

Monthly Noise Report

June 2023

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*FAA has updated their Phoenix NextGen website to: https://www.faa.gov/air_traffic/community_engagement

For additional information, please visit 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, PlaneNoise smartphone app, PublicVue 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.

June 2023



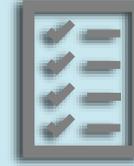
PHX: 34,216 operations
(8% less than last month)

DVT: 29,727 operations
(1% less than last month)

GYR: 19,772 operations
(8% more than last month)



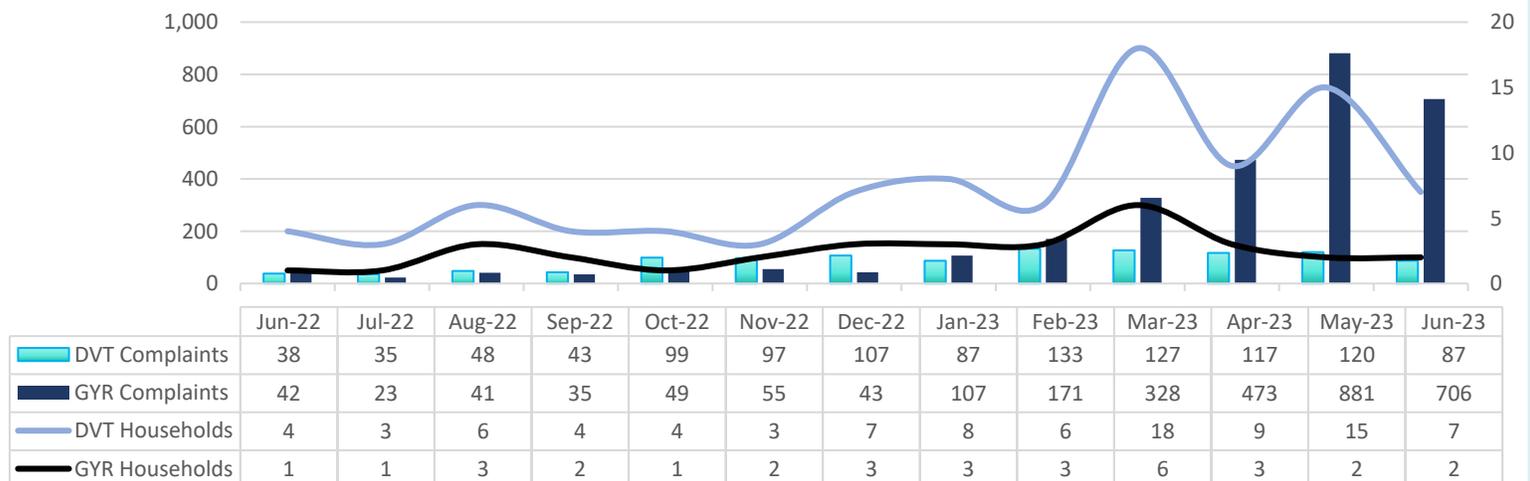
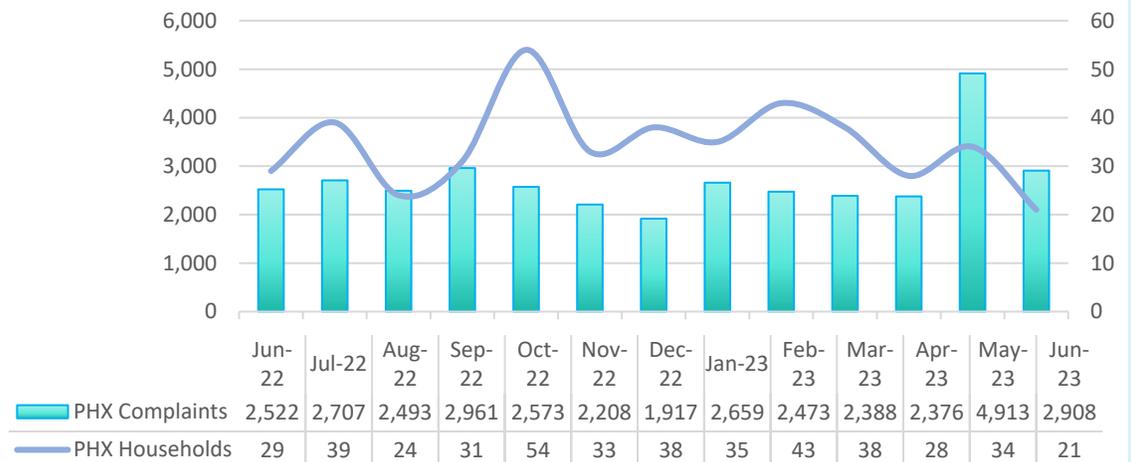
- **30 households** filed **3,701 complaints** about PHX, DVT, and GYR Airports
- Staff received and responded to **772 requests** for follow-up information

