

Appendix F

Stakeholder Coordination and Community Involvement

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Contents of Appendix F

Note: Appendix F is presented in three files. Pages F-1 through F-76 appear in File 1 of 3, pages F-77 through F-112 appear in File 2 of 3, and pages F-113 through F-174 appear in File 3 of 3.

F.	Stakeholder Coordination and Community Involvement.....	F-4
F.1	Introduction.....	F-4
F.2	Early Stakeholder Coordination.....	F-4
F.2.1	Notice of Intent.....	F-4
F.2.2	Stakeholder Letters and Distribution Lists.....	F-32
F.2.3	Comments Received.....	F-58
F.2.4	Response to Comments Received.....	F-68
F.2.5	Copies of the Comments Received.....	F-77
F.3	Draft EA Release and Public Review and Comment Period.....	F-173

List of Tables

Table F-1.	Early Notification Letters.....	F-32
Table F-2.	SHPOs and Historic Preservation Distribution List.....	F-49
Table F-3.	Tribal Officials Distribution List.....	F-50
Table F-4.	Neighborhood Associations Distribution List.....	F-51
Table F-5.	Public Officials and Others Distribution List.....	F-52
Table F-6.	Comments Received During the Early Stakeholder Coordination - Organized by Category....	F-59

F. Stakeholder Coordination and Community Involvement

F.1 Introduction

This appendix documents the public coordination efforts undertaken as part of the National Environmental Policy Act (NEPA) process for the Environmental Assessment (EA) for the Phoenix Area Federal Aviation Administration (FAA) Modernization Project (the Project). Public involvement is a critical component of NEPA compliance and ensures transparency, informed decision-making, and meaningful engagement with stakeholders who may be affected by the project.

This appendix provides a comprehensive record of outreach activities, including notifications, public meetings, comments received, and responses to comments and other public input. These efforts:

- Inform the public and interested agencies about the intent of and need for the project and potential environmental impacts that may result.
- Solicit feedback to identify concerns, alternatives, and mitigation measures.
- Comply with applicable federal, state, and local requirements for public participation.

Section F.2 includes information on and copies of public notices, meeting materials, attendance records, comment summaries, and official responses, showing that early stakeholder input was actively sought and considered throughout the Draft EA process, consistent with NEPA and FAA Order 1050.1F requirements.

Section F.3 of this appendix is reserved for the Final EA. In the Final EA this section will include details regarding the notification and release of the Draft EA, the Draft EA public review and comment period, and the Draft EA public workshops. Comments received during the Draft EA public review period, and FAA's comment responses, will also be included.

F.2 Early Stakeholder Coordination

F.2.1 Notice of Intent

On November 20, 2025, the FAA issued a Notice of Intent (NOI) to inform the public of their intent to prepare the EA for the Project. The NOI was posted on the FAA's Community Engagement website (**Section F.2.1.1**).¹

The NOI was also published in five local newspapers – in English in four newspapers and in Spanish in one newspaper. The five newspapers, the language version, and the dates of publication were:

- Arizona Capitol Times (English), November 21, 2025

¹ FAA's Project Community Engagement website is available at https://www.faa.gov/air_traffic/community_engagement/phx.

- La Voz (Spanish), November 21, 2025
- Casa Grande Dispatch (English), November 22, 2025
- East Valley Tribune (English), November 23, 2025
- West Valley View (English), November 26, 2025

Section F.2.1.1 through Section F.2.1.6 provides the published NOIs, affidavits of publication, and receipts for the five newspapers.

F.2.1.1 Publication on FAA Project Website

The screenshot shows the FAA website page for Phoenix Community Engagement. At the top, it identifies itself as an official website of the United States government, with the United States Department of Transportation logo and the Federal Aviation Administration logo. The breadcrumb trail is: Home / Air Traffic / Community Engagement / Community Engagement. The main heading is "Community Engagement - Phoenix" followed by "Area FAA Modernization Project". The text describes the FAA's proposal to implement new satellite-based air traffic procedures at the Phoenix Sky Harbor International Airport, known as Performance Based Navigation (PBN). It lists ten airports for study: DVT - Phoenix Deer Valley Airport, FFZ - Falcon Field Airport, IWA - Mesa Gateway Airport, CHD - Chandler Municipal Airport, GYR - Phoenix Goodyear Airport, GEU - Glendale Regional Airport, SDL - Scottsdale Airport, BXK - Buckeye Municipal Airport, and P19 - Stellar Airpark. It provides links for "NOI English.pdf" and "NOI Spanish.pdf". At the bottom, there are links for "Have a question? Ask the FAA Chatbot" and "Provide Your Feedback".

May 9, 2025

The FAA has scheduled a publication date of February 2027 for new and updated satellite-based Instrument Flight Procedures (IFPs) and conventional IFPs to improve aviation safety and efficiency in the Phoenix area. The FAA will begin environmental review under the National Environmental Policy Act (NEPA) for these procedures in sufficient time for their publication date, scheduled for February 2027. The FAA is using the most recent flight track and census data to analyze and assess potential environmental impacts, proposed amendments, and any reasonable alternatives. This information will ultimately be included and described in the environmental analysis and subject to public review and comment.

The FAA plans on holding public engagement workshops in late Spring 2026. We encourage you to check back and monitor this website for background information and further project updates, as well as to find out when community meetings will be scheduled in your area. You can also stay up to date by checking out the FAA's social media sites.

To learn more about airspace modernization, please click on the link to watch the video: <https://www.youtube.com/watch?v=ZlqcLnsfihY>.

January 11, 2024

The Phoenix Sky Harbor Airport (PHX) Performance Based Navigation (PBN) workgroup will continue to meet throughout the year. The FAA is also working closely with city and community leaders on how to best implement changes to aviation procedures.

We encourage you to check back and monitor this website for updates to the PBN process and to find out when and where community meetings will be scheduled in your area. You can also stay up to date by checking out the [FAA's social media sites](#).

To see older updates, visit the [Phoenix Community Engagement Update Archive](#).

Additional Resources

- [Phoenix Environmental Review](#)
- [Appendix A for Draft Environmental Review](#)
- [Appendix B for Draft Environmental Review](#)
- [Appendix C for Draft Environmental Review](#)
- [Appendix D for Draft Environmental Review](#)
- [Meeting Handout](#)
- [Meeting Room Layout](#)
- [Diseño del taller](#)
- [Folleto de Reunion](#)
- [Preguntas y respuestas](#)

Step 1 Materials

- [Step 1A Section 106 Letter](#)
- [Step 1A Section 106 Attachments](#)
- Proposed Flight Procedures
 - [Environmental boards showing reportable change in noise based on the noise screening results](#)
 - [Overview board showing 90 days of random arrival and departure tracks from 2017](#)
 - [Proposed departure procedures in west flow showing 90 random days of departure tracks from 2017](#)
 - [Proposed Departure Procedures showing departure tracks for east and west flows from both 2014 and 2017](#)
 - [Proposed Departure Procedures showing East Flow departure tracks from both 2014 and 2017](#)
 - [Proposed Departure Procedures showing West Flow departure tracks from both 2014 and 2017](#)

1

Step 2 Materials

- [Step 2 Display Boards](#)
- [Step 2 Workshop Handout](#)
- [Step 2 Workshop Handout Spanish](#)
- [Printable Step 2 Comment Form](#)
- [Printable Step 2 Comment Form Spanish](#)

To view **Frequently Asked Questions (FAQ)** about community engagement in the Phoenix area, click [here](#).

Last updated: Friday, November 14, 2025

U.S. DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591
866.835.5322 (866-TELL-FAA)
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U.S. DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

**Notice of the Federal Aviation Administration’s Intent to Prepare an
Environmental Assessment for the Phoenix Area FAA Modernization Project**

SUMMARY:

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that it is preparing an Environmental Assessment (EA) for the Phoenix Area FAA Modernization Project, which involves flight procedure optimization for the following 10 airports, referred to as the “Study Airports:”

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

The Phoenix Area FAA Modernization Project would seek to improve the efficiency and safety of the national airspace system in the Phoenix area airspace by optimizing aircraft arrival and departure procedures using satellite-based navigation technology called Area Navigation (RNAV) serving a number of airports that meet the defined environmental analysis criteria in FAA Order 1050.1F *Environmental Impacts: Policies and Procedures*. The 10 Study Airports that met the defined criteria will be assessed in the EA, which will be prepared pursuant to the National Environmental Policy Act of 1969, FAA Order 1050.1F, FAA Order JO 7400.2R *Procedures for Handling Airspace Matters*, and United States Department of Transportation (DOT) Order 5610.1D *Procedures for Considering Environmental Impacts*. The FAA has not made any decisions about the Final EA content.

SUPPLEMENTARY INFORMATION:

Existing and proposed air traffic procedures for the airspace above and near the Study Airports will be evaluated in the EA. RNAV-based Standard Instrument Departures (SIDs) and Standard Terminal Arrivals (STARs) have been in effect in the Phoenix region for over a decade. However, since these procedures were first implemented, RNAV design criteria and guidance have been regularly updated as experience has been gained in the design and use of RNAV procedures. As a result, older RNAV procedures do not take full advantage of current RNAV design capabilities and have become increasingly less efficient. The arrival and departure procedures serving the Phoenix area can be improved to increase the efficient use of the airspace to the benefit of pilots, controllers, and the general public. Amendments to existing RNAV Global Positioning System (GPS) approaches would be considered in the EA, along with the creation of new RNAV Required Navigation Performance (RNP) approaches. Air traffic procedures using ground-based navigation aids (NAVAIDS) (referred to as “conventional procedures” to signify their differentiation from RNAV procedures) will also be considered in the EA.

Proposed Action

The EA is expected to evaluate at least two alternatives, the No Action alternative and the proposed Phoenix Area FAA Modernization Project alternative (the Proposed Action). The FAA has not finalized the Proposed Action at this time. The Proposed Action as it is currently configured consists of

optimizing aircraft routes within the controlled airspace into and out of the Phoenix area. The primary components of the proposed Phoenix Area FAA Modernization Project Proposed Action would include:

- **Establishing Updated Departure Routes and/or Fixes/Waypoints from the EA Study Airports.** Aircraft departing from Study Airports would transition to air traffic procedures using optimized routes based on RNAV technology. A “fix” (or fixes) or a “waypoint” (or waypoints) refers to a geographical position determined by reference to one or more radio NAVAIDS, or by some other means such as satellite navigation.
- **Establishing Updated Arrival Routes and/or Fixes/Waypoints into the EA Study Airports.** Aircraft bound for Study Airports would transition from a cruise (or en route) altitude to optimized air traffic procedures, then to localized air traffic patterns and optimized runway approaches. Optimized approaches may include amendments to existing RNAV GPS approaches or newly created RNAV RNP approaches, or a combination of both.

Implementation of the proposed Phoenix Area FAA Modernization Project is not anticipated to increase the number of aircraft operations at Study Airports and would not involve physical construction of any facilities.

Project Study Areas

Using radar data for the Study Airports and the proposed procedure changes, the FAA has identified a General Study Area and a Supplemental Study Area in which changes to aircraft routing would occur as a result of the Proposed Action (see **Exhibit 1**).

The General Study Area will be used to evaluate and compare the potential impacts of the Proposed Action and at least one alternative (the No Action alternative). The FAA requires consideration of impacts of airspace actions from the ground surface to 10,000 feet Above Ground Level (AGL) if the study area is larger than the immediate area around an airport or involves more than one airport or up to 18,000 feet AGL if the proposed action or alternative(s) are over a national park or wildlife refuge where other noise is very low and a quiet setting is a generally recognized purpose and attribute. High altitude changes to flight paths, at altitudes greater than 18,000 feet AGL, may occur as part of the Phoenix Area FAA Modernization Project as far as 200 miles from the Study Airports, but such changes generally are not included in the Study Areas.

Since the General Study Area includes portions of the following national parks or wildlife refuges (Kofa National Wildlife Refuge and Casa Grande Ruins National Monument) and various cultural properties (the Gila River Indian Reservation, Salt River Pima-Maricopa Indian Community, the Ak-Chin Indian Community of the Maricopa, and the Tohono O’odham Indian Community) where other noise is very low and a quiet setting is a generally recognized purpose and attribute, a Supplemental Study Area has been identified to assess potential impacts to these noise sensitive areas. Using the same evaluation criteria for the General Study Area, an 18,000-foot Supplemental Study Area was developed.

PUBLIC WORKSHOPS:

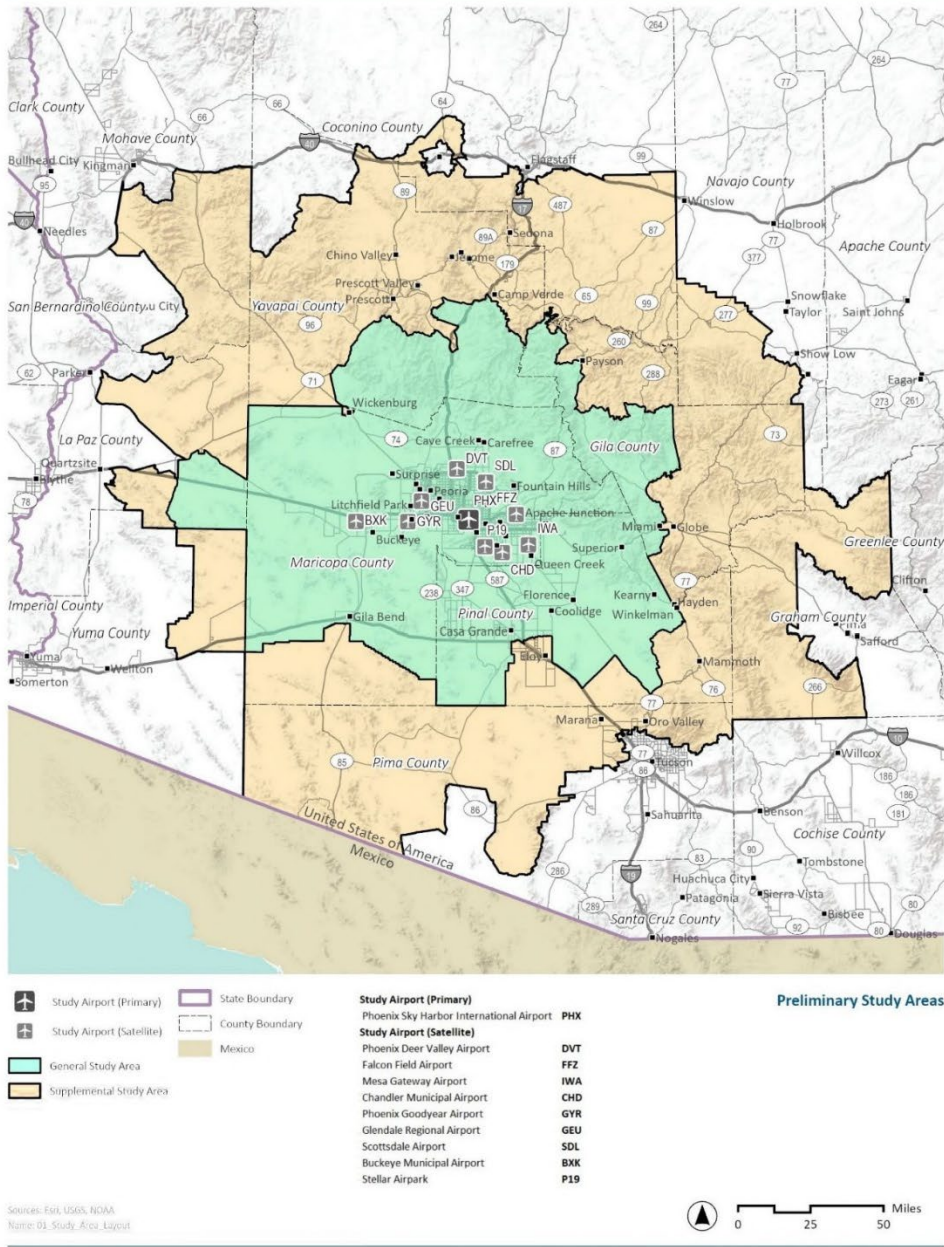
The FAA plans on holding public engagement workshops in late Spring 2026. We encourage you to check back and monitor the FAA Community Engagement website https://www.faa.gov/air_traffic/community_engagement/phx for background information and further project updates, as well as to find out when community meetings will be scheduled. You can also stay up to date by checking out the FAA’s social media sites.

FOR FURTHER INFORMATION CONTACT:

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

E-mail: PHX-MODERNIZATION-comment@faa.gov

Exhibit 1. Project Study Areas



DEPARTAMENTO DE TRANSPORTE DE LOS ESTADOS UNIDOS

Administración Federal de Aviación (FAA)

Aviso de la Intención de la Administración Federal de Aviación de Preparar una Evaluación Ambiental para el Proyecto de Modernización de la FAA en el Área de Phoenix

RESUMEN:

La Administración Federal de Aviación (FAA) informa al público que está preparando una Evaluación Ambiental (EA) para el Proyecto de Modernización de la FAA en el Área de Phoenix, el cual busca optimizar los procedimientos de vuelo en los siguientes 10 aeropuertos, denominados "Aeropuertos de Estudio":

- Aeropuerto Internacional Phoenix Sky Harbor (PHX)
- Aeropuerto Phoenix Deer Valley (DVT)
- Aeropuerto Falcon Field (FFZ)
- Aeropuerto Mesa Gateway (IWA)
- Aeropuerto Municipal de Chandler (CHD)
- Aeropuerto Phoenix Goodyear (GYR)
- Aeropuerto Regional de Glendale (GEU)
- Aeropuerto de Scottsdale (SDL)
- Aeropuerto Municipal de Buckeye (BXK)
- Aeropuerto Stellar Airpark (P19)

El Proyecto de Modernización de la FAA en el Área de Phoenix busca mejorar la eficiencia y seguridad del sistema nacional del espacio aéreo mediante la optimización de los procedimientos de llegada y salida de aeronaves, utilizando tecnología de navegación satelital denominada Navegación de Área (RNAV). El proyecto abarcará los aeropuertos que cumplen con los criterios de análisis ambiental establecidos en la Orden FAA 1050.1F, Impactos Ambientales: Políticas y Procedimientos.

Los 10 Aeropuertos de Estudio que cumplen con estos criterios serán evaluados en la EA, la cual se elaborará conforme a la Ley Nacional de Política Ambiental (NEPA) de 1969, la Orden FAA 1050.1F, la Orden FAA JO 7400.2R, Procedimientos para el Manejo de Asuntos de Espacio Aéreo, y la Orden del Departamento de Transporte de EE.UU. (DOT) 5610.1D, Procedimientos para Considerar Impactos Ambientales. La FAA no ha tomado decisiones sobre el contenido final de la EA.

INFORMACIÓN ADICIONAL:

La EA evaluará los procedimientos aéreos existentes y propuestos en el espacio aéreo sobre y cerca de los Aeropuertos de Estudio. Los procedimientos de salida y llegada basados en RNAV (SIDs y STARs) han estado en funcionamiento en la región de Phoenix por más de una década. Sin embargo, desde su implementación, los criterios y guías de diseño RNAV han sido actualizados periódicamente conforme se gana experiencia en su uso.

Como resultado, algunos procedimientos RNAV más antiguos ya no aprovechan plenamente las capacidades actuales del diseño RNAV y se han vuelto menos eficientes. Por ello, los procedimientos de llegada y salida del área de Phoenix pueden optimizarse para un uso más eficiente del espacio aéreo, beneficiando a pilotos, controladores y al público en general.

La EA también considerará enmiendas a los procedimientos RNAV basados en GPS existentes, la creación de nuevos procedimientos RNAV de Desempeño Requerido de Navegación (RNP) y los procedimientos convencionales basados en ayudas de navegación terrestre (NAVAIDS).

Acción Propuesta

Se espera que la EA evalúe al menos dos alternativas: la Alternativa de No Acción y la Acción Propuesta del Proyecto de Modernización de la FAA en el Área de Phoenix. Actualmente, la Acción Propuesta consiste en optimizar las rutas de las aeronaves dentro del espacio aéreo controlado hacia y desde el área de Phoenix. Los componentes principales incluyen:

- **Establecer rutas de salida actualizadas** y puntos de referencia (fijos/puntos de ruta) desde los Aeropuertos de Estudio, utilizando tecnología RNAV para optimizar las trayectorias de salida.
- **Establecer rutas de llegada actualizadas** y puntos de referencia hacia los Aeropuertos de Estudio, optimizando las transiciones desde altitudes de crucero hasta patrones locales de tráfico aéreo y aproximaciones a pista.

La implementación del proyecto no se espera que incremente el número de operaciones aéreas en los Aeropuertos de Estudio ni requerirá construcción física de nuevas instalaciones.

Áreas de Estudio del Proyecto

Con base en los datos de radar y los cambios propuestos en los procedimientos, la FAA ha identificado una Área de Estudio General y una Área de Estudio Suplementaria donde podrían producirse cambios en las rutas de aeronaves como resultado de la Acción Propuesta (véase el **Anexo 1**).

