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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



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

RECEIVED SEP 03 2013

Dear Mr. Garrison:

The Federal Aviation Administration (FAA) is proposing to provide additional departure and arrival routes at Phoenix Sky Harbor International Airport (PHX) for Global Positioning System (GPS) equipped aircraft. These additional routes are part of the FAA NextGen initiative intended to make the National Airspace System safer and more efficient.

Proposed Action

The proposed action consists of nine departures (Standard Instrument Departures or SIDs) and five arrivals (Standard Terminal Arrival Route or STARs) at PHX. The proposed SIDs and STARs, as well as the current departure and arrivals tracks, are shown in Figures 1 – 4 respectively.

These nine SIDs and five STARs would not change where air traffic currently flies, except in two scenarios. Both scenarios are associated with departures from Runways 25L, 25R and 26 (west end of the runways) and are described below:

- Currently, jet air traffic heading north initially depart to the west for nine nautical miles (NM) prior to turning north. Piston air traffic heading north, initially depart to the west for 3 NM before turning north. Under the new procedures, all traffic heading north from Runways 25L, 25R and 26 will make this northerly turn at 3 NM.
- Currently, air traffic heading west, initially make a thirty degree turn to the south. This is partially to accommodate the aforementioned jets prior to turning north at 9 NM. The new procedures allow for a direct westerly heading, with no southerly diversion.

Additionally, the FAA is proposing for seven satellite airports, in the greater Phoenix area, to utilize these SIDs. These satellite airports are listed below and are illustrated in relation to PHX in Figure 5.

- Phoenix Goodyear Airport

- Glendale Municipal Airport
- Phoenix Deer Valley Municipal Airport
- Scottsdale Municipal Airport
- Falcon Field
- Phoenix Mesa Gateway Airport
- Chandler Municipal Airport

The proposed action associated with these seven satellite airports are more limited than with the departures from PHX. Air Traffic Control would vector the departing aircraft to a predetermined point (“waypoint”) on the proposed SIDs. The waypoints are also illustrated in Figure 5. The required minimum altitude of aircraft at these waypoints range between 8,500 feet Above Ground Level (AGL) and 14,000 feet AGL.

Determination of the Area of Potential Effect (APE):

The degree of increase in the aircraft noise exposure level between the no action alternative and the proposed action was the basis for determining the Area of Potential Effect. The FAA has two sets of criteria for determining the potential impact of noise exposure:

Significant Impact:

- An increase of Day-Night Average Sound Level (DNL) 1.5 dB or more, at or above DNL 65 dB noise exposure.

Potential for extraordinary circumstances:

- An increase of DNL 3 dB or more, within the DNL 60 – 65 dB noise exposure.
- An increase of DNL 5 dB or more, within the DNL 45 – 60 dB noise exposure.

The noise screening for all proposed procedures identified two areas in which there is an increase of 5.0 dB or more, within the DNL 45-60 dB. The APE is defined as these two areas of noise increase. Outside of these two areas, the noise remains the same or decreases. This APE is located in the vicinity of downtown Phoenix, within 12 NM of PHX and is shown in Figure 6.

To help better understand what this increase in noise means, a comparison of noise in terms of common outdoor and indoor sound level is shown in Figure 7. It should be noted that a commercial area has an outside noise level of about 65 dB, which is approximately the sound level of normal speech at three feet.

National and Historical and Local Database Research:

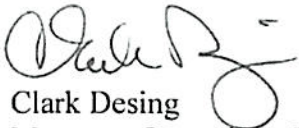
An online search of the National Register of Historical Places (NRHP) as well as a provisional search of resource sensitive quads on AZSITE was conducted. The result of that search is illustrated in Figure 8. There were 25 places listed on NRHP as detailed in Table 1. There were nine quads which contained sensitive resources as reported by AZSITE. These quads are further detailed in Table 2.

Determination:

The proposed action is determined not to disrupt conversation and is no louder than the background noise of a commercial area. Therefore, the FAA would like to recommend a Finding of No Adverse Effect on any historical property listed, or eligible to be listed, within the APE. Given the above discussion, it was determined not necessary to determine all listed and eligible properties within the APE.

If you have questions regarding this project, please contact Caroline Poyurs at (425) 203-4539.

Sincerely,



Clark Desing
Manager, Operations Support Group
Western Service Center

10 Enclosures

CONCUR

William Collins 8/26/2013
ARIZONA STATE HISTORIC PRESERVATION OFFICER
ARIZONA STATE PARKS BOARD