

# Monthly Noise Report

## May 2026

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\*FAA has updated their Community Engagement website to: [https://www.faa.gov/air\\_traffic/community\\_engagement](https://www.faa.gov/air_traffic/community_engagement)

For additional information, please visit [skyharbor.com/FlightPaths](https://skyharbor.com/FlightPaths)

# OVERVIEW

The City of Phoenix Aviation Department operates the Phoenix Airport System which consists of Phoenix Sky Harbor International Airport (PHX), Phoenix Deer Valley (DVT) and Phoenix Goodyear (GYR) Airports. The Department serves as the primary liaison between the community, airlines and the Federal Aviation Administration (FAA) regarding aircraft overflight activity and noise concerns. While the authority to control aircraft in flight and on the ground, lies exclusively with the FAA, the airlines control the number of flights and flight schedules. The Department collects aircraft noise and flight operations data to analyze, advise and assist the community with up-to-date information. Additionally, the Department manages noise concerns received from residents through a variety of services including the noise hotline, Casper smartphone app and flight tracker, and the Department’s website complaint form. This report provides a summary of the data collected for the preceding month and in context with historical data for operation counts, flight direction, complaints, and adherence to noise abatement procedures.

## May 2026



**PHX: 42,248** operations  
(3% less than last month)

**DVT: 35,454** operations  
(11% less than last month)

**GYR: 14,984** operations  
(9% less than last month)



- **23 households** filed **853 complaints** about PHX, DVT, and GYR Airports

- Staff received **56 requests** for follow-up information

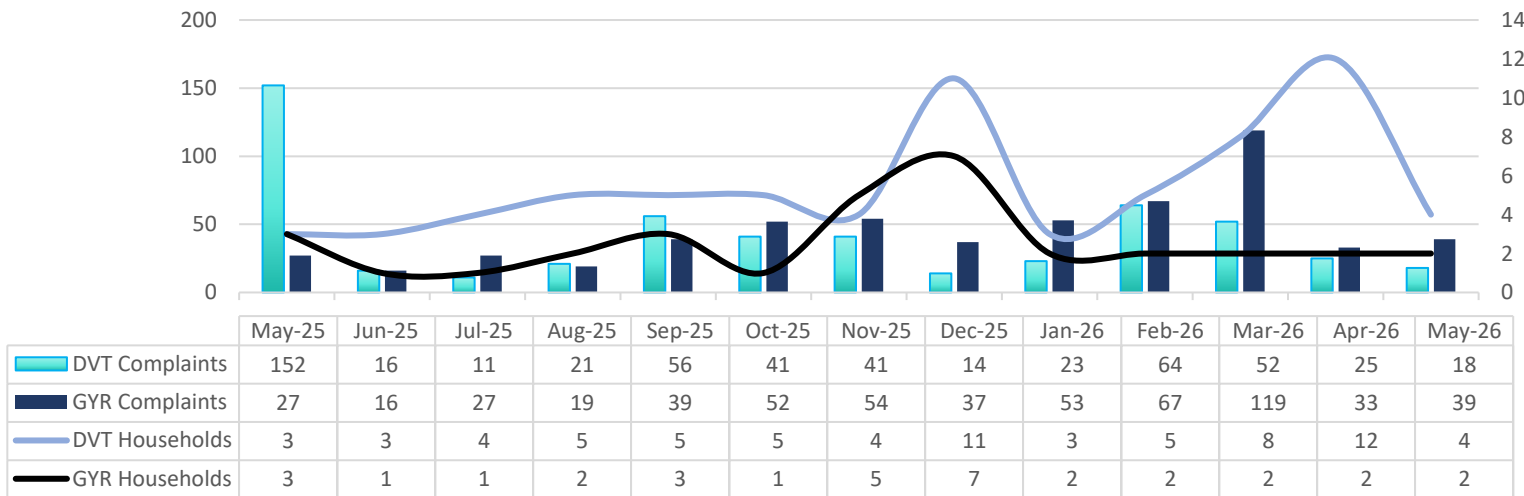
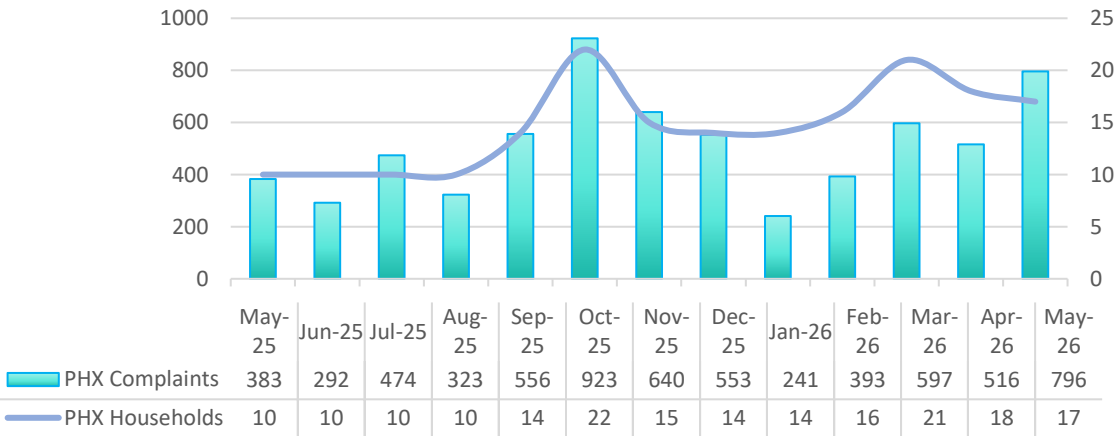


