



Table A-18. GYR Modeled 2032 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Carrier	Jet	A21N	5978	Airbus A321-NEO	A321-232	47	24	24	24	-	-	-
Air Carrier	Jet	A320	4632	Airbus A320-200 Series	A320-232	89	44	44	44	-	-	-
Air Carrier	Jet	A321	1039	Airbus A321-100 Series	A321-232	48	24	24	24	-	-	-
Air Carrier	Jet	B38M	6472	Boeing 737-8	7378MAX	70	35	35	35	-	-	-
Air Carrier	Jet	B738	2499	Boeing 737-800 Series	737800	41	20	20	20	-	-	-
Air Carrier	Jet	B738	6611	Boeing 737-800 Series	737800	14	7	7	7	-	-	-
Air Carrier	Jet	B739	2417	Boeing 737-900-LR	737800	26	13	13	13	-	-	-
Air Carrier	Jet	B739	2569	Boeing 737-900-ER	737800	34	17	17	17	-	-	-
Air Taxi	Jet	C68A	6386	Cessna 680-A Citation Latitude	CNA680	340	170	170	170	-	-	-
Air Taxi	Jet	E145	1757	Embraer ERJ145-LR	EMB14L	180	90	90	79	-	11	-
Air Taxi	Jet	GASC	5356	Gulfstream Aerospace Gulfstream G500 (G-7)	GV	38	19	19	19	-	-	-
Air Taxi	Jet	GLF4	4203	Gulfstream G450	GIV	77	38	38	33	-	5	-
Air Taxi	Jet	H25B	3105	Raytheon Hawker 800	LEAR35	145	73	73	59	-	14	-
Air Taxi	Jet	LJ35	2028	Bombardier Learjet 35	LEAR35	75	38	38	33	-	5	-
Air Taxi	Jet	LJ35	2029	Bombardier Learjet 36	LEAR35	126	63	63	60	-	3	-
Air Taxi	Piston Prop	SR20	1324	Cirrus SR20	COMSEP	9,556	4,778	4,778	4,668	-	110	-
General Aviation	Jet	C25B	6067	Cessna CitationJet CJ/CJ1 (Cessna 525)	CNA525C	113	56	56	45	-	11	-
General Aviation	Jet	C510	6062	CESSNA CITATION 510	CNA510	60	30	30	30	-	-	-
General Aviation	Jet	C560	1298	Cessna 560 Citation V	CNA560U	67	33	33	33	-	-	-
General Aviation	Jet	C68A	6386	Cessna 680-A Citation Latitude	CNA680	315	157	157	157	-	-	-
General Aviation	Jet	CRJ2	5437	Bombardier (Canadair) CRJ200 ExecLiner	CL601	65	32	32	25	-	7	-
General Aviation	Jet	E145	1757	Embraer ERJ145-LR	EMB14L	59	30	30	26	-	4	-
General Aviation	Jet	GASC	5356	Gulfstream Aerospace Gulfstream G500 (G-7)	GV	18	9	9	9	-	-	-
General Aviation	Jet	H25B	3105	Raytheon Hawker 800	LEAR35	79	40	40	37	-	3	-
General Aviation	Jet	LJ45	3119	Bombardier Learjet 45	LEAR35	79	39	39	35	-	4	-
General Aviation	Jet	SF50	6282	Cirrus Vision SF50 (FAS)	CNA510	162	81	81	81	-	-	-
General Aviation	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	765	382	382	343	-	39	-



FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
General Aviation	Piston Prop	DA42	6287	Diamond DA42 Twin Star L360	PA30	510	255	255	251	-	4	-
General Aviation	Turboprop	BE9L	4872	Raytheon Beech 99	DHC6	138	69	69	51	-	18	-
General Aviation	Turboprop	PC12	3122	Pilatus PC-12	CNA208	407	203	203	183	-	20	-
Military	Jet	C17	1401	Boeing C-17A	C17	87	43	43	43	-	-	-
Military	Turboprop	BE20	3790	Raytheon Super King Air 200	DHC6	27	14	14	14	-	-	-
Air Carrier	-	-	-	-	-	368	184	184	184	-	-	-
Air Taxi	-	-	-	-	-	10,536	5,268	5,268	5,120	-	148	-
General Aviation	-	-	-	-	-	2,835	1,418	1,418	1,308	-	110	-
Military	-	-	-	-	-	114	57	57	57	-	-	-
OVERALL TOTALS	-	-	-	-	-	13,853	6,927	6,927	6,669	-	258	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: IRMMH 2025, PDARS

Table A-19. GEU Modeled 2024 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi	Jet	C68A	6386	Cessna 680 A Citation Latitude	CNA680	168	84	84	76	-	8	-
Air Taxi	Jet	E55P	4917	Embraer Phenom 300 (EMB-505)	CNA55B	160	80	80	74	-	6	-
Air Taxi	Jet	HDJT	6071	Honda HA-420 Hondajet	CNA510	36	18	18	14	-	4	-
Air Taxi	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	720	360	360	324	-	36	-
General Aviation	Jet	C560	1298	Cessna 560 Citation V	CNA560U	225	113	113	69	-	44	-
General Aviation	Jet	C68A	6386	Cessna 680-A Citation Latitude	CNA680	31	15	15	15	-	-	-
General Aviation	Jet	E55P	4917	Embraer Phenom 300 (EMB-505)	CNA55B	64	32	32	32	-	-	-
General Aviation	Jet	HDJT	6071	Honda HA-420 Hondajet	CNA510	138	69	69	69	-	-	-
General Aviation	Jet	SF50	6282	Cirrus Vision SF50 (FAS)	CNA510	365	183	183	176	-	7	-
General Aviation	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	520	260	260	221	-	39	-
General Aviation	Piston Prop	SR22	6646	Cirrus SR22 (FAS)	COMSEP	542	271	271	248	-	23	-
General Aviation	Turboprop	BE20	3790	Raytheon Super King Air 200	DHC6	94	47	47	47	-	-	-
General Aviation	Turboprop	PC12	3122	Pilatus PC-12	CNA208	256	128	128	128	-	-	-
Military	Turboprop	C208	4784	Cessna 208 Caravan	CNA208	8	4	4	4	-	-	-



FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi	-	-	-	-	-	1,084	542	542	488	-	54	-
General Aviation	-	-	-	-	-	2,236	1,118	1,118	1,005	-	113	-
Military	-	-	-	-	-	8	4	4	4	-	-	-
OVERALL TOTALS	-	-	-	-	-	3,328	1,664	1,664	1,497	-	167	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: HMMH 2025, PDARS

Table A-20. GEU Modeled 2027 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi	Jet	C68A	6386	Cessna 680-A Citation Latitude	CNA680	390	195	195	176	-	19	-
Air Taxi	Jet	E55P	4917	Embraer Phenom 300 (EMB-505)	CNA55B	371	186	186	172	-	14	-
Air Taxi	Jet	HDJT	6071	Honda HA-420 Hondajet	CNA510	84	42	42	32	-	10	-
Air Taxi	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	833	417	417	375	-	42	-
General Aviation	Jet	C560	1298	Cessna 560 Citation V	CNA560U	219	109	109	66	-	43	-
General Aviation	Jet	C68A	6386	Cessna 680-A Citation Latitude	CNA680	44	22	22	22	-	-	-
General Aviation	Jet	E55P	4917	Embraer Phenom 300 (EMB-505)	CNA55B	67	33	33	33	-	-	-
General Aviation	Jet	HDJT	6071	Honda HA-420 Hondajet	CNA510	143	72	72	72	-	-	-
General Aviation	Jet	SF50	6282	Cirrus Vision SF50 (FAS)	CNA510	380	190	190	182	-	8	-
General Aviation	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	527	263	263	223	-	40	-
General Aviation	Piston Prop	SR22	6646	Cirrus SR22 (FAS)	COMSEP	556	278	278	254	-	24	-
General Aviation	Turboprop	BE20	3790	Raytheon Super King Air 200	DHC6	93	46	46	46	-	-	-
General Aviation	Turboprop	PC12	3122	Pilatus PC-12	CNA208	266	133	133	133	-	-	-
Military	Turboprop	C208	4784	Cessna 208 Caravan	CNA208	8	4	4	4	-	-	-
Air Taxi	-	-	-	-	-	1,679	840	840	755	-	85	-
General Aviation	-	-	-	-	-	2,295	1,148	1,148	1,033	-	115	-
Military	-	-	-	-	-	8	4	4	4	-	-	-
OVERALL TOTALS	-	-	-	-	-	3,982	1,991	1,991	1,791	-	200	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: HMMH 2025, PDARS



Table A-21. GEU Modeled 2032 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi	Jet	C68A	6386	Cessna 680-A Citation Latitude	CNA680	771	385	385	346	-	39	-
Air Taxi	Jet	E55P	4917	Embraer Phenom 300 (EMB-505)	CNA55B	733	367	367	338	-	29	-
Air Taxi	Jet	HDJT	6071	Honda HA-420 Hondajet	CNA510	166	83	83	62	-	21	-
Air Taxi	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	1,064	532	532	477	-	55	-
General Aviation	Jet	C560	1298	Cessna 560 Citation V	CNA560U	208	104	104	62	-	42	-
General Aviation	Jet	C68A	6386	Cessna 680-A Citation Latitude	CNA680	66	33	33	33	-	-	-
General Aviation	Jet	E55P	4917	Embraer Phenom 300 (LMB-505)	CNA55B	71	36	36	36	-	-	-
General Aviation	Jet	HDJT	6071	Honda HA-420 Hondajet	CNA510	153	77	77	77	-	-	-
General Aviation	Jet	SF50	6282	Cirrus Vision SF50 (FAS)	CNA510	406	203	203	194	-	9	-
General Aviation	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	538	269	269	227	-	42	-
General Aviation	Piston Prop	SR22	6646	Cirrus SR22 (FAS)	COMSEP	581	290	290	264	-	26	-
General Aviation	Turboprop	BE20	3790	Raytheon Super King Air 200	DHCG	90	45	45	45	-	-	-
General Aviation	Turboprop	PC12	3122	Pilatus PC-12	CNA208	284	142	142	142	-	-	-
Military	Turboprop	C208	4784	Cessna 208 Caravan	CNA208	8	4	4	4	-	-	-
Air Taxi	-	-	-	-	-	2,734	1,367	1,367	1,223	-	144	-
General Aviation	-	-	-	-	-	2,397	1,199	1,199	1,080	-	119	-
Military	-	-	-	-	-	8	4	4	4	-	-	-
OVERALL TOTALS	-	-	-	-	-	5,139	2,570	2,570	2,307	-	263	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: HMMH 2025, PDAMS

