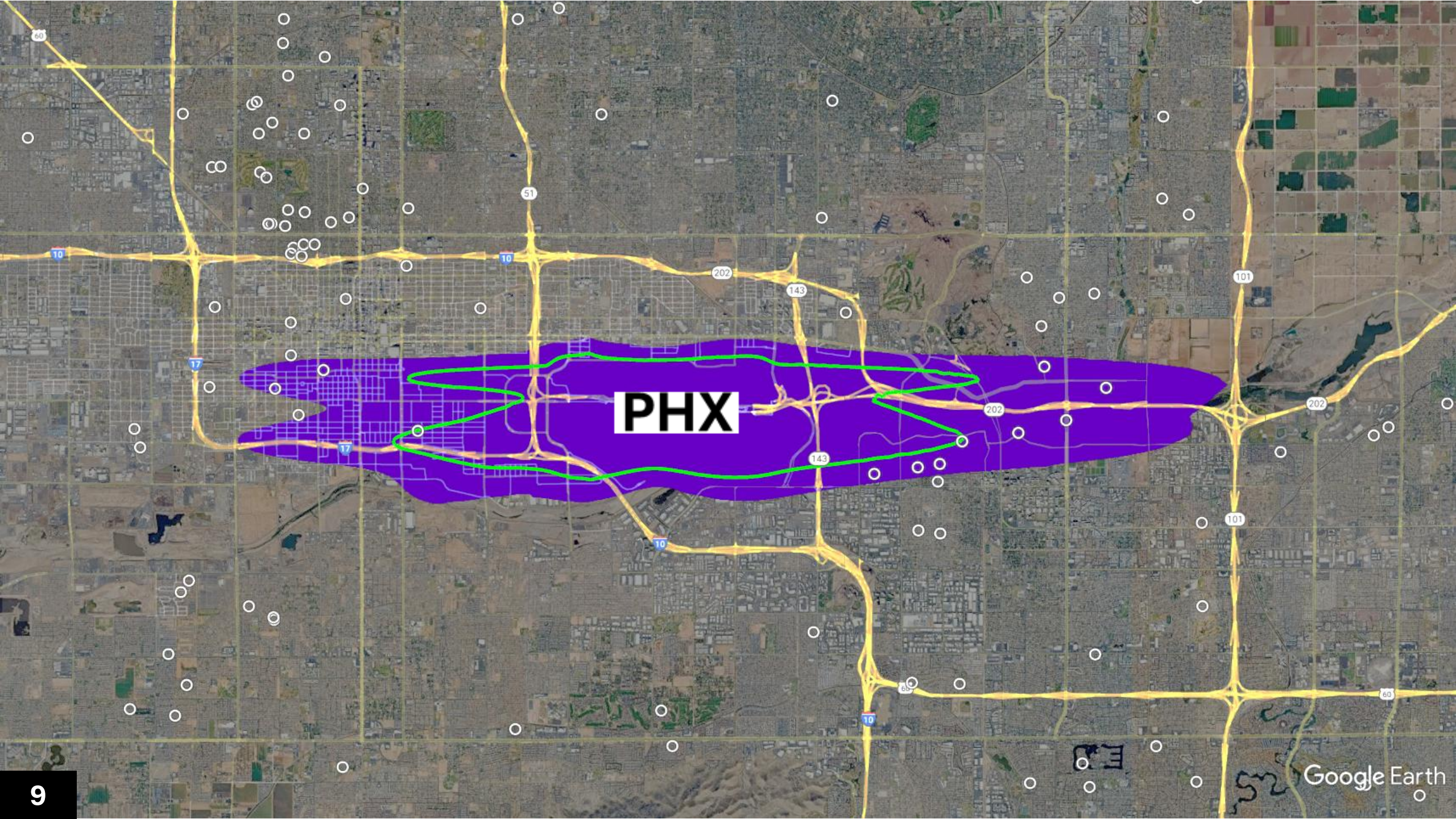
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Google Earth

faa.gov/airtraffic/communityengagement/phx/phoenix-area-faa-modernization-project-draft-environmental

Project Elements

United States Department of Transportation

Federal Aviation Administration

About Jobs News Search

Aircraft Air Traffic Airports Pilots & Airmen Data & Research Regulations Space Drones

Home / Air Traffic / Community Engagement / Community Engagement

- 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:

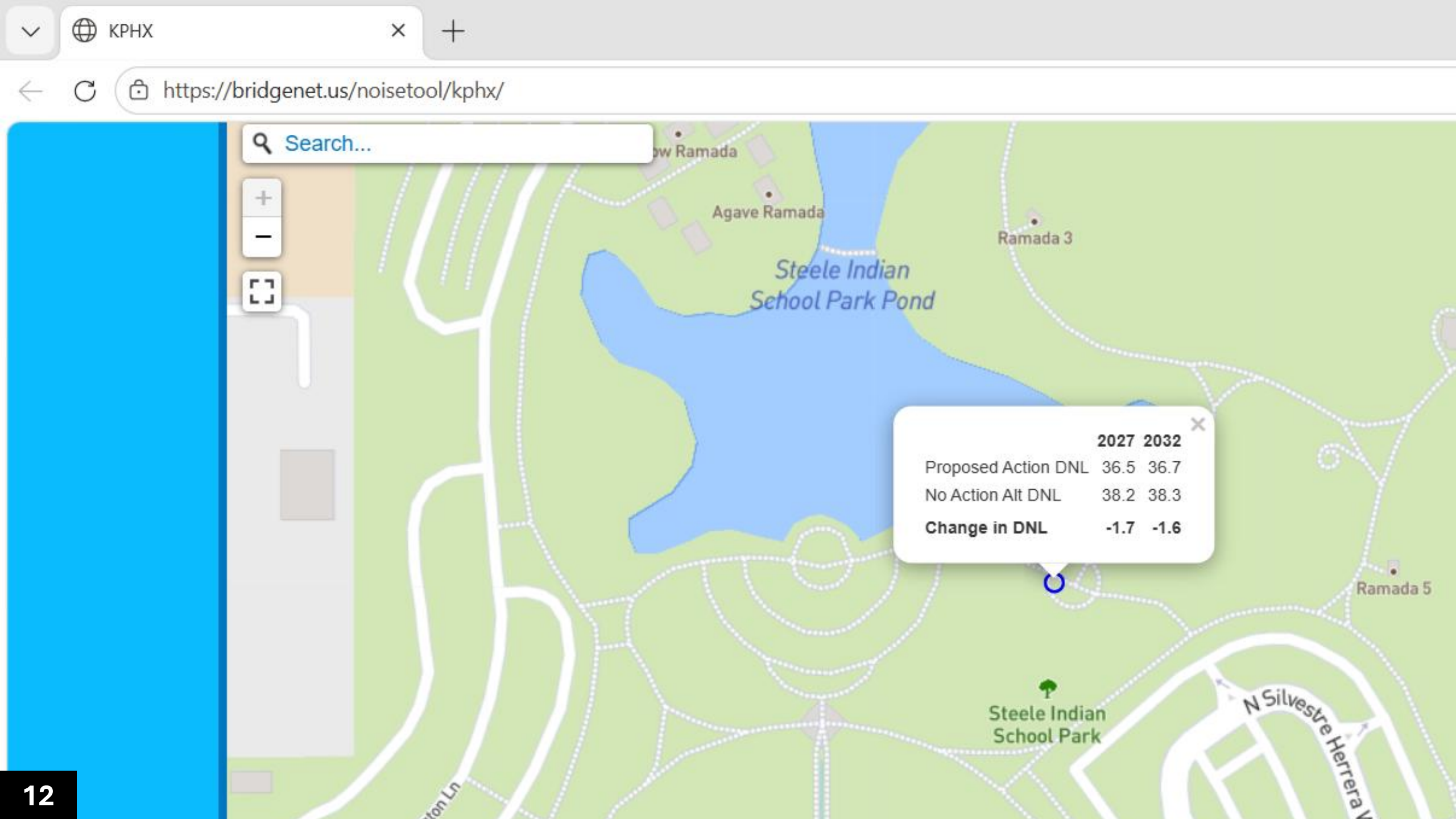
PHX-MODERNIZATION-comment@faa.gov

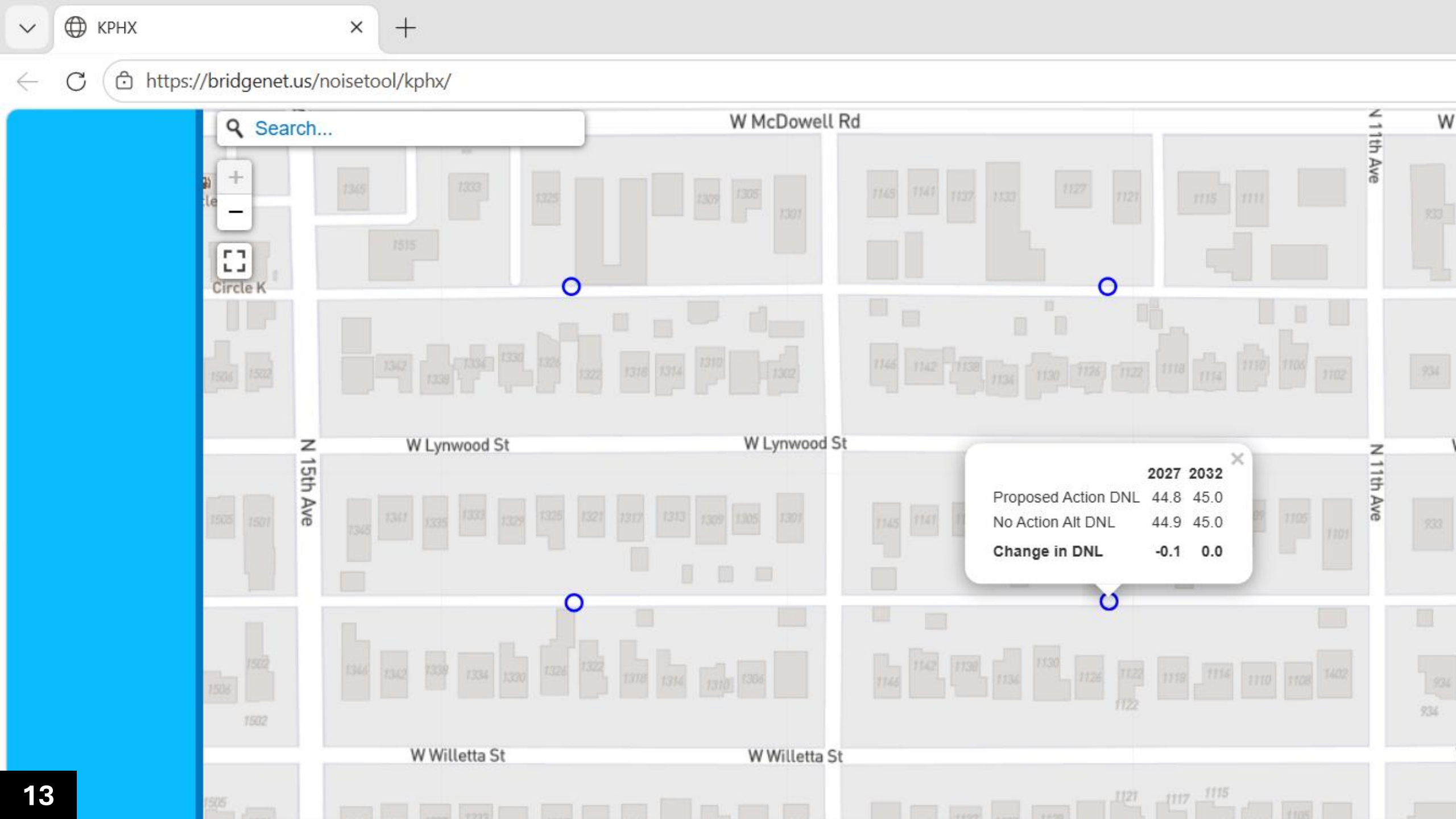
You may also submit comments via U.S. mail:

Phoenix Area FAA Modernization

What's on the website?

- FAQs
- Video links
- NOA
- Noise Mapping Tool
- Draft Environmental Assessment
  - Public Comment Period
  - Email/Address for Submitting Comments
- Workshop Procedure Boards
- Workshop Schedule and Registration Links
- Noise Complaint Portal
- Settlement Agreement Implementation


KPHX
https://bridgenet.us/noisetool/kphx/
Search...
Agave Ramada
Ramada 3
Steele Indian
School Park Pond
2027 2032
Proposed Action DNL 36.5 36.7
No Action Alt DNL 38.2 38.3
Change in DNL -1.7 -1.6
Ramada 5
Steele Indian
School Park
N Silvestre Herrera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Circle K
W Lynwood St
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N 15th Ave
N 11th Ave
2027 2032
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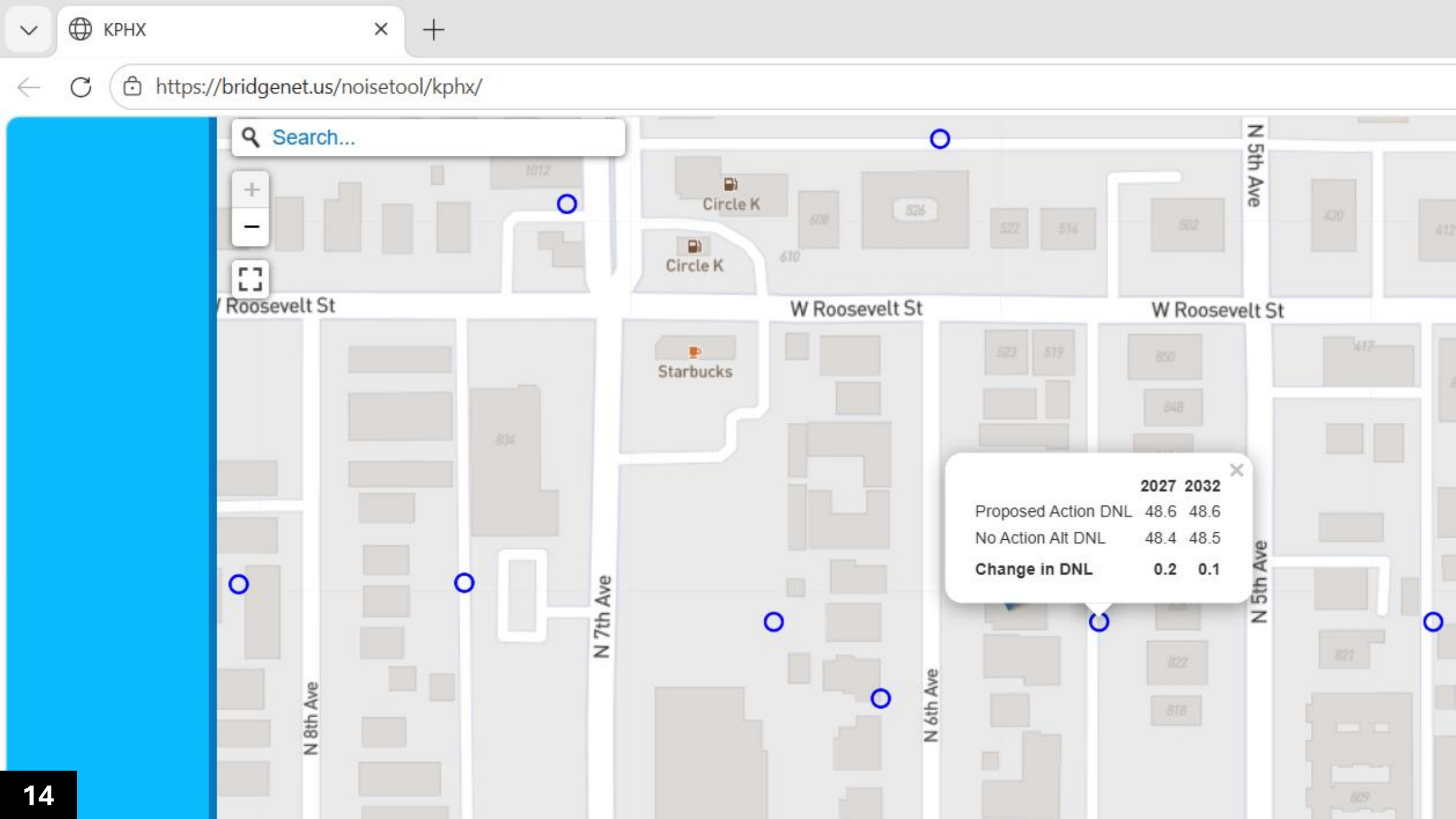
No Action Alt DNL 44.9 45.0
Change in DNL -0.1 0.0
W Willetta St
W Willetta St


