

Appendix A

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Responses to Comments on the Final EIS

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Phoenix Sky Harbor International Airport  
Record of Decision

This document contains the Comment/Response Database for the PHX Airport Development Program FEIS.

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SECTION: 1

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HOW TO USE THE COMMENT/RESPONSE DATABASE

# SECTION 1

## How to Use the Comment / Response Database

Phoenix Sky Harbor International Airport  
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This document contains an index of those parties who submitted comments to the FAA during the FEIS comment period (February 10, 2006 through 5:00 p.m. PST, Sunday March 12, 2006).

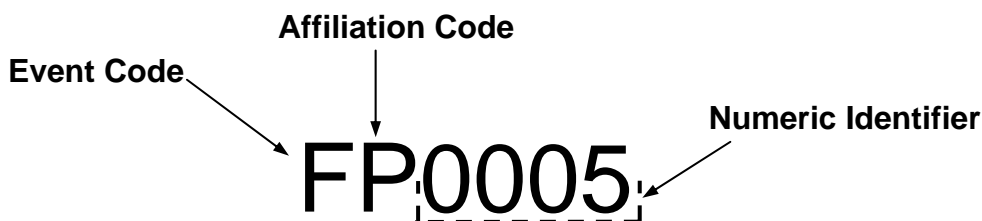
The document includes the name of each party providing a comment and a unique Identifier Code to catalog the submittal. Comment Codes are also provided, which indicate the summarized comments applicable to that particular submittal. Federal, State, and Local Agency letters are in order alphanumerically by Identifier Code and include the area of government the individual is associated with. Public comments are listed alphabetically by last name.

Each "Identifier Code" consists of six characters that represent three fields of information describing each unique comment submittal. The first character makes up the first field and serves as an "Event Code", which describes the period during the study for which the comment was submitted. All comments within this database were assigned the letter "F" as the first identifier, representing comments received during the FEIS comment period (February 10, 2006 through 5:00 p.m. PST, Sunday March 12, 2006).

The second character represents the second field, which serves as an "Affiliation Code" that places the party commenting into one of six categories:

- F = Comment from a Federal agency
- S = Comment from a State agency
- L = Comment from a Local agency
- P = Comment from the general public

The last four characters represent the third field, which identifies the specific comment submittal numerically. For example, the "Identifier Code", "FP0005", describes the comment submittal as being the 5th letter, transmittal, or e-mail received during the FEIS comment period from the general public.



Each comment submittal was reviewed, salient points summarized, and identified with a comment code. The summarized comments are organized into the following 30 categories:

<b><u>Category Number</u></b>	<b><u>Description</u></b>
1	Purpose and Need
2	Alternatives
3	Noise
4	Land Use
5	Social Impacts
6	Induced Socioeconomic Impacts
7	Air Quality
8	Hazardous Materials
9	Water Quality
10	DOT Section 4(f)
11	Historic, Architectural, and Archaeological
12	Biotic Communities
13	Endangered and Threatened Species
14	Wetlands
15	Farmlands
16	Energy and Natural Resources
17	Light Emissions
18	Solid Waste Impacts
19	Construction Impacts
20	Other Environmental Considerations
21	Public Involvement
22	Cost Considerations
23	EIS Process and Scope
24	Quality of Life
25	Floodplains
26	Environmental Justice
27	Surface Transportation
28	Design, Art, Architecture
29	Other
30	Safety

For example, Comment Code 1-1 describes the comment was made concerning the Purpose and Need and is the first comment documented under that category.

All comments offered after the release of the PHX FEIS were considered to the extent reasonable. A detailed response to all comments is provided in this ROD. Any comment noted as "RESERVED", there is no comment or response pending. All comment submittals have been treated equally by the FAA.

SECTION: 2

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COMMENT/RESPONSE DATABASE

# SECTION 2

## Comment / Response Database

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The following section contains the Comment/Response Database for the PHX Airport Development Program EIS. The Letter Codes documented after each Response identify the Comment Letters in which the Comment was recorded.

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**1. Purpose and Need**

**1-1 Comment**

We request consideration for residents in the Phoenix area negatively affected by Sky Harbor Airport located in the center of a metropolitan area. We are opposed to the expansion of the airport and also to any changes that would allow commercial planes to fly at a lower altitude.

**Response**

The proposed ADP projects would not result in any modification in flight procedures or flight tracks for arriving and departing aircraft. The proposed ADP projects would not allow commercial or other types of aircraft to fly at lower altitudes when approaching or departing the Airport. The proposed improvements at PHX are limited to landside and taxiway improvements, and will ensure that landside facilities (terminals, taxiways, etc.) can effectively and efficiently accommodate the forecast level of aviation activity through the year 2015.

Based on the FAA approved aviation forecast for PHX, the airport has sufficient airfield capacity to accommodate aircraft operations through this planning horizon (see Appendix H-1 of the PHX FEIS). The increase in the number of aircraft operations that are forecast at PHX are expected to occur with or without development of the ADP project. The ADP Alternative would not change the forecast or induce growth.

The proposed ADP projects would not increase the operational capacity of the airfield at Sky Harbor International Airport (PHX), or affect the inherent Annual Service Volume of the airport. The ability of PHX to accommodate air carrier, cargo, military, and general aviation operations is a function of the number and configuration of the runway system, air traffic operational procedures and supporting navigational aids, and the ability of landside facilities to service aircraft and process passengers in balance with airfield operational levels. Growth in the number of aircraft operations at PHX would be the result of the demand of the flying public and efforts by the airlines to accommodate this growth as well as other factors unrelated to the size of the terminal and the number of gates. The FAA does not have jurisdiction over those actions. However, the potential impacts of the proposed development to accommodate the forecast level of activity have been analyzed and disclosed as required by NEPA.

Stated differently, the proposed improvements are designed to allow PHX to accommodate existing and forecast traffic and passengers more efficiently, not to increase the volume of traffic at PHX. The fact that they will increase efficiency will enable PHX to accommodate existing and forecast traffic at acceptable levels of service. As there is a need for efficiency improvements to accommodate existing traffic separate and apart from forecast demand, the future increase in traffic is not a growth induced effect of the proposed improvements.

The unconstrained aviation forecast for PHX was prepared during 2001/2002 and approved by the FAA on January 6, 2003. The forecast indicates that the total number of annual aircraft operations at PHX will increase from 541,682 in 2002 to approximately 670,000 annual operations in 2015. Based on the unconstrained forecast, an aircraft capacity and delay analysis was performed to determine if the capacity of the three-runway system at the airport would accommodate the forecast demand and maintain a level of service to passengers consistent with historical standards. The analysis was performed using the FAA approved Runway Capacity and Annual Delay Model. Results of the capacity and delay analysis indicate that the Airport's existing three-runway system would be capable of accommodating the projected growth in aviation activity at an accepted level of service. A copy of the PHX aviation forecast is provided as Appendix H-1 of the PHX FEIS.

Under the No-Action Alternative PHX could accommodate the projected demand for 2015 albeit at a reduced level of service. Specifically, the use of hardstand and bussing operations would be needed to meet this demand. The City of Phoenix has committed to accommodate



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the projected demand with or without the proposed project (see Appendix C of this Record of Decision (ROD)).

The proposed ADP projects would allow the Airport to efficiently accommodate the forecast activity demand levels through the 2015 planning horizon. The ADP would not change the forecast or induce growth. The proposed improvements would address the FAA's purpose and need in evaluating the proposed improvements at PHX to: 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at Phoenix Sky Harbor International Airport (PHX) to accommodate forecast demand and maintain an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system. In addition, the proposed improvements would meet the City's objective to accommodate passenger demand while continuing to provide airline passengers with a level of service consistent with that historically provided at PHX. These desired levels of service reflect the airport's ability to accommodate aviation activity levels within the three primary operational areas of the airport, namely, airside (airfield), landside (terminal complex), and surface access (roadways).

**Letter Codes**

FP0001

**1-2 Comment**

While the recent DEIS, along with the Sky Harbor expansion plan, attempts to solve our ever-increasing air traffic capacity needs, simply increasing the size of Sky Harbor does not address new population centers in outlying areas.

**Response**

See response to comment 1-1. The PHX FEIS considered and discussed the development of a new airport and use of existing airports such as Williams Gateway Airport (IWA) as elements of the air transportation system in the Phoenix/Maricopa County region (see FEIS Sections 2.3 and 2.4). In addition, the use of new or other existing airports was evaluated as an alternative to the proposed Airport Development Program in the PHX FEIS. As discussed in Section 1.2 of the PHX FEIS, the FAA's purpose and need in evaluating the proposed improvements at PHX includes the need to improve the efficiency of landside passenger handling facilities at the airport to accommodate forecast operations and maintain an acceptable level of service to passengers, maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and improve the efficiency of the on-airport roadway system and improve access to the airport. This Federal purpose and need was used as a first level screening criteria in evaluating the reasonable alternatives. The use of other airports, such as IWA as an alternative was eliminated during the alternatives analysis because it failed to meet this purpose and need.

The FAA agrees that, as the demand for air carrier service in the Phoenix/Maricopa County area increases in the future, the potential exists for a greater number of commercial air carrier operations at other airports in the region such as Williams Gateway (IWA). The City of Phoenix is prepared to work with other airport sponsors to ensure that, at such time as an air carrier decides to initiate service at another airport in the region, those operations will be conducted safely, and in accordance with FAA standards and procedures.

**Letter Codes**

FS0001

**1-3 Comment**

Sky Harbor can continue to grow while meeting the increasing travel and commercial needs of the eastern Metro-Phoenix area without increasing airport related surface street traffic into the already congested central hub surrounding Sky Harbor.

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**Response**

As discussed in the response to comment 1-1, the proposed project would not impact the number of aircraft operations or passenger enplanements at PHX within the forecast period of 2015. Therefore, the proposed project would not result in increased congestion at the airport. When completed, the proposed project would improve the flow of vehicular traffic on airport roadways as a result of the Sky Harbor Boulevard realignment and development of the APM Stage 2, which would reduce the number of automobiles and buses on the roadways. The APM Stage 2 connection to the Valley Metro Light Rail System would further reduce surface traffic on airport roadways and contribute to an increase in system-wide utilization of the rail system. In addition to a reduction in traffic congestion on airport roadways, as discussed in Section 4.2 of the PHX FEIS, upon completion of the ADP Program there would be a reduction in air pollutant emissions at the airport resulting from the increased operational efficiency of aircraft ground movements, and the improved flow and decreased volume of surface traffic on airport roadways.

**Letter Codes**

FS0001

**1-4 Comment**

What is gained by expanding Sky Harbor?

**Response**

The ADP would not change the forecast or induce growth, nor would it increase the operational capacity of the Airport. The proposed ADP projects would allow the Airport to efficiently accommodate the forecast activity demand levels through the 2015 planning horizon. The proposed improvements would allow the Airport to: 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system. In addition, the proposed improvements would meet the City's objective to accommodate passenger demand while continuing to provide airline passengers with a level of service consistent with that historically provided at PHX. See response to comment 1-1.

**Letter Codes**

FP0005

**1-5 Comment**

Sky Harbor Airport must keep pace with the size and demands of our rapidly growing population.

**Response**

Comment noted. Please see response to comment 1-4.

**Letter Codes**

FP0016

**1-6 Comment**

These improvements are vital to the continued success of Sky Harbor as the 7<sup>th</sup> busiest airport in the world and the 2<sup>nd</sup> highest ranked airport in the country for service and convenience (J.D. Powers & Assoc.).

**Response**

Comment noted.

**Letter Codes**

FP0018

**1-7 Comment**

Additional projects to increase the convenience of the airport are also planned, such as an automated people mover which will connect to the light rail line to the East Economy lot.

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**Response**

The proposed ADP Project at Sky Harbor Airport includes development of Stage 2 of the Automated People Mover System (APM). The Stage 2 APM would provide a connection to the existing PHX Rental Car Center, the previously approved Stage 1 APM, and the proposed Valley Metro Light Rail Transit System. When completed, the proposed project would improve the flow of vehicular traffic on airport roadways as a result of the Sky Harbor Boulevard realignment and development of the APM Stage 2, which would reduce the number of automobiles and buses on the roadways. The APM Stage 2 connection to the Valley Metro Light Rail Transit System would further reduce surface traffic on airport roadways and provide an opportunity for increased system-wide utilization of the rail system.

**Letter Codes**

FP0018

**1-8 Comment**

As the Valley grows so does the West Valley, and the ability for Sky Harbor to handle this growth is crucial to the service it provides to its passengers. These passengers are ultimately our families, friends, co-workers, new businesses, etc.

**Response**

Comment noted.

**Letter Codes**

FP0019

**1-9 Comment**

Improvements to the Terminal 4 International Concourse will help expedite passenger flow and increase passenger service.

**Response**

Comment noted.

**Letter Codes**

FP0019, FP0023

**1-10 Comment**

Other major projects, such as the new terminal on the west end, will greatly increase the service the airport provides to its passengers.

**Response**

See response to comment 1-4.

**Letter Codes**

FP0019

**1-11 Comment**

The renovations are imperative to help Sky Harbor handle our growing state.

**Response**

Comment noted.

**Letter Codes**

FP0019

**1-12 Comment**

The proposed addition of a new terminal building, improvements to the existing Terminal 4 and enhancing the bus system with an Automated People mover will help expedite passenger flow and will meet the high expectations of Sky Harbor passengers.

**Response**

Comment noted.

**Letter Codes**

FP0021

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**1-13 Comment**

As the population continues to grow in the state, the airport will need to expand to continue providing the high level of service its passengers have come to expect.

**Response**

See response to comment 1-4.

**Letter Codes**

FP0023

**1-14 Comment**

The additional or excess capacity that Sky Harbor (or PHX) now has is a result of the addition of the 3rd runway which is at the far south end of the airport. This excess capacity has created the need for the proposed West Terminal. The environmental impact study (EIS) that was originally done for the 3rd runway stated that it would not be used in the manner that it is now being used for. This different mode of operations has created the excess capacity. Additionally, both the FAA and PHX have not operated the 3rd runway in a manner that is consistent with Record of Decisions (ROD) and an Intergovernmental Agreement (IGA) between PHX and the City of Tempe. It is important to note that the City of Tempe agreed to drop or settle its lawsuit against the 3rd runway based on the statements regarding its operations in its EIS and the written agreements in the ROD and IGA. Given these facts, it would appear that the original EIS for the 3rd runway is out-of-date and needs to be updated and or included in this study to its current operational status that is not consistent with the ROD or IGA. The other alternative is to restore the 3rd runway operations to a manner that is consistent with its original EIS, the related ROD and IGA. If this is done it would probably mean that there is no need for the West Terminal and possibly many other of the related proposed projects covered in the DEIS because PHX would not have the capacity to support them. If this is the case then the alternatives concerning the possible use of Williams Gateway and/or another new airport would seem to be much more feasible to meet the aviation demand than PHX.

**Response**

The third runway did not provide excess capacity at the airport. FAA disclosed the need for the third runway in Section 1.3.2 of the 1993 Final EIS. In 1989, the total number of aircraft operations exceeded the Annual Service Volume of 475,000 operations for a two-runway system.

The proposed project at PHX would not change the operational capacity of the airport or effect the inherent service volume at the airport (see response to comment 1-1). The 3rd runway at PHX has been, and continues to be operated in a manner consistent with runway use and flight procedure information contained in the 1993 FEIS. In overview, the FAA published the "Final Environmental Impact Statement, Sky Harbor International Airport Master Plan Update Improvements" in November 1993. The FAA issued a Record of Decision (ROD) approving development of the third runway and associated projects at PHX on January 18, 1994. The FAA's 1994 ROD included the following discussion about the "One-DME" procedure: "The term "One-DME" refers to the specific easterly departure procedures that were based on the location of a navigational aid known as the Salt River VORTAC (Very High Frequency Omni Range with Tactical Air Navigation). The procedure called for aircraft departing PHX to the east, to fly along the Salt River until reaching a point approximately one (1) mile west of the VORTAC before initiating a turn to fly to their final destination. Since the completion of the Part 150 study, the VORTAC has been relocated to accommodate construction of a new highway and renamed the Phoenix VORTAC. The departure procedures have been adjusted to account for the relocated navigation aid and now calls for aircraft departing to the east to fly in a direction along the Salt River until reaching a point approximately four (4) miles east of the Phoenix VORTAC. The revised departure procedures have the effect of maintaining the turning point at the same location with slight variations in the actual path of the aircraft due to winds and other flight performance parameters. The point over which aircraft are permitted to turn for easterly departures has therefore remained essentially unchanged.

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In addition to the One-DME procedure, the ROD included provisions for an informal Side-Step Procedure to be used in west flow approaches. This procedure is appropriate at airports such as PHX with closely spaced runways. The procedure was intended for use during Visual Flight Rule conditions with arrival aircraft executing a typical approach to Runway 25R (west flow) until a point approximately three miles east of the runway end. At that point the pilot would "side-step" by turning left and aligning with the centerline of Runway 25L and land on Runway 25L. This procedure is considered to be practical due to the low level of activity, which would occur on the Runway 25R approach path, the 800-foot runway separation distance and the excellent visibility in the area. This procedure would be an informal procedure, with the option to use or not use by the pilot-in-command, weather and air traffic permitting.

On September 2, 1994, the City of Phoenix, Tempe and the State of Arizona entered into a Intergovernmental Agreement (IGA) on Noise in which the City of Phoenix agreed to maintain the "4-DME" and Side-Step Procedures and equalize east/west flow for departing jet and large turboprop aircraft (Note: the One-DME procedure was renamed to 4-DME because the VORTAC location for monitoring aircraft flight tracks was changed. This change did not modify the actual flight path of arriving/departing aircraft). A copy of this IGA is contained in Appendix B of the EIS.

On March 27, 2002, following the failure of the flight check of the Side Step Procedure it was suspended. The Side-Step Procedure was replaced with a straight-in Visual Approach to Runway 25L. The purpose of the straight-in Visual Approach was to allow aircraft to be on the glide path and for pilots to preplan their arrival in a timely manner. On December 2, 2002, following an environmental review in accordance with FAA Order 5050.4A, Airport Environmental Handbook, and in accordance with the criteria contained in FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts, the FAA categorically excluded the Runway 25L Side Step Procedure from further environmental review and documentation. As detailed on page 1 of the Categorical Exclusion, the basis for this determination was the following: "The Runway 25L landing threshold is located 2500 feet west of the Runway 25R landing threshold. After realigning with Runway 25L, the aircraft is below the glide path due to the displaced threshold. In addition to being below the glide slope, the side-step procedure caused untimely communications between pilots and ATC, frequently requiring immediate action on the part of pilots, and led to uncertainty in the cockpit, inefficient runway utilization, and unplanned missed approaches. These significant safety concerns were identified by the National Air Traffic Controllers Association (NATCA) and the Air Carrier community."

As noted above, the Side-Step Procedure was an informal procedure which was suspended for safety concerns relating to arriving aircraft on Runway 25L. All other flight procedures and commitments contained in the ROD dated January 18, 1994 continue in effect and are being complied with by the City of Phoenix.

The need for the West Terminal is described in Section 1.1 of the Final EIS and in Section V of the Record of Decision for the Proposed ADP Improvements. FAA carefully considered the alternative of using other area airports including Williams Gateway Airport. FAA's analysis of this alternative is disclosed in Section 2.3 of the Final EIS.

The proposed ADP projects would not increase the operational capacity of the airport or result in any modification in flight procedures or flight tracks for arriving and departing aircraft. The proposed improvements at PHX are limited to landside and taxiway improvements, and will ensure that landside facilities (terminals, taxiways, etc.) can effectively and efficiently accommodate the forecast level of aviation activity through the year 2015. Based on the FAA approved aviation forecast for PHX, the airport has sufficient airfield capacity to accommodate aircraft operations through this planning horizon (see Appendix H-1 of the FEIS). The increase

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in the number of aircraft operations that are forecast at PHX are expected to occur with or without development of the ADP project. The ADP Alternative would not change the forecast or induce growth. Please see responses to comments 1-1 and 2-3.

**Letter Codes**

FP0028

**1-15 Comment**

Sky Harbor, as the major transportation hub and a huge economic generator for the city, the region and the state has not taken a leadership role in pursuing solutions to the capacity maw. The only alternative for Sky Harbor is, and has ever been, pursuing unchecked airport expansion.

**Response**

See response to comments 1-1 and 1-2. See response to comments 2-3 and 2-11 for response to regional aviation planning.

**Letter Codes**

FP0024

**1-16 Comment**

I would like to ask for your consideration for the upcoming Sky Harbor construction projects. The airport is planning on conducting a billion dollars of new construction projects over the next several years; these projects are needed to keep pace with the growing Arizona population, as well as update old systems.

**Response**

Comment noted. Final costs for development of the ADP Project have not been estimated, and are contingent upon the final design specifications for the proposed facilities. Rough order of magnitude cost estimates for the project, based on conceptual designs, are provided in Table 4.15.3-1 of the FEIS.

**Letter Codes**

FP0025

**1-17 Comment**

The Valley population is projected to increase by almost three million people in the next ten years. To cope with this spike in the population, Sky Harbor must build additional gates and parking structures to avoid long delays in travel.

**Response**

Comment noted. The proposed ADP projects would allow the Airport to efficiently accommodate the forecast activity demand levels through the 2015 planning horizon. The proposed improvements would allow the Airport to: 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system. In addition, the proposed improvements would meet the City's objective to accommodate passenger demand while continuing to provide airline passengers with a level of service consistent with that historically provided at PHX.

**Letter Codes**

FP0025

**1-18 Comment**

The response to 2-12, Vol. 4, and other similar comments begs the question. It states that Williams and other airports don't meet Phoenix objectives.

**Response**

As stated in Appendix J of the FEIS, Comment 2-12, "Initiating service at another airport such as IWA would not meet the City's objectives for the proposed action." The response went on to state, "however, use of other alternatives to meet the general goal of accommodating forecast

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demand efficiently and at an acceptable level of service was considered in the FEIS." The alternatives analysis in the FEIS rigorously evaluated and presents a discussion of all reasonable on-site and off-site alternatives to the proposed project at PHX in accordance with CEQ regulations (40 CFR Section 1502.14). Off-site alternatives evaluated included the development of new airport facilities as well as the use of Williams Gateway and other existing airports in the Phoenix/Maricopa County Area. As discussed in Section 1.2 of the FEIS, the FAA's purpose and need for the proposed federal actions is to 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system. This Federal purpose and need was used as a first level screening criteria in evaluating the reasonable alternatives. The use of other airports, such as IWA as an alternative was eliminated during the alternatives analysis because it failed to meet this purpose and need.