Table A-22. SDL Modeled 2024 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi Passenger	Jet	E135	1722	Embraer ERJ135-LR	EMB145	1,221	610	610	610	-	-	-
Air Taxi Passenger	Jet	E145	1756	Embraer ERJ145-LR	EMB14L	3,211	1,606	1,606	1,604	-	2	-
Air Taxi	Jet	BE40	2024	Raytheon Beechjet 400	MIU3001	535	268	268	254	-	14	-
Air Taxi	Jet	C25B	6067	Cessna CitationJet C/CJ1 (Cessna 525)	CNA525C	1,782	891	891	868	-	23	-
Air Taxi	Jet	C510	6062	CESSNA CITATION 510	CNA510	96	48	48	46	-	2	-
Air Taxi	Jet	C525	6067	Cessna CitationJet C/CJ1 (Cessna 525)	CNA525C	163	81	81	62	-	19	-

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FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi	Jet	C560	1298	Cessna 560 Citation V	CNA560U	301	150	150	88	-	62	-
Air Taxi	Jet	C56X	6070	Cessna 560 Citation XLS	CNA560XL	2,340	1,170	1,170	1,127	-	43	-
Air Taxi	Jet	C680	3047	Cessna 680 Citation Sovereign	CNA680	553	276	276	261	-	15	-
Air Taxi	Jet	C68A	6386	Cessna 680 A Citation Latitude	CNA680	5,075	2,538	2,538	2,425	-	113	-
Air Taxi	Jet	C700	6642	Cessna 700 Citation Longitude	CNA680	1,502	751	751	720	-	31	-
Air Taxi	Jet	C750	1309	Cessna 750 Citation X	CNA750	938	469	469	446	-	23	-
Air Taxi	Jet	C750	4278	Cessna 750 Citation X	CNA750	320	160	160	145	-	15	-
Air Taxi	Jet	CL30	4205	Bombardier Challenger 300	CL600	475	237	237	221	-	16	-
Air Taxi	Jet	CL30	4856	Bombardier Challenger 300	CL600	666	333	333	310	-	23	-
Air Taxi	Jet	CL35	6656	Bombardier Challenger 3500	CL600	2,820	1,410	1,410	1,341	-	69	-
Air Taxi	Jet	CL60	5346	Bombardier Challenger 650	CL600	647	323	323	305	-	18	-
Air Taxi	Jet	E545	6562	Embraer Praetor 500	CNA750	1,277	638	638	601	-	37	-
Air Taxi	Jet	E550	6561	Embraer Praetor 600	CL601	264	132	132	128	-	4	-
Air Taxi	Jet	E55P	4917	Embraer Phenom 300 (EMB-505)	CNA55B	3,872	1,936	1,936	1,841	-	95	-
Air Taxi	Jet	GL5T	2573	Bombardier Global 5000	BD-700-1A11	320	160	160	153	-	7	-
Air Taxi	Jet	GLEX	1780	Bombardier Global Express	BD-700-1A10	307	153	153	140	-	13	-
Air Taxi	Jet	GLF4	4203	Gulfstream G450	GIV	367	184	184	177	-	7	-
Air Taxi	Jet	GLF6	5461	Gulfstream G650ER	G650ER	99	49	49	49	-	-	-
Air Taxi	Jet	H25B	3105	Raytheon Hawker 800	LEAR35	1,042	521	521	380	-	141	-
Air Taxi	Jet	HDJT	6071	Honda HA-420 Hondajet	CNA510	227	113	113	111	-	2	-
Air Taxi	Jet	L145	3119	Bombardier Learjet 45	LEAR35	292	146	146	133	-	13	-
Air Taxi	Jet	L160	2026	Bombardier Learjet 60	LEAR35	597	299	299	287	-	12	-
Air Taxi	Jet	L175	4248	Bombardier Learjet 75	LEAR35	106	53	53	49	-	4	-
Air Taxi	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	1,237	618	618	530	-	88	-
Air Taxi	Turboprop	B350	5996	Raytheon Super King Air 300	DHC6	922	461	461	461	-	-	-
General Aviation	Jet	BE40	2024	Raytheon Beechjet 400	MU3001	699	349	349	342	-	7	-
General Aviation	Jet	C25A	6067	Cessna CitationJet C1/CJ1 (Cessna 525)	CNA525C	387	194	194	191	-	3	-
General Aviation	Jet	C25B	6067	Cessna CitationJet C1/CJ1 (Cessna 525)	CNA525C	1,170	585	585	551	-	34	-

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FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
General Aviation	Jet	C25C	6061	Cessna CitationJet C14 (Cessna 525C)	CNA525C	760	380	380	372	-	8	-
General Aviation	Jet	C25M	6067	Cessna CitationJet C1/CJ1 (Cessna 525)	CNA525C	521	260	260	253	-	7	-
General Aviation	Jet	C510	6062	CESSNA CITATION 510	CNA510	365	182	182	178	-	4	-
General Aviation	Jet	C525	6067	Cessna CitationJet C1/CJ1 (Cessna 525)	CNA525C	366	183	183	178	-	5	-
General Aviation	Jet	C550	6343	Cessna 5550 Citation S/II	CNA55B	359	180	180	176	-	4	-
General Aviation	Jet	C560	1298	Cessna 560 Citation V	CNA560U	635	318	318	306	-	12	-
General Aviation	Jet	C56X	6070	Cessna 560 Citation XLS	CNA560XL	1,889	945	945	895	-	50	-
General Aviation	Jet	C680	5184	Cessna 680 Citation Sovereign	CNA680	263	132	132	126	-	6	-
General Aviation	Jet	C68A	6386	Cessna 680-A Citation Latitude	CNA680	481	240	240	232	-	8	-
General Aviation	Jet	C750	4278	Cessna 750 Citation X	CNA750	277	138	138	136	-	2	-
General Aviation	Jet	CL30	4856	Bombardier Challenger 300	CL600	1,351	675	675	613	-	62	-
General Aviation	Jet	CL35	6656	Bombardier Challenger 3500	CL600	930	465	465	421	-	44	-
General Aviation	Jet	CL60	1248	Bombardier Challenger 604	CL600	378	189	189	176	-	13	-
General Aviation	Jet	E550	6561	Embraer Praetor 600	CL601	251	126	126	123	-	3	-
General Aviation	Jet	E55P	4917	Embraer Phenom 300 (EMB-505)	CNA55B	1,355	677	677	639	-	38	-
General Aviation	Jet	EA50	3802	Eclipse 500 / PW610F	ECLIPSE500	313	156	156	150	-	6	-
General Aviation	Jet	F2TH	4804	Dassault Falcon 2000	CNA750	1,255	627	627	597	-	30	-
General Aviation	Jet	F900	6120	Dassault Falcon 900-LX	FAL900EX	632	316	316	291	-	25	-
General Aviation	Jet	FA7X	5273	Falcon 7X	GIV	339	170	170	161	-	9	-
General Aviation	Jet	G150	1976	Gulfstream G150	IA1125	315	157	157	131	-	26	-
General Aviation	Jet	G280	4198	Gulfstream G280	CL601	875	437	437	412	-	25	-
General Aviation	Jet	GA5C	5356	Gulfstream Aerospace Gulfstream G500 (G-7)	GV	465	232	232	209	-	23	-
General Aviation	Jet	GA6C	5357	Gulfstream G600	GV	354	177	177	167	-	10	-
General Aviation	Jet	GALX	1907	Gulfstream G200	CL600	687	344	344	318	-	26	-
General Aviation	Jet	GL51	2573	Bombardier Global 5000	BD-700-1A11	82	41	41	39	-	2	-
General Aviation	Jet	GLEX	1780	Bombardier Global Express	BD-700-1A10	246	123	123	121	-	2	-
General Aviation	Jet	GLF4	4203	Gulfstream G450	GIV	704	352	352	327	-	25	-
General Aviation	Jet	GLF5	2566	Gulfstream G-5 Gulfstream 5 / G-55P Gulfstream G500	GV	665	332	332	307	-	25	-



FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
General Aviation	Jet	GLF6	5461	Gulfstream G650ER	G650ER	257	129	129	117	-	12	-
General Aviation	Jet	H25B	3105	Raytheon Hawker 800	LEAR35	849	424	424	404	-	20	-
General Aviation	Jet	HDJT	6071	Honda HA-420 Hondajet	CNA510	259	129	129	124	-	5	-
General Aviation	Jet	L145	3119	Bombardier Learjet 45	LEAR35	955	478	478	451	-	27	-
General Aviation	Jet	L160	2026	Bombardier Learjet 60	LEAR35	682	341	341	312	-	29	-
General Aviation	Jet	L175	4248	Bombardier Learjet 75	LEAR35	220	110	110	107	-	3	-
General Aviation	Jet	PRM1	1296	Raytheon Premier I	CNA55B	1,275	637	637	593	-	44	-
General Aviation	Jet	SF50	6282	Cirrus Vision SF50 (FAS)	CNA510	1,096	548	548	515	-	33	-
General Aviation	Piston Prop	P28A	1887	Piper PA-28 Cherokee Series	GA5EPF	594	297	297	246	-	51	-
General Aviation	Piston Prop	S22T	6281	Cirrus SR22 Turbo (FAS)	COMSEP	1,210	605	605	605	-	-	-
General Aviation	Piston Prop	SR22	6646	Cirrus SR22 (FAS)	COMSEP	1,583	791	791	727	-	64	-
General Aviation	Turboprop	B350	5996	Raytheon Super King Air 300	DHC6	323	162	162	160	-	2	-
General Aviation	Turboprop	BE20	3790	Raytheon Super King Air 200	DHC6	951	475	475	339	-	136	-
General Aviation	Turboprop	PC12	3122	Pilatus PC-12	CNA208	2,859	1,430	1,430	1,307	-	123	-
General Aviation	Turboprop	1BM9	4677	Daher 1BM 900 Series	CNA208	855	427	427	420	-	7	-
Military	Jet	HAWK	1816 _NS_HAWK	NON STANDARD 1816 A-7E Corsair	A7D	117	59	59	56	-	3	-
Military	Turboprop	TEX2	6310	Beechcraft T-6 Texan 2 (FAS)	CNA208	171	85	85	85	-	-	-
Air Taxi Passenger	-	-	-	-	-	4,432	2,216	2,216	2,214	-	2	-
Air Taxi	-	-	-	-	-	29,142	14,571	14,571	13,662	-	909	-
General Aviation	-	-	-	-	-	33,335	16,668	16,668	15,568	-	1,100	-
Military	-	-	-	-	-	288	144	144	141	-	3	-
OVERALL TOTALS	-	-	-	-	-	67,197	33,599	33,599	31,585	-	2,014	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: HMMH 2025, PDAIS

Table A-23. SDL Modeled 2027 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi Passenger	Jet	E135	1722	Embraer ERJ135-LR	EMB145	1,217	609	609	609	-	-	-
Air Taxi Passenger	Jet	E145	1756	Embraer ERJ145-LR	EMB14L	3,202	1,601	1,601	1,599	-	2	-
Air Taxi	Jet	BE40	2024	Raytheon Beechjet 400	MIU3001	444	222	222	210	-	12	-



FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi	Jet	C25B	6067	Cessna CitationJet CJ/CJ1 (Cessna 525)	CNA525C	2,091	1,046	1,046	1,019	-	27	-
Air Taxi	Jet	C56X	6070	Cessna 560 Citation XLS	CNA560XL	2,912	1,456	1,456	1,402	-	54	-
Air Taxi	Jet	C680	3047	Cessna 680 Citation Sovereign	CNA680	536	268	268	253	-	15	-
Air Taxi	Jet	C68A	6386	Cessna 680 A Citation Latitude	CNA680	6,369	3,184	3,184	3,042	-	142	-
Air Taxi	Jet	C700	6642	Cessna 700 Citation Longitude	CNA680	1,870	935	935	896	-	39	-
Air Taxi	Jet	C750	1309	Cessna 750 Citation X	CNA750	910	455	455	432	-	23	-
Air Taxi	Jet	C750	4278	Cessna 750 Citation X	CNA750	311	155	155	140	-	15	-
Air Taxi	Jet	CL30	4205	Bombardier Challenger 300	CL600	591	295	295	275	-	20	-
Air Taxi	Jet	CL30	4856	Bombardier Challenger 300	CL600	828	414	414	385	-	29	-
Air Taxi	Jet	CL35	6656	Bombardier Challenger 3500	CL600	3,509	1,754	1,754	1,668	-	86	-
Air Taxi	Jet	CL60	5346	Bombardier Challenger 650	CL600	647	323	323	305	-	18	-
Air Taxi	Jet	E545	6562	Embraer Praetor 500	CNA750	1,589	794	794	747	-	47	-
Air Taxi	Jet	E550	6561	Embraer Praetor 600	CL601	329	164	164	159	-	5	-
Air Taxi	Jet	E55P	4917	Embraer Phenom 300 (EMB-505)	CNA55B	4,819	2,409	2,409	2,290	-	119	-
Air Taxi	Jet	GL5T	2573	Bombardier Global 5000	BD-700-1A11	398	199	199	190	-	9	-
Air Taxi	Jet	GLEX	1780	Bombardier Global Express	BD-700-1A10	382	191	191	174	-	17	-
Air Taxi	Jet	GLF4	4203	Gulfstream G450	GIV	346	173	173	166	-	7	-
Air Taxi	Jet	GLF6	5461	Gulfstream G650ER	G650ER	111	55	55	55	-	-	-
Air Taxi	Jet	H25B	3105	Raytheon Hawker 800	LEAR35	981	490	490	357	-	133	-
Air Taxi	Jet	HDJT	6071	Honda HA-420 Hondajet	CNA510	282	141	141	138	-	3	-
Air Taxi	Jet	LI45	3119	Bombardier Learjet 45	LEAR35	283	142	142	129	-	13	-
Air Taxi	Jet	LI60	2026	Bombardier Learjet 60	LEAR35	579	290	290	278	-	12	-
Air Taxi	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	1,417	709	709	608	-	101	-
Air Taxi	Turboprop	B350	5996	Raytheon Super King Air 300	DHC6	922	461	461	461	-	-	-
General Aviation	Jet	BE40	2024	Raytheon Beechjet 400	MU3001	608	304	304	298	-	6	-
General Aviation	Jet	C25A	6067	Cessna CitationJet CJ/CJ1 (Cessna 525)	CNA525C	394	197	197	194	-	3	-
General Aviation	Jet	C25B	6067	Cessna CitationJet CJ/CJ1 (Cessna 525)	CNA525C	1,369	684	684	646	-	38	-
General Aviation	Jet	C25C	6061	Cessna CitationJet CJ4 (Cessna 525C)	CNA525C	889	444	444	435	-	9	-

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FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
General Aviation	Jet	C25M	6067	Cessna CitationJet Cj/Cj1 (Cessna 525)	CNA525C	646	323	323	314	-	9	-
General Aviation	Jet	C510	6062	CESSNA CITATION 510	CNA510	360	180	180	176	-	4	-
General Aviation	Jet	C525	6067	Cessna CitationJet Cj/Cj1 (Cessna 525)	CNA525C	361	181	181	176	-	5	-
General Aviation	Jet	C550	6343	Cessna 550 Citation S/II	CNA55B	354	177	177	173	-	4	-
General Aviation	Jet	C560	1298	Cessna 560 Citation V	CNA560U	646	323	323	311	-	12	-
General Aviation	Jet	C56X	6070	Cessna 560 Citation XLS	CNA560XL	2,146	1,073	1,073	1,018	-	55	-
General Aviation	Jet	C68A	6386	Cessna 680-A Citation Latitude	CNA680	597	298	298	288	-	10	-
General Aviation	Jet	CL30	4856	Bombardier Challenger 300	CL600	1,677	838	838	764	-	74	-
General Aviation	Jet	CL35	6656	Bombardier Challenger 3500	CL600	1,056	528	528	480	-	48	-
General Aviation	Jet	CL60	1248	Bombardier Challenger 604	CL600	396	198	198	185	-	13	-
General Aviation	Jet	E550	6561	Embraer Praetor 600	CL601	312	156	156	152	-	4	-
General Aviation	Jet	E55P	4917	Embraer Phenom 300 (EMB-505)	CNA55B	1,539	770	770	728	-	42	-
General Aviation	Jet	EA50	3802	Eclipse 500 / PWG10F	ECLIPSE500	318	159	159	153	-	6	-
General Aviation	Jet	F2TH	4804	Dassault Falcon 2000	CNA750	1,428	714	714	681	-	33	-
General Aviation	Jet	F900	6120	Dassault Falcon 900-LX	FAL900EX	643	322	322	297	-	25	-
General Aviation	Jet	FA7X	5273	Falcon 7X	GIV	385	193	193	183	-	10	-
General Aviation	Jet	G280	4198	Gulfstream G280	CL601	994	497	497	469	-	28	-
General Aviation	Jet	GA5C	5356	Gulfstream Aerospace Gulfstream G500 (G-7)	GV	577	289	289	261	-	28	-
General Aviation	Jet	GA6C	5357	Gulfstream G600	GV	440	220	220	208	-	12	-
General Aviation	Jet	GALX	1907	Gulfstream G200	CL600	699	350	350	324	-	26	-
General Aviation	Jet	GL5T	2573	Bombardier Global 5000	BD-700-1A11	101	51	51	48	-	3	-
General Aviation	Jet	GLEX	1780	Bombardier Global Express	BD-700-1A10	305	153	153	150	-	3	-
General Aviation	Jet	GLF4	4203	Gulfstream G450	GIV	695	347	347	323	-	24	-
General Aviation	Jet	GLF5	2566	Gulfstream G-5 Gulfstream 5 / G-55P Gulfstream G500	GV	676	338	338	313	-	25	-
General Aviation	Jet	GLF6	5461	Gulfstream G650ER	G650ER	288	144	144	131	-	13	-
General Aviation	Jet	H25B	3105	Raytheon Hawker 800	LEAR35	838	419	419	400	-	19	-
General Aviation	Jet	HDJT	6071	Honda HA-420 Hondajet	CNA510	321	161	161	155	-	6	-
General Aviation	Jet	LJ45	3119	Bombardier Learjet 45	LEAR35	972	486	486	459	-	27	-



FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
General Aviation	Jet	LJ60	2026	Bombardier Learjet 60	LEAR35	693	347	347	318	-	29	-
General Aviation	Jet	PRM1	1296	Raytheon Premier I	CNA55B	1,258	629	629	587	-	42	-
General Aviation	Jet	SF50	6282	Cirrus Vision SF50 (FAS)	CNA510	1,360	680	680	640	-	40	-
General Aviation	Piston Prop	P28A	1887	Piper PA 28 Cherokee Series	GASEPF	679	340	340	284	-	56	-
General Aviation	Piston Prop	S22T	6281	Cirrus SR22 Turbo (FAS)	COMSEP	1,502	751	751	751	-	-	-
General Aviation	Piston Prop	SR22	6646	Cirrus SR22 (FAS)	COMSEP	1,964	982	982	906	-	76	-
General Aviation	Turboprop	B350	5996	Raytheon Super King Air 300	DHCG	339	169	169	167	-	2	-
General Aviation	Turboprop	BE20	3790	Raytheon Super King Air 200	DHCG	1,080	540	540	392	-	148	-
General Aviation	Turboprop	PC12	3122	Pilatus PC-12	CNA208	3,248	1,624	1,624	1,490	-	134	-
General Aviation	Turboprop	TBM9	4677	Daher TBM 900 Series	CNA208	1,061	530	530	521	-	9	-
Military	Jet	HAWK	1816 _NS_HAWK	NON STANDARD 1816 A-7E Corsair	A7D	117	59	59	56	-	3	-
Military	Turboprop	TEX2	6310	Beechcraft T-6 Texan 2 (FAS)	CNA208	171	85	85	85	-	-	-
Air Taxi Passenger	-	-	-	-	-	4,419	2,210	2,210	2,208	-	2	-
Air Taxi	-	-	-	-	-	33,457	16,728	16,728	15,782	-	946	-
General Aviation	-	-	-	-	-	36,217	18,109	18,109	16,949	-	1,160	-
Military	-	-	-	-	-	288	144	144	141	-	3	-
OVERALL TOTALS	-	-	-	-	-	74,381	37,191	37,191	35,080	-	2,111	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: ICMVH 2025, PDARS

Table A-24. SDL Modeled 2032 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi Passenger	Jet	E135	1722	Embraer ERJ135-LR	EMB145	1,211	606	606	606	-	-	-
Air Taxi Passenger	Jet	E145	1756	Embraer ERJ145-LR	EMB14L	3,186	1,593	1,593	1,591	-	2	-
Air Taxi	Jet	BE40	2024	Raytheon Beechjet 400	MU3001	326	163	163	154	-	9	-
Air Taxi	Jet	C25B	6067	Cessna CitationJet CJ/CJ1 (Cessna 525)	CNA525C	2,529	1,265	1,265	1,232	-	33	-
Air Taxi	Jet	C56X	6070	Cessna 560 Citation XLS	CNA560XL	3,885	1,942	1,942	1,869	-	73	-
Air Taxi	Jet	C680	3047	Cessna 680 Citation Sovereign	CNA680	510	255	255	240	-	15	-
Air Taxi	Jet	C68A	6386	Cessna 680-A Citation Latitude	CNA680	8,583	4,292	4,292	4,100	-	192	-
Air Taxi	Jet	C700	6642	Cessna 700 Citation Longitude	CNA680	2,494	1,247	1,247	1,194	-	53	-