KPHX
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Starbucks
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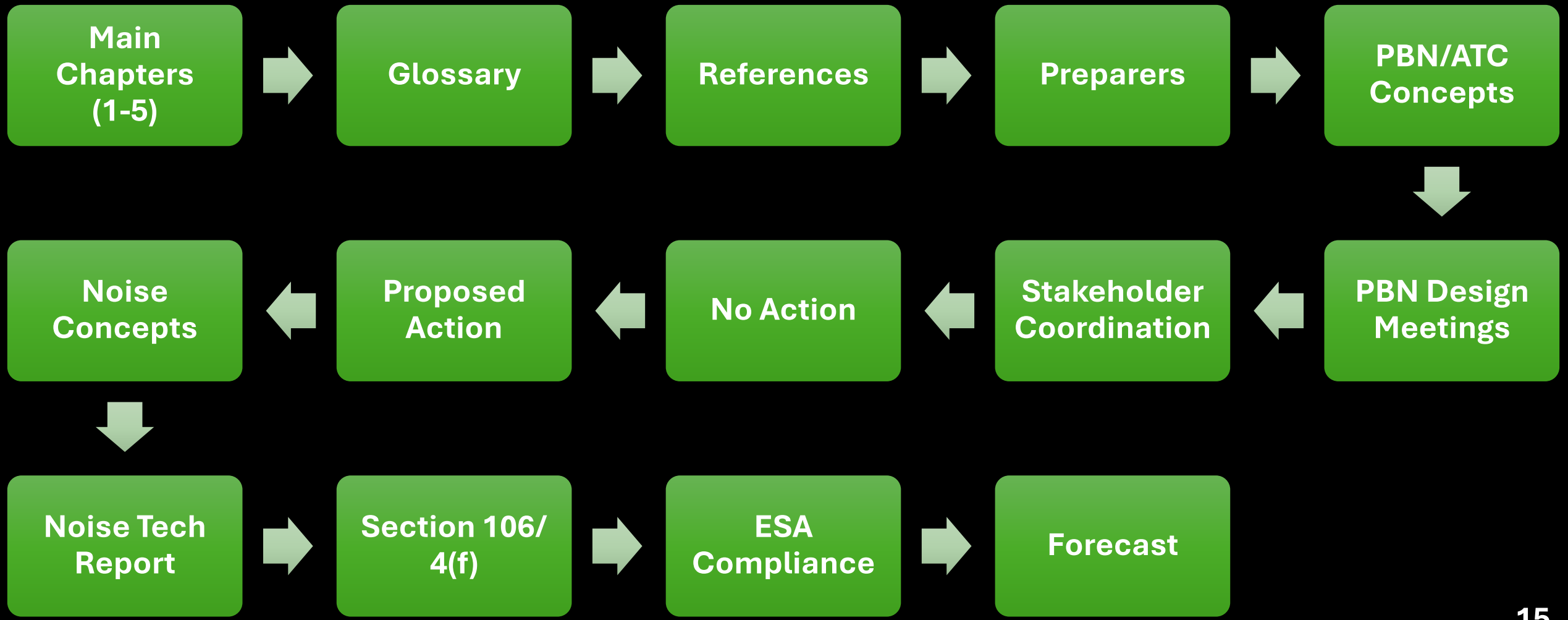
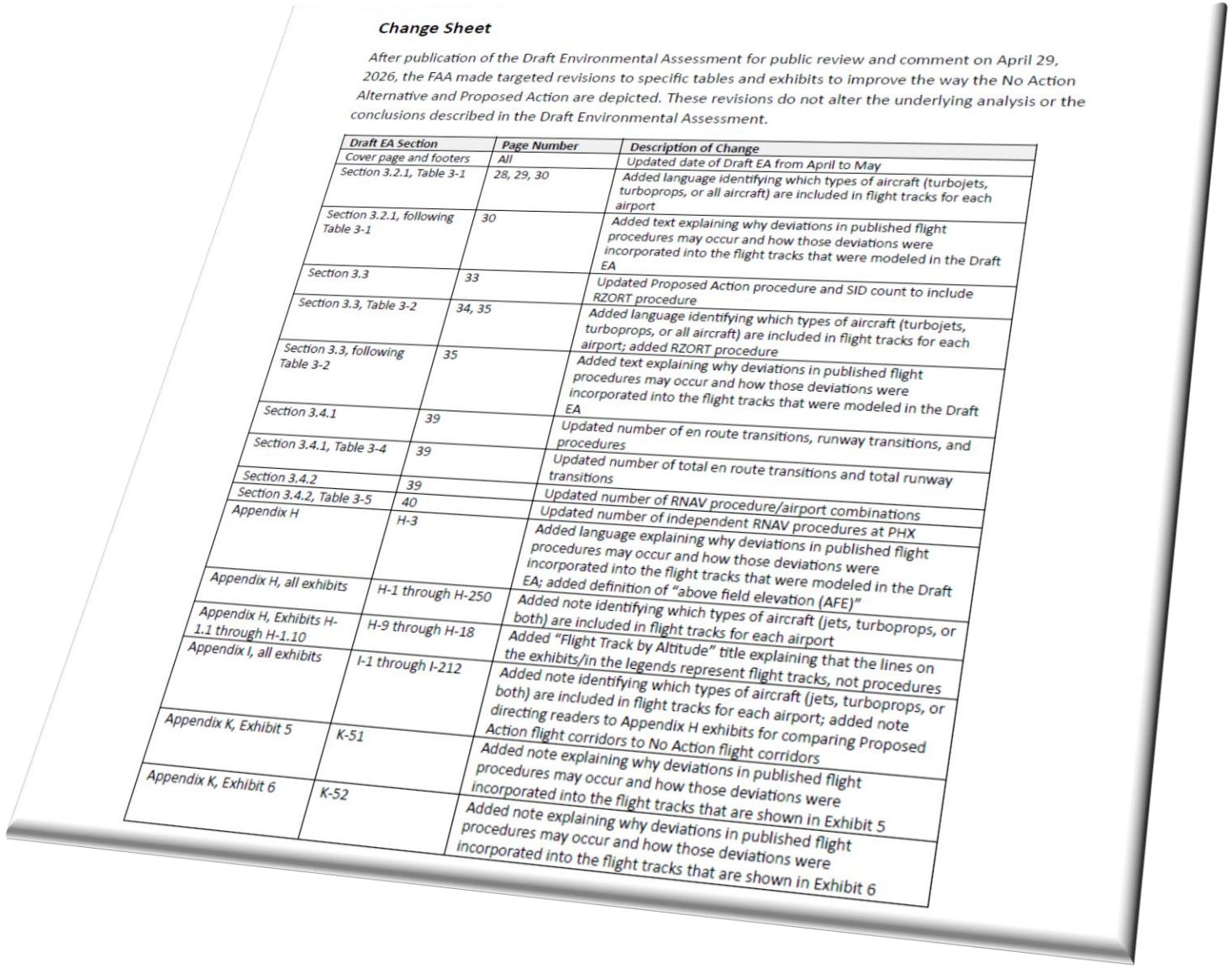
N 7th Ave
N 8th Ave
N 6th Ave
2027 2032
Proposed Action DNL 48.6 48.6
No Action Alt DNL 48.4 48.5
Change in DNL 0.2 0.1

What's in the Draft Environmental Assessment?



EA Change Sheet

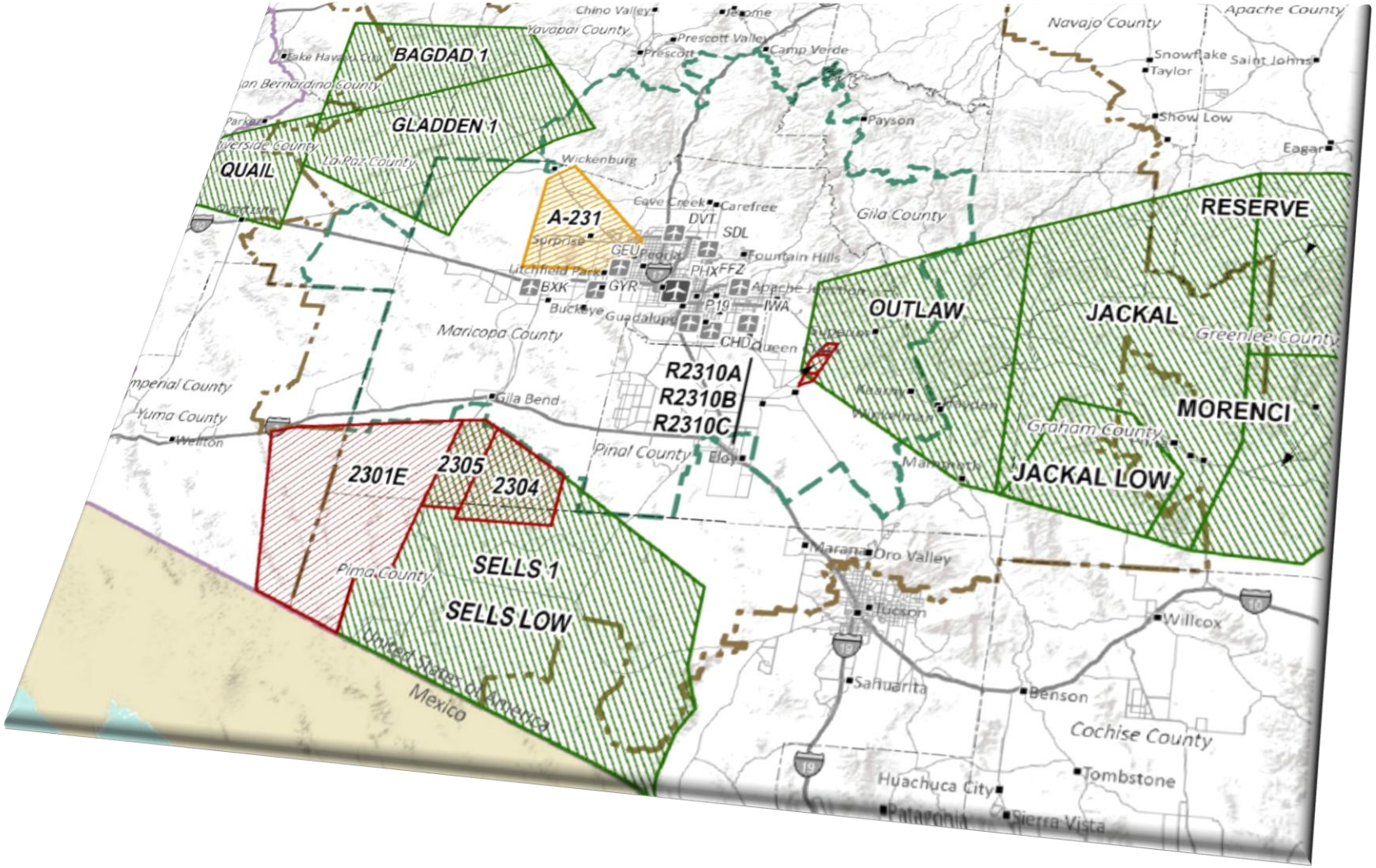


Change Sheet

After publication of the Draft Environmental Assessment for public review and comment on April 29, 2026, the FAA made targeted revisions to specific tables and exhibits to improve the way the No Action Alternative and Proposed Action are depicted. These revisions do not alter the underlying analysis or the conclusions described in the Draft Environmental Assessment.

Draft EA Section	Page Number	Description of Change
Cover page and footers	All	Updated date of Draft EA from April to May
Section 3.2.1, Table 3-1	28, 29, 30	Added language identifying which types of aircraft (turbojets, turboprops, or all aircraft) are included in flight tracks for each airport
Section 3.2.1, following Table 3-1	30	Added text explaining why deviations in published flight procedures may occur and how those deviations were incorporated into the flight tracks that were modeled in the Draft EA
Section 3.3	33	Updated Proposed Action procedure and SID count to include RZORT procedure
Section 3.3, Table 3-2	34, 35	Added language identifying which types of aircraft (turbojets, turboprops, or all aircraft) are included in flight tracks for each airport; added RZORT procedure
Section 3.3, following Table 3-2	35	Added text explaining why deviations in published flight procedures may occur and how those deviations were incorporated into the flight tracks that were modeled in the Draft EA
Section 3.4.1	39	Updated number of en route transitions, runway transitions, and procedures
Section 3.4.1, Table 3-4	39	Updated number of total en route transitions and total runway transitions
Section 3.4.2	39	Updated number of RNAV procedure/airport combinations
Section 3.4.2, Table 3-5	40	Updated number of independent RNAV procedures at PHX
Appendix H	H-3	Added language explaining why deviations in published flight procedures may occur and how those deviations were incorporated into the flight tracks that were modeled in the Draft EA; added definition of "above field elevation (AFE)"
Appendix H, all exhibits	H-1 through H-250	Added note identifying which types of aircraft (jets, turboprops, or both) are included in flight tracks for each airport
Appendix H, Exhibits H-1.1 through H-1.10	H-9 through H-18	Added "Flight Track by Altitude" title explaining that the lines on the exhibits/in the legends represent flight tracks, not procedures
Appendix I, all exhibits	I-1 through I-212	Added note identifying which types of aircraft (jets, turboprops, or both) are included in flight tracks for each airport; added note directing readers to Appendix H exhibits for comparing Proposed Action flight corridors to No Action flight corridors
Appendix K, Exhibit 5	K-51	Added note explaining why deviations in published flight procedures may occur and how those deviations were incorporated into the flight tracks that are shown in Exhibit 5
Appendix K, Exhibit 6	K-52	Added note explaining why deviations in published flight procedures may occur and how those deviations were incorporated into the flight tracks that are shown in Exhibit 6

EA Introduction (Ch.1)



EA Purpose & Need (Ch.2)

Specifically, the arrival and departure procedures serving the Phoenix area can be improved to optimize use of the airspace and maintain safety while **improving operational efficiency**, predictability, and flexibility for the benefit of pilots, controllers, and the public. RNAV procedures can also reduce the need for controllers to employ vectoring and speed adjustments, thus **reducing controller and pilot workload** (21-22).

