



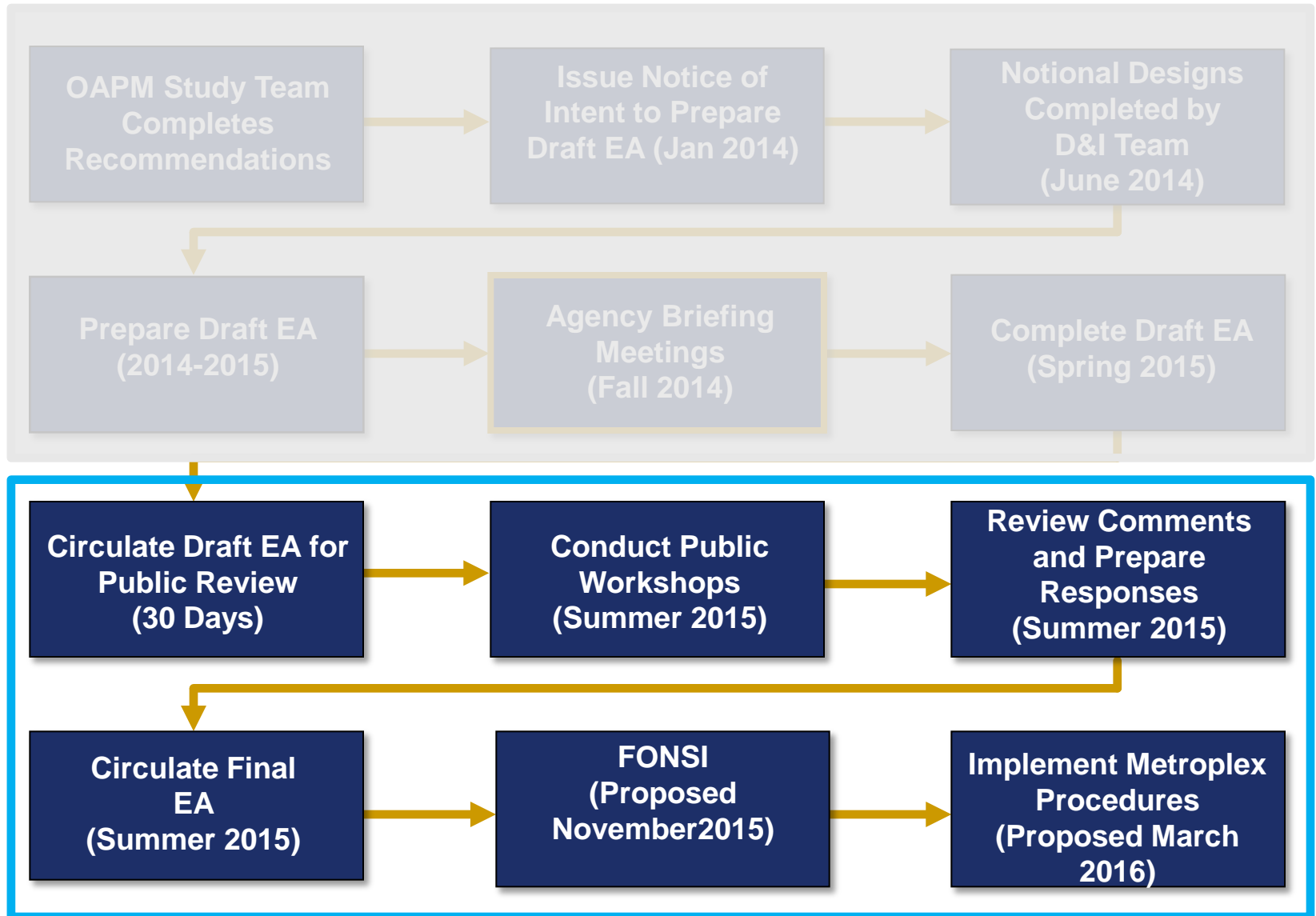
FAA Southern California Metroplex Environmental Assessment Process

Steven R. Alverson

National Director ESA Airports
and LAX Roundtable Facilitator

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Southern California Metroplex Environmental Assessment



