

September 10, 2001

VIA FEDERAL EXPRESS

Mr. Mark Perryman
Vice President
Landrum & Brown
11279 Cornell Park Drive
Cincinnati, OH 45242

Mr. Charles B. Lieber
Environmental Specialist
Federal Aviation Administration
Western Pacific Region
Air Traffic Division AWP-520-5
15000 Aviation Boulevard
Lawndale, CA 90261

**RE: Community Comments on the Supplemental Environmental Assessment for
the Northwest 2000/Phoenix Sky Harbor International Airport**

The President of Salt River Pima-Maricopa Indian Community, the Mayor of Fountain Hills, the Mayor of Mesa, the Mayor of Gilbert and the Mayor of Scottsdale (hereinafter "The Five Communities") thank the FAA, Administrator Garvey, the FAA Western Pacific Regional Office, our local FAA office, Senator McCain, Senator Kyl, Congressman Hayworth, Congressman Flake, Representative Marsh, America West and Southwest Airlines, and all community representatives in working together to redesign our Phoenix airspace. This pioneering spirit of cooperation can result in an airspace redesign that will meet or exceed the FAA's technical requirements while mitigating our communities' sensitivities with regard to air traffic and other environmental concerns.

As a result of these efforts, attached are a map and a technical description of a proposed community alternative. This represents the product of very thoughtful and thorough discussions and compromises among the Five Communities based on input we received from FAA and other stakeholders; we designate this proposal as the Community Consensus Alternative (CCA). Although each of us may concurrently submit our individual comments, we hereby jointly request the FAA adopt and implement the CCA as depicted.

During our most recent meeting with the FAA staff and airline representatives on August 31st, we discovered that certain technical issues regarding realigning the northern sector boundary for Sector 38 may need to be addressed in order to accommodate the CCA. We would like to request that we be given until Monday, September 24, 2001 to work with the FAA staff to develop an addendum to this letter to focus on resolving this issue, and that the FAA agree to accept this addendum for review as if it had been submitted within the original 45 day time frame.

The CCA is technically feasible, environmentally balanced and reflective of the communities' opinions. Acceptance by the FAA of the CCA will validate this process. Adoption of this proposal will maximize community support for this enhancement of the aviation system. Most significantly, the selection of the CCA as the FAA's alternative will create in the community a level of confidence in future FAA endeavors to redesign the airspace around Phoenix, that community and environmental concerns will be considered in such future planning. FAA's implementation of the CCA will provide the agency with a superb example on a national basis of how FAA-community interaction can work effectively in the redesign of airspace.

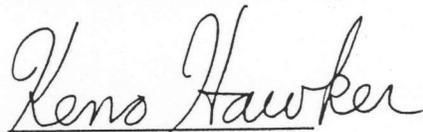
To that end, the Five Communities look forward to working with the FAA, our neighbors, and our State, federal and local representatives in a comprehensive regional airspace planning effort. Through continued cooperation, a safe, efficient, and yet environmentally sensitive comprehensive plan will be developed and implemented not only to improve our airspace system, but also to improve the quality of life for our residents.

In conclusion, the Five Communities appreciate the efforts of the FAA in opening a dialogue regarding the Northwest 2000 Plan. As a result of this dialogue, and the cooperation and compromises of the Five Communities, we submit the Community Consensus Alternative. Since certain technical issues regarding the CCA need to be resolved, we request that the FAA extend the current comment period by a minimum of fourteen days. After resolving those issues, we urge the FAA to adopt the Community Consensus Alternative in the Northwest 2000 Plan.

