

December 19, 2019

Honorable Steve Dickson
Administrator
Office of the Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

Dear Administrator Dickson,

We are writing to you collectively as representatives of eastern Arizona municipal and tribal governments within Maricopa County, whose residents have been negatively impacted by commercial aviation noise resulting from changes to departing east-bound flights from Phoenix Sky Harbor Airport. Our consortium of impacted parties includes the following entities: Town of Fountain Hills, Fort McDowell Yavapai Nation, Town of Paradise Valley, Salt River Pima-Maricopa Indian Community and the City of Scottsdale.

As you are aware, in September 2014, the FAA implemented new routes at Phoenix Sky Harbor Airport as part of its performance-based navigation initiative, NextGen. The public reaction to the new flight routes in our communities was immediate and severe as the new flight patterns concentrated jet air traffic and moved the commercial flights over portions of the Phoenix area, including the East Valley region, for the first time.

The City of Phoenix successfully challenged the implementation of certain flight departure routes initiated by FAA at Phoenix Sky Harbor International Airport (*City of Phoenix, Arizona v. Huerta*). As a result, the court decision vacated the implementation of the 2014 west bound flight paths, and the FAA and the City of Phoenix entered into a settlement agreement. As part of the agreement, the FAA agreed upon a two-step process by which it would implement the court's order and address the noise issues.

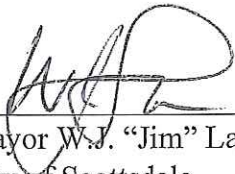
On May 24, 2018, the FAA announced it would host public hearings as part of Step Two outlined in the settlement. The FAA also agreed to consider feedback on procedures throughout the Phoenix area, including those impacting the East Valley region.

On May 17, 2019, in accordance with the Step Two hearing process, the City of Scottsdale submitted the "*Scottsdale Community Phoenix Sky Harbor International Airport Departure Procedure Study*" (Study) to the FAA. The Study provided a detailed technical analysis and overview of the current flight paths, as well as recommendations based on scientific data. Most importantly, the Study provided ideal substitute departure routes that would not only be safe but also provide the noise relief sought by our residents. This recommend change is referred to as the City of Scottsdale's "*Preferred Alternative*."

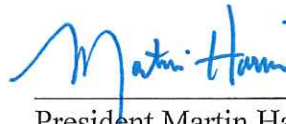
We are aware that in other areas of the country, solving one community's noise problem may create a similar problem in another community; however, we wish to emphasize that all the impacted communities are united in support of Scottsdale's *Preferred Alternative*. There is no danger that adopting Scottsdale's *Preferred Alternative* will transfer the problem to someone else.

We are concerned, however, that more than 6 months have passed since the close of the Step 2 comment period and we have not yet received any response from your agency. Due to our collective interest in addressing the negative flight noise issues in our communities, and given our unanimous support of the *Preferred Alternative*, we are respectfully requesting the FAA provide us with a timely and definitive decision as to whether or not the existing east bound Sky Harbor flight paths will be returned to the pre-September 2014 status or modified in accordance with the City of Scottsdale's *Preferred Alternative*.

Sincerely,



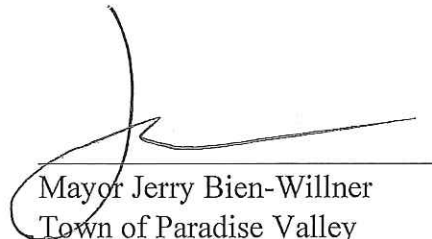
Mayor W.J. "Jim" Lane
City of Scottsdale