- The FAA's approach to public outreach and receiving public input for the Southern California Metroplex process is consistent with other Metroplex efforts throughout the country
- The FAA will release the proposed arrival and departure routes, and receive public comment during the Draft Southern California Metroplex EA process
- The Draft Southern California Metroplex EA will evaluate and disclose any potential environmental impacts (e.g., noise and air emissions) resulting from the proposed Metroplex procedures based on NEPA requirements

- During the 30-day (minimum) public comment period, which begins June 10, 2015, interested members of the public may:
 - Download and review the Draft EA
 - Attend at least one of the public workshops to learn more about the proposed airspace changes and to speak with the FAA directly about the Metroplex process
 - Submit written comments regarding the aspects of the Metroplex process that concern them

http://www.metroplexenvironmental.com/socal_metroplex/socal_introduction.html

Draft Metroplex EA Public Workshop Schedule

15-Jun-15	16-Jun-15	17-Jun-15	18-Jun-15	19-Jun-15
	Public Workshop SNA	Public Workshop SMO	Public Workshop LAX	
22-Jun-15	23-Jun-15	24-Jun-15	25-Jun-15	26-Jun-15
Public Workshop SAN	Public Workshop PSP	Public Workshop LGB -Torrance	Public Workshop Redondo Beach LGB	
29-Jun-15	30-Jun-15	1-Jul-15	2-Jul-15	3-Jul-15
Public Workshop VTU	Public Workshop SBA	Public Workshop BUR		