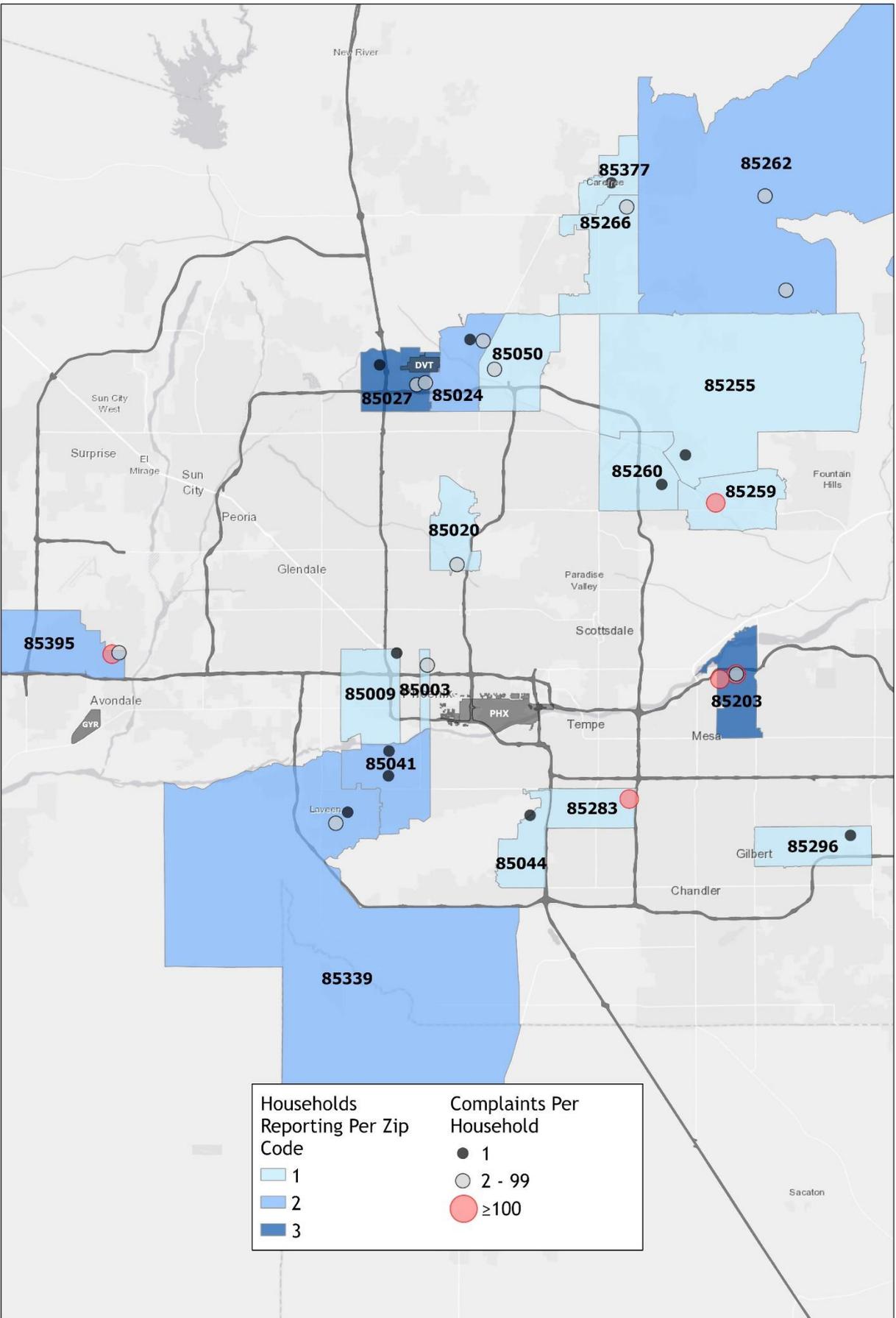


The “4-DME” compliance rate was **100.0%**
“Equalization” rate was **64%** westerly and **38%** easterly

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.



