U.S. Department
of Transportation
**Federal Aviation
Administration**

RECEIVED
JAN 20 2016
By

JAN 13 2016

Jane L. Morris, A.A.E.
Executive Director
Phoenix-Mesa Gateway Airport Authority
5835 South Sossaman Road
Mesa, Arizona 85212-6014

Dear Ms. Morris:

Thank you for your letter dated December 3, 2015. In your letter, you expressed three concerns. First, you indicate that it is Phoenix-Mesa Gateway Airport Authority's (PMGAA) understanding that the Phoenix Metroplex project had been suspended, pending resolution of the Phoenix (PHX) area navigation (RNAV) issues. Second, you are concerned that changes to departure procedures at Phoenix Mesa Gateway Airport could negatively impact the update of the noise compatibility program for the airport. Third, you ask that FAA recognize all of your member communities as stakeholders in any Metroplex planning process.

The Phoenix Metroplex project was officially suspended on December 11, 2015, prior to the completion of the Design Phase.

The FAA representative at the October 22 meeting advised that before any Phoenix Metroplex activities occurred, the issues relating to the PHX RNAV procedures would have to be resolved. Changes discussed during the October 22 meeting were presented as conceptual only. Since that time, the project has been officially suspended. As such, it is too early to determine whether, if and when the project resumes, the FAA will identify any potential changes that would affect the airport noise compatibility study.

The FAA has been committed to engaging the public in the Phoenix Metroplex planning process. Notably, the FAA invited a representative of PMGAA to participate in the October 22 meeting to discuss conceptual procedure modifications. If and when the project resumes, we will invite representatives from the City of Phoenix, Town of Gilbert, City of Mesa, City of Apache Junction, Gila River Indian Community and the Town of Queen Creek to participate in future Metroplex planning meetings.

If I can be of further assistance, please contact me at (202) 267-9205.

Sincerely,

Jodi S. McCarthy

Jodi S. McCarthy
Director, Airspace Services

PHOENIX-MESA GATEWAY AIRPORT AUTHORITY
5835 SOUTH SOSSAMAN ROAD
MESA, ARIZONA 85212-6014

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December 3, 2015

Mr. Christopher Ramirez
Manager
Operation Support Group
Western Service Center
Federal Aviation Administration
1601 Lind Ave SW
Renton, WA 98507

Mr. Bradley Mayhugh
Phoenix Metroplex Manager
Terminal Services
Western Service Center North
Federal Aviation Administration
Denver ARTCC FMO
2211 17th Avenue
Longmont, CO 80501

Dear Mr. Ramirez & Mr. Mayhugh:

This letter is in regards to FAA Metroplex airspace planning in the Phoenix region. Phoenix-Mesa Gateway Airport Authority (PMGAA) has been made aware that the FAA is exploring the viability of some departure options for Gateway as part of Metroplex Project planning. Meeting notes from an October 22, 2015 meeting lead by Mr. Mayhugh are attached. PMGAA's understanding is that the Metroplex Project had been suspended, pending resolution of the PHX RNAV situation. PMGAA, along with area airports and communities, submitted letters in April and May, 2015 to the FAA regarding concerns with the Notice of Intent to prepare an Environmental Assessment for the Phoenix Metroplex Project. To date, a FAA response has not been received.

Additionally, PMGAA is currently working through the public process with area communities, organizations and stakeholders on an Airport Land Use Compatibility Study Update. This update will build upon similar studies completed in 1996 and 2000 to address land use and development compatibility in the rapidly growing area surrounding Gateway. This study is utilizing current air traffic patterns, and FAA operation and fleet forecasts to identify areas prone to aircraft noise and overflight activity for future land use planning and coordination. **Any changes to air space procedures not factored into this study, could negatively impact the study's effectiveness and Gateway's capacity.**

Action Requested: All of our member communities should be recognized as stakeholders in any FAA planning process that has the potential for routing or airspace updates, given the increased sensitivity to any changes in air traffic procedures. PMGAA has the expectation that airport management be involved in all related Metroplex planning meetings and discussions in an effort to make this a transparent process involving identified stakeholders. PMGAA welcomes the opportunity to further discuss and work with the FAA on this topic.

Sincerely,

Jane L. Morris, A.A.E.
Executive Director

Cc: Glenn Martin
Mike Williams
Mindy Wright
Mark McClardy
PMGAA Board
PMGAA Board City/Community Managers

(3) ATTACHMENTS

KIWA FAA – ATC Meeting Metroplex 10/22/2015
(Gateway Airport)
Notes by: Ron King, PMGAA Superintendent

Attendees or Role if no name provided:

Brad Mayhugh
Shawn Boyd – Serco
David Gallegos - NATCA
Ron King – Gateway
PHX Tracon (2)
Allegiant (2) – Airbus Pilot and MD-80 Pilot
FAA Technicians for airspace design (2)

The FAA scheduled a meeting with the SERCO KIWA tower manager to discuss ideas for modifications to the Gateway northbound and southbound departures. The tower manager asked me if I would like to sit in. Allegiant pilots were also in attendance. We did not get the names of all attendees.