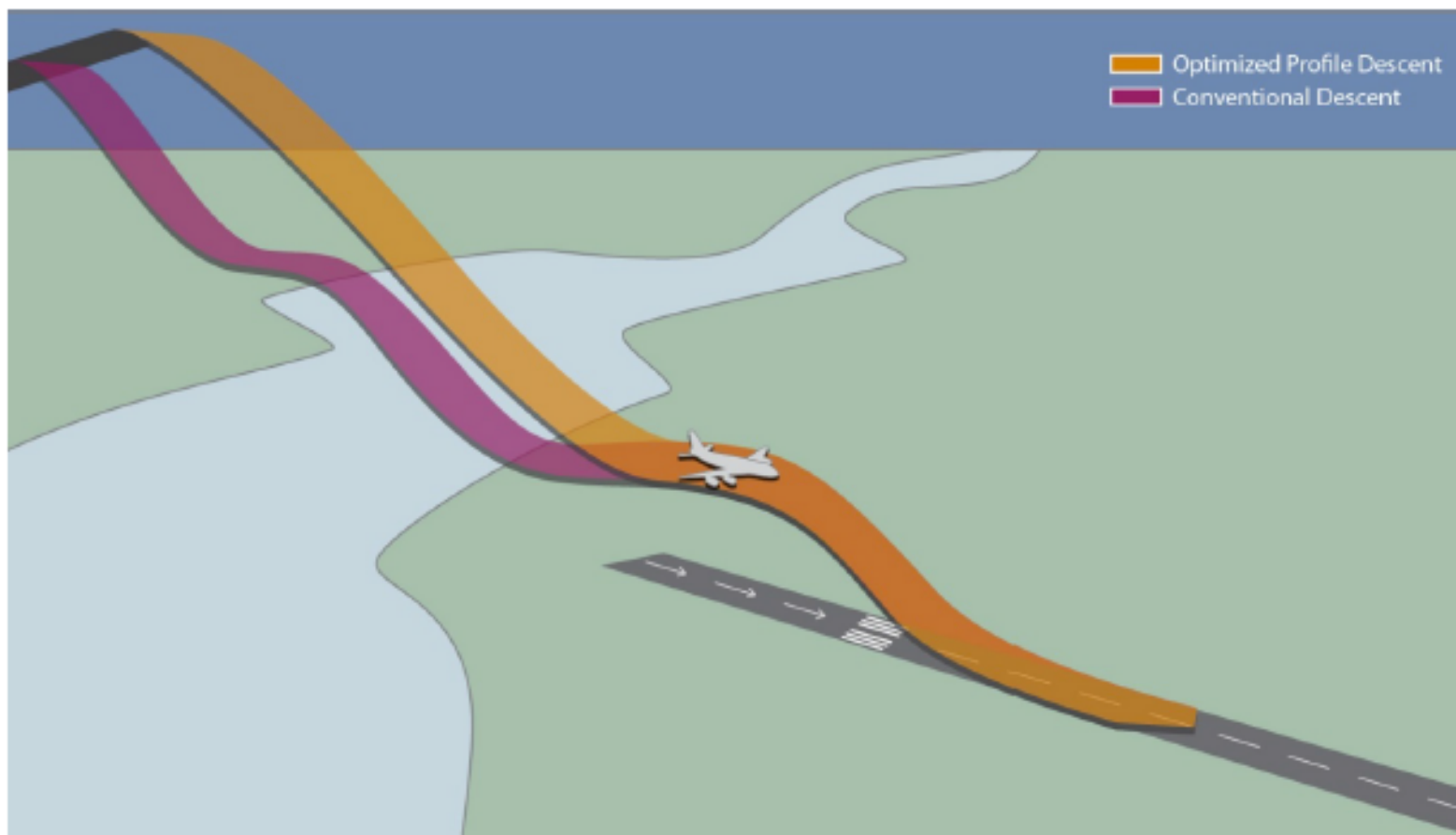
Source: FAA

The Metroplex procedures may include:

- Optimized Profile Descent (OPD)
 - Uses flight-idle throttle settings and keeps the aircraft “clean” until several miles from touchdown
- Performance Based Navigation (PBN), Required Navigation Performance (RNP), and Area Navigation (RNAV) departures and approaches
 - Reduces distance flown, increases precision and repeatability, and reduces pilot/controller communications

Optimized Profile Descent Compared to a Conventional Descent

Exhibit 1-6 Optimized Profile Descent Compared to a Conventional Descent

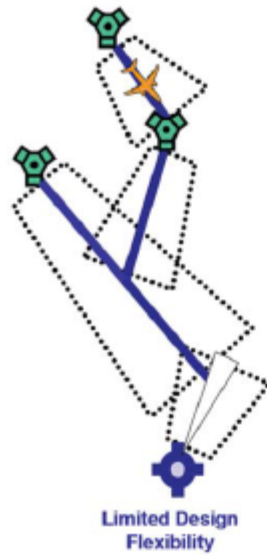


Source: ATAC Corporation, December 2012.
Prepared by: ATAC Corporation, October 2013.

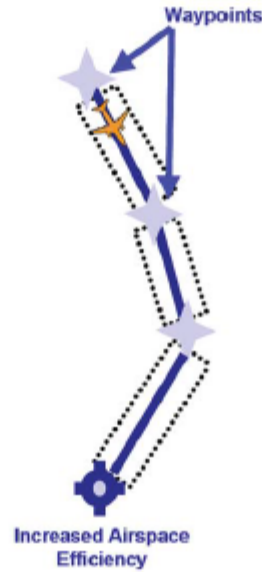
Depictions of Conventional, RNAV, and RNP Procedures

Exhibit 1-5 Navigational Comparison – Conventional/RNAV/RNP

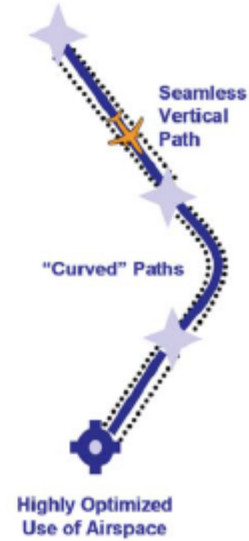
Current Ground NAVAIDS



RNAV



RNP



Legend

-  Navigational Aid
-  Route
-  Airport
-  Aircraft
-  Route Deviations
-  Waypoint

Notes:

NAVAID – navigational aid
RNAV – Area Navigation

Source: U.S. Department of Transportation, Federal Aviation Administration, "Performance-Based (PBN) Brochure," October 2009.

Prepared by: ATAC Corporation, March 2013.