The FAA agrees that, as the demand for air carrier service in the Phoenix/Maricopa County area increases in the future, the potential exists for a greater number of commercial air carrier operations at other airports in the region such as Williams Gateway (IWA). The City of Phoenix has supported the development of air carrier and air cargo services at IWA. The FAA is currently working with IWA to ensure that operations will be conducted safely, and in accordance with FAA standards and procedures.

**Letter Codes**

FP0027

**1-19 Comment**

Simply serving Phoenix Sky Harbor and its objectives can no longer meet the larger needs of AZ population growth.

**Response**

See responses to comments 1-2 and 2-3.

**Letter Codes**

FP0027

**1-20 Comment**

It is noted that "the per aircraft ground operating time savings would be relatively small (averaging 0.6 minutes per aircraft)". The overall benefits of a regional airport and possibly reliever airports could be much greater than benefits of expensive fix-ups at Phoenix Sky Harbor.

**Response**

As discussed in response to comment 1-18, the purpose of this project is to improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers. FAA did consider regional airports as an alternative; see response to comment 1-18. Section 1.2.2.1 of the FEIS discusses the economic benefits associated with development of the crossfield taxiways and the associated ground movement of aircraft.

**Letter Codes**

FP0027

**1-21 Comment**

If demand increases and PHX what is to happen in terms of expanding capacity? Extension of the south runway and/or addition of a 4th runway in the north? The West Terminal layout would appear to be designed with the thought that even more gates will be added than the 33 currently indicated. It would seem that any further probable expansion of the proposed West Terminal needs to be acknowledged and disclosed now so the public might know all of PHX's

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intentions.

**Response**

As discussed in the response to comment 1-1, the PHX has sufficient airfield capacity to accommodate forecast demand through the planning period of 2015. The Federal government does not control where, when, and how airlines provide their services. Rather, the aviation industry, in partnership with local and regional government, and in response to market demand, determines where and how air traffic demand is accommodated. Absent inherent limiting constraints, the level of aviation activity demand, whether at the national, regional or local market levels is the result of natural supply and demand forces unique to the air travel sector of public transportation.

As discussed in the response to comment 2-3, the Maricopa Association of Governments (MAG) is the federally recognized Metropolitan Planning Organization for the Phoenix metropolitan area. For many years, FAA has provided financial support to MAG in the form of planning grants to support continuous development of the Regional Aviation System Plan (RASP) that addresses the regional airport system. The RASP considers various factors in the further development of aviation facilities including the demand for air transportation services. As stated in MAG's letter to the FAA (Appendix A of the FEIS), MAG is currently updating its RASP that addresses the aviation needs of the Phoenix area. FAA has provided funding for this effort. FAA will consider any future application by MAG consistent with Federal funding requirements and guidelines. While the RASP is a regional planning tool, it is important to remember that decisions to develop an airport are the responsibility of the airport sponsor.

The development of a fourth runway at PHX has not been proposed by the airport sponsor and is not within the range of alternatives evaluated for this proposal. A fourth runway would not meet the purpose and need for this proposed project.

As discussed in response to comment 1-4, the proposed ADP projects would allow the Airport to efficiently accommodate the forecast activity demand levels through the 2015 planning horizon. The proposed improvements would, allow the Airport to: 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system.

**Letter Codes**

FP0028



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**2. Alternatives**

**2-1 Comment**

While Sky Harbor is clearly positioned as the leading airport servicing the Phoenix metropolitan area, the Tempe Chamber of Commerce believes a regional reliever airport system merits consideration in planning a long-term solution to area air transportation needs.

**Response**

See response to comment 2-3.

**Letter Codes**

FL0001

**2-2 Comment**

Due to the growth of the region, the Tempe Chamber believes the Final Environmental Impact Statement should move forward. Sky Harbor currently operates at 67% of its capacity. The PHX FEIS projects will enhance passenger service into and out of Sky Harbor without exceeding the current capacity of its three runways.

**Response**

Comment noted. The proposed improvements at PHX are limited to landside and taxiway improvements, and will ensure that landside facilities (terminals, taxiways, etc.) can effectively and efficiently accommodate the forecast level of aviation activity through the year 2015. Based on the FAA approved aviation forecast for PHX, the airport has sufficient airfield capacity to accommodate aircraft operations through this planning horizon. The increase in the number of aircraft operations that are forecast at PHX are expected to occur with or without development of the ADP project. The ADP Alternative would not change the forecast or induce growth.

The unconstrained aviation forecast for PHX was prepared during 2001/2002 and approved by the FAA on January 6, 2003. The forecast indicates that the total number of annual aircraft operations at PHX will increase from 541,682 in 2002 to approximately 670,000 annual operations in 2015. Based on the unconstrained forecast, an aircraft capacity and delay analysis was performed to determine if the capacity of the three-runway system at the airport would accommodate the forecast demand and maintain a level of service to passengers consistent with historical standards. The analysis was performed using the FAA approved Runway Capacity and Annual Delay Model. Results of the capacity and delay analysis indicate that the Airport's existing three-runway system would be capable of accommodating the projected growth in aviation activity at an accepted level of service. A copy of the PHX aviation forecast is provided as Appendix H-1 of the PHX FEIS.

The proposed ADP projects would not increase the operational capacity of the airfield at PHX, or affect the inherent annual service volume of the airport. The ability of PHX to accommodate air carrier, cargo, military, and general aviation operations is a function of the number and configuration of the runway system, air traffic operational procedures and supporting navigational aids, and the ability of landside facilities to service aircraft and process passengers in balance with airfield operational levels. Growth in the number of aircraft operations at PHX would be the result of the demand of the flying public and efforts by the airlines to accommodate this growth as well as other factors unrelated to the size of the terminal and the number of gates. The potential impacts of the proposed development to accommodate the forecast level of activity have been analyzed and disclosed as required by NEPA.

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The proposed ADP projects would allow the Airport to efficiently accommodate the forecast activity demand levels through the 2015 planning horizon. The ADP would not change the forecast or induce growth.

**Letter Codes**

FL0001

**2-3 Comment**

In order to adequately respond to this shift in population growth I would ask your office to consider allocating funds, planning and other resources to expand and strengthen our efforts to establish a regional airport system.

**Response**

The Phoenix metropolitan area does have a regional airport system. The city of Phoenix owns and operates several airports including PHX. While other local airports in the area are owned by different local governments, each fulfills an important role as part of the regional system. The Maricopa Association of Governments (MAG) is the federally recognized Metropolitan Planning Organization for the Phoenix metropolitan area. For many years, FAA has provided financial support to MAG in the form of planning grants to support continuous development of the Regional Aviation System Plan (RASP) that addresses the regional aviation needs. The RASP considers various factors in the further development of aviation facilities including the demand for air transportation services. As stated in MAG's letter to the FAA (Appendix A of the FEIS), MAG is currently updating its RASP that addresses the aviation needs of the Phoenix area. FAA has provided funding for this effort. FAA will consider any future application by MAG consistent with Federal funding requirements and guidelines. While the RASP is a regional planning tool, it is important to remember that decisions to develop an airport are the responsibility of the airport sponsor.

**Letter Codes**

FS0001

**2-4 Comment**

The expanded use of Williams Gateway Airport in Mesa as a regional airport should be considered a priority when formulating a long-term solution to the area's air transportation needs.

**Response**

See response to comment 2-3. As discussed in Section 2.4.1.2 of the FEIS, MAG's RASP has evaluated the future use of IWA to address regional air transportation needs and indicated that IWA would be available to provide alternate commercial airline service as a supplement to PHX.

**Letter Codes**

FS0001

**2-5 Comment**

Regional airports can help alleviate future shortage of flights. Williams Gateway Airport is no exception. To date, it seems that the use of Williams Gateway as a reliever regional airport has not been seriously considered by the FAA.

**Response**

The alternatives analysis in the PHX FEIS rigorously evaluated and presents a discussion of all reasonable on-site and off-site alternatives to the proposed project at PHX in accordance with CEQ regulations (40 CFR Section 1502.14). Off-site alternatives evaluated as part of the FEIS included the development of new airport facilities as well as the use of Williams Gateway and other existing airports in the Phoenix/Maricopa County Area. As discussed in Section 1.2 of the PHX FEIS, the FAA's purpose and need for the proposed federal actions is to 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport

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and the efficiency of the on-airport roadway system. This Federal purpose and need was used as a first level screening criteria in evaluating the reasonable alternatives. The use of other airports, such as IWA, as an alternative was eliminated during the alternatives analysis because it failed to meet this purpose and need.

The FAA agrees with the Williams Gateway Airport Authority that, as the demand for air carrier service in the Phoenix/Maricopa County area increases in the future, the potential exists for a greater number of commercial air carrier operations at IWA. The City of Phoenix has accordingly supported the development of air carrier and cargo service at IWA. The FAA is currently working with the Williams Gateway Airport Authority to ensure that the operations will be conducted safely and in accordance with FAA standards and procedures. It should be noted however, that any substantial redistribution of traffic from PHX to other airports would require airline strategic decisions that cannot be predicted or relied upon. The Federal government does not control where, when, and how airlines provide their service. The aviation industry, in partnership with local and regional government and in response to market demand, determines where and how travel demand is accommodated. Because the Federal government cannot direct airlines to use Williams Gateway and/or another airport, any ability to use these airports to offset demand at PHX is speculative. See response to comment 2-3 for FAA's support for the RASP.

**Letter Codes**

FS0001

**2-6 Comment**

Williams Gateway as a regional airport can be utilized by: a) transferring an appropriate portion of the general aviation operations from Sky Harbor to Williams Gateway which is less congested and more convenient to eastern central Arizona, and b) shifting air traffic to Williams Gateway which is capable of taking on additional commercial, noncommercial and cargo flights.

**Response**

The FAA agrees that, as the demand for air carrier service in the Phoenix/Maricopa County area increases in the future, the potential exists for a greater number of commercial air carrier operations at IWA. Toward that goal, the City of Phoenix has accordingly supported the development of air carrier and cargo service at IWA. The FAA is currently working with the Williams Gateway Airport Authority to ensure that the operations will be conducted safely and in accordance with FAA standards and procedures. It should be noted however, that any substantial redistribution of traffic from PHX to other airports would require airline strategic decisions that cannot be predicted or relied upon. Under the Airline Deregulation Act of 1978 (Public Law 95-504), air carriers are free to choose what destinations and airports they serve. The Federal government does not control where, when, and how airlines provide their service. The aviation industry, in partnership with local and regional government and in response to market demand, determines where and how travel demand is accommodated. Because the Federal government cannot direct airlines to use Williams Gateway and/or another airport, any ability to use these airports to offset demand at PHX is speculative. Airport sponsors that receive Federal assistance from the FAA are obligated through grant-in-aid agreements to provide public access to these facilities without unjust discrimination to all types, kinds, and classes of aeronautical activity (see 49 USC Section 47107(a)(1)). However, airport sponsors can encourage a separation of smaller general aviation aircraft from large commercial service airports by providing facilities at alternate airports within their direct control.

**Letter Codes**

FS0001

**2-7 Comment**

It is important to develop air transportation plans that cope with increased demand while also minimally impacting the central corridor infrastructures. In order to achieve this goal, I ask that you give serious consideration to Williams Gateway as a regional airport and as a reliever to

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Sky Harbor Airport and direct the appropriate funding to facilitate that goal.

**Response**

Please see response to comments 2-3 and 2-5.

**Letter Codes**

FS0001

**2-8** **Comment**

I urge you to approve the FEIS so that the capital improvement projects that are its subject can be implemented as quickly as possible.

**Response**

Comment noted.

**Letter Codes**

FP0002

**2-9** **Comment**

The proposed Airport Development Program ensures that PHX will continue to be a facility with the very latest, environmental, security and convenience features, a desperately needed improvement of its roadways, and increased gates and taxiways to reduce delays.

**Response**

Comment noted.

**Letter Codes**

FP0003

**2-10** **Comment**

I [We] support the PHX EIS and/or the proposed changes discussed in the FEIS.

**Response**

Comment noted.

**Letter Codes**

FP0003, FF0001, FP0006, FP0012, FP0013, FP0015, FP0009, FP0010, FL0002

**2-11** **Comment**

Attempts to protect the flight paths of Mesa Williams Gateway Airport again failed. Some homes are being built. Until there is more traffic investors are not willing to gamble on industrial use for fear that Williams will not be given a sufficient share of commercial air traffic.

**Response**

Comment noted. The Federal government does not control where, when, and how airlines provide their services. Rather, the aviation industry, in partnership with local and regional government, and in response to market demand, determines where and how air traffic demand is accommodated. Absent inherent limiting constraints, the level of aviation activity demand, whether at the national, regional or local market levels is the result of natural supply and demand forces unique to the air travel sector of public transportation.

**Letter Codes**

FP0004

**2-12** **Comment**

I must admit I have not read the FEIS for Sky Harbor. I need not read about the environment I have lived in for 36 years, altered by the plan or lack thereof controlled by the Phoenix and Maricopa County community leaders. There have been more failures than successes managing what was outstanding place to live. Their newspaper, TV and radio outlets have reported that your agency report approves of their plan for the airport. I can not see how that can be justified.

**Response**

Prior to issuance of the Record of Decision (ROD) for the Proposed Project at PHX, the FAA has made no determination on the Proposed Project. This ROD is a concise public document separate from, but associated with, the PHX FEIS. In accordance with CEQ regulation, 40 CFR

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1505.2, the PHX FEIS ROD has (1) stated FAA's decision; (2) identified all alternatives considered by the FAA in reaching its decision, specifying the alternative which was considered to be environmentally preferable; (3) discussed preferences among alternatives based on relevant factors including economic and technical considerations; (4) identified and discuss all such factors including any essential considerations of national policy which were balanced by the FAA in making its decision and state how those considerations entered into its decision; and (5) stated whether all practicable means to avoid or minimize environmental harm from the alternative selected have been adopted, and if not, why they were not. In making a determination on the Proposed Project, the FAA considered all reasonable alternatives to the project, and performed a detailed environmental impact analysis on the proposed project, and any reasonable alternatives to that project, including a No-Action Alternative. Results of the environmental impact analysis are documented in the FEIS published by the FAA in February 2006.

**Letter Codes**

FP0005

**2-13 Comment**

Pittsburgh's new airport is the model for passenger comfort and economic operation. Out of town, with one central island terminal, no need for duplication as at Sky Harbor with three terminals.

**Response**

See response to comments 2-3 and 2.5.

**Letter Codes**

FP0005

**2-14 Comment**

The opportunity to effectively solve today's environmental problems at reduced cost and assurance of a positive result is to activate reliever airports. The east today and reserve land to the west to keep pace with their rapid development. That should be an impartial FAA and EPA priority.

**Response**

Comment noted. The decision to develop an airport is the responsibility of the local airport sponsor. FAA and EPA do not impose decisions upon a community as to where it can or cannot build an airport. FAA also supports the development of reliever airport by providing grants of federal financial assistance under the Airport Improvement Program. FAA's mission is to ensure the safe and efficient use of navigable airspace in the United States. The Phoenix/Maricopa County area has a Regional Aviation System Plan (see response to comment 2-3 and, response to comment 2-5 as to use of existing airports).

**Letter Codes**

FP0005

**2-15 Comment**

The no build alternative does not appear to include an attempt by PHX to better utilize its current gate and fly in and out time (air space) by size of aircraft. Could it be more effective if an alternative that included a diversion of certain smaller aircraft operations to Williams Gateway that would allow PHX to better utilize gate and air space capacity for bigger aircraft be better and/or cost effective? Could this new optimization alternative be even more enhanced by a temporary 8 to 16 gate expansion at the existing terminal 2 or 3? This could delay the need for any proposed expansion that would in turn give PHX time to update their master plan. It seems very risky for PHX to proceed with these projects without updating their master plan.

**Response**

As discussed in the response to comment 1-4, the federal purpose and need for the proposed action is to: 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain

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an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system.

The Federal government cannot direct airlines or general aviation aircraft to use Phoenix and/or another airport, any ability to use these airports to offset demand at PHX is speculative. Airport sponsors that receive Federal assistance from the FAA are obligated through grant-in-aid agreements to provide public access to these facilities without unjust discrimination to all types, kinds, and classes of aeronautical activity. However, airport sponsors can encourage a separation of smaller general aviation aircraft from large commercial service airports by providing facilities at alternate airports within their direct control. The alternative of expanding existing facilities at PHX to meet the projected need for landside facilities was evaluated in the FEIS (see Alternative 7, Section 2.3.2.5 of the FEIS). This alternative does not meet the purpose and need for the proposed project.

A Master Plan is a document voluntarily prepared by an airport sponsor for their use in planning future airport development and improvement projects. Airports may propose development projects without preparing comprehensive airport master plans. Except for the aviation forecasts, master plans are not approved by the FAA. The City of Phoenix completed a Master Plan Update for Sky Harbor Airport in 1990 to address airport facilities and the projected growth in aviation activity at PHX through 2007. The 1990 Master Plan Update included plans for development of the 3rd runway at PHX, and was approved by the FAA in the Record of Decision for the Sky Harbor International Airport Master Plan Improvements FEIS dated November 1993. The City of Phoenix has not further updated its Master Plan to address the proposed improvements identified in the Airport Development Program EIS. The Airport Development Program improvements are included and identified on the Sky Harbor Airport - Airport Layout Plan, dated November 2005.

As part of the ongoing planning activities performed at PHX, the City of Phoenix has evaluated the potential to implement improvements at Terminal 2 and determined that, due to the age and condition of the existing facility, renovation of the facility would not be cost effective and would not significantly improve or maintain the level of service at the Airport. Section 1.2.1 of the EIS provides a discussion on the issues relating to the future utilization of Terminal 2.

**Letter Codes**

FP0028

**2-16 Comment**

The next decade will make creation of reliever airports more expensive and difficult not for the community leaders, but for those who move nearby and taxpayers that bear the cost.

**Response**

See response to comment 2-3.

**Letter Codes**

FP0005

**2-17 Comment**

I am certain that tourists, less familiar with PHX's maze, traffic and parking problems have more difficulty than locals and leave with a bad impression. Most quickly leave downtown Phoenix for Scottsdale or increasingly Indian casinos, that may be why reliever airports are not encouraged by our community leaders.

**Response**

FAA also supports the development of reliever airport by providing grants of federal financial assistance under the Airport Improvement Program. However, the Federal government does not control where, when, and how airlines provide their services. Rather, the aviation industry, in partnership with local and regional government, and in response to market demand, determines where and how air traffic demand is accommodated. Absent inherent limiting

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constraints, the level of aviation activity demand, whether at the national, regional or local market levels is the result of natural supply and demand forces unique to the air travel sector of public transportation.

The FAA agrees that, as the demand for air carrier service in the Phoenix/Maricopa County area increases in the future, the potential exists for a greater number of commercial air carrier operations at other airports in the region such as Williams Gateway (IWA). The City of Phoenix has supported the development of air carrier and air cargo services at IWA. The FAA is currently working with IWA to ensure that operations will be conducted safely, and in accordance with FAA standards and procedures. The FAA has supported regional planning efforts to address aviation capacity needs. See response to comment 1-18 and 2-3.

**Letter Codes**

FP0005

**2-18 Comment**

The FAA has failed to consider the public benefit of using Williams Gateway Airport.

**Response**

See response to comment 2-3.

**Letter Codes**

FP0005

**2-19 Comment**

Could major airlines avoid using Williams Gateway Airport even for the holiday crush for fear of jeopardizing their position with the operators of PHX?

**Response**

The FAA exercises its authority to manage the use of the navigable airspace in a manner consistent with all applicable Federal laws, including the Airline Deregulation Act of 1978 (ADA), Public Law 95-504. The United States deregulated the airline industry by enacting the ADA. As a result of that law air carriers are free to choose what destinations and airports they serve. The FAA does not have the authority to regulate where airlines fly, nor what airports they use.

**Letter Codes**

FP0005

**2-20 Comment**

Williams Gateway will not only increase comfort, safety and business but also relieve the airport crunch and freeway congestion.

**Response**

See response to comments 2-3 and 1-18.

**Letter Codes**

FP0005

**2-21 Comment**

A dynamic PHX is critical to our state's economic and social vitality. On behalf of the Greater Phoenix Chamber of Commerce and our more than 5,200 member businesses, I am pleased to write in support of the proposed additions to PHX.

**Response**

Comment noted.

**Letter Codes**

FL0002

**2-22 Comment**

Travelers have come to expect all that Sky Harbor, as gateway to Arizona, has to offer...convenience, efficiency, a welcoming environment, safety, and security, and amenities. The new plans would make it possible to maintain a quality experience and meet these

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expectations. Without the new construction, tourists and business travelers would instead be subjected to delays, inconveniences, and a less than hospitable encounter.

**Response**

Comment noted.

**Letter Codes**

FL0002

**2-23 Comment**

Would it be possible for PHX to team up with an outlying city such as Buckeye in the west, Apache Junction in the east, and/or Gila Indian Tribe in the south to get serious about sponsoring another airport?

**Response**

Any decision to develop another airport jointly with the city of Phoenix is the responsibility of the local community. Further, the city of Phoenix would also have to agree to such a proposal. The City of Phoenix owns and operates a system of airports, along with other airports owned by various other cities that serve the Phoenix Metropolitan Area. The various airports serve complimentary roles in the overall regional airport system.

The Federal government does not control where, when, and how airlines provide their service. The aviation industry, in partnership with local and regional government and in response to market demand, determines where and how travel demand is accommodated. Because the Federal government cannot direct airlines to use Phoenix Sky Harbor and/or another airport, any ability to use these airports to offset demand at PHX is speculative. See response to comment 2-3.

**Letter Codes**

FP0028

**2-24 Comment**

We feel the EIS proposes a solid engineering basis to build and enhance the safety and operations of Sky Harbor International Airport.

**Response**

Comment noted.

**Letter Codes**

FP0006

**2-25 Comment**

Sky Harbor International Airport is very important to the City of Phoenix and the surrounding metropolitan area. According to a recent poll, 93% of Valley residents consider the airport to be conveniently located and 94% believe the airport to be important to the economy of the Valley. Ninety-one percent of residents say the airport is important for our quality of life. As you can see, Valley residents strongly support the airport for a variety of reasons, but it is clear that most consider Sky Harbor to be a benefit to their personal lives as well as to the community.

**Response**

Comment noted.

**Letter Codes**

FL0003

**2-26 Comment**

Part of the reason Valley citizens are so supportive of the airport is that Sky Harbor has been able to expand at a pace that matches the city's own growth. Currently, the airport serves almost 40 million passengers a year and is home to 18 different airlines. Sky Harbor does an excellent job of managing this flow of traffic; it was recently ranked second in America for passenger service and convenience by J.D. Powers & Assoc. However, Sky Harbor cannot keep this high level of service if it does not keep expanding to meet the new needs of its clients.