Signatures to Follow

Sincerely

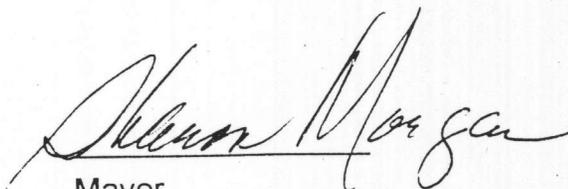
President
Salt River Pima-Maricopa Indian Community



Mayor
City of Mesa

Mayor
Town of Gilbert

cc: The Honorable John McCain
The Honorable Jon Kyl
The Honorable Jeff Flake
The Honorable JD Hayworth



Mayor
Town of Fountain Hills

Mayor
City of Scottsdale

**FAA NORTHWEST 2000
COMMUNITY CONSENSUS
ALTERNATIVE
August 17, 2001**

**COMMUNITY
ALTERNATIVE
(Fly Over)**
Lat: 33 33 20.4
Lon: -111 42 19.2

**POINT "BARGN"
FAA ALT. #2
(Fly By)**

**POINT "VANZZ"
FAA ALT. #3
(Fly By)**

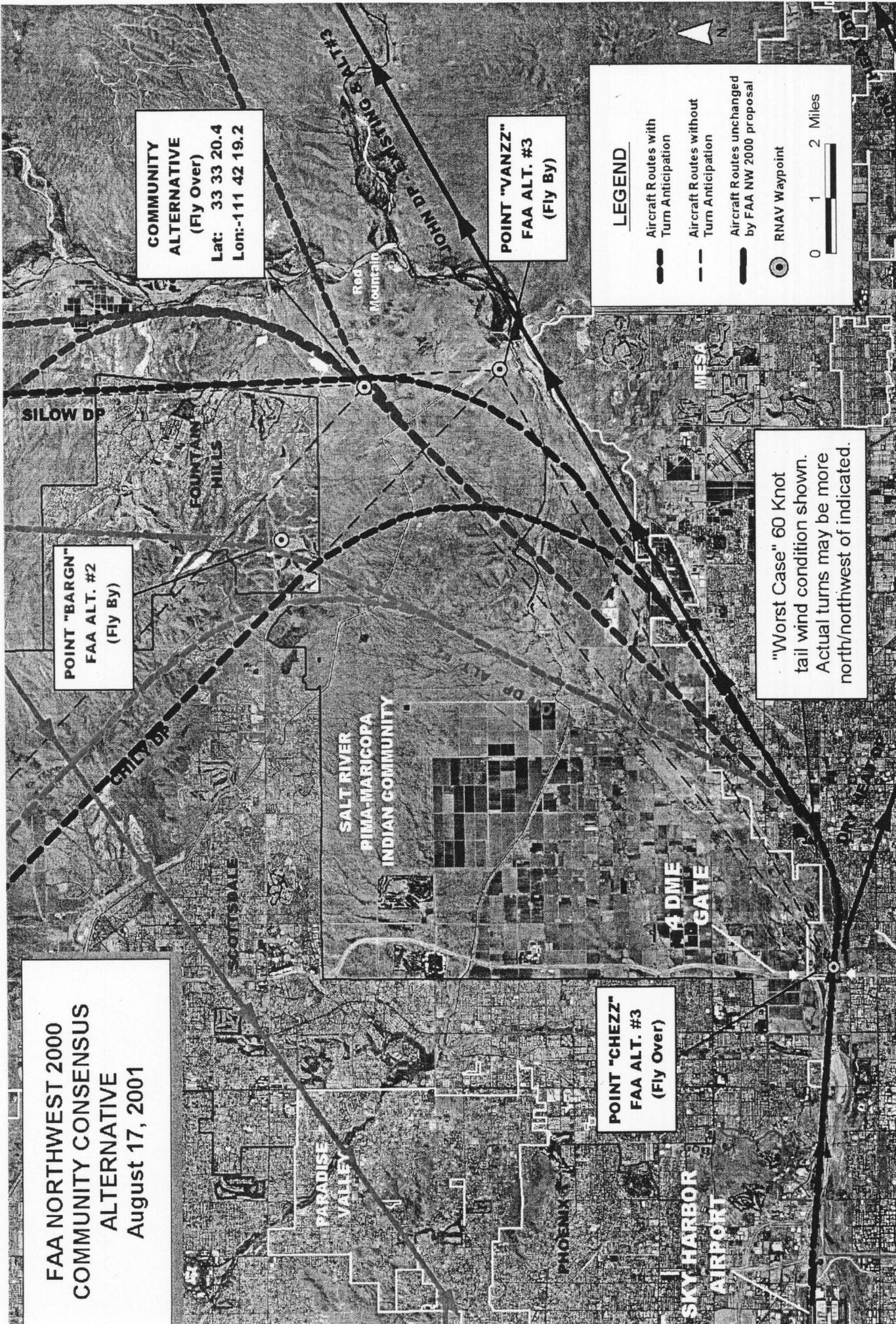
**POINT "CHEZZ"
FAA ALT. #3
(Fly Over)**

