

From: Tony Bianchi <TBianchi@gatewayairport.com>
Sent: Thursday, September 22, 2022 7:15 PM
To: Buckley, Maggie; Assenza, Adam; Phoebus, Elizabeth (Betsi); Bushey, Sabra
Cc: Bob Draper
Subject: [EXTERNAL] RE: PIRATE Rail Mtg Follow-Up- Gateway Airport

Hi Maggie:

It is covered broadly in CFR Title 14 Part 77 as a Federal requirement in not creating a hazard to air navigation near an airport, which lighting has the possibility to do. Part 77 primary covers the height of objects, but FAA is concerned with multiple measures of compatible land use since they can tie it to Federal grant assurances. Arizona State Statute (ARS) 28-8462 has similar broad language in not creating a hazard to air navigation.

We try to provide clarity to applicants and communities in our Airport Land Use Compatibility Plan Update, which adjacent communities have adopted flight safety considerations into their zoning ordinances. Lighting needs to be controlled for height, but also any design or uses that could interfere with the vision of pilots and air traffic controllers. For the rail uses you are studying it should not be a large concern, but more of a planning/design consideration. With the length of the proposed rail alignment located at the end of our three runways at the Airport's southern boundary we wouldn't want any lighting that could be directed upward toward approach paths or any lighting that could be confused for airport navigational lighting, such as flashing red lights found at railroad crossings and lift gates. Arizona Revised Statute 49-1102 addresses the shielding of outdoor light fixtures and states outdoor lighting shall be fully or partially shielded. There are a few exceptions.

I hope that provides some additional information that you can use or cite.
 Please let me know if you have additional questions.

Thanks,
 Tony Bianchi, A.A.E., AICP, GISP
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From: Buckley, Maggie <Maggie.Buckley@jacobs.com>
Sent: Tuesday, September 20, 2022 2:11 PM
To: Tony Bianchi <TBianchi@gatewayairport.com>; Assenza, Adam <adam.assenza@stb.gov>; Phoebus, Elizabeth (Betsi) <Betsi.Phoebus@jacobs.com>; Bushey, Sabra <Sabra.Bushey@jacobs.com>
Cc: Bob Draper <BDraper@gatewayairport.com>
Subject: RE: PIRATE Rail Mtg Follow-Up- Gateway Airport

Good afternoon Mr. Bianchi,

I am following up on an item that was discussed during our March 29th meeting, where the statement was made that all lighting along the new rail line should be directed downward to avoid glare due to the potential safety issues for planes landing at Phoenix-Mesa Gateway Airport. We did not explicitly see a requirement about downward-facing lighting in the information you provided below. Can you please clarify whether that is an FAA requirement and/or is it something that Phoenix-Mesa Gateway Airport would require? We'd like to make sure that we're accurately capturing the requirement in the Draft Environmental Assessment.

Thank you for your help,

Maggie Buckley

O: 425.233.3117

M: 206.949.5955

From: Tony Bianchi <TBianchi@gatewayairport.com>

Sent: Tuesday, April 5, 2022 8:53 AM

To: Buckley, Maggie <Maggie.Buckley@jacobs.com>; Assenza, Adam <adam.assenza@stb.gov>; Phoebus, Elizabeth (Betsi) <Betsi.Phoebus@jacobs.com>; Bushey, Sabra <Sabra.Bushey@jacobs.com>

Cc: Bob Draper <BDraper@gatewayairport.com>

Subject: [EXTERNAL] PIRATE Rail Mtg Follow-Up- Gateway Airport

Greetings:

Thank you again for last week's well-organized and well-run PIRATE rail meeting.

A few action items for me to provide to you included:

- Gateway's most recent noise contours
- Gateway Airport Master Plan Concept
- Gateway Airport Layout Plan
- Gateway Airport Passenger Enplanement and Operations Forecast

I have enclosed those in the attached .zip file.

The noise contours are from 2017 and are our planning scenario noise contours, so they will not be changed for some time.

Those are attached as a projected GIS shapefile.

The others are PDF documents. I'm hoping that meets your intended needs. A GIS Tech could georeference the PDF images in to overlay on any maps you might want to include them on as they are a combination of GIS and CAD data layers.

The forecast is from the FAA's Terminal Area Forecast, which is updated annually. Adjustments were made after 2020 to account for the pandemic and recovery. I would focus on the 'Enplanements' 'Total' and you can double that number to estimate the total passengers served as it is close to a 50/50 split. For operations (takeoffs and landings) you can use the 'Total Ops' column.

Also, below are a few links to information on the FAA's Part 77 and 7460 evaluation process.

New railways in proximity to airports do meet the criteria to file an evaluation and they will typically set the elevation of the railcars above the track at 23' unless another height is known. New users may need to set up a quick profile with the FAA with the link below when filing any cases. As mentioned, if there are other structures that may be needed, such as light poles or crossing lift gates, we can model some heights in software here to see if an airspace penetration would be expected.

[Obstruction Evaluation / Airport Airspace Analysis \(OE/AAA\) \(faa.gov\)](https://www.faa.gov/documentLibrary/media/Form/FAA_Form_7460-1_022020.pdf)

https://www.faa.gov/documentLibrary/media/Form/FAA_Form_7460-1_022020.pdf

I would appreciate if you could provide the proposed alignments and the environmental sites you included on the presentation maps in GIS format (.shp or .gdb) and I could overlay those in our GIS. Let me know if you encounter any issues with the attached files.

Please take a look at the data and contact me if you have any questions or additional requests.

Thanks,

Tony Bianchi, A.A.E., AICP, GISP

Planning Manager

Phoenix-Mesa Gateway Airport Authority

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