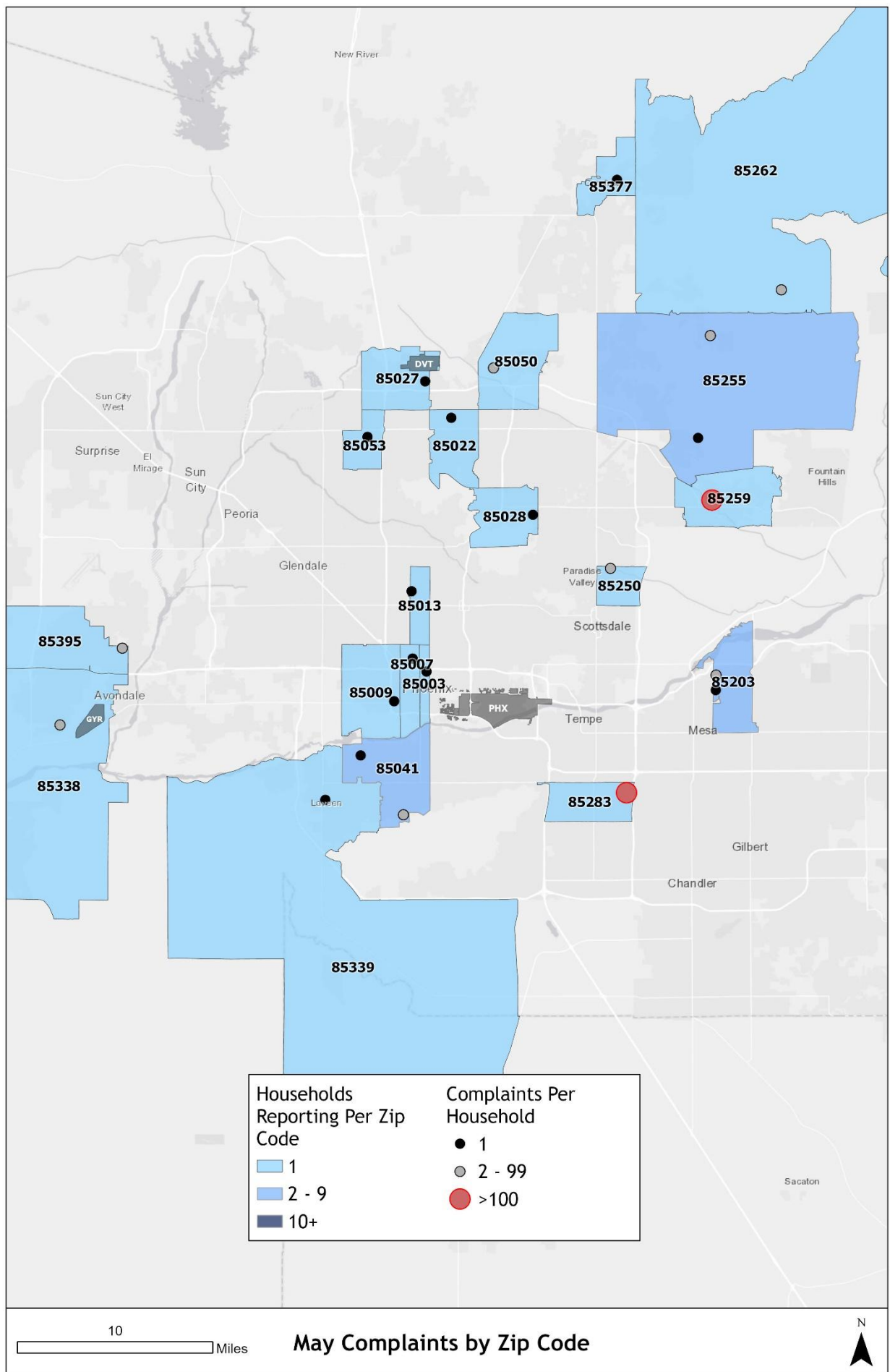
The “4-DME” compliance rate was **99.7%**