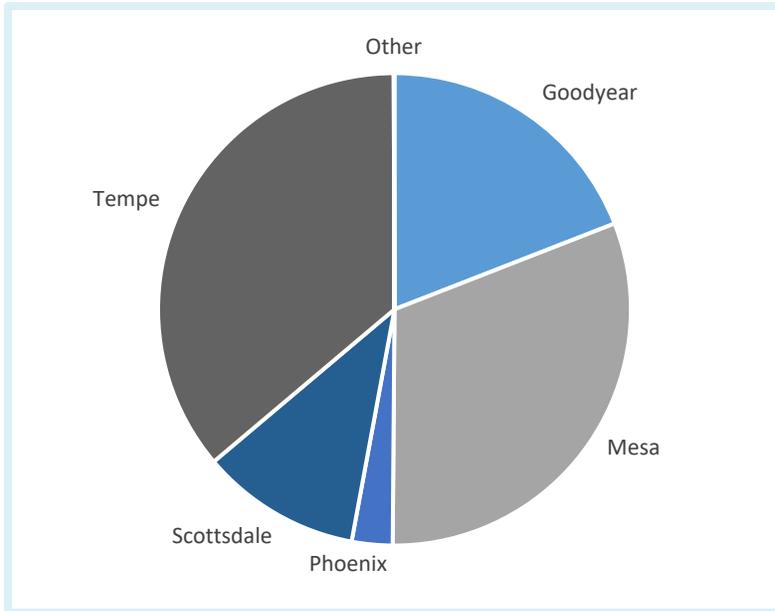


10 Miles

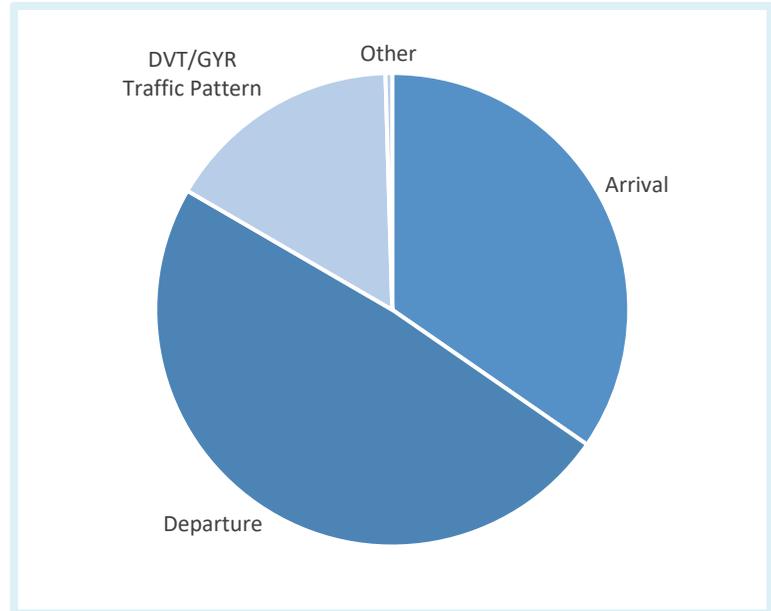
June Complaints by Zip Code



Noise Complaints – By Community



Noise Complaints – By Type



