

Appendix C

**Consultation Under Section 106 of the
National Historic Preservation Act of 1966 (54 U.S.C. § 300101 et seq., as amended)
Correspondence**

**Final Environmental Review Step 1B
Proposed Categorical Exclusion
May 2018**

For

**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)**



Des Moines, WA

Appendix C presents the correspondence with state and local agencies and tribal governments.

Table C-1 reflects the consultation the FAA is conducting with the Arizona State Historic Preservation Office, the City of Phoenix Historic Preservation Office the Tribal Governments, and the Historic Neighborhood Petitioners.

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Attachment C - Step 1B

Initiation of Consultation Correspondence



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

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

Mr. James Garrison
State Historic Preservation Officer
1300 West Washington
Phoenix, AZ 85007

RE: Section 106 Consultation Initiation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Mr. Garrison,

The Federal Aviation Administration (FAA) is proposing to amend nine west flow Area Navigation (RNAV) Standard Instrument Departure (SID) procedures at Phoenix Sky Harbor International Airport (PHX), which has been determined an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The purpose of this letter is to initiate consultation under Section 106 of the NHPA.

The Proposed Action and its associated activities are also subject to the National Environmental Policy Act (NEPA) and the FAA has initiated preparation of an appropriate NEPA document to meet its regulatory obligations. The FAA intends to complete Section 106 in conjunction with the NEPA process.

Proposed Action

The Proposed Action involves air traffic procedure amendments to the west flow RNAV SID procedures from runways 25L, 25R and 26. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO 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. Cir. 2017). For more information on the agreement between the FAA, the City of Phoenix, and certain historic neighborhood associations, see: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the northwest departure procedures MAYSA, LALUZ, SNOBL, and YOTES will follow along the extended runway centerline and thence join the RNAV route at a later waypoint. Aircraft on the southwest departure procedures BNYRD, FTHLS, JUDTH, and KATMN will follow a 240-degree course and thence join the RNAV route at a later waypoint. Aircraft on the west departure procedure IZZZO will follow a 240-degree course and thence join the RNAV route at a later waypoint.

The Proposed Action General Study Area (GSA) under NEPA encompasses roughly a 30 nautical mile radius around PHX; where departing aircraft cross the General Study Area boundary at 10,000 feet Above Ground Level (AGL). Please see Attachment 1.

Identification of Interested Parties

The FAA is inviting local governments with jurisdiction over land within the GSA to participate in consultation. Consistent with this effort, the FAA is extending an invitation for consultation to the City of Phoenix Historic Preservation Office. The FAA requests your assistance to identify other interested parties that should be invited to participate in consultation.

Similarly, the views of the public are essential to inform Federal decision making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties.

We look forward to your response. If you have any initial comments or question on this undertaking, please contact Marina Landis at (425) 203-4561, or marina.landis@faa.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian J. Johnson", with a long horizontal flourish extending to the right.

Brian J. Johnson, Acting Group Manager
Operations Support Group
Western Service Center

Attachment

Attachment 1

Figure 1: Proposed Action General Study Area - Radius of 30 Nautical Miles

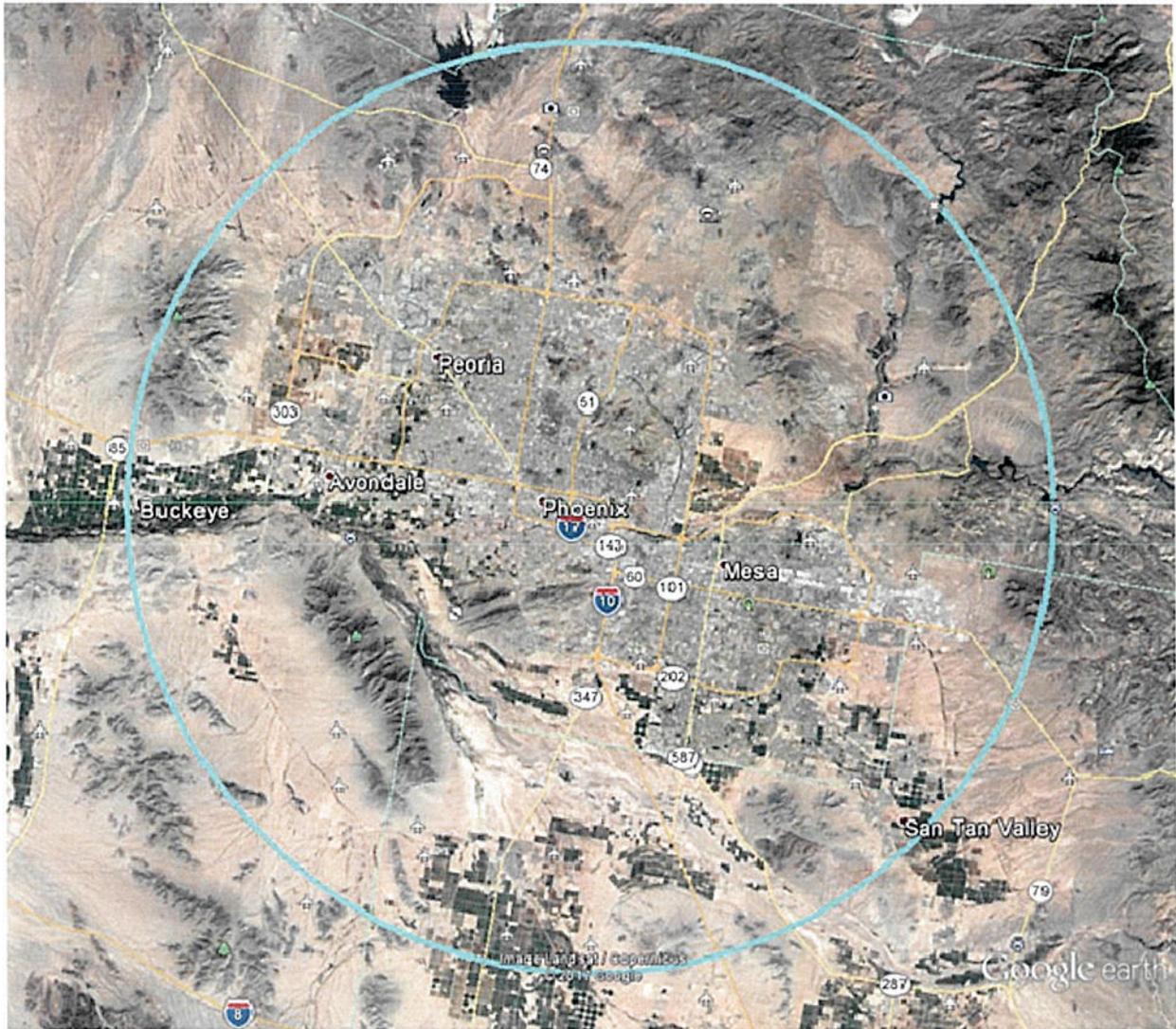


Figure 2: Zoom-In of the Proposed Action General Study Area



Landis, Marina (FAA)

From: Torri, John (FAA)
Sent: Wednesday, December 27, 2017 11:31 AM
To: Landis, Marina (FAA)
Subject: FW: FedEx Shipment 771044546810 Delivered

From Jerry ☺

John Torri
Secretary
Operations Support Group, FAA
Western Service Center
V (425) 203-4500

From: Guerrero, Jerry (FAA)
Sent: Wednesday, December 27, 2017 11:09 AM
To: Torri, John (FAA) <John.Torri@faa.gov>
Subject: FW: FedEx Shipment 771044546810 Delivered

From: TrackingUpdates@fedex.com [<mailto:TrackingUpdates@fedex.com>]
Sent: Wednesday, December 20, 2017 10:55 AM
To: Guerrero, Jerry (FAA) <jerry.guerrero@faa.gov>
Subject: FedEx Shipment 771044546810 Delivered

Your package has been delivered

Tracking # 771044546810

Ship date:
Tue, 12/19/2017

FAA MAILROOM
FAA NWM REGION
Renton, WA 98057
US

Delivery date:
Wed, 12/20/2017 11:54
am

MR. JAMES GARRISON
STATE HISTORIC
PRESERVATION OFFICER
1300 WEST WASHINGTON
PHOENIX, AZ 85007
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number: [771044546810](https://www.fedex.com/track/771044546810)



Status: Delivered: 12/20/2017 11:54
AM Signed for By:
N.LAWRENCE

Reference: JERRY GUERRERO

Signed for by: N.LAWRENCE

Delivery location: PHOENIX, AZ

Delivered to: Receptionist/Front Desk

Service type: FedEx 2Day

Packaging type: FedEx Envelope

Number of pieces: 1

Weight: 0.50 lb.

Special handling/Services: Deliver Weekday

Standard transit: 12/21/2017 by 4:30 pm

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

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

JAN 08 2018

Ms. Kathryn Leonard
State Historic Preservation Office
1100 West Washington Street
Phoenix, AZ 85007

RE: Initiation of Section 106 Consultation for the Proposed West Flow Area Navigation Standard Instrument Departure Procedures at Phoenix Sky Harbor International Airport

Dear Ms. Leonard,

The Federal Aviation Administration (FAA) initiated consultation with your office by letter dated December 19, 2017 for the air traffic procedure amendments which are being undertaken pursuant to an agreement reached with the City of Phoenix for implementation of the court order in *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963 (D.C. Cir. 2017) (hereafter "*City of Phoenix v. Huerta*"). Unfortunately, we were working from an out-of-date contact list and sent the letter to your predecessor at the previous address for your office. Katherine Andrus, the FAA's Federal Preservation Officer, and Marina Landis, the Environmental Protection Specialist working on this issue, spoke by phone to Bill Collins on January 3rd and at his suggestion forwarded an electronic copy of the correspondence to David Jacobs, who we understand will be the reviewer for this undertaking. Enclosed is a hard copy of our December 19th, 2017 letter and our December 29, 2017 letter proposing an area of potential effects (APE) for your records.

If you have any questions or concerns, please contact Marina Landis at (425) 203-4561, or marina.landis@faa.gov or Katherine Andrus at (202) 267-9548 or katherine.andrus@faa.gov.

Sincerely,

Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Enclosure

Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Monday, January 08, 2018 11:21 AM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771149914923 Delivered

Your package has been delivered

Tracking # 771149914923

Ship date:
Fri, 1/5/2018

John Torri
Renton, WA 98057
US

Delivery date:
Mon, 1/8/2018 12:17
pm

Ms. Kathryn Leonard
State Historic Preservation
Office
1100 West Washington Street
PHOENIX, AZ 85007
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	771149914923
Status:	Delivered: 01/08/2018 12:17 PM Signed for By: C.COLINS
Reference:	Consultation Letter
Signed for by:	C.COLINS
Delivery location:	PHOENIX, AZ
Delivered to:	Receptionist/Front Desk
Service type:	FedEx Standard Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required Deliver Weekday
Standard transit:	1/8/2018 by 3:00 pm

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Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Tuesday, January 09, 2018 10:35 AM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771162865403 Delivered

Your package has been delivered

Tracking # 771162865403

Ship date:
Mon, 1/8/2018

John Torri
Renton, WA 98057
US



Delivery date:
Tue, 1/9/2018 11:32 am

Ms. Kathryn Leonard
State Historic Preservation
Office
1100 West Washington Street
PHOENIX, AZ 85007
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	771162865403
Status:	Delivered: 01/09/2018 11:32 AM Signed for By: W.COLLINS
Reference:	Consultation Letter
Signed for by:	W.COLLINS
Delivery location:	PHOENIX, AZ
Delivered to:	Receptionist/Front Desk
Service type:	FedEx Standard Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required Deliver Weekday
Standard transit:	1/9/2018 by 3:00 pm

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

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

Ms. Michelle Dodds
City of Phoenix
Historic Preservation Office
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

RE: Section 106 Consultation Initiation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Ms. Dodds,

The Federal Aviation Administration (FAA) is proposing to amend nine west flow Area Navigation (RNAV) Standard Instrument Departure (SID) procedures at Phoenix Sky Harbor International Airport (PHX), which has been determined an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The purpose of this letter is to initiate consultation under Section 106 of the NHPA.

The Proposed Action and its associated activities are also subject to the National Environmental Policy Act (NEPA) and the FAA has initiated preparation of an appropriate NEPA document to meet its regulatory obligations. The FAA intends to complete Section 106 in conjunction with the NEPA process.

Proposed Action

The Proposed Action involves air traffic procedure amendments to the west flow RNAV SID procedures from runways 25L, 25R and 26. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO 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. Cir. 2017). For more information on the agreement between the FAA, the City of Phoenix, and certain historic neighborhood associations, see: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the northwest departure procedures MAYSA, LALUZ, SNOBL, and YOTES will follow along the extended runway centerline and thence join the RNAV route at a later waypoint. Aircraft on the southwest departure procedures BNYRD, FTHLS, JUDTH, and KATMN will follow a 240-degree course and thence join the RNAV route at a later waypoint.

Aircraft on the west departure procedure IZZZO will follow a 240-degree course and thence join the RNAV route at a later waypoint.

The Proposed Action General Study Area (GSA) under NEPA encompasses roughly a 30 nautical mile radius around PHX; where departing aircraft cross the General Study Area boundary at 10,000 feet Above Ground Level (AGL). Please see Attachment 1.

Identification of Interested Parties

The FAA is inviting other local governments with jurisdiction over land within the GSA to participate in consultation. The views of the public are essential to inform Federal decision making in the Section 106 process. The FAA requests your assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties.

We look forward to your response. If you have any initial comments or question on this undertaking, please contact Marina Landis at (425) 203-4561, or marina.landis@faa.gov.

Sincerely,



Brian J. Johnson, Acting Group Manager
Operations Support Group
Western Service Center

Attachment

Attachment 1

Figure 1: Proposed Action General Study Area - Radius of 30 Nautical Miles

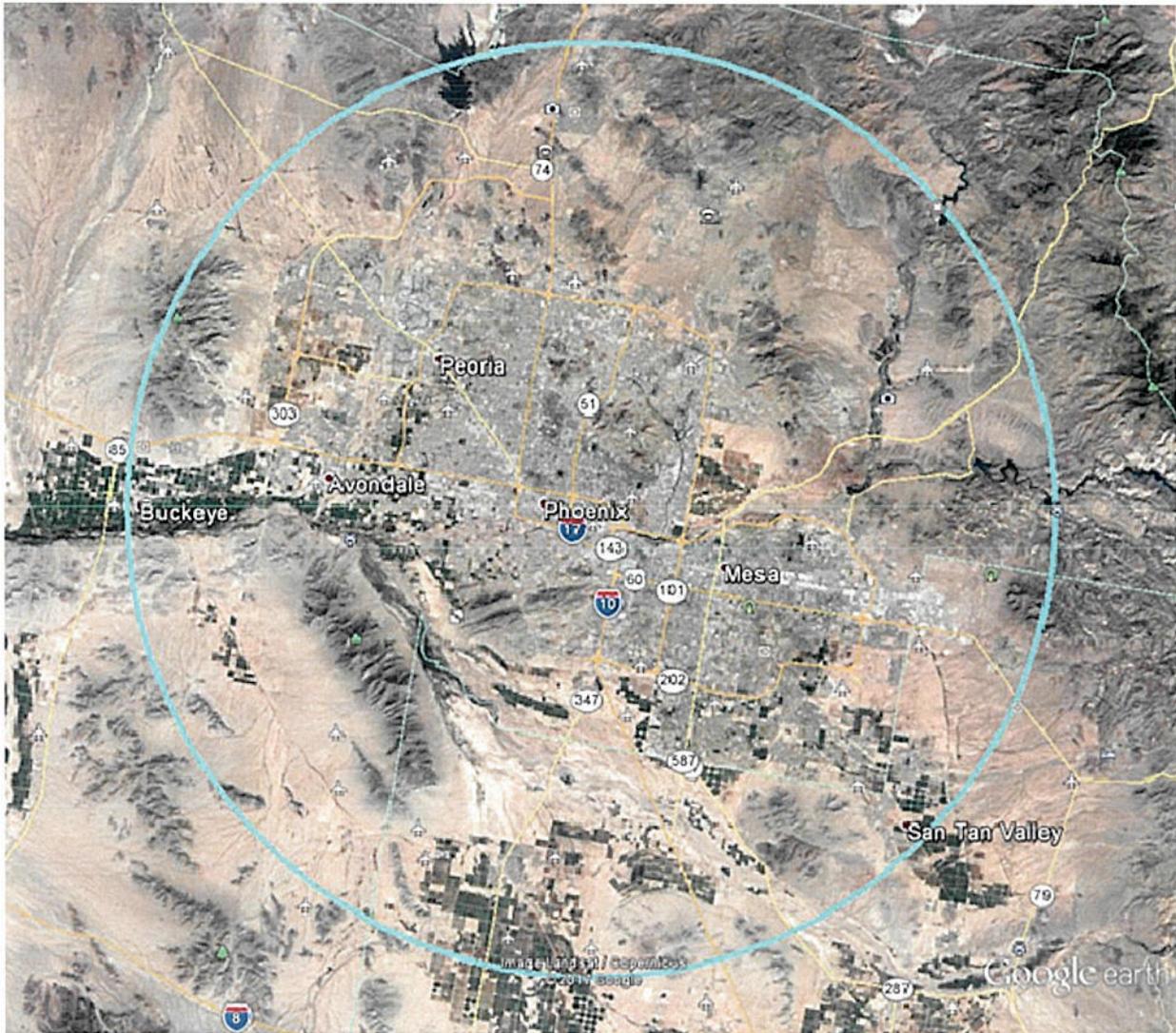


Figure 2: Zoom-In of the Proposed Action General Study Area



Landis, Marina (FAA)

From: Torri, John (FAA)
Sent: Wednesday, December 27, 2017 11:31 AM
To: Landis, Marina (FAA)
Subject: FW: FedEx Shipment 771044463680 Delivered

From Jerry ☺

John Torri
Secretary
Operations Support Group, FAA
Western Service Center
V (425) 203-4500

From: Guerrero, Jerry (FAA)
Sent: Wednesday, December 27, 2017 11:09 AM
To: Torri, John (FAA) <John.Torri@faa.gov>
Subject: FW: FedEx Shipment 771044463680 Delivered

From: TrackingUpdates@fedex.com [<mailto:TrackingUpdates@fedex.com>]
Sent: Wednesday, December 20, 2017 11:18 AM
To: Guerrero, Jerry (FAA) <jerry.guerrero@faa.gov>
Subject: FedEx Shipment 771044463680 Delivered

Your package has been delivered

Tracking # 771044463680

Ship date:
Tue, 12/19/2017

FAA MAILROOM
FAA NWM REGION
Renton, WA 98057
US



Delivery date:
Wed, 12/20/2017 12:15 pm

MS. MICHELLE DODDS
HISTORIC PRESERVATION
OFFICE
200 WEST WASHINGTON ST
3RD FL
PHOENIX, AZ 85003
US



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Status: Delivered: 12/20/2017 12:15
PM Signed for By:
C.GORDON

Reference: JERRY GUERRERO

Signed for by: C.GORDON

Delivery location: PHOENIX, AZ

Delivered to: Receptionist/Front Desk

Service type: FedEx 2Day

Packaging type: FedEx Envelope

Number of pieces: 1

Weight: 0.50 lb.

Special handling/Services: Deliver Weekday

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U.S. Department
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**Federal Aviation
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Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

February 23, 2018

Mr. Steve Dreiseszun
Historic Neighborhood Petitioners
1125 W. Culver St.
Phoenix, AZ 85007

RE: Section 106 Consultation Initiation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Mr. Dreiseszun,

Thank you again for agreeing to represent the Historic Neighborhood Petitioners in order to meet the terms of the agreement.¹ As you are aware, pursuant to the agreement entered into by the City of Phoenix, the Historic Neighborhood Petitioners and the Federal Aviation Administration (FAA), the FAA is proposing to amend nine west flow Area Navigation (RNAV) Standard Instrument Departure (SID) procedures at Phoenix Sky Harbor International Airport (PHX). The Proposed Action has been determined to be an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended).

The purpose of this letter is to initiate consultation under Section 106 of the NHPA. Under Section 10 of the agreement, the Historic Neighborhood Petitioners (along with the City of Phoenix) agreed to be consulting parties with the FAA in fulfilling the Section 106 requirements.

The Proposed Action and its associated activities are also subject to the National Environmental Policy Act (NEPA) and the FAA is preparing an appropriate NEPA document to meet its regulatory obligations. The FAA intends to complete Section 106 in conjunction with the NEPA process.

Proposed Action

The Proposed Action involves air traffic procedure amendments to the west flow RNAV SID procedures from runways 25L, 25R and 26. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO as per the stipulated agreement. Specifically, aircraft on the northwest departure procedures MAYSA, LALUZ,

¹ See Memorandum Regarding Implementation of Court Order per *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963 (D.C. Cir. 2017).

SNOBL, and YOTES will follow along the extended runway centerline and thence join the RNAV route at a later waypoint. Aircraft on the southwest departure procedures BNYRD, FTHLS, JUDTH, and KATMN will follow a 240-degree course and thence join the RNAV route at a later waypoint. Aircraft on the west departure procedure IZZZO will follow a 240-degree course and thence join the RNAV route at a later waypoint.

Identification of Interested Parties

The FAA has invited the City of Phoenix Historic Preservation Officer, the Arizona State Historic Preservation Officer, and the Gila River Indian Community Tribal Historic Preservation Officer to participate in consultation. The FAA also contacted other Federally-recognized Tribes that might attach religious or cultural significance to historic properties in the area, including the Salt River Pima-Maricopa Indian Community, the Ak-Chin Indian Community of the Maricopa, and the Fort McDowell Yavapai Nation.

The views of the public are essential to inform Federal decision making in the Section 106 process. The FAA shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties.

We also appreciate your participation at the three public workshops held in the Phoenix area in early February. We look forward to continuing to work with the Historic Neighborhood Petitioners. If you have any initial comments or question on this undertaking, please contact Marina Landis at (425) 203-4561, or marina.landis@faa.gov.

Sincerely,



Shawn M. Kozica, Manager
Operations Support Group
Western Service Center

Cc:

Brent Kleinman, President, Encanto-Palmcroft Historic Preservation Association
Andie Abkarian, President, Roosevelt Action Association
Marilyn Rendon, President, Willo Neighborhood Association
Will Denney, President, Story Preservation Association
Matthew G. Adams, Counsel for the Historic Neighborhood Petitioners

Attachment 1

Figure 1: Proposed Action General Study Area - Radius of 30 Nautical Miles



Figure 2: Zoom-In of the Proposed Action General Study Area



Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Tuesday, February 27, 2018 8:58 AM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771581153110 Delivered

Your package has been delivered

Tracking # 771581153110

Ship date:
Mon, 2/26/2018

John Torri
Renton, WA 98057
US



Delivery date:
Tue, 2/27/2018 9:56 am

Mr. Steve Dreiseszun
Historic Preservation Petitioners
1125 West Culver St
PHOENIX, AZ 85007
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	771581153110
Status:	Delivered: 02/27/2018 09:56 AM Signed for By: Signature not required
Reference:	Consultation Letter
Signed for by:	Signature not required
Delivery location:	PHOENIX, AZ
Delivered to:	Residence
Service type:	FedEx Priority Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Deliver Weekday Residential Delivery
Standard transit:	2/27/2018 by 10:30 am

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DEC 22 2017

Robert Miguel, Chair
Ak-Chin Indian Community Council
42507 W Peters & Nall Road
Maricopa, AZ 85138

RE: Consultation Initiation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Mr. Miguel:

The Federal Aviation Administration (FAA) is proposing certain air traffic procedures at Phoenix Sky Harbor International Airport (PHX). This action has been determined an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The FAA would like to invite you to participate in government-to-government consultation with the FAA in accordance with the Section 106 regulations, 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 Proposed Action involves air traffic procedure amendments to the west flow RNAV SID procedures from runways 25L, 25R and 26 at PHX. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963, 974 (D.C. Cir. 2017). For more information on the agreement reached between the FAA, the City of Phoenix, and certain historic neighborhood associations, see: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the northwest departure procedures MAYSA, LALUZ, SNOBL, and YOTES will follow along the extended runway centerline with initial turns to the northwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the southwest departure procedures BNYRD, FTHLS, JUDTH, and KATMN will follow a 240-degree course with initial turns to the southwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the west departure procedure IZZZO will follow a 240-degree course and thence join the RNAV route at a later waypoint.

The Proposed Project General Study Area encompasses the geographic area where the proposed changes to aircraft procedures would occur below 10,000 feet Above Ground Level (AGL) and is roughly a 30 Nautical Miles (NM) radius around PHX. Please see Attachment 1, Figures 1 through 4.

The proposed changes to aircraft procedures do not require the physical taking of any cultural resources listed, or eligible for listing in the National Register of Historic Places. Because of the nature of the procedure adjustments, no land acquisition, construction, or other ground disturbance would occur under the Proposed Action.

With this letter, the FAA is seeking to consult with your Tribe and obtain input on concerns that affect your Tribe related to the proposed action described above. In particular, the FAA is seeking input on properties in this area that may be of cultural or religious significance to your tribe. Early identification of these resources will allow the FAA to consult on ways to effectively avoid or minimize potential impacts to them. We would be pleased to discuss details of the proposed project and its potential impacts with you.

If you wish to discuss this proposed project further or have any concerns, please contact Marina Landis, FAA Environmental Protection Specialist at (425) 203-4561, or email at marina.landis@faa.gov.

Your timely response will assist us in incorporating your concerns into project planning. For that purpose, we would appreciate a response within thirty (30) days of your receipt of this correspondence.

Sincerely,



Brian J. Johnson
Acting Manager
Operations Support Group
Western Service Center

Attachment

Attachment 1

Figure 1: Proposed Action General Study Area - Radius of 30 Nautical Miles

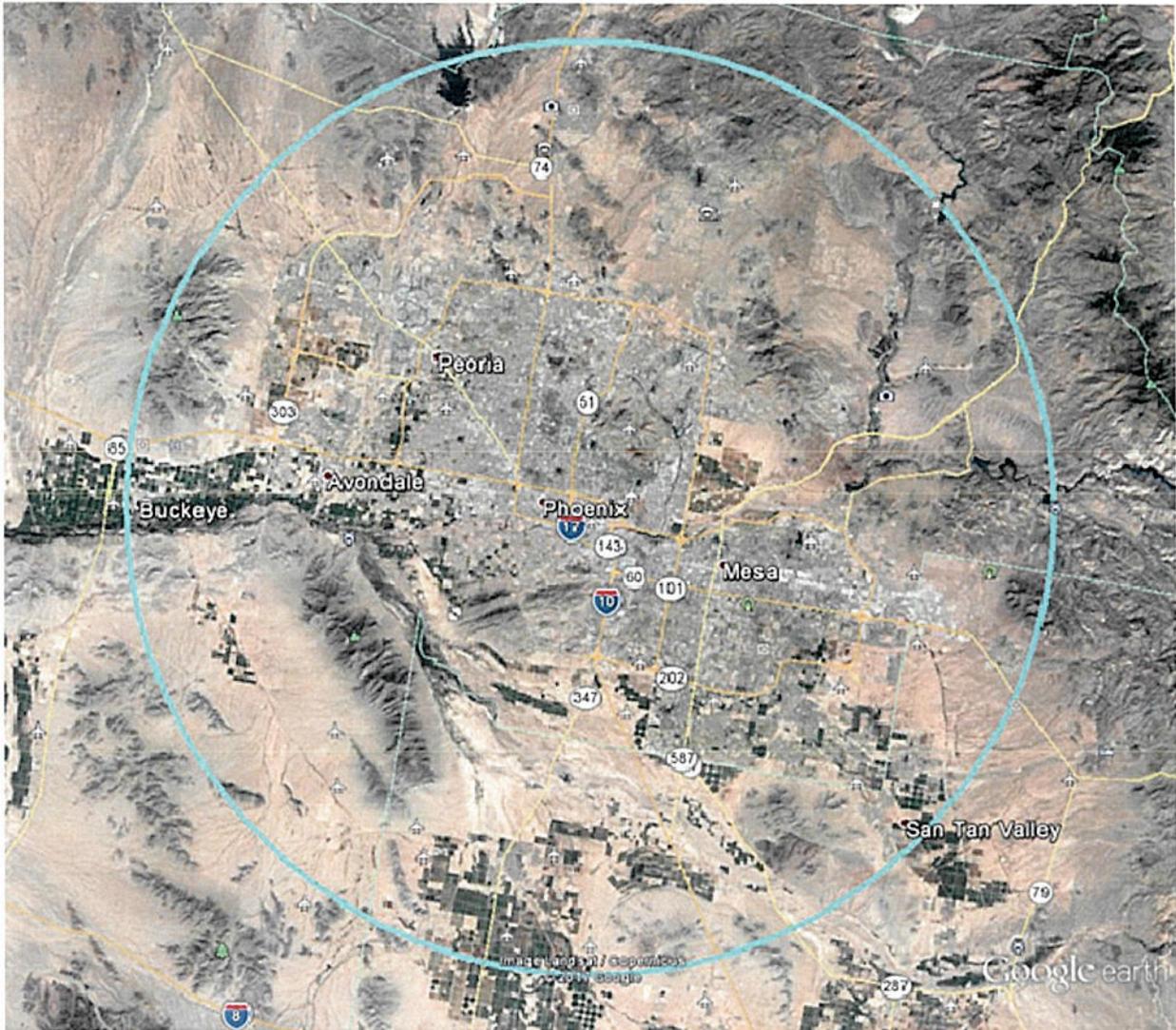


Figure 2: Federally Recognized Tribes Within the Proposed Action General Study Area

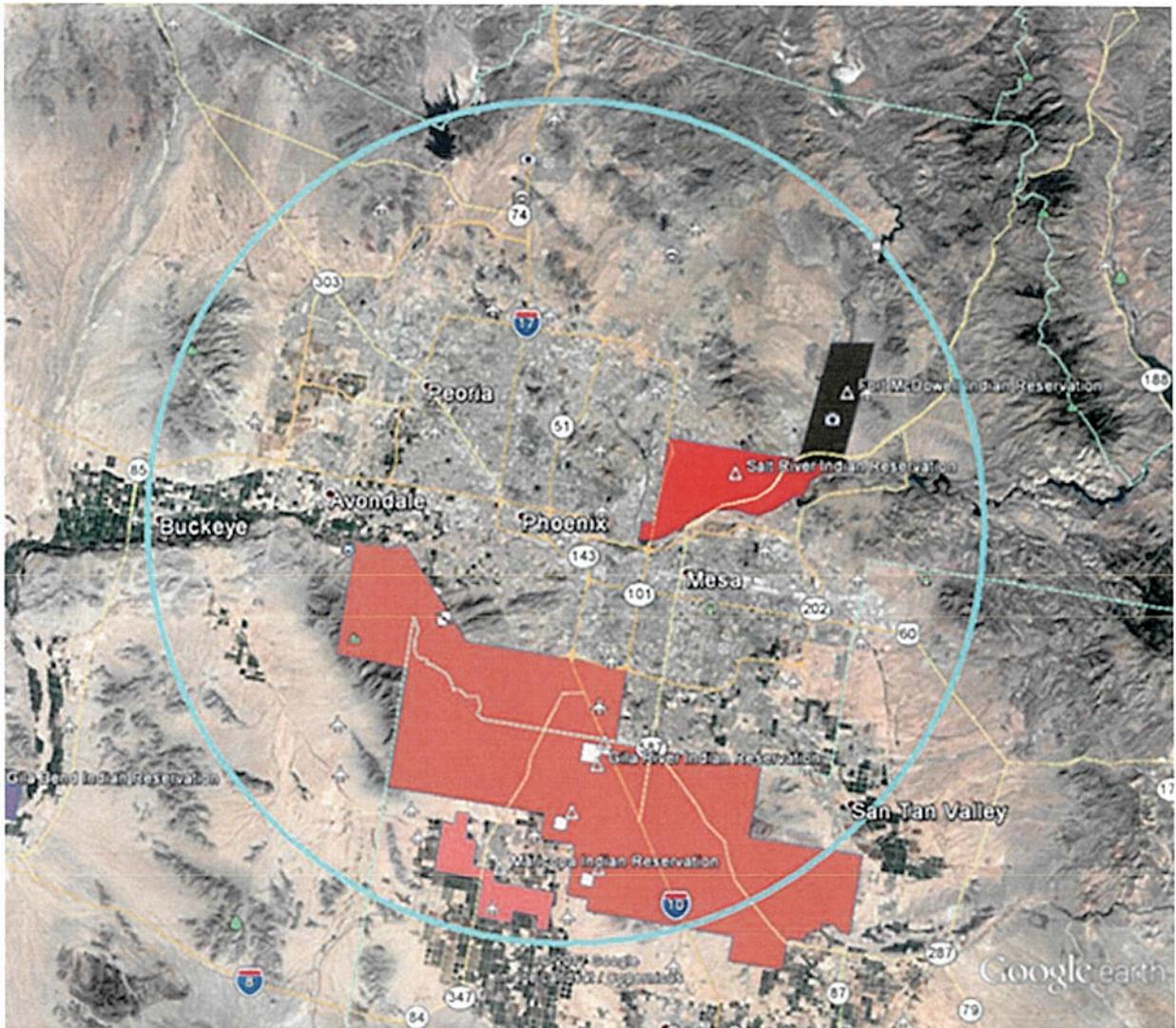


Figure 3: Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ
(Green Pin Icon)

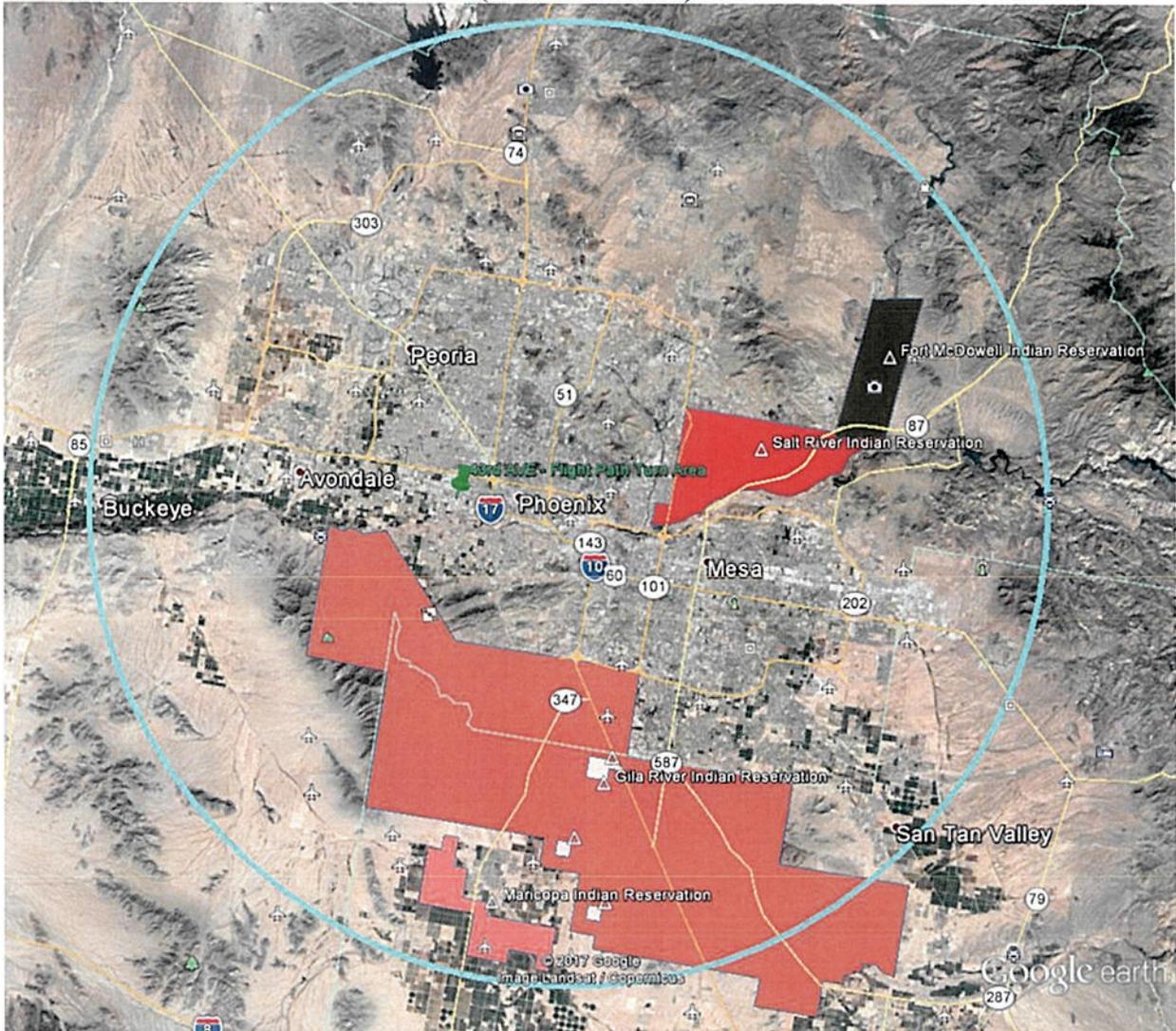
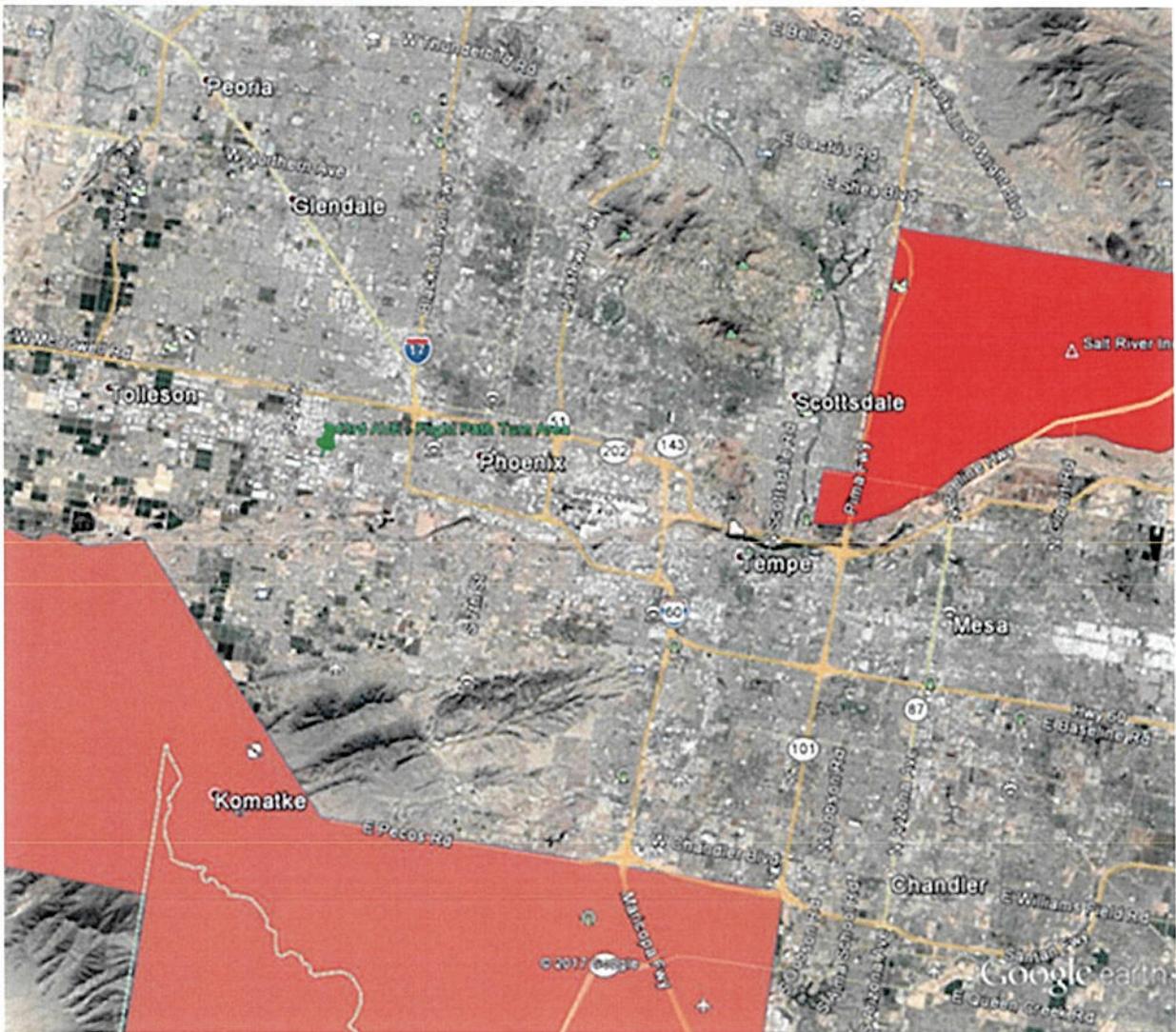


Figure 4: Zoom-In of Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ and Location of Federally Recognized Tribes



Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Tuesday, December 26, 2017 9:46 AM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771075731638 Delivered

Your package has been delivered

Tracking # 771075731638

Ship date:
Fri, 12/22/2017

John Torri
Renton, WA 98057
US

Delivery date:
Tue, 12/26/2017 10:41
am

Robert Miguel, Chair
Ak-Chin Indian Community
Council
42507 W Peters & Nall Road
MARICOPA, AZ 85138
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	771075731638
Status:	Delivered: 12/26/2017 10:41 AM Signed for By: A.BOWMAN
Reference:	Consultation Letter
Signed for by:	A.BOWMAN
Delivery location:	MARICOPA, AZ
Delivered to:	Receptionist/Front Desk
Service type:	FedEx Priority Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Deliver Weekday
Standard transit:	12/26/2017 by 4:30 pm

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Thank you for your business.



DEC 22 2017

Elaine Peters, Cultural Resource Manager
Ak-Chin Him Dak Eco Museum & Archives
42507 W. Peters & Nall Road
Maricopa, AZ 85139

RE: Consultation Initiation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Ms. Peters:

The Federal Aviation Administration (FAA) is proposing certain air traffic procedures at Phoenix Sky Harbor International Airport (PHX). This action has been determined an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The FAA would like to invite you to participate in government-to-government consultation with the FAA in accordance with the Section 106 regulations, 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 Proposed Action involves air traffic procedure amendments to the west flow RNAV SID procedures from runways 25L, 25R and 26 at PHX. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963, 974 (D.C. Cir. 2017). For more information on the agreement reached between the FAA, the City of Phoenix, and certain historic neighborhood associations, see: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the northwest departure procedures MAYSA, LALUZ, SNOBL, and YOTES will follow along the extended runway centerline with initial turns to the northwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the southwest departure procedures BNYRD, FTHLS, JUDTH, and KATMN will follow a 240-degree course with initial turns to the southwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the west departure procedure IZZZO will follow a 240-degree course and thence join the RNAV route at a later waypoint.

The Proposed Project General Study Area encompasses the geographic area where the proposed changes to aircraft procedures would occur below 10,000 feet Above Ground Level (AGL) and is roughly a 30 Nautical Miles (NM) radius around PHX. Please see Attachment 1, Figures 1 through 4.

The proposed changes to aircraft procedures do not require the physical taking of any cultural resources listed, or eligible for listing in the National Register of Historic Places. Because of the nature of the procedure adjustments, no land acquisition, construction, or other ground disturbance would occur under the Proposed Action.

With this letter, the FAA is seeking to consult with your Tribe and obtain input on concerns that affect your Tribe related to the proposed action described above. In particular, the FAA is seeking input on properties in this area that may be of cultural or religious significance to your tribe. Early identification of these resources will allow the FAA to consult on ways to effectively avoid or minimize potential impacts to them. We would be pleased to discuss details of the proposed project and its potential impacts with you.

If you wish to discuss this proposed project further or have any concerns, please contact Marina Landis, FAA Environmental Protection Specialist at (425) 203-4561, or email at marina.landis@faa.gov.

Your timely response will assist us in incorporating your concerns into project planning. For that purpose, we would appreciate a response within thirty (30) days of your receipt of this correspondence.

Sincerely,


Brian J. Johnson
Acting Manager
Operations Support Group
Western Service Center

Attachment

Attachment 1

Figure 1: Proposed Action General Study Area - Radius of 30 Nautical Miles

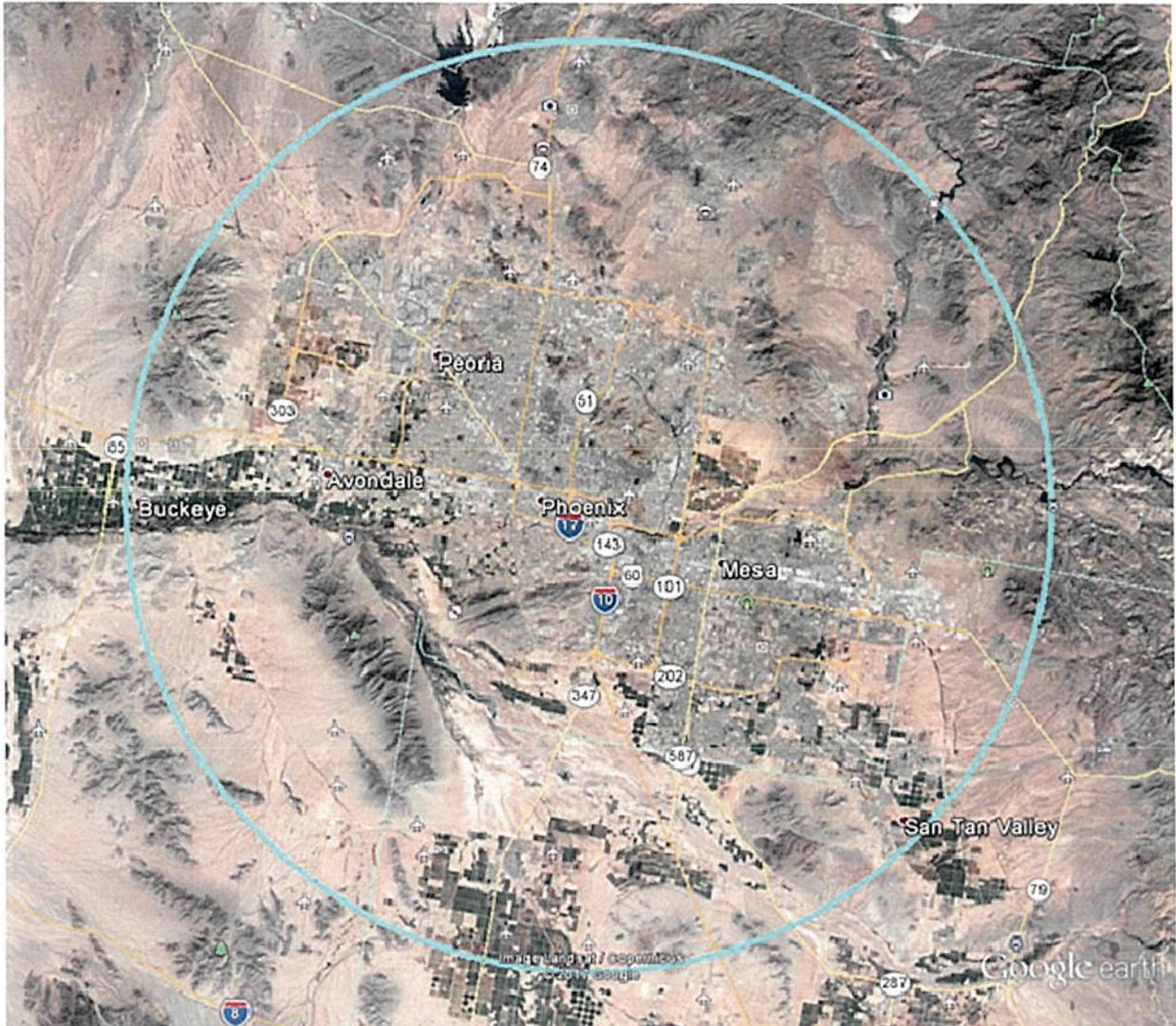
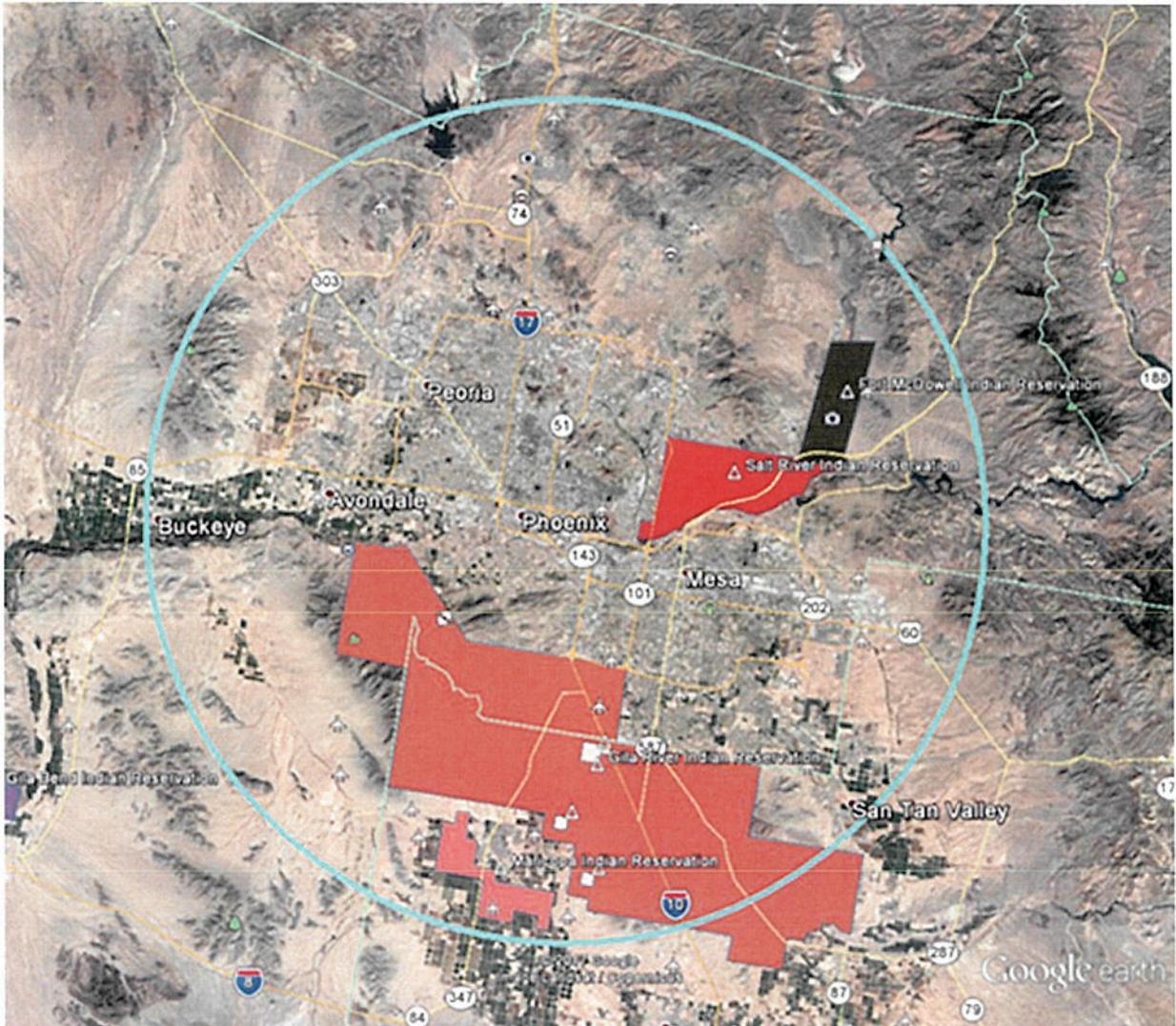


Figure 2: Federally Recognized Tribes Within the Proposed Action General Study Area



**Figure 3: Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ
(Green Pin Icon)**

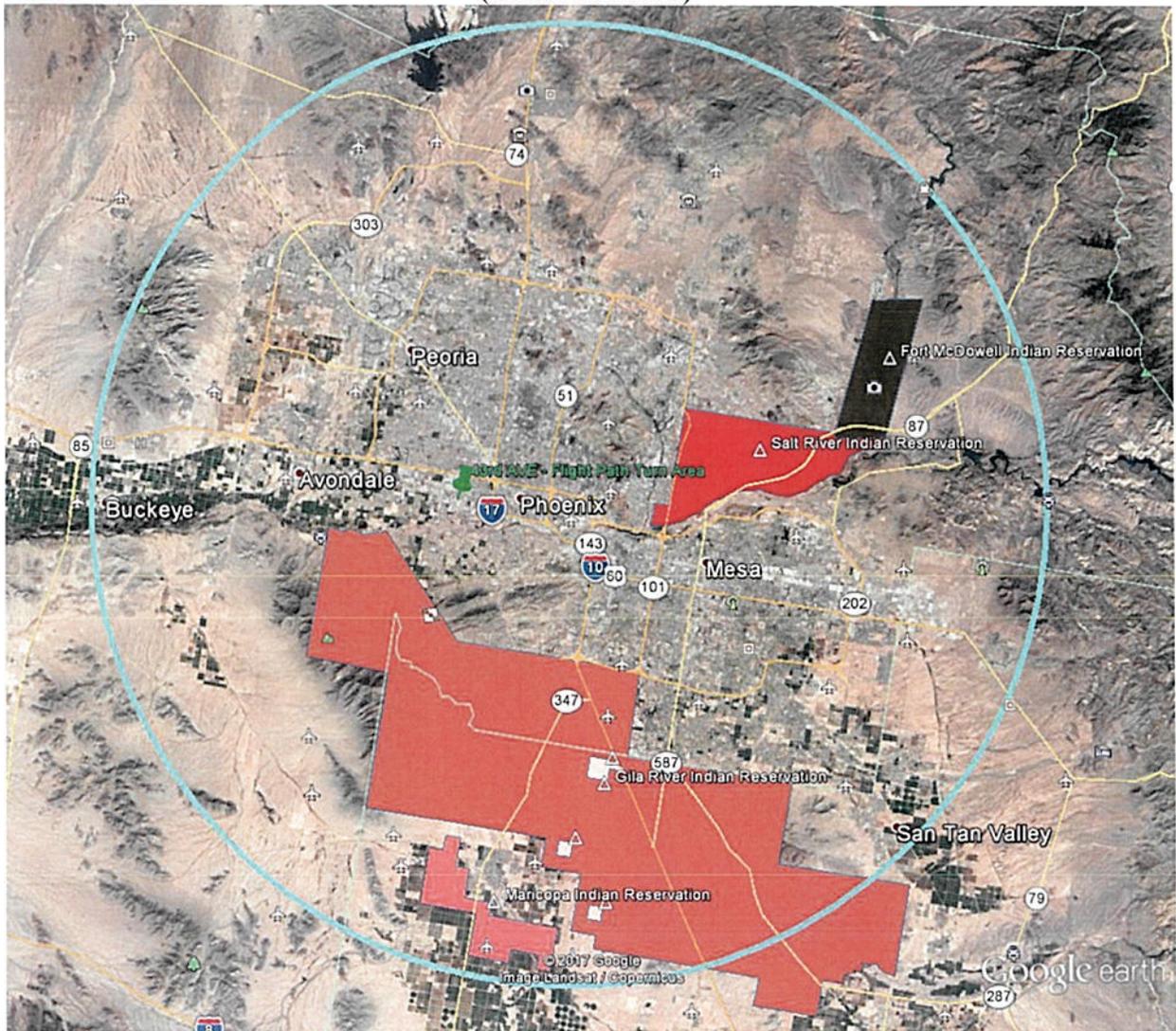
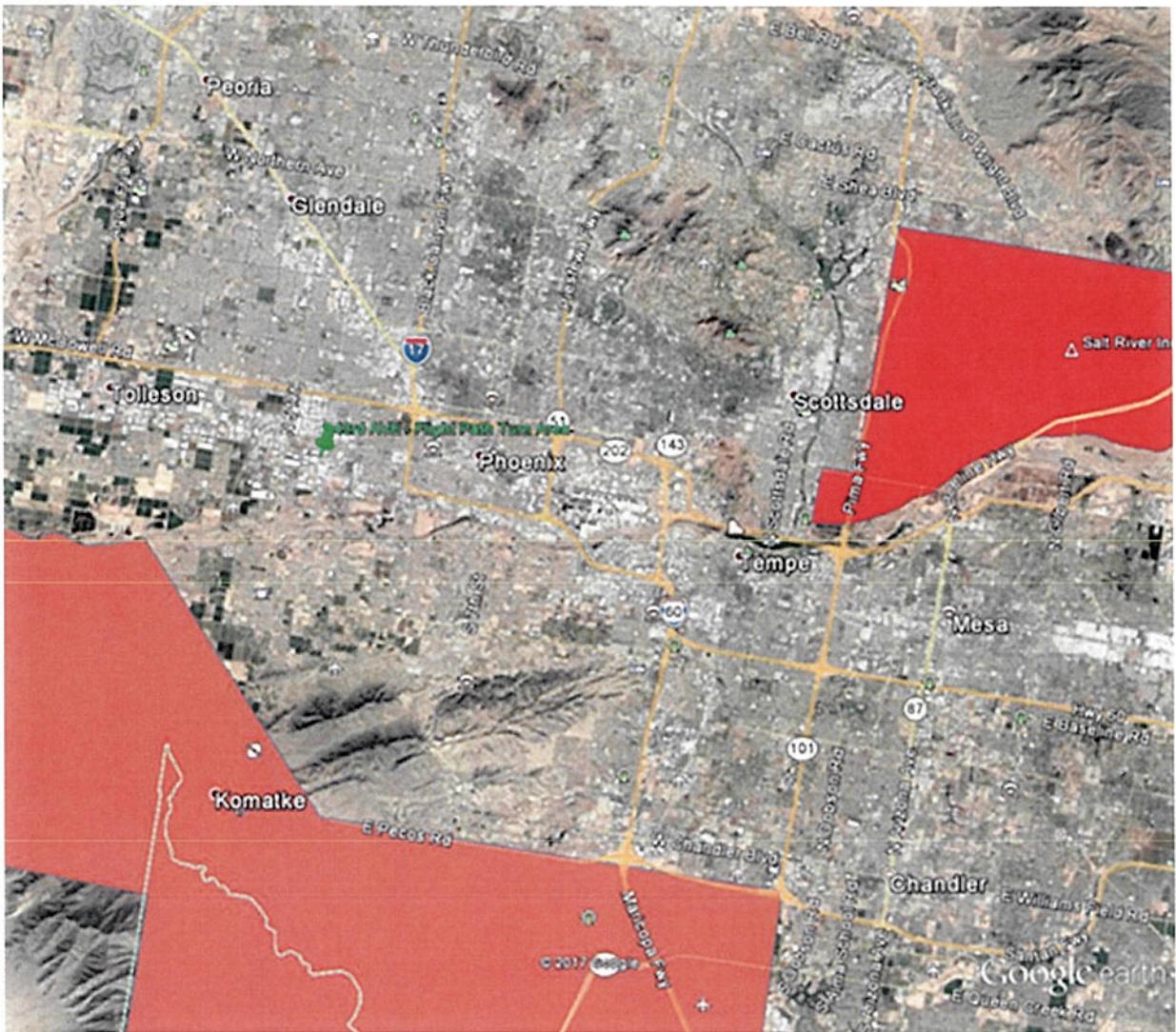


Figure 4: Zoom-In of Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ and Location of Federally Recognized Tribes



Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Tuesday, December 26, 2017 9:46 AM
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Subject: FedEx Shipment 771077657400 Delivered

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Tracking # 771077657400

Ship date:
Fri, 12/22/2017

John Torri
Renton, WA 98057
US

Delivery date:
Tue, 12/26/2017 10:41
am

Elaine Peters
Ak-Chin Him Dak Eco
Museum&Archives
42507 W. Peters & Nall Road
Ak-Chin Him Dak Eco
Museum&Archives
Maricopa, AZ 85139
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	771077657400
Status:	Delivered: 12/26/2017 10:41 AM Signed for By: A.BOWMAN
Reference:	Consultation Letter
Signed for by:	A.BOWMAN
Delivery location:	Maricopa, AZ
Delivered to:	Receptionist/Front Desk
Service type:	FedEx Priority Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required Deliver Weekday

Standard transit:

12/26/2017 by 4:30 pm

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Thank you for your business.