PHX “Equalization” rate **68%** westerly and **32%** easterly

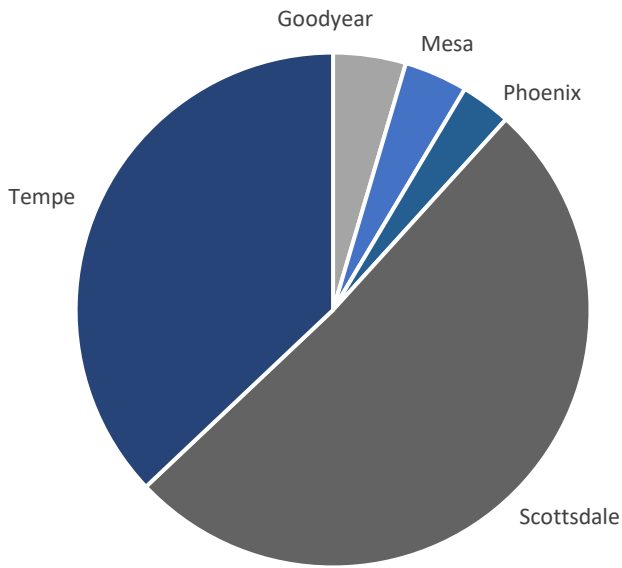
### Noise Complaints

Many factors contribute to the number of complaints received each month and by how many households. Factors can include irregular operations, weather events, seasonal demand changes, new residents moving into an area impacted by aircraft operations, and more.

