



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

Air Traffic Organization
Western Service Center

1601 Lind Ave SW.
Renton, WA 98057

January 16, 2014

Mr. Denny Schneider
Chairman
LAX/Community Noise Roundtable
P.O. Box 92216
Los Angeles, CA 90009

Reference: **Environmental Assessment
Southern California Optimization of
Airspace and Procedures in the Metroplex
Early Notification Letter**

Dear Mr. Schneider:

This notification letter is to inform you that the Federal Aviation Administration (FAA) intends to prepare an Environmental Assessment (EA) to consider the potential environmental impacts of the implementation of the Optimization of Airspace and Procedures in the Metroplex (OAPM) in the Southern California area (SoCal OAPM). Attachment 1 is a copy of the Notice that will be published in major newspapers in the Southern California area (Los Angeles Times, San Diego Union Tribune and The Press-Enterprise) to notify the general public of the FAA's intent to prepare an EA.

A "Metroplex" is a geographic area covering several airports serving major metropolitan areas. The SoCal OAPM would improve the efficiency of the SoCal Metroplex airspace by optimizing aircraft arrival and departure procedures at a number of airports, including Los Angeles International Airport (LAX), Burbank Bob Hope Airport (BUR), Long Beach Airport (LGB), Ontario International Airport (ONT), John Wayne Airport (SNA), Santa Monica Municipal Airport (SMO), Van Nuys Airport (VNY), Palm Springs International Airport (PSP), Santa Barbara Municipal Airport (SBA), and San Diego International Airport (SAN). The project may involve changes in aircraft flight paths and/or altitudes in certain areas, but would not require any ground disturbance nor increase the number of aircraft operations within the Southern California Metroplex area.

To evaluate potential environmental impacts of the SoCal OAPM project, the FAA will establish a General Study Area (GSA) to evaluate potential impacts of changes in aircraft routing that are

Environmental Assessment
SoCal OAPM
Page 2

proposed to occur below 10,000 feet above ground level. The GSA is subject to change and would be finalized during the environmental review process.

The FAA has begun preparation of the EA and intends to issue the Draft in 2015. We welcome your input as we prepare the EA and are sending this early notification letter for the following reasons:

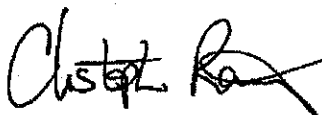
- To advise you of the initiation of the EA study
- To provide you an opportunity to provide any background information that you may have regarding the study area established for this EA
- To provide you an opportunity to advise the FAA of any issues, concerns, policies or regulations that you may have regarding the environmental analysis that will be undertaken in the EA

Public participation will be a part of the EA process. Public workshops will be conducted to provide an opportunity for the public to learn about the project and to submit comments. The FAA plans to hold separate consultations with the appropriate Tribal Governments and their designated Tribal Historic Preservation Office in accordance with Executive Order 13175, if applicable. The appropriate Tribal Governments and their designated Tribal Historic Preservation Office will be determined after the GSA is finalized.

FAA is currently working on additional details related to this project, and will be coordinating with the appropriate agencies and tribes in the near future. If you desire to provide comments and/or have any questions about the information provided, please provide them by letter or email, before February 22, 2014, at the following address:

ATTN: SoCal OAPM Environmental
Western Service Center, Operations Support Group
1601 Lind Ave SW
Renton, WA 98057
Email: 9-ANM-SoCalOAPM@faa.gov

Sincerely,



for Clark Desing
Manager, Operations Support Group
Western Service Center

Attachment – Public Notice

Attachment – Public Notice
U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Notice of the Federal Aviation Administration's (FAA) intention to prepare a Draft Environmental Assessment for the Optimization of Airspace and Procedures in the Southern California Metroplex (SoCal OAPM).

SUMMARY: The FAA is issuing this notice to advise the public it intends to prepare a Draft Environmental Assessment (EA) for the SoCal OAPM Metroplex, which involves flight procedure optimization at airports located within the Southern California metroplex area. These airports are called the EA Study Airports and include: Los Angeles International Airport (LAX), Burbank Bob Hope Airport (BUR), Long Beach Airport (LGB), Ontario International Airport (ONT), John Wayne Airport (SNA), Santa Monica Municipal Airport (SMO), Van Nuys Airport (VNY), Palm Springs International Airport (PSP), Santa Barbara Municipal Airport (SBA), and San Diego International Airport (SAN). The EA will be conducted pursuant to the National Environmental Policy Act of 1969 and the implementing Regulations found at Title 40, Code of Federal Regulations, Sections 1500-1508.

The purpose of the proposed SoCal OAPM is to improve the efficiency of the airspace (a generic term referring to airspace where air traffic control service is provided) using more current navigation technology called Area Navigation (RNAV). The FAA has not made any decisions about the final content of the EA.

SUPPLEMENTARY INFORMATION:

Air traffic procedures operating in the Southern California metroplex airspace will be evaluated in the draft EA. The current procedures, which are intended to provide an orderly flow of traffic in and out of a busy metropolitan area, are outdated and not efficient. The application of RNAV technology for the SoCal Metroplex would enhance efficient use of the airspace.

A "Metroplex" is a geographic area covering several airports serving major metropolitan areas. A variety of factors reduce the efficiency of airspace within the Southern California Metroplex. The FAA proposed to optimize the efficiency of aircraft routes and the supporting airspace management system through the implementation of the SoCal OAPM Project. This would entail implementation of satellite-based instrument flight procedures that improve upon existing, but less efficient, ground-based navigation and/or radar vector procedures.

Proposed Action

The EA is expected to evaluate at least two alternatives, the No Action and the proposed SoCal OAPM alternative (the Proposed Action). The FAA has not finalized the proposed SoCal OAPM at this time. The proposed SoCal OAPM as it is currently being configured consists of optimizing aircraft arrival and departure routes within the airspace of the SoCal Metroplex.

Implementation of the proposed SoCal OAPM is not anticipated to increase the number of aircraft operations at the metroplex airports or involve ground disturbance of any facilities.

General Study Area

Using radar data and the initial proposed design changes, the FAA will identify a General Study Area in which changes to aircraft routing would occur as a result of the Proposed Action.

The General Study Area will be used to evaluate and compare the potential environmental impacts of the Proposed Action and No Action Alternative. This evaluation will occur where departing aircraft are anticipated to be at altitudes below 10,000 feet above ground level (AGL) and arriving aircraft at altitudes below 7,000 feet AGL. The FAA may also consider changes over tribal lands, national parks or national wildlife refuges below 18,000 feet AGL to evaluate and compare the potential impacts of the Proposed Action and the No Action alternative.

PUBLIC WORKSHOPS

FAA intends to hold public workshops following publication of the Draft EA. FAA will provide public notice of the public workshops and the availability of the Draft EA at a future date.

FOR FURTHER INFORMATION CONTACT: Federal Aviation Administration, Air Traffic Organization (ATO) Western Service Center, Attn: SoCal OAPM Environmental, 1601 Lind Avenue, SW, Renton, WA 98057; or email at 9-ANM-SoCalOAPM@faa.gov.