



Federal Aviation Administration

Finding of No Significant Impact (FONSI)

and

Record of Decision (ROD)

and

**Agency Concurrence Letters, Public Comment Letters and Responses
to Comments, and Environmental Assessment Errata**

**For the Atlanta Optimization of the
Airspace and Procedures in the Metroplex (ATL OAPM)**

July 2014

Table of Contents

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I.	INTRODUCTION.....	1
II.	BACKGROUND.....	2
III.	PROPOSED ACTION	3
IV.	PURPOSE AND NEED FOR THE PROPOSED ACTION	3
V.	ALTERNATIVES	4
VI.	AFFECTED ENVIRONMENT.....	5
VII.	ENVIRONMENTAL CONSEQUENCES.....	6
	Noise	7
	Compatible Land Use.....	8
	Department of Transportation Act, Section 4(f).....	8
	Historical and Cultural Resources	9
	Wildlife (Avian and Bat Species)	10
	Environmental Justice	10
	Energy Supply	10
	Air Quality	11
	Climate	11
	Cumulative Impacts	11
	Mitigation	12
	Other Considerations	12
VIII.	AGENCY AND PUBLIC INVOLVEMENT.....	12
IX.	THE AGENCY’S FINDINGS.....	12
X.	DECISIONS AND ORDERS.....	13
	RIGHT OF APPEAL.....	14

Attachment: Agency Concurrence Letters, Public Comment Letters and Responses to Comments, and Environmental Assessment Errata

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Finding of No Significant Impact (FONSI) and Record of Decision (ROD)

For the Atlanta Optimization of the Airspace and Procedures in the Metroplex (ATL OAPM)

July 2014

I. INTRODUCTION

This document serves as the Federal Aviation Administration's (FAA) Finding of No Significant Impact and Record of Decision (FONSI/ROD) for the Environmental Assessment for the Atlanta Optimization of Airspace and Procedures in the Metroplex (ATL OAPM) Project, March 2014, attached hereto and incorporated by reference. The FONSI/ROD has been prepared in compliance with the National Environmental Policy Act of 1969 (NEPA) (42 United States Code (U.S.C.) Section 4321 et seq.); implementing regulations issued by the Council on Environmental Quality (CEQ) (40 Code of Federal Regulations (CFR), parts 1500-1508); and FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, effective March 20, 2006 ("FAA Order 1050.1E"). This FONSI/ROD is also used by the FAA to demonstrate and document its compliance with the several procedural and substantive requirements of aeronautical, environmental, programmatic, and other statutes and regulations that apply to FAA decisions on proposed actions. This FONSI/ROD is based on the information and analysis contained in the Final Environmental Assessment (Final EA) dated March 2014.

Furthermore, this FONSI/ROD:

- Documents the FAA's finding that the ATL OAPM project will not have significant environmental impacts and explains the basis for that finding; and,

- Approves certain Federal actions associated with the implementation of the Proposed Action. Implementation of the Proposed Action will result in no airport-related development, land acquisition, construction, or other ground disturbance activities.

In approving the ATL OAPM project, the FAA has considered 49 U.S.C. § 40101(d)(4), which gives the FAA various responsibilities and holds it accountable for controlling the use of navigable airspace and regulating civil and military operations in that airspace in the interest of safety and efficiency. Additionally, consideration has been given to 49 U.S.C. § 40103(b)(2), which authorizes and directs the FAA Administrator to prescribe air traffic rules and regulations governing the flight of aircraft, for the navigation, protection, and identification of aircraft, and the protection of persons and property on the ground, and for the efficient utilization of the navigable airspace, including rules as to safe altitudes of flight and rules for the prevention of collisions between aircraft, between aircraft and land or water vehicles, and between aircraft and airborne objects.

Furthermore, the FAA has given careful consideration to the aviation safety and operational objectives of the ATL OAPM project in light of the various aeronautical factors and judgments presented; the need to enhance efficiency of the national air transportation system; and the potential environmental impacts of the project.

