



Black Mountain Community Alliance

FAA Phoenix-Area Airspace Project

June 10, 2026

[faa.gov/air_traffic/
community_engag
ement/phx](https://faa.gov/air_traffic/community_engagement/phx)

What's on the
FAA's
website?

FAQs

Video links

NOA

Noise Mapping Tool

Draft Environmental Assessment

- **Public Comment Period**
- **Email/Address for Submitting Comments**

Workshop Procedure Boards

Workshop Schedule and Registration Links

Noise Complaint Portal

Settlement Agreement Implementation

Environmental Consequences (Ch.5)

FAA Project Regions	45db-60db Change
San Antonio 2022	8,068
Florida 2020	0
Charlotte 2015	0
North Texas 2014	0
DC 2013	20,239
Houston 2013	405
Boston 2013	-68,504
Chicago 2013	-100,431
Denver 2012	79,766

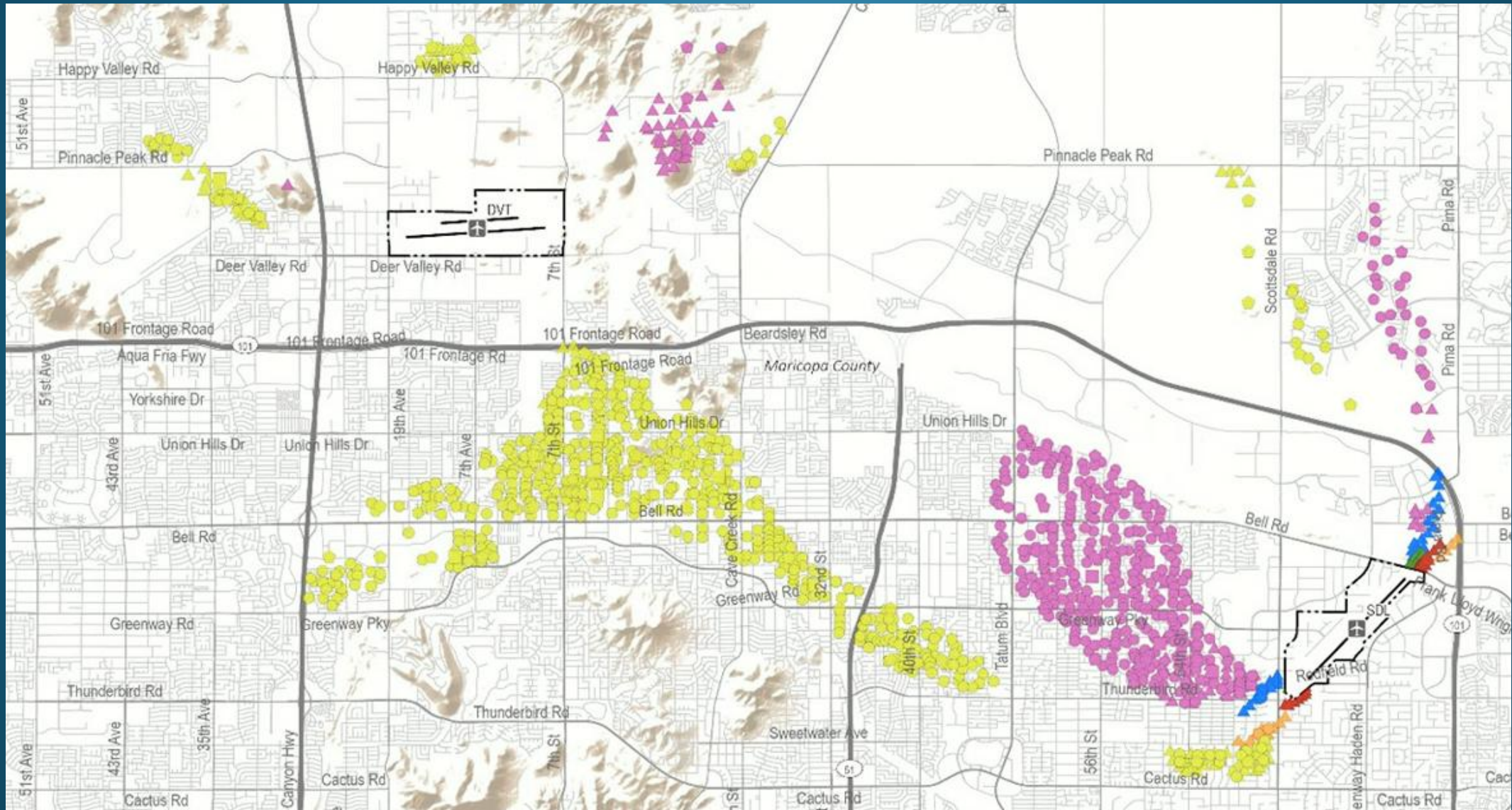
Table
Noise
DNL
DNL
DNL

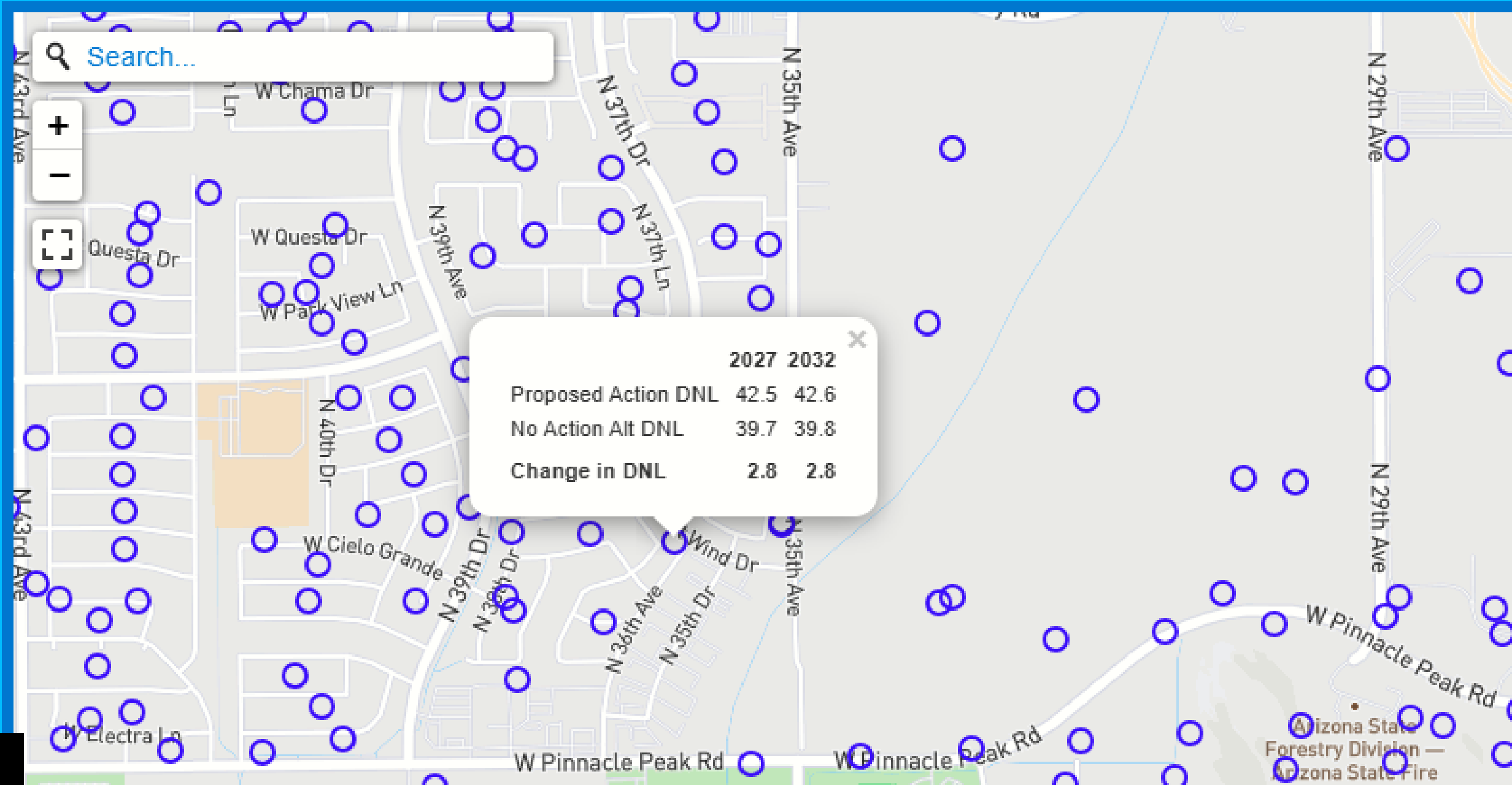
Categories	
Minimal Change Threshold	Level of Change
+/- 1.5 dB	Significant
+/- 3.0 dB	Reportable
+/- 5.0 dB	Reportable

DNL
DNL
DNL
Total

Alternative	Proposed Action Population	Change in Population
835,915	922,029	86,114
22,143	22,367	224
6,401	6,447	46
864,459	950,843	86,384

EA Environmental Consequences (Ch.5)






COMMON OUTDOOR SOUND LEVELS

NOISE
LEVEL
dB(A)

COMMON INDOOR SOUND LEVELS

 Car Horn at 3 ft.