EA Alternatives – No Action (Ch.3)

Exhibit 3-1. No Action Alternative Procedures

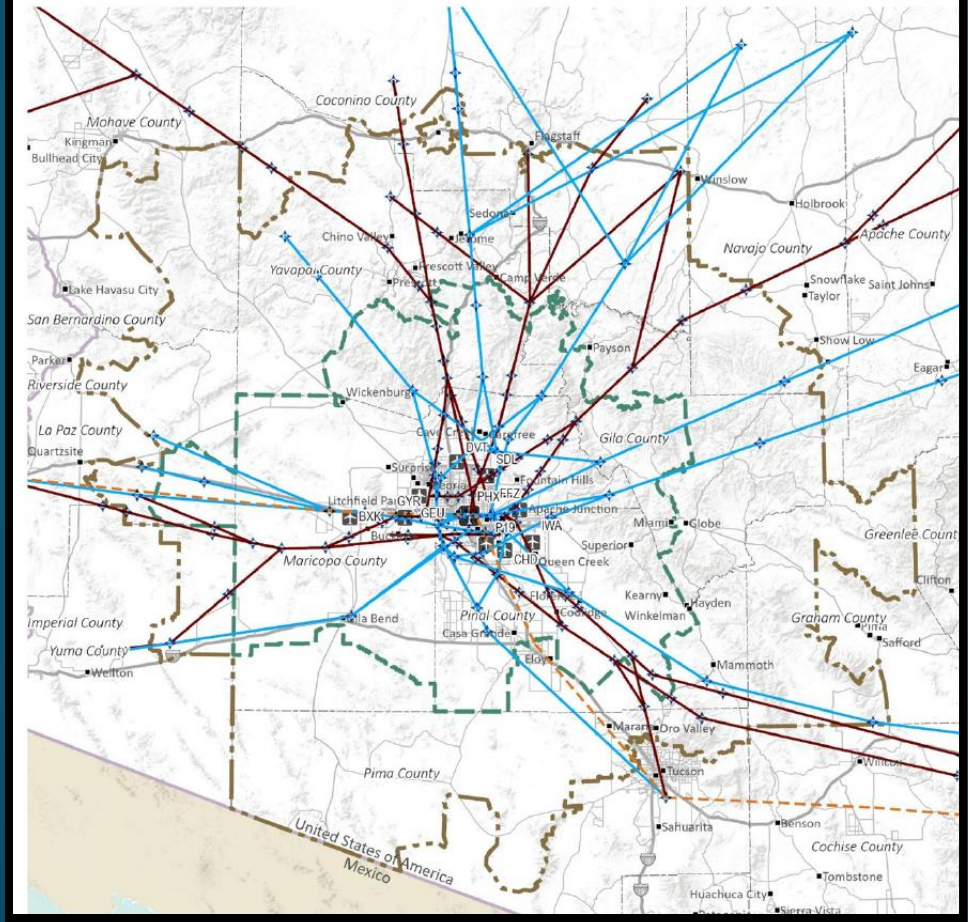


Table 3-1. No Action Alternative – STARs, SIDs, and ODPs

No Action Procedure	Procedure Type	Basis of Design	Transitions (en route/runway)	Airports Served: Aircraft Type
ARLIN	STAR	Conventional	2/4	PHX, CHD, DVT, FFZ, IWA, P19, SDL: Turbojet and Turboprop
BLYTHE	STAR	Conventional	1/4	PHX, CHD, DVT, FFZ, IWA, P19, SDL: Turbojet and Turboprop
BRUSR	STAR	RNAV	2/5	PHX: Turbojet
BUNTR	STAR	Conventional	3/0	PHX: Turbojet
COYOT	STAR	Conventional	3/0	PHX: Turbojet and Turboprop
DSERT	STAR	RNAV	4/0	PHX, DVT, FFZ, GEU, GYR, SDL, CHD, IWA: Turbojet and Turboprop
EAGUL	STAR	RNAV	3/5	PHX: Turbojet
HUUTY	STAR	RNAV	2/0	IWA, FFZ, CHD: Turbojet
HYDRR	STAR	RNAV	3/5	PHX: Turbojet
JESSE	STAR	Conventional	3/0	PHX: Turbojet and Turboprop
PIING	STAR	RNAV	2/5	PHX: Turbojet
SUNSS	STAR	Conventional	2/0	PHX: Turboprop CHD, DVT, FFZ, GEU, GYR, IWA, P19, SDL: Turbojet and Turboprop
BALDY	SID	Conventional	2/6	PHX: Turbojet and Turboprop
BNYRD	SID	RNAV	1/0	CHD, DVT, GEU, GYR, IWA, SDL: Turbojet and Turboprop
BROAK	SID	RNAV	3/6	PHX: Turbojet and Turboprop
BUCKEYE	SID	Conventional	4/6	PHX: Turbojet and Turboprop
CHILY	SID	Conventional	4/6	PHX: Turbojet and Turboprop
DEER VALLEY	ODP	Conventional	0/4	DVT: All Aircraft
DRAKE	ODP	RNAV	0/2	GEU: All Aircraft
ECLPS	SID	RNAV	1/6	PHX: Turbojet and Turboprop
FORPE	SID	RNAV	3/6	PHX: Turbojet and Turboprop
FTHLS	SID	RNAV	3/0	CHD, DVT, GEU, GYR, IWA, SDL: Turbojet and Turboprop
FYRBD	SID	RNAV	1/6	PHX: Turbojet and Turboprop
GLENDALE	SID	Conventional	8/2	GEU: All Aircraft
GOODYEAR	SID	Conventional	0/2	GYR: All Aircraft
IZZZO	SID	RNAV	3/0	CHD, DVT, GEU, GYR, IWA, SDL: Turbojet and Turboprop

EA Alternatives – Proposed Action (Ch.3)

Exhibit 3-2. Proposed Action Procedures

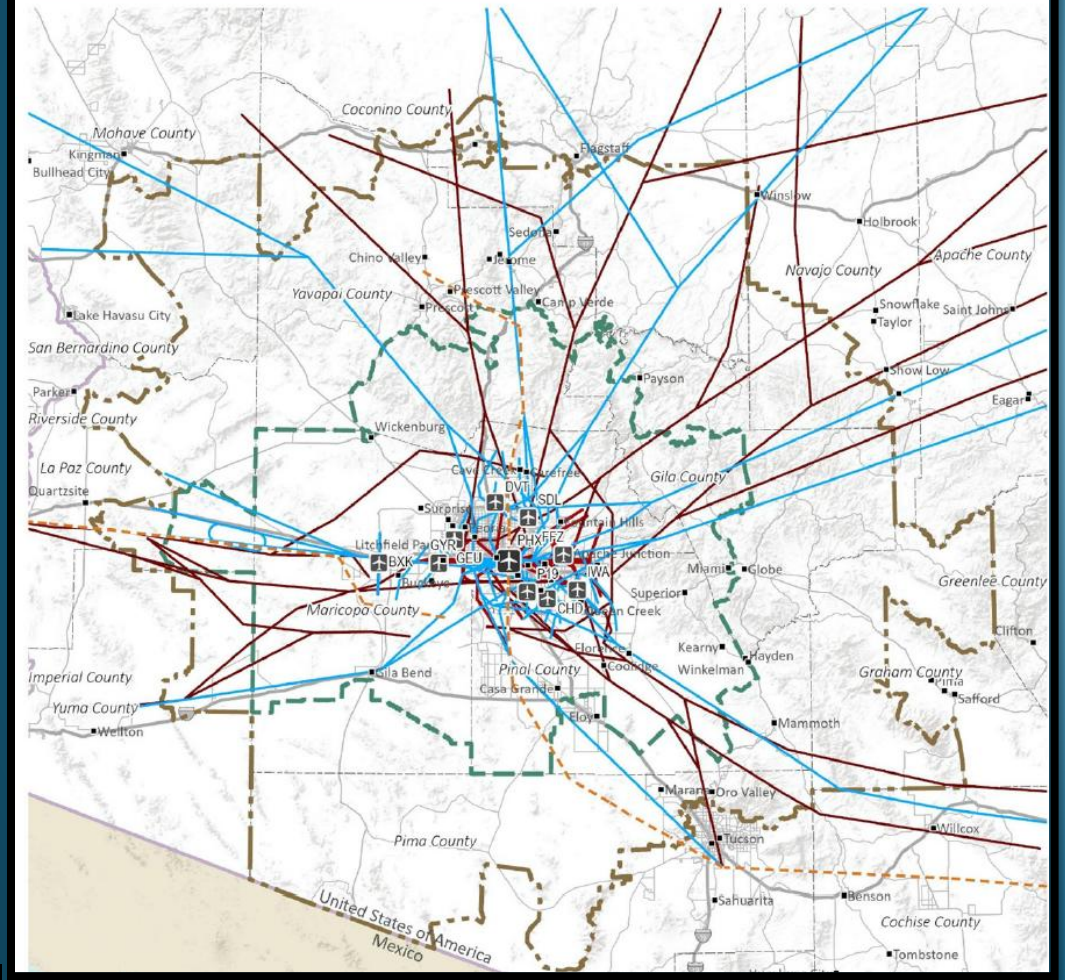


Table 3-2. Proposed Action – STARs and SIDs

Proposed Action Procedure	Procedure Replaced	Procedure Type	Basis of Design	Transitions (en route/ runway)	Airports Served: Aircraft Type	Objectives
BRDEY	PIING	STAR	RNAV	3/2	PHX: Turbojet	Predictability Reduced Vectoring Deconfliction
BTMNN	BRUSR	STAR	RNAV	2/2	PHX: Turbojet	Deconfliction Reduced Vectoring Increased Efficiency
FYTRS	SUNSS	STAR	RNAV	3/2	PHX, BXK, CHD, DVT, FFZ, GEU, GYR, IWA, P19, SDL: Turbojet and Turboprop	Deconfliction Predictability
JNKYD	HUUTY	STAR	RNAV	4/0	PHX, BXK, CHD, FFZ, GEU, GYR, IWA, P19: Turbojet and Turboprop	Predictability Increased Efficiency
LEAGG	DSERT	STAR	RNAV	4/0	PHX, CHD, DVT, FFZ, IWA, P19, SDL: Turbojet and Turboprop	Deconfliction Increased Flexibility
MCAIN	N/A	STAR	RNAV	3/0	PHX, CHD, DVT, FFZ, IWA, P19, SDL: Turbojet and Turboprop	Predictability Reduced Vectoring
MRRVL	EAGUL	STAR	RNAV	4/2	PHX: Turboprop	Predictability Reduced Vectoring
MZCAL	N/A	STAR	RNAV	1/0	BXK, DVT, FFZ, GEU, GYR, IWA, P19, SDL: Turbojet and Turboprop	Predictability Reduced Vectoring
SNDVL	HYDRR	STAR	RNAV	3/4		
BNDYT	STRRM	SID	RNAV	1/6		
JEKLE	FTHLS; BROAK	SID	RNAV	3/2		
GSTIV	KEENS	SID	RNAV	3/4		

Reduce Congestion
Deconfliction
Reduce Vectoring
Reduce TCAS RAs
Increased Efficiency

EA Alternatives – Proposed Action (Ch.3)

Table 3-4. Alternatives Evaluation – Improve Flexibility in Transitioning Aircraft

Criteria	No Action Alternative	Proposed Action
Total Entry Points	4	4
Total Exit Points	4	5
Total En Route Transitions	107	65
Total Runway Transitions	146	266

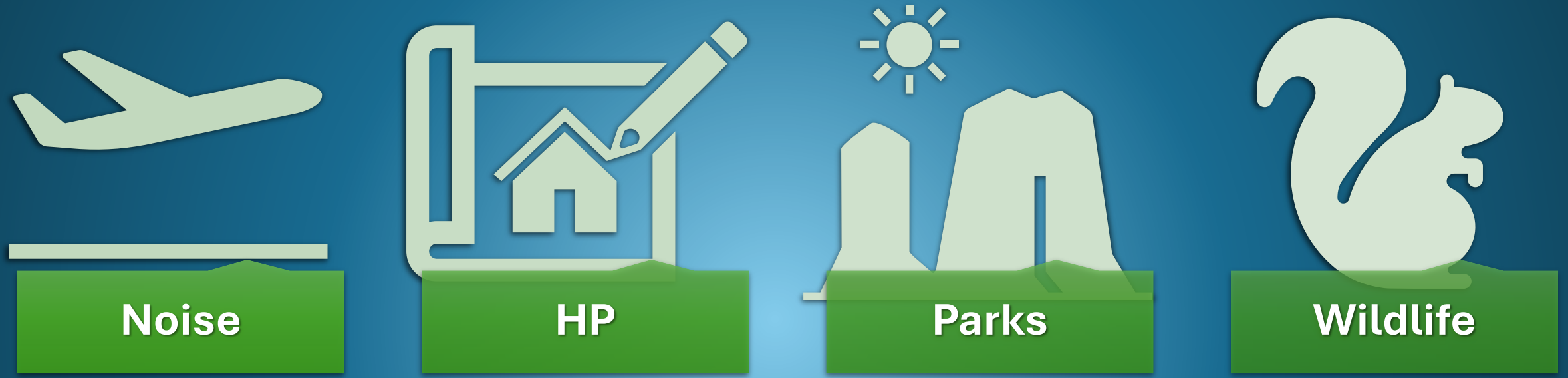
Table 3-5. Alternatives Evaluation – Segregate Arrival and Departure Flows

Airport	Number of Independent RNAV Procedures No Action Alternative	Number of Independent RNAV Procedures Proposed Action
PHX	14	28

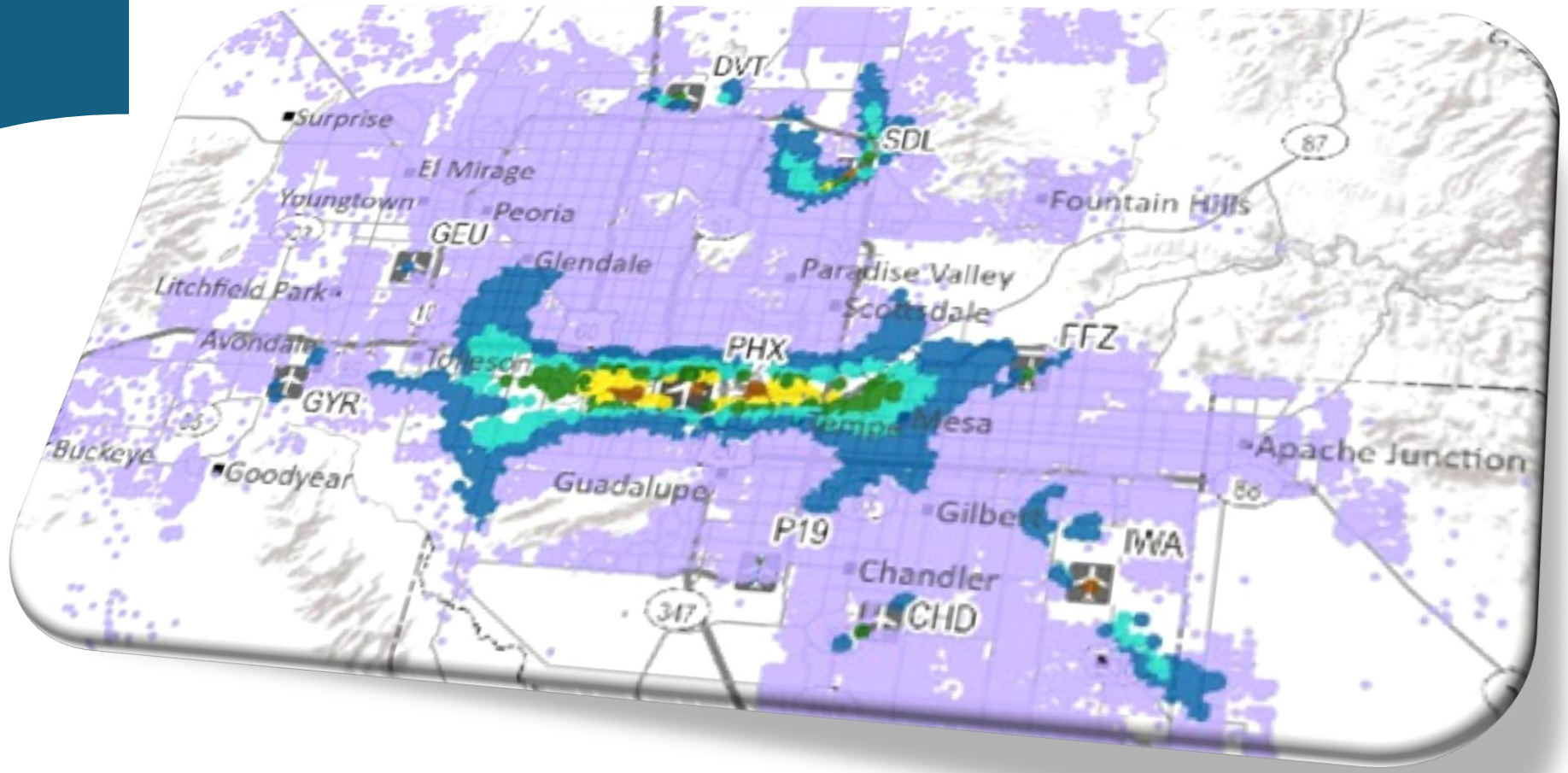
Table 3-6. Alternatives Evaluation – Improve Predictability of Air Traffic Flow

Airport	Available SID/STAR with Altitude Controls No Action Alternative	Available SID/STAR with Altitude Controls Proposed Action
PHX	19	26

EA Affected Environment (Ch.4)