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FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi	Jet	C750	1309	Cessna 750 Citation X	CNA750	865	433	433	411	-	22	-
Air Taxi	Jet	C750	4278	Cessna 750 Citation X	CNA750	295	148	148	133	-	15	-
Air Taxi	Jet	CL30	4205	Bombardier Challenger 300	CL600	788	394	394	367	-	27	-
Air Taxi	Jet	CL30	4856	Bombardier Challenger 300	CL600	1,105	553	553	514	-	39	-
Air Taxi	Jet	CL35	6656	Bombardier Challenger 3500	CL600	4,680	2,340	2,340	2,225	-	115	-
Air Taxi	Jet	CL60	5346	Bombardier Challenger 650	CL600	647	323	323	305	-	18	-
Air Taxi	Jet	E545	6562	Embraer Praetor 500	CNA750	2,119	1,060	1,060	997	-	63	-
Air Taxi	Jet	E550	6561	Embraer Praetor 600	CL601	438	219	219	212	-	7	-
Air Taxi	Jet	E55P	4917	Embraer Phenom 300 (EMB-505)	CNA55B	6,428	3,214	3,214	3,055	-	159	-
Air Taxi	Jet	GL5T	2573	Bombardier Global 5000	BD-700-1A11	613	307	307	293	-	14	-
Air Taxi	Jet	GLLX	1780	Bombardier Global Express	BD-700-1A10	509	255	255	232	-	23	-
Air Taxi	Jet	GLF4	4203	Gulfstream G450	GIV	312	156	156	149	-	7	-
Air Taxi	Jet	GLF6	5461	Gulfstream G650ER	G650ER	125	62	62	62	-	-	-
Air Taxi	Jet	H25B	3105	Raytheon Hawker 800	LEAR35	887	443	443	322	-	121	-
Air Taxi	Jet	HDJT	6071	Honda HA 420 Hondajet	CNA510	377	188	188	183	-	5	-
Air Taxi	Jet	LJ45	3119	Bombardier Learjet 45	LEAR35	270	135	135	122	-	13	-
Air Taxi	Jet	LJ60	2026	Bombardier Learjet 60	LEAR35	551	275	275	263	-	12	-
Air Taxi	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	1,647	824	824	706	-	118	-
Air Taxi	Turboprop	B350	5996	Raytheon Super King Air 300	DHC6	922	461	461	461	-	-	-
General Aviation	Jet	BE40	2024	Raytheon Beechjet 400	MU3001	465	232	232	227	-	5	-
General Aviation	Jet	C25A	6067	Cessna CitationJet Cj/Cj1 (Cessna 525)	CNA525C	390	195	195	192	-	3	-
General Aviation	Jet	C25B	6067	Cessna CitationJet Cj/Cj1 (Cessna 525)	CNA525C	1,385	693	693	656	-	37	-
General Aviation	Jet	C25C	6061	Cessna CitationJet Cj4 (Cessna 525C)	CNA525C	899	450	450	441	-	9	-
General Aviation	Jet	C25M	6067	Cessna CitationJet Cj/Cj1 (Cessna 525)	CNA525C	721	361	361	351	-	10	-
General Aviation	Jet	C510	6062	CESSNA CITATION 510	CNA510	339	169	169	165	-	4	-
General Aviation	Jet	C525	6067	Cessna CitationJet Cj/Cj1 (Cessna 525)	CNA525C	340	170	170	165	-	5	-
General Aviation	Jet	C550	6343	Cessna 550 Citation S/II	CNA55B	333	167	167	163	-	4	-
General Aviation	Jet	C560	1298	Cessna 560 Citation V	CNA560U	639	320	320	308	-	12	-



FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
General Aviation	Jet	C56X	6070	Cessna 560 Citation XLS	CNA560XL	2,066	1,033	1,033	982	-	51	-
General Aviation	Jet	C68A	6386	Cessna 680-A Citation Latitude	CNA680	666	333	333	322	-	11	-
General Aviation	Jet	CL30	4856	Bombardier Challenger 300	CL600	1,871	936	936	856	-	80	-
General Aviation	Jet	CL35	6656	Bombardier Challenger 3500	CL600	1,017	508	508	463	-	45	-
General Aviation	Jet	CL60	1248	Bombardier Challenger 604	CL600	412	206	206	193	-	13	-
General Aviation	Jet	E550	6561	Embraer Praetor 600	CL601	348	174	174	169	-	5	-
General Aviation	Jet	E55P	4917	Embraer Phenom 300 (EMB-505)	CNA55B	1,482	741	741	702	-	39	-
General Aviation	Jet	EA50	3802	Eclipse 500 / PW610F	ECLIPSE500	315	157	157	151	-	6	-
General Aviation	Jet	F2TH	4804	Dassault Falcon 2000	CNA750	1,378	689	689	658	-	31	-
General Aviation	Jet	F900	6120	Dassault Falcon 900-LX	FAL900EX	636	318	318	294	-	24	-
General Aviation	Jet	FA7X	5273	Falcon 7X	GIV	371	185	185	175	-	10	-
General Aviation	Jet	G280	4198	Gulfstream G280	CL601	957	478	478	452	-	26	-
General Aviation	Jet	GA5C	5356	Gulfstream Aerospace Gulfstream G500 (G-7)	GV	743	372	372	337	-	35	-
General Aviation	Jet	GA6C	5357	Gulfstream G600	GV	567	283	283	268	-	15	-
General Aviation	Jet	GALX	1907	Gulfstream G200	CL600	692	346	346	321	-	25	-
General Aviation	Jet	GL5T	2573	Bombardier Global 5000	BD-700-1A11	131	65	65	61	-	4	-
General Aviation	Jet	GLLX	1780	Bombardier Global Express	BD-700-1A10	341	170	170	166	-	4	-
General Aviation	Jet	GLF4	4203	Gulfstream G450	GIV	653	327	327	305	-	22	-
General Aviation	Jet	GLF5	2566	Gulfstream G-5 Gulfstream S / G-5SP Gulfstream G500	GV	669	335	335	311	-	24	-
General Aviation	Jet	GLF6	5461	Gulfstream G650ER	G650ER	270	135	135	123	-	12	-
General Aviation	Jet	H25B	3105	Raytheon Hawker 800	LEAR35	788	394	394	376	-	18	-
General Aviation	Jet	HDJT	6071	Honda HA-420 Hondajet	CNA510	358	179	179	172	-	7	-
General Aviation	Jet	LJ45	3119	Bombardier Learjet 45	LEAR35	961	481	481	455	-	26	-
General Aviation	Jet	LJ60	2026	Bombardier Learjet 60	LEAR35	686	343	343	315	-	28	-
General Aviation	Jet	PRM1	1296	Raytheon Premier I	CNA55B	1,183	591	591	553	-	38	-
General Aviation	Jet	SF50	6282	Cirrus Vision SF50 (FAS)	CNA510	1,518	759	759	716	-	43	-
General Aviation	Piston Prop	P28A	1887	Piper PA-28 Cherokee Series	GASEPF	660	330	330	277	-	53	-
General Aviation	Piston Prop	S22T	6281	Cirrus SR22 Turbo (FAS)	COMSEP	1,676	838	838	838	-	-	-



FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
General Aviation	Piston Prop	SR22	6646	Cirrus SR22 (FAS)	COMSEP	2,192	1,096	1,096	1,014	-	82	-
General Aviation	Turboprop	B350	5996	Raytheon Super King Air 300	DHCG	353	176	176	174	-	2	-
General Aviation	Turboprop	BE20	3790	Raytheon Super King Air 200	DHCG	1,039	520	520	383	-	137	-
General Aviation	Turboprop	PC12	3122	Pilatus PC 12	CNA208	3,127	1,563	1,563	1,439	-	124	-
General Aviation	Turboprop	TBM9	4677	Daher TBM 900 Series	CNA208	1,184	592	592	582	-	10	-
Military	Jet	HAWK	1816 _NS_HAWK	NON STANDARD 1816 A-7E Corsair	A7D	117	59	59	56	-	3	-
Military	Turboprop	TEX2	6310	Beechcraft T-6 Texan 2 (FAS)	CNA208	171	85	85	85	-	-	-
Air Taxi Passenger	-	-	-	-	-	4,397	2,199	2,199	2,197	-	2	-
Air Taxi	-	-	-	-	-	41,907	20,953	20,953	19,800	-	1,153	-
General Aviation	-	-	-	-	-	36,821	18,411	18,411	17,272	-	1,139	-
Military	-	-	-	-	-	288	144	144	141	-	3	-
OVERALL TOTALS	-	-	-	-	-	83,413	41,707	41,707	39,410	-	2,297	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: HMMH 2025, PDARS

Table A-25. BJK Modeled 2024 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi	Piston Prop	SR20	1324	Cirrus SR20	COMSEP	14	7	7	7	-	-	-
General Aviation	Jet	BE40	2024	Raytheon Beechjet 400	MU3001	7	4	4	4	-	-	-
General Aviation	Jet	C550	6343	Cessna 550 Citation S/II	CNA55B	7	4	4	4	-	-	-
General Aviation	Jet	CL35	6656	Bombardier Challenger 3500	CL600	7	4	4	4	-	-	-
General Aviation	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	14	7	7	5	-	2	-
General Aviation	Piston Prop	M201	1898	Mooney M20 K	GASEPV	26	13	13	13	-	-	-
General Aviation	Piston Prop	PIAT	1887 _NS_PIAT	NON STANDARD 1887 Piper PA-28 Cherokee Series	GASEPF	240	120	120	90	-	30	-
General Aviation	Turboprop	PC12	3122	Pilatus PC 12	CNA208	14	7	7	7	-	-	-
Air Taxi	-	-	-	-	-	14	7	7	7	-	-	-
General Aviation	-	-	-	-	-	316	158	158	126	-	32	-
OVERALL TOTALS	-	-	-	-	-	330	165	165	133	-	32	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: HMMH 2025, PDARS



Table A-26. BKK Modeled 2027 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi	Piston Prop	SR20	1324	Cirrus SR20	COMSEP	15	8	8	8	-	-	-
General Aviation	Jet	BE40	2024	Raytheon Beechjet 400	MU3001	7	4	4	4	-	-	-
General Aviation	Jet	C550	6343	Cessna 550 Citation S/II	CNA55B	7	4	4	4	-	-	-
General Aviation	Jet	CL35	6656	Bombardier Challenger 3500	CL600	8	4	4	4	-	-	-
General Aviation	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	14	7	7	5	-	2	-
General Aviation	Piston Prop	M20T	1898	Mooney M20-K	GASEPV	26	13	13	13	-	-	-
General Aviation	Piston Prop	PIAT	1887 _NS_PIAI	NON STANDARD 1887 _NS_PIAIusing Piper PA-28 Cherokee Series	GASEPF	267	133	133	100	-	33	-
General Aviation	Turboprop	PC12	3122	Pilatus PC-12	CNA208	15	8	8	8	-	-	-
Air Taxi	-	-	-	-	-	15	8	8	8	-	-	-
General Aviation	-	-	-	-	-	344	172	172	137	-	35	-
OVERALL TOTALS	-	-	-	-	-	359	180	180	145	-	35	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: HMMH 2025, PDARS