110

Rock Band 

 Gas Lawn Mower at 3 ft.
Diesel Truck at 150 ft.

100

Inside Subway Train (New York)

 Noisy Urban

90

Food Blender at 3 ft. 

 Busy Highway at 50 ft.

80

Garbage Disposal at 3 ft.
Shouting at 3 ft.

 Quiet Rural

70

Vacuum Cleaner at 10 ft. 

Commercial Area

60

Normal Speech at 3 ft.

Quiet Urban

50

Large Business Office
Dishwasher Next Room

Small Theatre, Large Conference Room
(Background) 

40

Library
Bedroom at Night
Concert Hall (Background) 

30

20

Broadcast & Recording Studio 

10

Threshold of Hearing

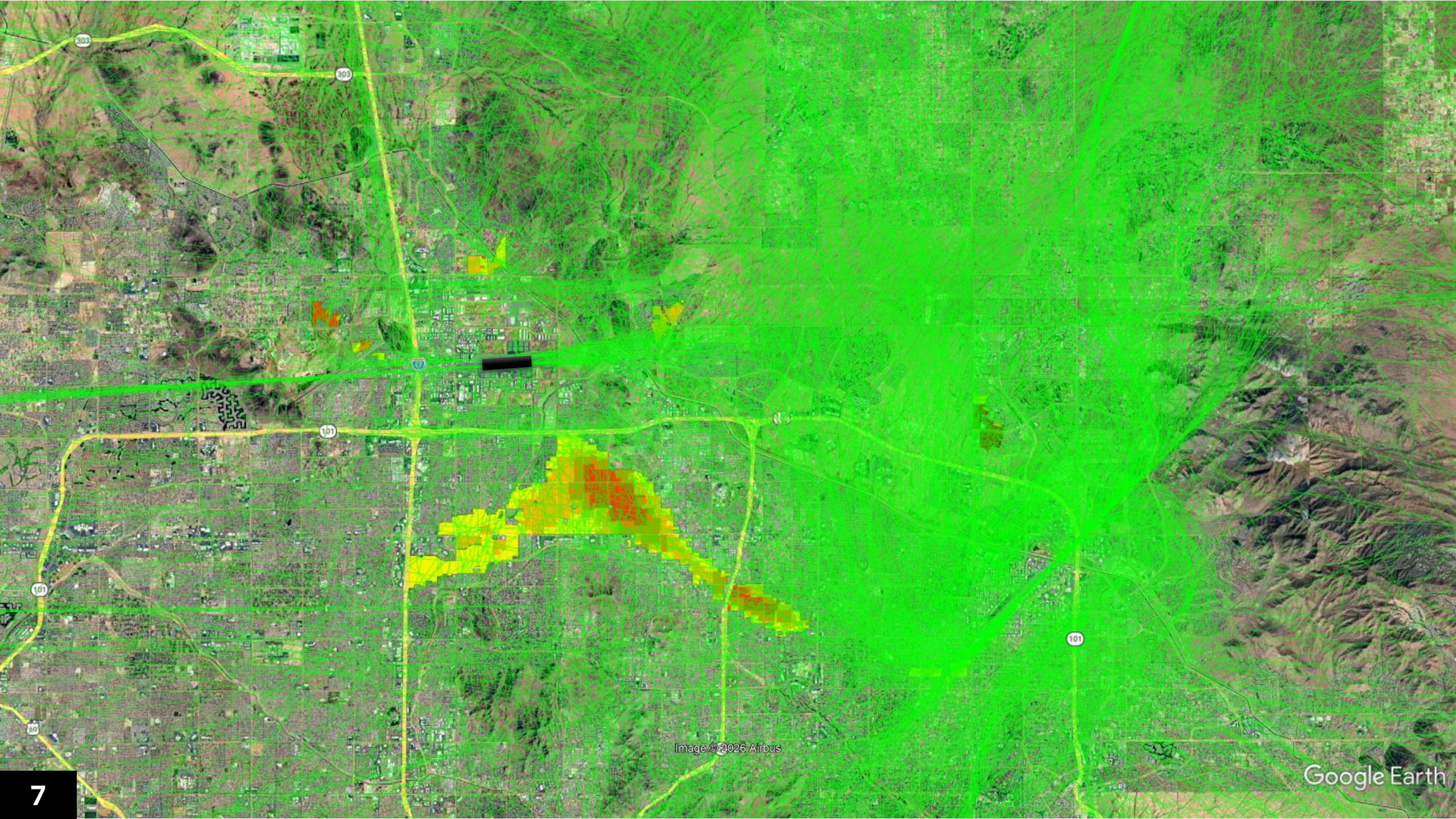


Image © 2026 Airbus

Google Earth

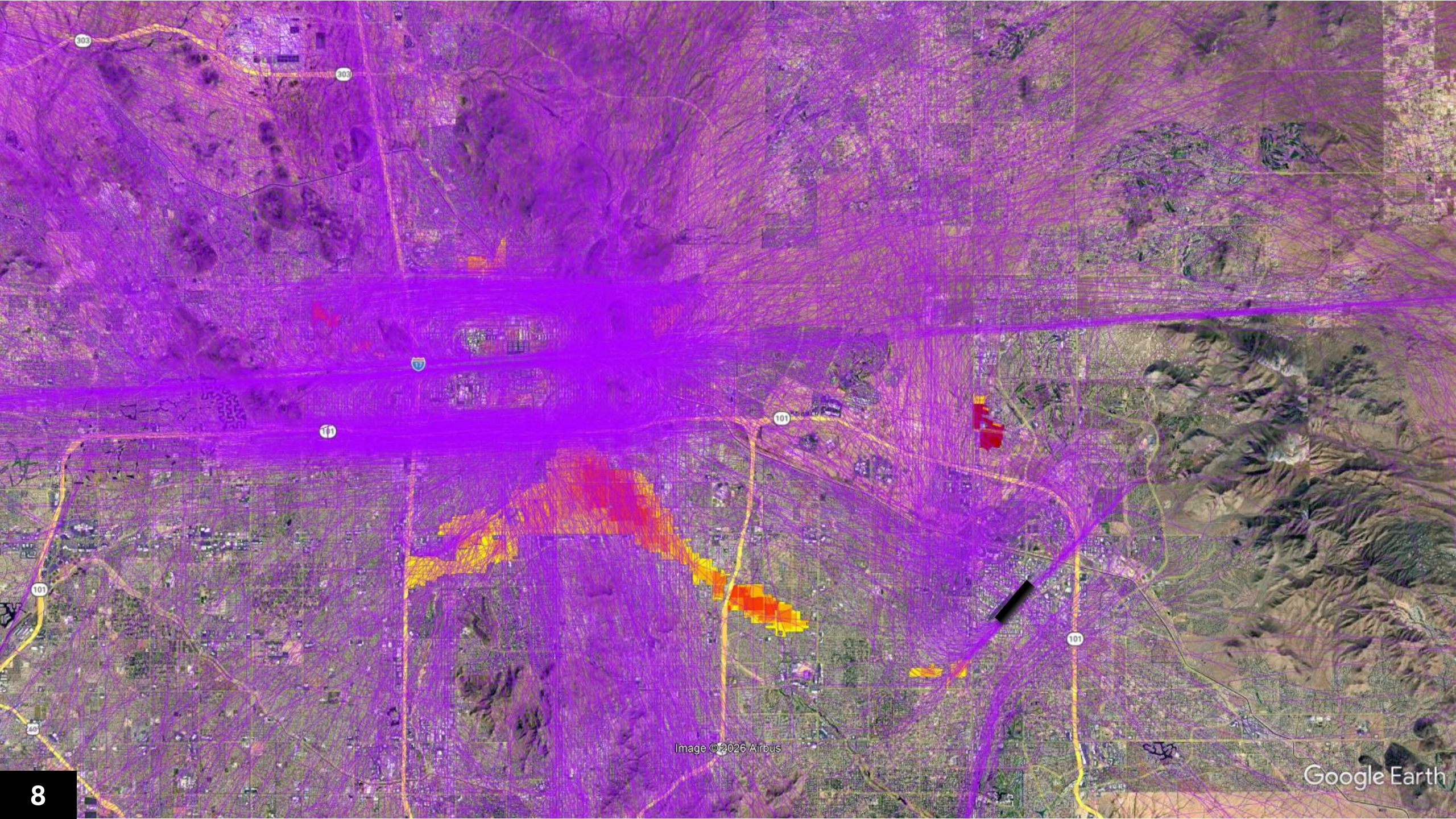
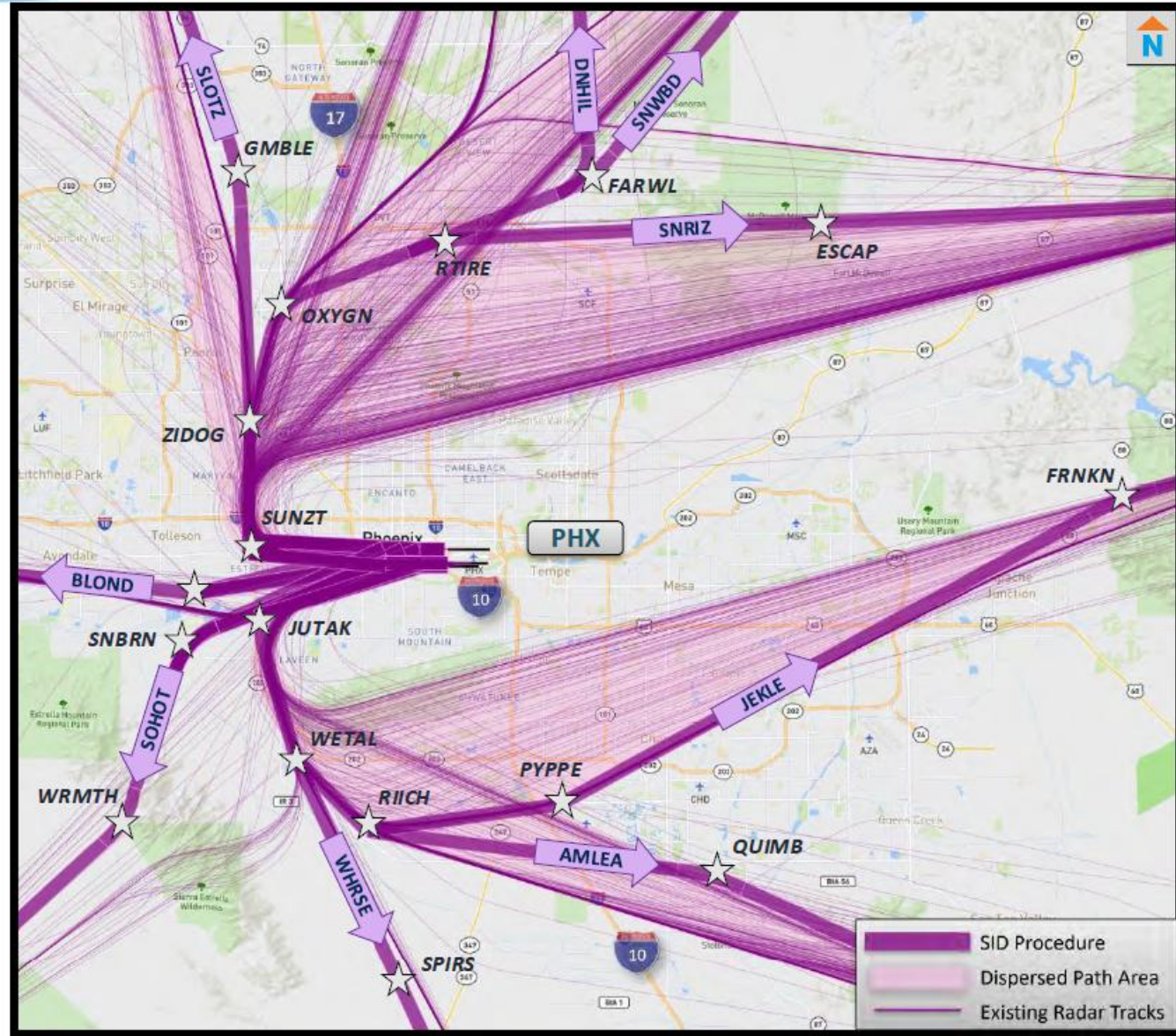


Image © 2026 Airbus

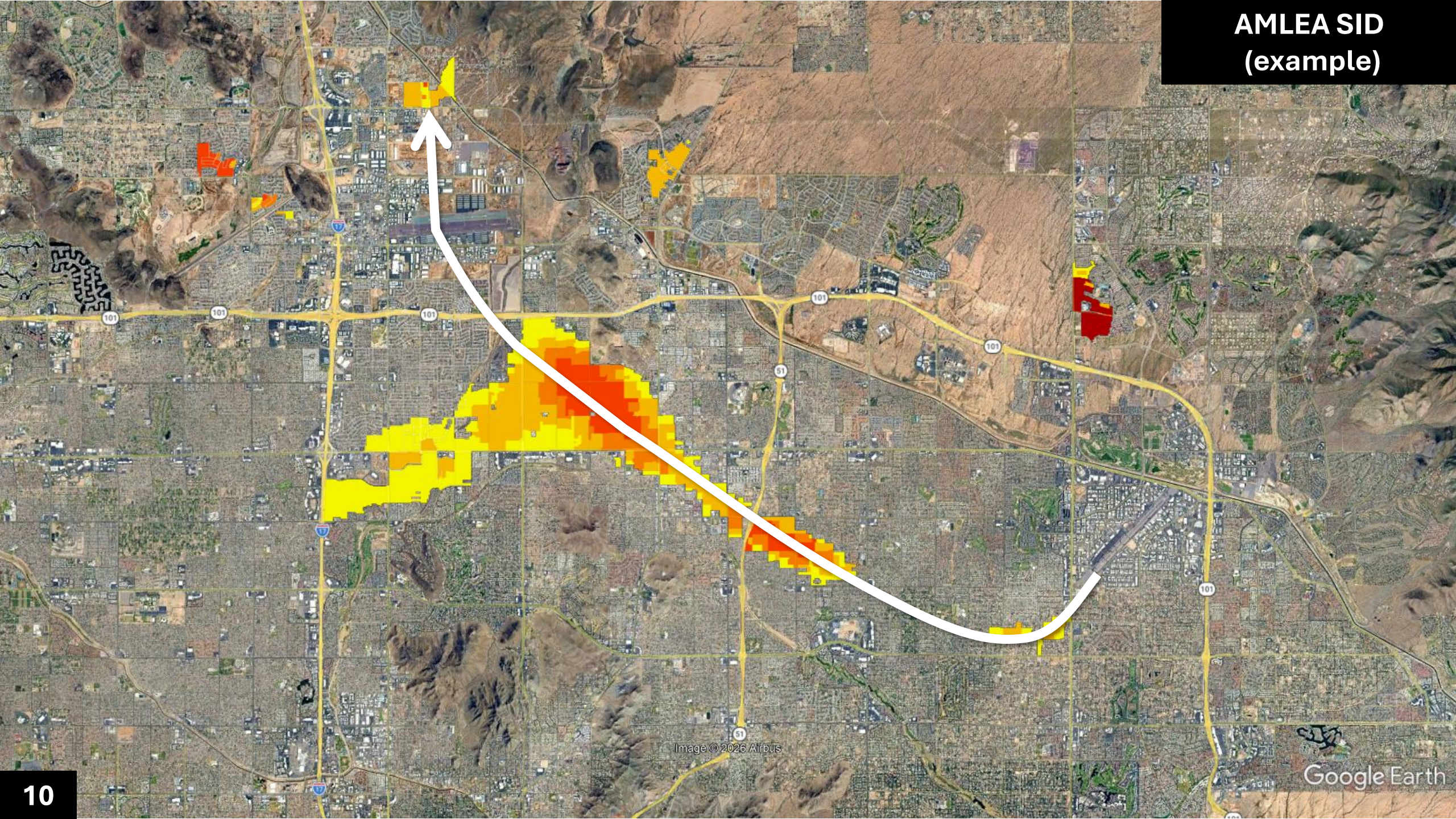
Google Earth

Phoenix Sky Harbor Proposed West Flow Departures

- This board shows a zoomed-in view of the existing published SIDs and flight tracks for west flow