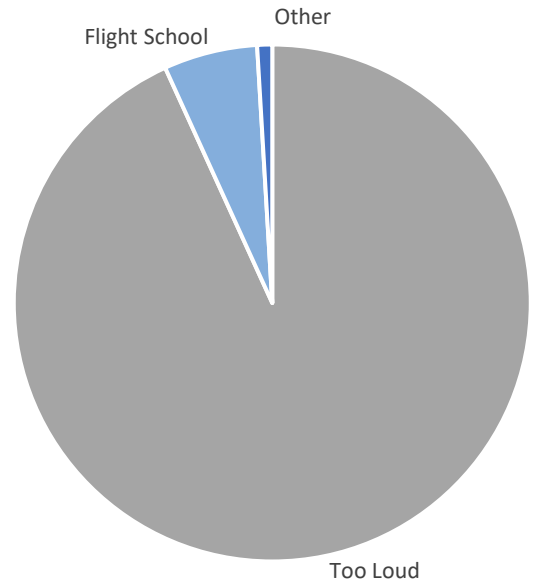




## Noise Complaints – By Community



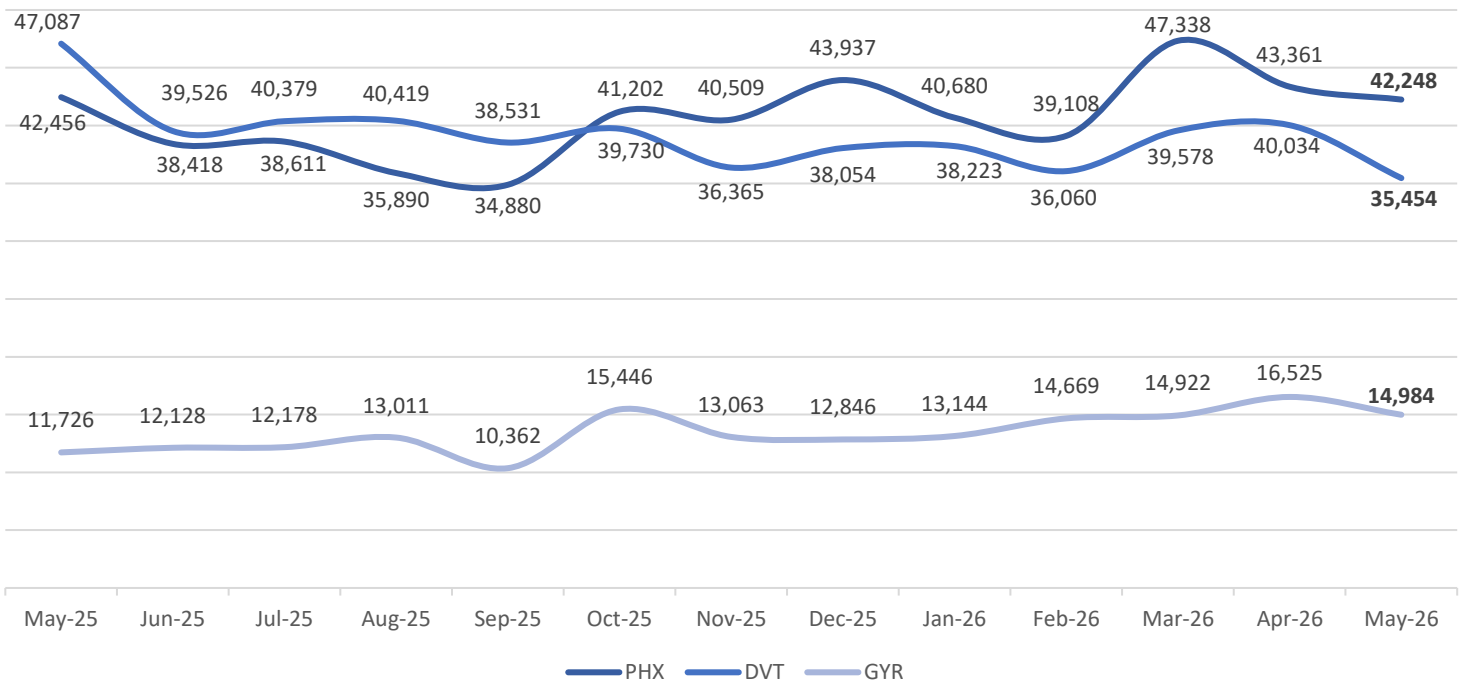
## Noise Complaints – By Cause



## OPERATIONS

The graph below shows monthly aircraft operations over the last year. March is historically the PHX peak.