El Área de Estudio General se usará para evaluar los posibles impactos de la Acción Propuesta y de al menos una alternativa. La FAA requiere considerar impactos desde la superficie hasta los 10,000 pies sobre el nivel del suelo (AGL), o hasta 18,000 pies AGL en áreas sobre parques nacionales o refugios de vida silvestre donde el ambiente acústico es especialmente sensible.

Debido a que el Área de Estudio General incluye partes de Kofa National Wildlife Refuge, Casa Grande Ruins National Monument, y varias comunidades tribales (Reserva Indígena del Río Gila, Comunidad India Pima-Maricopa del Río Salado, Comunidad India Ak-Chin de los Maricopa y Nación Tohono O'odham), se ha definido una Área de Estudio Suplementaria que se extiende hasta los 18,000 pies AGL para evaluar posibles impactos de ruido en estas áreas sensibles.

TALLERES PÚBLICOS:

La FAA planea realizar talleres públicos de participación comunitaria a finales de la primavera de 2026. Se recomienda visitar el sitio web de participación comunitaria de la FAA:

https://www.faa.gov/air_traffic/community_engagement/phx

para obtener información de antecedentes, actualizaciones del proyecto y fechas de reuniones públicas. También puede mantenerse informado a través de las redes sociales oficiales de la FAA.

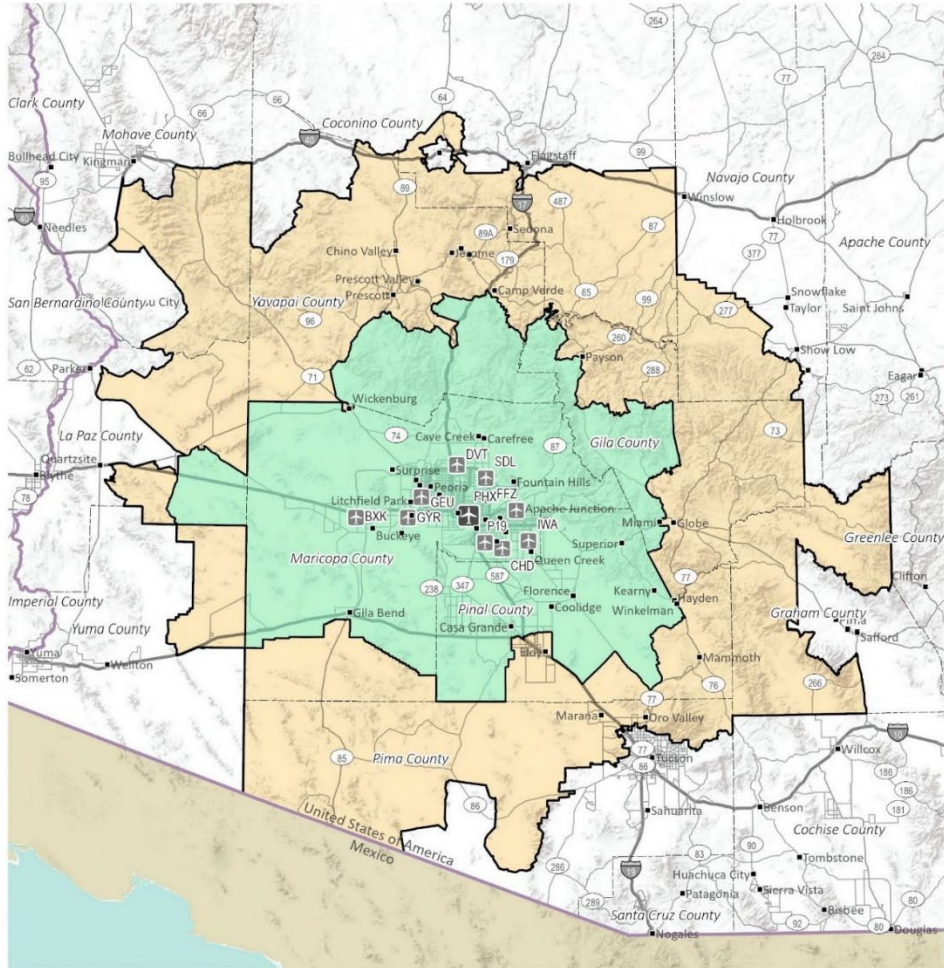
INFORMACIÓN DE CONTACTO:

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

Correo electrónico: PHX-MODERNIZATION-comment@faa.gov

Anexo 1. Áreas de Estudio del Proyecto

Anexo 1. Áreas de Estudio del Proyecto



<ul style="list-style-type: none"> Study Airport (Primary) Study Airport (Satellite) General Study Area Supplemental Study Area 	<ul style="list-style-type: none"> State Boundary County Boundary Mexico 	<p>Study Airport (Primary)</p> <p>Phoenix Sky Harbor International Airport PHX</p> <p>Study Airport (Satellite)</p> <p>Phoenix Deer Valley Airport DVT Falcon Field Airport FFZ Mesa Gateway Airport IWA Chandler Municipal Airport CHD Phoenix Goodyear Airport GYR Glendale Regional Airport GEU Scottsdale Airport SDL Buckeye Municipal Airport BKK Stellar Airpark P19</p>	<p>Preliminary Study Areas</p>
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Source: FAA, USGS, NOAA
 Name: 01_Study_Area_Layout

0 25 50 Miles

F.2.1.2 Arizona Capitol Times

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Summary

I'm reaching out to get more information on your statewide public notice publication service. We're currently reviewing options for placing a notice in several Arizona newspapers. So far, we've identified Arizona Republic, La Voz, West Valley, East Valley, Casa Grande. Given these varying processes, we're interested in understanding whether your statewide service includes these publications and, if so, which specific newspapers are covered. This would help us determine if your service may stre

Ad Text

November 21, 2025

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11/21, 2025 editions Arizona Capitol Times

Arizona Capitol Times
1001 North Central Avenue, Suite 801
Phoenix, AZ, 85004
Phone: 602-258-7026 Fax: N/A



Affidavit of Publication

Re: Legal Notice 4050986, Environmental Assessment for the Phoenix Area FAA Modernization Project

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County of Maricopa }

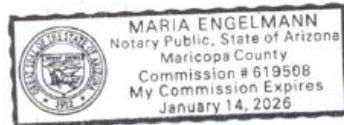
I, Teri Hayt, being duly sworn, depose and say: that I am the Authorized Designee of Arizona Capitol Times, a weekly newspaper of general circulation in Phoenix, County of Maricopa, State of AZ; that a notice, of which the annexed is a printed copy, has been duly and regularly published in the Arizona Capitol Times once each week for 1 consecutive weeks; and that the date of the publication were as follows: 11/21/2025.

By: Teri Hayt
Teri Hayt

Sworn to me on this
20th day of November
2025

By: Maria Engelmann

Maria Engelmann
Notary Public, State of
AZ
No. 619508
Qualified in Maricopa
County
My commission expires
on January 14, 2026



**U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Notice of the Federal Aviation Administration's Intent to
Prepare an
Environmental Assessment for the Phoenix Area FAA
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Placement: Arizona Capitol Times
Index: Government
Category: Other
First Issue: 11/21/2025
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Affidavit Reference: Environmental Assessment for the Phoenix Area FAA Modernization Project

Ad Proof

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Notice of the Federal Aviation Administration's Intent to Prepare an
Environmental Assessment for the Phoenix Area FAA Modernization Project

SUMMARY:

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that it is preparing an Environmental Assessment (EA) for the Phoenix Area FAA Modernization Project, which involves flight procedure optimization for the following 10 airports, referred to as the **Study Airports**:
☒ Phoenix Sky Harbor International Airport (PHX)
☒ Phoenix Deer Valley Airport (DVT)
☒ Falcon Field Airport (FFZ)
☒ Mesa Gateway Airport (IWA)
☒ Chandler Municipal Airport (CHD)
☒ Phoenix Goodyear Airport (GYR)
☒ Glendale Regional Airport (GEU)
☒ Scottsdale Airport (SDL)
☒ Buckeye Municipal Airport (B XK)
☒ Stellar Airpark (P19)

The Phoenix Area FAA Modernization Project would seek to improve the efficiency and safety of the national airspace system in the Phoenix area airspace by optimizing aircraft arrival and departure procedures using satellite-based navigation technology called Area Navigation (RNAV) serving a number of airports that meet the defined environmental analysis criteria in FAA Order 1050.1F *Environmental Impacts: Policies and Procedures*. The 10 Study Airports that met the defined criteria will be assessed in the EA, which will be prepared pursuant to the National Environmental Policy Act of 1969, FAA Order 1050.1F, FAA Order JO 7400.2R *Procedures for Handling Airspace Matters*, and United States Department of Transportation (DOT) Order 5610.1D *Procedures for Considering Environmental Impacts*. The FAA has not made any decisions about the Final EA content.

PUBLIC WORKSHOPS:

The FAA plans on holding public engagement workshops in late Spring 2026. We encourage you to check back and monitor the FAA Community Engagement website https://www.faa.gov/air_traffic/community_engagement/phx for background information and further project updates, as well as to find out when community meetings will be scheduled in your area. You can also stay up to date by checking out the FAA's social media sites.

4050986 11/21, 2025 editions Arizona Capitol Times

*** Changes to this order may result in pricing changes ***

F.2.1.3 La Voz

6 | VIERNES 21 DE NOVIEMBRE DE 2025 | LA VOZ ARIZONA

DEPARTAMENTO DE TRANSPORTE DE LOS ESTADOS UNIDOS
Administración Federal de Aviación (FAA)

Aviso de la Intención de la Administración Federal de Aviación de Preparar una Evaluación Ambiental para el Proyecto de Modernización de la FAA en el Área de Phoenix

RESUMEN:

La Administración Federal de Aviación (FAA) informa al público que está preparando una Evaluación Ambiental (EA) para el Proyecto de Modernización de la FAA en el Área de Phoenix, el cual busca optimizar los procedimientos de vuelo en los siguientes 10 aeropuertos, denominados "Aeropuertos de Estudio":

- Aeropuerto Internacional Phoenix Sky Harbor (PHX)
- Aeropuerto Phoenix Deer Valley (DVT)
- Aeropuerto Falcon Field (FFZ)
- Aeropuerto Mesa Gateway (IWA)
- Aeropuerto Municipal de Chandler (CHD)
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- Aeropuerto Regional de Glendale (GEU)
- Aeropuerto de Scottsdale (SDL)
- Aeropuerto Municipal de Buckeye (BXX)
- Aeropuerto Stellar Airpark (P19)

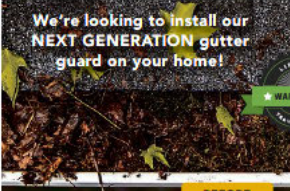

El Proyecto de Modernización de la FAA en el Área de Phoenix busca mejorar la eficiencia y seguridad del sistema nacional del espacio aéreo mediante la optimización de los procedimientos de llegada y salida de aeronaves, utilizando tecnología de navegación satelital denominada Navegación de Área (RNAV). El proyecto abarcará los aeropuertos que cumplen con los criterios de análisis ambiental establecidos en la Orden FAA 1050.1F, Impactos Ambientales, Políticas y Procedimientos. Los 10 Aeropuertos de Estudio que cumplen con estos criterios serán evaluados en la EA, la cual se elaborará conforme a la Ley Nacional de Política Ambiental (NEPA) de 1969, la Orden FAA 1050.1F, la Orden FAA JO 7400.2R, Procedimientos para el Manejo de Asuntos de Espacio Aéreo, y la Orden del Departamento de Transporte de EE.UU. (DOT) 5610.ID, Procedimientos para Considerar Impactos Ambientales. La FAA no ha tomado decisiones sobre el contenido final de la EA.

TALLERES PÚBLICOS:

La FAA planea realizar talleres públicos de participación comunitaria a finales de la primavera de 2026. Se recomienda visitar el sitio web de participación comunitaria de la FAA: https://www.faa.gov/air_traffic/community_engagement/phx para obtener información de antecedentes, actualizaciones del proyecto y fechas de reuniones públicas. También puede mantenerse informado a través de las redes sociales oficiales de la FAA.

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TV Y MÁS



Desde Rosa Morada, Mocorito, Sinaloa, hasta los escenarios más grandes del mundo, Los Tigres del Norte han narrado la vida de aquellos que no siempre tienen un micrófono, pero sí una historia que contar. UNIVERSAL MUSIC

Los Tigres del Norte presentan su minidocumental

Diana García
Corresponsal Cd. de México, La Voz

Los Tigres del Norte presentaron su minidocumental "Los Tigres del Mundo, el Norte más Allá de la Frontera", un viaje a través de sus canciones, sus recuerdos, sus triunfos y su compromiso con una comunidad que los ha convertido en héroes sin capa, en leyendas vivas.

A través de 57 años de trayectoria, "Los Jefes de Jefes" se han convertido

en la voz de un pueblo, el eco de una frontera, el rugido de millones de migrantes que dejaron su tierra en busca de un sueño, pero nunca olvidaron sus raíces.

Este minidocumental reúne el testimonio de distintas personalidades que reflexionan sobre el impacto de "Los Jefes de Jefes" y cómo su música ha tratado la realidad de los migrantes.

"Los Tigres del Mundo, el Norte más allá de la Frontera", ya se encuentra disponible en YouTube.

Arturo Carmona arregló sus diferencias con Cristián de la Fuente

Diana García
Corresponsal Cd. de México, La Voz

El actor Arturo Carmona confirmó que tuvo diferencias con su compañero Cristián de la Fuente, en la obra "Perfume de Gardenia".

"Siempre habrá diferencias con algunos compañeros, si hubo unos detalles, pero nada que no se pudiese arreglar en su momento, se arregló, nada fuerte que no permitiese que pudiéramos trabajar juntos de nuevo", expresó.

Debido a que ambos saben que su prioridad es el trabajo, continúan en la obra con gusto y profesionalismo.

"No pasó a mayores, no fue algo que



Arturo Carmona confiesa que sí hubo un problema con Cristián de la Fuente, con quien dice que ya está todo arreglado. FRANCISCO MORALES/LA VOZ

no se pudiese arreglar, seguimos trabajando en paz", comentó.

Como profesionales, los actores mantienen una relación cordial en la puesta.

"Somos profesionales, no es que nos tengamos que llevar bien, cuando estamos en el escenario, somos una compañía, somos uno, podremos tener nuestras diferencias, pero el público no tiene la culpa", agregó.

DEPARTAMENTO DE TRANSPORTE DE LOS ESTADOS UNIDOS

Administración Federal de Aviación (FAA)

Aviso de la Intención de la Administración Federal de Aviación de Preparar una Evaluación Ambiental para el Proyecto de Modernización de la FAA en el Área de Phoenix

RESUMEN:

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AR-42943962



PO Box 632099, Cincinnati, OH 45263-2099

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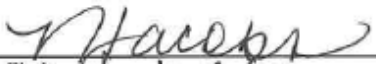
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Burlington MA 01803-5052

STATE OF WISCONSIN, COUNTY OF BROWN

The La Voz TV y Mas, a publication of the Arizona Republic, a newspaper published in the city of Phoenix and general circulation in the counties of Maricopa, Coconino, Pima and Pinal, State of Arizona, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

PNI Lavoz TVyMas 11/21/2025

and that the fees charged are legal,
Sworn to and subscribed before on 11/21/2025



Legal Clerk



Notary, State of WI, County of Brown

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Notary Public
State of Wisconsin**

F.2.1.4 Casa Grande Dispatch

Published in Casa Grande Dispatch on November 22, 2025

Location

Pinal County, Arizona

Notice Text

U.S. DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of the Federal Aviation Administration s Intent to Prepare an Environmental Assessment for the Phoenix Area FAA Modernization Project

SUMMARY:

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that it is preparing an Environmental Assessment (EA) for the Phoenix Area FAA Modernization Project, which involves flight procedure optimization for the following 10 airports, referred to as the Study Airports:

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Phoenix Deer Valley Airport (DVT)

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Mesa Gateway Airport (IWA)

Chandler Municipal Airport (CHD)

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scheduled in your area. You can also stay up to date by checking out the FAA s social media sites.



AFFIDAVIT OF PUBLICATION

State of Florida, County of Broward, ss:

Ankit Sachdeva, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC, duly authorized agent of Casa Grande Dispatch, a newspaper published at Casa Grande, Pinal County, Arizona, Tuesday, Thursday, and Saturday of each week; that a notice, a full, true and complete printed copy of which is hereunto attached, was printed in the regular edition of said newspaper, and not in a supplement thereto, for 1 issues. The publications thereof having been on the following dates:

PUBLICATION DATES:
Nov. 22, 2025

NOTICE ID: V9TEo177Ne Fav0mwJIdS
NOTICE NAME: FAA Phoenix EA Notice

Ankit Sachdeva

(Signed)



VERIFICATION

State of Florida
County of Broward

Subscribed in my presence and sworn to before me on this: 11/25/2025

S. Smith

Notary Public

Notarized remotely online using communication technology via Proof.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Notice of the Federal Aviation Administration's Intent to Prepare an Environmental Assessment for the Phoenix Area FAA Modernization Project

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Published 11/22/25



INTERIM AD DRAFT

This is the proof of your ad scheduled to run in **Casa Grande Dispatch** on the dates indicated below.
If changes are needed, please contact us prior to deadline at **(520) 836-7461**.

Notice ID: V9TEo177NeFav0mwJIdS | **Proof Updated: Nov. 14, 2025 at 02:42pm MST**
Notice Name: FAA Phoenix EA Notice

See Proof on Next Page

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Columns Wide: 1	Ad Class: Legals
Total Column Inches: 8.21	
Number of Lines: 79	
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11/22/2025: Other	75.91
<hr/>	
Subtotal	\$75.91
Tax	\$1.37
Processing Fee	\$12.59
Total	\$89.87

