

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WESTERN SERVICE AREA**

**CATEGORICAL EXCLUSION DECLARATION/RECORD OF DECISION**

**The Proposed West Flow Area Navigation Standard Instrument Departure Procedures  
at Phoenix Sky Harbor International Airport as described in the Memorandum Regarding  
Implementation of Court Order per City of Phoenix, Arizona v. Huerta, 869 F.3d 963 (D.C.  
Circuit 2017)**

**Description of Action:**

The Federal Aviation Administration (FAA) proposes to implement two west flow Area Navigation (RNAV) Standard Instrument Departure (SID) procedures from runways 25 Left, 25 Right, and 26 at Phoenix Sky Harbor International Airport, Phoenix, Arizona, 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).

The FAA, in consultation with the City of Phoenix, developed the Proposed Action to comply with the Court's Order and to meet the requirements set forth in the Memorandum. The parties agreed to a two-step process for Phoenix Sky Harbor International Airport that ensures aircraft operations remain safe and efficient. Step One of the process will provide interim noise relief to the Petitioners by approximating the western departure routes that were in place before the September 2014 RNAV procedures. Step Two of the Memorandum, which is not part of the current action, will involve the development of replacement procedures for western departures at Phoenix Sky Harbor and will consider other proposed changes to the Phoenix airspace.

The changes under Step One of the Memorandum were divided into two actions with independent utility: Step 1A and Step 1B. The FAA is proposing to implement Step 1A on March 29, 2018, which would amend certain westerly routes for aircraft departing from Phoenix Sky Harbor International Airport. The changes under Step 1B would complete implementation of Step One in the Memorandum between the FAA, the City of Phoenix, and the historic neighborhood associations and replace the Step 1A RNAV SIDs as well as the current RNAV SIDs. The nine new RNAV SID procedures being considered under Step 1B would provide a seamless predictable flight path from Phoenix Sky Harbor to the en route air traffic structure.

The changes in Steps 1A procedure design criteria allow aircraft to climb to an altitude of 500 feet above ground level, or 1,635 feet mean sea level, to an engagement point when the aircraft navigation flight management computer begins providing the pilot with route, altitude and speed guidance. Aircraft on the proposed northwest ZIDOG RNAV SID procedure, climb following the

extended runway centerline then join the RNAV SID to connect to the en route airway structure for flights to the north, northwest and the northeast. Aircraft on the proposed west KEENS RNAV SID procedure follow a westward course to the en route airway structure for flights to the west.

**Declaration of Exclusion:**

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

**Basis for this Determination:**

An Environmental Review was completed by the Western Service Center and is incorporated herein by reference. The Environmental Review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, “Procedures for Considering Environmental Impacts” and FAA Order 1050.1F.

The Proposed Action meets the following categorical exclusion contained in FAA Order 1050.1F: *5-6.5.i. Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied.*

**Decision:**


After careful and thorough consideration of the facts contained herein, I find that the Proposed Action is consistent with existing national environmental policies and objectives as set forth in Section 101 of National Environmental Policy Act and other applicable environmental requirements and will not significantly affect the quality of human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of National Environmental Policy Act.

I, the undersigned, have reviewed the referenced Final Environmental Review including the evaluation of the purpose and need that this action would serve. I find the action described in the Final Environmental Review is reasonably supported and a Categorical Exclusion/Record of Decision is appropriate.

Under the authority delegated to me by the Administrator of the FAA, I approve the operational changes necessary to implement the Step 1A west flow area navigation standard instrument departure procedures at Phoenix Sky Harbor International Airport.

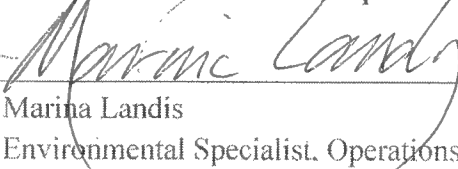
**Recommended by:**

**Facility Manager Review/Concurrence**

Signature:  Date: 3/27/2018  
Name: Erik Bowling  
Air Traffic Manager  
Phoenix Terminal Radar Approach Control


**Concurrence by:**

**Western Service Center Environmental Specialist**

Signature:  Date: 3/27/2018  
Name: Marina Landis  
Environmental Specialist, Operations Support Group,  
Western Service Center, AJV-W25

**Approval by:**

**Western Service Area Director or Designee Approval**

Signature:  Date: 3/27/2018  
Name: Kimberly A. Stover  
Director, Air Traffic Operations  
Western Service Area, AJTW

**RIGHT OF APPEAL**

This Categorical Exclusion/Record of Decision constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110.