DEC 22 2017

The Honorable Bernadine Burnette
President
Fort McDowell Yavapai Nation
P.O. Box 17779
Fountain Hills, AZ 85269-7779

RE: Consultation Initiation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Ms. President:

The Federal Aviation Administration (FAA) is proposing certain air traffic procedures at Phoenix Sky Harbor International Airport (PHX). This action has been determined an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The FAA would like to invite you to participate in government-to-government consultation with the FAA in accordance with the Section 106 regulations, 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 Proposed Action involves air traffic procedure amendments to the west flow RNAV SID procedures from runways 25L, 25R and 26 at PHX. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963, 974 (D.C. Cir. 2017). For more information on the agreement reached between the FAA, the City of Phoenix, and certain historic neighborhood associations, see: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the northwest departure procedures MAYSA, LALUZ, SNOBL, and YOTES will follow along the extended runway centerline with initial turns to the northwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the southwest departure procedures BNYRD, FTHLS, JUDTH, and KATMN will follow a 240-degree course with initial turns to the southwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the west departure procedure IZZZO will follow a 240-degree course and thence join the RNAV route at a later waypoint.

The Proposed Project General Study Area encompasses the geographic area where the proposed changes to aircraft procedures would occur below 10,000 feet Above Ground Level (AGL) and is roughly a 30 Nautical Miles (NM) radius around PHX. Please see Attachment 1, Figures 1 through 4.

The proposed changes to aircraft procedures do not require the physical taking of any cultural resources listed, or eligible for listing in the National Register of Historic Places. Because of the nature of the procedure adjustments, no land acquisition, construction, or other ground disturbance would occur under the Proposed Action.

With this letter, the FAA is seeking to consult with your Tribe and obtain input on concerns that affect your Tribe related to the proposed action described above. In particular, the FAA is seeking input on properties in this area that may be of cultural or religious significance to your tribe. Early identification of these resources will allow the FAA to consult on ways to effectively avoid or minimize potential impacts to them. We would be pleased to discuss details of the proposed project and its potential impacts with you.

If you wish to discuss this proposed project further or have any concerns, please contact Marina Landis, FAA Environmental Protection Specialist at (425) 203-4561, or email at marina.landis@faa.gov.

Your timely response will assist us in incorporating your concerns into project planning. For that purpose, we would appreciate a response within thirty (30) days of your receipt of this correspondence.

Sincerely,



Brian J. Johnson
Acting Manager
Operations Support Group
Western Service Center

Attachment

Attachment 1

Figure 1: Proposed Action General Study Area - Radius of 30 Nautical Miles

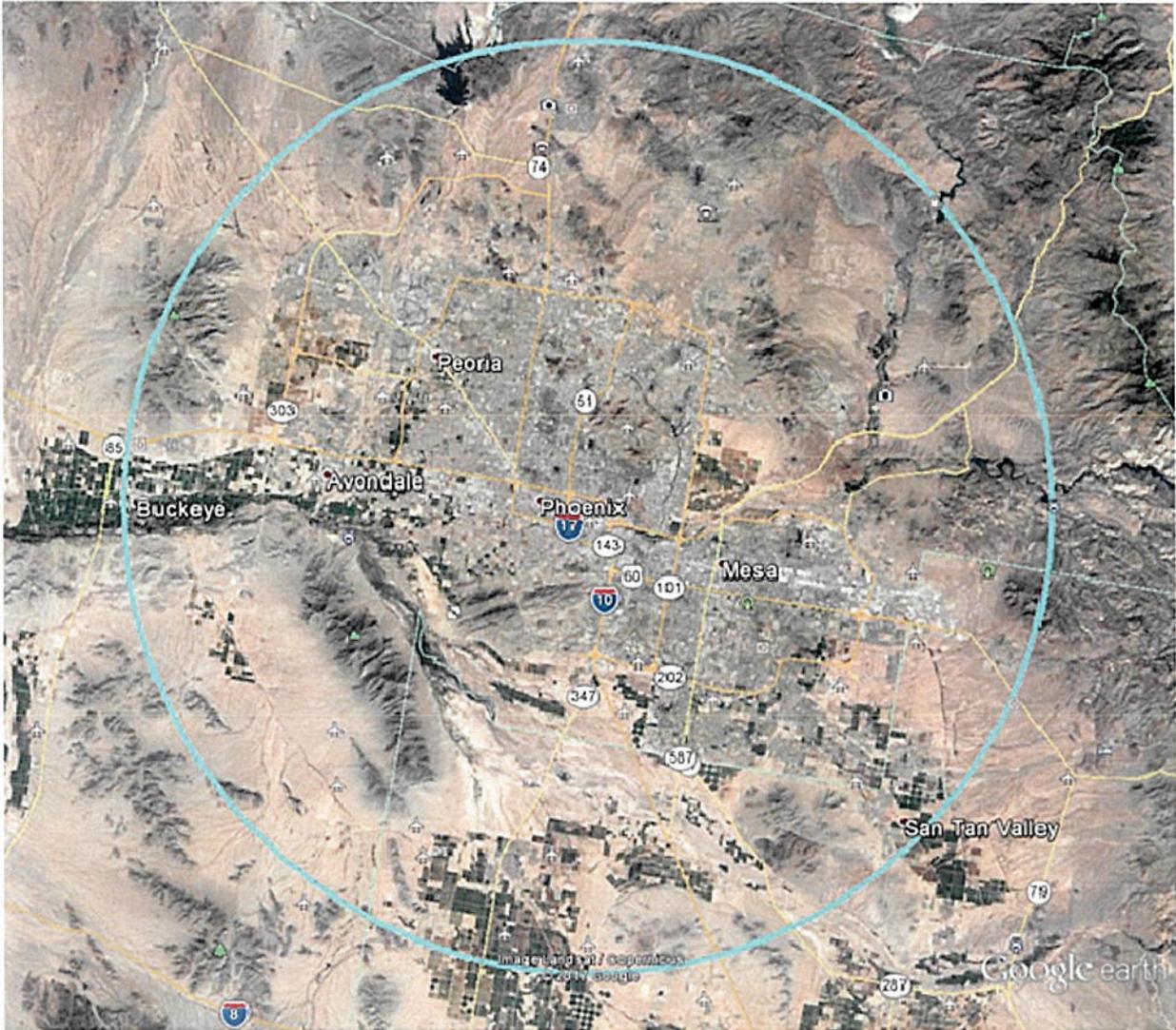


Figure 2: Federally Recognized Tribes Within the Proposed Action General Study Area

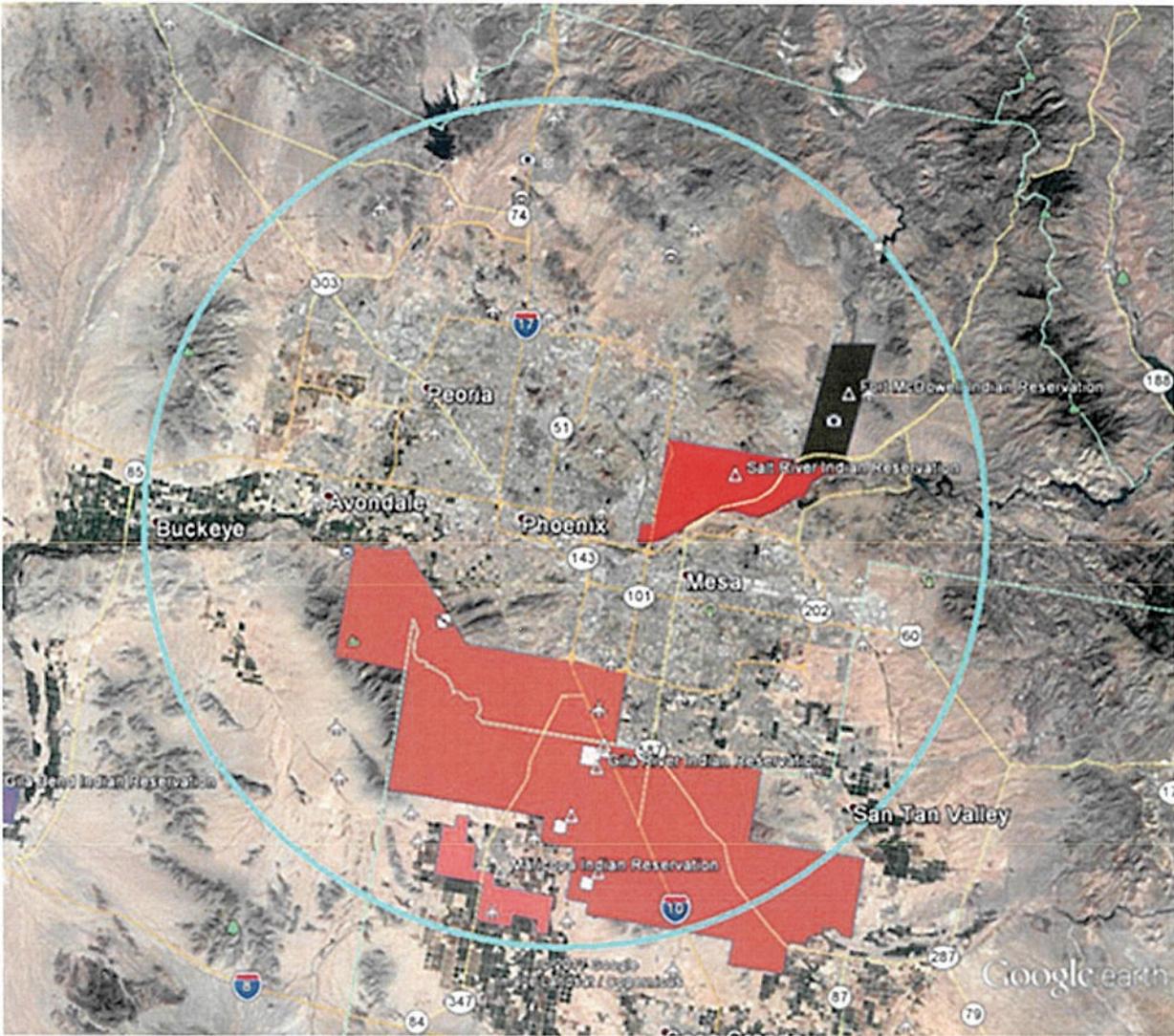


Figure 3: Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ
(Green Pin Icon)

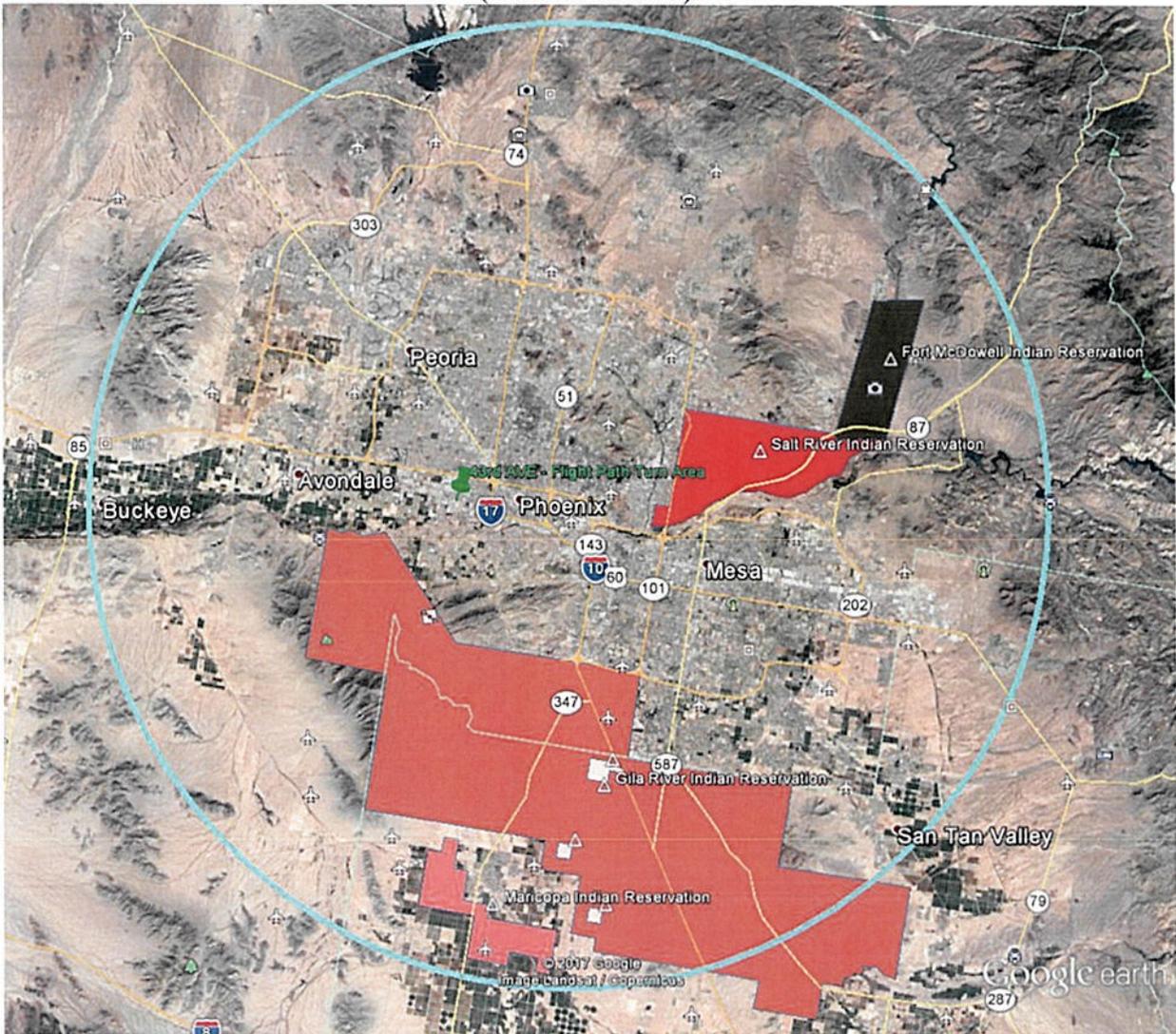
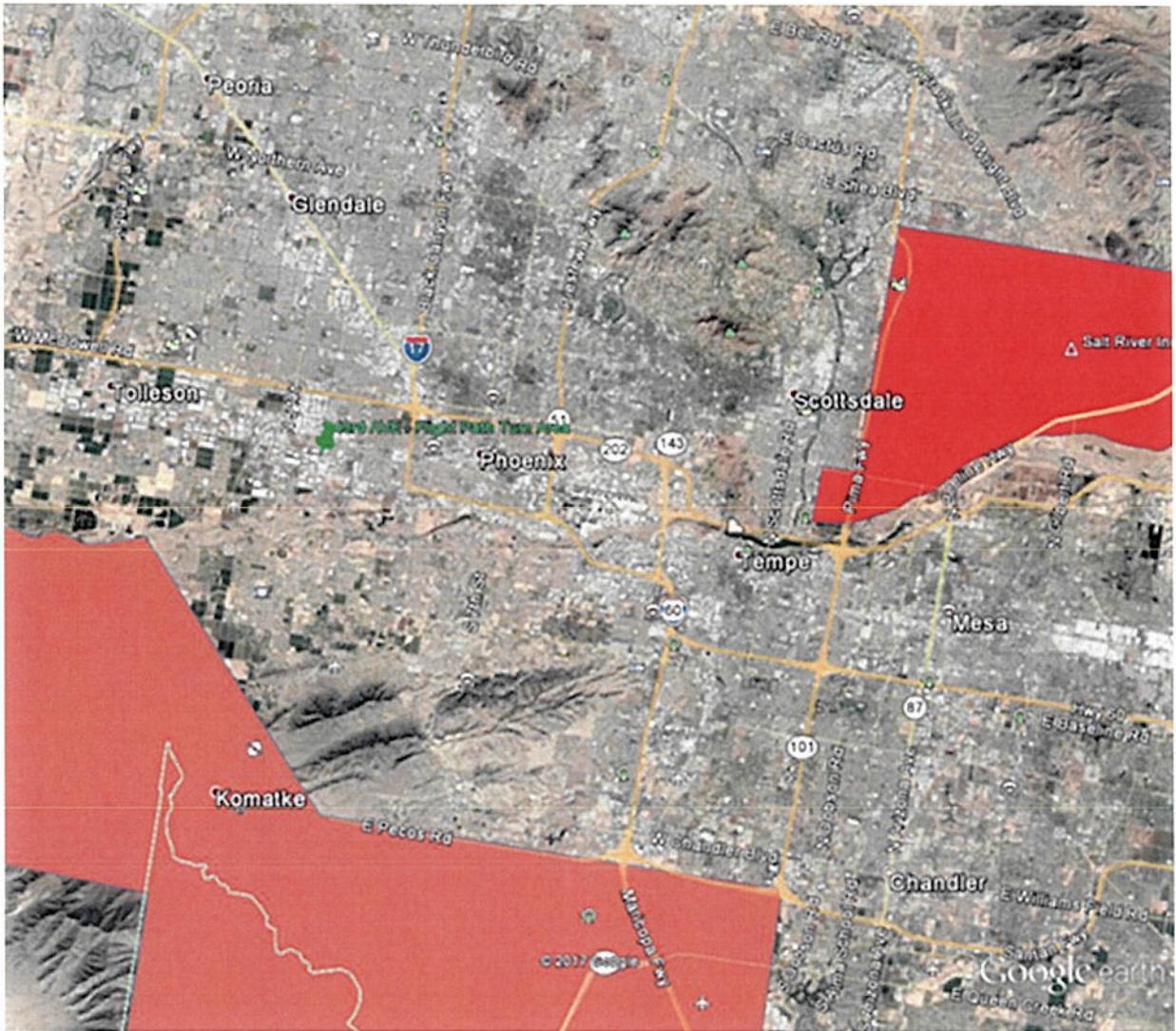


Figure 4: Zoom-In of Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ and Location of Federally Recognized Tribes



Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Tuesday, December 26, 2017 2:06 PM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771076080048 Delivered

Your package has been delivered

Tracking # 771076080048

Ship date:
Fri, 12/22/2017

John Torri
Renton, WA 98057
US

Delivery date:
Tue, 12/26/2017 3:01
pm

Bernadine Burnette,
President
Fort McDowell Yavapai Nation
#17779 16240 North Fort
McDowell Road
FOUNTAIN HILLS, AZ 85269
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number: [771076080048](#)

Status: Delivered: 12/26/2017 3:01
PM Signed for By: A.CASSY

Reference: Consultation Letter

Signed for by: A.CASSY

Delivery location: FOUNTAIN HILLS, AZ

Delivered to: Receptionist/Front Desk

Service type: FedEx Standard Overnight

Packaging type: FedEx Envelope

Number of pieces: 1

Weight: 0.50 lb.

Special handling/Services: Adult Signature Required

Deliver Weekday

Standard transit: 12/26/2017 by 3:00 pm

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DEC 22 2017

Albert Nelson, Manager
Cultural Development Department
Fort McDowell Yavapai Nation
P.O. Box 17779
Fountain Hills, AZ 85269-7779

RE: Consultation Initiation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Mr. Nelson:

The Federal Aviation Administration (FAA) is proposing certain air traffic procedures at Phoenix Sky Harbor International Airport (PHX). This action has been determined an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The FAA would like to invite you to participate in government-to-government consultation with the FAA in accordance with the Section 106 regulations, 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 Proposed Action involves air traffic procedure amendments to the west flow RNAV SID procedures from runways 25L, 25R and 26 at PHX. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963, 974 (D.C. Cir. 2017). For more information on the agreement reached between the FAA, the City of Phoenix, and certain historic neighborhood associations, see: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the northwest departure procedures MAYSA, LALUZ, SNOBL, and YOTES will follow along the extended runway centerline with initial turns to the northwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the southwest departure procedures BNYRD, FTHLS, JUDTH, and KATMN will follow a 240-degree course with initial turns to the southwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the west departure procedure IZZZO will follow a 240-degree course and thence join the RNAV route at a later waypoint.

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The proposed changes to aircraft procedures do not require the physical taking of any cultural resources listed, or eligible for listing in the National Register of Historic Places. Because of the nature of the procedure adjustments, no land acquisition, construction, or other ground disturbance would occur under the Proposed Action.

With this letter, the FAA is seeking to consult with your Tribe and obtain input on concerns that affect your Tribe related to the proposed action described above. In particular, the FAA is seeking input on properties in this area that may be of cultural or religious significance to your tribe. Early identification of these resources will allow the FAA to consult on ways to effectively avoid or minimize potential impacts to them. We would be pleased to discuss details of the proposed project and its potential impacts with you.

If you wish to discuss this proposed project further or have any concerns, please contact Marina Landis, FAA Environmental Protection Specialist at (425) 203-4561, or email at marina.landis@faa.gov.

Your timely response will assist us in incorporating your concerns into project planning. For that purpose, we would appreciate a response within thirty (30) days of your receipt of this correspondence.

Sincerely,



Brian J. Johnson
Acting Manager
Operations Support Group
Western Service Center

Attachment

Attachment 1

Figure 1: Proposed Action General Study Area - Radius of 30 Nautical Miles

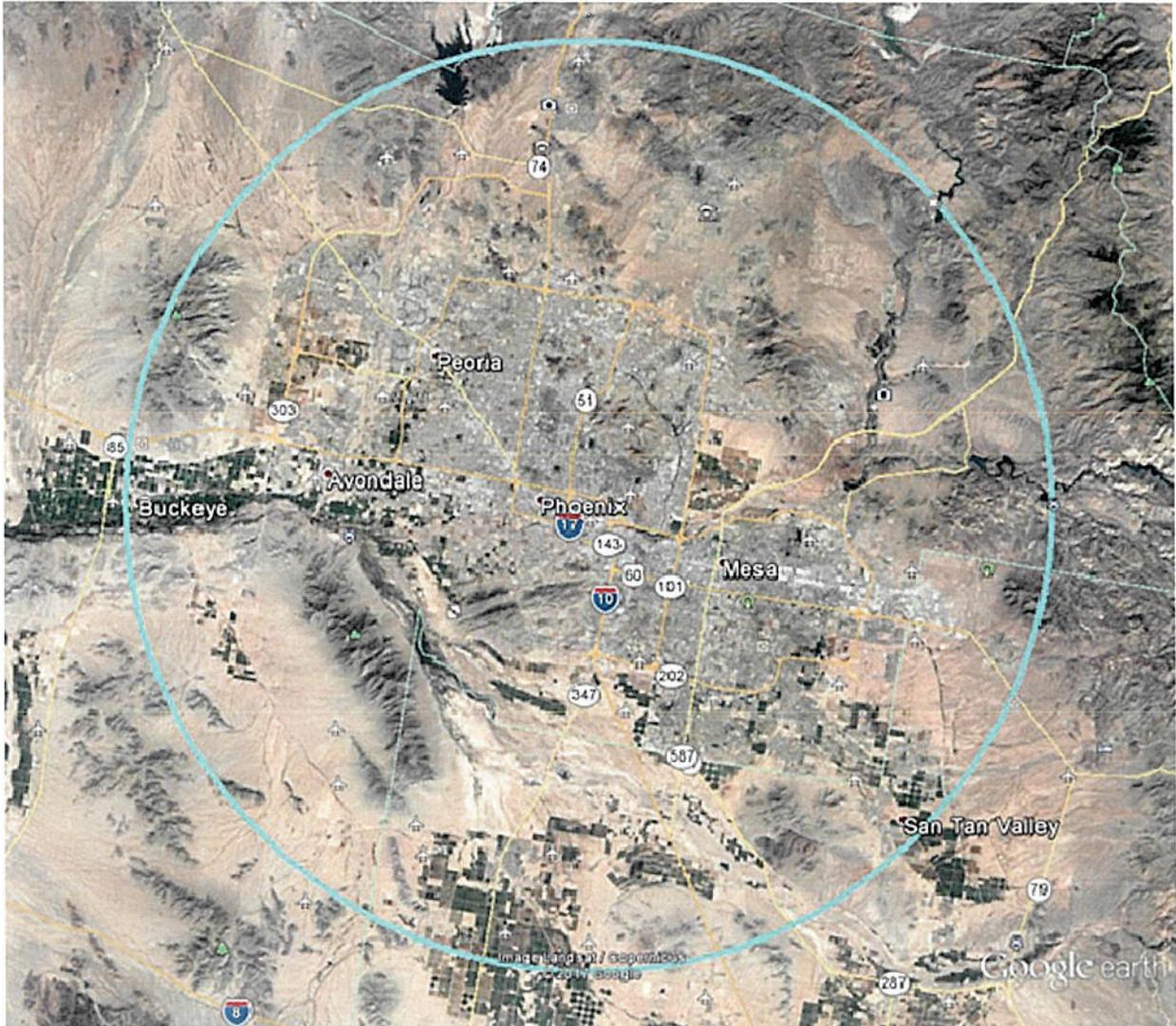


Figure 2: Federally Recognized Tribes Within the Proposed Action General Study Area

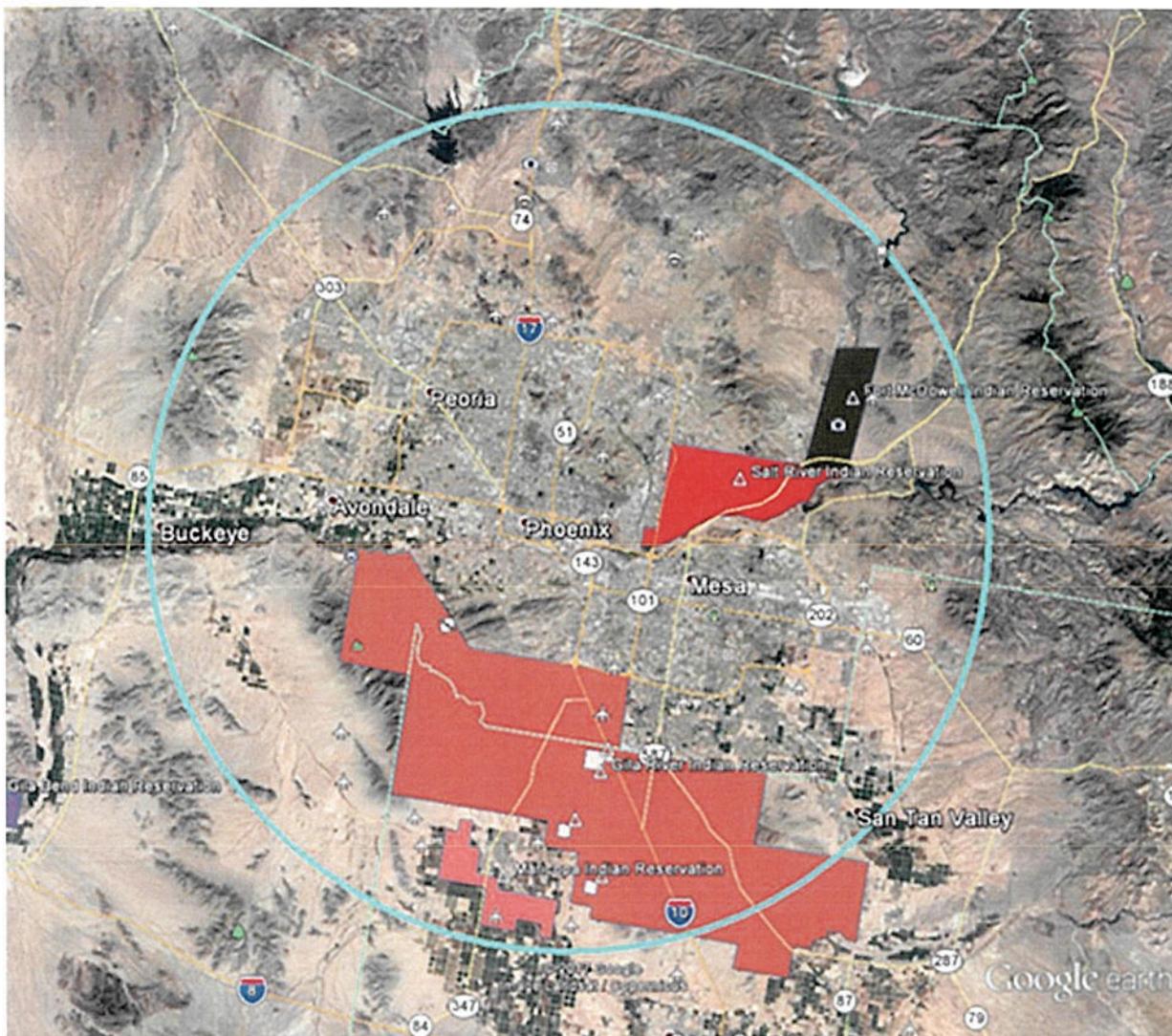


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(Green Pin Icon)

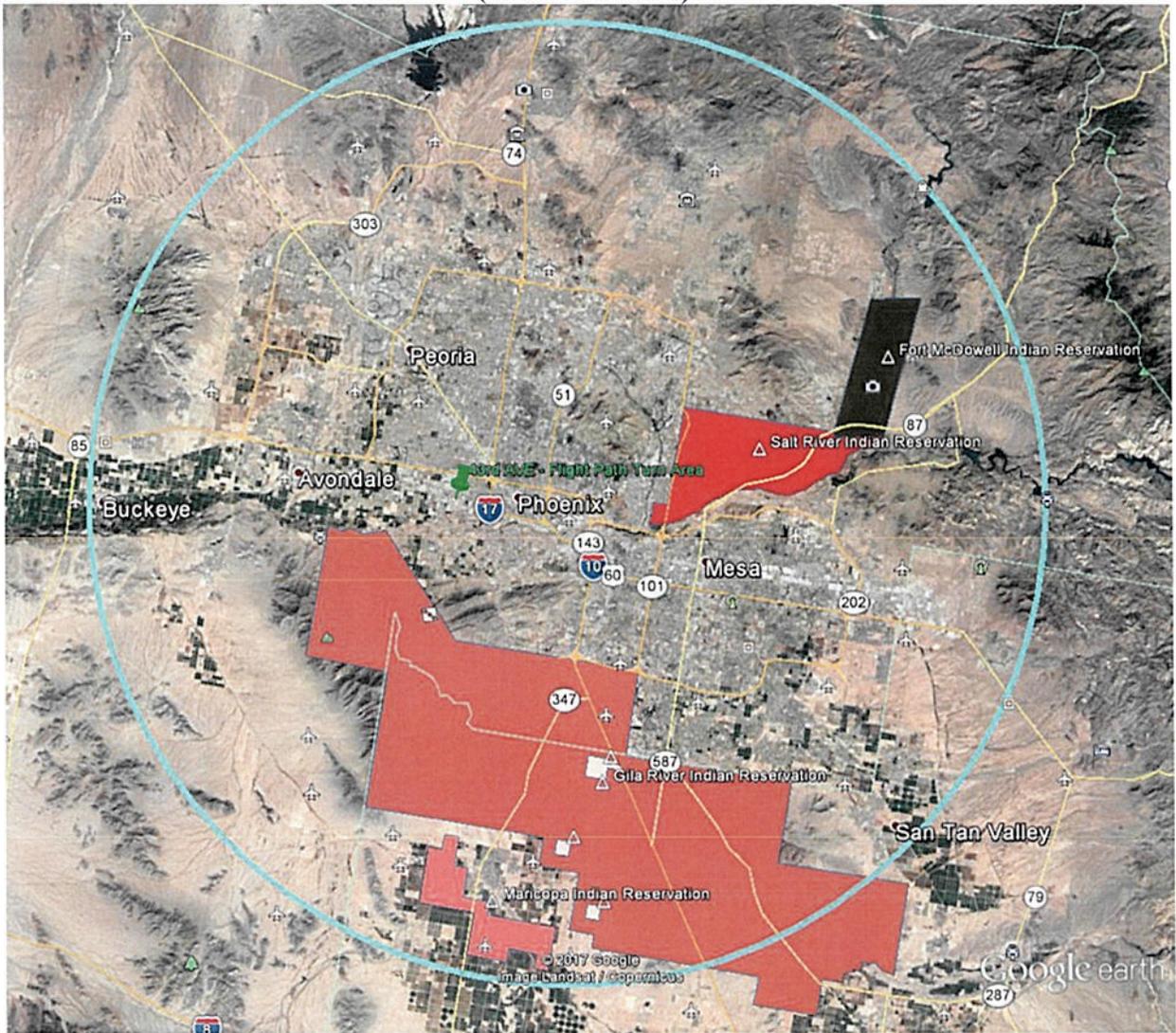
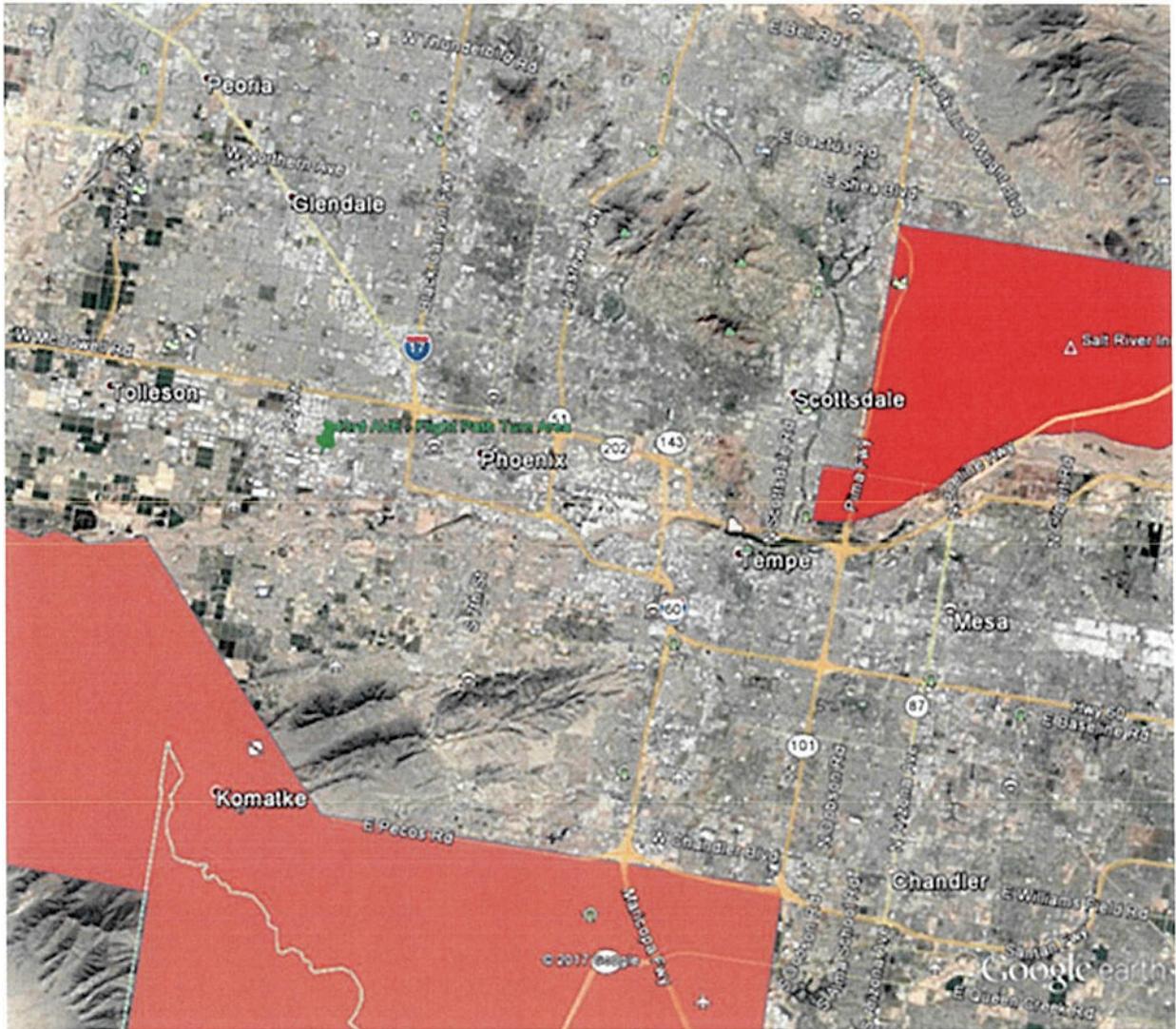


Figure 4: Zoom-In of Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ and Location of Federally Recognized Tribes



Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Tuesday, December 26, 2017 2:06 PM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771076062818 Delivered

Your package has been delivered

Tracking # 771076062818

Ship date:
Fri, 12/22/2017

John Torri
Renton, WA 98057
US

Delivery date:
Tue, 12/26/2017 3:01
pm

Albert Nelson, Manager
Fort McDowell Yavapai Nation
#17779 16240 North Fort
McDowell Road
FOUNTAIN HILLS, AZ 85269
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	771076062818
Status:	Delivered: 12/26/2017 3:01 PM Signed for By: A.CASSY
Reference:	Consultation Letter
Signed for by:	A.CASSY
Delivery location:	FOUNTAIN HILLS, AZ
Delivered to:	Receptionist/Front Desk
Service type:	FedEx Standard Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required Deliver Weekday
Standard transit:	12/26/2017 by 3:00 pm

 Please do not respond to this message. This email was sent from an unattended mailbox. This report was generated at approximately 4:06 PM CST on 12/26/2017.

All weights are estimated.

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Standard transit is the date and time the package is scheduled to be delivered by, based on the selected service, destination and ship date. Limitations and exceptions may apply. Please see the FedEx Service Guide for terms and conditions of service, including the FedEx Money-Back Guarantee, or contact your FedEx Customer Support representative.

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Thank you for your business.



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

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

March 08, 2018

The Honorable Bernadine Burnette
President
Fort McDowell Yavapai Nation
P.O. Box 17779
Fountain Hills, AZ 85269-7779

RE: Ongoing Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Ms. President:

As outlined in our letter dated December 22, 2017, the Federal Aviation Administration (FAA) is proposing to amend nine west flow Area Navigation (RNAV) Standard Instrument Departure (SID) procedures (the "Proposed Action") at Phoenix Sky Harbor International Airport (PHX). The proposed amendments to air traffic procedures are the first step in implementing an agreement reached between the FAA, the City of Phoenix, and certain neighborhood associations as a result of the court order in *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963 (D.C. Cir. 2017) (hereafter "*City of Phoenix v. Huerta*"). This Proposed Action has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended).

As noted in the prior letter initiating consultation under Section 106, the FAA is seeking to consult with the Fort McDowell Yavapai Nation on the Proposed Action. In addition, I wanted to note that the FAA has been providing you copies of the correspondence exchanged with the other consulting parties.

Proposed Action

The Proposed Action involves air traffic procedure amendments to the current west flow RNAV SID procedures. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix v. Huerta*. The proposed changes to aircraft procedures do not require the physical taking of any cultural resources listed, or eligible for listing, on the National Register of Historic Places. Because of the nature of the procedure adjustments, no land acquisition, construction, or other ground disturbance would occur under the Proposed Action.

Identification of Historic Properties

The NHPA Section 106 regulations direct federal agencies to make reasonable and good faith efforts to identify historic properties in regards to a proposed action (36 CFR § 800.4(b)(1)). For this undertaking, the FAA will focus its efforts on identifying historic properties within the Area of Potential Effect (APE) that could be affected by noise. The APE is located approximately 3.5 nautical miles to the southwest of the airport and is approximately 22 square miles as shown in Attachments A and B.

With this letter, the FAA is seeking to consult with the Fort McDowell Yavapai Nation on historic properties of religious and cultural significance as well as to obtain input on concerns your Tribe may have related to the Proposed Action described above. We would be pleased to discuss details of the proposed project and its potential impacts with you.

If you wish to discuss this proposed project further or have any concerns, please contact Marina Landis, FAA Environmental Protection Specialist at (206) 231-2038, or email at marina.landis@faa.gov.

Sincerely,

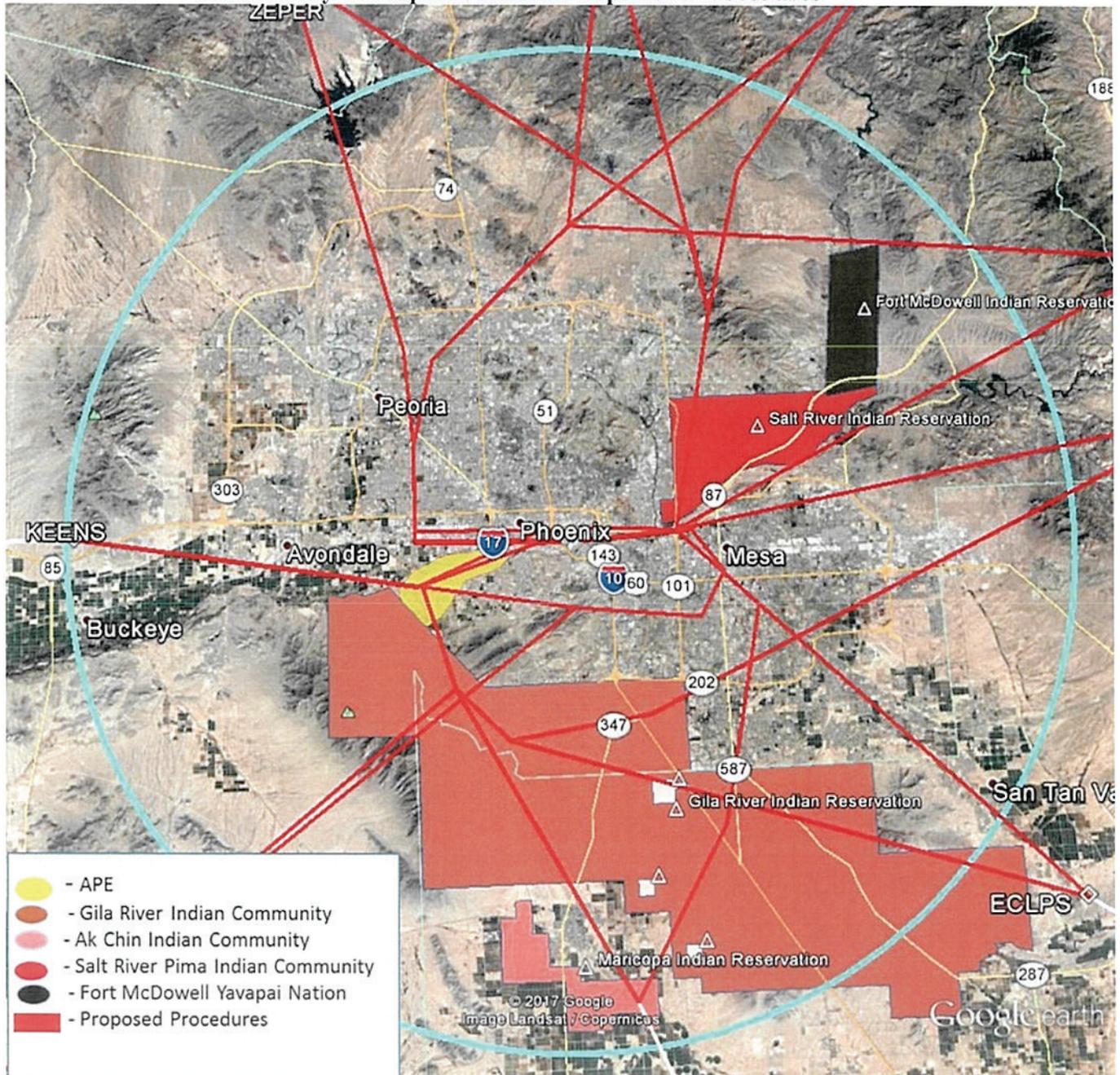


Shawn Kozica, Group Manager
Operations Support Group
Western Service Center

Attachments

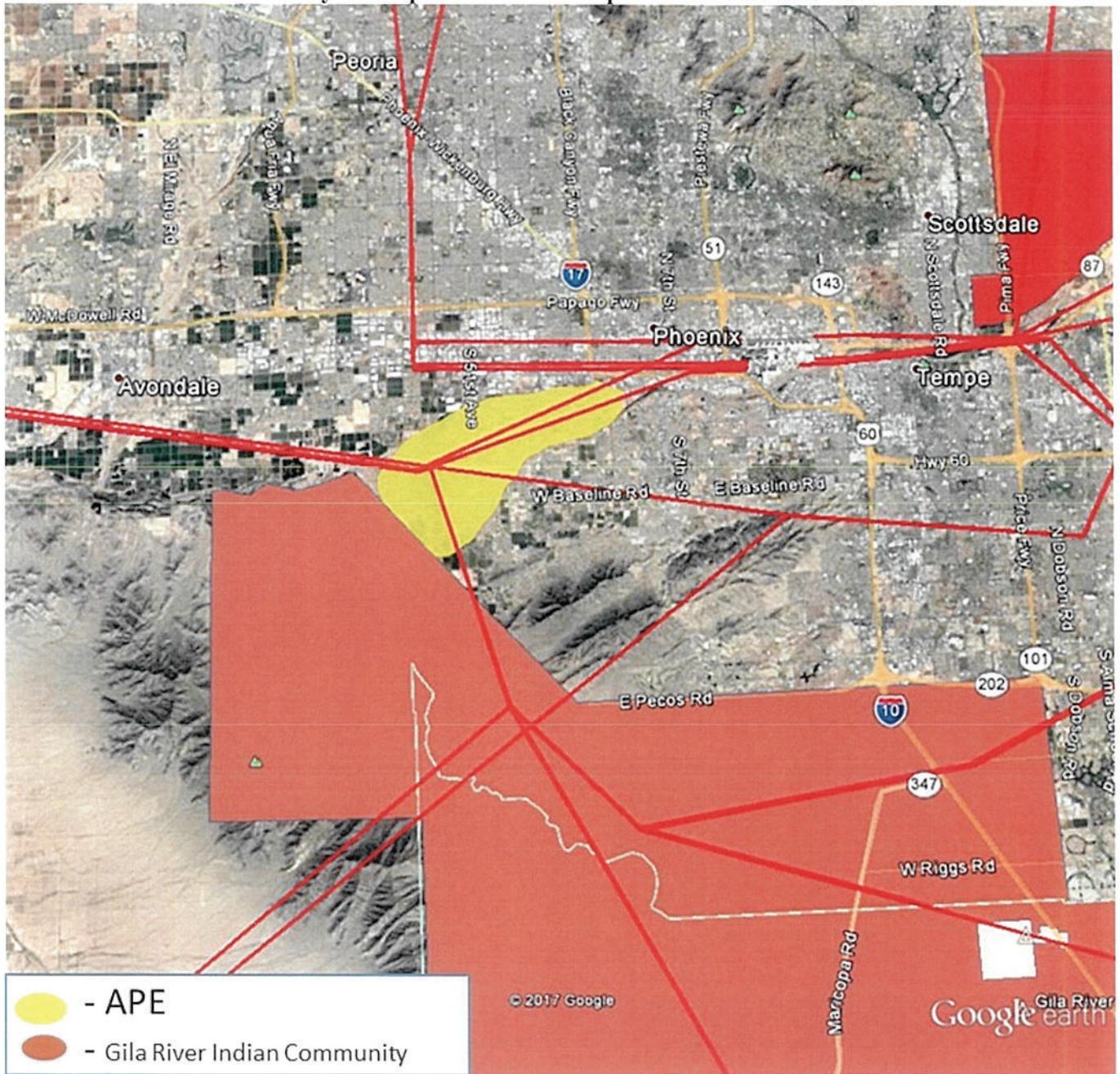
Cc: Albert Nelson, Manager, Cultural Development Department

Attachment A
Location of Federally Recognized Tribes and The Area of Potential Effect
with Overlay of Proposed Aircraft Departure Procedures



Attachment B

Close Up of the Location of Federally Recognized Tribes and the Area of Potential Effect with Overlay of Proposed Aircraft Departure Procedures



Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Monday, March 12, 2018 12:53 PM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771753805866 Delivered

Your package has been delivered

Tracking # 771753805866

Ship date:

Thu, 3/8/2018

John Torri

Renton, WA 98057

US

Delivery date:

Mon, 3/12/2018 12:51 pm

**Bernadine Burnette,
President**

Fort McDowell Yavapai Nation
#17779

16240 North Fort McDowell
Road
FOUNTAIN HILLS, AZ 85269
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number: [771753805866](#)

Status: Delivered: 03/12/2018 12:51 PM
Signed for By: M.CASTENDA

Reference: Consultation Letter

Signed for by: M.CASTENDA

Delivery location: FOUNTAIN HILLS, AZ

Delivered to: Receptionist/Front Desk

Service type: FedEx Standard Overnight

Packaging type: FedEx Envelope

Number of pieces: 1

Weight: 0.50 lb.

Special handling/Services: Adult Signature Required

Deliver Weekday



Standard transit:

3/12/2018 by 3:00 pm

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DEC 22 2017

The Honorable Stephen Roe Lewis
Governor
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85147

RE: Consultation Initiation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Governor Lewis:

The Federal Aviation Administration (FAA) is proposing certain air traffic procedures at Phoenix Sky Harbor International Airport (PHX). This action has been determined an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The FAA would like to invite you to participate in government-to-government consultation with the FAA in accordance with the Section 106 regulations, 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 Proposed Action involves air traffic procedure amendments to the west flow RNAV SID procedures from runways 25L, 25R and 26 at PHX. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963, 974 (D.C. Cir. 2017). For more information on the agreement reached between the FAA, the City of Phoenix, and certain historic neighborhood associations, see: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the northwest departure procedures MAYSA, LALUZ, SNOBL, and YOTES will follow along the extended runway centerline with initial turns to the northwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the southwest departure procedures BNYRD, FTHLS, JUDTH, and KATMN will follow a 240-degree course with initial turns to the southwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the west departure procedure IZZZO will follow a 240-degree course and thence join the RNAV route at a later waypoint.

The Proposed Project General Study Area encompasses the geographic area where the proposed changes to aircraft procedures would occur below 10,000 feet Above Ground Level (AGL) and is roughly a 30 Nautical Miles (NM) radius around PHX. Please see Attachment 1, Figures 1 through 4.

The proposed changes to aircraft procedures do not require the physical taking of any cultural resources listed, or eligible for listing in the National Register of Historic Places. Because of the nature of the procedure adjustments, no land acquisition, construction, or other ground disturbance would occur under the Proposed Action.

With this letter, the FAA is seeking to consult with your Tribe and obtain input on concerns that affect your Tribe related to the proposed action described above. In particular, the FAA is seeking input on properties in this area that may be of cultural or religious significance to your tribe. Early identification of these resources will allow the FAA to consult on ways to effectively avoid or minimize potential impacts to them. We would be pleased to discuss details of the proposed project and its potential impacts with you.

If you wish to discuss this proposed project further or have any concerns, please contact Marina Landis, FAA Environmental Protection Specialist at (425) 203-4561, or email at marina.landis@faa.gov.

Your timely response will assist us in incorporating your concerns into project planning. For that purpose, we would appreciate a response within thirty (30) days of your receipt of this correspondence.

