

SECTION: 3

FEDERAL AGENCY COMMENTS

SECTION 3

Federal Agency Comments on the FEIS

Phoenix Sky Harbor International Airport
Record of Decision

This section of the report lists all Federal agency commentators that provided written comments on the FEIS. Commentators are organized by letter code. The associated Letter Code, Last Name, First Name and Comment Codes follow each Agency. Copies of the coded letters are included in this section in order by Letter Code.

Agency	Letter Code	Last Name	First Name	Comment Number(s)
Fort McDowell Yavapai Nation	FF0001	Loutzenheiser	Gary	11-1, 11-2, 2-10
U.S. Environmental Protection Agency	FF0002	James	Duane	2-84, 7-7, 2-85, 7-10, 7-11, 7-12, 7-13, 7-14, 7-15, 7-16, 7-17, 7-18



Fort McDowell Yavapai Nation *6216*
'Hmañ 'shawwa Elementary School

P.O. Box 17779, Fountain Hills, AZ 85269-7779

Phone (480) 837-3146

Fax (480) 837-3147

February 17, 2006

Ms. Jennifer Mendelsohn
Environmental Protection Specialist
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, California 90009-2007

Dear Ms. Mendelsohn,

After reviewing the Final Environmental Impact Statement, particularly the component relating to the archaeological resources, sections 3.8.1 thru 3.9.4.

[We 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.] You are correct in your statement of page 3-67, that we always have concerns about 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 you 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.]

11-1

11-2

[We support the review and proposed changes to take place at Phoenix Sky Harbor International Airport.]

2-10

Sincerely,

Gary Loutzenheiser
Cultural Representative
Fort McDowell Yavapai Nation

FEB 24 2006



**Fort McDowell Yavapai Nation
FF0001
Gary Loutzenheiser**

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.

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.

2-10 Comment

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

Response

Comment noted.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

March 13, 2006

Jennifer Mendelsohn
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

Subject: Final Environmental Impact Statement (FEIS) for Phoenix Sky Harbor
International Airport, Maricopa County, Arizona (CEQ# 20060039)

Dear Ms. Mendelsohn:

The U.S. Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

[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.] We also recommended some clarifications be included in the FEIS regarding the air quality analysis, and that additional mitigation for air quality be considered. 2-84 7-7

[EPA appreciates the additions to the alternatives analysis section in the FEIS in response to our comments.] [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.] However, [the Phoenix metropolitan area is classified as nonattainment for 8-hour ozone and particulate matter less than 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).] 2-85 7-7 7-10

[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.] EPA concurs that a full human health risk assessment is unnecessary for this EIS given the likely beneficial effects to air quality from the proposed project.] [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, available at 7-11 7-12 7-13

<http://www.agl.faa.gov/OMP/EISTechSim/ReferenceDocuments/DEISdocs.htm>] EPA is available to work with FAA in the future, to identify appropriate analysis methodologies for projects with potentially significant impacts from HAPs.]

7-14

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 exceedances 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.]

7-15

- 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. The plan can be accessed at <http://www.azdeq.gov/environ/air/plan/download/nealetter.pdf>.]

7-16

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.]

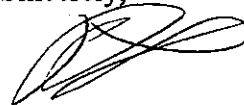
7-17

- 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/aaq/divisions/planning.aspx>, and a reference to Rule 310 regarding fugitive dust should be noted.]

7-18

We appreciate the opportunity to review this FEIS. If you have any questions, please contact me at (415) 972-3988 or Karen Vitulano, the lead reviewer for this document, at 415-947-4178 or vitulano.karen@epa.gov.

Sincerely,



Duane James, Manager
Environmental Review Office
Communities and Ecosystems Division

cc: David Krietor, City of Phoenix Aviation Department

U.S. Environmental Protection Agency
FF0002
Duane James

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 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.

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.

2-85 **Comment**

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

Response

Comment noted.

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.

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.

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.

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 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.

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.

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.

7-16 Comment

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

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*

minims for each year. See Section 4.2.5 of the FEIS.

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.

SECTION: 4

STATE AGENCY COMMENTS

SECTION 4

State Agency Comments on the FEIS

Phoenix Sky Harbor International Airport
Record of Decision

This section of the report lists all state agency commentators that provided written comments on the FEIS. Commentators are organized by letter code. The associated Letter Code, Last Name, First Name and Comment Codes follow each Agency. Copies of the coded letters are included in this section in order by Letter Code.

Agency	Letter Code	Last Name	First Name	Comment Number(s)
Arizona House of Representatives	FS0001	Grey	Chuck	2-3, 2-4, 1-2, 2-5, 2-6, 1-3, 2-7

CHUCK GRAY
1700 WEST WASHINGTON, SUITE 14
PHOENIX, ARIZONA 85007-2844
CAPITOL PHONE: (602) 976-5494
CAPITOL FAX: (602) 417-3019
TOLL FREE: 1-800-362-8404
cdgray@azleg.state.az.us



COMMITTEES:
FEDERAL MANDATES AND
PROPERTY RIGHTS, CHAIRMAN
GOVERNMENT REFORM AND
GOVERNMENT FINANCE AND
ACCOUNTABILITY

LEGISLATIVE COUNCIL

DISTRICT 19 - MESA

Arizona House of Representatives
Phoenix, Arizona 85007

January 3, 2006

Ms. Jennifer Mendelsohn
U. S. Department of Transportation
Federal Aviation Administration
PO Box 92007
Los Angeles CA 90009-2007

Re: Federal Aviation Administration's Draft Environmental Impact Statement

Dear Ms. Mendelsohn:

Sky Harbor International Airport in central Arizona will almost certainly remain the leading airport servicing greater Phoenix regional airport system. The entire Metro Phoenix area is experiencing tremendous growth. The City of Mesa, just east of Phoenix, in just a few short years will become the 2nd largest city in Arizona with a current population of 450,000 people. While Sky harbor is the central hub of commerce and travel for central Arizona, there has been tremendous growth in commerce and population at the eastern and western edges of the Metro-Phoenix area.

[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] [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.] 2-3
2-4

[While the recent Draft Environmental Impact Statement (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] [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.] 1-2
2-5

[Williams Gateway as a regional airport can be utilized by

JAN 05 2006

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,

2-6

Ms. Jennifer Mendelsohn
August 28, 2005
Page 2

2-6

b) shifting air traffic to Williams Gateway which is capable of taking on additional commercial, noncommercial and cargo flights.

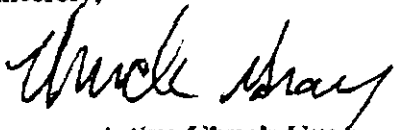
In doing so, Sky Harbor can continue to grow while meeting the increasing travel and commercial needs of the eastern Metro-Phoenix area without increasing airport related surface street traffic into the already congested central hub surrounding Sky Harbor Airport.

1-3

Adapting to rapid growth continues to be a key component of Arizona's long-term success. It is, therefore, 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 Sky Harbor Airport and direct the appropriate funding to facilitate that goal.

2-7

Sincerely,



Representative Chuck Gray
Arizona House of Representatives
Mesa - Legislative District 19

CG/sas

**Arizona House of Representatives
FS0001
Chuck Grey**

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.

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.

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.

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 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.

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.

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.

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.

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

Response

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

SECTION: 5

LOCAL AGENCY COMMENTS

SECTION 5

Local Agency Comments on the FEIS

Phoenix Sky Harbor International Airport
Record of Decision

This section of the report lists all local agency commentators that provided written comments on the FEIS. Commentators are organized by letter code. The associated Letter Code, Last Name, First Name, and Comment Codes follow each Agency. Copies of the coded letters are included in this section in order by Letter Code.

Agency	Letter Code	Last Name	First Name	Comment Number(s)
Tempe Chamber of Commerce	FL0001	Miller	Mary Ann	2-1, 27-1, 27-2, 2-2
Greater Phoenix Chamber of Commerce	FL0002	Sanders	Todd	2-10, 6-4, 2-22, 2-21
City of Phoenix	FL0003	Gordon	Phil	2-25, 2-26, 2-27, 2-28, 2-29
City of Chandler	FL0004	Dunn	Boyd	6-8, 6-9, 2-42, 6-10
City of Tempe	FL0005	Hallman	Hugh	21-3, 7-20, 7-21, 7-22, 7-23, 7-25, 7-33, 7-34, 7-35, 7-36, 7-37, 7-39
Greater Phoenix Chamber of Commerce	FL0006	Kaprosy	Jay	2-10, 6-4, 2-22, 2-21



YOUR SUCCESS IS OUR BUSINESS

FL0001 621.4

February 15, 2006

Ms. Jennifer Mendelsohn
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn:

FEB 17 2006

Please accept this letter from the Tempe Chamber of Commerce in response to the Federal Aviation Administration's Final Environmental Impact Statement issued for Phoenix Sky Harbor International Airport.

The Tempe Chamber of Commerce is a civic-minded organization representing more than 1,000 businesses in Tempe, Arizona, a community located directly adjacent to Phoenix Sky Harbor International Airport. The Tempe Chamber works to build an environment that enhances the economic vitality of Tempe businesses.

Sky Harbor is a key contributor to the economic success of Tempe. Tempe's proximity to Sky Harbor is a factor many businesses consider when moving to or expanding in our community. In addition, Sky Harbor contributes to the Tempe economy through the following:

- 7% of the Sky Harbor employees reside in Tempe
- 2,201 Sky Harbor employees are Tempe residents
- Sky Harbor employees that reside in Tempe earn more than \$105 million per year
- Sky Harbor contracted with 117 Tempe companies in 2004
- Sky Harbor contracts with Tempe companies totaled more than \$16 million in 2004
- Sky Harbor's proximity to Tempe contributed to the location of a major airline's corporate headquarters

www.tempechamber.org



FL0001

YOUR SUCCESS IS OUR BUSINESS

[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.]

2-1

[The Chamber 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.]

27-1

[The Chamber 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.]

27-2

[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 FEIS projects will enhance passenger service into and out of Sky Harbor without exceeding the current capacity of its three runways.]

2-2

Thank you for considering the Tempe Chamber of Commerce comments and recommendations.

Sincerely,

A handwritten signature in black ink, appearing to read "MAM", written over a light blue horizontal line.

Mary Ann Miller
President/CEO

CC: Tempe City Council
Phoenix City Council
Mr. David Kreitor

www.tempechamber.org

**Tempe Chamber of Commerce
FL0001
Mary Ann Miller**

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.

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.

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.

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.

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.



Greater Phoenix Chamber of Commerce

February 27, 2006

Ms. Jennifer Mendelsohn
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn:

On behalf of the Greater Phoenix Chamber of Commerce and our more than 5,200 member businesses, I am please to write in support of the proposed additions to Phoenix Sky Harbor International Airport. Sky Harbor International Airport 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 Sky Harbor Airport 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. 2-10 6-4

Travelers have come to expect all that Sky Harbor, as the 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 expectations. Without the new construction, tourists and business travelers would instead be subjected to delays, inconveniences, and a less than hospitable encounter. 2-22

The proximity of Sky Harbor Airport to the Valley's major employment centers, government facilities, and the metropolitan core have made it an asset to the business climate in Phoenix. The import/export business generated is vast and increasing, reaching from state to state and country to country. Technology and capital are exchanged, small businesses meet new needs, jobs are created, cultures blend, and goods and services flow. While numbers can be put to the economic progress, the intangibles of such activity are inestimable.

A dynamic Sky Harbor International Airport is critical to our state's economic and social vitality. The Greater Phoenix Chamber of Commerce strongly supports the proposed additions to an important hub of our economy, Phoenix Sky Harbor Airport. 2-21

Sincerely,

Todd Sanders (handwritten signature)

Todd Sanders
Vice President of Public Affairs
Greater Phoenix Chamber of Commerce

MAR 01 2006

**Greater Phoenix Chamber of Commerce
FL0002
Todd Sanders**

2-10 Comment

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

Response

Comment noted.

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.

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 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.

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.

FL0003 4



City of Phoenix

OFFICE OF THE MAYOR

MAYOR PHIL GORDON

March 2006

Ms. Jennifer Mendelsohn
 Environmental Protection Specialist, AWP-621.6
 U.S. Department of Transportation
 Federal Aviation Administration
 P.O.Box 92007
 Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn:

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.

2-25

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.

2-26

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.

2-27

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.

2-28

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.

2-29

Sincerely,

Phil Gordon
 Mayor of Phoenix

MAR 06 2006

**City of Phoenix
FL0003
Phil Gordon**

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.

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.

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.

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.

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.

FL0004



Chandler - Arizona
Where Values Make The Difference

March 7, 2006

Boyd W. Dunn
Mayor

Office of the Mayor

Telephone
(480) 782-2200

Fax
(480) 782-2233

E-mail
boyd.dunn@chandleraz.gov

Mailing Address
Mail Stop 603
PO Box 4008
Chandler, Arizona 85244-4008

Location
Suite 301
55 North Arizona Place
Chandler, Arizona 85225

Ms. Jennifer Mendelsohn
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn:

[As an international airport, Sky Harbor connects our city not only with other American cities throughout the country, but also with cities across the globe. Chandler, Arizona 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 elsewhere in the world. Efficient transportation and communication are keys to our success, and Sky Harbor has always provided that advantage for us.]

6-8

[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.] [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 further development of Williams Gateway as a reliever airport.]

6-9

2-42

[We in Chandler certainly hope that Sky Harbor International Airport is able to go forward with its 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.]

6-10

Sincerely,

Boyd W. Dunn
Mayor

MAR 00 2006

City of Chandler
FL0004
Boyd Dunn

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 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

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.

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.



City of Tempe
 P.O. Box 5007
 3rd East Fifth Street
 Tempe, AZ 85280
 480-350-8225

March 10, 2005

Hugh Hallman
 Mayor

Mark W. Mitchell
 Vice Mayor

P. Ben Arredondo
 Councilmember

Barbara J. Carter
 Councilmember

Leonard W. Copple
 Councilmember

Pamela L. Goronkin
 Councilmember

J. Hut Hutson
 Councilmember

Ms. Jennifer Mendelsohn
 U.S. Department of Transportation
 Federal Aviation Administration
 Western-Pacific Region
 P.O. Box 92007
 Los Angeles, CA 90009-2007

Re: Comments on the Final Environmental Impact Statement for Proposed
 Developments at Phoenix Sky Harbor International Airport

Dear Ms. Mendelsohn:

Enclosed are the City of Tempe's comments on the Final Environmental
 Impact Statement for Phoenix Sky Harbor Airport.

As a neighbor of the airport we thank you for the opportunity to again provide
 comments on this regionally significant project

21-3

Sincerely,

A handwritten signature in black ink, appearing to read 'Hugh Hallman', is written over a horizontal line.

Hugh Hallman

HH/me

Encl.

MAR 14 2005

CITY OF TEMPE'S COMMENTS ON THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS) FOR PROPOSED DEVELOPMENT AT PHOENIX SKY HARBOR INTERNATIONAL AIRPORT (PHX)

March 10, 2006

The FAA has disclosed updates to sections of the Draft Environmental Impact Statement (DEIS) including Section 4.2 on Air Quality. An analysis of particulate matter (PM-2.5) impacts has been added. Because the FEIS disclosed new information on clean air impacts, the FAA invited comments on the added information. The City of Tempe provided comments on the DEIS and submits the following comments on Section 4.2 of the FEIS and its associated appendices.

General Comments - Section 4.2 "Air Quality"

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 presented in the draft EIS.

7-20

Emissions from Aircraft Operations (Sec. 4.2.2.1)

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.

7-21

Modeling parameters for calculating emissions from mobile sources (Sec. 4.2.2.1)

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

7-22

Emissions Inventory (Sec. 4.2.3.1)

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.

7-23

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

7-25

to be cooled. 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).

7-33

Excluding health risk assessment of HAP emissions (Sec. 4.2.3.4)

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.

7-34

Emission Applicability Test for the Conformity Analysis (Sec. 4.2.5)

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. 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.

7-35

7-36

We reiterate, as pointed out in our comments to the draft EIS, that making the assumption that no project-related operational 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. 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.

7-37

7-39

Thank you for the opportunity to comment on this section of the FEIS.

**City of Tempe
FL0005
Hugh Hallman**

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.

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 presented in the draft EIS.

Response

Comment noted.

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.

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.

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.

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.

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.

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 PM₁₀ emissions. Thus, emissions of individual HAPS due to the proposed project are expected to decrease. (See Section 4.2.3.4 of the FEIS.)

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.

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.

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.

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.



Greater Phoenix
Chamber of
Commerce

August 9, 2005

Ms. Jennifer Mendelsohn
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn:

On behalf of the Greater Phoenix Chamber of Commerce and our more than 5,200 member businesses, I am please to write in support of the proposed additions to Phoenix Sky Harbor International Airport. Sky Harbor International Airport 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 Sky Harbor Airport 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.

2-21

6-4

Travelers have come to expect all that Sky Harbor, as the 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 expectations. Without the new construction, tourists and business travelers would instead be subjected to delays, inconveniences, and a less than hospitable encounter.

2-22

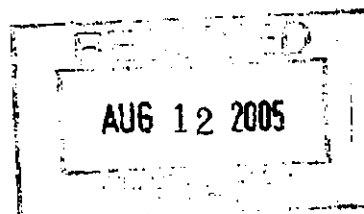
The proximity of Sky Harbor Airport to the Valley's major employment centers, government facilities, and the metropolitan core have made it an asset to the business climate in Phoenix. The import/export business generated is vast and increasing, reaching from state to state and country to country. Technology and capital are exchanged, small businesses meet new needs, jobs are created, cultures blend, and goods and services flow. While numbers can be put to the economic progress, the intangibles of such activity are inestimable.

A dynamic Sky Harbor International Airport is critical to our state's economic and social vitality. The Greater Phoenix Chamber of Commerce strongly supports the proposed additions to an important hub of our economy, Phoenix Sky Harbor Airport.

2-21

Sincerely,

Jay Kaprosy
Vice President of Public Affairs
Greater Phoenix Chamber of Commerce



**Greater Phoenix Chamber of Commerce
FL0006
Jay Kaprosy**

2-10 Comment

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

Response

Comment noted.

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.

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 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.

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.

SECTION: 6

GENERAL PUBLIC COMMENTS

SECTION 6

Public Comments on the FEIS

Phoenix Sky Harbor International Airport
Record of Decision

This section of the report lists all general public commentators that provided written comments on the FEIS. General public commentators are organized by last name, then first name. The associated Letter Code and Comment Codes follow each name. Copies of the coded public letters are included in this section in order by Letter Code.

Last Name	First Name	Letter Code	Comment Number(s)
Whitfield	Duane and Virginia	FP0001	1-1, 3-1, 7-1
Hay	John	FP0002	6-1, 2-8
Kelley	Paul	FP0003	30-1, 3-2, 3-3, 3-4, 29-1, 7-2, 2-9, 2-10
Tracy Sr.	Richard	FP0004	2-11, 6-2, 29-2, 3-5
Tracy Sr.	Richard	FP0005	2-12, 29-3, 2-13, 27-3, 1-4, 2-14, 2-16, 29-5, 2-17, 29-6, 6-3, 2-18, 7-3, 2-20, 2-19, 29-7
Teaford	Chester	FP0006	2-10, 2-24, 29-9, 6-6, 29-10, 29-11, 29-12
Keuth	Don	FP0007	2-30, 23-1, 5-2, 2-31, 2-32, 2-33, 2-34
Shields	Billy	FP0008	29-13, 2-35, 2-36, 24-1, 2-37
Riester	Tim	FP0009	2-10, 2-38, 2-39, 2-40
Brossart	Diane	FP0010	2-10, 23-1, 6-7, 2-41
McMahon	Jeff	FP0011	2-43, 3-6, 2-44, 3-7, 2-45
McCornish	John	FP0012	2-10, 2-46, 6-11, 2-47
Eli	Terry	FP0013	2-10, 2-48, 21-1, 21-2
Winslow	Paul	FP0014	2-49, 2-50, 27-4, 2-54
Bird	David	FP0015	2-10, 23-1, 2-55, 2-56, 2-57, 2-58
Hull	Jane Dee	FP0016	6-13, 6-14, 1-5, 6-15
Tracy	Richard	FP0017	7-5, 29-14, 29-16, 7-6, 29-17, 29-18, 2-61, 29-20, 29-21
Howlett	C.A.	FP0018	2-62, 1-6, 24-2, 2-63, 2-65, 2-66, 1-7, 2-67
Lunsford	Jack	FP0019	2-68, 23-1, 6-16, 1-8, 1-9, 1-10, 1-11, 2-69
Lopez	Ronnie	FP0020	2-70, 2-71, 2-72, 2-73, 2-74, 2-75, 2-76
Hull	Terry	FP0021	2-77, 1-12, 2-78
Broome	Barry	FP0022	2-79, 6-17, 6-18, 6-19, 6-20, 2-80
Forbis	Jeanne	FP0023	2-81, 6-21, 1-13, 2-82, 1-9, 2-83
Gitlis	Karen	FP0024	7-19, 2-86, 2-87, 2-88, 3-8, 2-89, 1-15, 6-22, 10-1, 3-9, 3-10
Torrez	Gregory	FP0025	1-16, 1-17, 29-23, 5-4, 22-1, 3-11, 2-91, 2-92
Jarvis	Jeffrey	FP0026	6-23, 6-24, 6-25, 6-26, 29-24, 6-27, 6-28
Sherman	Barbara	FP0027	21-4, 21-5, 21-6, 29-28, 7-26, 7-28, 7-29, 7-30, 7-31, 19-1, 7-32, 1-18, 2-93, 1-19, 6-29, 1-20, 3-13, 3-14, 29-29, 19-3, 21-7, 26-1, 28-1, 2-94, 2-95, 2-96, 2-97, 24-3, 2-98, 12-1, 13-1, 13-3, 8-2, 9-1, 8-3, 3-15, 3-16, 3-17, 3-19, 3-24, 23-4, 11-3, 10-2, 11-4, 10-3, 10-4, 10-5, 10-6
Chalmers	Seth	FP0028	1-14, 2-15, 22-2, 2-23, 1-21, 3-18, 3-12, 3-20

FP0001

Duane Whitfield
1515 N. LeSueur
Mesa, AZ
February 16, 2006

Jennifer Mendelsohn
Environmental protection specialist AWP-621.6
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

Dear Ms Mendelsohn:

[We are writing this letter requesting consideration for residence in the Phoenix area negatively affected by Sky Harbor Airport located in the center of the metropolitan area. We are apposed to the expansion of the airport and also to any changes that would allow commercial planes to fly at a lower altitude.]

1-1

[My wife and I live approximately ten (10) miles east of the airport and the air traffic noise is such that we find it difficult to entertain outdoors on our patio.]

3-1

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

7-1

Thank you for you consideration on our behalf.

Yours truly,

Duane Whitfield
Duane Whitfield

Virginia Whitfield
Virginia Whitfield

GUST ROSENFELD
ATTORNEYS SINCE 1921 P.L.C.