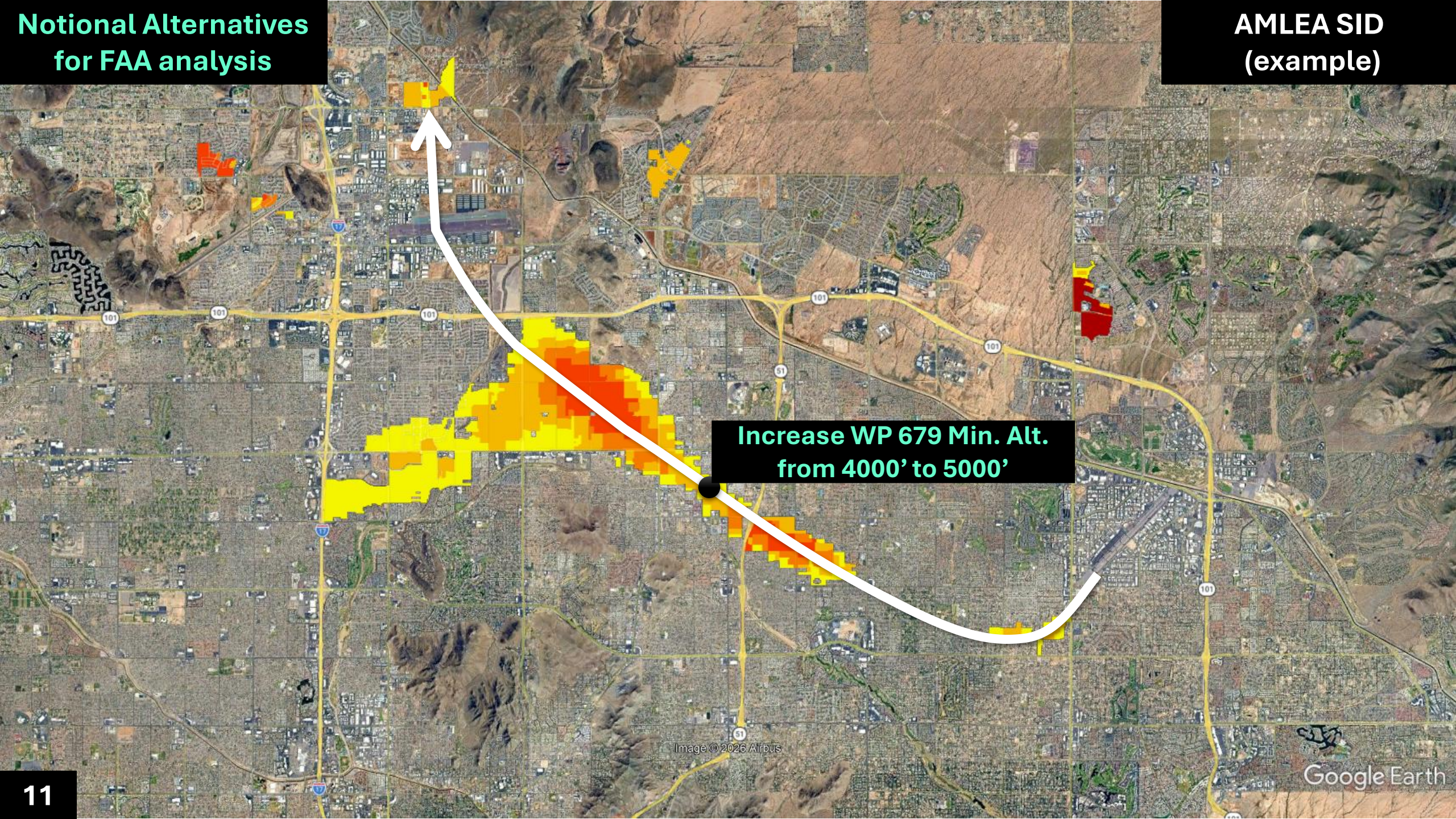


AMLEA SID
(example)



**Notional Alternatives
for FAA analysis**

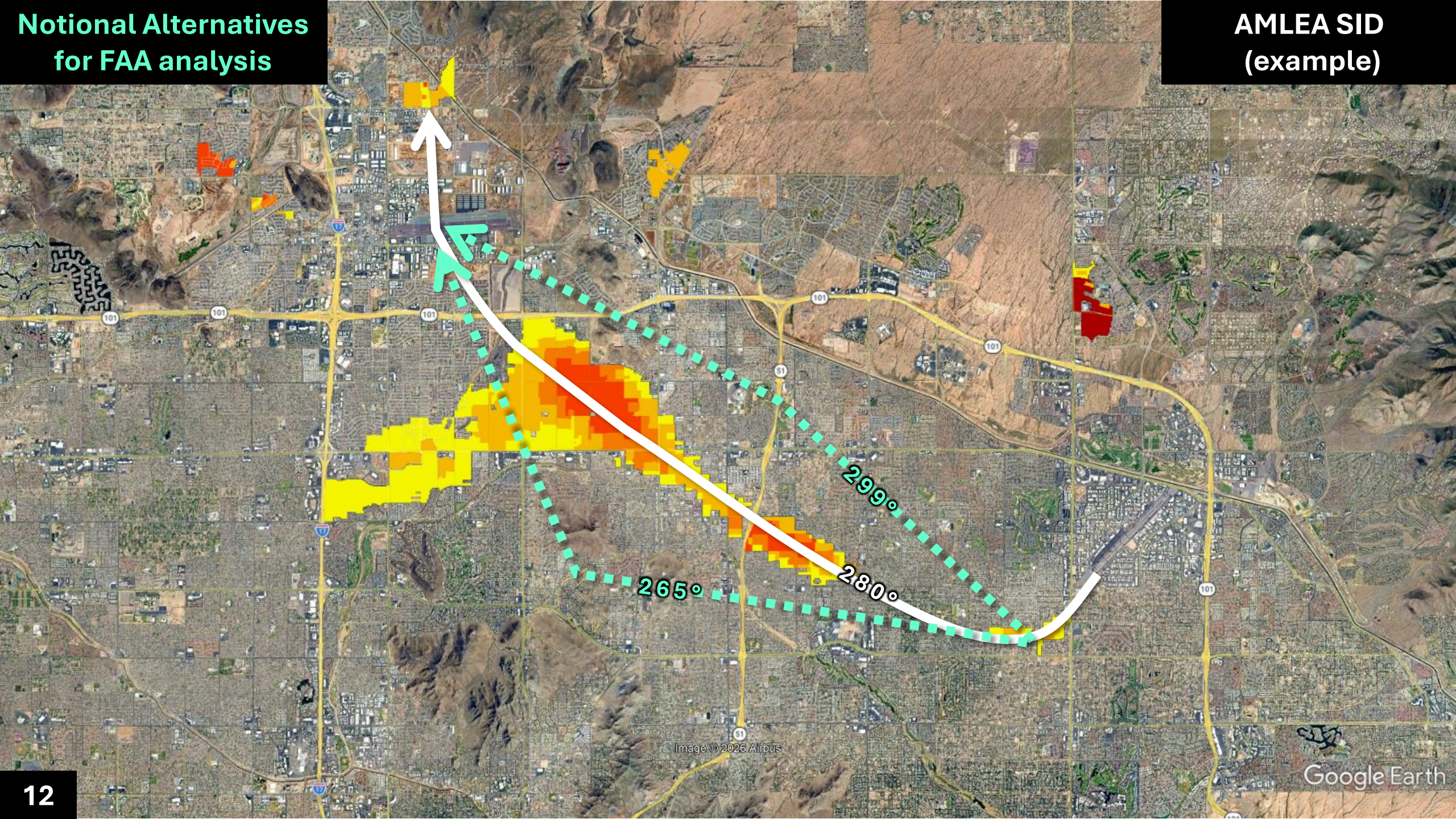
**AMLEA SID
(example)**



**Increase WP 679 Min. Alt.
from 4000' to 5000'**

Notional Alternatives
for FAA analysis

AMLEA SID
(example)



