



Department
U.S. of Transportation

Federal Aviation
Administration

Western-Pacific Region
Office of the Regional Administrator

15000 Aviation Blvd.,
Lawndale, CA 90261

JUL 13 2018

William W. Wynder, Esq.
City Attorney for Rancho Palos Verdes
c/o Aleshire & Wynder, LLP
18881 Von Karman Ave.
Suite 1700
Irvine, CA 92612

Dear Mr. Wynder:

Thank you for your letter addressed to the Federal Aviation Administration (FAA) Acting Administrator, Dan Elwell, on behalf of the City of Rancho Palos Verdes. You conveyed concerns about noise from Los Angeles International Airport (LAX) departure aircraft and the Southern California (SoCal) Metroplex Project, specifically those aircraft flying the OSHNN8 Standard Instrument Departure (SID) procedure. I appreciate that you have taken time to share them with our office.

The FAA implemented the SoCal Metroplex in a phased approach starting in November 2016. The project encompassed most of Southern California and included 21 airports and more than 150 aircraft procedures. It replaced conventional air traffic control procedures with new satellite-based procedures, improving the safety, efficiency, and reliability of the National Airspace System.

The Federal Aviation Administration complied with the requirements of the National Environmental Policy Act and prepared an environmental assessment (EA) of the SoCal Metroplex Project. The project consisted of satellite-based departure and arrival procedures at six major airports (Hollywood Burbank Airport, John Wayne Airport, LAX, Long Beach Airport, Ontario International Airport, and San Diego International Airport) and fifteen satellite airports throughout Southern California. The project involved improving flexibility and predictability of air traffic routes through increased use of performance based navigation. It is a key component in FAA's Next Generation Air Transportation System.

The EA found that the proposed project caused no significant impacts to people, historic properties, parks or other applicable environmental resources. Implementing the project did not significantly affect noise, energy, climate and air quality emissions in the study area. The project did not require any ground disturbance or increase the number of aircraft operations.

The FAA released the Draft EA for public review and comment on June 10, 2015. The FAA published notices of its availability in local newspapers and sent via e-mail, provided local libraries with copies, made it available on-line, and notified local, state and federal officials with constituents residing in the study area. The public comment

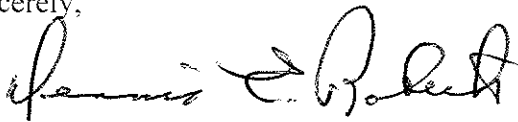
period for the Draft EA was open for 120 days from June 10, 2015, through October 8, 2015, to allow for greater public input. The FAA conducted 11 public workshops. Additional outreach was conducted with airports, elected officials and governments. The FAA received over 4,000 comments to the Draft EA.

On August 31, 2016, the FAA completed the Final EA for the SoCal Metroplex Project and signed the final SoCal Metroplex decision (FONSI/ROD). On September 2, 2016, the FAA issued the notice of availability of the EA and FONSI/ROD through the Federal Register. The notice was also published in major newspapers in both English and Spanish, published on-line and announced through email notification. Notices were sent to federal and state agencies, local elected officials, study airports and libraries. The administrative process is closed. As a legal matter, the FAA's decision became final on September 2, 2016, and will not be revisited.

As far as the OSHNN8 SID procedure is concerned, the FAA instructs its controllers to keep aircraft on the SID procedure and only vector aircraft from the SID when circumstances warrant it. The FAA continues to remind and train its controllers on those procedures. Please further know that due to safety and efficiency for air traffic control purposes, it is impossible to restrict or otherwise limit an air traffic controller's options for vectoring aircraft at all times. Adherence to procedures is dependent on a variety of factors at any given time and depends on individual circumstances. Factors and circumstances include air traffic volume and complexity, weather, winds, pilot abilities, aircraft and equipment capabilities, and other flight and air traffic dynamics. Therefore, FAA must be able to vector aircraft in controlled airspace for safety, separation, operational efficiency, sequencing, or other air traffic control purposes.

Thank you for this opportunity to review and respond to your concerns. Our mission is to provide the safest, most efficient aerospace system in the world. We will continually strive to improve the safety and efficiency of flight in this country. If we can be of further assistance, please contact Chris Brown, Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,

A handwritten signature in black ink, appearing to read "Dennis E. Roberts". The signature is fluid and cursive, with the first name "Dennis" being more prominent and the last name "Roberts" following in a similar style.

Dennis E. Roberts
Regional Administrator