The initial discussion included ideas and conceptual design of an RNAV departure as part of the Metroplex planning. Gateway Airport currently does NOT have RNAV departures. RNAV procedures are defined arrival and departure paths that, using GPS, pilots follow to join a defined route. The effect of RNAV is one highway in the sky. Versus today, the flight path is determined by the pilot following a heading and an altitude issued by the terminal radar controllers in Phoenix (TRACON), not a specifically defined point. For the reader of these notes I created a map of today's flight path in showing the north and south departure areas (Map 1).

In the meeting, FAA staff wanted to hear opinions and ideas from the users on a concept for two new departure routes. The departures would include the creation of a navigation point named SUNDZ to the east of the airport near the US 60 for Runway 30 departures (northbound) and a navigation point named BUUCH to the south east for Runway 12 departures (southbound). FAA did not provide hand-outs; I am including a map I created showing the estimated locations (Map 2) of the navigation points.

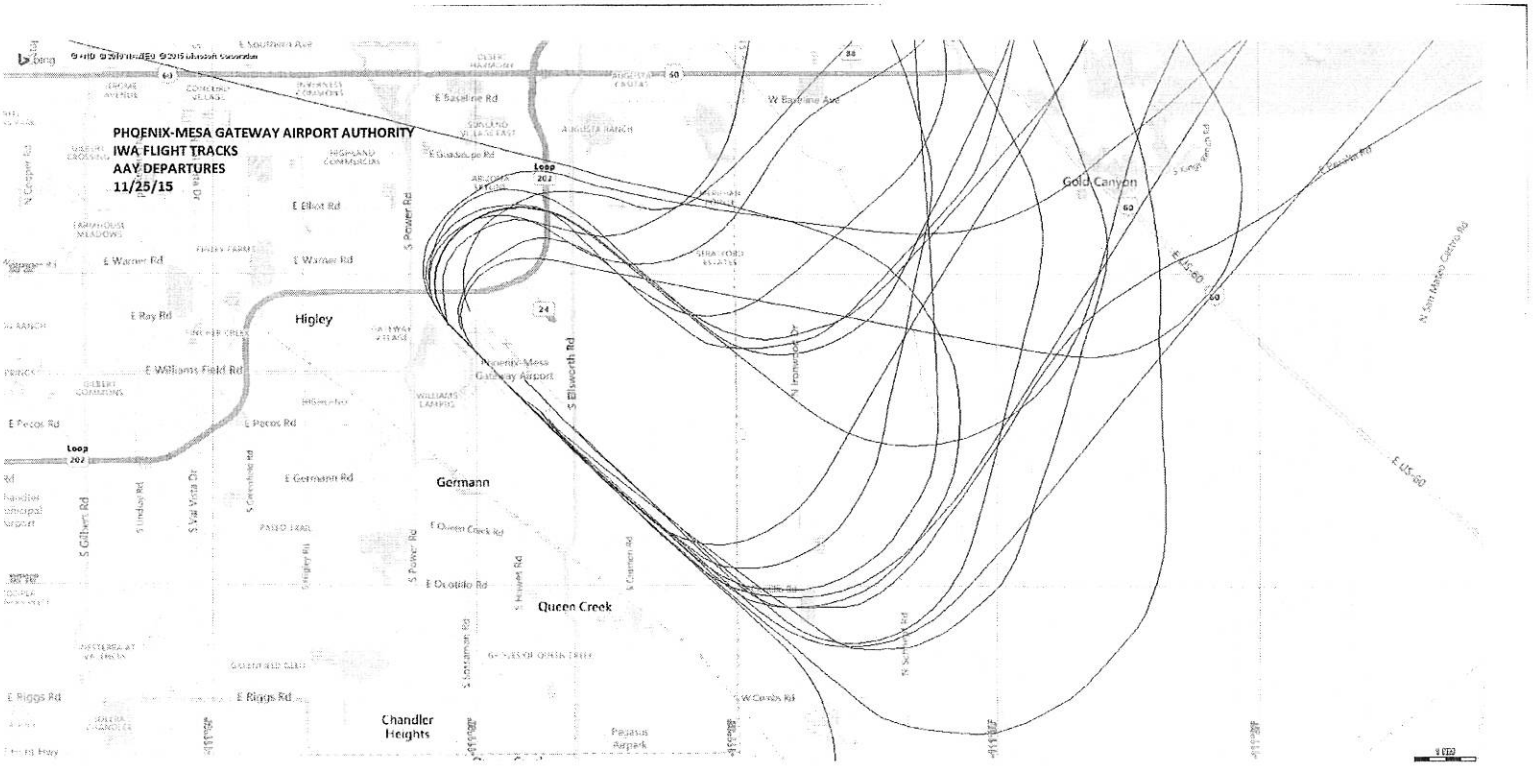
This change would be expected to provide a common area for northbound and southbound traffic to join the TRACON traffic (the multiple flights from metro area airports) and to mitigate risk/conflict of the APS training area and commercial jet (Allegiant) traffic on the (HUUTY One) arrival corridor.