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**Response**

Comment noted. However, as noted in the FAA forecasts for PHX the anticipated number of enplanements at PHX would be approximately 25 million per year by 2015. Also, as stated in the FEIS, PHX is home to 26 commercial air carriers (see Section 1.1.3.1 of the FEIS). The ADP would not change the forecast or induce growth, nor would it increase the operational capacity of the Airport. See response to comment 1-1.

**Letter Codes**

FL0003

**2-27 Comment**

There are 3.5 million people living in the Valley today, but this number is expected to almost double by the year 2015. Traffic will necessarily increase for the airport as well, but if no new gates are added, Sky Harbor will be “out of gates” by 2010. The number of passengers per year who will travel through Sky Harbor is expected to increase from 39.5 to 50 million by 2010. However, the current infrastructure cannot effectively support that number.

**Response**

The FAA approved aviation forecast for PHX projects passenger enplanements to increase from the current 2005 level of 19,239,000 to approximately 25,200,000 in 2015. Under the No-Action Alternative the airport would be able to accommodate forecast demand until 2015, albeit at a significantly reduced level of service (see Appendix C of the FAA Record of Decision). The proposed ADP projects would allow the Airport to efficiently accommodate the forecast activity demand levels through the 2015 planning horizon. The ADP would not change the forecast or induce growth, nor would it increase operational capacity of the airport. The proposed improvements would allow the Airport to: 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system. In addition, the proposed improvements would meet the City's objective to accommodate passenger demand while continuing to provide airline passengers with a level of service consistent with that historically provided at PHX. See response to comment 1-1.

**Letter Codes**

FL0003

**2-28 Comment**

The planned expansion projects are imperative to keep Sky Harbor functioning at peak efficiency. With these improvements, Sky Harbor will continue to offer a minimum of delays, connections to many other cities, and low airfares through competition with its major airlines.

**Response**

Comment noted. See responses to comments 2-6 and 2-27.

**Letter Codes**

FL0003

**2-29 Comment**

Residents of the Valley support Sky Harbor, and use the airport frequently – 89% use the airport each year for travel or job-related trips. With a rapid and substantial increase in the Valley's population, improvements and expansions must be made to this global gateway. Sky Harbor is an important part of Valley life, and needs to grow with the demands of those it serves.

**Response**

Comment noted. See response to comment 2-27.

**Letter Codes**

FL0003

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- 2-30**    **Comment**  
As an organization dedicated to the revitalization of Central Phoenix, Phoenix Community Alliance strongly supports Phoenix Sky Harbor International Airport and its planned renovations.  
**Response**  
Comment noted.  
**Letter Codes**  
FP0007
- 2-31**    **Comment**  
The new terminal building on the west end of the airport will help to keep the high level of passenger services the airport provides from deteriorating.  
**Response**  
Comment noted.  
**Letter Codes**  
FP0007
- 2-32**    **Comment**  
Improvements to the Terminal 4 international concourse are crucial to help expedite passenger flow and increase passenger service.  
**Response**  
Comment noted.  
**Letter Codes**  
FP0007
- 2-33**    **Comment**  
Other major projects, such as the Automated People Mover will be very valuable to passengers as it will connect to the light rail station and the new Rental Car Center.  
**Response**  
Comment noted.  
**Letter Codes**  
FP0007
- 2-34**    **Comment**  
We endorse Sky Harbor and encourage you to allow the airport to do what has done for many years – provide a quality travel experience to all its passengers.  
**Response**  
Comment noted.  
**Letter Codes**  
FP0007
- 2-35**    **Comment**  
It is simply not acceptable to let the community down by becoming complacent, inefficient, or short-sighted. Sky Harbor is attempting to hold up its end of the bargain through the construction of a new terminal, extended conveniences such as the people mover, more efficient automobile traffic patterns and other improvements.  
**Response**  
Comment noted.  
**Letter Codes**  
FP0008
- 2-36**    **Comment**  
These are timely and well-conceived enhancements. All aspects seem to be tightly designed, have a minimal impact to the surrounding communities and carry immense benefits.

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**Response**

Comment noted. The FEIS discloses that the proposed ADP Alternative would have no significant impacts to the environment and surrounding communities.

**Letter Codes**

FP0008

**2-37 Comment**

We encourage you to approve the plans so we all might continue to move forward in further augmenting our remarkable lifestyle in the greater Phoenix area.

**Response**

Comment noted.

**Letter Codes**

FP0008

**2-38 Comment**

Sky Harbor has provided a concerted effort to create a convenient, efficient, and customer-friendly atmosphere. The current plans are no exception.

**Response**

Comment noted.

**Letter Codes**

FP0009

**2-39 Comment**

Without the addition of the new terminal to keep up with current runway capacity and travel demand, one can easily imagine the results – delays, inconvenience and disgruntled travelers and business people.

**Response**

Comment noted.

**Letter Codes**

FP0009

**2-40 Comment**

I encourage you to allow PHX to continue to provide a quality travel experience.

**Response**

Comment noted.

**Letter Codes**

FP0009

**2-41 Comment**

In order for the airport to continue to serve its passengers at a high level, the renovations being considered are vital to maintaining that level of service. These changes include a new customer-friendly terminal complex, rerouting auto traffic, upgrading people movers and other amenities and adaptations and will take the Valley and the airport to the next level.

**Response**

Comment noted.

**Letter Codes**

FP0010

**2-42 Comment**

Chandler, as well as surrounding valley cities, is a huge beneficiary of an efficient, convenient airport. Sky Harbor is a very desirably located airport and deliberate, incremental changes are necessary and beneficial to all of us in the area. Additionally, we join the City of Phoenix in its support of the development of Williams Gateway as a reliever airport.

**Response**

Comment noted. See response to comment 1-18.

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**Letter Codes**

FL0004

**2-43 Comment**

I am writing to urge you to reject the proposal to add a new runway and further expand PHX in Phoenix, AZ.

**Response**

As discussed in the response to comment 1-1, the proposed project at PHX would not increase the operational capacity of the airfield at Sky Harbor International Airport (PHX), or affect the inherent annual service volume of the airport. The proposed improvements at PHX are limited to landside and taxiway improvements, and will ensure that landside facilities (terminals, taxiways, etc.) can effectively and efficiently accommodate the forecast level of aviation activity through the year 2015. As discussed in Section 1.1.1 of the FEIS, the proposed projects include: demolition of Terminal 2 and ancillary facilities; West Terminal development, parking garage, and terminal roadways; modifications to Terminal 4, Concourse N4; construction of crossfield taxiways Uniform "U" and Victor "V"; Sky Harbor Boulevard modifications; and, construction of Stage 2 of the Automated People Mover System. The development of a fourth runway at PHX has not been proposed by the airport sponsor and is not within the range of alternatives evaluated for this proposal. A fourth runway would not meet the purpose and need for this proposed project.

The proposed ADP projects would allow the Airport to efficiently accommodate the forecast activity demand levels through the 2015 planning horizon. The ADP would not change the forecast or induce growth. The proposed improvements would allow the Airport to: 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system. In addition, the proposed improvements would meet the City's objective to accommodate passenger demand while continuing to provide airline passengers with a level of service consistent with that historically provided at PHX. These desired levels of service reflect the airport's ability to accommodate aviation activity levels within the three primary operational areas of the airport, namely, airside (airfield), landside (terminal complex), and surface access (roadways).

**Letter Codes**

FP0011

**2-44 Comment**

I teach at ASU, which is a central economic and social force in this area. While we are expanding, we are doing so by adding additional campuses where our students are located. This is what should be done with airport construction as well. The Phoenix area is expanding geographically and we should be building airports where these new communities are growing, not expanding the central airport.

**Response**

See response to comments 1-2 and 2-4. The FAA's mission is to ensure the safe and efficient use of navigable airspace in the United States. Decisions to develop an airport are the responsibility of the local airport sponsor. The Federal government does not control where, when, and how airlines provide their service. The aviation industry, in partnership with local and regional government and in response to market demand, determines where and how travel demand is accommodated. Because the Federal government cannot direct airlines to use other airports, such as IWA, any ability to use these airports to offset demand at PHX is speculative. The FAA agrees with that, as the demand for air carrier service in the Phoenix/Maricopa County area increases in the future, the potential exists for a greater number of commercial air carrier operations at other reliever airports. Toward that goal, the City of Phoenix has supported the development of air carrier and cargo service at IWA. The

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FAA is currently working with the Williams Gateway Airport Authority to ensure that the operations will be conducted safely and in accordance with FAA standards and procedures. It should be noted however, that any substantial redistribution of traffic from PHX to other airports would require airline strategic decisions that cannot be predicted or relied upon. FAA did consider the development of reliever airports or construction of a new airport as part of the alternatives analysis. See response to comment 1-2.

**Letter Codes**

FP0011

**2-45 Comment**

Increasing traffic at PHX will surely happen if another runway is built and will make traffic, and thus air pollution, worse.

**Response**

See response to comments 2-43 and 1-3.

**Letter Codes**

FP0011

**2-46 Comment**

The improvements, designed to meet the high expectation of PHX customers, will help create competitive airfares for valley travelers and will mean more direct flights with more destinations originating in Phoenix.

**Response**

Comment noted. The aviation industry, in partnership with local and regional government and in response to market demand, determines where and how travel demand is accommodated. It should also be noted however, that any substantial redistribution of traffic from PHX to other airports, or increasing service to other destinations would require airline strategic decisions that cannot be predicted or relied upon. The Federal government does not control where, when, and how airlines provide their service.

**Letter Codes**

FP0012

**2-47 Comment**

I support Sky Harbor's continued dedication to enhanced customer service for the traveling public.

**Response**

Comment noted.

**Letter Codes**

FP0012

**2-48 Comment**

As travel and tourism demands increase in the coming years, as they surely will as a reflection of the overall growth of the Greater Phoenix Metropolitan area, improvements of the airport must respond to such market demands. These changes would clearly include a new customer-friendly terminal complex, rerouting auto traffic, upgrading people movers, and other amenities, as well as other adaptations.

**Response**

Comment noted.

**Letter Codes**

FP0013

**2-49 Comment**

PHX is a major factor in the economic and cultural viability and health of the entire state of Arizona. As the metropolitan area and the state continue to grow at such a rapid pace, the airport is poised to become a significant impediment because of the limit of the current facilities.

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**Response**

Comment noted. See response to comment 1-1.

**Letter Codes**

FP0014

**2-50 Comment**

Planning for expansion of all aspects of the airport's growth is mandatory. Terminal efficiency and adequacy is quickly becoming a limiting factor in acceptance and support of the airport. Enhanced transportation on the airport campus, as its use intensity continues to grow, and transportation connection to the larger area systems will be imperative to maintain reasonable access by the travel community. The concept of a mechanized people mover system that will connect all of the airport public facilities and to the light rail system, currently under construction within the entire metropolitan area, would be a crucial part of that system.

**Response**

Comment noted. The proposed ADP projects would allow the Airport to efficiently accommodate the forecast activity demand levels through the 2015 planning horizon. The proposed improvements would, allow the Airport to: 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system. In addition, the proposed improvements would meet the City's objective to accommodate passenger demand while continuing to provide airline passengers with a level of service consistent with that historically provided at PHX. See response to comment 1-1.

**Letter Codes**

FP0014

**2-51 Comment**

RESERVED (Note: Any comment noted as "RESERVED", there is no comment or response pending.)

**Response**

**Letter Codes**

**2-52 Comment**

RESERVED

**Response**

**Letter Codes**

**2-53 Comment**

RESERVED

**Response**

**Letter Codes**

**2-54 Comment**

I would like to express my support for the EIS being submitted and hope that as a frequent participant in the air travel community, that you will accept the solutions proposed.

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**Response**

Comment noted.

**Letter Codes**

FP0014

**2-55 Comment**

Every year, we [SuperShuttle] transport over 800,000 passengers on our shared ride van and sedan service to and from PHX and recognize the benefit that the airport provides in its customer-service and efficiency. We also recognize that the Valley is growing rapidly and in order for the airport to maintain the high levels of service it provides, it needs to expand to meet those needs.

**Response**

Comment noted. The proposed ADP projects would not increase the operational capacity of the airfield at Sky Harbor International Airport (PHX), or affect the inherent annual service volume of the airport (see response to comment 1-1). The proposed improvements at PHX are limited to landside and taxiway improvements, and will ensure that landside facilities (terminals, taxiways, etc.) can effectively and efficiently accommodate the forecast level of aviation activity through the year 2015. As discussed in Section 1.1.1 of the FEIS, the proposed projects include: demolition of Terminal 2 and ancillary facilities; West Terminal development, parking garage, and terminal roadways; modifications to Terminal 4, Concourse N4; construction of crossfield taxiways Uniform "U" and Victor "V"; Sky Harbor Boulevard modifications; and, construction of Stage 2 of the Automated People Mover System.

Although the proposed ADP project would not change the forecast or induce growth, the ADP project would allow the Airport to efficiently accommodate the forecast activity demand levels through the 2015 planning horizon. The proposed improvements would allow the Airport to: 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system. In addition, the proposed improvements would meet the City's objective to accommodate passenger demand while continuing to provide airline passengers with a level of service consistent with that historically provided at PHX.

**Letter Codes**

FP0015

**2-56 Comment**

Building a new terminal on the west end of the airport will be a great benefit to Sky Harbor.

**Response**

Comment noted.

**Letter Codes**

FP0015

**2-57 Comment**

The improvements to the Terminal 4 international concourse are crucial to help expedite passenger flow and increase passenger service.

**Response**

Comment noted.

**Letter Codes**

FP0015

**2-58 Comment**

We [SuperShuttle] encourage you to approve the EIS to help Sky Harbor keep up with the

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demands of a growing region and state and allow the airport to grow as well to meet the coming demands.

**Response**

Comment noted. See response to comments 1-1, and 2-55.

**Letter Codes**

FP0015

**2-59** **Comment**  
RESERVED  
**Response**

**Letter Codes**

**2-60** **Comment**  
RESERVED  
**Response**

**Letter Codes**

**2-61** **Comment**  
There are many reasons why a fourth runway should not be built; terminal two eliminated and traffic and employees diverted to reliever airports to reduce congestion.  
**Response**

The development of a fourth runway at PHX has not been proposed by the airport sponsor and is not within the range of alternatives evaluated for this proposal. A fourth runway would not meet the purpose and need for this proposed project. See response to comment 2-43.

Terminal 2 was originally constructed in 1962 and is nearing the end of its useful service life. The existing configuration and condition of Terminal 2 is not conducive to modifications that would allow the installation of additional gates or readily accommodate other upgrades such as those needed to address the Americans with Disability Act compliance requirements. In addition, modification of Terminal 2 would be complicated by the presence of large quantities of asbestos containing materials which would require removal and proper disposal prior to any remodeling activities. In addition, as discussed in Section 1.2.1.1 of the FEIS, the current passenger activity level of 1.7 million annual enplaned passengers is at or close to the limit of the terminal. Additional increases in passenger demand in Terminal 2 would exceed design capacity. .

The use of reliever airports to meet the purpose and need for the proposed project at PHX was evaluated in the FEIS. See responses to comments 1-18 and 2-3.

**Letter Codes**

FP0017

**2-62** **Comment**  
I am writing to urge the Department of Transportation to support Sky Harbor Airport's planned improvement projects.

**Response**

Comment noted.

**Letter Codes**

FP0018



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**2-63**    **Comment**

Like all companies, to remain at peak performance Sky Harbor must grow with its clients. The population of the Valley is expected to almost double in the next ten years, which means that without expansion the airport will be “out of gates” by 2010. This will increase delays and decrease passenger satisfaction considerably.

**Response**

Comment noted. See response to comment 1-1 and 2-27.

**Letter Codes**

FP0018

**2-64**    **Comment**

RESERVED

**Response**

**Letter Codes**

**2-65**    **Comment**

Sky Harbor has planned appropriately for its future service needs. The new Terminal 2 will add 19 gates, and a parking garage complex on East Side adds 3,000 parking spots which will provide more long term parking.

**Response**

Comment noted. As discussed in Section 1.2.1.1 of the FEIS, Terminal 2 would be demolished as part of the proposed ADP Project and replaced with the West Terminal. Demolition of Terminal 2 would result in the loss of 14 gates at the airport. These 14 gates would be replaced by gates at the West Terminal, which would have a total of 33 gates when fully constructed. As a result of the proposed project, there would be a net increase of 19 gates at PHX (see Section 2.3.2.4 of the FEIS). As discussed in the response to comment 1-1, these gates would provide a balance between the existing airfield capacity of the airport and required passenger processing/landside facilities. The parking garage located on the east side of the airport to which the commenter is referring is the East Economy Parking Garage (EEPG). Development of the EEPG was addressed in an Environmental Assessment (EA) submitted to the FAA in December 2004. The FAA issued a Finding of No Significant Impact (FONSI) for the EEPG EA on January 26, 2005.

**Letter Codes**

FP0018

**2-66**    **Comment**

In addition to planning for expansion needs, Sky Harbor has also identified areas to be updated and improved. The airport plans to replace its air traffic control tower with a new state-of-the-art facility, thus assuring the continued safety of its passengers.

**Response**

Comment noted. Development of the Airport Traffic Control Tower/Terminal Radar Approach Control Facility (ATCT/TRACON) was addressed in an EA that was completed in 2003. The FAA issued a FONSI for the project on February 7, 2003. See Section 4.22.1 of the FEIS for additional information.

**Letter Codes**

FP0018

**2-67**    **Comment**

Please support Sky Harbor in its plans to endeavor to remain at the top of the airport industry.

**Response**

Comment noted.

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**Letter Codes**

FP0018

**2-68 Comment**

On behalf of WESTMARC, I am sending this letter in support of Phoenix Sky Harbor International Airport and the proposed renovations to the airport.

**Response**

Comment noted.

**Letter Codes**

FP0019

**2-69 Comment**

We support the EIS and encourage you to do the same.

**Response**

Comment noted.

**Letter Codes**

FP0019

**2-70 Comment**

As a long-time carrier/tenant at Sky Harbor, Southwest Airlines strongly favors construction of the new terminal, as well as related improvements that include the demolition of current Terminal 2, a new automated people mover, and improvements to the Terminal 4 International Concourse.

**Response**

Comment noted.

**Letter Codes**

FP0020

**2-71 Comment**

These projects will significantly enhance the travel experience of Sky Harbor customers.

**Response**

Comment noted.

**Letter Codes**

FP0020

**2-72 Comment**

Travelers are likely to see more direct flights in and out of the airport, improved passenger service levels, and a decrease in delays caused by aircraft being held up on the taxiway while waiting for gate availability.

**Response**

Comment noted. Under the Airline Deregulation Act of 1978 (Public Law 95-504), air carriers are free to choose what destinations and airports they serve. The Federal government does not control where, when, and how airlines provide their service. The aviation industry, in partnership with local and regional government and in response to market demand, determines where and how travel demand is accommodated.

The ADP would not change the forecast or induce growth, nor would it increase the operational capacity of the Airport. The proposed ADP projects would allow the Airport to efficiently accommodate the forecast activity demand levels through the 2015 planning horizon. The proposed improvements would, allow the Airport to: 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of

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the on-airport roadway system. In addition, the proposed improvements would meet the City's objective to accommodate passenger demand while continuing to provide airline passengers with a level of service consistent with that historically provided at PHX.

**Letter Codes**

FP0020

**2-73 Comment**

The new terminal would be designed to maintain security while reducing the time passengers spend in the security screening lines.

**Response**

Comment noted. See Section 2.4.1.6 of the FEIS.

**Letter Codes**

FP0020

**2-74 Comment**

Without the new terminal, the probability is that by the year 2010, Sky Harbor will not have enough gates to accommodate the air traffic the existing runways can provide, and that future passengers will have to deplane down stairways and be bussed to their terminal.

**Response**

See response to comment 1-1.

**Letter Codes**

FP0020

**2-75 Comment**

The increased competition that would result from the new terminal, additional gates, and related reconfigurations can only be a boon for Sky Harbor visitors in terms of even more competitive airfares, new routes, and an improved travel experience.

**Response**

Comment noted. The aviation industry, in partnership with local and regional government and in response to market demand, determines where and how travel demand is accommodated. It should also be noted however, that any substantial redistribution of traffic from PHX to other airports, or increasing service to other destinations would require airline strategic decisions that cannot be predicted or relied upon. The Federal government does not control where, when, and how airlines provide their service.

**Letter Codes**

FP0020

**2-76 Comment**

We fully endorse Sky Harbor's far-sighted efforts to stay abreast of future population increases and travel demands, and encourage approval of this project.

**Response**

Comment noted.

**Letter Codes**

FP0020

**2-77 Comment**

The members of the Phoenix Aviation Advisory Board are fully supportive of all aspects considered in the Environmental Impact Study.

**Response**

Comment noted.

**Letter Codes**

FP0021

**2-78 Comment**

As chairman of the Phoenix Aviation Advisory Board, I appreciate the opportunity to express

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our support concerning this proposal and look forward to the commencement of these plans.

**Response**

Comment noted.

**Letter Codes**

FP0021

**2-79 Comment**

I would like to express my support for the planned improvements to the Sky Harbor Airport.

**Response**

Comment noted.

**Letter Codes**

FP0022

**2-80 Comment**

These improvements are necessary to keep Sky Harbor the same high quality airport that it is now, but they also offer an important economic benefit to the state.

**Response**

Comment noted.

**Letter Codes**

FP0022

**2-81 Comment**

On behalf of Intel Corporation, I am sending this letter in support of the final Environmental Impact Study (EIS) for Phoenix Sky Harbor International Airport.

**Response**

Comment noted.

**Letter Codes**

FP0023

**2-82 Comment**

Building a new terminal on the west end of the airport will be a great benefit to Sky Harbor.

**Response**

Comment noted.

**Letter Codes**

FP0023

**2-83 Comment**

We encourage you to approve the final EIS to help Sky Harbor keep up with the demands of a growing region and state.

**Response**

Comment noted.

**Letter Codes**

FP0023

**2-84 Comment**

EPA reviewed the Draft Environmental Impact Statement (DEIS) and provided comments to the Federal Aviation Administration (FAA) on August 10, 2005. We rated the DEIS as Environmental Concerns – Insufficient Information (EC-2) because of unclear evaluation criteria for the elimination of alternatives not considered in the DEIS.