■ 201 E. WASHINGTON, SUITE 800 ■ PHOENIX, ARIZONA 85004-2327 ■ TELEPHONE 602.257.7422 ■ FACSIMILE 602.254.4875 ■

JOHN L. HAY
602.257.7468
jhay@gustlaw.com

February 21, 2006

Ms. Jennifer Mendelsohn
Environmental Protection Specialist, AWP-621.6
U.S. Department of Transportation
Federal Aviation Administration
Post Office Box 92007
Los Angeles, CA 90009-2007

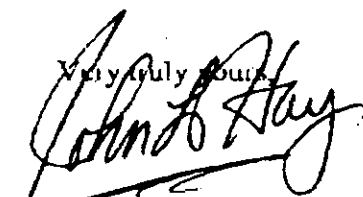
Re: FEIS - Phoenix Sky Harbor International Airport

Dear Ms. Mendelsohn:

The lawyers in this office use Phoenix Sky Harbor International Airport (Sky Harbor) on a frequent basis and, even more importantly, we represent many clients who have a significant effect on the economy and development of the Phoenix area. 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 persons located here. I urge you to approve the FEIS so that the capital improvement projects that are its subject can be implemented as quickly as possible.

6-1

2-8

Very truly yours,

John L. Hay
For the Firm

JLH:saw
633020

FEB 21 2006

FP0003

20 February 2006

Ms. Jennifer Mendelsohn
 Environmental Protection Specialist, AWP-621.6
 Federal Aviation Administration
 U.S. Department of Transportation
 P. O. Box 92007
 Los Angeles CA 90009-2007

Dear Ms. Mendelsohn:

I write concerning the Final Environmental Impact Statement on the proposed Airport Development Program for Phoenix Sky Harbor International Airport, Phoenix, Maricopa County, Arizona.

I have an intense interest in this issue because of two factors:

- I am a frequent flyer in and out of Sky Harbor. During the 1980's, I accumulated over one million miles on the frequent flyer program of TWA, and attained the same level on United Airline's program in the 1990's. In the new millennium my mileage has been significantly reduced since I now cover only the western states, but the number of my trips has been almost as frequent.
- I have been a resident of Tempe for almost thirty-nine years, starting in north Tempe in 1967, and later in central Tempe. I have raised five children here and cared for my elderly parents in my Tempe home. I desire the best possible quality of life for myself and my family.

There are three basic issues at play here:

- **[First, 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.]** 30-1
- **[Second is noise which I believe to be a bogus issue. All of the noise protestors bought their homes knowing that Sky Harbor existed (since the 1930's). 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.]** 3-2
- **[Yes, Sky Harbor is far, far busier than it was thirty, forty or fifty 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 1950's. 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.]** 3-3
- **[Finally, I remember attending a meeting in north Tempe (I lived on North Van Ness) 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** 3-4

FEB 24 2006

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 or 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."

3-4

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.

29-1

- Third is the environment which 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 (and the people who come to greet them) means fewer driving miles, a reduction in vehicle emissions, and less pollution.

7-2

That is critically important because I am an asthmatic as are three of my children. Phoenix' "brown cloud" is 90% from vehicular travel (emissions and dust) not Sky Harbor's planes. Let's not curtail the latter and end up increasing the former.

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

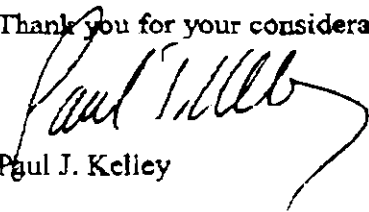
2-9

I will certainly miss Terminal 2 (the two million miles, mentioned earlier, I flew on TWA and United, were all done through Terminal 2) which has quick access between parking and gates. Of course, I also missed Terminal 1 for the same reason, but as Phoenix continues to grow and Sky Harbor faces 50,000,000 passengers in the future, the progress required results in the loss of this convenience.

I enthusiastically support the EIS submitted by the City of Phoenix Aviation Department.

2-10

Thank you for your consideration.



Paul J. Kelley

630 East Laguna Drive
Tempe AZ 85282
(602) 261-6897

Richard T. Tracy, Sr.
Attorney and Counselor at Law

2288 S. Cottonwood
Mesa, AZ 85209-6888

Licensed in States of
Arizona, Ohio and New York
Telephone 480-839-1153

Ms. Jennifer Mendelsohn,
Environmental Protection Specialist
Airports Division FAA AWR-621-6
Western -Pacific Region
P.O. Box 92007
Los Angeles, Ca. 90009-2007

February 22, 2006
Re: Environmental Impact Report
Phoenix Sky Harbor

Dear Ms. Mendelsohn:

The enclosed news articles will supplement my February 21st. letter and material regarding reliever airports for Maricopa County. Attempts to protect the flight paths for 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 be not be given a sufficient share of commercial air traffic. Local governments have faith, they funded the projected leg of the freeway.

2-11

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.

6-2

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

29-2

3-5

Very truly yours

Richard T. Tracy Sr.
Richard T. Tracy, Sr.

Booming Glendale Airport needs upgrades, many say

By Scott Wong
THE ARIZONA REPUBLIC

GLENDALE — After seeing the flamboyant Elton John rock out at Glendale Arena last year, Mark Ripley battled the inevitable 20 minutes of gridlock in the parking lot.

By the time he broke free, cruising past the city airport down the road, Ripley could see the plane carrying the "Rocket Man" himself, taxiing on the runway.

"He beat me after the show," said Ripley, who has managed Glendale Municipal Airport for the past five years. "He was in the airplane and ready to go."

Since the arena was completed in 2003, major acts including Cher, Bruce Springsteen and the Eagles have opted to fly into Glendale rather than busting and ever-growing Phoenix Sky Harbor International Airport.

It's much more private and it's just a five-minute drive to the arena and Cardinals Stadium.

Phoenix Coyotes coach Wayne Gretzky frequently uses the airport, as do many Cactus League baseball players who practice at west-side facilities. Actress Pamela Anderson even flew in for the day for a book signing.

But the increased celebrity traffic is just a small component that is helping ramp up activity at the airport, just off Glendale Avenue and west of Loop 101.

Flight-training schools are finding success in the West Valley as local students seek out an airport closer to home, Ripley said.

And restaurant, shopping-mall and real estate executives are finding convenience in Glendale's airport when they monitor projects in the burgeoning West Valley.

In 2005, takeoffs and landings jumped by 15,000 compared with the previous year.



YOKO FURUKAWA/THE ARIZONA REPUBLIC

Glendale Municipal Airport has seen tremendous growth in recent years and expects to grow even more when Cardinals Stadium opens this year.

And in the fiscal year that ended in June, fuel sales were up 45 percent, while city revenues from the airport cracked \$400,000 for the first time.

The city, which leases space to several businesses at the airport, lengthened the single runway by 1,000 feet two years ago.

But air-traffic controllers and business owners say more needs to be done to accommodate the growth, from a taller control tower to an extra fuel station.

"There should be a second gas station," said William Trezky, co-owner of Gold Coast Helicopters, which offers lessons, charter flights and sightseeing tours from the airport.

"When you only have one person pumping fuel, they determine the price. It's a monopoly."

Richard Brown, Glendale airport's air-traffic manager, said he would like to see the city build a tower twice the height of the current one.

"We're a little too short," said Brown, a former tower chief at nearby Luke Air Force Base.

By March 2007, the city is expected to complete a new

Flights on the rise

Yearly takeoffs/landings

- 2005: 133,000
- 2004: 118,000
- 2003: 88,500*
- 2002: 118,000
- 2001: 110,000

*Runway closed for six weeks in 2003 for expansion.

Fuel sales

The number of gallons of fuel purchased at Glendale Municipal Airport has more than doubled in the past five years.

FISCAL YEAR/GALLONS

- 2005: 269,800
- 2004: 186,100
- 2003: 138,000
- 2002: 102,750
- 2001: 120,700

Source: City of Glendale

master plan for the airport that will examine the need for a new tower and other improvements.

This story may have appeared in your community section or community Republic.

Phoenix courts Williams Gateway

Airport planning for possible Mesa budget shortfall

BY BLAKE MERZOS
TRIBUNE

Williams Gateway Airport may have to lay off eight employees, eliminate raises for the rest of its workers and cut back in other areas if Mesa slashes its subsidy, officials said at an airport authority board meeting Tuesday.

But the airport's budget situation is much more fluid than Mesa's, which rides on a May tax election.

Williams Gateway officials are in talks with Phoenix about the possibility of the larger city taking a seat on the airport authority's board.

If Phoenix does, it will join

Mesa, Gilbert, Queen Creek and the Gila River Indian Community as an airport owner and financial backer.

This could stabilize the airport's budget if Mesa does cut funding by \$1.25 million, which city officials have said could happen if voters mix a new property tax and sales tax increase.

But the airport's board members made it clear Tuesday they want to be chased in to the direction of these talks before they get much further.

"We've been paying into this for 10 years, and we don't want a bunch of people coming in from Phoenix, throwing in some money and telling us how to run this airport," Gilbert Mayor Steve Berman said.

The four governments are currently paying \$3.4 million annually, with the

understanding they'll get a return on their investment when the airport becomes profitable.

Almost three-quarters of that money, \$2.5 million, is coming from Mesa, giving that city control in the very rare instances when the board vote is weighted by financial contribution to break a tie vote.

The airport is near Power and Ray roads in southeast Mesa, near the Gilbert and Queen Creek borders.

Williams Gateway has tried to position itself as a reliever to Phoenix Sky Harbor International Airport, and its first scheduled service, to the Las Vegas area, is set to begin in April.

Phoenix has chipped in \$360,000 over the last three years to Gateway's marketing budget, Gateway executive

director Lynn Kusy said, and Sky Harbor staff have provided other assistance.

"This would formalize the relationship we've had with Phoenix for a long time," Kusy said. He said he should have an agreement to bring to the board at its March or April meeting.

Kusy agreed to hold a study session with the board before it's asked to vote on any deal with Phoenix. If job cuts become necessary, Kusy hopes they could come from retirements and departures rather than layoffs.

The Chandler City Council will discuss joining the airport board Thursday, but there appears to be little interest, and a staff report recommends against it.

CONTACT WRITER: (480) 898-6846

Housing development would spoil Mesa's fight to preserve nearby land

BY BRIAN POWELL
TRIBUNE

Mesa fears a devastating blow to the success of Williams Gateway Airport after the city failed Tuesday to keep a residential subdivision out of the flight path.

"It's the most disappointing vote I've had as mayor," said

Keno Hawkes, visibly fuming after years of trying to preserve the land around the airport for industrial or office use.

The council voted 5-2 to change the zoning from one-acre residential lots to commercial and business park uses. But a legal protest had been filed, meaning six votes

were required for the change to become effective.

The two dissenting votes were from Councilman Tom Rawles and Councilwoman Janie Thom. Rawles supported the landowner's property rights. Thom lashed out at the way the city went about trying to change the zoning.

The vote allows Cornerstone Homes, which is in escrow to buy the property from the Cardon Group of Companies, to build a 52-home

subdivision northeast of Elliot and Ellsworth roads.

In December, Cornerstone scheduled a meeting with the city to discuss its plans to build custom homes on the property, which was zoned for one-acre lots.

Mesa annexed the land in 1990 and it retained its one-acre zoning, but the site was identified for business park use in the Mesa 2025 general plan.

And while Mesa wa

initiating zoning changes in the area to prevent homes from being built, it never attempted to change the parcel. That is, until a couple of days after the city learned of Cornerstone's plans and instituted a request to change the zoning.

Cardon Group manager Wilford Cardon told the council he tried to comply with their desires, but no one has been interested in developing the property for commercial

or industrial uses.

Queen Creek Mayor Wendy Feldman-Kerr, chairwoman of the Williams Gateway Airport Authority governing board, said the airport has provided a solid front against developer pressure to allow homes under the flight paths.

"I'm sure we would see the impacts immediately if that were to change," she said.

CONTACT WRITER: (480) 898-6842
or bpowell@aztrib.com

Some houses are being built there already.

led-4

Richard T. Tracy, Sr.
Attorney and Counselor at Law

2238 S. Cottonwood
Mesa, AZ 85202-6368

Licensed in States of
Arizona, Ohio and New York
Telephone: 480-839-1153

Ms. Jennifer Mendelsohn,
Environmental Protection Specialist
Airports Division FAA AWR-621-6
Western -Pacific Region
P.O. Box 92007
Los Angeles, Ca.. 90009-2007

February 21, 2006
Re: Environmental Impact Report
Phoenix Sky Harbor Folly

FEB 24 2006

Dear Ms. Mendelsohn:

I must admit I have not read the final Environmental Impact Statement for Sky Harbor. I need not read about the environment I have lived in for thirty six 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 an outstanding place to live. Their newspaper, T.V. 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. We need to decrease not increase unnecessary air and ground traffic in that area. The EPA is agreeing to more congestion and pollution. Why must we repeat the mistakes of Los Angeles?

2-12

29-3

I moved from central Phoenix five years ago because of bad air and there is nothing downtown after five p.m. unless one goes to a sports event. Nine billion dollars mostly public funds are at work and a \$778 million Bond issue is on the ballot. Last October I visited Pittsburgh, Pa. It has been transformed to a beautiful, vibrant, modern high rise city, not the smoky steel town I knew in 1942, or the abandoned one, in 1953 when Equitable Life Ins.Co. started the Gateway project. Phoenix had an opposite result, not from the lack of funds provided by taxpayers.

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. While Phoenix neighborhoods covet historic designation, small homes prevent high population density and inhibits family life style. That increases the need for longer commutes. Phoenix has one City Court downtown for over a hundred thousand in a five hundred square mile city. Superior Court, one County Jail and Sheriffs Office downtown for almost four million, predicted to be five million by 2015 in a county bigger than some states. Citizens are forced downtown to do business with what is supposed to be their government.

2-13

With each addition Sky Harbor Airport like the City of Phoenix has become less user friendly. 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, Atlanta for example. 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. What is gained by expanding Sky Harbor? The opportunity to effectively solve todays 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.

27-3

1-4

2-14

Soon the opportunity will be gone, nothing threatens Sky Harbor but competition. A willingness to share for the public benefit will improve their connecting and international flight operation.

It is reported that forty percent of Sky Harbor air traffic is to and from California. High gas prices caused increased flights to Las Vegas. High housing prices has encouraged commuting to those points. Many drive by a site ready for commercial flights, to go twenty miles downtown at twenty miles an hour. There is uncontrolled sprawl in the Valley. [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.] When I go to the Los Angeles area, I fly into Burbank, a no-hassle in and out airport. For a time I escape the thought of the return to Sky Harbor which 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.

2-16

29-5

[I am certain that tourists, less familiar with Sky Harbor'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.]

2-17

[My only interest is to avoid more waste, reduce pollution and promote safety.]

29-6

[Many called upon the City of Phoenix to sincerely work toward the harmonious coexistence of the airport (Sky Harbor) and the (Cardinal) stadium. Phoenix did not follow that advice. With 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 obtained 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 down town.] [Their ground level trolley will not solve the problem.]

6-3

2-18

[The FAA has failed to consider the public benefit of using Williams Gateway Airport.] [It will not only increase comfort, safety and business but also relieve the airport crunch and freeway congestion.] Both major contributors to air pollution. [Could major airlines avoid using Williams Gateway Airport even for the holiday crush for fear of jeopardizing their position with the operators of Sky Harbor?] I enclose many articles which demonstrate the facts which could not have been fairly considered for an approval on environmental basis at this time when most of the population is spread out. The leaders to maintain control follow the plan established in 1912. We had one hundred twenty five days with no rain, twenty three, "no burn days so far this winter.

7-3

2-20

2-19

[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 the 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 Environmental Protection Agency.]

29-7

Very truly yours

Richard T. Tracy, Sr.
Richard T. Tracy, Sr

cc Senator McCain.

FP0005

Phoenix uses the FAA to avoid having competition in the below case 30-story building will be used to get Tempe to agree with Sky Harbor increase in traffic. Before that the football stadium in Report out of Tempe and Maricopa.

Tempe condo project disputed

Phoenix fears effect of height on air safety

By Kate Malcom
The Arizona Republic

The city of Phoenix has a lawyer swimming in a room of paper in Tempe City Hall this week. He also surrounded by the search of documents and more than 60 safe, rolls of project plans tumbled in filed.

The documents are the result of a records request from Phoenix to see every document, e-mail and also plan about Camelback Condominiums. It's further evidence of the feathering that sparked by the condominium complex over airport safety. The roomplex will be in the heart of downtown Tempe.

The room contains all the

documents Tempe has on the 30-story condominium towers, which the City Council approved last year. The documents look more than 200 hours to compile.

The request asked for all development plan review details, city engineers, city manager and City Council files addressing any aspect of the project's development. The plan review permit that has previously number of

It also asked for any details about the negotiations for the land, the location of the buildings and other proposals regarding the condominium.

The first round will begin Phoenix's aviation office. The FAA has a number of the Federal Aviation Authority and the conditions for commercial development. Questioning the safety of the 242-foot or 80 stories is after the FAA to take action, successful.

"No one wants to be left out of the loop. We came to a mutual agreement, even if there is no legal requirement to do so."

That Watson Trust agreement and told the developer, Arizona Commission, to halt construction. But a meeting Wednesday evening may ease some of the tensions. Tempe Councilman Pat Burke, who leads the city's Aviation Committee, met with Watson.

No one wants to be left out of the loop, Watson said. "We came to a mutual agreement, even if there is no legal requirement to do so. We want to go on with going to what higher resolution. The only way we will be successful."

ARIZONA BRIEFS

Business, increased auto traffic

Air-pollution settlements for 3 firms at \$300,000

PHOENIX — The U.S. Environmental Protection Agency has announced air-pollution settlements totaling roughly \$300,000 against three firms in Maricopa County.

The settlement penalties amounted to \$150,000 for Edward Kevanish & Sons Inc., \$75,000 for Mortgage Homes of Arizona and \$75,000 for Paul Construction. The fines stemmed from failures to conduct a key carbon testing the valley's combining air-pollution program.

Maricopa County exceeds the national health standard for ozone as part of a study that is a contribution of a transportation activity.

The state legislature that is a health risk, especially for the elderly, children and people with respiratory ailments such as asthma.

Tucson schools ditch 'dual principal' program

TUCSON — A cost-saving plan to have principals in 100 Tucson schools is being abandoned after just one school year.

The controversial "dual principal" plan is being scrapped because of concern about student achievement, teacher morale and parents' staff development.

One Tucson Unified School District governing board member called the experiment, which had four principals overseeing eight elementary and middle schools, a disaster.

FP0005

Sell buildings, land to make Mesa solvent

If the self-serving good old boys who control the Mesa City Council were truly interested in "We The People," they would:

1. Stop land banking and get out of the real estate business by selling off the billions worth of our tax dollars tied up in holdings to the highest bidder and free us from having to pay \$75 million in yearly interest.

2. Sell off all golf courses, both airports, the arts (ugh) center, enterprise fund, the plush office building and lease city space from the private sector.

If they did, Mesa would be debt free and swimming in money they could return to the people. It would eliminate

and strengthen the free market so more funds would go into the fiscal pot.

Make no mistake about it, they will not cut vital services if we give them nothing. They only do what they have to do when the people make and take a stand demanding they show us or ship out. It's our city. We don't have to be controlled.

Ownership of our houses is sacred. Our yearly investment amounts are already in peril from over taxation. The overcharges in our utilities are nothing but extortion, as are all the other things cities have no business being in.

It's time for a showdown. I have much faith in the people of Mesa to do what needs to be done to take back our beloved city from those who're showing disrespect for us by destroying it.

— **Shirley Allen**
Mesa

This is what we have to put up with - Back to 1912

PEORIA / NW
623-572-7100
3350 W. Pinnacle Peak
Just W. of Camelback

PHOENIX / ANTHEM
882-424-5500
2000 W. BELL RD.
Just East of I-17

SCOTTSDALE
480-778-0811
19047 N. TAYLOR DR.
Just S. of Union Hill

SURPRISE
623-876-9606
10885 N. Greenwood
Just S. of Bell Ave at Luby's

PHOENIX
602-938-6666
14225 N. 7th ST.
Just N. of I-50

MESA - GILBERT
480-833-9268
2800 E. McKELLIPS
Just West of Lindsay

AVONDALE
623-772-8886
11320 W. Indian School
2 mi. West of I-10

CHANDLER
480-812-3939
3775 W. Chandler
Just West of I-10

SANTAN FWY
480-963-8733
AZ. Ave & GERMANN
1/2 mi. S. of Santan Hwy

OPEN 7 DAYS
Mon - Sat 8am - 5:30pm
Sunday 9am - 5pm
Phone orders available

Only \$59 Delivers any order in
Maricopa Co. Plus Casa Grande & Wickenburg

all type of business have many locations for their 3.5 million County - Best we have one County Jail One jury trial location one Phoenix City Court (500 square mile city) We shall have one airport

FP0005

2-15-06 Ref FAA weighs lower ceiling for general Valley aviation

By Thomas Rapp
THE ARIZONA REPUBLIC

Driven by more air traffic, higher fuel prices and safety concerns, the Federal Aviation Administration is preparing to reduce where and how high aircraft fly over the Valley.

Aviation officials want to ensure more space between large commercial jets and smaller general aviation aircraft.

But the changes could mean some neighborhoods will hear more aircraft noise and private pilots will be more re-

stricted, especially as they fly closer to Sky Harbor International Airport.

The changes could take effect within a year.

Warren Meehan, the FAA's air traffic manager at Sky Harbor, said the redesign should improve safety by cutting down on "separation incidents" or close encounters between commercial jets and private aircraft.

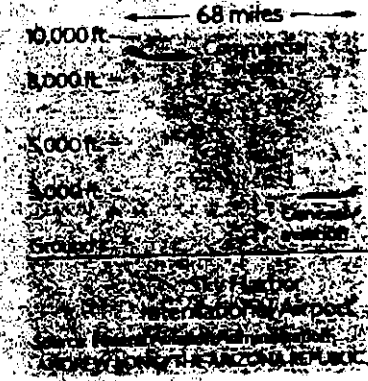
To accomplish this, the airspace known as Class Bravo, the envelope through which commercial airliners land and take

See FAA Page A12

Changing airspace

Commercial airliners land and take off in a circle centered over Sky Harbor International Airport. The airspace shrinks as the airplanes descend. To prevent collisions, general aviation pilots are kept out of this space unless they have special permission.

'Class Bravo' airspace



2-16-06 Ref Dust spurs fatal pileups

WINDS, LOW VISIBILITY LEAD TO WRECKS ON I-8



JAMES CARRERO/THE ARIZONA REPUBLIC

Dust clouds blow as both sides of Interstate 8 south of the Valley are shut down Wednesday because of multivehicle accidents that left two people dead and 13 others injured. Valley & State. B1

Opportunity Corridor, for now, is missed chance



Jon Talton
Republic columnist

The Opportunity Corridor was the big initiative of Phoenix Mayor Phil Gordon's 2005 State of the City speech. I didn't hear so much as a mention of it in his formal remarks this year as he focused on the city's bond program.

That's not a sign of victory. Any capital drive around the area bounded by Tempe and

the state Capitol and Rio Salado and Van Buren shows little new economic activity. The area near the new light-rail line, especially, is the same collection of rotting motels and vacant lots that it's been for years.

True, Chase moved into new digs by the airport, but that office park had been in the works for years before

the Opportunity Corridor. And like the area along the Maricopa Freeway, it's car-dependent and adds nothing to a vibrant urban streetscape.

Private-sector jobs and investment continue to flow to the suburbs. Indeed, the big economic coup of recent months — 1,000 new jobs at a AAA call center — went to Glendale. That had much to

do with salvaging Glendale's discontent with the Greater Phoenix Economic Council, but it still pointed out the emptiness of the Opportunity Corridor.