II. BACKGROUND

The FAA is in the process of implementing the Next Generation Air Transportation System (NextGen), the FAA's plan to modernize the National Airspace System (NAS) through 2025. NextGen is a complex program intended to develop and implement new technologies, while integrating existing technologies and adapting the air traffic management system to a new way of operating. NextGen represents an evolution from an air traffic control system that is a primarily ground-based system to a system that is satellite-based and will allow the FAA to guide and track air traffic more precisely and efficiently. To achieve NextGen goals, the FAA is implementing new Area Navigation (RNAV) and Required Navigation Performance (RNP) air traffic routes and instrument procedures (RNAV Standard Instrument Departures (SIDs), Standard Terminal Arrival Routes (STARs), and Standard Instrument Approach Procedures (SIAPs)) around the country that use emerging technologies and aircraft navigation capabilities. The implementation of RNAV and RNP procedures enables the use of other Performance Based Navigation (PBN) technology in the NAS, and facilitates more efficient procedures such as Optimized Profile Descents (OPD). The OAPM Initiative is considered a mid-term implementation step in the overall process of transitioning to the NextGen system. The FAA intends to design and implement RNAV procedures that will take advantage of the technology readily available in the majority of aircraft as part of the OAPM initiative. The OAPM initiative specifically addresses airspace congestion, airports in close geographical proximity, and other limiting factors that reduce efficiency in busy Metroplex airspace. Efficiency is improved by expanding the implementation of RNAV-based standard instrument procedures and connecting the routes defined by the standard instrument procedures to high and low altitude RNAV routes. Efficiency would also be increased by taking advantage of RNAV to maximize the use of the limited airspace in congested Metroplex environments.

The ATL OAPM project is intended to address specific issues related to the efficient flow of traffic in and out of the Atlanta Metroplex. A "Metroplex" is a geographic area that includes

several commercial and general aviation airports in close proximity serving a large metropolitan area.

III. PROPOSED ACTION

The Proposed Action consists of development of standard air traffic procedures to enhance efficient handling and movement of air traffic, while maintaining safety, into and out of the Atlanta Metroplex airspace. The Proposed Action includes:

- 19 new RNAV STARs
- 17 new RNAV SIDs
- 4 existing conventional STARs
- 1 existing conventional SIDs

The Proposed Action considered in this study would include the implementation of optimized RNAV SID and STAR procedures that would improve existing procedures. The primary components of the Proposed Action are, to the extent possible, redesign standard instrument arrival and departure procedures to more efficiently serve the ATL Metroplex Airports and to (1) Improve the flexibility in transitioning traffic between enroute and terminal area airspace and between terminal area airspace area and the runways; (2) Improve the segregation of arrivals and departures in terminal area and enroute airspace; and, (3) Improve the predictability in transitioning traffic between enroute and terminal area airspace and between terminal area airspace area and the runways. The optimized RNAV procedures would also provide vertical navigation, allowing the aircraft to climb to or descend from cruise altitude into the Atlanta Metroplex area with reduced pilot-controller communications and fewer inefficient level flight segments. Chapter 3 of the EA provides details on the Proposed Action.

Implementation of the Proposed Action would not require any ground disturbance or development of facilities, nor would it require local or state action. The Proposed Action consists only of procedural changes intended to improve operational efficiency, increase flight path predictability, and reduce required controller-pilot voice communication. Therefore, implementation of the Proposed Action would not increase the number of aircraft operations in the Atlanta Metroplex airspace when compared to the No Action Alternative. The target date for starting implementation of the Atlanta OAPM procedures is on or after September 18, 2014.