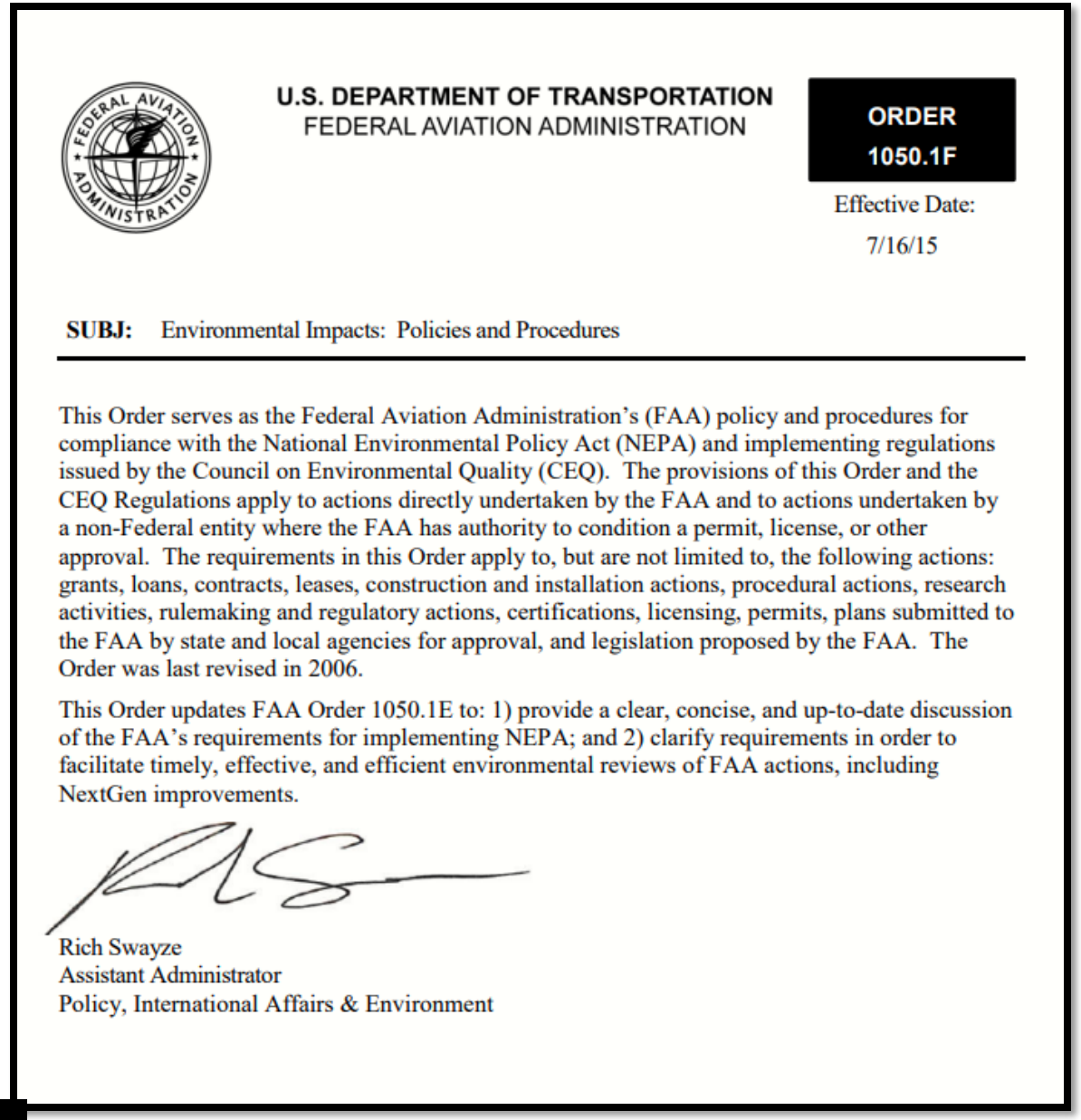
EA Affected Environment (Ch.4) – Existing DNL



EA Affected Environment (Ch.4) – HP

EA Environmental Consequences (Ch.5)

https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050_1F.pdf



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ORDER
1050.1F

Effective Date:
7/16/15

SUBJ: Environmental Impacts: Policies and Procedures

This Order serves as the Federal Aviation Administration's (FAA) policy and procedures for compliance with the National Environmental Policy Act (NEPA) and implementing regulations issued by the Council on Environmental Quality (CEQ). The provisions of this Order and the CEQ Regulations apply to actions directly undertaken by the FAA and to actions undertaken by a non-Federal entity where the FAA has authority to condition a permit, license, or other approval. The requirements in this Order apply to, but are not limited to, the following actions: grants, loans, contracts, leases, construction and installation actions, procedural actions, research activities, rulemaking and regulatory actions, certifications, licensing, permits, plans submitted to the FAA by state and local agencies for approval, and legislation proposed by the FAA. The Order was last revised in 2006.

This Order updates FAA Order 1050.1E to: 1) provide a clear, concise, and up-to-date discussion of the FAA's requirements for implementing NEPA; and 2) clarify requirements in order to facilitate timely, effective, and efficient environmental reviews of FAA actions, including NextGen improvements.

Rich Swayze
Assistant Administrator
Policy, International Affairs & Environment

For DNL 65 dB and higher: +1.5 dB

For DNL 60 dB to <65 dB: +3 dB

For DNL 45 dB to <60 dB: +5 dB

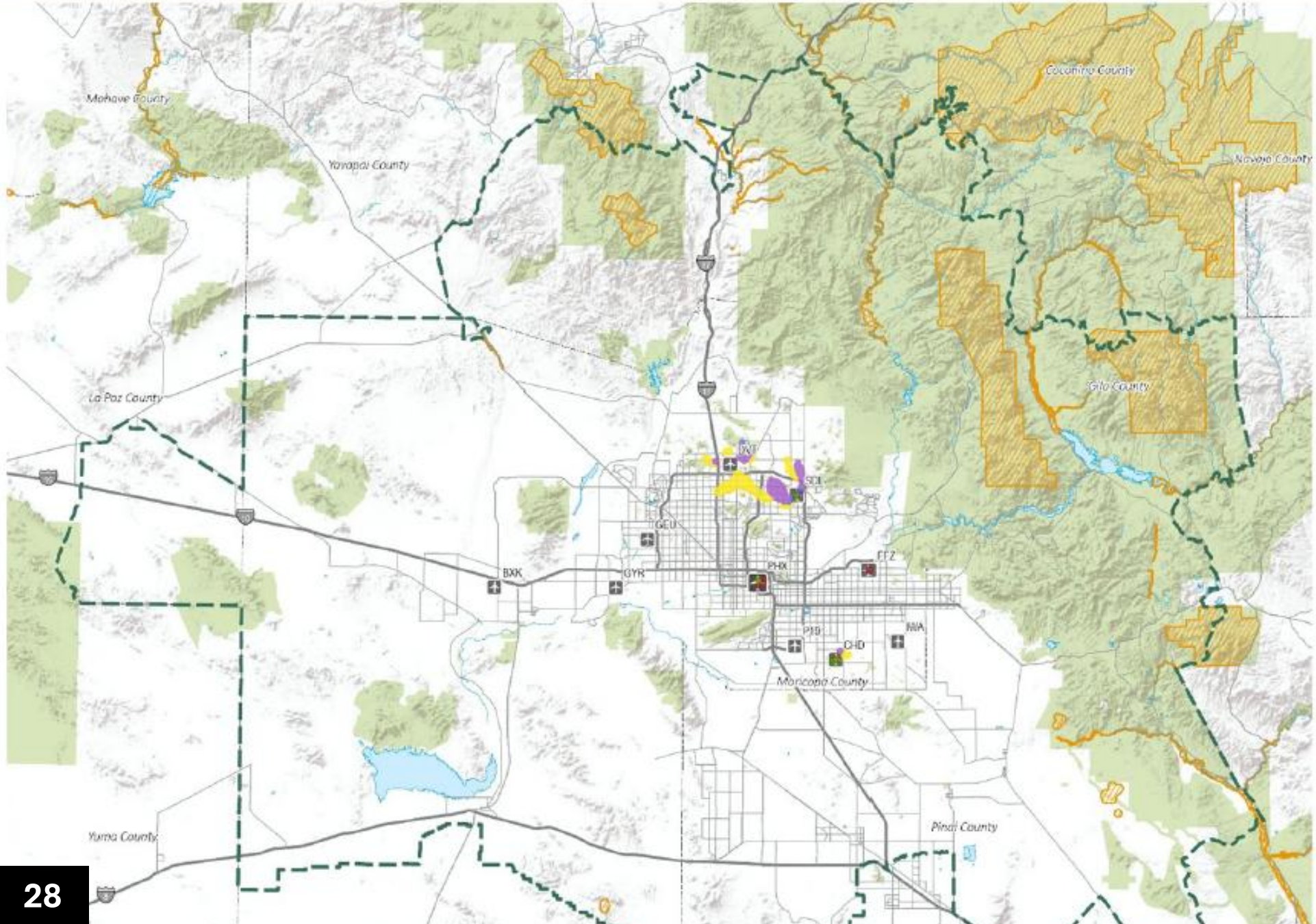
EA Environmental Consequences (Ch.5)

Table 5-1. Aircraft DNL Thresholds and Impact Categories

Noise Exposure Levels	Incremental Change Threshold	Level of Change
DNL ≥ 65 dB	+/- 1.5 dB	Significant
DNL ≥ 60 dB and < 65 dB	+/- 3.0 dB	Reportable
DNL ≥ 45 dB and < 60 dB	+/- 5.0 dB	Reportable

DNL Range (dB)	No Action Alternative Population	Proposed Action Population	Change in Population
DNL 45 dB to less than DNL 60 dB	835,915	922,029	86,114
DNL 60 dB to less than DNL 65 dB	22,143	22,367	224
DNL 65 dB and Higher	6,401	6,447	46
Total Above DNL 45 dB	**864,459**	**950,843**	**86,384**

Exhibit 5-10. Sensitive Receptors and Critical Habitat Areas



Sensitive Receptors and Critical Habitat Areas

- Study Airport (Primary)
- Study Airport (Satellite)
- General Study Area
- U.S. Fish and Wildlife Service Critical Habitat
- National Forest/Park, State/Local Park, or Recreation Area
- Lake, Pond, River
- State Boundary
- County Boundary
- Primary Limited Access Highway
- Primary US & State Highway
- Secondary State & County Road

Noise Increases

- 1.5 dB or greater for location with a Proposed Action DNL >= 65 dB
- 3.0 dB or greater for location with a Proposed Action DNL >= 60 dB and < 65 dB
- 5.0 dB or greater for location with a Proposed Action DNL >= 45 dB and < 60 dB

Noise Decreases

- 1.5 dB for location with a No Action DNL >= 65 dB
- 3.0 dB for location with a No Action DNL >= 60 dB and < 65 dB
- 5.0 dB for location with a No Action DNL >= 45 dB and < 60 dB

Data Source: Compare_2032PA_to_2032NA_Layer.csv

Study Airport (Primary)	
Phoenix Sky Harbor International Airport	**PHX**
Study Airport (Satellite)	
Buckeye Municipal Airport	**BXK**
Chandler Municipal Airport	**CHD**
Phoenix Deer Valley Airport	**DVT**
Falcon Field Airport	**FFZ**
Glendale Regional Airport	**GEU**
Phoenix Goodyear Airport	**GYR**
Mesa Gateway Airport	**IWA**

Review of Procedures

Comparing Proposal and No Action

Using Supplemental Info

Specialized Resources

AVN Resources

Workshop Boards

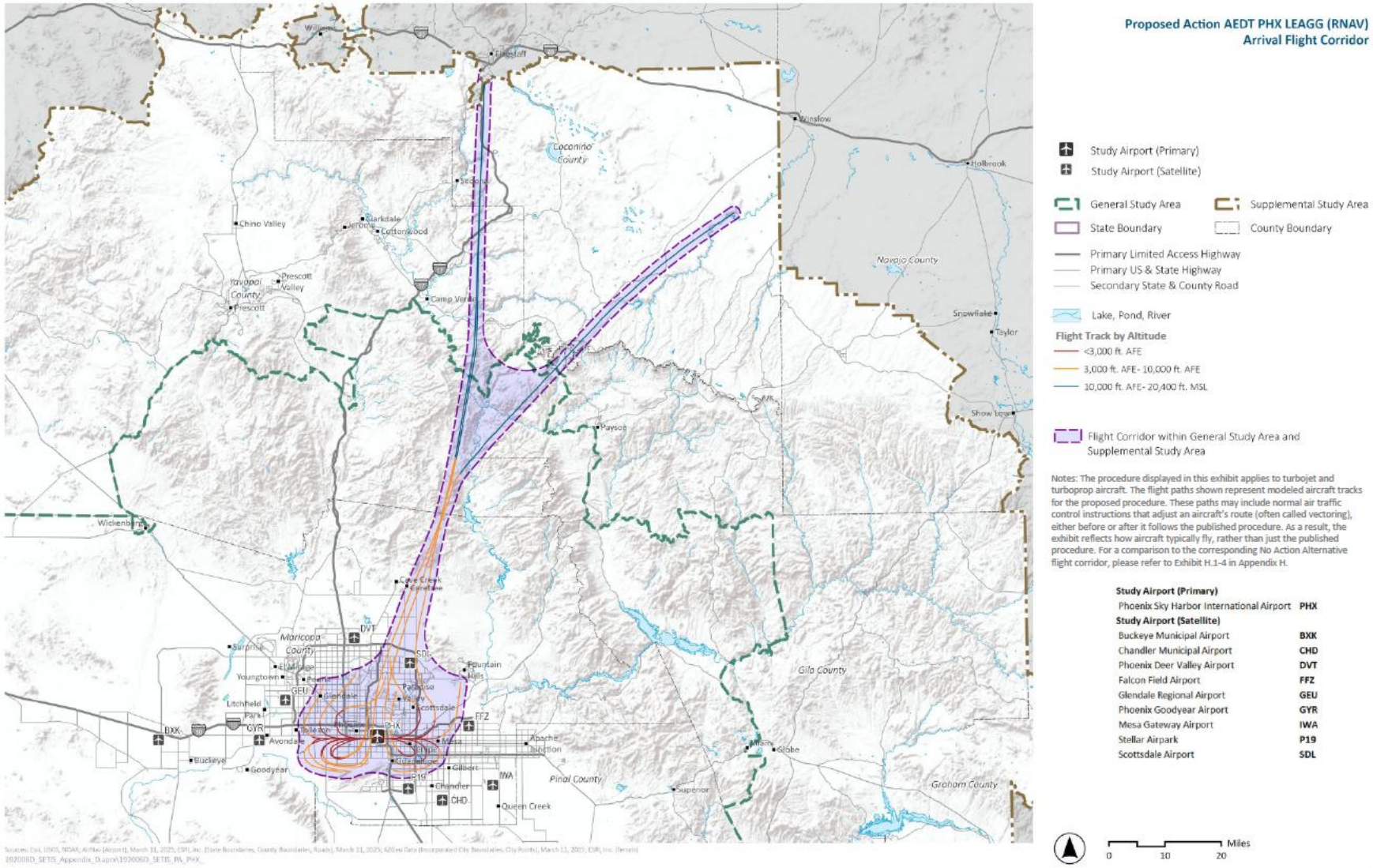
PBN Design Mtg Maps

Noise Tech Report

Section 106 & 4(f)