In fact, when Gordon rolled out the Opportunity Corridor it was what the first President Bush called "the vision thing."

See TALTON Page D2

This you can believe, Mayor is supporter of Huiticos and has prevented growth except for Downtown Partnerships. 9 Billion in downtown Phoenix most tax money

Just a drill! Fire, explosions to rock Tempe

By Sarah Housh

If you see explosions and a large fire today near Rio Salado Parkway in Tempe, don't panic.

Police and fire agencies are detonating two bombs at 8 a.m. and setting a large, vacant building on fire from 6:30 to 9 p.m. as part of a training exercise.

It's all part of drills this week aimed at preparing fire responders from agencies such as the state Department

of Public Safety, Maricopa County Sheriff's Office, Bureau of Alcohol Tobacco, Firearms and Explosives, the Border Patrol and police from Phoenix, Tucson, Chandler and Mesa and many fire departments.

Those traveling in the area will notice large numbers of emergency vehicles, occasional loud noises and visible smoke.

Use of the land and vacant buildings was offered by developers of the up-

TUESDAY NOTEBOOK

Remembering the Arizona of citrus groves, clean air

It's Statehood Day, Arizona entered the union on Valentine's Day 1912. Richard Sells, director of the Sharlot Hall Museum in Prescott, passed along *This is Arizona*, a gem of boosterism published by this newspaper in 1962 to mark the state's 50th anniversary (and the 100th anniversary of the Arizona Territory).

One of the first things you notice besides photos of clean air, citrus groves and the Japanese Flower Gardens that make you ache over the loss, is how different the economy was at semicentennial. Farming, ranching, railroads and copper were



Jon Talton
Republic columnist

still huge. "From the Arizona soil, a bountiful harvest" reads one headline.

It was also a state of homegrown companies. Among the advertisers: Western Savings, Valley National Bank, Wyatt Manufacturing, Royal Dairies, Blakely Oil

and Toy's Shangri-La. An ad from the Arizona State Republican Committee features photos of

See TALTON Page D2

22 no burn days, 120 days without rain people walking wearing masks but there is going to be a 15 hour operation involving explosives and fires set in vacant building.

New western terminal proposed

AIRPORT

Continued from H.

Terminal 4 and officials say construction on the new facility will not start until growth demands it.

But the airport said it will need to plan.

"That's why Phoenix officials have asked the Federal Aviation Administration to sign off on the terminal replacement plus a host of other construction projects, including building new runways, taxiways and parking areas on a proposed expanded airport site."

Phoenix officials say they are now studying the possibility of expanding the airport by 500 acres.

All official recommendations are being reviewed by the U.S. Department of Transportation.

They also are reviewing a report by the U.S. Department of Transportation.

They also are reviewing a report by the U.S. Department of Transportation.

They also are reviewing a report by the U.S. Department of Transportation.

They also are reviewing a report by the U.S. Department of Transportation.

They also are reviewing a report by the U.S. Department of Transportation.

They also are reviewing a report by the U.S. Department of Transportation.

They also are reviewing a report by the U.S. Department of Transportation.

They also are reviewing a report by the U.S. Department of Transportation.

They also are reviewing a report by the U.S. Department of Transportation.

They also are reviewing a report by the U.S. Department of Transportation.

How to comment

Comments on the environmental impact of planned construction at Phoenix Sky Harbor International Airport should be sent to the Environmental Protection Agency by March 12.

Send your comments on the Federal Aviation Administration's report to:

Aviation Environmental Protection Specialist, AWP-6216, U.S. Department of Transportation, Federal Aviation Administration, P.O. Box 92087, Los Angeles, CA 90009-2007.

proposed expansion will do little to improve customer service at Sky Harbor and that the state should be looking to retool airports to handle increased passenger demand. "Phoenix isn't the world of Arizona," Sherman said. "We have to start thinking about how to service the entire state."

Her group also fears that Sky Harbor's expansion plans will only lead to one thing: the need for a fourth runway.

"We're totally against that," she said.

But other officials say that proposal has no bearing on the runway issue.

They argue that the plan will simply allow them to handle more aircraft.

They also argue that the plan will allow them to handle more aircraft.

They also argue that the plan will allow them to handle more aircraft.

They also argue that the plan will allow them to handle more aircraft.

They also argue that the plan will allow them to handle more aircraft.

They also argue that the plan will allow them to handle more aircraft.

They also argue that the plan will allow them to handle more aircraft.

They also argue that the plan will allow them to handle more aircraft.

They also argue that the plan will allow them to handle more aircraft.

Send the reporter at Sky Harbor International Airport, Phoenix, Arizona, at (602) 444-2474.

The lengthy federal approval process began in 2001. It heated up last summer with the release of a draft environmental impact statement. The document that outlines the impact of the expansion on the surrounding community. People concerned were incorporated into the plan, and a new action was released last week.

The report doesn't include an official recommendation. It will be submitted to the U.S. Department of Transportation for review. The report also includes a list of recommendations for the airport. One of the most significant recommendations is to build a new terminal building. The report also includes a list of recommendations for the airport. One of the most significant recommendations is to build a new terminal building.

Environmental protection specialists at the U.S. Department of Transportation are reviewing a report by the U.S. Department of Transportation. They also are reviewing a report by the U.S. Department of Transportation.

FP0005

TUESDAY, FEBRUARY 14

Gordon to stress investing in city

By Monica Alonso-Dunsmuir
THE ARIZONA REPUBLIC

Phoenix is blossoming as the result a \$0 billion run of investments in the past two years, from hotels and high rail to a booming biotechnology industry and the first phase of an Arizona State University downtown campus expected to open this fall.

Another nearly \$1 billion investment hinges on whether voters approve the seven propositions on the March 14 bond election ballot.



Mayor Phil Gordon

Mayor Phil Gordon said he believes that invest-

ment is vital to the city's future so he will make it the central message in today's State of the City speech.

"We're at a moment in our history where people are believing, but they need to see more things," Gordon said.

"And they're all looking at the bond ... to see if we're going forward. That's going to

See CITY Page B2

Airport takes step toward expansion

By Clinger D. Richardson
THE ARIZONA REPUBLIC

Phoenix is one step closer to getting the federal approval it needs to expand parts of Sky Harbor International Airport, but the ambitious proposal is making some nearby residents nervous.

Opponents fear that the airport's plan, which includes demolishing Terminal 2 and building a 50-gate West Terminal in its place, will negatively affect air quality and increase the amount of airplane noise in neighboring residential areas.

"We don't want Sky Harbor to go away, but there has to be a point at which you say 'Enough is enough,'" said Darlene Justice, president of the North Tempe Neighborhood Association, which regularly hears complaints from neighbors about air-traffic noise and other issues.

azcentral.com
Get around Sky Harbor faster with our interactive online graphic of the airport at <http://www.azcentral.com>.

Phoenix officials, however, argue that the proposal is crucial to keeping up with growth of what is now the nation's fifth-busiest airport. Sky Harbor had 41.2 million passengers use the airport in 2005, the third straight year of record growth.

"Without this, our customers' comfort level will likely suffer," said Deborah Ostricher, an airport spokeswoman.

The dispute illustrates why many have come to view Sky Harbor as a mixed blessing. It is both lauded for being one of the state's largest economic engines and derided as a public and environmental nuisance.

Ideally, Phoenix would like to begin designing the terminal late next year, although the earliest it would open would be 2011, Aviation Director David Kriener said.

Sky Harbor still has some room to grow a

See AIRPORT Page B2

Williams Gateway faces series of challenges in its quest to generate revenue for East Valley

WAITING FOR CLEARANCE

Story by BLAKE HENZOB | Photos by LEIGH SMELLE HUNT | TRIBUNE

Williams Gateway Airport has several things going for it. A new stretch of Loop 202 will make the airport more accessible to travelers and cargo handlers early next year — and a second freeway branching off Loop 202 is included in a transportation plan that voters approved in 2004. The airport also has broad support. Residents have been mostly quiet about noise, and Phoenix Sky Harbor International Airport has pitched in more than \$250,000 over two years to help Williams Gateway market itself. And the airport has the Pinal County housing boom to its south and east. Airport executive director Lynn Kusy pointed to a map recently with dozens of square miles of approved housing subdivisions. "All that's aimed right at us," he said. But the airport also faces challenges. Following is a report on five of the biggest issues that might prevent the endeavor from ever materializing as an economic engine for the region.

Story by BLAKE HENZOB

Photos by LEIGH SMELLE HUNT

TRIBUNE

Williams Gateway Airport teamed with activity Wednesday in east Mesa.

A plane chartered by Harrah's Casino Hotels landed around 11 a.m., returning dozens of passengers from a three-day gambling venture in Laughlin, Nev.



L STALLED

Travelers departed around the Mesa airport in 1993, the airport master plan projected handling 250,000 passengers annually by now. Regular cargo flights expected by Harbor International Airport that planners have envisioned since its closed in 1993.

But the occasional Harrah's flights to Laughlin and Reno, Nev. are the only ones bringing passengers — about 1,000 a year to the engine that officials have banked on.

But the airport is far from becoming the south East Valley's economic engine that officials have banked on.

NOT PASSENGERS?

When plans to offer commuter passenger service out of Scottsdale Airport emerged two months ago, many people wondered, "Why not Williams?"

Mr. Gartinke, an airline consultant from Washington, D.C., has a quick response. He said Phoenix Sky Harbor International Airport dominates the market, and it doesn't make economic sense for an airline to fly out of any place in the Valley that doesn't have an abundance of rich people able to pay a premium to do so.

Gartinke called people expecting significant passenger service from Williams Gateway "dreamers."

Better to try to focus on attracting some cargo folks and stop wasting the money of the good people of Mesa," he wrote in an e-mail. "The future is not now, it is many years ahead."

Williams Gateway marketing manager John Barry disagrees. He said the future could be here in 30 days, as he continues talks with two Las Vegas-based airlines, Vision Air and Allegiant, which operates Harrah's charter flights out of Williams. He said talks with three more startup companies are ongoing, and he says he would like to see more commuter service to Las Vegas, San Diego, Los Angeles, Denver and Chicago.

"When I leave here, I'm not going to look 4,000 people in the face and say, 'I wasn't able to get you service,'" he said. "I want to end my career on a high note."

CONTACT WRITER: (602) 995-8816 OR HENZOB@ARIZONA.COM

Williams needs a name change

While many people know about Williams Gateway Airport, few are aware of the circumstances behind its naming.

Williams Gateway began as a training field for Army Air Corps pilots in February 1941. When the Corps broke ground, contention broke out between the neighboring communities for the naming rights. Some called it "Higley Field," others wanted "Mess Airport," while residents from Gilbert and Chandler desired a different

airport operations. Again the name was argued and debated and another compromise was reached; the airport would be named "Williams Gateway" (gateway to what was not specified).

The airport currently consists of three runways that are cumulatively as large or larger than those at Phoenix Sky Harbor International Airport and a land area that is larger than Sky Harbor's.

Several passenger airlines have expressed interest in fly-

ing, art- the art its to be- al out lay day f a

Tell FAA of its failure re Gateway

I fully agree with the Tribune's Sept. 27 editorial, "Clear for takeoff."

With each addition Phoenix Sky Harbor International Airport has become less user-friendly. When I go to the Los Angeles area, I fly into Burbank, Calif., a no-hassle in-and-out airport. For a time I escape the thought of the return to Sky Harbor. It makes the trip more enjoyable.

I am certain that tourists, less familiar with Sky Harbor's maze, traffic and parking problems, consider those factors. Given the choice, they would quickly leave downtown Phoenix. That may answer why rebever airports are not utilized.

The East Valley residents and our leaders should contact Washington and expose the Federal Aviation Administration's failure to consider the public benefit of using Williams Gateway Airport. It will

not only increase comfort, safety and business but also relieve the airport crunch, reduce freeway congestion, pollution and the need for a fourth runway at Sky Harbor.

Could major airlines be avoiding Williams Gateway for fear of jeopardizing their position with Sky Harbor?

RICHARD T. TRACY SR.
MESA

REX GRISWOLD
CITY COUNCILMAN, DISTRICT 5
MESA

10-3-05

aircraft than those that flew in 1942. Its long runways will be suitable in welcoming the almost cruise-ships-size jetliners now on the assembly line. Payloads differ also. Rather than weapons, now the sleek aircraft can play a major role as a link to the future industry and commerce.

A common problem still exists. Although mail is seldom misdirected to Williams, Ariz., thanks to postwar adoption of ZIP codes, that did not help the traveler, who still can be confused.

Outside the state it is easy to think the airport is at a different location than this huge, expanding urban area. Maps, hotel and travel books and pamphlets refer to Williams/Flagstaff or Williams/Grand Canyon — far from their intended destination, which may be Scottsdale, Chandler or south Mary Lou in Apache Junction.

Mesa City Council member Rex Griswold has presented many viable reasons why an appropriate name is necessary to attract carriers and tourists and eliminate confusion in scheduling, etc. The only response came from one who stated, "We've got a lot of history out there at 'Willie.' I think we should keep it that way."

I cannot understand that attitude. No one is taking away from those who served, had prime concern and interest should be in providing opportunity for future generations, businesses and development of orderly travel into and around the Valley.

There are wide open fields surrounding the airport and before residential and other non-compatible development encroached, let's show that we are serious about making this a commercial area and set the stage to attract worldwide in-

vestment and show they are welcome.

Let's avoid "the not in my back yard" mentality that constantly impedes putting the right project in the right place. The Valley is big enough to support two large airports.

Call it Mess Gateway Airport (the gateway to the East Valley).

New growth in the west and central parts of the Valley, as well as international flights, will assure the continued success of Sky Harbor while the renamed airport in the East Valley stakes out its own identity.

Richard T. Tracy
Mesa

Kingman, Prescott want new air service

Cities seeing decline in fliers

By Mack Staffer
REPUBLIC FLAGSTAFF BUREAU

Kingman Mayor Monica Gates has asked Gov. Janet Napolitano to intervene in a dispute that is threatening to ground commercial air service in the Kingman and Prescott areas.

At the heart of the problem is a decision by the U.S. Department of Transportation last March to award a two-year \$7.7 million subsidy for essential air service to outlying parts of the state to Great Lakes Aviation, which replaced Mesa Air.

Since Great Lakes took over the flight service in June, the number of passengers has declined about 80 percent in Prescott and

Getting an identity

Williams Air Force Base, like its veterans, is deserving of the honors bestowed last week. Unlike the veterans, it is not retiring. Today it hosts a different

and Kingman notice from the of Transportation city's service funding is because so few about 100 a ing out of King-

Editorials

Opinions expressed in the editorials below are those of the editorial board and the publisher. All other opinions on this page and on the Opinion 2 page are those of the authors or artists.

Clear for takeoff

Williams Gateway should be first full-size reliever airport

That once again Scottsdale is out in front of other East Valley cities on something is not news; it's part of the culture in Scottsdale to be first and best and biggest and most.

Those who know this are therefore probably not too surprised that it is Scottsdale announcing that it was fielding offers from not less than three passenger airlines for scheduled service at charter-oriented Scottsdale Airport, not Mesa, which for years now has been trying to get the airlines to do the same at larger Williams Gateway Airport.

"We don't solicit like Williams Gateway does to bring airlines in," Scottsdale aviation director Scott Gray told the Tribune's John Leptich. "We let them come to us."

Sounds a bit smug, but still, give Scottsdale the credit for relying on its longstanding can-do reputation — one that has been reasserting itself more in the past few years after about five or six years of isolationism — to attract interest from these airlines, any one of which could be starting scheduled flights within a year.

We always thought it would be Williams, former U.S. Air Force base that it is, that would be the Valley's first alternative to Phoenix Sky Harbor International Airport for passengers seeking scheduled airline service.

If Scottsdale Airport does land a commercial carrier first, it would mean planes no larger than 50-passenger jets as it isn't large enough for the big birds. If it embarrasses Mesa, which can handle the biggest jetliners, into accelerating its pace, so much the better.

Reliever airports are inevitable in this fast-growing metropolitan area. Demand will ultimately lead to it. Sky Harbor, for all of its improvements, because of its sheer size is becoming more difficult for passengers as those picking them up and dropping them off. An often-talked-about fourth runway isn't going to make things any easier. Tell the truth: What's a better experience, DFW or Love Field? LAX or John Wayne (Orange County)? Been to Tucson International Airport lately? What a broccol!

So, Mesa, let's get our flaps up and our noses pointed the right way as soon as possible. Williams Gateway

AIRPORT: Traffic projected to increase

FROM PAGE B1

Airport director Lynn Kay said worldwide air cargo traffic is expected to grow 6 percent a year for the next two decades. By 2020 Williams could handle 1,600 flights with 24 million pounds of cargo annually, he said.

The airport has been designated a foreign trade zone by the U.S. Department of Commerce, which provides tax advantages for shippers, and the U.S. Customs Service has set up an on-site inspection station to handle international operations.

Ninety percent of the apron cost was funded by the Federal Aviation Administration. The other 10 percent was divided between the Arizona Department of Transportation and the Williams

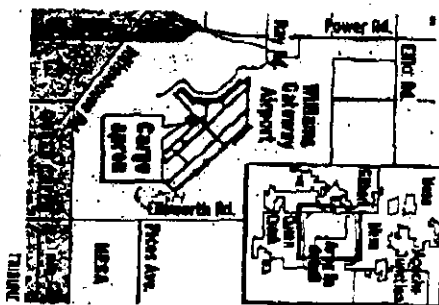
Gateway Airport Authority.

The cargo building is being built on a speculative basis by developer Fred Himmovitz, who has already built three office buildings and a hangar at Williams.

The 20,000-square-foot structure, which will be built along the south side of the apron, will be equal to cargo-handling facilities at Phoenix Sky Harbor International Airport, he said.

It will have 20-foot high ceilings, no interior columns to interfere with cargo storage and temperature controls that will handle everything from frozen foods to dry storage, he said.

Pending approval of the property lease by the airport board of directors, Himmovitz said construction could begin February, with completion



about five months later.

Although no tenants have signed up yet, Himmovitz is confident the building will be successful because there's little room for expansion at Sky Harbor or major Los Angeles airports.

needs in the Valley and the difficulties of operating in and out of Sky Harbor and L.A," he said. "I sense there is an opportunity."

Among the potential users are major companies that currently ship by ground transportation to the West Coast, he said.

Future plans call for expansion of the parking apron from its current 620 feet to 1,000 feet in length and expansion of the cargo building to 800 feet in length. Also planned is another taxiway so two large cargo planes can roll in and out at the same time.

These additions will be built as funding and market conditions warrant.

CONTACT WRITER: (480) 990-8337

B6 • SUNDAY, JUNE 26, 2005

FP0005

BUSINESS

PREMIUM: Parking tougher to find

FROM PAGE B1

travelers going on summer vacations with families," Ostreicher said. "The terminal garages generally do not fill up. There have been a couple of days this summer, particularly on Wednesdays and Thursdays, there have been a couple hours during the day where it has gotten very close or filled up."

The theory is an overlap of business travelers is leading to busy parking lots midweek.

"People who are doing business travel Monday to Wednesday or Wednesday to Friday and have a tendency to overlap on the Wednesday," Ostreicher said. "A lot of times we'll find the parking will get real full on Wednesday during the day and then in the afternoon as a lot of the business travelers are returning it will open up again."

Those looking for spots at the airport are spilling over to nearby off-airport lots that offer long-term parking.

"It's a numbers game," said John Kraiss, general manager at Preflight Airport Parking, 44 N. 44th St. "As fast as this Valley is growing and as many as have come here, you still basically have the same amount of off-site airport parking facilities as what you had maybe 20 years ago. Everybody's full. I basically fill up by Tuesday morning, Wednesday at the latest."

Preflight charges \$6.50 a day for uncovered parking and \$2 more for covered spaces. A shuttle runs passengers to the airport terminals every five minutes. It has about 7,000 regular customers and 1,200 spots. Demand has been so strong the company has been able to raise rates.

"You only want to raise your rates when you're full most of the time," Kraiss said, adding business rebounded



JALJO JIMENEZ, TRIBUNE

PREMIUM SPOTS: A TED Airlines plane arrives at Phoenix Sky Harbor International Airport as seen from the Terminal 4 parking garage Thursday. The airport continues to set records for traffic in 2005.

from 18 months ago.

Sky Harbor doubled the amount of parking in Terminal 4 in 2002 when it added 3,600 spaces. To help with the overflow, the upper level of the Terminal 2 parking garage has been turned into long-term economy parking. It's only \$5 a day for the uncovered spaces.

"It's a little-known secret," Ostreicher said.

Construction of a 3,600-space parking garage at Sky Harbor's East Economy lot has closed 800 parking spaces for the time being.

"We've got over 20,000

parking spaces at the airport, so it's true there is little bit blocked off, but it's really not something that's having a major impact," Ostreicher said.

The East Economy area has that large parking lot, plus a garage, which costs \$2 a day more. The second garage will open in the spring, and there's capacity there to build more structured parking in the area. The airport's West Economy lot has no garage.

When all of the airport lots fill, Sky Harbor hands out fliers with the names, phone numbers and addresses of

Parking problems

Phoenix Sky Harbor International Airport continues to set new records for passenger traffic in 2005 causing parking lots and terminals to fill to capacity on some days, particularly Wednesdays and Thursdays. The following are figures from the first four months of this year compared with last year:

June 1.577 million, up 7.6 percent from the same month in 2004

Feb: 1.50 million, up 1.4 percent from the same month in 2004

March: 1.864 million, up 5.2 percent from the same month in 2004

April: 1.747 million, up 3.9 percent from the same month in 2004

2005 year-to-date passengers: 6.668 million, up 4.5 percent from the same time in 2004

off-airport sites.

"The terminals can stay relatively empty and we'll still open that overflow area so that economy parkers can get that good rate," Ostreicher said.

March, April, June, July and August are the busiest months at the airport. More than 1.7 million passenger went through the airport in June 2004, 3.4 percent more than the same month in 2003. July was even busier last year with nearly 1.8 million passengers, 4 percent more than the same month in 2003.

Air travel is the highest it's ever been," Ostreicher said. "It's certainly reflected at Sky Harbor, but we're in the one of the fastest growing regions in the country."

"Our airport is always around fifth or sixth busiest. It's a reflection of air travel in these times, but also the region of the country we're in."

CONTACT WRITER: (480) 970-2344
or jjimenez@trib.com

FP0005

EnchantedLearning.com is a user-supported site. As a bonus, site members have access to a banner-ad-free version of the site, with print-friendly pages.

Click here to learn more. (Already a member? Click here.)



State Maps
Quizzes/Printouts
State Area Figures

EnchantedLearning.com

US States (plus Washington D.C.)

Population and Ranking



State Flags
Printouts/Quizzes
US Facts and Records

Count Information from
National Center for State Courts 2002

United States total population: 281,421,906 (as of April 1, 2000, according to the US Census Bureau).