IV. PURPOSE AND NEED FOR THE PROPOSED ACTION

The Atlanta OAPM project consisted of a Study Team phase, which analyzed the Atlanta Metroplex operational challenges and explored opportunities to optimize air traffic procedures therein. Although RNAV-based SIDs and STARs have been in effect in the Atlanta Metroplex since 2005, the Study Team concluded that these procedures can be improved to increase efficient use of the airspace. In particular, the Study Team found that under current conditions, single departure routes from Hartsfield-Jackson Atlanta International Airport (ATL) rely upon a greater degree of divergence than is necessary. This requires aircraft to fly more miles before diverging towards the exit points from Atlanta Terminal Radar Approach Control (TRACON) (A80) airspace. In addition, the Study Team determined that separation between traffic flows could be improved to increase lateral and vertical separation between traffic flows. Furthermore, it was determined that several STARs lack defined transitions to specific runways, requiring controllers to use vectoring

and speed adjustments to manage traffic. Finally, there is a lack of available RNAV procedures for satellite airports. Currently, all RNAV SIDs serve only ATL. This requires aircraft operating from satellite airports to follow vectored routes that emulate the RNAV procedures. The Study Team materials reflect three key factors as causes of inefficiencies in the Atlanta Metroplex:

- Lack of flexibility in the efficient transfer of traffic between the enroute and terminal area airspace
- Complex converging and dependent route and procedure interactions
- Lack of predictability in the efficient transfer of traffic between enroute and terminal area airspace

These three factors demonstrate the need for the Proposed Action.

The purpose of the Proposed Action is to take advantage of the benefits of PBN by optimizing RNAV procedures that will help improve the efficiency of the airspace in the Atlanta Metroplex. The Proposed Action would address the three key factors causing the inefficiencies in the airspace and improve the efficiency of air traffic operations through improved flexibility in transitioning aircraft, enhanced segregation between aircraft, and improving the predictability of air traffic flow. Optimizing RNAV procedures will also comply with direction issued by Congress in the Modernization and Reform Act of 2012.

V. ALTERNATIVES

The following provides a summary of the alternatives development process and alternatives considered. Further details are available in Chapter 3 of the EA.

Identification and Evaluation of Potential Alternatives - In June 2011, the Atlanta OAPM Study Team began work to define operational problems in the Atlanta Metroplex and to identify potential solutions. The Study Team included experts on the Air Traffic Control (ATC) system for the Atlanta Metroplex. The work completed was intended to provide a guide for later design efforts by the Design and Implementation (D&I) Team. The Study Team held several meetings with local facilities (e.g., air traffic control [ATC]), airspace users (e.g., pilots), and aviation industry representatives to learn more about the challenges of operating in the Atlanta Metroplex. These meetings helped identify operational challenges associated with existing procedures and potential solutions that would increase efficiency in the Atlanta Metroplex airspace. Initially, the Study Team identified more than 43 potential issues related to existing procedures in the Atlanta Metroplex. As the Study Team identified additional issues, the issues were grouped together in generalized causal factor categories based on similarity. Ultimately, 38 recommended conceptual solutions addressing the 43 identified issues were carried forward to the Design Phase. Five of the 43 identified issues were not addressed by the Study Team because no performance-based navigation (PBN) or airspace solution could be identified or because the identified solutions fell outside the scope of the OAPM process. For the remaining issues, the Study Team identified several PBN solutions that resulted in increased efficiency in the Atlanta Metroplex. The solutions proposed were conceptual in nature and did not include a detailed technical assessment, which was reserved for the D&I Team to conduct.

Following completion of the Study Team's Final Report in November 2011, the D&I Team began work on the procedure designs. First, the Study Team proposals were prioritized based on complexity, interdependencies with other procedures, and degree of potential

benefit to the Metroplex. Second, the D&I Team divided into workgroups to further develop and refine the Study Team proposals into preliminary designs. Finally, the preliminary designs were brought to the whole D&I Team for review and modification, if necessary. In developing the proposed procedures, the D&I Team was responsible for following regulatory and technical guidance as well as meeting criteria and standards in three general categories: RNAV design criteria and ATC regulatory requirements, operational criteria, and safety factors.

To ensure that procedures included in the Proposed Action were viable, the D&I team undertook validation exercises that further refined the procedures. The D&I Team relied on stakeholder input, design solution tools (e.g., design and testing software), and the criteria described above to meet several final design milestones. Many procedures included in the Proposed Action have undergone several iterations as they were refined to meet safety and efficiency requirements and represent the final version of the procedure considered. For example, the proposed CHOP1 ONE STAR represents the third version of that procedure and the proposed DRMMM ONE STAR is the third version of that procedure. The combined final procedure designs have been brought forward in this EA as the Proposed Action alternative.

