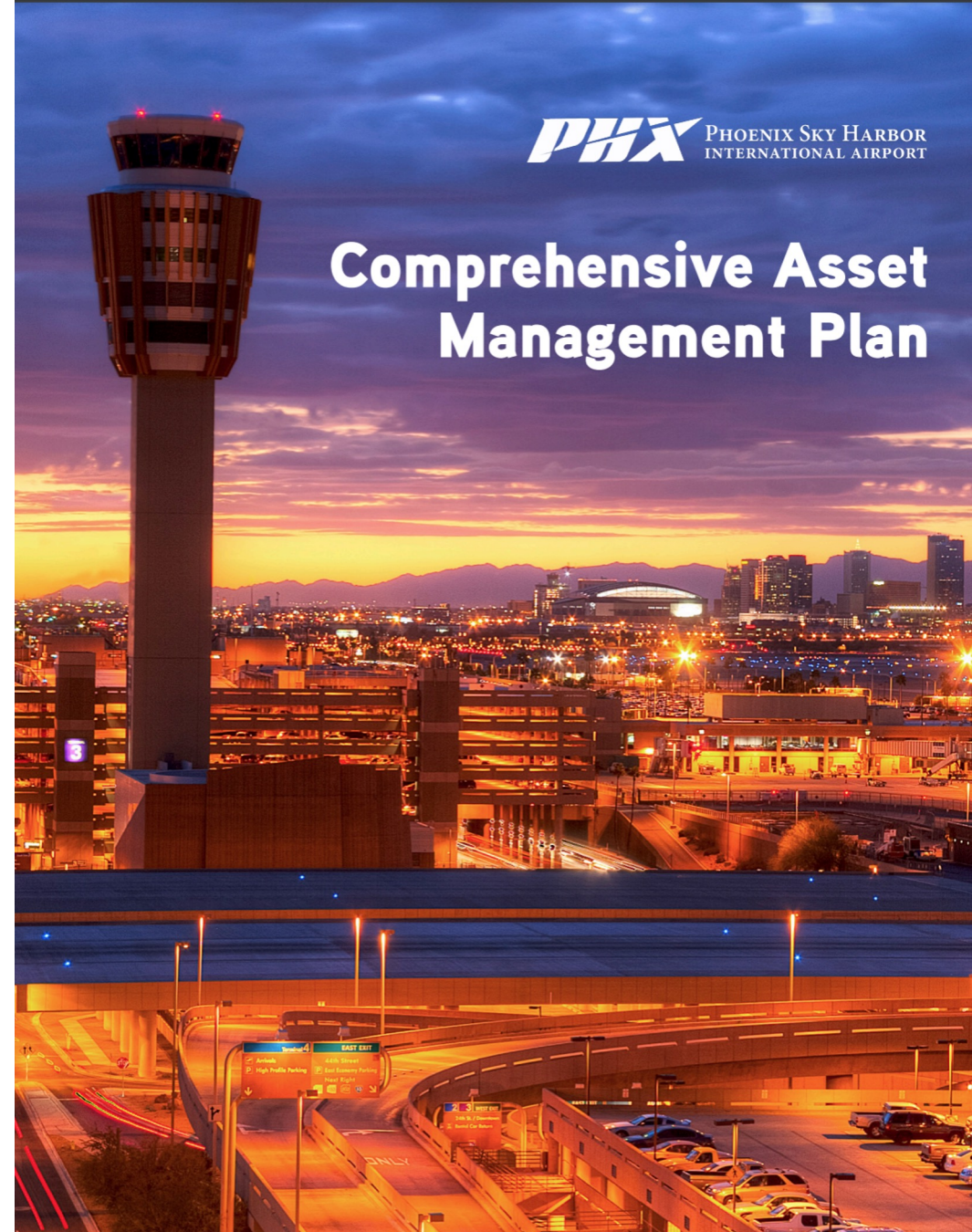


**Presentation and
Public Hearing
will begin shortly**

PHX PHOENIX SKY HARBOR
INTERNATIONAL AIRPORT

Comprehensive Asset Management Plan



Plan Adopted by the Phoenix City Council on June 11, 2019

PHX
PHOENIX SKY HARBOR
INTERNATIONAL AIRPORT

Environmental Assessment for the
Comprehensive Asset Management
Plan
(CAMP)