Sincerely,



Brian J. Johnson
Acting Manager
Operations Support Group
Western Service Center

Attachment

Attachment 1

Figure 1: Proposed Action General Study Area - Radius of 30 Nautical Miles

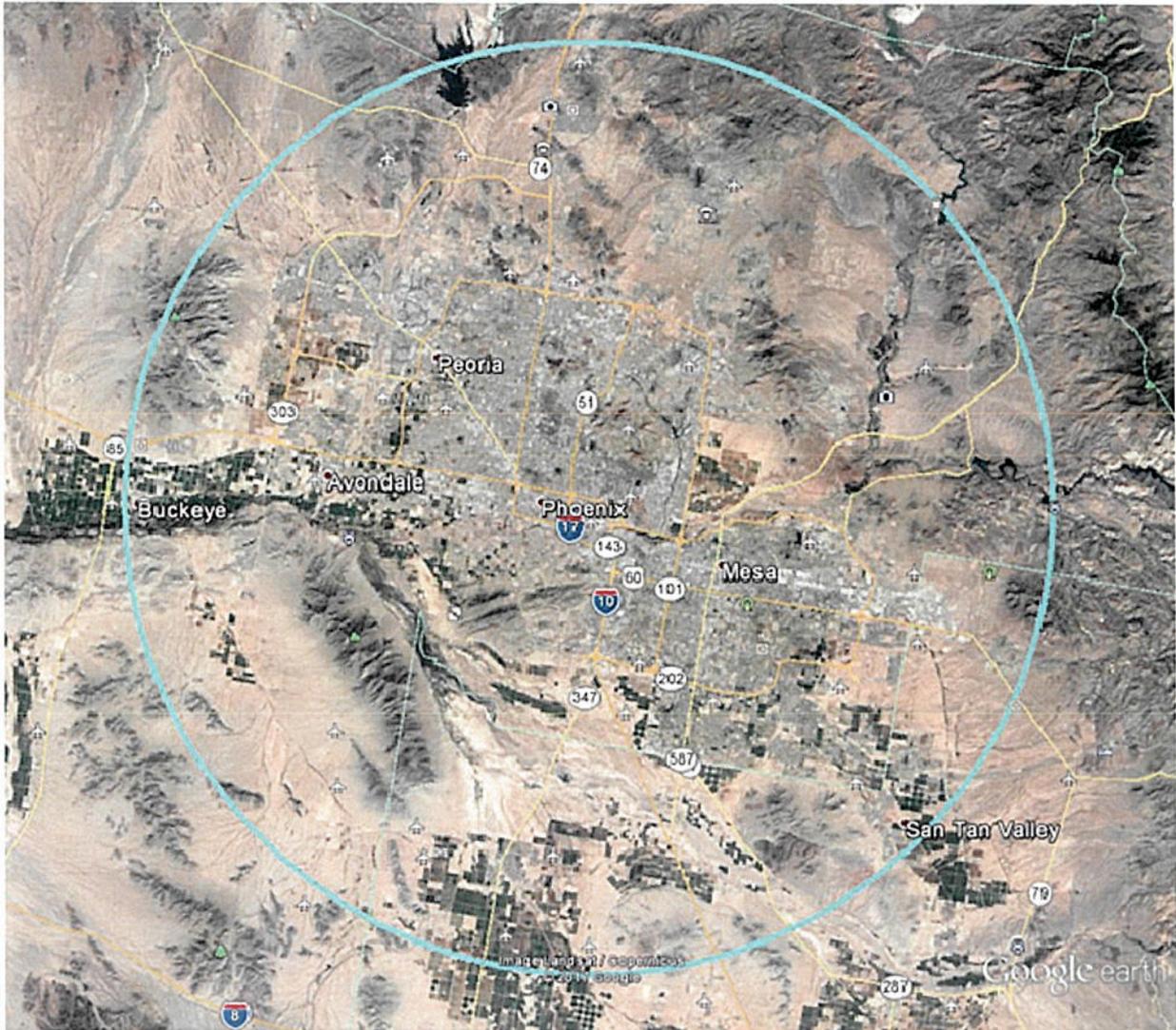


Figure 2: Federally Recognized Tribes Within the Proposed Action General Study Area

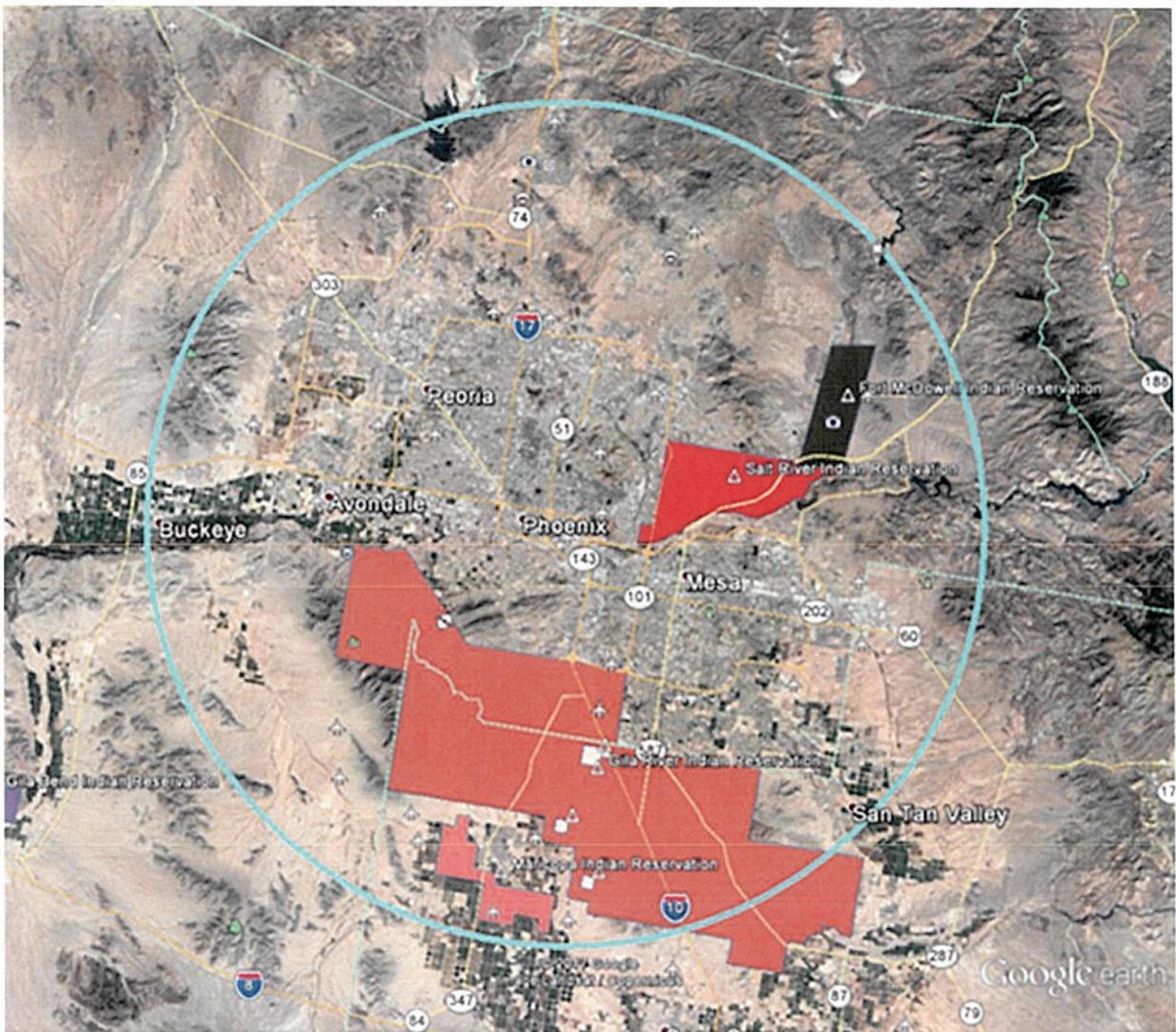


Figure 3: Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ
(Green Pin Icon)

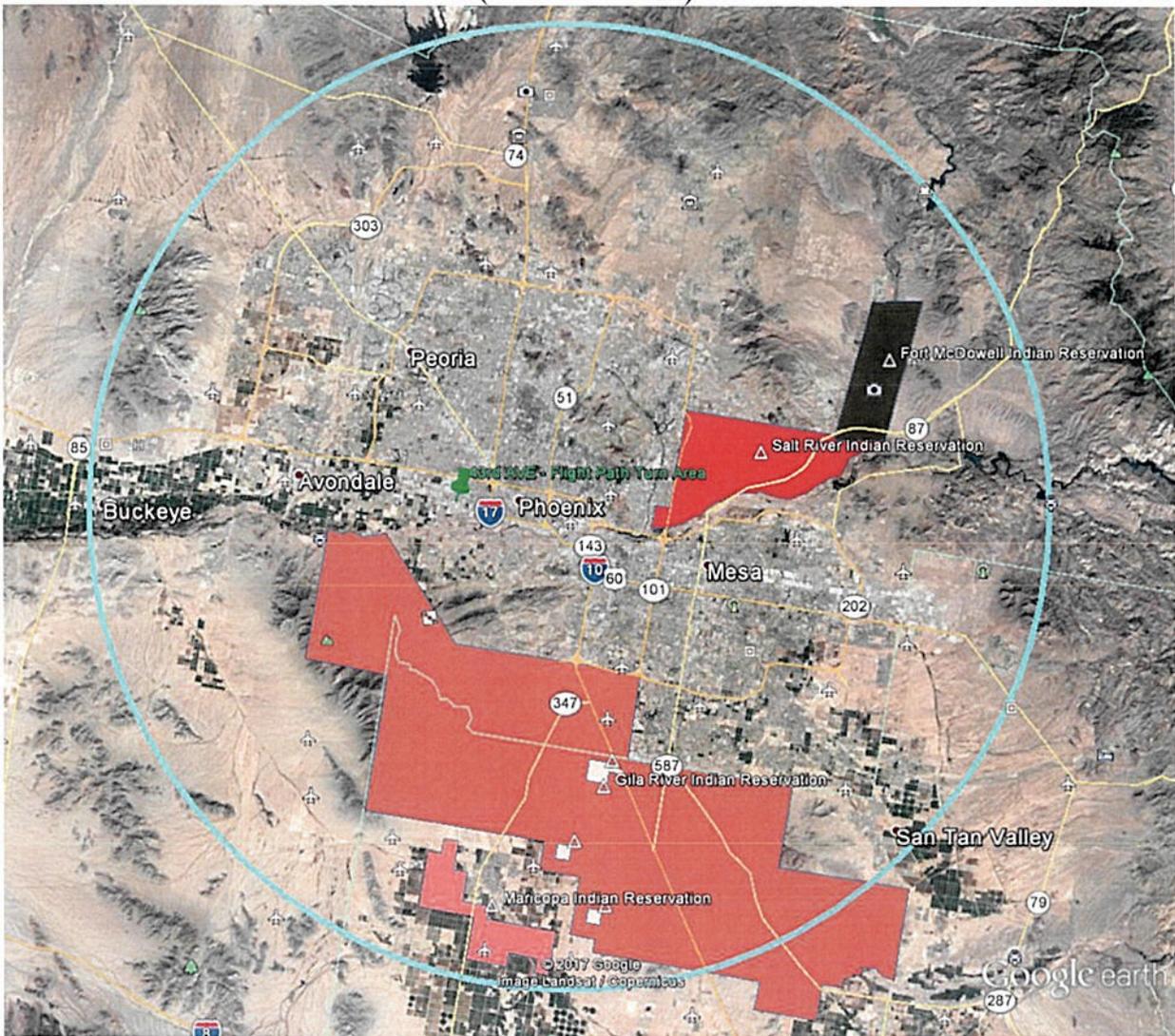
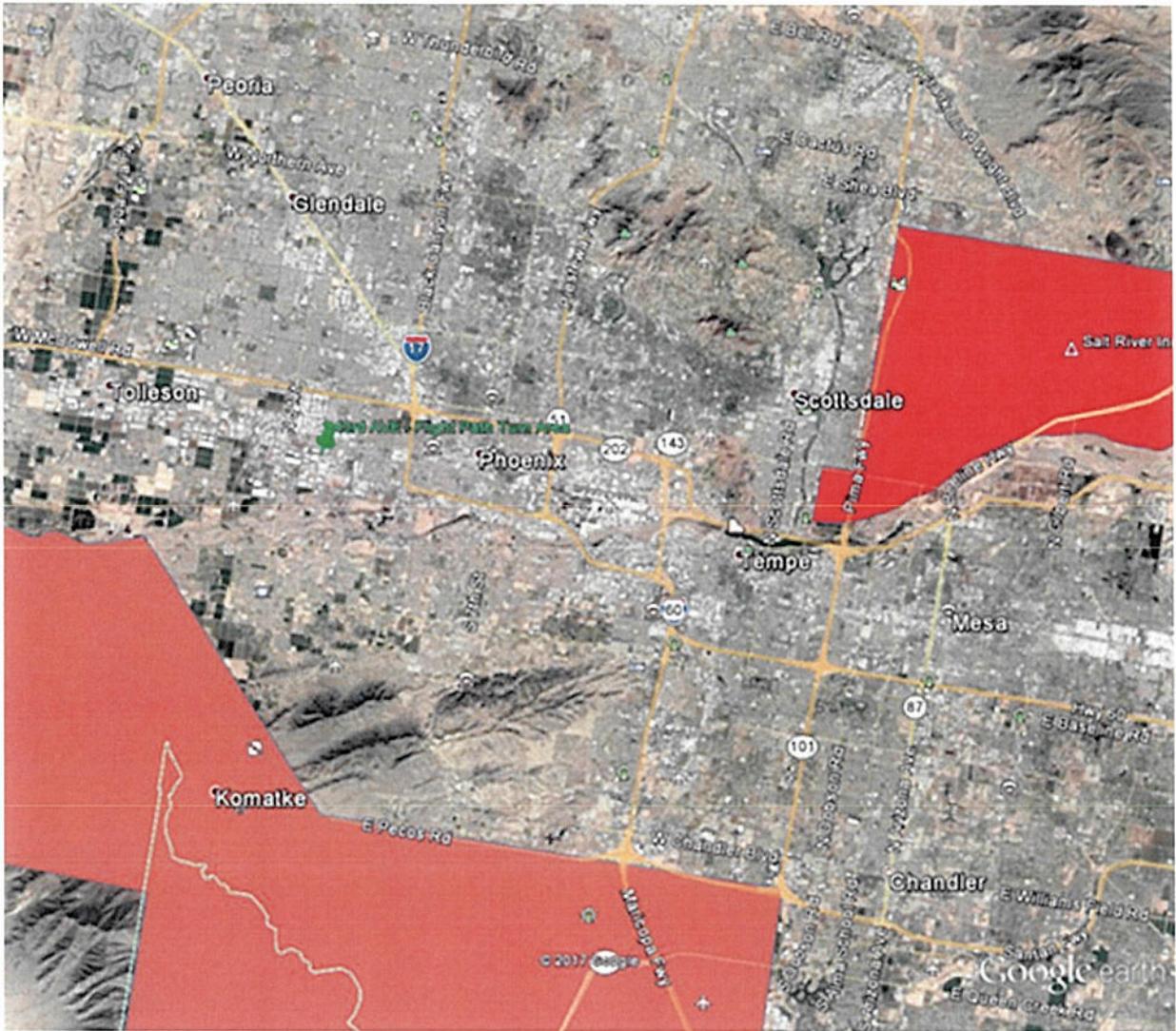


Figure 4: Zoom-In of Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ and Location of Federally Recognized Tribes



Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Tuesday, December 26, 2017 9:06 AM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771076148471 Delivered

Your package has been delivered

Tracking # 771076148471

Ship date:
Fri, 12/22/2017

John Torri
Renton, WA 98057
US

Delivery date:
Tue, 12/26/2017 9:57
am

Governor Stephen Roe Lewis
Gila River Indian Reservation
61 East Pima St. Gila River
Indian Community
SACATON, AZ 85147
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number: [771076148471](#)

Status: Delivered: 12/26/2017 09:57 AM
Signed for By: S.BLACKWATER

Reference: Consultation Letter

Signed for by: S.BLACKWATER

Delivery location: SACATON, AZ

Delivered to: Mailroom

Service type: FedEx Priority Overnight

Packaging type: FedEx Envelope

Number of pieces: 1

Weight: 0.50 lb.

Special handling/Services: Deliver Weekday

Standard transit: 12/26/2017 by 4:30 pm

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DEC 22 2017

Barnaby V. Lewis, THPO
Gila River Indian Community
Tribal Resources Management Program
P.O. Box 2140
Sacaton, AZ 85147

RE: Consultation Initiation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Mr. Lewis:

The Federal Aviation Administration (FAA) is proposing certain air traffic procedures at Phoenix Sky Harbor International Airport (PHX). This action has been determined an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The FAA would like to invite you to participate in government-to-government consultation with the FAA in accordance with the Section 106 regulations, 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 Proposed Action involves air traffic procedure amendments to the west flow RNAV SID procedures from runways 25L, 25R and 26 at PHX. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963, 974 (D.C. Cir. 2017). For more information on the agreement reached between the FAA, the City of Phoenix, and certain historic neighborhood associations, see: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the northwest departure procedures MAYSA, LALUZ, SNOBL, and YOTES will follow along the extended runway centerline with initial turns to the northwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the southwest departure procedures BNYRD, FTHLS, JUDTH, and KATMN will follow a 240-degree course with initial turns to the southwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the west departure procedure IZZZO will follow a 240-degree course and thence join the RNAV route at a later waypoint.

The Proposed Project General Study Area encompasses the geographic area where the proposed changes to aircraft procedures would occur below 10,000 feet Above Ground Level (AGL) and is roughly a 30 Nautical Miles (NM) radius around PHX. Please see Attachment 1, Figures 1 through 4.

The proposed changes to aircraft procedures do not require the physical taking of any cultural resources listed, or eligible for listing in the National Register of Historic Places. Because of the nature of the procedure adjustments, no land acquisition, construction, or other ground disturbance would occur under the Proposed Action.

With this letter, the FAA is seeking to consult with your Tribe and obtain input on concerns that affect your Tribe related to the proposed action described above. In particular, the FAA is seeking input on properties in this area that may be of cultural or religious significance to your tribe. Early identification of these resources will allow the FAA to consult on ways to effectively avoid or minimize potential impacts to them. We would be pleased to discuss details of the proposed project and its potential impacts with you.

If you wish to discuss this proposed project further or have any concerns, please contact Marina Landis, FAA Environmental Protection Specialist at (425) 203-4561, or email at marina.landis@faa.gov.

Your timely response will assist us in incorporating your concerns into project planning. For that purpose, we would appreciate a response within thirty (30) days of your receipt of this correspondence.

Sincerely,



Brian J. Johnson
Acting Manager
Operations Support Group
Western Service Center

Attachment

Attachment 1

Figure 1: Proposed Action General Study Area - Radius of 30 Nautical Miles

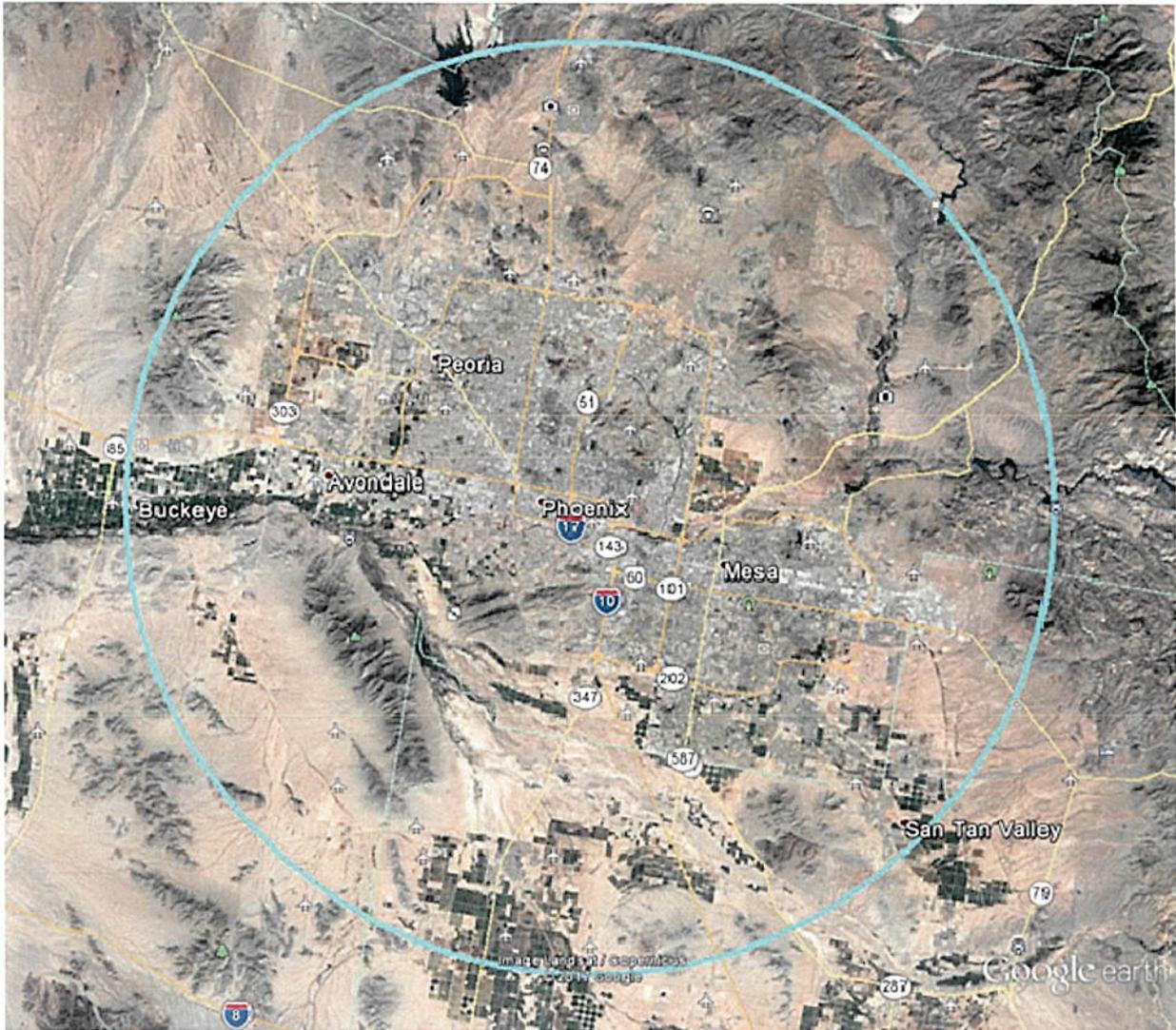


Figure 3: Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ
(Green Pin Icon)

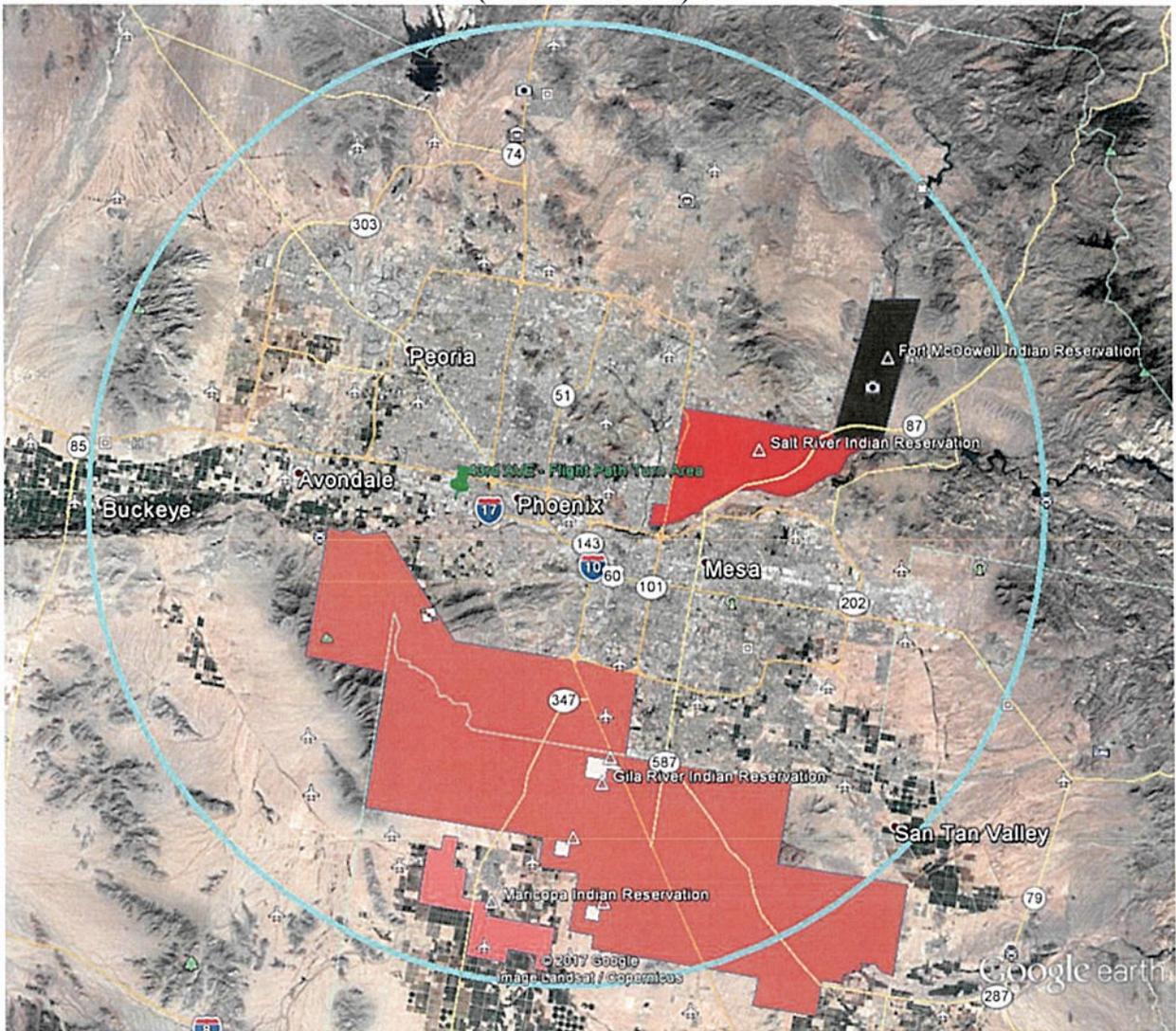
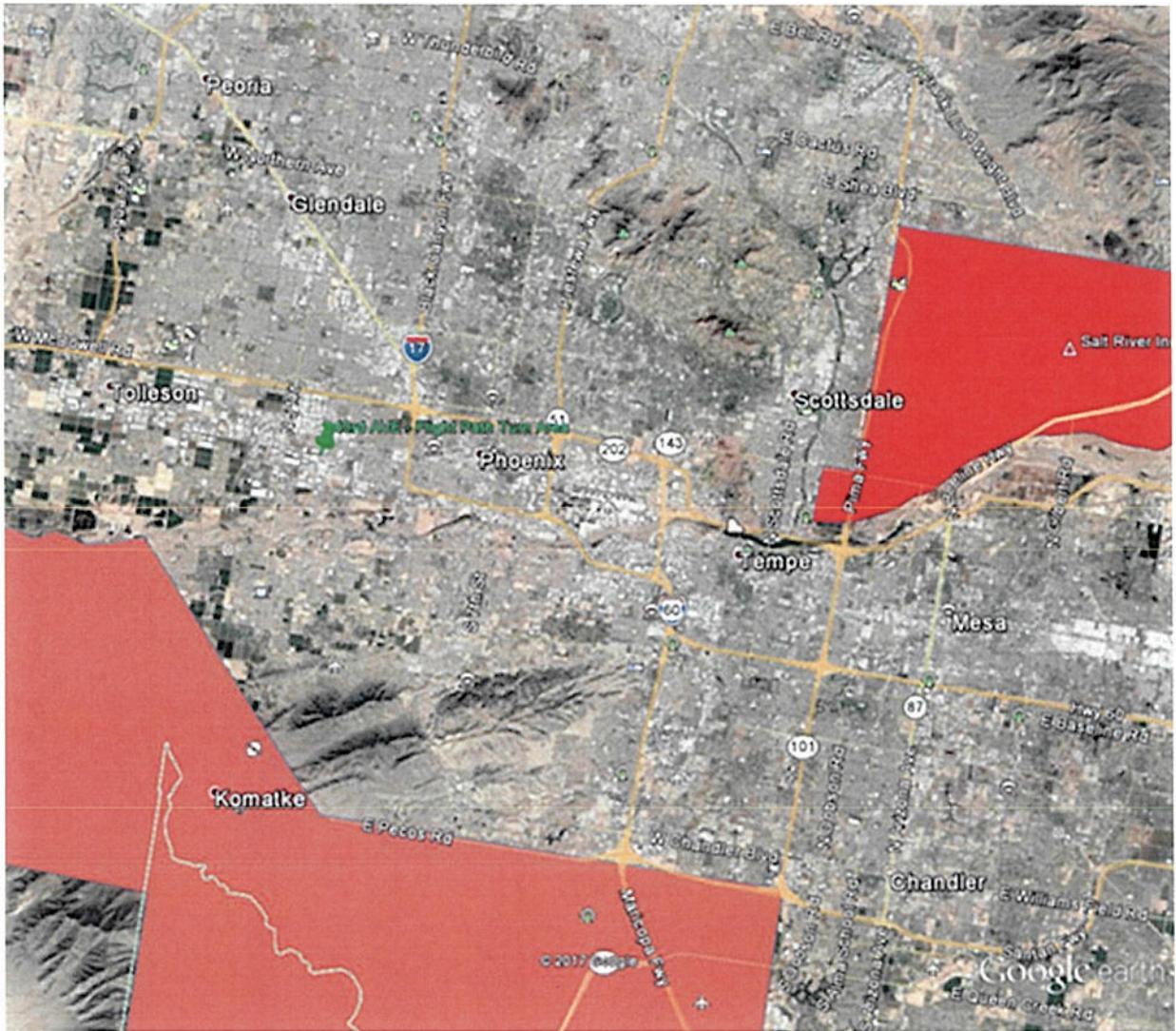


Figure 4: Zoom-In of Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ and Location of Federally Recognized Tribes



Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Tuesday, December 26, 2017 9:06 AM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771076169002 Delivered

Your package has been delivered

Tracking # 771076169002

Ship date:
Fri, 12/22/2017

John Torri
Renton, WA 98057
US

Delivery date:
Tue, 12/26/2017 9:57
am

Barnaby V. Lewis, THPO
Gila River Indian Reservation
61 East Pima St. Gila River
Indian Community
SACATON, AZ 85147
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	771076169002
Status:	Delivered: 12/26/2017 09:57 AM Signed for By: S.BLACKWATER
Reference:	Consultation Letter
Signed for by:	S.BLACKWATER
Delivery location:	SACATON, AZ
Delivered to:	Mailroom
Service type:	FedEx Priority Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required Deliver Weekday
Standard transit:	12/26/2017 by 4:30 pm

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DEC 22 2017

The Honorable Diane Enos
President
Salt River Pima-Maricopa Indian Community
10005 E Osborn Road
Scottsdale, AZ 85256

RE: Consultation Initiation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Ms. President:

The Federal Aviation Administration (FAA) is proposing certain air traffic procedures at Phoenix Sky Harbor International Airport (PHX). This action has been determined an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The FAA would like to invite you to participate in government-to-government consultation with the FAA in accordance with the Section 106 regulations, 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 Proposed Action involves air traffic procedure amendments to the west flow RNAV SID procedures from runways 25L, 25R and 26 at PHX. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963, 974 (D.C. Cir. 2017). For more information on the agreement reached between the FAA, the City of Phoenix, and certain historic neighborhood associations, see: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the northwest departure procedures MAYSA, LALUZ, SNOBL, and YOTES will follow along the extended runway centerline with initial turns to the northwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the southwest departure procedures BNYRD, FTHLS, JUDTH, and KATMN will follow a 240-degree course with initial turns to the southwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the west departure procedure IZZZO will follow a 240-degree course and thence join the RNAV route at a later waypoint.

The Proposed Project General Study Area encompasses the geographic area where the proposed changes to aircraft procedures would occur below 10,000 feet Above Ground Level (AGL) and is roughly a 30 Nautical Miles (NM) radius around PHX. Please see Attachment 1, Figures 1 through 4.

The proposed changes to aircraft procedures do not require the physical taking of any cultural resources listed, or eligible for listing in the National Register of Historic Places. Because of the nature of the procedure adjustments, no land acquisition, construction, or other ground disturbance would occur under the Proposed Action.

With this letter, the FAA is seeking to consult with your Tribe and obtain input on concerns that affect your Tribe related to the proposed action described above. In particular, the FAA is seeking input on properties in this area that may be of cultural or religious significance to your tribe. Early identification of these resources will allow the FAA to consult on ways to effectively avoid or minimize potential impacts to them. We would be pleased to discuss details of the proposed project and its potential impacts with you.

If you wish to discuss this proposed project further or have any concerns, please contact Marina Landis, FAA Environmental Protection Specialist at (425) 203-4561, or email at marina.landis@faa.gov.

Your timely response will assist us in incorporating your concerns into project planning. For that purpose, we would appreciate a response within thirty (30) days of your receipt of this correspondence.

Sincerely,

Brian J. Johnson
Acting Manager
Operations Support Group
Western Service Center

Attachment

Attachment 1

Figure 1: Proposed Action General Study Area - Radius of 30 Nautical Miles



Figure 2: Federally Recognized Tribes Within the Proposed Action General Study Area

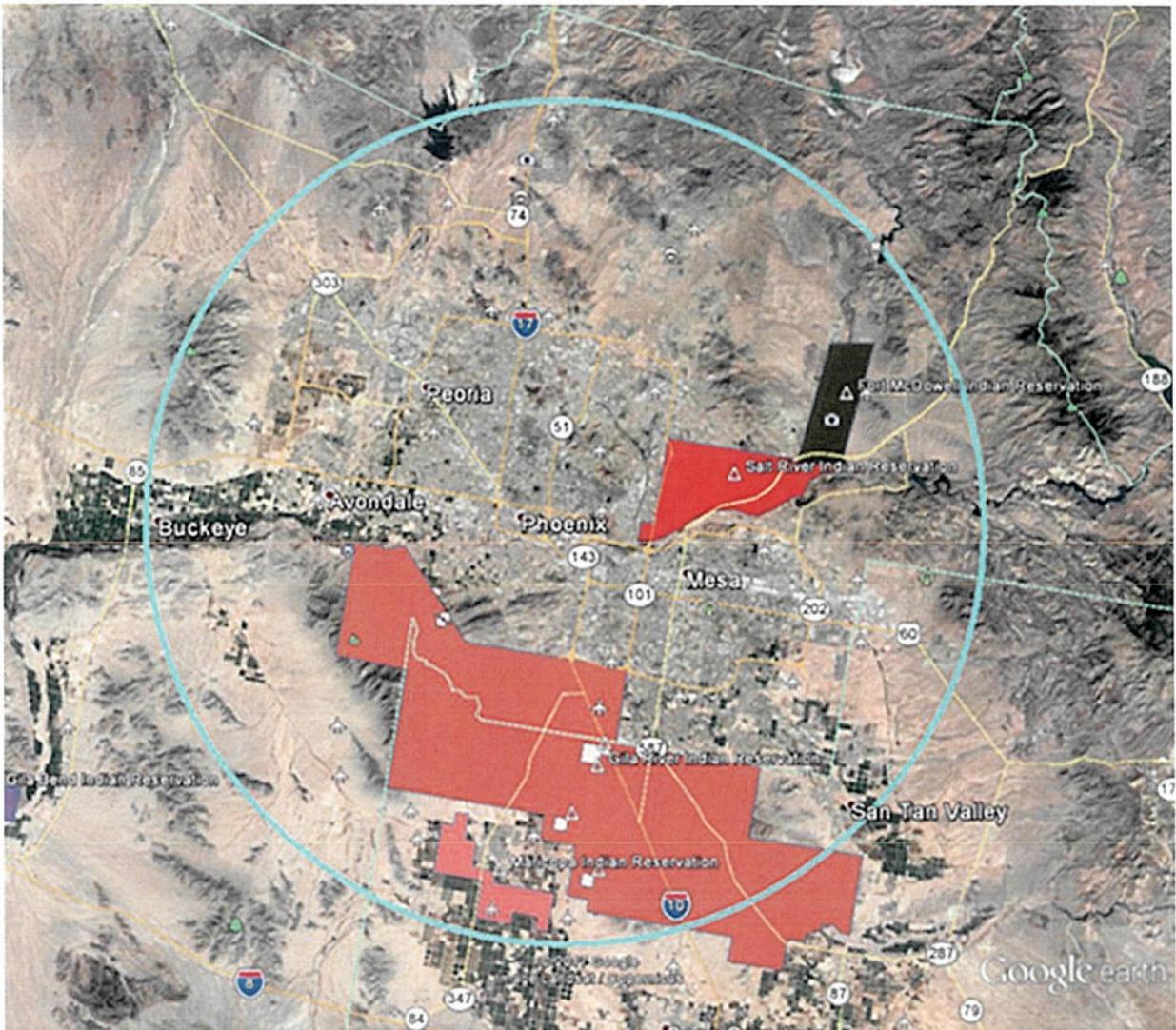


Figure 3: Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ
(Green Pin Icon)

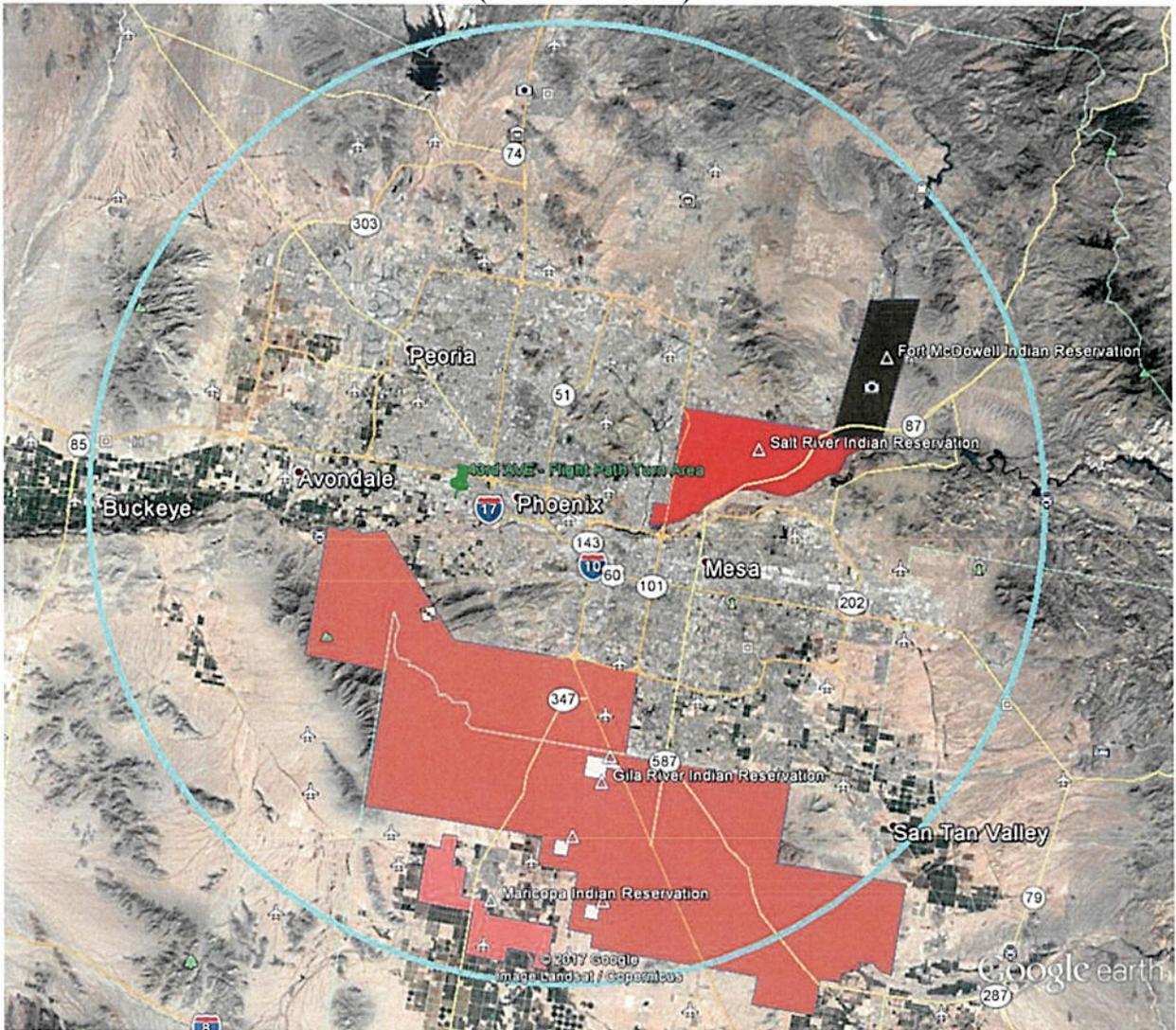
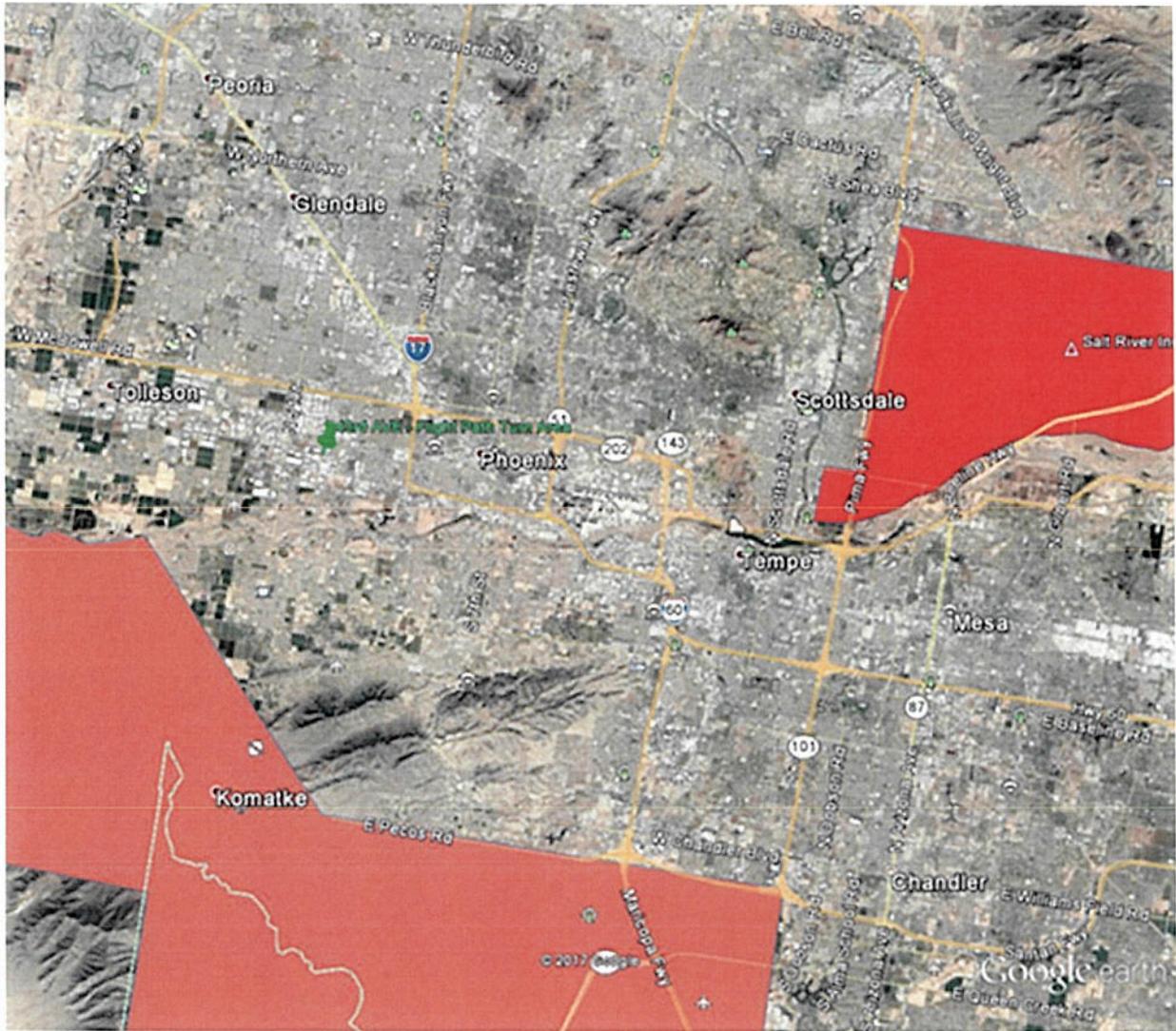


Figure 4: Zoom-In of Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ and Location of Federally Recognized Tribes



Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Wednesday, December 27, 2017 11:22 AM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771076249757 Delivered

Your package has been delivered

Tracking # 771076249757

Ship date:
Fri, 12/22/2017

John Torri
Renton, WA 98057
US

Delivery date:
Wed, 12/27/2017 12:19 pm

Diane Enos, President
Sal River Pima-Maricopa Indian
Comm
10005 E. Osborn Road Salt
River Pima-Maricopa Indian
Com
SCOTTSDALE, AZ 85256
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	771076249757
Status:	Delivered: 12/27/2017 12:19 PM Signed for By: J.PERCY
Reference:	Consultation Letter
Signed for by:	J.PERCY
Delivery location:	SCOTTSDALE, AZ
Delivered to:	Shipping/Receiving
Service type:	FedEx Standard Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required Deliver Weekday
Standard transit:	12/26/2017 by 3:00 pm

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DEC 22 2017

Shane Anton, Cultural Programs Manager
Cultural and Environmental Services
Salt River Pima-Maricopa Indian Community
10005 E Osborn Road
Scottsdale, AZ 85256

RE: Consultation Initiation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Mr. Anton:

The Federal Aviation Administration (FAA) is proposing certain air traffic procedures at Phoenix Sky Harbor International Airport (PHX). This action has been determined an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). The FAA would like to invite you to participate in government-to-government consultation with the FAA in accordance with the Section 106 regulations, 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 Proposed Action involves air traffic procedure amendments to the west flow RNAV SID procedures from runways 25L, 25R and 26 at PHX. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963, 974 (D.C. Cir. 2017). For more information on the agreement reached between the FAA, the City of Phoenix, and certain historic neighborhood associations, see: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the northwest departure procedures MAYSA, LALUZ, SNOBL, and YOTES will follow along the extended runway centerline with initial turns to the northwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the southwest departure procedures BNYRD, FTHLS, JUDTH, and KATMN will follow a 240-degree course with initial turns to the southwest in the area of 43rd Avenue, and thence join the RNAV route at a later waypoint. Aircraft on the west departure procedure IZZZO will follow a 240-degree course and thence join the RNAV route at a later waypoint.

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With this letter, the FAA is seeking to consult with your Tribe and obtain input on concerns that affect your Tribe related to the proposed action described above. In particular, the FAA is seeking input on properties in this area that may be of cultural or religious significance to your tribe. Early identification of these resources will allow the FAA to consult on ways to effectively avoid or minimize potential impacts to them. We would be pleased to discuss details of the proposed project and its potential impacts with you.

If you wish to discuss this proposed project further or have any concerns, please contact Marina Landis, FAA Environmental Protection Specialist at (425) 203-4561, or email at marina.landis@faa.gov.

Your timely response will assist us in incorporating your concerns into project planning. For that purpose, we would appreciate a response within thirty (30) days of your receipt of this correspondence.

Sincerely,



Brian J. Johnson
Acting Manager
Operations Support Group
Western Service Center

Attachment

Attachment 1

Figure 1: Proposed Action General Study Area - Radius of 30 Nautical Miles

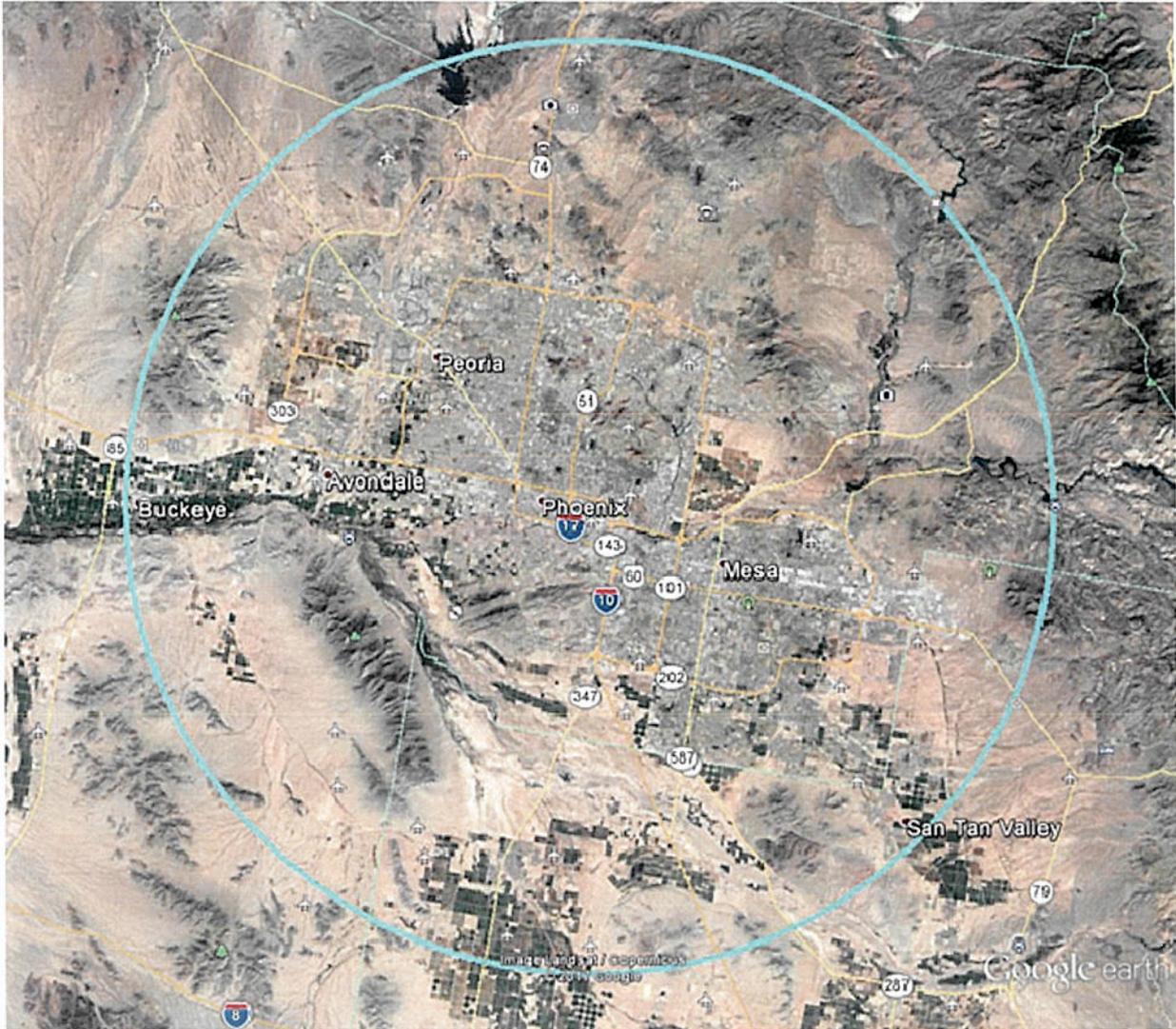


Figure 2: Federally Recognized Tribes Within the Proposed Action General Study Area

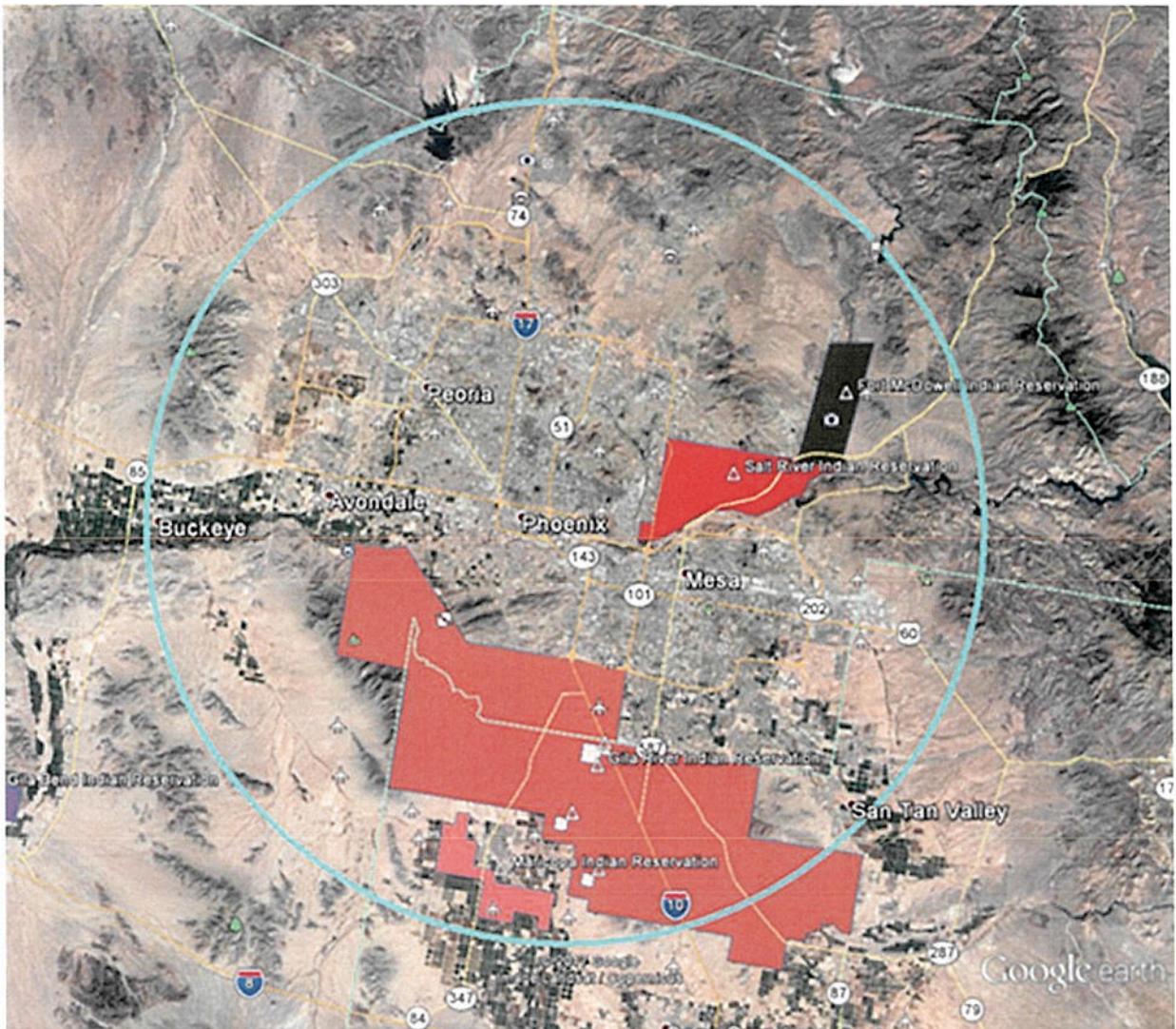


Figure 3: Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ
(Green Pin Icon)

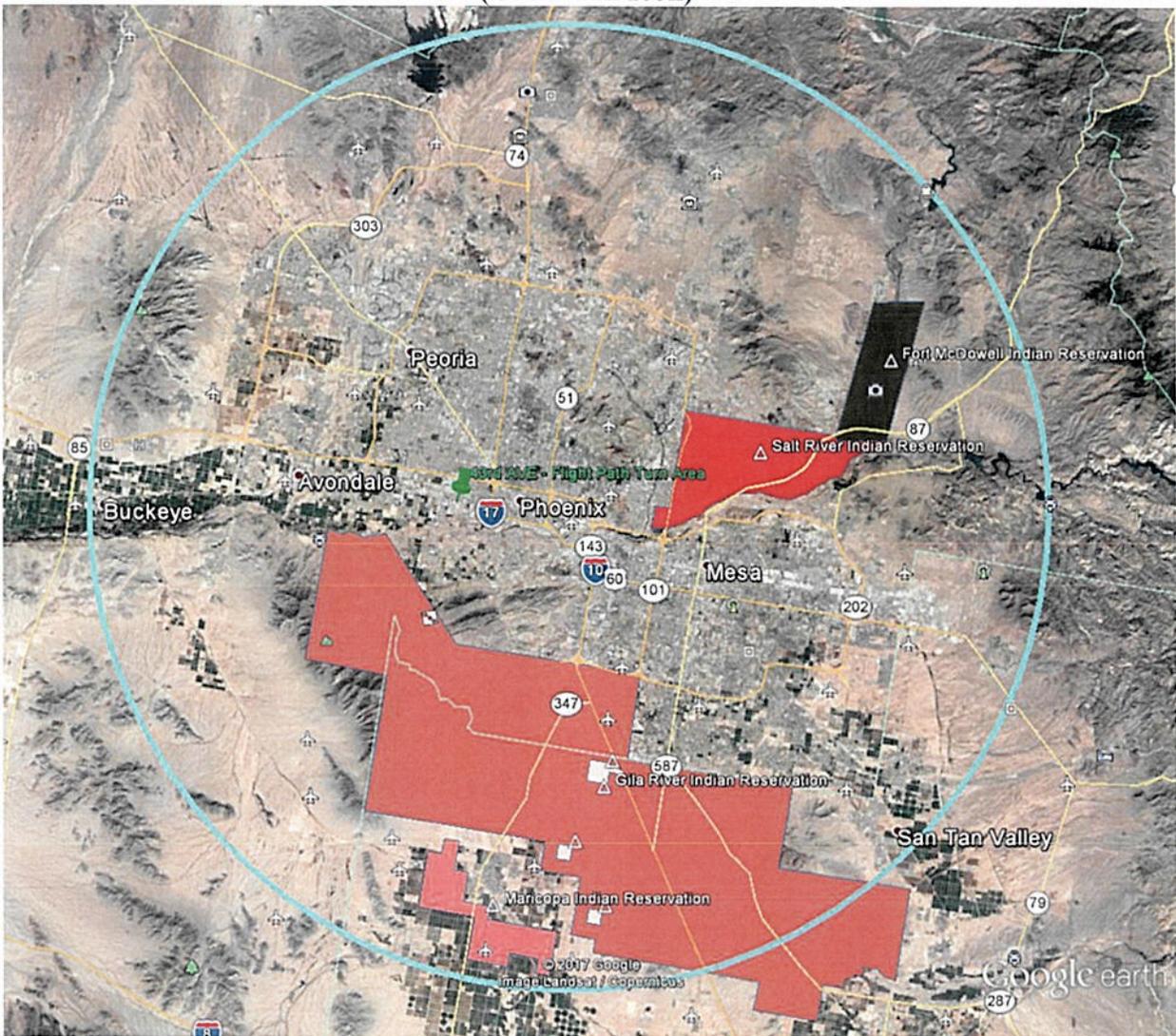
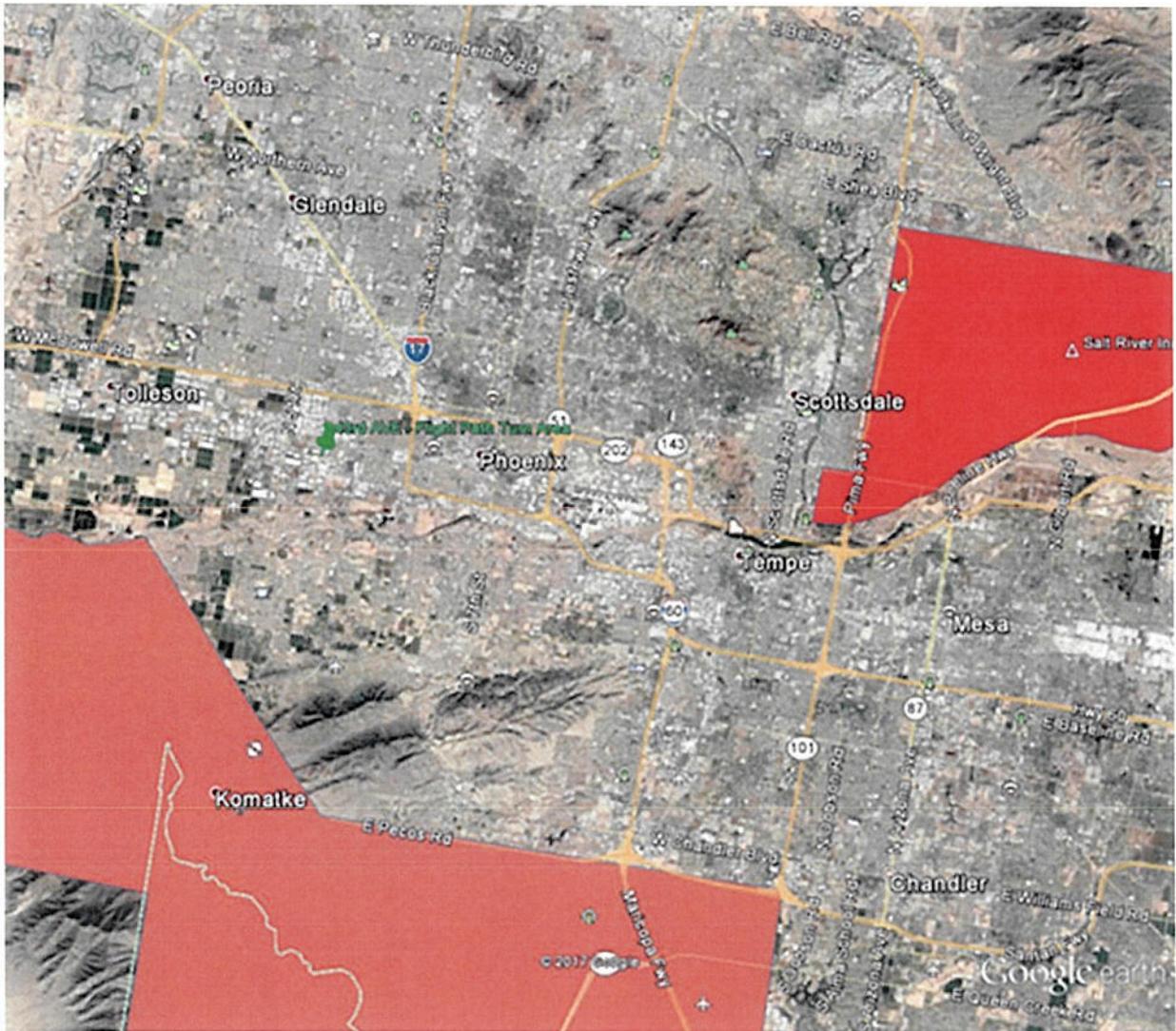


Figure 4: Zoom-In of Proposed Flight Path Turn Area Near 43rd Avenue, Phoenix, AZ and Location of Federally Recognized Tribes



Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Wednesday, December 27, 2017 11:24 AM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771076218004 Delivered

Your package has been delivered

Tracking # 771076218004

Ship date:
Fri, 12/22/2017

John Torri
Renton, WA 98057
US

Delivery date:
Wed, 12/27/2017 12:19
pm

**Shane Anton, Cultural
Programs MGR**
Sal River Pima-Maricopa Indian
Comm
10005 E. Osborn Road Salt
River Pima-Maricopa Indian
Com
SCOTTSDALE, AZ 85256
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	771076218004
Status:	Delivered: 12/27/2017 12:19 PM Signed for By: J.PERCY
Reference:	Consultation Letter
Signed for by:	J.PERCY
Delivery location:	SCOTTSDALE, AZ
Delivered to:	Shipping/Receiving
Service type:	FedEx Standard Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required Deliver Weekday

Standard transit:

12/26/2017 by 3:00 pm

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All weights are estimated.

To track the latest status of your shipment, click on the tracking number above.

Standard transit is the date and time the package is scheduled to be delivered by, based on the selected service, destination and ship date. Limitations and exceptions may apply. Please see the FedEx Service Guide for terms and conditions of service, including the FedEx Money-Back Guarantee, or contact your FedEx Customer Support representative.

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Attachment C - Step 1B

Area of Potential Effect Consultation Correspondence



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

DEC 29 2017

Mr. James Garrison
State Historic Preservation Officer
1300 West Washington
Phoenix, AZ 85007

RE: Area of Potential Effects for the Proposed West Flow Area Navigation Standard Instrument Departure Procedures at Phoenix Sky Harbor International Airport

Dear Mr. Garrison,

As outlined in our letter dated December 19, 2017, the Federal Aviation Administration (FAA) is proposing to amend nine west flow Area Navigation (RNAV) Standard Instrument Departure (SID) procedures at Phoenix Sky Harbor International Airport (PHX), pursuant to an agreement reached with the City of Phoenix for implementation of the court order in *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963 (D.C. Cir. 2017) (hereafter "*City of Phoenix v. Huerta*"). This proposed action has been determined to be an 'undertaking' subject to the Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). This letter presents the proposed methodology for assessing the potential effects of the Proposed Action to historic and cultural resources, defines the proposed APE, and includes a request for further information on properties within the proposed APE that are listed or eligible to be listed in the National Register of Historic Places (NRHP).

Proposed Action

The Proposed Action involves air traffic procedure amendments to the current west flow RNAV SID procedures. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix v. Huerta*. The agreement is available at https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the current northwest departure procedures, the MAYSA, LALUZ, SNOBL, and YOTES, would follow along the extended runway centerline. Aircraft would then join the RNAV route at a later waypoint in order to connect to the en route airway structure for flights to the north, northwest and the northeast. Aircraft on the southwest departure procedures,

the BNYRD, FTHLS, JUDTH, and KATMN, would follow a 240-degree course. Aircraft would then join the RNAV route at a later waypoint in order to connect to the en route airway structure for flights to south, southwest and southeast. Aircraft on the west departure procedure, IZZZO, would follow a 240-degree course. Aircraft would then join the RNAV route at a later waypoint in order to connect to the en route airway structure for flights to the west.

Definition of Area of Potential Effect

Federal regulations define the APE as the geographic area or areas within which an undertaking may directly or indirectly cause alternation in the character or use of historic properties, if any such properties are present. “Effects” are further defined by the regulations as alterations to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register. The APE is influenced by the scale and nature of the undertaking and may vary for different kinds of effects caused by the undertaking. For this undertaking, no land acquisition, construction, or other ground disturbance would occur. Accordingly, there would be no direct effects on historic resources. Therefore, potential effects are limited to indirect effects from overflights.