SNRIZ SID
(example)

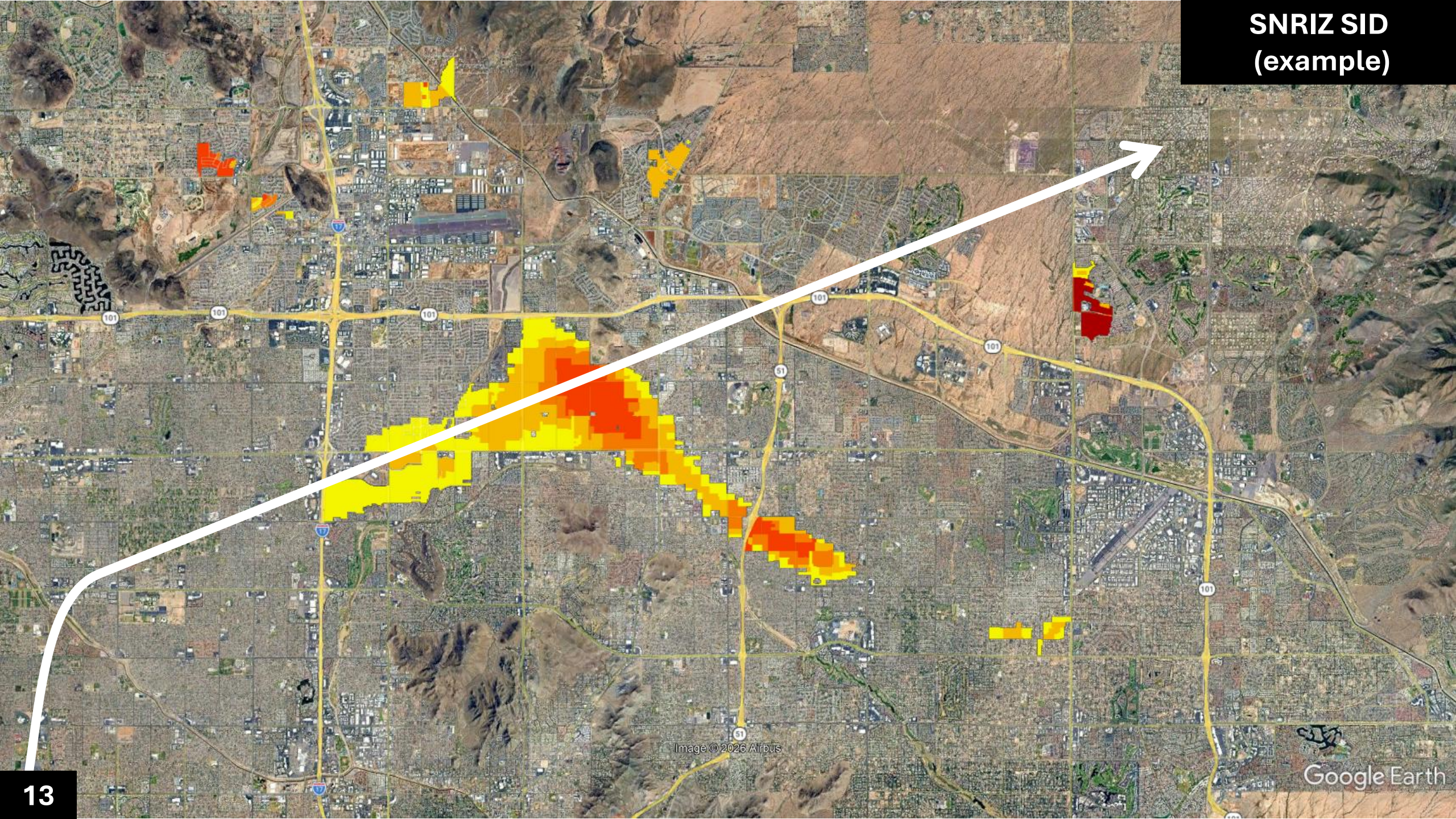
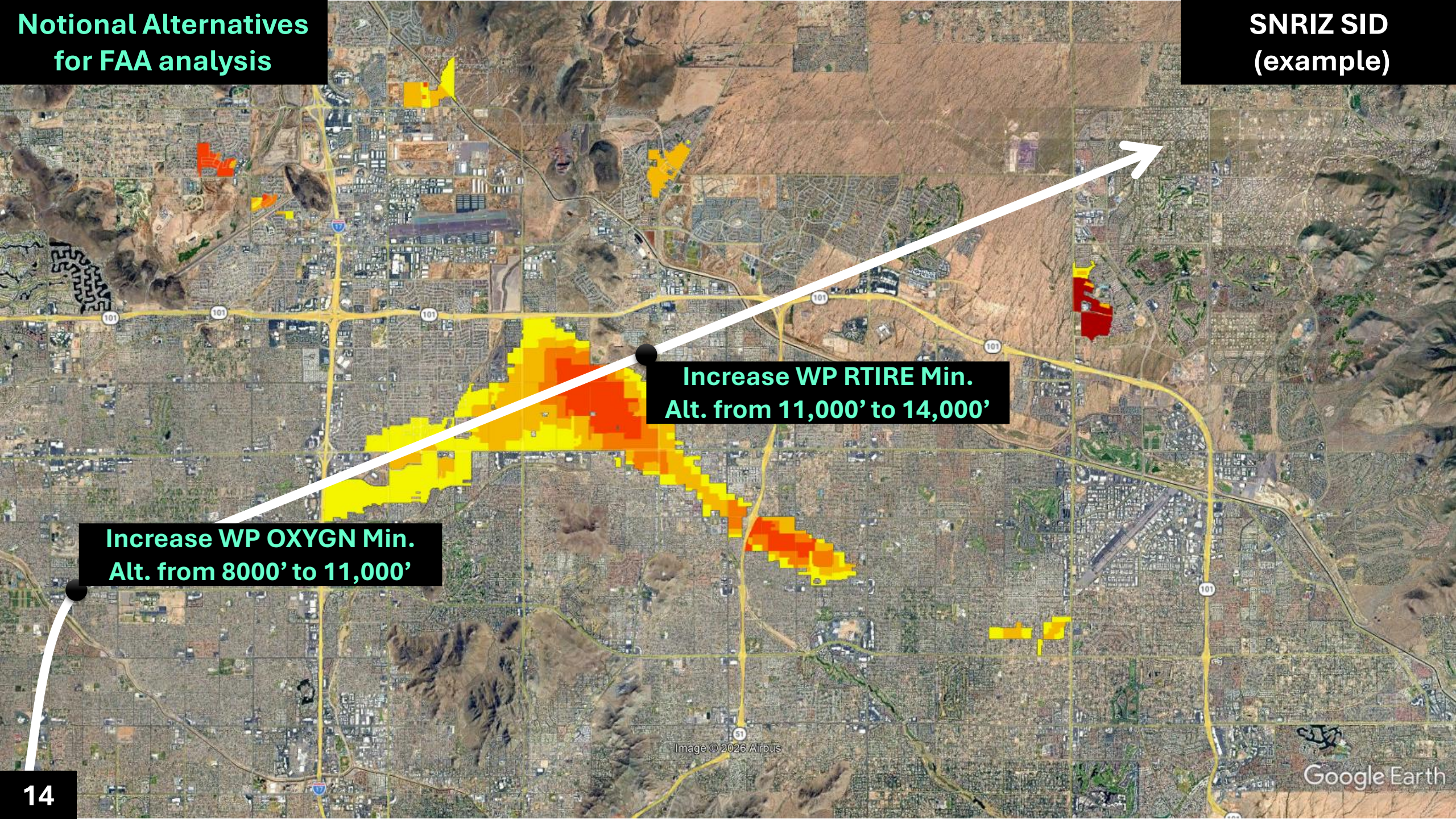