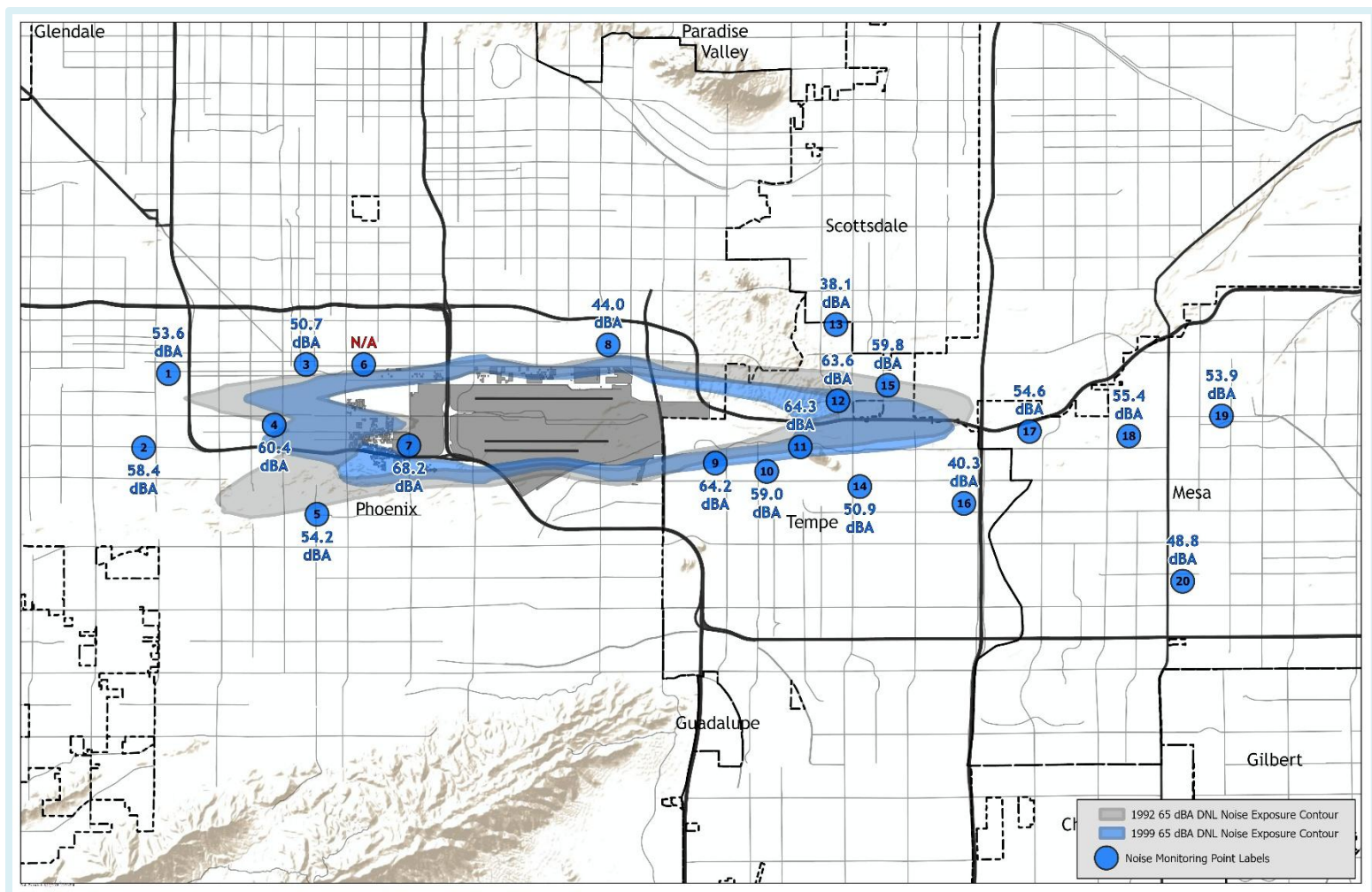
### Monthly Operations



## NOISE MONITORING TERMINALS

| NMT  | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   |
|------|------|------|------|------|------|------|------|------|------|------|
| LdnA | 53.6 | 58.4 | 50.7 | 60.4 | 54.2 | N/A  | 68.2 | 44.0 | 64.2 | 59.0 |
| % Δ  | -1.3 | 0.4  | -3.3 | 1.2  | 0.3  | N/A  | 0.7  | -1.2 | 0.0  | -0.2 |
| NMT  | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   |
| LdnA | 64.3 | 63.6 | 38.1 | 50.9 | 59.8 | 40.3 | 54.6 | 55.4 | 53.9 | 48.8 |
| % Δ  | 0.3  | -0.1 | 0.6  | 0.9  | -0.3 | -1.0 | 1.4  | -0.2 | -0.2 | 1.0  |

Twenty noise monitors surround PHX in the communities of Phoenix (8), Tempe (8), and Mesa (4). The noise readings are computed as A-weighted day/night sound level (LdnA) averaged over 24 hours with penalty weighting for noise events between 10 pm and 7 am. Use of the LdnA (measured in dBA) and penalty weighting for nighttime events helps ensure noise readings reflect community annoyance factors and issues specific to human hearing and noise energy frequencies.