Welcome to the
Public Hearing

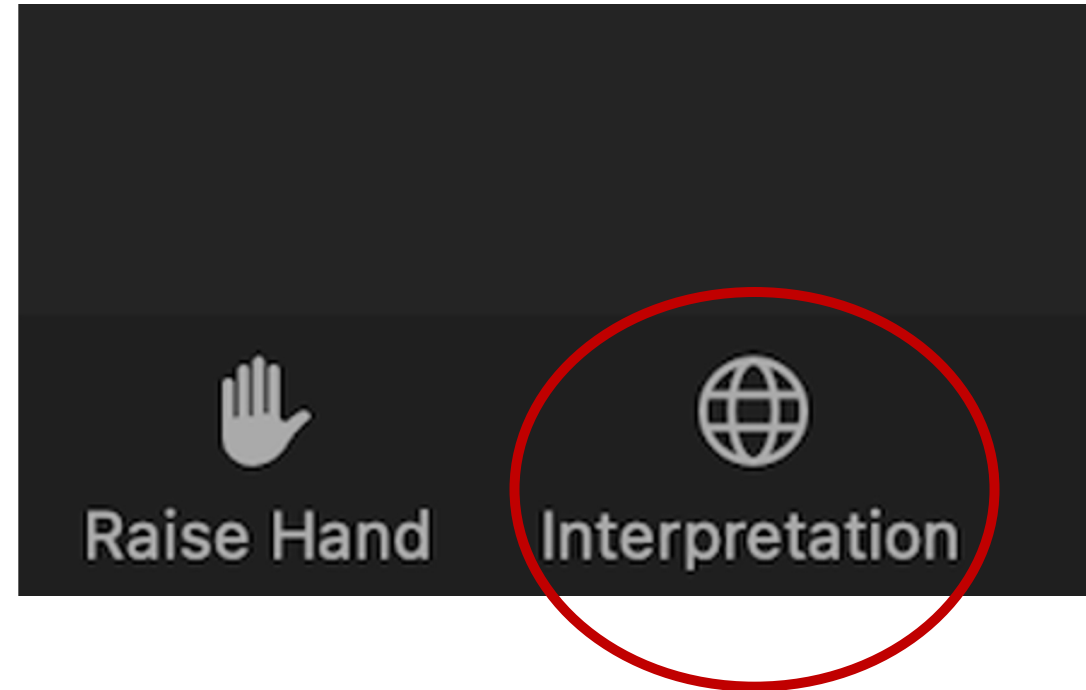
August 10, 2023

Spanish Interpretation

- Spanish call-in number: 866.730.7514
Pin: 984619#
- Zoom interpretation feature

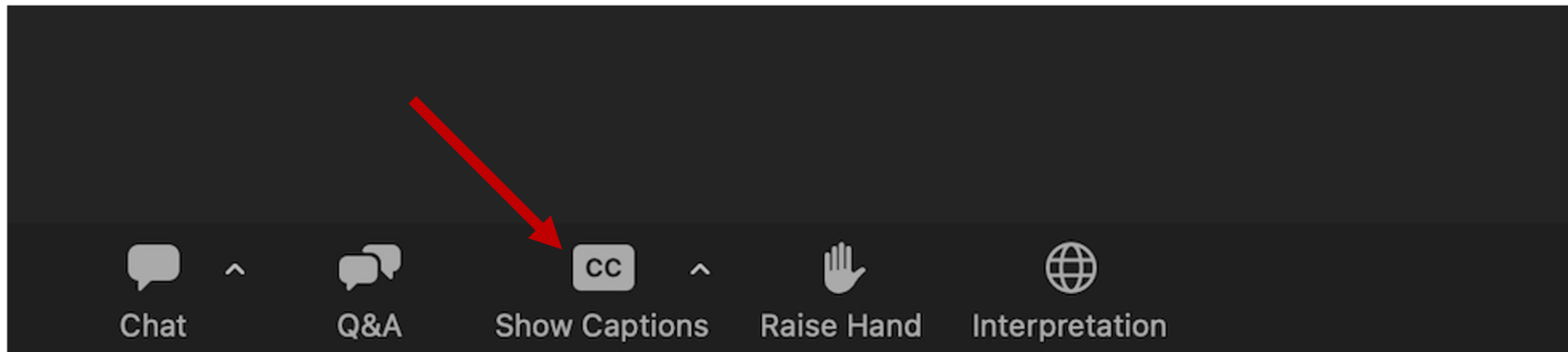
Interpretación al español

- Por teléfono: 866.730.7514 (español)
Pin de participante: 984619#
- Función de interpretación de Zoom



Environmental Assessment for the Comprehensive Asset Management Plan (CAMP)

- All participants have been muted to avoid background noise.
- Following the meeting presentation, we will take comments online and by phone. Instructions will be provided.
- To turn on closed captioning, select the closed captioning option from the menu.



No Sound?