State	Population Ranking	Population	Census Data: April, 2000
California	7/105	1498	414 - 33,871,648
Texas	9/159	472	1310 834 20,851,820
New York	12/172	394	279 2312 18,976,457
Florida	17/162	509	280 - 15,982,378
Illinois	23/152	852	- - 12,419,293
Pennsylvania	67/71	454	575 13 12,281,054
Ohio	88/168	376	252 428 11,353,140
Michigan	57/128	316	258 6 9,938,444
New Jersey	21/134	427	334 - 8,414,350
Georgia	49/112	347	507 159 8,186,453
State	Population Ranking		Population
North Carolina	62/151	119+	235 221 8,049,313
Virginia	31/111	150	190 - 7,078,515
Massachusetts	69/145	82	211 - 6,349,097
Indiana	5/116	304	64 9 6,080,485
Washington	39/122	175	113 104 5,894,121
Tennessee	25/124	251	- 5,689,283
Missouri	45/132	351	361 154 5,595,211
Wisconsin	72/116	241	226 - 5,363,675
Maryland	24/113	146	172 - 5,296,486
Arizona	16/122	159	89 82 5,130,632
State	Population Ranking		Population

FP0005

MARICOPA COUNTY COURTS AND THE ARIZONA CONSTITUTION
 THREE WOMEN WILL ASSUME CONTROL OF THE ARIZONA AND MARICOPA COUNTY COURTS AND LEGAL SYSTEM. NONE HAVE SERVED IN THE TRENCHES, TWO HAVE NOT SERVED AS TRIAL JUDGES, ALL THREE GENTLE LADIES, ASU LAW SCHOOL ALUMNIUS, IN MY HUMBLE OPINION AS AN ATTORNEY HAVING PRACTICED IN THREE STATES ARE POORLY EQUIPPED TO MEET AND SOLVE THE CHALLENGES OF AN EFFECTIVE METROPOLITAN COURT SYSTEM. COMPOUNDED BY THE STATE AND FEDERAL COURT SYSTEMS BEING STARVED BY LEGISLATIVE BUDGET REDUCTIONS SO THAT, "ACTIVIST JUDGES" FACED BY CRISIS CAN NOT DELIVER THE TRUE JUSTICE PROMISED IN THE FEDERAL AND STATE CONSTITUTIONS.

Here is what Lincoln had to say about George Bush, Jon Kyl and Russell Pearce types in his day. "We the people are the rightful masters of both Congress and the Courts not to overthrow the Constitution, but to overthrow the men who pervert the Constitution." Abraham Lincoln

The Arizona Supreme Court, Arizona Republic along with the downtown Phoenix law firms are considering limiting jury trials to those available in 1912. Not surprising because the Court system with all their modern equipment, is operated much like it was in Maricopa County in 1912. One jail and court center with 92 judges rather than a half dozen local courts with open line of communications. How many of the more than 50 judges Maricopa County voters were called on to vote for last November were known or really qualified. Frequent rotation of duties and files assures confusion, duplication, mediocrity, lack of accountability. We have the largest and most secret legal system in the country. It can only be described as archaic. That it is manipulated is accepted with full immunity by an apathetic populous.

Daily they demand a world class Sports news section. Court and Legal news is rare and filtered. Some information is leaked, for example layman Justice of the Peace, Gerald Porter is quoted as having, "ask all Maricopa County chiefs of police to take defendants downtown Phoenix, partly to control the media attention given some cases." West Mesa J.P. Hamblen may have to appear before a disciplinary panel as a result of alerting the media regarding a case. (East Valley Tribune Feb. 10, 2005) I can go back three decades with other examples. We are touted as the best, wisest, with cleanest government. As I wrote in 1972, "a housewife never knows if her wash is the cleanest in the neighborhood unless she hangs it out on the line. Our governmental affairs are seldom aired, just fluff-dried in a controlled temperature dryer."

In Maricopa County, all judges, even justices of the peace, operate on a quasi sole proprietorship basis accompanied by inconsistent, independent thinking with judges doing clerks jobs. Most Civil cases are forced into arbitration and lower courts just collect traffic fines. Retired Judges are paid to do the appointed judges job. We have the same number of Justice of the Peace Courts, 23, as in 1973, most have no legal training. They are expected to handle ten times as many cases in the county. They can't, mediation is required. The Supreme Court accepted and made mandatory in large counties where arbitration most likely would be less fair, the short sighted Legislature. That statute now offends several Attorneys. Included soon may be minor criminal matters so that judges bring hourly fees clients. Where else do unpaid Pro Tem Judges keep

deprived of the efforts, vision, experience and dedication of Chief Justice Campbell and former Appeals Judge Rudy Gerber, I hope they will take Maricopa and Pima County Courts into twentieth century. judicialanarchy.com Richard T. Tracy, Sr.

*Same as the airport
 breed deprive
 the public of
 a modern Court
 system - one
 Court center for
 3.5 million
 people - any where
 else there would
 be 25 times
 as many
 judges*

Associated Press

Hartnett installs a 1920s replica ceiling fan in his home in the F.Q. Story Historic District.

Neighborhoods line up for historic designation

By Yvonne Wingett
The Arizona Republic

A program set up to protect Arizona's history is colliding with its own clarity and an accident of timing. Recognizing buildings as historically significant was meant to protect a few in-city structures and neighborhoods.

But now, the number of requests for the historic designation is skyrocketing as waves of communities from Phoenix to Mesa to Tucson hit the magic age of 50, making them eligible for federal or local historic status.

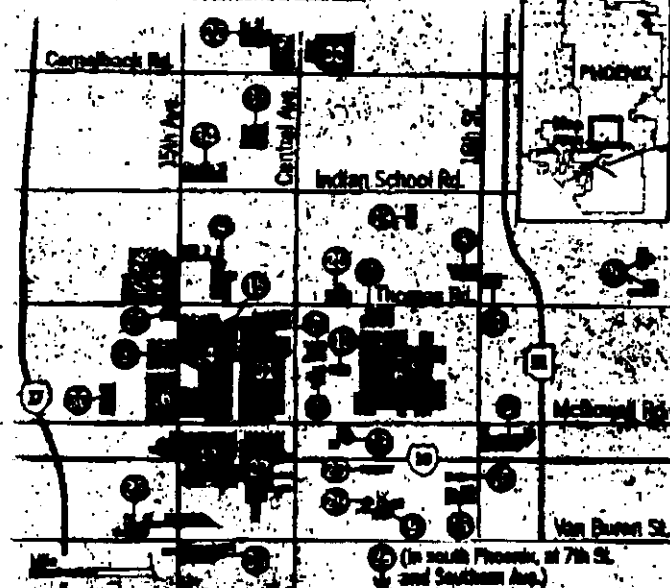
The upsurge, which preservationists say has just begun, is overwhelming the system and forcing officials to choose even more actively what is worthy of going into state's history books.

At stake, some believe, could be a program that gives some owners of historic homes a property-tax break up to 50 percent and a designation that immediately boosts property value.

"We're dealing with an order of magnitude, in terms of the number of historic buildings, greater than we've ever had to deal with before," said

Historic homes

Phoenix has 35 historic residential districts.



- | | | |
|---------------------|----------------------|-----------------------|
| 1 Alvarado | 13 East Evergreen | 25 Oakland |
| 2 Ashland Place | 14 Encanto-Palmcroft | 26 Phoenix Homesteads |
| 3 Bantwood | 15 Encanto Vista | 27 Roosevelt |
| 4 Campus Vista | 16 Fairview Place | 28 Roosevelt Park |
| 5 Chisery Lynn | 17 F.Q. Story | 29 Victoria Place |
| 6 Coronado | 18 Garfield Place | 30 Villa Verde |
| 7 Country Club Park | 19 Heylville Park | 31 Wills |
| 8 Del Norte Place | 20 La Hacienda | 32 Windsor Square |
| 9 Derek Addition | 21 Margarita Place | 33 Woodland |
| 10 Diamond Street | 22 Madlock Place | 34 Woodlee |
| 11 Earl Place | 23 Moreland Street | 35 Yale Park |
| 12 East Alvarado | 24 North Encanto | |

Source: Phoenix Historic Preservation Office

Eric Baker/The Arizona Republic

Historic (Property tax reduced)

WHAT IS HISTORIC?

Arizona cities consider 50 years old as the threshold for historic designation. Here's a snapshot of what major American cities require to be eligible for the historic title:

years	30 years	50 years	25 years	No age limit
PHOENIX	NEW YORK CITY	NEW ORLEANS	SEATTLE	LOS ANGELES

SACRAMENTO — With less than a week before a vote on unseating the incumbent, officials face assembling a coalition of nearly 200 would-be replacements.

Having an early deadline will present a daunting challenge for all involved in the recall election, including 15.2 million registered voters who will be asked Oct. 7 whether to replace Gov. Gray Davis.

The candidates total grew to 193 as the Secretary of State's Office sifted through paperwork Sunday. The signatures the candidates must be verified.

Mesa, Ariz., Mayor Arnold Schwab said he would vote to deny social benefits to immigrants, offering the mayor's stand on a recall.

The campaign also relies on showing he paid more than 20 percent in income tax in 2005 while giving \$4.2 million to charity.

Radio sy to unite law, fire

By Chris F...
The Arizona Republic

Police and firefighters from one city to another in the Valley, talking to each other.

That's not the way it is. Because departments in different areas and frequencies, it of radios and numerous call centers in one community can in another when they are in emergency.

Now, Phoenix and Mesa: a radio network that will partners to talk without

See RADIOS P...

Some killed at checkpoints

As protesters bombard troops with rocks on a street in... 11/2

Stink over low-flow devices moot; the



Get creative

By Shana McKinnon
The Arizona Republic

Say what you will about the lowly low-flow toilet, a piece of porcelain so reviled that Congress nearly banned it less than 10 years after

Less water per person

Although Phoenix's population has increased 38 percent, water use per person has actually dropped 17 percent since peak use in 1960.



FP0005

The closure is part of the construction of an expansion in the southwest corner of the terminal and will add eight gates for Southwest Airlines. The \$26 million project, which also will add a security screening area, is scheduled to be finished by January 2005.

March was Sky Harbor's second-busiest month in 2003, with more than 3.3 million arriving and departing passengers. July edged out March last year with 3.439 million flyers.

W.P. 3-16-04

THE AIRPORT



Williams Gateway is Taxing for takeoff

Someday you won't be able to do what I did the other day. It was mid-morning on a weekday, and I whipped through the parking lot in front of the passenger terminal at Williams Gateway Airport like there was nobody there.

I wheeled past the sign for rental car return with no fear that some jet-lagged business traveler in a rented Ford Taurus would barrel through, hoping to drop off the keys, catch a flight and be home for dinner.

The day will come when Williams has regular passenger service, when driving through that parking lot will be like navigating an obstacle course.

But on Wednesday, the 100th anniversary of the Wright Brothers' flight, Williams Gateway Airport remains as it has for some time, poised for something great.

Currently, Hartzel's charter a monthly flight from Willams Gateway to Laughlin, Nev. In June, Minnesota-based Sun Country Airlines announced it would launch its first scheduled flights to Laughlin. But that service never materialized.

Airport officials are making presentations to scheduled charters, regional carriers and long-distance low cost carriers, said Marie Frank, director of marketing. Airport officials hope that showing carriers more numbers about growth in the South West Valley...

Williams Gateway Airport open house Saturday

BY NAYLBY BINGLI
TRIMBLE

Local families interested in scoping rides, airport tours and looking at airplanes up close are invited to visit one of Williams Gateway Airport for an open house. Williams Gateway Airport authority hosts the free open house from 9 a.m. to 2 p.m. Saturday at the airport's passenger terminal, 600 N. Valley Blvd. in Phoenix. The open house is a free event. For more information, call 602-944-3300 or visit www.williamsairport.com.

from Power Road and fellow signs to the passenger terminal and free parking.

"It's an opportunity to invite the public out to the airport and showcase the businesses who helped earn the airport the Arizona Airport of the Year for 2004 by the Arizona Department of Transportation Aeronautical Division," said Bryan Sexton, Williams Gateway Airport spokesman.

Sixteen airport-based air-traffic will be on display, such

as a Boeing T-38, an Air Force trainer jet, an Apache Longbow helicopter and a military fighter jet, Sexton said.

Radio Disney (1580 AM) will give away prizes and host activities for children, such as a scavenger hunt.

Silver State Helicopters will sell rides for \$25 per person for cash only. Prizes will be given every 30 minutes, ranging from hot air balloon rides to airfare and hotel accommodations to a Laughlin casino.

Mass Police Department will offer fingerprinting for children.

Gateway Gus, the airport mascot, will hand out stickers and toys. The 34 airport tenants will have booths for the public to meet the people who work at the airport.

"The jobs on site increased 88 percent over 2003 to 1,140 jobs at the airport," Sexton said. "This is an opportunity to meet the people who are moving the East Valley economy."

Nikki Hilmovitz is a project manager for Hilmovitz Properties, a developer that has seven properties at the airport.

"We support and help create this airport as a place to be," said Hilmovitz, a Scottsdale resident.

For information, call (480) 988-7637 or visit www.flywgl.org.

CONTACT WRITER
(480) 988-6307
or brb@phoenix.com

FP0005

→ **THE ARIZONA REPUBLIC**
WEDNESDAY
August 28, 2002.

Supervisors should act

The location of the \$350 million stadium plus the private development that will surely follow, the expected traffic flow or gridlock and resulting pollution, loss of employment and maybe the Luke Air Force Base from encroachment are all major issues being ignored by Maricopa County.

Where are the elected leaders who ever strong opposition gave us BOB at a questionable location with local financing? The county supervisors are out campaigning, working on land schemes and rubber stamping what is popular. As the ranking governing body, they have the responsibility and power to investigate and consider the consequences of major improvements.

The county is ignoring the fact public funds are to benefit the public, not speculators, and that they are to act to protect sources of tax revenue to relieve the homeowner's burden.

I just completed a 6,000 mile motor trip and learned that serious problems are ahead for Maricopa County due to competition for the tourist dollars from the new Albuquerque that sprung up at the intersection of I-40 and I-25, that the Ganamp area next to the breathtaking view of the San Diego Convention Center and harbor will draw as many winter as summer visitors. Then there are Texas, Vegas, Denver, even the new Cleveland and Pittsburgh, and many more with indoor pools and shopping. The worst drought since 1934 across the north is

the U.S. and Canada and the falling stock market will affect the winter visitors we come to rely on while air travel is still not as acceptable to some as it was prior to Sept. 11.

Without question the Mesa site at Loop 202 and Loop 101 is the best location and the supervisors have a duty to do what is necessary in the best interest of the public and established businesses in the East Valley. Within 10 miles there are 2,000 restaurants, 50 hotels and 30 golf courses. The area desperately needs a large multipurpose facility which already exists in downtown Phoenix and in the West Valley. The Coyote complex will add to their ability to hold large events. I understand that will have greater seating capacity than America West Arena. The county could take over the Mesa infrastructure and parking obligation, cancel the election and collect the income for the next 30 to 50 years rather than turn a captive enterprise over to an investor.

Richard T. Tracy Sr
Mesa

Rethink light rail proposal

A streetcar down Main Street in Mesa. It's a perfect setting for a Norman Rockwell painting, but it's out of place after the auto age.

Streetcars exited the Main Street, USA, scene because the rubber tire trolley could pull over to the curb to accommodate passengers who were being picked up by the increasing number of those darn motor cars. The wet tracks also contributed to skidding accidents including flipping over motorcycles.

Those of us who lived in the Rockwell era were given a blueprint for the 21st century mass transportation by the illustrator of the Buck Rogers comic strip. Richard Calkins showed high-speed rail elevated in the congested areas. The system now on our easel is like the mostly empty 72-passenger Portland snail that averages 19 mph, except in the downtown area where 5 mph at rush hour is normal. The alleged efficient, clean and urban alternative to the automobile will be denied this community because our funds will be committed to paying for the



Phoenix City Hall, an architectural landmark downtown, has become the setting for counterproductive backbiting.

R VIEW



Wayne Blaney

current trolley folly for years to come.

In August, 1994, Congress passed a bill to plan high-speed rail corridors between cities. A national uniform rapid rail system like the 1950 Intercontinental Highway program should be the current stimulus package. Federal funds for airport expansion and freeway widening would best be spent relieving the gridlock in the air and on the road with express

trains that traveled between cities 200 miles apart in less time than presently involved in commercial flight. Locally, it would be supplemented by short bus lines or park and ride much the same as New York would have stops about five miles apart.

Having lived on Long Island when subway construction halted in Jamaica in 1939, I have had an opportunity to see what does and not work with

sprawl. Are we about to repeat the costly error of Thomas Road and Route 51, the Squaw Peak Freeway, which included a red light before being elevated?

Until a joint federal, local and private effort is made to develop a uniform modern rapid rail system that will solve more problems than it creates, let's limit expenditures to purchasing right of ways and making known junction locations to

contribute to future development and urban renewal. If you are in agreement, it's time to let your elected representatives know before the streets narrow up to **slow** track and slow down traffic.

Richard T. Tracy Sr.
Mesa

do

Time has come to cap Sky Harbor's growth

By Tom Huf 8/4/01

MY TURN

By Hugh Hahn, Ben Aronson, Mark Cuck, Mark Mitchell and Tom Coppel

The Tampa-Toronto direct route that the FAA would never change from Phoenix also means that Phoenix did not come along when it was first approved to build a multi-airport facility two miles from Sky Harbor's north runway. Now, the FAA's efforts to non-secure the existing growth at the airport are the subject of the FAA's quality of life report.

In the effort to expand the airport, Sky Harbor has agreed to allow Phoenix to expand its capacity using the third runway area which the airport has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

all other buildings and to fly over Tampa homes and businesses. Phoenix also means that Phoenix did not come along when it was first approved to build a multi-airport facility two miles from Sky Harbor's north runway. Now, the FAA's efforts to non-secure the existing growth at the airport are the subject of the FAA's quality of life report.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Accordingly, we must now recognize that the era of Sky Harbor's unbridled growth has come to an end. Together, the FAA and Sky Harbor must work together to build a secure future for the airport. The FAA's quality of life report is a good starting point for this effort.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

Phoenix has been promised for future expansion. The airport has been promised for future expansion. The airport has been promised for future expansion.

FP0005

Sky Harbor flying high at 75

FP0005

gas 'The airport has a major away

BY YANTIS
BUNK

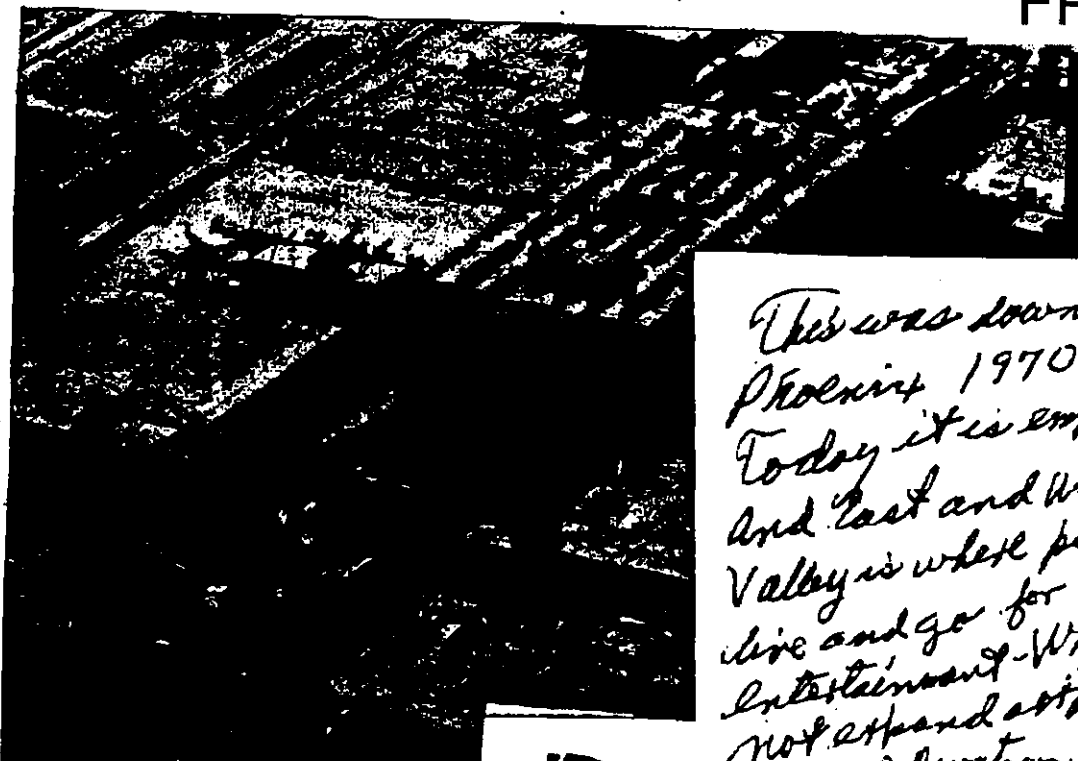
In a time when Sky Harbor International had no need for fire trucks, security dogs, security forces, anti-aircraft bombs, and no terrorism threats, the parking was the sky cap was the sky cap and no one was using a red paging

In the late 1920s, the airport was a remote and undeveloped "Turkey strip" in the desert had people flying yet the runway was only 36 feet wide and the glass windows were made of wood.

In 1942, a dozen people were killed in the crash of a Douglas C-47. The crash changed the way people viewed the airport. It was a woman paid to board a Ford plane bound for Mexico, popularly known as Rocky Point. It was the start of commercial aviation in the Valley.

Today, the airport celebrates the 75th anniversary of its opening. Sky Harbor now handles 36 million passengers annually and is the fifth busiest airport in the world in terms of takeoffs and

The airport's roots are in the desert and reach to the present day. Southwest Airlines, Delta Air Lines, and Aeromexico are among the airlines serving the airport. The airport lost recently, but it is being rebuilt into Mexico City. The two new terminals in the center of the airport will begin service in December. The airport will begin service to Costa Rica, and the first flight into



PHOENIX AIRPORT: An aerial view of Phoenix Sky Harbor International Airport taken in October 2002.

Phoenix Sky International



PHOENIX: The Tri-Motor to Puerto Phoenix Sky Harbor International Airport's

Phoenix: The Airport. For 10 months ago, the land and a few investors isolated and nicknamed it "The Farm."

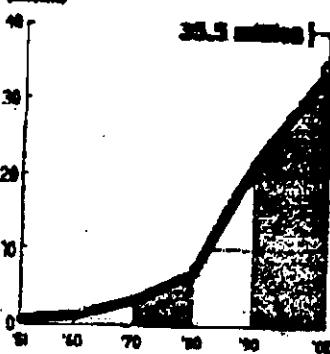
This was downtown Phoenix 1970- Today it is empty and East and West Valley is where people live and go for entertainment - Why not expand airports there? Downtown Phoenix don't want it.

Phoenix, Arizona PENNEYS

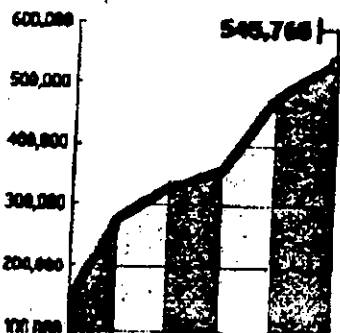
Watch them grow

Here are some historical statistics that show how Phoenix Sky Harbor International Airport has grown over the last 40+ years.

