



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

Western-Pacific Region
Office of Airports
Phoenix Airports District Office

3800 N. Central Avenue
Suite 1025, 10th Floor
Phoenix, AZ 85012

March 15, 2019

Mr. Jordan D. Feld
Deputy Aviation Director - Planning & Environmental
City of Phoenix Aviation Department
2485 E. Buckeye Road
Phoenix, AZ 85034

**Phoenix Sky Harbor International Airport (PHX)
Land Reuse Strategy**

Dear Mr. Feld:

This letter serves to clarify our letter dated February 14, 2019 regarding the PHX Land Reuse Strategy (LRS) submittal. In reviewing the LRS strategy we would like to clarify our original correspondence.


The FAA continues to have concerns with the proposed reintroduction of residential land uses in areas where noise mitigation previously occurred. Specifically, as the proposal relates to the “Core Village” concept, we remain concerned with the close proximity to the current 65 DNL contour (2015), and shown as being within the future 65 DNL contour (2025), will lead to increased community aircraft noise concerns.

In 2015, the City of Phoenix received Airport Improvement Program (AIP) funds for the redevelopment of acquired noise land properties. The focus of this planning study was to explore if previously acquired airport noise land can be redeveloped to ensure compatibility with airport use. While supportive of this type of planning study, we remind the City of Phoenix that the re-development of noise land to include the re-introduction of residential land uses that were previously identified by the airport sponsor as non-compatible, which are located within either the existing and or future 65 DNL noise contours, is inherently inconsistent with the goals of AIP. Moreover, it may also be inconsistent with Grant Assurance 21, Compatible Land Use, and Grant Assurance 31, Disposal of Land.

However, there may be a way for us to consider allowing the proposed mixed-use development in the northern portion of the LRS. The only reason this is even possible is that it is located outside of both the existing and future 65 DNL noise contours. However, there would be three important caveats: First, if any new residential uses would occur on property that the City acquired with AIP or PFC funds (for the purpose of mitigating noise impacts), then the City would have to repay those funds (or, in the case of PFCs, find other PFC-eligible projects to apply those funds to). Second, we would be remiss if we did not point out that the re-introduction of residential land uses in this portion of the LRS may subject the City to future noise complaints, and there would be no Federal recourse or resource available to help address such complaints. Third, we must remind you that noise contours do shift over time, based on a number of factors that are beyond the control of either the FAA or the airport operator.

We strongly recommend the City continue to engage the community for future re-development opportunities that maintain compatible land-use while supporting the airport's goals. If you have any questions regarding this project feel free to contact me at 602-792-1064.

Sincerely,

A handwritten signature in blue ink that reads "Mike N. Williams" with a stylized flourish at the end.

Mike N. Williams, A.A.E.
Manager, Phoenix Airports District Office