- Call into the meeting: 669.900.6833
- Meeting ID: 843 8803 1929



Project Overview

August 10, 2023

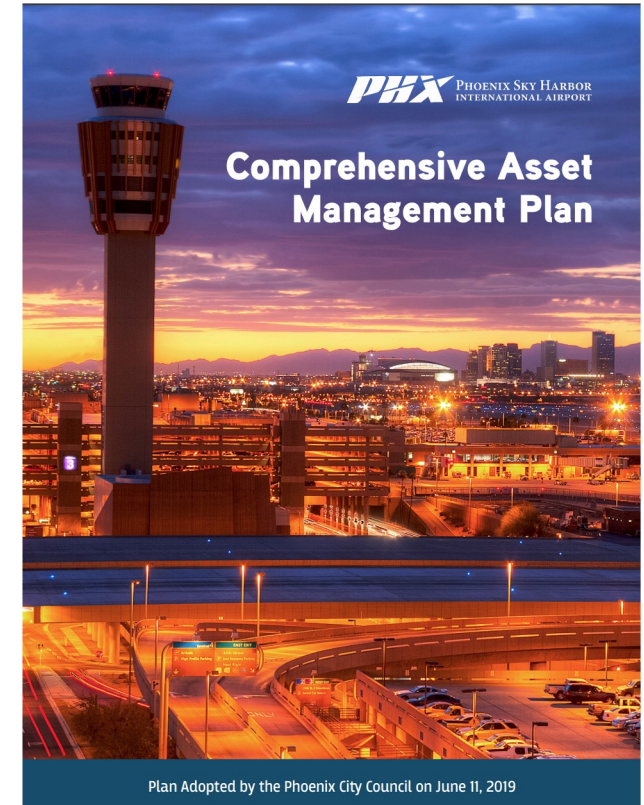
Background

In 2019, the City of Phoenix Aviation Department prepared a Comprehensive Asset Management Plan (CAMP) to guide the management and development of facilities at the airport over the next 20 years.

In 2022, the City updated the CAMP and identified the following short-term (0 to 5-year) goals:

- Improve airfield efficiency on the west side of the Airport.
- Provide comfortable and operable terminals.

The current Environmental Assessment (EA) addresses the components of the short-term goals, which looks at proposed improvements over the next five-year period. Other long-term goals of CAMP are still being evaluated and are not ripe for review.



Roles and Responsibilities

The Federal Aviation Administration (FAA) is the Lead Federal Agency.

- Ensures compliance with National Environmental Policy Act (NEPA) goals and policies.
- Determines whether it may take the federal actions necessary to allow implementation of the project.

The City of Phoenix Aviation Department is the Airport Sponsor.

- Responsible for the development and direction of the EA content.
- Leads public outreach efforts and engages with the surrounding community during the NEPA public involvement process.

Purpose of the Public Hearing

- To provide the public an opportunity to review and comment on the draft EA.
- Commenting on the draft EA can occur either by:
 - Registering to speak following this presentation.
 - Submitting written comments to:

Mr. Jordan D. Feld, Deputy Aviation Director
City of Phoenix, Aviation Department
2485 E. Buckeye Road
Phoenix, Arizona 85034

- You may also email comments to: jordan.feld@phoenix.gov

All comments must be received by Friday, August 25, 2023.

Privacy Notice

PRIVACY NOTICE:

Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

EA Process - Overview



Purpose and Need

The **purpose** of the Proposed Project is to:

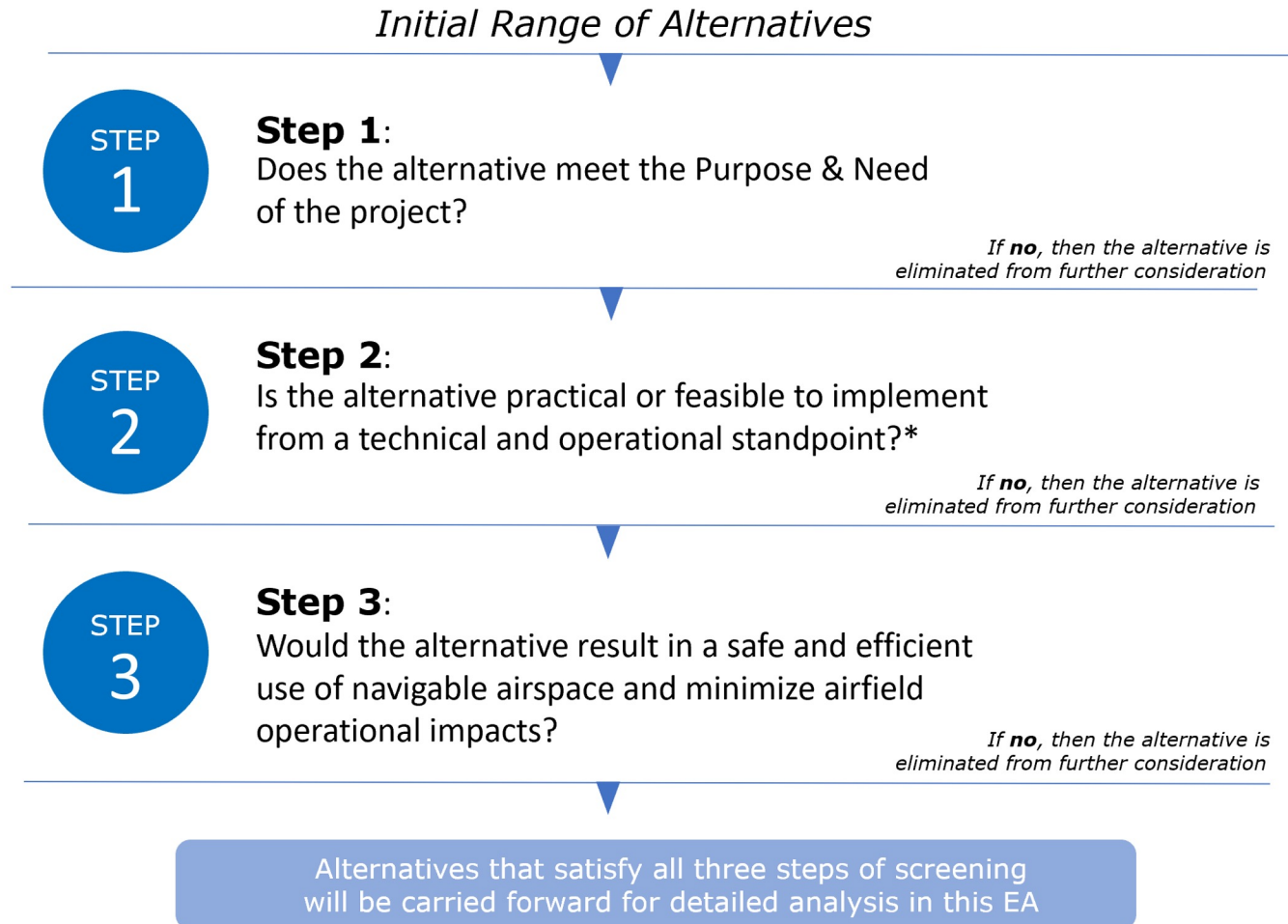
1. Enhance airfield safety and efficiency as well as correct existing deficiencies at the airport.
2. Meet forecasted passenger demand at the airport over the next five years.

The **needs** for the Proposed Project are listed below, grouped by functional area.

- 1. Airfield Facilities**
Meet FAA Airport Design Standards and provide airfield improvements to enhance safety and more efficiently move aircraft on the airport.
- 2. Passenger Terminal and Concourse Facilities**
Accommodate projected passenger levels by providing additional gates and support space, and provide better connectivity between terminals.
- 3. Airport Tenant and Support Facilities**
Relocate and/or replace airport tenant and support facilities to accommodate airfield and passenger terminal and concourse needs.

Alternatives

A multi-step screening process was implemented to identify and evaluate a range of reasonable alternatives that are capable of achieving the purpose and need for the project.



Alternatives

Based on the analysis of the alternatives, the No Action Alternative and the Proposed Project were carried forward for detailed analysis:

Under the **No Action Alternative**, passenger terminal and concourse facilities would remain as they currently exist, without major improvement.

- Increases in future passengers and aircraft operations would continue at the same rate. However, passenger level-of-service would be greatly diminished and airfield delays would increase as aircraft would be forced to wait for open gates.

Under the **No Action Alternative**, the City would still implement various elements of the airfield facility improvements identified in CAMP.

- Specifically, the recommendations requiring only painted markings, installation of lights, or pavement demolition, which require concurrence by the FAA's 14 CFR Part 139 Inspector.
- Other FAA airport design standards improvements would likely be addressed in future projects over the next 5 years. However, those improvements would require independent NEPA review and FAA approval.

The No Action Alternative would not meet the purpose and need of the Proposed Project and many of the airport's needs would continue to worsen as aircraft and passenger activity levels continue to rise.

The No Action Alternative will be carried forward for comparison to the Proposed Project.