**Response**

In response to the EPA comments, the alternatives analysis in the FEIS was expanded and restructured to provide greater detail on the evaluation criteria and emphasis on the purpose and need evaluation criteria. In the alternatives evaluation (Section 2.4 of the FEIS), the Level 1 screening has been changed to be consistent with EIS purpose and need. The site review criteria have been moved to the Level 2 screening. This change allows the first phase of the

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alternatives evaluation to focus on purpose and need, the driving force of the EIS. Revisions made to the order of the screening criteria did not result in any changes to the results of the alternatives evaluation. In response to this comment Section 2.4 has also been revised to clarify that the FAA considered use of other existing airports as an alternative to the proposed improvements at PHX to accommodate forecast demand efficiently and at acceptable levels of service.

**Letter Codes**

FF0002

**2-85 Comment**

EPA appreciates the additions to the alternatives analysis section in the FEIS in response to our comments.

**Response**

Comment noted.

**Letter Codes**

FF0002

**2-86 Comment**

Sky Harbor is not proactively addressing the need for more inclusive, state-wide aviation planning.

**Response**

The City of Phoenix, as owner and operator of PHX, along with other airports participates on the Maricopa Association of Governments, which conducts regional aviation system planning studies. See response to comment 2-3. In addition, the State of Arizona performs aviation planning studies throughout the state such as that documented in the Arizona State Aviation Needs Study in 2002.

**Letter Codes**

FP0024

**2-87 Comment**

A fourth runway is, in a cabalistic manner, spoken of as a medium-term solution to growing capacity needs at the airport without upfront acknowledgement by the City of Phoenix aviation department, an ongoing study, and elicitation of public input and alternative suggestions.

**Response**

At this time, the City of Phoenix has not made any request to the FAA to consider or review the necessity for a fourth runway at PHX. Projects that may be identified for Sky Harbor in the future that are not part of the proposed project would be the subject of a separate environmental evaluation at such a time as those projects become "ripe" for decision. See response to comment 2-43.

This EIS is the environmental review of the sponsor's proposed project, and reasonable alternatives to the proposed project. The proposed improvements at PHX are limited to landside and taxiway improvements, and will ensure that landside facilities (terminals, taxiways, etc.) can effectively and efficiently accommodate the forecast level of aviation activity through the year 2015. The increase in the number of aircraft operations that are forecast at PHX are expected to occur with or without development of the ADP project. The proposed ADP projects would not increase the operational capacity of the airfield at Sky Harbor International Airport (PHX), or affect the inherent annual service volume of the airport (see response to comment 1-1).

Throughout the EIS process FAA solicited public input on the proposed project. During the project, the FAA has held two Scoping Meetings, three Public Workshops and two Public Hearings. In addition, FAA continually collected comments since the Federal Register Notice of Intent on March 12, 2001. The public and concerned agencies were invited to submit comments on the Draft EIS and on the Final EIS which was published on February 10, 2006.

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After the Record of Decision, the City of Phoenix could continue to conduct additional public participation at their discretion.

Planning for the long term aviation needs of the region is not the responsibility of the FAA, but of local, regional, and state governments. The Maricopa Association of Governments (MAG) is the federally recognized Metropolitan Planning Organization for the Phoenix metropolitan area. For many years, FAA has provided financial support to MAG in the form of planning grants to support continuous development of the Regional Aviation System Plan (RASP) that addresses the regional airport system. The RASP considers various factors in the further development of aviation facilities including the demand for air transportation services. As stated in MAG's letter to the FAA (Appendix A of the FEIS), MAG is currently updating its RASP that addresses the aviation needs of the Phoenix area. FAA has provided funding for this effort. FAA will consider any future application by MAG consistent with Federal funding requirements and guidelines. While the RASP is a regional planning tool, it is important to remember that decisions to develop an airport are the responsibility of the airport sponsor. The airport sponsor can request funding from FAA for development.

**Letter Codes**

FP0024

**2-88 Comment**

Current (and currently diminishing) opportunities to bring Williams Gateway on-line as a satellite or regional airport have been overlooked and underplayed.

**Response**

See response to comment 2-3 and 2-4.

**Letter Codes**

FP0024

**2-89 Comment**

The potential impacts of the ADP as described in the FEIS neglect alternatives that are not suggested (such as utilizing reliever or regional airports).

**Response**

See response to comments 1-18, 2-3, and 2-4.

**Letter Codes**

FP0024

**2-90 Comment**

RESERVED

**Response**

**Letter Codes**

**2-91 Comment**

Without these improvements, customer satisfaction would be sure to decrease, as delays and airfare costs rose.

**Response**

Comment noted.

**Letter Codes**

FP0025

**2-92 Comment**

Most valley residents have very positive opinions of the airport, and the planned improvements can only increase their support.

**Response**

Comment noted.

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**Letter Codes**

FP0025

**2-93 Comment**

The failure of this EIS to seriously consider Williams and other alternatives means that the report does not look at Valley and State of Arizona air transportation needs.

**Response**

See response to comments 1-18, 2-3, and 2-4.

**Letter Codes**

FP0027

**2-94 Comment**

My concern with the FEIS is that only 2 options were addressed, namely 1) The No-Action Alternative and 2) The Airport Development Program (ADP). This Environmental Impact Statement was a waste of taxpayer money!

**Response**

The alternatives analysis in the PHX FEIS rigorously evaluated and presents a discussion of all reasonable on-site and off-site alternatives to the proposed project at PHX in accordance with CEQ regulations (40 CFR Section 1502.14). The alternatives analysis process performed as part of the EIS began with a total of 8 alternatives. On-site alternatives evaluated as part of the FEIS were: No-Action (Alternative 3), South Airfield Site (Alternative 4), West Airfield Site (Alternative 5), Airport Development Program ((Alternative 6) the Sponsor's proposed project), Expansion of Existing Facilities (Alternative 7), and the North Airport Site (Alternative 8). Off-site alternatives evaluated as part of the FEIS were the development of new airport facilities (Alternative 1) and the use of existing airports in the Phoenix/Maricopa County Area (Alternative 2). Sections 2.3.2 and 2.3.1 respectively of the FEIS provide a discussion of each on-site and off-site alternative.

Alternatives were screened using a three-level screening analysis. Screening levels were: Purpose and Need, Site Acceptability, and Constructability and Environmental. The criteria for each of these screening levels are set forth in Table 1.2.4-1 of the FEIS. As discussed in Section 1.2 of the PHX FEIS, the FAA's purpose and need for the proposed federal actions is to 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system.

Results of the Level 1: Purpose and Need evaluation found that neither the off-site alternatives nor the expansion of existing facilities at PHX would meet the purpose and need for the proposed project. Alternatives 5, 6, and 8 met the Purpose and Need screening criteria, in the Level 2: Site Acceptability screening, it was determined that Alternative 5: West Airport Site would not reasonably accommodate terminal development nor provide safe and efficient access to the other existing facilities at PHX. This alternative was therefore eliminated from consideration in Level 3. Alternative 6: Airport Development Program (ADP) and Alternative 8: North Airfield Site were carried forward for evaluation in the Level 3 screening. Upon completion of the three level screening, it was determined that only the ADP Alternative would meet the requirements of the three-level evaluation. The ADP Alternative would fully meet the purpose and need and site acceptability screening criteria, and would result in the lowest level of environmental impact when compared to the other on-site alternatives evaluated. Therefore, the proposed ADP and the No-Action alternatives were carried forward for further environmental analysis in the FEIS. Where, as here, the proposed action involves no potentially significant adverse environmental impacts and no unresolved conflicts concerning alternative uses of available resources, the No Action and ADP Alternative are a reasonable

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range of alternatives for detailed study. See, FAA Order 1050.1E, paragraph 405c.

**Letter Codes**

FP0027

**2-95 Comment**

With the state's population growth exploding, it is sheer folly not to build a regional airport to serve the state's major population centers.

**Response**

The United States deregulated the airline industry by enacting the Airline Deregulation Act of 1978 (ADA), Public Law 95-504. As a result of that law air carriers are free to choose what destinations and airports they serve. It is the responsibility of the aviation industry, in partnership with local and regional government and in response to market demand, to determine where and how travel demand is accommodated. See response to comment 2-3 and 1-2.

**Letter Codes**

FP0027

**2-96 Comment**

This alternative of a new airport should have been addressed in a truly unbiased Environmental Impact study.

**Response**

See response to comments 1-18 and 2-4. The alternatives analysis in the FEIS rigorously evaluated and presents a discussion of all reasonable on-site and off-site alternatives to the proposed project at PHX in accordance with CEQ regulations (40 CFR Section 1502.14). Throughout the environmental process for the PHX EIS, the consultant's task was to assist the FAA with the NEPA process by disclosing the environmental impacts outlined in FAA Orders 5050.4A and 1050.1E. FAA, as the responsible federal agency, furnished guidance and participated in preparation and independently evaluated the FEIS. Further, FAA takes responsibility for its scope and contents. See 40 CFR 1506.5(c).

**Letter Codes**

FP0027

**2-97 Comment**

It does not make sense to keep adding band-aids to the one major airport located smack dab in the middle of Phoenix anymore than it makes sense to have only one freeway in Phoenix.

**Response**

See response to comments 1-18, 2-3, 2-4, and 2-5.

**Letter Codes**

FP0027

**2-98 Comment**

In summary, this FEIS is flawed because it does not take into account the reduced air and noise pollution that would result from the addition of a regional airport in addition to a smaller Sky Harbor.

**Response**

As discussed in Section 1.2 of the PHX FEIS, the FAA's purpose and need for the proposed federal actions is to 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system.

The FAA performed a thorough evaluation relating to the potential air and noise impacts resulting from the proposed action at PHX. The results of this analysis are presented in Sections 4.2 and 4.14 of the FEIS, respectively. The analysis indicated there would not be



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significant air quality or noise impacts.

As discussed in the response to comments 2-4 and 1-18, the FAA evaluated the use of other airports, or development of a new airport, as an alternative to the proposed project at PHX. The FAA determined that these alternatives did not meet the purpose and need for the proposed project at PHX. See response to comments 2-3 and 2-94.

The comment appears to disregard the long term air quality benefits that would result from the ADP Alternative and that its noise impacts are identical to those of the No Action Alternative. The comment notes a smaller PHX would reduce impacts but overlooks increased impacts that would occur in the areas surrounding regional airports.

**Letter Codes**

FP0027

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**3. Noise**

**3-1 Comment**

We live approximately 10 miles east of the airport and the air traffic noise is such that we find it difficult to entertain outdoors on our patio.

**Response**

As discussed in Section 1.2 of the DEIS, the proposed project would not increase the number of aircraft operations at PHX and therefore, aircraft noise levels would not increase due to the proposed project. However, as discussed in Section 1.1.4 of the PHX FEIS, the number of aircraft operations at PHX is forecast to increase in the future in response to the demand for aviation capacity in the Phoenix/Maricopa County area. This increase is the same under the No Action and ADP Alternative. Therefore, there would be no change in the noise exposure for the ADP Alternative when compared to the No-Action Alternative. There would be no significant aircraft noise impacts (increase of 1.5 dB within the 65 DNL contour) as a result of the ADP Alternative. See Section 4.14 of the PHX FEIS for further information on the Noise Analysis conducted for the PHX FEIS.

See response to comment 1-1.

**Letter Codes**

FP0001

**3-2 Comment**

I believe noise is a bogus issue. All of the noise protestors bought their homes knowing that Sky Harbor existed. Anyone with a lick of sense would know that airports get busier. They bought anyway because land and housing was cheapest under the Airport approach/departure lanes. Now they want the government to spend millions to improve their homes to the levels enjoyed by people who paid much more for land and homes not under these lanes.

**Response**

Comment noted. See response to comment 3-1.

**Letter Codes**

FP0003

**3-3 Comment**

Sky Harbor is far, far busier than it was 30, 40 or 50 years ago. But aircraft have concurrently gone through a government-mandated sound reduction program, and today's Phase 3 jets are far, far quieter than the Phase 1 jets of the late 1950s. I clearly remember the roar of the Boeing 707's and Douglas DC-8's taking off in 1967. Today's jets are a whisper by comparison.

**Response**

Comment noted. See Section 1.2.2, Appendix B-1 of the FEIS, for the details of Federal requirements regarding noise emission levels.

**Letter Codes**

FP0003

**3-4 Comment**

I remember attending a meeting in north Tempe where activists were attempting to arouse neighborhood indignation over the sound of aircraft departing Sky Harbor. I noted only a tiny fraction of the neighborhood was present and even a few of them expressed the feeling that the planes were "no big deal". One of the activists produced a fancy decibel meter, took the group outside and said, "Look at the readings when a plane takes off." We spent the next ten to fifteen minutes gawking at the meter as planes flew overhead. Then I'll always remember that one neighbor said, "I noticed that the highest meter reading came from the birds chirping in your backyard."

**Response**

Comment noted. It is common that there is a discrepancy between the modeled and

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monitored noise exposure. It is difficult to collect purely aircraft noise levels because other noise sources contribute to the ambient noise levels in the vicinity of the monitor. On the other hand, modeled noise exposure does not include any ambient noise. Noise contours only reflect aircraft noise events. Therefore, noise levels from ambient noise monitors were not used for the contour development. See response to comments 1-1 and 3-1.

**Letter Codes**

FP0003

**3-5 Comment**

You [FAA] were sent an article regarding the need to stack aircraft at Sky Harbor, more pollution and noise.

**Response**

Comment noted.

**Letter Codes**

FP0004

**3-6 Comment**

I think that expanding the airport will lead to more congestion, noise and pollution for this growing area.

**Response**

As documented in Chapter 4 of the FEIS, the proposed ADP Alternative would have no significant impacts to the environment and surrounding communities. See response to comment 1-1.

**Letter Codes**

FP0011

**3-7 Comment**

Tempe already has more than its share of airplane noise and pollution.

**Response**

As documented in Chapter 4 of the FEIS, the proposed ADP Alternative would have no significant impacts to the environment and surrounding communities. See response to comment 3-1.

**Letter Codes**

FP0011

**3-8 Comment**

The potential impacts of the ADP as described in the FEIS are dependant on assumptions that are inaccurate (the modeled noise data as well as the modeled flight tracks do not appear to depict the existing reality following the opening of the third runway); i.e., real-time data that include third runway operations and cover heavy as well as light airport use are needed.

**Response**

Modeled flight tracks were based on actual radar flight track data collected by PHX's noise and flight track monitoring system. The side-step approach to Runway 25L was suspended by the FAA in March 2002 due to the safety issue and effectiveness of noise mitigation. This is the only change to the flight procedure since 2001 at PHX. Since the release of the DEIS, the 2015 Future Condition noise contours have been updated by using a straight-in approach to Runway 25L. See Sections 1.3.1 and 2.3 in Appendix B-1 of the FEIS for the detailed information of flight track development..

**Letter Codes**

FP0024

**3-9 Comment**

At least one of these schools (Laird) has a history of written complaints to the City of Phoenix concerning the negative impacts of aircraft noise on school children both in the classrooms and on the playground. There is neither reference to nor response to these issues in the FEIS. This

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omission goes to the heart of the City of Phoenix's apparent disdain for the City of Tempe's ongoing aviation concerns.

**Response**

The FEIS evaluated the potential impact of the ADP Alternative and the No-Action Alternative on noise sensitive land uses, including schools. See Section 4.14.3.2 of the FEIS, FAA Order 1050.1E describes that a significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dBA or more at or above DNL 65 dBA noise exposure when compared to the no action alternative for the same timeframe.

Future No-Action and ADP Alternatives would have the same runway configuration and number of aircraft operations. Thus, noise impacts would be identical when comparing No-Action and ADP Alternatives as described in Section 4.14 of the FEIS. The analysis in the FEIS discloses no schools, including Laird Elementary School would experience a significant change in aircraft noise level.

Figure 4.14-2 and Table 4.14-4 provide information regarding Laird Elementary School. Laird Elementary School is Site #112. It is located outside the existing and 2015 DNL 65 dBA noise contour and therefore is considered a compatible use.

**Letter Codes**

FP0024

**3-10 Comment**

As previously stated, there are currently recognized noise impacts at a Tempe public school site not included in the FEIS listing of resources within the GSA (Table 3.8.1-1). I believe that the paragraph cited directly above (Section 4.16.3.2) refers to Ann Ott Elementary School and Barrios Unidos Park exclusively. Why are Tempe school sites that are currently seeking relief from aviation noise not included in this accounting?

**Response**

The Barrios Unidos Park is shown on Figure 3.8.1-1 and Table 3.8.1-1 of the FEIS which show potential Section 4(f) resources within the GSA. The Ann Ott Elementary School was inadvertently omitted from this data set. However, Figure 4.14-2 and Table 4.14-4, which relate to the noise analysis presented in the FEIS, provide information regarding Ann Ott Elementary School and Barrios Unidos Park. Ann Ott Elementary School is Site #101 and Barrios Unidos Park is identified as Sites #103, 104, and 105. The Title 14 CFR Part 150, Table 1 in Appendix A indicates schools are identified as non-compatible within the DNL 65 dBA. Those schools identified in the FEIS were located within the GSA and potentially being within the DNL 65 dBA as a result of the proposed project. As indicated in Section 4.14 of the FEIS, upon completion of the noise analysis for the project it was determined that no schools would be in the DNL 65dBA contour as a result of the proposed action. See response to comment 3-9.

**Letter Codes**

FP0024

**3-11 Comment**

In a survey conducted about Valley quality of life in 2005, residents found that noise was not a major concern, and airport noise (landings and take-offs) was less of a concern than other sources (cars, stereos, dogs, etc.). The addition of a few more gates will not cause noise problems for residents.

**Response**

Comment noted. See response to comment 3-1.

**Letter Codes**

FP0025

**3-12 Comment**

What is the potential impact to children that live within the 65 line and go to a school just

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adjacent to the 65 line? Could this constant exposure to aviation noise have an adverse impact on their ability to learn? Does the fact that these children come from moderate to low-income families have any thing to do with their exclusion from the sound mitigation program? Has the FAA approved sound mitigation programs for duplexes and apartments in other areas of the country?

**Response**

As discussed in the response to comment 3-1, there would be no change in the noise exposure for the ADP Alternative when compared to the No-Action Alternative. Appendix B-2 of the FEIS provides information on the potential health effects of noise on human health. The FAA has approved sound mitigation programs for duplexes, apartments and other multi-family residential buildings. See response to comment 3-18.

**Letter Codes**

FP0028

**3-13 Comment**

In its zeal to protect the noise monitors from "ambient" noises that are not aircraft, the Phoenix Sky Harbor monitors appear to filter out many aircraft. Consequently, the noise measurements understate the actual situation.

**Response**

It is common that there is a discrepancy between the modeled and monitored noise exposure. It is difficult to collect purely aircraft noise levels because other noise sources contribute to the ambient noise levels in the vicinity of the monitor. On the other hand, modeled noise exposure does not include any ambient noise. Noise contours only reflect aircraft noise events. Therefore, noise levels from ambient noise monitors were not used for the contour development. See response to comment 3-1.

See Section 1.2.1 in Appendix B-1 of the FEIS. It describes the number of aircraft departures and arrivals used for this EIS. The noise contours were developed using the FAA approved Integrated Noise Model (INM) for civilian airports, for which the input is described in Appendix B-1 of the FEIS. Noise monitoring data was not used in the development of the noise contours.

**Letter Codes**

FP0027

**3-14 Comment**

It is disingenuous for the FAA to cite a 96.8% compliance with the IGA agreement October 2003 when Tempe's definition of compliance shows only 57.5% compliance.

**Response**

The 96.8% compliance rate cited in Appendix J to the FEIS is based on information published in the TAVCO IGA Monitoring Report, and is based on October 2003 data. The City of Phoenix continues to operate PHX in compliance with the 4-DME gate procedure in accordance with the IGA. Data collected by the Noise and Flight Track Monitoring (NFTM) system indicated compliance with the Tempe Corridor monitoring procedure (see IGA Monitoring Report, Section 1a, for a description of the Tempe Corridor) at 57.5%. The 4-DME and NFTM datasets are not directly comparable because the 4-DME gate monitoring does not include turboprop aircraft. As a result of discussions between the City of Phoenix Department of Aviation and the City of Tempe (see FEIS, Appendix A, correspondence from City of Phoenix Aviation Department to Mayor Neil Giuliano, City of Tempe, June 18, 2001), it was understood by the City of Phoenix that Tempe would rather not have large turboprop aircraft fly the 4-DME procedure. Adherence to the 4-DME for these aircraft would significantly increase the noise exposure to Tempe residents. In addition, requiring large turboprop aircraft to follow the 4-DME procedures may also place all general aviation aircraft over Tempe. Based on the above, the City of Tempe requested discussions with Phoenix prior to any changes in flight procedure that would increase turboprop aircraft activity over Tempe (FEIS, Appendix A, correspondence from Mayor Neil Giuliano, City of Tempe to Mayor Skip Rimsza, City of

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Phoenix, and dated June 25, 2001). To date no additional discussions on this matter have taken place between the two Cities.

The proposed expansion that is the subject of this EIS would not include changes in runway configuration or air traffic patterns. The IGA between the Cities of Tempe and Phoenix which contains provisions to maintain the "4-DME" gate and equalize east/west flow for departing jet and large turboprop aircraft for noise mitigation would remain in effect.

**Letter Codes**

FP0027

**3-15 Comment**

Speech interference is the principal interference created by Phoenix Sky Harbor airplane noise.

**Response**

As discussed in Section 1.2 of the DEIS, the proposed project would not increase the number of aircraft operations at PHX and therefore, aircraft noise levels would not increase due to the proposed project. However, as discussed in Section 1.1.4 of the FEIS, the number of aircraft operations at PHX is forecast to increase in the future in response to the demand for aviation capacity in the Phoenix/Maricopa County area. This increase is the same under the No Action and ADP Alternative. Please see response to comment 1-1 regarding the PHX forecast. In addition, please see Section 4.14 of the FEIS for further information on the Noise analysis conducted for this EIS. There would be no change in the noise exposure for the proposed project when compared to the No-Action Alternative. There would be no significant aircraft noise impacts (increase of 1.5 dB within the 65 DNL contour) as a result of the ADP Alternative.

Appendix B-2 of the FEIS also describes speech interference.

**Letter Codes**

FP0027

**3-16 Comment**

Almost every flight interferes with radio and TV reception as well as face to face and phone conversations in many Tempe neighborhoods.

**Response**

Comment noted. See response to comment 3-15 and 1-1.

**Letter Codes**

FP0027

**3-17 Comment**

People are also awakened by aircraft flights in Tempe routinely. The Ldn numbers do not show how annoying aircraft can be.