F.2.1.5 East Valley Tribune

PUBLIC NOTICES	PUBLIC NOTICES	PUBLIC NOTICES	PUBLIC NOTICES
<p>SCHEDULED DATE OF THE SALE, OR YOU MAY HAVE WAIVED ANY DEFENSES OR OBJECTIONS TO THE SALE. UNLESS YOU OBTAIN A COURT ORDER, THE SALE WILL BE FINAL AND WILL OCCUR at public auction to the highest bidder in Suite 700, at 8585 East Hartford Drive, Scottsdale, AZ 85255, in Maricopa County, Arizona, at 1 p.m. on Tuesday, December 23, 2025: Painted Mountain Golf Villas Interval Interest consisting of: (i) an undivided (SEE EXHIBIT "A") for Annual, (SEE EXHIBIT "A") for Biennial Even Years, (SEE EXHIBIT "A") for Biennial Odd Years fee interest in Unit No(s)/Interval No(s)/Assigned Year (SEE EXHIBIT "A"),(SEE EXHIBIT "A") (SEE EXHIBIT "A") PAINTED MOUNTAIN GOLF VILLAS CONDOMINIUM, according to the Declaration of Covenants, Conditions, Restrictions, and Easements for Painted Mountain Golf Villas Condominium recorded in instrument no. 97-0704664, and plat recorded in Book 451 of Maps, Page 11, records of Maricopa County, Arizona, by which an Owner is entitled to occupy a Unit for one (1) Interval on an annual or biennial (whichever is indicated above) and recurring basis, the exact Interval to be established every year (or, for biennial, every other year) by reservation, all as defined and governed by the Declaration of Dedication, Interval Ownership Plan, and Covenants, Conditions, Restrictions and Easements for Painted Mountain Golf Villas, dated September 18, 1997, and recorded October 8, 1997, in instrument no. 97-0704665, records of Maricopa County, Arizona, as amended (collectively, the "Declaration"); and (ii) the non-exclusive right to use and enjoy the Common Area, and to use and enjoy the Common Furnishings contained in such Unit, during such Owner's Use Period, as provided in the Declaration. For convenience in inventory control, conveyancing, and titling an Interval Interest is granted in a specific Unit; however, this interest does NOT carry with it the right to use that specific Unit. Property address: 6302 E. McKellips Road, Mesa, AZ, 85215. Tax parcel number: 20-1008093. Name and address of owner(s): (See Exhibit "A") Delinquent Assessments: (See Exhibit "A") Trustee: Sharon A. Urias, 8585 East Hartford Drive, Suite 700, Scottsdale, AZ, 85255, Phone no. (480) 306-5458. Manner of trustee qualification: Member, State Bar of Arizona. This is a non-judicial foreclosure proceeding to permit Painted Mountain Golf Villas Vacation Ownership Association, An Arizona Nonprofit Corporation, to pursue its in rem remedies under Arizona law.</p> <p>EXHIBIT "A" - NOTICE OF TRUSTEE'S SALE Owner(s) Address Undiv Int Unit Week Assigned Yr Yrs Due Delinquent Assessments</p> <p>ELMORE V JOHNSON & JUNE E JOHNSON, 8500 Tesson Farm Rd N Apt 229 Brooklyn Park MN, 55445, 1/104, 6-223, 20, Biennial, 2023, \$1,368.68; RENICE KENNY & PATRICK J KENNY & ESMIE KENNY, 8364 Templeberry Dr Brownsburg IN, 46112, 1/52, 8-237, 28A, Annual, 2023-2024, \$3,979.02; LEWIS A WILLIAMS & CLARICE Y WILLIAMS, 27346 Goldengate Dr W Lathrup Village MI, 48076, 1/52, 9-237P, 18A, Annual, 2023-2024, \$906.89; STEVEN LEPPERLY & BARBARA J EPPERLY, 802 S Grant Ave</p>	<p>Apt 926 Mason City IA, 50401, 1/52, 9-136, 28A, Annual, 2023-2024, \$2,602.80; CALVIN T COOLIDGE & TAMARA K COOLIDGE, 1906 Turf Club Dr Arlington TX, 76017, 1/52, 9-237P, 28A, Annual, 2023-2024, \$906.89; JOHN A BABINAT & NADINE J BABINAT, 13522 Dyrant Rd La Porte City IA, 50651, 1/52, 8-233P, 46A, Annual, 2023-2024, \$906.89; STEPHEN C WOODWORTH & CHRISTINE M WOODWORTH, 1049 Night Harbor Cir Chapin SC, 29036, 1/52, 8-133, 49A, Annual, 2023-2024, \$3,602.80; WILLIAM C MOORE & CHRISTY M MOORE, 312 Regents Arch Ave Westville MO, 63385, 1/52, 8-233P, 8A, Annual, 2023-2024, \$906.89; ROBERT MARTIN GEROW & PAULINE ANN GEROW, PO Box 479 Debden SK, SOJOSO CANADA, 1/52, 7-228, 21A, Annual, 2023-2024, \$2,602.80; ROBERT MARTIN GEROW & PAULINE ANN GEROW, PO Box 479 Debden SK, SOJOSO CANADA, 1/52, 9-136, 36A, Annual, 2023-2024, \$1,453.54 Published in East Valley Tribune Nov 16, 23, 30, Dec 7, 2025</p> <p>ARTICLES OF ORGANIZATION 23886032 ENTITY INFORMATION ENTITY NAME: PROGRADE MACHINERY, LLC ENTITY ID: 23886032 ENTITY TYPE: Domestic LLC EFFECTIVE DATE: 09/21/2025 LIFE PERIOD: PERPETUAL (forever) CHARACTER OF BUSINESS: RETAIL TRADE (45) CHARACTER OF BUSINESS SUB CODE: OTHER DIRECT SELLING ESTABLISHMENTS ENTITY STATUS: ACTIVE REASON FOR STATUS: IN GOOD STANDING STATUTORY AGENT INFORMATION STATUTORY AGENT NAME: LORRAINE A SANCHEZ APPOINTED STATUS: ACTIVE 6/7/2024 PHYSICAL ADDRESS: 3332 E COTTON LANE, GILBERT, AZ 85234, USA MAILING ADDRESS: 3332 E COTTON LANE, GILBERT, AZ 85234, USA PRINCIPAL INFORMATION TITLE: MEMBER NAME : LORRAINE SANCHEZ ADDRESS: 3332 E COTTON LANE, GILBERT, AZ 85234, MARICOPA COUNTY, USA Arizona Corporation Commission RECEIVED: 6/7/2024 Arizona Corporation Commission FILED: 6/7/2024 Published in East Valley Tribune Nov 16, 23, 30, 2025</p>	<p>tion for the following 10 airports, referred to as the "Study Airports":</p> <ul style="list-style-type: none"> Phoenix Sky Harbor International Airport (PHX) Phoenix Deer Valley Airport (DVT) Falcon Field Airport (FFZ) Mesa Gateway Airport (TWA) Chandler Municipal Airport (CHD) Phoenix Goodyear Airport (GYR) Glendale Regional Airport (GEU) Scottsdale Airport (SDL) Buckeye Municipal Airport (BXK) Stellar Airpark (P19) <p>The Phoenix Area FAA Modernization Project would seek to improve the efficiency and safety of the national airspace system in the Phoenix area airspace by optimizing aircraft arrival and departure procedures using satellite-based navigation technology called Area Navigation (RNAV) serving a number of airports that meet the defined environmental analysis criteria in FAA Order 1050.1F <i>Environmental Impacts: Policies and Procedures</i>. 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Published in East Valley Tribune Nov 23, 2025</p>	<p>be sold pursuant to the power of sale under that certain Notice of Delinquency of Assessments recorded by PAINTED MOUNTAIN GOLF VILLAS VACATION OWNERSHIP ASSOCIATION under Instrument Number 20250391549, records of Maricopa County, Arizona. The owner(s) (see Exhibit "A") have breached and defaulted under the Declaration of Dedication, Interval Ownership Plan, and Covenants, Conditions, Restrictions and Easements and Bylaws of the Association by failing to pay the amounts as specified herein. NOTICE! IF YOU BELIEVE THERE IS A DEFENSE TO THE TRUSTEE SALE OR IF YOU HAVE AN OBJECTION TO THE TRUSTEE SALE YOU MUST FILE AN ACTION AND OBTAIN A COURT ORDER PURSUANT TO RULE 65, ARIZONA RULES OF CIVIL PROCEDURE, STOPPING THE SALE NO LATER THAN 5:00 PM MOUNTAIN STANDARD TIME OF THE LAST BUSINESS DAY BEFORE THE SCHEDULED DATE OF THE SALE. OR YOU MAY HAVE WAIVED ANY DEFENSES OR OBJECTIONS TO THE SALE. UNLESS YOU OBTAIN A COURT ORDER, THE SALE WILL BE FINAL AND WILL OCCUR at public auction to the highest bidder in Suite 700, at 8585 East Hartford Drive, Scottsdale, AZ 85255, in Maricopa County, Arizona, at 1 p.m. on Tuesday, December 23, 2025: Painted Mountain Golf Villas Interval Interest consisting of: (i) an undivided (SEE EXHIBIT "A") for Annual, (SEE EXHIBIT "A") for Biennial Even Years, (SEE EXHIBIT "A") for Biennial Odd Years fee interest in Unit No(s)/Interval No(s)/Assigned Year (SEE EXHIBIT "A"),(SEE EXHIBIT "A") (SEE EXHIBIT "A") PAINTED MOUNTAIN GOLF VILLAS CONDOMINIUM, according to the Declaration of Covenants, Conditions, Restrictions, and Easements for Painted Mountain Golf Villas Condominium recorded in instrument no. 97-0704664, and plat recorded in Book 451 of Maps, Page 11, records of Maricopa County, Arizona, by which an Owner is entitled to occupy a Unit for one (1) Interval on an annual or biennial (whichever is indicated above) and recurring basis, the exact Interval to be established every year (or, for biennial, every other year) by reservation, all as defined and governed by the Declaration of Dedication, Interval Ownership Plan, and Covenants, Conditions, Restrictions and Easements for Painted Mountain Golf Villas, dated September 18, 1997, and recorded October 8, 1997, in instrument no. 97-0704665, records of Maricopa County, Arizona, as amended (collectively, the "Declaration"); and (ii) the non-exclusive right to use and enjoy the Common Area, and to use and enjoy the Common Furnishings contained in such Unit, during such Owner's Use Period, as provided in the Declaration. For convenience in inventory control, conveyancing, and titling an Interval Interest is granted in a specific Unit; however, this interest does NOT carry with it the right to use that specific Unit. Property address: 6302 E. McKellips Road, Mesa, AZ, 85215. Tax parcel number: 20-1008093. Name and address of owner(s): (See Exhibit "A") Delinquent Assessments: (See Exhibit "A") Trustee: Sharon A. Urias, 8585 East Hartford Drive, Suite 700, Scottsdale, AZ, 85255, Phone no. (480) 306-5458. Manner of trustee qualification: Member, State Bar of Arizona. This is a non-judicial foreclosure proceeding to</p>
	<p>U.S. DEPARTMENT OF TRANSPORTATION Federal Aviation Administration Notice of the Federal Aviation Administration's Intent to Prepare an Environmental Assessment for the Phoenix Area FAA Modernization Project SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that it is preparing an Environmental Assessment (EA) for the Phoenix Area FAA Modernization Project, which involves flight procedure optimization</p>	<p>MARICOPA COUNTY SUPERIOR COURT OF ARIZONA Case Number PB2025-008484 In the Matter of the Estate of KEITH ALLAN MCCORMICK Notice is given that 1. Personal Representative: Jeanette Evans McCormick has been appointed Personal Representative of this Estate 2. Deadline to make claims. All persons having claims against the Estate are required to present their claims within four months after the date of the first publication of this Notice, or if this Notice is received by mail or delivery, within 60 days of the mailing or delivery, whichever is later. If claims are not timely made, they will be forever barred. 3. Notice of claims: Claims must be presented by delivering or mailing a written statement of the claim to the Personal Representative at 8920 N 53rd Place, Scottsdale, Arizona 85258 4. Notice of appointment: A copy of the Notice of Appointment is attached to the copies of this document mailed to all known creditors. Published in East Valley Tribune Nov 23, 30, Dec 7, 2025</p> <p>NOTICE OF TRUSTEE'S SALE PAINTED MOUNTAIN GOLF VILLAS 32997.0066 (NEWTON) The following legally described property will</p>	

THE SUNDAY EAST VALLEY Tribune

AFFIDAVIT OF PUBLICATION

STATE OF Colorado } SS
 COUNTY OF Arapahoe }

Steve Strickbine, being duly sworn, says:

That he is Steve Strickbine of the The East Valley Tribune, a weekly newspaper of general circulation, printed and published in Tempe, Maricopa County, Arizona; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

November 23, 2025

That said newspaper was regularly issued and circulated on those dates.

SIGNED:



Steve Strickbine

Subscribed to and sworn to me on this 23rd day of November 2025.

LINDSAY L. BICOURTTE
 Notary Public
 State of Colorado
 Notary ID # 20154972810
 My Commission Expires 10-22-2026

20134073610-156414

Notary Public

My Commission Expires: February 22, 2026

U.S. DEPARTMENT OF TRANSPORTATION
 Federal Aviation Administration
 Notice of the Federal Aviation Administrator's Intent to Prepare an

Environmental Assessment for the Phoenix Area FAA Modernization Project

SUMMARY:

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that it is preparing an Environmental Assessment (EA) for the Phoenix Area FAA Modernization Project, which involves flight procedure optimization for the following 10 airports, referred to as the "Study Airports."

- Phoenix Sky Harbor International Airport (PHX)
- Phoenix Deer Valley Airport (DVT)
- Indian Field Airport (IFZ)
- Mesa Gateway Airport (GMA)
- Chandler Municipal Airport (CHD)
- Rooseff Goeddyne Airport (GTR)
- Glendale Regional Airport (GLD)
- Schubert Airport (SCL)
- Buckeye Municipal Airport (BCK)
- Stellar Airport (P18)

The Phoenix Area FAA Modernization Project would seek to improve the efficiency and safety of the national airspace system in the Phoenix area airspace by optimizing arrival and departure procedures using satellite-based navigation technology called Area Navigation (RNAV) serving a number of airports that meet the defined environmental analysis criteria in FAA Order 1050.1F Environmental Impact: Policies and Procedures. The 10 Study Airports that met the defined criteria will be assessed in the EA, which will be prepared pursuant to the National Environmental Policy Act of 1969 (FAA Order 1050.1F FAA Order 10740.23 Procedures for Handling Airport Master and United States

Department of Transportation (DOT) Order 5410.1D Procedures for Considering Environmental Aspects. The FAA has not made any decisions about the final EA content.

PUBLIC WORKSHOPS:

The FAA plans on holding public engagement workshops in late Spring 2026. We encourage you to check back and monitor the FAA Community Engagement website https://www.faa.gov/air_traffic/community_engagement/ for background information and further project updates, as well as to find out when community meetings will be scheduled in your area. You can also stay up to date by checking out the EA's social media sites. Published in East Valley Tribune Nov 23, 2025



Invoice

<p>Times Media Group 1900 W. Broadway Rd. Tempe, AZ 85282 legals@timeslocalmedia.com 480-898-7926</p> <p>Bill to Nastasja von Conta</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Invoice number</td> <td>US4QW2UP-0001</td> </tr> <tr> <td>Notice ID</td> <td>zx1b6AAIRayCmvRV8QLP</td> </tr> <tr> <td>Order Number</td> <td></td> </tr> <tr> <td>Publisher</td> <td>The East Valley Tribune</td> </tr> <tr> <td>Date of issue</td> <td>Nov 14, 2025</td> </tr> <tr> <td>Date due</td> <td>Dec 14, 2025</td> </tr> <tr> <td>Amount due</td> <td>\$213.31</td> </tr> </table>	Invoice number	US4QW2UP-0001	Notice ID	zx1b6AAIRayCmvRV8QLP	Order Number		Publisher	The East Valley Tribune	Date of issue	Nov 14, 2025	Date due	Dec 14, 2025	Amount due	\$213.31
Invoice number	US4QW2UP-0001														
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Publisher	The East Valley Tribune														
Date of issue	Nov 14, 2025														
Date due	Dec 14, 2025														
Amount due	\$213.31														

Description	Qty	Unit price	Amount
11/23/2025: Legal Notice Notice	1	206.73	206.73

<p>=== Notes === Notice Name: Order 1050.1F,</p> <p>=== How to pay this invoice === Column Software PBC accepts online payment via credit or debit card, or ACH bank transfers. Please click here to pay online: https://www.column.us/invoices/DRa1l0jKXZ6jk7gcaiBr/pay</p> <p>Please note that, once paid, the merchant name on your billing statements will be Column Software PBC.</p> <p>Select organizations may also pay via check. Checks will result in processing delays and should not be used if your notice requires upfront payment. Please pay the exact amount due, write your invoice number US4QW2UP-0001 on the memo, include a printed copy of your Invoice PDF, make the check payable to Times Media Group, and mail to the address above.</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-top: 1px solid black;">Net Subtotal</td> <td style="text-align: right;">\$206.73</td> </tr> <tr> <td>Tax</td> <td style="text-align: right;">6.58</td> </tr> <tr> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">Amount due</td> <td style="text-align: right; border-bottom: 1px solid black;">\$213.31</td> </tr> </table>	Net Subtotal	\$206.73	Tax	6.58	Amount due	\$213.31
Net Subtotal	\$206.73						
Tax	6.58						
Amount due	\$213.31						

F.2.1.6 West Valley View

**U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Notice of the Federal Aviation Administration's
Intent to Prepare an**

**Environmental Assessment for the Phoenix Area
FAA Modernization Project**

SUMMARY:

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that it is preparing an Environmental Assessment (EA) for the Phoenix Area FAA Modernization Project, which involves flight procedure optimization for the following 10 airports, referred to as the "Study Airports:"

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

The Phoenix Area FAA Modernization Project would seek to improve the efficiency and safety of the national airspace system in the Phoenix area airspace by optimizing aircraft arrival and departure procedures using satellite-based navigation technology called Area Navigation (RNAV) serving a number of airports that meet the defined environmental analysis criteria in FAA Order 1050.1F *Environmental Impacts: Policies and Procedures*. The 10 Study Airports that met the defined criteria will be assessed in the EA, which will be prepared pursuant to the National Environmental Policy Act of 1969, FAA Order 1050.1F, FAA Order JO 7400.2R *Procedures for Handling Airspace Matters*, and United States Department of Transportation (DOT) Order 5610.1D *Procedures for Considering Environmental Impacts*. The FAA has not made any decisions about the Final EA content.

PUBLIC WORKSHOPS:

The FAA plans on holding public engagement workshops in late Spring 2026. We encourage you to check back and monitor the FAA Community Engagement website https://www.faa.gov/air_traffic/community_engagement/phx for background information and further project updates, as well as to find out when community meetings will be scheduled in your area. You can also stay up to date by checking out the FAA's social media sites.

Published in the West Valley View, Nov 26, 2025

West Valley View §

AFFIDAVIT OF PUBLICATION

West Valley View
250 N. Litchfield Road, #100
(480) 898-7826

I, SS, of lawful age, being duly sworn upon oath, deposes and says that I am the publisher of West Valley View, a publication that is a "legal newspaper" as that phrase is defined for the city of Goodyear, for the County of Maricopa, in the state of Arizona, that this affidavit is Page 1 of 2 with the full text of the sworn-to notice set forth on the pages that follow, and that the attachment hereto contains the correct copy of what was published in said legal newspaper in consecutive issues on the following dates:

PUBLICATION DATES:
Nov. 26, 2025

Notice ID: IfRVkJEdJ7B0ORpxlChL
Notice Name: Order 1050

PUBLICATION FEE: \$230.62
\$55

VERIFICATION

STATE OF COLORADO
COUNTY OF ARAPAHOE

Signed or attested before me on this

26 day of November, A.D. 2025.

20134073610-042967

Notary Public

My Commission Expires: February 22, 2026

LINDSAY L NICOLETTI
Notary Public
State of Colorado
Notary ID # 20134073610
My Commission Expires 02-22-2026


Invoice

<p>Times Media Group 1900 W. Broadway Rd. Tempe, AZ 85282 legals@timeslocalmedia.com 480-898-7926</p> <p>Bill to Nastasja von Conta</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Invoice number</td> <td>US4QW2UP-0002</td> </tr> <tr> <td>Notice ID</td> <td>IfRVkJEdJ7B0ORpxIChL</td> </tr> <tr> <td>Order Number</td> <td></td> </tr> <tr> <td>Publisher</td> <td>West Valley View</td> </tr> <tr> <td>Date of issue</td> <td>Nov 14, 2025</td> </tr> <tr> <td>Date due</td> <td>Dec 14, 2025</td> </tr> <tr> <td>Amount due</td> <td>\$230.62</td> </tr> </table>	Invoice number	US4QW2UP-0002	Notice ID	IfRVkJEdJ7B0ORpxIChL	Order Number		Publisher	West Valley View	Date of issue	Nov 14, 2025	Date due	Dec 14, 2025	Amount due	\$230.62
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Description	Qty	Unit price	Amount
11/26/2025: Legal Notice Notice	1	223.51	223.51

<p>=== Notes === Notice Name: Order 1050</p> <p>=== How to pay this invoice === Column Software PBC accepts online payment via credit or debit card, or ACH bank transfers. Please click here to pay online: https://www.column.us/invoices/05YBjszSGEWjIMed2cnj/pay</p> <p>Please note that, once paid, the merchant name on your billing statements will be Column Software PBC.</p> <p>Select organizations may also pay via check. Checks will result in processing delays and should not be used if your notice requires upfront payment. Please pay the exact amount due, write your invoice number US4QW2UP-0002 on the memo, include a printed copy of your Invoice PDF, make the check payable to Times Media Group, and mail to the address above.</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Net Subtotal</td> <td style="text-align: right;">\$223.51</td> </tr> <tr> <td>Tax</td> <td style="text-align: right;">7.11</td> </tr> <tr style="background-color: #e0e0e0;"> <td>Amount due</td> <td style="text-align: right;">\$230.62</td> </tr> </table>	Net Subtotal	\$223.51	Tax	7.11	Amount due	\$230.62
Net Subtotal	\$223.51						
Tax	7.11						
Amount due	\$230.62						

F.2.2 Stakeholder Letters and Distribution Lists

Concurrent to the release of the NOI on November 20, 2025, the FAA began sending early stakeholder notification letters, via email or FedEx, to 258 federal, state, regional, and local officials and organizations as well as 33 tribal representatives from 17 tribes to solicit their input on the Project. The FAA sent the early notification letter to:

- Inform stakeholders of the initiation of the Proposed Action
- Request background information about the Study Areas established for the EA
- Provide an opportunity to advise the FAA of any issues, concerns, policies, or regulations that may affect the environmental analysis that the FAA will undertake in the EA

Slightly different letters were prepared for four categories of stakeholders: State Historic Preservation Officers (SHPOs) and other stakeholders with interest in historic preservation, tribal officials, neighborhood associations, public officials and others (**Section F.2.2.1**). The four versions of the letters include:

- Version A: SHPOs and Historic Preservation
- Version B: Tribal Officials
- Version C: Neighborhood Associations
- Version D: Public Officials and Others

Table F-1 identifies the total number of letters sent to the four stakeholder categories.

Table F-1. Early Notification Letters

Letter Version	Stakeholder Category	Number of Letters Sent
A	SHPOs and Historic Preservation	27
B	Tribal Officials	33
C	Neighborhood Associations	41
D	Public Officials and Others	190
-	Total Number of Letters Sent	291

Each version of the letter was sent out to the organizations and contacts identified on a distribution list for that stakeholder category. The stakeholder distribution lists are provided in **Section F.2.2.2**. Each contact on the distribution list for a particular stakeholder category (**Table F-2** through **Table F-5**) was sent a letter that is identical to one of the example letters shown as Version A, Version B, Version C, and Version D in **Section F.2.2.1**.

