



**Environmental Assessment for the
Comprehensive Asset Management Plan (CAMP)
Project No. AV09000098**

**Public Hearing Summary Report
September 1, 2023**

Prepared by Gordley Group for
City of Phoenix
Office of the City Engineer
Design and Construction Procurement
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Phoenix, Arizona 85003-1611

PRIVACY NOTICE PROVIDED DURING THE PUBLIC HEARING:

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.

1. Introduction

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 purpose of the Proposed Project is to enhance airfield safety and efficiency and meet forecasted passenger demand at PHX over the next five years.

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

The Draft EA is available on the project website www.skyharbor.com/about-phx/comprehensive-asset-management-plan/nepa-ea/. Also, beginning on July 7, 2023, the Draft EA was available for public review at the following locations during normal business hours through August 10, 2023.

Burton Barr Central Library, 1221 North Central Avenue, Phoenix, Arizona 85004
Harmon Branch Library, 1325 South 5th Avenue, Phoenix, Arizona 85003
Saguaro Branch Library, 2808 North 46th Street, Phoenix, Arizona, 85008
City of Phoenix Aviation Admin Building, 2485 E Buckeye Road, Phoenix, AZ 85034

Roles and Responsibilities

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

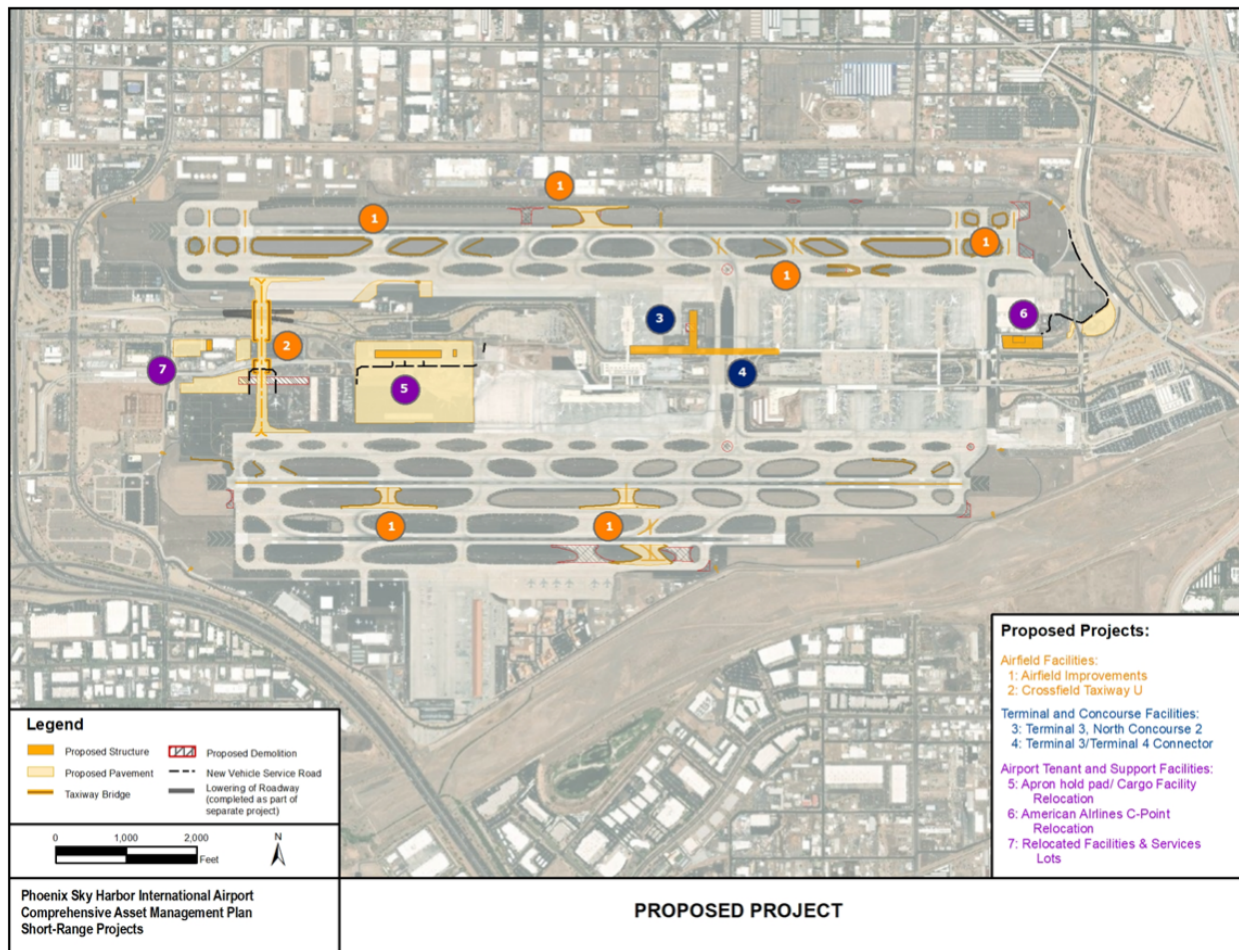
- Ensures compliance with National Environmental Policy Act (NEPA) goals and policies.
- Determines whether it may take the federal actions necessary to allow implementation of the project.

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.

A virtual public hearing on the Draft EA was held to provide an opportunity for members of the public to make verbal comments concerning the Proposed Project and information contained in the Draft EA and listen to comments provided by others.

Project Map



2. Public Hearing and Materials

The City of Phoenix and Landrum & Brown held the virtual public hearing on Thursday, August 10, 2023, from 5:30 p.m. to 7:30 p.m. Mountain Standard Time. The purpose of the hearing was to provide the public an opportunity to review and comment on the draft Environmental Assessment (EA). No decisions on the Proposed Project were made at the virtual hearing.

Landrum & Brown is a global aviation consulting firm, serving airports and other aviation clients for more than 70 years across all seven continents. As part of the Comprehensive Asset Management Plan (CAMP), Landrum and Brown prepared the draft EA for the City of Phoenix Aviation Department, the U.S. Department of Transportation and the Federal Aviation Administration.

The public meeting was hosted online through a Zoom Webinar with simultaneous interpretation in Spanish. Participants could also call into the meeting if they did not have the ability or preferred not to participate online.

August 2023 Public Hearing Summary Report
Environmental Assessment for the Comprehensive Asset Management Plan (CAMP)

The virtual public hearing included a brief presentation overview of the Proposed Project and was followed by the formal virtual public hearing to take verbal comments on the Draft EA for the record.

Project team members from the City of Phoenix and Landrum & Brown served as panelists for the presentation and to hear comments during the hearing. Panelists included:

Jordan D. Feld
Deputy Aviation Director
City of Phoenix, Aviation Department

Erik Schwenke
Managing Consultant
Landrum & Brown
Global Aviation Planning & Development

Additional project team staff and Spanish interpreters were present to assist in facilitating the presentation and online hearing. Participants were notified that comments on the project could also be submitted during the public comment period ending August 25, 2023, by mail and e-mail. Participants were also informed that project-related materials, including the presentation, would be available online.

A virtual Court Reporter was in attendance and transcribed the entire public hearing, including the presentation and comment portion.

The Court Reporter transcript of proceedings is included in Appendix A.

The public hearing presentation was recorded in English and Spanish and is posted on the project website. During the meeting, the moderator and Spanish interpreters let the audience know where they could find the project website and that they would be available for the comment portion of the meeting.

Registration for the public hearing was available on the project website (www.skyharbor.com/about-phx/comprehensive-asset-management-plan/nepa-ea/), or the public could join straight into the webinar waiting room 60 minutes before the official start.

All speakers providing verbal comments were instructed they would be given up to three (3) minutes to speak to allow everyone the opportunity to provide comments if they chose to do so.

One (1) person was recorded as attending the virtual public hearing, no verbal or written comments were provided.

Written comments were also accepted, via mail and email, as specified below, and two (2) people provided written comments.

Written comments were directed to:
Mr. Jordan D. Feld, Deputy Aviation Director
City of Phoenix, Aviation Department
2485 E. Buckeye Road
Phoenix, Arizona 85034

jordan.feld@phoenix.gov

The deadline for submitting comments was Friday, August 25, 2023.