- Because the airspace changes are expected to occur above 3,000 feet mean sea level, aircraft noise exposure will likely be presented in a grid format using census blocks and summarized in tables
- Changes in aircraft noise exposure will be evaluated in three distinct Day-Night Average Sound Level (DNL) zones as follows:
 - DNL 65 and greater
 - DNL 60 to 65
 - DNL 45 to 60

Table 1 Criteria for Determining Impact of Changes in Aircraft Noise

DNL Noise Exposure Level	Increase in DNL with Proposed Action	Aircraft Noise Exposure Change Consideration
DNL 65 and higher	DNL 1.5 dB or higher ^{1/}	Exceeds Threshold of Significance
DNL 60 to 65	DNL 3.0 dB or higher ^{2/}	Information Disclosed When Evaluating Air Traffic Actions
DNL 45 to 60	DNL 5.0 dB or greater ^{3/}	Information Disclosed When Evaluating Air Traffic Actions

Notes:

- 1/ Source FAA, Order 1050.1E, Appendix A, Paragraph 14.3; Title 14 C.F.R. Part 150.21 (2)(d); and Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Issues, August 1992.
- 2/ Source FAA Order 1050.1E, Appendix A, Paragraphs 14.4c and 14.5e; and Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Issues, August 1992.
- 3/ Source FAA Order 1050.1E, Appendix A, Paragraph 14.5e.

Source: FAA Order 1050.1E, Appendix A, June 8, 2004.

Prepared By: ATAC Corporation, November 2013.

- Increases of 1.5 dB or greater over noise sensitive land uses exposed to DNL 65 and greater are considered significant per guidance in the FAA's environmental orders and would trigger further environmental review
- Increases in aircraft noise exposure in the DNL 45 to 60 and DNL 60 to 65 zones will be disclosed in the Draft Metroplex EA, but do not exceed the NEPA significance threshold
- As previously stated, in order to avoid preparing the more costly and time-consuming EIS, the Metroplex process will eliminate procedures that result in increases of 1.5 dB or greater within the DNL 65 zone

- After the public comment period closes, the FAA will consider and collectively respond to all of the public comments received on the Draft EA in the Final Metroplex EA
- The Final EA will be published on the Metroplex website
- The FAA will prepare a Finding of No Significant Impact (FONSI) and Record of Decision (ROD)
- Notice of the FONSI/ROD will be published in the Federal Register