Table A-27. BKK Modeled 2032 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
Air Taxi	Piston Prop	SR20	1324	Cirrus SR20	COMSEP	17	9	9	9	-	-	-
General Aviation	Jet	BE40	2024	Raytheon Beechjet 400	MU3001	7	4	4	4	-	-	-
General Aviation	Jet	C550	6343	Cessna 550 Citation S/II	CNA55B	7	4	4	4	-	-	-
General Aviation	Jet	CL35	6656	Bombardier Challenger 3500	CL600	8	4	4	4	-	-	-
General Aviation	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	15	7	7	4	-	3	-
General Aviation	Piston Prop	M20I	1898	Mooney M20 K	GASEPV	24	12	12	12	-	-	-
General Aviation	Piston Prop	PIAT	1887 _NS_PIAI	NON STANDARD 1887 _NS_PIAIusing Piper PA-28 Cherokee Series	GASEPF	276	138	138	104	-	34	-
General Aviation	Turboprop	PC12	3122	Pilatus PC-12	CNA208	16	8	8	8	-	-	-
Air Taxi	-	-	-	-	-	17	9	9	9	-	-	-
General Aviation	-	-	-	-	-	353	177	177	140	-	37	-
OVERALL TOTALS	-	-	-	-	-	370	185	185	148	-	37	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: HMMH 2025, PDARS



Table A-28. P19 Modeled 2024 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
General Aviation	Jet	C25B	6067	Cessna CitationJet C1/C11 (Cessna 525)	CNA525C	41	20	20	19	-	1	-
General Aviation	Jet	C25C	6061	Cessna CitationJet C14 (Cessna 525C)	CNA525C	125	63	63	58	-	5	-
General Aviation	Jet	C25M	6067	Cessna CitationJet C1/C11 (Cessna 525)	CNA525C	23	12	12	12	-	-	-
General Aviation	Jet	C500	4894	Cessna 500 Citation I	CNA500	32	16	16	16	-	-	-
General Aviation	Jet	C510	6062	CESSNA CITATION 510	CNA510	50	25	25	23	-	2	-
General Aviation	Jet	C560	1298	Cessna 560 Citation V	CNA560U	69	35	35	29	-	6	-
General Aviation	Jet	C56X	6070	Cessna 560 Citation XLS	CNA560XL	53	26	26	20	-	6	-
General Aviation	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	107	54	54	45	-	9	-
General Aviation	Turboprop	BE20	3790	Raytheon Super King Air 200	DHCG	24	12	12	9	-	3	-
General Aviation	Turboprop	EPIC	4666	EPIC LT/Dynasty	CNA208	31	15	15	8	-	7	-
General Aviation	Turboprop	P46T	6148	Piper PA46-TP Meridian	CNA208	92	46	46	44	-	2	-
General Aviation	Turboprop	PC12	3122	Pilatus PC-12	CNA208	23	11	11	11	-	-	-
General Aviation	-	-	-	-	-	670	335	335	294	-	41	-
OVERALL TOTALS	-	-	-	-	-	670	335	335	294	-	41	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: HMMH 2025, PDARIS

Table A-29. P19 Modeled 2027 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
General Aviation	Jet	C25B	6067	Cessna CitationJet C1/C11 (Cessna 525)	CNA525C	48	24	24	22	-	2	-
General Aviation	Jet	C25C	6061	Cessna CitationJet C14 (Cessna 525C)	CNA525C	147	74	74	68	-	6	-
General Aviation	Jet	C25M	6067	Cessna CitationJet C1/C11 (Cessna 525)	CNA525C	29	15	15	15	-	-	-
General Aviation	Jet	C500	4894	Cessna 500 Citation I	CNA500	33	16	16	16	-	-	-
General Aviation	Jet	C510	6062	CESSNA CITATION 510	CNA510	48	24	24	22	-	2	-
General Aviation	Jet	C560	1298	Cessna 560 Citation V	CNA560U	69	34	34	28	-	6	-
General Aviation	Jet	C56X	6070	Cessna 560 Citation XLS	CNA560XL	66	33	33	25	-	8	-
General Aviation	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	111	55	55	45	-	10	-
General Aviation	Turboprop	BE20	3790	Raytheon Super King Air 200	DHCG	25	12	12	9	-	3	-
General Aviation	Turboprop	EPIC	4666	EPIC LT/Dynasty	CNA208	31	16	16	9	-	7	-



FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
General Aviation	Turboprop	P46T	6148	Piper PA46-TP Meridian	CNA208	95	47	47	45	-	2	-
General Aviation	Turboprop	PC12	3122	Pilatus PC-12	CNA208	28	14	14	14	-	-	-
General Aviation	-	-	-	-	-	729	365	365	319	-	46	-
OVERALL TOTALS	-	-	-	-	-	729	365	365	319	-	46	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: HMMH 2025, PDARS

Table A-30. P19 Modeled 2032 Departure Stage Length Day and Night Operations

FAA Category and Market	Engine	Aircraft Designator	AEDT equip ID	AEDT Airframe	AEDT ANP Type	Total Operations	Total Arrivals	Total Departures	SL 1 (Day)	SL 2 (Day)	SL 1 (Night)	SL 2 (Night)
General Aviation	Jet	C25B	6067	Cessna CitationJet Cj/Cj1 (Cessna 525)	CNA525C	49	25	25	23	-	2	-
General Aviation	Jet	C25C	6061	Cessna CitationJet Cj4 (Cessna 525C)	CNA525C	150	75	75	69	-	6	-
General Aviation	Jet	C25M	6067	Cessna CitationJet Cj/Cj1 (Cessna 525)	CNA525C	33	16	16	16	-	-	-
General Aviation	Jet	C500	4894	Cessna 500 Citation I	CNA500	33	17	17	17	-	-	-
General Aviation	Jet	C510	6062	CESSNA CITATION S10	CNA510	44	22	22	20	-	2	-
General Aviation	Jet	C560	1298	Cessna 560 Citation V	CNA560U	66	33	33	27	-	6	-
General Aviation	Jet	C56X	6070	Cessna 560 Citation XLS	CNA560XL	74	37	37	28	-	9	-
General Aviation	Piston Prop	C172	1267	Cessna 172 Skyhawk	CNA172	115	57	57	47	-	10	-
General Aviation	Turboprop	BE20	3790	Raytheon Super King Air 200	DHC6	24	12	12	9	-	3	-
General Aviation	Turboprop	EPIC	4666	EPIC L1/Dynasty	CNA208	32	16	16	9	-	7	-
General Aviation	Turboprop	P46T	6148	Piper PA46-TP Meridian	CNA208	96	48	48	46	-	2	-
General Aviation	Turboprop	PC12	3122	Pilatus PC-12	CNA208	32	16	16	16	-	-	-
General Aviation	-	-	-	-	-	748	374	374	327	-	47	-
OVERALL TOTALS	-	-	-	-	-	748	374	374	327	-	47	-

Notes: SL = stage length; Totals may not match exactly due to rounding.
Source: HMMH 2025, PDARS



ATTACHMENT B – RUNWAY UTILIZATION DETAILED BREAKDOWN

Table B-1. PHX Existing Conditions and Future No Action Runway Utilization

-	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Departures	Departures	Departures	Departures	Departures	Departures
-	Jet	Jet	Turboprop	Turboprop	Piston	Piston	Jet	Jet	Turboprop	Turboprop	Piston	Piston
Runway	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
8	27.0%	24.1%	5.0%	4.0%	3.8%	0.0%	0.9%	18.1%	0.9%	4.2%	3.4%	0.0%
26	35.7%	30.7%	7.5%	3.1%	10.2%	0.0%	1.0%	8.6%	0.5%	3.2%	0.5%	0.0%
07L	0.6%	5.3%	1.5%	8.0%	0.2%	11.1%	41.8%	37.8%	26.5%	14.9%	11.2%	21.4%
25R	1.2%	4.9%	4.1%	4.0%	1.3%	11.1%	52.8%	29.9%	24.0%	3.9%	12.7%	14.3%
07R	15.0%	21.2%	26.9%	41.5%	26.9%	55.6%	1.7%	4.2%	28.9%	52.7%	32.7%	35.7%
25L	20.4%	13.8%	55.0%	39.5%	57.5%	22.2%	1.8%	1.3%	19.2%	21.2%	39.5%	28.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: HMMH 2025, PDARS

Table B-2. DVT Existing Conditions and Future No Action Runway Utilization

-	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Departures	Departures	Departures	Departures	Departures	Departures
-	Jet	Jet	Turboprop	Turboprop	Piston	Piston	Jet	Jet	Turboprop	Turboprop	Piston	Piston
Runway	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
25L	54.7%	59.7%	51.0%	61.1%	51.3%	52.2%	34.4%	21.1%	35.4%	37.3%	43.0%	35.7%
25R	0.3%	0.0%	4.9%	0.0%	17.8%	1.3%	1.7%	0.0%	2.5%	3.3%	4.5%	1.6%
07R	45.0%	40.3%	42.3%	38.9%	26.2%	43.3%	60.7%	76.4%	59.1%	57.8%	25.4%	52.2%
07L	0.0%	0.0%	1.9%	0.0%	4.6%	3.2%	3.1%	2.4%	3.0%	1.6%	27.0%	10.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: HMMH 2025, PDARS



Table B-3. FFZ Existing Conditions and Future No Action Runway Utilization

-	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Departures	Departures	Departures	Departures	Departures	Departures
-	Jet	Jet	Turboprop	Turboprop	Piston	Piston	Jet	Jet	Turboprop	Turboprop	Piston	Piston
Runway	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
04L	1.2%	7.1%	2.7%	11.3%	4.0%	15.4%	0.3%	12.1%	3.0%	16.7%	2.2%	20.5%
22R	2.6%	7.1%	12.4%	15.1%	14.9%	3.4%	0.7%	0.0%	7.0%	3.7%	8.4%	3.1%
04R	28.7%	50.0%	22.5%	62.3%	23.6%	69.7%	44.2%	75.8%	30.8%	74.1%	37.7%	66.3%
22L	67.5%	35.7%	62.3%	11.3%	57.6%	11.4%	54.8%	12.1%	59.2%	5.6%	51.7%	10.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: HMMH 2025, PDARS

Table B-4. IWA Existing Conditions and Future No Action Runway Utilization

-	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Departures	Departures	Departures	Departures	Departures	Departures
-	Jet	Jet	Turboprop	Turboprop	Piston	Piston	Jet	Jet	Turboprop	Turboprop	Piston	Piston
Runway	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
12C	20.2%	24.4%	18.8%	25.8%	8.5%	8.1%	21.6%	24.5%	23.2%	23.4%	30.6%	21.3%
30C	18.1%	11.6%	15.9%	7.9%	23.5%	18.4%	18.8%	2.0%	6.1%	1.9%	2.5%	0.4%
12L	0.6%	0.2%	0.9%	0.0%	1.6%	0.0%	0.8%	0.7%	1.5%	0.0%	4.9%	0.4%
30R	0.5%	0.0%	2.5%	0.0%	2.2%	5.1%	0.4%	0.3%	0.6%	0.0%	1.4%	0.0%
12R	30.5%	42.8%	34.5%	38.2%	38.2%	30.9%	41.4%	67.7%	36.5%	59.7%	28.2%	75.2%
30L	30.0%	21.0%	27.3%	28.1%	26.0%	37.5%	17.0%	4.8%	32.0%	14.9%	32.4%	2.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: HMMH 2025, PDARS