Copies of the public meeting materials posted to the website are included in Appendix A.

3. Public Hearing Notification

Project Website

The City of Phoenix hosts a project website www.skyharbor.com/about-phx/comprehensive-asset-management-plan/nepa-ea/. The project website provides a project overview, including a list of the project elements. It also detailed the public hearing date, time and registration link.

The project website was updated to replace the public hearing announcement with the public hearing presentation, recordings in English and Spanish and information on how to provide written comments.

Newspaper Notice

The City of Phoenix published a Notice of Availability in the Arizona Republic on July 7, 2023, both in print and online. The notice can be found in Appendix B.

4. Public Hearing Comments

This section summarizes the comments received during the public comment period through August 25, 2023. Comments were accepted through USPS mail and e-mail. A total of two (2) comments were received.

The public comments are included in Appendix C.



Appendix A

Public Hearing Materials

Court Reporter Transcript

Reporter's transcript of proceedings
Public Hearing
Phoenix Sky Harbor International Airport
Environmental Assessment for the
Comprehensive Asset Management Plan (CAMP)
August 10, 2023
5:30 p.m. - 7:30 p.m.

PREPARED BY:

Toni M. Gehm, RPR, CR
Arizona Certified Reporter
Certificate No. 50935

1 MR. BACA: Welcome and thank you for
2 joining us this evening for the Phoenix Sky Harbor
3 Environmental Assessment for the Comprehensive Asset
4 Management Plan or CAMP. The meeting will begin shortly.

5 Good evening. Welcome to the project presentation
6 and public hearing for the Phoenix Sky Harbor
7 Environmental Assessment. Thank you for joining us. My
8 name is Tom Baca and I will be moderating this evening's
9 public hearing on the comprehensive asset management plan
10 proposed project.

11 The presentation and hearing will be presented in
12 English and interpreted in Spanish through a separate
13 call-in number and online language channel. If you would
14 like to hear the presentation in Spanish by phone, please
15 call 866-730-7514. The PIN number to enter is 984619
16 followed by the pound sign.

17 If you are online you can click on the interpretation
18 symbol at the bottom of your screen as shown on this
19 slide to hear the meeting presented simultaneously in
20 Spanish. Once this slide is completed you will see the
21 interpretation button on your screen as shown here. To
22 listen to this meeting in Spanish through the online
23 meeting, click the interpretation icon in your
24 meeting/webinar controls then click Spanish.

25 If you would like to hear Spanish only, click mute

1 original audio. We will have a brief pause to repeat
2 these instructions in Spanish and allow participants to
3 join the Spanish interpretation room.

4 Participants are joining us via their computers on
5 Zoom or through their phones and are currently muted. I
6 will describe the public hearing format and how to
7 participate in just a moment, but first if you are having
8 any technical issues right now, you may need to hang up
9 or log off then redial or reconnect.

10 Please note that this meeting is being recorded. The
11 recording will be posted to the project website. If you
12 would like to turn on closed captioning click show
13 captions on the bottom of your screen to start viewing
14 the closed captioning.

15 This evening we will begin with a presentation about
16 the airport Environmental Assessment and then move into
17 an official public hearing during which you may provide
18 your comments for the public record.

19 First, though, I would like to introduce Jordan Feld,
20 Deputy Aviation Director of the Planning and
21 Environmental Division of Phoenix Sky Harbor
22 International Airport. Jordan.

23 MR. FELD: Thanks, Tom.

24 Good evening to everyone. I just wanted to quickly
25 thank you for taking time for this and providing input

1 for this important project. With that I'll turn it over
2 to Erik Schwenke. He led the technical effort in
3 preparing the draft Environmental Assessment. Erik is
4 with Landrum & Brown, and I will turn it over to him.
5 Erik.

6 MR. SCHWENKE: Thank you, Jordan. As
7 Jordan said, my name is Erik Schwenke. I'm with Landrum
8 & Brown. We're an airport planning and development firm
9 under contract with the City of Phoenix to prepare the
10 Environmental Assessment for the CAMP short-range
11 projects. I am the L&B project manager for this effort
12 and the principal author of the EA document.

13 Just a little background about CAMP, the CAMP process
14 and how we got to where we are tonight, back in 2019 the
15 City of Phoenix Aviation Department prepared a
16 Comprehensive Asset Management Plan, what we call CAMP,
17 to guide the management and development of facilities at
18 the airport over the next twenty years.

19 In 2022 the City updated the CAMP and identified the
20 following short-term, zero to five-year goals:

21 Improve airfield efficiency on the west side of the
22 airport.

23 And provide comfortable and operable terminals.

24 The current Environmental Assessment addresses the
25 components of the short-term goals, which looks at

1 proposed improvements over the next five-year period.
2 Other long-term goals of CAMP are still being evaluated
3 but are not ripe for review at this time.

4 So agency oversight of this Environmental Assessment
5 includes both the Federal Aviation Administration and
6 City of Phoenix Aviation Department. The Federal
7 Aviation Administration is the lead federal agency.
8 Their role is to ensure compliance with the National
9 Environmental Policy Act or NEPA goals and policies. The
10 FAA determines whether it may take the federal actions
11 necessary to allow implementation of the project.

12 The City of Phoenix Aviation Department is the
13 airport sponsor. The City is responsible for the
14 development and direction of the EA content and they lead
15 the public outreach efforts and engages with the
16 surrounding community during the NEPA public involvement
17 process.

18 The purpose of the public hearing tonight is to
19 provide the opportunity to review and comment on the
20 Draft EA. Commenting on the Draft EA can occur either by
21 registering to speak following this presentation or by
22 submitting written comments to Mr. Jordan D. Feld, Deputy
23 Aviation Director, City of Phoenix Aviation Department.
24 The address is 2485 East Buckeye Road in Phoenix,
25 Arizona, 85034. You may also email comments to

1 jordan.feld@phoenix.gov. And this information is
2 presented again following the conclusion of this
3 presentation.

4 And just an important note is that all comments must
5 be received by Friday, August 25, 2023. Again, we wanted
6 to reiterate that no decisions are being made tonight at
7 this public hearing. This is just presenting the
8 findings of the document and allowing public comment.

9 As a privacy notice before including your address,
10 phone number, email address, or other personal
11 identifying information in your comment, be advised that
12 your entire comment, including your personal identifying
13 information, may be made available at any time. While
14 you can ask us in your comment to withhold from public
15 review your personal identifying information, we cannot
16 guarantee that we will be able to do so.

17 Moving into an overview of the EA process, the EA
18 process is a complex process that involves many steps to
19 get to the project concept -- from the project concept to
20 a preferred alternative and a recommended action. These
21 many steps are highlighted in the slide on the screen.
22 And they start with, in the upper left-hand corner, with
23 the identification of the proposed project. From there
24 the project team will develop a preliminary purpose and
25 need and alternatives. After the purpose, need, and

1 alternatives are developed, the project team will conduct
2 field surveys and study the affected environment.

3 Following those studies, the project team conducted
4 agency and public scoping outreach. This included
5 letters to federal, state, and local agencies seeking
6 input on the proposed concept. From there the FAA
7 reviewed the comments that were received during scoping,
8 determined if additional analysis was needed, then
9 proceeded with the analysis of environmental impacts.

10 After that analysis was complete, the project team
11 conducted additional outreach. And this additional
12 outreach included consultation with the City of Phoenix
13 Office of Archaeology, the City Historic Preservation
14 Office, the State Historic Preservation Office and
15 thirteen federally recognized tribes.

16 After that additional outreach was completed,
17 additional analysis was done. We identified any
18 potential mitigation and prepared the draft Environmental
19 Assessment document. That draft Environmental Assessment
20 was made public on July 7 of 2023 which started the
21 public comment period.

22 Currently we're at the stage where we're conducting
23 this hearing. From this point we will review and respond
24 to any substantive comments that we receive on the Draft
25 EA and then prepare the final Environmental Assessment

1 document.

2 From there the FAA will issue a federal decision
3 which will either allow construction to begin or will
4 require the preparation of an environmental impact
5 statement if any significant environmental impacts are
6 identified.