Passengers (millions)



Traffic movements

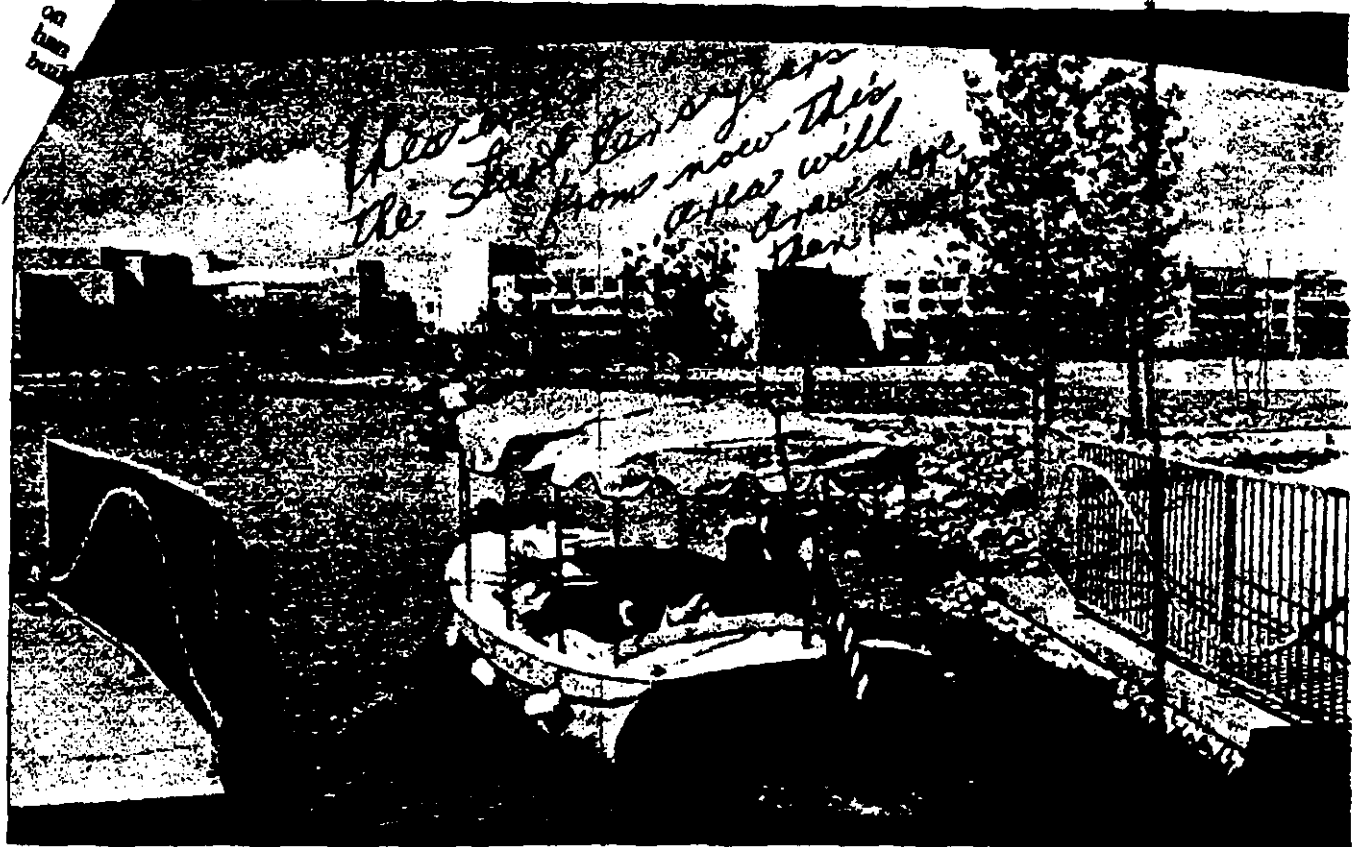


PHOENIX AIRPORT: The Phoenix Sky Harbor passenger terminal and administrative offices were located in a grove of cottonwood trees.



construction of Sky Harbor passenger terminal. At Sky Harbor terminal 4 was the largest capital improvement project when it opened in 1990, and designed to be expanded. The Federal Aviation Administration completes study that recommended runway at Sky Harbor. In 1991, the airport began land acquisition and development to relocate the National Guard and other projects necessary before a third runway. Runway construction in 2007 and to

\$175M hotel project ups ante



A shuttle boat makes its way through a canal Wednesday toward the new Sheraton Wild Horse Pass Resort.

Wild Horse looks to spur tourism

First of several luxury resorts is slated to open in October

BY ROSA MORGAN TRIBUNE

The Pueblo-style architecture, tan- and rose-colored adobe walls, clusters of boulders and Sonoran desert landscaping offer no hint of what lies ahead as guests walk through the front entrance of the Sheraton Wild Horse Pass Resort.

The lobby's domed ceiling, with painted panels illustrating stories of the Pima and Maricopa tribes who built and own the place, soars overhead. A massive boulder-backed waterfall looms straight ahead. And beyond the waterfall, a two-story wall of glass frames a panorama of the Estrella Mountains.

If it's early morning or late afternoon, the wild horses the resort was named for may run across the expanse of unscathed desert to complete the picture, said Jim Curtis, the Sheraton's director of sales and marketing.

The \$175 million resort is the first of three luxury resorts scheduled to open in the Valley before year end, on Oct. 5.

The 735-room Westin Kierland Resort is

pegged to open Nov. 3, the 950-room Marriott Resort at Desert Ridge is slated open Nov. 30. Both are in a northeast Phoenix area.

The 500-room Sheraton, on the Gila River Indian Community just a few miles south Chandler and a mile west of Interstate 17, will cater to guests who want a high-end resort in the south East Valley.

The resort is as much a trove of American Indian culture as a hotel.

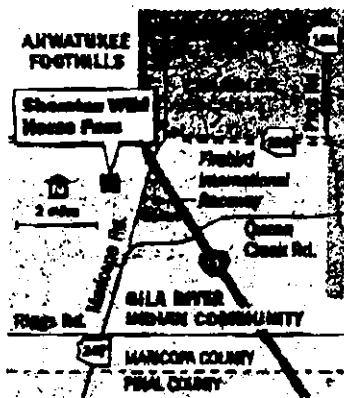
"The purpose of this resort is to show their culture to the world," Curtis said.

From the devil's claw light fixtures in the meeting wing to the 2.5-mile replica of the Gila River flowing through the property, every detail of the resort and the 1,600 acres of land it sprawls on is carefully crafted and approved by the Gila River Indian Community's Cultural Theming Committee to adhere to tribal history and heritage, Curtis said.

The works of American Indian artists, about 90 percent of them from the Gila River community — along with historical photos of the people and the land, hang on walls throughout the hotel, spa and golf clubhouse.

The resort also features 36 holes of golf.

Please see WILD, Page 1



Resort amenities include:

- 500 rooms
- 2 18-hole golf courses
- 100,000 square feet of indoor and outdoor meeting space
- Spa with 17 treatment rooms, fitness center, beauty salon and juice bar
- 1,000-acre equestrian center
- Four restaurants and two bars
- Tennis courts, swimming pools, jogging and hiking paths, river boat ferry service to the casino.

Scott Hochstetler/Tribune

This is now the location of Rawhide, homes are going on its prior location - Williams Parkway is closer than Sky Harbor.

Forum on leadership tackles Valley issues

FP0005

By Judd Slivka
The Arizona Republic

Community and business leaders met Thursday in Phoenix for a forum about how they can make the Valley a better place to live. Before they could roll up their sleeves and get to work, they had to get the lay of the land.

It may not have been pretty, but it did provide a blueprint for what needs to be done.

"The party is over," said Rob Melnick, director of the Morrison Institute for Public Policy at Arizona State University. "... Our leaders and followers in our metropolitan areas around Arizona have pursued a bigger and better policy for almost 40 years. Now those policies are coming home to roost."

The state faces a sour economy, and it will have to contend with a foundering educational system that doesn't

The state also will have to contend with a medical crisis; a shortage of nurses and a looming shortage of doctors.

"A train wreck about to happen," Melnick called it.

And it will have to contend with demographics that are changing fast; the state's minority population is on its way to becoming a majority.

"Demographic changes are the proverbial elephant in the room," Melnick told an audience of about 300. "We don't talk about it and we certainly don't do anything about it."

Melnick was one of three speakers who kicked off the Community Leadership Forum, a day of sessions designed to get businesses and other enterprises involved in Valley communities.

"It's time for us to stand up, get off the sidelines and make a difference," said Tim Delaney, founder of the Center for Leadership, Ethics and Public

Blame losing stadium on Sky Harbor

Well, we lost the Cardinals, the \$350 million stadium/convention center, the Super Bowl and the Fiesta Bowl. The Cardinals, of course, have been playing football in the East Valley and Tempe for the last 12 years but they are now off to the west side to Glendale.

Who's to blame — the Bidwills? Why don't we blame Elaine Scroggs, the Glendale mayor, for stealing our Cardinals away? Maybe we should blame Keno Hawker for not being more enthusiastic in the beginning. How about Neil Giuliano for letting them slip away from Tempe? Or maybe we could blame Jane Hull or John McCain for not intervening or being more helpful to us in holding onto the Cardinals.

No, let's look at the real reason. The real reason that we lost the football stadium, the real reason that our Tempe Town Lake development has been so slow in materializing, the real reason that our



CHUCK WAHLHEIM

Special for The Republic

air is so polluted over the East Valley, both with air pollution and with sound pollution, and the real reason that our home values are in jeopardy — all of these things are not caused by some politician somewhere, but are caused by Sky Harbor.

If it hadn't been for Sky Harbor's idiotic complaints that the stadium site in Tempe was in the flight path, today we would already have under construction in Tempe the Cardinals stadium. Our thoughts would be about future Super Bowls and Fiesta Bowls.

The Sky Harbor situation is ridiculous. Sky Harbor is a small, 2,000-acre landlocked airport with short runways; Sky Harbor is the busiest

three-runway airport in the United States; Sky Harbor is the fastest growing airport in the United States; Sky Harbor loses billions of dollars annually in lost air cargo business because there is no room for warehouses and the space necessary for handling air cargo. When the temperature is over 100 degrees Fahrenheit, which it is in Phoenix one-third of the year, the runways at Sky Harbor are dangerously short.

So why does the airport stay in its present location and annoy all of us with its noise and pollution and damage our economy? The answer is because it is not owned by Arizona, it is owned by Phoenix and is a cash cow for that city. As a consequence it is protected with all the political cover Phoenix can muster.

Yet we have huge tracts of open desert that would be ideal for a modern airport much like Denver has. We have much better flying

weather than any other state in the nation, but we continued to be annoyed by Sky Harbor. More important, we continue to lose thousands of jobs because Sky Harbor is so limited in its expansion capability.

Anyway, when you get mad because the Super Bowl is being played over in Glendale, don't get mad at the politicians unless it happens to be the mayor of Phoenix.

Sky Harbor is the thing that is making our lives miserable and hurting our economy.

Let me leave you with this thought. If Wyatt Earp had died in a plane crash it would have changed the history of Arizona and of aviation.

Chuck Wahlheim is president of W.C.B. Enterprises of Tempe. A veteran newspaper executive, he is former CEO of Cox Arizona Publications, co-founder of the East Valley Partnership and a co-founder of Vote Voting. The views expressed are those of the author.

Pink slip

Our stand: City Council should tell Donald Trump to move it or lose it

Three words from the City Council tonight could define the future of Phoenix.

"Donald, you're fired."

Barring legal delays and maneuvering, the council faces two basic choices at City Hall this evening: reaffirm its longstanding respect for the quality and vitality of our city's neighborhoods, or bow to New York developers by approving Donald Trump's proposed \$200 million condominium/hotel project in the Camelback East corridor.

The choice is clear: The council should support homeowners and reject Trump's plan for a 150-foot high-rise on the site of the old Hard Rock Café.

In the face of neighborhood protests, the project's height has been whittled from 190 feet to 150 feet. But even at 150 feet the condohotel is still about three times the allowable height in this area — 35 feet.

The revised condohotel at 26th Street and Camelback Road also juts closer to neighbors to the south, a setback that amounts to a final indignity to residents.

For all its trendy and upscale appeal, the Trump project is in the wrong location.

A project of this height and density belongs in downtown Phoenix, along North Central Avenue, or several blocks to the west along Camelback,

where there'd be no widespread neighborhood opposition.

In both of these alternatives, there would be easy access

to Phoenix's planned light-rail line.

It's understandable why Trump, in partnership with the New York-based Bayrock Group, wants to capitalize on the site he gained control of in bankruptcy court.

The area around 24th Street and Camelback Road is Phoenix's fledgling answer to New York's Fifth Avenue, Beacon Hill in Boston and Chicago's Michigan Avenue.

Many area homeowners, however, worry about living literally in the shadow of the Trump hotel and future high-rise buildings. They want to preserve their neighborhood's ambience and remaining mountain views.

Facing off with developers is nothing new for area homeowners. Residents saw their share of zoning wars over the nearby Camelback Esplanade, and thought they had hammered out a plan for growth, in the 1990s, that was to remain in place until at least 2015.

The decision before the City Council isn't just about the Trump project. These are among the very real consequences if the project receives approval.

Other developers have said that if Trump gets his height, they'll go after taller buildings along Camelback Road, too. Once height limits are broken, there will be a push eastward, perhaps all the way to 44th Street, resulting in a canyon of glass and concrete structures.

Efforts to revitalize downtown would be set back. Downtown will



Signs representing neighborhood reaction from both sides showed up on residential streets just south of Camelback Road.



A five-story arch is a key design element in Donald Trump's proposed condo-hotel on Camelback Road in Phoenix. This is the west-side view of Trump International Hotel & Residences.

have to compete with the Camelback area for mid-rise and high-rise projects.

Phoenix is investing hundreds of millions of dollars in downtown projects, and to jeopardize its success — and quite possibly next spring's \$850 million bond election — is senseless.

With a wave of new building, congestion along Camelback Road would intensify. Higher parking structures would spring up, and view corridors would be eclipsed.

Ignoring the 18 months of hard work to review and affirm the existing height plan — with some alterations — would send a terrible message to Urban Village Planning Committees throughout the city: Your input is not needed on big zoning cases.

Also on the council's agenda tonight: Westcor, owner of Biltmore Fashion Park at 24th and Camelback, has hopped on the Trump bandwagon.

Westcor wants authority to build to a height of 165 feet, up from the permitted 140 feet allowed on its property, which is in the core area.

A suggestion: If Westcor desires an extra 25 feet, it should go below grade and create a subterranean retail plaza along the lines of its Scottsdale Fashion Square.

How Phoenix even got to this point re-

garding Trump's project is a shameful reflection on its "planning" process.

Last Wednesday, the city's planning commission tackled this long-postponed project at 10 p.m. in what turned out to be a chaotic three-hour meeting. At 1 a.m., the commission gave Trump and associates its unanimous blessing, ignoring recommendations from the urban village planning committee to maintain the height limit.

In recent days, Trump supporters have been pulling out the stops, with radio spots urging residents to contact their councilmembers.

And in a desperate move, attorneys for Trump have vowed to restrain Councilman Greg Stanton, an arch opponent, from vetting by alleging a conflict of interest. This is a frivolous tactic, at best.

The existing Camelback East Specific Plan is not broken. There's significant capacity left for growth — more than 5 million square feet — that includes a residential component. To break the plan for the Trump/Bayrock project is poor public policy.

Tonight, it's up to the City Council to take a long-range view and demonstrate that neighborhoods are essential to the city's fabric and quality of life.

newspaper will not let Phoenix grow up - just out - or to their downtown properties.

FP0005

Phoenix may change rules on some structure heights

BUILDINGS Continued from A1

first. But in recent months, Mayor Phil Gordon and the City Council have put billions of public dollars into downtown redevelopment projects in hopes of revitalizing the city's core with hundreds, if not thousands, of full-time residents.

In many ways the effort appears to be working, and that's the problem. Interest in downtown living has skyrocketed, with many developers proposing residential condominiums up to 50 stories high.

All the talk is making the airport nervous.

"All around Sky Harbor is of concern to the Federal Aviation Administration and should be of concern to the city of Phoenix," said Jane Morris, special projects administrator for the Aviation Department.

"Our role at the airport is to look at all of the factors that affect us."

Most of downtown is not in Sky Harbor's flight path. Instead, the concern stems from the fact that some of the proposed developments, if built, could force the FAA and the airlines to change emergency takeoff and landing procedures.

Those procedures are a complicated set of rules and technical guidelines, but the basics are this: On the rare occasion that one of an airplane's engines would fail, there are mandatory actions a pilot must take to land the aircraft safely.

The actions could involve deviating from standard flight paths and are further complicated by such factors as ground and air temperature, aircraft weight and rate of ascent.

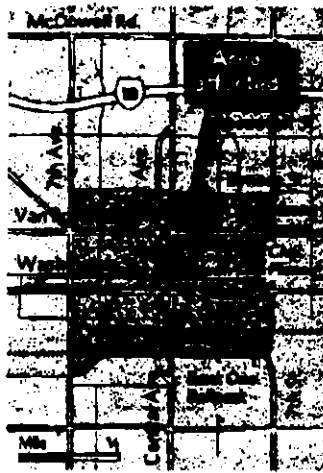
An increase in the number of tall buildings around the airport would make it more difficult to get airplanes to the ground safely in emergencies.

The FAA, which works with the airlines to set the procedures, cannot control whether a high-rise is built, but it will make a ruling on whether the building poses a potential hazard.

Such was the situation several years ago when a plan to build the Arizona Cardinals football stadium in Tempe was scuttled because of its height and proximity to the airport.

How high is OK?

Phoenix officials are considering changing the rules that control the height to which buildings can be built in the downtown area. The last time regulations were modified was in 1971.



MARK WATERS/THE ARIZONA REPUBLIC

"We have to do what is right for the traveling public."

Donna Weitzer
Regional spokesman for the Federal Aviation Administration

In most cases, when the FAA rules that a proposed structure poses a risk, cities don't build it. But if a city opts to move forward, the FAA moves in and changes the flight procedures.

"We have to do what is right for the traveling public," said Donna Weitzer, the FAA's regional spokesman.

That can result in mandates that planes carry less weight in the form of fuel, passengers and cargo, which, in turn, reduces the capacity of the airport.

And that's the one thing Sky Harbor, which is among the nation's busiest airports, doesn't want.

"If there were, theoretically, a lot of high obstacles nearby, we would have to reduce the weight of our airplanes in hot weather," said Carlo Bertolini, a spokesman for America West Airlines. "We'd reduce fuel (and) cargo first, and try to do passengers last. But it would af-

fect our operations."

The current height rules have been in place since 1971 and are severely outdated, officials said.

They allow buildings to range from 250 to 500 feet in the downtown area, with taller structures allowed along Central Avenue, if first accepted by the airport, city Planning Director David Richard said.

And although aviation officials have not worked out exactly what the new regulations will be, they do say that they don't anticipate allowing structures in Copper Square to be taller than about 500 feet, the approximate height of the Bank One Center. The building is the state's tallest.

In some areas of the core, like the Warehouse District, buildings will not be allowed higher than about 22 stories, the approximate height of the Bank One Ballpark and the yet-to-be built Newmark at Copper Square condominium project.

That area, ironically, also has a special zoning overlay that is more restrictive than the airport's proposed rules. Those rules state that any building within the district, generally defined as the area south of Madison Street, from Seventh Street to Sawtooth Avenue, cannot exceed 56 feet, or 80 feet with a use permit. To build a taller structure, a developer needs special variance approval from the Board of Adjustment.

Gordon and others at City Hall are convinced that the proposed changes won't affect the momentum they are trying to create in downtown, even though the regulations appear to have helped scuttle at least one development plan in the downtown area: a proposed 50-story condominium tower on the site of the old Ramada Inn Downtown.

"They can say they will co-exist," Gordon said. "There's this theory that says, to be a great city, you have to have great downtown skylines. And while I agree that downtown should have the highest buildings in the city, not every building will be, or need to be, a skyscraper."

Reach the reporter at ginger.richardson@arizona-republic.com or (602) 444-2474.

Setting limits

Stadium debate is also about adding Valley reliever airports

The dueling press conferences have ended and now there's talk of federal mediators, but Phoenix and Tempe are still fussing about the new NFL stadium and its relationship to Phoenix Sky Harbor International Airport.

While it's gratifying to learn both sides are establishing a framework for compromise, Phoenix, which continues to play the safety card as little more than unjustified scare tactics, now has begun playing the don't-fence-us-in card.

Unlike the safety concerns — chiefly based on longshot odds of catastrophes so unlikely that one has a better chance of getting struck by lightning — at least Phoenix's current shrillness is based on a realistic fear that accommodating the stadium will only be the first of other restrictions on Sky Harbor's growth and resulting effects on more of the surrounding area.

Phoenix wants someday to be able to play another card in its drive to confine all Valley commercial airline traffic to Sky Harbor — a fourth runway — which it isn't going to get if it begins to be limited today.

Limiting Sky Harbor today has benefits tomorrow. It fosters the quiet enjoyment of occupants of nearby homes and businesses as well as a more reasonable amount of time to find a parking space and get to one's departure gate.

While containing Sky Harbor, central Maricopa County can best fulfill its growing population's increased demand for more flights by turning to reliever airports, starting with Williams Gateway in Mesa.

Business and leisure travelers to the region will benefit from getting to their ground destinations in the East Valley faster than from an increasingly congested Sky Harbor that just keeps becoming farther and farther away from where visitors want to go.

Phoenix's horror stories are wearing thin. Its officials should close their storybook of hair-raising thrillers and sincerely work toward the harmonious co-existence of the airport and the stadium in its current location.

And they should open the book on workable alternatives to an endlessly expanding Sky Harbor.

Contact!

Refocusing by rival cities me. FAA probe can finally take of

Although John McCain is better known for making waves, he appears to have calmed the waters swirling around the airport/stadium issue. Let us now hope that facts rather than rhetoric guide the resolution of this matter.

Although the debate has been politically charge-fueled these past 17 days, the central issue remains safety: the Federal Aviation Administration determines that any concerns posed by the Cardinals stadium can be satisfactorily mitigated, then construction should proceed.

It is the FAA's job to weigh in whenever a significant structure is proposed under or near a flight path. It does that in countless other cases around the country and that is what it has done here. Nothing more, nothing less.

It certainly does not mean planes will be crashing into the stadium or that airport operations will be severely restricted, as some have suggested.

The stadium will be a major attraction and asset to the East Valley, and we also share an interest in maintaining the safety and convenience of Phoenix Sky Harbor International Airport.

Up until the word "banquet" was raised, all parties appeared to be working constructively toward peaceful coexistence of the airport and stadium. There are no facts on the table today that weren't there a month ago that would indicate concerns can't be worked out to everyone's satisfaction.

But critical to this process is the FAA's final report which is due Sept. 9. Thankfully, Sen. McCain has refocused officials' and the public's attention on the FAA's ongoing fact-finding mission.

The public should be highly skeptical of any further dire warnings.

Williams Gateway opens \$11.5M apron

Officials hope addition brings cargo hub, jobs

By Ed Taylor



BANNER DAY: Heavy winds whip an American flag draped from the

Microchip	25.64	+0.24
Mobile Mini	19.57	-0.37
SanDisk & Sony	7.87	-0.74
General Dynamics	79.50	-0.73
Logitech	16.90	+0.71
JMI Software	16.24	+0.69
Intel	17.4	-0.64

COMPANIES

JOB CUTS: Eastman Chemical will eliminate 600 administrative jobs through layoffs and attrition within

FP0005

wide airport operated ever
 It is time to
 acts to be set
 have demands
 leg to demand
 results from
 and Tampa. I
 show the same
 Phoenix has
 portland to
 along between
 further, just
 to direct air
 growing from
 — including
 must attract
 success — it
 fronting on
 pe, located in
 Cave Creek in
 By honest
 man and pr
 unnecessary
 now Phoenix
 ability to in
 safety.
 It also you
 needed to see
 expanded City
 heading right
 we all will be
 act, we don't
 active effort for

There's no 'I' in team, but there is in.



