

## United States Senate

February 20, 2015

Honorable Michael Huerta  
Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Administrator Huerta:

I write regarding the ongoing issue with flight paths for Phoenix Sky Harbor International Airport.

As you are aware, on September 18, 2014, the Federal Aviation Authority (FAA) implemented a new procedure that changed the departure routes at Sky Harbor Airport. Concern has been raised regarding these changes by the City of Phoenix and its residents, some of whom have registered noise complaints. In addition to individual complaints, it is my understanding that the Arizona's Historic Preservation Office has also formally withdrawn its prior consent to the flight path changes because of the greater than anticipated impact on historic properties.

On December 23, 2014, the City of Phoenix wrote to the FAA requesting it reverse the September 2014 decision to alter certain flight departure paths. In addition to this letter, the City of Phoenix has met with FAA officials in both Washington D.C. and Arizona, in hopes of finding a workable solution. In fact, recognizing the significance of this matter, Congress directed the FAA to work with Sky Harbor. The Joint Explanatory Statement accompanying the Fiscal Year 2015 Omnibus, Consolidated and Further Continuing Appropriations Act included the following:

*"Phoenix departure procedures. - The FAA has been helpful in evaluating measures to address local concerns that have been raised as a result of new departure routes out of Phoenix Sky Harbor International Airport. The FAA is directed to continue to work expeditiously to identify appropriate mitigation measures and to enforce adherence to flight procedures, unless specific flight modifications are necessary for safety purposes, in order to avoid impacts on nearby residential neighborhoods. The FAA is expected to provide a progress report on these measures to the House and Senate Committees on Appropriations within 90 days of enactment of this Act."*

I am encouraged by actions that have already taken place and am hopeful the FAA and the City of Phoenix can reach a solution that is mutually advantageous to each party. I understand the FAA is in the process of initiating a Performance Based Navigation Working Group. I encourage continued cooperation and dialogue with the City of Phoenix on this important issue. Please contact Sarah Towles at [Sarah\\_Towles@flake.senate.gov](mailto:Sarah_Towles@flake.senate.gov) if my office can offer any assistance in this process. I appreciate your attention to this request, in strict accordance with all existing rules, regulation, and ethical guidelines.

Sincerely,



Jeff Flake  
U.S. Senator



February 23, 2015

Sen. Andy Biggs, Senate President, [abiggs@azleg.gov](mailto:abiggs@azleg.gov)  
Sen. Katie Hobbs, Minority Leader, [khobbs@azleg.gov](mailto:khobbs@azleg.gov)

Dear President Biggs and Senator Hobbs:

At its regularly scheduled meeting on February 14, 2015, our steering committee voted unanimously to oppose the passage of HB 2359. It appears that this bill will soon be transmitted to your chamber, and so we share with you our opposition, including the following concerns.

We are opposed to language that states that in order to oppose a liquor-licensing application, no hearing will be required unless aggrieved *parties that make up at least five percent of the natural persons who reside, own or lease property within a one-mile radius of the proposed location request* a hearing. As an organization that represents neighborhoods and communities in downtown Phoenix, it has been estimated that in order to oppose a liquor license in an urban environment such as ours, hundreds of parties—or more—could be required to request a hearing by the State liquor board in a short period of time. The difficulty in gathering such numbers would enable any liquor license to be automatically approved, with the specter of a substantially large increase in liquor-related problems in our urban communities.

Even if that number were reduced to a fraction of the many required, we oppose this effort to stifle speech. In fact, DVC remains committed to the individual's right to offer his or her support or opposition to any licensing application (or, indeed, to any aspect affecting their community). That right must not be diminished by requiring association with others before a single voice may be raised.

We again state our opposition to HP 2359. We are opposed to this bill, which will provide barriers to public input on the granting of liquor licenses that may negatively affect the quality of life of communities and residents.

Sincerely yours,

A handwritten signature in black ink that reads 'Tim Eigo'.

Tim Eigo  
Chair, Steering Committee  
Downtown Voices Coalition  
Cell: 602-908-6991

cc: DVC Steering Committee

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**working to make downtown PHX sustainable for all / *trabajando hacer PHX centro sostenible para todos***