7 The purpose and need for the project, the purpose is
8 to enhance airfield safety and efficiency as well as
9 correct existing deficiencies at the airport.

10 And to meet forecasted passenger demand at the
11 airport over the next five years.

12 The needs for the proposed project are listed below
13 and they're grouped by functional area.

14 For airfield facilities, the need must meet FAA
15 airport design standards and provide airfield
16 improvements to enhance safety and more efficiently move
17 aircraft on the airport.

18 Passenger terminal and concourse facilities needs
19 were to accommodate the projected passenger levels by
20 providing additional gates and support space, and provide
21 better connectivity between terminals.

22 Airport tenant and support facility needs were to
23 relocate and/or replace airport tenant and support
24 facilities to accommodate the airfield and passenger
25 terminal and concourse needs.

1 For alternatives, a multistep screening process was
2 implemented to identify and evaluate a range of
3 reasonable alternatives that are capable of achieving the
4 purpose and need for this project.

5 The diagram on this slide indicates the three-step
6 process. Step 1. We considered if the alternative met
7 the purpose and need for the project. If it did, then it
8 moved on to Step 2. If it did not meet the purpose and
9 need, then it was eliminated from further consideration.

10 Those that moved on to Step 2 were reviewed to see if
11 they were practical or feasible to implement from a
12 technical and operational standpoint. Again, if the
13 answer to those questions were yes, it moved on to the
14 next step. And if no then the alternative was eliminated
15 from further consideration.

16 At Step 3 the team evaluated whether the alternative
17 would result in a safe and efficient use of navigable
18 airspace and minimize operational impacts. Again, if the
19 answer was no then that alternative was eliminated from
20 further consideration.

21 Alternatives that satisfied all three steps of the
22 screening process were carried forward with detailed
23 analysis in this EA document.

24 Based on the analysis of the alternatives, the no
25 action alternative and the proposed project were carried

1 forward for detailed analysis.

2 Under the no action alternative, passenger terminal
3 and concourse facilities would remain as they currently
4 exist without major improvement. Increases in future
5 passengers and aircraft operations would continue at the
6 same rate. However, passenger level of service would be
7 greatly diminished, and airfield delays would increase as
8 aircraft would be forced to wait for open gates.

9 Under the no action alternative the City would still
10 implement various elements of the airfield facility
11 improvements identified in CAMP. Specifically, the
12 recommendations requiring only painted markings,
13 installation of lights, or pavement demolition, which
14 require a concurrence by the FAA's 14 CFR Part 139
15 Inspector, which is a safety inspection program.

16 Other FAA airport design standard improvements would
17 likely be addressed in future projects over the next five
18 years because the need would still exist. However, those
19 projects would require independent NEPA review and
20 independent FAA approval.

21 The no action alternative would not meet the purpose
22 and need for the proposed project, and many of the
23 airport's needs would continue to worsen as aircraft and
24 passenger activity levels continue to rise. The no
25 action alternative will be carried forward in the

1 analysis for comparison to the proposed project.

2 So the proposed project includes numerous
3 improvements to airfield facilities, terminal and
4 concourse facilities, and airport tenant and support
5 facilities all which are shown in the following slide.

6 The airfield facility improvements include: realign
7 perimeter fence outside of the runway object free area.

8 Marking and signing vehicle service road hold points
9 to increase pilot awareness within the runway object free
10 area.

11 Constructing taxiway design group 6 fillet
12 improvements to accommodate design group 6 aircraft.

13 Expanding the center hold bay.

14 Closing Taxiway A5.

15 Reconstructing Taxiway A6.

16 Installing runway status lights.

17 Remarking, repainting, or otherwise designated
18 various connector taxiways and apron pavements to meet
19 airplane design group 6 standards.

20 Painting taxiway islands to enhance pilot's visual
21 awareness that it is a non-movement area.

22 Constructing blast pad and adding paint markings to
23 identify the end of Runway 26.

24 Relocating non-movement lines to prevent aircraft
25 from penetrating instrument departure surfaces.

1 Demolishing excess pavements to enhance pilot's
2 visual awareness of runways and taxiways.

3 Reconstructing Taxiway F8 to accommodate taxi design
4 group 6 aircraft.

5 Painting portions of blast pad up to threshold or
6 displaced thresholds of Runway 7L, 25R, and 8.

7 Painting taxi markings on the east and west ends of
8 Taxiway F.

9 Shifting Taxiway C10 to eliminate direct access
10 between the Terminal 4 North apron and Runway 8/26.

11 Constructing Taxiway F5.

12 Closing Taxiway H5.

13 Closing Taxiway H6.

14 Constructing Taxiway H9 to replace Taxiways H5 and
15 H6.

16 Installing the centerline lights on the full length
17 of all three runways.

18 And constructing cross field Taxiway U.

19 So there are a lot of improvements that are
20 indicated for the airfield safety all of which are shown
21 on the following slide which we'll get to in a second.

22 Regarding the terminal and concourse
23 facilities, the proposed action would construct
24 Terminal 3, North Concourse 2.

25 Construct the Terminal 3 and Terminal 4 connector.

1 For the airport tenant and support facilities,
2 the proposed action would construct the south apron hold
3 pad and cargo C-complex replacement.

4 Relocate the American Airlines C-point cargo facility
5 and vehicle gate.

6 And relocate the facilities and services parking and
7 equipment storage yard.

8 It's important to note that the proposed
9 project would not result in any changes to the airport's
10 runway configuration or length, aircraft fleet mix,
11 number of aircraft operations, timing of operations, or
12 airspace use around the airport.

13 So this exhibit shows the locations of the
14 proposed projects that were indicated on the previous
15 slide. As you can see, they are scattered across the
16 airport and there's quite a few of the projects indicated
17 and are included as part of the proposed action.

18 The airfield facility improvements are identified
19 with orange circles with a white number in-between. The
20 terminal and concourse facility projects are identified
21 with blue circles. And the airport tenant and support
22 facility projects are indicated with a purple circle.

23 We'll go ahead and leave this slide up for a
24 second so that you can get a good sense of where the
25 projects are located and how they're dispersed across the

1 airport. And it's important to note that all of these
2 projects will occur within the existing airport
3 right-of-way, so there will be no land acquisition
4 required as part of the proposed action.

5 So if we can move to the next slide, the
6 environmental resources analyzed. The FAA regulations
7 call for the analysis of potential effects to 14
8 different environmental categories. These resource
9 categories include: air quality, biological resources
10 which includes fish, wildlife, and plants; climate;
11 coastal resources; Department of Transportation Act
12 Section 4(f); farmlands; hazardous materials, solid
13 waste, and pollution prevention; historical,
14 architectural, archeological, and cultural resources;
15 land use; natural resources and energy supply; noise and
16 noise-compatible land use; socioeconomics including
17 environmental justice, children's health and safety
18 risks; visual effects; water resources including
19 wetlands, floodplains, surface water, groundwater, and
20 wild and scenic rivers.

21 The presence of and potential impacts to these
22 resources categories was analyzed in one of the following
23 project specific boundaries. The general study area,
24 which is indicated by the dashed white and purple line,
25 the larger of the boundary shown, was established for the

1 quantification of impacts to resource categories that
2 involve issues that are more regional in scope and scale,
3 including noise, land use, socioeconomic impacts, and
4 Section 4(f) resources.

5 The detailed study area which is shown in the
6 solid purple line which is entirely within the general
7 study area boundary and follows the general edge of the
8 airport. The purpose of this was to establish a study
9 area for environmental resources that would be directly
10 impacted by the project such as historic resources and
11 hazardous materials.

12 So the following slides present the findings of
13 the analysis conducted for the CAMP short-term projects.
14 Impacts were assessed with an opening year of 2028 when
15 the project is anticipated to be complete and operational
16 and where appropriate in 2033 representing a future year
17 or an out year were project elements that have been fully
18 implemented. So there's a lot of words on this slide and
19 we're going to go through each of these categories
20 separately to review the findings of our studies.