Proposed Project

1. Multiple airfield improvements to increase safety and efficiency, including:

- Realign perimeter fence outside of the Runway Object Free Area (ROFA)
- Mark and sign vehicle service road (VSR) hold points to increase pilot awareness within ROFAs
- Construct Taxiway Design Group (TDG) 6 fillet improvements to accommodate TDG 6 aircraft
- Expand Center Hold Bay
- Close Taxiway A5
- Reconstruct Taxiway A6
- Install Runway Status Lights (RWSL)
- Remark, repaint, or otherwise designate various connector taxiways and apron pavements to meet Airplane Design Group VI standards
- Paint taxiway islands to enhance pilots' visual awareness that it is a non-movement area
- Construct blast pad and add paint markings to identify the end of Runway 26
- Relocate non-movement line to prevent aircraft from penetrating instrument departure surface
- Demolish excess pavements to enhance pilots' visual awareness of runways and taxiways
- Reconstruct Taxiway F8 to accommodate TDG 6 aircraft
- Paint portion of blast pad up to threshold or displaced thresholds of Runways 7L, 25R, and 8
- Paint "TAXI" marking on the east and west ends of Taxiway F
- Shift Taxiway C10 to eliminate direct access between the Terminal 4 North apron and Runway 8/26
- Construct Taxiway F5
- Close Taxiway H5
- Close Taxiway H6
- Construct Taxiway H9 (to replace Taxiways H5 and H6)
- Install Centerline Lights on the full length of all three runways
- Construct Crossfield Taxiway U

2. Construct Terminal 3 - North Concourse 2

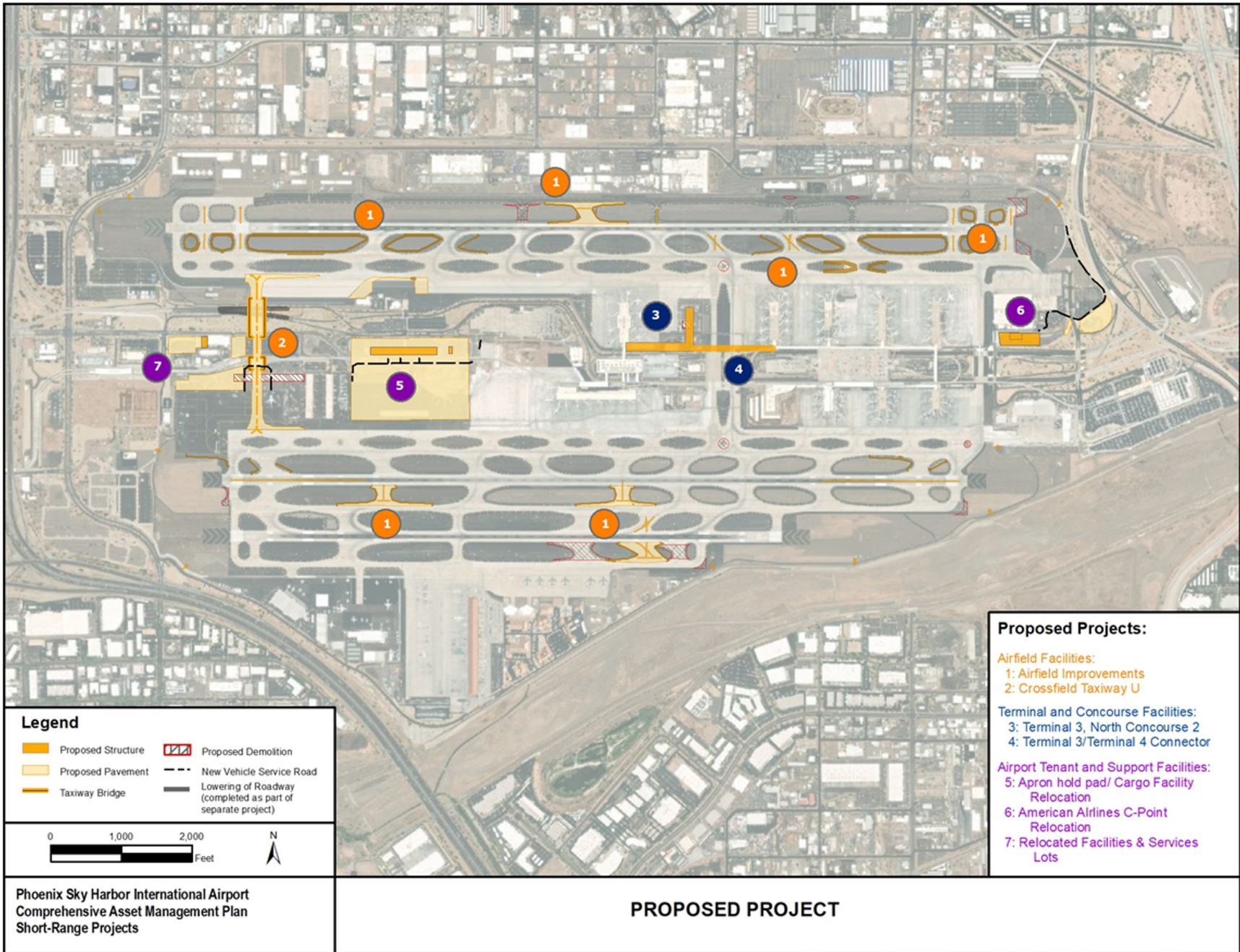
3. Construct Terminal 3 - Terminal 4 Connector

4. Construct South Apron Hold Pad and Cargo Complex C Replacement







5. Relocate American Airlines' C-Point Cargo Facility and Vehicle Gate

6. Relocate Facilities and Services parking and equipment storage yard

The Proposed Project would not result in changes to the airport's runway configuration or length; aircraft fleet mix; number of aircraft operations; timing of operations; or airspace use around the airport.