OPERATIONS

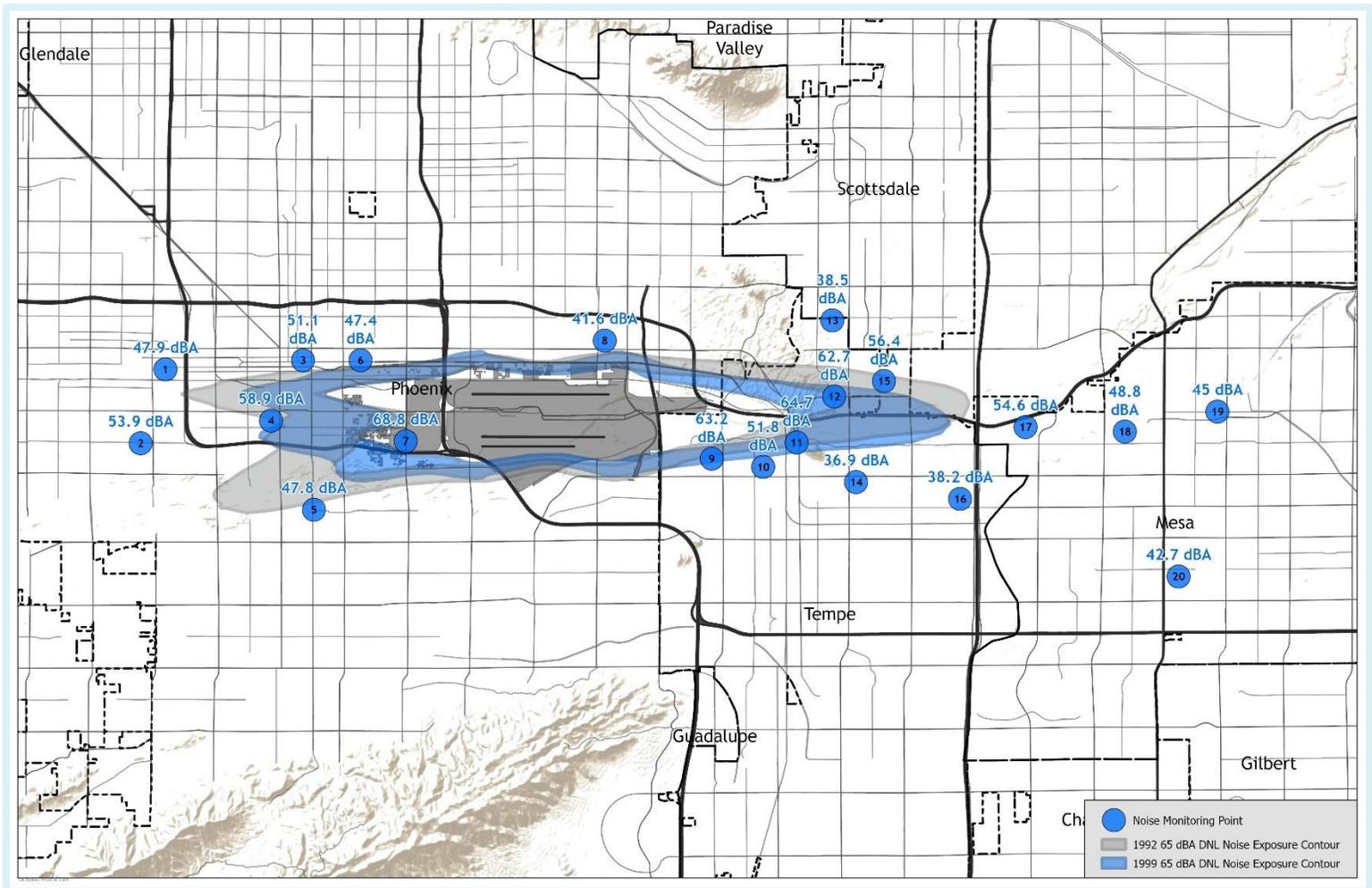
The graph below shows monthly aircraft operations over the last year (March is historically the PHX peak).