I.1-4

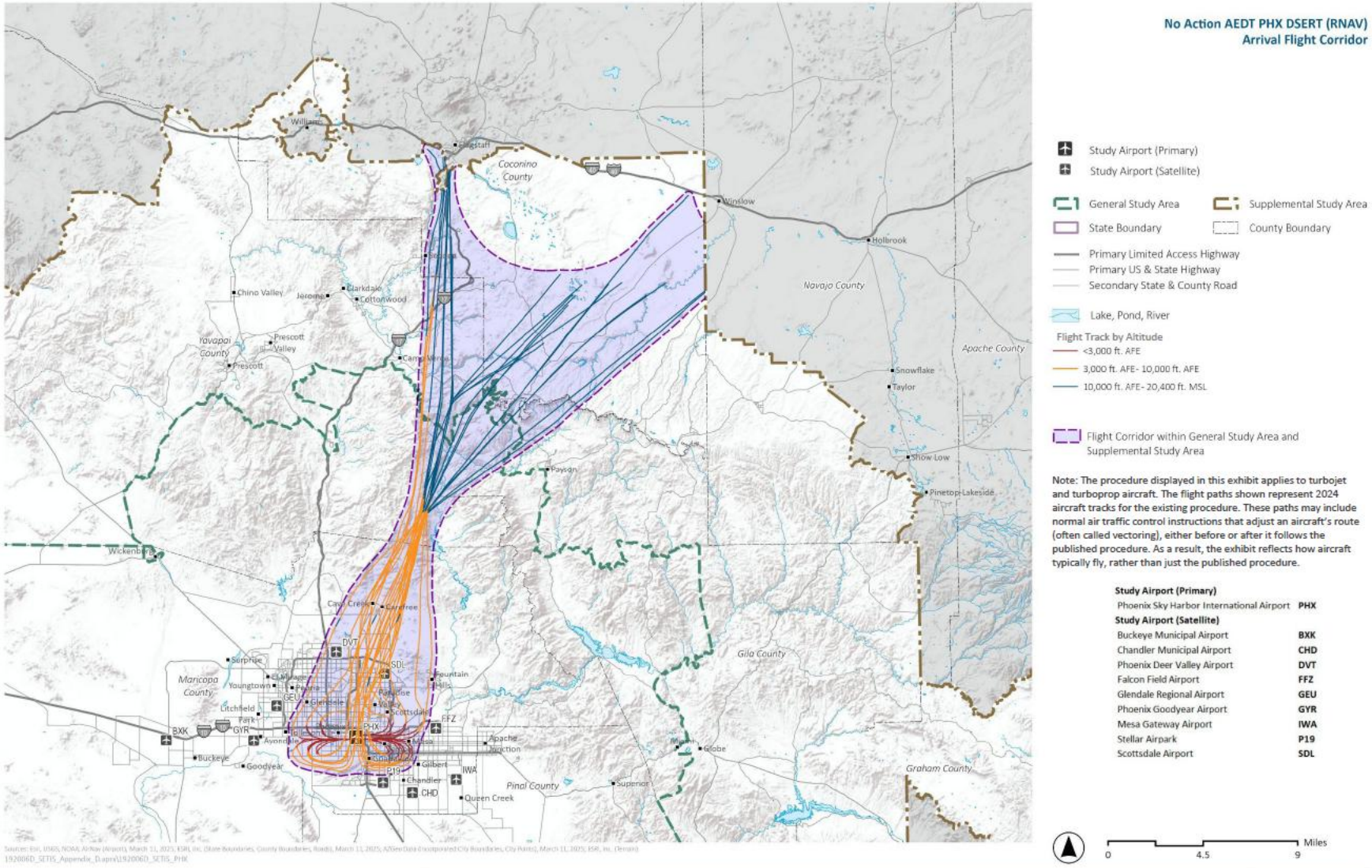
Exhibit I.1-4. Proposed Action AEDT PHX LEAGG (RNAV) Arrival Flight Corridor



Notes: The procedure displayed in this exhibit applies to turbojet and turboprop aircraft. The flight paths shown represent modeled aircraft tracks for the proposed procedure. These paths may include normal air traffic control instructions that adjust an aircraft's route (often called vectoring), either before or after it follows the published procedure. As a result, the exhibit reflects how aircraft typically fly, rather than just the published procedure. For a comparison to the corresponding No Action Alternative flight corridor, please refer to Exhibit H.1-4 in Appendix H.

H.1-4

Exhibit H.1-4. No Action AEDT PHX DSERT (RNAV) Arrival Flight Corridor



I.1-4

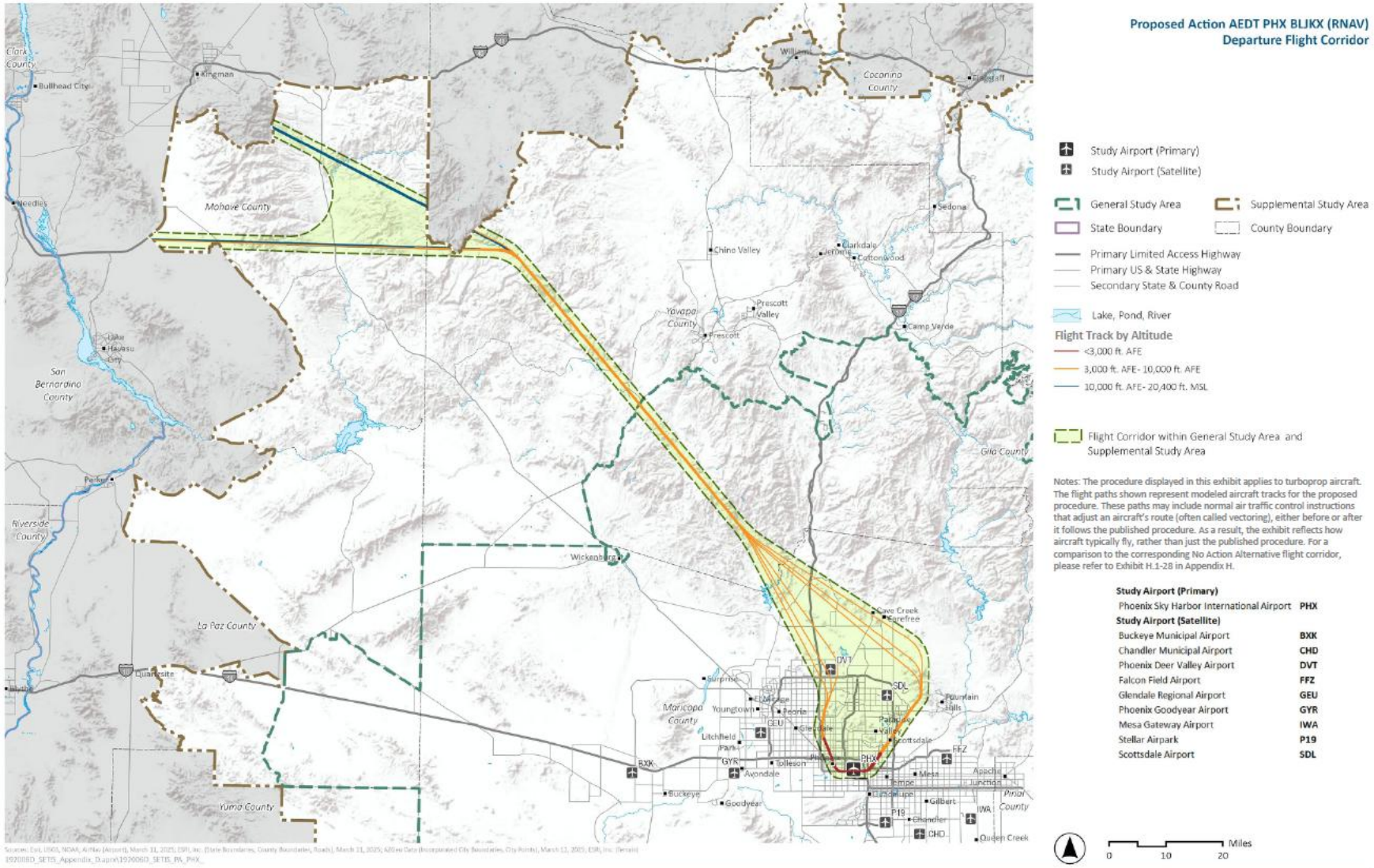

SDL
Glendale
Paradise
Valley
Scottsdale
PHX
Mesa
P19
Chandler
CHD

H.1-4


DVT
SDL
Peoria
Glendale
Paradise
Valley
Scottsdale
PHX
Mesa
P19
Chandler
CHD

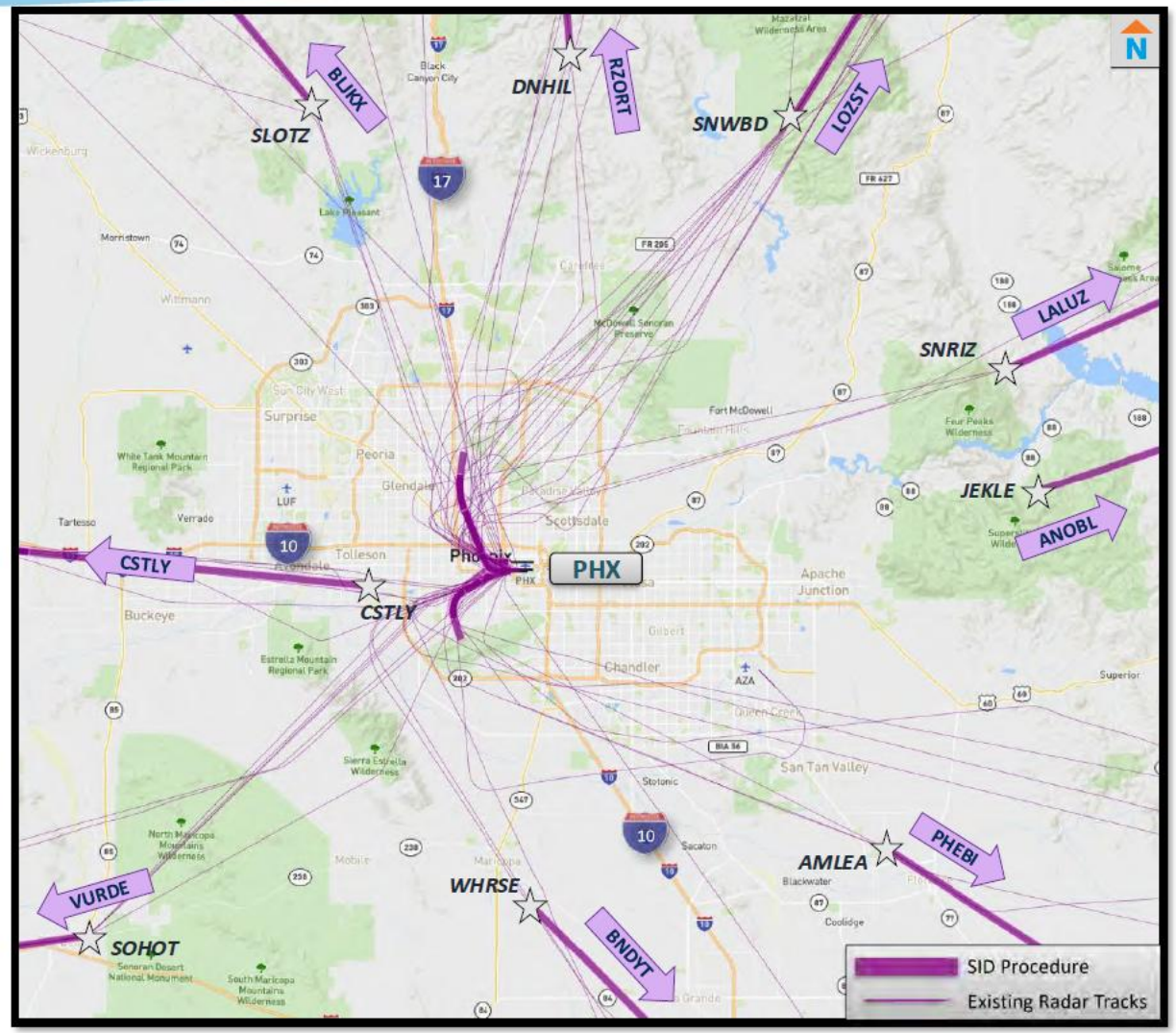
I.1-10

Exhibit I.1-10. Proposed Action AEDT PHX BLJKX (RNAV) Departure Flight Corridor



Supplemental Info
Workshop Board

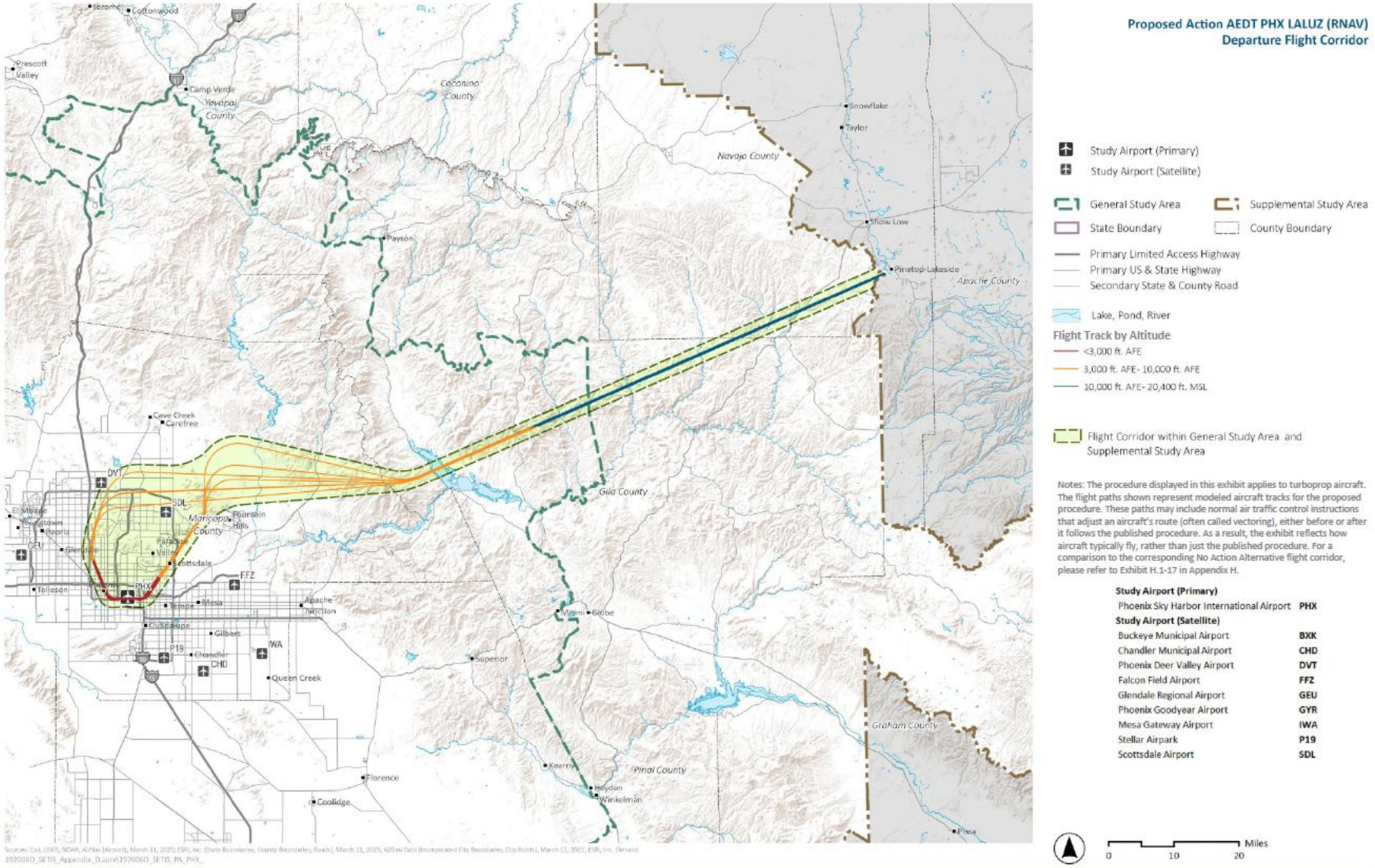
Phoenix Sky Harbor
Proposed West Flow Group B Departures



- This board shows existing turbo propeller flight tracks and the Group B proposed SIDs
- Turbo propeller aircraft are high performing single- or twin-engine aircraft with a propeller
- These aircraft are slower than jet aircraft and have different climb capabilities
- Turbo propeller aircraft will fly in the same areas as they do today

I.1-16

Exhibit I.1-16. Proposed Action AEDT PHX LALUZ (RNAV) Departure Flight Corridor



Proposed Action AEDT PHX LALUZ (RNAV) Departure Flight Corridor

- Study Airport (Primary)
- Study Airport (Satellite)
- General Study Area
- Supplemental Study Area
- State Boundary
- County Boundary
- Primary Limited Access Highway
- Primary US & State Highway
- Secondary State & County Road
- Lake, Pond, River

Flight Track by Altitude
- <3,000 ft. AFE
- 3,000 ft. AFE- 10,000 ft. AFE
- 10,000 ft. AFE- 20,400 ft. MSL