For purposes of this undertaking, the FAA proposes to define the APE as areas that receive noise increases that could alter historic properties where a quiet setting is a characteristic that qualify it for the National Register. The FAA’s noise guidelines for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of a day-night average sound level (DNL)¹ 1.5 dB in areas exposed to aircraft noise of DNL 65 and higher. Using these criteria, this undertaking is not expected to result in significant noise impacts. However, the FAA recognizes that this standard may not be relevant to certain historic sites. Therefore, the FAA has identified areas with lower levels of aircraft noise exposure which would experience a noticeable increase in noise – specifically, an increase of DNL +3 dB or more within areas exposed to the DNL 60 - 65 dB, or an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB.

For this undertaking, to delineate this APE, the FAA completed a preliminary noise model analysis. The noise model calculated the change in noise exposure levels (comparing the Proposed Action with the No Action Alternative) at points arranged at 0.5 nautical mile intervals on an evenly spaced grid that covers the entire project study area. Areas with noise changes meeting the criteria described above form the APE. The APE is located approximately 3.5 nautical miles to the southwest of the airport and is approximately 22 square miles. See Figures 1 through 6 attached.

¹ DNL takes into account the noise level of each individual aircraft event, the number of times those events occur, and the time of day in which they occur. DNL includes a 10-decibel (dB) noise penalty added to noise events occurring from 10:00 p.m. to 7:00 a.m., to reflect the increased sensitivity to noise and lower ambient sound levels at night.

Identification of Historic Properties

The NHPA Section 106 regulations direct federal agencies to make reasonable and good faith efforts to identify historic properties in regards to a proposed action (36 CFR § 800.4(b)(1)). For this undertaking, the FAA will focus its efforts on identifying historic properties within the APE that could be affected by noise. The FAA requests your assistance in identifying historic properties within the APE that are listed in the NRHP, as well as those properties eligible for listing, where a quiet setting is a contributing factor to the property's historic significance. Your office's expertise is invaluable in ensuring that appropriate consideration is given to these properties in assessing the effects of the undertaking.

Pursuant to 36 CFR § 800.4(a)(1), the FAA is seeking your comments on the APE and identification efforts for this undertaking.

We look forward to your input and will be contacting you next week to follow up on this letter. If you have any initial comments or question on this undertaking in the meantime, please contact Marina Landis at (425) 203-4561, or marina.landis@faa.gov.

Sincerely,



Brian J. Johnson
Acting Manager
Operations Support Group
Western Service Center

Figure 1. Proposed APE Boundary – Zoom-Out

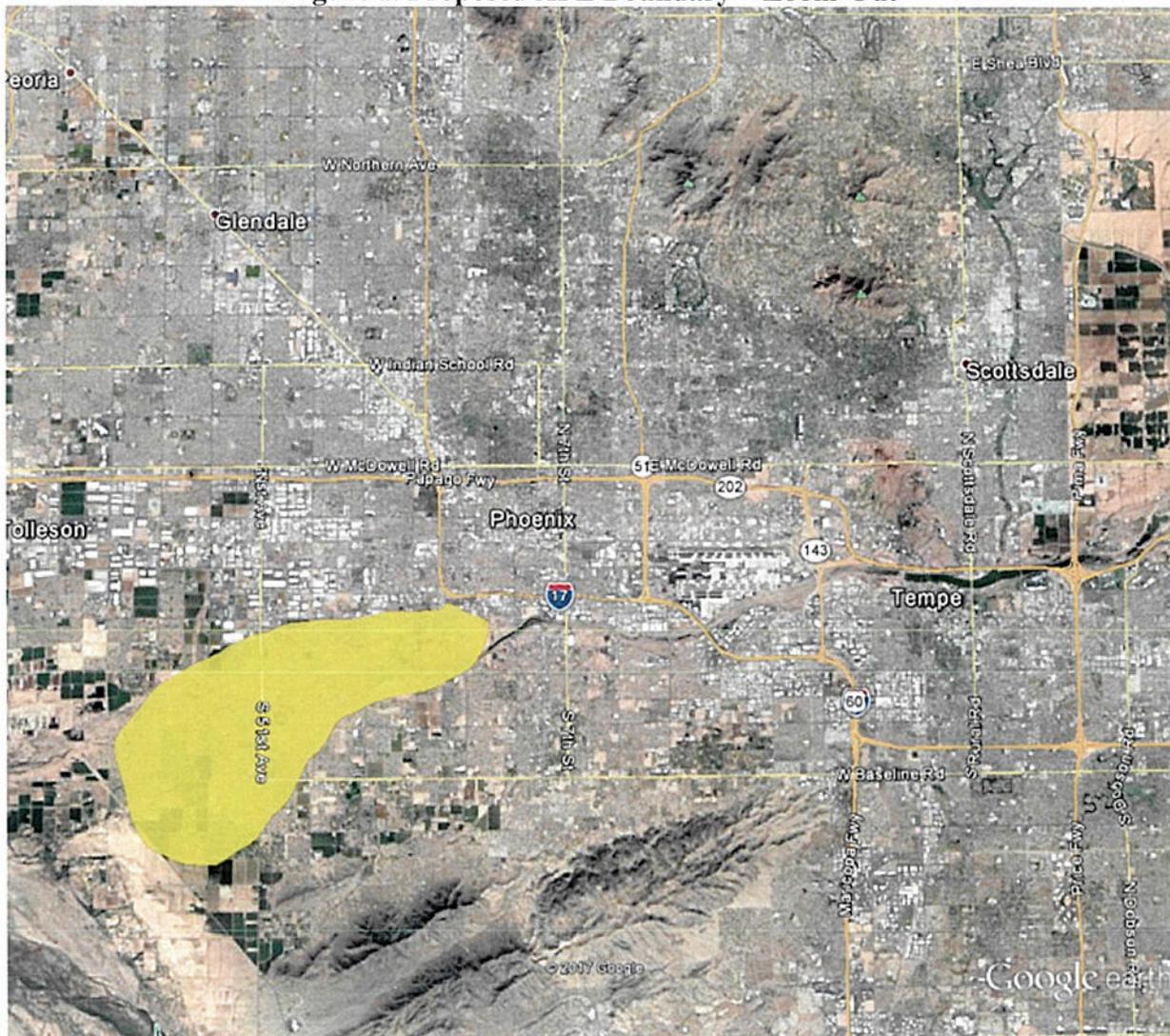


Figure 2. Proposed APE Boundary – Zoom-In

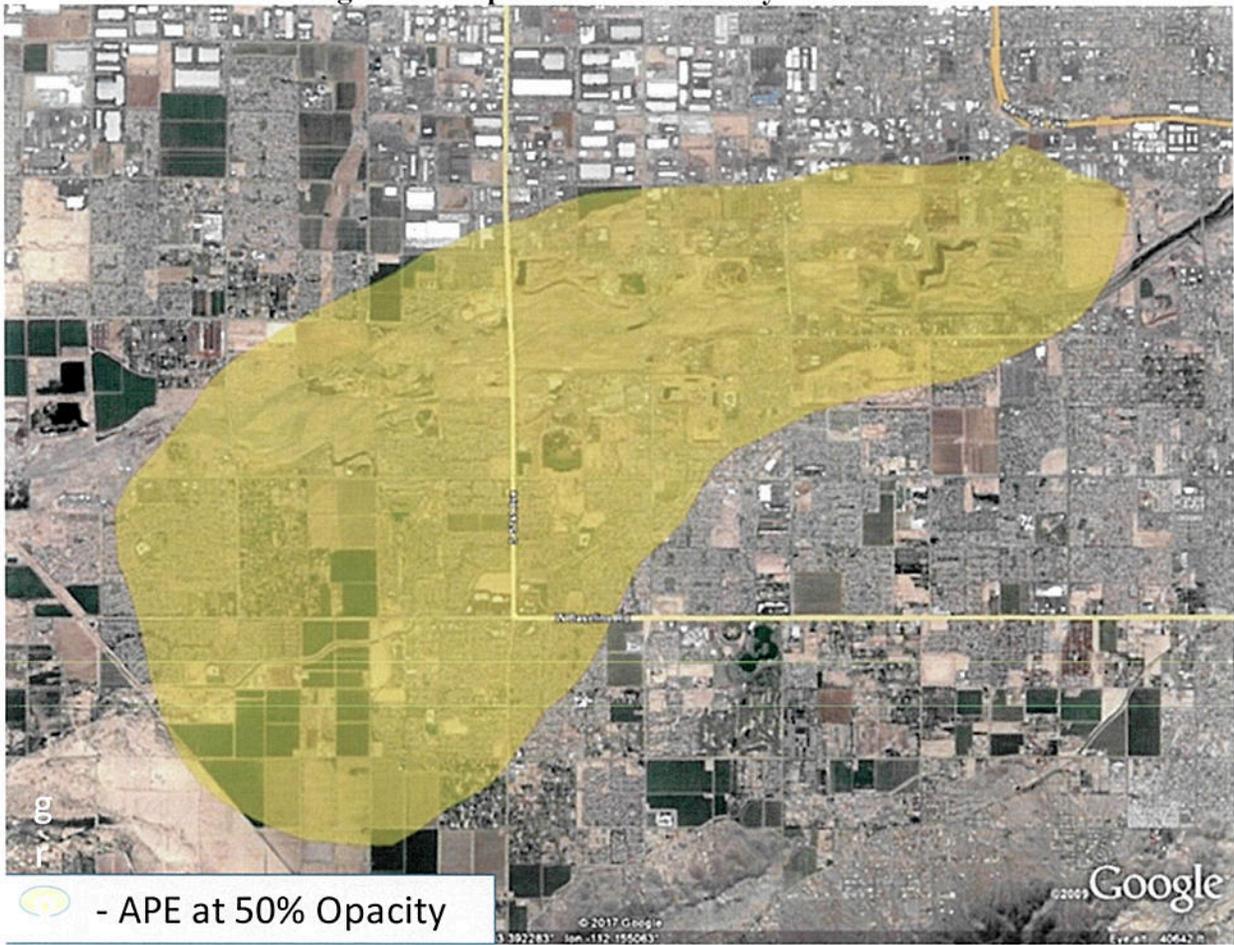


Figure 3. Proposed APE Boundary with Overlay of Proposed Procedures – Zoom-Out

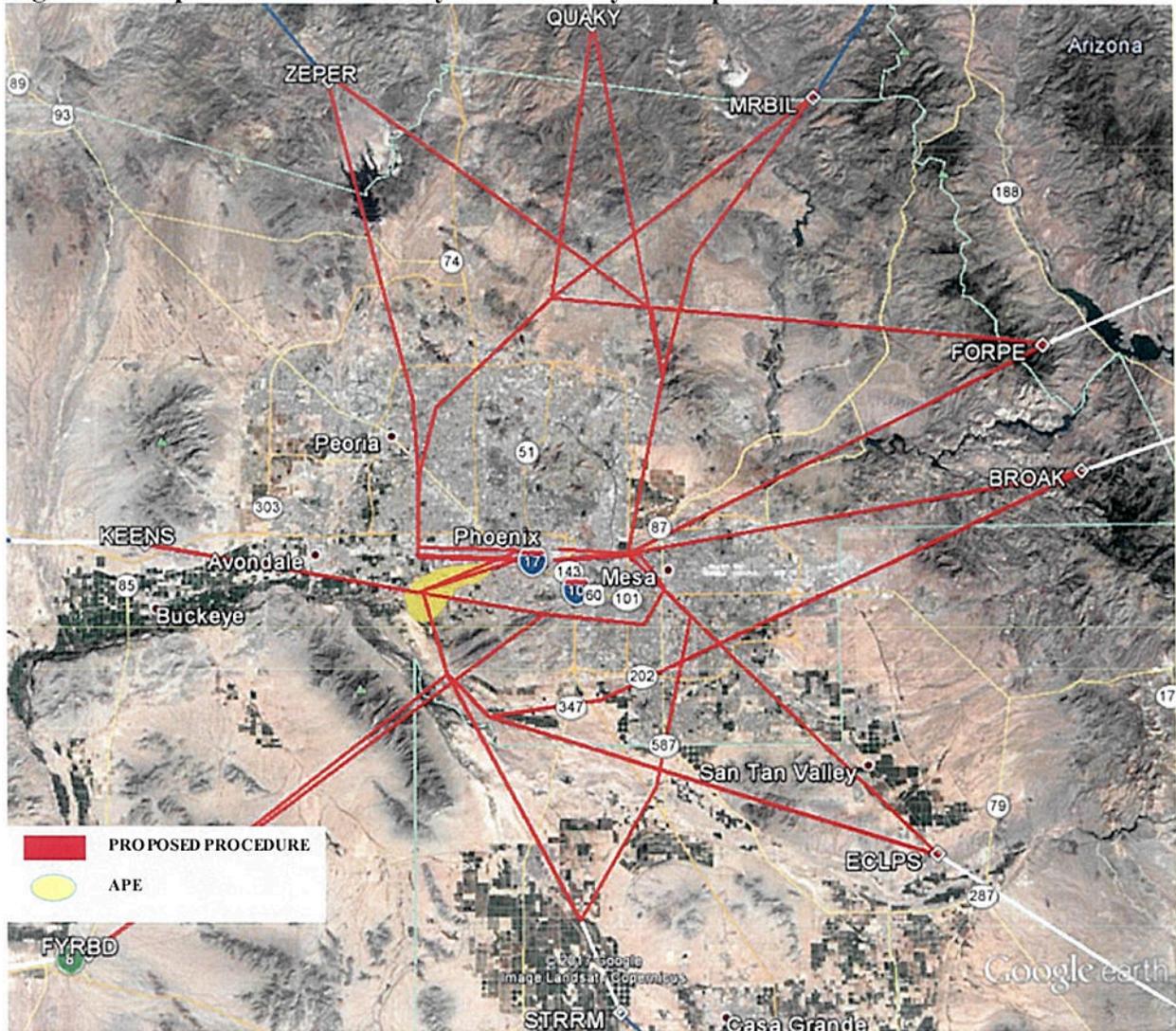


Figure 4. Proposed APE Boundary with Overlay of Proposed Procedures – Zoom-In

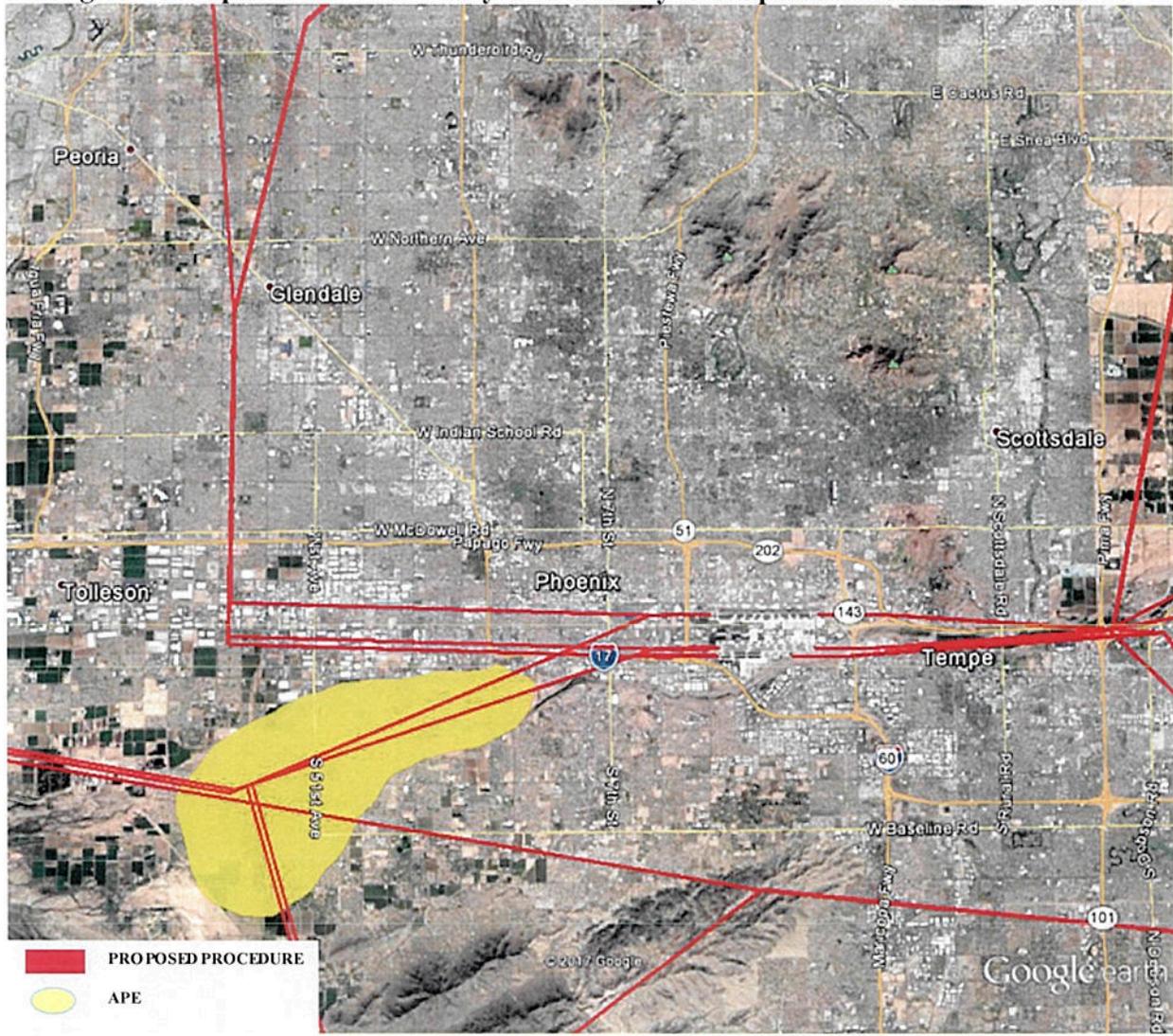


Figure 5. Location of Listed Historic Properties in the Phoenix Area– Zoom-Out

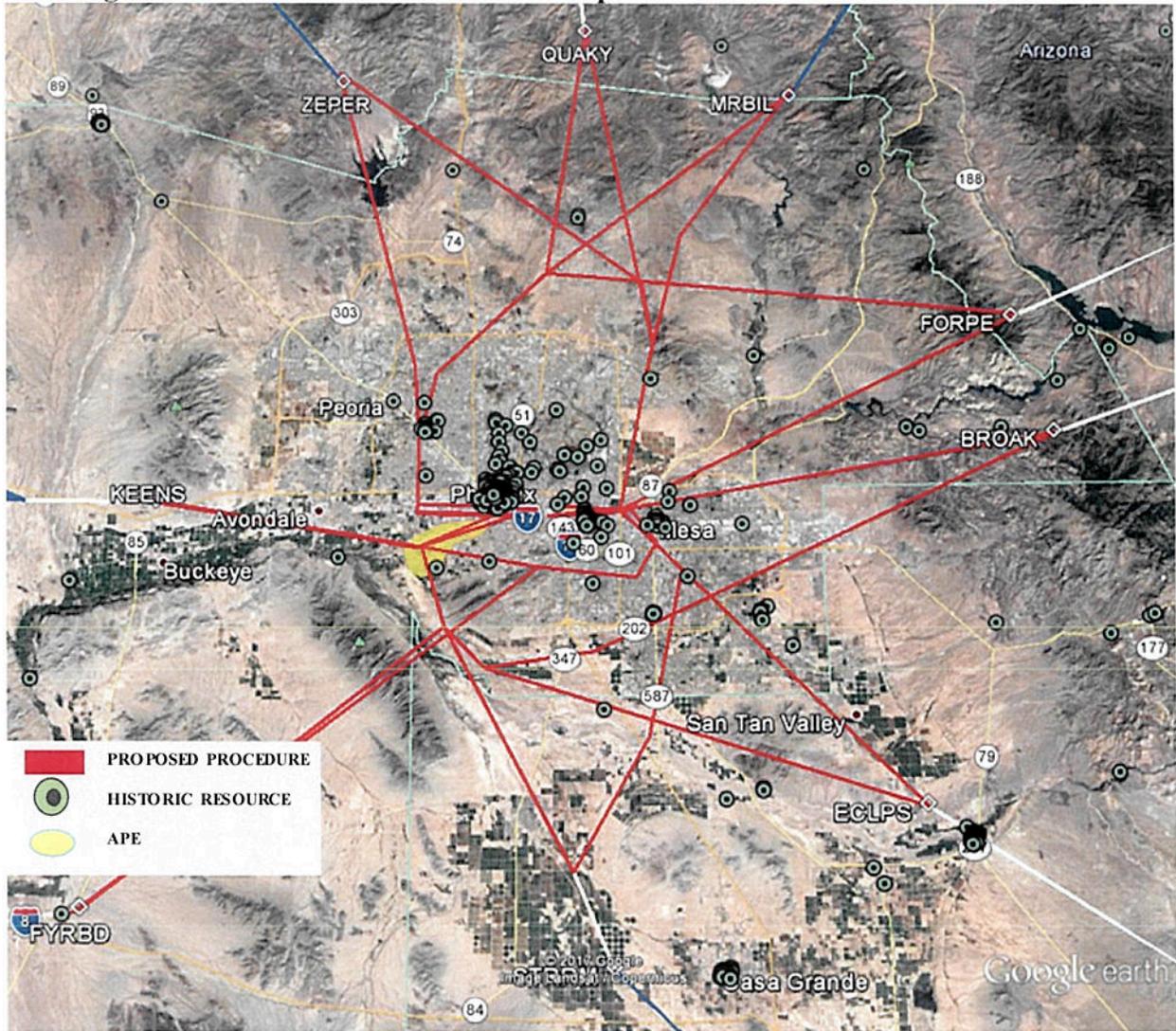
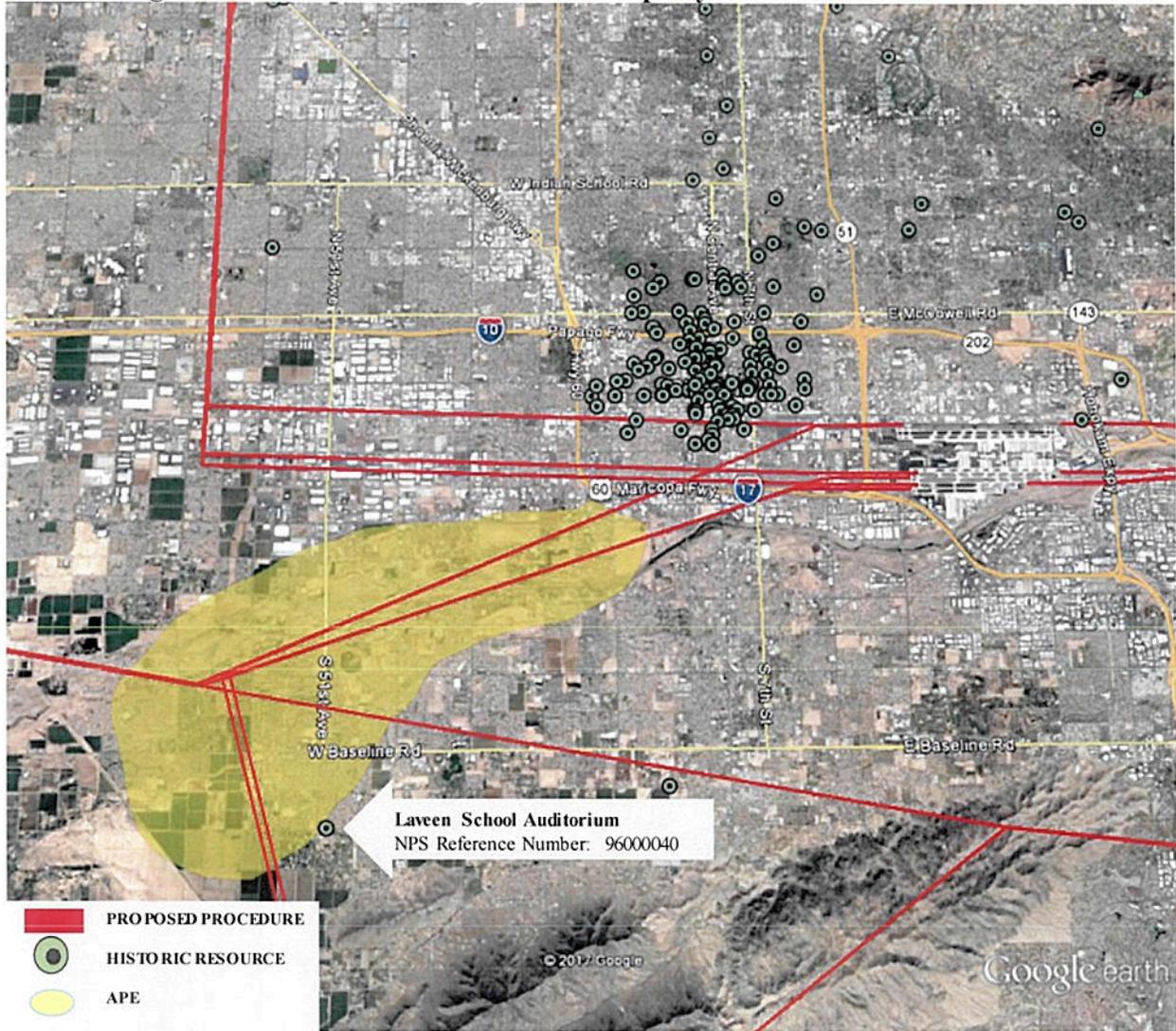


Figure 6. Location of Listed Historic Property Within the APE- Zoom-In



Landis, Marina (FAA)

From: Torri, John (FAA)
Sent: Thursday, March 15, 2018 10:07 AM
To: Landis, Marina (FAA)
Subject: FW: FedEx Shipment 771111848454 Notification

John Torri
Secretary
Operations Support Group, FAA
Western Service Center
V (425) 203-4500

From: TrackingUpdates@fedex.com [mailto:TrackingUpdates@fedex.com]
Sent: Friday, December 29, 2017 1:30 PM
To: Torri, John (FAA) <John.Torri@faa.gov>
Subject: FedEx Shipment 771111848454 Notification

This shipment is scheduled to be sent on
12/29/2017.

See "Preparing for Delivery" for helpful tips

Tracking # 771111848454

Anticipated ship date:
Fri, 12/29/2017

John Torri
Renton, WA 98057
US



Initiated

Scheduled delivery:
Tue, 1/2/2018 by 8:00 am

Mr. James Garrison
1300 West Washington State
Historic Preservation Officer
PHOENIX, AZ 85007
US



Shipment Facts

Tracking number:	771111848454
Reference:	Proposed West Flow - Sky Harbo
Service type:	FedEx First Overnight
Packaging type:	FedEx Envelope

Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required Deliver Weekday

Preparing for Delivery

To help ensure successful delivery of your shipment, please review the below.

Won't be in?

If an adult (age and required identification vary by country) will not be available to sign for the delivery, you may be able to hold it at a convenient FedEx location for pickup.

 Please do not respond to this message. This email was sent from an unattended mailbox. This report was generated at approximately 3:29 PM CST on 12/29/2017.

All weights are estimated.

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JAN 04 2018

Ms. Michelle Dodds
City of Phoenix
Historic Preservation Office
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

RE: Area of Potential Effects for the Proposed West Flow Area Navigation Standard Instrument Departure Procedures at Phoenix Sky Harbor International Airport

Dear Ms. Dodds,

As outlined in our letter dated December 19, 2017, the Federal Aviation Administration (FAA) is proposing to amend nine west flow Area Navigation (RNAV) Standard Instrument Departure (SID) procedures (the “Proposed Action”) at Phoenix Sky Harbor International Airport (PHX), pursuant to an agreement reached with the City of Phoenix for implementation of the court order in *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963 (D.C. Cir. 2017) (hereafter “*City of Phoenix v. Huerta*”). This Proposed Action has been determined to be an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). This letter presents the proposed methodology for assessing the potential effects of the Proposed Action to historic and cultural resources, defines the proposed area of potential effects (APE), and includes a request for further information on properties within the proposed APE that are listed or eligible to be listed in the National Register of Historic Places (NRHP). Pursuant to 36 CFR § 800.4(a)(3), the FAA is seeking any information that you may have that could help us to identify issues relating to the undertaking’s potential effects on historic properties.

Proposed Action

The Proposed Action involves air traffic procedure amendments to the current west flow RNAV SID procedures. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZO as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix v. Huerta*. The agreement is available at https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the current northwest departure procedures, the MAYSA, LALUZ, SNOBL, and YOTES, would follow along the extended runway centerline. Aircraft would then join the RNAV route at a later waypoint in order to connect to the en route airway structure for flights to the north, northwest and the northeast. Aircraft on the southwest departure procedures, the BNYRD, FTHLS, JUDTH, and KATMN, would follow a 240-degree course. Aircraft would then join the RNAV route at a later waypoint in order to connect to the en route airway structure for flights to south, southwest and southeast. Aircraft on the west departure procedure, IZZZO, would follow a 240-degree course. Aircraft would then join the RNAV route at a later waypoint in order to connect to the en route airway structure for flights to the west.

Definition of Area of Potential Effect

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For purposes of this undertaking, the FAA proposes to define the APE as areas that receive noise increases that could alter historic properties where a quiet setting is a characteristic that qualify it for the National Register. The FAA’s noise guidelines for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of a day-night average sound level (DNL)¹ 1.5 dB in areas exposed to aircraft noise of DNL 65 dB and higher. Using these criteria, this undertaking is not expected to result in significant noise impacts. However, the FAA recognizes that this standard may not be relevant to certain historic sites. Therefore, the FAA has identified areas with lower levels of aircraft noise exposure which would experience a noticeable increase in noise – specifically, an increase of DNL +3 dB or more within areas exposed to the DNL 60 - 65 dB, or an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB.

For this undertaking, to delineate this APE, the FAA completed a preliminary noise model analysis. The noise model calculated the change in noise exposure levels (comparing the Proposed Action with the No Action Alternative) at points arranged at 0.5 nautical mile intervals on an evenly spaced grid that covers the entire project study area. Areas with noise changes

¹ DNL takes into account the noise level of each individual aircraft event, the number of times those events occur, and the time of day in which they occur. DNL includes a 10-decibel (dB) noise penalty added to noise events occurring from 10:00 p.m. to 7:00 a.m., to reflect the increased sensitivity to noise and lower ambient sound levels at night.

meeting the criteria described above from the APE. The APE is located approximately 3.5 nautical miles to the southwest of the airport and is approximately 22 square miles. See Figures 1 through 6 attached.

Identification of Historic Properties

The NHPA Section 106 regulations direct federal agencies to make reasonable and good faith efforts to identify historic properties in regards to a proposed action (36 CFR § 800.4(b)(1)). For this undertaking, the FAA will focus its efforts on identifying historic properties within the APE that could be affected by noise. The FAA requests your assistance in identifying historic properties within the APE that are listed in the NRHP, as well as those properties eligible for listing, where a quiet setting is a contributing factor to the property's historic significance. Your office's expertise is invaluable in ensuring that appropriate consideration is given to these properties in assessing the effects of the undertaking.

We look forward to your input and will be contacting you to follow up on this letter. If you have any initial comments or question on this undertaking in the meantime, please contact Marina Landis at (425) 203-4561, or marina.landis@faa.gov.

Sincerely,



Shawn M. Kozica
Group Manager
Operations Support Group
Western Service Center

Figure 1. Proposed APE Boundary – Zoom-Out

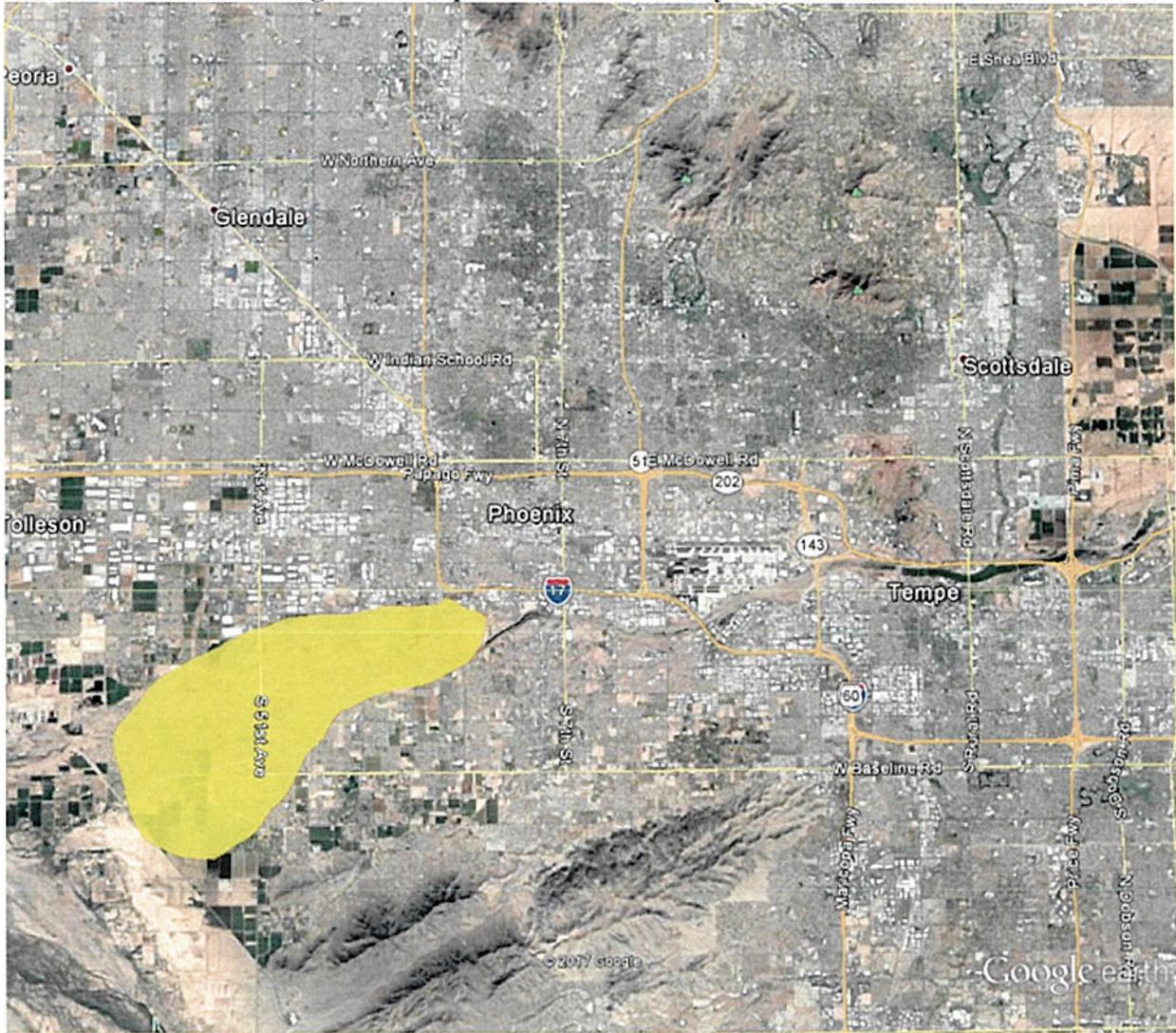


Figure 2. Proposed APE Boundary – Zoom-In

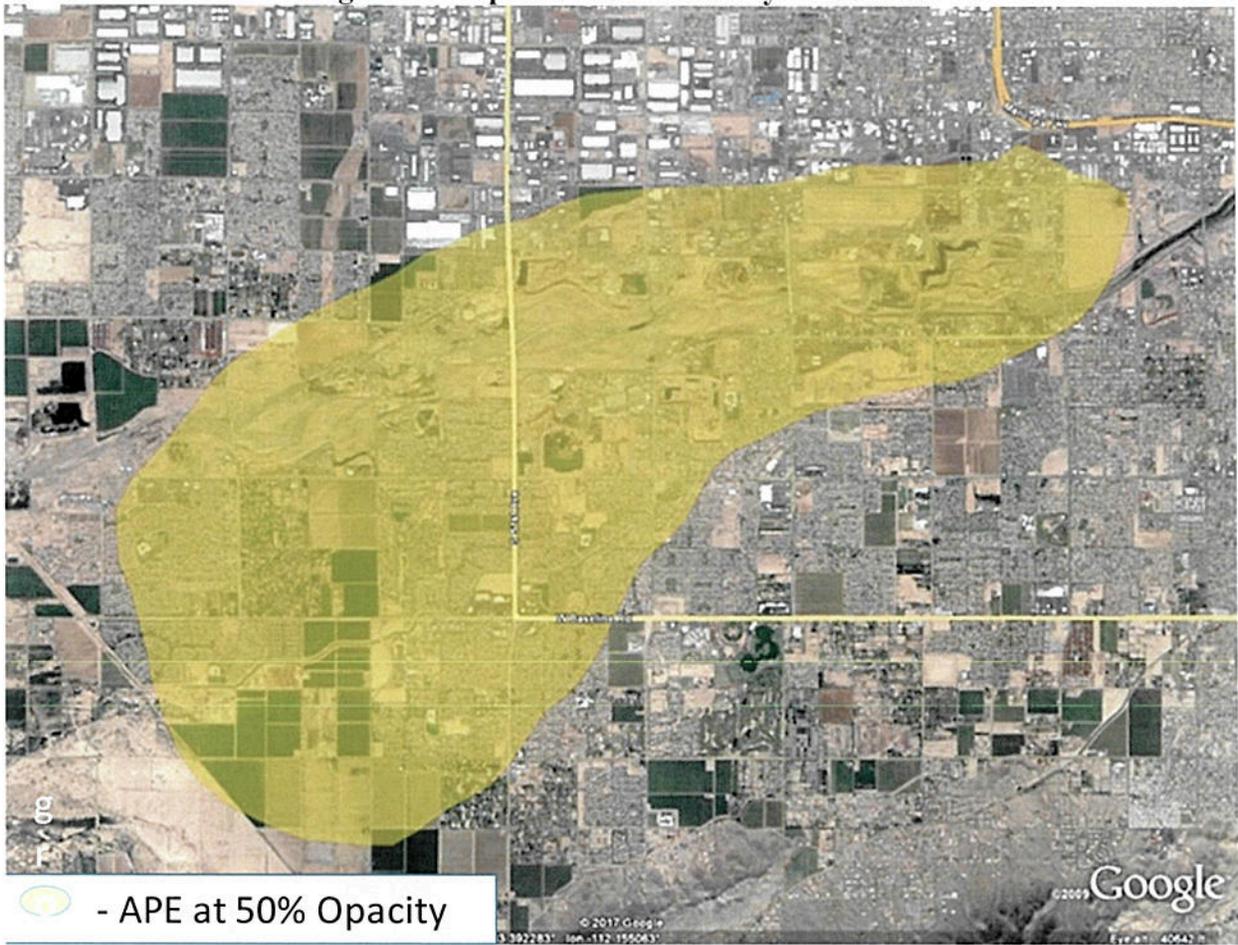


Figure 3. Proposed APE Boundary with Overlay of Proposed Procedures – Zoom-Out

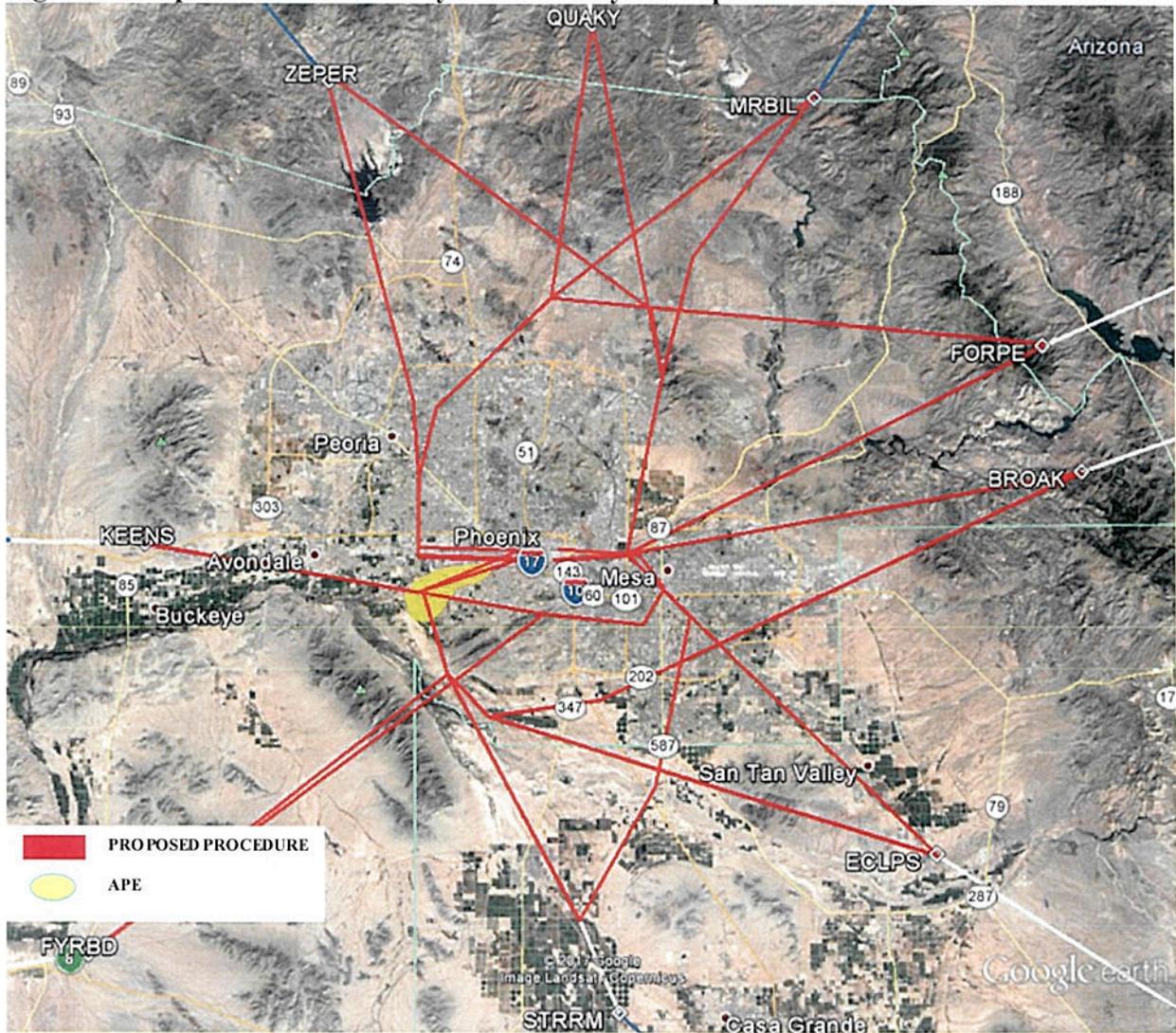


Figure 5. Location of Listed Historic Properties in the Phoenix Area– Zoom-Out

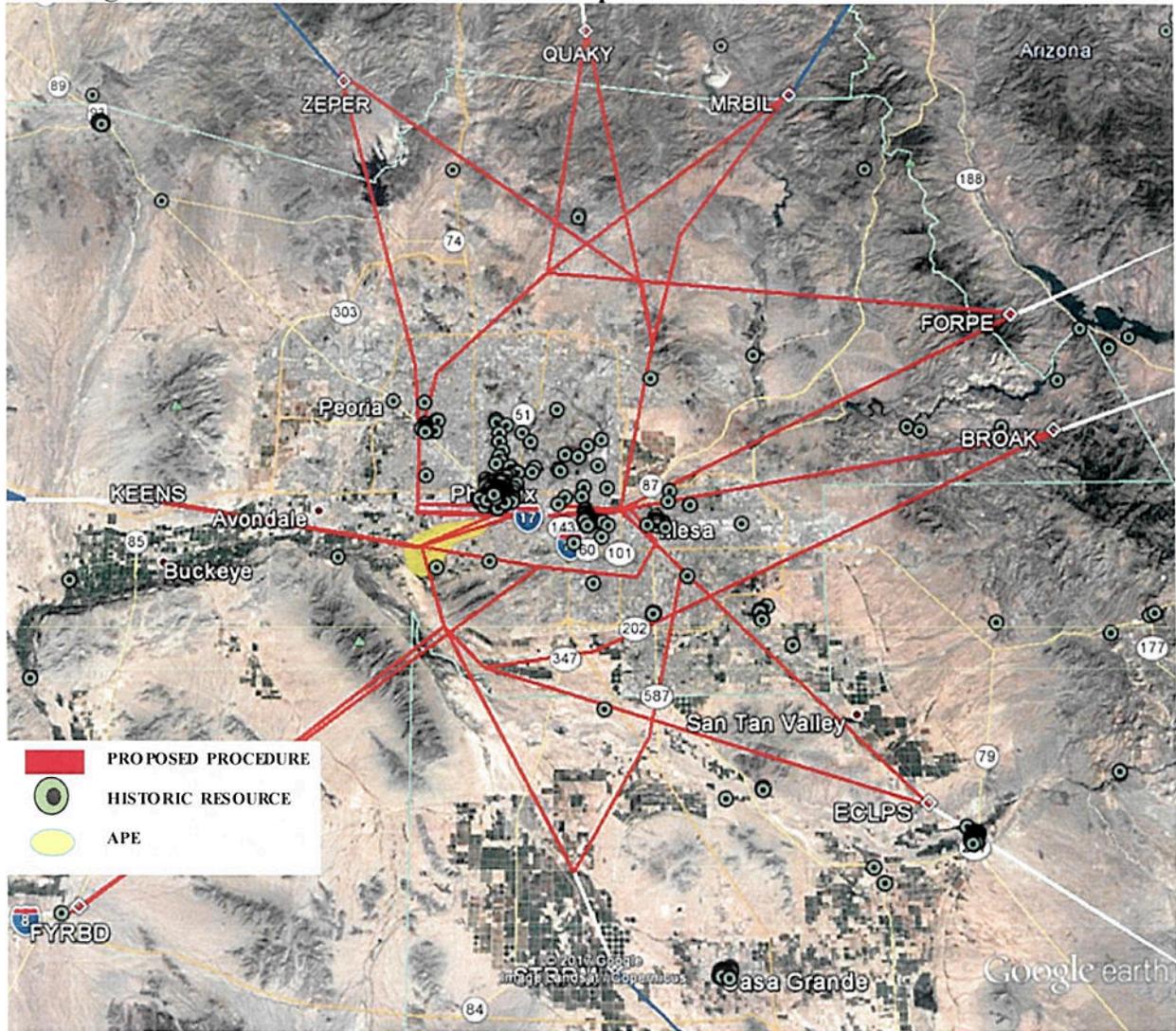
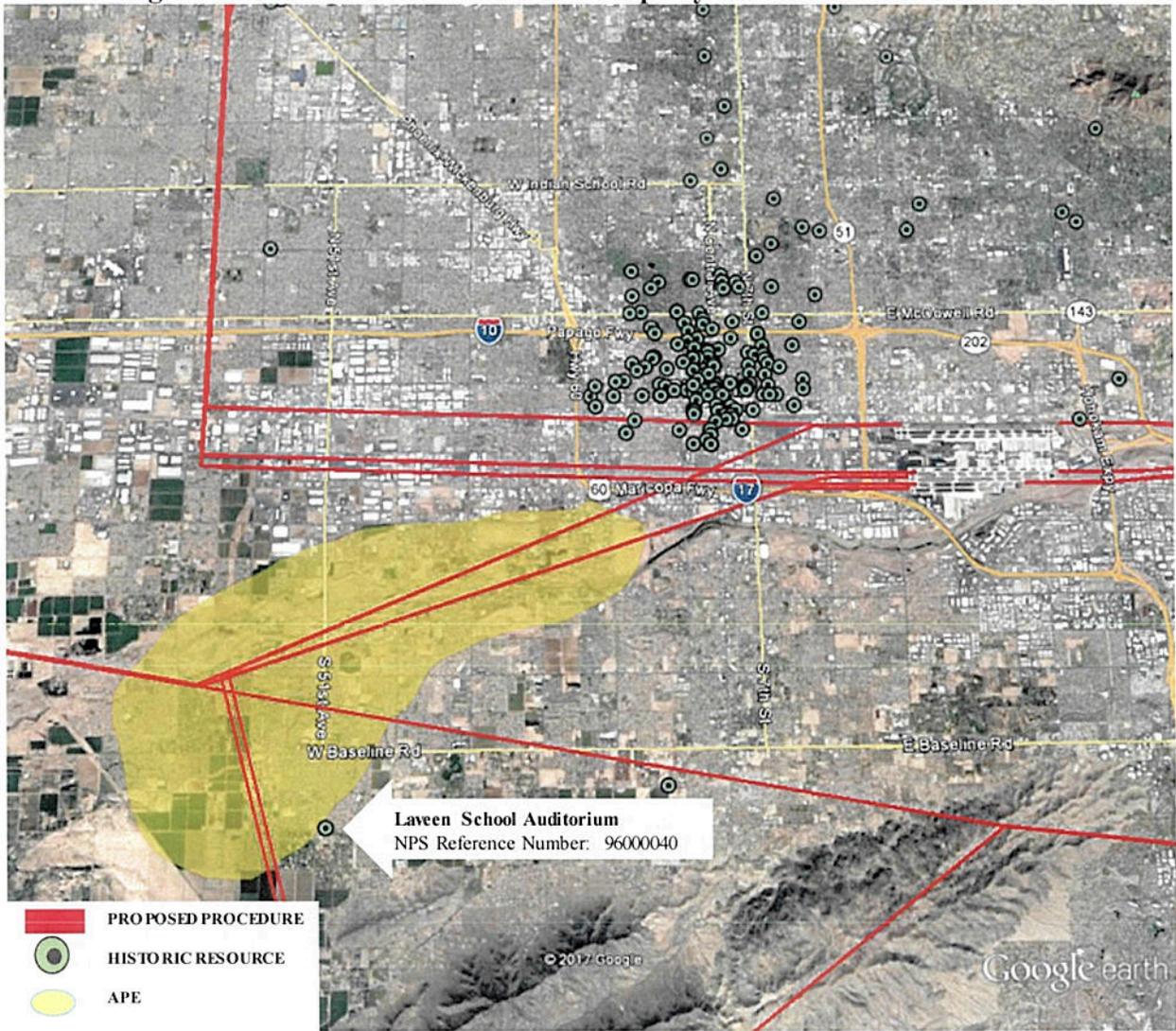


Figure 6. Location of Listed Historic Property Within the APE– Zoom-In



Landis, Marina (FAA)

From: Torri, John (FAA)
Sent: Thursday, March 15, 2018 10:08 AM
To: Landis, Marina (FAA)
Subject: FW: FedEx Shipment 771144110350 Notification

John Torri
Secretary
Operations Support Group, FAA
Western Service Center
V (425) 203-4500

From: TrackingUpdates@fedex.com [mailto:TrackingUpdates@fedex.com]
Sent: Thursday, January 04, 2018 2:10 PM
To: Torri, John (FAA) <John.Torri@faa.gov>
Subject: FedEx Shipment 771144110350 Notification

This shipment is scheduled to be sent on
01/04/2018.

See "Preparing for Delivery" for helpful tips

Tracking # 771144110350

Anticipated ship date:
Thu, 1/4/2018

John Torri
Renton, WA 98057
US



Initiated

Scheduled delivery:
Fri, 1/5/2018 by 10:30 am

Michelle Dodds
City of Phoenix
200 West Washington St, 3rd Fl
Historic Preservation Office
PHOENIX, AZ 85003
US



Shipment Facts

Tracking number:	771144110350
Reference:	Consultation Letter
Service type:	FedEx Priority Overnight
Packaging type:	FedEx Envelope

Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Deliver Weekday

Preparing for Delivery

To help ensure successful delivery of your shipment, please review the below.

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You may be able to hold your delivery at a convenient FedEx World Service Center or FedEx Office location for pick up. Track your shipment to determine Hold at FedEx location availability.

 Please do not respond to this message. This email was sent from an unattended mailbox. This report was generated at approximately 4:10 PM CST on 01/04/2018.

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

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

JAN 04 2018

Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97 Sacaton, AZ 85147

RE: Area of Potential Effects for the Proposed West Flow Area Navigation Standard Instrument Departure Procedures at Phoenix Sky Harbor International Airport

Dear Governor Lewis,

As outlined in our letter dated December 19, 2017, the Federal Aviation Administration (FAA) is proposing to amend nine west flow Area Navigation (RNAV) Standard Instrument Departure (SID) procedures (the “Proposed Action”) at Phoenix Sky Harbor International Airport (PHX), pursuant to an agreement reached with the City of Phoenix for implementation of the court order in *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963 (D.C. Cir. 2017) (hereafter “*City of Phoenix v. Huerta*”). This Proposed Action has been determined to be an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended). This letter presents the proposed methodology for assessing the potential effects of the Proposed Action to historic and cultural resources, defines the proposed area of potential effects (APE), and includes a request for further information on properties within the proposed APE that are listed or eligible to be listed in the National Register of Historic Places (NRHP). Pursuant to 36 CFR § 800.4(a)(4), the FAA is seeking your help in identifying properties of religious and cultural significance to the Gila River Indian Community within the APE as well as any information that you may have that could help us to identify issues relating to the undertaking’s potential effects on historic properties.

Proposed Action

The Proposed Action involves air traffic procedure amendments to the current west flow RNAV SID procedures. The RNAV SIDs include the MAYSA, LALUZ, SNOBL, YOTES, BNYRD, FTHLS, JUDTH, KATMN, and IZZZO as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix v. Huerta*. The agreement is available at https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22356.

Specifically, aircraft on the current northwest departure procedures, the MAYSA, LALUZ, SNOBL, and YOTES, would follow along the extended runway centerline. Aircraft would then join the RNAV route at a later waypoint in order to connect to the en route airway structure for flights to the north, northwest and the northeast. Aircraft on the southwest departure procedures, the BNYRD, FTHLS, JUDTH, and KATMN, would follow a 240-degree course. Aircraft would then join the RNAV route at a later waypoint in order to connect to the en route airway structure for flights to south, southwest and southeast. Aircraft on the west departure procedure, IZZZO, would follow a 240-degree course. Aircraft would then join the RNAV route at a later waypoint in order to connect to the en route airway structure for flights to the west.

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For purposes of this undertaking, the FAA proposes to define the APE as areas that receive noise increases that could alter historic properties where a quiet setting is a characteristic that qualify it for the National Register. The FAA’s noise guidelines for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of a day-night average sound level (DNL)¹ 1.5 dB in areas exposed to aircraft noise of DNL 65 dB and higher. Using these criteria, this undertaking is not expected to result in significant noise impacts. However, the FAA recognizes that this standard may not be relevant to certain historic sites. Therefore, the FAA has identified areas with lower levels of aircraft noise exposure which would experience a noticeable increase in noise – specifically, an increase of DNL +3 dB or more within areas exposed to the DNL 60 - 65 dB, or an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB.

For this undertaking, to delineate this APE, the FAA completed a preliminary noise model analysis. The noise model calculated the change in noise exposure levels (comparing the Proposed Action with the No Action Alternative) at points arranged at 0.5 nautical mile intervals on an evenly spaced grid that covers the entire project study area. Areas with noise changes

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meeting the criteria described above from the APE. The APE is located approximately 3.5 nautical miles to the southwest of the airport and is approximately 22 square miles. See Figures 1 through 6 attached.

Identification of Historic Properties

The NHPA Section 106 regulations direct federal agencies to make reasonable and good faith efforts to identify historic properties in regards to a proposed action (36 CFR § 800.4(b)(1)). For this undertaking, the FAA will focus its efforts on identifying historic properties within the APE that could be affected by noise. The FAA requests your assistance in identifying historic properties within the APE that are listed in the NRHP, as well as those properties eligible for listing, where a quiet setting is a contributing factor to the property's historic significance. Your office's expertise is invaluable in ensuring that appropriate consideration is given to these properties in assessing the effects of the undertaking.

We look forward to your input and will be contacting you to follow up on this letter. If you have any initial comments or question on this undertaking in the meantime, please contact Marina Landis at (425) 203-4561, or marina.landis@faa.gov.