Legend

 Proposed Structure	 Proposed Demolition
 Proposed Pavement	 New Vehicle Service Road
 Taxiway Bridge	 Lowering of Roadway (completed as part of separate project)

0 1,000 2,000 Feet

N

- Proposed Projects:**
- Airfield Facilities:**
 1: Airfield Improvements
 2: Crossfield Taxiway U
- Terminal and Concourse Facilities:**
 3: Terminal 3, North Concourse 2
 4: Terminal 3/Terminal 4 Connector
- Airport Tenant and Support Facilities:**
 5: Apron hold pad/ Cargo Facility Relocation
 6: American Airlines C-Point Relocation
 7: Relocated Facilities & Services Lots

Phoenix Sky Harbor International Airport
 Comprehensive Asset Management Plan
 Short-Range Projects

PROPOSED PROJECT

Environmental Resources Analyzed

- Air Quality
- Biological Resources (fish, wildlife, and plants)
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Health and Safety Risks
- Visual Effects
- Water Resources (wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

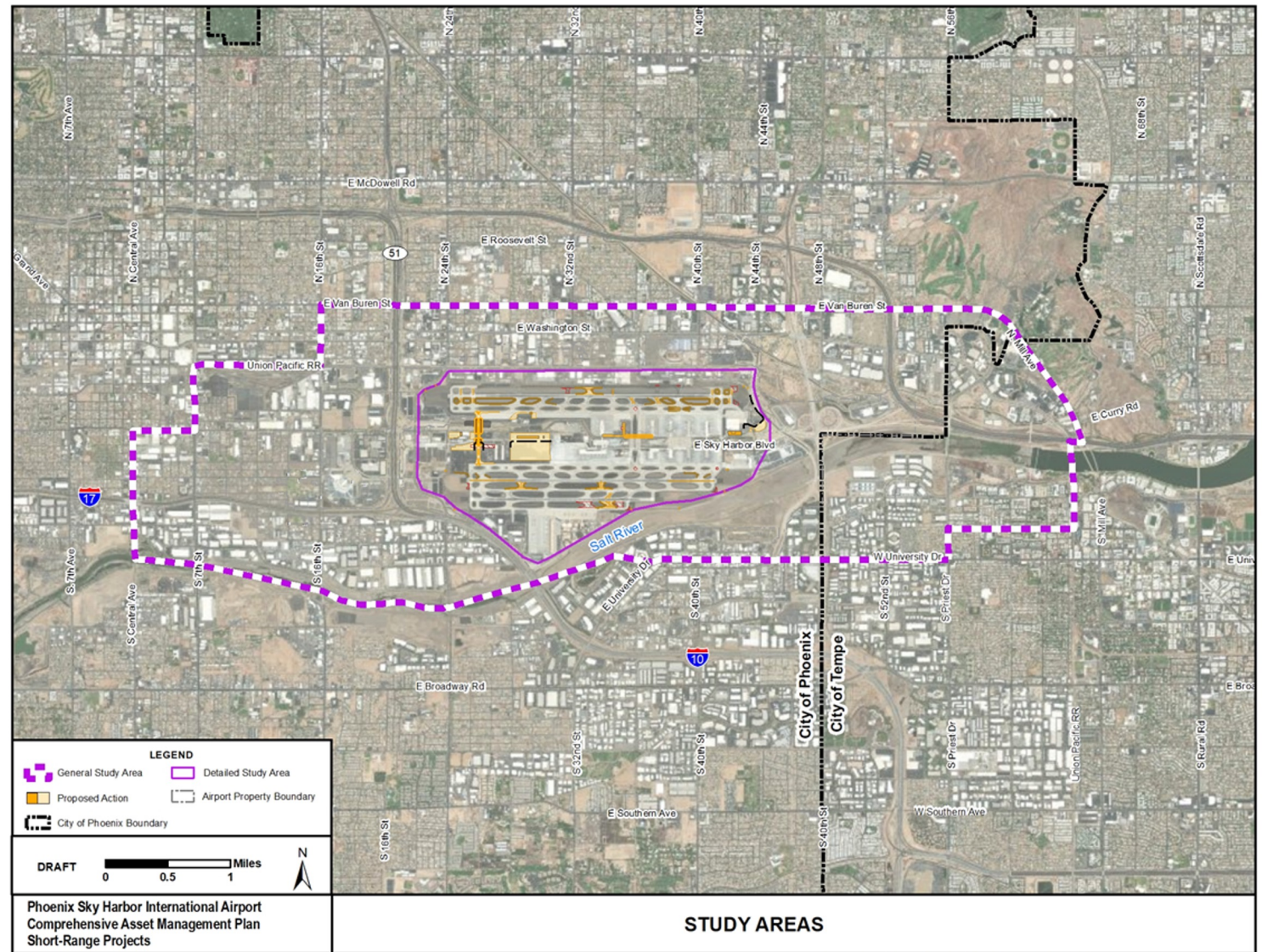
Environmental Study Areas

General Study Area (GSA)