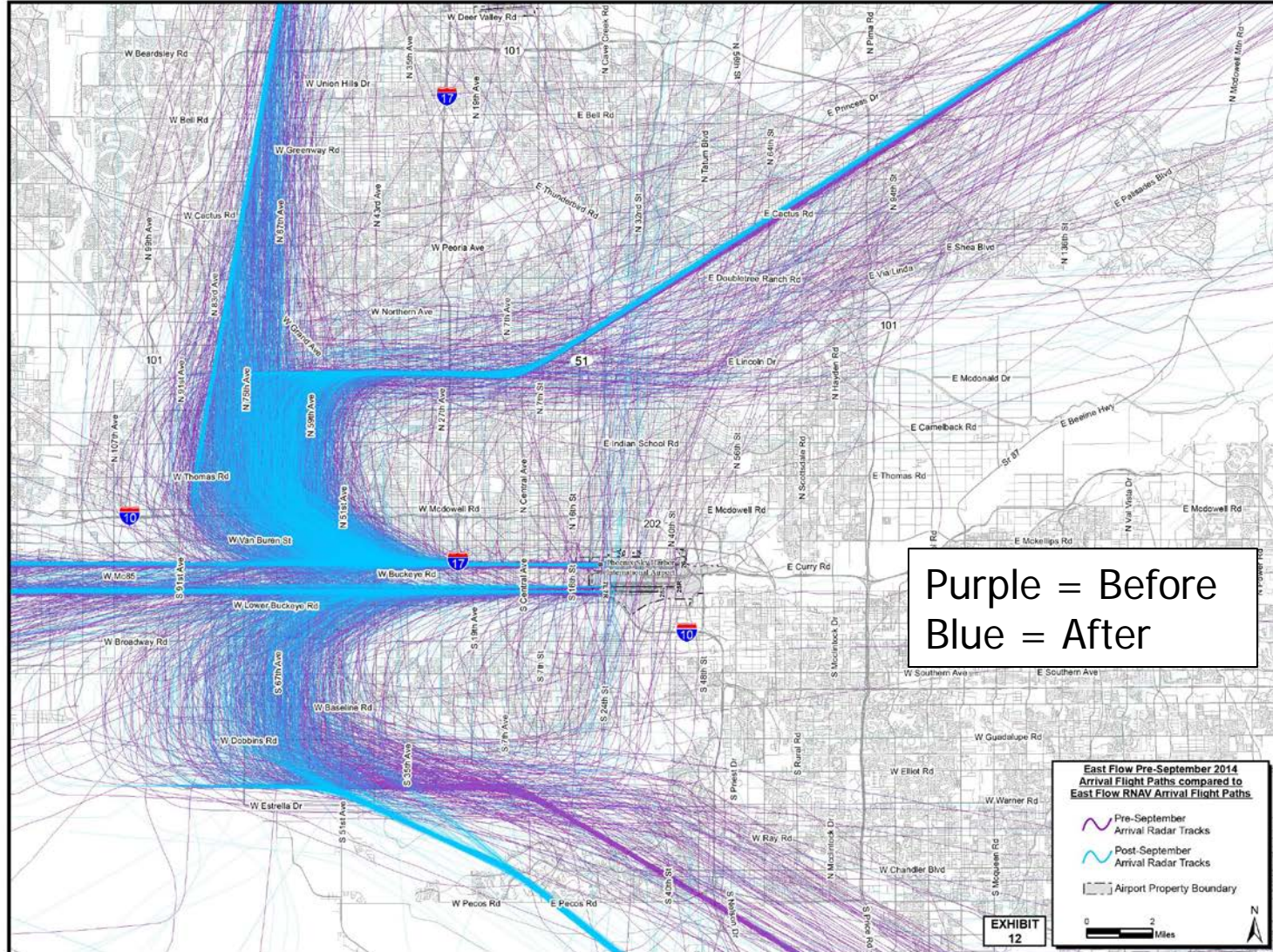
- After the FONSI/ROD is issued, the FAA will undertake the work required to implement the Proposed Action which may include, but is not limited to, the following:
 - Training air traffic controllers on the new procedures
 - Publishing the new approach and departure procedures
- Aircraft operators will:
 - Train flight crews and update their Flight Management Systems with the new procedures
- This process may take several months before the new procedures are implemented

- Once the new procedures are implemented, the community may notice:
 - Nothing at all
 - Decreased aircraft overflights and noise levels
 - Increased aircraft overflights and noise levels
 - Concentrated flight tracks over a narrow area
 - Increased aircraft altitudes/distance from flight tracks
 - Decreased aircraft altitudes/distance from flight tracks
 - Aircraft where they have not flown previously on a regular basis
- The exact effects will depend on the types of changes the FAA plans to make and where those changes are made

- Community reaction to FAA's implementation of NextGen RNAV/RNP procedures has been mixed:
 - Boston RNAV Procedures
 - Denver Airspace Redesign
 - Houston Metroplex
 - New York Airspace Redesign
 - Northern California Metroplex
 - Phoenix RNAV Procedures
 - Portland RNP Approach
 - Seattle Greener Skies

Example of Radar Flight Tracks Before and After Implementation at Phoenix Sky Harbor International Airport