21 So for air quality, there will be a temporary
22 increase in emissions during construction of the proposed
23 project. In 2028 and 2033, the proposed project would
24 result in an increase in emissions compared to the no
25 action alternative for the same years.

1 The additional emissions would be de minimis and
2 would not cause any exceedances of the National Ambient
3 Air Quality Standards, which are set to protect public
4 health and welfare, including protection of sensitive
5 populations.

6 Biological resources, there would be minor
7 impacts to biological resources as a result of the
8 proposed project through the redevelopment of previously
9 disturbed land within the Phoenix Sky Harbor
10 International Airport.

11 Climate impacts, there would be a temporary
12 increase in greenhouse gas emissions during construction
13 of the proposed project. In 2028 and 2033 similar to the
14 air quality emissions, the proposed project would result
15 in an increase in greenhouse gas emissions compared to
16 the no action alternative.

17 Section 4(f) resources, the project would
18 result in de minimis impacts to the following Section
19 4(f) eligible resources: The Pueblo Salado, Dutch Canal
20 Ruin, and Park of the Four Waters Canal. These are all
21 historic sites or archeological sites that were
22 determined to be eligible for the national registry.

23 For hazardous materials, solid waste, and
24 pollution prevention, the proposed project would impact
25 contaminated areas and includes demolition of buildings

1 with hazardous materials. These impacts would occur on
2 City-owned property.

3 Regarding the historical, architectural,
4 archeological, and cultural resources, on March 14th of
5 this year the SHPO issued a finding of no adverse effect
6 for the project provided that the City of Phoenix
7 Aviation Department will provide archaeological
8 monitoring of any undertaking-related, ground-disturbing
9 activities extending below modern disturbances and
10 located within an archaeological site and a 250-foot wide
11 buffer, or near an archeological canal alignment and a
12 50-foot-wide buffer.

13 The City of Phoenix Aviation Department will follow
14 the monitoring and discovery procedures in the previously
15 prepared, citywide plan titled General Monitoring and
16 Discovery Plan for the City of Phoenix, Maricopa County,
17 Arizona.

18 Finally, the City of Phoenix will conduct
19 archeological testing of the various canals in the
20 northern half of the airport where data recovery has not
21 occurred before starting construction in those areas.

22 Regarding land use, the proposed project is
23 consistent with all applicable zoning, land uses, and
24 land use plans, and would therefore not affect land use.

25 Natural resources and energy supply,

1 consumption of natural resources and energy would occur
2 during construction of the proposed project.

3 However, the proposed action would not cause a
4 significant shortage of area supplies or resources.

5 The proposed project would also result in increases
6 of electricity and natural gas usage, relative to the
7 size of the proposed new buildings.

8 Noise and noise compatible land use, the
9 proposed project would not result in changes to the
10 airport's runway configuration or length, aircraft fleet
11 mix, number of aircraft operations, timing of operations,
12 or airspace used around the airport. Therefore, there
13 would be no changes to aircraft related noise when
14 compared to the no action alternative.

15 The areas surrounding the airport would experience
16 increased noise during construction, which could include
17 temporary conversation interference, activity
18 interference such as reading or watching television, or
19 annoyances. However, the sound levels experienced by the
20 surrounding neighborhoods during construction would be
21 below the 65 decibel threshold used by the FAA to
22 determine land use compatibility for residential
23 properties.

24 For socioeconomics, the overall economic effect
25 of the proposed project is likely to be beneficial by

1 providing increased sales and job opportunities in
2 addition to construction jobs. The proposed project
3 would occur entirely on City property and would,
4 therefore, not require any land acquisition.

5 And finally, visual effects, the proposed
6 project would result in new sources of light emissions
7 and new visual elements; however, these impacts would be
8 isolated, and limited to views from certain angles or
9 vantage points.

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

13 So next steps. All comments received on the
14 Draft EA will be reviewed in their entirety by the City
15 of Phoenix Aviation Department and the FAA. As mentioned
16 previously, all substantive comments will be evaluated
17 and responded to, and may result in revisions to the
18 Draft EA document before it becomes final.

19 If the FAA finds the project would not have a
20 significant environmental impact, then the FAA may issue
21 a Final Environmental Assessment and Finding of No
22 Significant Impact.

23 If the FAA finds the project would have significant
24 environmental impacts that could not be mitigated below
25 the level of significance, then the FAA may prepare

1 additional analysis in an Environmental Impact Statement
2 which would go out for its own public review and comment.

3 Following the FAA's environmental decision on
4 the EA, construction could begin as soon as late 2023 and
5 would be expected to end in 2028. This construction
6 period is expected to take approximately five years.

7 With that, I will hand it back over to Tom who
8 can talk about how verbal comments can be submitted for
9 this project.

10 MR. BACA: Thank you, Erik. We're now
11 ready to open up for verbal comments. Here is how the
12 process will work. First, you will be able to unmute
13 yourself once your name is called. Once you begin
14 speaking, you will have three minutes to share your
15 comments. We don't have a lot of attendees, so we will
16 keep an eye on that if you do want to take a little bit
17 of extra time without impeding on others. We do want to
18 hear your full comments.

19 We do want to hear all comments but also want to
20 ensure everyone has that equal time to share their
21 thoughts. You may also submit additional written
22 comments by email or direct mail and we'll provide that
23 information in the chat and on screen at the conclusion
24 of the hearing.

25 Next slide. So I'd like to provide some instructions

1 to ensure that the hearing does proceed smoothly. We did
2 not have any registered speakers wanting to make
3 comments. So if you are interested in making comments at
4 this time, go ahead and raise your hand by clicking on
5 the raise hand icon at the bottom of your screen. I will
6 call on you one at a time and in the order that your hand
7 is raised and I will call on you by name and ask you to
8 unmute yourself.

9 Those who make their comments in Spanish will have it
10 repeated in English by our interpreter to be recorded for
11 the record of the hearing. For any attendees that do
12 join us on the phone, you can enter star nine to indicate
13 that you would like to speak and we'll receive the hand
14 raised signal. When we're ready for your comment, we'll
15 do the same, we'll ask you to unmute yourself by pressing
16 star six.

17 Remember that there will be no answers to questions.
18 The hearing is intended for the project team to receive
19 your comments for consideration on the EA with no
20 decisions being made this evening.

21 At this time we're now ready to begin our public
22 hearing. You will see the same instructions that we just
23 gave on screen for your convenience. And we do not have
24 any questions at this moment. We'll be ready and waiting
25 if anyone does have their hand raised to make a comment.

1 A reminder our public hearing is in progress. If
2 anyone would like to make a verbal comment at this time,
3 you can use the instructions onscreen. For those online,
4 click the raise hand icon at the bottom of the screen.
5 If you have called in, you may press star nine to raise
6 your hand and then when we call on you, you can enter
7 star six to be temporarily unmuted.

8 And for anyone on the Spanish call-in line, you would
9 state your name and make your comments once we call on
10 you. And then there will be a consecutive interpretation
11 done for the public record. Thank you.

12 A reminder to everyone we are in our public hearing.
13 If you would like to make a verbal comment, the
14 instructions are onscreen. We will be taking comments.
15 Our public hearing is scheduled until 7:30 p.m. Mountain
16 Standard Time. And you can use the raise hand option if
17 you have joined us online.

18 For those of you who may have called in on the
19 English dial-in line, you can press star to raise your
20 hand and we'll call your name and allow you to unmute by
21 pressing star six. And for anyone on the Spanish call-in
22 line, you may state your name and then we will call on
23 you to make your comments as well and have those
24 interpreted for the record. Thank you.

25 MR. BACA: At this time our public hearing

1 is closed. We would like to thank everybody for
2 attending. Before we do close I would like to remind you
3 that this hearing was recorded and it will be posted to
4 the project Website along with the project presentation.
5 The project Website is
6 www.SkyHarbor.com/about-P-H-X-/-C-O-M-P-R-E-H-E-N-S-I-V-E
7 [-A-S-S-E-T-M-as](#) in [mark-A-N-as](#) in [Nancy-A-G-E-M-as](#) in
8 [mark-E-N-as](#) in [Nancy-T-P-L-A-N-as](#) in [Nancy-/-N-as](#) in
9 [Nancy-P-as](#) in [Paul-A-E-A](#).
10 www.skyharbor.com/about-phx/comprehensive-asset-
11 [management-plan/nepa-ea/](#).