Alternatives Analyzed in the EA – In addition to the Proposed Action (described above), the EA also analyzed the No Action Alternative. Under the No Action Alternative, the FAA would maintain 32 existing arrival and departure procedures for the Atlanta Metroplex. The 32 currently published SIDs and STARs in the Atlanta Metroplex serving the ATL OAPM Study Airports that comprise the No Action Alternative include:

- 8 RNAV STARs
- 16 RNAV SIDs
- 1 conventional (i.e., non-RNAV) SIDs
- 7 conventional (i.e., non-RNAV) STARs

The existing conventional and RNAV arrival and departure procedures would remain as is, subject to minor, periodic reviews and revisions in response to changes in the operational environment (i.e., magnetic variation changes; obstruction surveys, and changes in FAA ATC regulations). The No Action Alternative would not implement the specific procedures designed as part of the ATL OAPM project.

The No Action Alternative would not meet the purpose and need for the project. It would not improve the efficiency of the airspace nor address any of the three key causal factors for airspace inefficiency. Furthermore, the No Action Alternative would not meet the congressional mandate to implement additional RNAV procedures.

VI. AFFECTED ENVIRONMENT

The General Study Area for this project includes the geographic area in which natural resources and the human environment are potentially affected by the Proposed Action and its reasonable alternative. Paragraph 14.5e of Appendix A to FAA Order 1050.1E, requires consideration of impacts of airspace actions from the surface to 10,000 feet AGL if the study area is larger than the immediate area around an airport or involves more than one airport. Furthermore, policy guidance issued by the FAA Program Director for Air Traffic Airspace Management states that for air traffic project environmental analyses noise impacts should be evaluated for proposed changes in arrival procedures between 3,000 and 7,000 feet

AGL and departure procedures between 3,000 and 10,000 feet AGL for large civil jet aircraft weighing over 75,000 pounds.

In developing the General Study Area, the FAA collected radar data from flight paths in the Atlanta Metroplex. The General Study Area was designed to capture all flight paths identified in the radar data collected for the preparation of the EA as well as the designed Proposed Action routes out to the point at which 95 percent of aircraft are at or above 10,000 feet AGL for departures and at or above 7,000 feet AGL for arrivals, accounting for the terrain in and around the Atlanta Metroplex. The lateral extent of the General Study Area was concisely defined to focus on areas of traffic flow.

The resulting General Study Area is depicted on Exhibit 4-1 in the EA and includes all or portions of 60 counties in three states (Georgia, Alabama, and South Carolina). Detailed information regarding the affected environment with respect to each relevant impact category is presented in Chapter 4 of the EA.

The ATL OAPM General Study Area encompasses one major airport:

- William B. Hartsfield Atlanta International Airport (ATL)

The ATL OAPM General Study Area also includes the following satellite airports:

- Fulton County Airport-Brown Field (FTY)
- Lee Gilmer Memorial Airport (GVL)
- Gwinnett County Airport-Briscoe Field (LZU)
- Dobbins Air Reserve Base (MGE)
- DeKalb – Peachtree Airport (PDK)
- Cobb County Airport-McCollum Field (RYY)
- Cartersville Airport (VPC)

The EA refers to the one major and seven satellite airports collectively as the Study Airports.

VII. ENVIRONMENTAL CONSEQUENCES

The FAA analyzed the potential environmental impacts that could result from implementation of the Proposed Action as well as the impacts associated with the No Action Alternative on all relevant environmental impact categories specified in FAA Order 1050.1E. The FAA evaluated both alternatives for conditions in 2014, the first year of implementation of the optimized air traffic procedures under the Proposed Action, and 2019, five years after expected implementation of the Proposed Action.

