

### **Q3: Did the FAA complete an Environmental Impact Report for the implementation of the Metroplex?**

A3: An Environmental Impact Report is a requirement of the California Environmental Quality Act (CEQA). Federal agencies such as the FAA are subject to federal environmental laws rather than state environmental laws. Accordingly, the FAA complied with the requirements of the National Environmental Policy Act and completed an Environmental Assessment (EA) for the Southern California (SoCal) Metroplex Project. The FAA issued the final EA and signed the Finding of No Significant Impact (FONSI)/Record of Decision (ROD) on Aug. 31, 2016. On September 2, 2016, the FAA issued the Notice of Availability of the EA and FONSI/ROD through the Federal Register.

The administrative process is closed. As a legal matter, the FAA's decision became final on September 2, 2016, and will not be revisited.

The EA is available on the FAA's Southern California Metroplex website at:

[http://www.metroplexenvironmental.com/socal\\_metroplex/socal\\_introduction.html](http://www.metroplexenvironmental.com/socal_metroplex/socal_introduction.html)

**Q4: What outreach and community engagement was conducted prior to the implementation of the Metroplex? Were any communities notified by the FAA regarding these changes in flight paths and flight altitudes? Why didn't the FAA let the public know it is happening?**

A4: The FAA conducted extensive outreach for this project. The outreach we conducted included early notification letters, invitations for government briefings, State Historic Preservation Office consultation, Tribal briefings, public workshops, and public notice of the draft and final EA.

The FAA released the draft EA for public review and comment on June 10, 2015. The FAA published notices of the availability of both the draft and final EAs in local newspapers and via email, provided local libraries with copies, made it available online, and notified local, State and Federal officials with constituents residing in the study area. The FAA sent email notices about the availability of the draft and final EA to more than 700 government officials throughout Southern California, including from the Cities of Los Angeles and Burbank, Congressional offices, state legislators' offices, and Bob Hope Airport, as it was then known. Additionally, the FAA conducted outreach through press releases and direct contacts with news organizations, posted information about the project and associated public workshops on our social media platforms, and sent emails asking government officials to help us alert their constituents about the workshops.

The FAA conducted 11 public workshops, including one in Burbank on July 1, 2015. The public comment period for the draft EA was open for 120 days, from June 10, 2015 through Oct. 8, 2015. The FAA received and evaluated more than 4,000 comments on the draft EA.

The draft and final EA, along with appendices, technical reports, and responses to comments, are located on the Metroplex website:

[http://www.metroplexenvironmental.com/socal\\_metroplex/socal\\_docs.html](http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html)

Appendix A of the final EA describes all of the outreach and notification done for the EA.

**Q5 & Q6 (combined): Was topography factored into the design of the Metroplex procedures? Did the FAA conduct safety analyses of the SoCal Metroplex procedures prior to implementation, particularly with respect to the topography in the Southern San Fernando Valley, other aircraft in the area (e.g., helicopters and private planes vs. commercial fixed wing aircraft) and engine failure? If so, please provide information showing the results of the analyses. If not, will the FAA investigate the safety hazards that come with flying at low altitudes above the Santa Monica Mountain Range?**

A5 & A6 (combined): The FAA took topography into account as it relates to the safety of flight in procedure design, per agency requirements. Every route that was part of the SoCal Metroplex project was subjected to a rigorous safety analysis before it was finalized.

The FAA evaluated the procedures using our Safety Management System (SMS) process. In compliance with SMS requirements, a Safety Risk Management Panel (SRMP) evaluated the procedures following a five-step process. The FAA also undertook validation exercises that further refined the procedures to ensure they were viable, taking into account the limitations imposed by mountainous terrain, Class B airspace, and Special Use Airspace. Before implementing the routes that were part of the SoCal Metroplex project, the FAA did extensive modeling, simulation, testing and validation to ensure they were safe, flyable and operationally feasible.

Additionally, the noise model that the FAA used accounted for terrain. The model - the Noise Integration Routing System (NIRS) – accounted for changes in elevation.

**Q7: Was the FAA aware of the fire danger in the Southern San Fernando Valley? If so, was that taken into account when designing the Metroplex procedures?**

A7: Every route that was part of the SoCal Metroplex project was subjected to a rigorous safety analysis before it was finalized.

The FAA evaluated the procedures using our Safety Management System (SMS) process. In compliance with SMS requirements, a Safety Risk Management Panel (SRMP) evaluated the procedures following a five-step process. The FAA also undertook validation exercises that further refined the procedures to ensure they were viable, taking into account the limitations imposed by mountainous terrain, Class B airspace, and Special Use Airspace. Before implementing the routes that were part of the SoCal Metroplex project, the FAA did extensive modeling, simulation, testing and validation to ensure they were safe, flyable and operationally feasible.

**Q8: Was there a study completed that looked into the impacts on the wildlife in the Santa Monica Mountain Range?**

A8: The FAA conducted an EA in accordance with applicable federal laws and regulations. The analysis within the EA, and the environmental impact categories analyzed, are dictated by those laws and regulations. A significant impact would be likely to occur if the project's proposed changes were to jeopardize the existence of special-status species or result in destroying or adversely modifying critical habitat in the project Study Area. The proposed changes to flight paths primarily occurred at or above 3,000 feet AGL, so there was no potential for these effects in the project Study Area. Accordingly, the analysis focused on the potential for significant impacts to species – birds and bats - resulting from increased wildlife strikes with aircraft. The EA determined no significant impacts to bird or bat species was anticipated.

**Q9: Why did the FAA not implement a pilot project prior to implementation of the Metroplex?**

A9: The FAA in the early 2000s began implementing individual satellite-based routes at various locations throughout the U.S. The agency undertook the Metroplex process to coordinate the implementation of routes serving multiple airports in major metropolitan areas where heavy airport activity and environmental constraints combine to hinder the efficient movement of air traffic. Before implementing the routes that were part of the SoCal Metroplex project, the FAA did extensive modeling, simulation, testing and validation to ensure they were safe, flyable and operationally feasible.

In addition, the Southern California Metroplex project encompassed more than 150 routes so making these changes in the busy and complex Southern California airspace is a vast undertaking. In addition to validating any new routes, changes require extensive pilot and controller training, and software uploads to aircraft flight computers and traffic control computer systems. This is not conducive to implementing routes on a test or pilot project basis.



**Q21: Was any outreach and community engagement conducted prior to the FAA's publication of the proposed SLAPP ONE and OROSZ ONE waypoints?**

A21: If this question references the SLAPP ONE and OROSZ ONE procedures that were part of the SoCal Metroplex project: the FAA conducted extensive outreach for the Metroplex project. The FAA implemented the SLAPP ONE and OROSZ ONE on March 2, 2017. The satellite-based route segments begin 11 nautical miles north, and 17 nautical miles northwest, of Hollywood Burbank Airport. The FAA did not change how it handles Burbank departures in the immediate airport environment.

If this question references the proposed amendments to the existing SLAPP and OROSZ routes: The FAA on Nov. 7 and Nov. 8, 2018 held two heavily-attended public workshops about the proposed route amendments. The FAA is conducting an Environmental Assessment on the proposed amendments.