The purpose of the GSA is to establish the study area for the quantification of impacts to resource categories that involve issues that are more regional in scope and scale, including noise, land use, socioeconomic impacts, and Section 4(f) resources.

Detailed Study Area (DSA)

The purpose of the DSA is to establish a study area for environmental resources that would be directly impacted by the Proposed Project, such as historic resources and hazardous materials.



Potential Environmental Impacts

Environmental Resource Category	Impacts
Air Quality	Temporary increase in emissions during construction of the Proposed Project. In 2028 and 2033, the Proposed Project would result in an increase in emissions compared to the No Action Alternative. The additional emissions would be de minimis, and would not cause any exceedances of the NAAQS, which are set to protect public health and welfare, including protection of sensitive populations.
Biological Resources	There would be minor impacts to biological resources as a result of the Proposed Project through the redevelopment of previously disturbed land within the Phoenix Sky Harbor International Airport.
Climate	Temporary increase in GHG emissions during construction of the Proposed Project. In 2028 and 2033, the Proposed Project would result in an increase in GHG emissions compared to the No Action Alternative.
Section 4(f)	The Proposed Project would result in de minimis impacts to the following Section 4(f) eligible resources: <ul style="list-style-type: none"> • Pueblo Salado • Dutch Canal Ruin • Park of the Four Waters Canal
Hazardous Materials, Solid Waste, and Pollution Prevention	The Proposed Project would impact contaminated areas and include demolition of buildings with hazardous materials. These impacts would occur on City-owned property.
Historical, Architectural, Archaeological, and Cultural Resources	On March 14, 2023, the SHPO issued a finding of no adverse effect, provided that: <ul style="list-style-type: none"> • The City of Phoenix Aviation Department will provide archaeological monitoring of any undertaking-related, ground-disturbing activities extending below modern disturbances and located within an archaeological site and a 250-foot-wide buffer, or near an archaeological canal alignment and a 50-foot-wide buffer. • The City of Phoenix Aviation Department will follow the monitoring and discovery procedures in the previously prepared, citywide plan titled General Monitoring and Discovery Plan for the City of Phoenix, Maricopa County, Arizona. • The City of Phoenix will conduct archaeological testing of the various canals in the northern half of the airport where data recovery has not occurred before starting construction in those areas.

Environmental Resource Category	Impacts
Land Use	The Proposed Project is consistent with applicable zoning, land uses, and land use plans and would, therefore, not affect land use.
Natural Resources and Energy Supply	<p>Consumption of natural resources and energy would occur during construction of the Proposed Project. However, the Proposed Project would not cause a significant shortage of area supplies or resources.</p> <p>The Proposed Project would also result in increases of electricity and natural gas usage, relative to the size of the proposed new buildings.</p>
Noise and Noise-Compatible Land Use	<p>The Proposed Project would not result in changes to the airport's runway configuration or length, aircraft fleet mix, number of aircraft operations, timing of operations, or airspace use around the airport. herefore, there would be no changes to aircraft-related noise when compared to the No Action Alternative.</p> <p>The areas surrounding the airport would experience increased noise during construction, which could include temporary conversation interference, activity interference (e.g., reading or watching television), or annoyance. However, the sound levels experienced by surrounding neighborhoods during construction would be below the 65 dBA threshold used by the FAA to determine land use compatibility for residential properties.</p>
Socioeconomics	The overall economic effect of the Proposed Project would be beneficial. The Proposed Project will occur entirely on City property and would not require land acquisition.
Visual Effects	The Proposed Project would result in new sources of light emissions and new visual elements; however, the impacts would be isolated and limited to views from certain angles or vantage points.

Coastal resources, farmlands, and water resources were not present within the study area and, therefore, were not evaluated.

