

# FAA Public Comment Letter Template

## Overview

Residents may use this document as a resource to help organize their thoughts before submitting their public comment to the FAA regarding the Draft Environmental Assessment (DEA). As a reminder, the public comment period will close on June 30<sup>th</sup>.

In this document, residents will find:

- Suggestions on how to format a public comment
- Talking points
- An example of a public comment letter
- How to submit a public comment

## How to Format a Public Comment

In addition to personalized comments, we recommend including:

### **Name and address**

- For the FAA to identify residents living in the impacted areas, we recommend Resident's include their address, cross streets, or neighborhood.

### **Clearly stated concern(s)**

- The FAA may be influenced to rethink proposed actions that receive the most public attention.
- With this in mind, our Council Office has outlined the top four proposed actions by the FAA that received the most resident opposition during our FAA work sessions – these four proposed actions can be found under the following section, “Talking Points”

### **Call to Action**

- Ending a public comment with a call to action leaves no room for misinterpretation about what residents would like to see.
- We have included examples of calls to action under the following section “Talking Points”

## Talking Points

Each resident's public comment submission should reflect their voice. In addition, residents may choose to write about one or more of the four main concerns voiced during our FAA workshops. We also provided examples of calls to action to accompany each concern.

1. The absence of formal documentation, within the Draft Environmental Assessment, stating west-flow turbojet departures from PHX will adhere to the 43rd Avenue gate.
  - a. *Call to action: Demand that the FAA update the Draft Environmental Assessment with, and include in the Final Environmental Assessment, maps showing the abatement procedure and narrative explaining how the 43rd Ave Gate was established and its importance going forward.*
  
2. A shift of west-flow turboprop SIDs over Grand Ave to newly impacted neighborhoods, including historic neighborhoods
  - a. *Call to action: Demand that the FAA forgo changing Turboprop west flow departure procedures from PHX and continue to use vectoring in the initial departure segments to ensure the general tendency of these operations with respect to lateral location and altitude do not change.*
  - b. *Call to action: The FAA should delay implementation of the project and develop alternative procedures for the purpose of routing rotation (to avoid concentration impacts), including an alternative more consistent with the existing "Average Track" of these operations*
  
3. The FAA's noise modeling method (Day-Night Average Sound Level or DNL) does not identify noise level changes in real time but rather averages noise levels over a 24-hour period. People do not experience noise as a 24-hour average, but in real time. Also, the noise model does not account for VFR nor vectoring operations.
  - a. *Call to action: The FAA should delay implementation of the project until they can republish the DEA with supplemental noise modeling, including Sound Exposure Level (SEL), Time Above a Specified Level (TA), and Community Noise Equivalent Level (CNEL) for proposed west flow Turboprop IFR departures.*
  - b. *These supplemental noise metrics and mapping must be provided to and reviewed by the Community for input prior to the Final Environmental Assessment.*
  
4. FAA's Section 106 consultation with the State and Tribal Historic Preservation Offices was not completed nor shared with the Community during the public comment period. The absence of this key agency input during the public review makes the community's involvement in this entire process less meaningful and transparent.
  - a. *Call to action: The FAA must immediately publish Section 106 consultation with the State and Tribal Historic Preservation Offices, and delay implementation of the project so the results of agency consultation under Section 106 can be reviewed by and commented on by the public.*
  - b. *The Draft Environmental Assessment should be modified to account for the fact that the Historic Districts and 4(f) resources (like public parks) within the Historic Districts are "managed for quiet". The results of this re-evaluation need to be reviewed with the Community for their input before the Final EA is published.*

## **How to Submit a Public Comment**

Public comments may be submitted electronically via email or regular mail.

**Comments may be submitted electronically to:**

[PHX-MODERNIZATION-comment@faa.gov](mailto:PHX-MODERNIZATION-comment@faa.gov)

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

Phoenix Area FAA Modernization

Operations Support Group

FAA-ATO Central Service Center AJV C-250

10101 Hillwood Parkway

Fort Worth, TX 76177

**Public Comment Letter Template**  
**Example 1**

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), and the subsequent Settlement Agreement requiring western departures to adhere to the 43rd Ave Gate.

Describe how the 2014 airspace changes impacted you (health, outdoor enjoyment) and why maintaining the 43<sup>rd</sup> Ave Gate is critical to you.

I'm opposed to the Project and EA because the FAA has not made it clear in the official documents that the 43<sup>rd</sup> Ave Gate will be maintained for air carriers/jet aircraft. While the FAA did imply during the Project Sky Harbor Workshop on May 13, 2026, that the Gate will be maintained (beginning at minute 1:03:54), this is short of the mark given our recent and traumatic history with FAA airspace changes.

I request:

- FAA add/modify maps in the revised DEA and FEA the 43<sup>rd</sup> Ave gate abatement procedures
- FAA provides a narrative explaining how the 43rd Ave Gate was established and its importance going forward in the revised DEA and Final EA

In closing...

**Public Comment Letter Example**  
**Example 2**

Below is an example of a public comment letter tailored to a resident living in a historic neighborhood. In this letter, the resident chose to write about three items:

- 1) the lack of formal documentation of 43rd Avenue Gate adherence*
- 2) the proposed Turboprop flight path shift east from Grand Ave. to over historic homes*
- 3) the noise modeling method used.*

Please note that the resident included personal language and the talking points.

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Subject: Opposition to Phoenix Area FAA Modernization Project

Dear FAA,

My name is Kelly Mars. As a long-time resident of the Willo Historic Neighborhood, I am writing to express my strongest opposition to the FAA's Draft Environmental Assessment (DEA) and its proposed action to direct west-flow turboprop departures from PHX over historic neighborhoods. I am also disappointed that the FAA DEA portrays noticeable noise-level differences as mathematical averages rather than as what we will experience in real time. Both actions by the FAA are highly controversial.

As you may recall, our severely impacted historic neighborhoods were petitioners in *Phoenix v. Huerta* 2015, a case that ultimately led to the U.S. Court of Appeals (2017) and a settlement agreement requiring Phoenix western departures (SIDs) to adhere to the 43rd Avenue Gate. Our community fought years to preserve our historic neighborhood's quality of life before finally reaching that settlement agreement. It is unacceptable that the current proposed Draft Environmental Assessment fails to mention adherence to the 43rd Avenue Gate and shifts general routing for west-flow turboprop departures east from Grand Ave to over our historic neighborhoods.

To add insult to injury, the FAA's DEA used a 24-hour, day-night average sound level to predict differences in noise level perception by those living under the proposed west flow turboprop departure flight path. This is absurd as no one experiences sound in 24-hour averages. A single loud aircraft could have the same 24-hour DNL as a constant low hum, but my neighbors and I would certainly hear a difference.

I am respectfully calling on the FAA to delay implementation of the project until the following are done:

- republish the DEA with supplemental noise modeling that accurately depicts the noise level we will perceive in real time
- abandon any changes to turboprop west flow departure procedures from PHX

Sincerely,

Kelly Mars