

United States Department of Transportation
Federal Aviation Administration
Western-Pacific Region
Hawthorne, California

Amendment to Approved RECORD OF DECISION
Dated: January, 18, 1994

For The Proposed Master Plan Update Improvements At
Phoenix Sky Harbor International Airport, Phoenix, Arizona

On January 18, 1994, the Federal Aviation Administration (FAA) issued a Record of Decision (ROD) for the proposed master plan update improvements at Phoenix Sky Harbor International Airport, Phoenix, Arizona. The following amendment to that ROD is made for the purposes of clarification and does not reopen the underlying decision.

The FAA reaffirms its commitment to the noise mitigation measures described on page 15 of the ROD. It is the FAA's understanding that the city of Phoenix, as owner and operator of Phoenix Sky Harbor International Airport, is not expected to ask the FAA to change the noise mitigation measures described on page 15 of the ROD. Consistent with its ordinary policy, the FAA does not initiate changes to noise abatement flight procedures on its own, absent a request from an airport operator. In this context, the FAA agrees that it is reasonable for the city of Tempe, Arizona to rely upon that ordinary practice. The FAA commits to consider the following factors, among others, in exercising its discretion to change or delete the noise mitigation measures described on page 15 of the ROD purely for reasons of capacity enhancement:

- o The reasonable reliance by the city of Tempe upon these noise mitigation measures, and
- o The reasonable reliance by the city of Tempe upon the FAA's ordinary practice regarding the initiation of changes.

Any such changes will be preceded by the application of FAA environmental review, including a public meeting, and consideration of mitigation measures and alternatives. Any additions, deletions, or changes to the noise mitigation procedures described on page 15 of the ROD that require preparation of an environmental assessment or an environmental impact statement will be issued by the FAA as a final order pursuant to Section 1006 of the Federal Aviation Act.


Larry Andriesen, Acting Regional Administrator,
Western-Pacific Region, Federal Aviation Administration

9-13-94
Date

This amendment constitutes an order of the Administrator which is subject to review by the Courts of Appeals of the United States in accordance with the provisions of Section 1006 of the Federal Aviation Act of 1958, as amended, 49 U.S.C. 46110.

RECORD OF DECISION

FOR THE

PROPOSED MASTER PLAN UPDATE IMPROVEMENTS
AT
PHOENIX SKY HARBOR INTERNATIONAL AIRPORT
PHOENIX, ARIZONA



United States Department of Transportation
Federal Aviation Administration
Western-Pacific Region
Hawthorne, California

JANUARY 18, 1994

The FAA has stated in writing in the FEIS, the Memorandum of Agreement with the Arizona State Historic Preservation Officer and the Advisory Council on Historic Preservation and in this Record that it intends to continue to use the "One-DME" departure procedure for easterly departures to minimize aircraft noise impacts over Tempe. Further, substantial modification or deletion of the Standard Instrument Departure Procedures commonly known as the "One-DME" departure procedure will not occur without full compliance with FAA Order 1050.1D *Policies and Procedures for Considering Environmental Impacts*. This requires completion of full environmental analysis in accordance with the National Environmental Policy Act of 1969, as amended. Coordination with the affected communities and a public participation process is a requirement of the Order.

For the purposes of this Record, a "substantial modification" to a flight procedure, as described Section 5.1.3 of the FEIS, means a change that results in a 1.5 Ldn **increase** in noise over any noise sensitive areas located within the 65 Ldn contour as described in Paragraph 1(b)(1) of Attachment 2 to FAA Order 1050.1D.

In addition to the FAR Part 150 program elements, an informal "side step" procedure is proposed at PHX for west flow approaches. This procedure is appropriate for use at airports with closely spaced runways such as Los Angeles International, Denver Stapleton International, San Jose International, Fresno Air Terminal, Seattle-Tacoma International, and Ontario International. This procedure would be used during Visual Flight Rule conditions with arrival aircraft executing a typical approach to Runway 26L (West flow) until a point approximately three miles east of the runway end. At that point, which is located approximately over Sun Devil Stadium and Mill Avenue, the pilot would "side-step" by turning left and aligning with the centerline of the new runway. As stated in the FEIS, this procedure is considered to be practical due to the low level of activity which would occur on the Runway 26L approach path, the 800 foot runway separation distance and the excellent visibility in the area. This procedure would be an informal procedure, with the option to use or not use by the pilot-in-command, weather and air traffic permitting. The purpose of this procedure is to further minimize flights over noise sensitive areas in the city of Tempe.

Section 4.14 of the FEIS also provides for noise mitigation of aircraft noise impacts to the west of the airport. This includes the continued equalization of departure procedures to the east and west. This measure attempts to "equalize" departing aircraft to the east and west during day and nighttime hours, weather and traffic permitting. The FAA has adjusted the hours used for westerly departures in an effort to equalize easterly and westerly operations. It is important to note that hourly or daily equalization is not a reasonable goal in terms of actual aeronautical operations due to several factors including seasonal weather patterns, diurnal wind changes, air traffic conditions and the density of aircraft operations at specific times of day. The appropriate period for definition of equalization is over a 12-month period. This time frame will account for the daily change in weather patterns and more importantly, for the seasonal wind change. It is also important to realize that the majority of aircraft operations occur during the daylight hours of a 24-hour period.