**Response**

As discussed in Section 1.2 of the DEIS, the proposed project would not increase the number of aircraft operations at PHX and therefore, aircraft noise levels would not increase due to the ADP Alternative when compared to the No-Action Alternative. References are provided in Chapter 8 of the FEIS for the studies cited in the FEIS noise analysis so readers could obtain additional information, if they were interested. Appendix B-2 of the FEIS provides a general discussion on health effects and sleep disturbance resulting from noise exposure.

**Letter Codes**

FP0027

**3-18 Comment**

Why haven't multiple dwelling units (duplexes, apartments, etc.) and nearby schools within and/or just adjacent to the 65 contour been included in the residential noise mitigation program?

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**Response**

The City of Phoenix prepared a Noise Compatibility Program (NCP), pursuant to Title 14 Code of Federal Regulations (CFR) Part 150. The FAA approved NCP includes measures to mitigate single-family dwellings, various schools and other noise sensitive land uses within the 65 DNL contour. In order to include multifamily dwellings into the NCP, the city of Phoenix would have to revise its NCP consistent with the provisions of 14 CFR Part 150.

**Letter Codes**

FP0028

**3-19 Comment**

The frequency of the flights interferes with ordinary life.

It is also very interesting that only a small number of the flights recorded are correlated in the Phoenix TAMIS system as flights. For example, of 45 flights (55 minutes/ 9:45 to 10:35 am) recorded on a February morning and 55 flights (almost two hours/ 12:45 to 2:34 pm), only one was correlated with a flight in the TAMIS system. Looking at two G monitors for the same time, Twenty-nine (29) out of 100 are correlated.

Every single one of those aircraft interfered with speech communication in the north Tempe neighborhoods. The following day between 2:18 and 5:04 (almost three hours), 100 flights were documented. Of these 100, 21 were correlated (using two monitors) in TAMIS. Apparently, the closer one is to the airport, the higher the correlations. In another place, close to the third runway, about 3/4 of the flights were correlated. An undercount of 1/4 is, however, still a significant difference in noise measurements.

**Response**

See response to comment 3-4 for modeled vs. monitored noise exposure. The noise modeling in accordance with FAA procedures utilizing INM 6.1. The Total Airport Management Information System (TAMIS) is operated and maintained by the PHX Noise Office. TAMIS is the noise and aircraft operations monitoring system which collects data such as aircraft type, flight number, airline name, time of day, runway used, altitude, destination, and locations of each aircraft in the vicinity of PHX. See responses to comments 1-1, 3-1, and 3-13.

**Letter Codes**

FP0027

**3-20 Comment**

Has PHX or the FAA even checked to determine what the noise exposure to children within and adjacent to the 65 really is?

**Response**

The Noise Exposure Maps, prepared using FAA's Integrated Noise Model, depicts average sound levels. Noise monitors that record sound levels can be used when preparing a Noise Exposure Map, however, they are used to validate the calculations made using the INM. Single event noise can be greater than the average noise depicted. The Part 150 Study indicates that noise monitors were used in preparing the Noise Exposure Maps. The city of Phoenix used 20 individual noise monitors during preparation of the 2000 Noise Compatibility Study. Exhibit 2S of in the Noise Exposure Map document depicts the locations of the various noise monitors.

**Letter Codes**

FP0028

**3-21 Comment**  
RESERVED

**Response**

**Letter Codes**

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**3-22**    **Comment**  
RESERVED  
**Response**

**Letter Codes**

**3-23**    **Comment**  
RESERVED  
**Response**

**Letter Codes**

**3-24**    **Comment**  
The noise nuisance created by Phoenix Sky Harbor aircraft is significant in Tempe.  
**Response**  
See response to comment 3-1.  
**Letter Codes**  
FP0027



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**4. Land Use**

**No comments were recorded under this environmental category.**

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**5. Social Impacts**

**5-1**    **Comment**  
RESERVED  
**Response**

**Letter Codes**

**5-2**    **Comment**  
As the Valley grows, it is important that the airport be able to expand as well to accommodate the increase in population and in new businesses that are coming into the state and the Valley. The Airport is economically and socially vital to the Valley and its growth.

**Response**  
Comment noted.

**Letter Codes**  
FP0007

**5-3**    **Comment**  
RESERVED  
**Response**

**Letter Codes**

**5-4**    **Comment**  
Sky Harbor is the owner of 20% of the land between Airline and Washington, which means that no Valley residents or business will have to be displaced during the expansion projects.

**Response**  
The majority of the ADP Alternative would be developed on existing Airport property. Land acquisition would be required for the development of the APM Stage 2 facility. The acquisition area encompasses a total of 16.4 acres and is located between 42<sup>nd</sup> Street on the west, State Road 53 on the east, and Washington Street and the Southern Pacific Railroad on the north and south, respectively. There are no residential land uses or residential property located within the acquisition area. As discussed in Section 4.16 of the FEIS, there are a total of 14 owner-operated and 17 tenant-run businesses in the acquisition area that would require relocation.

**Letter Codes**  
FP0025

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**6. Induced Socioeconomic Impacts**

**6-1**    **Comment**

It is vitally important to the economic development of the Phoenix metropolitan area and to the convenience of its residents and guests that the West Terminal Development of Sky Harbor proceeds so as to enable the airport to be able to meet the needs of the businesses and person located here.

**Response**

Comment noted. As discussed in Section 3.4.4 of the PHX FEIS, the total economic impact of PHX to the Phoenix / Maricopa County area was approximately \$11.9 billion during 2001, the baseline study year for the PHX FEIS.

**Letter Codes**

FP0002

**6-2**    **Comment**

The Glendale Airport article from yesterday confirms my projection of growth and note the stadium has not been completed. Ground has just been broken for several businesses that will draw more visitors than downtown Phoenix. Glendale airport is a five minute drive to the stadium; hotels are going up near there.

**Response**

The use of new or other existing airports were evaluated as alternatives to the proposed Airport Development Program in the EIS. See Sections 2.4.1.1 and 2.4.1.2 of the PHX FEIS for further information. See response to comment 1-18.

**Letter Codes**

FP0004

**6-3**    **Comment**

Many call upon the City of Phoenix to sincerely work toward the harmonious coexistence of the airport and the Cardinal stadium. Phoenix did not follow that advice. With the help from the FAA and Legislature they forced the stadium to be built next to the Arena, far west, seriously damaging the Valley's future economy (especially East Valley businesses). Then they obtain six hundred million dollars in state funds to remodel their Civic Plaza which has never shown a profit. Glendale Arena, the stadium and Indian gaming with accommodations will rival or surpass downtown Phoenix in five years. It is folly and unhealthy to try to force everyone to travel downtown.

**Response**

As discussed in Section 1.2 of the PHX FEIS, the FAA's purpose and need in evaluating the proposed improvements at PHX includes the need to meet projected landside facility requirements at the airport based on the FAA approved aviation forecast and to maintain a level of service to passengers consistent with historical PHX standards, improve the efficiency of landside passenger handling facilities at the airport to accommodate forecast operations and maintain an acceptable level of service to passengers, improve the safety and efficiency of airport operations by reducing average operating time for ground operations, and improve the efficiency of the on-airport roadway system and improve access to the airport.

The Federal government does not control where, when, and how airlines provide their services. Rather, the aviation industry, in partnership with local and regional government, and in response to market demand, determines where and how air traffic demand is accommodated. Absent inherent limiting constraints, the level of aviation activity demand, whether at the national, regional or local market levels is the result of natural supply and demand forces unique to the air travel sector of public transportation. The Maricopa Association of Governments (MAG) is the federally recognized Metropolitan Planning Organization for the Phoenix metropolitan area. For many years, FAA has provided financial support to MAG in the form of planning grants to support continuous development of the Regional Aviation System Plan (RASP) that addresses the regional airport system. See

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response to comment 2-3. The RASP considers various factors in the further development of aviation facilities including the demand for air transportation services. As stated in MAG's letter to the FAA (Appendix A of the FEIS), MAG is currently updating its RASP that addresses the aviation needs of the Phoenix area. FAA has provided funding for this effort. FAA will consider any future application by MAG consistent with Federal funding requirements and guidelines. While the RASP is a regional planning tool, it is important to remember that decisions to develop an airport are the responsibility of the airport sponsor. The airport sponsor can request funding from FAA for that development.

**Letter Codes**

FP0005

**6-4 Comment**

PHX is an economic engine that generates business, taxes, jobs, and peripheral economic activity throughout the entire region. The Greater Phoenix Chamber has long recognized the importance of PHX to our local economy and has worked closely with the City of Phoenix to assure that the airport's capital plans are efficiently planned and executed. It is vital that this critical component of our state's business activity keep pace with the size of a rapidly growing economy.

**Response**

Comment noted. As discussed in Section 4.21 of the FEIS, the ADP Alternative at PHX is consistent with both the City of Phoenix General Plan dated 2001, and the City of Tempe General Plan 2030.

**Letter Code**

FL0002

**6-5 Comment**  
RESERVED

**Response**

**Letter Codes**

**6-6 Comment**

Commerce generated by the airport is important to the economic vitality of the Valley and State.

**Response**

Comment noted.

**Letter Codes**

FP0006

**6-7 Comment**

Valley Forward strongly supports the airport. Sky Harbor has a significant impact on our local economy, generating approximately \$72 million daily in our Valley and State. That figure will only increase as our region continues to experience record growth.

**Response**

Comment noted. As discussed in Section 3.4.4 of the FEIS, the direct economic impact of PHX on and off airport grounds in calendar year 2000 was approximately 6.1 billion dollars.

**Letter Codes**

FP0010

**6-8 Comment**

As an international airport, PHX connects our city not only with other American cities throughout the country, but also with cities across the globe. Chandler, AZ is able to reach out to the world to offer an accommodating place to locate a business; a product or service that fulfills someone's need; or a ready customer market for quality goods and services from

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elsewhere in the world. Efficient transportation and communication are keys to our success, and PHX has always provided that advantage for us.

**Response**

Comment noted.

**Letter Codes**

FL0004

**6-9 Comment**

Expansion and changes are inevitable. The airport must keep up with the additional flow of goods and services (and capital), a burgeoning population and increasing travel demands.

**Response**

Comment noted.

**Letter Codes**

FL0004

**6-10 Comment**

We in Chandler hope that Sky Harbor is able to go forward with construction plans in order to stay up to speed with the traffic of goods, services and people, and contribute as it always has, to our vibrant economy and way of life.

**Response**

Comment noted.

**Letter Codes**

FL0004

**6-11 Comment**

Recognizing the full economic benefits that Sky Harbor provides to our entire state through tourism revenues, it is imperative that PHX meet the challenges of our ever-increasing population, travel demands and the flow of goods and services.

**Response**

Comment noted.

**Letter Codes**

FP0012

**6-12 Comment**

RESERVED

**Response**

**Letter Codes**

**6-13 Comment**

As former Governor of the State of Arizona, I fully recognize the critical economic importance that Phoenix Sky Harbor International Airport provides to our entire state.

**Response**

Comment noted.

**Letter Codes**

FP0016

**6-14 Comment**

Sky Harbor's financial influence not only impacts the tourism industry through revenues collected from resorts, restaurants and rental cars, but generates import/export businesses, provides an efficient flow of goods and services, and creates new jobs for Arizona residents.

**Response**

As discussed in Section 4.15.3.2 of the FEIS, during the period of construction, the ADP Alternative would support short-term construction industry jobs to implement the proposed

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terminal, airfield and surface transportation projects. It is estimated that, on a daily average, there would be approximately 1,000 persons employed in the construction/development efforts. Upon completion of the construction activities, approximately 7,800 persons would be employed (part-time and full-time) to support the ongoing operations of the West Terminal. This number of employees represents a net increase of 5,400 over the No-Action Alternative.

**Letter Codes**

FP0016

**6-15 Comment**

I heartily endorse the proposed improvements at Sky Harbor Airport to meet the market demands for a vibrant economy.

**Response**

Comment noted.

**Letter Codes**

FP0016

**6-16 Comment**

We feel that the growth of the airport is vital to the Valley's economic development, as the airport is an important economic engine for the Valley and the state of Arizona.

**Response**

Comment noted.

**Letter Codes**

FP0019

**6-17 Comment**

The Phoenix airport is a vital part of Arizona's economy. Sky Harbor has a \$220 million annual operating budget and is worth billions of dollars. The airport has a \$26 billion yearly economic impact on the state, which means \$72 million per day, 31,000 people are employed by the airport, and 94% of Valley residents believe that the airport is important to the economy.

**Response**

Comment noted. See response to comment 6-7.

**Letter Codes**

FP0022

**6-18 Comment**

Sky Harbor's economic impact stems from the tremendous volume of traffic that the airport handles every day.

**Response**

Comment noted. As discussed in Section 3.4.4 of the FEIS, the total economic impact of PHX to the Phoenix / Maricopa County area was approximately \$11.9 billion during 2001, the baseline study year for this EIS.

**Letter Codes**

FP0022

**6-19 Comment**

The construction plans for Sky Harbor will bring an additional economic benefit to our state.

**Response**

Comment noted. See response to comment 6-14.

**Letter Codes**

FP0022

**6-20 Comment**

The next several years will see a billion dollars spend on improvement projects. This will result in more than \$35 million worth of sales tax, as well as creating additional employment opportunities in the Valley.

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**Response**

Comment noted. See response to comments 1-16 and 6-14.

**Letter Codes**

FP0022

**6-21 Comment**

In addition to being good for our own business, we also recognize the great economic benefits that Sky Harbor provides the Greater Phoenix region and the entire state. It provides thousands of jobs to the community and provides its passengers with customer-friendly and efficient service.

**Response**

Comment noted. See response to comment 6-14.

**Letter Codes**

FP0023

**6-22 Comment**

Of the 24 census tracts identified in the GSA, 13 were identified as having a “greater poverty rate.” Of these 13 census tracts, three of them are included in the Tempe portion of the GSA. These include: Tract 3187, 3191.02, and 3191.01.

Not included in the low-income population tracts but included in the Tempe portion of the GSA are the following census Tracts: Tract 3184, 3185.01, 3185.02, 3186, 3188, 3189, 3190, 3197.04.

**Response**

Under the CEQ regulations, minority populations are identified where either: (a) the minority population of the affected area exceeds 50 percent, or (b) the minority population percentages of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis (CEQ, 1997). As shown in Table 3.3.2-3 of the FEIS, *Minority and Low-Income Populations within the Generalized Study Area*, Tract 3187, 3191.02, and 3191.01 were identified as tracts with low-income population greater than 37.6 percent (Census tract 3191.01 also had a minority population greater than 50%). However, none of these tracts would be directly (i.e. acquired) or indirectly impacted (i.e. aircraft noise) by the ADP Alternative when compared to the No-Action Alternative.

As shown in Table 3.3.2-3 of the FEIS, census tracts 3184, 3185.02, 3186, 3188, 3189, 3190, 3197.04 do not have either a low-income population greater than 37.6 percent or a minority population greater than 50 percent. Census tract 3185.01 is not within the GSA. Therefore, an environmental justice impact would not occur as a result of the ADP Alternative.

A majority of the ADP Alternative is on airport property and would require the acquisition of approximately 16.4 acres of commercial and industrial land uses. Within the acquisition area, there are 14 property owner-operated businesses (including two billboards) and 17 tenant-run businesses that would require relocation. None are known or expected to have specialty products or a customer base that is dependent upon the unique particulars of location at this site. Relocation of these businesses would not create any economic hardship for local communities. Therefore, the ADP Alternative would not result in an environmental justice impact within the GSA.

**Letter Codes**

FP0024

**6-23 Comment**

Sky Harbor International Airport is an important economic force in the state of Arizona. The airport has an annual operating budget of \$220 million, and is worth billions of dollars. The economic impact on the state totals \$26 billion yearly, and 31,000 jobs are produced by the airport.

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**Response**

Comment noted. See response to comment 6-18.

**Letter Codes**

FP0026

**6-24 Comment**

The economic impact of the airport is not just due to the creation of jobs and service to Valley passengers. Sky Harbor is also an important part of state tourism, and is linked to billions of tourism spending each year.

**Response**

Comment noted.

**Letter Codes**

FP0026

**6-25 Comment**

Without the planned improvement projects, tourism would be negatively affected in Arizona.

**Response**

Comment noted.

**Letter Codes**

FP0026

**6-26 Comment**

Sky Harbor is growing at a very rapid rate, approximately 10% a year; the national average is only 4%. This is in very large part due to the substantial increase in the population of the Valley, which will almost double by 2015. If Sky Harbor cannot expand properly to meet this population growth, delays will increase and tourism will be negatively affected.

**Response**

The aviation forecast for PHX, which was approved by the FAA on January 6, 2003 indicates that the total number of annual aircraft operations at PHX will increase from 541,682 in 2002 to approximately 670,000 annual operations in 2015 an annual average growth rate of 2.5% per year. Based on the unconstrained forecast, an aircraft capacity and delay analysis was performed to determine if the capacity of the three-runway system at the airport would accommodate the forecast demand and maintain a level of service to passengers consistent with historical standards. The analysis was performed using the FAA approved Runway Capacity and Annual Delay Model. Results of the capacity and delay analysis indicate that the Airport's existing three-runway system would be capable of accommodating the projected growth in aviation activity at an accepted level of service. A copy of the PHX aviation forecast is provided as Appendix H-1 of the PHX FEIS.

**Letter Codes**

FP0026

**6-27 Comment**

The City Council wants what is best for its constituents, which is a combination of economic growth and travel convenience for Valley residents. These planned improvements are important for providing the state with much needed tourism dollars, as well as building the capacity to service all future Valley travelers.

**Response**

Comment noted.

**Letter Codes**

FP0026

**6-28 Comment**

Much of the value of Sky Harbor comes from its proximity to the downtown and population centers. The location makes doing business and visiting very convenient while the airport has been very proactive in mitigating the downside of its location.



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**Response**

Comment noted.

**Letter Codes**

FP0026

**6-29 Comment**

The response to 1-22, Vol. 4, that a cost-benefit analysis is not necessary simply shows a major failure of the EIS process. It appears that the costs of improving Phoenix Sky Harbor exceed the benefits because the airport is crowded.

**Response**

Under 40 CFR 1502.23, there is no legal requirement for FAA to include a monetary cost benefit analysis within an EIS. The FAA will consider benefits and costs if the City of Phoenix applies for a grant of discretionary funding under the Airport Improvement Program in an amount totaling over \$5 million or a letter of intent. As discussed in the response to comment 1-1, PHX has sufficient airfield capacity to meet operational needs through the 2015 planning period. The ADP Alternative would improve the efficiency of airport operations, and reduce airline operating costs through reduced ground operating time.

**Letter Codes**

FP0027

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**7. Air Quality**

**7-1**     **Comment**

My wife suffers from asthma, and air pollution in the Phoenix area is steadily becoming worse.

**Response**

The air quality analysis is presented in Section 4.2 of the PHX FEIS, and demonstrates that, with the ADP Alternative in place, there will be an improvement in air quality (i.e., a reduction in aircraft-related emissions) in the vicinity of the airport due primarily to the decrease in aircraft taxi/idling times. In addition, the lack of demand for aircraft hardstand operations under the ADP Alternative would also contribute to emissions reductions.

**Letter Codes**

FP0001

**7-2**     **Comment**

The environment can only deteriorate if we lose Sky Harbor. Any alternate airport "solution" I have ever read about would force millions to drive hundreds of millions of unnecessary miles to and from a new airport a significant distance away. Sky Harbor being convenient to the great preponderance of its 42,000,000 annual visitors means fewer driving miles, a reduction in vehicle emissions, and less pollution. This is critically important because I am an asthmatic as are three of my children. Phoenix's "brown cloud" is 90% from vehicular travel, not Sky Harbor's planes. Let's not curtail the latter to end up increasing the former.

**Response**

Comment noted. As discussed in the response to comment 1-1, the proposed project would not impact the number of aircraft operations or passenger enplanements at PHX within the forecast period of 2015. Therefore, the proposed project would not result in increased congestion at the airport. When completed, the proposed project would improve the flow of vehicular traffic on airport roadways as a result of the Sky Harbor Boulevard realignment and development of the APM Stage 2, which would reduce the number of automobiles and buses on the roadways. The APM Stage 2 connection to the Valley Metro Light Rail System would further reduce surface traffic on airport roadways and could contribute to an increase in system-wide utilization of the rail system. In addition to a reduction in traffic congestion on airport roadways, as discussed in Section 4.2 of the PHX FEIS, upon completion of the ADP Program there would be a reduction in air pollutant emissions at the airport resulting from the increased operational efficiency of aircraft ground movements, and the flow and volume of surface traffic on airport roadways. Also, see response to comment 2-3.

**Letter Codes**

FP0003

**7-3**     **Comment**

Williams Gateway will relieve the airport crunch and freeway congestion. Both are major contributors to air pollution.

**Response**

See response to comments 1-2 and 2-3.

**Letter Codes**

FP0005

**7-4**     **Comment**

RESERVED

**Response**

**Letter Codes**

**7-5**     **Comment**

Maricopa County has problems that the Environmental Impact Statement could not have

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considered. For example, day 141 with no rain and no hope in sight, Federal pollution standards exceeded 47 times since October.

**Response**

Comment noted; however, the responsibility of the FAA is to evaluate environmental impact of the proposed project and reasonable alternatives to that proposal and consider mitigation measures as warranted, not to resolve regional air quality "problems". FAA did consider, for conformity purposes, whether the project resulted in project related emissions that were regionally significant and determined it did not. Further, the project would not result in exceedences in air quality standards (see Sections 4.2.3 and 4.2.4 of the FEIS). See responses to comments 7-1 and 7-7, and the mitigation measures in Section 5.2 of the FEIS.

**Letter Codes**

FP0017

**7-6** **Comment**

The air gets dirtier and planes increasingly more troubling flying lower, breaking the still of the night.

**Response**

See response to comments 7-1 and 7-2. Also see the response to comment 1-1.

**Letter Codes**

FP0017

**7-7** **Comment**

We [EPA] also recommended some clarifications be included in the FEIS regarding the air quality analysis, and that additional mitigation for air quality be considered. With regard to air quality, we continue to recommend that additional voluntary emission reduction measures be included in the design and construction specifications. We understand that overall air quality may be improved with this project.