NOISE MONITORING TERMINALS

NMT	1	2	3	4	5	6	7	8	9	10
LdnA	47.9	53.9	51.1	58.9	47.8	47.4	68.8	41.6	63.2	51.8
%Δ	-2.0	-2.5	-0.3	-0.9	N/A	1.2	-0.5	1.5	N/A	-1.0
NMT	11	12	13	14	15	16	17	18	19	20
LdnA	64.7	62.7	38.5	36.9	56.4	38.2	54.6	48.8	45.0	42.7
%Δ	-0.4	-1.0	-1.6	-0.2	-0.4	-1.3	-0.2	-0.2	0.0	-1.2

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 help ensure noise readings reflect community annoyance factors and issues specific to human hearing and noise energy frequencies.

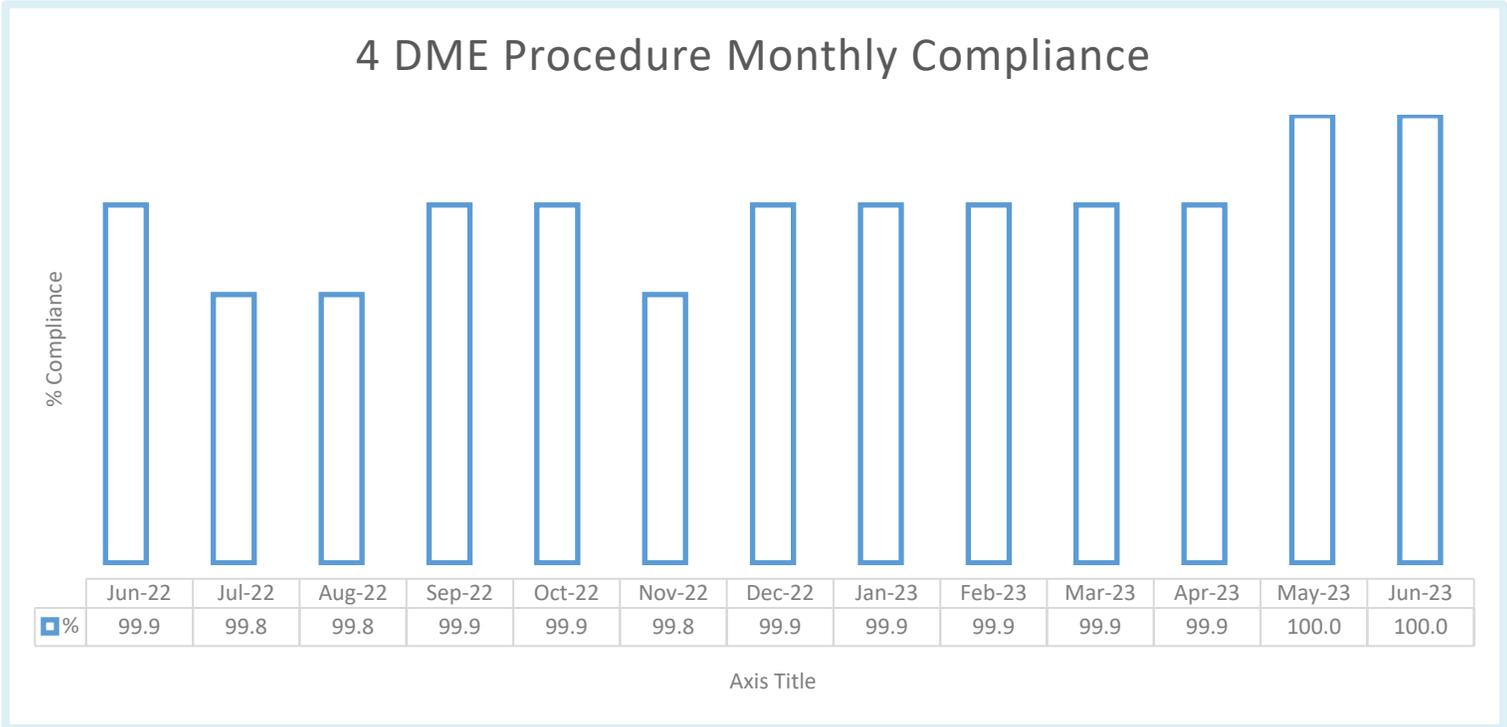


NOISE MITIGATION PROCEDURES

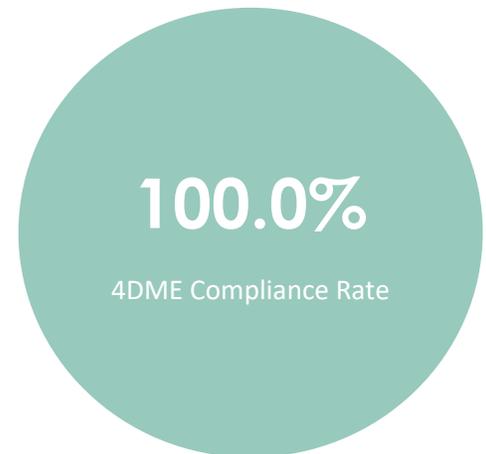
Working with the community, the FAA has implemented a variety of noise reduction measures. While some procedures might not always be used because of wind, weather, and other operational considerations; the Aviation

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.