12th Street/The Arizona Republic
 Those planes are overhead bringing in commuters and cold, hard cash — something that benefits everyone in the Valley. So let's drop the lawsuits and get together on making the new Phoenix Civic Center a success.

ing of flight routes provides the be-
 needed to see
 expanded City
 heading right
 we all will be
 act, we don't
 active effort for

VIEWPOINTS

hood they will be market suc-

Whether or not you support the expansion of Phoenix Civic Plaza, the facts are the Legislature passed and the governor signed a bill providing \$300 million in state assistance for the project. The funds match the amount that Phoenix voters committed to the expansion effort.

The governor signed the expansion effort immediately after the governor signed the expansion effort.

What many of the same folks who de-cried the construction of a 200-foot tall football stadium in Tampa — because it was two miles east of the end of Sky Harbor's north runway — now are promoting construction of a substantially taller hotel off the west end of the same runway.

In my view, it was wrong for airport officials to manipulate the FAA's long process, change the location and then use them to decide the location of the expansion — that it would be equally wrong for civic leaders to under-stand the construction of the new hotel, especially the one proposed for Phoenix voters and state legislators all gave thumbs up to the expansion of the Civic Plaza. Having taken the project this far, we all should now work to make the most of the project and do all we can to make it succeed.

As far as the airport issues are concerned, Sky Harbor is relatively free of ob-structions. Sky Harbor has one of the best safety records in the world. The reality is that the area surrounding Sky Harbor is relatively free of ob-structions. More important, appropriate plan-

tion of flight routes provides the be-
 needed to see
 expanded City
 heading right
 we all will be
 act, we don't
 active effort for

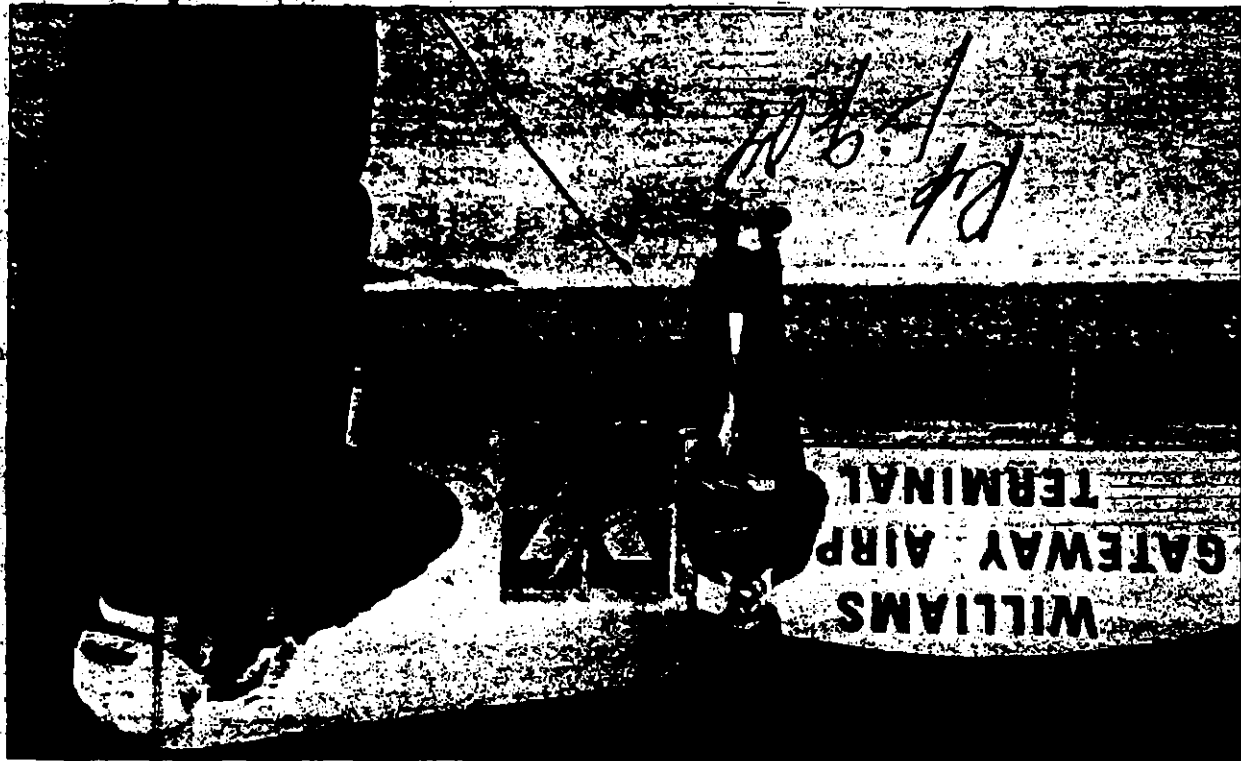


Hahnman

Hahnman is
 a former
 attorney
 and former
 member
 of the Tempe
 City Council.

June 22, experts were recommending
 hotels be built in a few select down-
 town locations. Those few prime loca-
 tions provide the necessary connectiv-
 ity to the convention center to enhance the
 downtown area and proximity to
 downtown Phoenix.

Kansas State fans bypass Sky Harbor



Kansas State University football fan Eugene Ewing of McPherson, Kan., takes a peek at the new terminal in front of the Williams Gateway Airport terminal sign in Hays after their charter flight returned on Nov. 14. (The Athens Republic)

Williams airport proves itself as charter facility

By Betty Beard
The Athens Republic

Lbanks in Williams County Airport, several hundred miles from Kansas State University Airport, proved to be a good idea for last week's flight to Hays. The flight left Williams County at 5 a.m. and arrived in Hays at 11:30 a.m. on Wednesday and Thursday.

The flight left Williams County at 5 a.m. and arrived in Hays at 11:30 a.m. on Wednesday and Thursday. The flight was a charter flight from Williams County to Hays, Kan. The flight was a charter flight from Williams County to Hays, Kan. The flight was a charter flight from Williams County to Hays, Kan.

The flight was a charter flight from Williams County to Hays, Kan. The flight was a charter flight from Williams County to Hays, Kan. The flight was a charter flight from Williams County to Hays, Kan.

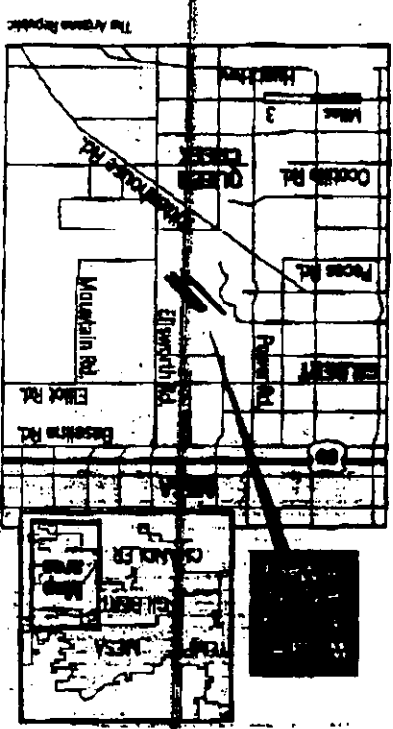
The flight was a charter flight from Williams County to Hays, Kan. The flight was a charter flight from Williams County to Hays, Kan. The flight was a charter flight from Williams County to Hays, Kan.

Langston said, "I loved it. It was small, but it was a small town look. There was no one else there because we were the only ones that picked us up." Norm Williams, charter accounts manager with World Wide Charters, said, "Sky Harbor (airport) was impossible to work with. Getting into Hays Airport in Phoenix but out of Sky Harbor was like pulling teeth out of a tiger."

He said it is expensive to charter flights to the Phoenix area, but he would definitely use Williams Airport again. Williams, a pilot, headed of the airport from a friend. That's good news to the airport, which is trying to increase its passenger service beyond the almost monthly charter trips to a Laughlin casino.

Lynn Kroy, the airport's executive director, said, "I think that the more charters we use, the more they will

See FLIGHTS Page 2



\$1 bil lost by Phoenix in tourism, study says

By Hal Matters
The Arizona Republic

The nation's largest cities, including Phoenix, have lost billions of dollars and hundreds of thousands of jobs over the past two years because of the severe downturn in tourism, a new study says.

Since 2000, tourism spending has dropped by nearly \$1 billion in metropolitan Phoenix, while about 10,000 jobs have been lost, a major blow to an area that depends heavily on visitors. The drop represents about 10 percent of tourism-related jobs.

There are now about 29,000 tourism jobs in the Valley, and the industry pumps \$5.8 billion a year into the local economy, the study by DRI-WEFA Inc. said.

"It's the lifeblood of the economy here," said Michael Mooney, vice president of finance and operations at the Greater Phoenix Convention and Visitors Bureau. "The money trickles down, tax dollars flow and people get jobs and buy groceries and cars. We're all in it."

A preliminary version of the study released earlier this week had indicated that Phoenix lost about 27,000 tourism jobs over the past two years, more than a quarter of the total employment in the industry. But those figures were revised on Friday after an error was found by the research company.

Mooney said a downturn in corporate travel has had the biggest effect on the Valley, with companies either canceling business trips or sending fewer employees. He also said that fewer companies are booking convention facilities several years in advance. Instead, they are waiting to commit until closer to the scheduled meeting date.

The study was conducted for the U.S. Conference of Mayors, the Travel Business Roundtable and the International Association of Convention and Visitors Bureaus.

Nationally, travel and tourism have contributed nearly \$30 billion less to the economies of the 100 largest metropolitan areas this year than in 2000, according to the study. During the same period, more

See TOURISM Page D2

Because of our weather this should be over this major industry but some people never return because of poor quality in the sector. They have to stay indoors for their health - fewer cars and planes (and trucks) would make the difference

TOURISM Phoenix loses big

From Page D1

than 500,000 tourism-related jobs were lost in those cities, the study found.

Tourism in metro areas was a \$263 billion industry supporting 3.9 million jobs two years ago. It has since shrunk to a \$233 billion industry with 3.4 million jobs, thanks to the slumping economy and travel shutdown after the Sept. 11, 2001, attacks.

New York City, where terrorists crashed jetliners into the World Trade Center, has been especially hard hit. Spending declined by about 17 percent, from \$17.6 billion to \$14.6 billion, and the city lost 40,000 tourism-related jobs.

In an effort to stimulate the industry, a group of mayors, visitors bureau officials and travel industry experts is calling for the creation of a presidential advisory council on travel and tourism. They also are urging Congress to provide more funding and tax incentives to the industry.

"As tourism goes, so goes the economic well-being of our communities," said Atlanta Mayor Shirley Franklin, who chairs a travel and tourism task force for the U.S. Conference of Mayors.

Declines in top tourism markets

Tourism has fallen in all top markets since 2000. Areas are ranked by annual tourism gross metro product. The estimated value of tourism goods and services:

	Tourism GDP (in billions)	Change from 2000
1 New York	\$17.6	-17.0%
2 Chicago	\$11.7	-16.2%
3 Los Angeles	\$11.6	-14.5%
4 Atlanta	\$9.8	-12.5%
5 Washington, D.C.	\$9.1	-11.3%
6 Dallas	\$9.2	-10.9%
7 Houston	\$7.0	-8.2%
8 Boston	\$6.2	-16.5%
9 San Francisco	\$6.2	-26.5%
10 Orlando	\$6.1	-15.2%
11 Las Vegas	\$6.0	-22.3%
12 Phoenix	\$5.8	-14.3%
13 Minneapolis	\$5.1	-12.1%
14 San Diego	\$4.4	-7.8%
15 Newark	\$4.3	-14.6%

Tourism as a share of total gross metropolitan product and employment

	Tourism	Jobs
1 Las Vegas	14.4%	15.5%
2 Honolulu	11.9%	15.0%
3 Orlando	12.3%	13.5%
4 San Francisco	7.8%	8.2%
5 New Orleans	6.9%	7.3%
6 Atlanta	6.7%	7.2%
7 Fort Lauderdale	6.9%	7.0%
8 Dallas	6.7%	6.8%
9 Phoenix	6.9%	6.9%
10 Colorado Springs	5.7%	6.2%

(Source: DRI-WEFA Inc. for U.S. Conference of Mayors)

Journal Herald/The Arizona Republic

FP0005

A14 • TUESDAY, SEPTEMBER 27, 2005

S/EV

Editorials

Opinions expressed in the editorials below are those of the editorial board and the publisher. All other opinions on this page and on the Opinion 2 page are those of the authors or artists.

Clear for takeoff

Williams Gateway should be first full-size reliever airport

That once again Scottsdale is out in front of other East Valley cities on something is not news; it's part of the culture in Scottsdale to be first and best and biggest and most.

Those who know this are therefore probably not too surprised that it is Scottsdale announcing that it was fielding offers from not less than three passenger airlines for scheduled service at charter-oriented Scottsdale Airport, not Mesa, which for years now has been trying to get the airlines to do the same at larger Williams Gateway Airport.

"We don't solicit like Williams Gateway does to bring airlines in," Scottsdale aviation director Scott Gray told the Tribune's John Leptich. "We let them come to us."

Sounds a bit smug, but still, give Scottsdale the credit for relying on its longstanding can-do reputation — one that has been reasserting itself more in the past few years after about five or six years of isolationism — to attract interest from these airlines, any one of which could be starting scheduled flights within a year.

We always thought it would be Williams, former U.S. Air Force base that it is, that would be the Valley's first alternative to Phoenix Sky Harbor International Airport for passengers seeking scheduled airline service.

If Scottsdale Airport does land a commercial carrier first, it would mean planes no larger than 60-passenger jets as it isn't large enough for the big birds. If it embarrasses Mesa, which can handle the biggest jetliners, into accelerating its pace, so much the better.

Reliever airports are inevitable in this fast-growing metropolitan area. Demand will ultimately lead to it. Sky Harbor, for all of its improvements, because of its sheer size is becoming more difficult for passengers at those picking them up and dropping them off. An often-talked-about fourth runway isn't going to make things any easier. Tell the truth: What's a better experience, DFW or Love Field? LAX or John Wayne (Orange County)? Been to Tucson International Airport lately? What a breeze!

So, Mesa, let's get our flaps up and our noses pointed the right way as soon as possible. Williams Gateway

AIRPORT: Traffic projected to increase

FROM PAGE B1

Airport director Lynn Kusy said worldwide air cargo traffic is expected to grow 6 percent a year for the next two decades. By 2020 Williams could handle 1,800 flights with 24 million pounds of cargo annually, he said.

The airport has been designated a foreign trade zone by the U.S. Department of Commerce, which provides tax advantages for shippers, and the U.S. Customs Service has set up an on-site inspection station to handle international operations.

Ninety percent of the airport's year funded by the Federal Aviation Administration. The other 10 percent was divided between the Arizona Department of Transportation and the Williams

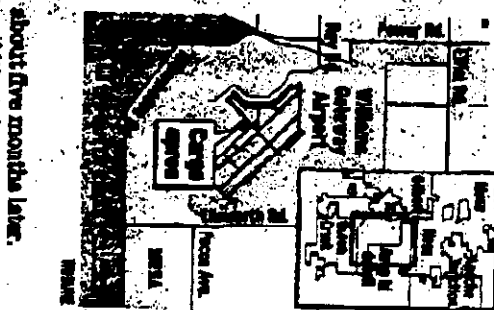
Gateway Airport Authority

The cargo building is being built on a speculative basis by developer Fred Hinovitz, who has already built three office buildings and a hangar at Williams.

The 80,000-square-foot structure, which will be built along the south side of the apron, will be equal to cargo-handling facilities at Phoenix Sky Harbor International Airport, he said.

It will have 20-foot high ceilings, no interior columns to interfere with cargo storage and temperature controls that will handle everything from frozen foods to dry storage, he said.

Pending approval of the airport's master plan by the board of directors, Hinovitz said construction could begin in February with completion



about five months later.

Although no tenants have signed up yet, Hinovitz is confident the building will be

filled as quickly as the airport's expansion, as Sky Harbor's master plan for Los Angeles and other airports is still in the air. The airport's expansion is expected to be completed by the end of the year.

needed in the Valley and the difficulties of operating in and out of Sky Harbor and L.A.," he said. "I sense there is an opportunity."

Among the potential users are major companies that currently ship by ground transportation to the West Coast, he said.

Future plans call for expansion of the parking apron from its current 820 feet to 1,000 feet in length and expansion of the cargo building to 800 feet in length. Also planned is another taxiway so two large cargo planes can roll in and out at the same time.

Those additions will be built as funding and market conditions warrant.

For more information, contact the Williams Gateway Airport Authority at (480) 895-6537.

PREMIUM: Parking tougher to find

FROM PAGE B1

travelers going on summer vacations with families," Ostreicher said. "The terminal garages generally do not fill up. There have been a couple of days this summer, particularly on Wednesdays and Thursdays, there have been a couple hours during the day where it has gotten very close or filled up."

The theory is an overlap of business travelers is leading to busy parking lots midweek.

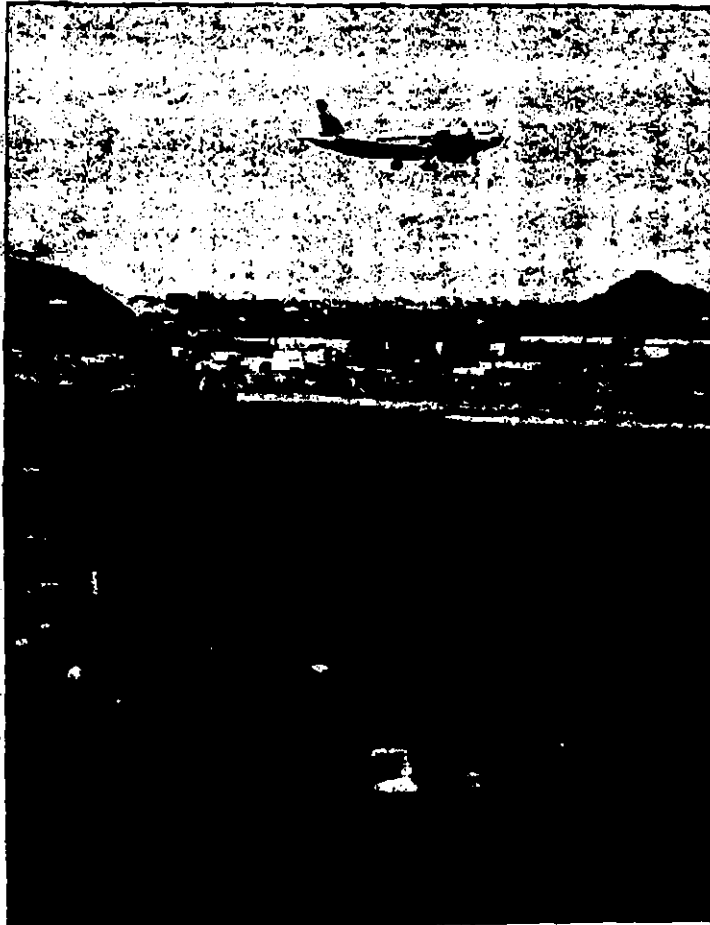
"People who are doing business travel Monday to Wednesday or Wednesday to Friday and have a tendency to overlap on the Wednesday," Ostreicher said. "A lot of times we'll find the parking will get real full on Wednesday during the day and then in the afternoon as a lot of the business travelers are returning it will open up again."

Those looking for spots at the airport are spilling over to nearby off-airport lots that offer long-term parking.

"It's a numbers game," said John Kraiss, general manager at Preflight Airport Parking, 44 N. 44th St. "As fast as this Valley is growing and as many as have come here, you still basically have the same amount of off-site airport parking facilities as what you had maybe 20 years ago. Everybody's full. I basically fill up by Tuesday morning, Wednesday at the latest."

Preflight charges \$6.50 a day for uncovered parking and \$2 more for covered spaces. A shuttle runs passengers to the airport terminals every five minutes. It has about 7,000 regular customers and 1,200 spots. Demand has been so strong the company has been able to raise rates.

"You only want to raise your rates when you're full most of the time," Kraiss said, adding business rebounded



JULIO JIMENEZ, TRIBUNE

PREMIUM SPOTS: A TED Airlines plane arrives at Phoenix Sky Harbor International Airport as seen from the Terminal 4 parking garage Thursday. The airport continues to set records for traffic in 2005.

from 18 months ago.

Sky Harbor doubled the amount of parking in Terminal 4 in 2002 when it added 3,600 spaces. To help with the overflow, the upper level of the Terminal 2 parking garage has been turned into long-term economy parking. It's only \$5 a day for the uncovered spaces.

"It's a little-known secret," Ostreicher said.

Construction of a 3,600-space parking garage at Sky Harbor's East Economy lot has closed 800 parking spaces for the time being.

"We've got over 20,000

parking spaces at the airport, so it's true there is little bit blocked off, but it's really not something that's having a major impact," Ostreicher said.

The East Economy area has that large parking lot, plus a garage, which costs \$2 a day more. The second garage will open in the spring, and there's capacity there to build more structured parking in the area. The airport's West Economy lot has no garage.

When all of the airport lots fill, Sky Harbor hands out fliers with the names, phone numbers and addresses of

Parking problems

Phoenix Sky Harbor International Airport continues to set new records for passenger traffic in 2005 causing parking lots and terminals to fill to capacity on some days, particularly Wednesdays and Thursdays. The following are figures from the first four months of this year compared with last year.

Jan: 1.577 million, up 7.5 percent from the same month in 2004

Feb: 1.50 million, up 1.4 percent from the same month in 2004.

March: 1.864 million, up 5.2 percent from the same month in 2004

April: 1.747 million, up 3.9 percent from the same month in 2004

2005 year-to-date passengers: 6.668 million, up 4.5 percent from the same time in 2004

off-airport sites

"The terminals can stay relatively empty and we'll still open that overflow area so that economy parkers can get that good rate," Ostreicher said.

March, April, June, July and August are the busiest months at the airport. More than 1.7 million passenger went through the airport in June 2004, 3.4 percent more than the same month in 2003. July was even busier last year with nearly 1.8 million passengers, 4 percent more than the same month in 2003.

Air travel is the highest it's ever been," Ostreicher said. "It's certainly reflected at Sky Harbor, but we're in the one of the fastest growing regions in the country."

"Our airport is always around fifth or sixth busiest. It's a reflection of air travel in these times, but also the region of the country we're in."