The Proposed Action would not involve land acquisition, physical disturbance, or construction activities and, therefore, would not affect certain environmental impact categories. The following environmental resource categories would remain unaffected because either the resource does not exist within the General Study Area or it would not be affected by the activities associated with the Proposed Action. The unaffected resource categories or sub-categories include:

- Coastal Resources
- Construction Impacts
- Farmlands

- Fish, Wildlife, and Plants (Fish and Plants sub-categories only)
- Floodplains
- Hazardous Materials
- Pollution Prevention and Solid Waste
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply (Natural Resources sub-category only)
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks (Socioeconomic Impacts and Children's Environmental Health and Safety Risks sub-categories only)
- Water Quality
- Wetlands
- Wild and Scenic Rivers

The Proposed Action would not cause changes in patterns of population movement or growth, public service demands, or business and economic activity. In addition, the Proposed Action does not involve construction or other ground disturbing activities that would involve the relocation of people or businesses. Furthermore, the Proposed Action does not include the construction of airport facilities that would result in or induce an increase in operational capacity. Thus, the Proposed Action would not result in Secondary or Induced impacts.

Those environmental impact categories that could potentially be affected by the Proposed Action are discussed further below.

Noise

As required by FAA Order 1050.1E, the Noise Integrated Routing System (NIRS) was used to model the noise impacts for the ATL OAPM project because the project involves a study area larger than the immediate vicinity of an airport, incorporates more than one airport, and includes actions above 3,000 feet above ground level (AGL). FAA also applied its criteria of significance, an increase of 1.5 dB DNL¹ or more on any noise sensitive area within areas exposed to 65 dB DNL or higher, to determine whether the project would result in a significant noise impact. Noise was analyzed for both the Proposed Action and the No Action Alternative during the year in which implementation of the Proposed Action would be initiated (2014) and a five-year look-ahead (2019).

The NIRS model computed DNL exposure values at three sets of data points throughout the General Study Area:

1. United States Census Bureau population census block centroids (center point of a census block)
2. Unique points representing certain specific cultural resources and areas potentially protected under Section 4(f) of the Department of Transportation Act (DOT Act) (49

¹ DNL is the Day Night Average Sound Level. It is a single value representing the aircraft sound level over a 24-hour period. To represent the greater annoyance caused by a noise at night, the DNL metric includes a 10-decibel penalty weighting for noise occurring between 10:00 pm and 6:59 am.

U.S.C. § 303(c)), and historic properties protected under Section 106 of the National Historic Preservation Act (NHPA) (16 U.S.C. § 470 *et seq.*);

3. A uniform grid covering the General Study Area (using 0.5 nautical mile spacing) to document aircraft DNL exposure levels at potential noise sensitive locations that were not otherwise identified.

The results identified the differences in DNL noise exposure between the two alternatives (Proposed Action compared to No Action Alternative) to determine if implementing the Proposed Action would result in significant noise impacts. The analysis also identified any DNL increase of 3 dB or higher in areas exposed to noise between DNL 60 dB and 65 dB and any DNL increase of 5 dB or higher in areas exposed to noise between DNL 45 dB and 60 dB. While the EA refers to such increases as a “reportable noise increase,” they are not significant. The results of the NIRS modeling indicated that:

1. The Proposed Action would not result in a DNL 1.5 dB or higher increase in noise-sensitive areas exposed to aircraft noise at or above DNL 65 dB
2. The Proposed Action would not result in DNL increases of 3 dB or higher in areas exposed to noise between DNL 60 dB and 65 dB
3. The Proposed Action would not result in a DNL increase of 5 dB or higher in areas exposed to noise between DNL 45 dB and 60 dB.

Thus, the Proposed Action would not result in significant noise impacts. Accordingly, no mitigation is required per FAA Order 1050.1E, Appendix A, paragraph 14.4c.

Compatible Land Use

The compatibility of existing and planned land uses in the vicinity of an airport is usually associated with the extent of the airport’s noise impacts. If the noise analysis concludes that there is no significant impact, a similar conclusion usually may be drawn with respect to compatible land use. Because the Proposed Action is not expected to have significant noise impacts (as measured by changes in noise exposure at populated census block centroids) in 2014 and 2019, there would be no compatible land use impacts.