12 We would like to encourage you to visit this Website
13 for more information. We have also posted the Website
14 link in the chat for your convenience. As mentioned
15 earlier further comments can be made in writing through
16 August 25, 2023. The information for submitting is on
17 the screen.

18 Again, written comments can be submitted by mail to
19 Mr. Jordan D. Feld, Deputy Aviation Director, City of
20 Phoenix Aviation Department. Address is 2485 East
21 Buckeye Road, Phoenix, Arizona 85034.

22 You may also email your comments to [jordan.feld --](mailto:jordan.feld--F-E-L-D--@phoenix.gov)
23 F-E-L-D -- @phoenix.gov, which is also being posted on
24 the chat.

25 On behalf of the project team I would like to thank

1 those who shared your views today. Your input is
2 valuable and will be carefully considered. Any upcoming
3 comments will also be very valuable to this process.
4 Again, you have through August 25, 2023, to provide your
5 written comments. Thank you. Have a nice evening.

6 (Off the record.)

7 (The hearing concludes at 7:43 p.m.)

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C E R T I F I C A T E

I, Toni M. Gehm, Certified Court Reporter for the State of Arizona, do hereby certify that the foregoing 25 printed pages constitute a full, true and accurate transcript of the proceedings had in the foregoing matter, all done to the best of my skill and ability.

Dated at Phoenix, Arizona, this 10th day of August, 2023.

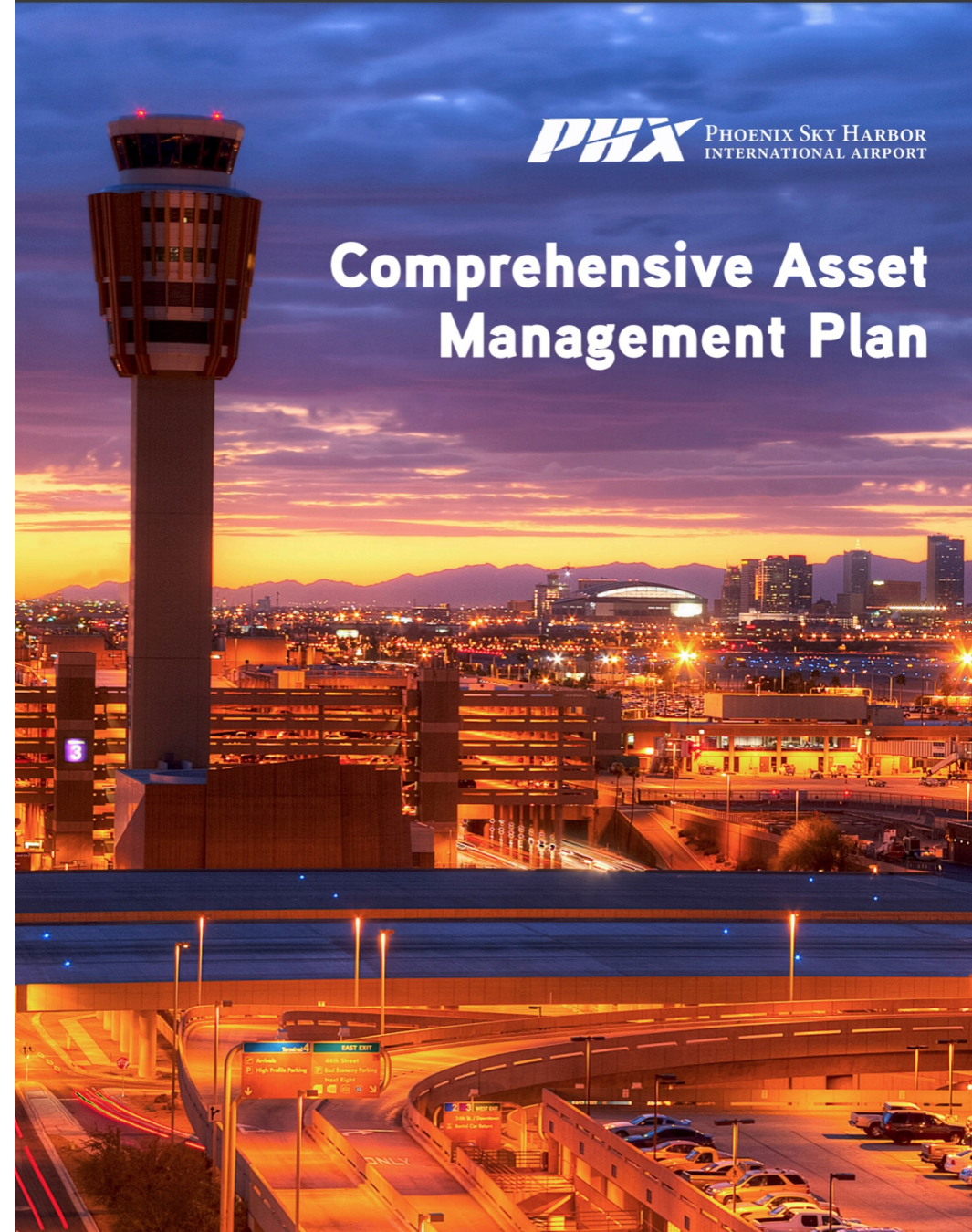
Toni M. Gehm, RPR, CR
Arizona Certified Reporter
Certificate No. 50935

