



Proposed Area Navigation Standard Instrument Departure Procedures at Phoenix Sky Harbor International Airport

Introduction

The Federal Aviation Administration (FAA) proposes to implement new Area Navigation (RNAV) Standard Instrument Departure (SID) procedures at Phoenix Sky Harbor International Airport ("Phoenix Sky Harbor"), as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per City of Phoenix, Arizona v. Huerta, 869 F.3d 963 (D.C. Circuit 2017) ("Memorandum").

Background

On September 18, 2014, the FAA published multiple RNAV procedures for use at Phoenix Sky Harbor. These procedures took advantage of modern technology to improve the safety and efficiency of aircraft operations in the airspace around Phoenix Sky Harbor. On June 1, 2015, the City of Phoenix and a number of neighborhood groups ("Petitioners") challenged the FAA's approval of certain RNAV departure procedures in the U.S. Court of Appeals for the D.C. Circuit ("Court"). On August 29, 2017, the Court ruled in favor of the Petitioners.

Purpose of Project

In response to the Court's decision, the FAA and the Petitioners worked together to agree on the best way to implement the Court's order. The parties agreed to a two-step approach for Phoenix Sky Harbor that ensures aircraft operations remain safe and efficient. The first step of the agreement involves revising nine of the western RNAV departure procedures from Phoenix Sky Harbor. These revised procedures address the Petitioners' concerns by approximating the western departure routes that were in place before the September 2014 RNAV procedures.

Project Description

Step One:

Step One has been divided into two publication dates, March 29, 2018 and May 24, 2018. In order to meet the April 1, 2018 date to return the west flow procedures to the pre-September 2014 flight paths, FAA would publish three interim SIDs as part of **Step One A**.

A Letter of Agreement between the control tower and the TRACON will be developed for the interim SIDs in **Step One A**. This would alter only the initial departure procedures at Phoenix Sky Harbor, requiring aircraft to return to the RNAV procedures after the first legs of their initial departure, turning after 43rd Avenue.

Step One B would involve replacing the three interim departure routes in Step One A and implementing nine new permanent western departure SIDs. These permanent SIDs would not require radar vectoring, in contrast to the three interim SIDs in **Step One A**. FAA will conduct public outreach and consider comments and

recommendations by the public regarding **Step One**.

Step Two:

Under Step Two, the FAA would develop PBN procedures to replace the westerly departure routes in the September 18, 2014 order and will consider changes in other areas of concern. (Because the nine routes in Step One B would be RNAV procedures, those routes would be included for consideration in the design for **Step Two**.) Public outreach will occur, and FAA will consider comments and recommendations by the public, including recommendations outside the scope of the westerly departure routes described above, but any action taken by the FAA during **Step Two** will be at the agency's discretion.

Step One B RNAV SIDs are:

ZEPER RNAV SID heads northwest and will retain Step One A runway transitions. The ZEPER RNAV SID will replace MAYSA RNAV SID.

QUAKY RNAV SID heads north, and will retain Step One A runway transitions. The QUAKY RNAV SID will replace SNOBL RNAV SID.

MRBIL RNAV SID heads north until it intersects the YOTES fix, at which point it splits into three transitions. It will retain Step One A runway transitions. The MRBIL RNAV SID will replace YOTES RNAV SID.

FORPE RNAV SID heads northeast. It will retain Step One A runway transitions. The FORPE RNAV SID will replace LALUZ RNAV SID.

BROAK RNAV SID heads east. It will retain Step One A runway transitions. The BROAK RNAV SID will replace FTHLS RNAV SID.

ECLPS RNAV SID heads southwest. It will retain Step One A runway transitions. The ECLPS RNAV SID will replace KATMN RNAV SID.

STRRM RNAV SID heads south. It will retain Step One A runway transitions. The STRRM RNAV SID will replace BNYRD RNAV SID.