**Response**

In preparing the FEIS, the FAA considered and responded to all EPA comments requesting clarification and/or further discussion of air quality issues associated with the proposed ADP Project at PHX. FAA has made various air quality mitigation measures identified in Section IX of the ROD conditions of FAA's approval of the proposed project. This includes the City of Phoenix complying with the provisions of FAA Advisory Circular AC 150/5370-10B, "Standards for Specifying Construction of Airports." With respect to additional details on possible mitigation actions, the City of Phoenix has committed to coordinate with the regulatory agencies throughout development of the ADP project to ensure the program will be compliant with applicable Federal, state, and local rules and regulations. Voluntary emission reduction measures would also be examined in the future as design specifications and construction requirements for the proposed project become better defined. All mitigation measures would be designed and implemented in accordance with Federal, state, and local regulations, including Maricopa County's Rules 310 and 310.01 covering fugitive dust; and Arizona Administrative Code R18-2-604, R18-2-605, R18-2-606, and R18-2-607. In addition, as described in the FEIS the City of Phoenix has agreed to consider implementing voluntary mitigation measures to reduce air emission. See also response to comments 7-1 and 7-2 as to long term air quality benefits of the ADP Alternative.

**Letter Codes**

FF0002

**7-8** **Comment**  
RESERVED

**Response**

**Letter Codes**

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**7-9**    **Comment**  
RESERVED  
**Response**

**Letter Codes**

**7-10**    **Comment**  
The Phoenix metropolitan area is classified as nonattainment for 8-hour ozone and particulate matter and 10 microns (PM-10), and additional voluntary measures would benefit air quality. We request a commitment to these additional measures be included in the Record of Decision (ROD).

**Response**

The FEIS disclosed that the Phoenix metropolitan area is classified as nonattainment for 8-hour ozone and PM10. FAA air quality analysis within the FEIS took into account this classification analysis. Although the levels were below *de minimis* for these pollutants, there are voluntary mitigation measures identified in the FEIS to reduce air pollution. These measures are contained in the ROD. See response to comment 7-7.

**Letter Codes**

FF0002

**7-11**    **Comment**  
In EPA's comments on the DEIS, we commended FAA for the discussion of potential adverse human health impacts of HAP emissions from airport operations and construction.

**Response**

Comment noted.

**Letter Codes**

FF0002

**7-12**    **Comment**  
EPA concurs that a full human health risk assessment is unnecessary for this EIS given the beneficial effects to air quality from the proposed project.

**Response**

Comment noted.

**Letter Codes**

FF0002

**7-13**    **Comment**  
EPA does not agree, however with statements in the FEIS regarding the inability to quantify potential impacts from HAPS in a meaningful way, given the limitations of existing modeling tools and critical input data, including HAP speciation profiles for commercial jet aircraft engines. For example, EPA worked as a cooperating agency with FAA to develop a HAP analysis for the O'Hare Airport Modernization Project EIS (see Appendix I of the EIS).

**Response**

The U.S. EPA worked with the FAA as a cooperating agency on the Chicago O'Hare Modernization Program (OMP) EIS. EPA concurred with FAA's conclusion that the limitations on modeling tools and input data precluded preparation of a full human health risk assessment as part of that EIS.

As stated in the FAA's, Record of Decision for the OMP FEIS "Collectively, the agencies believe that the use of existing human health risk assessment protocols would not be scientifically sound nor defensible given the limitations of the existing modeling tools and critical input data. Specifically, the computer models typically used in human health risk assessment protocols are unable to accurately represent chemical reactivity during transport of

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airborne pollutants, and the assumptions prescribed for HAPs exposure from stationary sources are not directly transferable to mobile sources. Furthermore, critical data concerning the absence of HAP emissions data and the limitations of HAP speciation profiles for all types of aircraft engines (i.e., commercial jets, military, general aviation, and air taxi) do not exist.”

FAA is willing to discuss further the issue of the human health effects of HAP emissions with the U.S. EPA for proposed projects that are likely to have an adverse air quality impact.

**Letter Codes**

FF0002

**7-14 Comment**

EPA is available to work with FAA in the future, to identify appropriate analysis methodologies for projects with potentially significant impacts from HAPs.

**Response**

The FAA appreciates EPA’s willingness to collaborate on an appropriate HAPs analysis methodology for airports, and in particular aircraft engines. In fact, FAA headquarters (Office of Environment and Energy) is currently engaged with EPA headquarters (both OAQPS and the mobile source division in Ann Arbor, Michigan) on an airport-related HAPs emissions inventory guidance. The guidance will provide a compendium of HAP emission profiles to date, and outlines a methodology for application according to engine technology. The guidance will also establish a rating system to the HAPs data, similar to what is currently found in AP-42, so that the air quality practitioner understands the confidence in using this data with respect to (1) how the test data was collected and documented and (2) how representative the data is for the present-day modern aircraft engines to be analyzed. The draft HAPs emissions inventory guidance is currently being circulated within FAA for review followed by subsequent review by EPA. The guidance will be publicly available during the summer of 2006.

**Letter Codes**

FF0002

**7-15 Comment**

EPA notes the following updates pertinent to air quality in the Phoenix area that may affect the Phoenix Sky Harbor International Airport Project: Due to numerous exceedences of the PM-10 standard this past fall and winter, Phoenix will not attain the PM-10 standard by its serious area attainment date of December 31, 2006. The area will be subject to a Clean Air Act section 189(d) plan, due to EPA by 12/31/2007, which will require 5% reductions per year in PM-10 until the area attains the standard. It is possible that entities undertaking construction activities will be required to implement new control measures starting 1/1/08.

**Response**

Comment noted. See response to comment 7-7 regarding FAA making various air quality mitigation measures conditions of FAA’s approval of the proposed project. The ROD identifies the specific measures FAA is requiring as a condition of project approval (see Section IX of the ROD). In addition, the ROD identifies mitigation measures that are not a condition of project approval but which the City of Phoenix may consider implementing (see Section IX of the ROD). In addition, construction of the proposed improvements will comply with FAA Advisory Circular AC 150/5370-10B, "Standards for Specifying Construction of Airports". The Sponsor has indicated to FAA that they and their subcontractors will coordinate with Federal, state, county, and local agencies to implement appropriate construction-related pollution control measures, including Maricopa County’s Rules 310 and 310.01 covering fugitive dust, and any of the potential ADEQ’s Section 189(d) Plan requirements related to the Airport. See response to comment 7-5.

**Letter Codes**

FF0002

**7-16 Comment**

EPA notes the following updates pertinent to air quality in the Phoenix area that may affect the

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Phoenix Sky Harbor International Airport Project: In the time since EPA commented on the DEIS, Arizona Department of Environmental Quality has completed development of a Natural Events Action Plan for Maricopa County (including the City of Phoenix) to address dust problems associated with high wind events. The plan includes information on outreach for potential high pollution advisories associated with dust on high wind days. EPA recommends that FAA ensure all construction activities are in compliance with this plan.

**Response**

Comment noted. See response to comment 7-7 regarding FAA making various air quality mitigation measures conditions of FAA's approval of the proposed project. The ROD identifies the specific measures FAA is requiring as a condition of project approval (see Section IX of the ROD). The Sponsor has indicated to FAA that they and their subcontractors will coordinate with Federal, state, county, and local agencies to implement appropriate construction-related pollution control measures, including Maricopa County's Rules 310 and 310.01 covering fugitive dust, the ADEQ's Natural Events Action Plan for Maricopa County, and any potential Section 189(d) Plan requirements related to the Airport. See also response to comment 7-5.

**Letter Codes**

FF0002

**7-17 Comment**

EPA offers the following corrections to the FEIS: The FEIS notes under Table 4.2.5-1 (p. 4-14) that EPA has given Arizona an oxides of Nitrogen (NOx) waiver. This was true for 1-hour ozone, but this waiver does not apply for 8-hour ozone, which is now the applicable ozone standard.

**Response**

Comment noted. NOx was evaluated in the FEIS. As documented in Table 4.2.5-4, the sum of the annual project related construction and operational emissions for NOx is less than *de minimis* for each year. See Section 4.2.5 of the FEIS.

**Letter Codes**

FF0002

**7-18 Comment**

EPA offers the following corrections to the FEIS: The response to comments regarding dust reduction measures includes an invalid website link (comment 19-3). The correct link should be <http://www.maricopa.gov/aq/divisions/planning.aspx>, and a reference to Rule 310 regarding fugitive dust should be noted.

**Response**

Comment noted. This information has been included in this Record of Decision.

**Letter Codes**

FF0002

**7-19 Comment**

Air quality issues, which have become a bigger factor than ever before in our regional Phoenix quality of life determination, are of critical importance to any study of the impacts of the ADP on citizens in the region and the air quality data in the FEIS represents a baseline measure.

**Response**

The air quality analysis in the FEIS was prepared in accordance with NEPA and CEQ, FAA, and EPA regulations and guidelines. The analysis demonstrated that air quality levels will improve with the ADP Alternative in place as compared to the No-Action Alternative (see Section 4.2 of the FEIS).

**Letter Codes**

FP0024

**7-20 Comment**

The City of Tempe has reviewed the revised section 4.2 and found that information has been added. Our overall impression of this section has been improved compared to what was

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presented in the draft EIS.

**Response**

Comment noted.

**Letter Codes**

FL0005

**7-21 Comment**

We commend the positive response to our comments on the need to do additional modeling of emissions from aircraft operations, including particulate matter (PM-10) emissions.

**Response**

Comment noted.

**Letter Codes**

FL0005

**7-22 Comment**

We appreciate the positive response to our comments on temperature parameters used in MOBILE 6 modeling of vehicle VOC emissions.

**Response**

Comment noted.

**Letter Codes**

FL0005

**7-23 Comment**

This section refers to Section 3.5.8, the 2001 baseline emissions inventory and compares the construction emissions inventory for the ADP alternative to local and regional emission levels. Section 3 does not mention the micro-scale PM-10 plan (SIP) for the Salt River monitoring area where the City of Phoenix is implementing PM-10 control measures. The monitoring area is located just west the airport in line with the orientation of the airport's parallel runways. The Salt River monitoring area has special characteristics as to sources for PM-10, including significant stationary sources, gravel operations and track-out from these operations, that create PM-10 emissions that accumulate and can remain entrained for very long periods with little or no precipitation.

The monitoring area continues to exceed the 24-hour National Ambient Air Quality Standards (NAAQS) for PM-10 even with increased efforts to enforce local control measures. In 2002, PM-10 concentrations in this area reached 175.87 tpd during high wind conditions according to the revised PM-10 SIP for the Salt River Area of September, 2005.

**Response**

FAA reviewed the micro scale PM10 plan. The plan does not include any explicit Airport-related emission reduction strategies. The FEIS and ROD disclosed information regarding voluntary reduction measures that the sponsor may utilize. Construction of the proposed improvements will comply with FAA Advisory Circular AC 150/5370-10B, "Standards for Specifying Construction of Airports". The Sponsor has indicated to FAA that they and their subcontractors will consult with Federal, state, county, and local agencies to implement appropriate construction-related pollution control measures, including Maricopa County's Rules 310 and 310.01 covering fugitive dust, the ADEQ's Natural Events Action Plan for Maricopa County, and any potential Section 189(d) Plan requirements related to the Airport. See response to comment 7-5, 7-15 and 7-16.

**Letter Codes**

FL0005

**7-24 Comment**

RESERVED

**Response**

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**Letter Codes**

7-25

**Comment**

Regarding stationary sources listed at the airport, boilers for heating and other sources are mentioned, but air cooling is not included. For the ADP alternative this would be a significant source because of the additional terminal, concourse, and gate areas that need to be cooled.

**Response**

All electrical requirements for cooling of the terminal and other airport buildings is and will be supplied by the local electrical utility company (Arizona Public Service). There are no air emissions associated with the operation of electric powered air conditioning systems.

**Letter Codes**

FL0005

7-26

**Comment**

We applaud the addition of Particulate Matter 2.5 data to the FEIS. However, we still find the air quality data inadequate. "Importantly, the pollutant levels are not necessarily considered representative of the conditions near the airport."

Note for example that 6 data sites are used and only 1 is located in the study area, at 1525 S. College, Tempe, 4.2 miles NNE of the airport. (See pp. 3-28, 29, 30.) The FEIS would be improved by data of air quality that is representative of conditions near the airport.

**Response**

All measured air quality data publicly available in the Generalized Study Area (GSA) surrounding the Airport were provided in the FEIS.

**Letter Codes**

FP0027

7-27

**Comment**

RESERVED

**Response**

**Letter Codes**

7-28

**Comment**

Representative monitoring sites that tell how much pollution comes from the airport are needed for Tempe.

**Response**

There is only one monitoring site within the GSA of the EIS. As shown in Table 3.5.4-1, Site #3 is located within the City of Tempe and was included in the air quality analysis. Regardless, it is very difficult to isolate the contribution of airport emission sources from the total concentrations measured at a monitoring site.

**Letter Codes**

FP0027

7-29

**Comment**

Preparation of air pollution level contours like those done for noise pollution would be helpful.

**Response**

FAA is required to do modeling in EDMS, which was done in the FEIS. As no dispersion modeling was required (because of the air quality screening criteria within the Air Quality Handbook), no pollution concentration data suitable for generating pollutant contours was developed for this project. In addition, there are not enough data measurement locations in the area around the Airport to make pollutant contours feasible or meaningful. The ADEQ commented on the DEIS and did not indicate the need for dispersion modeling as part of the impact assessment associated with this project.



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**Letter Codes**

FP0027

**7-30 Comment**

We wonder why the FEIS does not detail data relating to human health especially because of the large tonnage of air pollutants. Epidemiological studies would be instructive.

**Response**

FAA determined that a human health risk assessment of the type described by the commenter was not necessary for this Project. US EPA concurred with this determination in their letter of March 13, 2006 (Letter No. FF0002). As a result of the crossfield taxiways and improved surface transportation (which decrease idle time of both aircraft and motor vehicles), overall emissions of VOCs and particulates are decreasing between the No-Action and the ADP Alternative in 2015; therefore, emissions of individual HAPs due to the proposed project are expected to decrease as well. The trends in HAPS emissions generally correlate with those of VOC and PM<sub>10</sub> emissions. Thus, emissions of individual HAPS due to the proposed project are expected to decrease. (See Section 4.2.3.4 of the FEIS.)

**Letter Codes**

FP0027

**7-31 Comment**

The FEIS notes that Hazardous Air Pollutants are not adequately studied but that they do provide adverse health risks such as the "risks of cancer, respiratory conditions, and other health effects."

**Response**

See Section 4.2.3.4 of the FEIS. See also EPA's letter (FF0002) dated March 13, 2006.

**Letter Codes**

FP0027

**7-32 Comment**

We concur with the EPA comment that FAA suspend or reduce construction activities during unhealthy air quality conditions.

**Response**

See response to comments 7-15 and 7-16.

**Letter Codes**

FP0027

**7-33 Comment**

We recommend including more information about the source contribution in the operational emissions inventory to explain this statement on page 4-10: "There would be some slight increase in stationary source and roadway emissions due to the increase in terminal area and new on-airport roadways for this alternative; however, there is a larger decrease in emissions from aircraft operations" (Sec. 4.2.3.3).

**Response**

Table 4.2.3-1 of the FEIS provides the requested detailed emissions results. For example VOC emissions from stationary sources increase from 9 tpy in the No Action Alternative to 11 tpy in the ADP Alternative. This is due to an assumed increase in solvent use and backup generator emissions as a result of the increased size of the new terminal building compared to the old terminal building. Also, CO emissions from motor vehicles on Airport roads increase from 1,000 tpy in the No Action Alternative to 1,032 tpy in the ADP Alternative due to the increased miles traveled due to the new on airport roadways.

**Letter Codes**

FL0005

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**7-34**    **Comment**

The influence of the ADP alternative for the emissions of hazardous air pollutants is not part of the impact statement because a human health risk assessment on people living in the vicinity of airports “cannot currently be quantified in a meaningful way” (p. 4-11) given the limitations of the existing modeling tools and critical input data. We recommend that a less dismissive statement be made considering that modeling dispersions of HAP emissions at airports has been attempted, e.g., at LAX using EPA’s ISCST3 model.

**Response**

FAA determined that dispersion modeling and a health risk assessment were not necessary for this project. See EPA’s letter dated March 13, 2006 agreeing that a Health Risk Assessment was not necessary (FF0002). See also response to comments 1-1 and 7-13. As a result of the crossfield taxiways and improved surface transportation (which decrease idle time of both aircraft and motor vehicles), overall emissions of VOCs and particulates are decreasing between the No-Action and the ADP Alternative in 2015; therefore, emissions of individual HAPs due to the proposed project are expected to decrease as well. The trends in HAPS emissions generally correlate with those of VOC and PM<sub>10</sub> emissions. Thus, emissions of individual HAPS due to the proposed project are expected to decrease. (See Section 4.2.3.4 of the FEIS.)

**Letter Codes**

FL0005

**7-35**    **Comment**

The FAA Order 1050 1E Section 2, “Air Quality”, states that once dispersion modeling has been performed, pollutant concentrations are combined with background pollutant concentrations and compared to the NAAQS. Section 4.2 of the FEIS is focused on emission concentration of criteria pollutants for construction and operations in 2015. The section does not include a comparison in percentage increases and decreases, both intermediate and long term.

**Response**

The enplanements and operations are below the thresholds for performing a dispersion modeling assessment in the FAA’s Air Quality Handbook, FAA determined that a dispersion modeling analysis was not required for this project. The Airport’s project related emissions, for both operations and construction, do not exceed *de minimis* levels (FAA Order 1050.1E Appendix A, Section 2.1(c)). Percentage increases and decreases are discussed in Section 4.2.3.1 of the FEIS.

**Letter Codes**

FL0005

**7-36**    **Comment**

We recognize that the objective to demonstrate that conformity rules do not apply influences the focus on emission budgets for construction separately from operation and total gains anticipated by 2015. This effort inappropriately excludes consideration of how the gradual phase-in of individual projects impacts direct and indirect emissions compared to a no-action scenario.

**Response**

As stated in Section 4.2.5.4 of the FEIS: “It is anticipated that none of the proposed improvements will be fully operational during the construction period (2008-2014)”, therefore there will be no changes to emissions at the Airport due to the proposed project during those years. As to beneficial operational air quality impacts of the cross-field taxiways between 2012 and 2015, see response to comment 7-37 below.

**Letter Codes**

FL0005

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**7-37**    **Comment**

We reiterate, as pointed out in our comments to the draft EIS, that making the assumption that no project-related operation emissions occur in the intermediate period because no project is assumed to become operational until 2015 is inaccurate, considering that the EIS includes statements to the contrary, e.g., that the cross-over taxiways are assumed to be in operation in 2012. We recognize that this means that the benefits of getting a project operational before 2015 are not fully taken into account as stated in the EIS with regard to a conservative estimate of future emission calculations, but it also leaves open the question how intermediate construction activities influence the general growth in annual emissions prior to the operations forecast for 2015.

**Response**

The completion of intermediate construction activities, such as the completion of the crossfield taxiways, would not increase the growth in annual emissions at PHX prior to the operations forecast for 2015. As discussed in the response to comment 1-1, the proposed action would not result in an increase in aircraft operations or passenger enplanements at PHX, but would allow the airport to operation in a more efficient manner, at a level of service consistent with historical practice at the airport. In addition, it is anticipated that, upon completion of the crossfield taxiways in 2012, emissions from aircraft during ground operations at PHX would be reduced as a result of reduced taxiing and queuing times.

**Letter Codes**

FL0005

**7-38**    **Comment**

RESERVED

**Response**

**Letter Codes**

**7-39**    **Comment**

We recommend a milestone emissions inventory where total emissions of criteria pollutants per year are projected with and without the proposed ADP alternative being implemented.

**Response**

It appears that the commenter may be requesting interim milestones within the planning horizon, FAA provided such information in Section 4.2 of the FEIS. For instance, Table 4.2.3-1 provides the operations air emission inventory for 2015. Table 4.2.4-1, provides the construction air emission inventory from 2008-2014. Table 4.2.5-4, provides the annual project related construction and operational emissions. It is anticipated that none of the proposed improvements will be fully operational during the construction period (2008-2014). Therefore, the conservative assumption was made that there will be no more changes in project-related emissions during the period.

If in fact the commenter is recommending the completion of an emissions inventory beyond 2015 (i.e. the planning horizon for the FEIS). No reliable data on aircraft operations (or other airport-related emissions sources) beyond 2015 are available to make such calculations possible. Also, there are no changes in the forecasted growth in aircraft operations through 2015. In addition, there are no requirements in the NEPA process, the CEQ regulations, or FAA Orders requiring such assessments. See also response to comment 1-1.

**Letter Codes**

FL0005

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**8. Hazardous Materials**

**8-1**    **Comment**  
RESERVED  
**Response**

**Letter Codes**

**8-2**    **Comment**

We have serious concerns that construction of the ADP (Airport Development Program) could cause jet fuel free products and the dissolved phase CVOC (Chlorinated Volatile Organic Solvents) plumes from the Honeywell and Motorola sites to be released into regions under surrounding neighborhoods and businesses. We are concerned that the construction of the ADP will cause the plumes to migrate into a much broader region contaminating additional groundwater regions.

**Response**

Neither the proposed ADP Alternative nor the No-Action Alternative would cause any "release" of jet fuel or chlorinated solvents into the environment. A release of these products would be the result of handling, transporting, or storing these materials, or activities that would impact existing material storage or transport operations. As illustrated on Figure 3-2 of the FEIS, the Area of Disturbance for the proposed project is a substantial distance from the Honeywell and Motorola sites.

As shown on Figure 3.7.2-1 of the FEIS, the contaminant plume from the Motorola 52<sup>nd</sup> Street/Honeywell 34<sup>th</sup> Street NPL site is located immediately north of PHX and extends onto airport property to a point approximately 400 feet northeast of Terminal 3. Contaminants in this plume consist primarily of jet fuel commingled with chlorinated organic volatile solvents from the Motorola 52<sup>nd</sup> Street site. On October 7, 2005 the ADEQ approved a Corrective Action Plan for the Honeywell 34<sup>th</sup> Street Facility (see FEIS, Appendix A). It is not anticipated that the existing plumes would substantially interfere with construction of the West Terminal, Sky Harbor Boulevard modifications, or other activities within the central core of the existing airport. Construction plans and activities would be developed, as required, to prevent the migration of contaminants beyond the existing contaminant zones.

As discussed in Section 4.10.3 of the FEIS, data published by the ADEQ in the Motorola 52<sup>nd</sup> Street Superfund Site Update Report, dated February 2005, indicates that the contaminant plume has not migrated into the area proposed for APM construction. Prior to release of the FEIS, ADEQ identified parcels of property potentially within the APM acquisition area which could potentially be contaminated with chlorinated solvents. The proposed APM facilities for this area would be largely at or above grade and would not require extensive excavation. Groundwater contaminant conditions would not be impacted or altered by this project. The City of Phoenix will coordinate with the ADEQ throughout the APM development process to avoid any potential impacts on the Motorola 52<sup>nd</sup> Street site investigation and remediation process. The City of Phoenix will conduct appropriate due diligence for acquisition of land associated with APM development and during the APM design process.