F.2.2.1 Stakeholder Letters

Version A: SHPOs and Historic Preservation



U.S. Department
of Transportation
**Federal Aviation
Administration**

November 20, 2025

[Title] [FirstName] [LastName]
[Role]
[Organization]
[StreetAddress]
[CityStateZip]

Subject: Early Coordination for the Phoenix Area FAA Modernization Project

Dear [Title] [LastName]:

The purpose of this letter is to inform you of a proposal under consideration by the Federal Aviation Administration (FAA) and to solicit your feedback. In accordance with the National Environmental Policy Act (NEPA), the FAA is undertaking the preparation of an Environmental Assessment (EA) to consider the potential environmental impacts associated with changes to air traffic procedures as part of the Phoenix Area FAA Modernization Project. This project has been determined to be subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations in 36 CFR Part 800. The FAA will initiate consultation under Section 106 once more information is available.

The Phoenix Area FAA Modernization Project would involve changes in aircraft flight paths and altitudes in certain areas. 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 (ft.) above ground level (AGL). Additionally, since the General Study Area includes national parks, wildlife refuges, and various cultural properties where other noise is very low and a quiet setting is a generally recognized purpose and attribute, a Supplemental Study Area extending up to 18,000 ft. AGL has been identified. (Please see the attached Exhibit 1, Project Study Areas, and Exhibit 2, Project Study Areas and Proposed Flight Procedures.)

Ten airports within the General Study Area and Supplemental Study Area will be studied, including the primary airport Phoenix Sky Harbor International Airport (PHX). The nine additional satellite airports are:

- DVT – Phoenix Deer Valley Airport
- FFZ – Falcon Field Airport
- IWA – Mesa Gateway Airport
- CHD – Chandler Municipal Airport
- GYR – Phoenix Goodyear Airport
- GEU – Glendale Regional Airport
- SDL – Scottsdale Airport
- BXK – Buckeye Municipal Airport
- P19 – Stellar Airpark

The FAA is inviting local agencies with jurisdiction over land within the General Study Area and Supplemental Study Area to provide early input on potential environmental concerns and historic resources. The FAA requests your assistance in identifying other interested parties that should be considered for participation in the Section 106 consultation process when it is initiated.

Additionally, public input is essential to inform Federal decision-making as part of the Section 106 process. The FAA also requests your assistance in identifying community groups and associations that may have an interest in this project and its effects on historic properties. The FAA will seek and consider the views of the public in a manner reflecting the nature and complexity of this undertaking and its effects on historic properties.

We look forward to your response. If you have any initial comments or questions on this undertaking, please contact:

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

Email: PHX-MODERNIZATION-comment@faa.gov

For additional information and the most recent developments on this project, please visit the PHX Area FAA Modernization Project community engagement website https://www.faa.gov/air_traffic/community_engagement/phx.

Your timely response will assist us in incorporating your concerns into the project planning. To facilitate this coordination, we would appreciate a response no later than December 21, 2025.

Sincerely,



Christopher L. Southerland
Acting Director, Central Service Center
Air Traffic Organization

cc:

Attachments:
Exhibit 1. Project Study Area
Exhibit 2. Project Study Area and Proposed Flight Procedures

Exhibit 1: Project Study Areas

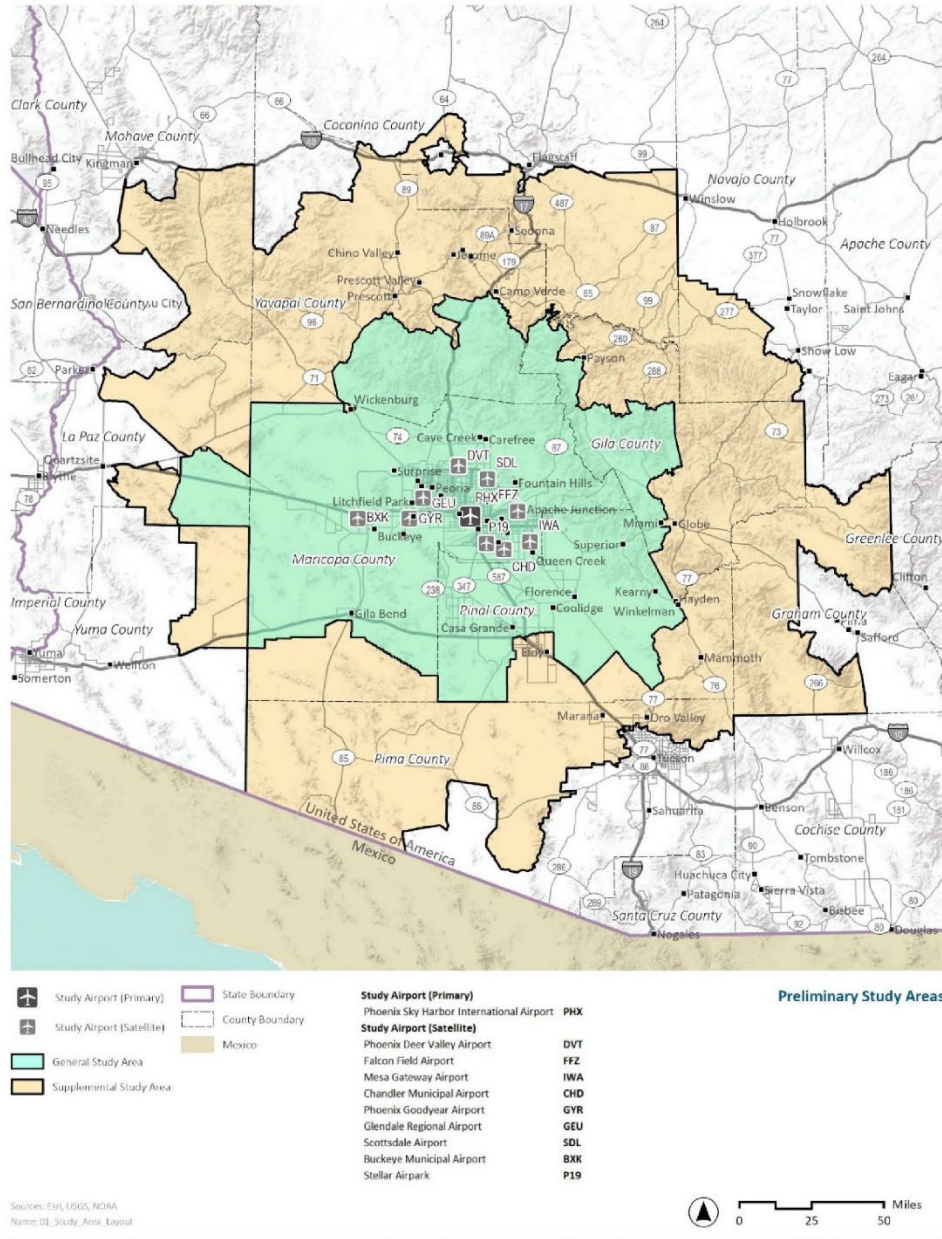
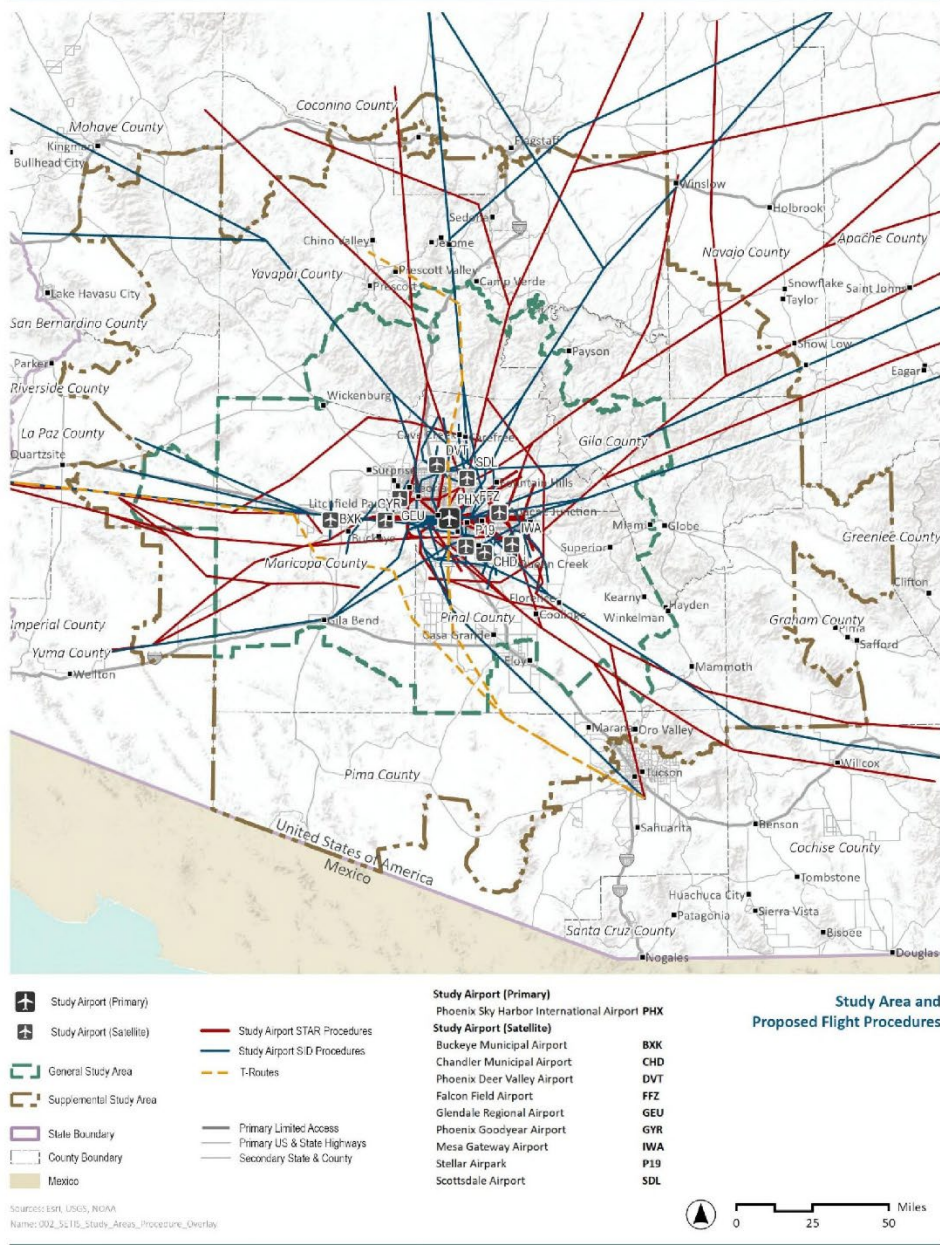


Exhibit 2. Project Study Areas and Proposed Flight Procedures



Version B: Tribal Officials



U.S. Department
of Transportation
**Federal Aviation
Administration**

November 20, 2025

[Title] [FirstName] [LastName]
[Role]
[Organization]
[StreetAddress]
[CityStateZip]

Subject: Tribal Consultation Initiation for the Phoenix Area FAA Modernization Project

Dear [Title] [LastName]:

The purpose of this letter is to inform you of a proposal under consideration by the Federal Aviation Administration (FAA) and to solicit your feedback. In accordance with the National Environmental Policy Act (NEPA), the FAA is undertaking the preparation of an Environmental Assessment (EA) to consider the potential environmental impacts associated with changes to air traffic procedures as part of the Phoenix Area FAA Modernization Project.

The Phoenix Area FAA Modernization Project would involve changes in aircraft flight paths and altitudes in certain areas. 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 (ft.) above ground level (AGL). Additionally, since the General Study Area includes national parks, wildlife refuges, and various cultural properties where other noise is very low and a quiet setting is a generally recognized purpose and attribute, a Supplemental Study Area extending up to 18,000 ft. AGL has been identified. (Please see the attached Exhibit 1, Project Study Areas, and Exhibit 2, Project Study Areas and Proposed Flight Procedures.)

Ten airports within the General Study Area and Supplemental Study Area will be studied, including the primary airport Phoenix Sky Harbor International Airport (PHX). The nine additional satellite airports are:

- DVT – Phoenix Deer Valley Airport
- FFZ – Falcon Field Airport
- IWA – Mesa Gateway Airport
- CHD – Chandler Municipal Airport
- GYR – Phoenix Goodyear Airport
- GEU – Glendale Regional Airport
- SDL – Scottsdale Airport
- BXK – Buckeye Municipal Airport
- P19 – Stellar Airpark

The proposed changes are not expected to physically alter any areas or resources of traditional, religious, or cultural importance to your Tribe. No land acquisition, construction, or other ground disturbances are expected under the Proposed Action.

The FAA recognizes the importance of consultation and coordination with Tribal Nations and remains committed to meaningful engagement. With this letter, the FAA seeks your input on any areas within the vicinity that may be of traditional, cultural, or religious significance to your tribe. Early identification of these resources will allow the FAA to consult with your Tribe on ways to effectively avoid or minimize potential impacts to them.

If you wish to discuss this proposed project in further detail, have any questions, or would like additional information, please contact:

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

Email: PHX-MODERNIZATION-comment@faa.gov

We would be pleased to discuss the proposed project and its potential impact with you.

For additional information and the most recent developments on this project, please visit the PHX Area FAA Modernization Project community engagement website https://www.faa.gov/air_traffic/community_engagement/phx.

Your timely response will assist us in incorporating your concerns into the project planning. To facilitate this coordination, we would appreciate a response no later than December 21, 2025.

Sincerely,



Christopher L. Southerland
Acting Director, Central Service Center
Air Traffic Organization

cc:

Attachments:
Exhibit 1. Project Study Area
Exhibit 2. Project Study Area and Proposed Flight Procedures

Exhibit 1: Project Study Areas

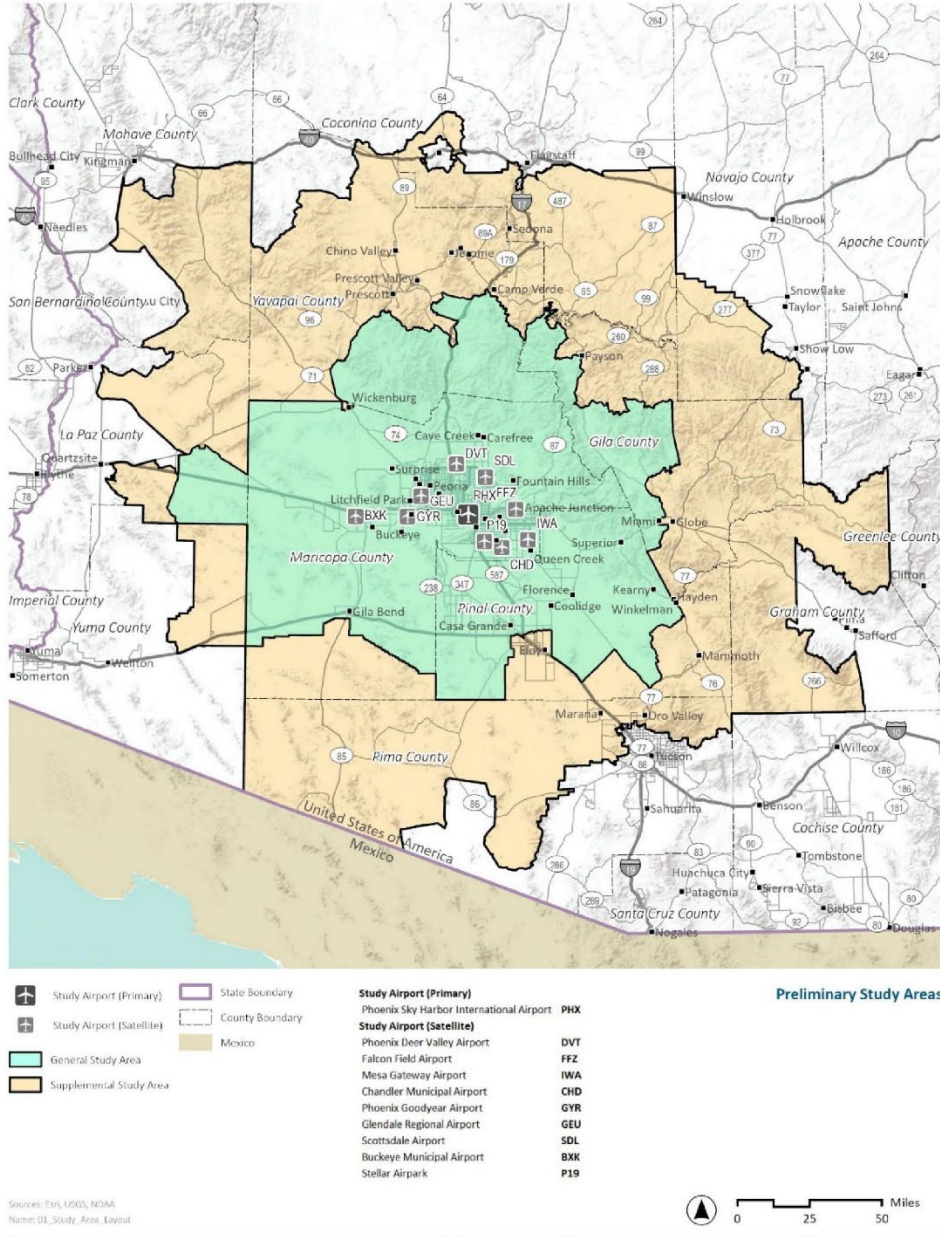
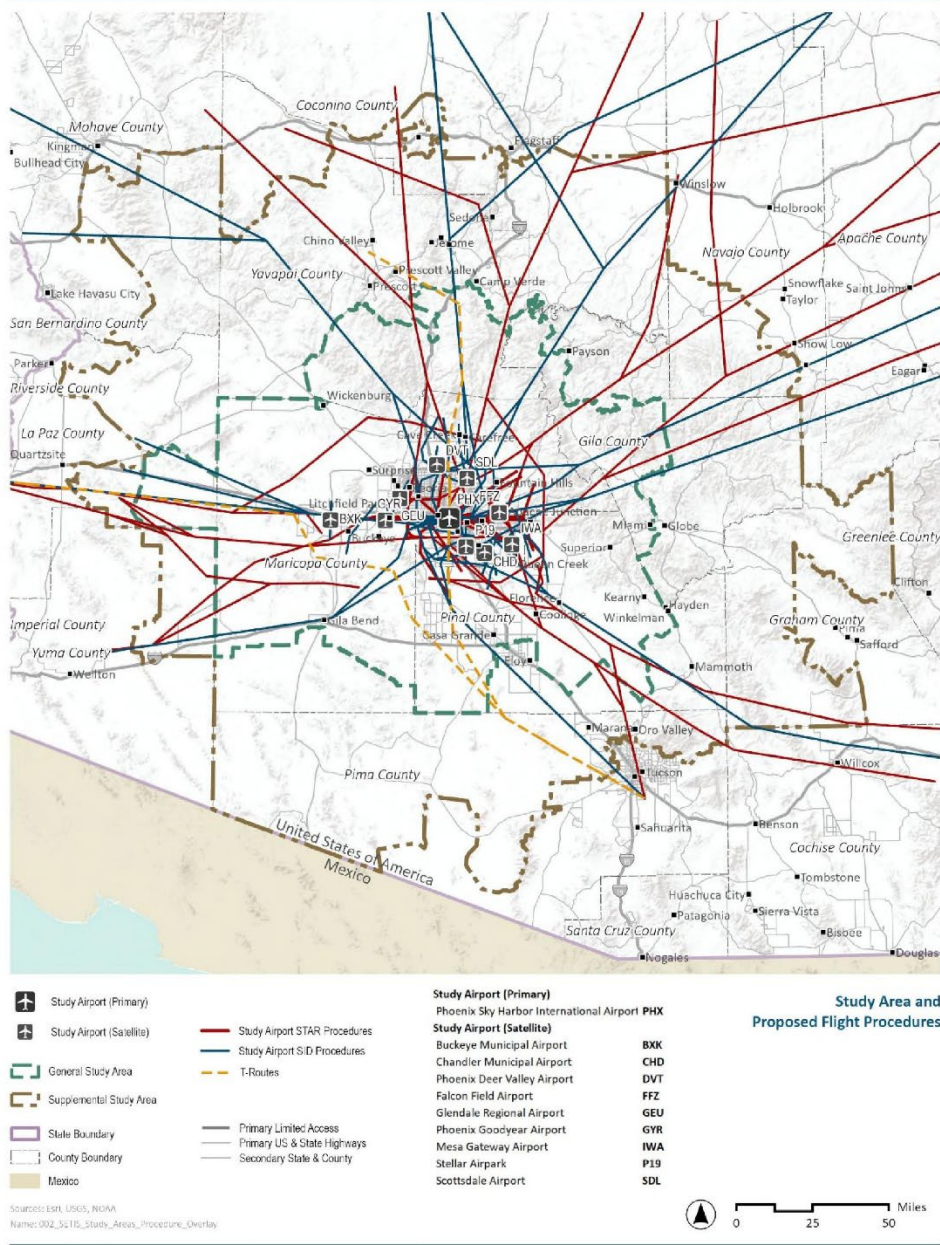


Exhibit 2. Project Study Areas and Proposed Flight Procedures



Version C: Neighborhood Associations



U.S. Department
of Transportation
**Federal Aviation
Administration**

November 20, 2025

Subject: Early Coordination for the Phoenix Area FAA Modernization Project

Dear Valued Neighborhood Association:

The purpose of this letter is to inform you of a proposal under consideration by the Federal Aviation Administration (FAA) and to solicit your feedback. In accordance with the National Environmental Policy Act (NEPA), the FAA is undertaking the preparation of an Environmental Assessment (EA) to consider the potential environmental impacts associated with changes to air traffic procedures as part of the Phoenix Area FAA Modernization Project. The EA is being developed in accordance with established laws, regulations, FAA Orders, and guidance. The FAA welcomes your input and is offering you the opportunity to provide any background information that you may have regarding the study areas established for this undertaking, including identification of sensitive environmental resources, and to advise the FAA of any issues, concerns, policies, or regulations you may have regarding the environmental analysis to be conducted as part of this EA.