CONTACT WALTERS (480) 970-2344
or jwalter@azstria.com



6/21/06

Dennis L. Richards, P.E., President
WEST Consultants, Inc.
900 W. Elliot Fld., Suite 201
Tempe, AZ 85284-1137
Telephone 480.345.2155
Facsimile 480.345.2156
drichards@westconsultants.com

Richard L. Martinez, P.E.
President-Elect
Denis L. Howe, P.E.
Vice President
Lawrence E. Robison, P.E.
Past President
Sheila M. Bowen, P.E.
Secretary
Lance McIntosh, P.E.
Treasurer
Jason Mikkelsen, P.E.
Technology Director
Meghan Bowen,
Newsletter Editor

Mark W. Woodson, P.E.
District 11 Director

Dale Wegner, P.E., President
Northern Arizona Branch
Debra C. McGrew, P.E., President
Phoenix Branch
Scott Leska, P.E., President
Southern Arizona Branch
Eulogio Vera, President
Yuma Branch

Christina W. Fanchi, P.E., President
Phoenix Younger Member Forum
Inane Taylor, President
SAB Younger Member Forum

Ken Ficker, P.E., Chair
Geotechnical Committee
Chester A. Teaford, P.E., Chair
Transportation Committee
Richard Humphreys, Chair
Water Resources Committee
Oscar A. Olden, P.E., Chair
Bridge Design & Construction Committee

Jon Girard, P.E., Chair
History & Heritage
Daniel Yu, E.I.T., Chair
Education/Community Outreach
Maher Hazine, P.E., Chair
Legislative Liaison
Karl G. Obergh, P.E., Chair
Engineer's Week
Mike Barton, P.E., Chair
Scholarship Committee

February 27, 2006

Ms. Jennifer Mendelsohn
Environmental Protection Specialist, AWP-621.6
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, California 90009 2007

Subject: **Phoenix Sky Harbor International Airport
Final Environmental Impact Statement for Proposed Airport
Development Program**

Dear Ms. Mendelsohn:

The Transportation Subcommittee of Arizona Society of Civil Engineers 2-10
firmly endorses the subject **EIS**. **We** feel the EIS proposes a solid
engineering basis to build and enhance the safety and operations of Sky
Harbor International Airport. **Continued expansion and modernization of** 2-24
the airport is warranted and important:

- It is a vital component of Arizona's transportation system and is 29-9
among the busiest airports in the nation.
- The Valley's growing population will continue to increase
demand on the airport
- **Commerce generated by the airport is important to the economic** 6-6
 vitality of the Valley and State.
- **The proposed development will keep the airport in line** 29-10
 with the growth of the surrounding regional transportation
 system
- **Convenience of this centrally located airport is valued by local** 29-11
 residents and positively affects their quality of life

We look forward to final Record of Decision on this critical EIS and will 29-12
continue to support Phoenix Sky Harbor International Airport in its
initiatives to continuously improve and remain an important part of our
community

Sincerely,

Arizona Soci

Chester A. Teaford
Chairperson,



**PHOENIX
COMMUNITY
ALLIANCE**



302 East Monroe
Suite 100
Phoenix, Arizona 85004-2337
602.254.7477
Fax 602.253.9192
phxcommak@aol.com
www.phoenixcommunityalliance.com

Celebrating 20 years of service to Phoenix's Central City.

March 1, 2006

Ms. Jennifer Mendelsohn
Environmental Protection Specialist, AWP-621.6
U.S. Department of Transportation
Federal Aviation Administration, Western-Pacific Region
PO Box 92007
Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn:

As an organization dedicated to the revitalization of Central Phoenix, Phoenix Community Alliance strongly supports Phoenix Sky Harbor International Airport and its planned renovations. Phoenix Community Alliance submitted a letter of support for the Draft EIS and continues to support the Final EIS.

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.

The new terminal building on the west end of the airport will help to keep the high level of passenger service the airport provides from deteriorating. Improvements to the Terminal 4 international concourse are crucial to help expedite passenger flow and increase passenger service. Other major projects, such as the Automated People Mover will be a very valuable to passengers as it will connect to the light rail station and the new Rental Car Center. 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.

Sincerely,

Don Kouth
Phoenix Community Alliance

FP0007

Jerry Colangelo
Chairman - Phoenix Skis
Martin L. Shultz
Vice Chair - Pinnacle West Capital Corporation
Mn Stein
Vice Chair - The Sibin-Cox Group
Donald P. Keuth
President - Phoenix Community Alliance
Ronald Rozga
Treasurer - Wells Fargo Bank
Richard A. Sigal
Secretary - Gust Rosenfeld

EXECUTIVE COMMITTEE

Kathryn C. Bultripe
Greenbrier Southwest Corporation
J. Benjamin Campbell
Bank One Arizona
Scott Cole
Cole Neal Estate Services
Teresa Caury Davis
St. Joseph's Hospital and Medical Center
Howard C. Epstein
Bank of America
Sonja Hagel
Phoenix Memorial Hospital
Christine Harms
General Growth Properties-Arizona Center
Dr. Francine Hardaway
Sealthmore Partners
Dr. Mervyn E. Harrison Jr.
Arizona State University
Chris Herstein
Lewis & Roca
C.A. Howlett
US Airways
Len Huck
Bank One Arizona

Larry Livaris, Esq.
Associates

2-30 NA REPUBLIC

23-1 th Ltd
n
Is Corporation

W. James Mahoney
Framwell Crow Company

5-2 r Compa
vem
mo University

James E. Moran
Electric Supply Inc.
Paul Mullings

2-31 on Regional Medical Center
ci, Esq.
.L.P.

2-32 sminn

2-33 ell

2-34 sr
& Associates
nik
insurance Services

Paul Smith
B & B Employment Services
Beth Steinberg
Leo A. Daly
Paul Winelew
Ortiz/Winslow Partnership
Gregory G. Wojtal
St Luke's Health Systems

EMERITUS

Wayne Alkoc
Past Vice Chairman (1996-2000)
Donald Bliss
Past Vice Chairman (1990-1995)
Dave Goldman
Past Treasurer (1992-2002)
Robert Matthews
Past Chairman (1990-1994)
Richard Snell
Past Chairman (1994-1998)
Ronald S. Bookbinder

MAR 06 2006

United Fire Fighters Association



Local 493

61 E. COLUMBUS AVE. SUITE 200-PHOENIX, AZ 85012 (602) 277-1500 FAX (602) 277-0003



Phoenix LOCAL 493

March 1, 2006

Ms. Jennifer Mendelsohn
 U.S. Department of Transportation
 Federal Aviation Administration
 P.O. Box 92007
 Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn:

[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.] 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. 29-13
2-35

[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.] 2-36

[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.] 24-1

[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.] 2-37

Sincerely,

Billy Shields, President
 United Phoenix Fire Fighters

FP0009


 Riester-Robb

March 2, 2006

Ms. Jennifer Mendelsohn
 U.S. Department of Transportation
 Federal Aviation Administration
 P.O. Box 92007
 Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn:

I am a businessman and frequent flyer to and from Phoenix Sky Harbor International Airport. I strongly lend my support for the airport renovations that are part of the Final Environmental Impact Study.

2-10

It seems that Sky Harbor Airport has consistently attempted to respond to the exigencies of the business and travel markets. I have flown into and out of Phoenix for years and have observed their expansion efforts in order to service its ever-growing customer needs. Sky Harbor has provided a concerted effort to create a convenient, efficient and customer-friendly atmosphere. The current plans are no exception.

2-38

This is no small issue for me considering the amount of traveling that I do. It's the difference between an exhausting, frustrating day and an energetic, productive one. Without the addition of the new terminal to keep up with current runway capacity and travel demands, one can easily imagine the results - delays, inconvenience, and disgruntled travelers and business people.

2-39

Encourage you to allow Phoenix Sky Harbor International Airport to continue to provide a quality travel experience.

2-40

Sincerely,



Tim Riester, President & CEO
 Riester-Robb

MAR 07 2006



Valley Forward Association
3800 North Central Avenue, Suite 220
Phoenix, Arizona 85012
p: 602.240.2406
f: 602.240.2407
www.valleyforward.org

March 1, 2006

Ms. Jennifer Mendelsohn
Environmental Protection Specialist, AWP-621.6
U.S. Department of Transportation
Federal Aviation Administration, Western-Pacific Region
PO Box 92007
Los Angeles, CA 90009-2007

EXECUTIVE COMMITTEE
Chair of the Board
Joan Elsenhauer

Chair Elect
Stephen W. Thomson

President/Secretary
Diane Brossart

Treasurer
Paul Rife

Vice Chairs
Ean Hare
Michael Leeman
Lyn Marquis
Dave Olney
Christine Tan Byck

Stephen W. Anderson
Vicky Aviles
Roger Boole
Tamara Badmarik
Gerry DeRosa
Scott Davis
Kathryn DeBuer
Jon M. Frake
Heidi Gass
Ed Gweil
John Gudac
Donald P. Keuth
Jim Oliver
Michael Park
Chris Schmalz
Lor Singleton
Crystal Thompson
Fri Zuercher

BOARD OF DIRECTORS

Peter Allard
David J. Armstrong
Gary Beckhaus
Steven Barclay
Karen Barfoot
Melanie Campbell
Tammie Carr
Don Cassano
Holly Childs
C. Webb Crocker
Leslie Demfeld
Angela Dye
Michael Ellegood
Andrea Forman
Joy Hinkle
Park Howell
Rob Izer
Richard Johnson
Am Jordan
Heidi Kinzey
Terla King
Jan Lorant
Mark McLaren
Thomas G McKinley
Grady Miller
Scott C. Peters
Judy Rolinko
Jennifer Russo
Joan Schulman
Ginn Shearer
Mark Spann
Nick Teratsac
Marilyn Teague
Clay Wolff
Brad Wilde

Dear Ms. Mendelsohn:

Re: Support Final Environmental Impact Study (FEIS) for Sky Harbor International Airport

On behalf of Valley Forward Association, I am sending this letter in support of the renovations that are being considered at Phoenix Sky Harbor International Airport through the EIS process. Valley Forward submitted a letter of support for the draft EIS and continues to support the FEIS.

2-10

23-1

As a non-profit organization whose interests lie in the balance between economic development and environmental quality for our metropolitan area, 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.

6-7

Phoenix Sky Harbor Airport is a well-run facility that has always made an effort to be as customer-friendly, convenient, efficient, and environmentally safe as possible. However, 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.

2-41

I encourage you to support the airports proposed renovations.

2-10

Sincerely,

Diane Brossart
President

FP0011

Jeff McMahon
624 W. 17th Place
Tempe, AZ 85281-6519
(480) 957-9363
jeffmca@asu.edu

Jennifer Mendelsohn
Environmental Protection Specialist AWP-621.6
Federal Aviation Administration
U.S. Dept. Of Transportation
POB 92007
Los Angeles, CA 90009-2007

3/4/06

Dear Ms. Mendelsohn:

[I am writing to urge you to reject the proposal to add a new runway and further expand Sky Harbor International Airport in Phoenix, AZ.] As a resident who lives close to the airport, I think that expanding the airport will lead to more congestion, noise, and pollution for this growing area. It's the wrong solution.

2-43

3-6

[I teach at Arizona State University, 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.] Tempe already has more than its share of airplane noise and pollution. [Increasing traffic at Sky Harbor, which will surely happen if another runway is built, will make traffic, and thus air pollution, worse.]

2-44

3-7

2-45

Thank you for your consideration of this issue.

Yours,


Jeff McMahon
Assistant Professor
School of Theatre and Film
Arizona State University

MAR 10 2006

Ahwatukee Foothills Chamber of Commerce



March 3, 2006

Ms. Jennifer Mendelsohn
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn,

I am writing this letter as a show of support for the proposed improvements at Phoenix Sky Harbor International Airport. 2-10

These critical improvements, designed to meet the high expectations of Sky Harbor customers, will help create competitive airfares for valley travelers and will mean more direct flights with more destinations originating in Phoenix. 2-46

Recognizing the full economic benefits that Sky Harbor provides to our entire state through tourism revenues, it is imperative that Sky Harbor Airport meet the challenges of our ever-increasing population, travel demands and the flow of goods and services. 6-11

It is for these reasons that I support Sky Harbor's continued dedication to enhanced customer service for the traveling public. 2-47

Sincerely,

John McCormish, President/Executive Director
Ahwatukee Foothills Chamber of Commerce

MAR 10 2006

Grow Your Business - Get Connected

FP0013



6216

March 8, 2006

Ms. Jennifer Mendelsohn
U.S. Department of Transportation
Federal Aviation Administration
P.O.Box 92007
Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn,

Our company, HMSHost, is proud of our association with Phoenix Sky Harbor Airport. Sky Harbor is one of 71 airports in which we provide innovative dining and shopping experience for travelers, and importantly, a great many jobs for the local economy. It is primarily in this context that we lend our support for the planned airport renovations in Phoenix.

2-10

As a leader in retail, food and beverages concessions, HMSHost is part of an estimated daily economic impact of \$72 million on the economy. Sky Harbor employs 31,000 area people. These employees serve almost 40 million passengers a year. 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.

2-48

Phoenix Sky Harbor Airport is a very well run facility whose management actively seeks input from the community, cares about its concerns and desires, and, indeed, is measurably intertwined economically in the region. HMSHost appreciates the opportunity and responsibility to be part of this larger institution by listening to consumer demands, providing job opportunities for local residents, and serving the community well. It is for these reasons we heartily endorse Sky Harbor's planned construction.

21-1

21-2

Sincerely,

Terry Ell, General Manager
HMSHost

MAR 10 2006

The Orcutt/Winslow Partnership

March 8, 2006

Ms. Jennifer Mendelsohn
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

RE: Phoenix Sky Harbor EIS

Dear Ms. Mendelsohn:

[Phoenix Sky Harbor Airport 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.]

2-49

[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.]

2-50

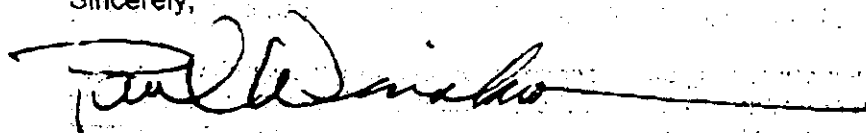
[As the volume of air traffic grows, ground traffic continues to increase. It is only logical that re-evaluation of the surface traffic and more effective traffic patterns will be required. The restructuring indicated in the EIS seems to be a reasonable solution to ensure safety and minimize congestion.]

27-4

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

2-54

Sincerely,



Paul D. Winslow, FAIA, Partner

Architecture
Planning
Interior Design

1136 North Second Street
Phoenix, Arizona 85004
602.257.1764 Tel
602.257.8029 Fax
www.o-w.com

MAR 10 2006

SuperShuttle

David Bird
Senior Vice President
of Operations

March 3, 2006.

Ms. Jennifer Mendelsohn
Environmental Protection Specialist, AWP-621.6
U.S. Department of Transportation
Federal Aviation Administration, Western-Pacific Region
PO Box 92007
Los Angeles, CA 90009-2007

Re: Support for Final Environmental Impact Study (EIS) for Sky Harbor Airport

Dear Ms. Mendelsohn:

On behalf of SuperShuttle, I am sending this letter in support of the Final EIS and the renovations that are being considered at Phoenix Sky Harbor International Airport. SuperShuttle submitted a letter of support for the draft EIS and continues to support the FEIS.

2-10

23-1

Every year, we transport over 800,000 passengers on our shared ride van and sedan service to and from Sky Harbor Airport 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 level of service it provides, it needs to expand to meet those needs.

2-55

Building a new terminal on the west end of the airport will be a great benefit to Sky Harbor. In addition, the improvements to the Terminal 4 international concourse are crucial to help expedite passenger flow and increase passenger service.

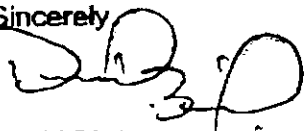
2-56

2-57

We encourage you to approve the EIS to help Sky Harbor keep up with the demands of a growing region and state and allow the airport to grow as well to meet the coming demands.

2-58

Sincerely



David Bird
Senior Vice President of Operations
SuperShuttle International

DB/sjs

MAR 10 2006

621.4

*The Honorable Jane Dee Hull
2518 E. Vogel Ave.
Phoenix, Arizona 85028*

March 6, 2006

Ms. Jennifer Mendelsohn
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 9009-2007

Dear Ms. Mendelsohn

[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.] 6-13

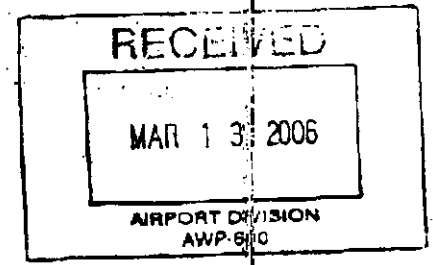
[Sky Harbor's financial influence not only impacts the tourism industry through revenues collected from resorts, restaurants and rental cars, but generates import/export businesses, provides an efficient flow of goods and services, and creates new jobs for Arizona residents.] 6-14

[Sky Harbor Airport must keep pace with the size and demands of our rapidly growing population.] 1-5

[I heartily endorse the proposed improvements at Sky Harbor Airport to meet the market demands for a vibrant economy.] 6-15

Sincerely,

Jane Dee Hull
Jane Dee Hull, Governor, 1997-2003
State of Arizona



Richard T. Tracy, Sr.
Attorney and Counselor at Law

2238 S. Cottonwood
Mesa, AZ 85202-6888

Licensed in States of
Arizona, Ohio and New York
Telephone 810-830-1153

Ms. Jennifer Mendelsohn,
Environmental Protection Specialist
Airports Division FAA AWR-621-6
Western-Pacific Region
P.O. Box 92007
Los Angeles, Ca.. 90009-2007

March 7, 2006
Re: Environmental Impact Report
Phoenix Sky Harbor Folly

Dear Ms. Mendelsohn:

Please accept the enclosed to supplement letters of February 21 and 22, 2006
[Maricopa County has problems that the Environment Impact Statement could not have
considered. For example, day 141 with no rain and no hope in sight, Federal pollution
standards exceeded 47 times since October.] 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. Those who so
state have a vested interest. That includes the newspaper management, heavily
invested in downtown property. The rest of the community does not matter, billions go
there with poor result.

7-5

29-14

[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. The air gets dirtier and planes increasingly more troubling flying lower,
breaking the still of the night. Freeways like parking lots. Public Relations commercials
every half hour regarding the long wait. 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 should
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.]

29-16

7-6

29-17

On the other hand [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 build in the flight path fifteen blocks from the runway. 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. Use the funds were they will do the
most good and save relievers from further encroachment. Make Sky Harbor smaller,
more efficient and safe. Bigger does not make it better for the public.]

29-18

2-61

29-20

29-21

Very truly yours

Richard T. Tracy Sr.
Richard T. Tracy, Sr.

FP0018



4000 E. Sky Harbor Blvd.
Phoenix, AZ 85034
480.693.5751
Fax: 480.693.5904

C.A. Howlett
Senior Vice President
Public Affairs

March 7, 2006

Ms. Jennifer Mendelsohn
Environmental Protection Specialist, AWP-621.6
U.S. Department of Transportation
Federal Aviation Administration
P.O.Box 92007
Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn,

[I am writing to urge the Department of Transportation to support Sky Harbor Airport's planned improvement projects.] [These improvements are vital to the continued success of Sky Harbor as the 7th busiest airport in the world and the 2nd highest ranked airport in the country for service and convenience (J.D. Powers & Assoc.)] [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.] 2-62
1-6
24-2

[Like all companies, to remain at peak performance Sky Harbor must grow with its clients. The population of the Valley is expected to almost doubly 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.] 2-63

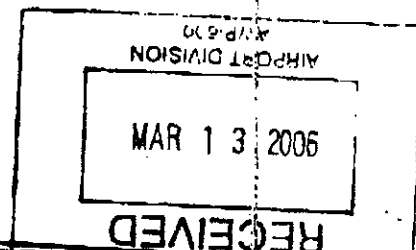
[Sky Harbor has planned appropriately for its future service needs. The new Terminal 2 will add 19 gates, and a parking garage complex on East Side adds 3,000 parking spots which will provide more long term parking.] [In addition to planning for expansion needs, Sky Harbor has also identified areas to 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.] 2-65
2-66

[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.] 1-7

[Please support Sky Harbor in its plans to endeavor to remain at the top of the airport industry.] 2-67

Thank you,

C.A. Howlett
Senior Vice President, Public Affairs





March 1, 2006

Ms. Jennifer Mendelsohn
Environmental Protection Specialist, AWP-621.6
U.S. Department of Transportation
Federal Aviation Administration, Western-Pacific Region
PO Box 92007
Los Angeles, CA 90009-2007

Re. Support Environmental Impact Study (EIS) for Sky Harbor International Airport

Dear Ms. Mendelsohn:

On behalf of WESTMARC, I am sending this letter in support of Phoenix Sky Harbor International Airport and the proposed renovations to the airport. WESTMARC submitted a letter of support for the Draft EIS and continues to support the Final EIS.

2-68
23-1

As an organization, WESTMARC's mission is to promote public policies leading to responsible growth, a positive quality of life, a healthy environment, strong community development and favorable public image. 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.

6-16

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. Improvements to the Terminal 4 international concourse will help expedite passenger flow and increase passenger service. Other major projects, such as the new terminal on the west end, will greatly increase the service the airport provides to its passengers.

1-8
1-9
1-10

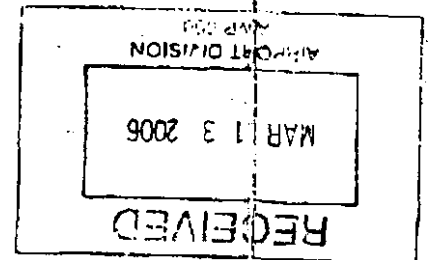
The renovations are imperative to help Sky Harbor handle our growing state. We support the EIS and encourage you to do the same.

1-11
2-69

Sincerely,

Handwritten signature of Jack W. Lensford

Jack W. Lensford
President and CEO



4949 West Indian School Road • Phoenix, Arizona 85031

p • (623) 435-0431 f • (623) 435-0485 e • email: wmc@westmarc.org

www.westmarc.org

UP

March 8, 2006

Ms. Jennifer Mendelsohn
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn:

Sky Harbor International Airport in Phoenix, Arizona is in the planning stages of several projects, most notably construction of a West Terminal Complex consisting of 33 new gates. [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.]

2-70

[These projects will significantly enhance the travel experience of Sky Harbor customers.] [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.] In addition, [the new terminal would be designed to maintain security while reducing the time passengers spend in the security screening lines.] [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.]

2-71

2-72

2-73

2-74

Southwest Airlines has made its reputation on competitive pricing, convenient flights, and quality service. [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.] [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.]

2-75

2-76

Sincerely,

Ronnie Lopez
Chairman, Phoenix International Consultants

MAR 13 2006
AIRPORT DIVISION
AVT-P-000

6216

*Terrance W. Hull, M.D.
2518 E. Vogel Ave.
Phoenix, Arizona 85028*

March 6, 2006

Ms. Jennifer Mendelsohn
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 9009-2007

Dear Ms. Mendelsohn

When the city of Phoenix purchased Sky Harbor Airport in 1934 it was known as "The Farm" because of its isolated location

Obviously, times have changed. The growth we are experiencing in the Valley of the Sun has created challenges for everyone, including Phoenix Sky Harbor International.

The Phoenix Aviation Advisory Board reviews airport policies and provides recommendations to the Phoenix City Council on major airport projects with the common goal of servicing the demands of all travelers in a most customer friendly way.

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

2-77

1-12

[As chairman of the Phoenix Aviation Advisory Board, I appreciate the opportunity to express our support concerning this proposal and look forward to the commencement of these plans.]