LEGEND

-  Aircraft Routes with Turn Anticipation
-  Aircraft Routes without Turn Anticipation
-  Aircraft Routes unchanged by FAA NW 2000 proposal
-  RNAV Waypoint

0 1 2 Miles

"Worst Case" 60 Knot tail wind condition shown. Actual turns may be more north/northwest of indicated.



September 10, 2001

VIA FEDERAL EXPRESS

Mr. Mark Perryman
Vice President
Landrum & Brown
11279 Cornell Park Drive
Cincinnati, OH 45242

Mr. Charles B. Lieber
Environmental Specialist
Federal Aviation Administration
Western Pacific Region
Air Traffic Division AWP-520-5
15000 Aviation Boulevard
Lawndale, CA 90261

RE: Comments on the Supplemental Environmental Assessment for the Northwest 2000/Phoenix Sky Harbor International Airport

Dear Mr. Perryman and Mr. Lieber:

The Federal Aviation Administration (FAA) has issued a Draft Environmental Assessment (DEA), April 6, 2001, and then a Supplemental Environmental Assessment (SEA), June 2001, for public review and comment regarding the Northwest 2000 Plan. The purpose of these documents, issued by the FAA under the National Environmental Policy Act of 1969 (NEPA) and the FAA's own implementing policies and handbooks is to analyze potential impacts of the changes proposed by Northwest 2000 on the affected communities. The FAA is specifically evaluating any impacts that may be created by proposed changes in air traffic departure and arrival patterns originating and terminating from the Phoenix Sky Harbor International Airport (PHX), through the Phoenix TRACON and then to or from the Albuquerque Air Route Traffic Control Center (ARTCC). In response to public comments, the FAA extended the period during which comments may be received to September 10, 2001.

You will be receiving, under separate cover, a transmittal letter signed by the President of Salt River Pima-Maricopa Indian Community ("SRP-MIC"), the Mayor of Fountain Hills, the Mayor of Gilbert, the Mayor of Mesa and the Mayor of Scottsdale (hereinafter "The Five

Communities") supporting the adoption of the proposed Community Consensus Alternative (CCA) in lieu of any of the alternatives previously proposed by the FAA. The City of Mesa and the Salt River Pima-Maricopa Indian Community, as two of the most affected communities - given our proximity to Sky Harbor International Airport, the lower altitude of the aircraft as they fly over our areas and the greater frequency of aircraft overflight once they pass through the 4DME Gate - we strongly support the adoption of the CCA, and we are writing this letter to provide more information on the development of the CCA than is included in our transmittal letter. Attached is another copy of the CCA for your use in considering the comments contained herein. One issue that may not be clear from the air photo depicting the CAA is that the proposal incorporates the relocation of the existing ST JOHNS departure further north. Rather than the ST JOHNS route going south of Point VANZZ as it does at present, in the future it also would fly over point COMM ALT.

While the FAA may have had concerns with the granting of the 45-day extension, we want to express our appreciation to the FAA Western Pacific Regional Office, Administrator Garvey and Senator McCain for this additional time. The CCA could not have been brought forward in its current refined form if the additional time had not been made available. We appreciate the efforts of the local FAA office, particularly Marty Martin and Gerald Pennington, and Mike Tragarz from America West Airlines to help us better understand the FAA's technical goals.

It may be useful for me to take a moment to help explain how the Five Communities came to develop the CCA.

First, all the entities involved spent time not just reading the DEA and the SEA, but also opening dialogues with the FAA TRACON and Western Pacific staff. These government-to-government meetings improved the ability of the Five Communities to appreciate the criteria the FAA considered important in designing routes. The FAA should be commended for its willingness to participate in such discussions.