Table B-5. CHD Existing Conditions and Future No Action Runway Utilization

-	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Departures	Departures	Departures	Departures	Departures	Departures
-	Jet	Jet	Turboprop	Turboprop	Piston	Piston	Jet	Jet	Turboprop	Turboprop	Piston	Piston
Runway	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
04L	10.2%	19.2%	24.3%	46.2%	19.9%	58.5%	10.0%	21.1%	29.3%	47.7%	35.5%	75.0%
22R	30.9%	7.7%	61.7%	30.8%	60.2%	26.8%	29.0%	10.5%	57.1%	38.6%	60.2%	23.8%
04R	17.4%	53.8%	4.2%	7.7%	7.9%	9.8%	24.3%	44.7%	7.5%	13.6%	2.4%	1.3%
22L	41.5%	19.2%	9.9%	15.4%	12.0%	4.9%	36.7%	23.7%	6.1%	0.0%	1.8%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: HMMH 2025, PDARS

Table B-6. GYR Existing Conditions and Future No Action Runway Utilization

-	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Departures	Departures	Departures	Departures	Departures	Departures
-	Jet	Jet	Turboprop	Turboprop	Piston	Piston	Jet	Jet	Turboprop	Turboprop	Piston	Piston
Runway	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
3	25.7%	30.0%	41.7%	23.1%	15.6%	16.7%	21.8%	0.0%	29.9%	23.1%	25.4%	30.5%
21	74.3%	70.0%	58.3%	76.9%	84.4%	83.3%	78.2%	100.0%	70.1%	76.9%	74.6%	69.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: HMMH 2025, PDARS

Table B-7. GEU Existing Conditions and Future No Action Runway Utilization

-	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Departures	Departures	Departures	Departures	Departures	Departures
-	Jet	Jet	Turboprop	Turboprop	Piston	Piston	Jet	Jet	Turboprop	Turboprop	Piston	Piston
Runway	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
1	37.9%	33.3%	42.3%	16.7%	36.8%	51.7%	35.2%	63.6%	35.7%	50.0%	35.5%	35.0%
19	62.1%	66.7%	57.7%	83.3%	63.2%	48.3%	64.8%	36.4%	64.3%	50.0%	64.5%	65.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: HMMH 2025, PDARS



Table B-8. SDL Existing Conditions and Future No Action Runway Utilization

-	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Departures	Departures	Departures	Departures	Departures	Departures
-	Jet	Jet	Turboprop	Turboprop	Piston	Piston	Jet	Jet	Turboprop	Turboprop	Piston	Piston
Runway	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
3	7.6%	53.6%	8.1%	54.3%	7.7%	57.9%	11.0%	59.3%	12.0%	60.8%	12.4%	61.3%
21	92.4%	46.4%	91.9%	45.7%	92.3%	42.1%	89.0%	40.7%	88.0%	39.2%	87.6%	38.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: HMMH 2025, PDARS

Table B-9. B XK Existing Conditions and Future No Action Runway Utilization

-	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Departures	Departures	Departures	Departures	Departures	Departures
-	Jet	Jet	Turboprop	Turboprop	Piston	Piston	Jet	Jet	Turboprop	Turboprop	Piston	Piston
Runway	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
17	100.0%	0.0%	70.0%	0.0%	75.2%	100.0%	77.8%	100.0%	88.9%	0.0%	52.4%	0.0%
35	0.0%	0.0%	30.0%	0.0%	24.8%	0.0%	22.2%	0.0%	11.1%	0.0%	47.6%	100.0%
Total	100.0%	0.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%

Source: HMMH 2025, PDARS

Table B-10. P19 Existing Conditions and Future No Action Runway Utilization

-	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Arrivals	Departures	Departures	Departures	Departures	Departures	Departures
-	Jet	Jet	Turboprop	Turboprop	Piston	Piston	Jet	Jet	Turboprop	Turboprop	Piston	Piston
Runway	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
17	78.5%	50.0%	81.8%	0%	80.5%	75.0%	96.9%	100.0%	96.6%	100.0%	100.0%	100.0%
35	21.5%	50.0%	18.2%	0%	19.5%	25.0%	3.1%	0.0%	3.4%	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: HMMH 2025, PDARS



MEMORANDUM

To: Ms. Danielle Gresser, Community Involvement Specialist
Air Traffic Organization (ATO) Central Service Center
Operations Support Group, ECINA (AJV-C25)
Federal Aviation Administration (FAA)

From: Missi Shumer, SETIS 2405 Technical Project Manager, HMMH
Scott Polzin, Environmental Engineer I, HMMH

Cc: Lesley Walcourt, Program Analyst, Concept Solutions
Robert Mentzer, Jr., Environmental Engineer I and PHX EA Noise Lead, HMMH

Date: October 31, 2025

Re: Phoenix Area FAA Modernization Project Environmental Assessment
Future Aircraft Noise and Air Quality Modeling Input

Reference: Contract 693KA8-22-D-00024
Task Order 693KA8-25-F-00015

This memorandum details the future aircraft noise assessment element to be included in the Phoenix Area Federal Aviation Administration (FAA) Modernization Project Environmental Assessment (the PHX EA). Team CS, consisting of prime contractor Concept Solutions and teammates, Harris Miller Miller & Hanson Inc. (HMMH), has been provided with the future Performance Based Navigation (PBN) routes developed by FAA for the proposed action. The purpose of this technical memorandum is to summarize the future condition (calendar year (CY) 2027 and CY2031) aircraft noise and air quality modeling inputs for the following 10 airports:

- PHX – Phoenix Sky Harbor International Airport
- 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 Airport

The future condition years consists of operations and airspace for two modeling scenarios, No Action and Proposed Action, within the study areas for the 10 airports. The FAA’s Aviation Environmental Design Tool (AEDT) Version 3g¹ will be used to model the noise effects resulting from proposed changes to the airspace and based on the inputs provided in this technical memorandum, ensuring consistency in the assessment of future conditions.

The subsequent sections describe the AEDT required noise and air quality modeling inputs for the future conditions, which include:

- AEDT Input Data Sources
- Physical Description of the Airport Layout
- Aircraft Operations
- Aircraft Noise and Performance Characteristics

¹ AEDT Version 3g released on August 28, 2024. https://aedt.faa.gov/3g_information.aspx.



- Runway Utilization
- Meteorological Conditions
- Terrain Data
- Operational Emissions Methodology and Inputs
- Flight Track Geometry

AEDT INPUT DATA SOURCES

Table 1 lists each category of AEDT input data and the source(s) of the data to be used in the PHX EA. The subsequent sections address each category individually.

Table 1. Data Sources/Needs for Noise Model Inputs

AEDT Input Category	Data Source(s)
Physical Description of the Airfield Layout	FAA ADIP and NASR
Aircraft Operations	PDARS
Aircraft Noise and Performance Characteristics	AEDT database flight profiles
Runway Utilization	PDARS
Flight Track Geometry and Use	No Action – PDARS Proposed Action - PDARS & FAA TARGETS
Meteorological Conditions	AEDT database (10-year average)
Terrain Data	USGS NED TIFF

Notes: ADIP = Airport Data and Information Portal; AEDT = Aviation Environmental Design Tool; NASR = National Airspace System Resource; NED = National Elevation Dataset; PDARS = Performance Data Analysis and Reporting System; TIFF = Tagged Image File Format; USGS = United States Geological Services
 Source: HMMH 2025

PHYSICAL DESCRIPTION OF THE AIRPORT LAYOUT

The future scenarios will not result in any changes to the existing airfield layout information as provided in the Existing Conditions Aircraft Noise and Air Quality Modeling Memorandum dated August 29, 2025, and no other airfield changes are anticipated within the project time frame through 2032.

AIRCRAFT OPERATIONS

The future forecast data presented in this memo was approved by the FAA for use in the PHX EA on August 11, 2025. **Table 2** provides a summary of the operations in the approved forecast.

Since the Proposed Action will not affect airport capacity, the operations for the No Action and Proposed Action are the same for a given modeling year in 2027 and 2032. Additional details on how the future fleet mix was developed is provided in the Approved forecast and in the Existing Conditions memorandum. Attachment A in the Existing Conditions Modeling Memorandum provides the future 2027 and 2032 Airport Operations Stage Lengths Detailed Breakdown.



Table 2. IFR Annual Operation Counts by Airport and Year

Airport	Year	Air Carrier	Air Taxi	General Aviation	Military	Total
PHX	2024	427,520	29,326	15,890	1,947	474,683
PHX	2027	486,283	32,771	15,890	1,947	536,891
PHX	2032	531,873	34,834	15,890	1,947	584,544
DVT	2024	-	7,331	7,485	44	14,860
DVT	2027	-	7,676	8,734	44	16,454
DVT	2032	-	8,289	8,989	44	17,322
FFZ	2024	-	3,873	6,067	90	10,030
FFZ	2027	-	4,160	6,119	90	10,369
FFZ	2032	-	4,665	6,207	90	10,962
IWA	2024	13,613	9,721	6,151	1,058	30,543
IWA	2027	15,744	9,941	6,973	1,058	33,716
IWA	2032	17,191	10,448	7,218	1,058	35,915
CHD	2024	-	2,281	2,750	16	5,041
CHD	2027	-	2,479	2,992	16	5,487
CHD	2032	-	2,849	3,069	16	5,934
GYR	2024	338	8,992	2,106	114	11,550
GYR	2027	341	9,543	2,699	114	12,697
GYR	2032	368	10,536	2,835	114	13,853
GEU	2024	-	1,084	2,236	8	3,328
GEU	2027	-	1,679	2,295	8	3,982
GEU	2032	-	2,734	2,397	8	5,139
SDL	2024	-	33,574	33,335	288	67,197
SDL	2027	-	37,876	36,217	288	74,381
SDL	2032	-	46,304	36,821	288	83,413
BXK	2024	-	14	316	-	330
BXK	2027	-	15	344	-	359
BXK	2032	-	17	353	-	370
P19	2024	-	-	670	-	670
P19	2027	-	-	729	-	729
P19	2032	-	-	748	-	748

Note: Totals may not match exactly due to rounding.
Sources: PDARS Data (1/1/2024-12/31/2024), OPSNET accessed July 2025, TFMSC accessed July 2025

RUNWAY UTILIZATION

The future scenarios will not result in any changes to the existing runway use provided in the Existing Conditions Aircraft Noise and Air Quality Modeling Memorandum dated August 29, 2025, and no changes to future runway use are anticipated within the project time frame through 2032. Therefore, the existing conditions runway use will also be used for the future No Action and Proposed Action conditions.

Table 3 presents the combined runway utilization rates for arrivals and departures for each Study Airport used to model the aircraft noise contours for the future conditions. It is not anticipated that the Proposed Action will modify runway use, therefore the runway utilization rates for these scenarios are expected to be the same as the No Action Condition. Attachment B in the Existing Conditions Modeling Memorandum provides detailed runway use broken down by aircraft category for each airport.