2-78

Sincerely,

Terry Hull

Dr. Terry Hull, Chairman
Phoenix Aviation Advisory Board



lphllc

March 2006

Ms. Jennifer Mendelsohn
Environmental Protection Specialist, AWP-621.6
U.S. Department of Transportation
Federal Aviation Administration
P.O.Box 92007
Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn,

I would like to express my support for the planned improvements to the Sky Harbor Airport. 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. 2-79 6-17

Sky Harbor's economic impact stems from the tremendous volume of traffic that the airport handles every day. There are more than 600,000 take-offs and landings every year (1,600 per day) with 39.5 million passengers per year. This makes Sky Harbor the 7th busiest airport in the world. Eighteen major airlines do business with Sky Harbor, two of which use Phoenix as a "hub" (America West has 70% connecting passengers and Southwest has 30%). Sky Harbor is also the home of the Air National Guard. Airfares are kept low through competition of these various airlines and the large volume of flights. In fact, Sky Harbor has the most "low fare destinations" of any other airport in America. Sky Harbor is linked to billions of tourism dollars every year, and is also a center for business travel. A substantial number of valley businesses use Sky Harbor to transport goods, and over 1,000 tons of cargo are moved daily. 6-18

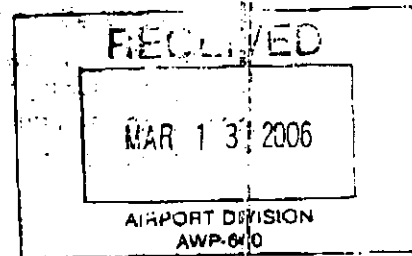
The construction plans for Sky Harbor will bring an additional economic benefit to our state. The next several years will see a billion dollars spent on improvement projects. This will result in more than \$35 million worth of sales tax, as well as creating additional employment opportunities in the Valley. 6-19 6-20

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. 2-80

Sincerely,

Barry G. Broome

Mr. Barry G. Broome
President and CEO
Greater Phoenix Economic Council



Intel Corporation
5000 W. Chandler Blvd.
Chandler, AZ 85226-3699
(480) 554-8080

40414



March 7, 2006

Ms. Jennifer Mendelsohn
U.S. Department of Transportation
Federal Aviation Administration
PO Box 92007
Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn:

Re: Support for final Environmental Impact Study (EIS) for Sky Harbor Airport.

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. 2-81

As a company with a large presence in Chandler, Arizona, but that is involved in markets throughout the world, Intel recognizes the benefits of an airport that is convenient to our operations. Intel is proud to have approximately 10,900 employees in the state. Many of whom use the airport for business purposes.

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. 6-21

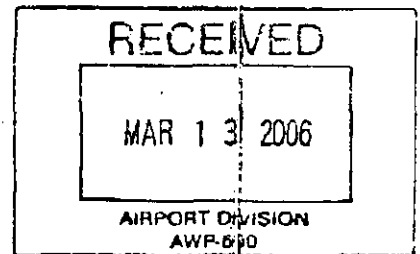
As the population continues to grow in the state, the airport will need to expand to continue providing the high level of service its passengers have come to expect. 1-13

Building a new terminal on the west end of the airport will be a great benefit to Sky Harbor. In addition, the improvements to Terminal 4 international concourse are crucial to help expedite passenger flow and increase passenger service. 2-82 1-9

We encourage you to approve the final EIS to help Sky Harbor keep up with the demands of a growing region and state. 2-83

Sincerely,

Jeanne Forbis
Jeanne Forbis
Arizona Public Affairs Manager
Intel Corporation



621-6

Karyn Gitlis
1206 South Ash Avenue
Tempe, Arizona 85281

March 3, 2006

Ms. Jennifer Mendelsohn
Environmental Protection Specialist, AWP-621.6
U.S. Department of Transportation
Federal Aviation Administration
P.O. Box 92007
Los Angeles, California 90009-2007

The following are comments regarding Social Impacts (Section 3.3) on Children and Children's Health by the airport development proposed in the FINAL ENVIRONMENTAL IMPACT STATEMENT for Phoenix Sky Harbor International Airport, Volume 1: Documentation. These comments need to be understood in the context of my broader general concerns:

- [that 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 that the air quality data in the FEIS represent a baseline measure.] 7-19
- [that Sky Harbor is not proactively addressing the need for more inclusive, state-wide aviation planning.] 2-86
- [that 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, ongoing study, and elicitation of public input and alternative suggestions.] 2-87
- [that current (and currently diminishing) opportunities to bring Williams Gateway online as a satellite or regional airport have been overlooked and underplayed.] 2-88
- [that the potential impacts of the ADP as described in the FEIS are dependent 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.] 3-8
- [that the potential impacts of the ADP as described in the FEIS neglect alternatives that are not suggested (such as utilizing reliever or regional airports).] 2-89
- [that 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 has been pursuing unchecked airport expansion.] 1-15

Section 3.3.2 ENVIRONMENTAL JUSTICE (Background information from the FEIS)
"Environmental justice refers to the right to a safe and healthy environment for all and the conditions in which such a right can be freely exercised regardless of race, ethnicity, and socioeconomic status."

FEIS Public Comments
March 3, 2006

Low-Income Populations:

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 Northwest Tempe from the Red Mountain Freeway (N) to West University Drive (S) and from the Union Pacific Railroad tracks (W) to Rural Road (E).

Tract 3191.02 Northwest Tempe from East University Drive (N) to Broadway Road (S) [the GSA south boundary is a block or two north of Broadway Road] and from Rural Road (E) to McClintock Drive (W).

6-22

Tract 3191.01 is a very small, irregularly shaped tract embedded in Tract 3191.02 extending from East Orange Street/Terrace Road (N) to Apache Boulevard (S) and from Rural Road (W) to Dorsey Lane (E). This tract is a neighborhood to the immediate east of Arizona State University.

Not included in the low-income population tracts but included in the Tempe portion of the GSA are the following census Tracts:

Tract 3184 (the western portion is included in the GSA)
Tract 3185.01
Tract 3185.02
Tract 3186
Tract 3188
Tract 3189
Tract 3190
Tract 3197.04 (the northern portion is included in the GSA)

Section 3.8.1 U.S. DEPARTMENT OF TRANSPORTATION RESOURCES

"Playgrounds, ballfields, and other related recreational facilities associated with public schools located within the GSA were inventoried."

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.

10-1

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 omission goes to the heart of the

3-9

FEIS Public Comments
March 3, 2006

City of Phoenix's apparent disdain for the City of Tempe's ongoing aviation concerns.]

Section 4.16.3.2 ADP ALTERNATIVE: CHILD HEALTH

"There would be no noise impacts as a result of the ADP Alternative, as compared to the No-Action alternative, on these properties."

[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 (page 2 of this letter, Table 3.8.1-1).

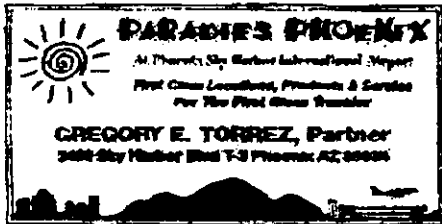
3-10

I believe that the paragraph cited directly above 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?]

Thank you for your consideration.



Karyn Gitlis



Ms. Jennifer Mendelsohn
 Environmental Protection Specialist, AWP-621.6
 U.S. Department of Transportation
 Federal Aviation Administration
 P.O.Box 92007
 Los Angeles, CA 90009-2007

March 7, 2006

Dear Ms. Mendelsohn,

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. 1-16

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. Also, 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. 1-17 29-23

All of these improvements are vital to the success of Sky Harbor, and will have a negligible negative impact on the surrounding community. Sky Harbor is the owner of 20% of the land between Airtane and Washington, which means that no Valley residents or business will have to be displaced during the expansion projects. Also, the construction will be funded by a very low passenger fair charge of only \$4.50 per passenger. 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. In fact, without these improvements, customer satisfaction would be sure to decrease, as delays and airfare costs rose. 5-4 22-1 3-11 2-91

Most Valley residents have very positive opinions of the airport, and the planned improvements can only increase their support. 2-92

Gregory E. Torrez
 Partner
 Paradise - Phoenix

MAR 09 2006



March 2006

Ms. Jennifer Mendelsohn
 Environmental Protection Specialist, AWP-621.6
 U.S. Department of Transportation
 Federal Aviation Administration
 P.O.Box 92007
 Los Angeles, CA 90009-2007

Dear Ms. Mendelsohn,

[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.]

6-23

[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] Because of the competition created by its 18 major airlines, Sky Harbor airfares are kept low. In fact, Sky Harbor offers the most "low fare destinations" of any airport in the United States.

6-24

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

6-25

6-26

[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] [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.]

29-24

6-27

[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.]

6-28

Sincerely,

Jeffrey Jarvis
 Vice President, TranSystems

MAR 09 2006

W.H. ✓

*Comments on the Final Environmental Impact Statement
by members of North Tempe Neighborhood Association and/or QualiTe
(Quality of Life for Everyone in Tempe)*

c/o Barbara Sherman
120 E. McKellips Road
Tempe Arizona 85281
480-947-3194



<barbarajksheerman@yahoo.com>

- [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).] 21-4
- [We find that many of the responses to DEIS comments "side-step" the real issues.] Some of the more egregious responses are detailed below. 21-5
- [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.] 21-6

Compiled below are comments from individuals volunteering with North Tempe Neighborhood Association (NTNA) and/or QualiTe (Quality of Life for Everyone in Tempe) about various subjects treated in the FEIS. The names of the individuals making comments are detailed in the appropriate sections. A number of Tempe residents who work with North Tempe Neighborhood Association and/or QualiTe have also signed on to the comments we have made on the Phoenix Sky Harbor International Airport Final Environmental Impact Statement of February 2006. Their names are listed at the end.

The Environmental Impact Statement

The purpose and intent of an Environmental Impact Statement (EIS) is as a long-term planning tool. Environmental Impact Statements were created as a response to our need to understand the affects of our industry and construction on the environment, or, simply put, our existence on this planet. Statements were meant to describe, as much as possible, un-biased 'scientific', potential adverse effects on the environment. The boundaries of environment affected depend upon the proposed scale of development. An EIS may also include beneficial impacts, but inclusion of such impacts is a more recent development and not a part of the original intent. Elements of the environment include: weather conditions, air quality, water quality, soil conditions. The environment also includes the health and sustainability of the animals, present and future. As such, that includes plants fauna and humans. As the environment includes humans, it leads to all aspects of human endeavor such as: recreation, health, quality of life, economics and education. [The Environmental Impact Statcment 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

MAR 14 2006

Page 2, FEIS Comments by NTNA and QualiTe, Barbara Sherman et. al.

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.

29-28

by Mark Lymer of Tempe, Arizona

Air Quality

We applaud the addition of Particulate Matter 2.5 data to the FEIS. However, we still find the air quality data inadequate. To quote the FEIS itself,

“Importantly, the pollutant levels are not necessarily considered representative of the conditions near the airport.” (See Vol. I, Air Quality, section 3.5, p. 3-30.)

7-26

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. In particular, representative monitoring sites that tell how much pollution comes from the airport are needed for Tempe. Also, preparation of air pollution level contours like those done for noise pollution would be helpful.

7-28

7-29

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. 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.” (See Vol. I, Ch. 4, Environmental Consequences, section 4.2.3.4, Emissions of Hazardous Air Pollutants, p. 4-10 and 11.)

7-30

7-31

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. We concur with the EPA comment that FAA suspend or reduce construction activities during unhealthy air quality conditions. (See p. 1 of EPA letter, DF0001, and comments 7-14.) Furthermore, we base this suggestion on the fact that (regarding hazardous materials)

19-1

7-32

“In the event of a spill or unanticipated release of regulated materials including fuels, contractors will be required to cease work in the immediate area and report the release to the National Response Center (NRC).” (See Vol. I, Mitigation, Chapter 5, pp. 5-7.)

by Clem Star and Barbara Sherman, of Tempe, Arizona

Page 3, FEIS Comments by NTNA and QualiTe by Barbara Sherman et. al.

Appendix J, Comments/Responses

- [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. 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. Simply serving Phoenix Sky Harbor and its objectives can no longer meet the larger needs of AZ population growth.] 1-18
- [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.] 2-93
- [Simply serving Phoenix Sky Harbor and its objectives can no longer meet the larger needs of AZ population growth.] 1-19
- [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.] (See also comment and response 24-5 on page 2-100.) 6-29
- With relation to the above response, see the response to 1-18 regarding taxi time. On page 2-9, Vol. 4, 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.] 1-20
- [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.] (See comment and response 8-18, Vol. 4, p. 2-33.) Also, see Noise that People Experience, below. 3-13
- [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.] (See response to comment 3-28, Vol. 4, page 2-36.) 3-14
- [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.] Pages 2-35 and 36, Vol. 4, contain the relevant comment 3-28 and its response. 29-29
- [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." (See page Vol. 4, 2-81, comment 19-1.)] 19-3
- [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)] 21-7

Page 4, FEIS Comments by NTNA and QualiTe, Barbara Sherman et. al.

Note: [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.]

26-1

by Barbara Sherman of Tempe, Arizona

Design and Architecture

[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.]

28-1

by Lane Carroway and Darlene Justus of Tempe, Arizona

Failure to Study the Alternative of a New Airport

[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).

2-94

Consequently, this Environmental Impact Statement was a waste of taxpayer money!]

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

2-95

2-96

2-97

[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.]

24-3

[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.]

2-98

by Dave Swanson of Tempe, Arizona

Biotic Communities, etc.

[Arcas 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, & 3.14 Appendix D 4.8, 4.18 & 4.19).

Page 5, FEIS Comments by NTNA and QualiTe by Barbara Sherman et. al.

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.]

12-1

Item 1: [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".

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

Comment: The Phoenix Zoo is within "approximately 2 miles" of the DSA¹ and contains many exotic and endangered species. For example, Borneo Orangutans (*Pongo pygmaeus*) (E), Arabian Oryx (*Oryx leucoryx*) (E) and the Sumatran Tiger (*Panthera tigris*) (E) are found there. These species and more, are protected by the Federal Endangered Species Act.² 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.]

13-1

Item 2: [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."

13-3

Question: New FAA regulations will lower altitude for "general traffic" flights at Sky Harbor⁴. What impact does this have on Peregrine Falcons(SC) ?

Comments: Peregrine Falcons are known to use "soaring" techniques that may take them to great heights using wind thermals⁵. Also, Burrowing Owls(SC), Redtailed Hawks, Coopers Hawks and Kestrels are all known to occasionally occupy the area⁶.]

Notes:

E=Endangered SC=Species of Concern

¹ Distance determined using FEIS maps and scale of figures 3.1 and 3.2. Using a point on the outline of the DSA at 48th Street, Hohokam Expressway and the Grand Canal and measuring to Main Lake on the Phoenix Zoo grounds. Accuracy of measurement would have to be verified.

² US Fish and Wildlife Service, Threatened and Endangered Species System (TESS), ecos.gov/tess_public

FP0027

Page 6, FEIS Comments by NTNA and QualiTe by Barbara Sherman et. al.

³ Plants would require a survey to verify, but are found at the Desert Botanical Garden.

⁴ Thomas Ropp "FAA weighs lower ceiling for general Valley aviation" *Arizona Republic* 2/14/06.

⁵ Scott Weidensaul, *The Raptor Almanac* (New York, The Lyons Press, 2000), 80.

Steve N.G. Howell, Sophie Webb, *A Guide to the Birds of Mexico and Northern Central America* (New York, Oxford University Press, 2005), 219.

⁶FEIS Vol. 1 para.3.10.2

by Gene Carrol of Tempe, Arizona

Groundwater, Environmental Consequences

[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.]

8-2

[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!]

9-1

[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 (TCE), 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]

8-3

Page 4-43

"The Motorola 52nd Street NPL site, which is part of the Honeywell 34th Street Facility is located immediately north of PHX. Contamination from this site consists of free project jet fuel which has been mixed with chlorinated solvents. Chlorinated solvents detected within the jet fuel plume include trichloroethylene (TCE), vinyl chloride, 1,1-dichloroethane (1, 1-DCA) and Freon (ADEQ, 2005)."

Page 6, FEIS Comments by NTNA and QualiTe by Barbara Sherman et. al.

"Data published by the ADEQ in the Motorola 52nd Street Superfund Site Update Report, dated February 2005, indicates that the contaminant plume has not migrated into the area proposed for APM development. However, in ADEQ correspondence to the FAA following release of the ADP DEIS, ADEQ identified that these parcels that are potentially to become part of the APM station at 44th and Washington Streets and of the APM (Automated People Mover) Maintenance Facility. ADEQ believes that these parcels and the underlying groundwater are potentially contaminated with chlorinated solvents."

Page 4-45

"During construction of the APM Stage 2, it is possible that tunnels would be constructed at depths at or below groundwater elevation at some locations. The tunnels in those locations would be constructed using a tunnel boring machine (TBM) that would require continuous grouting in a close-faced mode. "

"Any construction activities that involve disturbance of the surface have the potential to expose and release previously unknown hazardous materials and waste that may be located in the vicinity. In the event of a spill or unanticipated release of regulated materials including fuels, contractors will be required to cease work in the immediate area and report the release to the National Response Center."

by Darlene Justus of Tempe, Arizona

Noise that People Experience

[S]peech interference is the principal interference created by Phoenix Sky Harbor airplane noise. [A]lmost every flight interferes with radio and TV reception as well as face to face and phone conversations in many Tempe neighborhoods. [P]eople are also awakened by aircraft flights in Tempe routinely. The Ldn numbers do not show how annoying aircraft can be. [F]or example, a dedicated observer has recorded flights as detailed below. [T]he frequency of the flights interferes with ordinary life.

3-15

3-16

3-17

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 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.

3-19

Page 8, FEIS Comments by NTNA and QualiTe by Barbara Sherman et. al.

Apparently, the closer one is to the airport, the higher the correlations. In another place, close to the third runway, about ¾ of the flights were correlated. An undercount of ¼ is, however, still a significant difference in noise measurements.

3-19

[The noise nuisance created by Phoenix Sky Harbor aircraft is significant in Tempe.]

3-24

by Trent Tussing and Barbara Sherman of Tempe, Arizona

Scoping of the Environmental Impact Statement

[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.] (See comments 1-16, 2-29, 29-52 and similar in Vol. 4; see scoping letter from Tempe, PL0001)

23-4

by Barbara Sherman of Tempe, Arizona

Section 4(f), Parks, Historic Sites, Museums, Hohokam History

The following quotations from the FEIS detail 4(f) impacts.

"Section 4(f) of the Department of Transportation Act of 1996, as amended, [49 USC 303 c)] provides that the U.S. Department of Transportation may not approve the use of publicly owned lands of a public park, recreation area, wildlife and wildfowl refuge of a National, state, or local significance, or any historic site of National, state, or local significance unless a determination is made that: (4.6.2 Methodology, p. 4-26)

- There is no feasible and prudent alternative to the use of land from the property, and
- The action includes all possible planning to minimize the harm to the property resulting from such use

..... A Section 4(f) constructive use occurs when there are adverse indirect impacts that would substantially impair the significance or enjoyment of the Section 4 (f) resources." (See Vol. 1, p. 4-27.)

[There are serious impacts on Pueblo Grande] See 4.11.1 Historical, Architectural, Archaeological and Cultural Resources, second paragraph.

11-3

"The ADP alternative could disturb parts of three large prehistoric Hohokam archaeological sites (Pueblo Salado, Dutch Canal Ruin, and Pueblo Grande), which

Page 9, FEIS Comments by NTNA and QualiTe by Barbara Sherman et. al.

may have associated human remains and funerary objects that are a concern to affiliated tribes. In addition, two other archaeological sites [AZ U:9:2 and 26(ASM)], where buried remnants of 19 Hohokam canals and the 1884 Joint Head Canal have been recorded, as well as other canals of Hohokam Irrigation canal system 2 and 10, also could be disturbed by construction activitiesThe project also has potential to adversely affect the visual setting of the Pueblo Grande Ruin and Irrigation Sites National Historic Landmark within the Pueblo Grande Museum and Archaeological Park." (page 4-47)

Comments: [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.] See page 4-50, first paragraph.

10-2

See page 4-50, first paragraph.

"Construction of the Stage 2- East APM could disturb 19 Hohokam canals and the historical Joint Head Canal recorded in sites AZ U:9:2 and 26(ASM). Construction on the airport could disturb other canals mapped decades ago as part of the Hohokam irrigation canal system 2 and 10....."

See page 4-50, Table 4.11.3-1 Potential Construction Impacts. The affected sites are:

Pueblo Salado AZ T:12:47(ASM), Dutch Canal Ruin T:12:62(ASM), Pueblo Grande AZ U:9:1 (ASM), AZ U:9:2 (ASM), AZ U:9:28 ASM), and Hohokam Canal Systems 2 and 10.

[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."

Comments: 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 this historic site. [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.]

11-4

10-3

For example, [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

Page 10, FEIS Comments by NTNA and QualiTe by Barbara Sherman et. al.

implemented to avoid damage. This construction vibration has the real potential to harm the Pueblo Grande Museum and Archaeological Park] 10-4

See page 4-30 4th paragraph.

“...the APM would rise above grade and approximately 1,000 feet of guideway would be elevated until reaching the East Economy Parking Garage. The top of this section of the guideway would be approximately 45 feet above Sky Harbor Boulevard.....This elevated segment would be within 1,000 feet of the southern boundary of the Pueblo Grande Museum and Archaeological Park.”

Comments: [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.] 10-5

[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. 10-6

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.]

In summary, note the sentence in the FEIS itself: page 4-47, 4th paragraph, last sentence.

“This project also has the potential to adversely affect the visual setting of the Pueblo Grande Ruin and Irrigation Sites National Historic Landmark within the Pueblo Grande Museum and Archaeological Park.”

by Darlene Justus, Tempe, Arizona

Members of North Tempe Neighborhood Association and/or QualiTe who sign on to these Comments:

Mac Bohlman, Esq., Sandy Bruce, Gene Carrol, Lane Carroway, Seth W. Chalmers, P.E., Susan Forbes, Darlene Justus, Kevin and Julie Lind, Jenny Lucier, Mark Lymer, Troy McCraw, Tom and Barbara Sherman, Clem Star, David Swanson, Kathy Tershowski and Darlene Tussing, Trent Tussing

August 7, 2005

Ms. Jennifer Mendelsohn
 Environmental Protection Specialist, AWP-621.6
 U.S. Department of Transportation
 Federal Aviation Administration
 Western-Pacific Region
 P.O. Box 92007
 Los Angeles, California 90009

Re: **Additional Comments on Draft Environmental Impact Statement (DEIS)
 Expansion of City of Phoenix's Sky Harbor International Airport**

Ms. Mendelsohn:

I submitted one letter of comments dated July 23, 2005. This letter contains additional comments to the above referenced DEIS.

I believe that the DEIS is a flawed study because it has failed to answer and/or deal with the following relevant questions and/or issues:

(1) [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.]

1-14

(2) [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? [What is the estimated construction cost of the new terminal?] 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.]

2-15

22-2

2-15

AUG 11 2005

1/2

(3) Would it be possible for PHX to team up with an outlying city such as Buckeye in the west, Apache Junction in east, and/or Gila Indian Tribe in the south to get serious about sponsoring another airport? 2-23

(4) If demand increases at PHX what is to happen next 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 intentions. 1-21

(5) 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? 3-18

What is the potential impact to children that live within the 65 line and go to a school just 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? 3-12

Has PHX or the FAA even checked to determine what the noise exposure to children within and adjacent to the 65 really is? 3-20

Thank you for your consideration of my additional questions and comments. I believe all of these have to be addressed prior to the proposed expansion.

Sincerely



Seth Chalmers
Private Citizen
1451 North El Camino Drive
Tempe, Arizona 85281

2/2