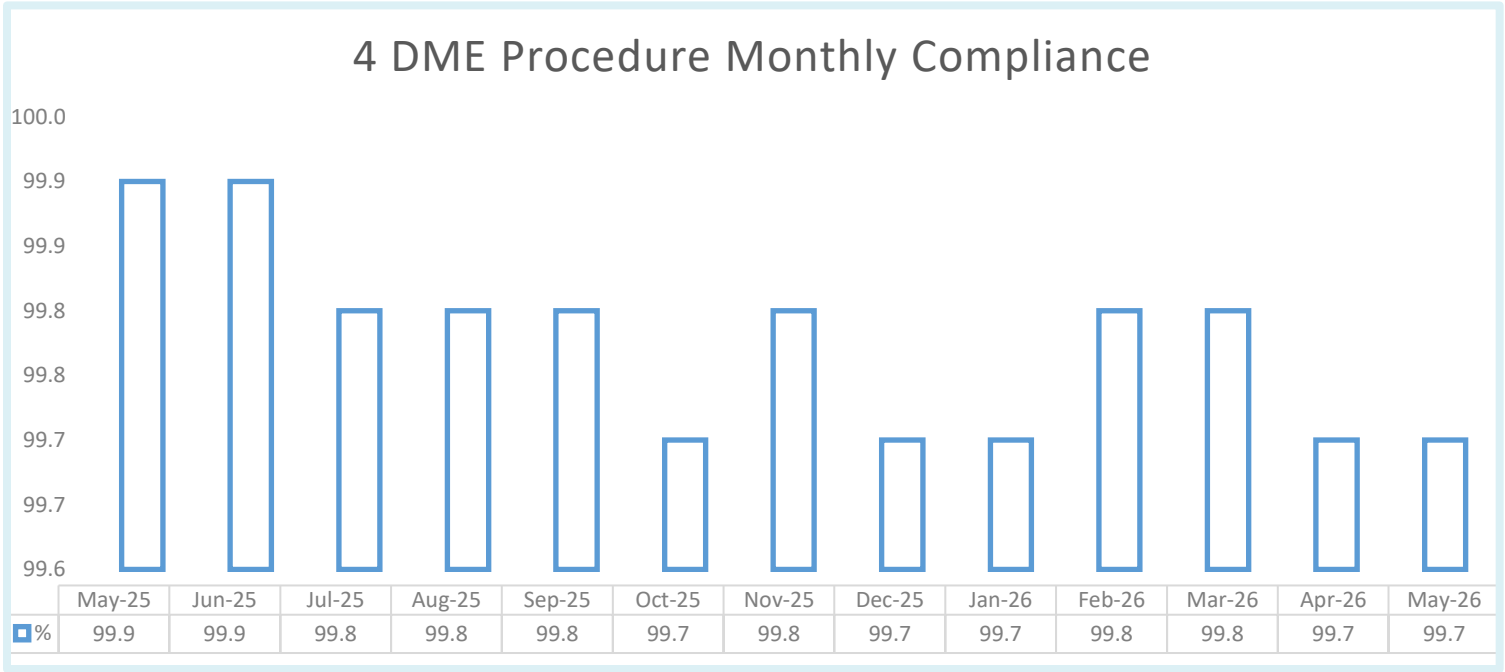


# NOISE MITIGATION PROCEDURES

In collaboration with the community, the FAA has implemented various noise-reduction measures. While some procedures might not always be used due to wind, weather, and other operational considerations, the Aviation Department encourages maximum use to the extent possible by monitoring and reporting on procedure compliance.

## Tempe “4DME”

The 4DME departure procedure directs all jet aircraft departing PHX heading east to fly generally along the Salt River for approximately 6 miles before turning. The 4DME procedure is designed to keep jet aircraft over the Salt River/ Tempe Town Lake until they pass the 101 freeway, where it intersects the 202 Red Mountain freeway.