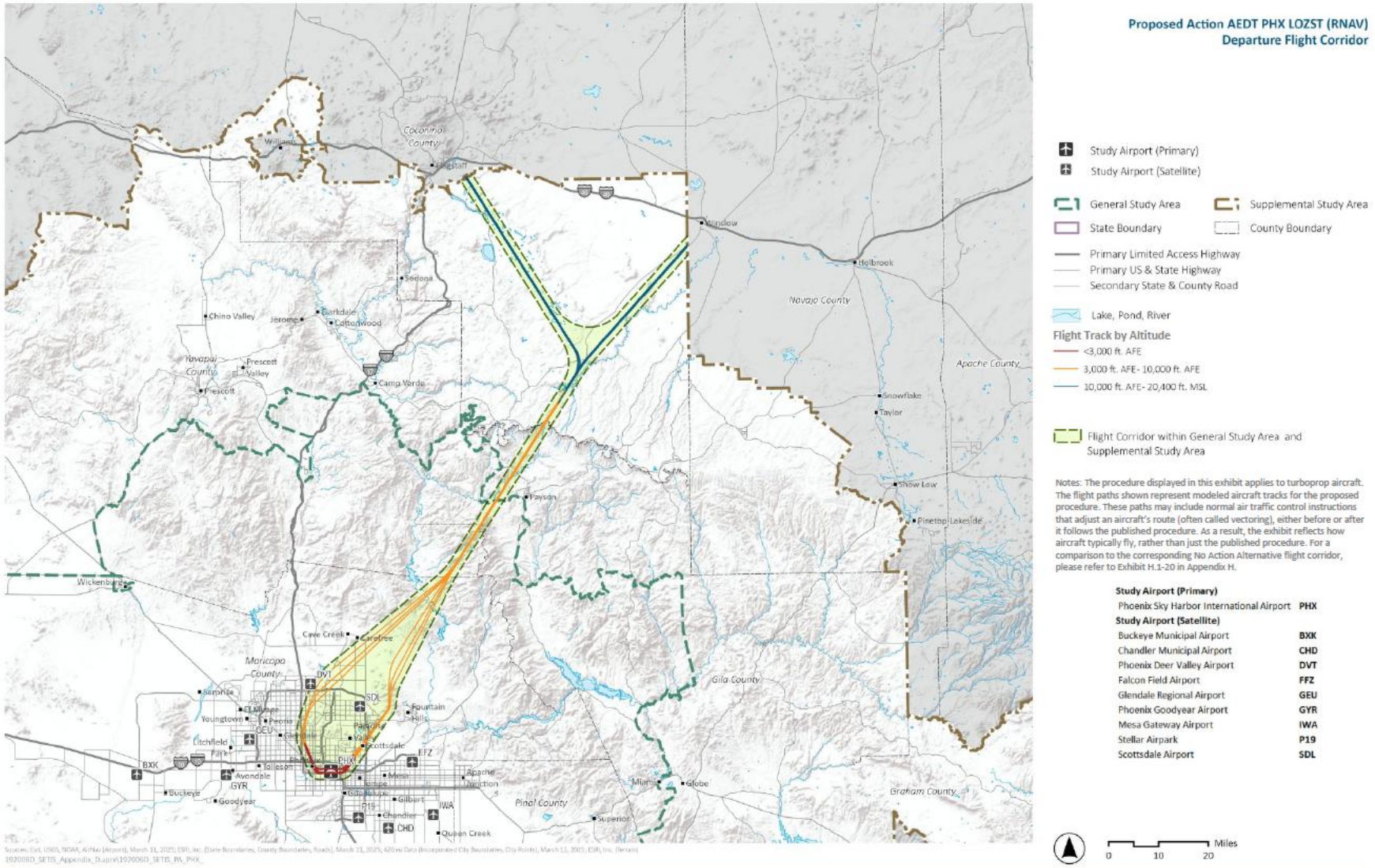
- Flight Corridor within General Study Area and Supplemental Study Area

Notes: The procedure displayed in this exhibit applies to turboprop aircraft. The flight paths shown represent modeled aircraft tracks for the proposed procedure. These paths may include normal air traffic control instructions that adjust an aircraft's route (often called vectoring), either before or after it follows the published procedure. As a result, the exhibit reflects how aircraft typically fly, rather than just the published procedure. For a comparison to the corresponding No Action Alternative flight corridor, please refer to Exhibit H.1-17 in Appendix H.

Study Airport (Primary)	
Phoenix Sky Harbor International Airport	**PHX**
Study Airport (Satellite)	
Buckeye Municipal Airport	**BXK**
Chandler Municipal Airport	**CHD**
Phoenix Deer Valley Airport	**DVT**
Falcon Field Airport	**FFZ**
Glendale Regional Airport	**GEU**
Phoenix Goodyear Airport	**GYR**
Mesa Gateway Airport	**IWA**
Stellar Airpark	**P19**
Scottsdale Airport	**SDL**