As a result of our combined efforts, we believe the CCA proposal has incorporated all of the FAA's detailed criteria. Expert consultants have helped us define specific approaches and departures which maximize efficiency and exceed the FAA's safety standards. In particular, the five communities have expended considerable efforts attempting to align the eastbound departure routes in such a way as to minimize its potential interference with the JESSE, BUNTR and DBACK STARS. As a result of our most recent meeting with the FAA and airlines on August 31st, we understand that the CCA as proposed, would ideally include further minor changes to the boundaries of the arrival airspace sector encompassing the DBACK arrival to maximize efficiency and safety goals. Because we do not have specific technical information about the boundaries of the affected sectors, we are not able to propose a specific realignment at this time. However, the minor shift in distance - - approximately two and a half miles - - required to accommodate the CCA does not pose a significant obstacle during this phase of the airspace redesign. Therefore, we are requesting the FAA examine the specific technical aspects of the airspace sectors (and any other technical limitations) with the goal being to achieve the routing of the CCA as closely as possible.

In addition, we understand that when the redesign of Phoenix airspace is complete, the FAA would like RNAV points to be "fly-by" way points rather than "fly-over." Until the implementation of Phase II of the redesign, however, the use of fly-by points is the FAA's preference rather than a fixed requirement. For this reason, designating VANZZ as an interim fly-over way point seems both feasible and desirable to minimize community noise impacts. Therefore, it is our recommendation that the CCA point VANZZ be designed as a fly-over way point, with the intention that this ultimately be changed to a "fly-by" way point at whatever location would result in the same or substantially similar ground track of the routes as proposed in the CCA. We believe that, with the interim use of a fly-over way point and minor modifications to the proposed airspace sectors, the CCA should meet all of these FAA requirements.

Consistent with these considerations, the Five Communities recognize the value of PHX to the East Valley Region. To be certain that we understand the particular perspectives of the proprietor and of the operator PHX, we have met with airport management and the airlines. As a result of these discussions, we believe the CCA, if adopted, will also help them meet their goals.

Our second area of concentration was to develop a better understanding of our own communities' sensitivities with regard to air traffic. We spent hours and hours meeting with and listening to all of the concerned Mesa citizens, members of the SRP-MIC and community leaders who live in the areas potentially affected by the new routes. We have also discussed these issues with representatives of other Valley communities and Valley-wide citizens' groups concerned about aircraft noise. We have attempted to incorporate their views in the CCA wherever possible. All of the political bodies whose elected officials have signed the letter of support for the CCA will experience aircraft noise if the CCA is implemented. We believe, however, that of the options currently available, the CCA minimizes and most equitably distributes noise impacts, while meeting the FAA's objectives for the Northwest 2000 Plan.

The CCA more closely follows the Salt River bed and the Beeline Highway than the FAA's proposed Alternative 3. The land surrounding these two reference lines is primarily vacant or industrial, with the City of Mesa lying south of the Salt River and the Salt River Pima – Maricopa Indian Community controlling most of the river bed itself, as well as the areas to the north of it (plus an area on the south side of the river in the Lehi area). Overflight of such areas minimizes conflicts between the air traffic and those present in these areas; thus the goal of the FAA's noise policies should be well served. These are areas, which now, and into the future, are least likely to object to the level of traffic that will flow from PHX.

The CCA alignment, particularly in comparison to the Alternative 3 found in the SEA, is:

- Farthest from the residential communities on the south sides of the Salt River in Mesa;
- Avoids residential, noise-sensitive institutional and heavily inhabited areas of the Salt River Pima-Maricopa Indian Community (north and south of the Salt River);
- Does not invade the Indian Community's use of the sacred lands of the Red Mountain;
- Circumnavigates the sensitive areas of Fountain Hills; and
- Minimizes the impacts on Scottsdale's residential communities.

To the maximum extent possible, the CCA meets the substantial noise objections of the Five Communities to the previous Alternatives 2 and 3. We believe that CCA also meets or exceeds substantial safety and efficiency objectives of the FAA. We feel it represents the most balanced alternative available.