With respect to those portions of the ADP Project occurring within the central corridor of the airport (i.e., between runways 8L / 26R North and South), the City of Phoenix does not believe that either the jet fuel plume or the dissolved phase CVOC plumes from the Honeywell site would impact the proposed project. Remediation activities in this area are ongoing in response to previous jet fuel releases associated with the Terminal 2 and West Sky Harbor Fuel Facility Plumes (see FEIS, Section 4.10) and there is no indication that future activities in this area would impact the current distribution of the Motorola 52<sup>nd</sup> Street/Honeywell 34<sup>th</sup> Street contaminant plumes.

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FP0027

**8-3 Comment**

The following EIS references point out that there is a very real potential for the ADP construction to release free project jet fuel which has been mixed with chlorinated solvents. Chlorinated solvents detected within the jet fuel plume include trichloroethylene (TCF), vinyl chloride, 1,1-dichloroethane (1, 1-DCA) and Freon (ADEQ Arizona Department of Environmental Quality, 2005), and that other previously unknown hazardous materials and wastes that may be located in the vicinity.

**Response**

See response to comment 8-2.

**Letter Codes**

FP0027

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**9. Water Quality**

**9-1**    **Comment**

Projections of additional ground water contamination and potential plume migration paths need to be seriously studied and the possible environmental impact on surrounding businesses and neighborhoods reported.

**Response**

See response to comment 8-2.

**Letter Codes**

FP0027

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**10. DOT Section 4(f)**

**10-1**    **Comment**

Table 3.8.1-1 Section 4(f) Resources Within The Generalized Study Area. One Tempe public school (Scales Elementary School) and one Tempe charter school (New School for the Arts) within the GSA are included in this exhibit. Two Tempe public schools in the GSA are not listed in this exhibit. These are Gililand Middle School and Laird Elementary School.

**Response**

While it is not clear in reading the comment, the FAA assumes the commenter is concerned about potential noise impacts to the subject schools that could result from implementation of the proposed project. According to Figure 4-14-2, Site #112, Laird Elementary School is outside the future DNL 65 dBA noise contour. The Gililand Middle School is located south of Scales Elementary School (see Figure 4.14-1 of the FEIS) and is also not located within the future DNL 65 dBA noise contour. The ADP Alternative would not result in a significant noise impact to these schools.

As discussed in Section 1.2 of the DEIS, the proposed project would not increase the number of aircraft operations at PHX and therefore, aircraft noise levels would not increase due to the proposed project (see response to comment 1-1). However, as discussed in Section 1.1.4 of the PHX FEIS, the number of aircraft operations at PHX is forecast to increase in the future in response to the demand for aviation capacity in the Phoenix/Maricopa County area. This increase is the same under the No Action and ADP Alternative. Therefore, there would be no change in the noise exposure for the proposed project when compared to the No-Action Alternative. There would be no significant aircraft noise impacts (increase of 1.5 dB within the 65 DNL contour) as a result of the ADP Alternative. Please see Section 4.14 of the PHX FEIS for further information on the Noise Analysis conducted for the PHX FEIS.

**Letter Codes**

FP0024

**10-2**    **Comment**

The affects of construction of the ADP on the Pueblo Grande Museum and Archaeological Park will constitute a Section 4(f) physical and constructive use. The damage that the ADP will cause to this wonderful historic treasure and all of the wonderful historic Canals and Hohokam History constitutes a Section 4(f) physical and constructive use.

**Response**

No Section 4(f) physical or constructive uses were identified as a result of construction or operation of the No-Action or ADP Alternative. As discussed in Section 3.8.1 of the FEIS, if archaeological sites are important primarily for information that can be recovered and preserved through studies, they are not Section 4(f) resources but if they have significant features that warrant preservation in place, they are Section 4(f) resources (FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, Appendix A, Section 6.2h). Prior projects have disturbed parts of each of the six identified archaeological resources and data recovery studies have been implemented to collect and preserve information from those sites. In the course of those studies, human remains have been found, recovered, documented, and repatriated in accordance with the Arizona Antiquities Act and Arizona Burial Law. Although affiliated tribes prefer that human remains associated with archaeological sites not be disturbed, the data recovery studies and repatriation of human remains have been found to be an acceptable treatment. In consultation with SHPO, FAA has determined that the six known archaeological resources within the AOD (see Table 3.8.1-3 of the FEIS), and any other sites of similar type that might be discovered during project implementation, are important chiefly for their information content and therefore are not Section 4(f) resources. Any effects on archaeological resources listed in or eligible for the National Register of Historic Places will be addressed in accordance with a Memorandum of Agreement (MOA) executed in compliance with Section 106 of the National Historic Preservation Act.

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The ADP Alternative would not require acquisition of land from the Pueblo Grande Ruin and Irrigation Sites National Historic Landmark within the Pueblo Grande Museum and Archaeological Park. Potential for construction-induced ground vibration to damage the archaeological ruin within the park was evaluated. A previous study recommended restricting use of heavy equipment within 150 feet of the platform mound and remnants of the surrounding residential compound. The Stage 2 - East APM would be no closer than approximately 1,000 feet of this restricted zone, and therefore, construction-induced ground vibration is not expected to threaten the ruin. If construction requires blasting, pile driving, or other techniques that might create high levels of vibration, the potential impact would be reassessed, and if warranted, a vibration abatement and monitoring program would be implemented to avoid damage to the ruin.

The FAA consulted with the Director of the Pueblo Grande Museum, the City of Phoenix Archaeologist, and the Phoenix City Historic Preservation Officer during the development of the EIS, and it was agreed to address potential visual effects on the Pueblo Grande Ruin and Irrigation Sites National Historic Landmark and Pueblo Grande Museum and Archaeological Park during the facility design process. The FAA, in consultation with the SHPO, concluded that a sensitive design of the proposed facilities, considering factors such as massing, style, color, texture, and potential for screening with vegetation, would have no adverse visual effect on the park. The proximity impacts would not be so severe that they would substantially impair the features and activities of the landmark and park that qualify it for protection under Section 4(f), and therefore would not constitute a Section 4(f) constructive use. See Section 4.6.3.2, and Table 4.6.3-1 of the FEIS. Pursuant to the Memorandum of Agreement executed in compliance with Section 106 of the National Historic Preservation Act, the FAA will consult with the Director of the Pueblo Grande Museum and Archaeological Park, Phoenix City Archaeologist, Phoenix City Historic Preservation Officer, and State Historic Preservation Officer throughout the design process to ensure that the APM State 2-East facilities adjacent to the park are sensitive and compatible.

See response to comment 11-2.

**Letter Codes**

FP0027

**10-3 Comment**

The affects of construction of the ADP on the Pueblo Grande Museum and Archaeological Park will constitute a Section 4(f) physical and constructive use.

**Response**

See response to comment 10-2.

**Letter Codes**

FP0027

**10-4 Comment**

Note the text re vibration on page 4-30, 2nd paragraph. It is stated that Construction pile driving, blasting and excessive vibration from construction would be reassessed and IF warranted, a vibration abatement and monitoring program would be implemented to avoid damage. This construction vibration has the real potential to harm the Pueblo Grande Museum and Archaeological Park!

**Response**

The potential for construction-induced ground vibration to damage the archaeological ruins within the Pueblo Grande Museum and Archaeological Park was evaluated in Section 4.6.3.2 of the FEIS to determine whether it would constitute a constructive use under Section 4(f) resource. A previous study recommended restricting use of heavy equipment within 150 feet of the platform mound and surrounding residential compound. The Stage 2 – East APM would be



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no closer than approximately 1,000 feet, and therefore construction-induced ground vibration is not expected to substantially impair the ruin and not constitute a constructive use. See response to comment 10-2.

**Letter Codes**

FP0027

**10-5 Comment**

This elevated guideway within 1,000 feet of the Pueblo Grande Museum and Archaeological Park will be intrusive and certainly will constitute a Section 4(f) physical and constructive use.

**Response**

The ADP Alternative would result in a minor change to the visual setting of the Pueblo Grande Museum and Archaeological Park, but would not result in a physical or constructive use. See response to comment 10-2.

**Letter Codes**

FP0027

**10-6 Comment**

The elevated sections of the Stage 2 – East APM facilities would be visible from the historic Sacred Heart Church, Tovrea Castle and the Pueblo Grande Ruin and Irrigation Sites National Historic Landmark within the Pueblo Grande Museum and Archaeological Park.

Refer also to Table 4.6.3-1. Impacts on Historic Section 4(f) Resources. We must stress that the ADP Alternative WILL result in a Section 4(f) physical or constructive use of Sacred Heart Church, Tovrea Castle, and especially the Pueblo Grande Museum and Archaeological Park.

**Response**

Table 4.6.3-1 indicates that the ADP Alternative would result in a minor change to the visual setting of the Sacred Heart Church and Tovrea Castle. These minor changes would not substantially impair the historic values of those properties and therefore would not constitute a Section 4(f) physical or constructive use. With respect to the Pueblo Grande Museum and Archaeological Park see response to comment 10-2.

**Letter Codes**

FP0027

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**11. Historic, Architectural, and Archaeological**

**11-1 Comment**

We [Fort McDowell Yavapai Nation] support your assertion that the affiliated tribes, including the Fort McDowell Yavapai Nation prefer that human remains associated with archaeological sites not be disturbed, but believe the repatriation of human remains if discovered is an acceptable treatment.

**Response**

Comment noted.

**Letter Codes**

FF0001

**11-2 Comment**

You [FAA] are correct in your statement on page 3-67, that we [Fort McDowell Yavapai Nation] always have concerns about the treatment of human remains, funerary objects, sacred objects, and objects of cultural patrimony that may be buried in archaeological sites within the AOD. We are satisfied with your statement that these items will be treated in accordance with our agreement that the Arizona State Museum executed in compliance with the Arizona Antiquities Act.

**Response**

Comment noted. A copy of the signed Section 106 Memorandum of Agreement, including the 1994 burial agreement referenced in the Section 106 MOA, between the FAA, City of Phoenix, Bureau of Reclamation, Salt River Project, and SHPO which details the procedures to be followed for the treatment of any archaeological resources and human remains and cultural objects that may be encountered during the development of the ADP, is provided in Appendix B to this Record of Decision. See response to comment 10-2.

**Letter Codes**

FF0001

**11-3 Comment**

There are serious impacts on Pueblo Grande.

**Response**

The FAA consulted with the Director of the Pueblo Grande Museum, the City of Phoenix Archaeologist, State Historic Preservation Officer (SHPO) and the Phoenix City Historic Preservation Officer (CHPO) during the development of the EIS, and it was agreed to address potential visual effects on the Pueblo Grande Ruin and Irrigation Sites National Historic Landmark and Pueblo Grande Museum and Archaeological Park during the facility design process. The FAA, in consultation with the SHPO, concluded that a sensitive design of the proposed facilities, considering factors such as massing, style, color, texture, and potential for screening with vegetation, would have no adverse visual effect on the park. See Section 4.11.3, and Table 4.11.3-2 of the FEIS. Pursuant to the Memorandum of Agreement executed in compliance with Section 106 of the National Historic Preservation Act, the FAA will consult with the Director of the Pueblo Grande Museum and Archaeological Park, Phoenix City Archaeologist, Phoenix City Historic Preservation Officer, and State Historic Preservation Officer throughout the design process to ensure that the APM State 2-East facilities adjacent to the park are sensitive and compatible.

The ADP Alternative would not require acquisition of land from the Pueblo Grande Ruin and Irrigation Sites National Historic Landmark within the Pueblo Grande Museum and Archaeological Park. Potential for construction-induced ground vibration to damage the archaeological ruin within the park was evaluated. A previous study recommended restricting use of heavy equipment within 150 feet of the platform mound and remnants of the surrounding residential compound. The Stage 2 - East APM would be no closer than approximately 1,000 feet of this restricted zone, and therefore, construction-induced ground vibration is not expected to threaten the ruin. If construction requires blasting, pile driving, or

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other techniques that might create high levels of vibration, the potential impact would be reassessed, and if warranted, a vibration abatement and monitoring program would be implemented to avoid damage to the ruin.

To address potential visual effects on the Pueblo Grande Ruin and Irrigation Sites National Historic Landmark and other sensitive historic resources, the FAA and Phoenix Aviation Department will work with the Director of the Pueblo Grande Museum, CHPO, and SHPO in defining design criteria and reviewing developing designs of the Stage 2 APM station and maintenance facility.

See response to comments 10-2, 11-2, and 28-1.

**Letter Codes**

FP0027

**11-4 Comment**

The following statement raises questions. Page 4-48 "The project has the potential to result in a beneficial effect by enhancing public awareness of the Pueblo Grande Museum and Archeological Park and enhancing public pedestrian access from the APM and Valley Metro Rail stations."

This statement is very concerning! Is the awareness of the Pueblo Grande being heightened by the pending and potential damage that the ADP will cause to this wonderful historic treasure and all of the wonderful historic Canals and Hohokam History? The construction will only damage, not enhance the Pueblo Grande historic site.

**Response**

The FAA will consult with the Director of the Pueblo Grande Museum and Archaeological Park, City of Phoenix Archaeologist, City of Phoenix Historic Preservation Officer, and State Historic Preservation Officer throughout the design process to ensure that a sensitive and compatible design will avoid adverse effect to the Pueblo Grande Museum and Archaeological Park. See response to comments 10-2 and 11-3.

**Letter Codes**

FP0027

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**12. Biotic Communities**

**12-1 Comment**

Areas of review of the FEIS were: Biotic communities threatened and endangered species, wetlands, and wild and scenic rivers. (Vols. 1 & 2, Para 3.10, 3.11, 3.12. & 3.15 Appendix D 4.8, 4.18 & 4.19).

These sections of the FEIS, were well done, and professional with supporting evidence from US Fish and Wildlife Service, Arizona Game and Fish Dept. (Heritage Data Management System) (HDMS), and the National Park Service with references to the Endangered Species Act as a guide. However, there are statements in the study's summary that pose further questions and perhaps investigation into completeness.

**Response**

Documentation provided in the FEIS was consistent with CEQ requirements and the requirements of FAA Order 5050.4A and 1050.1E. In addition it complied with Federal requirements, and included information on state requirements, relating to the identification and evaluation of potential impacts to natural and biological resources within the general and details study areas established for the project.

**Letter Codes**

FP0027

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**13. Endangered and Threatened Species**

**13-1 Comment**

FEIS Para 3.11.1 states, "HDMS did not indicate the presence of any special status species within an approximate 2 mile wide buffer surrounding the DSA".

Why was federal (US) compliance to the Endangered Species Act not addressed and adhered to in the FEIS?

The Phoenix Zoo is within "approximately 2 miles" of the DSA and contains many exotic and endangered species. For example, Borneo Orangutans (*Pongo pygmaeus*) (E), Arabian Oryx (*Onyx leucoryx*) (E) and the Sumatran Tiger (*Panthera tigris*) (E) are found there. These species and more, are protected by the Federal Endangered Species Act. In addition, "special status species" as defined by the HDMS, reside at the zoo. The Desert Tortoise (*Gopher agassizi*)(SC) and Arizona Chuckwalla (*Sauromalus obesus timidus*)(SC), as well as plant species, Arizona, Hohokam, and Tonto Basin Agaves may be on the grounds.

**Response**

The FAA coordinated with the United States Department of the Interior to determine the potential presence of threatened or endangered species within the detailed study area at PHX in accordance with the Endangered Species Act of 1973. In addition, as noted by the commentor, the FAA also coordinated with the State of Arizona with respect to state listed or special status species. In compliance with both state and Federal requirements, the FAA performed a thorough review of published data which could be used to determine the presence of endangered or threatened species within the detailed study area on the site, and performed field reconnaissance surveys to verify published data. Results of these investigations indicate that no threatened or endangered species were present within the study area.

A review of the literature of impacts of noise on animals is inconclusive; however, the proposed project at PHX would have no impact on animals at the Phoenix Zoo. The proposed project will not change either the frequency or characteristics of aircraft operations at PHX, and there will be no change in noise levels as a result of the ADP Alternative when compared to the No-Action Alternative.

If a zoo were to be located within the DNL 70 it would be considered a noncompatible use as listed in Table 1 of 14 CFR Part 150 Appendix A. However, the Phoenix zoo is located outside the DNL 70 dBA contour and the DNL 65 dBA contour. Therefore, the Phoenix zoo is considered compatible with the aircraft noise levels to which it is exposed. The air quality analysis is presented in Section 4.2 of the FEIS demonstrates that, with the ADP Alternative in place, there will be an improvement in air quality due primarily to the decrease in aircraft taxi/idling times. Thus, air quality impacts on the animals in the Phoenix Zoo (located about 3.5 miles (line-of-sight) from the Airport terminals) will be lower with the ADP Alternative than with the No Action Alternative.

**Letter Codes**

FP0027

**13-2 Comment**

RESERVED

**Response**

**Letter Codes**

**13-3 Comment**

FEIS Para 3.10.2 "Many migrant bird species may use the Salt River as a corridor to move through the urban environment as they transit the Phoenix metropolitan area."

New FAA regulations will lower altitude for "general traffic" flights at Sky Harbor. What impact

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does this have on Peregrine Falcons(SC) ? Peregrine Falcons are known to use "soaring" techniques that may take them to great heights using wind thermals. Also, Burrowing Owls(SC), Red-tailed Hawks, Coopers Hawks and Kestrels are all known to occasionally occupy the area.

**Response**

The proposed ADP projects would not result in any modification in flight procedures or flight tracks for arriving and departing aircraft. The ADP Alternative would not change the number or flight paths of aircraft transiting airspace within the control of the airport. The proposed ADP projects would not allow commercial or other types of aircraft to fly at lower altitudes when approaching or departing the Airport. The proposed improvements at PHX are limited to landside and taxiway improvements, and will ensure that landside facilities (terminals, taxiways, etc.) can effectively and efficiently accommodate the forecast level of aviation activity through the year 2015 (see response to comment 1-1).

**Letter Codes**

FP0027

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**14. Wetlands**

**No comments were recorded under this environmental category.**

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**15. Farmlands**

**No comments were recorded under this environmental category.**



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**16. Energy and Natural Resources**

**No comments were recorded under this environmental category.**

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**17. Light Emissions**

**No comments were recorded under this environmental category.**

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**18. Solid Waste Impacts**

**No comments were recorded under this environmental category.**

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**19. Construction Impacts**

**19-1 Comment**

We suggest that when the Valley is under an air pollution advisory, as has happened numerous times recently, construction be stopped at Phoenix Sky Harbor. We believe that such stoppage would protect workers and the public at large.

**Response**

Construction of the proposed improvements will comply with FAA Advisory Circular AC 150/5370-10B, "Standards for Specifying Construction of Airports". The Sponsor has indicated to FAA that they and their subcontractors will consult with Federal, state, county, and local agencies to implement appropriate construction-related pollution control measures, including Maricopa County's Rules 310 and 310.01 covering fugitive dust See response to comments 7-1 and 7-7.

**Letter Codes**

FP0027

**19-2 Comment**  
RESERVED

**Response**

**Letter Codes**

**19-3 Comment**

We support the EPA statement: "The Record of Decision should include a commitment to implement the Construction Mitigation Plan as a condition of FAA approval of the project."

**Response**

Comment noted. The analysis of impacts disclosed in Section 4.0 of the FEIS indicates that there are no significant adverse environmental impacts associated with the proposed ADP Alternative. Chapter 5.0 of this FEIS discusses potential construction mitigation measures to be considered for implementation as part of the construction process for the ADP Alternative. The City of Phoenix has developed and implemented an airport specific construction stormwater pollution prevention plan that requires that construction activities be performed in strict compliance with applicable state and Federal regulations. In addition, the City of Phoenix has committed to coordinate with the regulatory agencies throughout development of the ADP Alternative to ensure the program is compliant with applicable Federal, state, and local rules and regulations. Voluntary emission reduction measures would also be examined in the future as design specifications and construction requirements for the proposed project become better defined. All mitigation measures would be designed and implemented in accordance with Federal, state, and local regulations. Section IX: Mitigation, of the Record of Decision, identifies the various mitigation measures that are a condition of approval. This section further identifies voluntary measures that the City of Phoenix may implement to further reduce impacts associated with construction related activities

**Letter Codes**

FP0027

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**20. Other Environmental Considerations**

**No comments were recorded under this environmental category.**

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**21. Public Involvement**

- 21-1**    **Comment**  
PHX is a very well run facility whose management actively seeks input from the community and cares about its concerns and desires. PHX is measurably intertwined economically in the region.
- Response**  
Comment noted.
- Letter Codes**  
FP0013
- 21-2**    **Comment**  
HMSHost appreciates the opportunity and responsibility to be part of this larger institution by listening to consumer demands and providing jog opportunities for local residents and serving the community well. It is for these reasons we heartily endorse Sky Harbor's planned construction.
- Response**  
Comment noted.
- Letter Codes**  
FP0013
- 21-3**    **Comment**  
As a neighbor of the airport we thank you for the opportunity to again provide comments on this regionally significant project.
- Response**  
Comment noted.
- Letter Codes**  
FL0005
- 21-4**    **Comment**  
We appreciate the fact that additional information has been added to the Final Environmental Impact Statement (FEIS) in response to comments on the Draft Environmental Impact Statement (DEIS).
- Response**  
Comment noted.
- Letter Codes**  
FP0027
- 21-5**    **Comment**  
We find that many of the responses to DEIS comments "side-step" the real issues.
- Response**  
Following receipt of comments on the DEIS from the public and interested agencies, the FAA considered the comments and completed the FEIS with a full disclosure and analysis of potential impacts associated with the alternatives in accordance with CEQ regulations. Results of the analysis are presented in the FEIS, which has been available to the public and interested agencies for review.
- Letter Codes**  
FP0027
- 21-6**    **Comment**  
Given the complicated nature and voluminous detail of the FEIS, we believe that there should have been a public hearing to air questions and also a longer time to digest the FEIS.
- Response**  
Comment noted. In the NEPA process, public participation is important. During the preparation of the EIS, FAA made the document available for not less than 45-days for public

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review and comment. Further, FAA held two separate public hearings to gain public input on the adequacy of the information disclosed in the Draft EIS. Following the public review period, FAA revised the EIS in response to comments received. Further, FAA prepared responses to comments received which are included in Appendix J to the FEIS. New and updated information on Air Quality was incorporated into the FEIS. To ensure public participation, FAA invited public comments on Section 4.2 of the FEIS for not less than 30-days. FAA believes that since the only substantively new information was in Section 4.2 30-days was adequate for public review and comment. The 30-day period following publication of the Notice of Availability of the FEIS in the Federal Register is not a defined public comment period. FAA took the opportunity to solicit public input on Section 4.2 during this period.