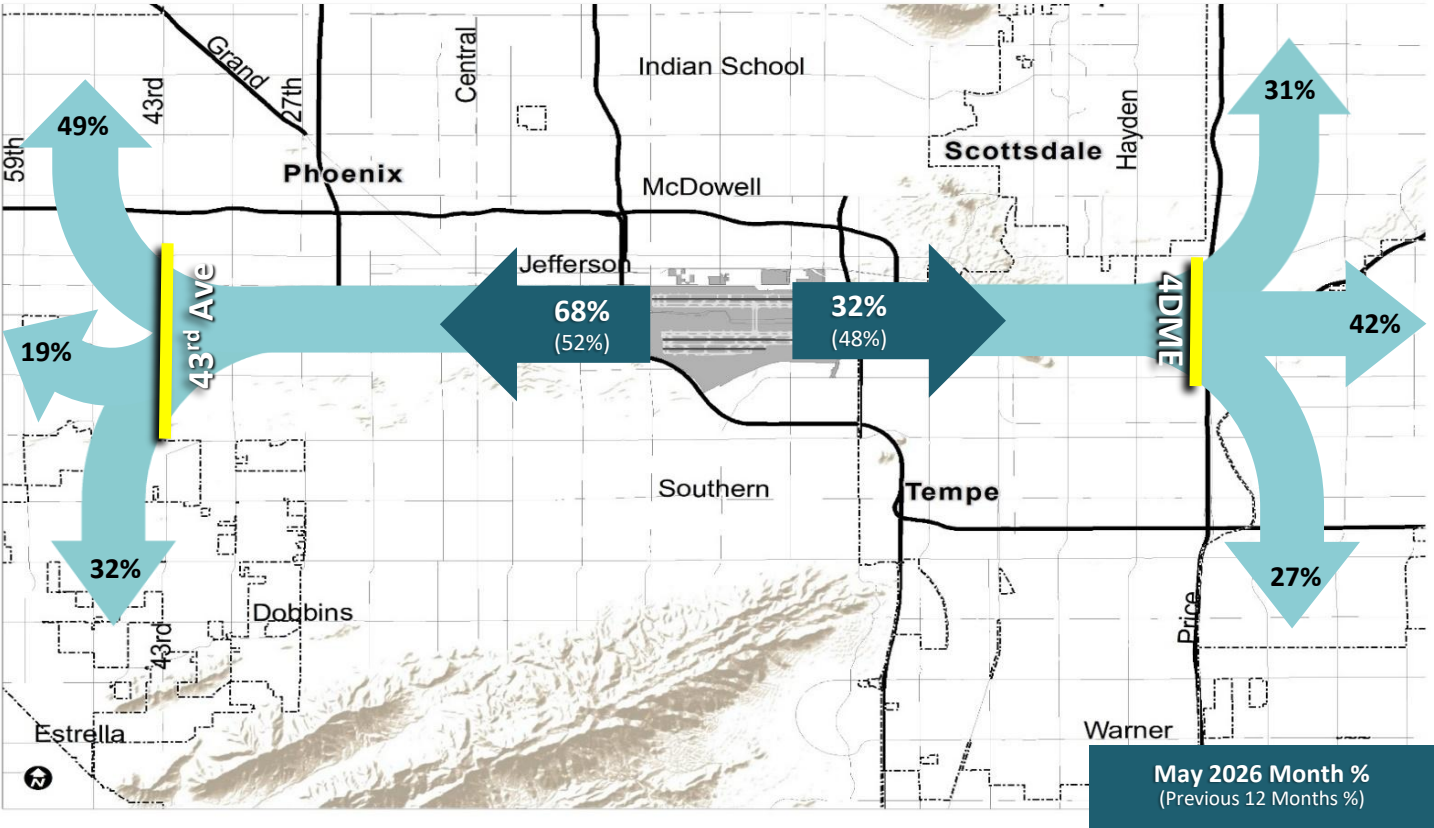
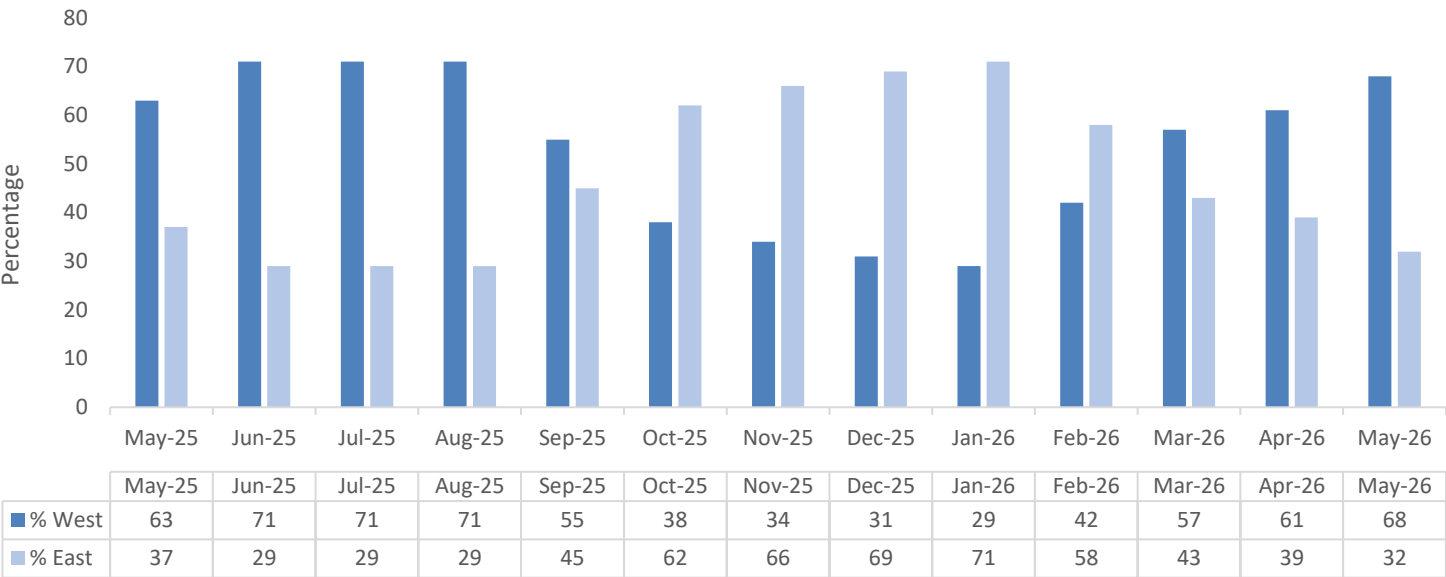
|                | Operator           | Dev. | Dep.  | % Compliant |
|----------------|--------------------|------|-------|-------------|
| 75+ Operations | Southwest Airlines | 5    | 1,951 | 99.7%       |
|                | American Airlines  | 1    | 1,726 | 99.9%       |
|                | SkyWest Airlines   | 2    | 795   | 99.7%       |
|                | Delta Airlines     | 0    | 317   | 100.0%      |
|                | Envoy Airlines     | 0    | 306   | 100.0%      |
|                | United Airlines    | 0    | 284   | 100.0%      |
|                | Frontier Airlines  | 0    | 187   | 100.0%      |
|                | Alaska Airlines    | 0    | 169   | 100.0%      |
|                | General Aviation   | 4    | 122   | 96.7%       |



# Equalization

The equalization policy ensures that the number of departures averaged over a calendar year is equally distributed in east and west flow, to minimize noise impacts to any specific area. Due to the prevailing winds during those seasons, the FAA typically directs more operations to the west during spring and summer, and to the east during fall and winter.