Image © 2026 Airbus

Google Earth

**Notional Alternatives
for FAA analysis**

**SNRIZ SID
(example)**

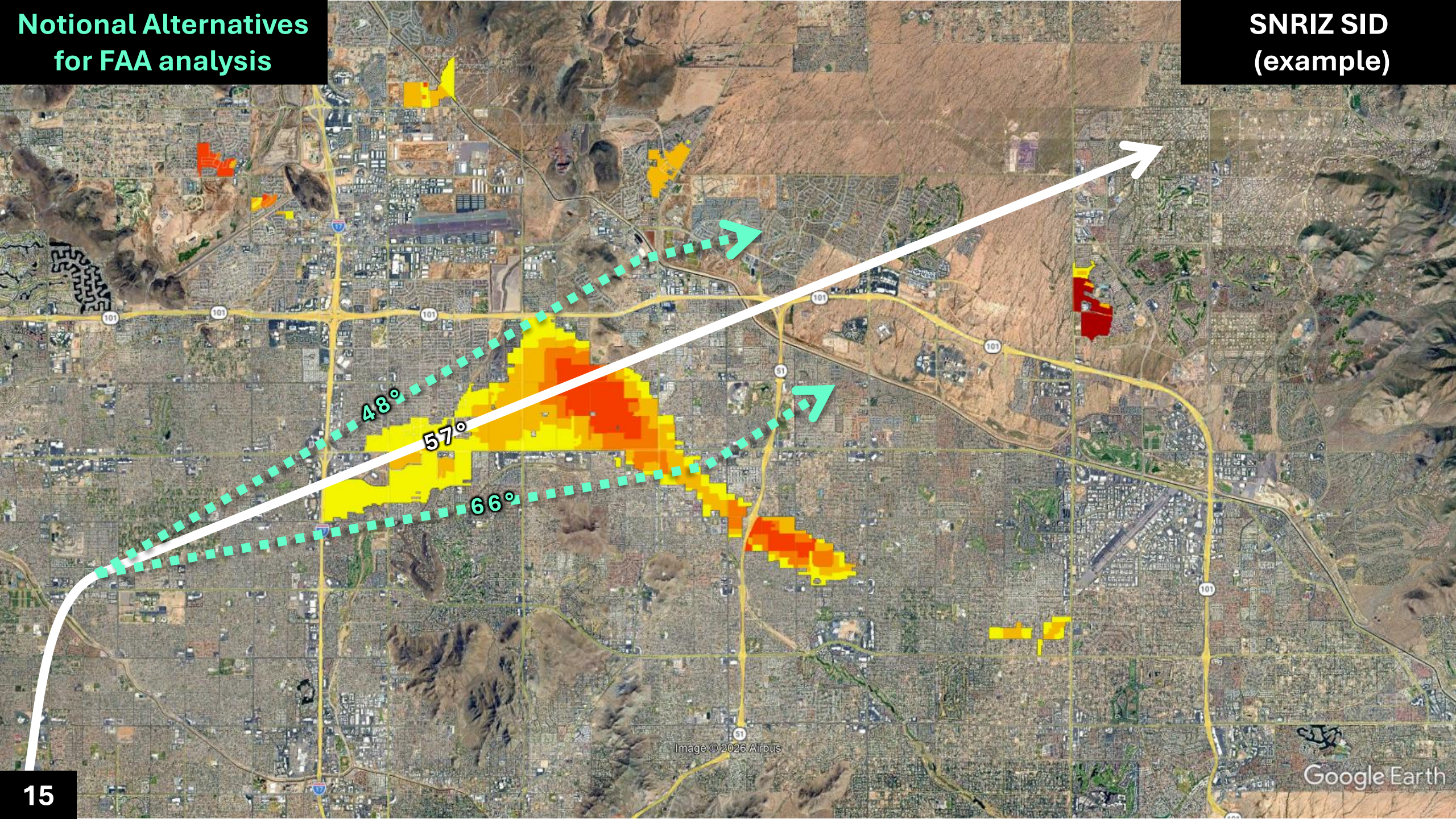


**Increase WP OXYGN Min.
Alt. from 8000' to 11,000'**

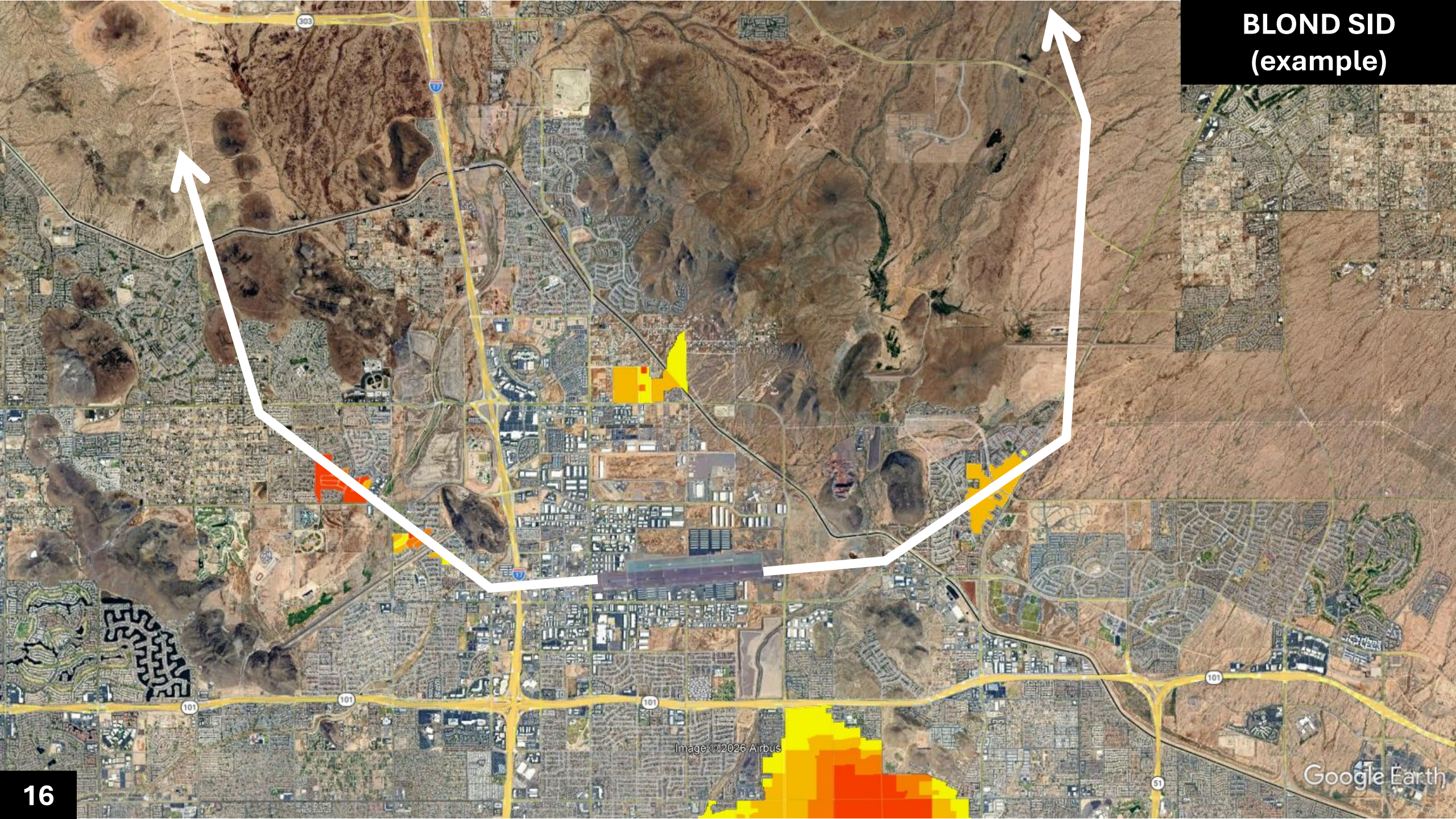
**Increase WP RTIRE Min.
Alt. from 11,000' to 14,000'**