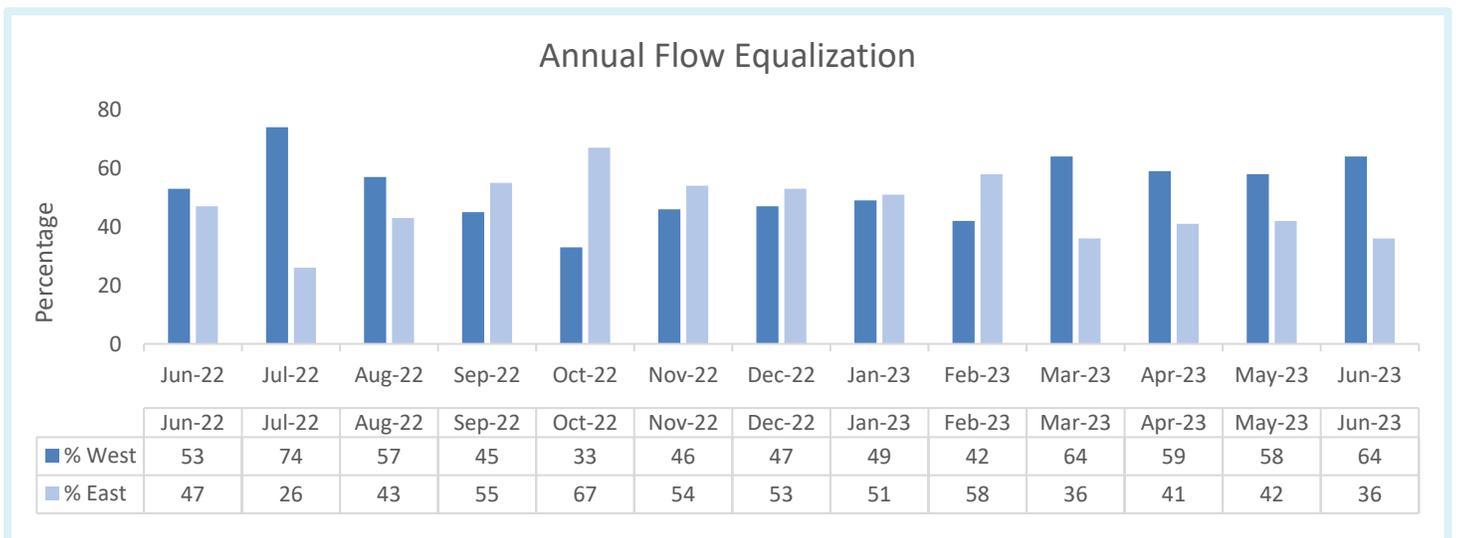
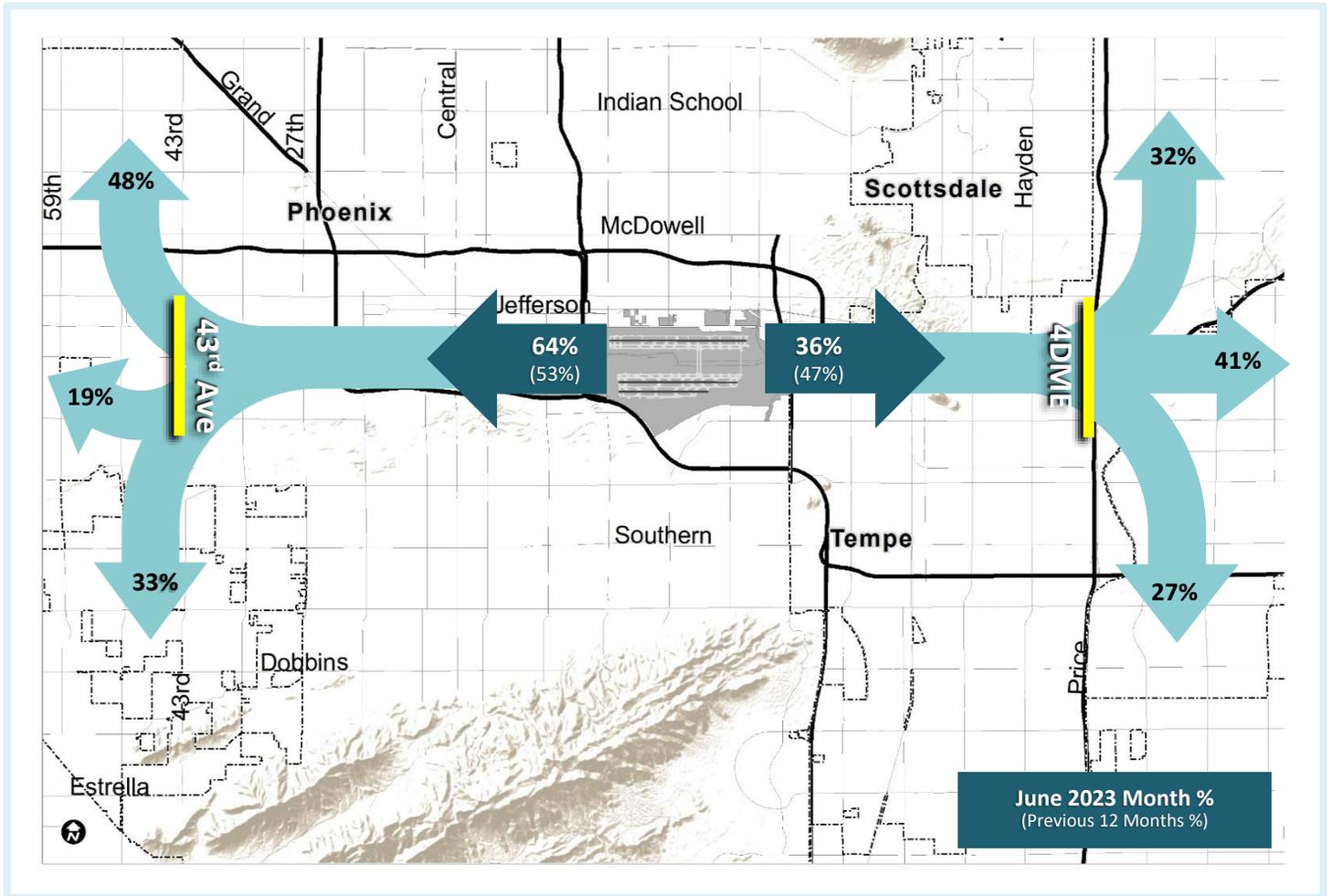


	Operator	Dev.	Dep.	% Compliant
75+ Operations	Southwest Airlines	0	1,788	100.0%
	American Airlines	0	1,475	100.0%
	Delta Airlines	0	268	100.0%
	SkyWest Airlines	0	200	100.0%
	United Airlines	0	190	100.0%
	Alaska Airlines	0	132	100.0%
	JetSuite X	0	90	100.0%