On behalf of the City of Mesa and the Salt River Pima-Maricopa Indian Community, we urge the FAA to carefully examine the CCA. It represents a major effort by the citizens and communities most directly affected by NW2000. The leaders of each of these public entities have made hard decisions in advocating equitable distribution of the noise impact. It would have been politically easier to oppose NW2000 and to attack it through Congressional and litigative tactics. In recognition of the value of PHX, and the need for airspace improvements, we have undertaken an alternative route and sought an equitable compromise.

The CCA is technically feasible, environmentally balanced and reflective of the communities' opinions. Acceptance by the FAA of the CCA will validate this process. Adoption of this proposal will maximize community support for this enhancement of the aviation system. Perhaps most significantly, the selection of the CCA as the FAA's alternative will create in the community some level of confidence in future FAA endeavors to redesign the airspace around Phoenix. FAA's implementation of the CCA could provide the agency with a superb example on a national basis of how FAA-community interaction can work effectively in the redesign of airspace.

Suffice it to say that rejection of the CCA will convert all these positives to negatives. The lesson of such an outcome would be that community efforts to work together and with the FAA on airspace redesign, despite any consensus achieved, are futile. Future such redesigns will become the battleground for zero-sum game strategies. Rather than cooperation, the key word could become confrontation.

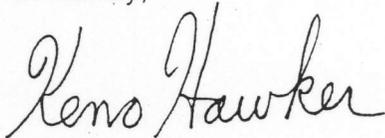
That is not the vision of the individuals and communities who contributed to the CCA. We look forward to using the same techniques to try to find win/win alternatives in the redesign of the Southern Hemisphere of the PHX TRACON. Equitable distribution can be most effectively utilized there, if the geometry to be utilized is approached as a "clean slate" with no given restrictions or constraints.

Again, on behalf of the City of Mesa and the Salt River Pima - Maricopa Indian Community, we appreciate your willingness to extend the comment period. The 45-day period allowed the development of the CCA. As mentioned above, it appears more discussion with the FAA and airline representatives will be necessary to resolve the recently identified issue regarding the realignment of the northern boundary of Sector 38, in order to accommodate our proposed modification to the DBACK STAR. For that reason, we would like to request that we be given until Monday, September 24, 2001, to work with the FAA staff to develop an addendum to this letter addressing how best to make this change, and that the FAA agree to accept this addendum for review as if it had been submitted as part of this document within the original 45-day time frame. For all of the above reasons, we also urge the FAA to continue to work with us with the goal being to

find a way that the CCA can be adopted. We believe that it is the best-balanced approach for now, and the only acceptable precedent for future cooperation.

Should you have any questions, or desire any additional information, please feel free to contact us.

Sincerely,



Keno Hawker
Mayor of Mesa



Ivan Makil
President,
Salt River Pima-Maricopa Indian Community

cc: The Honorable John McCain
The Honorable Jon Kyl
The Honorable Jeff Flake
The Honorable JD Hayworth
The Honorable Mary Manross, Mayor of Scottsdale
The Honorable Steve Berman, Mayor of Gilbert
The Honorable Sharon Morgan, Mayor of Fountain Hills



Office of the Mayor

September 10, 2001

Via Express Mail

Mr. Mark Perryman
Vice President
Landrum & Brown
11279 Cornell Park Drive
Cincinnati, OH 45242

Mr. Charles B. Lieber
Environmental Specialist
Federal Aviation Administration
Western Pacific Region
Air Traffic Division, AWP 520-5
15000 Aviation Boulevard
Lawndale, CA 90261

**Re: Comments on the Supplemental Environmental Assessment
for the Northwest 2000 / Phoenix Sky Harbor International Airport**

Dear Gentlemen:

On behalf of the City of Mesa, the Mesa City Council submits its comments in response to the above-referenced Supplement Environmental Assessment (SEA). These comments to this most recent FAA document are consistent with the previous submission of the City of Mesa (see attached letter of Mayor Hawker, dated May 21, 2001) to the Draft Environmental Assessment (DEA). Further, these comments address issues that are entirely separate and apart from the Community Consensus Alternative (CCA) SEA comments submitted by the Five Communities (the Salt River Pima-Maricopa Indian Community, City of Fountain Hills, City of Mesa, City of Tempe and the Town of Gilbert) and are not intended to modify in any way or detract from the proposed Community Consensus Alternative submitted by these communities.