Sincerely,



Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Cc: Barnaby V. Lewis, Tribal Historic Preservation Officer

Figure 1. Location of Federally Recognized Tribes and The Area of Potential Effect with Overlay of Proposed Aircraft Departure Procedures– Zoom-Out

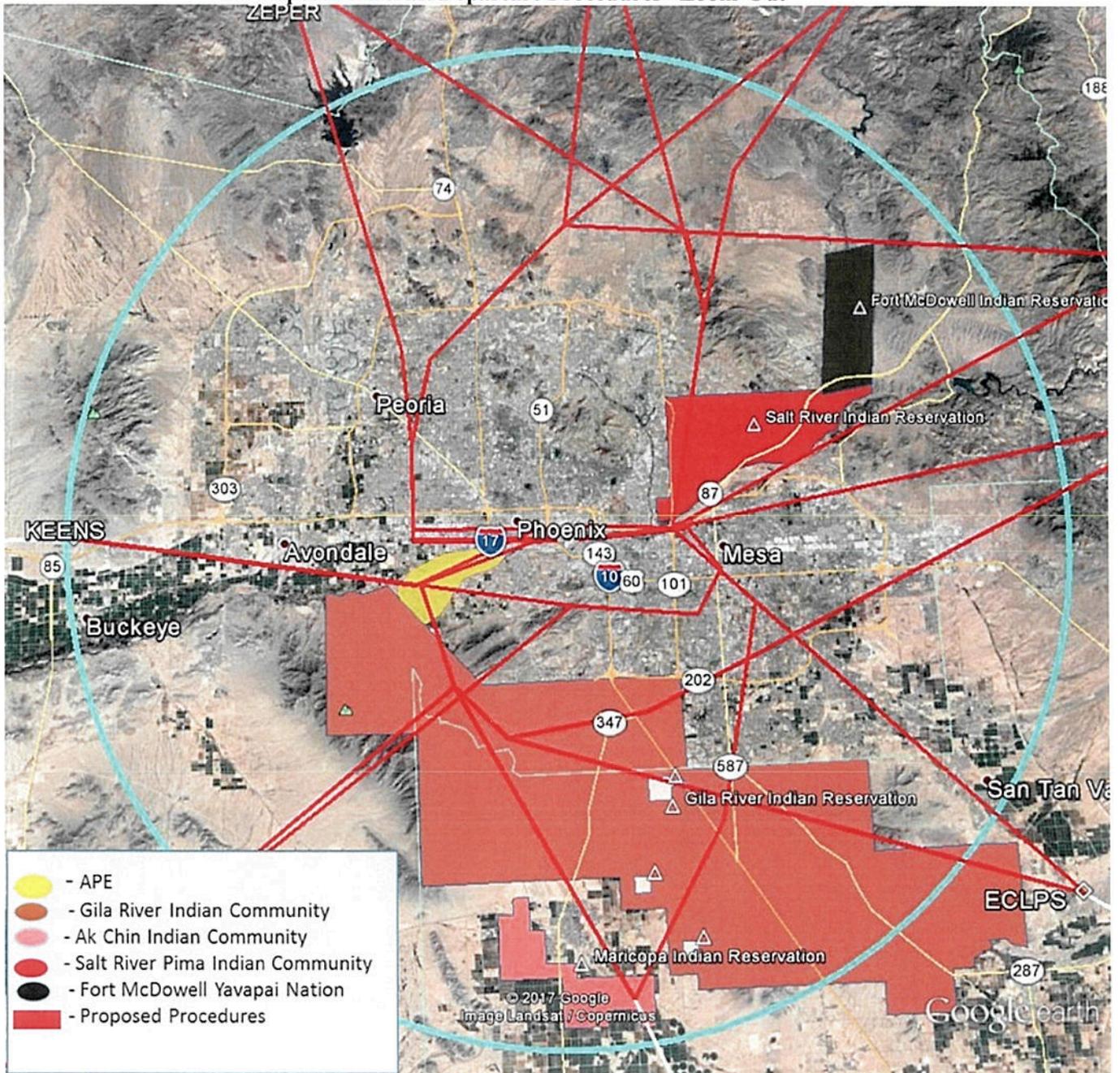


Figure 2. Location of Federally Recognized Tribes and The Area of Potential Effect with Overlay of Proposed Aircraft Departure Procedures– Zoom-In

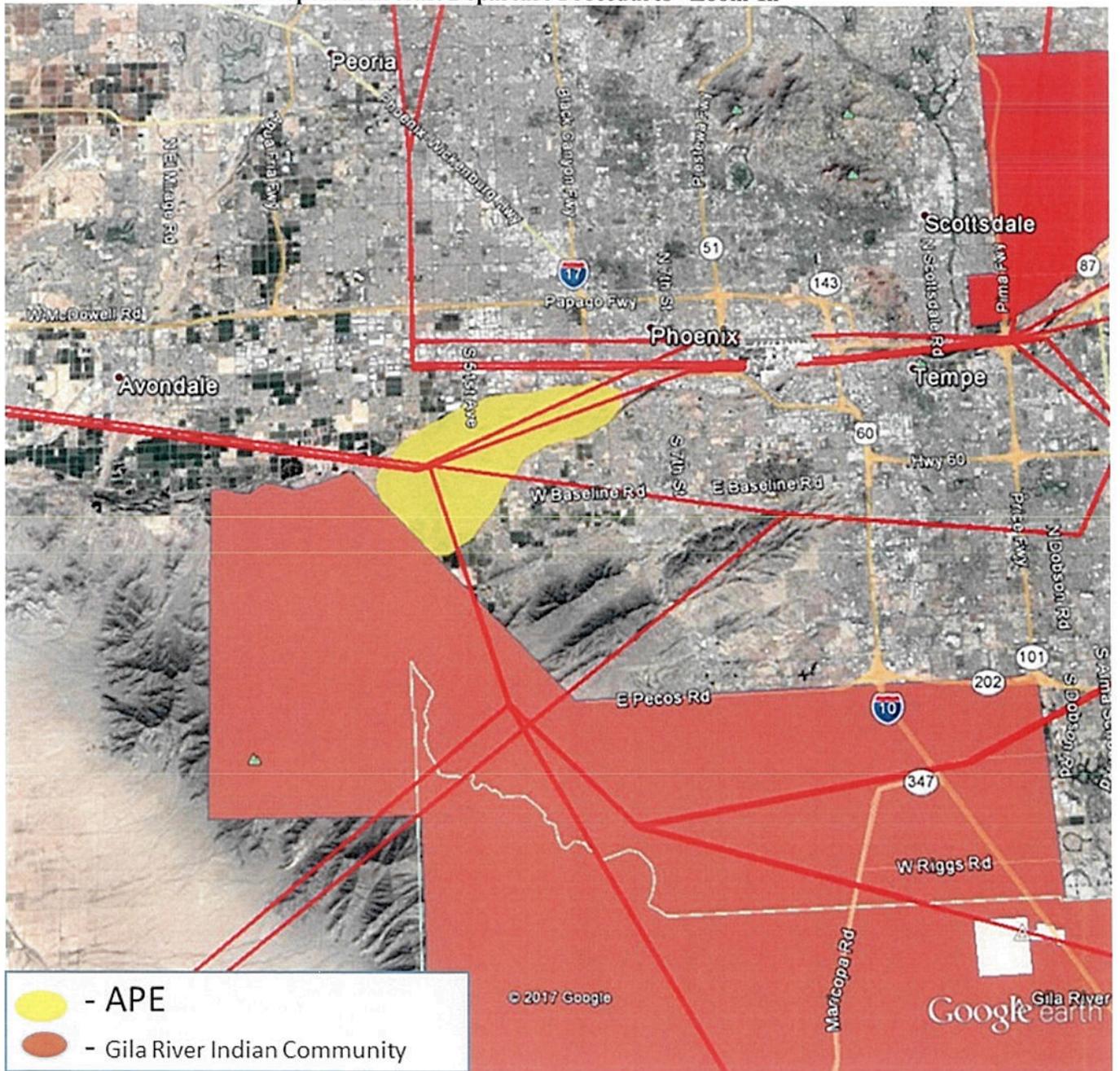


Figure 3. Proposed APE Boundary – Zoom-Out

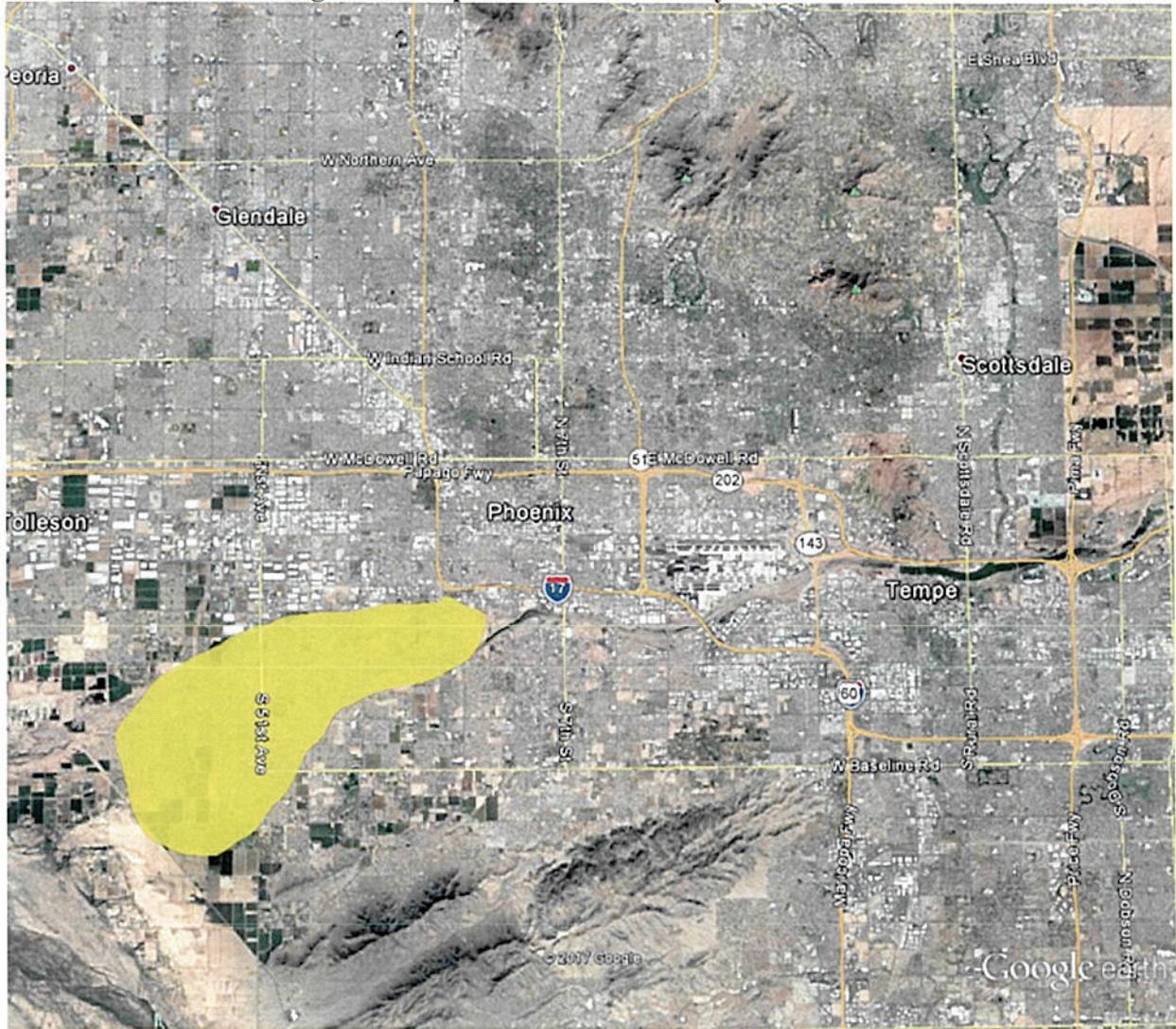


Figure 4. Proposed APE Boundary – Zoom-In

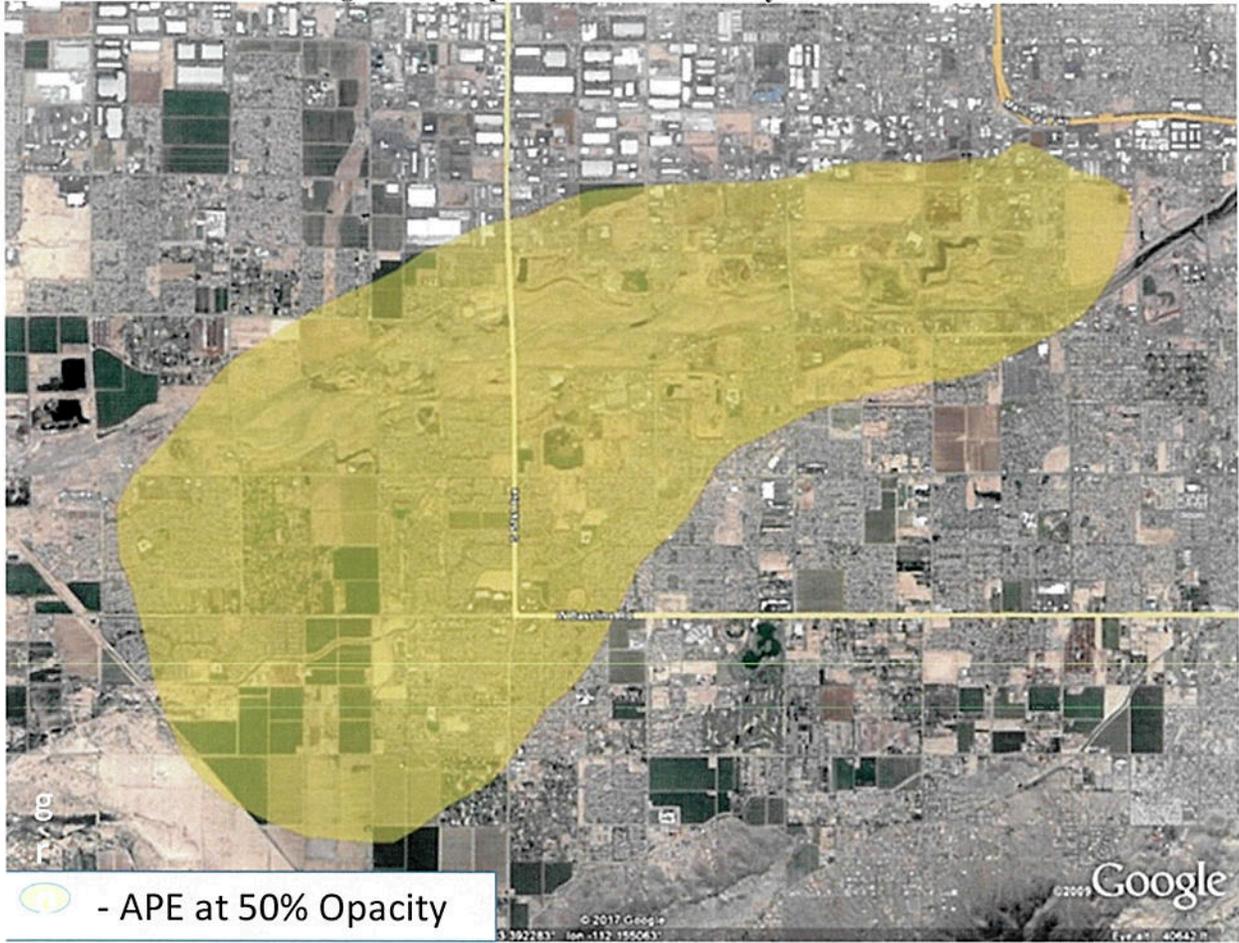


Figure 5. Proposed APE Boundary with Overlay of Proposed Procedures – Zoom-Out

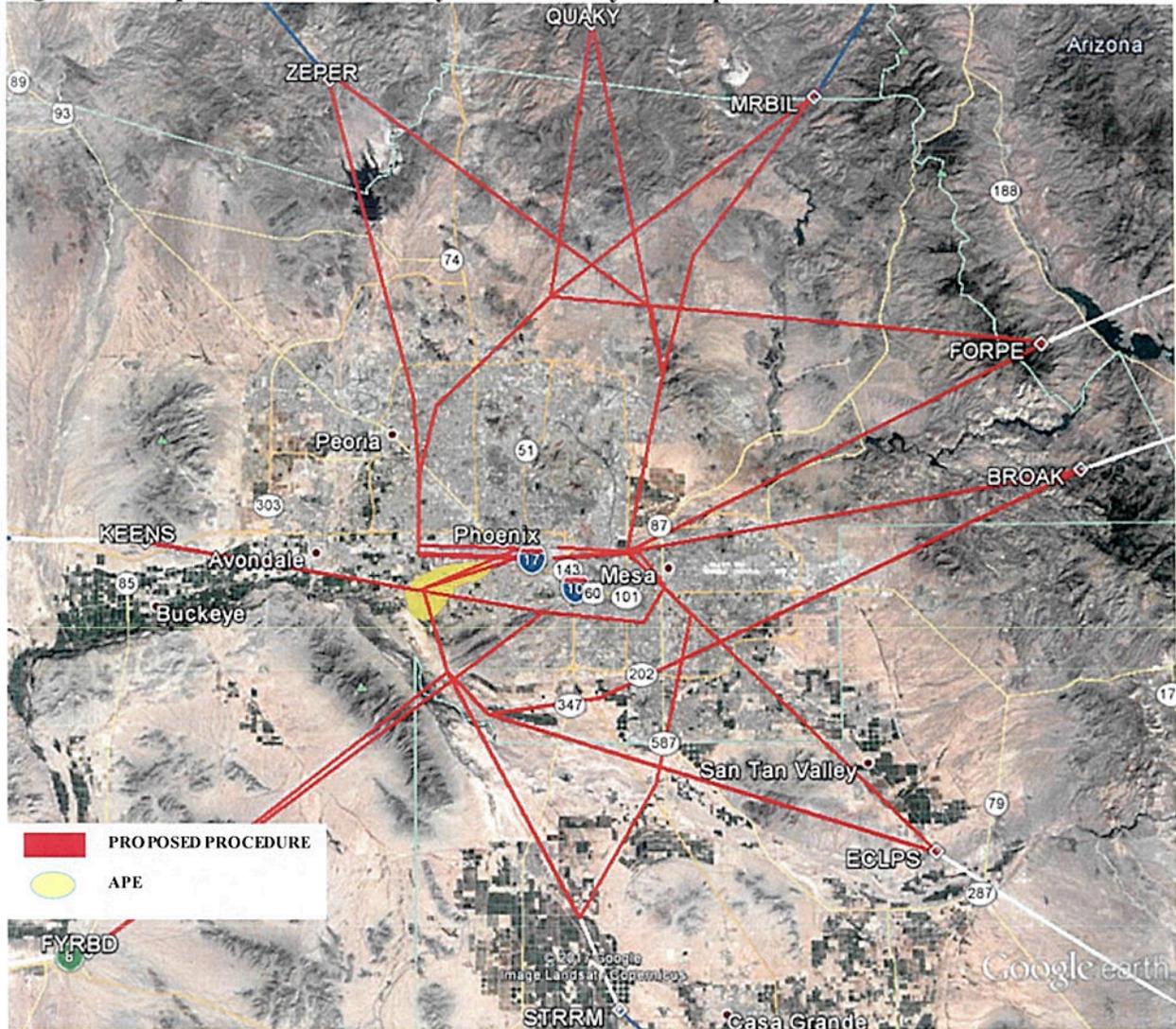
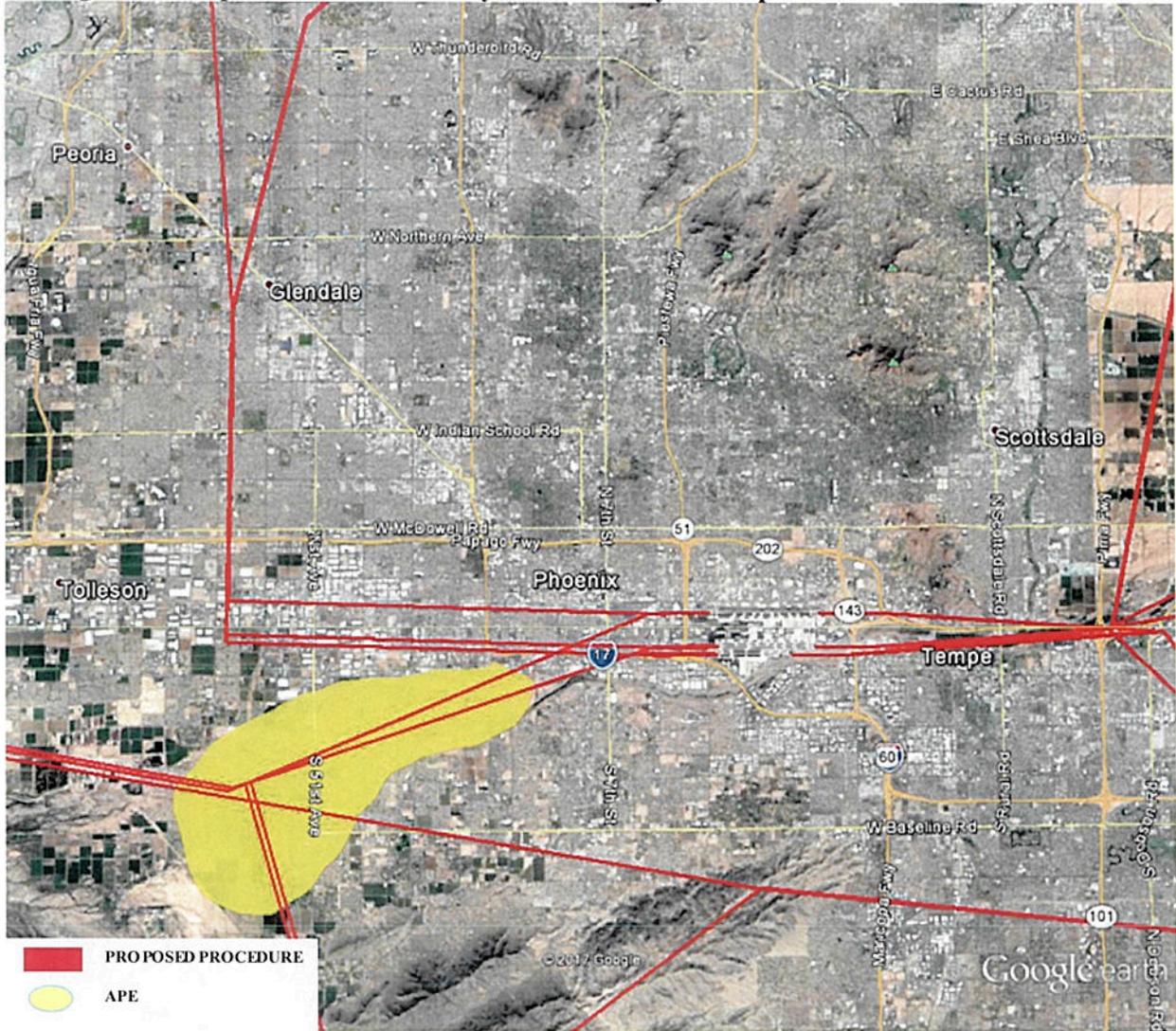


Figure 6. Proposed APE Boundary with Overlay of Proposed Procedures – Zoom-In



Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Monday, January 08, 2018 10:29 AM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771143352014 Delivered

Your package has been delivered

Tracking # 771143352014

Ship date:
Thu, 1/4/2018

John Torri
Renton, WA 98057
US



Delivery date:
Sat, 1/6/2018 1:36 am

Governor Stephen Roe Lewis
Gila River Indian Reservation
61 East Pima St. Gila River
Indian Community
SACATON, AZ 85147
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	771143352014
Status:	Delivered: 01/06/2018 01:36 AM Signed for By: A.PASQUAL
Reference:	Consultation Letter
Signed for by:	A.PASQUAL
Delivery location:	SACATON, AZ
Delivered to:	Receptionist/Front Desk
Service type:	FedEx Priority Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Deliver Weekday
Standard transit:	1/5/2018 by 4:30 pm

Please do not respond to this message. This email was sent from an unattended mailbox. This report was generated at approximately 12:29 PM CST on 01/08/2018.

All weights are estimated.

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Standard transit is the date and time the package is scheduled to be delivered by, based on the selected service, destination and ship date. Limitations and exceptions may apply. Please see the FedEx Service Guide for terms and conditions of service, including the FedEx Money-Back Guarantee, or contact your FedEx Customer Support representative.

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Attachment C - Step 1B

Assessment / Determination of Effects and Proposed Finding Correspondence



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

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

February 28, 2018

Ms. Kathryn Leonard
State Historic Preservation Office
1100 W. Washington Street
Phoenix, AZ 85007

RE: Section 106 Consultation for Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Ms. Leonard,

As we previously informed you, the Federal Aviation Administration (FAA) is proposing to amend the west flow Area Navigation (RNAV) Standard Instrument Departure (SID) procedures from runways 25 Left (L), 25 Right (R) and 26 at Phoenix Sky Harbor International Airport (PHX). The proposed amendments to air traffic procedures are the first step in implementing an agreement between the FAA, the City of Phoenix, and certain historic neighborhood associations as a result of the court decision in *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963 (D.C. Cir. 2017), and are intended to provide interim noise relief to the Petitioners by approximating the western departure routes that were in place before the September 2014 RNAV procedures.¹ This proposed action has been determined an ‘undertaking’ subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR part 800 (as amended), and accordingly we initiated consultation with you in December 2017.

As originally proposed, aircraft departing west and turning north would follow along the extended runway centerline and then join the RNAV route at the ZIDOG waypoint. Aircraft departing west and continuing on a westward flight path would proceed to the KEENS waypoint. Aircraft departing west and turning south would closely follow the Pre-RNAV Western Route flight tracks close to the WETAL waypoint, where air traffic control would then vector aircraft to join a departure route that closely follows the current published RNAV procedures (FTHLS, KATMN, BNYRD, and JUDTH RNAV SIDs). The simulated centerlines of these procedures and associated waypoints/fixes are shown on Attachment A.

¹ Step Two of the agreement, which is not part of the current undertaking, will involve the development of long-term replacement procedures for western departures at Phoenix Sky Harbor and will consider other proposed changes to the Phoenix airspace.

Through initial consultation conducted with your office, the City of Phoenix Historic Preservation Office, the Gila River Indian Community, the Salt River Pima-Maricopa Indian Community, the Ak-Chin Indian Community of the Maricopa, and the Tohono O’odham Indian Community, we have been made aware of the presence of traditional cultural properties (TCPs) in the area overflown by aircraft departing west and turning south. These TCPs are potentially sensitive to effects of overflights that introduce a visual, atmospheric, or auditory element. We are therefore revising the proposal in order to make the WETAL procedure unavailable to aircraft departing west and turning south, and to leave in place the current procedures for those departures until we are better able to determine how these resources might be affected by any changes. To that end, we will be continuing consultation with the tribes, with your office and with the other consulting parties on the southern departure routes.

In the meantime, we are proceeding with the proposed ZIDOG and KEENS RNAV SIDs in order to provide the interim noise relief to the Petitioners in *City of Phoenix, Arizona v. Huerta*. (Although the WETAL departure procedure will be charted, it will not be made available for use.) These procedures would not affect tribal lands or historic properties that have been identified as having religious or cultural significance to any tribe. With your agreement, the FAA would like to address the remaining steps in the Section 106 process for these two procedures in this letter, as provided by 36 CFR §800.3(g). The FAA has held three public workshops and accepted public comments on these procedures, thereby providing opportunity for the public to express their views.

Area of Potential Effect

The FAA originally proposed an Area of Potential Effect (APE) encompassing areas that could receive reportable noise increases. David Jacobs of your staff and Michelle Dodds, Historic Preservation Officer for the City of Phoenix, in turn proposed an APE consisting of a two-mile buffer zone around each proposed departure route in order to assess indirect effects (i.e. auditory and atmospheric) to historic properties.² Based on this input and in light of the revised undertaking, we are proposing a new APE, as shown in Attachment B, consisting of a two-mile buffer zone around the ZIDOG and KEENS westflow departure routes (The WETAL departure procedure will not be flown by aircraft and so would have no potential to affect historic properties).

To identify historic properties in the APE, the FAA reviewed available databases of listed and eligible properties and conducted remote “windshield surveys” of the APE using Google Earth Streetview. The FAA also requested assistance from the consulting parties in identifying historic properties where a quiet setting is a contributing factor to the property’s historic significance.

² Ms. Dodds also suggested using an alternative noise metric, single event level (SEL) instead of day-night average sound level (DNL). DNL, which the FAA formally adopted in 1981 as its primary metric to evaluate cumulative noise effects on people due to aviation activities, takes into account the noise level of each individual aircraft event, the number of times those events occur, and the time of day in which they occur. DNL includes a 10-decibel (dB) noise penalty added to noise events occurring from 10:00 p.m. to 7:00 a.m., to reflect the increased sensitivity to noise and lower ambient sound levels at night. The FAA relies upon the day night average sound levels (DNL) rather than single event noise analysis because DNL has been established as the best measure of significant impact on the quality of the human environment; it is the only noise metric with a substantial body of scientific data on the reaction of people to noise; and it has been systematically related to federal compatible land use guidelines.

Other than the TCPs in the area of South Mountain, none were identified. Based on the following analysis of effects, we find it unnecessary to conduct further identification efforts.

Assessment of Effects

Because this undertaking does not require land acquisition, construction, or other ground disturbance, there would be no direct physical effects to historic resources. Therefore, potential effects are limited to indirect effects from aircraft overflights, primarily noise. To identify the potential for a noise effect on historic properties, the FAA conducted an initial noise “screening” analysis to provide estimates of where noise increases may occur. The noise screening analysis indicated that the undertaking would not result in changes to noise exposure that exceed the significant noise threshold.³

Recognizing that some types of historic properties may be affected by overflights even at a noise level below these criteria, the FAA also considered the potential for the introduction of visual, atmospheric or auditory elements that could diminish the integrity of the property’s historic features. We compared the proposed procedures with current flight tracks, as shown in Attachment C, and determined that there would be no new areas overflown, and therefore no potential to introduce new visual, atmospheric or auditory elements.

Proposed Finding

The FAA is proposing a finding of “no historic properties affected” for the ZIDOG and KEENS RNAV SIDs because these procedures would not have any effect on historic properties that may be present in the APE. By copy of this letter, we are notifying the other consulting parties, and will make it available to the public on our website at https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx/.

Please let us know within 30 days if you concur with or object to this finding. We look forward to your response. If you have any initial comments or questions on this undertaking, please contact Marina Landis at (425) 203-4561, or marina.landis@faa.gov.

Sincerely,



Shawn Kozica, Group Manager
Operations Support Group
Western Service Center

Attachments

³ The FAA considers 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, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase to be significant.

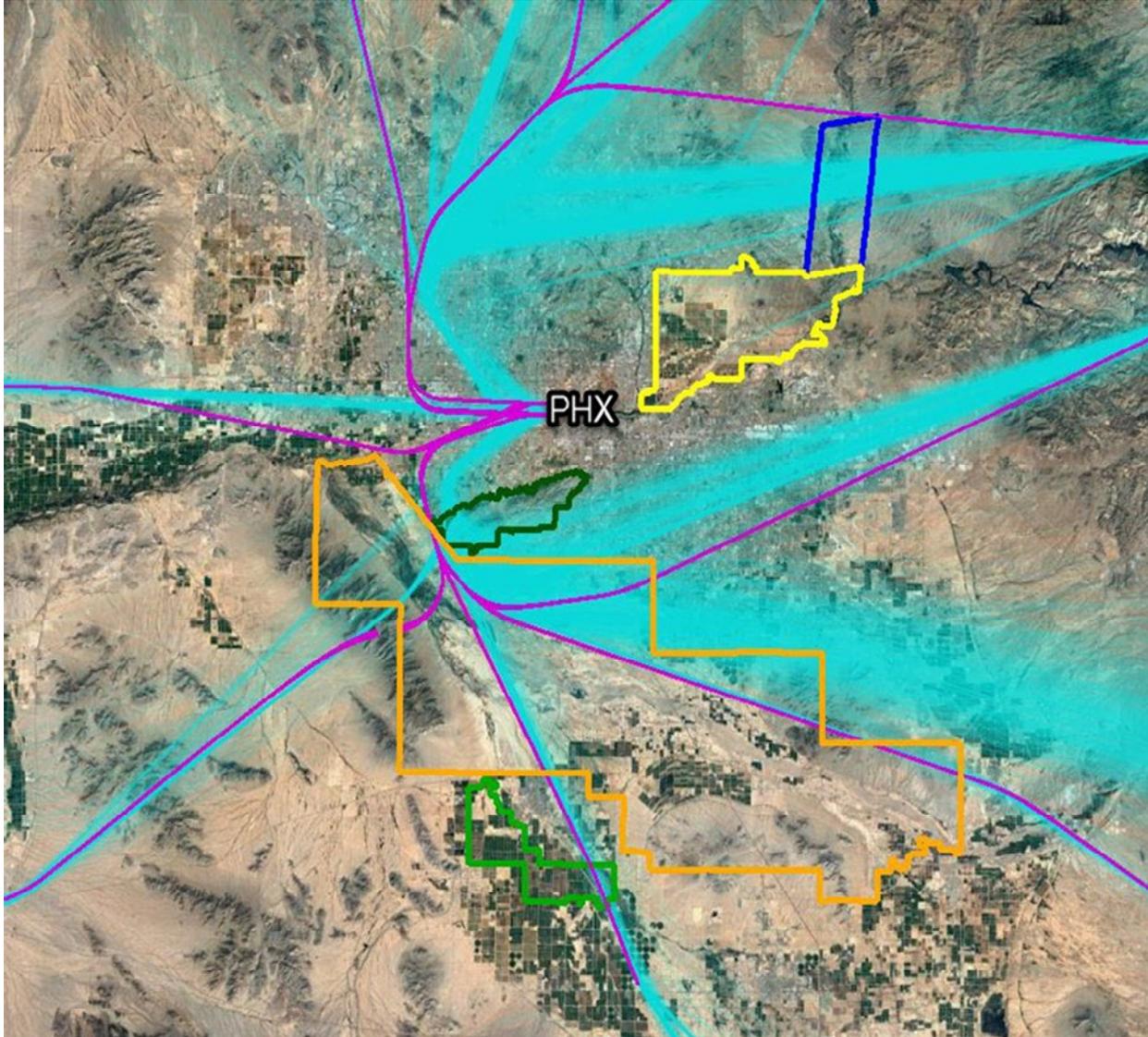
Cc:

David Jacobs, Compliance Specialist/Archaeologist, Arizona State Historic Preservation Office
Michelle Dobbs, Phoenix Historic Preservation Officer
Jordan Feld, Deputy Aviation Director, City of Phoenix Aviation Department
Steve Dreiseszun, Point of Contact for the Historic Neighborhood Petitioners
Brent Kleinman, President, Encanto-Palmcroft Historic Preservation Association
Andie Abkarian, President, Roosevelt Action Association
Robert Cannon, President, Willo Neighborhood Association
Will Denney, President, Story Preservation Association
Robert Miguel, Chair, Ak-Chin Indian Community Council
Stephen Roe Lewis, Governor, Gila River Indian Community
Barnaby V. Lewis, Tribal Historic Preservation Officer, Gila River Indian Community
Diane Enos, President, Salt River Pima-Maricopa Indian Community
Shane Anton, Cultural Programs Manager, Salt River Pima-Maricopa Indian Community
Edward D. Manuel, Chair, Tohono O'odham Nation
Peter Steere, Tribal Historic Preservation Officer, Cultural Affairs Department, Tohono
O'odham Nation

Attachment A

For the Section 106 Consultation for Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

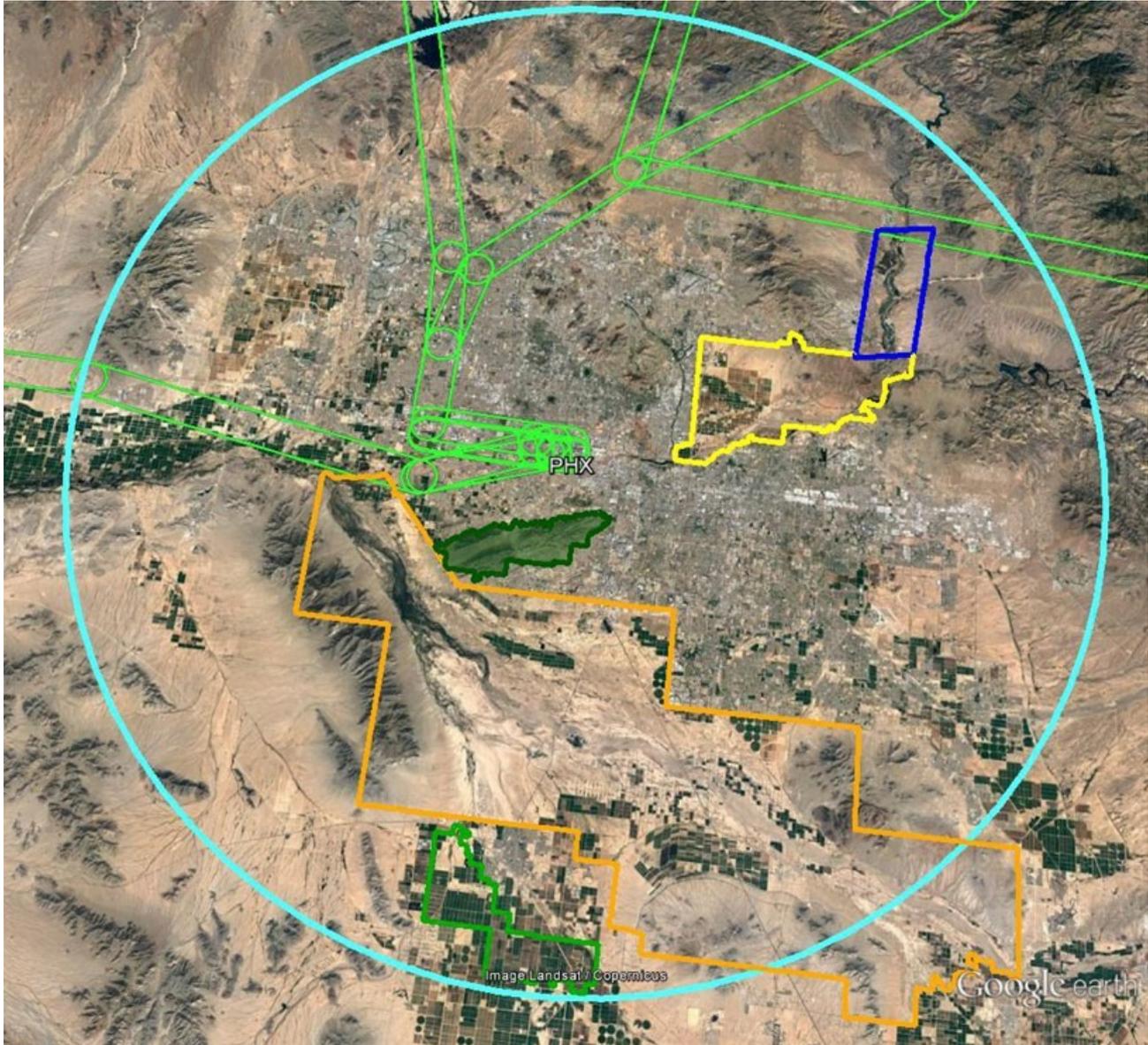
Simulated Centerlines of the ZIDOG, KEENS, and WETAL Proposed Procedures



Attachment B

For the Section 106 Consultation for Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

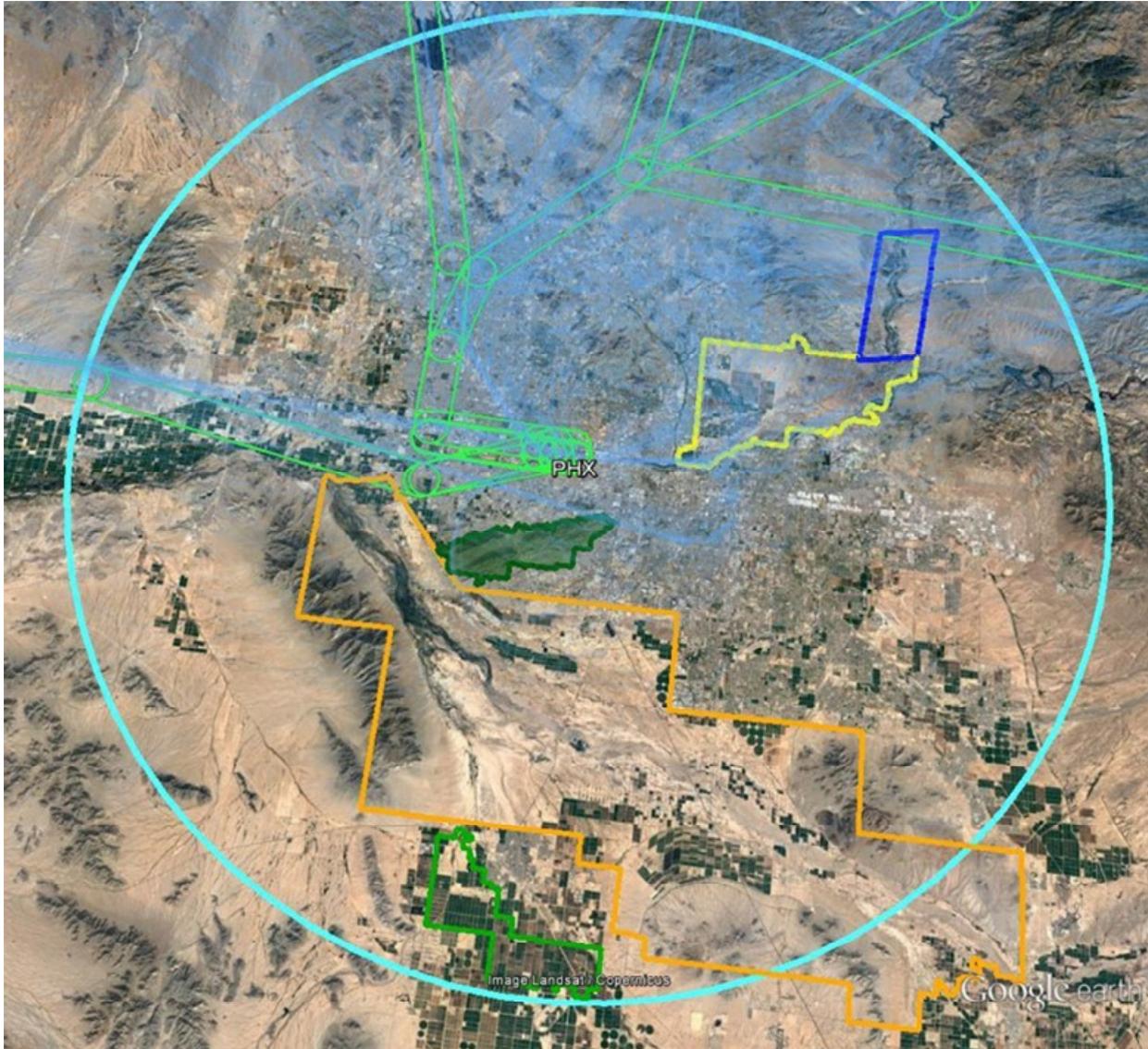
Proposed Area of Potential Effect Consisting of a two-mile buffer zone around the ZIDOG and KEENS Proposed Procedures



	Project General Study Area
	Two Mile APE on ZIDOG Route and KEENS Route
	Ak Chin Indian Community of the Maricopa
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	South Mountain Park/Preserve

Attachment B - continued

Proposed Area of Potential Effect Consisting of a two-mile buffer zone around the ZIDOG and KEENS Proposed Procedures with Overlay of 2017 Flight Tracks



	Project General Study Area
	Two Mile APE on ZIDOG Route and KEENS Route
	2017 Flight Tracks for West Flow Departures
	Ak Chin Indian Community of the Maricopa
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	South Mountain Park/Preserve

Landis, Marina (FAA)

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Tracking # 771646558308

Ship date:
Wed, 2/28/2018

John Torri
Renton, WA 98057
US



Delivery date:
Thu, 3/1/2018 10:58 am

Ms. Kathryn Leonard
State Historic Preservation
Office
1100 West Washington Street
PHOENIX, AZ 85007
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	771646558308
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Reference:	Consultation Letter
Signed for by:	D.JACOBS
Delivery location:	PHOENIX, AZ
Delivered to:	Receptionist/Front Desk
Service type:	FedEx Standard Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required Deliver Weekday
Standard transit:	3/1/2018 by 3:00 pm

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

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

MAR 01 2018

Ms. Kathryn Leonard
State Historic Preservation Office
1100 West Washington Street
Phoenix, AZ 85007

RE: Labelling Edits for the Attachments to the FAA Letter Regarding the Proposed Revised Area of Potential Effect and Proposed Finding for the Step 1A West Flow Area Navigation Standard Instrument Departure Procedures at Phoenix Sky Harbor International Airport

Dear Ms. Leonard,

The Federal Aviation Administration (FAA) sent a letter via email and FedEx regarding the ongoing Section 106 consultation for the air traffic procedure amendments which are being undertaken pursuant to an agreement reached with the City of Phoenix and certain historic neighborhood associations for implementation of the court order in *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963 (D.C. Cir. 2017). The letter was accompanied by three graphics labeled Attachments "A", "B" and "B-continued". It has come to my attention that specific labelling edits had not been incorporated in two of the attachments originally sent.

Enclosed please find the set of three attachments. Two of the attachments have been re-labeled to provide information consistent with the references in the body of the letter. Specifically, version two of "Attachment A" includes labels and a legend for the proposed ZIDOG, KEENS, and WETAL westflow departure procedures from Phoenix Sky Harbor International Airport. The image is the same graphic as the one originally sent, with the added labeling to identify what is represented in the attachment to aid your review of the proposed undertaking. Version 2 of "Attachment B-continued" has been re-labeled as "Attachment C" as referenced in the letter.

If you have any questions or concerns, please contact Marina Landis ((425)203-4561; (206)231-2038 or marina.landis@faa.gov) or Katherine Andrus ((202)267-9548 or katherine.andrus@faa.gov).

Sincerely,



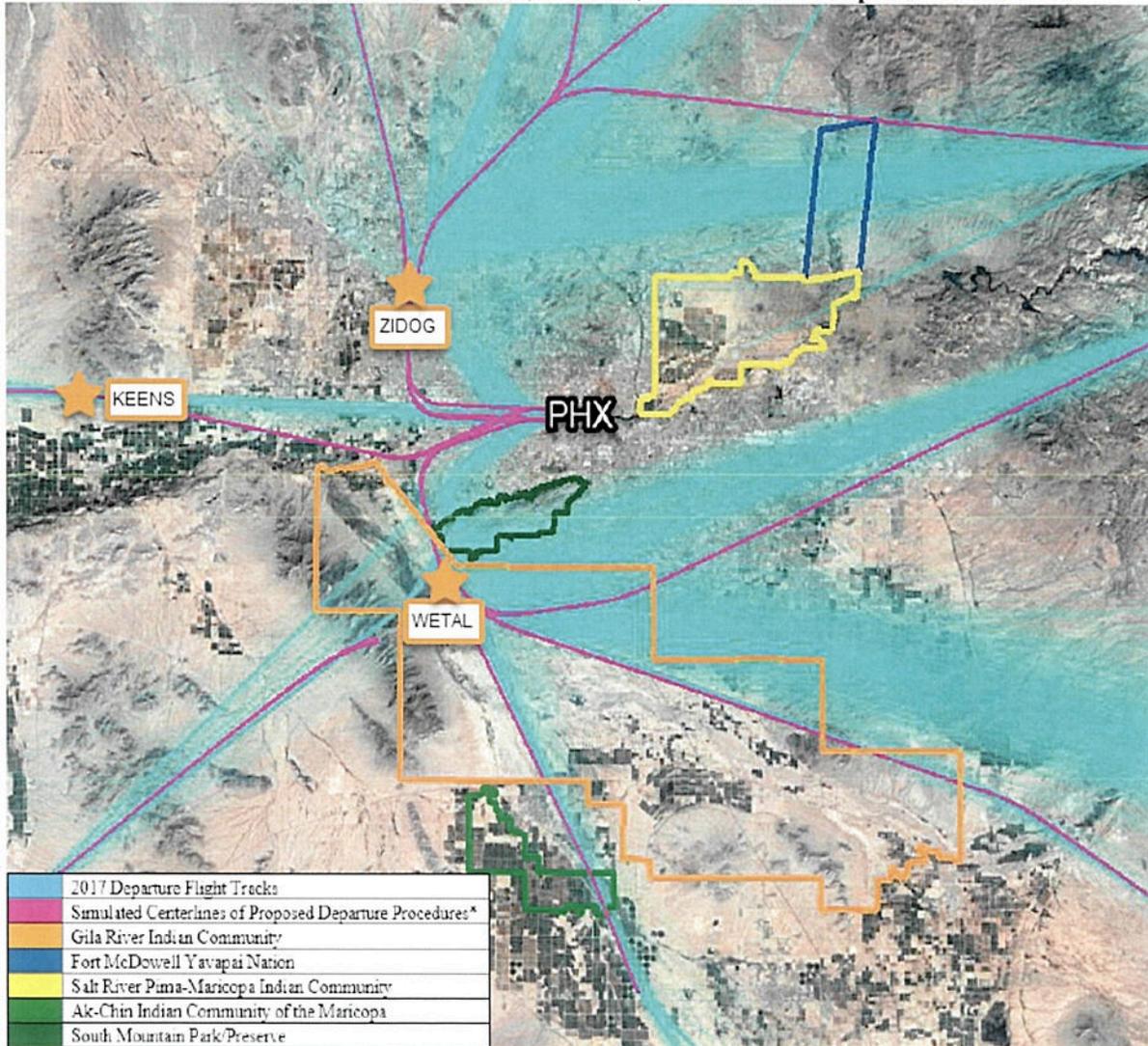
Shawn M. Kozica
Manager
Operations Support Group
Western Service Center

Enclosure

Attachment A

For the Section 106 Consultation for Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

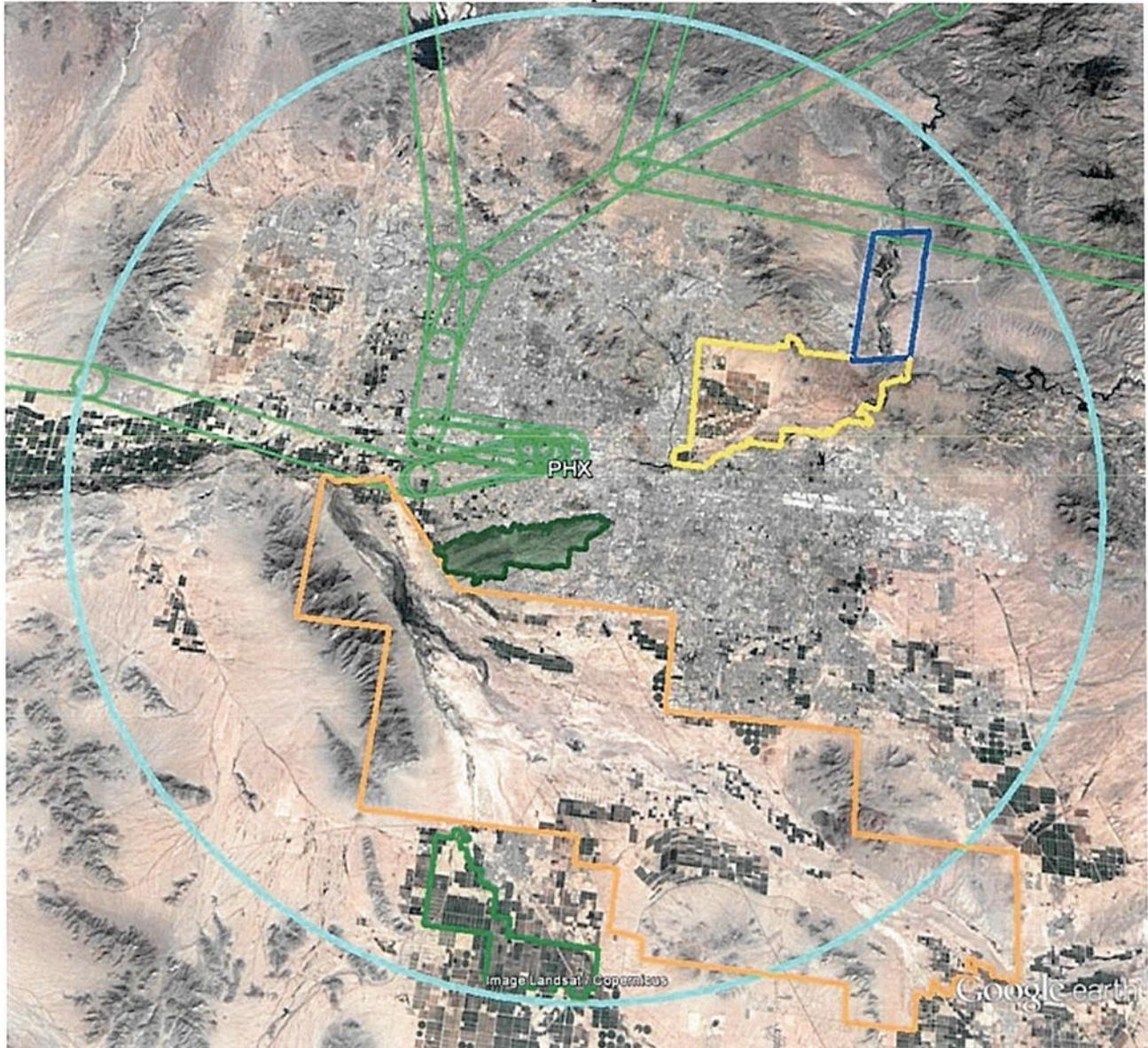
Simulated Centerlines of the ZIDOG, KEENS, and WETAL Proposed Procedures



Attachment B

For the Section 106 Consultation for Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

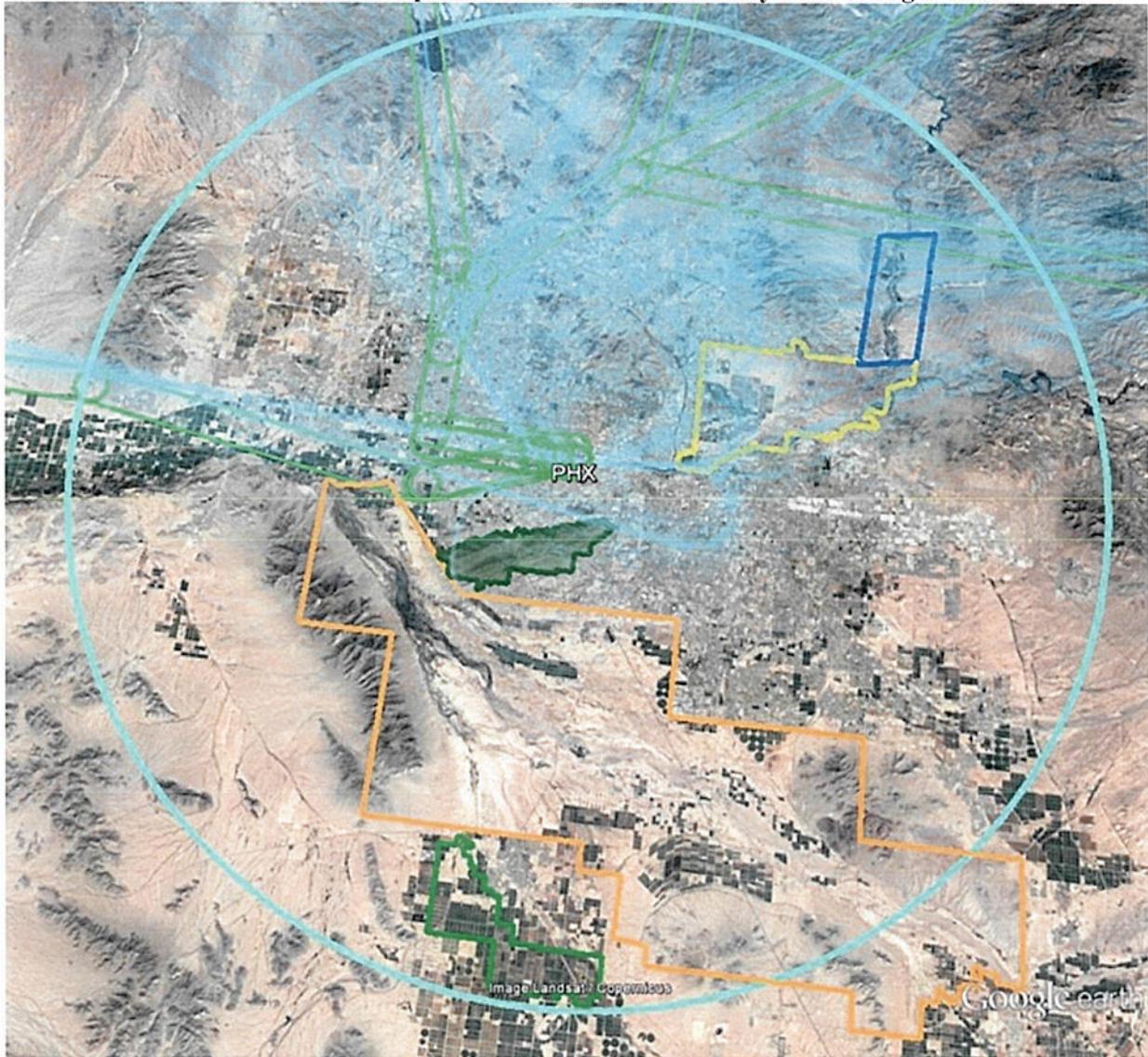
Proposed Area of Potential Effect Consisting of a two-mile buffer zone around the ZIDOG and KEENS Proposed Procedures

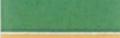


	Project General Study Area
	Two Mile APE on ZIDOG Route and KEENS Route
	Ak Chin Indian Community of the Maricopa
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	South Mountain Park/Preserve

Attachment C

Proposed Area of Potential Effect Consisting of a two-mile buffer zone around the ZIDOG and KEENS Proposed Procedures with Overlay of 2017 Flight Tracks



	Project General Study Area
	Two Mile APE on ZIDOG Route and KEENS Route
	2017 Flight Tracks for West Flow Departures
	Ak Chin Indian Community of the Maricopa
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	South Mountain Park/Preserve

Landis, Marina (FAA)

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To: Landis, Marina (FAA)
Subject: FedEx Shipment 771677134283 Delivered

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Tracking # 771677134283

Ship date:

Thu, 3/1/2018

John Torri

Renton, WA 98057
US

Delivery date:

Fri, 3/2/2018 9:50 am

Ms. Kathryn Leonard

State Historic Preservation
Office
1100 West Washington Street
PHOENIX, AZ 85007
US



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Status: Delivered: 03/02/2018 09:50 AM
Signed for By: J.COGSWELL

Reference: Consultation Letter

Signed for by: J.COGSWELL

Delivery location: PHOENIX, AZ

Delivered to: Receptionist/Front Desk

Service type: FedEx Priority Overnight

Packaging type: FedEx Envelope

Number of pieces: 1

Weight: 0.50 lb.

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

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

April 09, 2018

Ms. Kathryn Leonard
State Historic Preservation Office
1100 West Washington Street
Phoenix, AZ 85007

RE: Section 106 Consultation for Proposed Air Traffic Procedure Amendments for West Flow Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Ms. Leonard,

The Federal Aviation Administration (FAA) is proposing to issue nine new Area Navigation (RNAV) Standard Instrument Departure (SID) procedures, which amend the west flow departures from runways 25 Left, 25 Right and 26 at Phoenix Sky Harbor International Airport (Phoenix Sky Harbor).¹ The FAA has determined that this proposed action is an undertaking with the potential to affect historic properties and accordingly we initiated consultation with you as the State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations in December 2017.

We are affording the same status to the Gila River Indian Community Tribal Historic Preservation Officer (THPO) with respect to potential effects of this undertaking on the Gila River Indian Community tribal lands. In addition, the FAA initiated consultation with the City of Phoenix Historic Preservation Office, the Salt River Pima-Maricopa Indian Community, the Ak-Chin Indian Community of the Maricopa, Fort McDowell Yavapai Nation, the Tohono O'odham Indian Community, and with Mr. Steven Dreiseszun (representing the interests of the historic neighborhoods). With your agreement, the FAA would like to address the remaining steps in the Section 106 process in this letter, as provided by 36 CFR §800.3(g).

The Proposed Undertaking

This action is being taken pursuant to the agreement that the FAA entered into with the City of Phoenix, and certain historic neighborhood associations as a result of the court decision in *City of*

¹ RNAV SIDs are identified by reference to the five-letter code for specific waypoints or "fixes" used by the procedure. The nine new RNAV SIDs are ZEPER, QUAKY, MRBIL, FORPE, BROAK, ECLPS, STRRM, FYRBD and KEENS. Concurrent with this undertaking, the FAA will rename the RNAV SIDs procedures for east flow departures in accordance with FAA criteria, but the procedures themselves will not be amended.

Phoenix, Arizona v. Huerta, 869 F.3d 963 (D.C. Cir. 2017).² These nine RNAV SIDs would replace the current west flow departure procedures, which the court ordered vacated as of June 15, 2018.

The current action would complete implementation of the first step in the agreement between the FAA, the City of Phoenix, and the historic neighborhood associations and replace the current RNAV SIDs.³ The proposed nine new RNAV SID procedures would provide a seamless predictable flight path from Phoenix Sky Harbor to the en route air traffic structure. The simulated centerlines of these procedures and associated waypoints/fixes are shown on Attachment A. More details regarding these proposed procedures can be found at https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx/.

Identification of Historic Properties

The FAA originally proposed an Area of Potential Effect (APE) encompassing areas that could receive noise increases that could alter historic properties where a quiet setting is a characteristic that qualify it for the National Register of Historic Places (National Register), as described in our letter dated December 29, 2017. The proposed APE identified areas that are projected to receive noise increases of DNL +3 dB or more within areas exposed to the DNL 60 - 65 dB, or an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB.⁴ We have updated this proposed APE for noise to reflect more recent analysis, as depicted in Attachment B.

Through initial consultation, the FAA learned of the presence of traditional cultural properties (TCPs) in the area overflowed by aircraft departing west and turning south, including South Mountain and Estrella Mountain. These TCPs are potentially sensitive to effects of overflights that introduce a visual, atmospheric, or auditory element. Therefore, consistent with suggestions from your staff and the City of Phoenix Historic Preservation Office, we are proposing an additional APE to capture these potential effects, consisting of a two-mile buffer zone around the west flow departure routes as shown in Attachment C.