The Phoenix Area FAA Modernization Project would involve changes to aircraft flight paths and altitudes in certain areas. 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 (ft.) above ground level (AGL). Additionally, since the General Study Area includes national parks, wildlife refuges, and various cultural properties where other noise is very low and a quiet setting is a generally recognized purpose and attribute, a Supplemental Study Area extending up to 18,000 ft. AGL has been identified. (Please see the attached Exhibit 1, Project Study Areas, and Exhibit 2, Project Study Areas and Proposed Flight Procedures.)

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- IWA – Mesa Gateway Airport
- CHD – Chandler Municipal Airport
- GYR – Phoenix Goodyear Airport
- GEU – Glendale Regional Airport
- SDL – Scottsdale Airport
- BXX – Buckeye Municipal Airport
- P19 – Stellar Airpark

Additionally, public input is essential to inform Federal decision-making as part of the Section 106 process. The FAA also requests your assistance in identifying community groups and associations that may have an interest in this project and its effects on historic properties. The FAA will seek and consider the views of the public in a manner reflecting the nature and complexity of this undertaking and its effects on historic properties.

We look forward to your response. If you have any initial comments on this undertaking, please contact:

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

Email: PHX-MODERNIZATION-comment@faa.gov

For additional information and the most recent developments on this project, please visit the PHX Area FAA Modernization Project community engagement website https://www.faa.gov/air_traffic/community_engagement/phx.

Your timely response will assist us in incorporating your concerns into the project planning. To facilitate this coordination, we would appreciate a response no later than December 21, 2025.

Sincerely,



Christopher L. Southerland
Acting Director, Central Service Center
Air Traffic Organization

cc:

Attachments:
Exhibit 1. Project Study Area
Exhibit 2. Project Study Area and Proposed Flight Procedures

Exhibit 1: Project Study Areas

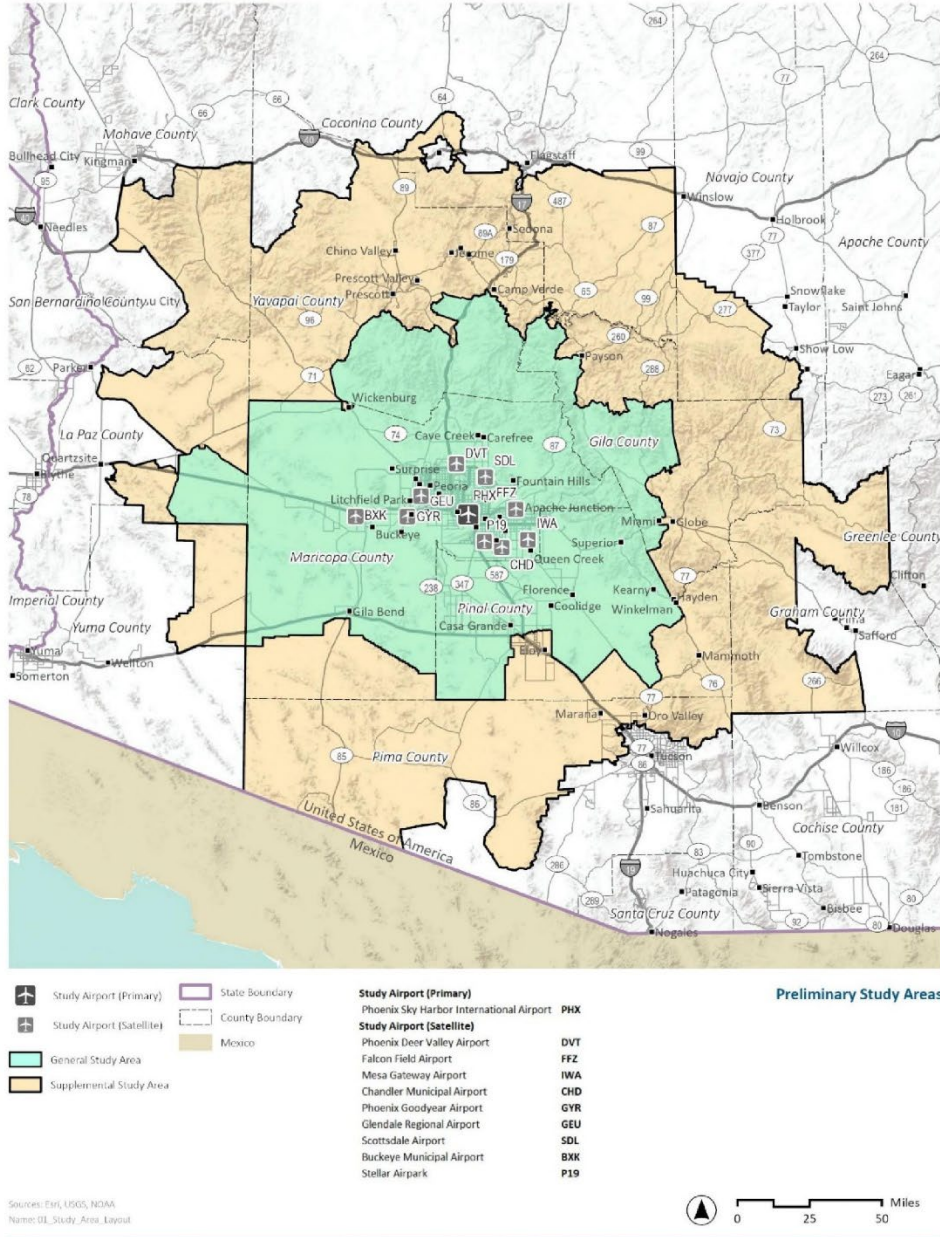
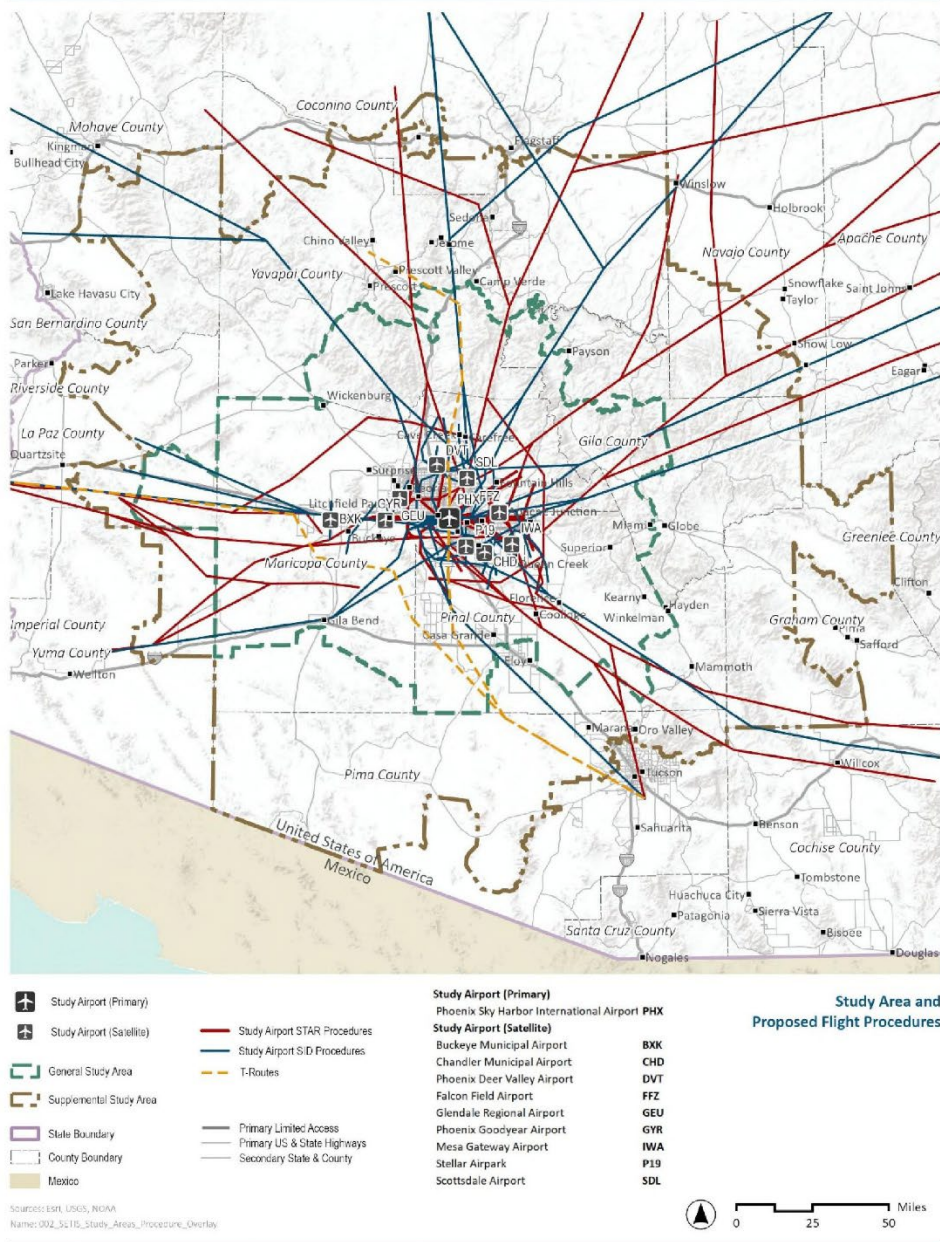


Exhibit 2. Project Study Areas and Proposed Flight Procedures



Version D: Public Officials and Others



U.S. Department
of Transportation
**Federal Aviation
Administration**

November 20, 2025

[Title] [FirstName] [LastName]
[Role]
[Organization]
[StreetAddress]
[CityStateZip]

Subject: Early Coordination for the Phoenix Area FAA Modernization Project

Dear [Title] [LastName]:

The purpose of this letter is to inform you of a proposal under consideration by the Federal Aviation Administration (FAA) and to solicit your feedback. In accordance with the National Environmental Policy Act (NEPA), the FAA is undertaking the preparation of an Environmental Assessment (EA) to consider the potential environmental impacts associated with changes to air traffic procedures as part of the Phoenix Area FAA Modernization Project. The EA is being developed in accordance with established laws, regulations, FAA Orders, and guidance. The FAA welcomes your input and is offering you the opportunity to provide any background information that you may have regarding the study areas established for this undertaking, including identification of sensitive environmental resources, and to advise the FAA of any issues, concerns, policies, or regulations you may have regarding the environmental analysis to be conducted as part of this EA.

The Phoenix Area FAA Modernization Project would involve changes to aircraft flight paths and altitudes in certain areas. 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 (ft.) above ground level (AGL). Additionally, since the General Study Area includes national parks, wildlife refuges, and various cultural properties where other noise is very low and a quiet setting is a generally recognized purpose and attribute, a Supplemental Study Area extending up to 18,000 ft. AGL has been identified. (Please see the attached Exhibit 1, Project Study Areas, and Exhibit 2, Project Study Areas and Proposed Flight Procedures.)

Ten airports within the General Study Area and Supplemental Study Area will be studied, including the primary airport Phoenix Sky Harbor International Airport (PHX). The nine additional satellite airports are:

- DVT – Phoenix Deer Valley Airport
- FFZ – Falcon Field Airport
- IWA – Mesa Gateway Airport
- CHD – Chandler Municipal Airport
- GYR – Phoenix Goodyear Airport
- GEU – Glendale Regional Airport
- SDL – Scottsdale Airport
- BXK – Buckeye Municipal Airport
- P19 – Stellar Airpark

Additionally, public input is essential to inform Federal decision-making as part of the Section 106 process. The FAA also requests your assistance in identifying community groups and associations that may have an interest in this project and its effects on historic properties. The

FAA will seek and consider the views of the public in a manner reflecting the nature and complexity of this undertaking and its effects on historic properties.

We look forward to your response. If you have any initial comments on this undertaking, please contact:

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

Email: PHX-MODERNIZATION-comment@faa.gov

For additional information and the most recent developments on this project, please visit the PHX Area FAA Modernization Project community engagement website https://www.faa.gov/air_traffic/community_engagement/phx.

Your timely response will assist us in incorporating your concerns into the project planning. To facilitate this coordination, we would appreciate a response no later than December 21, 2025.

Sincerely,



Christopher L. Southerland
Acting Director, Central Service Center
Air Traffic Organization

cc:

Attachments:

Exhibit 1. Project Study Area

Exhibit 2. Project Study Area and Proposed Flight Procedures

Exhibit 1: Project Study Areas

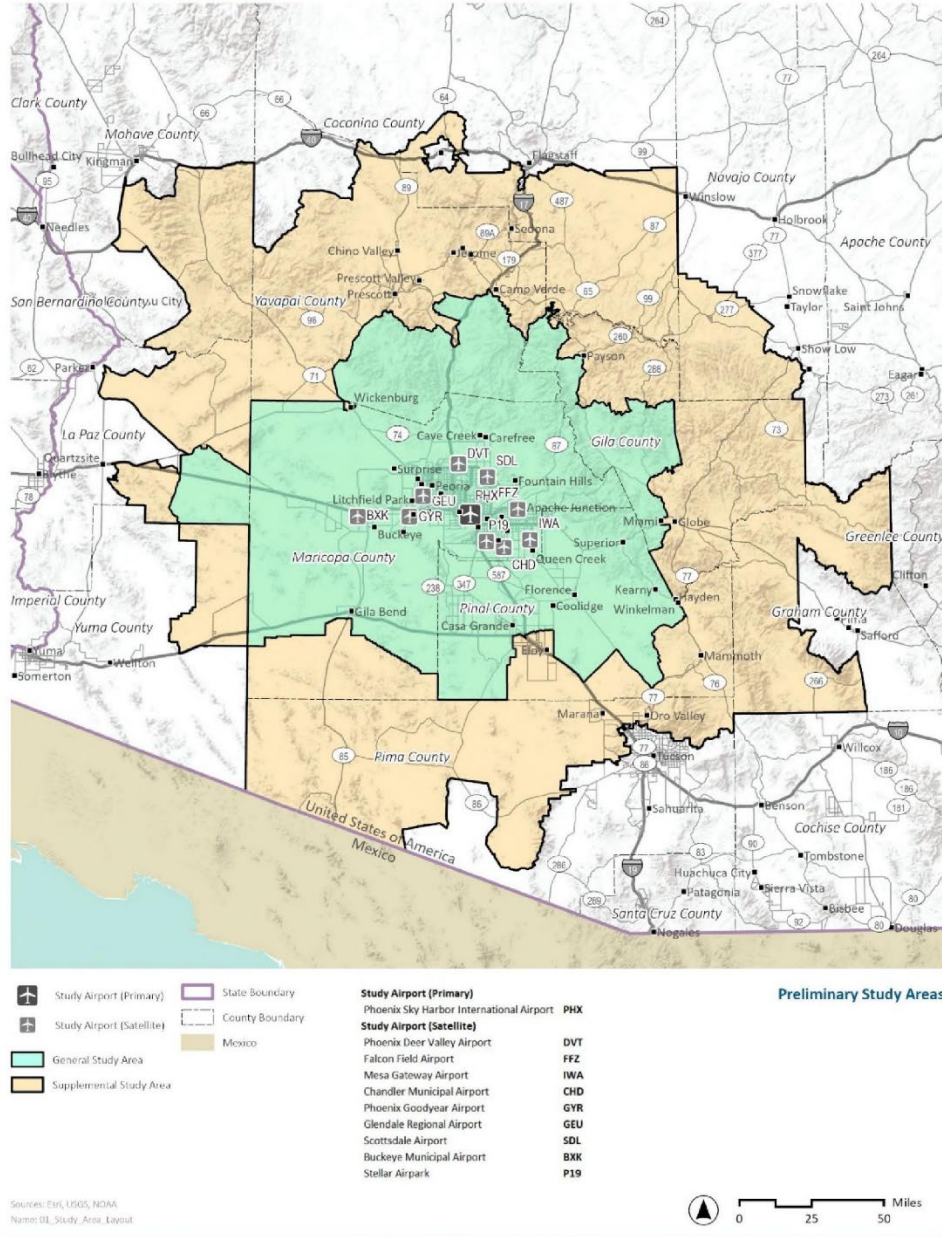
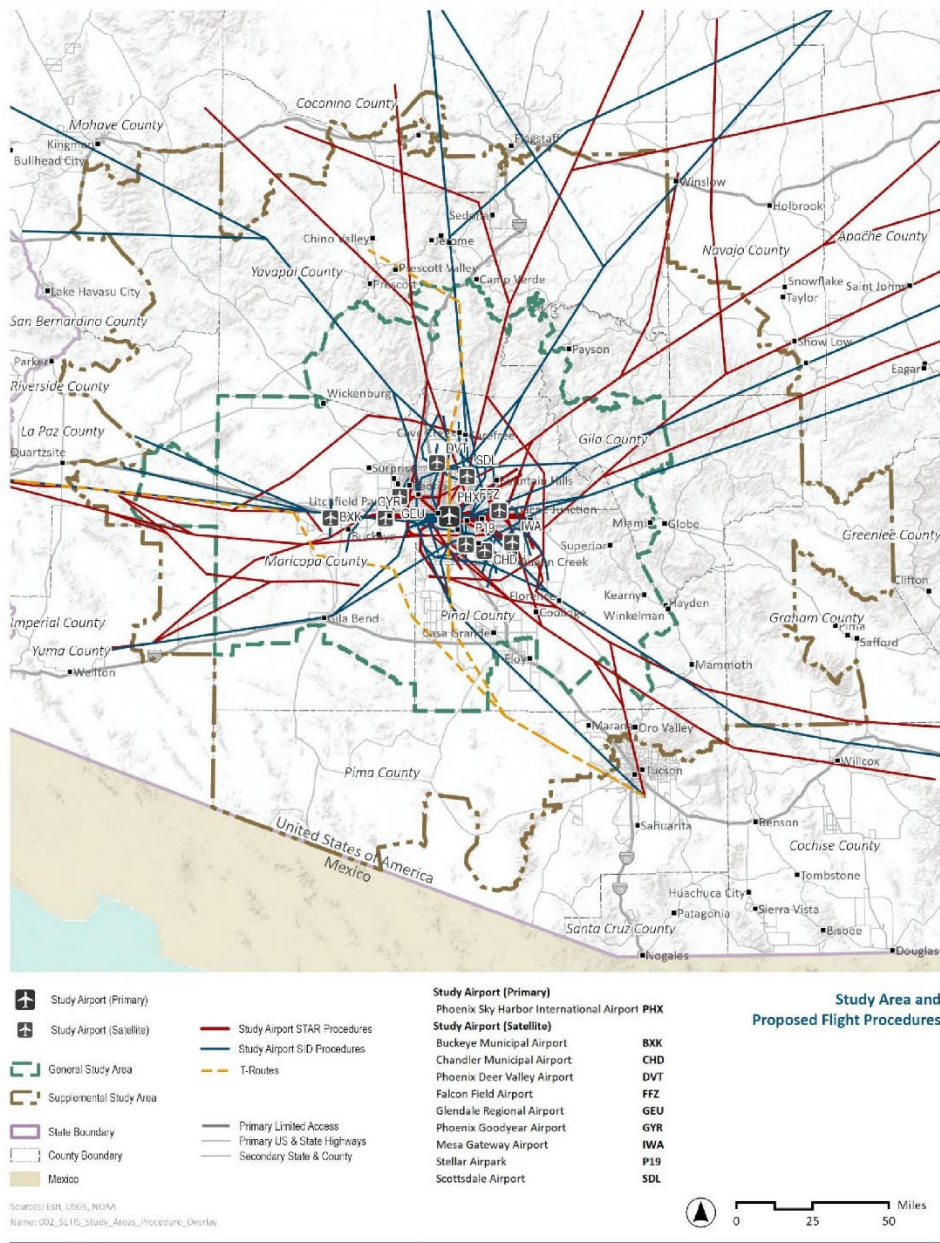


Exhibit 2. Project Study Areas and Proposed Flight Procedures



F.2.2.2 Stakeholder Distribution Lists

Table F-2 through **Table F-5** identifies the stakeholders by category and lists their names, roles, and the primary distribution method for the letter.

