

July 22, 2015

Ms. Marina Landis
Environmental Specialist
Western Service Area - Operations Support Group, AJV-W22
Federal Aviation Administration
1601 Lind Avenue, SW
Renton, WA 98057

Re: Notice of Intent to Prepare an Environmental Assessment for the Phoenix Metroplex Project

Dear Ms. Landis:

As you know, on April 23, 2015, several of the undersigned owners and operators of public-use airports located in the area that the Federal Aviation Administration (FAA) identified as possibly affected by the Phoenix Metroplex Project provided scoping comments to you regarding FAA's Notice of Intent to Prepare an Environmental Assessment for the Phoenix Metroplex Project.

Among other things, the Arizona airports together requested that:

1. The FAA conduct formal public scoping meetings to fulfill the specific direction and intent of FAA Order 1050.1E regarding public input for scoping of an EA.
2. The FAA provide a 45-day extension of the scoping comment deadline to afford stakeholders, including the public, the opportunity to meaningfully participate in the NEPA scoping process.
3. The FAA provide the airport's signing this letter an opportunity to participate in all route and procedure design meetings relevant to that airport as representatives of the communities they serve. This is consistent with the provisions of FAA Order 7100.41, which calls for inclusion of the airport operators in the working group process to provide "input on procedure and route design, including any potential operational or environmental impacts to the airport and surrounding communities." FAA Order 7100.41 at A-5.
4. The FAA provide the airports signing this letter, with a copy of its current stakeholder scoping contact distribution list that was used in preparing the Phoenix Metroplex Environmental Assessment.

You responded to some of the undersigned airports by email on or about May 8, 2015. While we appreciate the response to our April 23 letter, the FAA failed to address most of our critical requests. We ask that the FAA grant the particular procedural requests that we identified in order to provide the airport and the public involvement that is both called for by the FAA's Orders and practically necessary for the Metroplex Project, given the heightened concern about airspace and noise issues in Arizona following the FAA's implementation of new RNAV procedures last year. In particular, we request that the FAA address the following:

1. Public Scoping Meetings. We requested that the FAA provide public scoping meetings in order to provide the public with better information and input regarding the FAA environmental process before the routes are designed. You indicated in your May 8 response that the FAA would hold "public workshops" at some unspecified point in the

future, but made no commitments to hold scoping meetings. As the FAA has committed in its Order 7400.2K, early and continuous engagement with the public is essential. This is especially true given the level of public concern about airspace issues in Phoenix. Thus, we reiterate the need for the FAA to hold public scoping meetings as soon as possible, followed by public workshops when the FAA has more information about the Project.

2. Airport Participation in Metroplex Procedure Development. The FAA did not respond to our request to provide the opportunity for airports to participate in all route and procedure design meetings relevant to each airport, as required by FAA Order 7100.41. It is essential that the FAA provide this opportunity for airports to ensure community interests are adequately represented.

Administrator Huerta acknowledged the importance of airport participation in his May 19, 2015 testimony before the Senate Committee on Commerce, Science, and Transportation stating, "The FAA works with collaborative teams of air traffic controllers, airport officials, airline representatives, general aviation operators, other industry stakeholders, and community representatives to study, design, and implement comprehensive approaches for each Metroplex."

Furthermore, in its June 2, 2015 response to the RTCA Blueprint for Success to Implementing Performance Based Navigation, the FAA stated it "...concur[s] that the participation of representatives from the respective airport authorities is a critical component of successfully implementing new PBN initiatives..." and "...that a primary role of the airport authority as a member of the PBN Working Group is to provide input on procedure and route design, including any potential operational or environmental impacts to the airports and surrounding communities."

Unfortunately, as of this date, none of the undersigned airports have been invited or permitted to participate in route design meetings that have been occurring since January 2015. This is likely to lead to delays, inadequate review, greater opposition, and other problems. As importantly, non-inclusion alienates airports as critical participants and bridges to the larger community.

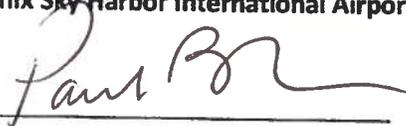
3. Stakeholder Contacts. The FAA has also not responded to our request for a copy of the FAA's current stakeholder scoping contact distribution list that was used in preparing the Phoenix Metroplex Environmental Assessment. This information is critical to an open and transparent process. We request that FAA provide this information as soon as possible.

In summary, the undersigned airports request the FAA: 1) immediately begin Public Scoping Sessions to ensure the community has had a full and fair opportunity to provide input and information regarding the process before routes are fully designed; 2) immediately coordinate a comprehensive airport stakeholder briefing to provide airports and the communities they serve a fair opportunity to be involved in the route design process as true members of the working group; 3) only proceed with future Metroplex route design meetings with representative airports as active participants at each meeting; and 4) provide the undersigned airports with a current stakeholder scoping contact distribution list.

FAA faces a heightened challenge in its environmental review and public outreach for Phoenix Metroplex as a result of heightened community concerns. However, FAA also has the opportunity to demonstrate that it intends to follow through with its recent statements about airport and community involvement. FAA needs to quickly and thoroughly respond to our requests from April 23 and in this letter in order to meet its obligations to engage with stakeholders and the public.

Respectfully submitted by the following airport owners and operators,

CITY OF PHOENIX
Phoenix Sky Harbor International Airport

By: 
Name: Paul Blue
Title: Interim Aviation Director

PHOENIX MESA GATEWAY AIRPORT AUTHORITY
Phoenix Mesa Gateway Airport

By: 
Name: Jane L. Morris
Title: Executive Director

CITY OF CHANDLER
Chandler Municipal Airport

By: _____
Name: Chris Andres
Title: Airport Administrator

CITY OF SCOTTSDALE
Scottsdale Airport

By: _____
Name: Gary Mascaro
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CITY OF MESA
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By: _____
Name: Corinne Nystrom
Title: Airport Director

PINAL COUNTY
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Name: Jim Petty
Title: Airport Economic Development Director

CITY OF COOLIDGE
Coolidge Municipal Airport

By: _____
Name: Rick Miller
Title: Growth Management Director/ Airport
Manager

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By: _____
Name: Walter L. Fix
Title: Airport Administrator

CITY OF ELOY
Eloy Municipal Airport

By: _____
Name: Harvey Krauss
Title: City Manager

CITY OF PHOENIX
Phoenix Deer Valley Airport

By: _____
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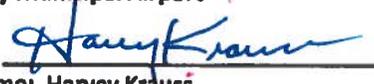
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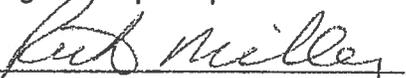
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CITY OF PHOENIX
Phoenix Goodyear Airport

By: 
Name: Joe Husband
Title: Airport Manager

Cc: Mr. Michael Huerta, Administrator, FAA
Ms. Lynn Ray, Vice President, Mission Support, FAA
Mr. Glen Martin, Western Pacific Regional Administrator, FAA
Ms. Donna Warren, Manager, Environmental Policy Team, FAA