Assessment of Effects

Because this undertaking does not require land acquisition, construction, or other ground

² Separately, the FAA implemented an interim measure on March 29, 2018 to provide more immediate noise relief to the Petitioners in *City of Phoenix, Arizona v. Huerta*, which was the subject of the proposed finding of “no historic properties affected” set forth in our letter to you, the SHPO, dated February 28, 2018. This interim measure did not affect aircraft departing west and turning south, and will be replaced by the new RNAV SIDs proposed in this undertaking.

³ Step Two of the agreement, which is not part of the current undertaking, would consider other proposed changes to the Phoenix airspace.

⁴ DNL takes into account the noise level of each individual aircraft event, the number of times those events occur, and the time of day in which they occur. DNL includes a 10-decibel (dB) noise penalty added to noise events occurring from 10:00 p.m. to 7:00 a.m., to reflect the increased sensitivity to noise and lower ambient sound levels at night. The FAA’s noise guidelines for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of a day-night average sound level (DNL) 1.5 dB in areas exposed to aircraft noise of DNL 65 dB and higher. Using these criteria, this undertaking is not expected to result in significant noise impacts; however, the FAA recognizes that this standard may not be relevant to certain historic sites.

disturbance, there would be no direct physical effects to historic resources and potential effects are limited to indirect effects from aircraft overflights.

The FAA's noise screening analysis indicated that the undertaking would not result in changes to noise exposure that exceed the FAA's significant noise threshold.⁵ Consultation did not identify any historic properties within the noise based APE for which a quiet setting is a characteristic that qualifies it for the National Register, and that therefore could be affected at a lower level of noise exposure.

Within the additional APE, the FAA also considered the potential for overflights to introduce visual, atmospheric or auditory elements to historic properties. We compared the proposed procedures with current flight tracks, as shown in Attachment D, and determined that there would be no new areas overflowed and therefore no potential to introduce new visual, atmospheric or auditory elements that could diminish the integrity of a historic property. In addition, we determined through informal consultation with the tribes that the proposed procedures would move flight tracks away from sensitive areas within the South Mountain TCP and raise altitudes of aircraft overflying both South Mountain and Estrella Mountain, thereby reducing any existing impacts on those historic properties.

Proposed Finding

The FAA is proposing a finding of "no adverse effects" to historic properties for the nine proposed RNAV SIDs. Although historic properties, particularly TCPs, could be affected by aircraft overflights using the proposed procedures, the effects would not diminish the integrity of any historic property and therefore do not meet the criteria for adverse effect under 36 CFR 800.5. We are notifying the other consulting parties of our proposed finding, and will make it available to the public on our website at:
https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx/.

Please let us know within 30 days if you concur with or object to this finding. We look forward to your response. If you have any initial comments or questions on this undertaking, please contact Marina Landis at (206) 231-2238, or marina.landis@faa.gov.

Sincerely,



B.G.Chew, Acting Group Manager
 Operations Support Group
 Western Service Center

Attachments

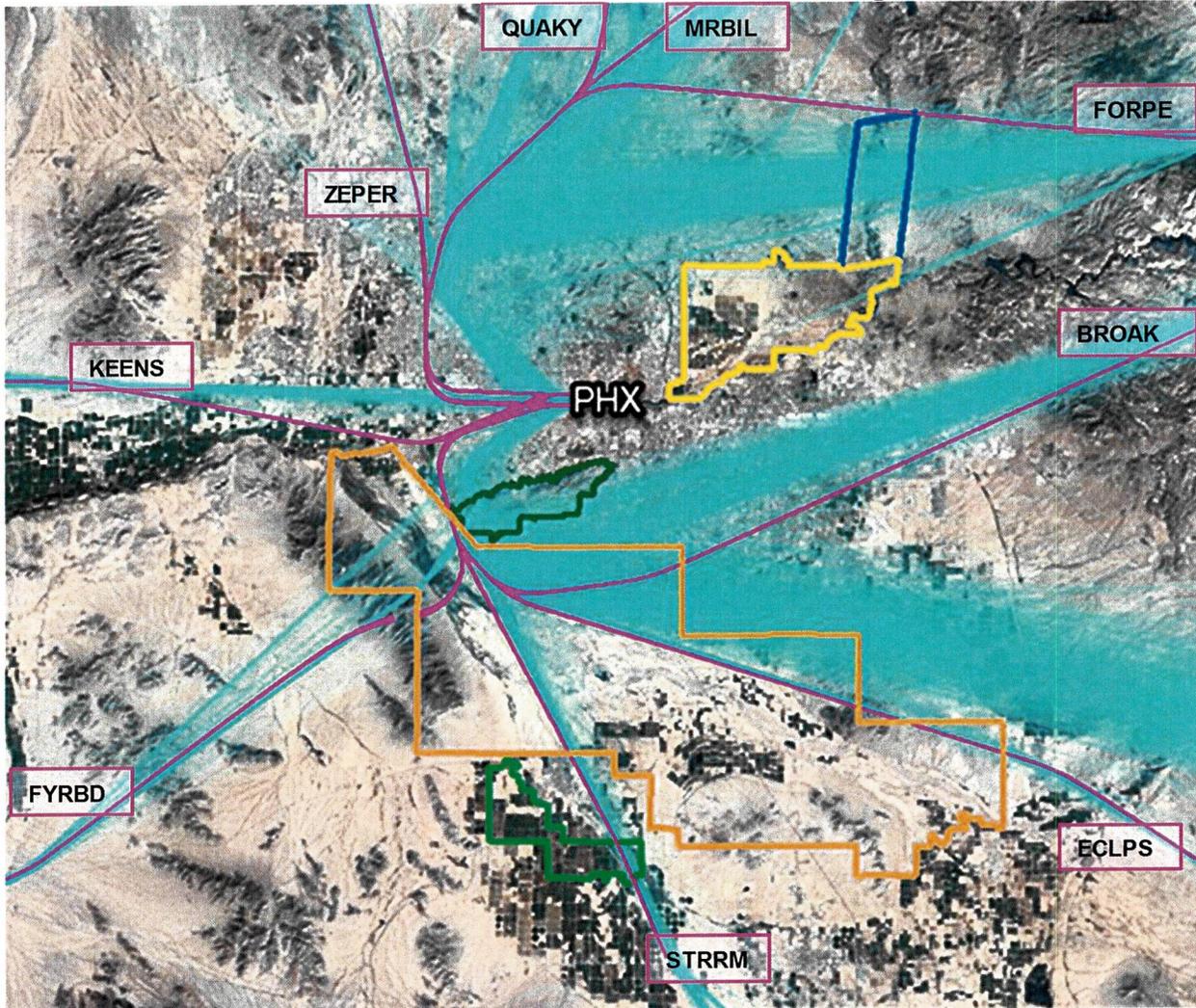
Cc: David Jacobs, Compliance Specialist/Archaeologist, Arizona State Historic Preservation Office

⁵ The FAA considers 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, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase to be significant.

Attachment A

For the Section 106 Consultation for Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Simulated Centerlines of the nine west flow RNAV SID Proposed Procedures

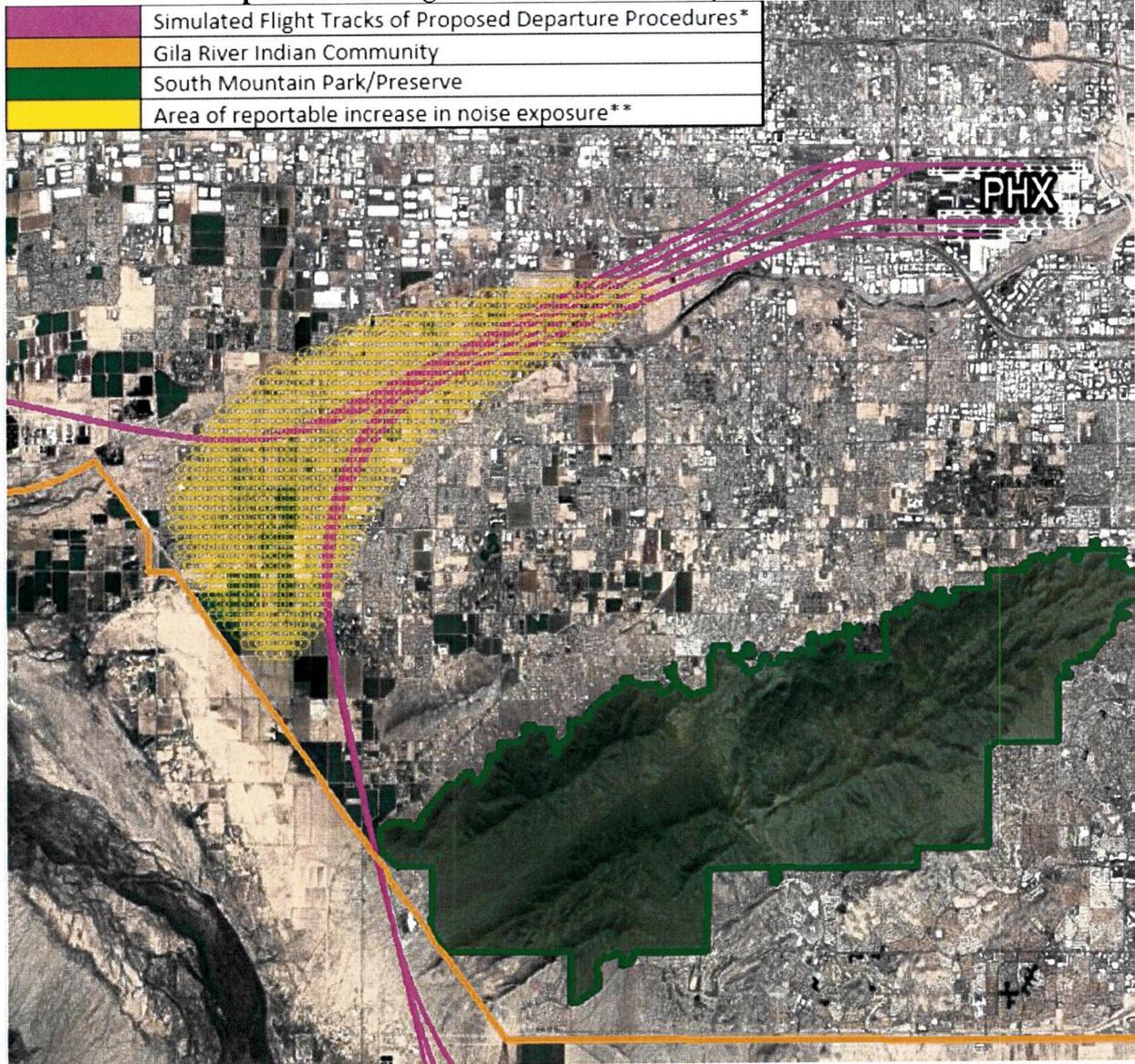


	2017 Departure Flight Tracks
	Simulated Centerlines of Proposed Departure Procedures
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	Ak-Chin Indian Community of the Maricopa
	South Mountain Park/Preserve

Attachment B

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Area of Reportable Change in Noise with Overlay of Proposed Procedures



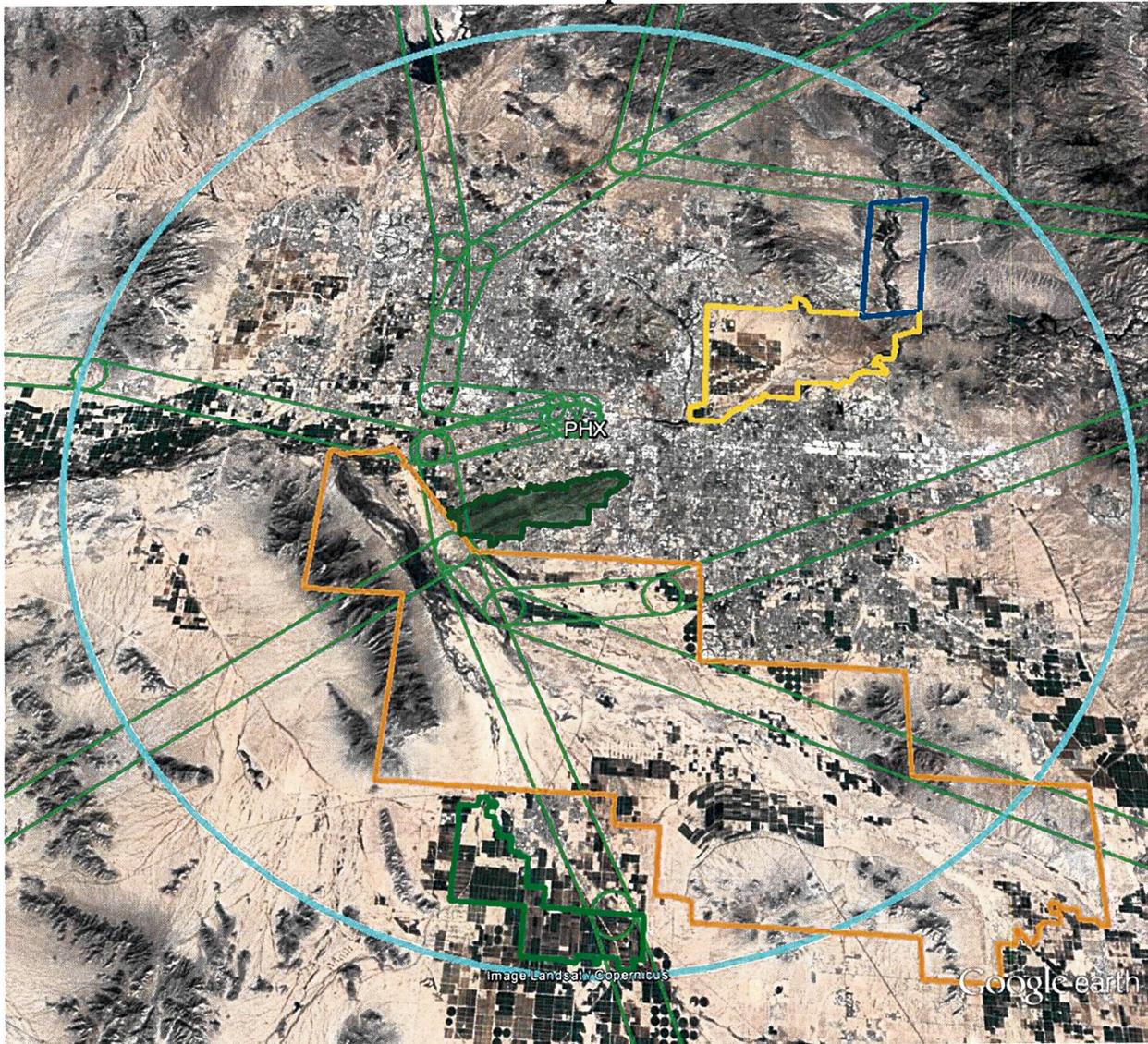
* The magenta color lines depict the simulated flight tracks of the proposed departure procedures and are not intended to depict a flight corridor.

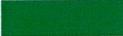
**This depicts the area of a reportable increase of noise exposure (yellow dots) at ground level when comparing the 2017 departure flight tracks with the proposed departure procedures. The reportable increase represents an increase of the Day-Night Average Sound Level (DNL) of 5 decibels or more within the DNL 45- to 60-decibel noise exposure level.

Attachment C

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

**Proposed Area of Potential Effect Consisting of a Two-Mile Buffer Zone
On the West Flow Proposed Procedures**

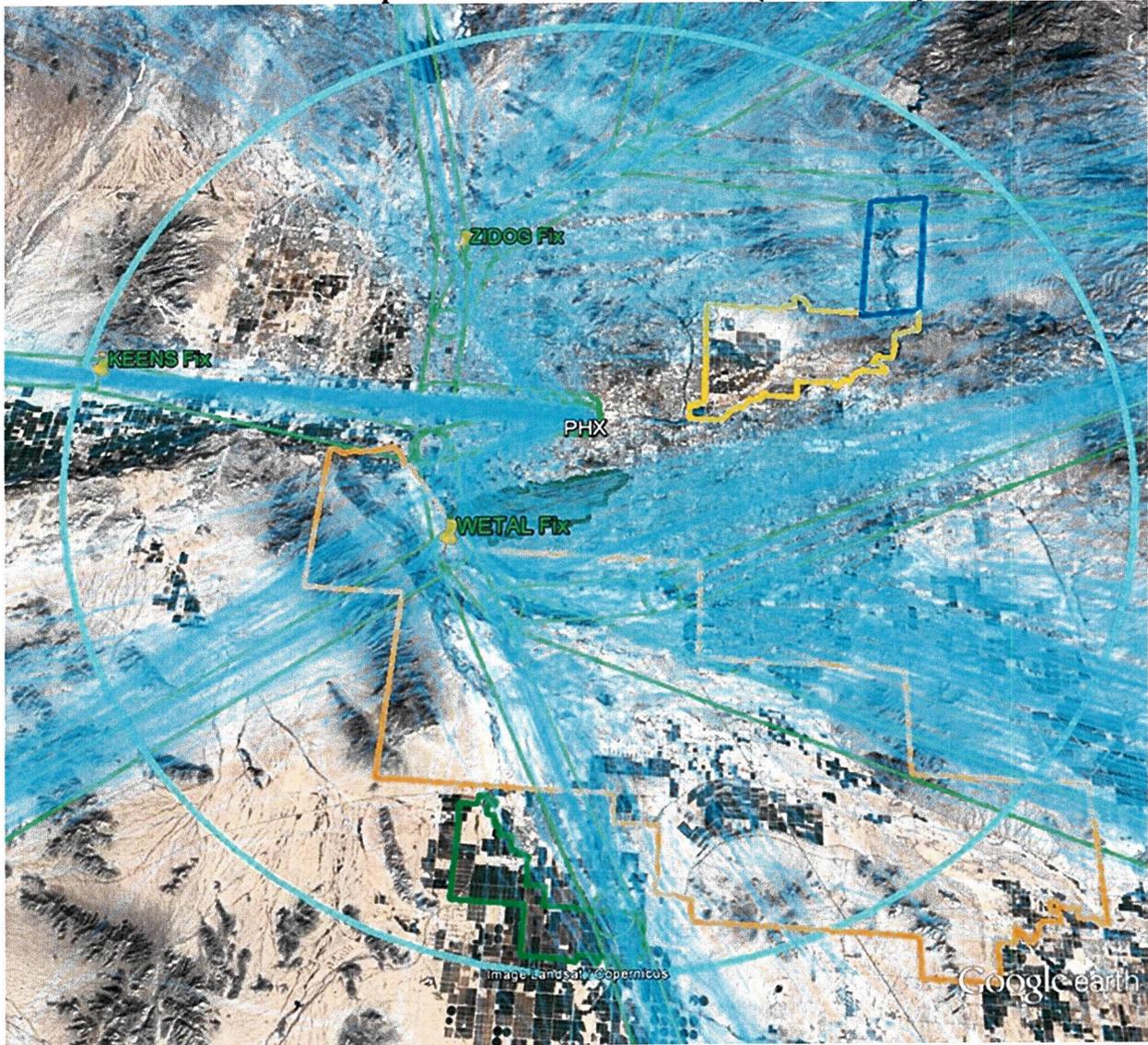


	Project General Study Area
	Two Mile Buffer Zone APE
	Ak Chin Indian Community of the Maricopa
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	South Mountain Park/Preserve

Attachment D

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Proposed Area of Potential Effect Consisting of a Two-Mile Buffer Zone On the West Flow Proposed Procedures with Overlay of 2017 Flight Tracks



-  Project General Study Area
-  Two Mile Buffer Zone APE
-  Ak Chin Indian Community of the Maricopa
-  Gila River Indian Community
-  Fort McDowell Yavapai Nation
-  Salt River Pima-Maricopa Indian Community
-  South Mountain Park/Preserve
-  2017 Flight Tracks for West Flow Departures

Landis, Marina (FAA)

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To: Landis, Marina (FAA)
Subject: FedEx Shipment 771949247089 Delivered

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Tracking # 771949247089

Ship date:
Mon, 4/9/2018

John Torri
Renton, WA 98057
US

Delivery date:
Tue, 4/10/2018 11:07 am

Ms. Kathryn Leonard
State Historic Preservation
Office
1100 West Washington Street
PHOENIX, AZ 85007
US



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Status:	Delivered: 04/10/2018 11:07 AM Signed for By: J.ROTH
Reference:	Sec 106 Determination
Signed for by:	J.ROTH
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Delivered to:	Receptionist/Front Desk
Service type:	FedEx Standard Overnight
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Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required Deliver Weekday
Standard transit:	4/10/2018 by 3:00 pm

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All weights are estimated.

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Standard transit is the date and time the package is scheduled to be delivered by, based on the selected service, destination and ship date. Limitations and exceptions may apply. Please see the FedEx Service Guide for terms and conditions of service, including the FedEx Money-Back Guarantee, or contact your FedEx Customer Support representative.

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

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

April 09, 2018

Ms. Michelle Dodds
City of Phoenix
Historic Preservation Office
200 West Washington Street, 3rd Floor
Phoenix, AZ 85003

RE: Section 106 Consultation for Proposed Air Traffic Procedure Amendments for West Flow Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Ms. Dodds,

The Federal Aviation Administration (FAA) is proposing to issue nine new Area Navigation (RNAV) Standard Instrument Departure (SID) procedures, which amend the west flow departures from runways 25 Left, 25 Right and 26 at Phoenix Sky Harbor International Airport (Phoenix Sky Harbor).¹ The FAA has determined that this proposed action is an undertaking with the potential to affect historic properties and accordingly we initiated consultation with the State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations in December 2017. We are affording the same status to the Gila River Indian Community Tribal Historic Preservation Officer (THPO) with respect to potential effects of this undertaking on the Gila River Indian Community tribal lands.

In addition, the FAA initiated consultation with your office, with the Salt River Pima-Maricopa Indian Community, the Ak-Chin Indian Community of the Maricopa, Fort McDowell Yavapai Nation, the Tohono O'odham Indian Community, and with Mr. Steven Dreiseszun (representing the interests of the historic neighborhoods).

The Proposed Undertaking

This action is being taken pursuant to the agreement that the FAA entered into with the City of Phoenix, and certain historic neighborhood associations as a result of the court decision in *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963 (D.C. Cir. 2017).² These nine RNAV SIDs would replace the current west flow departure procedures, which the court ordered vacated as of June 15, 2018.

¹ RNAV SIDs are identified by reference to the five-letter code for specific waypoints or "fixes" used by the procedure. The nine new RNAV SIDs are ZEPER, QUAKY, MRBIL, FORPE, BROAK, ECLPS, STRRM, FYRBD and KEENS. Concurrent with this undertaking, the FAA will rename the RNAV SIDs procedures for east flow departures in accordance with FAA criteria, but the procedures themselves will not be amended.

² Separately, the FAA implemented an interim measure on March 29, 2018 to provide more immediate noise relief to the Petitioners in *City of Phoenix, Arizona v. Huerta*, which was the subject of the proposed finding of "no

The current action would complete implementation of the first step in the agreement between the FAA, the City of Phoenix, and the historic neighborhood associations and replace the current RNAV SIDs.³ The proposed nine new RNAV SID procedures would provide a seamless predictable flight path from Phoenix Sky Harbor to the en route air traffic structure. The simulated centerlines of these procedures and associated waypoints/fixes are shown on Attachment A. More details regarding these proposed procedures can be found at https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx/.

Identification of Historic Properties

The FAA originally proposed an Area of Potential Effect (APE) encompassing areas that could receive noise increases that could alter historic properties where a quiet setting is a characteristic that qualify it for the National Register of Historic Places (National Register), as described in our letter dated January 4, 2018. The proposed APE identified areas that are projected to receive noise increases of DNL +3 dB or more within areas exposed to the DNL 60 - 65 dB, or an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB.⁴ We have updated this proposed APE for noise to reflect more recent analysis, as depicted in Attachment B.

Through initial consultation, the FAA learned of the presence of traditional cultural properties (TCPs) in the area overflowed by aircraft departing west and turning south, including South Mountain and Estrella Mountain. These TCPs are potentially sensitive to effects of overflights that introduce a visual, atmospheric, or auditory element. Therefore, consistent with suggestions from you and the SHPO, we are proposing an additional APE to capture these potential effects, consisting of a two-mile buffer zone around the west flow departure routes as shown in Attachment C.

Assessment of Effects

Because this undertaking does not require land acquisition, construction, or other ground disturbance, there would be no direct physical effects to historic resources and potential effects are limited to indirect effects from aircraft overflights.

historic properties affected” set forth in our letter of February 28, 2018 to Kathryn Leonard, SHPO. This interim measure did not affect aircraft departing west and turning south, and will be replaced by the new RNAV SIDs.

³ Step Two of the agreement, which is not part of the current undertaking, will consider other proposed changes to the Phoenix airspace.

⁴ DNL takes into account the noise level of each individual aircraft event, the number of times those events occur, and the time of day in which they occur. DNL includes a 10-decibel (dB) noise penalty added to noise events occurring from 10:00 p.m. to 7:00 a.m., to reflect the increased sensitivity to noise and lower ambient sound levels at night. The FAA’s noise guidelines for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of a day-night average sound level (DNL) 1.5 dB in areas exposed to aircraft noise of DNL 65 dB and higher. Using these criteria, this undertaking is not expected to result in significant noise impacts; however, the FAA recognizes that this standard may not be relevant to certain historic sites.

The FAA's noise screening analysis indicated that the undertaking would not result in changes to noise exposure that exceed the FAA's significant noise threshold.⁵ Consultation did not identify any historic properties within the noise based APE for which a quiet setting is a characteristic that qualifies it for the National Register, and that therefore could be affected at a lower level of noise exposure.

Within the additional APE, the FAA also considered the potential for overflights to introduce visual, atmospheric or auditory elements to historic properties. We compared the proposed procedures with current flight tracks, as shown in Attachment D, and determined that there would be no new areas overflowed and therefore no potential to introduce new visual, atmospheric or auditory elements that could diminish the integrity of a historic property. In addition, we determined through informal consultation with the tribes that the proposed procedures would move flight tracks away from sensitive areas within the South Mountain TCP and raise altitudes of aircraft overflying both South Mountain and Estrella Mountain, thereby reducing any existing impacts on those historic properties.

Proposed Finding

The FAA is proposing a finding of "no adverse effects" to historic properties for the nine proposed RNAV SIDs. Although historic properties, particularly TCPs, could be affected by aircraft overflights using the proposed procedures, the effects would not diminish the integrity of any historic property and therefore do not meet the criteria for adverse effect under 36 CFR 800.5. We are notifying the other consulting parties of our proposed finding, and will make it available to the public on our website at:

https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx/.

Please let us know within 30 days if you concur with or object to this finding. We look forward to your response. If you have any initial comments or questions on this undertaking, please contact Marina Landis at (206) 231-2238, or marina.landis@faa.gov.

Sincerely,



B.G. Chew, Acting Group Manager
Operations Support Group
Western Service Center

Attachments

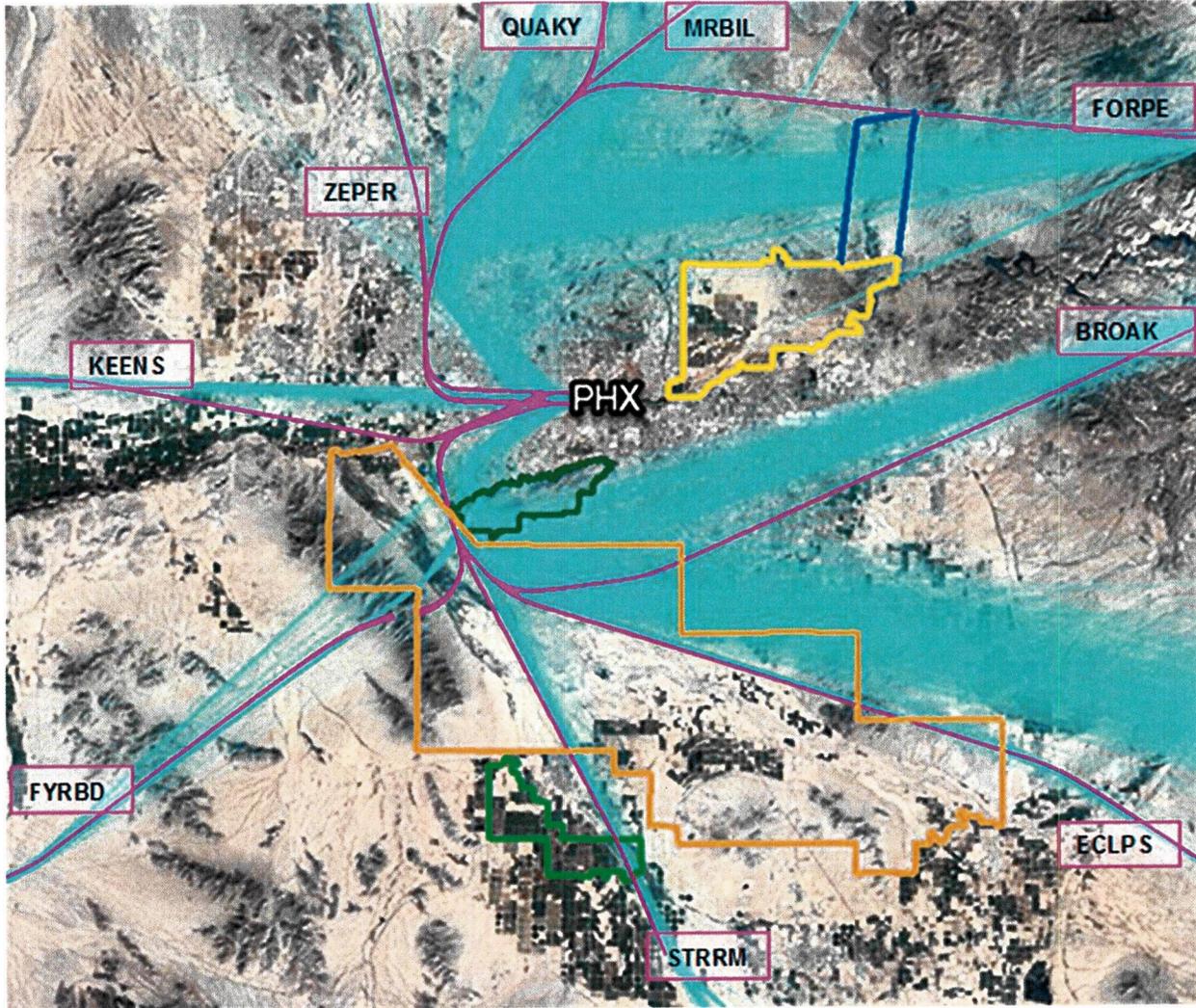
Cc: Jordan Feld, Aviation Department Deputy Director, City of Phoenix

⁵ The FAA considers 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, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase to be significant.

Attachment A

For the Section 106 Consultation for Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Simulated Centerlines of the nine west flow RNAV SID Proposed Procedures

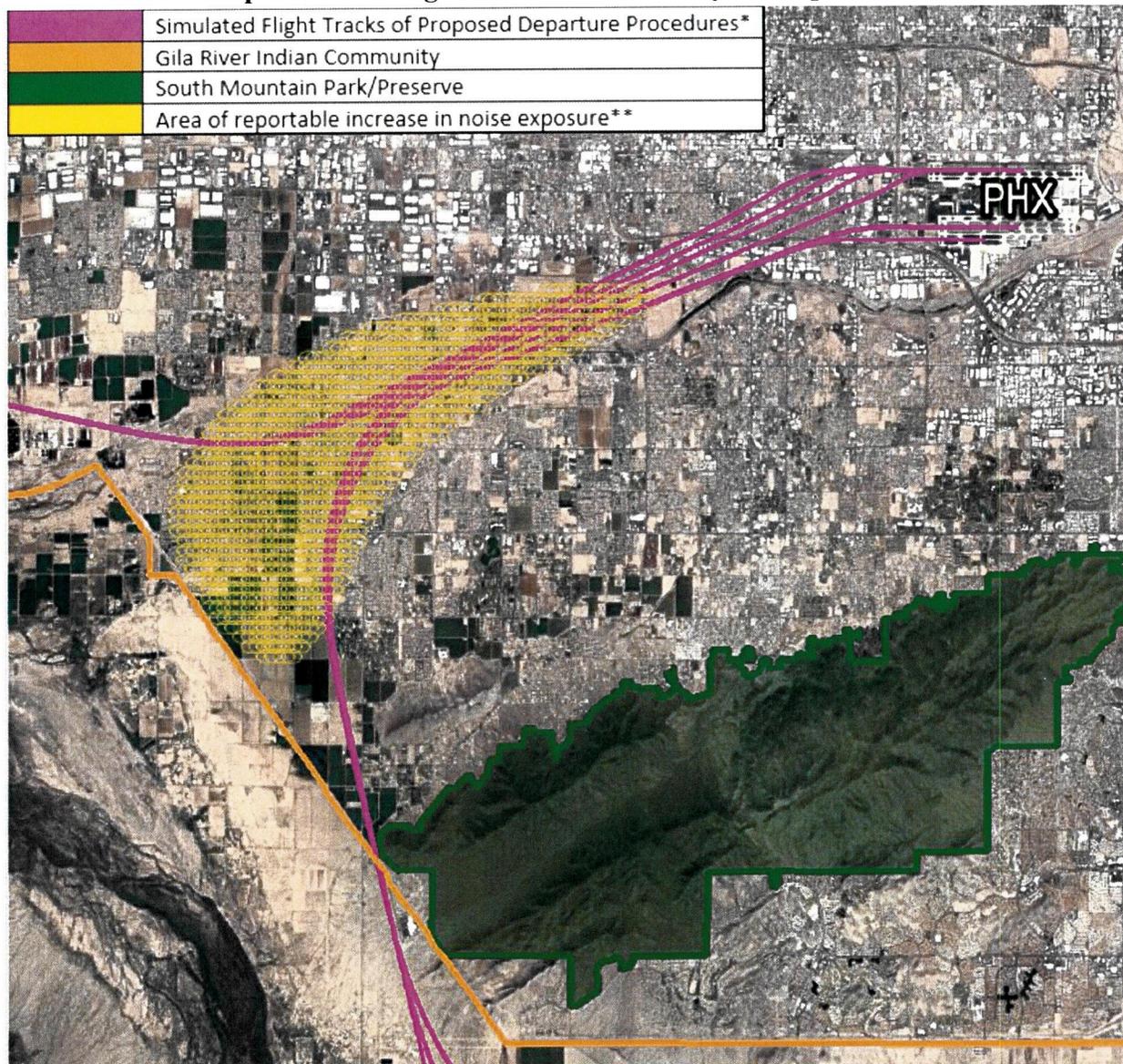


	2017 Departure Flight Tracks
	Simulated Centerlines of Proposed Departure Procedures
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	Ak-Chin Indian Community of the Maricopa
	South Mountain Park Preserve

Attachment B

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Area of Reportable Change in Noise with Overlay of Proposed Procedures



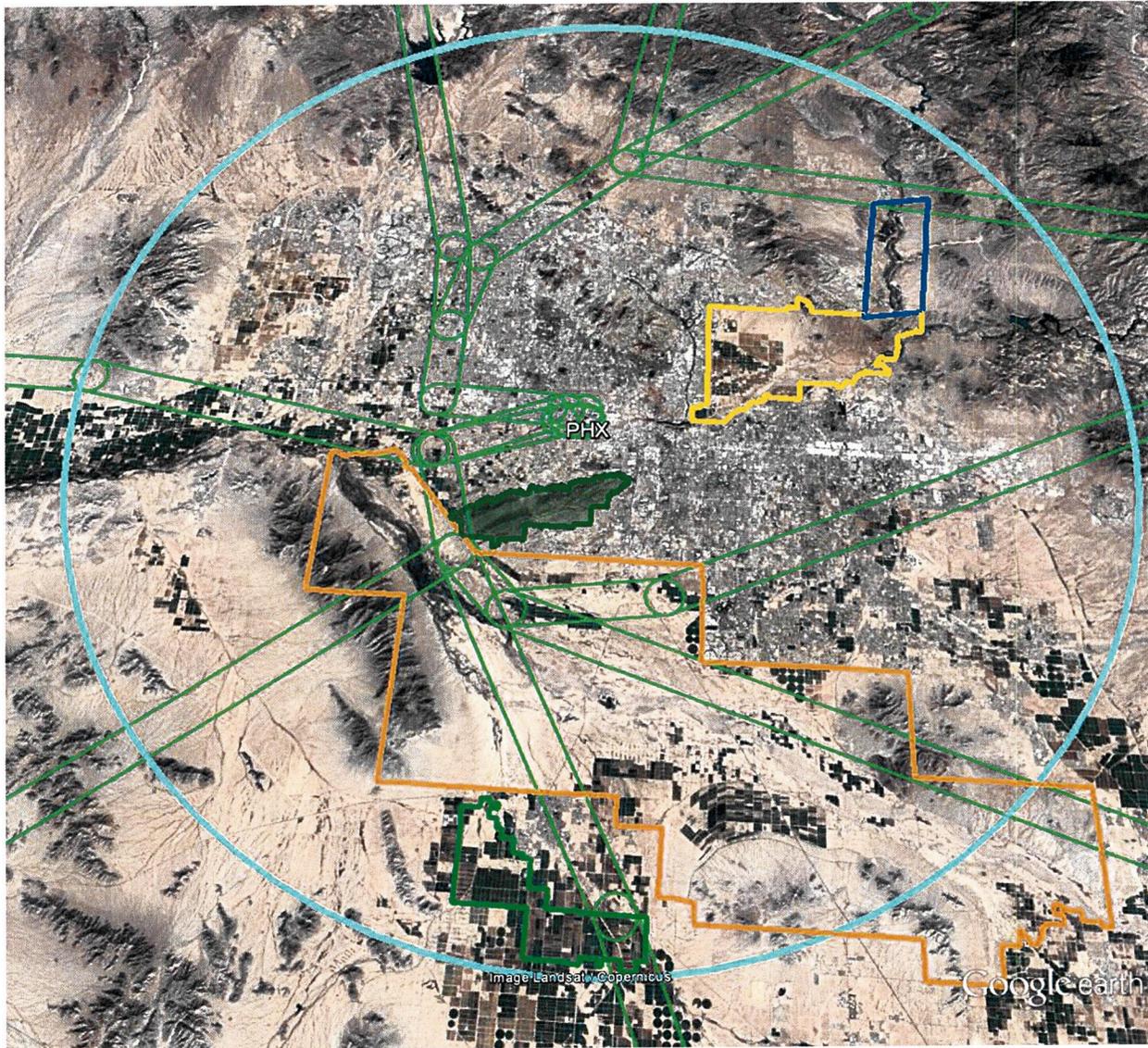
* The magenta color lines depict the simulated flight tracks of the proposed departure procedures and are not intended to depict a flight corridor.

**This depicts the area of a reportable increase of noise exposure (yellow dots) at ground level when comparing the 2017 departure flight tracks with the proposed departure procedures. The reportable increase represents an increase of the Day-Night Average Sound Level (DNL) of 5 decibels or more within the DNL 45- to 60-decibel noise exposure level.

Attachment C

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Proposed Area of Potential Effect Consisting of a Two-Mile Buffer Zone On the West Flow Proposed Procedures

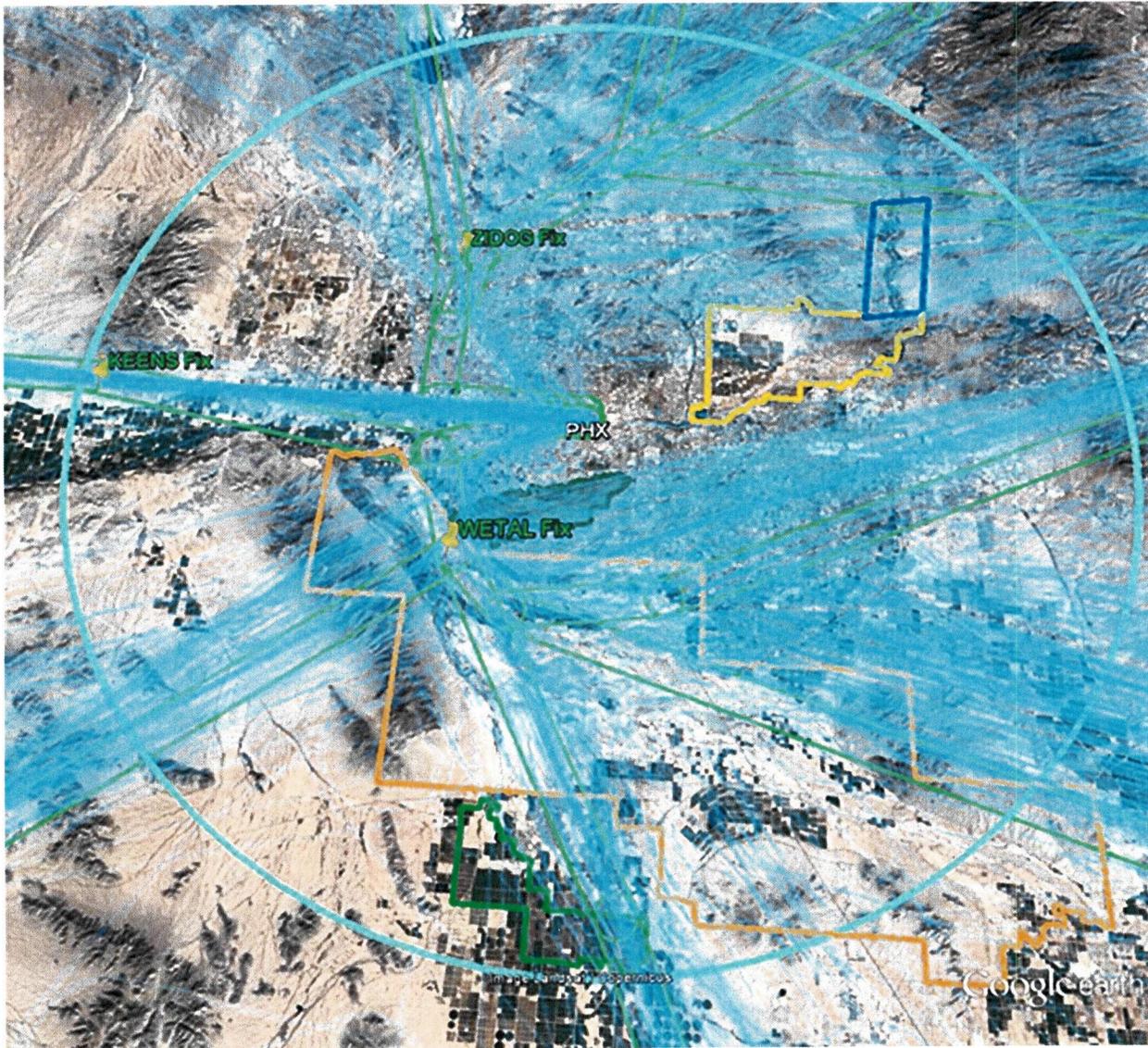


- Project General Study Area
- Two Mile Buffer Zone APE
- Ak Chin Indian Community of the Maricopa
- Gila River Indian Community
- Fort McDowell Yavapai Nation
- Salt River Pima-Maricopa Indian Community
- South Mountain Park/Preserve

Attachment D

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Proposed Area of Potential Effect Consisting of a Two-Mile Buffer Zone On the West Flow Proposed Procedures with Overlay of 2017 Flight Tracks



	Project General Study Area
	Two Mile Buffer Zone APE
	Ak Chin Indian Community of the Maricopa
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	South Mountain Park/Preserve
	2017 Flight Tracks for West Flow Departures

Landis, Marina (FAA)

From: Torri, John (FAA)
Sent: Thursday, May 10, 2018 12:57 PM
To: Landis, Marina (FAA)
Subject: FW: FedEx Shipment 771949307158 Delivered

John Torri
Secretary
Federal Aviation Administration
Operations Support Group
Western Service Center
V (206) 231-2236

From: TrackingUpdates@fedex.com [mailto:TrackingUpdates@fedex.com]
Sent: Tuesday, April 10, 2018 11:23 AM
To: Torri, John (FAA) <John.Torri@faa.gov>
Subject: FedEx Shipment 771949307158 Delivered

Your package has been delivered

Tracking # [771949307158](#)

Ship date:
Mon, 4/9/2018

John Torri
Renton, WA 98057
US

Delivery date:
Tue, 4/10/2018 11:15 am

Michelle Dodds
City of Phoenix
200 West Washington St, 3rd Fl
Historic Preservation Office
PHOENIX, AZ 85003
US



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Tracking number: [771949307158](#)

Status: Delivered: 04/10/2018 11:15 AM
Signed for By: D.DURA

Reference: Sec 106 Determination

Signed for by: D.DURA



Delivery location:	PHOENIX, AZ
Delivered to:	Receptionist/Front Desk
Service type:	FedEx Priority Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Deliver Weekday
Standard transit:	4/10/2018 by 10:30 am

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U.S. Department
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**Federal Aviation
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Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

April 09, 2018

Mr. Steven Dreiseszun
Historic Neighborhood Petitioners
1125 W. Culver St.
Phoenix, AZ 85007

RE: Section 106 Consultation for Proposed Air Traffic Procedure Amendments for West
Flow Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Mr. Dreiseszun,

The Federal Aviation Administration (FAA) is proposing to issue nine new Area Navigation (RNAV) Standard Instrument Departure (SID) procedures, which amend the west flow departures from runways 25 Left, 25 Right and 26 at Phoenix Sky Harbor International Airport (Phoenix Sky Harbor).¹ The FAA has determined that this proposed action is an undertaking with the potential to affect historic properties and accordingly we initiated consultation with the Arizona State Historic Preservation Office (SHPO) under Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations in December 2017. We are affording the same status to the Gila River Indian Community Tribal Historic Preservation Officer (THPO) with respect to potential effects of this undertaking on the Gila River Indian Community tribal lands.

In addition, the FAA initiated consultation with the City of Phoenix Historic Preservation Office and with the Salt River Pima-Maricopa Indian Community, the Ak-Chin Indian Community of the Maricopa, the Fort McDowell Yavapai Nation, and the Tohono O'odham Indian Community. We initiated formal consultation with you, on behalf of the historic neighborhood Petitioners, on February 23, 2018, and notified the Encanto-Palmcroft Historic Preservation Association, the Roosevelt Action Association, the Willo Neighborhood Association, and the Story Preservation Association. We understand that you are representing the interests of the historic neighborhood Petitioners in this formal consultation.

The Proposed Undertaking

This action is being taken pursuant to the agreement that the FAA entered into with the City of Phoenix, and the historic neighborhood Petitioners as a result of the court decision in *City of*

¹ RNAV SIDs are identified by reference to the five-letter code for specific waypoints or "fixes" used by the procedure. The nine new RNAV SIDs are ZEPER, QUAKY, MRBIL, FORPE, BROAK, ECLPS, STRRM, FYRBD and KEENS. Concurrent with this undertaking, the FAA will rename the RNAV SIDs procedures for east flow departures in accordance with FAA criteria, but the procedures themselves will not be amended.

Phoenix, Arizona v. Huerta, 869 F.3d 963 (D.C. Cir. 2017).² These nine RNAV SIDs would replace the current west flow departure procedures, which the court ordered vacated as of June 15, 2018.

The current action would complete implementation of the first step in the agreement between the FAA, the City of Phoenix, and the historic neighborhood associations and replace the current RNAV SIDs.³ The proposed nine new RNAV SID procedures will provide a seamless predictable flight path from Phoenix Sky Harbor to the en route air traffic structure. The simulated centerlines of these procedures and associated waypoints/fixes are shown on Attachment A. More details regarding these proposed procedures can be found at https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx/.

Identification of Historic Properties

The FAA originally proposed an Area of Potential Effect (APE) encompassing areas that could receive noise increases that could alter historic properties where a quiet setting is a characteristic that qualify it for the National Register of Historic Places (National Register), as described in our letter to the SHPO dated December 29, 2017. The proposed APE identified areas that are projected to receive noise increases of DNL +3 dB or more within areas exposed to the DNL 60 - 65 dB, or an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB.⁴ We have updated this proposed APE for noise to reflect more recent analysis, as depicted in Attachment B.

Through initial consultation, the FAA learned of the presence of traditional cultural properties (TCPs) in the area overflowed by aircraft departing west and turning south, including South Mountain and Estrella Mountain. These TCPs are potentially sensitive to effects of overflights that introduce a visual, atmospheric, or auditory element. Therefore, consistent with suggestions from the SHPO staff and the City of Phoenix Historic Preservation Office, we are proposing an additional APE to capture these potential effects, consisting of a two-mile buffer zone around the west flow departure routes as shown in Attachment C.

Assessment of Effects

Because this undertaking does not require land acquisition, construction, or other ground disturbance, there would be no direct physical effects to historic resources and potential effects are limited to indirect effects from aircraft overflights.

² Separately, the FAA implemented an interim measure on March 29, 2018 to provide more immediate noise relief to the Petitioners in *City of Phoenix, Arizona v. Huerta*, which was the subject of the proposed finding of “no historic properties affected” set forth in our letter of February 28, 2018 to Kathryn Leonard, SHPO. This interim measure did not affect aircraft departing west and turning south, and will be replaced by the new RNAV SIDs proposed in this undertaking.

³ Step Two of the agreement, which is not part of the current undertaking, will consider other proposed changes to the Phoenix airspace.

⁴ DNL takes into account the noise level of each individual aircraft event, the number of times those events occur, and the time of day in which they occur. DNL includes a 10-decibel (dB) noise penalty added to noise events occurring from 10:00 p.m. to 7:00 a.m., to reflect the increased sensitivity to noise and lower ambient sound levels at night. The FAA’s noise guidelines for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of a day-night average sound level (DNL) 1.5 dB in areas exposed to aircraft noise of DNL 65 dB and higher. Using these criteria, this undertaking is not expected to result in significant noise impacts; however, the FAA recognizes that this standard may not be relevant to certain historic sites.

disturbance, there would be no direct physical effects to historic resources and potential effects are limited to indirect effects from aircraft overflights.

The FAA's noise screening analysis indicated that the undertaking would not result in changes to noise exposure that exceed the FAA's significant noise threshold.⁵ Consultation did not identify any historic properties within the noise based APE for which a quiet setting is a characteristic that qualifies it for the National Register, and that therefore could be affected at a lower level of noise exposure.

Within the additional APE, the FAA also considered the potential for overflights to introduce visual, atmospheric or auditory elements to historic properties. We compared the proposed procedures with current flight tracks, as shown in Attachment D, and determined that there would be no new areas overflowed and therefore no potential to introduce new visual, atmospheric or auditory elements that could diminish the integrity of a historic property. In addition, we determined through informal consultation with the tribes that the proposed procedures would move flight tracks away from sensitive areas within the South Mountain TCP and raise altitudes of aircraft overflying both South Mountain and Estrella Mountain, thereby reducing any existing impacts on those historic properties.

Proposed Finding

The FAA is proposing a finding of "no adverse effects" to historic properties for the nine proposed RNAV SIDs. Although historic properties, particularly TCPs, could be affected by aircraft overflights using the proposed procedures, the effects would not diminish the integrity of any historic property and therefore do not meet the criteria for adverse effect under 36 CFR 800.5. We are notifying the other consulting parties of our proposed finding, and will make it available to the public on our website at: https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx/.

Please let us know within 30 days if you concur with or object to this finding. We look forward to your response. If you have any additional comments or questions on this undertaking, please contact Marina Landis at (206) 231-2238, or marina.landis@faa.gov.

Sincerely,



B.G. Chew, Acting Group Manager
Operations Support Group
Western Service Center

Attachments

⁵ The FAA considers 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, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase to be significant.

Cc:

Brent Kleinman, President, Encanto-Palmcroft Historic Preservation Association

Andi Abkarian, President, Roosevelt Action Association

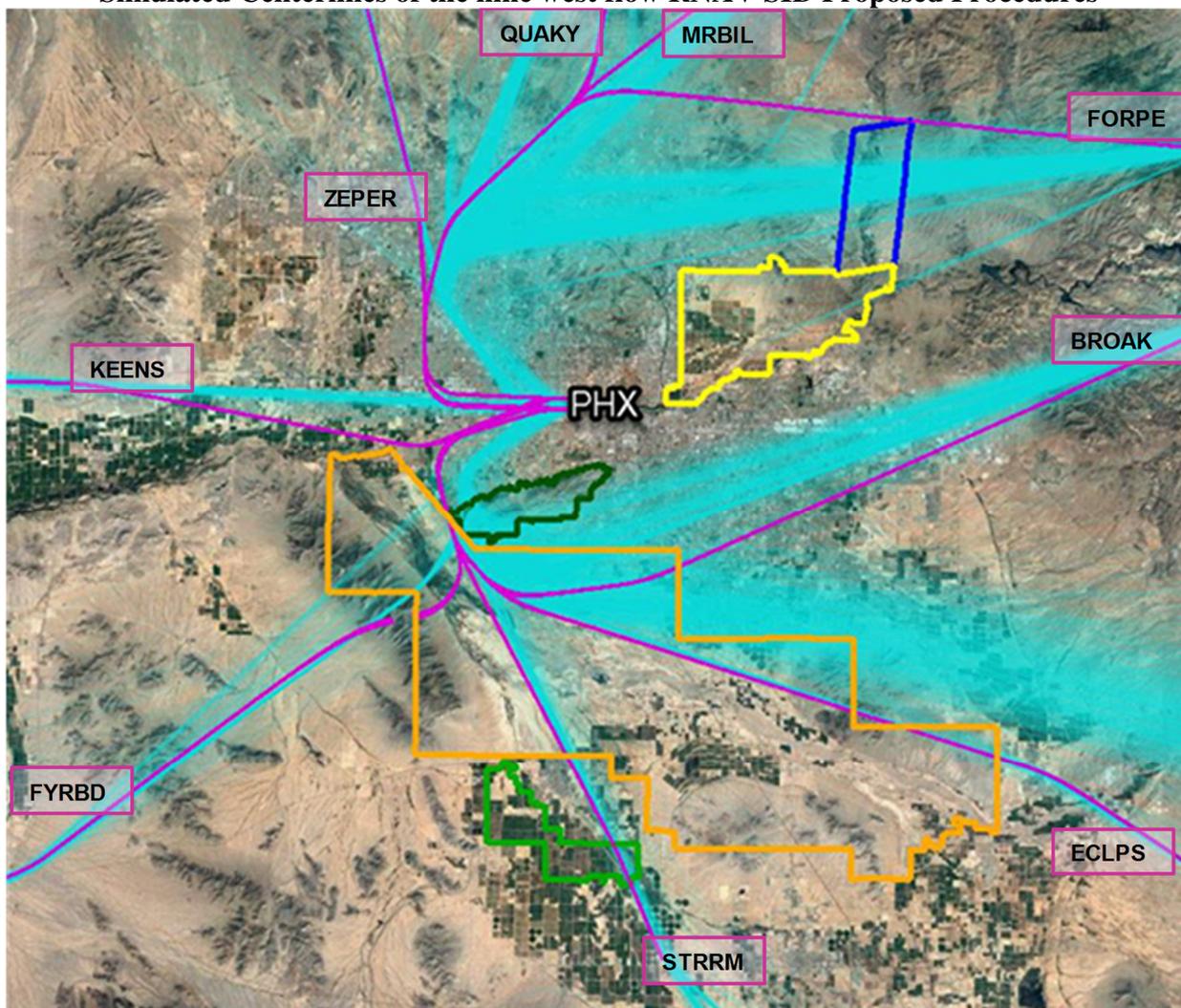
Robert Cannon, President, Willo Neighborhood Association

Will Denney, President, Story Preservation Association

Attachment A

For the Section 106 Consultation for Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Simulated Centerlines of the nine west flow RNAV SID Proposed Procedures

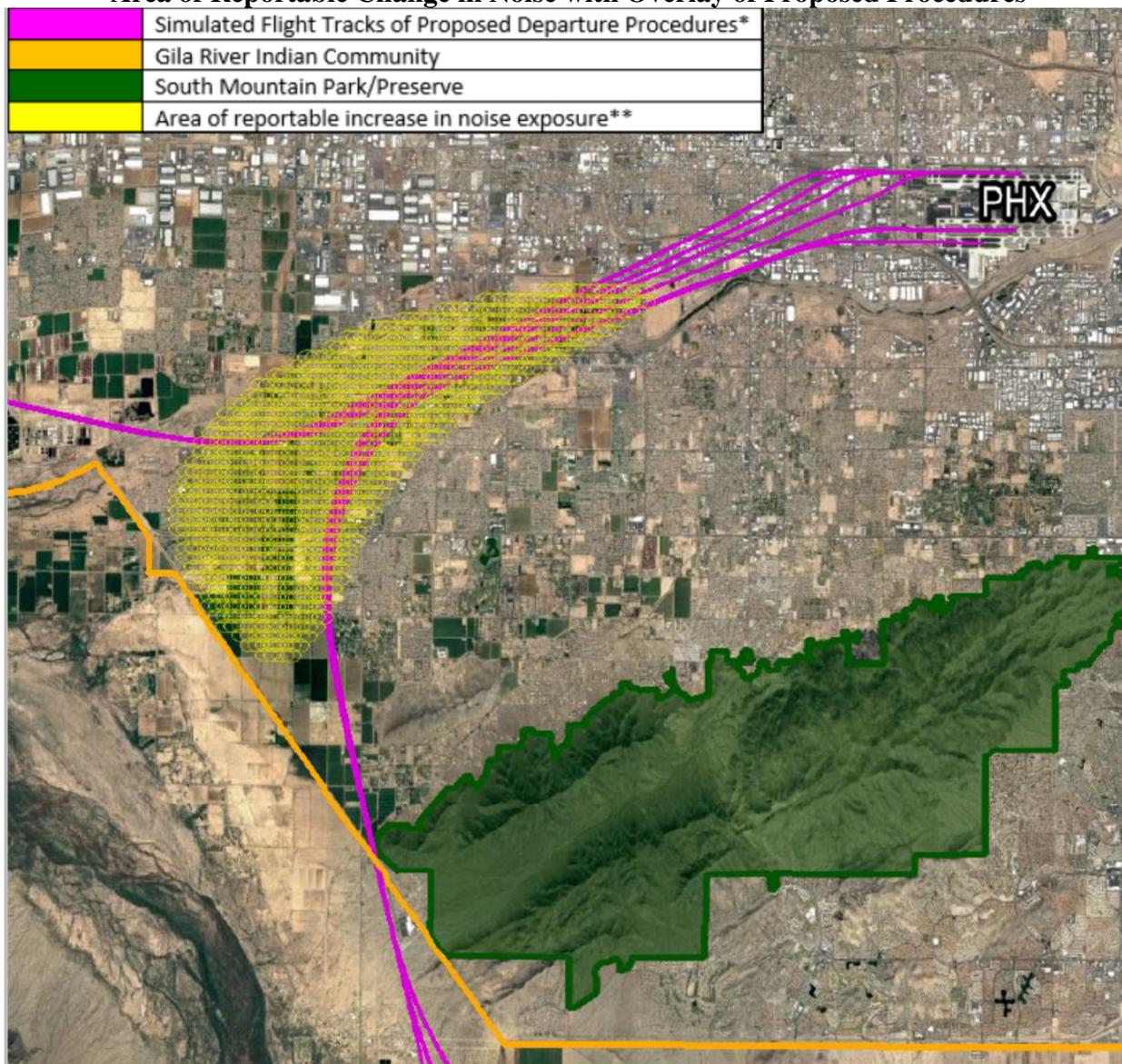


	2017 Departure Flight Tracks
	Simulated Centerlines of Proposed Departure Procedures
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	Ak-Chin Indian Community of the Maricopa
	South Mountain Park/Preserve

Attachment B

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Area of Reportable Change in Noise with Overlay of Proposed Procedures



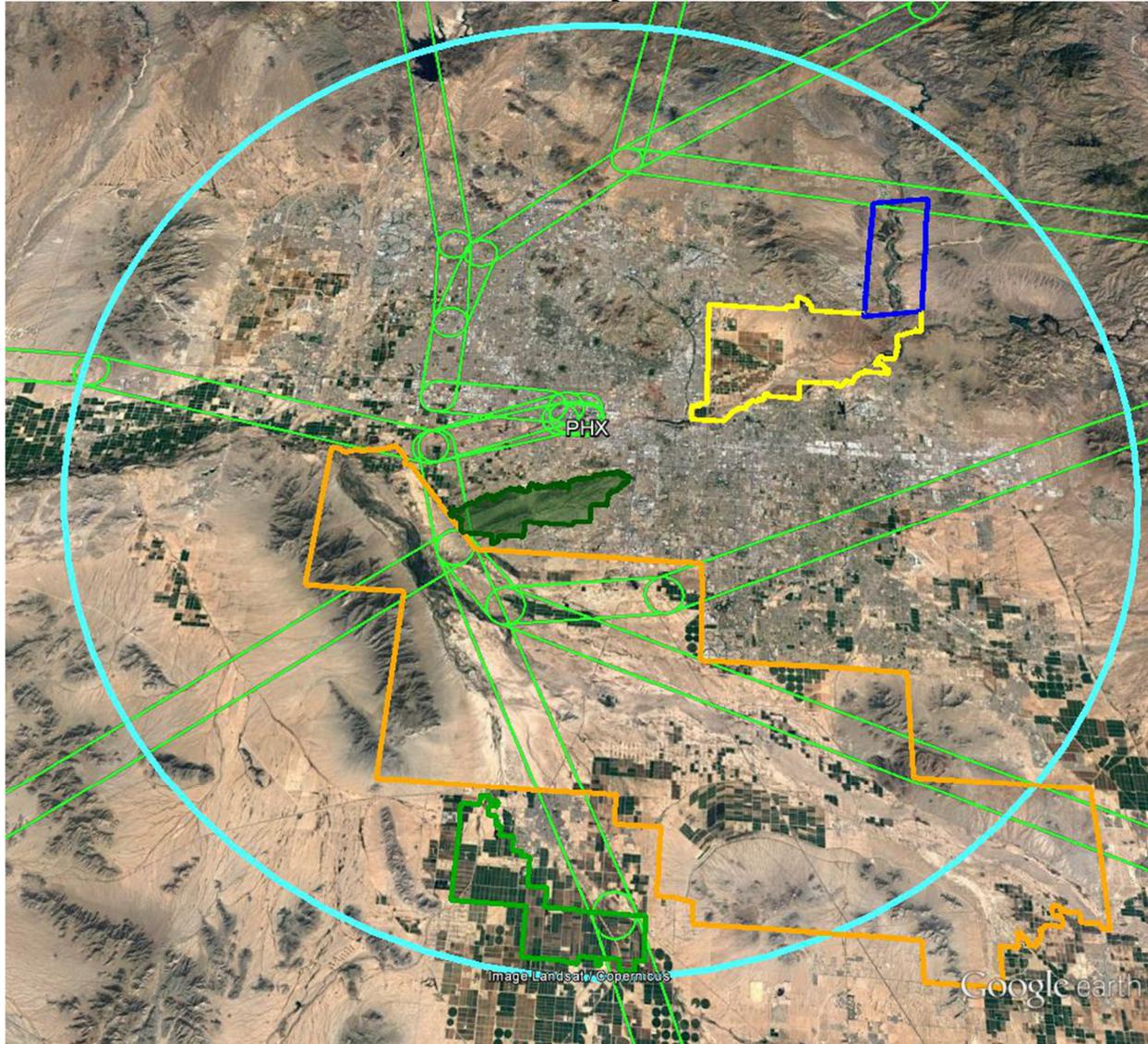
* The magenta color lines depict the simulated flight tracks of the proposed departure procedures and are not intended to depict a flight corridor.