Next Steps

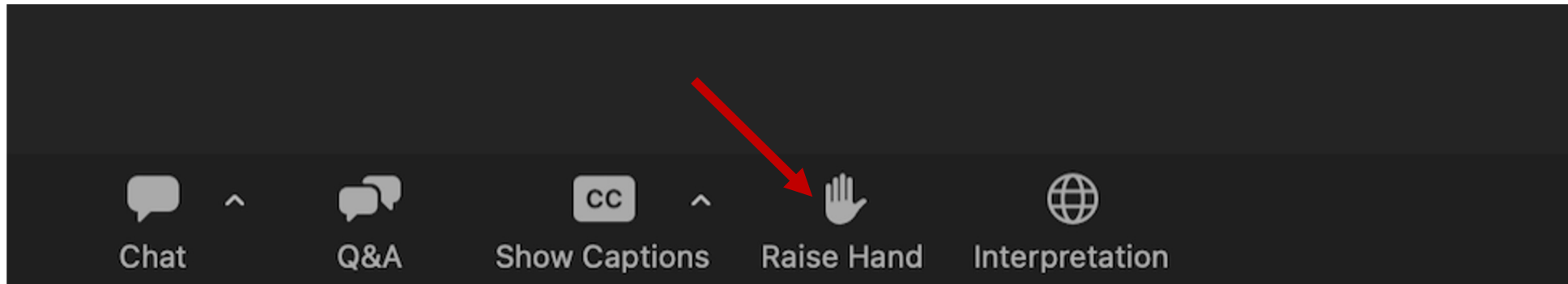
- All comments received on the draft EA will be reviewed in their entirety by the City of Phoenix Aviation Department and the FAA. All substantive comments will be evaluated and responded to and may result in revisions to the draft EA.
 - If the FAA finds the project would not have a significant environmental impact, then the FAA may issue a Final Environmental Assessment and Finding of No Significant Impact (FONSI).
 - If the FAA finds the project would have significant environmental impacts that could not be mitigated below the level of significance, then the FAA may prepare additional analysis in an Environmental Impact Statement (EIS) which would go out for its own public review and comment.
- Following the FAA's environmental decision on the EA, construction could begin in late 2023 and end in 2028. Construction is expected to take approximately five years.

Verbal Comments

1. You will be able to unmute yourself only when your name is called.
2. Each speaker will be allowed **3 minutes to speak**.
3. If you exceed three minutes, you are encouraged to submit a written comment to the project email and mailing address listed on the final slide.

How to Make a Verbal Comment

For those online:



For those on the English dial-in phone line:

- Press *9 to raise your hand.
- When prompted, enter *6 to be temporarily unmuted.

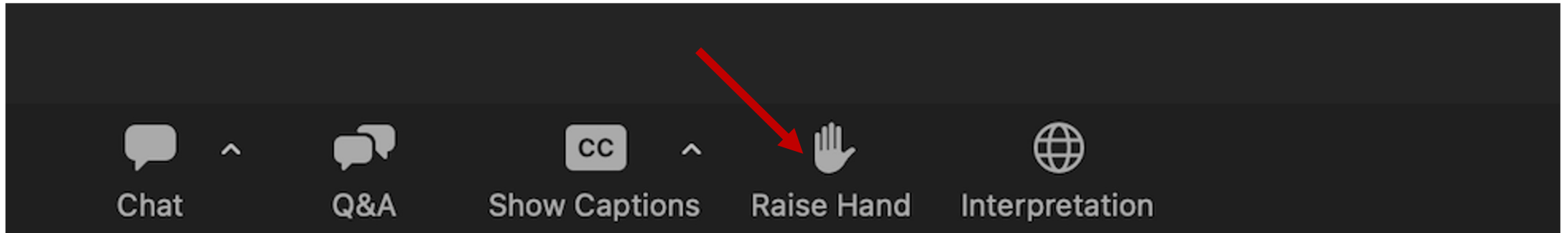
For those on the Spanish dial-in phone line:

- Please state your name and that you have a comment.
- A member of our team monitoring the dial-in phone line will then call on you.
- Your comment will then be repeated in English by an interpreter.

The public hearing is in progress.

How to Make a Verbal Comment

For those online/para los participantes virtuales:



For those on the English dial-in phone line:

- Press *9 to raise your hand.
- When prompted, enter *6 to be temporarily unmuted.

Para aquellos en la línea de teléfono de español:

- Por favor, diga su nombre y que tiene comentarios.
- Un miembro de nuestro equipo que está monitoreando la línea telefónica lo llamará.
- Sus comentarios serán repetidos en inglés por un intérprete.

Thank you for attending.

- More information about the project: www.skyharbor.com/about-phx/comprehensive-asset-management-plan/nepa-ea/
- You may continue to provide comments either by:
 - Submitting written comments to:

Mr. Jordan D. Feld, Deputy Aviation Director
City of Phoenix, Aviation Department
2485 E. Buckeye Road
Phoenix, Arizona 85034
 - Submitting comments via email to: jordan.feld@phoenix.gov

All comments must be received by August 25, 2023.