Presentation

**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

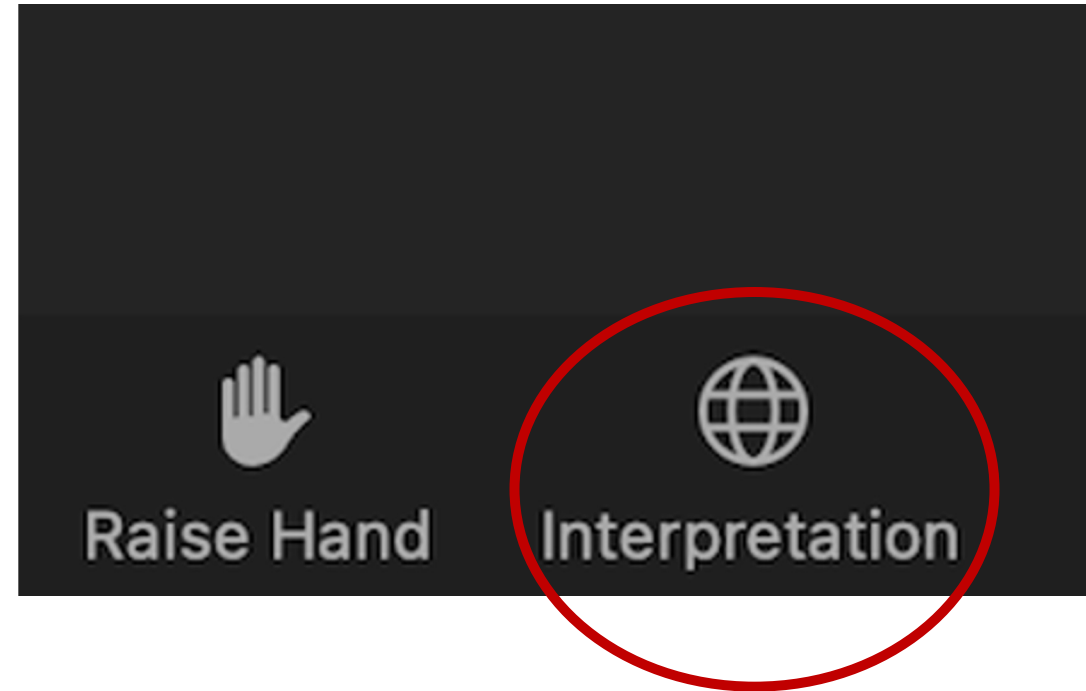
August 10, 2023

Spanish Interpretation

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

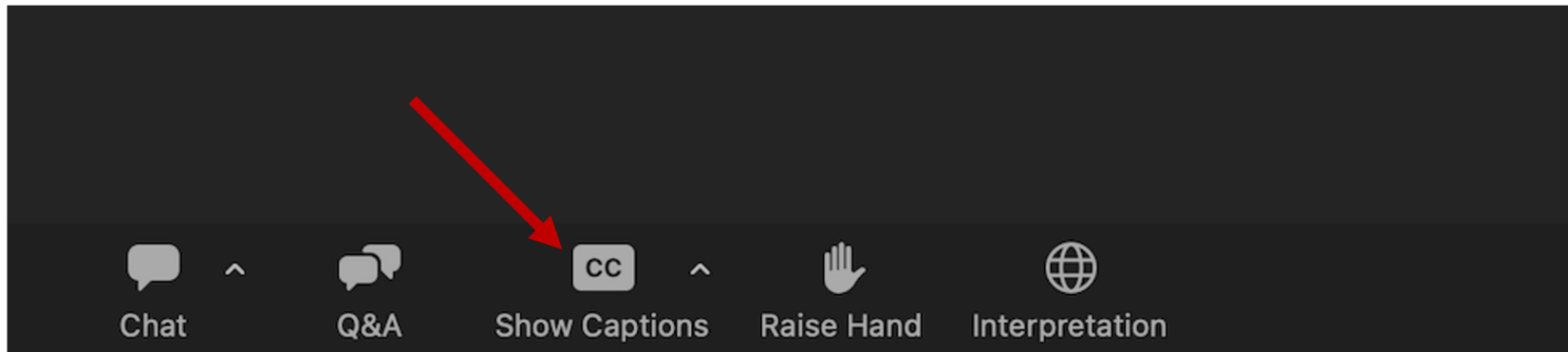
Interpretación al español

- 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

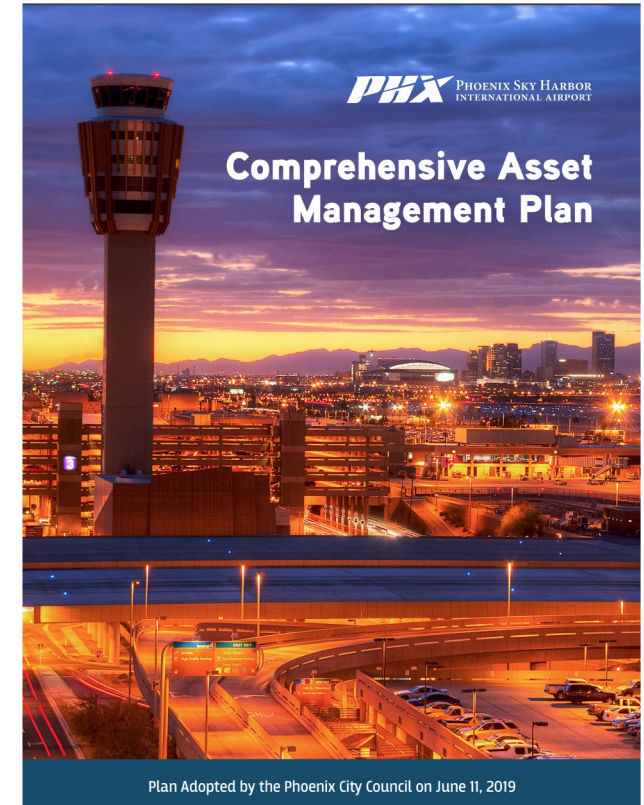
Background

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:

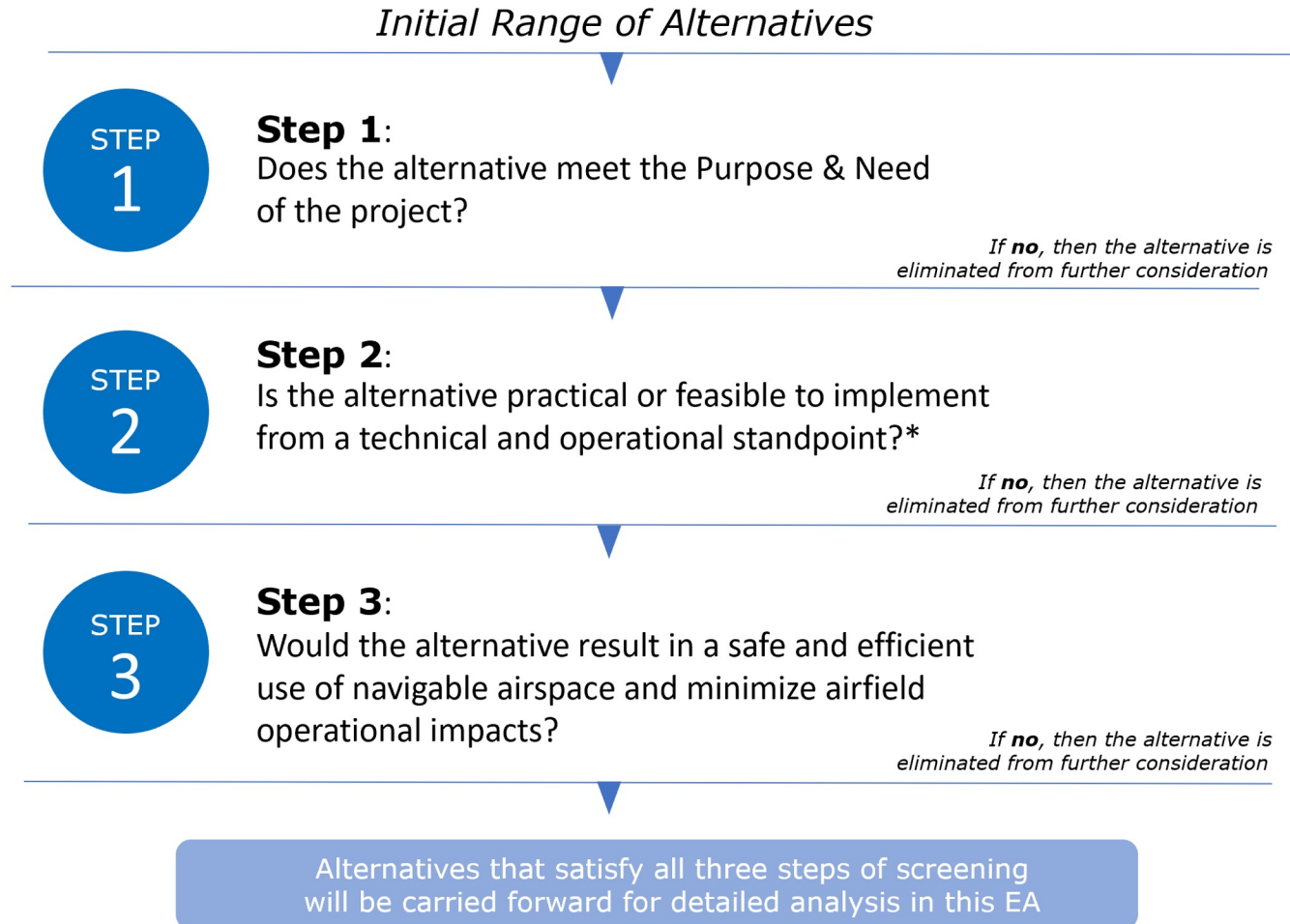
1. Enhance airfield safety and efficiency as well as correct existing deficiencies at the airport.
2. Meet forecasted passenger demand at the airport over the next five years.