**This depicts the area of a reportable increase of noise exposure (yellow dots) at ground level when comparing the 2017 departure flight tracks with the proposed departure procedures. The reportable increase represents an increase of the Day-Night Average Sound Level (DNL) of 5 decibels or more within the DNL 45- to 60-decibel noise exposure level.

Attachment C

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

**Proposed Area of Potential Effect Consisting of a Two-Mile Buffer Zone
On the West Flow Proposed Procedures**

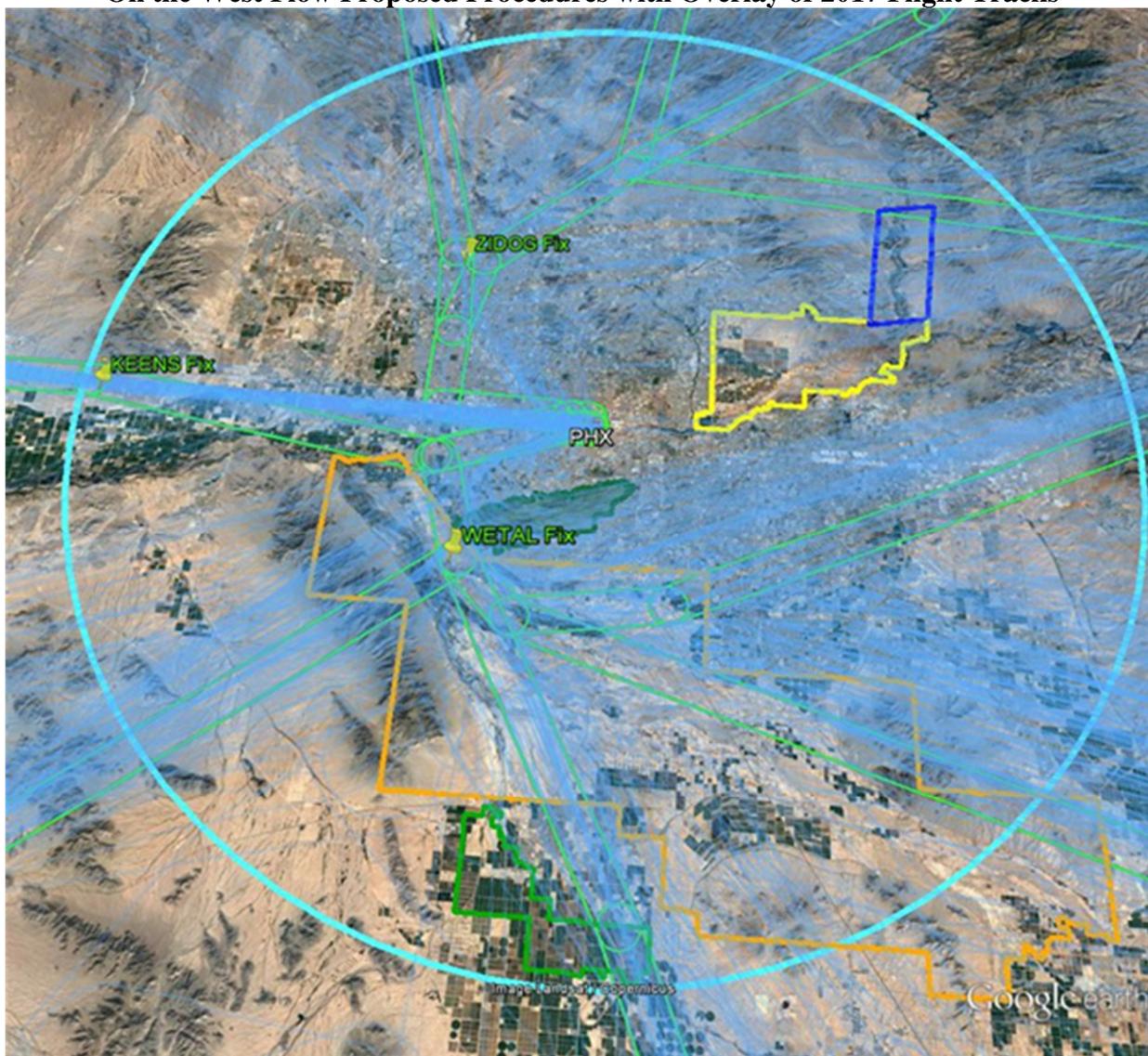


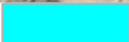
	Project General Study Area
	Two Mile Buffer Zone APE
	Ak Chin Indian Community of the Maricopa
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	South Mountain Park/Preserve

Attachment D

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Proposed Area of Potential Effect Consisting of a Two-Mile Buffer Zone On the West Flow Proposed Procedures with Overlay of 2017 Flight Tracks



	Project General Study Area
	Two Mile Buffer Zone APE
	Ak Chin Indian Community of the Maricopa
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	South Mountain Park/Preserve
	2017 Flight Tracks for West Flow Departures

Landis, Marina (FAA)

From: Torri, John (FAA)
Sent: Thursday, May 10, 2018 12:57 PM
To: Landis, Marina (FAA)
Subject: FW: FedEx Shipment 771949331781 Delivered

John Torri
Secretary
Federal Aviation Administration
Operations Support Group
Western Service Center
V (206) 231-2236

From: TrackingUpdates@fedex.com [mailto:TrackingUpdates@fedex.com]
Sent: Tuesday, April 10, 2018 10:23 AM
To: Torri, John (FAA) <John.Torri@faa.gov>
Subject: FedEx Shipment 771949331781 Delivered

Your package has been delivered

Tracking # 771949331781

Ship date:
Mon, 4/9/2018

John Torri
Renton, WA 98057
US



Delivery date:
Tue, 4/10/2018 10:20 am

Mr. Steve Dreiseszun
Historic Preservation Petitioners
1125 West Culver St
PHOENIX, AZ 85007
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number: [771949331781](#)

Status: Delivered: 04/10/2018 10:20 AM
Signed for By: S.DRIEZEN

Reference: Sec 106 Determination

Signed for by: S.DRIEZEN

Delivery location:	PHOENIX, AZ
Delivered to:	Residence
Service type:	FedEx Priority Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required
	Deliver Weekday
	Residential Delivery
Standard transit:	4/10/2018 by 10:30 am

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

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

April 09, 2018

The Honorable Stephen Roe Lewis
Governor
Gila River Indian Community
61 East Pima St. Gila River
Indian Community
Sacaton, AZ 85147

RE: Section 106 Consultation for Proposed Air Traffic Procedure Amendments for West Flow Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Governor Lewis,

The Federal Aviation Administration (FAA) is proposing to issue nine new Area Navigation (RNAV) Standard Instrument Departure (SID) procedures, which amend the west flow departures from runways 25 Left, 25 Right and 26 at Phoenix Sky Harbor International Airport (Phoenix Sky Harbor).¹ The FAA has determined that this proposed action is an undertaking with the potential to affect historic properties and accordingly we initiated consultation with you under Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations in December 2017.

Because some of the potential effects of this undertaking could occur on the Gila River Indian Community tribal lands, we are seeking your input and affording your Tribal Historic Preservation Officer, Mr. Barnaby Lewis, the same status in this consultation as the Arizona State Historic Preservation Officer (SHPO). The FAA also initiated consultation with the Salt River Pima-Maricopa Indian Community, the Ak-Chin Indian Community of the Maricopa, Fort McDowell Yavapai Nation, and the Tohono O'odham Indian Community, based on the potential effects to historic properties identified as having religious or cultural significance to those tribes. We understand that those tribes have asked the Gila River Indian Community to represent their interests in this formal consultation.

The Proposed Undertaking

This action is being taken pursuant to the agreement the FAA entered into with the City of Phoenix, and certain historic neighborhood associations as a result of the court decision in *City of Phoenix*,

¹ RNAV SIDs are identified by reference to the five-letter code for specific waypoints or "fixes" used by the procedure. The nine new RNAV SIDs are ZEPER, QUAKY, MRBIL, FORPE, BROAK, ECLPS, STRRM, FYRBD and KEENS. Concurrent with this undertaking, the FAA will rename the RNAV SIDs procedures for east flow departures in accordance with FAA criteria, but the procedures themselves will not be amended.

Arizona v. Huerta, 869 F.3d 963 (D.C. Cir. 2017).² These nine RNAV SIDs would replace the current west flow departure procedures, which the court ordered vacated as of June 15, 2018.

The current action would complete implementation of the first step in the agreement between the FAA, the City of Phoenix, and the historic neighborhood associations and replace the current RNAV SIDs.³ The proposed nine new RNAV SID procedures would provide a seamless predictable flight path from Phoenix Sky Harbor to the en route air traffic structure. The simulated centerlines of these procedures and associated waypoints/fixes are shown on Attachment A. More details regarding these proposed procedures can be found at https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx/.

Identification of Historic Properties

The FAA originally proposed an Area of Potential Effect (APE) encompassing areas that could receive noise increases that could alter historic properties where a quiet setting is a characteristic that qualify it for the National Register of Historic Places (National Register), as described in our letter dated January 4, 2018. The proposed APE identified areas that are projected to receive noise increases of DNL +3 dB or more within areas exposed to the DNL 60 - 65 dB, or an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB.⁴ We have updated this proposed APE for noise to reflect more recent analysis, as depicted in Attachment B.

Through initial consultation, the FAA learned of the presence of traditional cultural properties (TCPs) in the area overflowed by aircraft departing west and turning south, including South Mountain and Estrella Mountain. These TCPs are potentially sensitive to effects of overflights that introduce a visual, atmospheric, or auditory element. Therefore, consistent with suggestions from the Arizona SHPO and the City of Phoenix Historic Preservation Office, we are proposing an additional APE to capture these potential effects, consisting of a two-mile buffer zone around the west flow departure routes as shown in Attachment C.

Assessment of Effects

Because this undertaking does not require land acquisition, construction, or other ground disturbance, there would be no direct physical effects to historic resources and potential effects are limited to indirect effects from aircraft overflights.

² Separately, the FAA implemented an interim measure on March 29, 2018 to provide more immediate noise relief to the Petitioners in *City of Phoenix, Arizona v. Huerta*, which was the subject of the proposed finding of “no historic properties affected” set forth in our letter of February 28, 2018 to Kathryn Leonard, SHPO. This interim measure did not affect aircraft departing west and turning south, and will be replaced by the new RNAV SIDs proposed in this undertaking.

³ Step Two of the agreement, which is not part of the current undertaking, would consider other proposed changes to the Phoenix airspace.

⁴ DNL takes into account the noise level of each individual aircraft event, the number of times those events occur, and the time of day in which they occur. DNL includes a 10-decibel (dB) noise penalty added to noise events occurring from 10:00 p.m. to 7:00 a.m., to reflect the increased sensitivity to noise and lower ambient sound levels at night. The FAA’s noise guidelines for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of a day-night average sound level (DNL) 1.5 dB in areas exposed to aircraft noise of DNL 65 dB and higher. Using these criteria, this undertaking is not expected to result in significant noise impacts; however, the FAA recognizes that this standard may not be relevant to certain historic sites.

The FAA's noise screening analysis indicated that the undertaking would not result in changes to noise exposure that exceed the FAA's significant noise threshold.⁵ Consultation did not identify any historic properties within the original noise-based APE, for which a quiet setting is a characteristic that qualifies it for the National Register, and that therefore could be affected at a lower level of noise exposure.

Within the additional APE, the FAA also considered the potential for overflights to introduce visual, atmospheric or auditory elements to historic properties. We compared the proposed procedures with current flight tracks, as shown in Attachment D, and determined that there would be no new areas overflowed and therefore no potential to introduce new visual, atmospheric or auditory elements that could diminish the integrity of a historic property. In addition, we determined through informal consultation with the tribes that the proposed procedures would move flight tracks away from sensitive areas within the South Mountain TCP and raise altitudes of aircraft overflying both South Mountain and Estrella Mountain, thereby reducing any existing impacts on those historic properties.

Proposed Finding

The FAA is proposing a finding of "no adverse effects" to historic properties for the nine proposed RNAV SIDs. Although historic properties, particularly TCPs, could be affected by aircraft overflights using the proposed procedures, the effects would not diminish the integrity of any historic property and therefore do not meet the criteria for adverse effect under 36 CFR 800.5. We are notifying the other consulting parties of our proposed finding, and will make it available to the public on our website at:

https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx/.

Please let us know within 30 days if you concur with or object to this finding. We look forward to your response. If you have any additional comments or questions on this undertaking, please contact Marina Landis at (206) 231-2238, or marina.landis@faa.gov.

Sincerely,



B.G. Chew, Acting Group Manager
Operations Support Group
Western Service Center

Attachments

⁵ The FAA considers 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, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase to be significant.

Attachments

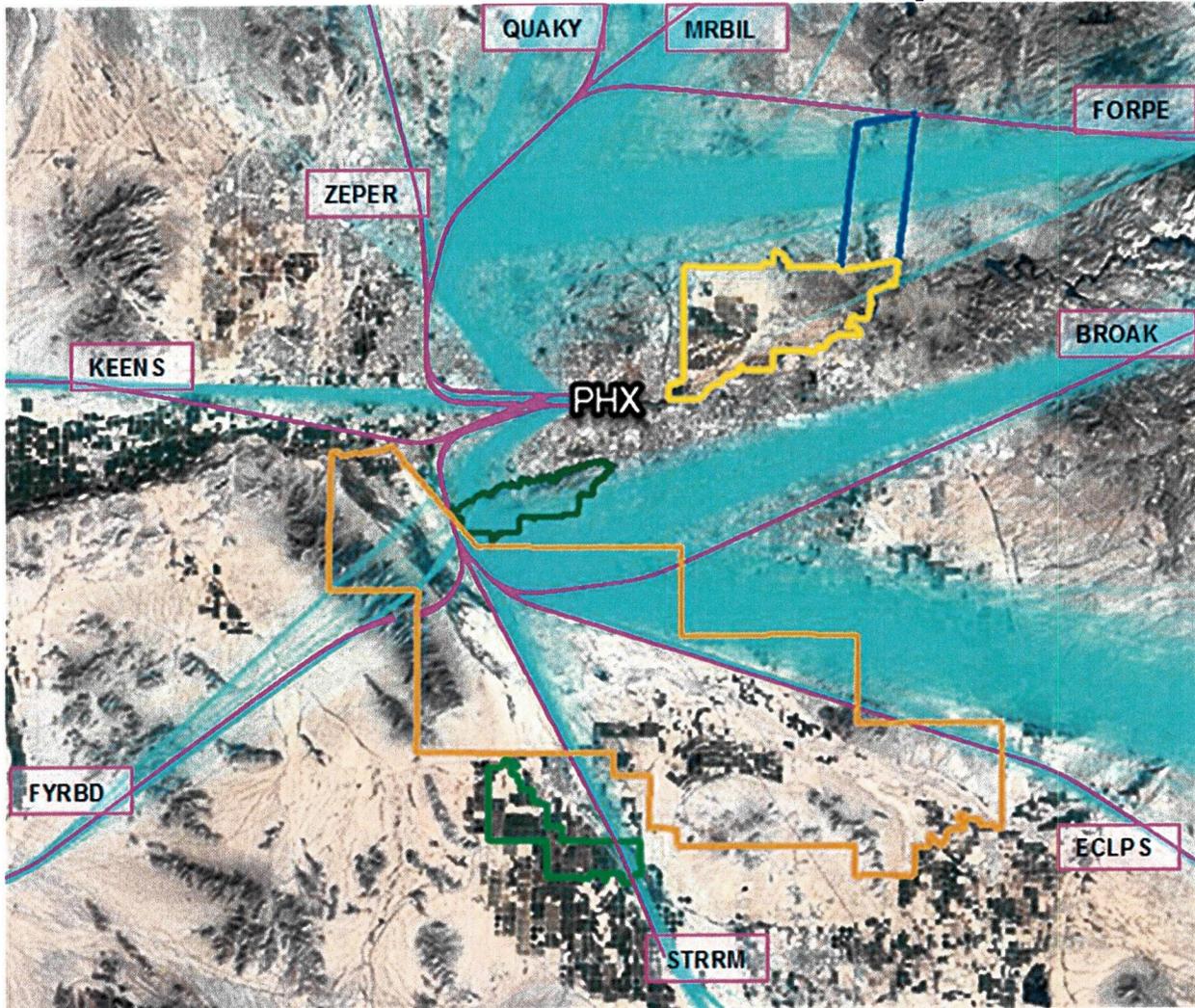
Cc:

Larry Benallie, Jr. Archaeological Compliance Specialist, Gila River Indian Community
Dwight Honyouti, Cultural Resource Specialist, Gila River Indian Community
Robert Miguel, Chair, Ak-Chin Indian Community Council
Caroline Antone, Cultural Resource Manager, Ak-Chin Indian Community
Diane Enos, Director, Salt River Pima-Maricopa Indian Community
Shane Anton, Cultural Programs Manager, Salt River Pima-Maricopa Indian Community
Bernadine Burnette, President, Fort McDowell Yavapai Nation
Albert Nelson, Manager, Cultural Development Department, Fort McDowell Yavapai Nation
Edward D. Manuel, Chair, Tohono O'odham Nation
Peter Steere, Tribal Historic Preservation Officer, Cultural Affairs Department, Tohono O'odham Nation
Kathryn Leonard, State Historic Preservation Officer, Arizona State Historic Preservation Office
David Jacobs, Compliance Specialist/Archaeologist, Arizona State Historic Preservation Office
Michelle Dodds, Phoenix Historic Preservation Officer
Steve Dreiseszun, Point of Contact for the Historic Neighborhood Petitioners

Attachment A

For the Section 106 Consultation for Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Simulated Centerlines of the of the nine west flow RNAV SID Proposed Procedures

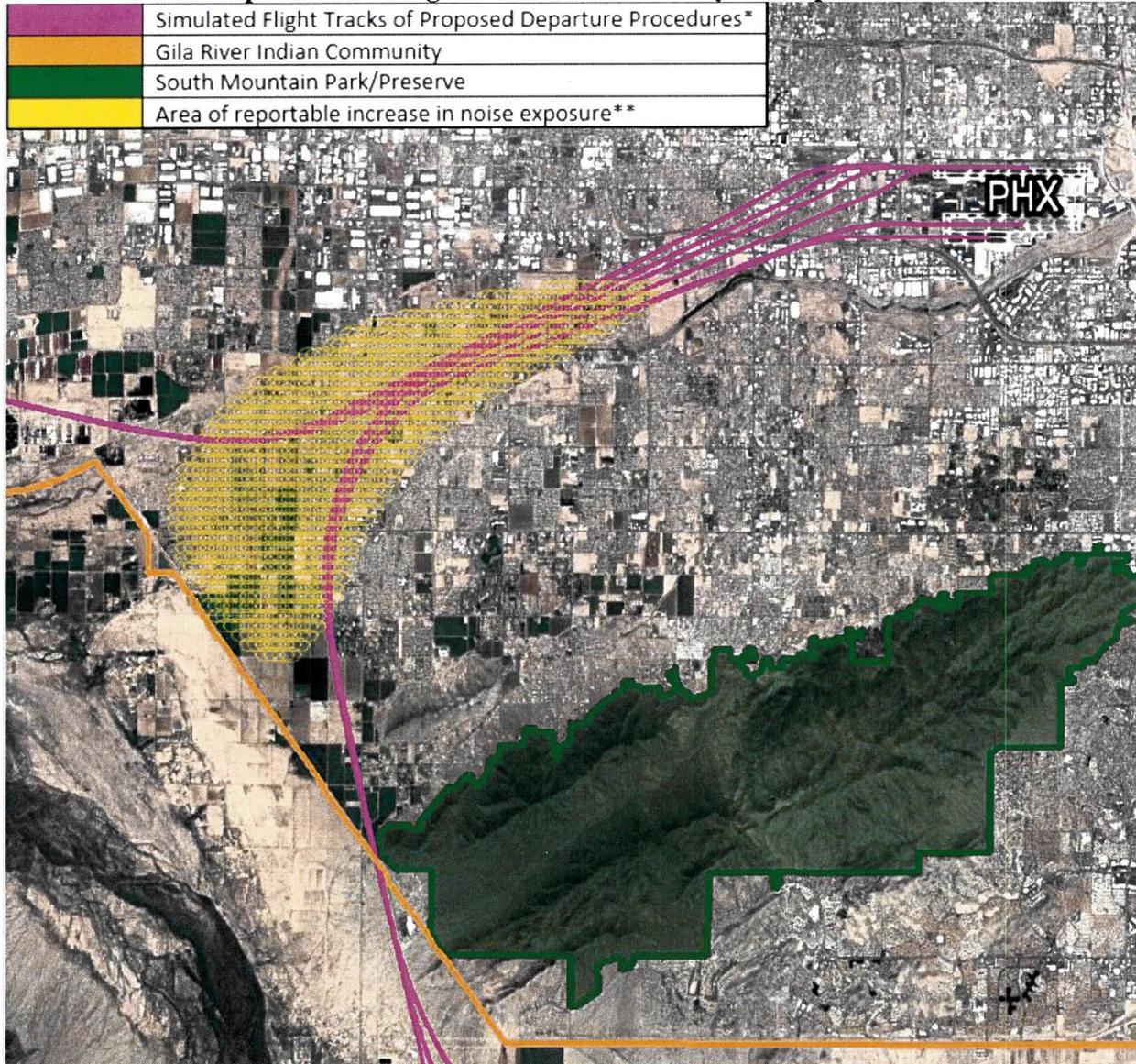


	2017 Departure Flight Tracks
	Simulated Centerlines of Proposed Departure Procedures
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	Ak-Chin Indian Community of the Maricopa
	South Mountain Park/Preserve

Attachment B

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Area of Reportable Change in Noise with Overlay of Proposed Procedures



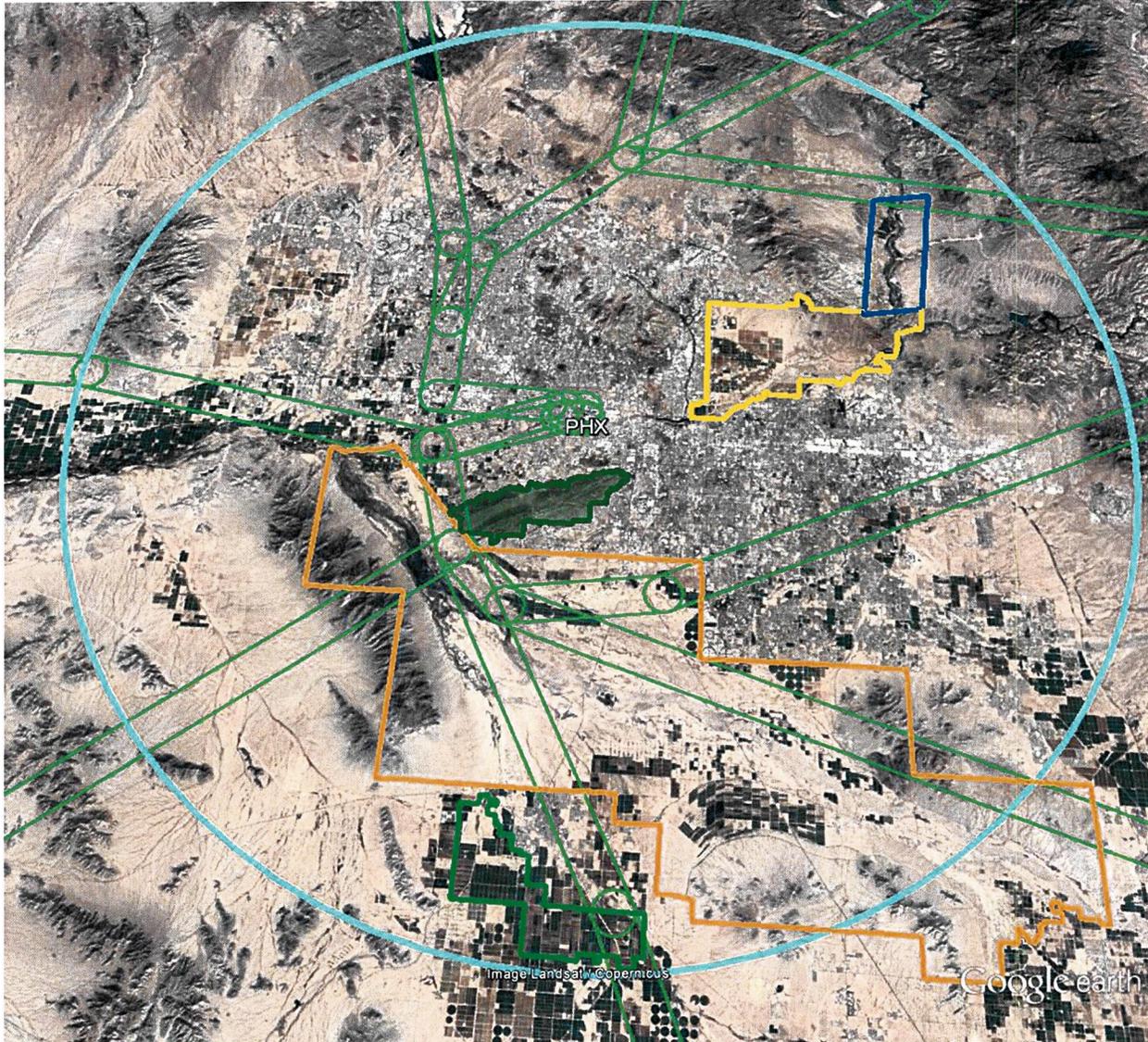
* The magenta color lines depict the simulated flight tracks of the proposed departure procedures and are not intended to depict a flight corridor.

**This depicts the area of a reportable increase of noise exposure (yellow dots) at ground level when comparing the 2017 departure flight tracks with the proposed departure procedures. The reportable increase represents an increase of the Day-Night Average Sound Level (DNL) of 5 decibels or more within the DNL 45- to 60-decibel noise exposure level.

Attachment C

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Proposed Area of Potential Effect Consisting of a Two-Mile Buffer Zone On the West Flow Proposed Procedures

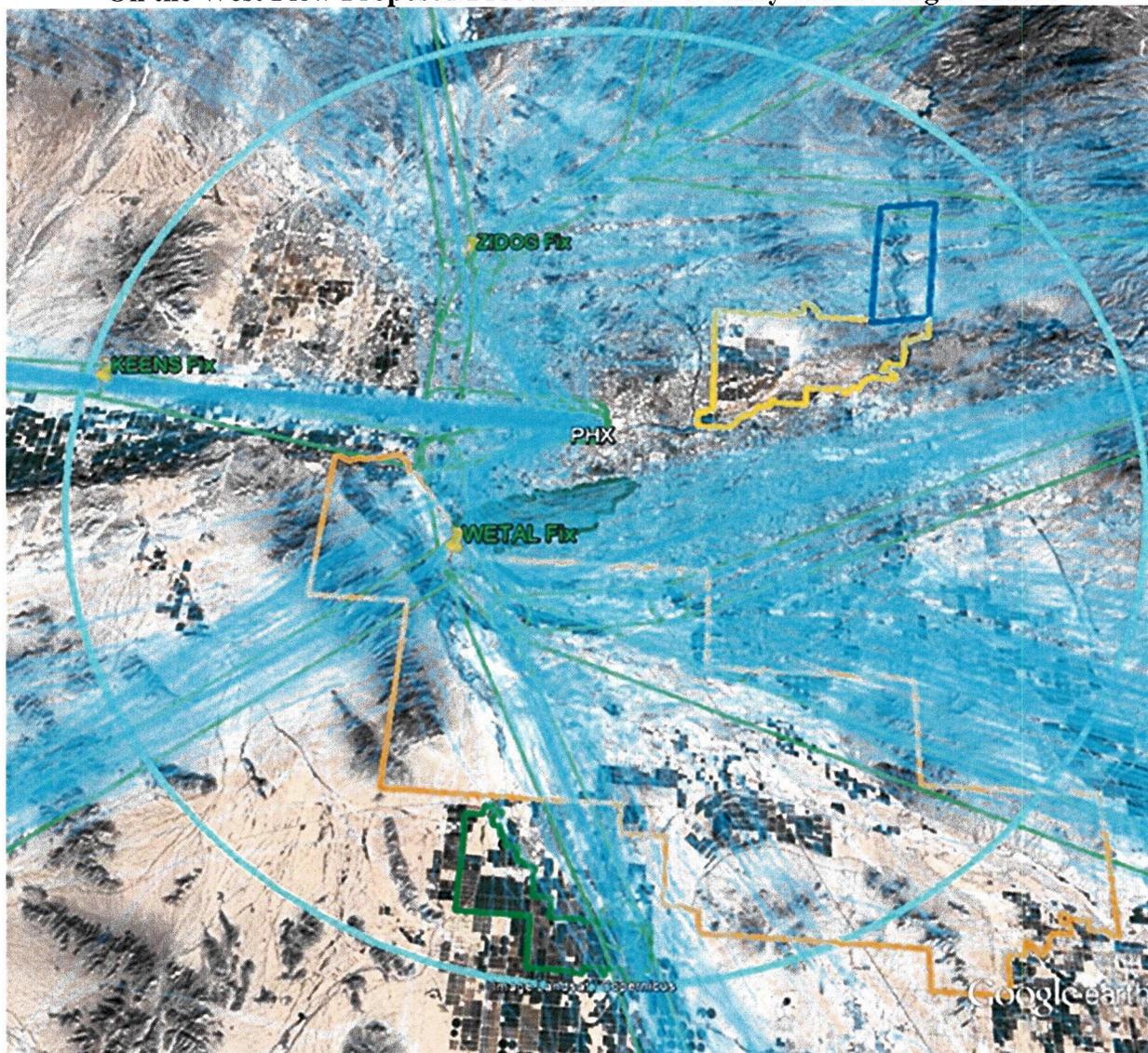


-  Project General Study Area
-  Two Mile Buffer Zone APE
-  Ak Chin Indian Community of the Maricopa
-  Gila River Indian Community
-  Fort McDowell Yavapai Nation
-  Salt River Pima-Maricopa Indian Community
-  South Mountain Park/Preserve

Attachment D

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Proposed Area of Potential Effect Consisting of a Two-Mile Buffer Zone On the West Flow Proposed Procedures with Overlay of 2017 Flight Tracks



- Project General Study Area
- Two Mile Buffer Zone APE
- Ak Chin Indian Community of the Maricopa
- Gila River Indian Community
- Fort McDowell Yavapai Nation
- Salt River Pima-Maricopa Indian Community
- South Mountain Park/Preserve
- 2017 Flight Tracks for West Flow Departures

Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Tuesday, April 10, 2018 9:59 AM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 771947180873 Delivered

Your package has been delivered

Tracking # 771947180873

Ship date:
Mon, 4/9/2018

John Torri
Renton, WA 98057
US

Delivery date:
Tue, 4/10/2018 9:57 am

The Honorable Stephen Roe Lewis
Gila River Indian Community
61 East Pima St.
Govenor
SACATON, AZ 85147
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number: [771947180873](#)

Status: Delivered: 04/10/2018 09:57 AM
Signed for By: D.BREWER

Reference: Sec 106 Determination

Signed for by: D.BREWER

Delivery location: SACATON, AZ

Delivered to: Shipping/Receiving

Service type: FedEx Priority Overnight

Packaging type: FedEx Envelope

Number of pieces: 1

Weight: 0.50 lb.

Special handling/Services: Adult Signature Required
Deliver Weekday

Standard transit: 4/10/2018 by 4:30 pm

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98198

April 09, 2018

Mr. Barnaby Lewis
Tribal Historic Preservation Officer
Gila River Indian Community
61 East Pima St. Gila River
Indian Community
Sacaton, AZ 85147

RE: Section 106 Consultation for Proposed Air Traffic Procedure Amendments for West Flow Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Mr. Lewis,

The Federal Aviation Administration (FAA) is proposing to issue nine new Area Navigation (RNAV) Standard Instrument Departure (SID) procedures, which amend the west flow departures from runways 25 Left, 25 Right and 26 at Phoenix Sky Harbor International Airport (Phoenix Sky Harbor).¹ The FAA has determined that this proposed action is an undertaking with the potential to affect historic properties and accordingly we initiated consultation with you under Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations in December 2017.

Because some of the potential effects of this undertaking could occur on the Gila River Indian Community tribal lands, we are seeking your input as the Tribal Historic Preservation Officer (THPO) and affording you the same status in this consultation as the Arizona State Historic Preservation Officer (SHPO). The FAA also initiated consultation with the Salt River Pima-Maricopa Indian Community, the Ak-Chin Indian Community of the Maricopa, Fort McDowell Yavapai Nation, and the Tohono O'odham Indian Community, based on the potential affects to historic properties identified as having religious or cultural significance to those tribes. We understand that those tribes have asked the Gila River Indian Community to represent their interests in this formal consultation. With your agreement, the FAA would like to address the remaining steps in the Section 106 process in this letter, as provided by 36 CFR §800.3(g).

The Proposed Undertaking

This action is being taken pursuant to the agreement that the FAA entered into with the City of Phoenix, and certain historic neighborhood associations as a result of the court decision in *City of*

¹ RNAV SIDs are identified by reference to the five-letter code for specific waypoints or “fixes” used by the procedure. The nine new RNAV SIDs are ZEPER, QUAKY, MRBIL, FORPE, BROAK, ECLPS, STRRM, FYRBD and KEENS. Concurrent with this undertaking, the FAA will rename the RNAV SIDs procedures for east flow departures in accordance with FAA criteria, but the procedures themselves will not be amended.

Phoenix, Arizona v. Huerta, 869 F.3d 963 (D.C. Cir. 2017).² These nine RNAV SIDs would replace the current west flow departure procedures, which the court ordered vacated as of June 15, 2018.

The current action would complete implementation of the first step in the agreement between the FAA, the City of Phoenix, and the historic neighborhood associations and replace the the current RNAV SIDs.³ The proposed nine new RNAV SID procedures would provide a seamless predictable flight path from Phoenix Sky Harbor to the en route air traffic structure. The simulated centerlines of these procedures and associated waypoints/fixes are shown on Attachment A. More details regarding these proposed procedures can be found at https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx/.

Identification of Historic Properties

The FAA originally proposed an Area of Potential Effect (APE) encompassing areas that could receive noise increases that could alter historic properties where a quiet setting is a characteristic that qualify it for the National Register of Historic Places (National Register), as described in our letter dated January 4, 2018. The proposed APE identified areas that are projected to receive noise increases of DNL +3 dB or more within areas exposed to the DNL 60 - 65 dB, or an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB.⁴ We have updated this proposed APE for noise to reflect more recent analysis, as depicted in Attachment B.

Through initial consultation, the FAA learned of the presence of traditional cultural properties (TCPs) in the area overflown by aircraft departing west and turning south, including South Mountain and Estrella Mountain. These TCPs are potentially sensitive to effects of overflights that introduce a visual, atmospheric, or auditory element. Therefore, consistent with suggestions from the Arizona SHPO and the City of Phoenix Historic Preservation Office, we are proposing an additional APE to capture these potential effects, consisting of a two-mile buffer zone around the west flow departure routes as shown in Attachment C.

Assessment of Effects

Because this undertaking does not require land acquisition, construction, or other ground

² Separately, the FAA implemented an interim measure on March 29, 2018 to provide more immediate noise relief to the Petitioners in *City of Phoenix, Arizona v. Huerta*, which was the subject of the proposed finding of “no historic properties affected” set forth in our letter of February 28, 2018 to Kathryn Leonard, SHPO. This interim measure did not affect aircraft departing west and turning south, and will be replaced by the new RNAV SIDs proposed in this undertaking.

³ Step Two of the agreement, which is not part of the current undertaking, would consider other proposed changes to the Phoenix airspace.

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disturbance, there would be no direct physical effects to historic resources and potential effects are limited to indirect effects from aircraft overflights.

The FAA's noise screening analysis indicated that the undertaking would not result in changes to noise exposure that exceed the FAA's significant noise threshold.⁵ Consultation did not identify any historic properties within the noise based APE for which a quiet setting is a characteristic that qualifies it for the National Register, and that therefore could be affected at a lower level of noise exposure.

Within the additional APE, the FAA also considered the potential for overflights to introduce visual, atmospheric or auditory elements to historic properties. We compared the proposed procedures with current flight tracks, as shown in Attachment D, and determined that there would be no new areas overflowed and therefore no potential to introduce new visual, atmospheric or auditory elements that could diminish the integrity of a historic property. In addition, we determined through informal consultation with the tribes that the proposed procedures would move flight tracks away from sensitive areas within the South Mountain TCP and raise altitudes of aircraft overflying both South Mountain and Estrella Mountain, thereby reducing any existing impacts on those historic properties.

Proposed Finding

The FAA is proposing a finding of "no adverse effects" to historic properties for the nine proposed RNAV SIDs. Although historic properties, particularly TCPs, could be affected by aircraft overflights using the proposed procedures, the effects would not diminish the integrity of any historic property and therefore do not meet the criteria for adverse effect under 36 CFR 800.5. We are notifying the other consulting parties of our proposed finding, and will make it available to the public on our website at: https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx/.

Please let us know within 30 days if you concur with or object to this finding. We look forward to your response. If you have any additional comments or questions on this undertaking, please contact Marina Landis at (206) 231-2238, or marina.landis@faa.gov.

Sincerely,



B.G. Chew, Acting Group Manager
Operations Support Group
Western Service Center

Attachments

⁵ The FAA considers 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, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase to be significant.

Attachments

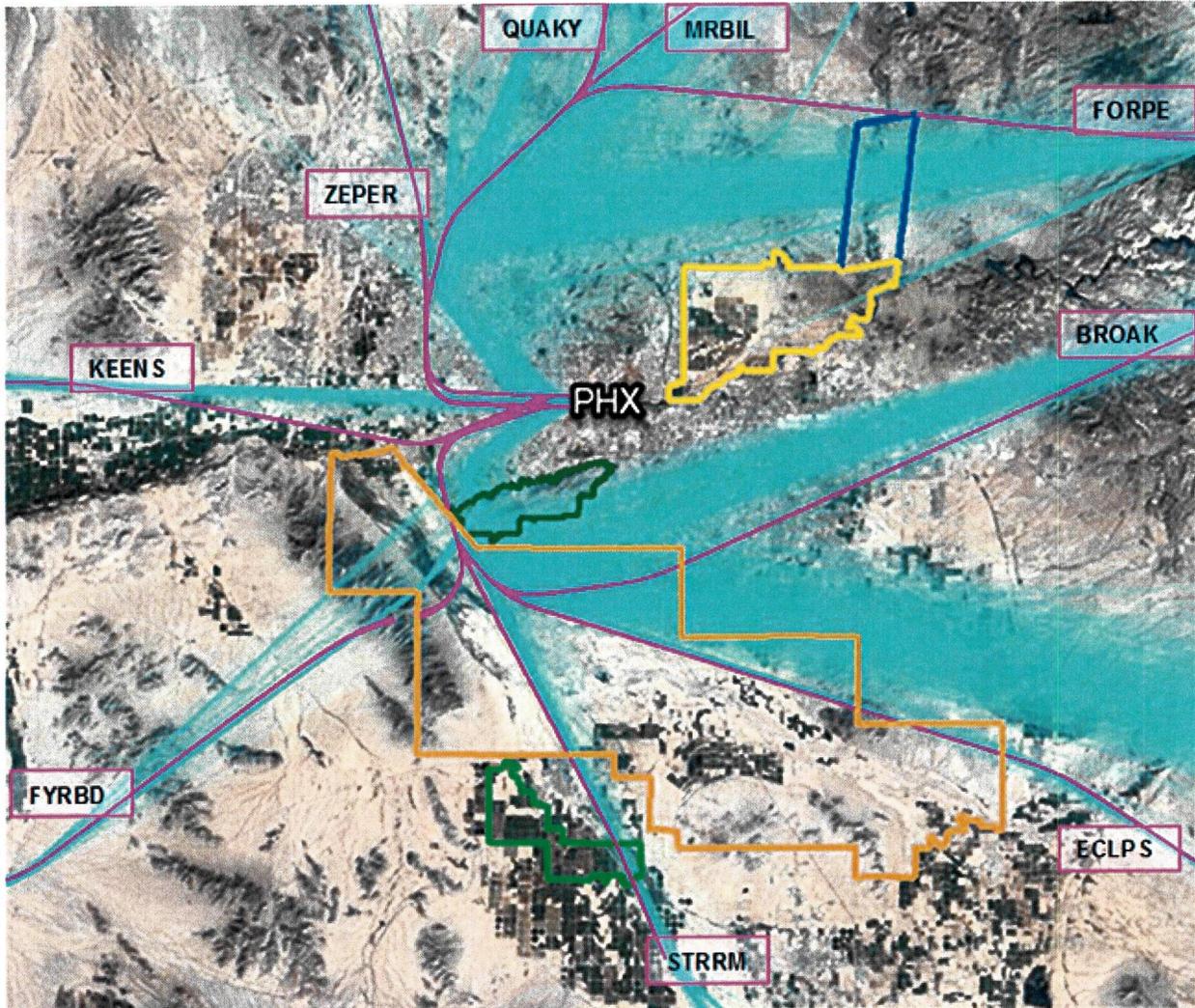
Cc:

Larry Benallie, Jr. Archaeological Compliance Specialist, Gila River Indian Community
Dwight Honyouti, Cultural Resource Specialist, Gila River Indian Community
Robert Miguel, Chair, Ak-Chin Indian Community Council
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Edward D. Manuel, Chair, Tohono O'odham Nation
Peter Steere, Tribal Historic Preservation Officer, Cultural Affairs Department, Tohono
O'odham Nation
Kathryn Leonard, State Historic Preservation Officer, Arizona State Historic Preservation Office
David Jacobs, Compliance Specialist/Archaeologist, Arizona State Historic Preservation Office
Michelle Dodds, Phoenix Historic Preservation Officer
Steve Dreiseszun, Point of Contact for the Historic Neighborhood Petitioners

Attachment A

For the Section 106 Consultation for Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Simulated Centerlines of the of the nine west flow RNAV SID Proposed Procedures

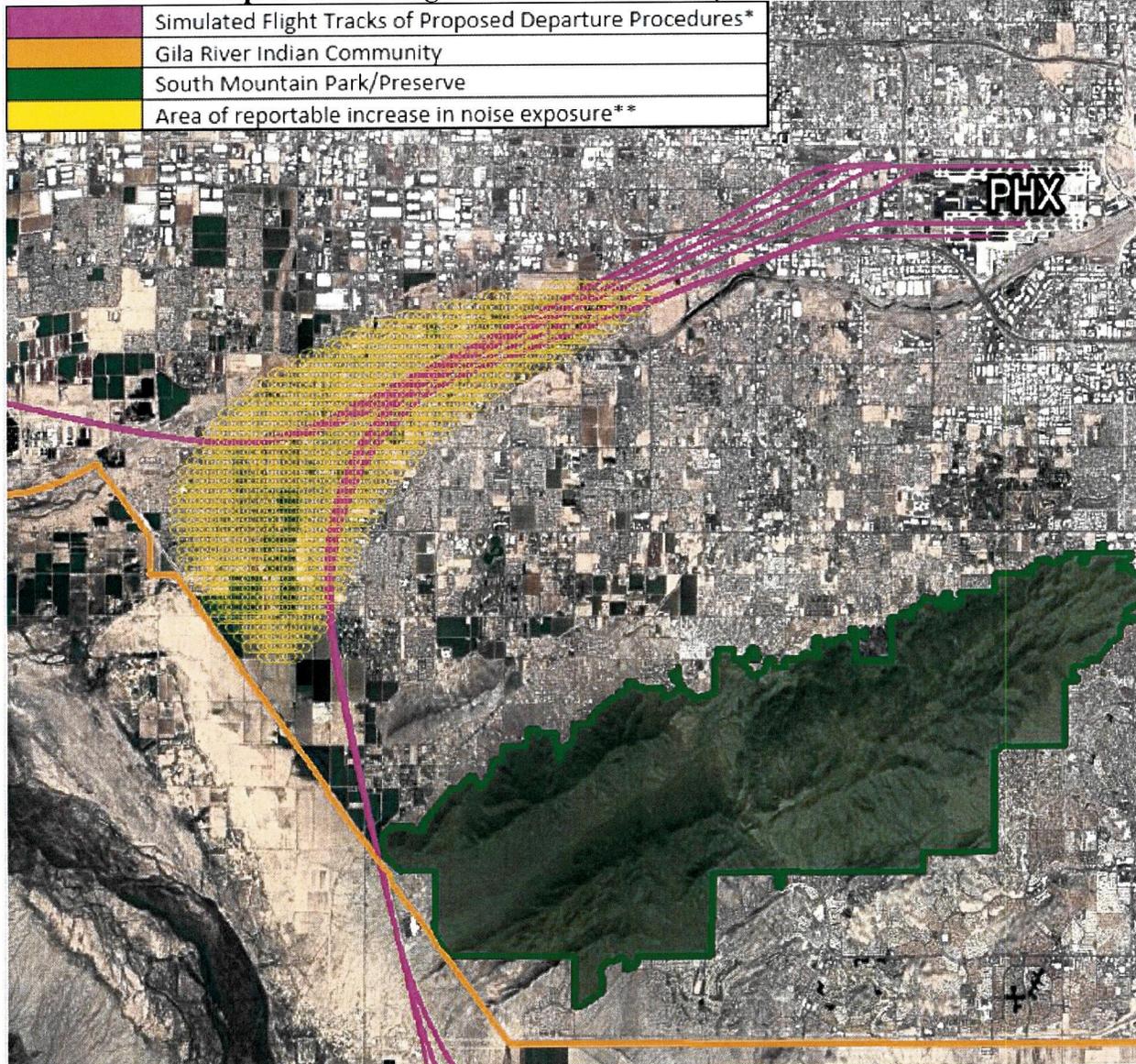


	2017 Departure Flight Tracks
	Simulated Centerlines of Proposed Departure Procedures
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	Ak-Chin Indian Community of the Maricopa
	South Mountain Park/Preserve

Attachment B

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Area of Reportable Change in Noise with Overlay of Proposed Procedures



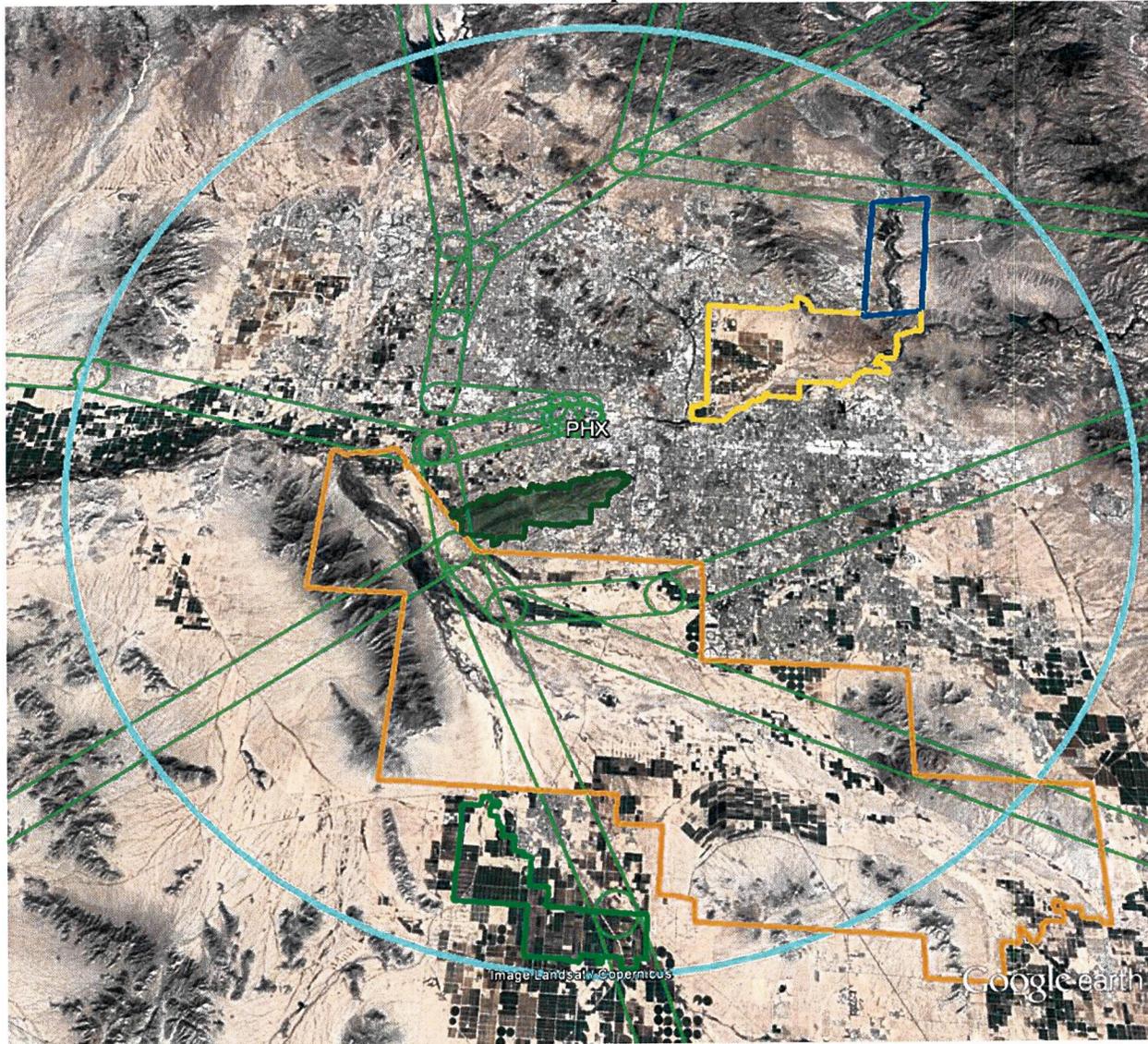
* The magenta color lines depict the simulated flight tracks of the proposed departure procedures and are not intended to depict a flight corridor.

**This depicts the area of a reportable increase of noise exposure (yellow dots) at ground level when comparing the 2017 departure flight tracks with the proposed departure procedures. The reportable increase represents an increase of the Day-Night Average Sound Level (DNL) of 5 decibels or more within the DNL 45- to 60-decibel noise exposure level.

Attachment C

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Proposed Area of Potential Effect Consisting of a Two-Mile Buffer Zone On the West Flow Proposed Procedures

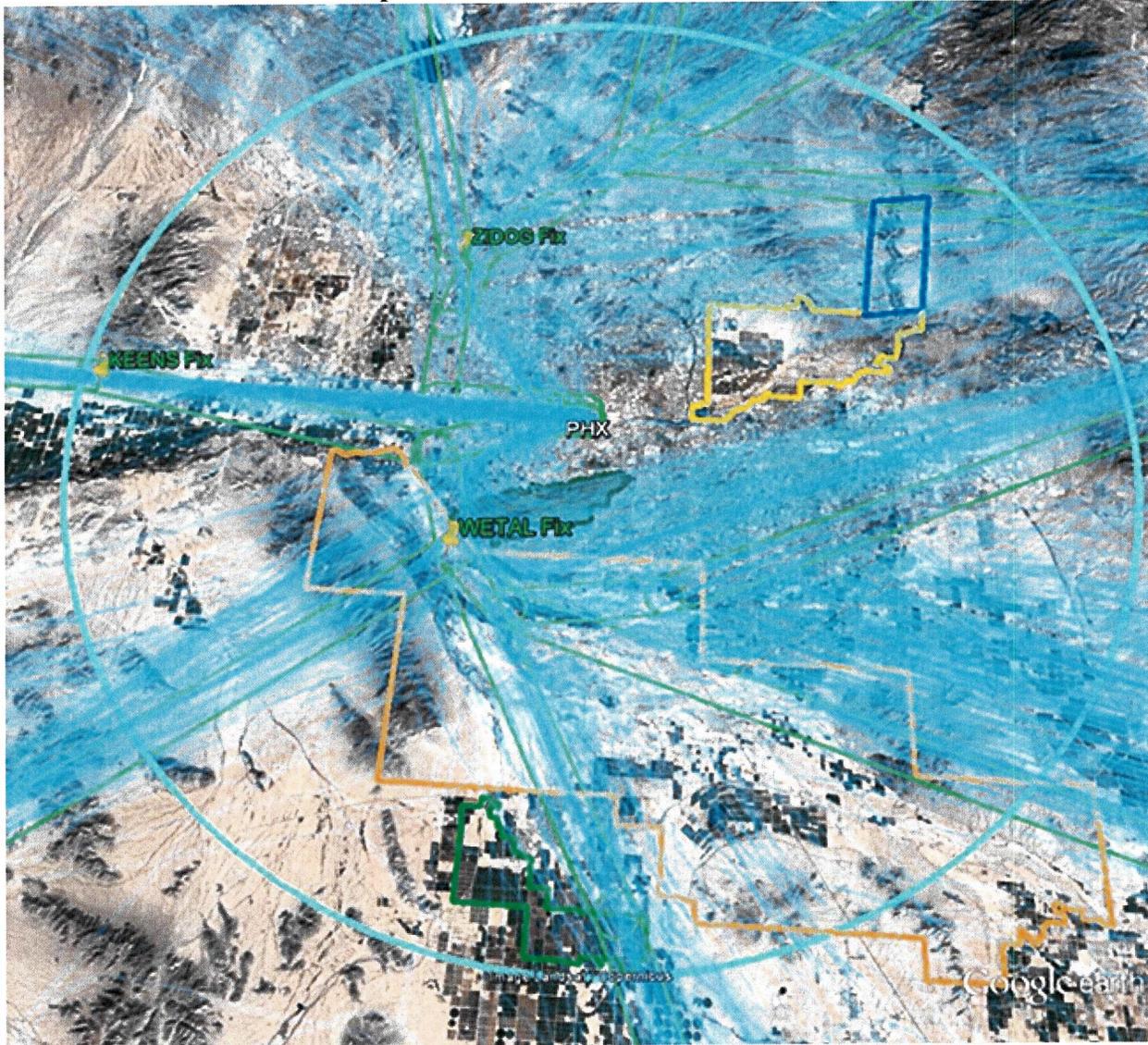


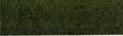
-  Project General Study Area
-  Two Mile Buffer Zone APE
-  Ak Chin Indian Community of the Maricopa
-  Gila River Indian Community
-  Fort McDowell Yavapai Nation
-  Salt River Pima-Maricopa Indian Community
-  South Mountain Park/Preserve

Attachment D

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Proposed Area of Potential Effect Consisting of a Two-Mile Buffer Zone On the West Flow Proposed Procedures with Overlay of 2017 Flight Tracks



	Project General Study Area
	Two Mile Buffer Zone APE
	Ak Chin Indian Community of the Maricopa
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	South Mountain Park/Preserve
	2017 Flight Tracks for West Flow Departures

Landis, Marina (FAA)

From: Torri, John (FAA)
Sent: Thursday, May 03, 2018 9:40 AM
To: Landis, Marina (FAA)
Subject: FW: FedEx Shipment 771947155298 Notification

To Barnaby Lewis

John Torri
Secretary
Federal Aviation Administration
Operations Support Group
Western Service Center
V (206) 231-2236

From: TrackingUpdates@fedex.com [mailto:TrackingUpdates@fedex.com]
Sent: Monday, April 09, 2018 9:45 AM
To: Torri, John (FAA) <John.Torri@faa.gov>
Subject: FedEx Shipment 771947155298 Notification

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04/09/2018.