Notional Alternatives
for FAA analysis

SNRIZ SID
(example)



**BLOND SID
(example)**

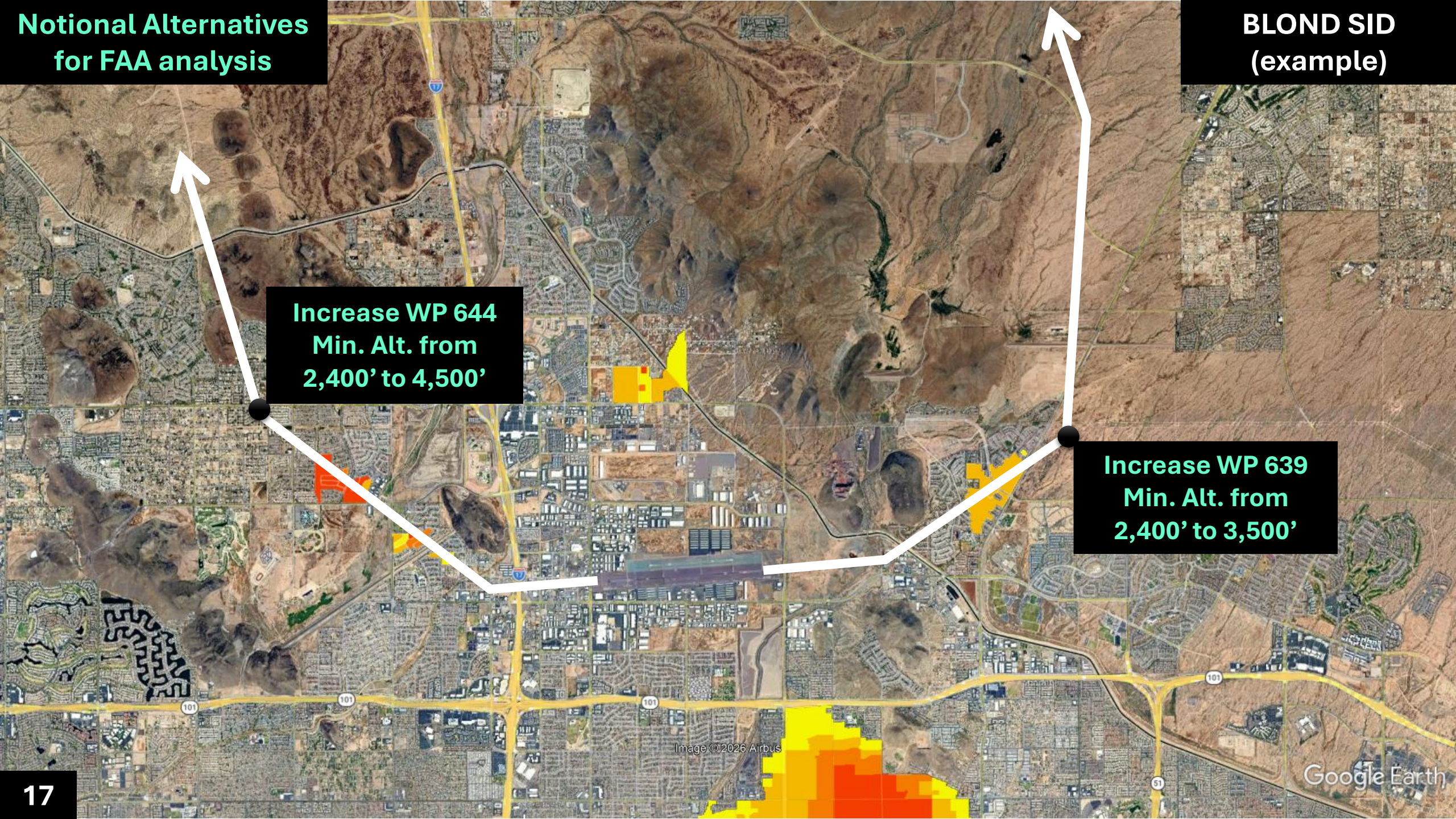


**Notional Alternatives
for FAA analysis**

**BLOND SID
(example)**

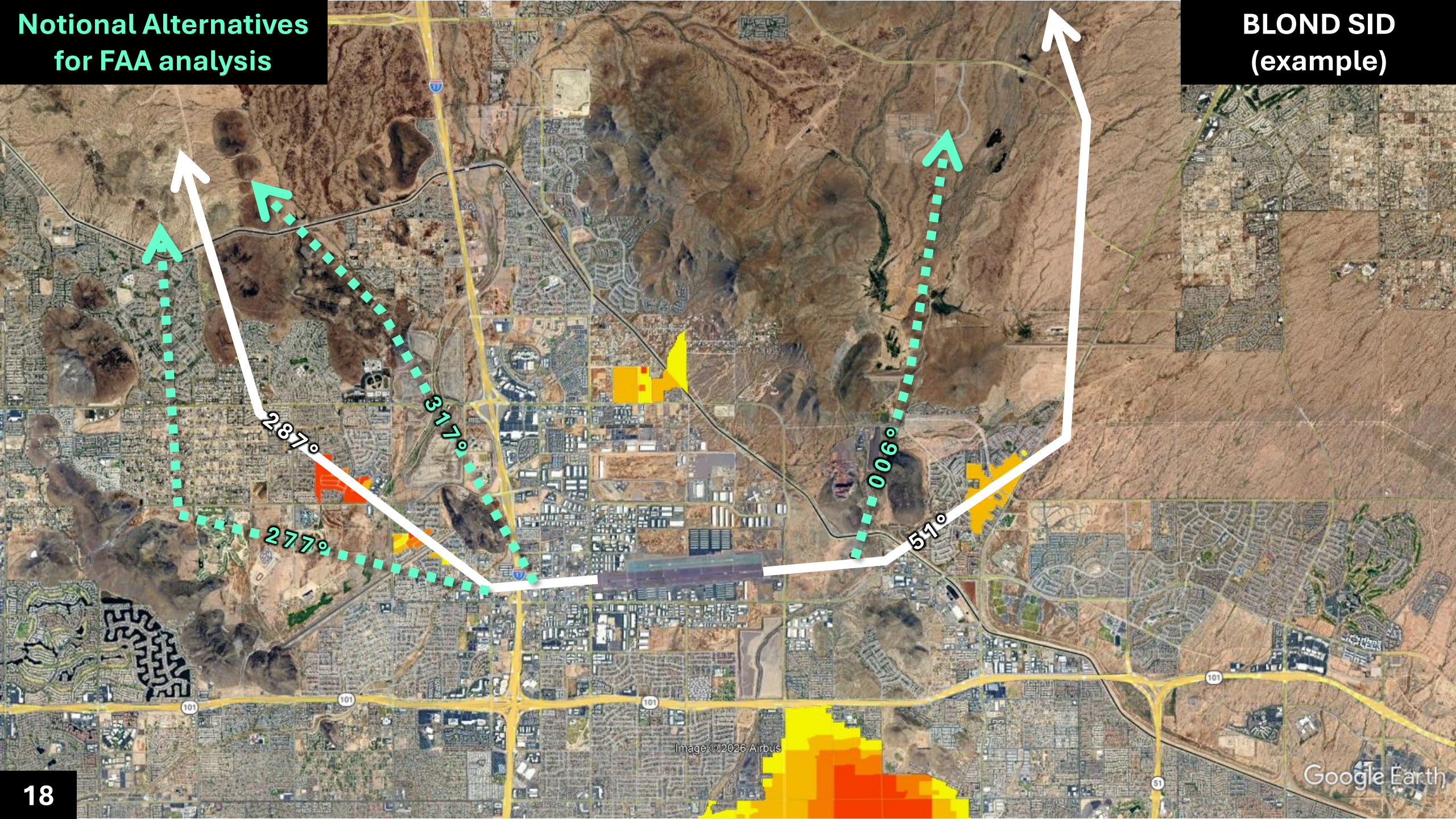
**Increase WP 644
Min. Alt. from
2,400' to 4,500'**