The purpose of this letter is to articulate a few points, specific to the City of Mesa, that would not have been appropriately included in the letter submitted jointly by the Five Communities.

First, the City of Mesa wants to reiterate the importance of the airspace surrounding Falcon Field and Williams Gateway Airports. Falcon Field is one of the largest general aviation airports in the region and Williams Gateway Airport is a growing general aviation/regional air carrier and air cargo airport (fully Part 139 certificated). With the recognized need for expanded airport capacity in Arizona and specifically in the East Valley, the FAA's final action on NW 2000 should explicitly state that these two assets will be adequately protected and accommodated by the NW 2000 plan. The approach and departure patterns for Falcon Field and Williams Gateway should maximize these two airports' existing capacity and future potential as well as the safety of their operations.

20 East Main Street Suite 750
P.O. Box 1466
Mesa Arizona 85211-1466
480.644.2388 Tel
480.644.2175 Fax



Mr. Mark Perryman
Mr. Charles B. Lieber
September 10, 2001
Page 2

Based on our review of the DEA and SEA, as well as comments made by the FAA representatives on their public meetings held in Mesa, we believe that the agency's analysis of the airspace surrounding these two airports will accommodate their existing and future traffic safely and efficiently. The FAA should confirm these statements in the final text.

Second, the public meetings we have held emphasize the degree to which our citizens are concerned about the 1994 Intergovernmental Agreement between the Cities of Phoenix and Tempe. Our specific concern is that under this agreement those two city governments were able to direct future air traffic patterns in such a way that aircraft overflight and their concomitant noise would be transferred inequitably to Mesa without the City's consent or even the involvement of the City of Mesa. The efforts of the Five Communities have demonstrated that it is possible to work together and develop a solution that works for all that are involved. As discussed with the Mayor of Tempe, our goal is to use the precedent established by our joint efforts to develop the CCA, to try to create a consensus to resolve the issues associated with the 4 DME gate.

Third, our community response to the NW2000 proposal was remarkable. People who live in our City recognized that Sky Harbor creates both substantial economic benefits to our region in addition to the negative effects on our quiet enjoyment of our neighborhoods. As reflected in the CCA, Mesa is willing to accept a reasonable portion of the noise generated, so that a "balanced" approach to aircraft overflight could be recommended. Given the relatively low altitude of overflights over Mesa, we could have easily objected, as other communities have, about the consequences of overflights, which are at substantially higher altitudes of 10,000 to 12,000 feet above our neighboring communities. We believe, however, that to maintain such a position would have destroyed the attainment of a regional approach.

Finally, we understand the reasoning behind the proposed alignment of the DRY HEAT DP. The FAA has told us that such a routing is required. Accepting that premise in good faith, and that it will not negatively impact the growth of Williams Gateway, the City of Mesa will accept the agency's commitment that the DRY HEAT DP will not become the primary alternative for Eastern Departures, even in times of severe weather to the Northeast. This departure pattern is directly over Mesa's most populous residential areas and the citizens there do not deserve to become by default a depository for aircraft overflight and noise.

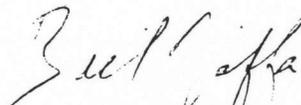
Mr. Mark Perryman
Mr. Charles B. Lieber
September 10, 2001
Page 3

Again, the City of Mesa supports the Community Consensus Alternative. None of the above comments should be construed as representing any dissent with that proposal, rather our intent is to support that balanced approach as the preferred option and to voice independent concerns principally affect Mesa.

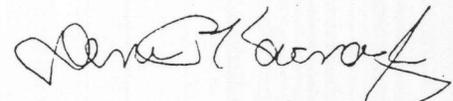
Sincerely,



JIM DAVIDSON
Vice Mayor



BILL JAFFA
Councilmember



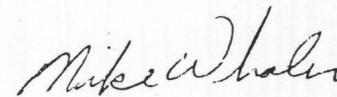
DENNIS KAVANAUGH
Councilmember



PAT POMEROY
Councilmember



CLAUDIA WALTERS
Councilmember



MIKE WHALEN
Councilmember



KENO HAWKER
Mayor