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

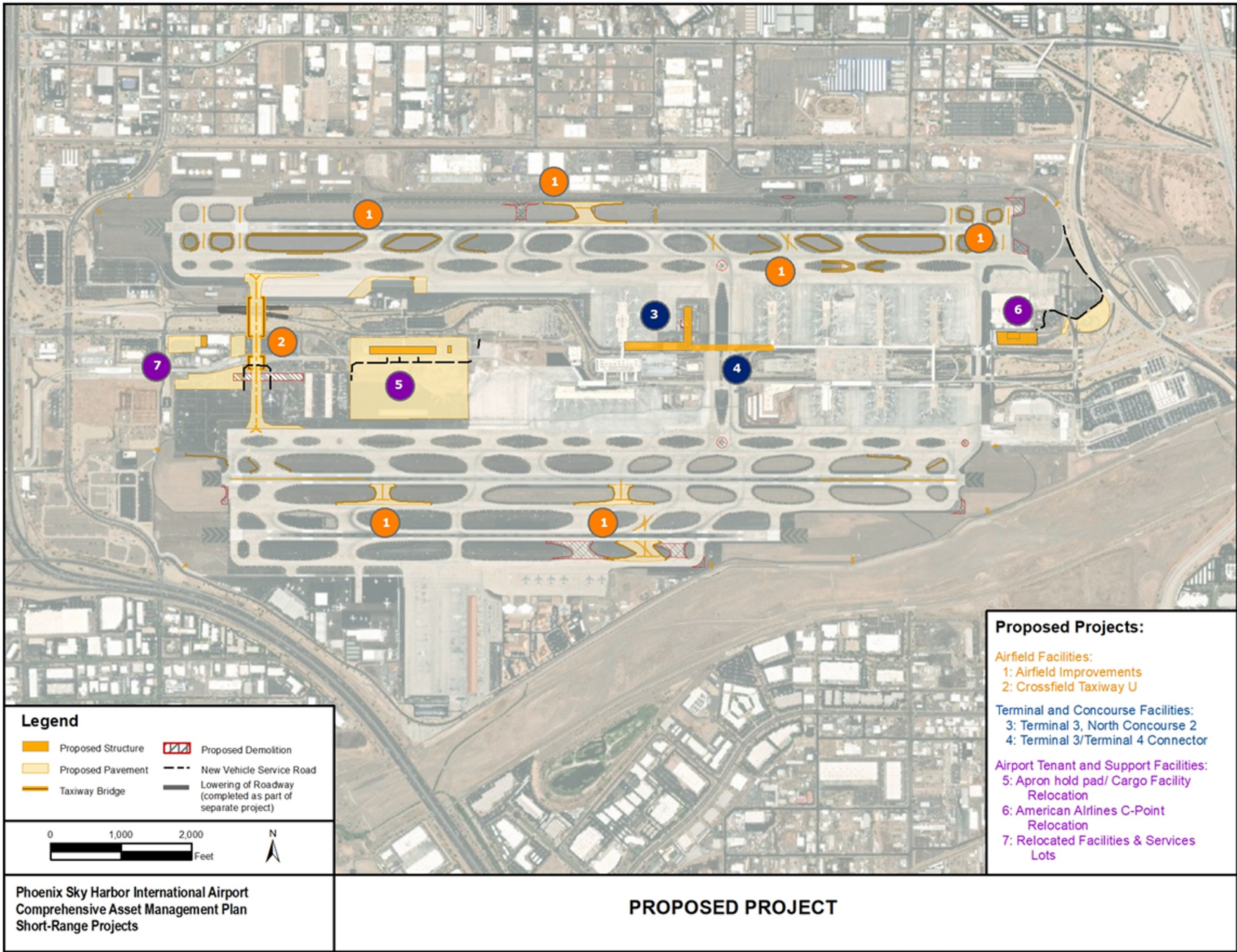
3. Construct Terminal 3 - Terminal 4 Connector

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)

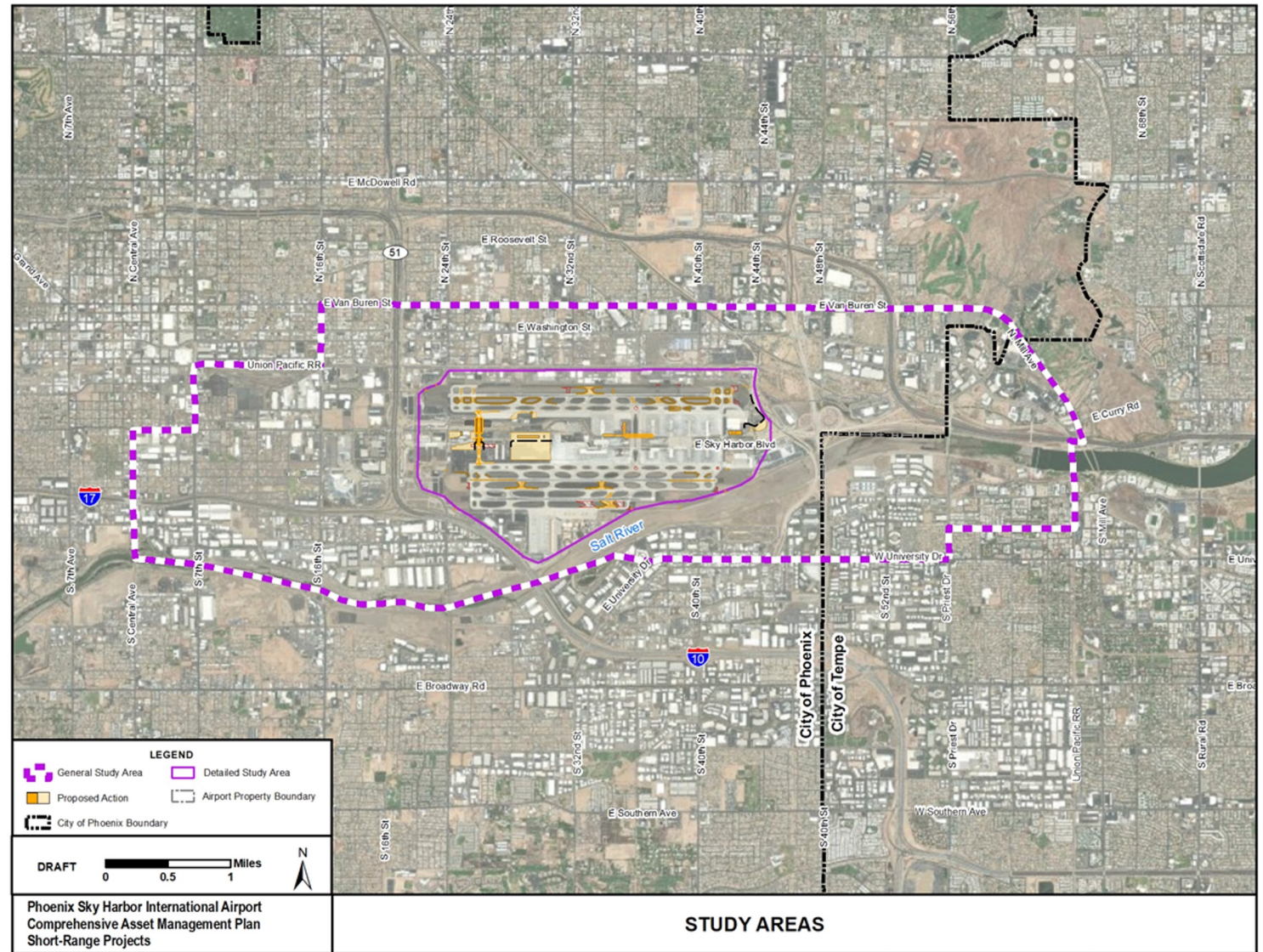
Environmental Study Areas

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	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. The Proposed Project would also result in increases of electricity and natural gas usage, relative to the size of the proposed new buildings.
Noise and Noise-Compatible Land Use	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. 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.
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

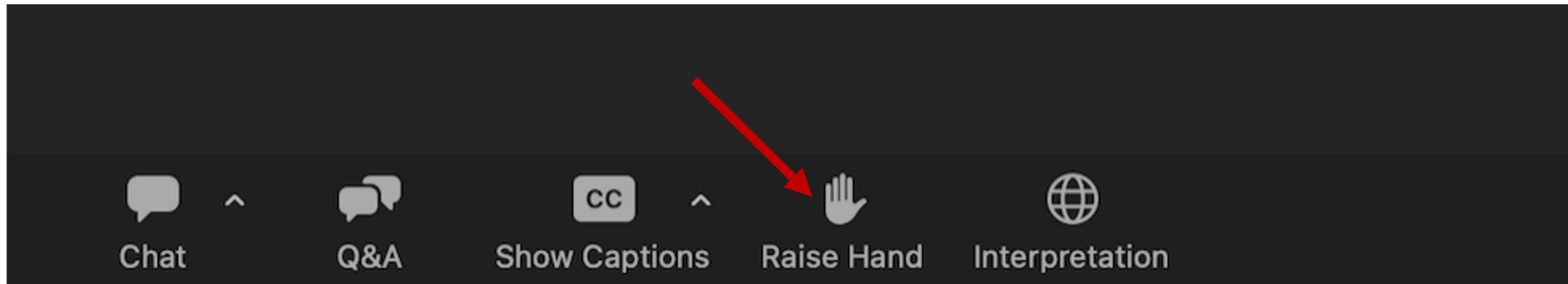
- All comments received on the draft EA will be reviewed in their entirety by the City of Phoenix Aviation Department and the FAA. All substantive comments will be evaluated and responded to and may result in revisions to the draft EA.
 - If the FAA finds the project would not have a significant environmental 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.