Table F-2. SHPOs and Historic Preservation Distribution List

Organization	Role	First Name	Last Name
Casa Grande Historic Preservation Commission	Senior Planner	Jaclyn	Sarnowski
Chandler Historic Preservation Commission	Chair	Kevin	Weight
City of Cottonwood	Community Development Director	Scott	Ellis
City of Glendale	Interim Deputy Director	Duane	Hoskins
City of Globe	Community Development Director	Tony	Manfredi
City of Mesa	Historic Preservation Officer	Matthew	Kriegl
City of Peoria	Library and Cultural Services Manager	Nathaniel	Washburn
City of Phoenix	Historic Preservation Officer	Helana	Ruter
City of Prescott	Preservation Specialist	Kaylee	Nunez
City of Scottsdale	Senior Director	Erin	Perreault
City of Tempe	Historic Preservation Officer	Zachary	Lechner
Cottonwood Historic Preservation Commission	Chairwoman	Kristina	Detjen
Glendale Historic Preservation Commission	Chair	Timothy	Quinn
Maricopa Association of Governments	Executive Director	Ed	Zuercher
Mesa Historic Preservation Board	Chair	James	Babos
Oro Valley Historic Preservation Commission		Patricia	Brown
Peoria Historic Preservation Commission	Chairperson	Tobechukwu	Okeke
Phoenix Historic Neighborhoods Coalition	President	GG	George
Pima County	Cultural Resources & Heritage Preservation Manager	Ian	Milliken
Prescott Preservation Commission	Chair	Michael	Mirco
Sedona Historic Preservation Commission	Chair	Nate	Meyers
Sedona Historical Society	Executive Director	Nate	Meyers
State of Arizona	Historic Preservation Officer	Kathryn	Leonard
Tempe Historic Preservation Commission	Senior Planner/Historic Preservation Officer	Zachary	Lechner
Town of Florence	Town Planner	Maricella	Benitez

Organization	Role	First Name	Last Name
Town of Jerome	Zoning Administrator	William	Blogett
Town of Oro Valley	Parks and Recreation Director	Matthew	Jankowski

Table F-3. Tribal Officials Distribution List

Organization	Role	First Name	Last Name
Ak-Chin Indian Community	Chairman	Robert	Miguel
Ak-Chin Indian Community	Director, Cultural Resources Program	Elaine	Peters
Colorado River Indian Tribes	THPO	Brian	Etsitty
Colorado River Indian Tribes	Chairwoman	Amelia	Flores
Fort McDowell Yavapai Nation	THPO	Karen	Ray
Fort McDowell Yavapai Nation	President	Sandra	Pattea
Fort Sill Apache Tribe of Oklahoma	Tribal Historian	Michael	Darrow
Fort Sill Apache Tribe of Oklahoma	Chairwoman	Jennifer	Heminokeky
Gila River Indian Community	Governor	Stephen	Roe Lewis
Gila River Indian Community	THPO	Reylynne	Williams
Governor's Office of Tribal Relations	Director of Tribal Affairs	Jason	Chavez
Hopi Tribe of Arizona	THPO	Stewart	Koyiyumptewa
Hopi Tribe of Arizona	Chairman	Timothy	Nuvangyaoma
Hualapai Indian Tribe of the Hualapai Indian Reservation, Arizona	Chairman	Duane	Clarke
Hualapai Indian Tribe of the Hualapai Indian Reservation, Arizona	THPO	Ka-Voka	Jackson
Mescalero Apache Tribe of the Mescalero Reservation, New Mexico	THPO	Holly	Houghten
Mescalero Apache Tribe of the Mescalero Reservation, New Mexico	President	Thora	Padilla
Navajo Nation, Arizona, New Mexico & Utah	THPO	Richard	Begay
Navajo Nation, Arizona, New Mexico & Utah	President	Buu	Nygren
Pascua Yaqui Tribe of Arizona	Chairman	Julian	Hernandez
Pascua Yaqui Tribe of Arizona	THPO	Karl	Hoerig
Salt River Pima-Maricopa Indian Community of the Salt River Reservation, Arizona	THPO	Shane	Anton
Salt River Pima-Maricopa Indian Community of the Salt River Reservation, Arizona	President	Martin	Harvier Sr.

Organization	Role	First Name	Last Name
San Carlos Apache Tribe of the San Carlos Reservation, Arizona	THPO	Vernelda	Grant
San Carlos Apache Tribe of the San Carlos Reservation, Arizona	Chairman	Terry	Rambler
Tohono O'odham Nation of Arizona	Chairman	Verlon	Jose
Tohono O'odham Nation of Arizona	THPO	Peter L.	Steere
Tonto Apache Tribe of Arizona	Chairman	Calvin	Johnson
White Mountain Apache Tribe of the Fort Apache Reservation, Arizona	THPO	Mark	Altaha
White Mountain Apache Tribe of the Fort Apache Reservation, Arizona	Chairman	Kasey	Velasquez
Yavapai-Prescott Indian Tribe	President	Robert	Ogo
Yavapai-Apache Nation of the Camp Verde Indian Reservation, Arizona	Tribal Archeologist	Chris	Coder
Yavapai-Apache Nation of the Camp Verde Indian Reservation, Arizona	Chairwoman	Tanya	Lewis

Table F-4. Neighborhood Associations Distribution List

Organization	Role	First Name	Last Name
Alvarado Neighborhood Association		Nick	Capaz
Ashland Place		James	Judge
Campus Vista Neighborhood Association		Sue	Stodola
Carnation Association of Neighbors	President	Bruce	Kern
Del Norte Neighborhood Association	President	Tim	Smith
Encanto Citizens Association	President	GG	George
Encanto Manor		Michael	Puceloski
Encanto Vista Neighborhood Association		Lloyd	Yunker
Encanto-Palmcroft Historic Preservation Association	President	Joyce	Grossman
Evans Churchill Community Association	President	Sean	Johnson
Fairview Place Neighborhood Association		Jennifer	Wadsworth
Garfield Organization Neighborhood Alliance (includes North Garfield)	President	Dana	Johnson
Grant Park Neighborhood Coalition		Julian	Sodari
Grant Park Neighborhood Fight Back Association	Chairperson	Vangie	Muller

Organization	Role	First Name	Last Name
Greater Cheery Lynn Neighborhood Association	President	Heather	Flynn
Greater Coronado Neighborhood Association (includes Coronado, Country Club Park & Brentwood)	President	Kirsten	Keane
Idylwilde Park Club		Mark	Chubinsky
La Hacienda Historic District	President	Robert	Warnicke
Margarita Place Neighborhood Association		Michael	Richards
Medlock Place Neighborhood	President	Ellen	Bilbrey
Midtown Neighborhood Association		Margaret	Dietrich
Monte Vista Neighborhood		Louise	Van Teal
North Central Phoenix Homeowners Assoc		Mary	Crozier
North Encanto Neighborhood Alliance	Secretary	Sara	Borghaus
Oakland University Park Association	President	Jessica	Bueno
Phoenix Homestead Association	President	Christine	Phillips
Pierson Place Association		Charley	Jones
Roosevelt Action Association	President	Joan	Kelchner
Story Preservation Association	President	Josh	Mundy
Villa Verde Historic Neighborhood Association	President	Aimee	Esposito
Willo Neighborhood Association	President	Bradley	Brauer
Windsor Square Special Planning District	President	Mike	Freret
Woodland Park Neighborhood Association		John	Saccoman
Woodlea/Melrose Neighborhood Association	Chair	Andrew	Babcock

Table F-5. Public Officials and Others Distribution List

Organization	Role	First Name	Last Name
Arizona House of Representatives	State Representative	Selina	Bliss
Arizona House of Representatives	State Representative	Quang	Nguyen
Arizona House of Representatives	State Representative	Stephanie	Simacek
Arizona House of Representatives	State Representative	Justin	Wilmeth
Arizona House of Representatives	State Representative	Joseph	Chaplik
Arizona House of Representatives	State Representative	Alexander	Kolodin
Arizona House of Representatives	State Representative	Pamela	Carter
Arizona House of Representatives	State Representative	Matt	Gress
Arizona House of Representatives	State Representative	Sarah	Liguori
Arizona House of Representatives	State Representative	Aaron	Marquez

Organization	Role	First Name	Last Name
Arizona House of Representatives	State Representative	Mae	Peshlaki
Arizona House of Representatives	State Representative	Myron	Tsosie
Arizona House of Representatives	State Representative	Walt	Blackman
Arizona House of Representatives	State Representative	David	Marshall
Arizona House of Representatives	State Representative	Janeen	Connolly
Arizona House of Representatives	State Representative	Brian	Garcia
Arizona House of Representatives	State Representative	Lorena	Austin
Arizona House of Representatives	State Representative	Seth	Blattman
Arizona House of Representatives	State Representative	Ralph	Heap
Arizona House of Representatives	State Representative	Justin	Olson
Arizona House of Representatives	State Representative	Junelle	Cavero
Arizona House of Representatives	State Representative	Oscar	De Los Santos
Arizona House of Representatives	State Representative	Patty	Contreras
Arizona House of Representatives	State Representative	Stacey	Travers
Arizona House of Representatives	State Representative	Jeff	Weninger
Arizona House of Representatives	State Representative	Julie	Willoughby
Arizona House of Representatives	State Representative	Laurin	Hendrix
Arizona House of Representatives	State Representative	Khyl	Powell
Arizona House of Representatives	State Representative	Neal	Carter
Arizona House of Representatives	State Representative	Michael	Way
Arizona House of Representatives	State Representative	Chris	Lopez
Arizona House of Representatives	State Representative	Teresa	Martinez
Arizona House of Representatives	State Representative	Rachel	Keshel
Arizona House of Representatives	State Representative	Kevin	Volk
Arizona House of Representatives	State Representative	Nancy	Gutierrez
Arizona House of Representatives	State Representative	Christopher	Mathis
Arizona House of Representatives	State Representative	Lupe	Diaz
Arizona House of Representatives	State Representative	Gail	Griffin
Arizona House of Representatives	State Representative	Alma	Hernandez
Arizona House of Representatives	State Representative	Betty J	Villegas
Arizona House of Representatives	State Representative	Consuelo	Hernandez
Arizona House of Representatives	State Representative	Stephanie	Stahl Hamilton
Arizona House of Representatives	State Representative	Neal	Contreras
Arizona House of Representatives	State Representative	Elda	Luna-Najera
Arizona House of Representatives	State Representative	Justin	Pena
Arizona House of Representatives	State Representative	Mariana	Sandoval
Arizona House of Representatives	State Representative	Anna	Abeytia

Organization	Role	First Name	Last Name
Arizona House of Representatives	State Representative	Lydia	Hernandez
Arizona House of Representatives	State Representative	Michael	Carbone
Arizona House of Representatives	State Representative	Nick	Kupper
Arizona House of Representatives	State Representative	Cesar	Aguilar
Arizona House of Representatives	State Representative	Quanta	Crews
Arizona House of Representatives	State Representative	Lisa	Fink
Arizona House of Representatives	State Representative	Tony	Rivero
Arizona House of Representatives	State Representative	David	Livingston
Arizona House of Representatives	State Representative	Beverly	Pingerelli
Arizona House of Representatives	State Representative	Steve	Montenegro
Arizona House of Representatives	State Representative	James	Taylor
Arizona House of Representatives	State Representative	Leo	Biasiucci
Arizona House of Representatives	State Representative	John	Gillette
Arizona State Senate	State Senator	Mark	Finchem
Arizona State Senate	State Senator	Shawwna	Bolick
Arizona State Senate	State Senator	Jake	Kavanagh
Arizona State Senate	State Senator	Carine	Werner
Arizona State Senate	State Senator	Lela	Alston
Arizona State Senate	State Senator	Theresa	Hatahlie
Arizona State Senate	State Senator	Wendy	Rogers
Arizona State Senate	State Senator	Lauren	Kuby
Arizona State Senate	State Senator	Kiana	Sears
Arizona State Senate	State Senator	David C.	Farnsworth
Arizona State Senate	State Senator	Catherine	Miranda
Arizona State Senate	State Senator	Mitzi	Epstein
Arizona State Senate	State Senator	J.D.	Mesnard
Arizona State Senate	State Senator	Warren	Petersen
Arizona State Senate	State Senator	Jake	Hoffman
Arizona State Senate	State Senator	Thomas (T.J)	Shope
Arizona State Senate	State Senator	Vince	Leach
Arizona State Senate	State Senator	Priya	Sundareshan
Arizona State Senate	State Senator	David	Gowan
Arizona State Senate	State Senator	Sally Ann	Gonzales
Arizona State Senate	State Senator	Rosanna	Gabaldon
Arizona State Senate	State Senator	Eva	Diaz
Arizona State Senate	State Senator	Brian	Fernandez
Arizona State Senate	State Senator	Analise	Ortiz

Organization	Role	First Name	Last Name
Arizona State Senate	State Senator	Tim	Dunn
Arizona State Senate	State Senator	Flavio	Bravo
Arizona State Senate	State Senator	Kevin	Payne
Arizona State Senate	State Senator	Frank	Carroll
Arizona State Senate	State Senator	Janae	Shamp
Arizona State Senate	State Senator	Hildy	Angius
U.S. House of Representatives	U.S. Representative	Yassamin	Ansari
U.S. House of Representatives	U.S. Representative	Andy	Biggs
U.S. House of Representatives	U.S. Representative	Juan Gudalupe	Ciscomani III
U.S. House of Representatives	U.S. Representative	Elijah	Crane
U.S. House of Representatives	U.S. Representative	Paul	Gosar
U.S. House of Representatives	U.S. Representative	Adelita	Grijalva
U.S. House of Representatives	U.S. Representative	Abraham	Hamadeh
U.S. House of Representatives	U.S. Representative	David	Schweikert
U.S. House of Representatives	U.S. Representative	Greg	Stanton
U.S. Senate	U.S. Senator	Mark	Kelly
U.S. Senate	U.S. Senator	Gallego	Ruben
U.S. Air Force	Representative to the FAA	Rachel	Danielle
U.S. Army	Representative to the FAA	Cristian	Robbins
U.S. Army Corps of Engineers	Commander, Los Angeles District	Andrew	Baker
U.S. Army Corps of Engineers	Commander, South Pacific Division	John	Lloyd
U.S. Coast Guard	Representative to the FAA	John	Poley
U.S. Department of Agriculture	State Conservationist	Keisha	Tatem
U.S. Department of Agriculture Forest Service	Regional Forester	Michiko	Martin
U.S. Department of Homeland Security	Regional Administrator	Robert	Fenton
U.S. Department of Homeland Security	Deputy Administrator	Tammy	Littrell
U.S. Department of Housing and Urban Development	Field Office Director	Tanya	Birks
U.S. Department of Housing and Urban Development	Regional Administrator	William	Spencer
U.S. Environmental Protection Agency	Acting Regional Administrator	Mike	Martucci
U.S. Fish & Wildlife Service	Acting Regional Director	Stewart	Jacks
U.S. Geological Survey	Acting Southwest Regional Director	Darrin	Thome
U.S. National Park Service	Regional Director	Brian	Carlstrom
U.S. National Park Service	Regional Director	David	Szymanski
U.S. Navy	Representative to the FAA	Matthew	Delgado
U.S. Navy	Representative to the FAA	Adam	Hooper

Organization	Role	First Name	Last Name
State of Arizona	Governor	Katie	Hobbs
City of Apache Junction	Mayor	Chip	Wilson
City of Avondale	Mayor	Mike	Pineda
City of Buckeye	Mayor	Eric	Orsborn
City of Casa Grande	Mayor	Lisa	Fitzgibbons
City of Chandler	Mayor	Kevin	Hartke
City of Coolidge	Mayor	Jon	Thompson
City of Cottonwood	Mayor	Ann	Shaw
City of El Mirage	Mayor	Alexis	Hermosillo
City of Eloy	Mayor	Andrew	Sutton
City of Glendale	Mayor	Jerry	Weiers
City of Globe	Mayor	Al	Gameros
City of Goodyear	Mayor	Joe	Pizzillo
City of Litchfield Park	Mayor	Thomas	Schoaf
City of Maricopa	Mayor	Nancy	Smith
City of Mesa	Mayor	Mark	Freeman
City of Peoria	Mayor	Jason	Beck
City of Phoenix	Mayor	Kate	Gallego
City of Scottsdale	Mayor	Lisa	Borowsky
City of Sedona	Mayor	Scott	Jablow
City of Surprise	Mayor	Kevin	Sartor
City of Tempe	Mayor	Corey	Woods
City of Tolleson	Mayor	Juan	Rodriguez
Town of Camp Verde	Mayor	Marie	Moore
Town of Carefree	Mayor	John	Crane
Town of Cave Creek	Mayor	Robert	Morris
Town of Chino Valley	Mayor	Tom	Armstrong
Town of Clarkdale	Mayor	Robyn	Prud'homme-Bauer
Town of Dewey-Humboldt	Mayor	Matthew	Fenn
Town of Florence	Mayor	Eaton	Keith
Town of Fountain Hills	Mayor	Gerry	Friedel
Town of Gila Bend	Mayor	Tommy Lee	Sikes
Town of Gilbert	Mayor	Scott	Anderson
Town of Guadalupe	Mayor	Valerie	Molina
Town of Hayden	Mayor and Town Manager	Dean	Hetrick
Town of Jerome	Mayor	Christina	Barber

Organization	Role	First Name	Last Name
Town of Kearny	Mayor	Curtis	Stacy
Town of Mammoth	Mayor	Ernest	Bustamante
Town of Marana	Mayor	Jon	Post
Town of Miami	Mayor	Gil	Madrid
Town of Oro Valley	Mayor	Joe	Winfield
Town of Paradise Valley	Mayor	Mark	Stanton
Town of Prescott Valley	Mayor	Kell	Palguta
Town of Queen Creek	Mayor	Julia	Wheatley
Town of Star Valley	Mayor	Ronnie	McDaniel
Town of Superior	Mayor	Mila	Besich
Town of Wickenburg	Mayor	BG	Bratcher
Town of Winkelman	Mayor	Louis	Bracamonte
Town of Youngtown	Mayor	Michael	LeVault
Coconino County Board of Supervisors	Chair	Patrice	Hortsman
Graham County Board of Supervisors	Chairman	Clay	Mack
La Paz County Board of Supervisors	Chairman	Duce	Minor
Maricopa County Board of Supervisors	Chairman	Thomas	Galvin
Mohave Board of Supervisors	Chairman	Travis	Lingenfelter
Navajo County Board of Supervisors	Chairman	Jason	Whiting
Pima County Board of Supervisors	Board Chair	Rex	Scott
Pinal County Board of Supervisors	Chairman	Stephen	Miller
Yavapai County Board of Supervisors	Chair	Mary	Mallory
Yuma County Board of Supervisors	Chairman	Martin	Porchas
Airport	Airport Manager/ Executive Director	O'Neill	Brian
City of Chandler	Airport Administrator	Andres	Chris
City of Glendale	Airport Administrator	Smith	Matt
City of Mesa	Airport Director	Nystrom	Corinne
City of Phoenix	Director of Aviation	Makovsky	Chad
City of Scottsdale	Aviation Planning and Outreach Coordinator	Kuester	Kelli
Town of Buckeye	Airport Manager	Weimer	Daniel
Town of Goodyear	Airport Manager	Hagen	Bradley
Pinal County Public Works	Director	Petty	Jim
City of Cottonwood	Airport Manager	Propst	Rod
City of Phoenix	Airport Manager	Faron	Ed
Stellar Airpark	Board of Directors	Directors	Board of
ARIZONA HERITAGE ALLIANCE	President	Jim	McPherson

Organization	Role	First Name	Last Name
ARIZONA HISTORICAL FOUNDATION			
ARIZONA HISTORICAL SOCIETY CENTRAL ARIZONA DIVISION	President	Kelly	Corsette
ARIZONA PRESERVATION FOUNDATION	President	Jim	McPherson
NATIONAL TRUST FOR HISTORIC PRESERVATION	Field Director	Chris	Morris
NEIGHBORHOOD COALITION OF GREATER PHOENIX	President	Neal	Haddad
PHOENIX HISTORIC PRESERVATION COMMISSION	Chair	Dan	Garcia

F.2.3 Comments Received

This section documents the written comments received during the early stakeholder coordination period, with responses provided to address concerns, clarify information, or otherwise provide information to project stakeholders and other interested parties.

Stakeholders were requested to submit comments during a 30-day period initiated on November 20, 2025, and concluded on December 21, 2025. The FAA received 21 response submittals and a total of 58 comments. Comment submissions were received from public officials, a tribal stakeholder, historic preservation offices, neighborhood associations, and the general public.

Comments received were grouped into general categories. The categories include 2014 Flight Path Changes/2017 Court Order, alternatives, historic resources/tribal interests, NEPA analysis/process, noise, and public/stakeholder engagement. In addition, a number of commenters requested to stay informed as the project progresses. These requests were included in a “general - stay informed” category.

Table F-6 presents relevant comments received, grouped by general category, the commenter, and their organization. FAA responses to these comments, based on the general comment category, are provided in **Section F.2.4**. Given the nature of the comments in the “general – stay informed” category, a response section is not provided. Rather, these requests have been considered by the FAA on a case-by-case basis, and appropriate coordination has been conducted.