Equalization

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

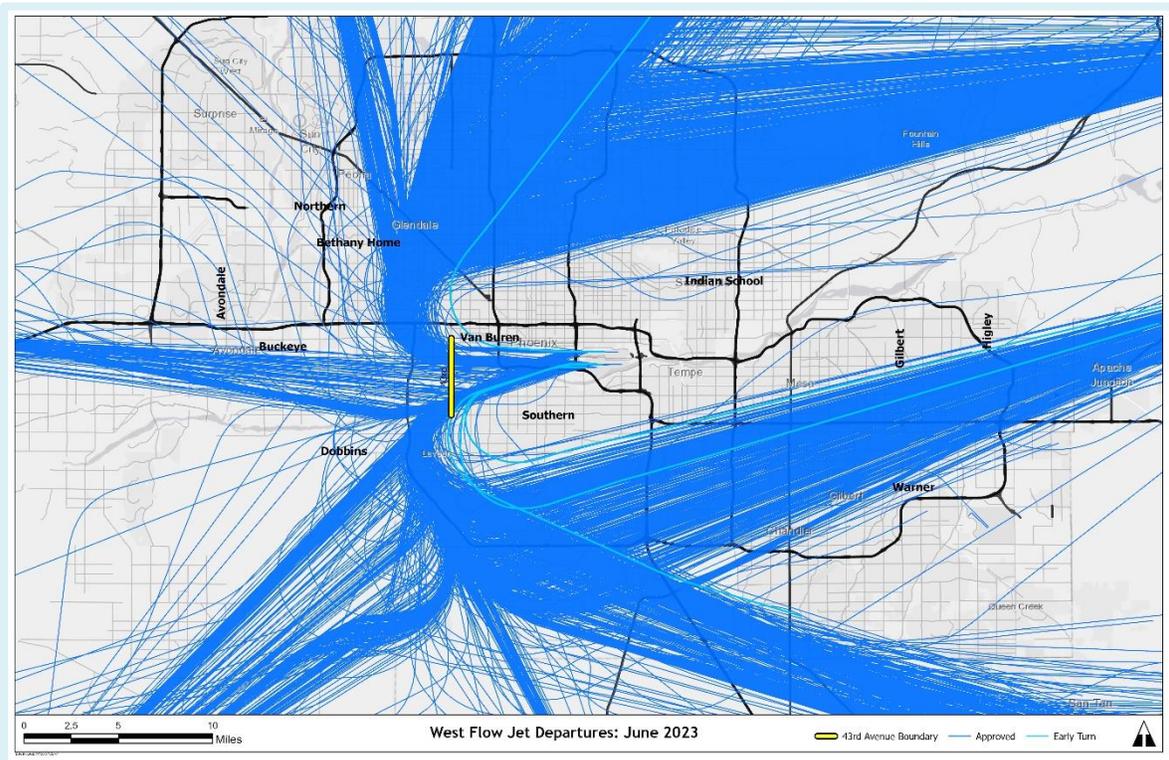


Joint Petition “43rd Ave Gate”

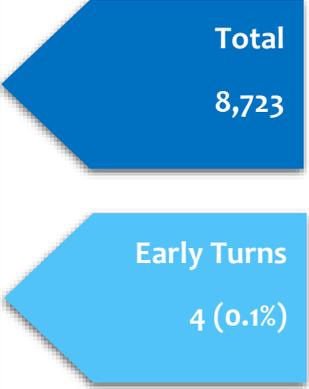
Per the Joint Petition between FAA, City, and Historic Neighborhoods accepted by the US Court of Appeals; FAA must approximate the location of historical west-flow departures by using performance-based navigation or RNAV. The Joint Petition provides that in approximating the historical departures, the FAA will not turn aircraft before 43rd 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 amount of “early turns” relative to 43rd 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 in sharing 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. Please contact the Aviation Department 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 June 2023



Complaint Hotline
Toll-free (844) 244-7430



Complaint Webform

<http://www.planenoise.com/copad/q3qH4u/>



Download the Plane Noise app

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