Table 3. Future No Action and Proposed Action Runway Use by Airport

Airport	Airport Runway	Arrivals	Departures
PHX	8	25.8%	3.1%
PHX	26	34.0%	1.9%
PHX	7L	1.2%	40.6%
PHX	25R	1.8%	48.6%
PHX	7R	16.2%	3.3%
PHX	25L	21.0%	2.5%
PHX	Total	100.0%	100.0%
DVT	07L	2.0%	10.4%
DVT	25R	6.8%	2.8%
DVT	07R	38.2%	49.8%
DVT	25L	53.0%	37.0%
DVT	Total	100.0%	100.0%
FFZ	04L	4.0%	3.6%
FFZ	22R	10.8%	6.5%
FFZ	04R	28.4%	39.7%
FFZ	22L	56.9%	50.2%
FFZ	Total	100.0%	100.0%
IWA	12C	19.1%	23.4%
IWA	30C	17.9%	13.9%
IWA	12L	0.7%	1.5%
IWA	30R	0.8%	0.6%
IWA	12R	32.8%	41.3%
IWA	30L	28.7%	19.4%
IWA	Total	100.0%	100.0%
CHD	04L	19.0%	29.0%
CHD	22R	49.4%	47.8%
CHD	04R	10.9%	10.6%
CHD	22L	20.7%	12.6%
CHD	Total	100.0%	100.0%
GYR	3	19.0%	24.8%
GYR	21	81.0%	75.2%
GYR	Total	100.0%	100.0%
GEU	1	37.9%	37.1%
GEU	19	62.1%	62.9%
GEU	Total	100.0%	100.0%
SDL	3	9.4%	13.6%
SDL	21	90.6%	86.4%
SDL	Total	100.0%	100.0%
BXK	1	76.1%	58.3%
BXK	19	23.9%	41.7%
BXK	Total	100.0%	100.0%
P19	17	79.4%	97.5%
P19	35	20.6%	2.5%
P19	Total	100.0%	100.0%

Note: Totals may not match exactly due to rounding.
 Source: PDARS Data (1/1/2024-12/31/2024)

METEOROLOGICAL CONDITIONS

The same average meteorological settings will be used for existing conditions and future conditions modeling.

TERRAIN DATA

The same terrain data will be used for existing conditions and future conditions modeling.

OPERATIONAL EMISSIONS METHODOLOGY AND INPUTS

The Proposed Action will not result in any changes to the existing runway use provided in the Existing Conditions Aircraft Noise and Air Quality Modeling Memorandum dated August 29, 2025, and no changes to future runway use are anticipated within the project time frame through 2032. Therefore, the existing conditions taxi times will also be used for the future No Action and Proposed Action conditions.

FLIGHT TRACK GEOMETRY

The flight tracks to be used in the modeling were developed from the Performance Data Analysis and Reporting System (PDARS) radar data. An industry-standard method was used to develop model tracks that entail analyzing all radar data for each airport by splitting the flight tracks into similar and manageable groups. The standard procedure separates tracks by operation type, (i.e., arrival, departure, circuit) and runway end, aircraft type (i.e., jet, piston prop, and turboprop) and destination/direction. Flight tracks with the same operation type, runway end, and destination direction were analyzed for similar geometry, and this resulted in the final radar track bundles used to create model tracks. Geometrically similar groups with wide dispersion have a 'backbone' track and one to four 'dispersion' sub tracks on either side of the backbone, for three, five, seven, or nine total tracks (e.g., one backbone and two, four, six, or eight 'dispersion' tracks).

The future No Action scenario for BXK includes the conversion of BXK from a Visual Flight Rules (VFR) airport to an Instrument Flight Rules (IFR) airport. Instrument Approach Procedures (IAPs) for BXK are expected to be published on March 19, 2026. Therefore the 2027 and 2031 No Action tracks for BXK include the IAPs. The modified future No Action BXK model tracks are shown in **Exhibit 1** and **Exhibit 2**. The only changes are to the model tracks close to the airport. Because the only changes to the future No Action model tracks are close to the airport, **Exhibit 1** and **Exhibit 2** display the Airport Area and the model tracks are not shown in relation to the entire Study Areas. The other nine airports will use the existing conditions model tracks for the future No Action scenarios.

The future Proposed Action scenario for BXK includes four new Standard Terminal Arrival Routes (STARs) and nine new Standard Instrument Departures (SIDs). Most of these STARs and SIDs are being modified from existing procedures in the PHX airspace but they had not served BXK in the past, so they are considered new to BXK. The count of procedures for existing and future conditions is listed in **Table 4**. The count of the new procedures for the future Proposed Action serving BXK is shown in **Table 5**.

Table 4. Count of Procedures for BXK

BXK Runway 17-35	Existing	Future No Action	Future Proposed Action
STAR - RNAV	-	-	4
STAR - CONV	-	-	-
SID - RNAV	-	-	9
SID - CONV	-	-	-
IAP	-	2	2
RNP	-	-	-

Source: FAA 2025



Table 5. List of Procedures for B XK

SIDS	STARS
BNDYT	MZCAL
ANOB L	JNKYD
BLOND	LEAGG
SOHOT	FYTRS
PHEBI	-
SNRIZ	-
SLOTZ	-
LOZST	-
DNHIL	-

Source: FAA 2025

The future Proposed Action AEDT model tracks and procedures for B XK are shown in **Exhibit 3** through **Exhibit 6**. **Exhibit 3** and **Exhibit 5** provide a close in view of the tracks within 10 nautical miles of the airport (Airport Area) and **Exhibit 4** and **Exhibit 6** display the tracks across the two Study Areas. Due to the limited number of B XK tracks, only backbone model tracks were developed, and the tracks are tagged as jet but represent jet, piston, and turboprop.

There were no existing IFR departure operations from B XK flying routes similar to LOZST or ANOBL, therefore there are no future track for these two SIDs shown on **Exhibit 3** through **Exhibit 6**.

Each exhibit displays the track labels which can be decoded as follows:

A17J07 – (A) Arrival, (17) Runway 17, (J) Jet, (07) Track number 7

D35J03 – (D) Departure, (35) Runway 35, (J) Jet, (03) Track number 3

Future Proposed Action Model tracks for the other nine airports are being completed. The tracks for the other airports will be shown by flow similar to the Existing Model Tracks. **Team CS would appreciate FAA’s review and comment on the proposed procedures.**

FAA Concurs with the Team CS proposal.

DANIELLE
 MARISA GRESSER

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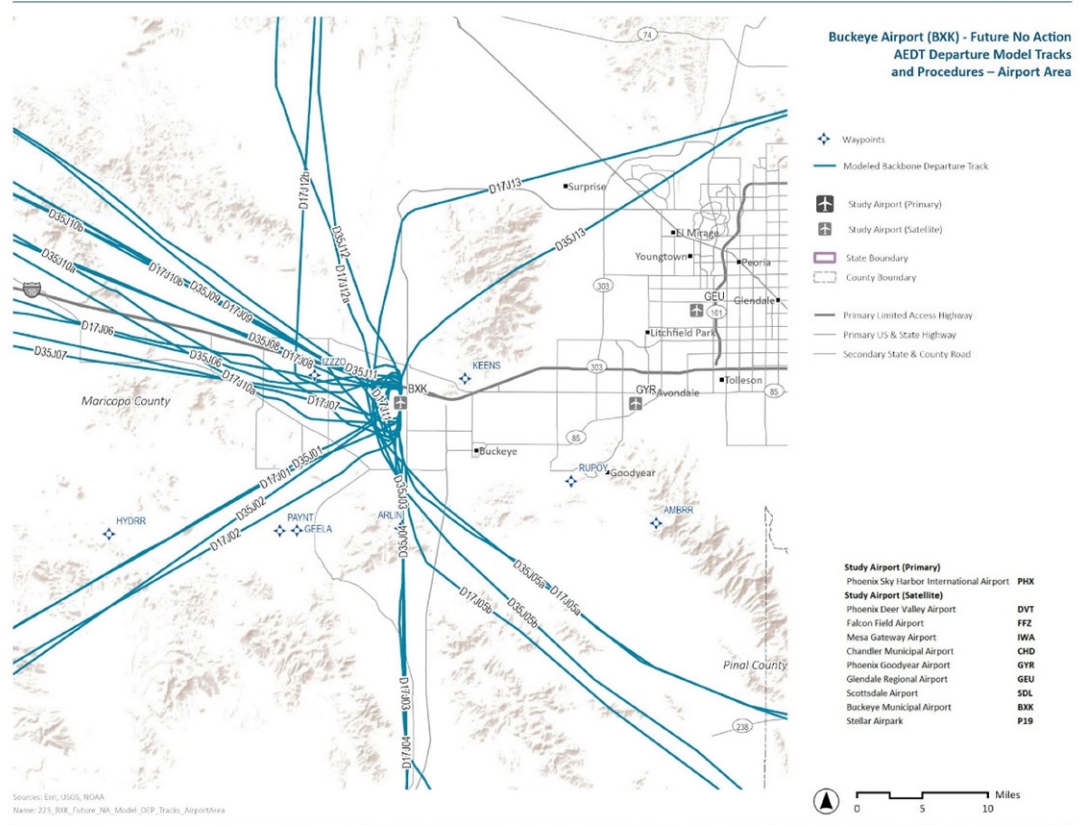


Exhibit 2. Buckeye Airport (BXX) – Future No Action AEDT Departure Model Tracks and Procedures - Airport Area