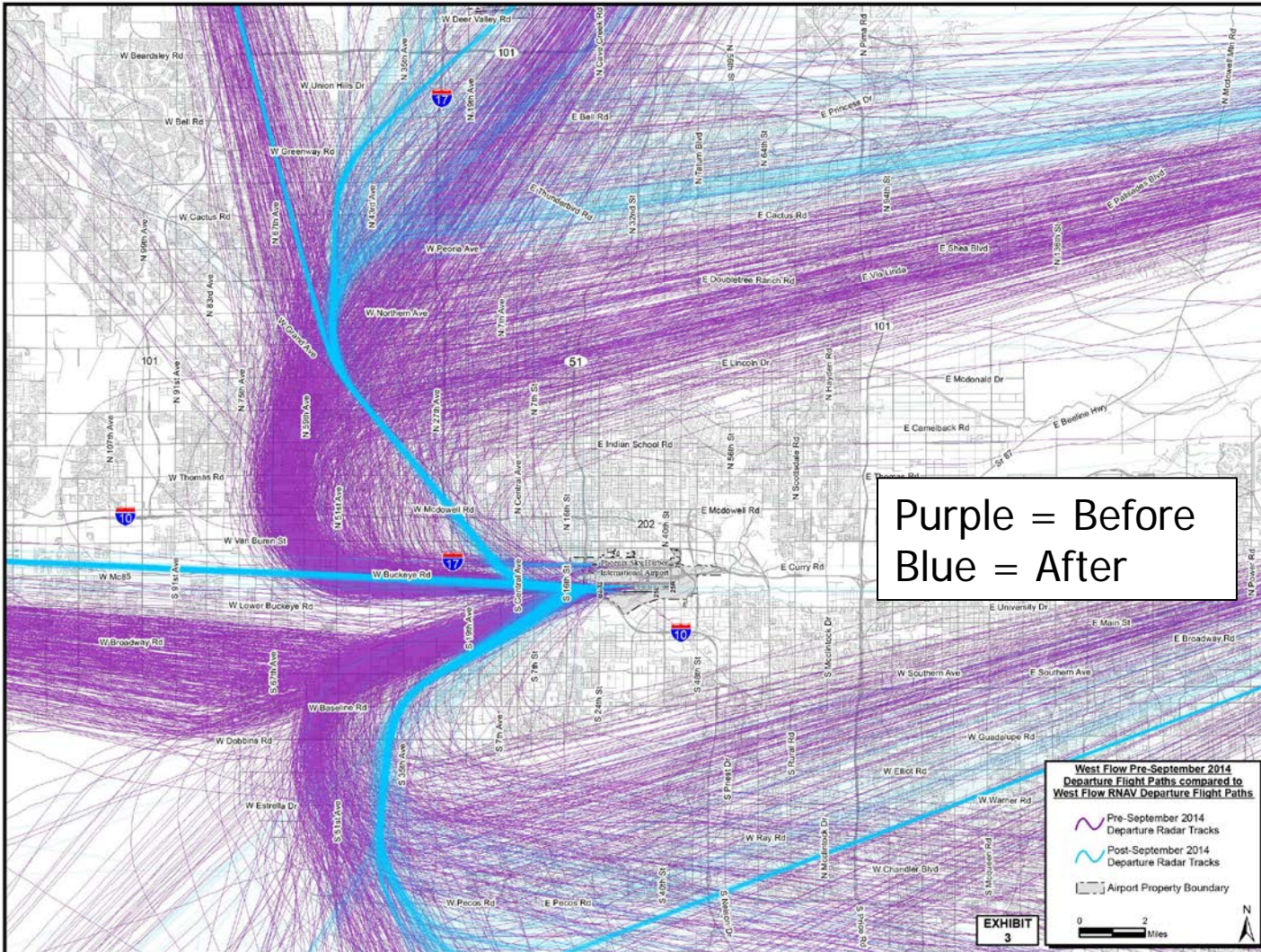
Before & After September 18, 2014 Flight Path Arrivals from the West



Source: City of Phoenix

Example of Radar Flight Tracks Before and After Implementation at Phoenix Sky Harbor International Airport

Before & After September 18, 2014 Flight Departures to the West



Source: City of Phoenix

- On September 24, 2012, the LAX Community Noise Roundtable sent a letter to the FAA recommending noise abatement measures for FAA to consider in the Metroplex process
- On January 8, 2014, the FAA sent a letter to the Roundtable indicating that the Roundtable’s recommendations were forwarded to the Southern California Metroplex Design and Implementation team “for consideration during the procedure design process.”
- FAA plans to report back to the LAX Community Noise Roundtable on how the recommendations were considered in the Metroplex process

SUMMARY

- The Southern California Metroplex Draft EA is scheduled to be available June 10, 2015
- The 30-day (minimum) public comment period begins with the release of the EA
- The interested public should provide written comments on the Draft EA before the public comment period closes
- FAA will publish the FONSI/ROD in the Federal Register
- Implementation of the proposed procedures could take several months

Questions?