Table F-6. Comments Received During the Early Stakeholder Coordination - Organized by Category

No.	Category	Comment	Commenter	Organization
1	2014 Flight Path Changes/2017 Court Order	The proposed ROBBE SID could be perceived to violate the Court Order as it assigns a new initial heading for a western SID. City requests FAA's reconsideration of this route	Jordan Feld	Deputy Aviation Director, City of Phoenix, Aviation Department, Planning & Environmental Division
2	2014 Flight Path Changes/2017 Court Order	In light of the 2017 federal appeals court order for the FAA to abandon a flight change path at Phoenix Sky Harbor Airport which raised noise levels to unacceptable levels resulting in an adverse effect to historic districts, there is considerable public interest and concern with the newly proposed study for the potential alteration of flight paths.	Helana Ruter	City of Phoenix Historic Preservation Office, HPO
3	2014 Flight Path Changes/2017 Court Order	Following the 2014 flight path changes in Phoenix, APF heard from residents that the resulting increase in aircraft noise materially affected quality of life both indoors and outdoors.	Jim McPherson	President, Board of Directors Arizona Preservation Association
4	2014 Flight Path Changes/2017 Court Order	Following the 2014 flight path changes, Preserve Phoenix heard from residents across several historic neighborhoods who experienced dramatic increases in aircraft noise. Residents reported impacts to daily life indoors and outdoors, including sleep disruption, diminished use of yards and parks, and an overall change in neighborhood character.	Roger Brevoort	Preserve Phoenix
5	2014 Flight Path Changes/2017 Court Order	Relating to a similar project in 2017, a federal appeals court ordered the FAA to abandon a flight path change at Phoenix Sky Harbor Airport which raised noise to unacceptable levels in historic districts. The U.S. Court of Appeals for the District of Columbia Circuit determined that there had been insufficient public input on the project's potential effects.	Susan Lawson	Arizona State Parks & Trails, SHPO
6	2014 Flight Path Changes/2017 Court Order	We cannot return to [the flight paths at PHX implemented by FAA in 2014]. Putting planes back over these Historic Neighborhoods would: <ul style="list-style-type: none"> • Re-concentrate intense aircraft noise over areas that were never meant to handle it. • Damage historic districts and parks, undermining their character, tranquility, and appeal. • Ignore the voices of thousands of residents who experienced the disruption firsthand. Repeat a process that violated core federal protections for historic places and public parks.	Steve Dreiseszun	Historic Neighborhood Petitioners: -STORY PRESERVATION ASSOCIATION, INC. -WILLO NEIGHBORHOOD ASSOCIATION -ENCANTO-PALMCROFT HISTORIC PRESERVATION ASSOCIATION, INC. -ROOSEVELT ACTION ASSOCIATION, INC.

No.	Category	Comment	Commenter	Organization
7	2014 Flight Path Changes/2017 Court Order	The Settlement Agreement subsequent to the US District Court of Appeals, DC Circuit ruling, reached between the City of Phoenix, Historic Neighborhood Petitioners and the FAA returned the westerly flight departures using RNAV to approximate the pre-September 2014 flight tracks. The Historic Neighborhood Petitioners support these current procedures and urge that they remain in place under the Phoenix Area FAA Modernization Project.	Steve Dreiseszun	Historic Neighborhood Petitioners: -STORY PRESERVATION ASSOCIATION, INC. -WILLO NEIGHBORHOOD ASSOCIATION -ENCANTO-PALMCROFT HISTORIC PRESERVATION ASSOCIATION, INC. -ROOSEVELT ACTION ASSOCIATION, INC.
8	Alternatives	Do not change the flight path for the western approach or take-off at PHX. Leave the flight path over the Rio Salado River to avoid noise impacts.	Bram Jacobson	General Public
9	Alternatives	Support for the current westerly departure flight paths APF – along with the affected Phoenix historic neighborhoods – fully supports the current flight paths for westerly departures and urges that they remain in place as part of the Phoenix Area FAA Modernization Project. These procedures reflect lessons learned from prior actions, reduce adverse effects to historic neighborhoods and parks, and represent a workable balance between operational needs and community protection.	Jim McPherson	President, Board of Directors Arizona Preservation Association
10	Alternatives	During the PBN Working Group Meetings held for the Project and discussions during Step 2 of the 2017 Court Order, FAA identified a Divergent Vectoring western SID for future consideration which would achieve a straight west departure (similar to that implemented in 2014). Is that routing still being considered?	Jordan Feld	Deputy Aviation Director, City of Phoenix, Aviation Department, Planning & Environmental Division
11	Alternatives	The City requests FAA's understanding and commitment that the effect of any airspace change shall not change the 43rd Avenue initial western departure "gate" created by the Memorandum Regarding Implementation of Court Order (2017) nor shall it change the 4DME initial eastern departure gate created by the Tempe IGA (1994).	Jordan Feld	Deputy Aviation Director, City of Phoenix, Aviation Department, Planning & Environmental Division
12	Alternatives	The City requests that the FAA chose names for new waypoints that are benign and would not result in additional public panic, such as the proposed waypoint "C[O]STLY" or "S[U]NB[U]RN".	Jordan Feld	Deputy Aviation Director, City of Phoenix, Aviation Department, Planning & Environmental Division
13	Alternatives	As part of this study, the U.S. Air Force requests FAA develop route options that allow military access to the fully charted volume of the Outlaw and Jackal airspaces.	Lt. Colonel Rachel Daniel	USAF
14	Alternatives	Do not recommend new flights below 10,000' AGL above federally recognized tribal lands	Mark Altaha	White Mountain Apache Tribe, THPO

No.	Category	Comment	Commenter	Organization
15	Alternatives	Preserve Phoenix supports the current westerly departure flight paths and urges that they remain in place as part of the Phoenix Area FAA Modernization Project. These procedures avoid reintroducing previously documented harms to historic neighborhoods and parks and better reflect the balance Phoenix residents expect between regional infrastructure and neighborhood livability.	Roger Brevoort	Preserve Phoenix
16	Alternatives	Return to former flight path and assistance in alleviating the noise impacts to entire neighborhoods.	Dawn Brown	General Public
17	Historic Resources/Tribal Interests	The City of Scottsdale requests to be included as an official consulting party for the Section 106 process and as a reviewing agency for the Environmental Assessment. Please continue to include: <ul style="list-style-type: none"> • Planning & Development Department / Scottsdale Historic Preservation Office • Scottsdale Airport / Aviation staff The city also requests advance notice of public meetings, data releases, Draft Environmental Assessment availability, and any findings of effect.	Kelli Kuester	Aviation Planning & Outreach Coordinator City of Scottsdale
18	Historic Resources/Tribal Interests	Please add the City of Glendale Historic Preservation Commission to the list of groups and associations that have an interest in this project and its effects on historic properties.	Randy Huggins, Jr.	Development Services Director, Development Services Department, City of Glendale
19	Historic Resources/Tribal Interests	Please provide our office any visual, auditory, and vibrational analyses completed as part of the environmental review as the results will be used to inform on the area of potential effects in the subsequent Section 106 review.	Susan Lawson	Arizona State Parks & Trails, SHPO
20	Historic Resources/Tribal Interests	SHPO wishes to be informed of concerns brought to FAA by any of the parties [providing comments on historic or tribal resources].	Susan Lawson	Arizona State Parks & Trails, SHPO
21	Historic Resources/Tribal Interests	There are 37 residential historic districts located within the City of Phoenix in the General Study Area listed in the Phoenix and/or National Historic Property register. Additional register eligible historic districts and properties are available as spatial data from the city.	Helana Ruter	City of Phoenix Historic Preservation Office, HPO

No.	Category	Comment	Commenter	Organization
22	Historic Resources/Tribal Interests	<p>The City of Scottsdale maintains an official Historic Register, which includes designated historic districts, individual historic landmarks, and culturally significant resources that may warrant consideration in the Section 106 review. The FAA is encouraged to reference the full register, available through the scottsdaleaz.gov - keyword, "historic register" to ensure comprehensive identification of potentially affected resources.</p> <p>In addition to designated resources, the City also manages non-designated properties with historic or archaeological sensitivity. These areas—particularly in southern Scottsdale and along key cultural corridors (i.e., Areas adjacent to the Indian Bend Wash) —should be evaluated as part of the Area of Potential Effects (APE), especially where changes in flight altitude or routing could alter noise conditions. Consequently, the city requests that these resources be included in the Area of Potential Effects (APE) when modeling potential acoustic or visual impacts.</p>	Kelli Kuester	Aviation Planning & Outreach Coordinator City of Scottsdale
23	Historic Resources/Tribal Interests	Phoenix's historic districts are living neighborhoods. Their significance is tied not only to architecture, but to daily use – outdoor space, walkable streets, neighborhood parks, and a level of residential stability that supports long-term stewardship. Changes to flight paths that introduce sustained, concentrated aircraft noise can disrupt these patterns in ways that are both immediate and lasting.	Roger Brevoort	Preserve Phoenix
24	Historic Resources/Tribal Interests	Efforts to identify historic properties should occur in study areas for all 10 airports.	Susan Lawson	Arizona State Parks & Trails, SHPO
25	Historic Resources/Tribal Interests	Any flight path that brings an increase in noise above current levels should be considered a potential Adverse Effect.	Susan Lawson	Arizona State Parks & Trails, SHPO
26	Historic Resources/Tribal Interests	Section 106 consultation should include consultation with each historic district represented in the 2015 petition for review City of Phoenix vs Michael Huerta (FAA Administrator) and tribal communities impacted by the proposed airspace change (eg, Gila River Indian Community and Salt River Pima Maricopa Indian Community).	Jordan Feld	Deputy Aviation Director, City of Phoenix, Aviation Department, Planning & Environmental Division
27	Historic Resources/Tribal Interests	Has the FAA's 2016 Community Involvement Manual (CIM) been superseded by new guidance recommending outreach be limited to two virtual workshops? If not, can the FAA help the City understand why the FAA's Phoenix Area Project community engagement strategy.	Steve Dreiseszun	Historic Neighborhood Petitioners: -STORY PRESERVATION ASSOCIATION, INC. -WILLO NEIGHBORHOOD ASSOCIATION -ENCANTO-PALMCROFT HISTORIC PRESERVATION ASSOCIATION, INC. -ROOSEVELT ACTION ASSOCIATION, INC.

No.	Category	Comment	Commenter	Organization
28	Historic Resources/Tribal Interests	A list of community groups and organizations potentially interested in historic resources was provided	Helana Ruter	City of Phoenix Historic Preservation Office, HPO
29	Historic Resources/Tribal Interests	It sounds as though you are already working to notify our designated residential historic districts. I've included a map/contact list for any other neighborhoods that may be impacted for your reference.	Helana Ruter	City of Phoenix Historic Preservation Office, HPO
30	Historic Resources/Tribal Interests	Process and precedent matter. APF's experience monitoring endangered historic places and assisting communities facing infrastructure pressures demonstrates that early, meaningful consultation under NEPA and Section 106 is essential. Coordination with State Historic Preservation Offices, local governments, and consulting parties is not simply procedural compliance; it is a practical safeguard that helps agencies identify reasonable alternatives, avoid unintended harm, and reduce conflict. Where consultation is delayed or limited, impacts to historic resources – and the need for corrective action – are far more likely.	Jim McPherson	President, Board of Directors Arizona Preservation Association
31	Historic Resources/Tribal Interests	Comment provided a list of groups that may have interest in the Section 106 process, public outreach, or potential noise impacts.	Kelli Kuester	Aviation Planning & Outreach Coordinator City of Scottsdale
32	Historic Resources/Tribal Interests	Consulting Parties that should be invited to comment include the National Park Service and all Certified Local Governments (CLGs) located within the study areas to address effects of the proposed action on historic and cultural resources. Community stakeholder groups that should be invited to comment include the Arizona Preservation Foundation, as well as municipal, local and neighborhood-based historic preservation organizations located in the General and Supplemental Study Areas.	Susan Lawson	Arizona State Parks & Trails, SHPO
33	Historic Resources/Tribal Interests	South Mountain, which is within the general study area, retains traditional cultural significance to Native American tribes. The Gila River Indian Community (GRIC) and the Salt River Pima-Maricopa Indian Community (SRPMIC) have formally designated South Mountain as a place of religious and cultural significance to all O'odham people of Arizona. Therefore, the GRIC and SRPMIC Tribal Historic Preservation Offices should be consulted regarding this undertaking. Coordination with our City Archaeology Office, through Dr. Christopher Schwartz, for additional cultural resources concerns and possible consulting parties is also recommended.	Helana Ruter	City of Phoenix Historic Preservation Office, HPO
34	Historic Resources/Tribal Interests	No Adverse Effect	Mark Altaha	White Mountain Apache Tribe, THPO

No.	Category	Comment	Commenter	Organization
35	Historic Resources/Tribal Interests	Potential adverse effects to places of traditional cultural and religious importance in the General and Supplemental Study Areas, including seasonal impact that may affect ceremonial practices, must be considered in consultation with affiliated tribes. Please inform our office of tribal concerns, if they are raised.	Susan Lawson	Arizona State Parks & Trails, SHPO
36	Historic Resources/Tribal Interests	Substantial changes to flight paths can adversely affect both indoor and outdoor use of historic properties, directly implicating the integrity of historic districts recognized under federal, state, and local programs.	Jim McPherson	President, Board of Directors Arizona Preservation Association
37	Historic Resources/Tribal Interests	The Phoenix Area FAA Modernization Project has statewide implications. As a statewide organization, APF regularly hears from communities near both major and regional airports who are concerned about the cumulative effects of flight path changes on established neighborhoods and historic resources. The approach taken in Phoenix will inform expectations and agency practice elsewhere in Arizona and nationally. Respecting documented impacts, honoring prior agreements, and avoiding the re-creation of known adverse effects will strengthen confidence in the federal environmental and preservation review process.	Jim McPherson	President, Board of Directors Arizona Preservation Association
38	NEPA Analysis/Process	Recommend hazardous treatment plan in case of accidental crash	Mark Altaha	White Mountain Apache Tribe, THPO
39	NEPA Analysis/Process	The Environmental Assessment process should not only evaluate technical efficiency, but also reflect lessons learned from prior actions and their real-world impacts.	Roger Brevoort	Preserve Phoenix
40	NEPA Analysis/Process	Scottsdale requests that environmental modeling include: <ul style="list-style-type: none"> • McDowell Sonoran Preserve - a large, protected desert preserve where quiet natural conditions are a defining attribute. • Parks and Greenbelts- these locations support recreation and wildlife and may experience sensitivity to changes in low-altitude overflight. 	Kelli Kuester	Aviation Planning & Outreach Coordinator City of Scottsdale
41	NEPA Analysis/Process	There have been both helicopters and small planes flying over my home that I can hear INSIDE my house. The freeway noise already impacts our neighborhood.	Melissa Rhodes	General Public
42	Noise	Given the potential rerouting or altitude adjustments for aircraft below 10,000 ft AGL, the city recommends evaluating: <ul style="list-style-type: none"> • Noise impacts on historic residential districts whose integrity relies on quiet residential character • Impacts on Old Town Scottsdale's character area, including pedestrian-oriented environments sensitive to increased overhead activity. • Noise contour modeling should be provided in both existing and proposed conditions, including GIS files if available 	Kelli Kuester	Aviation Planning & Outreach Coordinator City of Scottsdale

No.	Category	Comment	Commenter	Organization
43	Public/Stakeholder Engagement	Has the FAA's 2016 Community Involvement Manual (CIM) been superseded by new guidance recommending outreach be limited to two virtual workshops? If not, can the FAA help the City understand why the FAA's Phoenix Area Project community engagement strategy seems to directly conflict with FAA policy: "Public meetings enable the FAA to describe the proposed project directly to interested members of the community and allow participants to raise concerns that can be addressed through follow-up engagement efforts. While resources are required to develop, set up, and travel to such events, in-person meetings can foster relationships. They can provide opportunities for informal discussions before and after the meeting and during breaks and allow participants to read body language and gauge emotions more readily than in virtual meetings or through written communications. Knowledge of and access to new technologies is not required." (CIM 2.3.1 Public Meetings)	Jordan Feld	Deputy Aviation Director, City of Phoenix, Aviation Department, Planning & Environmental Division
44	Public/Stakeholder Engagement	The City requests that FAA hold both in-person and virtual workshops, or a hybrid approach where the majority of technical FAA staff facilitate the meeting virtually, but FAA provides an in-person forum for each meeting (ie, a watch along). In-person workshops should be held in locations throughout the region and information at those meetings should be tailored to the proposed airspace changes in that area (for example, a meeting for the northern portion of the region would include mapping for PHX, DVT and SDL).	Jordan Feld	Deputy Aviation Director, City of Phoenix, Aviation Department, Planning & Environmental Division
45	Public/Stakeholder Engagement	Virtual and in-person meetings must include materials translated in Spanish and technical representatives of the FAA should either be bi-lingual or accompanied by translators.	Jordan Feld	Deputy Aviation Director, City of Phoenix, Aviation Department, Planning & Environmental Division
46	Public/Stakeholder Engagement	I wanted to see if I could set up a brief virtual meeting in an effort to better understand these changes	Austin Roe	Chief of Staff, Office of Mayor & Intergovernmental Affairs City of Peoria
47	General - Stay Informed	I would appreciate being notified of all upcoming community meetings in advance and look forward to continued coordination as a consulting party in this process.	Helana Ruter	City of Phoenix Historic Preservation Office, HPO
48	General - Stay Informed	My office would like to stay actively involved throughout this process and be notified of any public meetings.	Helana Ruter	City of Phoenix Historic Preservation Office, HPO
49	General - Stay Informed	The Arizona Preservation Foundation stands ready to support constructive dialogue that advances both aviation objectives and long-term stewardship of historic resources.	Jim McPherson	President, Board of Directors Arizona Preservation Association

No.	Category	Comment	Commenter	Organization
50	General - Stay Informed	FAA should inform City prior to any public distribution, notice, letter or website posting of its intent and allow City to review the related draft content and recipient lists. The City commits to expedited review of these items so as to ensure the FAA's Project schedule. This additional step will help ensure communications are accurate and understandable to our community members as well as avoid unnecessary stress and confusion among stakeholders. As an example, the subject letter was distributed and posted online without the additional step described above which resulted in numerous community groups contacting the City in a state of panic; another example is the online posting failed to mention that PHX was one of the airports being studied when it is the primary airport being studied.	Jordan Feld	Deputy Aviation Director, City of Phoenix, Aviation Department, Planning & Environmental Division
51	General - Stay Informed	The FAA should provide the City the distribution lists for notices, letters and other intended outreach related to the project.	Jordan Feld	Deputy Aviation Director, City of Phoenix, Aviation Department, Planning & Environmental Division
52	General - Stay Informed	To support future review, Scottsdale requests the following materials when available: GIS shapefiles for the proposed flight paths and altitudes. Noise contour modeling (existing vs. proposed). Description of expected changes in flight frequency, Clarification regarding nighttime operations or changes in area navigation procedures, Any early findings related to impacts on quiet parks, preserves, or historic districts.	Kelli Kuester	Aviation Planning & Outreach Coordinator City of Scottsdale
53	General - Stay Informed	As a community, the Town of Carefree has an interest in this project and potential impacts aircraft flight paths and altitudes may have to our environment from a noise and environmental perspective. We are also concerned with any impacts that may occur to SkyRanch Airport, a private airport which located within Carefree. As this project proceeds and proposals are clear, please keep the Town of Carefree posted.	Mayor John Crane	Mayor Town of Carefree
54	General - Stay Informed	If there is an advisory board of people who are impacted by area noise, I am requesting to be added to it.	Melissa Rhodes	General Public
55	General - Stay Informed	I am mostly interested in following your process as I serve on the Science and Technology Committee in the Arizona House of Representatives.	Representative Janeen Connolly	State Representative
56	General - Stay Informed	I would be happy to participate	Senator Frank Carroll	State Senator

No.	Category	Comment	Commenter	Organization
57	General - Stay Informed	Please add my email address to your distribution list for neighborhood association contacts.	Steve Dreiseszun	Historic Neighborhood Petitioners: -STORY PRESERVATION ASSOCIATION, INC. -WILLO NEIGHBORHOOD ASSOCIATION -ENCANTO-PALMCROFT HISTORIC PRESERVATION ASSOCIATION, INC. -ROOSEVELT ACTION ASSOCIATION, INC.
58	General – Stay Informed	Thank you for the hard copy mailing dated November 20th, 2025. For future outreach regarding this project, the EPA requests correspondence via email.	Connell Dunning	U.S. Environmental Protection Agency, Region 9

F.2.4 Response to Comments Received

FAA's response to comments received during the early stakeholder coordination conducted in November and December 2025 is provided in this section.