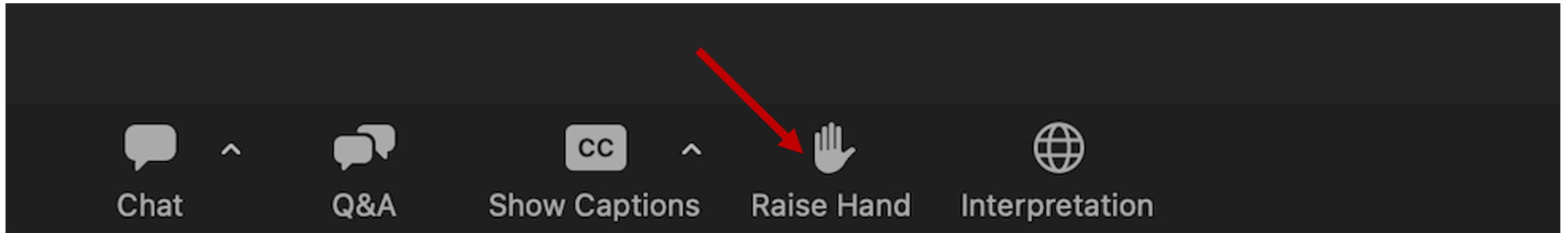
For those on the Spanish dial-in phone line:

- 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.



Appendix B

Public Hearing Notices

Newspaper Notice

THE ARIZONA REPUBLIC

PO Box 194, Phoenix, Arizona 85001-0194

Phone 1-602-444-7315

Fax 1-877-943-0443

This is not an invoice

PNI-Arizona Republic

AFFIDAVIT OF PUBLICATION

LANDRUM & BROWN
2201 COOPERATIVE WAY, SUITE 600
HERNDON, VA 20171

This is not an invoice

Order # 0005755858 # of Affidavits 1

P.O #

Issues Dated:

07/07/23

STATE OF WISCONSIN }
COUNTY OF BROWN } SS.

I, being first duly sworn, upon oath deposes and says: That I am the legal clerk of the Arizona Republic, a newspaper of general circulation in the counties of Maricopa, Coconino, Pima and Pinal, in the State of Arizona, published weekly at Phoenix, Arizona, and that the copy hereto attached is a true copy of the advertisement published in the said paper in the issue(s) dated indicated.

Jordan Feld
Sworn to before me this

7 TH day of
JULY 2023

Denise Roberts
Notary Public

My Commission expires: 4-6-27

DENISE ROBERTS
Notary Public
State of Wisconsin

NOTICE OF AVAILABILITY
DRAFT ENVIRONMENTAL ASSESSMENT (EA)
PHOENIX SKY HARBOR INTERNATIONAL AIRPORT (PHX)
PROPOSED COMPREHENSIVE ASSET MANAGEMENT PLAN
In accordance with the National Environmental Policy Act of 1969, 42 U.S.C. § 4321 et seq., the Council on Environmental Quality (CEQ) regulations, 40 C.F.R. Parts 1500-1508 (2020) and Section 106 of the National Historic Preservation Act of 1966, 54 U.S.C. § 30101-307108 (Section 106), notice is hereby given that the Phoenix Aviation Department, a department of the City of Phoenix, proposes to implement the short term (0-5 year) components of the Phoenix Sky Harbor International Airport (PHX) Comprehensive Asset Management Plan (CAMP) at PHX, Phoenix, Maricopa County, Arizona (the Proposed Project).
The purpose of the Proposed Project is to enhance airfield safety and efficiency and meet forecasted passenger demand at PHX over the next 5 years.
The Proposed Project includes the following proposed improvements: 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) & 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 odd 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.
The Proposed CAMP also includes: Construct Terminal 3, North Concourse 2; Construct Terminal 3 Terminal 4 Connector; Construct South Apron Hold Pod and Cargo Complex C Replacement; Relocate American Airlines' C-Point Cargo Facility and Vehicle Gate, and Relocate Facilities and Services parking and equipment storage yard.
The Draft EA evaluates the potential environmental effects of the Proposed Project described above and its alternatives and has been prepared pursuant to the requirements of Section 102(2)(c) of the National Environmental Policy Act of 1969 (NEPA) and Section 509(b)(3) of the Airport and Airway Improvement Act of 1982, as amended. The FAA is the lead federal agency to ensure compliance with NEPA for airport development actions. The Draft EA also includes FAA's determination on potential impacts to Section 106 resources. The Draft EA has been prepared in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.
Beginning on July 7, 2023, the Draft EA will be available for public review at: <https://www.skyharbor.com/about-phx/comprehensive-asset-management-plan/NEPA-EA>, and at the following locations during normal business hours through August 10, 2023:
• Burton Barr Central Library, 1221 North Central Avenue, Phoenix, Arizona 85004
• Harmon Branch Library, 1325 South 5th Avenue, Phoenix, Arizona 85003
• Saguaro Branch Library, 2608 North 46th Street, Phoenix, Arizona, 85008
• City of Phoenix Aviation Admin Bldg, 2485 E. Buckeye Rd, Phoenix, AZ 85034
A virtual public hearing on the Draft EA will be held to provide an opportunity for interested members of the public to make oral comments concerning the Proposed Project and information contained in the Draft EA, or listen to comments provided by others. The virtual public meeting and public hearing will be held on Thursday, August 10, 2023, from 5:30 p.m. to 7:30 p.m. Mountain Standard Time via Zoom web-conferencing. No decisions on the Proposed Project will be made at the virtual meeting/hearing. The virtual public meeting will include a brief presentation overview of the Proposed Project and will be followed by a formal virtual public hearing to take oral comments on the Draft EA for the record. There will not be a question and answer portion of the meeting or hearing. Register for the virtual public meeting/hearing on PHX's website after July 7, 2023 at the above website. All speakers who register to provide oral comments will be given up to 3 minutes to speak to allow everyone the opportunity to provide oral comments if they choose to do so. Written comments will also be accepted, as specified below. Comments on the Draft EA will help the Phoenix Aviation Department and FAA arrive at the best possible informed decision about the proposal. Oral comments on the Draft EA may be presented at the public hearings. Written comments on the Draft EA may be submitted via the following methods:
• Submit via email to: jordan.feld@phoenix.com
• Mail to Jordan D. Feld, Deputy Aviation Director, City of Phoenix, Aviation Department, 2485 E. Buckeye Road, Phoenix, Arizona 85034.
Comments must be received by 5:00 p.m. Mountain Standard Time on Friday, August 25, 2023. Please ensure adequate time for mailing.
PRIVACY NOTICE: Before including your address, phone number, e-mail 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.
Comments received on the Draft EA and the responses to those comments, will be disclosed in the Final EA. As a covered entity under Title II of the Americans with Disabilities Act, the City of Phoenix does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Alternative formats in large print, braille, audio, and other formats (if possible), will be provided upon request. Sign language interpreters, assistive listening devices, and other auxiliary aids and/or services may be provided, if requested a minimum of 72-hours prior to the virtual public meeting, by calling Mr. Jordan Feld at 602-273-4072.
Si desea esta información en español llame a 602-273-4072.
Pub: July 7, 2023



Appendix C

Public Hearing Comments