President Martin Harvier
Salt River Pima-Maricopa
Indian Community



President Bernadine Burnette
Fort McDowell Yavapai Nation



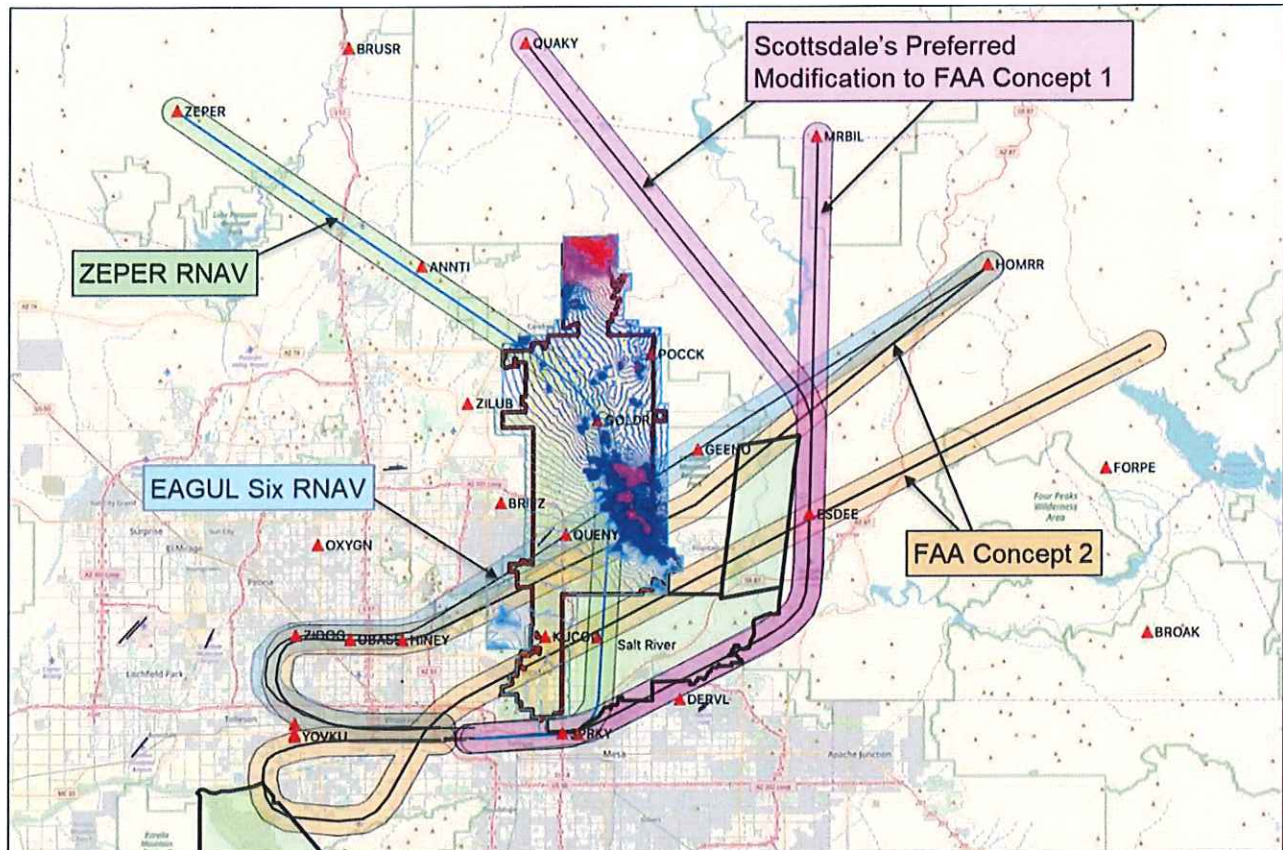
Mayor Jerry Bien-Willner
Town of Paradise Valley



Mayor Ginny Dickey
Town of Fountain Hills

Scottsdale's Preferred Alternative to FAA Concept 1

Moves QUAKY and MIRBL to follow the Salt River along the southern border of the Salt River Pima-Maricopa Indian Community and then north through ESDEE along the east border of the Fort McDowell Yavapai Nation Reservation.



Scottsdale's Preferred Alternative to FAA Concept 1 Pros:

- Reduces cumulative impact that Scottsdale experiences from operations into/out of PHX, SDL, and DVT.
- Reduces impacts on historic landmarks, churches, and schools
- Reduces number of departures over Scottsdale by approximately 2/3
- Replaces two RNAV SIDs with one RNAV SID
- Does not adversely impact Fountain Hills, Salt River Community, or McDowell Mountain Regional Park
- Moves approximately 2/3 of PHX departure traffic away from all metropolitan and residential areas of Scottsdale, Fountain Hills, Salt River Community and McDowell Sonoran Preserve to unpopulated areas.
- Moves arrival crossing location east allowing PHX QUAKY/MIRBL departures to climb higher sooner.