Neither the CEQ regulations nor FAA procedures require a public hearing or public meeting on the FEIS. CEQ Section 1506.6 does not require a public hearing on an EIS. As the project did not involve significant impacts or controversy (only 24 people attended the two public hearings on the Draft EIS), and FAA received no requests for a public hearing on the FEIS, FAA determined a public hearing on the FEIS was not warranted.

**Letter Codes**

FP0027

**21-7 Comment**

Comment 21-13 asks what Sky Harbor does with citizen complaints. The response does not say. It must be noted, however, that not all citizen complaints are logged by Phoenix Sky Harbor! An individual affected by the third runway was so annoyed by the increase in noise level that he purchased a noise meter and set up a system that registers complaints to Phoenix Sky Harbor. The airport has refused to accept these complaints. This action (policy for approximately a year) makes the whole Phoenix Sky Harbor complaint system a sham. (See Vol, 4, page 2-86).

**Response**

As the airport operator, the City of Phoenix Aviation Department is required to respond to airport noise issues. The airport has an established noise information office to analyze, study, and recommends measures to the FAA to reduce the impact of aircraft noise on surrounding communities. The noise office also monitors aircraft noise and operations and provides data on these issues to the public. With reference to the individual cited in the above comment, the City of Phoenix Aviation Department has researched the noise complaints made by this individual and have documented that a majority of the complaints were made at times when there were no aircraft over the homeowners residence. On July 19, 2001 the City Aviation Department contacted the homeowner, indicating that there were questions as to the accuracy of noise monitors used at the residence. The City offered to meet with the homeowner to discuss the issue and, if desired, install a different noise monitor at the residence, which would be able to differentiate between aircraft noise and other noise sources. To date, the homeowner has not responded to the City with regard to this correspondence.

**Letter Codes**

FP0027

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**22. Cost Considerations**

**22-1**    **Comment**

Also, the construction will be funded by a very low passenger fair charge of only \$4.50 per passenger.

**Response**

The current rate of Passenger Facility Charge (PFC) at PHX is \$4.50. The current FAA approved PFC does not include any funds for the proposed ADP Alternative including construction of the proposed West Terminal. In order to use PFC's for the proposed West Terminal and other ADP Alternative projects, the City of Phoenix will have to complete the application process and FAA will consider the application consistent with FAA requirements and guidelines.

**Letter Codes**

FP0025

**22-2**    **Comment**

What is the estimated construction cost of the new terminal?

**Response**

As discussed in Section 4.15.3.2 of the FEIS, a rough order of magnitude cost estimated for the 33-gate West Terminal Facility is approximately \$235 million for the facility costs.

**Letter Codes**

FP0028



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**23. EIS Process and Scope**

- 23-1**    **Comment**  
We submitted a letter of support for the Draft EIS and continue to support the Final EIS.
- Response**  
Comment noted.
- Letter Codes**  
FP0007, FP0010, FP0015, FP0019
- 23-2**    **Comment**  
RESERVED
- Response**
- Letter Codes**
- 23-3**    **Comment**  
RESERVED
- Response**
- Letter Codes**
- 23-4**    **Comment**  
The FEIS does not include major improvements such as the 4th runway and other issues, which are not "ripe" for current discussion. The FEIS and its previous study, the DEIS do not look at issues which will be overly "ripe" by 2015. Now is the time for discussion of these issues; it is artificial to wait for them longer; they should have been included in this FEIS.
- Response**  
Sponsors of airport projects are responsible for identifying problems, developing conceptual alternatives to those problems. As such, if it were to be determined by the City of Phoenix that a fourth runway was needed at PHX to meet capacity needs, the City would develop a conceptual plan and submit it to the FAA for review. The FAA is responsible for analyzing the environmental impacts and consequences of the proposed action, and ultimately approving or disapproving the action. The development of a fourth runway at PHX has not been proposed by the airport sponsor and is not within the range of alternatives evaluated for this proposal. A fourth runway would not meet the purpose and need for this proposed project.  
See response to comments 2-3 and 2-43.
- Letter Codes**  
FP0027

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**24. Quality of Life**

**24-1 Comment**

Maintaining and improving our quality of life is a major concern of the fire fighters. And our efforts reflect that mission. We believe that Sky Harbor Airport has a similar vision.

**Response**

Comment noted.

**Letter Codes**

FP0008

**24-2 Comment**

Sky Harbor is home to 18 major airlines and the Air National Guard. Millions of people use the airport every year, and Valley residents consider the airport to be conveniently located and important to quality of life.

**Response**

Comment noted. See response to comment 2-26.

**Letter Codes**

FP0018

**24-3 Comment**

You can stuff only so many airplanes into Sky Harbor before the inconvenience of flying -- not to mention the air and noise pollution -- become untenable to the quality of life in the greater Phoenix area. These negatives also become major disincentives to further urban development.

**Response**

See response to comment 1-1, 3-1 and 7-2.

**Letter Codes**

FP0027

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**25. Floodplains**

**No comments were recorded under this environmental category.**

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**26. Environmental Justice**

**26-1 Comment**

"According to Executive order 12898 and CEQ guidance, a population census estimate of more than 50% minority representation makes the community targeted for acquisition/relocation an environmental justice community." (Page 2-103, comment/response 26-3, Vol. 4) Throughout the FEIS, environmental justice is minimized whether or not the population is 50% minority.

**Response**

Under the CEQ regulations, minority populations are identified where either: (a) the minority population of the affected area exceeds 50 percent, or (b) the minority population percentages of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis (CEQ, 1997). As discussed in Section 3.3.2, the minority population within the generalized study area in 2000 was 59.1 percent. From our analysis, the minority population percentage of the general population (i.e. the generalized study area) was greater than 50%. Therefore, the FAA determined it was appropriate to look at census tracts where minority populations were greater than 50%. As shown in Table 3.3.2-3 of the FEIS, *Minority and Low-Income Populations within the Generalized Study Area*, minority populations of greater than 50 percent were identified for all census tracts within the generalized study area. Fifteen census tracts had a greater than 50 percent minority population.

The Environmental Justice impacts were assessed in Section 4.16 of the FEIS. Results of this analysis show there are no environmental justice impacts associated with the ADP Alternative.

**Letter Codes**

FP0027

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**27. Surface Transportation**

**27-1 Comment**

The Chamber [Tempe] believes construction of the Automated People Mover (APM) will ease airport vehicular traffic congestion and with a connection to the Valley Metro Rail System, will contribute to a substantial increase in system-wide ridership. Therefore, the Chamber welcomes the construction of Stage 2 of the APM system.

**Response**

Comment noted.

**Letter Codes**

FL0001

**27-2 Comment**

The Chamber [Tempe] believes every effort should be made to construct an affordable APM system, but, prior to implementation, the APM should be evaluated to determine the return on investment, effect on passenger and airline taxes and fees, and impact on the economic competitiveness of Sky Harbor and area airlines.

**Response**

There is no statutory or regulatory requirement for FAA to include a cost benefit analysis within an EIS. Additionally, FAA Orders 5050.4A and 1050.1E, which implement NEPA, do not require a detailed cost benefit analysis as part of the EIS. A detailed cost benefit analysis on the proposed ADP project was not performed as part of the EIS. The FAA will consider benefits and costs if the City of Phoenix applies for a grant of discretionary funding under the Airport Improvement Program (AIP) in an amount totaling over \$5 million or a letter of intent.

The APM Stage 2 is currently in the preliminary design phase. More detailed design activities would be initiated later in the ADP design process, at which time detailed cost estimates for the project would be developed.

**Letter Codes**

FL0001

**27-3 Comment**

In 1980 before a poorly informed City Council, because of its location, some advocated auto traffic to Sky Harbor be limited to an area on Washington Street and passengers transfer to some form of rail to the terminal, as some other airports. We also pointed out the need for a Route I-10 truck bypass south of Phoenix to avoid later attempts to use South Mountain Park land. Both would have saved a great deal of money, lives, reduced pollution and increased quality of life.

**Response**

Comment noted. As discussed in Section 4.2 of the PHX FEIS, the proposed project, when completed, would improve the flow of vehicular traffic on airport roadways as a result of the Sky Harbor Boulevard realignment and development of the APM Stage 2, which would reduce the number of automobiles and buses on the roadways. The APM Stage 2 connection to the Valley Metro Light Rail System would further reduce surface traffic on airport roadways and contribute to an increase in system-wide utilization of the rail system. Results of the impact analysis that are presented in Section 4.0 of the PHX FEIS and summarized in Table 4.1-1 indicate that during construction of the proposed project there would be a short term increase in air emissions from construction equipment and an increase in solid waste generation. Air emissions from construction and solid waste generation would decrease at the end of the construction period. Upon completion of the ADP Program, there would be a reduction in air pollutant emissions at the airport resulting from the increased operational efficiency of aircraft ground movements, and the flow and volume of surface traffic on airport roadways (see Section 4.2).

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**Letter Code**

FP0005

**27-4**

**Comment**

As the volume of air traffic grows, ground traffic continues to increase. It is only logical that re-evaluation of the surface traffic and more effective traffic patterns will be required. The restructuring indicated in the EIS seems to be a reasonable solution to ensure safety and minimize congestion.

**Response**

See response to comment 1-3.

**Letter Codes**

FP0014

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**28. Design, Art, Architecture**

**28-1 Comment**

We are concerned about the visual impacts of airport improvements, whether lights, FAA tower, the APM, or whatever, on the Pueblo Grande and other historic treasures.

**Response**

Lighting impacts on historic architectural resources were considered in Section 4.11.3.2 of the FEIS. Implementation of the ADP Project would result in additional light emissions; however, these emissions are not expected to result in a significant visual impact to off-airport areas, including historic properties, in the vicinity of PHX. Light emissions would comply with Section 23-100 of the Phoenix city code. Development of the APM Stage 2 maintenance facility and APM/LRT station could be visible to sensitive offsite cultural resources such as the Pueblo Grande Museum. These impacts are discussed in Section 4.11 of the FEIS. To address potential visual effects on the Pueblo Grande Ruin and Irrigation Sites National Historic Landmark and other sensitive historic resources, the FAA and Phoenix Aviation Department will work with the Director of the Pueblo Grande Museum, CHPO, and SHPO in defining design criteria and reviewing developing designs of the Stage 2 APM station and maintenance facility. The FAA and SHPO have determined that a sensitive design of the proposed facilities considering factors such as massing, style, texture, etc., and potential for screening with vegetation would have no adverse effect on the park or other resources. See Section 4.11.3.2 of the FEIS for further information on potential historic and archaeological impacts.

**Letter Codes**

FP0027

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**29. Other**

- 29-1**    **Comment**  
People in Tempe overwhelmingly support Sky Harbor and have distanced themselves from the activists who, in nearly thirty years, have failed to get more than a couple dozen people interested in this issue.  
**Response**  
Comment noted.  
**Letter Codes**  
FP0003
- 29-2**    **Comment**  
In the event you have any question regarding the reasons why the majority of the community dislikes Sky Harbor try to do what is common in and out of other airports and see how much extra time, driving and walking is involved. Many articles have been written about the confusing signs but they can not help it, there is a maze because of lack of space.  
**Response**  
The ADP Alternative would improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers. As discussed in Section 1.2.3 of the FEIS, modifications to Sky Harbor Boulevard and development of the Stage 2 APM would improve access to the airport and the efficiency of the on-airport roadway system.  
**Letter Codes**  
FP0004
- 29-3**    **Comment**  
We need to decrease, not increase, unnecessary air and ground traffic in the area of PHX. The EPA is agreeing to more congestion and pollution. Why must we repeat the mistakes of Los Angeles?  
**Response**  
See response to comments 1-1 and 1-3.  
**Letter Codes**  
FP0005
- 29-4**    **Comment**  
RESERVED  
**Response**  
  
**Letter Code**
- 29-5**    **Comment**  
PHX is a nightmare at any time, especially when picking up a passenger. Frequent visitors would learn quickly to schedule for convenience and avoid congested areas.  
**Response**  
See response to comments 1-1 and 1-3.  
**Letter Codes**  
FP0005
- 29-6**    **Comment**  
My only interest is to avoid more waste, reduce pollution and promote safety.  
**Response**  
When completed, the proposed project would improve the flow of aircraft on the airport's taxiway system. In addition, the flow of vehicular traffic on airport roadways would be improved as a result of the Sky Harbor Boulevard realignment and development of the APM



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Stage 2, which would reduce the number of automobiles and buses on the roadways. Results of the impact analysis that are presented in Section 4.0 of the EIS and summarized in Table 4.1-1 indicate that during construction of the proposed project there would be a short term increase in air emissions from construction equipment and an increase in solid waste generation. Air emissions from construction and solid waste generation would decrease at the end of the construction period. Upon completion of the ADP Program, there would be a reduction in air pollutant emissions at the airport resulting from the increased operational efficiency of aircraft ground movements, and the flow and volume of surface traffic on airport roadways (see Section 4.2).

All of the proposed improvements associated with the ADP Alternative would be designed, constructed and operated to ensure safe operating conditions.

**Letter Codes**

FP0005

**29-7 Comment**

Some day if population density is increased with effective mass transit, possibly elevated then these objections on environmental, economic, and social grounds may not exist but then neither will the need for the increase, if rapid rail with clean fuel transported most passengers within five hundred miles which should be the prime goal of an effective EPA.

**Response**

Comment noted. The use of other modes of transportation was identified early in the evaluation process but was not retained for further consideration. Other modes of transportation would include the use of inter-city bus, roadways, conventional rail, and/or high-speed rail as alternatives to the proposed project.

**Letter Codes**

FP0005

**29-8 Comment**  
RESERVED

**Response**

**Letter Codes**

**29-9 Comment**

Continued expansion and modernization of the airport is warranted and important because it is a vital component of Arizona's transportation system and as the Valley's population continues to grow so will the demand on the airport.

**Response**

The proposed ADP projects would allow the Airport to efficiently accommodate the forecast activity demand levels through the 2015 planning horizon. The ADP Alternative would not change the forecast or induce growth, nor would it increase the operational capacity of the Airport. The ADP Alternative would allow the Airport to efficiently accommodate the forecast activity demand levels through the 2015 planning horizon. The proposed improvements would allow the Airport to: 1) meet the needs of the National Airspace System, 2) improve the efficiency of landside passenger handling facilities at PHX to accommodate forecast demand and maintain an acceptable level of service to passengers, 3) maintain the safety and improve the efficiency of airport operations by reducing average operating time for ground operations, and 4) improve access to the airport and the efficiency of the on-airport roadway system.. In addition, the proposed improvements would meet the City's objective to accommodate passenger demand while continuing to provide airline passengers with a level of service consistent with that historically provided at PHX. See response to comment 1-1.

**Letter Codes**

FP0006

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- 29-10**    **Comment**  
The proposed development will keep the airport in line with the growth of the surrounding regional transportation system.  
**Response**  
Comment noted.  
**Letter Codes**  
FP0006
- 29-11**    **Comment**  
Convenience of this centrally located airport is valued by local residents and positively affects their quality of life.  
**Response**  
Comment noted.  
**Letter Codes**  
FP0006
- 29-12**    **Comment**  
We look forward to the final Record of Decision on this critical EIS and will continue to support PHX in its initiatives to continuously improve and remain an important part of our community.  
**Response**  
Comment noted.  
**Letter Codes**  
FP0006
- 29-13**    **Comment**  
The members of the United Phoenix Fire Fighters have always been engaged in our community and have worked hard for the greater good of the local population. The same might be said for Phoenix Sky Harbor International Airport. Both entities are dedicated to providing an essential service, to maintaining high standards, and to expanding to meet the needs of an ever-growing population.  
**Response**  
Comment noted.  
**Letter Codes**  
FP0008
- 29-14**    **Comment**  
There are many community issues stated in the enclosed My Turn Article which was not published that I am sure were not considered in that Impact Statement. The facts stated are true and the danger of great harm to the public and high cost does not by any stretch of the imagination indicate improvement by increasing air traffic at Phoenix Sky Harbor Airport.  
**Response**  
The focus of the ADP FEIS was to evaluate the potential impacts associated with the proposed project and reasonable alternatives to the project. In doing so, the FAA fully evaluated environmental impact issues consistent with NEPA, CEQ regulations, and FAA guidance, including FAA Orders 5050.4A and 1050.1E. See response to comment 1-1.  
**Letter Codes**  
FP0017
- 29-15**    **Comment**  
RESERVED  
**Response**  
  
**Letter Codes**

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**29-16 Comment**

The Airport reminds me of our city buses that no one used. Most were routed to their downtown. One had to go east or west then back, to go north or south. The result, the stores downtown failed. The group charged with promoting the proposed addition did not seek public input. All had a vested interest and ignore the problems that increase daily.

**Response**

The FEIS is the environmental review of the sponsor's proposed project. Throughout the EIS process FAA solicited public input on the proposed project as described in Volume 3, Appendix G of the FEIS. During the project, the FAA has held two Scoping Meetings, three Public Workshops and two Public Hearings. In addition, FAA continually collected comments since the Federal Register Notice of Intent on March 12, 2001. The public and concerned agencies were invited to submit comments on the Draft EIS and on the Final EIS which was published on February 10, 2006.

**Letter Codes**

FP0017

**29-17 Comment**

Far more important is development around the possible reliever airports. Note the article regarding Williams Gateway Airport in Mesa. The Home Builders Group have one and maybe two votes for four years that could prevent the airport from reaching its full potential. At best they could demand a huge amount of money to give up land thought to have been dedicated.

**Response**

FAA encourages airport sponsors to work with local land use planners to ensure that the land around an airport is compatible with airport operations in terms of both noise and hazards to air navigation. Local government has the jurisdiction to make decisions over local land use.

**Letter Codes**

FP0017

**29-18 Comment**

Phoenix wants to prevent the City of Tempe from doing what it is doing, building closer to the air traffic corridor. They did the same when they got the FAA to object to the Stadium, but that did not concern them when the Ball park was built in the flight path fifteen blocks from the runway.

**Response**

One of the FAA's statutory missions, as directed by the U.S. Congress, is to ensure the safe and efficient use of navigable airspace in the United States. The FAA does not intercede into disputes between two local governments on land use. FAA objected to the proposed football stadium based upon a careful analysis of the airspace impacts created by the proposal. The development of ball fields or other land uses near an airport are the responsibility of local government. See response to comment 29-17.

**Letter Codes**

FP0017

**29-19 Comment**

RESERVED

**Response**

**Letter Codes**

**29-20 Comment**

Use the funds where they will do the most good and save relievers from further encroachment.

**Response**

See response to comment 29-17. Local government has the responsibility to direct and

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approve land uses around airports. Decisions to develop an airport are the responsibility of local government. The Regional Aviation System Plan, prepared by the Maricopa Association of Governments is a tool that local planners can use to help guide them in approval or disapproval of proposed land use changes in the vicinity of an airport.

**Letter Codes**

FP0017

**29-21 Comment**

Make Sky Harbor smaller, more efficient and safe. Bigger does not make it better for the public.

**Response**

The decision to develop an airport is the responsibility of the airport sponsor. One of the FAA's statutory missions is the safe and efficient use of navigable airspace. The FAA exercises its authority to manage the use of the navigable airspace in a manner consistent with all applicable federal laws, including the Airline Deregulation Act of 1978 (ADA), Public Law 95-504.

As discussed in the response to comment 1-1, the proposed ADP projects would not increase the operational capacity of the airfield at Sky Harbor International Airport (PHX), or affect the inherent annual service volume of the airport. The proposed improvements at PHX are limited to landside and taxiway improvements, and will ensure that landside facilities (terminals, taxiways, etc.) can effectively and efficiently accommodate the forecast level of aviation activity through the year 2015. See response to comment 1-2, 2-3 and 30-1

**Letter Codes**

FP0017

**29-22 Comment**

RESERVED

**Response**

**Letter Codes**

**29-23 Comment**

The airport must keep pace with current technological advances, both for safety and convenience. An automated people mover is planned that will connect to the new light rail system, and a new air traffic control tower will be built using state-of-the-art systems. All of these improvements are vital to the success of Sky Harbor, and will have a negligible negative impact on the surrounding community.

**Response**

Comment noted.

**Letter Codes**

FP0025

**29-24 Comment**

Sky Harbor is administered by the Phoenix City Council, which means that it is not simply a business only interested in making money for stockholders.

**Response**

Comment noted.

**Letter Codes**

FP0026

**29-25 Comment**

RESERVED

**Response**

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**Letter Codes**

**29-26** **Comment**  
RESERVED  
**Response**

**Letter Codes**

**29-27** **Comment**  
RESERVED  
**Response**

**Letter Codes**

**29-28** **Comment**  
The Environmental Impact Statement provided regarding Phoenix Sky Harbor is not unbiased. Its overall goal is to substantiate development proposed by the Aviation Department, regardless of the overall adverse impacts on the region and state. It is my suggestion that the entire document be re-done to be regional in scope and the cost borne by the City of Phoenix and Aviation Department with partial funding by the State.

**Response**

The FAA prepared the EIS for the proposed ADP Project at PHX in accordance with FAA Order 5050.4A, Airport Environmental Handbook, and FAA Order 1050.1E, Environmental Impacts, Policies and Procedures. The EIS provides an unbiased evaluation of the potential environmental impacts associated with the proposed action, and reasonable alternatives to the proposed action. The alternatives analysis in the FEIS rigorously evaluated and presented a discussion of all reasonable on-site and off-site alternatives to the proposed project at PHX in accordance with CEQ regulations (40 CFR Section 1502.14). Throughout the environmental process for the PHX FEIS, the consultant's task was to assist the FAA with the NEPA process by disclosing the environmental impacts outlined in FAA Orders 5050.4A and 1050.1E. FAA, as the responsible federal agency, furnished guidance and participated in preparation and independently evaluated this statement. Further, FAA takes responsibility for its scope and content. See 40 CFR 1506.5(c). See responses to comments 2-3 and 2-86.

**Letter Codes**

FP0027

**29-29** **Comment**  
It is to the shame of all that a definitional disagreement has not been resolved and that there is such a large discrepancy between what Tempe and Phoenix consider compliance.

**Response**

The FAA believes that the commentor is referring to the Intergovernmental Agreement (IGA) between the cities of Phoenix and Tempe. See response to comment 3-14.

**Letter Codes**

FP0027

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**30. Safety**

**30-1 Comment**

My basic issue, needless to say, is the safety of myself and my fellow passengers as we take off and land at Sky Harbor. There can be no compromise with safety. Period.

**Response**

All of the proposed improvements associated with the ADP Alternative would be designed, constructed and operated to ensure safe operating conditions.

**Letter Codes**

FP0003