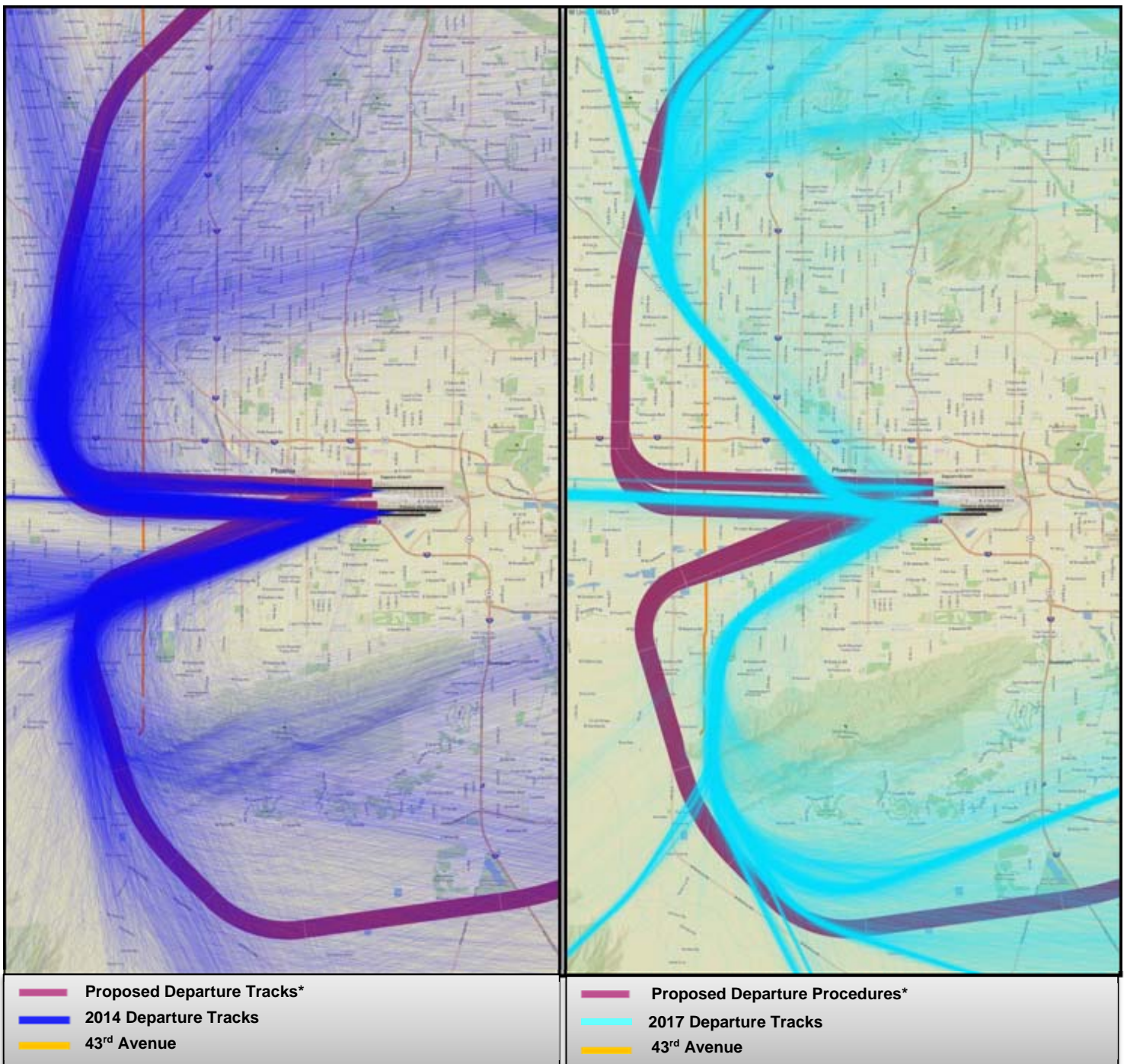
FYRBD RNAV SID heads southwest. It will retain Step One A runway transitions. The FYRBD RNAV SID will replace JUDTH RNAV SID.

KEENS RNAV SID heads west. It will be implemented in Step One A to replace the westbound transitions on the IZZZO RNAV SID, and amended to include eastbound transitions in Step 1B. It will retain same name.

Comments

Comments will be accepted during the two-week comment period. Comments can be submitted here at the workshop or online at: https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx.

Proposed Departure Routes with 2014 and 2017 Departure Tracks



*The magenta lines depict the simulated centerlines of the proposed departure procedures and are not intended to depict a flight corridor. The width of the magenta centerline is solely to assist in the contrast between the simulated centerlines of the proposed departure procedures and the flight tracks.