

Chad Makovsky, Director of Aviation Services
Closing Statement to the Phoenix Aviation Advisory Board
May 19, 2022

Thank you for allowing me to provide some closing thoughts. I appreciate the time the developer has taken to present today and for our collaboration to-date. However, I must say I'm a little disappointed in, and do take exception to their using words like "fabricated" as part of their presentation. Words like "fabricated" suggest an intent to mislead. When in fact, all our presentations to-date have relied on data provided by the developer. And their words are not reflective of the work of our professional staff and stakeholders.

Here are the facts as I know them:

I acknowledge I'm not an expert in aircraft performance characteristics. But I know who is – **our airlines**.

And our airlines have told us that cranes associated with anticipated construction are expected to have "...a significant reduction in payload as well as passenger restrictions..." and that "In some cases, not limited to long-haul flights, the detrimental effects of the construction are quite severe."

And while I've been working in this industry for 32 years, I'd be willing to acknowledge I may not be the foremost expert in Part 150 studies. But I know who is – **the Federal Aviation Administration**.

And the FAA wrote a letter to Tempe that explained their serious concern about incompatible development, stating that residential development on this parcel is incompatible – full stop. In addition, the FAA cited that the population associated with the proposed residential component of the development is expected to result in a more than 1% growth in population within the high impact noise contours near airports nationwide.

In addition:

- 1) The Air Traffic Control Union has raised safety-related line of sight concerns associated with having a venue like this on short final to our runways during the most critical phase of flight.
- 2) The Airline Pilots Union has said they are very concerned with the proposed development and expect many pilots will not want to use the southern runways and instead request the north runway, which would have the effect of dramatically reducing airport capacity and creating more noise over certain residences. In fact, they sent a letter to Tempe Mayor Corey Woods reiterating similar concerns just yesterday.
- 3) And given what we went through in 2014, we all understand the negative effects of aircraft noise over residential development. We have tools such as avigation easements and noise disclosures that can alert residents to the high noise environment and limit their ability to litigate against the airport or the city. But the reality is these residents won't use those tools. Instead we expect prospective residents will be excited about the opportunity to live near a major event venue and entertainment district. However, that excitement will wear off in 6 or 8 months, or maybe a year, as they grow frustrated by airplanes flying over their house nearly every 60 seconds during peak times. Then they are likely to attend Aviation Board Meetings, Tempe and Phoenix Council meetings, and lobby for restricting the growth of the airport, demanding additional restrictions such as noise curfews, additional flight path changes, and will actively oppose any new airport development.

With a \$13 billion payroll and nearly 60,000 employees working on or in connection to the airport, Sky Harbor is one of the largest employment centers in the state of Arizona. We have a masterplan in place that will require nearly \$6

billion in additional investments that will bring quality jobs to the airport and ensure the Sky Harbor keeps pace with our rapid population growth.

If we are unable to do this, airlines will make different choices, including:

- Utilizing airports that do not have these capacity restrictions.
- Choosing not to fly long haul and international routes direct from Phoenix, instead favoring other international hubs with connections to Phoenix.
- With reduced capacity and increased demand for flights, airlines are expected to manage the demand through higher ticket prices, which will likely result in higher costs and less air service to our community.

We remain very concerned that Tempe's decision could have significant long-term consequences for Sky Harbor and our community. However, we remain hopeful that Tempe and the Developer will take our concerns seriously and ensure that the airport and the community we serve are not harmed by this proposed development.