

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

CATEGORICAL EXCLUSION DECLARATION/RECORD OF DECISION

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

Description of Action:

The Federal Aviation Administration (FAA) proposes to amend the west flow Area Navigation (RNAV) Standard Instrument Departure (SID) procedures from runways 25 Left, 25 Right, and 26 at Phoenix Sky Harbor International Airport (Phoenix Sky Harbor), Phoenix, Arizona, as per the agreement stipulated in the Memorandum Regarding Implementation of Court Order per *City of Phoenix, Arizona v. Huerta*, 869 F.3d 963 (D.C. Circuit 2017) (Memorandum).

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

The changes under Step One of the Memorandum were divided into two actions with independent utility: Step 1A and Step 1B. The FAA is proposing to implement Step 1B on May 24, 2018, which would replace the westerly departure routes implemented in Step 1A and amend certain westerly routes for aircraft departing from Phoenix Sky Harbor. The changes under Step 1B would complete implementation of Step One in the Memorandum between the FAA, the City of Phoenix, and the historic neighborhood associations. The nine new RNAV SID procedures being considered under Step 1B would provide a seamless predictable flight path from Phoenix Sky Harbor to the en route air traffic structure.

The changes in Steps 1B procedure design criteria incorporate the routes from Step 1A; however have additional routing that no longer requires air traffic control vectoring to join an RNAV route. The four proposed RNAV SIDs with the initial turn to the northwest would retain the Step 1A ZIDOG RNAV SID runway transitions then head north until the proposed procedures intersect the

ZIDOG fix. These proposed procedures would then split to join the appropriate common route to continue to the en route airway structure for flights to the north, northwest and northeast. The four proposed RNAV SIDs with the initial turn to the southwest would replace the current RNAV SID procedures. These proposed procedures would follow a southwest course to the WETAL fix, and then split to join the appropriate common route to continue to the en route airway structure for flights to the south, southwest and southeast. The proposed procedure for destinations to the west would replace the current KEENS RNAV SID.

Declaration of Exclusion:

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

Basis for this Determination:

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

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

Decision:

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

I, the undersigned, have reviewed the referenced Final Environmental Review including the evaluation of the purpose and need that this action would serve. I find the action described in the