Source: FAA PDARS, IHMMU, August 2025

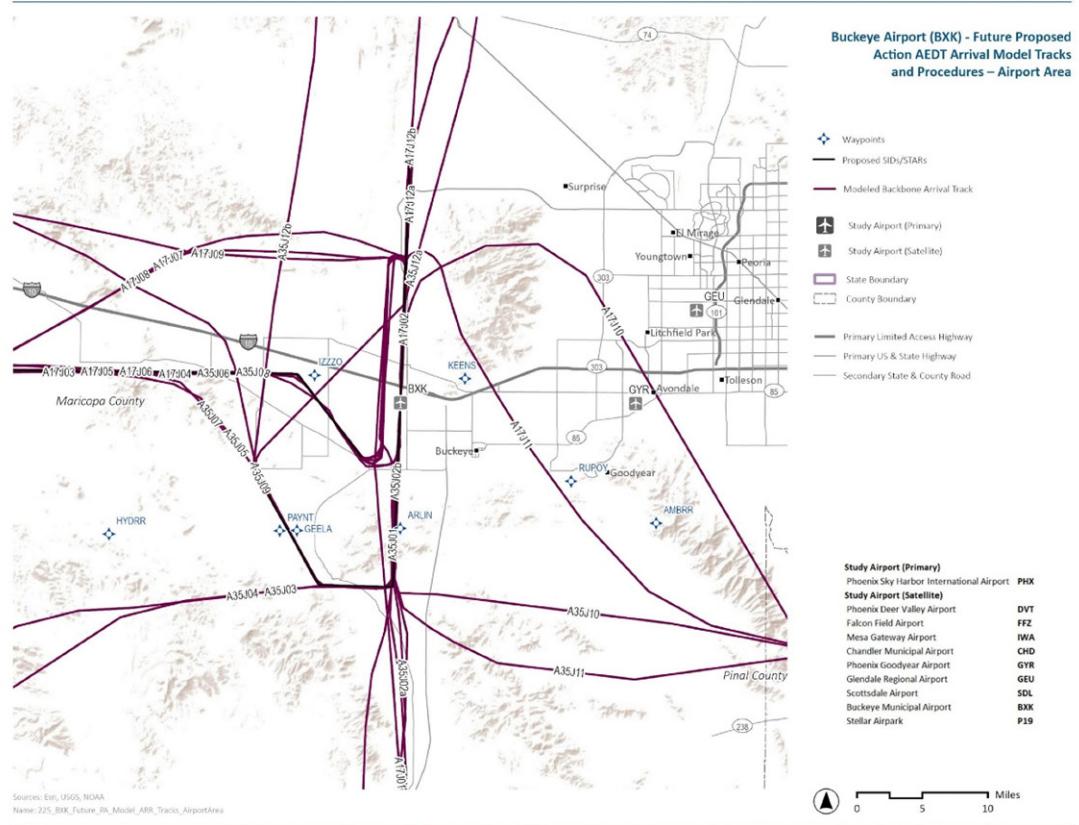


Exhibit 3. Buckeye Airport (BXX) - Future Proposed Action AEDT Arrival Model Tracks and Procedures - Airport Area

Source: FAA PDARS, HRMMU, August 2025

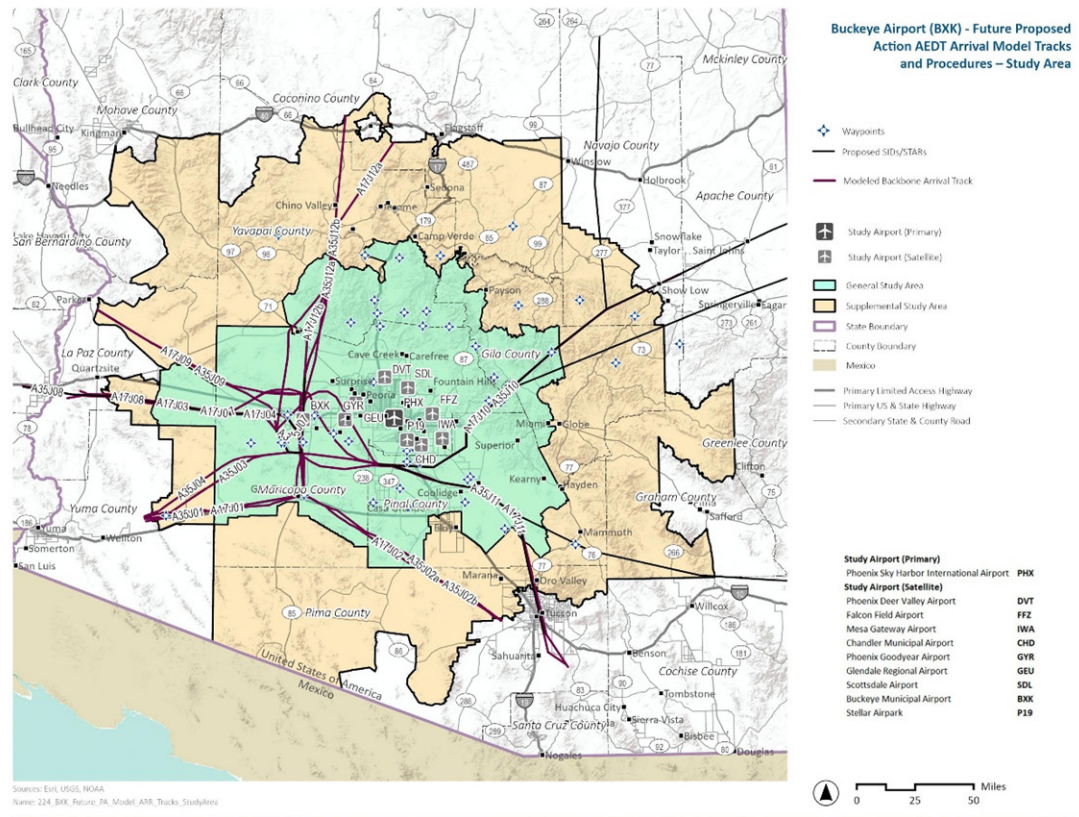


Exhibit 4. Buckeye Airport (BKK) – Future Proposed Action AEDT Arrival Model Tracks and Procedures

Source: FAA PDARS, IHMM/I, August 2025

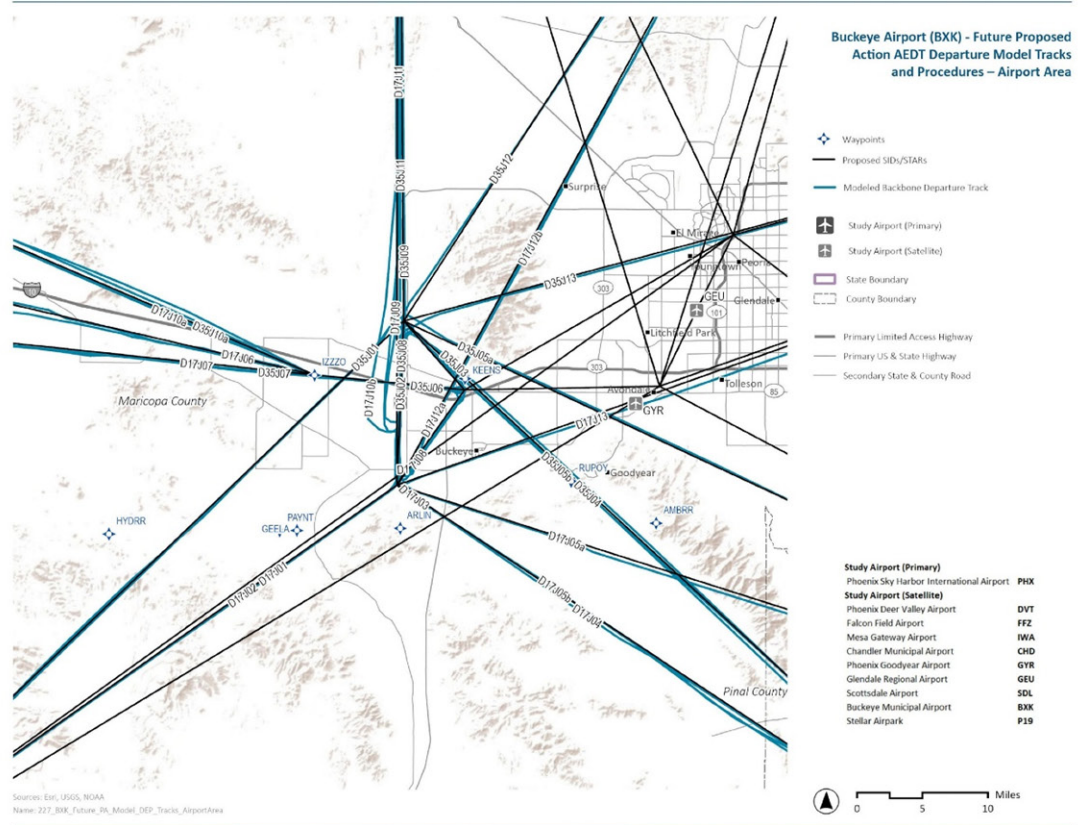


Exhibit 5. Buckeye Airport (BXX) – Future Proposed Action AEDT Departure Model and Procedures Airport Area
Source: FAA PDARS, HMMH, August 2025

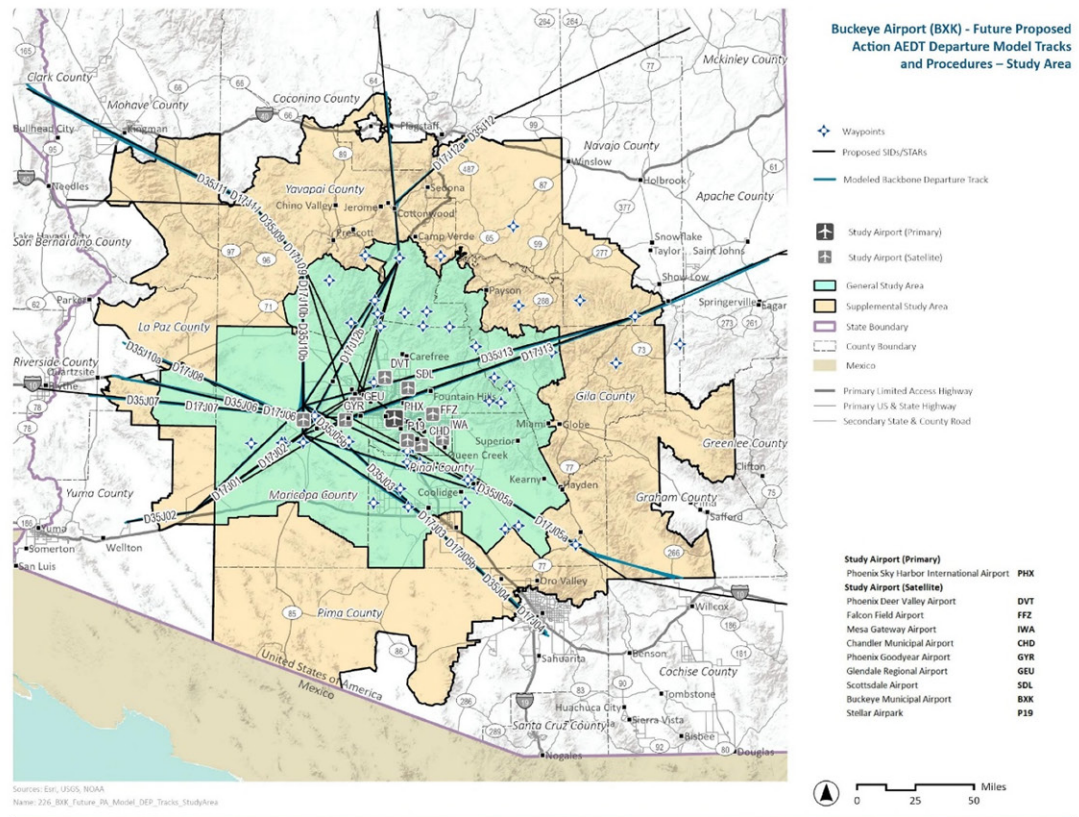


Exhibit 6. Buckeye Airport (BXX) – Future Proposed Action AEDT Departure Model and Procedures
Source: FAA PDARS, HMMH, August 2025