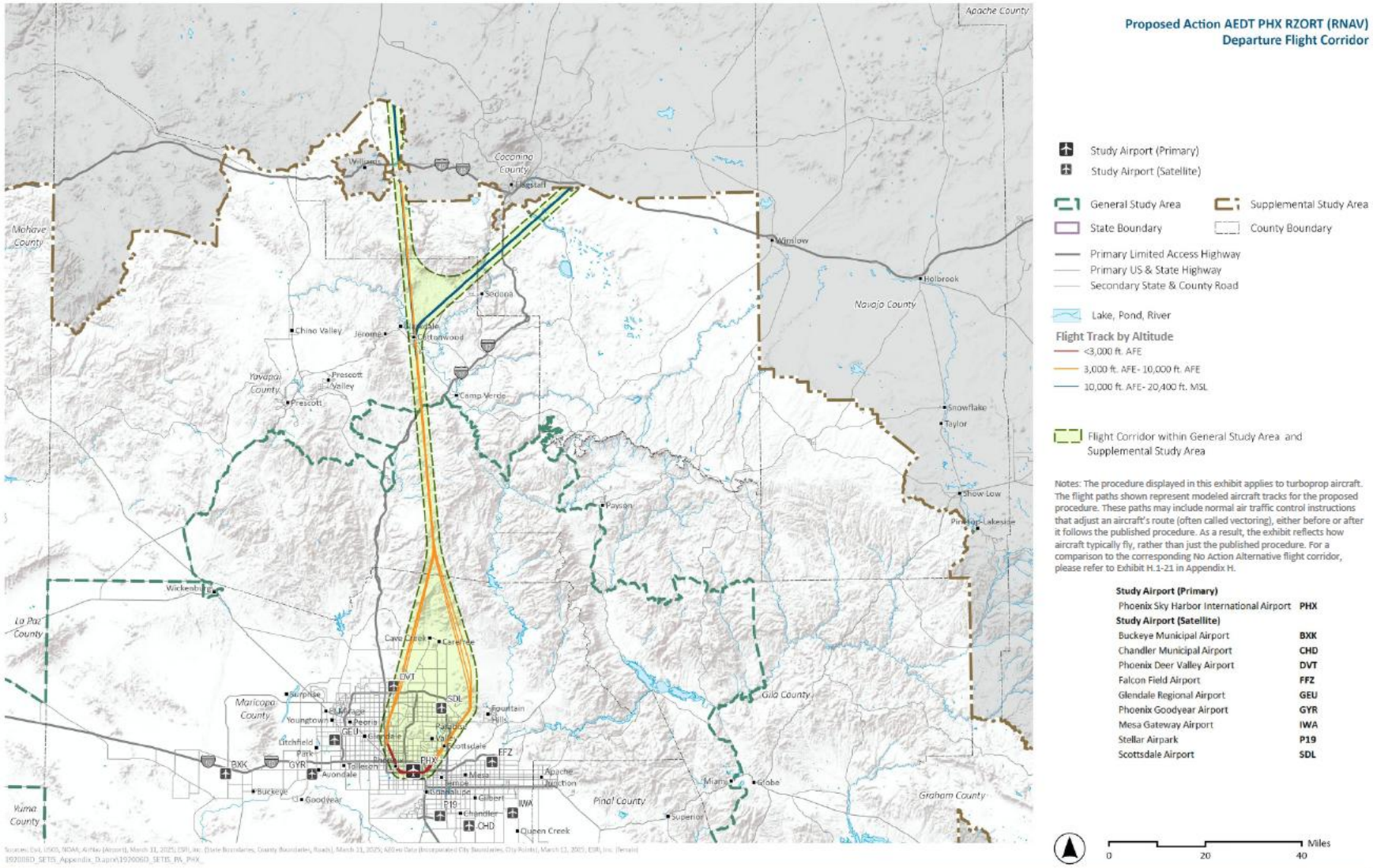
0 10 20 Miles

Exhibit I.1-17. Proposed Action AEDT PHX LOZST (RNAV) Departure Flight Corridor



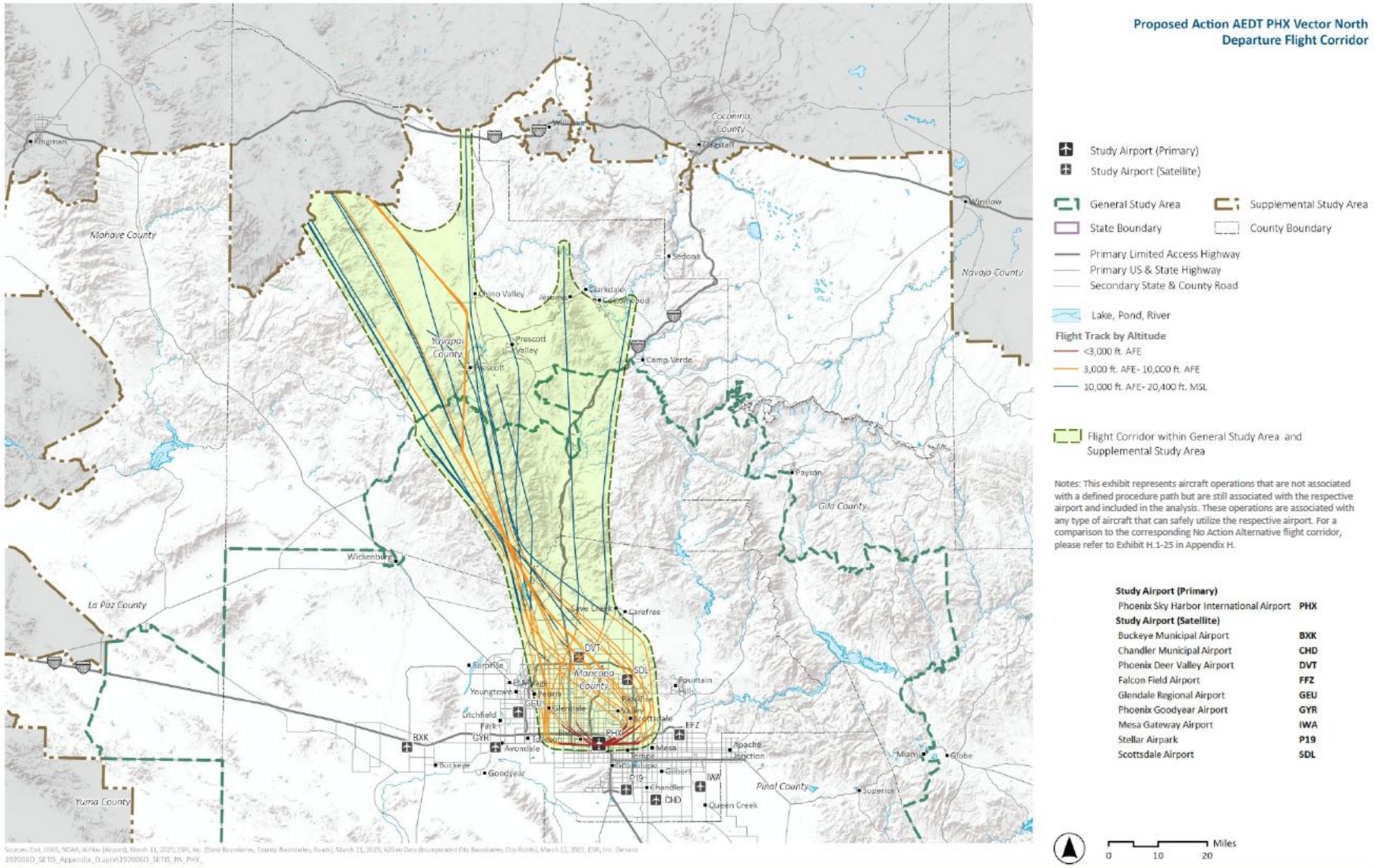
I.1-19

Exhibit I.1-19. Proposed Action AEDT PHX RZORT (RNAV) Departure Flight Corridor

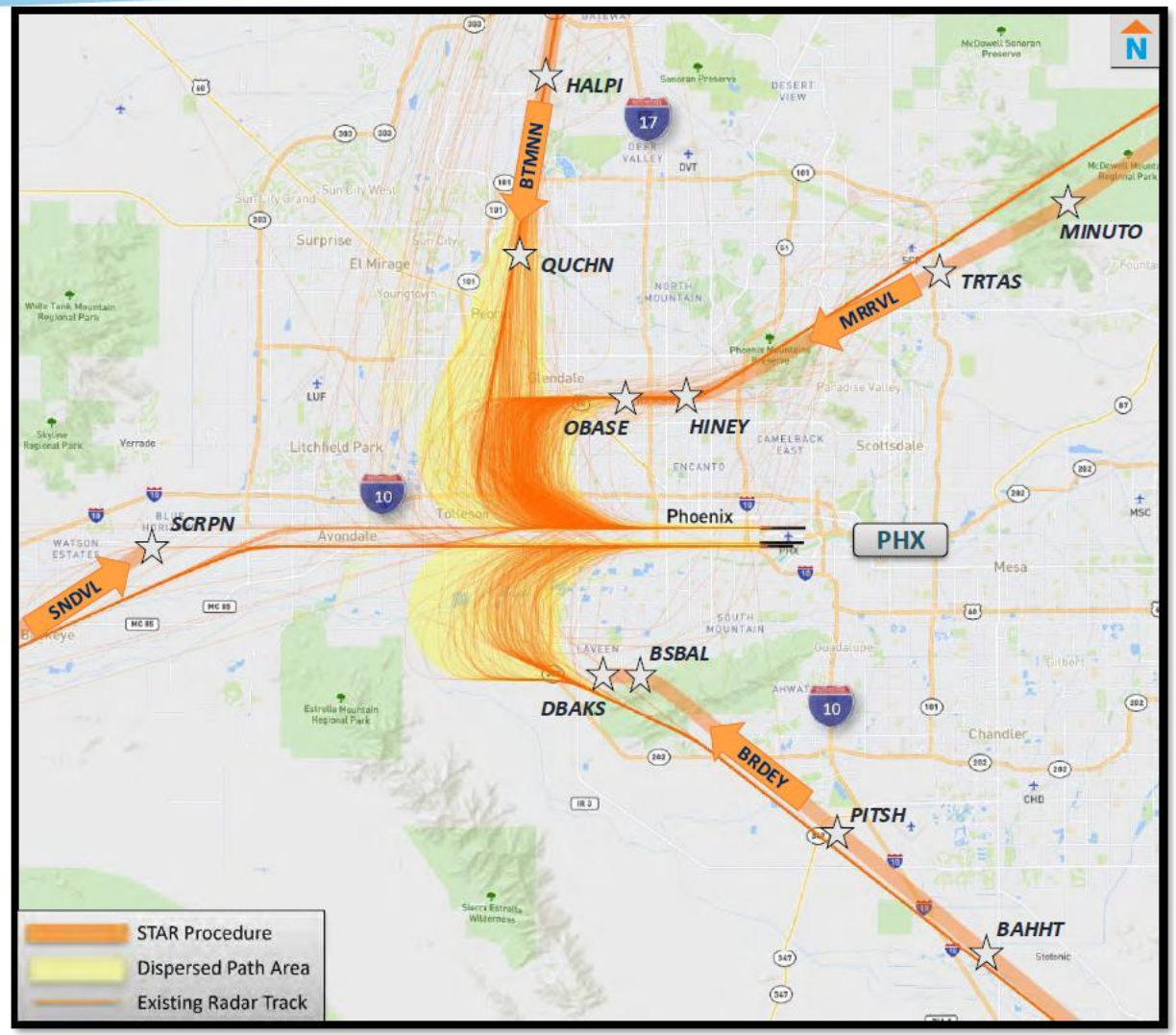


I.1-25

Exhibit I.1-25. Proposed Action AEDT PHX Vector North Departure Flight Corridor



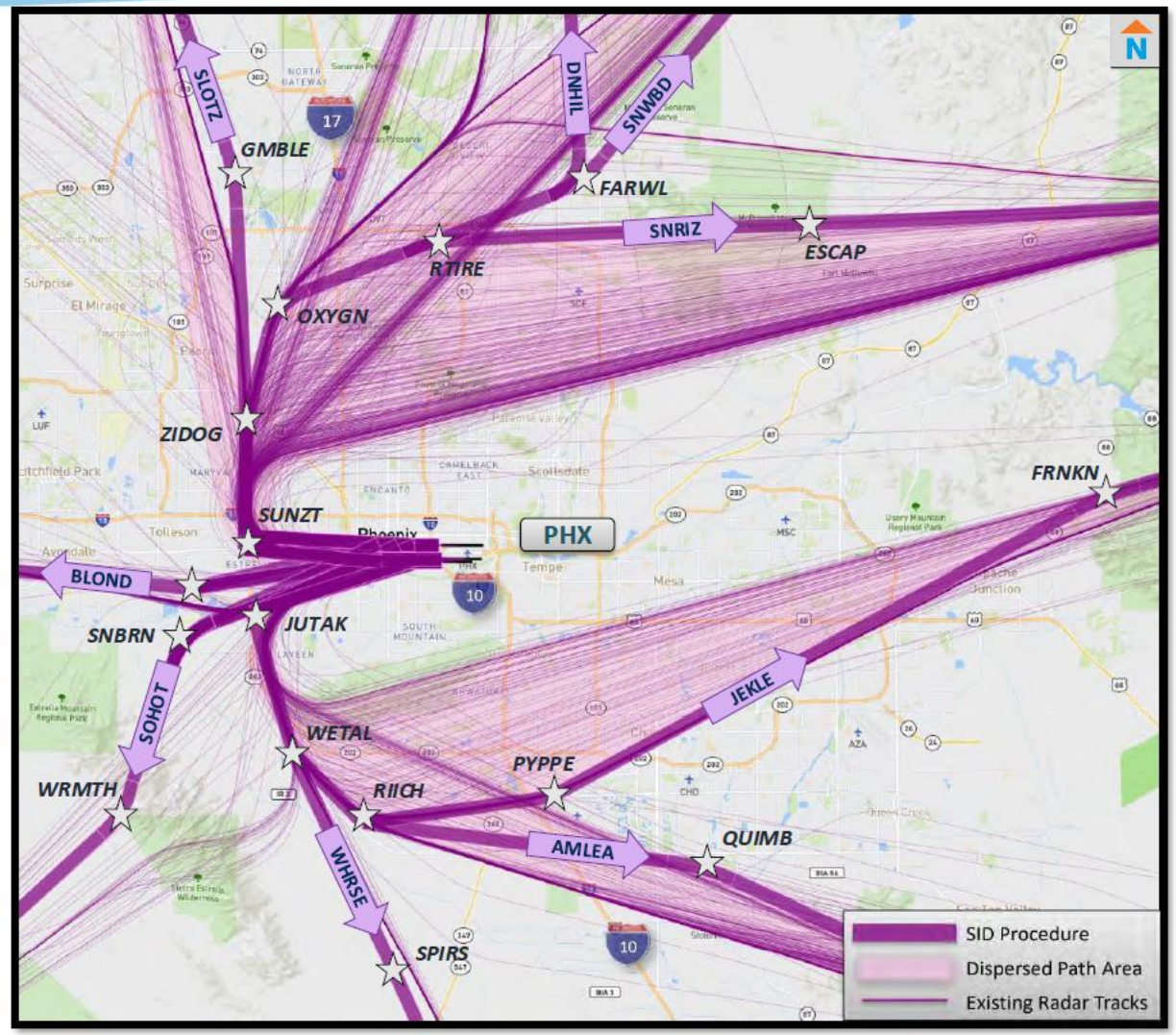
Supplemental Info
Workshop Board



Phoenix Sky Harbor Proposed East Flow Arrivals

- This board shows a zoomed-in view of the existing flight tracks and proposed STARs for east flow

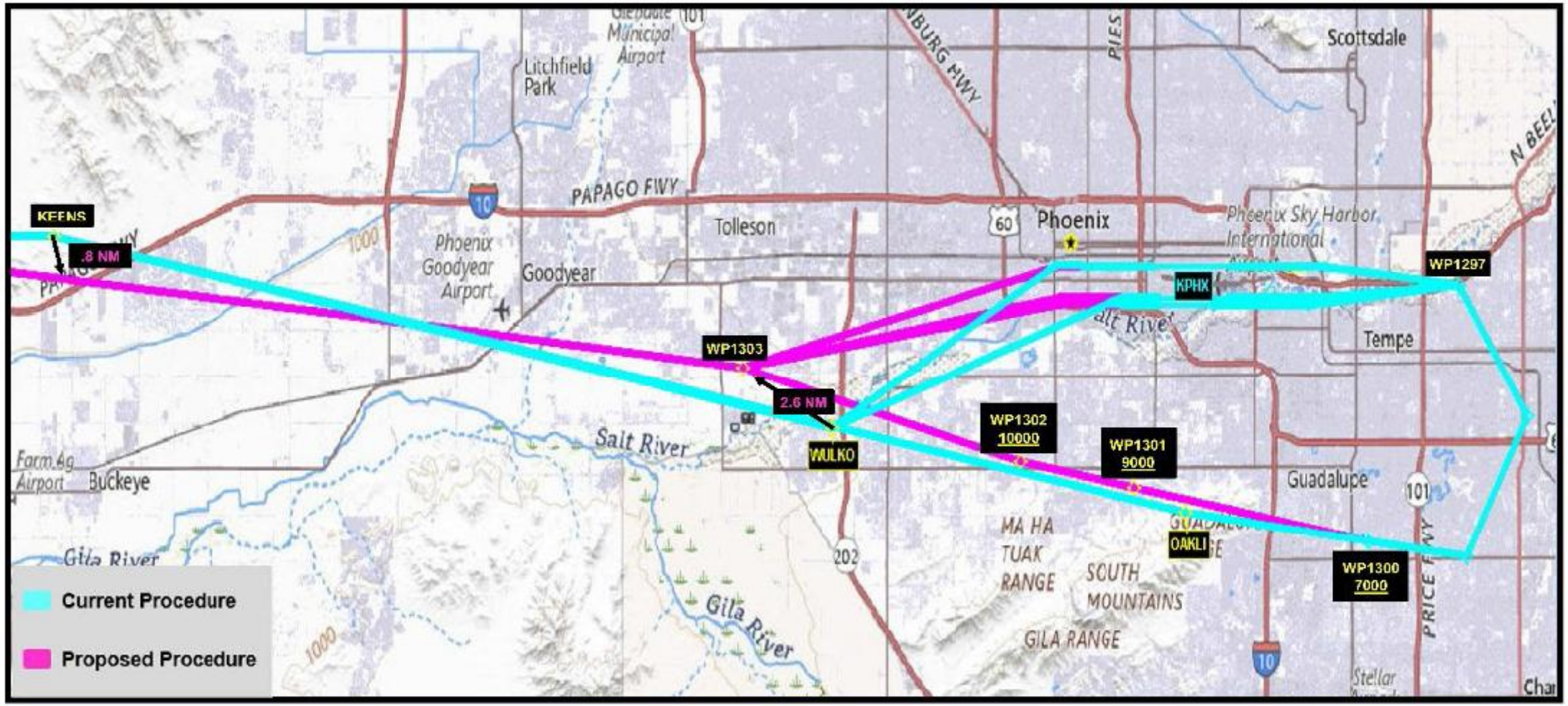
Supplemental Info
Workshop Board



Phoenix Sky Harbor Proposed West Flow Departures

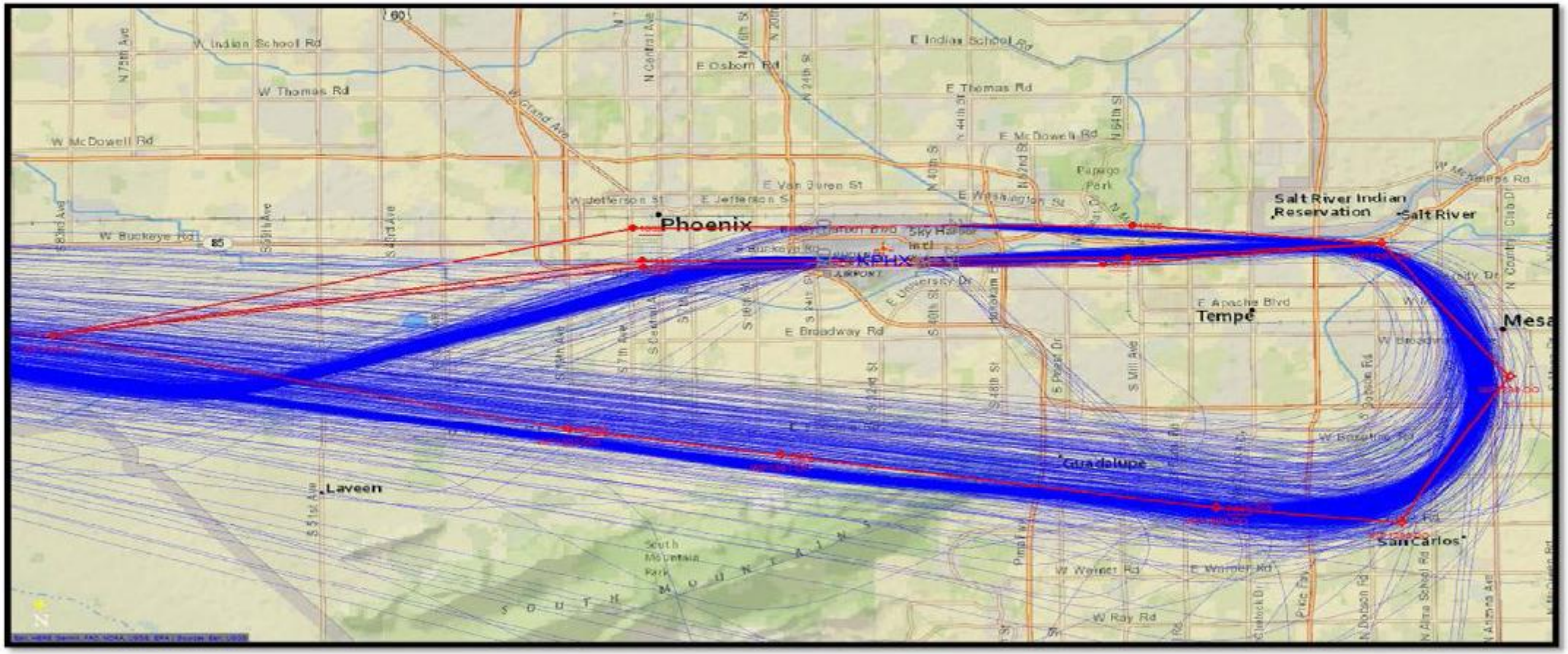
- This board shows a zoomed-in view of the existing published SIDs and flight tracks for west flow

Proposed ROBBE SID- Currently KEENS SID



Supplemental Info: PBN Design Mtg Maps

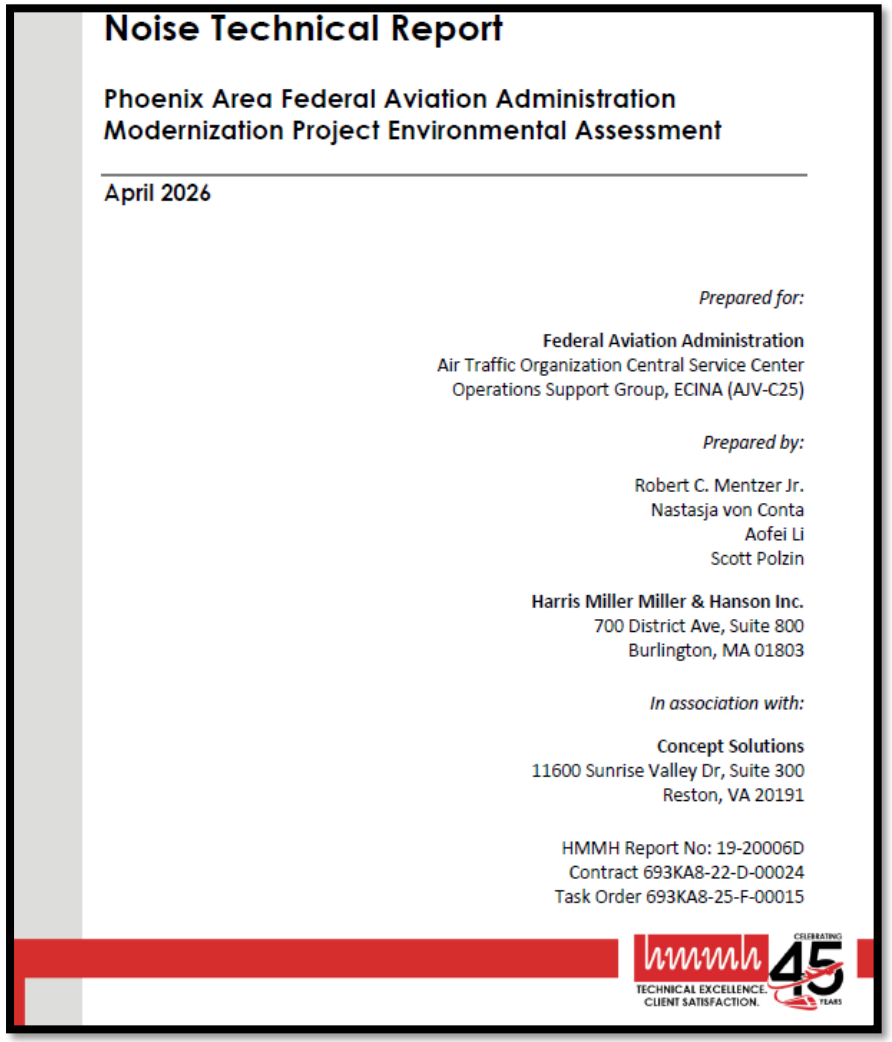
Proposed ROBBE- Currently KEENS (3226 tracks-4 weeks)



Supplemental Info: PBN Design Mtg Maps

Specialized Resources

Noise Report



Noise Technical Report

Phoenix Area Federal Aviation Administration Modernization Project Environmental Assessment

April 2026

Prepared for:

Federal Aviation Administration
Air Traffic Organization Central Service Center
Operations Support Group, ECINA (AJV-C25)

Prepared by:

Robert C. Mentzer Jr.
Nastasja von Conta
Aofei Li
Scott Polzin

Harris Miller Miller & Hanson Inc.
700 District Ave, Suite 800
Burlington, MA 01803

In association with:

Concept Solutions
11600 Sunrise Valley Dr, Suite 300
Reston, VA 20191

HMMH Report No: 19-20006D
Contract 693KA8-22-D-00024
Task Order 693KA8-25-F-00015