Annual Flow Equalization

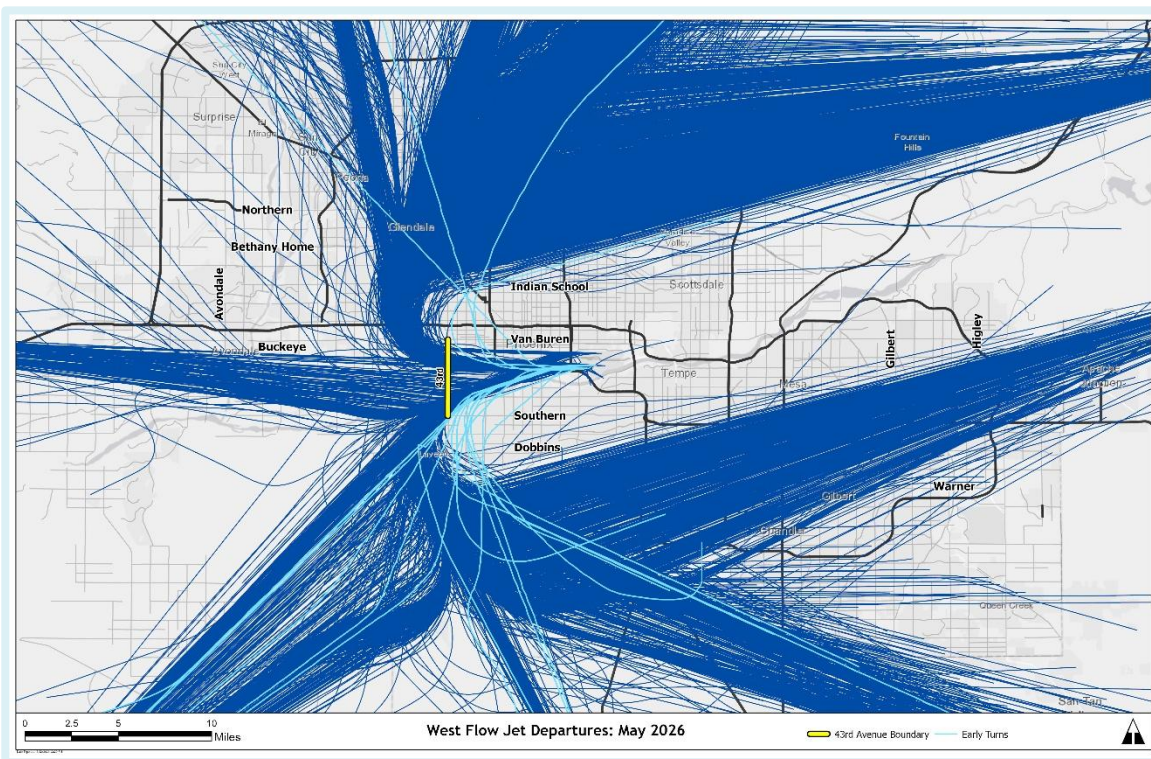


## Joint Petition “43<sup>rd</sup> Ave Gate.”

Per the Joint Petition between the FAA, City, and Historic Neighborhoods accepted by the US Court of Appeals, the FAA must approximate the location of historical west-flow departures by using performance-based Area Navigation (RNAV) flight paths. The Joint Petition provides that in approximating the historical departures, the FAA will not turn west-flow jet aircraft before 43<sup>rd</sup> Avenue unless there is a unique safety or weather issue. Like the 4DME compliance monitoring the Aviation Department conducts for east-flow departures, the following graphic shows the number of “early turns” relative to 43<sup>rd</sup> Avenue for the preceding month.

## CONCLUSION

Monitoring community noise impacts and advocating for continuous improvement through noise mitigation and abatement is a team effort. The Aviation Department relies on valued feedback from our community members who share ongoing concerns and new issues. The Aviation Department strives to facilitate compliance with current noise abatement procedures, awareness, and positive change with regulators (FAA) and operators (Airlines) so our community can enjoy all the benefits of a world-class Airport System with the absolute minimum impact. Don't hesitate to get in touch with the Aviation Department's Noise Office with questions regarding this report or any other matter related to aircraft noise and the City's Airport System.



**West Flow Jet Departures  
May 2026**

**Total WFD's**

**13,405**

**Early Turns**

**(0.1%)**

**Complaint Hotline**

Toll-free (602) 773-1093



**Complaint Webform**

<https://flighttracker.casper.aero/phx/>



**Casper Noise app Instructions**

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