Discussion also included how this could affect IWA Tower coordination with PHX Tracon.

Traffic pattern altitude at Gateway (2600 ASL or 1200 above ground) is higher than standard (2400 ASL/ or 1000 above ground). We discussed the reasoning and the possibility of returning KIWA to a standard pattern altitude. The effect of this change would be lower flying aircraft (@200 ft) as they depart GATEWAY or perform training flights around the airport.

Brad Mayhugh with the FAA, stated that this was conceptual only and that nothing would happen before March 2016. The Phoenix issue would need to be resolved before any airspace/ metroplex activity occurred and that it would involve community meetings.

Created 11/24/2015

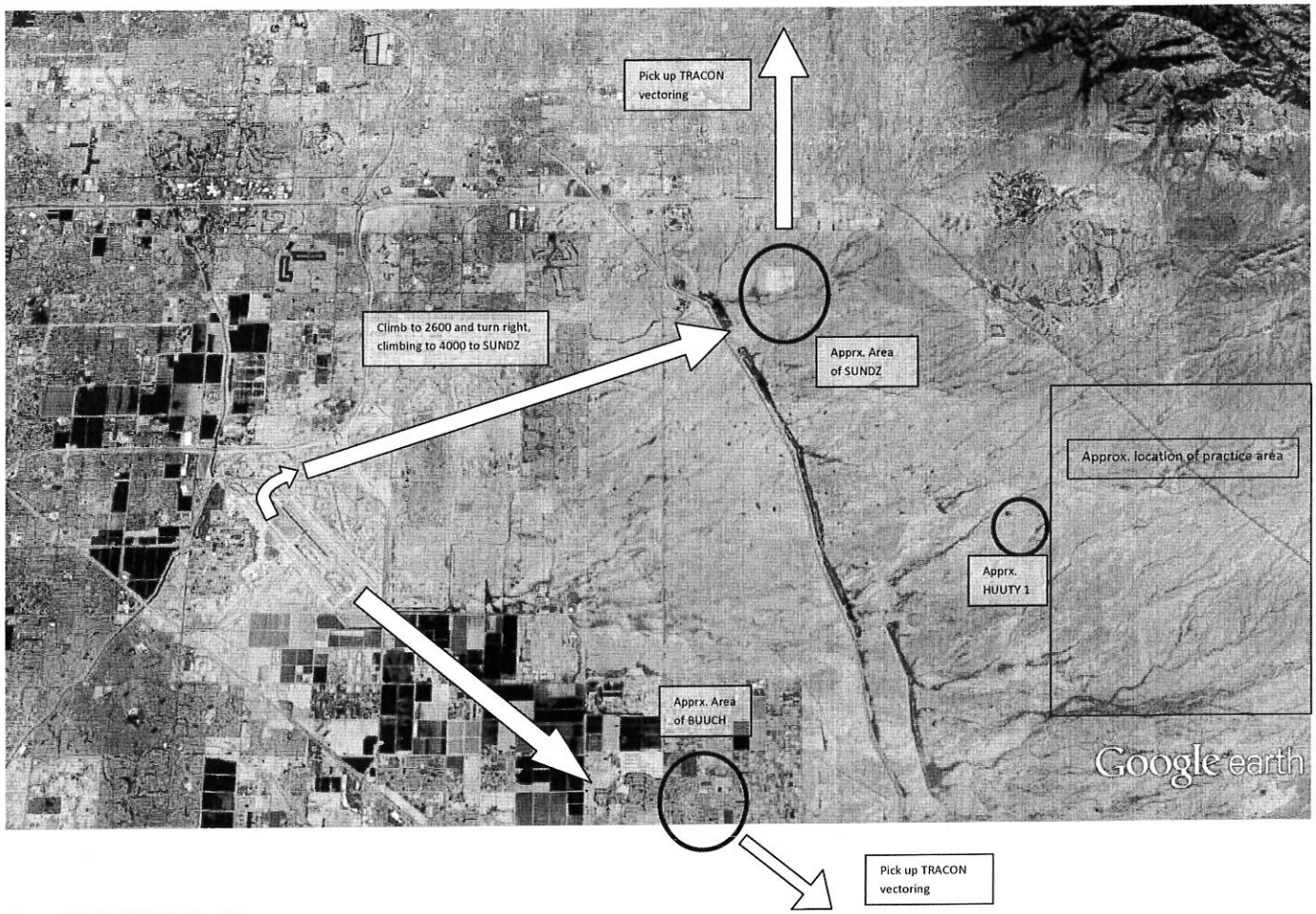


Map 1

Created by Patrick Oakley for Ron King

Metroplex - Proposed RNAV points from 10/22/2015 discussions

Map 2



Created 11/24/2015 Ron King