See "Preparing for Delivery" for helpful tips

Tracking # 771947155298

Anticipated ship date:
Mon, 4/9/2018

John Torri
Renton, WA 98057
US



Initiated

Scheduled delivery:
Tue, 4/10/2018 by 4:30 pm

Barnaby V. Lewis, THPO
Gila River Indian Community
61 East Pima St.
Gila River Indian Community
SACATON, AZ 85147
US



Shipment Facts

Tracking number:	771947155298
Reference:	Sec 106 Determination
Service type:	FedEx Priority Overnight
Packaging type:	FedEx Envelope

Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required Deliver Weekday

Preparing for Delivery

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Thank you for your business.

Attachment C - Step 1B
Responses to FAA Correspondence

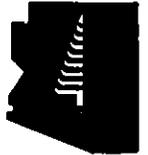


Doug Ducey
Governor

ARIZONA STATE PARKS & TRAILS

Celebrating 60 Years!

Sue Black
Executive Director



February 8, 2018

Shawn M. Kozica, Group Manager, Operations Support Group
Office of the Air Traffic Organization, Western Service Center
Federal Aviation Administration
U.S. Department of Transportation
1601 Lind Avenue, SW
Renton, WA 98057

RE: Sky Harbor International Airport, Maricopa County, Arizona
Proposed West Flow Area Departure Procedures
Section 106 Consultation- Identification of Consulting Parties and Revised APE
SHPO-2013-0861 (140843)

Dear Mr. Kozica:

Thank you for consulting with the Arizona State Historic Preservation Office (SHPO) regarding the above project pursuant to Section 106 of the National Historic Preservation Act (NHPA) as implemented by 36 CFR Part 800, and (1) asking our assistance in identifying interested consulting parties, and (2) providing, as we requested on January 8, 2018, maps and a written description of the revised project area of potential effects (APE) that better capture the areas potentially affected by the proposed changes in westward-departing flights from the Sky Harbor International Airport, Maricopa County, Arizona.

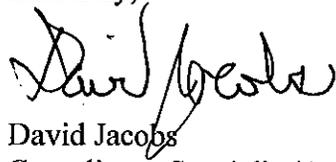
Sky Harbor International Airport is surrounded by large areas of tribal lands, to the east by the Salt River Pima Maricopa Indian Community and to the south and west by the Gila River Indian Community; both of these tribal communities are members of the Four Southern Tribes. Since these areas are overflowed by both arrivals and departures to Sky Harbor International Airport, our office recommended consultation with these tribal groups. On February 1, 2018, I attended a meeting that included representatives from both of these tribal communities and the City of Phoenix where FAA officials presented maps and other information regarding the revised APE and departure flights from the Sky Harbor International Airport. Additionally, the FAA representatives agreed to attend one of the monthly Four Southern Tribes meetings to present additional information regarding the FAA undertaking and its potential to effect historic properties of concern to the tribes. Our office is very supportive of such efforts by FAA to consult with Arizona's tribes.

Earlier our office requested better maps (and a written description, absent in the initial letter) of the revised APE to better assess any historic properties that could be potentially affected. Additional materials were provided electronically on January 16th by Marina Landis; however, our office will require data that captures the variability of west-bound departing flights, rather than the calculated average incident data. To better characterize the true APE, the addition of a buffer zone around the proposed departure routes is necessary. We propose a buffer zone of two

miles for each proposed route in order to accurately assess indirect effects (i.e. auditory and atmospheric) to historic properties in the APE .

We appreciate your cooperation with this office in considering the effects of federal undertakings on historic properties. If you have any questions or comments, please contact me at (602) 542-7140 or electronically via djacobs@azstateparks.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "David Jacobs". The signature is fluid and cursive, with the first name "David" being more prominent than the last name "Jacobs".

David Jacobs
Compliance Specialist/Archaeologist
State Historic Preservation Office

CC: Michelle Dobbs, Phoenix Historic Preservation Officer



Doug Ducey
Governor

ARIZONA STATE PARKS & TRAILS

Celebrating 60 Years!

Sue Black
Executive Director



March 21, 2018

Shawn M. Kozica, Group Manager, Operations Support Group
Office of the Air Traffic Organization, Western Service Center
Federal Aviation Administration
U.S. Department of Transportation
2200 South 216th Street
Des Moines, WA 98198-6547

RE: Sky Harbor International Airport, Maricopa County, Arizona
Proposed West Flow Area Departure Procedures Amendments
Section 106 Consultation-Revised APE, Finding of Effect
SHPO-2013-0861 (141477)

Dear Mr. Kozica:

Thank you for consulting with the Arizona State Historic Preservation Office (SHPO) regarding the above project pursuant to Section 106 of the National Historic Preservation Act (NHPA) as implemented by 36 CFR Part 800, and asking our assistance in assessing the revised project area of potential effects (APE) and finding of effect that better captures the areas potentially affected by the proposed changes in westward-departing flights from the Sky Harbor International Airport, Maricopa County, Arizona.

Thank you for considering our earlier comments regarding the original proposed APE. The FAA's analysis and amended flight paths indicate that there are no historic properties in the revised APE that would experience project-related noise increases that would alter characteristics that contribute to their historic significance. Given a presumed veracity of the maps and data, our office concurs with the finding of "no historic properties affected" for this phase of the rerouting of flight paths.

We appreciate your cooperation with this office in considering the effects of federal undertakings on historic properties. If you have any questions or comments, please contact me at (602) 542-7140 or electronically via djacobs@azstateparks.gov.

Sincerely,

David Jacobs
Compliance Specialist/Archaeologist
State Historic Preservation Office

CC: Michelle Dodds, Phoenix Historic Preservation Officer

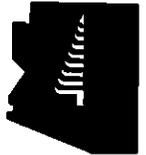


Doug Ducey
Governor

ARIZONA STATE PARKS & TRAILS

Celebrating 60 Years!

Sue Black
Executive Director



May 9, 2018

B.G. Chew, Acting Group Manager, Operations Support Group
Office of the Air Traffic Organization, Western Service Center
Federal Aviation Administration, U.S. Department of Transportation
2200 South 216th Street
Des Moines, WA 98198-6547

RE: Sky Harbor International Airport, Maricopa County, Arizona
Proposed West Flow Area Departure Procedures Amendments
Continuing Section 106 Consultation
SHPO-2013-0861 (142035)

Dear Mr. Chew:

Thank you for consulting with the Arizona State Historic Preservation Office (SHPO) regarding the above project pursuant to Section 106 of the National Historic Preservation Act (NHPA) as implemented by 36 CFR Part 800, and asking our assistance in assessing the nine new Area Navigation [RNAV] Standard Instrument Departure [SID] procedures which amend the west flow departures from runways 25 Left, 25 Right and 26 at Phoenix Sky Harbor International Airport, Maricopa County, Arizona.

The FAA's proposed finding of "no adverse effects" is founded on their analysis of the proposed nine new RNAV SID procedures, and that any historic properties located within the Area of Potential Effects (APE) could not be diminished by aircraft overflights using the proposed procedures. Given a presumed veracity of the maps and data, our office concurs with the finding of "no adverse effects" for this phase of the rerouting of flight paths.

We appreciate your cooperation with this office in considering the effects of federal undertakings on historic properties. If you have any questions or comments, please contact me at (602) 542-7140 or electronically via djacobs@azstateparks.gov.

Sincerely,

David Jacobs
Compliance Specialist/Archaeologist
State Historic Preservation Office

CC: Michelle Dodds, Phoenix Historic Preservation Officer



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

January 19, 2018

Brian J. Johnson, Acting Group Manager
Operations Support Group
Western Service Center
Federal Aviation Administration
1601 Lind Avenue Southwest
Renton, Washington 98057

RE: Section 106 Consultation Initiation for the Proposed Air Traffic Procedure
Amendments for the West Flow Area Navigation Standard Instrument Departures
at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Mr. Johnson,

This letter responds to your request for the identification of interested parties pertaining to the proposed air traffic procedure amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport. You have specifically requested assistance in identifying community groups or associations that likely have an interest in the undertaking and its effects on historic properties. Community groups and organizations interested in historic resources may include those listed in the attached document, *Neighborhood Associations & Preservation Organizations*.

In addition, South Mountain, which is within the area of potential effects, 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.

As you are completing your Section 106 process in conjunction with the NEPA process, I recommend you also contact our Neighborhood Services Department to assist in identification of interested parties beyond those interested in historic properties. Contact information is provided below.

City of Phoenix
Neighborhood Services Department
Chris Hallett, Director
Phoenix City Hall
200 West Washington Street, 4th Floor

Phoenix, Arizona 85003
chris.hallett@phoenix.gov
602-534-6176

I thank you for the opportunity to provide input to ensure a robust public process.

Sincerely,



Michelle Dodds, AICP
Historic Preservation Officer

CC: Alan Stephenson, Planning and Development Department Director
Chris Hallett, Neighborhood Services Department Director
Jordan Feld, CM, AICP, Aviation Department Deputy Director

NEIGHBORHOODS

ALVARADO (DEC 2016)

Alvarado Neighborhood Association
Nick Capaz (602) 791-6011
Email: nickcapaz@gmail.com
51 E Monte Vista Road
Phoenix, AZ 85004

BRENTWOOD

See also Coronado
Brentwood Historic Block Watch
Cindy Findley (480) 309-3933
1817 E Willetta Street
Phoenix, AZ 85006

CAMPUS VISTA

Campus Vista Neighborhood Association
PO Box 36863
Phoenix, AZ 85067-6863
Michael Gilbert (661) 618-0373
Email: campusvista@yahoo.com
1007 W Flower Street
Phoenix, AZ 85013

CORONADO

Greater Coronado Neighborhood Association
Includes Coronado, Country Club Park & Brentwood
thecoronadoneighborhood.com
Email: president@greatercoronado.com
Michael Anderson, President

COUNTRY CLUB PARK

See also Coronado
Country Club Park Neighborhood
Ellen Edwards (602) 222-9545
2611 N 8th Street
Phoenix, AZ 85006

CHEERY LYNN

Greater Cheery Lynn Neighborhood Association
Tim Semans, President (602) 300-3636
Email: jtsemans@gmail.com
1525 E Earll Drive
Phoenix, AZ 85014
Cheery Lynn Block Watch
Ted Cotton (602) 481-8583
Email: cottonTed@gmail.com
1509 E Cheery Lynn Road
Phoenix, AZ 85014

DEL NORTE PLACE

Del Norte Neighborhood Association
<http://www.delnorteplace.org/>
David Denton
Email: daviddenton39@msn.com
1601 W Wilshire Drive
Phoenix, AZ 85007

EARLL PLACE (DEC 2016)

Shad Kvetko
E-mail: madchickentown@yahoo.com
1730 E Earll Drive
Phoenix, AZ 85016

ENCANTO MANOR

Marsha Higdon (602) 795-6526
Email: mkhigdon@hotmail.com
Renee Huskey (602) 769-1356
Email: rhuskey2015@outlook.com

ENCANTO VISTA

Encanto Vista Neighborhood Association
Lloyd Yunker (602) 266-7568
721 W Virginia Ave.
Phoenix, AZ 85007
Jean Hicks, Vice President (602) 266-7568

ENCANTO-PALMCROFT

Encanto Citizens Association (DEC 2016)
<http://www.encantocitizensassociation.com/>
GG George (602) 252 3151
E-mail: gggfabgal@msn.com
1102 W Palm Lane
Phoenix, AZ 85007

Encanto-Palmcroft Historic Preservation Association
(DEC 2016)

<http://www.encantopalmcroft.org/>
Brent Kleinman, President (602) 291-2227
E-mail: brent.j.kleinman@gmail.com
1825 Palmcroft Drive NW
Phoenix, AZ 85007
Erickson Johnstone (602) 254-6334
E-mail: erickson.johnstone@gmail.com

EVANS-CHURCHILL COMMUNITY ASSOCIATION

<http://evanschurhill.org/>
 P.O. Box 1106
 Phoenix, AZ 85001-1136
 Dorina Bustamante, President
 E-mail: dorinabustamante@gmail.com
 602-614-8727

FAIRVIEW PLACE

Fairview Place Neighborhood Association
<http://www.fairviewplace.org/>
 P.O. Box 2433
 Phoenix, Arizona 85002
 E-mail: fairviewplaceneews@gmail.com
 Marge & Gerry McCue (602) 253-5579
 E-mail: gmmcq@hotmail.com

FQ STORY (DEC 2016)

Story Preservation Association
<http://fqstory.org/>
 Will Denney, President (602) 291-7637
 Email: storypreservationassociation@gmail.com
 Ginger Mattox (602) 340-0381
 Email: gmattox@cox.net

GARFIELD

Includes North Garfield
 Garfield Organization Neighborhood Alliance
 Lupe Sisneros Safe Haven
 1029 E. Garfield St.
 Phoenix, Arizona 85006
 E-mail: president@garfieldorganization.org
 Dana Johnson, President
 E-mail: dana@alwunhouse.org
 Raleigh Dombek, HP Liaison (602) 256-6789
 E-mail: raleigh.dombek@yahoo.com

GRANT PARK

Grant Park Neighborhood Coalition
 Julian Sodari (602) 410-1882
 E-mail: juliansodari@hotmail.com
 821 S. Montezuma Ave.
 Phoenix, AZ 85003

Grant Park Neighborhood Fight Back Association.
 Vangie Muller, Chairperson (602) 323-0734
 1006 S. 1st Ave.
 Phoenix, AZ 85003

IDYLWILDE

Idylwilde Park Club
 Mark Chubinsky (602) 274-4354
 E-mail: gmbmc@cox.net
 1132 E. Weldon Ave.
 Phoenix, AZ 85014

LA HACIENDA (DEC 2016)

La Hacienda Historic District
 Robert Warnicke, President
 E-mail: robertwarnicke@yahoo.com
 506 E. Catalina Dr.
 Phoenix, AZ 85012

MARGARITA PLACE

Margarita Place Neighborhood Association
 Michael Richards (602) 650-1626
 E-mail: ml_richards_az@hotmail.com
 1526 W. Edgemont Ave.
 Phoenix, AZ 85007

MEDLOCK PLACE (DEC 2016)

Medlock Place Neighborhood
 PO Box 10689
 Phoenix, AZ 85064-0689
<http://www.medlockplaceneighborhood.com/>
 Ellen Bilbrey, President (602) 432-7941
 Email: ellenbilbrey2011@gmail.com
 Karen Stigers, Member-at-Large & Historic Chair
 E-mail: KLST9@hotmail.com

MIDTOWN NEIGHBORHOOD ASSOCIATION (DEC 2016)

<http://www.midtownphx.org/>
 Margaret Dietrich (602) 758-3129
 E-mail: info@midtownmuseumdistrict.org

LOS OLIVOS

Monte Vista Neighborhood
 390 E. Monte Vista Road
 Phoenix, AZ 85004
 E-mail: Vanteal@yahoo.com
 (602) 614-3548 (Louise Van Teal)

NORTH CENTRAL ESTATES (DEC 2016)

North Central Phoenix Homeowners Association
 6810 N Central Avenue
 Mary Crozier (602) 616-5166
 E-mail: marycrz@cox.net

NORTH ENCANTO (DEC 2016)

North Encanto Neighborhood Association
 Scott Jeffries, President
 E-mail: scjeffries@mac.com
 Mike Todd, Vice President
 E-mail: miketodd1@gmail.com

NORTH GARFIELD

See Garfield

OAKLAND

Oakland University Park Association
 P O Box 25312
 Phoenix, AZ 85002
 Harold Fox (602) 256-6415
 Louisa Stark (602) 253-6905
 E-mail: louisastark@earthlink.net

PHOENIX HOMESTEAD ASSOCIATION (DEC 2016)

Phoenix Homestead Association
<http://www.phoenixhomesteads.com>
Greg Voight (602) 957-8880
E-mail: cdbgtv@cox.net

PIERSON PLACE (DEC 2016)

Pierson Place Association
<http://www.piercionplace.com/>
198 W. Mariposa St., Suite 7
Phoenix, AZ 85013
Charley Jones (602) 359-5095
E-mail: piersonplace@cox.net
Christopher Marks, Vice President
E-mail: email@chrismarks.com

ROOSEVELT

Roosevelt Action Association
<http://www.rooseveltneighborhood.org/>
E-mail: info@rooseveltneighborhood.org
Andie Abkarian, President (480) 600-8826

ROOSEVELT PARK

Beveryn Swaim
850 E. Southern Ave.
Phoenix, AZ 85040

WILLO (DEC 2016)

Willo Neighborhood Association
<http://www.willohistoricdistrict.com/>
Marilyn Rendon, President, (602) 430-0107
E-mail: flower8686@aol.com
PO Box 36506
Phoenix, AZ 85067
Paul Benjamin, Zoning Chair, (602) 867-4474
E-mail: pbenjamin@cox.net
526 W. Virginia Ave.
Phoenix, AZ 85003

WINDSOR SQUARE (DEC 2016)

Windsor Square Conservation District
<http://windsorsquarephoenix.org/>
E-mail: kenmosesian@gmail.com
24 W. Camelback Road A516
Phoenix, AZ 85013

WOODLAND

Woodland Park Neighborhood Association
121 N. 11th Ave.
Phoenix, AZ 85007
John Saccoman (602) 686-2062
E-mail: jsaccomani@hotmail.com

WOODLEA

Woodlea/Melrose Neighborhood Association
Andrew "Rowe" Babcock, (602) 274-4002
1131 W. Mackenzie Dr.
Phoenix, AZ 85013
E-mail: roweazny@hotmail.com

YAPLE PARK

Carnation Association of Neighbors
Bruce Kern
4224 N. 1st Ave.
Phoenix, AZ 85013-3024
Bruce Kern, President 602-377-5765
E-mail: tesla33@msn.com

ORGANIZATIONS

AMERICAN LEGION POST 41

<http://www.legionpost41.org/>
715 S. 2nd Ave.
Phoenix, AZ 85003-2507
Phone: (602) 262-9243
Robert P. Hernandez (602) 330-8274
E-mail: robert@alpost41.phxcoxmail.com

ARIZONA DOWNTOWN ALLIANCE

<https://azdowntown.wordpress.com/>
800 North 1st Ave.
Phoenix, AZ 85003
Email: azdowntownalliance@gmail.com
Lani Lott, Executive Director
Phone: (602) 738-8381

ARIZONA HERITAGE ALLIANCE

<http://azheritage.org/>
P.O. Box 16282
Phoenix, AZ 85011-6282
Lani Lott (602) 528-7500
E-mail: mail@azheritage.org/

ARIZONA HISTORICAL FOUNDATION

<http://www.ahfweb.org/>
Physical Address: Hayden Library, Room 142
300 E. Orange Mall
Tempe, AZ 85281
Mailing Address: P.O. Box 871006
Tempe AZ 85287

ARIZONA HISTORICAL SOCIETY – CENTRAL ARIZONA DIVISION

<http://www.arizonahistoricalociety.org/>
1300 N. College Dr.
Tempe, AZ 85281
Ashley Smith (480) 929-0292
E-mail: asmith@azhs.gov

ARIZONA HUMANITIES COUNCIL

<http://www.azhumanities.org/>
1242 N. Central Ave.
Phoenix, AZ 85004
Brenda Thomson (602) 257-0335
E-mail: bthomson@azhumanities.org

ARIZONA JEWISH HISTORICAL SOCIETY

<https://azjhs.org/>
122 E. Culver St.
Phoenix, AZ 85004-1720
Phone: (602) 241-7870
Lawrence Bell, Ph.D., Executive Director
E-mail: lbell@azjhs.org

ARIZONA PRESERVATION FOUNDATION

<http://azpreservation.org/>
P.O. Box 13492
Phoenix, AZ 85002

Phone: (602) 258-1920
E-mail: info@azpreservation.org
Jim McPherson, Board President
(602) 418-7807
E-mail: jmcpersoniii@gmail.com

ARIZONA STATE HISTORIC PRESERVATION OFFICE

<http://azstateparks.com/SHPO/index.html>
1100 W. Washington St.
Phoenix, AZ 85007
Phone: (602) 261-8699
Eric Vondy (tax program) (602) 542-4009
E-mail: evondy@azstateparks.gov

ARIZONA STATE LIBRARY, ARCHIVES & PUBLIC RECORDS

<http://www.azlibrary.gov/>
History and Archives Division
1901 W. Madison St.
Phoenix, AZ 85007
Phone: 602-926-3720

ARIZONA STATE UNIVERSITY - ARIZONA COLLECTION & LUHRS READING ROOM

<http://www.asu.edu/lib/archives/>
Physical Address: Hayden Library
300 E. Orange Mall
Tempe, AZ 85281
Mailing Address: P.O. Box 871006
Tempe AZ 85287
Phone: 480-965-4932
E-mail: archives@asu.edu

ARIZONA STATE UNIVERSITY - ARCHITECTURE LIBRARY

<https://lib.asu.edu/architecture>
Physical Address: 810 S Forest Mall CDN 153
Tempe, AZ 85281
Mailing Address: P.O. Box 871705
Tempe, AZ 85287-1705
Phone: (480) 965-6400

BURTON BARR CENTRAL LIBRARY - ARIZONA ROOM

<https://www.phoenixpubliclibrary.org/>
1221 N. Central Ave., 2nd Fl
Phoenix, AZ 85004
(602) 262-4636

CAPITOL MALL ASSOCIATION

<http://www.capitolmall.org/>
747 W. Van Buren St.
Phoenix, AZ 85007
Shannon Dubasik (602) 340-0745
E-mail: shannon@capitolmall.org

CARVER MUSEUM & CULTURAL CENTER

<http://www.gwcmccaz.org/>
 E-mail: Info@gwcmccaz.org
 Physical Address: 415 E. Grant St.
 Phoenix, AZ 85004
 Mailing Address: PO Box 20491
 Phoenix, AZ 85036-0491
 Princess Crump (602) 254-7516

CENTRAL ARIZONA MUSEUM ASSOCIATION

P.O. Box 63062
 Phoenix, AZ 85082-3062
<http://www.azmuseums.org/>
 Vicki L. Berger, Ph.D., President
 E-mail: v.berger@cox.net
 Tyler Robinson, Membership Development
 Director
 E-mail: robinson.tyler@mayo.edu

CHICANOS POR LA CAUSA, INC.

<https://www.cplc.org/>
 1112 E. Buckeye Road
 Phoenix, AZ 85034
 Phone: (602) 257-0700
 E-mail: info@cplc.org

COMMUNITY HOUSING PARTNERSHIP

609 N. 9th St.
 Phoenix, AZ 85006
 Louisa Stark (602) 253-6905
 E-mail: communityhousing@qwestoffice.net

DEER VALLEY ROCK ART CENTER

<https://shesc.asu.edu/dvpp>
 3711 W. Deer Valley Road
 Phoenix, AZ 85308
 Phone: (623) 582-8007
 E-mail: dvrac@asu.edu

DOWNTOWN PHOENIX PARTNERSHIP

<http://downtownphoenix.com/>
 101 N. 1st Ave., Suite 1450
 Phoenix, AZ 85003-3218
 E-mail: info@downtownphx.org
 Phone: (602) 495-1500
 David Roderique, President and CEO
 E-mail: droderique@downtownphx.org
 Dan Klocke, Vice-President-Development
 E-mail: dklocke@downtownphx.org

DOWNTOWN VOICES COALITION

<http://www.downtownvoices.org/>
 P.O. Box 13383
 Phoenix, AZ 85002-0083
 E-mail: tim.eigo@downtownvoices.org

HEARD MUSEUM

<http://www.heard.org/>
 2301 N. Central Ave.
 Phoenix, AZ 85004
 Phone: (602) 252.8848
 E-mail: contact@heard.org

LOCAL FIRST ARIZONA

<http://localfirstaz.com>
 Mailing Address: P.O. Box 60273
 Phoenix, AZ 85082
 Physical Address: 407 E. Roosevelt St.
 Phoenix, AZ 85004
 E-mail: info@localfirstaz.com
 Kimber Lanning (602) 956-0909
 E-mail: kimber@localfirstaz.com

MODERN PHOENIX

<http://www.modernphoenix.net/>
 4624 N. 11th Place
 Phoenix, AZ 85014
 Alison King
 E-mail: alison@modernphoenix.net

NATIONAL TRUST FOR HISTORIC PRESERVATION

<https://savingplaces.org/>
 Los Angeles Field Office
 811 W 7th Street, Suite 1138
 Los Angeles, CA 90017
 Chris Morris, Field Director
 Phone: 213-232-1123 x1159
 E-mail: CMorris@savingplaces.org

NEIGHBORHOOD COALITION OF GREATER PHOENIX

5518 E. Mariposa St.
 Phoenix, AZ 85015
 Paul Barnes (602) 840-1579
 E-mail: pbarnes32@cox.net

TRELLIS (Formerly Neighborhood Housing Services)

<https://trellisaz.org/>
 1405 E. McDowell Road, Suite 100
 Phoenix, AZ 85004
 Krista Schwartz (602) 258-1659
 E-mail: info@trellisaz.org

FRIENDS OF THE ORPHEUM THEATRE

<http://www.friendsoftheorpheumtheatre.org/>
 203 W. Adams St.
 Phoenix, AZ 85003
 Phone: (602) 252-9678
 E-mail: FOTO29@gmail.com

PHOENIX COMMUNITY ALLIANCE

<http://www.phoenixcommunityalliance.com/>
 1 E. Washington St., Suite 230
 Phoenix, AZ 85004
 Devney Preuss, Exec. Director (602) 682-6612
 E-mail: dpreuss@drphx.org

PHOENIX HISTORIC NEIGHBORHOODS COALITION

<http://phxhistoric.wordpress.com/>
 GG George, President (602) 252 3151
 E-mail: gggfabgal@msn.com
 1102 W Palm Lane
 Phoenix, AZ 85007

**PHOENIX HISTORIC PRESERVATION
COMMISSION**

<https://www.phoenix.gov/pdd/historic>

200 W. Washington St., 3rd Fl
Phoenix, AZ 85003
Phone: (602) 261-8699
E-mail: historic@phoenix.gov

PRESERVATION ACTION

<http://www.preservationaction.org>

1307 New Hampshire Ave NW, 3rd Fl
Washington, DC 20036
Phone: 202-463-0970
E-mail: mail@preservationaction.org

PRESERVE PHOENIX

Jennifer Boucek, Esq.

<https://www.facebook.com/PreservePhoenix/>

PUEBLO GRANDE MUSEUM AUXILIARY

<http://www.pueblogrande.org/>

4619 E. Washington St.
Phoenix, AZ 85034-1909
Phone: 602-495-0901

ROOSEVELT ROW

<http://www.rooseveltrow.org/>

Community Development Corporation
4202 N. 3rd St.
Phoenix, AZ 85004
E-mail: info@rooseveltrow.org
Mr. Dale Erquiaga, Director
Phone: 602-614-8727

**ROSSON HOUSE - HERITAGE SQUARE
FOUNDATION & GUILD**

<http://www.rossonhousemuseum.org/>

113 N. 6th St.
Phoenix, AZ 85004
Phone: 602-262-5070
Michelle Reid, Director (602) 261-8063

SUNNYSLOPE HISTORICAL SOCIETY

737 E. Hatcher Road
Phoenix, AZ 85020
(602) 331-3150
E-mail: shsociety1@qwestoffice.net



City of Phoenix

PLANNING AND DEVELOPMENT DEPARTMENT

February 2, 2018

Shawn M. Kozica, Group Manager
Operations Support Group
Western Service Center
Federal Aviation Administration
1601 Lind Avenue Southwest
Renton, Washington 98057

RE: Area of Potential Effects for the Proposed West Flow Area Navigation Standard Instrument Departure Procedures at Phoenix Sky Harbor International Airport

Dear Mr. Kozica,

This letter responds to your request received by our office on January 5, 2018, regarding the proposed area of potential effect (APE) for the proposed West Flow Area Navigation Standard Instrument Departure Procedures at Phoenix Sky Harbor International Airport. I would like to address the methodology used to determine potential effects to historic and cultural resources, the proposed APE and the historic resources identified on your maps.

In terms of methodology, day-night average (DNL) modeling was utilized. I recommend that single event (SEL) modeling be conducted to provide better information on the actual effects to historic and cultural resources.

Given the variation in the routes flown, I recommend a two-mile buffer of each proposed route be included to more accurately understand the effects on historic and cultural resources. South Mountain Park as well as other parks that contain historic or cultural resources should be given the same consideration as federal parks with respect to environmental impacts.

Lastly, provided along with this letter are shape files that identify our known historic resources. Your maps did not include all the resources identified in our shape files.

I thank you for the opportunity to comment on your methodologies, potential APE and identified historic resources for this undertaking.

Sincerely,

A handwritten signature in black ink that reads "Michelle Dodds". The signature is written in a cursive style with a prominent loop at the end of the last name.

Michelle Dodds, AICP
Historic Preservation Officer

CC: Alan Stephenson, Planning and Development Department Director
Jordan Feld, CM, AICP, Aviation Department Deputy Director
Marina Landis via email, Federal Aviation Administration



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

March 15, 2018

Shawn M. Kozica, Group Manager
Operations Support Group
Western Service Center
Federal Aviation Administration
1601 Lind Avenue Southwest
Renton, Washington 98057

RE: Section 106 Consultation for Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Mr. Kozica,

This letter responds to your consultation letter to Ms. Kathryn Leonard dated February 28, 2018, regarding the above-mentioned matter. In the interest of meeting the schedule for implementation of the new interim departure routes on April 1, 2018, we are expediting our response.

As the Historic Preservation Officer for the City of Phoenix, I appreciate the FAA's consideration of the comments provided in my letter dated February 2, 2018, to expand the Area of Potential Effect (APE) to include a two-mile buffer around the proposed west departure flight paths (ZIDOG and KEENS) and the decision to postpone implementation of the WETAL departure procedures to accommodate additional tribal consultation regarding effects to traditional cultural properties.

It is difficult to fully evaluate all future impacts from the proposed actions based on the provided FAA's mapping and analysis. That said, FAA's analysis indicates there are no historic properties in the APE that would experience project-related noise increases which would alter characteristics that contribute to their significance. Based on FAA's analysis, I concur with your finding of "no historic properties affected" for ZIDOG and KEENS.

Sincerely,

Michelle Dodds, AICP
Historic Preservation Officer

CC: Alan Stephenson, Planning and Development Department Director
Jordan Feld, CM, AICP, Aviation Department Deputy Director
Marina Landis via email, Federal Aviation Administration



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

May 7, 2018

B.G. Chew, Acting Group Manager
Operations Support Group
Western Service Center
Federal Aviation Administration
2200 South 216th Street
Des Moines, Washington 98198

RE: Section 106 Consultation for Proposed Air Traffic Procedure Amendments for the West Flow Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Mr. Chew,

This letter responds to your consultation letter dated April 9, 2018, regarding the above-mentioned matter.

The FAA's analysis indicates the effects would not diminish the integrity of any historic property and therefore do not meet the criteria for adverse effect under 36 CFR 800.5. Assuming the accuracy of the data and analysis leading to your conclusion, I concur with your finding of "no adverse effect" for the nine proposed RNAV SIDs.

Sincerely,

Michelle Dodds, AICP
Historic Preservation Officer

CC: Alan Stephenson, Planning and Development Department Director
Jordan Feld, CM, AICP, Aviation Department Deputy Director
Marina Landis via email, Federal Aviation Administration
Kathryn Leonard, State Historic Preservation Officer

Landis, Marina (FAA)

From: Steve Dreiseszun <steve@viewpointphoto.com>
Sent: Tuesday, May 08, 2018 3:27 PM
To: Landis, Marina (FAA)
Cc: Desing, Clark (FAA); Will Denney; Brent Kleinman; azbeef; A Abkarian; Adams, Matthew; Goddard, Terry
Subject: Re: Request for Response - April 9, 2018 Letter re Step 1B Procedures.
Attachments: FAA Letter 4-9-2018 Sec 106 Consultation.pdf

Marina,

In reference the FAA's April 9, 2018 Letter (attached):

RE: Section 106 Consultation for Proposed Air Traffic Procedure Amendments for West Flow Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

I'm writing to inform you that the Historic Neighborhood Petitioners concur with the Federal Aviation Administration (FAA) proposed finding of "no adverse effects" to historic properties for the nine new Area Navigation (RNAV) Standard Instrument Departure (SID) procedures, which amend the west flow departures from runways 25 Left, 25 Right and 26 at Phoenix Sky Harbor International Airport (Phoenix Sky Harbor) as outlined in the above referenced letter.

Please confirm upon receipt.

Thanks,
Steve Dreiseszun

Point of Contact
Historic Neighborhood Petitioners
c: 602.510.6552

—

On Tue, May 1, 2018 at 2:43 PM, <Marina.Landis@faa.gov> wrote:

Good day Steve,

Thank you for your email. In response to your question, yes, providing your response to the April 09th letter via email is acceptable.

If you have a prepared document, it can be attached to your email message as well.

If you have additional questions, please let me know.

Thank you,

Marina

Marina Landis

Environmental Protection Specialist

Federal Aviation Administration

Operations Support Group

[2200 S 216th Street](#)

Des Moines, WA 98198

Office: 206-231-2238

From: Steve Dreiseszun [mailto:steve@viewpointphoto.com]

Sent: Tuesday, May 01, 2018 1:28 PM

To: Landis, Marina (FAA) <Marina.Landis@faa.gov>

Subject: Request for Response - April 9, 2018 Letter re Step 1B Procedures.

Hi Marina,

Following up re the FAA's April 9, 2018 Letter to the Historic Neighborhood Petitioners. Is our response via email acceptable?

Please let me know.

Thanks,

Steve

—

Steve Dreieszun / Viewpoint Photographers
PO Box 2404 • Phoenix, AZ 85002
[Mailing address]

v: 602.371.0088 • c: 602.510.6552

www.viewpointphoto.com

LinkedIn: [Steve Dreieszun](#)

Landis, Marina (FAA)

From: Landis, Marina (FAA)
Sent: Wednesday, May 09, 2018 4:59 AM
To: 'Steve Dreiseszun'
Cc: Desing, Clark (FAA); Will Denney; Brent Kleinman; azbeef; A Abkarian; Adams, Matthew; Goddard, Terry
Subject: RE: Request for Response - April 9, 2018 Letter re Step 1B Procedures.

Good morning, Steve,

Thank you for your email below, advising of the Historic Neighborhood Petitioners concurrence with the FAA's finding under Section 106 of the National Historic Preservation Act.

Respectfully,
Marina

Marina Landis
Environmental Protection Specialist
Federal Aviation Administration
Operations Support Group
2200 S 216th Street
Des Moines, WA 98198
Office: 206-231-2238

From: Steve Dreiseszun [mailto:steve@viewpointphoto.com]
Sent: Tuesday, May 08, 2018 3:27 PM
To: Landis, Marina (FAA) <Marina.Landis@faa.gov>
Cc: Desing, Clark (FAA) <Clark.Desing@faa.gov>; Will Denney <w_denney@yahoo.com>; Brent Kleinman <brent.j.kleinman@gmail.com>; azbeef <rlcannon1@aol.com>; A Abkarian <andieabkarian@gmail.com>; Adams, Matthew <matthew.adams@dentons.com>; Goddard, Terry <terry.goddard@dentons.com>
Subject: Re: Request for Response - April 9, 2018 Letter re Step 1B Procedures.

Marina,

In reference the FAA's April 9, 2018 Letter (attached):

RE: Section 106 Consultation for Proposed Air Traffic Procedure Amendments for West Flow Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

I'm writing to inform you that the Historic Neighborhood Petitioners concur with the Federal Aviation Administration (FAA) proposed finding of "no adverse effects" to historic properties for the nine new Area Navigation (RNAV) Standard Instrument Departure (SID) procedures, which amend the west flow departures from runways 25 Left, 25 Right and 26 at Phoenix Sky Harbor International Airport (Phoenix Sky Harbor) as outlined in the above referenced letter.

Please confirm upon receipt.

Thanks,
Steve Dreiseszun

Point of Contact
Historic Neighborhood Petitioners
c: 602.510.6552

On Tue, May 1, 2018 at 2:43 PM, <Marina.Landis@faa.gov> wrote:

Good day Steve,

Thank you for your email. In response to your question, yes, providing your response to the April 09th letter via email is acceptable.

If you have a prepared document, it can be attached to your email message as well.

If you have additional questions, please let me know.

Thank you,

Marina

Marina Landis

Environmental Protection Specialist

Federal Aviation Administration

Operations Support Group

[2200 S 216th](#) Street

Des Moines, WA 98198

Office: 206-231-2238

From: Steve Dreiseszun [mailto:steve@viewpointphoto.com]

Sent: Tuesday, May 01, 2018 1:28 PM

To: Landis, Marina (FAA) <Marina.Landis@faa.gov>

Subject: Request for Response - April 9, 2018 Letter re Step 1B Procedures.

Hi Marina,

Following up re the FAA's April 9, 2018 Letter to the Historic Neighborhood Petitioners. Is our response via email acceptable?

Please let me know.

Thanks,

Steve

—

Steve Dreiseszun / Viewpoint Photographers
PO Box 2404 • Phoenix, AZ 85002
[Mailing address]

v: 602.371.0088 • c: 602.510.6552

www.viewpointphoto.com

LinkedIn: [Steve Dreiseszun](#)

GILA RIVER INDIAN COMMUNITY

Executive Office of the Governor & Lieutenant Governor

“Putting Our People First”

Stephen Roe Lewis
Governor



Robert Stone
Lieutenant Governor

May 25, 2018

B.G. Chew, Acting Group Manager
Federal Aviation Administration
Office of the Air Traffic Organization
Operations Support Group
Western Service Center
2200 South 216th Street
Des Moines, Washington 96198

RE: Section 106 Consultation Proposed Air Traffic Procedure Amendments West Flow Departures Phoenix Sky Harbor International Airport, Phoenix, Arizona, No Adverse Effect

Dear Mr. Chew,

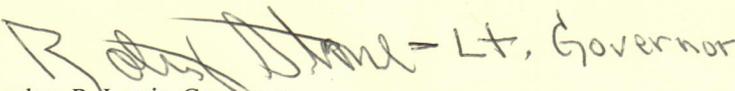
The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received your consultation letter dated April 9, 2018. The Federal Aviation Administration (FAA) is planning to issue nine (9) new Area Navigation Standard Instrument Departure procedures for west flow flights departing from Sky Harbor International Airport. The redesign of flight patterns is considered an undertaking as defined in Section 106 of the National Historic Preservation Act (NHPA). Departing flights will be operating within airspace situated over the Gila River Indian Community in Districts 5, 6, and 7. This undertaking results from an agreement established between the FAA and the City of Phoenix (COP) to redesign departure flight patterns to avoid historic neighborhoods in the COP.

The departing flights will fly over South Mountain and Estrella Mountain. There will be no ground disturbing and no direct physical effects to historic resources are expected. There could be indirect audio and visual effects from overflights, but the altitude of departing flights, and the establishment of buffer zones along departing western flight patterns are expected to diminish any impacts to the landscape and to the integrity of any cultural resources. The Gila River Indian Community identifies South Mountain (*Muhadagi Doag*) and Estrella Mountain (*Komatke*) as Traditional Cultural Properties as defined in Bulletin 38 (National Register Bulletin 38, Guidelines for Evaluating and Documenting Traditional Cultural Properties; 1990 Revised 1992; 1998). The FAA has made a finding of no adverse effect for this undertaking.

The GRIC-THPO concurs with a finding of no adverse effect for this undertaking and we will continue to participate in the consultation process for this undertaking. The proposed project area is within the ancestral lands of the Four Southern Tribes (Gila River Indian Community; Salt River Pima-Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O’Odham Nation).

Thank you for consulting with the GRIC-THPO. If you have any questions please do not hesitate to contact me or Archaeological Compliance Specialist Larry Benallie, Jr. at 520-562-7162.

Respectfully,


for Stephen R. Lewis, Governor
Gila River Indian Community

Attachment C - Step 1B

Information Sharing and Clarification Correspondence



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

Office of the Air Traffic Organization
Western Service Area

2200 South 216th Street
Des Moines, Washington 98188

APR 30 2018

Mark Frank, Environmental Manager
Fort McDowell Yavapai Nation
P.O. Box 17779
16240 North Fort McDowell Road
Fountain Hills, AZ 85269

RE: Section 106 Consultation for Proposed Air Traffic Procedure Amendments for West Flow Departures at Phoenix Sky Harbor International Airport, Phoenix, Arizona

Dear Mr. Frank,

Thank you for your email dated April 19, 2018. As you are aware, the Federal Aviation Administration (FAA) is engaged in consultation for certain air traffic procedure amendments at Phoenix Sky Harbor International Airport. This action is being undertaken pursuant to the agreement the FAA entered into with the City of Phoenix and a number of historic neighborhood Petitioners as a result of the court decision in *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963 (D.C. Cir. 2017). The FAA initiated consultation with the Fort McDowell Yavapai Nation by letter dated December 22, 2017, followed by our letter of March 08, 2018 in which the FAA requested information regarding identification of historic properties of religious and cultural significance to the Fort McDowell Yavapai Nation.

The FAA recognizes that the Fort McDowell Yavapai Nation is a distinct consulting party under Section 106. However, as you note in your email, our letter addressed to the Gila River Indian Community representatives dated April 9, 2018 erroneously stated that the Fort McDowell Yavapai Nation had asked the Gila River Indian Community to represent its interests in this consultation process. We apologize for this error. Although the list accurately reflected the tribes identified as consulting parties, only the Salt River Pima-Maricopa Indian Community, the Ak-Chin Indian Community of the Maricopa, and the Tohono O'odham Indian Community have asked the Gila River Indian Community to represent their interests in this consultation process. By copy of this letter, we are notifying the other consulting parties that we are consulting directly with the Fort McDowell Yavapai Nation on this proposed undertaking, and we will make that correction in all future correspondence and documents.

Second, you asked whether an environmental assessment was prepared for this undertaking and whether the project would impact the Fort McDowell Eagle's Nest. The FAA has determined that the Proposed Action would fall under one of the listed categorically excluded (CATEX) actions in accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* (FAA Order 1050.F). A draft environmental review document, which describes how the CATEX applies to the Proposed Action, has been prepared and is available to the public on our website at https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/phx.¹

As part of the environmental review, the FAA completed a Biological Assessment in consultation with the U.S. Fish and Wildlife Service (USFWS) under Section 7 of the Endangered Species Act. The FAA included the Sonoran Desert Bald Eagle in the Biological Assessment. The Proposed Action will not require the take of bald eagles, and does not include any components that would touch or otherwise directly affect ground water or surfaces used by birds. The USFWS concurred with the FAA's finding of "may effect, but is not likely to adversely affect" the listed and candidate species in the project study area. The Biological Assessment and USFWS response letter are enclosed.

As set forth in our letter of April 9, 2018, the FAA is proposing a finding of "no adverse effects" to historic properties for the nine proposed RNAV SIDs. Although historic properties, particularly traditional cultural properties could be affected by aircraft overflights using the proposed procedures, the effects would not diminish the integrity of any historic property and therefore do not meet the criteria for adverse effect under 36 CFR 800.5. We welcome any questions, comments or concerns that the Fort McDowell Yavapai Nation may have about this undertaking and our proposed finding.

If you have any additional comments or questions on this undertaking, please contact Marina Landis at (206) 231-2238, or marina.landis@faa.gov.

Sincerely,



B.G. Chew, Action Group Manager
Operations Support Group
Western Service Center

¹ There is not a prescribed format for an environmental review of a CATEX. However, the documentation should cite the CATEX(s) used, describe how the proposed action fits within the category of actions described in the CATEX, and explain that there are no extraordinary circumstances that would preclude the proposed action from being categorically excluded. FAA Order 1050.1F. Section 5-3.d.

Cc:

Bernadine Burnette, President, Fort McDowell Yavapai Nation
Albert Nelson, Manager, Cultural Development Department, Fort McDowell Yavapai Nation
Stephen Roe Lewis, Governor, Gila River Indian Community
Barnaby Lewis, Tribal Historic Preservation Officer, Gila River Indian Community
Larry Benallie, Jr. Archaeological Compliance Specialist, Gila River Indian Community
Dwight Honyouti, Cultural Resource Specialist, Gila River Indian Community
Robert Miguel, Chair, Ak-Chin Indian Community Council
Caroline Antone, Cultural Resource Manager, Ak-Chin Indian Community
Diane Enos, Director, Salt River Pima-Maricopa Indian Community
Shane Anton, Cultural Programs Manager, Salt River Pima-Maricopa Indian Community
Edward D. Manuel, Chair, Tohono O'odham Nation
Peter Steere, Tribal Historic Preservation Officer, Cultural Affairs Department, Tohono
O'odham Nation
Kathryn Leonard, State Historic Preservation Officer, Arizona State Historic Preservation Office
David Jacobs, Compliance Specialist/Archaeologist, Arizona State Historic Preservation Office
Michelle Dodds, Phoenix Historic Preservation Officer
Steve Dreiseszun, Point of Contact for the Historic Neighborhood Petitioners

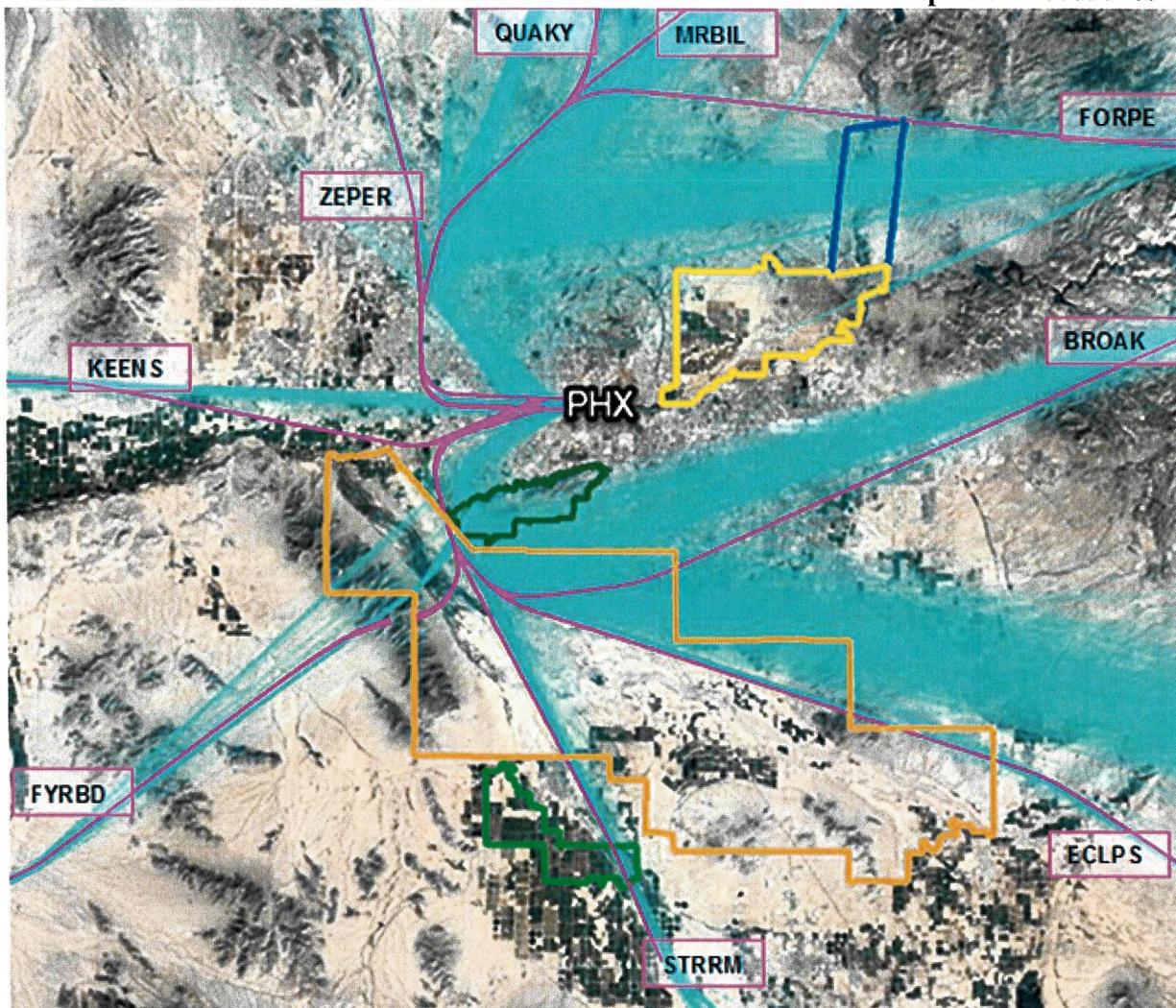
Attachments

Enclosures

Attachment A

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Location of Federally Recognized Tribes And the Simulated Centerlines of the Nine West Flow RNAV SID Proposed Procedures

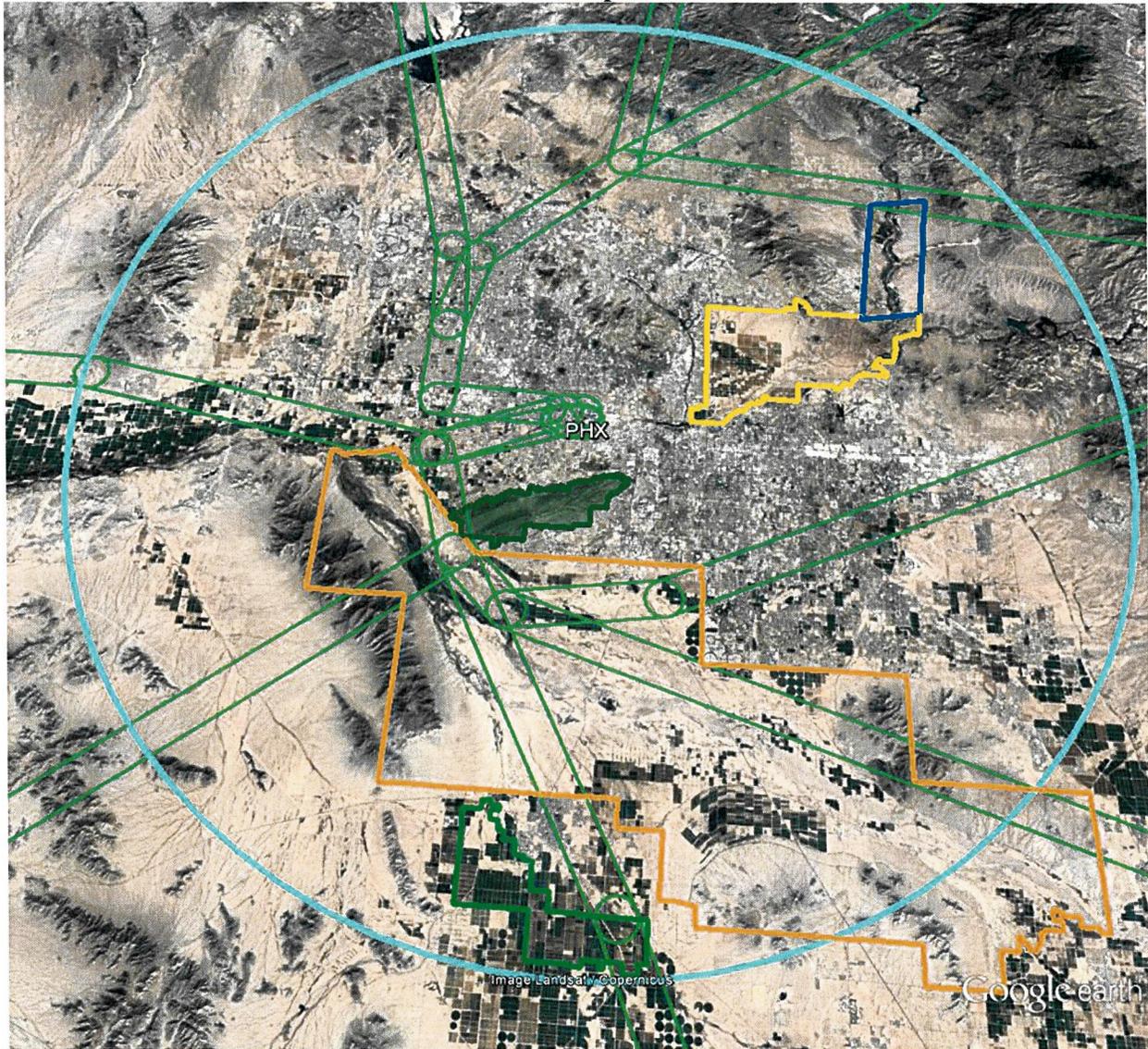


	2017 Departure Flight Tracks
	Simulated Centerlines of Proposed Departure Procedures
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	Ak-Chin Indian Community of the Maricopa
	South Mountain Park Preserve

Attachment B

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Proposed Area of Potential Effect Consisting of a Two-Mile Buffer Zone On the West Flow Proposed Procedures

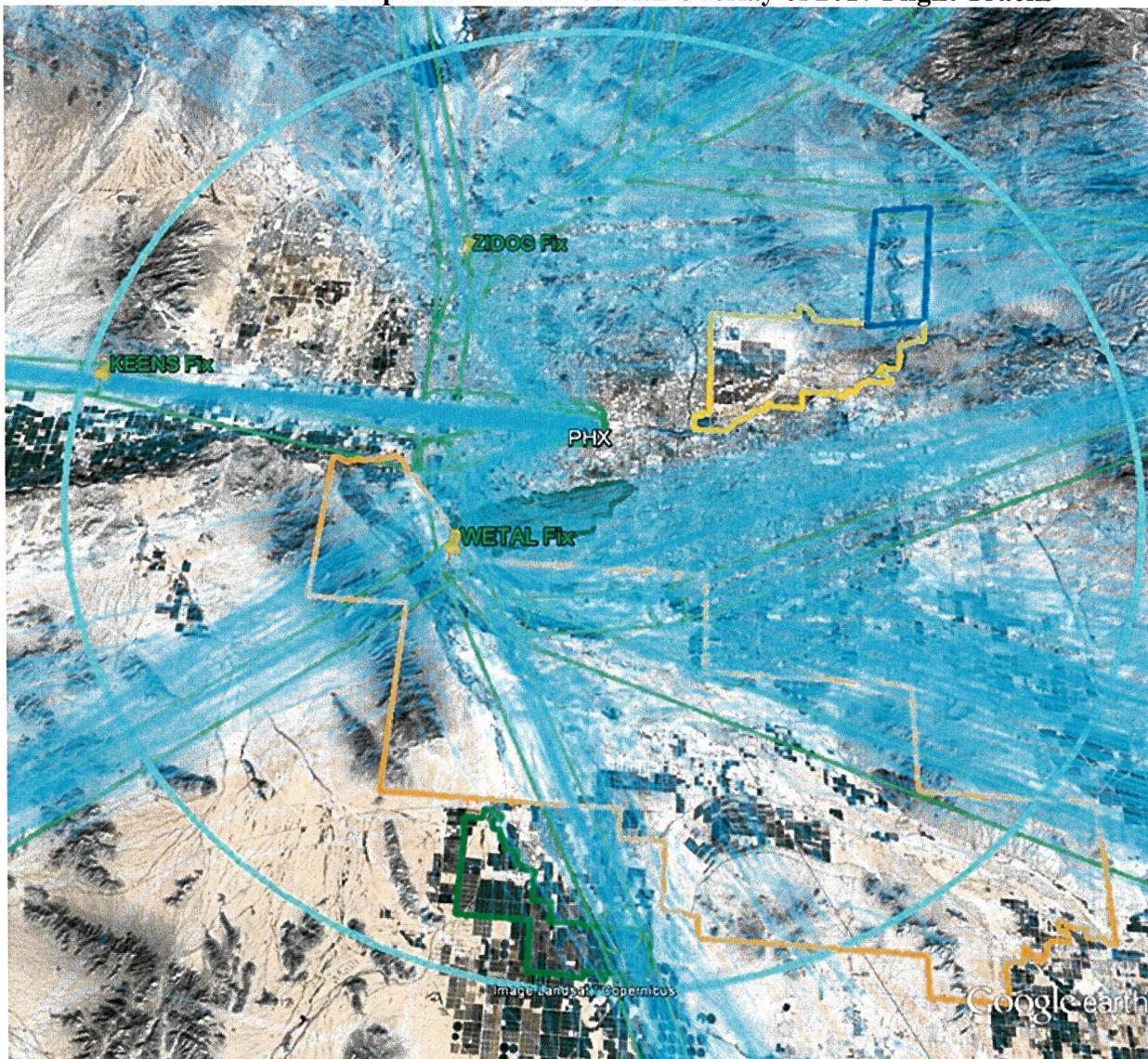


	Project General Study Area
	Two Mile Buffer Zone APE
	Ak Chin Indian Community of the Maricopa
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	South Mountain Park/Preserve

Attachment C

For the Section 106 Consultation for the Proposed Air Traffic Procedure Amendments for the West Flow Area Navigation Standard Instrument Departures at Phoenix Sky Harbor International Airport

Proposed Area of Potential Effect Consisting of a Two-Mile Buffer Zone On the West Flow Proposed Procedures with Overlay of 2017 Flight Tracks



	Project General Study Area
	Two Mile Buffer Zone APE
	Ak Chin Indian Community of the Maricopa
	Gila River Indian Community
	Fort McDowell Yavapai Nation
	Salt River Pima-Maricopa Indian Community
	South Mountain Park/Preserve
	2017 Flight Tracks for West Flow Departures

Landis, Marina (FAA)

From: TrackingUpdates@fedex.com
Sent: Tuesday, May 01, 2018 4:44 PM
To: Landis, Marina (FAA)
Subject: FedEx Shipment 772115507712 Delivered

Your package has been delivered

Tracking # 772115507712

Ship date:
Mon, 4/30/2018

John Torri
Renton, WA 98057
US

Delivery date:
Tue, 5/1/2018 4:37 pm

**Mark Frank, Environmental
Manager**
Fort McDowell Yavapai Nation
#17779
16240 North Fort McDowell
Road
FOUNTAIN HILLS, AZ 85269
US



Shipment Facts

Our records indicate that the following package has been delivered.

Tracking number:	772115507712
Status:	Delivered: 05/01/2018 4:37 PM Signed for By: M.INADANLA
Reference:	Sec 106 Determination
Signed for by:	M.INADANLA
Delivery location:	FOUNTAIN HILLS, AZ
Delivered to:	Receptionist/Front Desk
Service type:	FedEx Standard Overnight
Packaging type:	FedEx Envelope
Number of pieces:	1
Weight:	0.50 lb.
Special handling/Services:	Adult Signature Required Deliver Weekday
Standard transit:	5/1/2018 by 3:00 pm

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Standard transit is the date and time the package is scheduled to be delivered by, based on the selected service, destination and ship date. Limitations and exceptions may apply. Please see the FedEx Service Guide for terms and conditions of service, including the FedEx Money-Back Guarantee, or contact your FedEx Customer Support representative.

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