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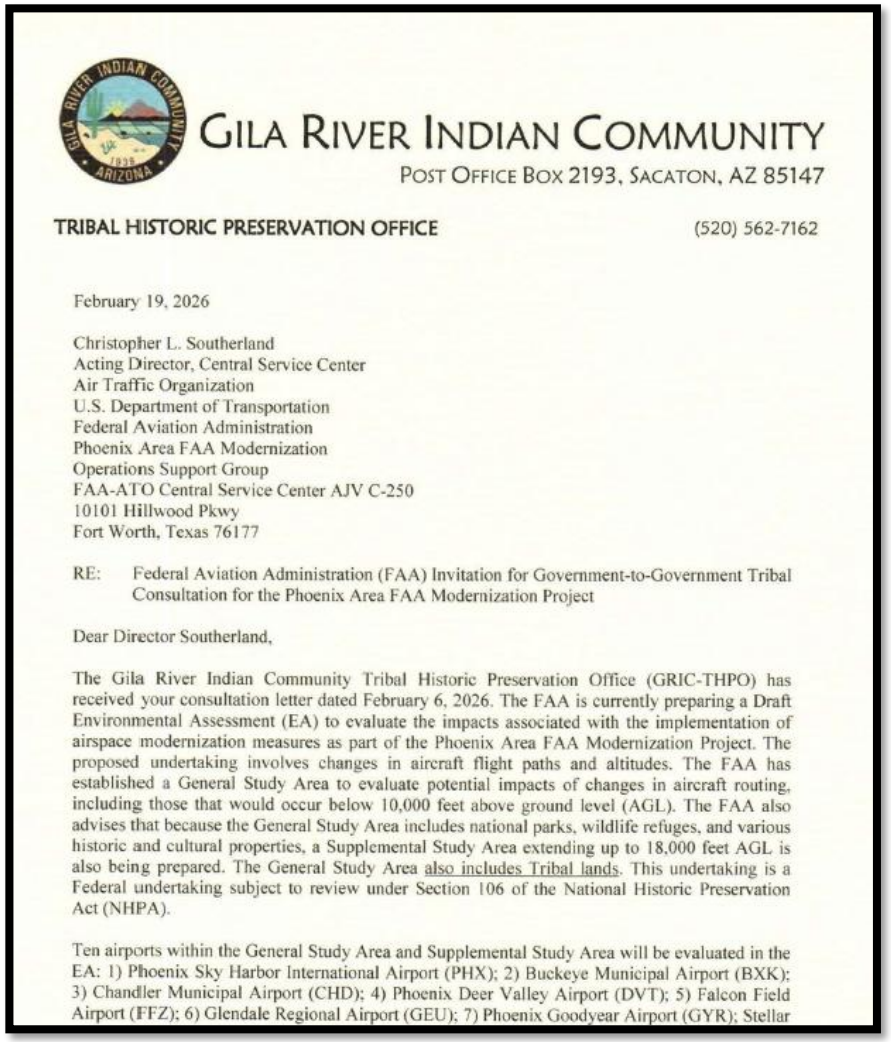
Section 106 & 4(f)



GILA RIVER INDIAN COMMUNITY
POST OFFICE BOX 2193, SACATON, AZ 85147

TRIBAL HISTORIC PRESERVATION OFFICE (520) 562-7162

February 19, 2026

Christopher L. Southerland
Acting Director, Central Service Center
Air Traffic Organization
U.S. Department of Transportation
Federal Aviation Administration
Phoenix Area FAA Modernization
Operations Support Group
FAA-ATO Central Service Center AJV C-250
10101 Hillwood Pkwy
Fort Worth, Texas 76177

RE: Federal Aviation Administration (FAA) Invitation for Government-to-Government Tribal Consultation for the Phoenix Area FAA Modernization Project

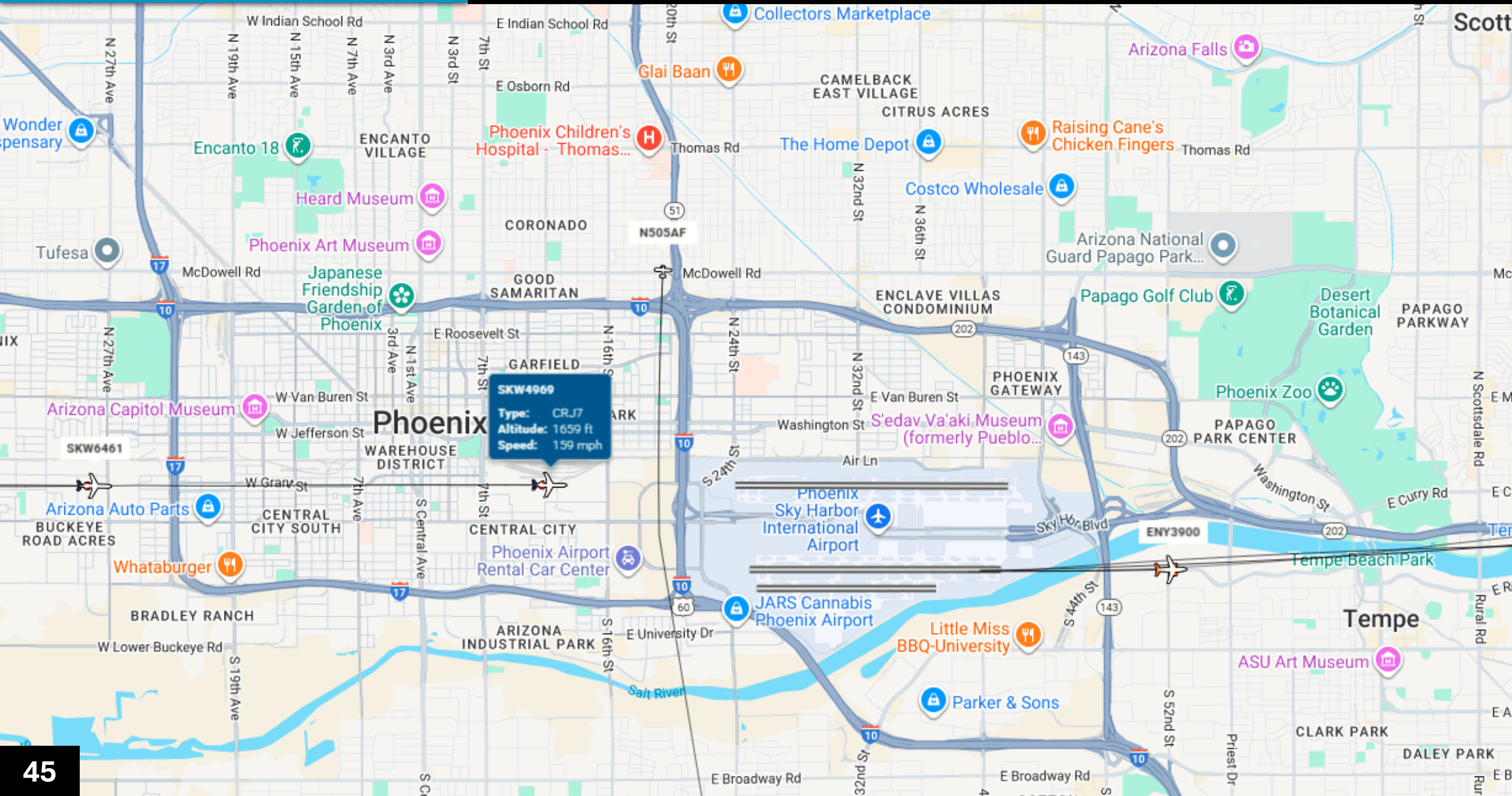
Dear Director Southerland,

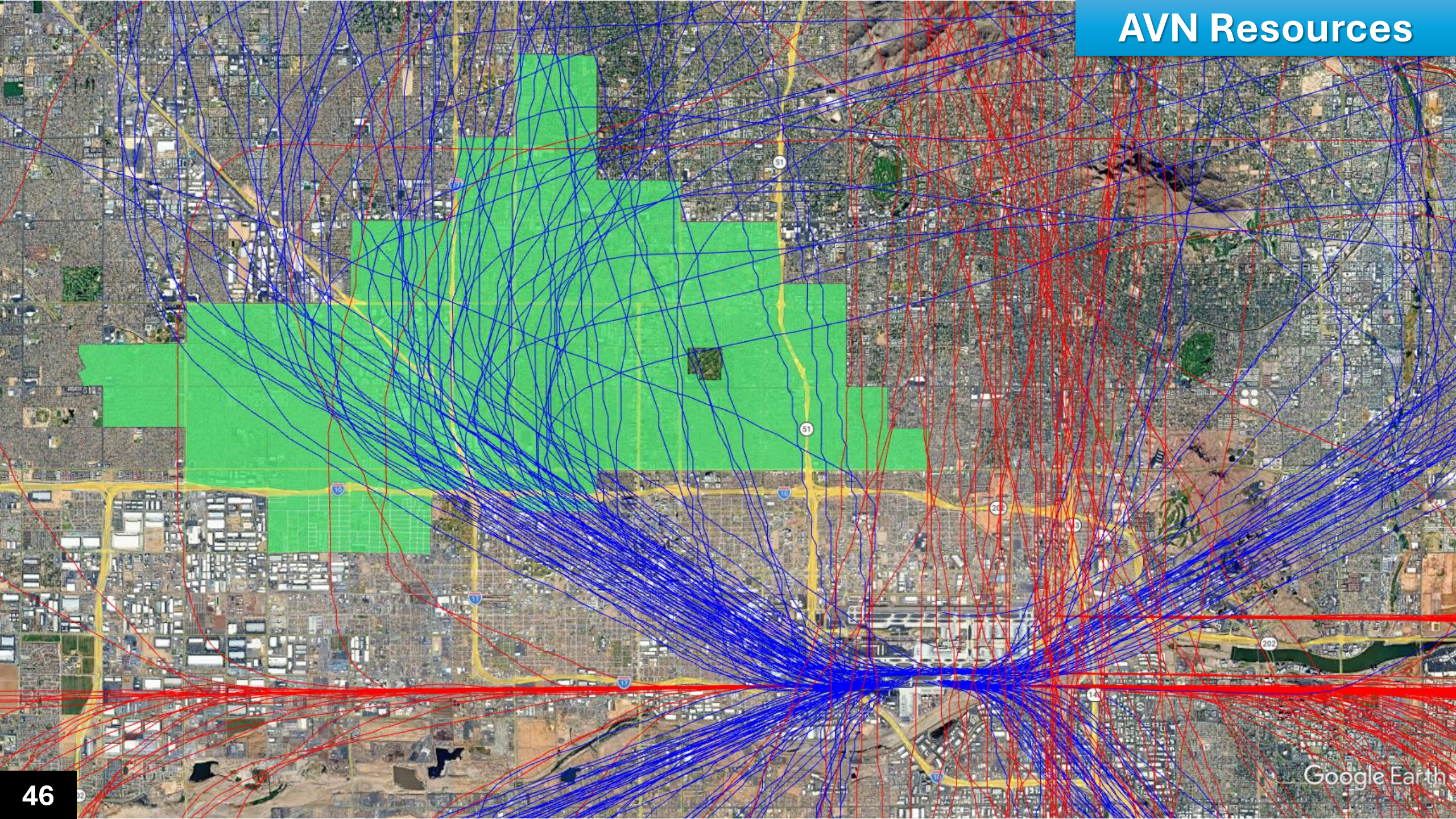
The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received your consultation letter dated February 6, 2026. The FAA is currently preparing a Draft Environmental Assessment (EA) to evaluate the impacts associated with the implementation of airspace modernization measures as part of the Phoenix Area FAA Modernization Project. The proposed undertaking involves changes in aircraft flight paths and altitudes. The FAA has established a General Study Area to evaluate potential impacts of changes in aircraft routing, including those that would occur below 10,000 feet above ground level (AGL). The FAA also advises that because the General Study Area includes national parks, wildlife refuges, and various historic and cultural properties, a Supplemental Study Area extending up to 18,000 feet AGL is also being prepared. The General Study Area also includes Tribal lands. This undertaking is a Federal undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA).

Ten airports within the General Study Area and Supplemental Study Area will be evaluated in the EA: 1) Phoenix Sky Harbor International Airport (PHX); 2) Buckeye Municipal Airport (BXK); 3) Chandler Municipal Airport (CHD); 4) Phoenix Deer Valley Airport (DVT); 5) Falcon Field Airport (FFZ); 6) Glendale Regional Airport (GEU); 7) Phoenix Goodyear Airport (GYR); Stellar

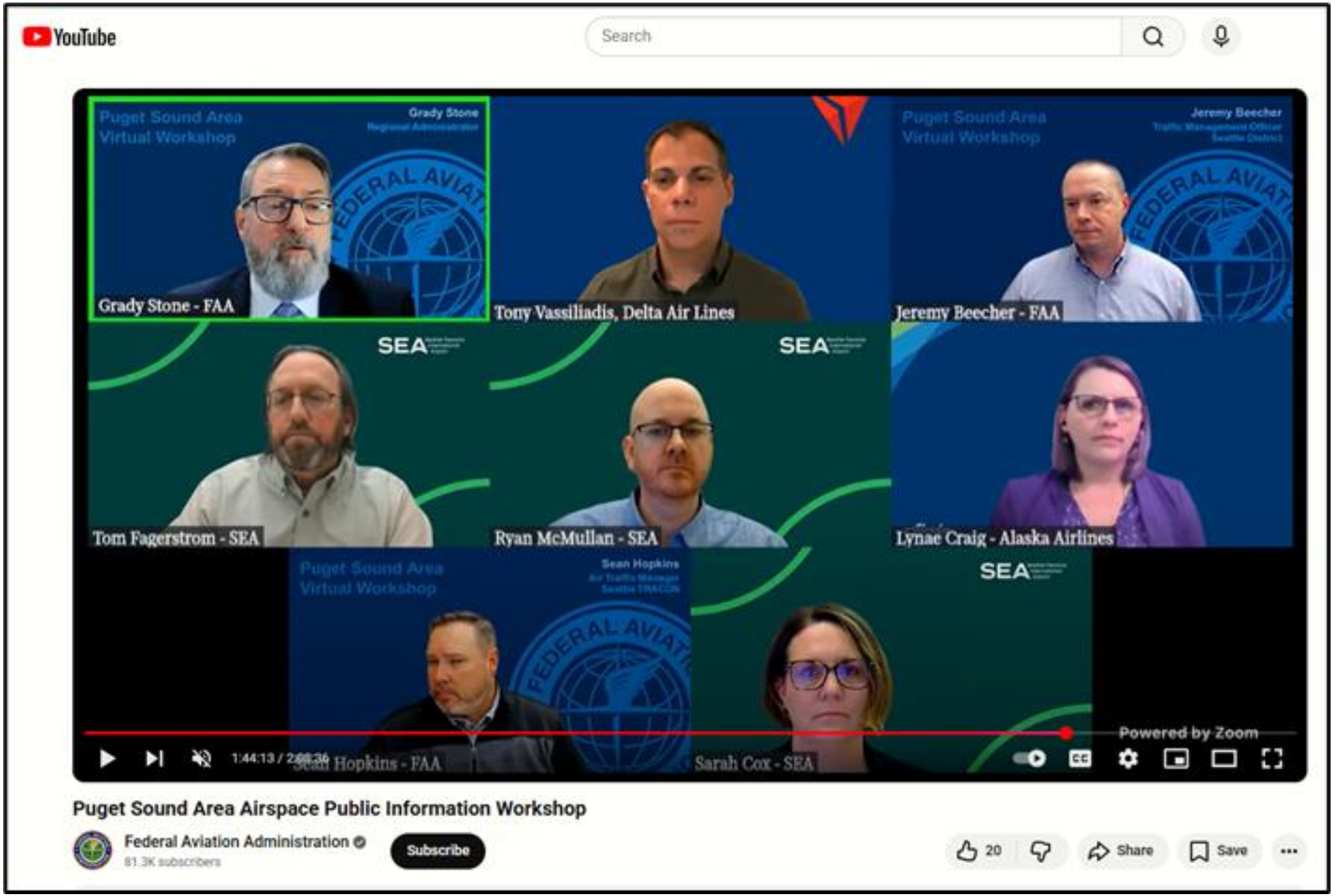
AVN Resources

www.skyharbor.com/about-phx/noise-and-flight-paths/




AVN Resources
Google Earth

Next Steps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- 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?

4/29(ish) – Draft Environmental Assessment Available ★

5/13 – FAA Virtual Workshop (PHX Focus) 10am-Noon

5/13 – Aviation Dept Watch Party (Encanto and South Mountain)

5/19 – Aviation Dept Watch Party (North Gateway)

5/19 – FAA Virtual Workshop (North Valley Focus) 5-7pm

5/14 – FAA Virtual Workshop (West Valley Focus) 5-7pm

5/20 – Faa Virtual Workshop (East Valley Focus) 5-7pm

6/~~22~~ 30 – Public Comment Period Ends ★

Early 2027 – FAA Implements New Procedures

THANK YOU!

To continue the discussion, please contact me

602-273-4072

jordan.feld@phoenix.gov

Jordan D. Feld, CM, AICP

Deputy Aviation Director

Planning & Environmental