Comment Category: 2014 Flight Path Changes/2017 Court Order

As stated in **Chapter 1**, the subject of the EA is the Phoenix Area FAA Modernization Project. The Project seeks to optimize aircraft arrival and departure procedures in the Phoenix area by employing advanced navigational technology. The procedures designed for the Project would be used by aircraft operating under Instrument Flight Rules (IFR) at the study area airports (the Study Airports). Please note that this is a completely separate undertaking from prior (2014) efforts to modernize area navigation (RNAV) procedures at Phoenix Sky Harbor International Airport (PHX), which were the subject of lawsuits in *City of Phoenix v. Huerta* and the *City of Scottsdale v. Federal Aviation Administration*. The Project described in this Draft EA is not connected to the prior court cases. The current airspace modernization effort marks an entirely new environmental analysis.

Existing agreements and court orders were taken into account by FAA and the rest of the design team during the development of the Proposed Action and relevant parties were provided with opportunities to comment on the Project.^{2,3} For example, the Proposed Action does not include changes to west-flow departures prior to 43rd Avenue or east-flow departures prior to 4 DME. Further, the design team used "best efforts to design and consider routes that closely approximate the actual flight tracks for the Pre-RNAV Western Routes between [PHX] and a 15-mile radius, that occurred before the FAA's September 18, 2014 Order."⁴

Additional information regarding the FAA's approach to identifying alternatives, conducting Section 106 consultation and community outreach, and evaluating the potential for noise impacts is summarized in the sections below, and detailed in the EA.

Comment Category: Alternatives

The development of alternatives for the Project was informed by several fixed airspace constraints within the Study Areas. As such, and given the complexity of the Project, as detailed in **Section 3.1** of the EA, developing alternatives for the Project was a multi-step process that began with the Phoenix Performance Based Navigation (PBN) Kickoff Meeting in May 2022, initiated by requests from both Albuquerque Air Route Traffic Control Center (ARTCC) (ZAB) and Phoenix Terminal Radar Approach Control Facility (TRACON) (P50) to improve efficiency, reduce sector overload, and modernize instrument flight procedures (IFPs) serving PHX and the nine other Study Airports.

² City of Phoenix. Phoenix/Tempe Intergovernmental Agreement No. 69311. September 6, 1994.

³ United States Court of Appeals. District of Columbia Circuit. Memorandum Regarding Implementation of Court Order. USCA Case #15-1158. Filed November 30, 2017.

⁴ United States Court of Appeals. District of Columbia Circuit. Memorandum Regarding Implementation of Court Order. Paragraph 6. USCA Case #15-1158. Filed November 30, 2017.

It should be noted that while the Draft EA proposes to modernize flight procedures in the Phoenix area, this is a completely separate undertaking from prior (2014) efforts to modernize RNAV procedures at PHX, which were the subject of lawsuits in *City of Phoenix v. Huerta* and the *City of Scottsdale v. Federal Aviation Administration*. The procedures described in this Draft EA for the Project are not connected to the prior court cases. The current airspace modernization effort marks an entirely new environmental analysis.

The alternatives for the Project were developed with the primary intent of aligning with the FAA 2016 PBN strategy. Specifically, the purpose and need of the Project is to improve efficiency, enhance safety, and reduce operational delays in the Phoenix area airspace. To meet this goal, the Proposed Action would optimize procedures serving the Study Airports, while enhancing safety, in accordance with FAA's mandate under federal law. This goal would be achieved by meeting the following objectives:

- Reduce or eliminate reliance on vectoring, and
- Improve traffic flows and air traffic control sector overload.

With these objectives met, the procedures would become less complex, and the frequency of controller and pilot communication would be reduced. In addition, improvements from RNAV procedures would reduce the need for vectoring and level flight segments, resulting in more predictable traffic flows.

The preliminary PBN Design Team, responsible for identifying potential alternatives, comprised FAA specialists, National Air Traffic Controllers Association (NATCA) representatives, local airports, and airline stakeholders. This team defined operational issues and recommended conceptual designs for procedures addressing identified inefficiencies. The approach and process for identifying and evaluating potential alternatives for the Project are discussed in **Chapter 3** of the EA. **Appendix E** of the EA details the creation of and coordination with the PBN Design Team to develop the alternatives.

Over the course of several design meetings (2022-2024), the PBN Design Team developed and refined individual procedures. Each procedure was evaluated against FAA design criteria and the Project's purpose and need. Procedures that did not adequately resolve underlying inefficiencies or created new conflicts were not carried forward. An example of an alternative that was not carried forward for further consideration is the RATLR Standard Terminal Arrival Route (STAR). This alternative was designed to support dual arrival operations from the east to improve operational efficiency. Although the RATLR STAR would have increased efficiency for east arrival flows, it introduced operational conflicts with eastbound departure procedures. Consequently, the alternative did not meet the Project's purpose and need and was not carried forward for further analysis. More detail on the specifics of each procedure discussed during the PBN Design Team meeting is included in **Section 1.1** and **Appendix E** of the EA.

In addition to the PBN meetings, the FAA and its regional administrators engaged with key stakeholders, including the City of Phoenix, surrounding municipalities, tribal governments, and airport users to ensure community concerns, particularly regarding noise, were considered alongside operational efficiency. Information related to military operations in the Study Area,

including the airspace surrounding Luke Air Force Base, was reviewed and considered in the Project design to ensure no conflicts and continued access to the airspace for military use (consistent with current access). Additional information about Section 106 and related tribal consultation for the Proposed Action is summarized in the **Historic Resources/Tribal Interests** response section below, in **Section F.2** of this appendix, and in **Section 4.2.3** of the EA.

In consideration of the Project's purpose and need, discussions during PBN meetings, and public and stakeholder input, including related consultations, two alternatives were carried forward for analysis in the EA: the No Action Alternative and the Proposed Action.

Under the No Action Alternative, the FAA would maintain existing arrival and departure procedures in the Phoenix area. The related routes and traffic flows in use during the 2024 baseline period would remain largely the same (**Appendix H** and **Section 3.1.1** of the EA). Some procedure modifications and/or cancellations unrelated to the Project would still be anticipated during future planning, as part of ongoing national FAA initiatives. While the No Action Alternative would not achieve the purpose and need of the Project, it is required to be evaluated in the EA pursuant to NEPA.

The Proposed Action consists of a coordinated set of arrival, departure, and approach procedures (**Appendix I** and **Section 3.3** of the EA). The Proposed Action includes many of the procedures developed by the Phoenix PBN Design Team that were determined to meet purpose and need, as well as existing procedures that would continue to be used. It should be noted that the naming conventions for the proposed procedures are dictated by FAA airspace specialists and often relate to local attractions, sports teams/players, or other similar references. For example, the MCAIN STAR, is in reference to the late Arizona senator John McCain, while the SNDVL STAR (sun devil) references the mascot of Arizona State University.

The Proposed Action improves efficiency in the Project airspace by enhancing flexibility in transitioning aircraft, segregating arrivals and departures, reducing controller workload, and improving the predictability of traffic flows. As detailed in **Appendix I**, the Proposed Action includes 31 procedures and 2 routes:

- 18 new/amended RNAV SIDs
- 9 new/amended RNAV STARs
- 4 new RNAV Required Navigation Performance (RNP) Approaches
- 2 new/amended T-Routes

The Proposed Action would result in some modifications to western departure and arrival routes at PHX to ensure compliance with existing FAA procedural requirements. At the request of airport leadership, and for the reasons described in the **2014 Flight Path Changes/2017 Court Order section**, above, the FAA did not propose changes to west-flow departures prior to 43rd Avenue or

east-flow departures prior to 4 DME.^{5,6} Some existing legacy procedures rely on immediate vectoring after takeoff due to having only one waypoint. Under the Proposed Action, aircraft would be provided with two or three waypoints to follow, before being vectored. This improvement enhances safety and efficiency by providing air traffic control (ATC) with additional time to issue instructions and by directing aircraft onto headings and into airspace with reduced potential for conflicts. As discussed herein, and in **Chapter 1** of the EA, the elements of the Proposed Action have been developed in coordination with regulatory and jurisdictional agencies and stakeholders to minimize and avoid, where possible, potential noise impacts. Further, the noise analysis conducted for the Project demonstrates that the Proposed Action would not result in a day-night average sound level (DNL) increase of 1.5 DNL decibels (dB) or higher in noise-sensitive areas, including residential neighborhoods and historic and cultural resources, exposed to DNL 65 dB or higher. As such, the Proposed Action would have no significant noise impacts.

Comment Category: Historic Resources/Tribal Interests

Section 106 of the National Historic Preservation Act (NHPA) of 1966 (16 United States Code [U.S.C.] §470 et seq., as amended) requires federal agencies to consider the effects of their undertakings on properties listed or eligible for listing in the National Register of Historic Places (NRHP).⁷ In the context of Section 106, an “undertaking” is defined as any project, activity, or program that is funded, permitted, licensed, or approved by a federal agency. Compliance with Section 106 requires agencies to consider the effects of such undertakings on properties listed, or eligible for listing, in the NRHP. Regulations implementing Section 106 of the NHPA are provided in Title 36 Code of Federal Regulations (CFR) Part 800, Protection of Historic Properties.

Consistent with Section 106, the EA for the Project defines “historic property” as “...any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the NRHP criteria.”

In accordance with Executive Order 13175, *Consultation and Coordination with Indian and Tribal Governments*, and FAA Order 1210.20, *American Indian and Alaska Native Tribal Consultation Policy and Procedures*, the FAA initiated government-to-government consultations with 17 federally recognized Tribes on February 6, 2026, to identify concerns that may uniquely or significantly affect Tribal interests related to the Proposed Action.

Changes in aircraft flight routes associated with the Proposed Action could introduce or increase aircraft routing over historic properties and result in potential adverse noise or visual impacts on those resources. As discussed in **Section 1.2.2** of the EA, it is assumed that aircraft over sensitive

⁵ City of Phoenix. Phoenix/Tempe Intergovernmental Agreement No. 69311. September 6, 1994.

⁶ United States Court of Appeals. District of Columbia Circuit. Memorandum Regarding Implementation of Court Order. USCA Case #15-1158. Filed November 30, 2017.

⁷ U.S. Congress. 1966. National Historic Preservation Act of 1966. Pub. L. No. 89-665, 80 Stat. 915 (codified as amended at 54 U.S.C. § 300101 et seq.)

resources would be limited to 18,000 above ground level (AGL), or within the boundaries of the Supplemental Study Area.

The Proposed Action would not involve ground disturbance that would physically impact archeological or architectural resources. The Proposed Action would occur above the ground and would not involve the construction, disturbance, or alteration of any physical structure on, in, or emanating from the ground.

Federal regulations require the FAA to define an area of potential effect (APE) as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if such properties exist. The APE is influenced by the scale and nature of an undertaking and may vary for different kinds of effects caused by the undertaking. For the Proposed Action, the FAA initially defined the APE as contiguous with the General Study Area boundary. However, after reviewing the results of the noise analysis, the FAA redefined the APE to focus on the potential for the Proposed Action to cause adverse noise effects on Section 106 resources, as well as potential visual effects on historic or cultural resources. Therefore, the resulting smaller and focused APEs are based on where noise modeling showed any reportable noise increases or increased visibility of aircraft.

As described in **Section 4.2.3** of the EA, a total of 916 NRHP-listed properties were initially identified. Consultations to identify other listed or eligible resources are ongoing. In addition, 16 tribal lands/reservations, 17 state historic sites, and 192 cemeteries were identified within the Study Areas. A list of historic and cultural resources, including tribal lands, identified and the day-night average sound level (DNL) calculated for each resource under existing conditions is included in **Appendix K** of the EA. The FAA initiated Section 106 consultation with federal, state, and local entities—including tribal interests—with knowledge of historic and cultural resources that could be impacted by the Proposed Action. Identified resources are discussed in **Section 4.2.3** of the EA, and the potential impacts to these resources are documented in **Section 5.3** of the EA. Potential impacts were determined in collaboration with the Arizona State Historic Preservation Office (SHPO), Certified Local Governments (CLGs),⁸ tribes with demonstrated interest in the Study Areas, and local preservation agencies and organizations including the City of Phoenix Historic Preservation Office, the City of Scottsdale, the City of Phoenix, Preserve Phoenix, and the Arizona Preservation Association. Each of these entities was consulted throughout the Section 106 process.

Comment Category: NEPA Analysis/Process

The National Environmental Policy Act of 1969 (NEPA), [42 U.S.C. § 4321 et seq.], requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from proposed federal actions. Through NEPA, the United States (U.S.) Congress has directed federal agencies to consider environmental factors in their planning and decision-making processes and to encourage public involvement in

⁸ While the individual Neighborhood Associations were not specifically consulted as part of the Section 106 process, the neighborhoods involved were included in the umbrella of Certified Local Governments.

decisions that affect the quality of the human environment. As part of the NEPA process, federal agencies are required to consider the environmental effects of a proposed action, reasonable alternatives to the proposed action, and a no action alternative (i.e., analyzing the potential environmental effects of not undertaking the proposed action). Through FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and the FAA Order 1050.1F Desk Reference, the FAA has established a process to ensure compliance with the provisions of NEPA.⁹

The 1050.1F Desk Reference in particular provides “information about permits, licenses, consultations, and other forms of approval or review; up-to-date details on technical information such as FAA-approved tools for analyzing noise and air emissions; overviews of special purpose laws and requirements; and specific responsibilities and guidance for gathering data, assessing impacts, consulting other agencies, and involving the public” (FAA Order 1050.1F). The EA for the Proposed Action adheres to the FAA order and the associated policies.

The EA for the Project discusses the existing conditions in the Study Areas (**Chapter 4**) and evaluates potential impacts of the Proposed Action on human, physical, and natural environmental resources (**Chapter 5**). Based on the nature of the Proposed Action, knowledge of the Study Areas, and information from stakeholder and agency engagement to date, including consultations under Section 106 of the National Historic Preservation Act (NHPA; **Appendix L** of the EA) and Section 7 of the Endangered Species Act (ESA; **Appendix M** of the EA) the EA analyzes potential effects of both the No Action Alternative and the Proposed Action on the following environmental resource categories, which could be affected by implementation of the Proposed Action:

- Noise and Compatible Land Use
- Historical, Architectural, Archeological, and Cultural Resources - Historic Properties and Cultural Resources subcategories only
- Department of Transportation Act, Section 4(f)
- Biological Resources – Wildlife subcategory only
- Natural Resources and Energy Supply – Energy Supply subcategory only (Aircraft Fuel only)
- Aviation Emissions and Air Quality

⁹ After initiation of this EA, the FAA revised its NEPA guidance, based on regulatory changes, executive orders (E.O.s) and new NEPA case law. These revisions include the elimination of discussion and analysis of climate, environmental justice, and cumulative impacts analyses. In addition, CEQ revoked its regulations (40 CFR parts 1500-1508) implementing NEPA, in response to E.O. 14154, *Unleashing American Energy*. Exceptions in the Draft EA include the removal of the environmental justice analysis pursuant to the January 21, 2025, E.O. 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity*. Based on the new E.O. and the revocation of CEQ regulations, it is no longer a legal requirement or the policy of the federal government to conduct environmental justice analyses. In addition, the CEQ regulations historically had required the consideration of cumulative impacts. In addition, the Supreme Court issued the *Seven County Infrastructure Coalition v. Eagle County*, 605 U.S. 975 (2025) (Seven County) ruling on May 29, 2025. As a result of these actions, it is no longer a legal requirement or the policy of the federal government to conduct cumulative impact analyses. In addition, the Seven County ruling reinforced the limited scope of NEPA reviews, holding that NEPA does not require an agency to consider environmental effects of other activities and projects "separate in time or place" from the proposed action. Therefore, this Draft EA does not analyze cumulative impacts.

- Visual Effects (Visual Resources/Visual Character only)

For the reasons discussed in **Section 4.1.1** of the EA, the following environmental resource categories would not be affected by the Proposed Action and, therefore, were dismissed from analysis. These resources would be unaffected because the resource either does not exist in the Study Areas, or the types of activities associated with the Proposed Action would not affect them.

- Biological Resources (Fish and Plants only)
- Coastal Resources
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources (Archeological resources only)
- Land Use
- Natural Resources and Energy Supply (Except Aircraft Fuel)
- Socioeconomic Impacts and Children’s Environmental Health and Safety Risks
- Visual Effects (Light Emissions only)
- Water Resources (including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers)

Environmental resources potentially affected by the Proposed Action were evaluated using a combination of online sources, consultation with relevant jurisdictional and regulatory agencies, public and stakeholder outreach, and knowledge of impacts resulting from similar actions. The analysis in the EA also considers and documents, as appropriate, existing management plans maintained by the Study Airports and/or FAA. For example, pursuant to FAA Advisory Circular (AC) 150/5200-31C, Change 1, *Airport Emergency Plan*, requires airports to develop and maintain such a plan to address “essential emergency related and deliberate actions planned to ensure the safety of and emergency services for the airport populace and the community in which the airport is located.”¹⁰ Existing conditions in the Study Areas have been documented in **Chapter 4** of the EA, while potential impacts have been documented in **Chapter 5** of the EA. Supporting information and, where appropriate, more detailed technical analyses for the environmental resource categories are included as appendices in the EA.

Comment Category: Noise

Sound is a physical phenomenon consisting of pressure fluctuations that travel through a medium, such as air, and are sensed by the human ear. Noise is considered unwanted sound that

¹⁰ FAA. 2009. *Airport Emergency Plan*. Advisory Circular (AC) 150/5200-31C. Washington, DC: Federal Aviation Administration. Issued June 19.

can disturb routine activities (e.g., sleep, conversation, student learning) and can cause annoyance.

Aviation noise primarily results from the operation of fixed and rotary wing aircraft, such as departures, arrivals, overflights, taxiing, and engine run-ups. FAA understands that noise is often the predominant aviation environmental concern for the public, both as an individual impact category and in connection with community character, land use, and sensitive resources such as historic properties, tribal lands, parks, and wildlife refuges.

The compatibility of existing and planned land uses with aviation actions is usually determined in relation to the level of aircraft noise by comparing the average annual DNL values to the land use compatibility guidelines in 14 CFR Part 150. DNL is the FAA's required noise metric for the assessment of aircraft noise and was adopted through 14 CFR Part 150 to meet the provisions of the Aviation Safety and Noise Abatement Act of 1979. These guidelines identify a DNL level below 65 dB as compatible with residential and most other uses. DNL does not measure sound as it occurs in real time but represents noise as it occurs over an average 24-hour period, while giving extra weight to nighttime noise. In determining DNL, the metric assumes that the A-weighted decibel noise levels occurring at night (defined as 10:00 p.m. to 6:59 a.m. local) are 10 dB louder than actuality. This 10 dB increase is applied to account for the fact that there is a greater sensitivity to nighttime noise, and the fact that events at night are often perceived to be more intrusive because nighttime ambient noise is less than daytime ambient noise.

To determine whether aircraft noise impacts are significant under NEPA, the FAA considers whether the predicted increase in noise associated with the Proposed Action exceeds the FAA-defined significance threshold. Specifically, an increase of DNL 1.5 dB or more for a noise-sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level due to the Proposed Action, when compared to the No Action Alternative for the same timeframe, is a significant noise increase. Future years 2027 and 2032 were evaluated for the No Action Alternative and the Proposed Action.

To identify the potential for impacts on the noise levels of noise-sensitive areas, the FAA developed a full detailed analysis of the No Action Alternative and Proposed Action within the Study Areas. The noise modeling identifies areas that may be exposed to significant noise impacts (i.e., an increase of DNL 1.5 dB or more in an area that is exposed to noise at or above the DNL 65 dB noise exposure level).

The noise modeling also identifies certain areas with reportable increases in areas exposed to lower levels of noise, specifically:

- For DNL 60 dB to less than DNL 65 dB: ± 3 dB
- For DNL 45 dB to less than DNL 60 dB: ± 5 dB

FAA completed noise modeling using the Aviation Environmental Design Tool (AEDT) to calculate noise. Comprehensive analyses of existing noise conditions in the Study Areas and potential impacts resulting from the Proposed Action are provided in **Section 4.2.1** and **Section 5.1** of the EA, respectively. A detailed noise technical report is also included in **Appendix K** of the EA.

As described in **Chapter 1** of the EA, and in the comment response to **2014 Flight Path Changes/2017 Court Order** and **Alternatives** sections above, the Project proposes to modernize flight procedures in the Phoenix area and is a completely separate undertaking than prior (2014) efforts to modernize RNAV procedures at PHX, which were the subject of lawsuits in *City of Phoenix v. Huerta* and the *City of Scottsdale v. Federal Aviation Administration*. The current airspace modernization effort marks an entirely new environmental analysis.

Comment Category: Public/Stakeholder Engagement

FAA understands changes in airport operations, airspace procedures, aviation infrastructure, and technology can have impacts on communities. As a result, FAA is committed to meaningful engagement and open dialogue with those affected by airspace changes. FAA's current engagement strategy includes working with airports and community leadership through roundtables, ad hoc committees, and task forces. FAA also routinely engages the public through community engagement initiatives to understand specific challenges and propose solutions to alleviate concerns.

In compliance with FAA and overall NEPA policies, FAA has provided a number of opportunities for public and stakeholder engagement in connection with the Project. Outreach activities conducted to date are described in **Section F.1** above and in **Chapter 1** of the EA.