**Increase WP 639
Min. Alt. from
2,400' to 3,500'**



Notional Alternatives
for FAA analysis

BLOND SID
(example)



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Phoenix Area Airspace Public Workshop: North Airports

- 54:51 “Why is there such a big area in North Phoenix, or in northern part of Phoenix with increased reportable noise?”
- 59:00 “Will the procedures increase the frequency of flight training operations?”
- 1:00:02 “Were existing noise abatement programs taken into consideration when designing these procedures?”
- 1:02:56 "Can you explain how this project is different from what was implemented in 2014?"
- 1:06:38 "There are areas of reportable noise increases. It doesn't matter if it's less than 65. Why did the FAA not mitigate those impacts? Some areas will be exposed to almost a 5 Db increase.“
- 1:07:34 “Does the airport or city staff get a say in where the flight paths are located, when aircraft fly, and when the airport is open?”
- 1:13:05 “When are the outdated 65 DNL noise contours [metric, going to be changed]?”
- 1:15:47 "Does the FAA currently assign one of three initial headings for West Flow departures heading to 43rd Avenue? Or is this being proposed as something new and there are currently two initial departure headings?"
- 1:16:43 "When is the FAA going to relocate the helicopter ingress and egress flight path for KDVT, that's Deer Valley, from 7th Avenue to the corridor between Central Avenue and 7th Street?"
- 1:18:22 "Why does the 'All SIDS and STARs' board not show the routes as off the ground RNAV routes, but only certain waypoints along the route? Is RNAV off the ground the reason for increasing noise? Can this be mitigated?"
- 1:21:40 "The FAA changed the Scottsdale runway 21 SID heading in 2014 from 285 to around 340. Is the FAA seeking to change back to pre-September 2014 changes? Please explain why as it appears to increase noise and shift it to new communities."
- 1:23:23 "Because there are so many TCAS RAs between Deer Valley and Scottsdale, can we limit or restrict GA VFR aircraft from flying directly between these two airports without a clearance?"
- 1:25:11 "Do these proposed changes allow for more flights? Also, do the hours of operation change?"
- 1:26:43 "Is this a false illusion that residents will have a voice in this process? Or is this a required meeting prior to moving forward with these proposals?"
- 1:28:15 "Will the new procedures still link Dear Valley and Scottsdale together for flow control and sequencing?"
- 1:32:44 "Please explain how the FAA's proposed Scottsdale and Deer Valley SIDs help traffic de-confliction."
- 1:35:07 "How can the FAA modify the proposed procedures to reduce the noise impacts to the North Phoenix area?"
- 1:49:20 "Regarding noise levels from departures from Scottsdale, the jets are usually held down to de-conflict from airline traffic that's inbound to Sky Harbor. Knowing that one of the best ways to reduce noise is to get the jets away from the ground, are there any measures being implemented to allow departing traffic to climb as soon as possible with de-confliction from the airliner traffic?"
- 1:51:48 "Isn't there a way to reduce workload of controllers while increasing predictability and still spread the concentration of flights over North Phoenix more than is currently proposed?"
- 1:57:37 "Is it reasonable to have a goal to get an even and consistent Db level for all communities?"
- 1:59:03 "What is the plan for east flow departures out of Deer Valley? Currently, all aircraft use a Deer Valley three obstacle departure procedure, which can cause issues with high-performance aircraft. The obstacle departure has a turn at 4,000 feet. High-performance aircraft reach this altitude quickly resulting in starting a turn to the west before or during the handoff to Phoenix TRACON.“
- 2:00:40 "How will flights be managed so that, in the future, noise levels and safety will be maintained at a level that is not unhealthy and low risk respectively? Or will growth just continue?"
- 2:03:27 "Were the noise sensors placed for more than a 24-hour period? And what specific areas were the sensors placed?"
- 2:04:57 "Hello, I live in the flight path of Deer Valley. There's a lot of mention about safety with the airports and aircraft, but what about the community below the flight path? For example, there have been several small airplanes which have crashed, including in the last couple of months from Deer Valley, which crashed into houses, and miraculously didn't explode, and everyone walked away. This was 500 yards from both elementary and middle schools. Is there consideration given to flight paths which would limit damage on the ground should one of these older, smaller instructional flights go down again? Planes routinely, all day long, depart and land towards and over the schools.“
- 2:07:07 "What level of increase indicated in the tool is considered acceptable under the FAA guidelines?"
- 2:08:18 "Prior to 2014 NextGen, Sky Harbor flights did not fly over the DC Ranch community in North Scottsdale. Will the proposed changes lessen this impact any?"
- 2:09:27 "What drove the changes for the MRVVL arrival route?"
- 2:11:12 "What is the current status of the FAA's noise policy review? Is it currently on hold?"
- 2:11:41 "The proposed changes are only for IFR conditions. We don't have IFR conditions too often in Phoenix. It would be great to implement the westbound departures from Scottsdale during VFR days too."
- 2:12:49 "Why are the Scottsdale SIDs held at 5,000 feet MSL when departing runway 21?"
- 2:13:27 "If questions were dismissed during the webinar, where or how do you suggest we get them addressed?"

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Phoenix Area Airspace Public Workshop: East Airports



Federal Aviation Administration

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- 1:02:40 “Who do these changes benefit?”
- 1:06:48 “Explain the process that the proposed flight path changes have to go through before approval.”
- 1:10:13 “Is the EA approval the only approval required to implement the proposed flight path changes?”
- 1:18:10 “Please explain how the FAA’s proposed Scottsdale and Deer Valley SIDs help traffic deconfliction.”
- 1:20:49 “What problems do MCAIN and MZCAL STARs mitigate?”
- 1:22:41 “Will the FAA modify the proposed procedures to reduce the noise impacts?”
- 1:24:04 “Does this new system allow for smaller airports to take on more volume?”
- 1:29:18 “How will the FAA modify the proposed procedures to reduce noise impacts?”
- 1:30:24 “Do I understand that flight paths will remain the same but there will be new SIDs and STARs?”
- 1:40:24 “What are the proposed differences in concentration and density in flights?”
- 1:50:15 “For adjustments to training operations, who within the FAA has decision-making authority and what is the typical process for evaluating and implementing such adjustments?”
- 1:56:06 “Do waypoints replace physical monuments currently on the ground?”
- 2:05:50 “In the previous Metroplex efforts we saw at some locations implementation followed by almost immediate need to make changes i.e. SoCal, NorCal, Denver, and Las Vegas. Subject matter experts felt additional modeling would’ve been beneficial on the front end such as fast-time modeling or other enhanced simulation. Are there any plans to incorporate fast-time modeling or perhaps even greater simulation testing prior to implementation?”
- 2:10:16 “Please describe how the revised flight paths are benefiting the overflight communities where the apparent flight paths have the potential of impacting property values and homeowners that do not routinely take flight training or use commercial or private air travel.”



Subject – Opposition to Phoenix Area FAA Modernization Project

- To Whom It May Concern:
- My name is ____. My home is at this address ____ OR My home is near these cross-streets ____. I am opposed to the Phoenix Area FAA Modernization Project as a significant population (86,364) is impacted by reportable noise increases (the majority of that population resides next to mountain preserves managed for quiet). The draft EA violates FAA's NEPA Order as no alternatives are presented or evaluated and the noise analysis excludes VFR operations.
- According to the Project Noise Mapping Tool, the existing noise condition (2024) at/near my home is ____. The 2032 Proposed Action DNL is ____, which is an increase in noise of ____ DNL. This level of noise increase personally affects me [Describe issues like outdoor enjoyment, personal health and property values].
- I have the following requests:
 - FAA should not make any route changes and instead improve airspace efficiency through technology and personnel investment.
 - If FAA must make route changes, FAA should delay implementation of the proposed action so that proposed route modifications and alternative routes can be developed, reviewed with technical stakeholders, modeled for environmental impacts and provided to the community for input.
 - For proposed SDL southwest SIDs, PHX west SIDs, and DVT east and west SIDs; the FAA should analyze the noise impact benefits of increasing the minimum altitude of initial waypoints and should analyze the noise impact benefits of supplemental "rotational" routes that disperse noise from the areas of reportable noise.
- In closing...

**Please call or email to
further discuss**

**Jordan Feld
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