



U.S. Department
of Transportation
**Federal Aviation
Administration**

Mission Support Services
800 Independence Avenue, SW.
Washington, DC 20591

JAN 08 2014

Mr. Denny Schneider
Los Angeles International Airport/Community Noise Roundtable
1 World Way
Los Angeles, CA 92216

Dear Mr. Schneider,

The Federal Aviation Administration (FAA) thanks you for the September 24, 2012, letter regarding the Optimization of Airspace and Procedures in the Metroplex project for the Southern California (SoCal OAPM) area. I regret a response to your concerns was not sent sooner, but due to the sequestration, furlough and funding challenges, the SoCal OAPM project was temporarily on hold and only recently resumed.

We appreciate the Roundtable identifying items from your Work Program and the recommended changes to the associated procedure for FAA consideration. The FAA SoCal OAPM Design and Implementation team was provided with your September 24, 2012, Roundtable letter for consideration during the procedure design process. The FAA looks forward to working with the Roundtable on addressing concerns and will continue to explore options for improving the air traffic procedures in the region.

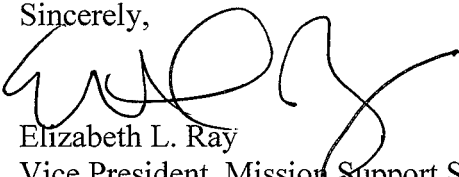
The FAA's primary mission is to promote the safe and efficient use of the National Airspace System (NAS). The SoCal OAPM project will further this mission by improving the efficient use of navigable airspace through the implementation of optimized flight procedures serving major airports in the southern California region. Within this context, the SoCal OAPM project does not seek to implement procedures which may result in a significant noise impact. Please be assured that the potential for any noise impacts resulting from the implementation of the SoCal OAPM project will be fully evaluated and appropriately disclosed as part of the environmental process.

The FAA Modernization and Reform Act of 2012 requires the accelerated implementation of Performance Based Navigation (PBN) technologies at major airports and neighboring medium and small hub airports as determined appropriate by the FAA. The purpose of the SoCal OAPM project is to optimize airspace on a regional scale

utilizing PBN technologies to meet these requirements, and to comply with the FAA's mandate to maintain safe and efficient airspace. SoCal OAPM is an expedited process to implement PBN navigation in a timeline of less than three years from time of design to implementation. To accomplish this goal, the designs are to remain within the bounds of an Environmental Assessment (EA) rather than an Environmental Impact Statement (EIS), which typically takes more than three years.

Thank you for the opportunity to respond to your letter. The FAA appreciates your cooperation in the past with noise issues and looks forward to working with the Roundtable on addressing your concerns. If you or members of the Roundtable have any further questions or comments, please do not hesitate to contact me at (202) 267-8261.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elizabeth L. Ray', written over the printed name.

Elizabeth L. Ray
Vice President, Mission Support Services
Air Traffic Organization