Department of Transportation Act, Section 4(f)

FAA identified resources within the General Study Area that had the potential to qualify for protection under Section 4(f) of the DOT Act. No land acquisition, construction, or other ground disturbance activities would occur under the Proposed Action; therefore, the Proposed Action would not physically use any potential Section 4(f) resources. Consequently, the focus of the evaluation of potential Section 4(f) resources was adverse impacts that have the potential to result in a constructive use. This could occur as a result of noise impacts. Regarding aircraft noise, a constructive use would occur should noise levels substantially impair the resource.

As noted under “Noise” above, the FAA’s noise modeling included areas potentially protected under Section 4(f). However, no potential Section 4(f) resources located in areas exposed to DNL 65 dB or higher would experience a significant increase of DNL 1.5 dB or higher. Furthermore, the Proposed Action would not cause reportable increases of DNL 3

dB or higher in areas exposed to noise between DNL 60 dB and 65 dB or DNL 5 dB or higher in areas exposed to noise between DNL 45 dB and DNL 60 dB.

Under FAA Order 1050.1E, a significant impact would occur when a proposed action either involves more than a minimal physical use of a Section 4(f) resource or would result in a “constructive use” substantially impairing the 4(f) property. Because the Proposed Action would not result in either a physical or constructive use of Section 4(f) resources, there would be no significant impacts on those resources.

Historical and Cultural Resources

Section 106 of the NHPA requires the FAA to consider the effects of its undertakings on properties listed or eligible for listing in the National Register of Historic Places (NRHP). In assessing whether an undertaking, such as the Proposed Action, affects a property listed or eligible for listing on the NRHP, FAA must consider both direct and indirect effects. Direct effects include the physical removal or alteration of an historic resource. Indirect effects include changes in the environment of the historic resource that could substantially alter the characteristics that made it eligible for listing on the NRHP. Such changes could include changes in noise exposure and visual impacts.

To assess the potential indirect effects of the Proposed Action on historic resources, an area of potential effects (APE) was defined. Federal regulations define the APE as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE for the Atlanta Metroplex was defined as being contiguous with the General Study Area. Historic resources were identified within the General Study Area and their locations are shown on Exhibit 4-5 in Chapter 4 of the EA. No Indian reservations or tribal lands were identified within the General Study Area.

No land acquisition, construction, or other ground disturbance activities would occur under the Proposed Action; therefore, the Proposed Action would not directly (i.e., physically) affect any historical, architectural, archaeological, or cultural resources. The assessment focused on the potential for indirect adverse effects to historic and cultural resources that may result from changes in air traffic routes, such as aircraft noise and visual impacts. Based on the modeled results for the unique grids and General Study Area uniform grids, no historically, architecturally or culturally significant properties located in the area exposed to DNL 65 dB or higher would experience a significant increase of DNL 1.5 dB or higher. Furthermore, the Proposed Action would not cause reportable noise increases of DNL 3 dB or higher in areas exposed to noise between DNL 60 dB and 65 dB or DNL 5 dB or higher in areas exposed to noise between DNL 45 dB and DNL 60 dB.

According to FAA Order 1050.1E, Appendix A, the visual sight of aircraft, aircraft contrails, or aircraft lights at night, particularly at a distance that is not normally intrusive, should not be assumed to constitute an adverse impact. Changes in aircraft routes associated with the Proposed Action would generally occur at altitudes above 3,000 feet AGL; therefore, the visual sight of aircraft and aircraft lights would not be considered intrusive. Consequently, the Proposed Action would not result in significant visual impacts. Therefore, the Proposed Action would not adversely affect the property’s historic, architectural, or cultural significance through introduction of a visual feature that would diminish the integrity of the setting.

The FAA determined that under the meaning of 36 CFR, Parks, Forests, and Public Property, section 800.5(a), Protection of Historic Properties, the Proposed Action would not have an “adverse effect” on historic resources. Additionally, in accordance with the Section 106 of the NHPA, written concurrence of FAA’s determination was obtained from the Georgia, Alabama, and South Carolina State Historic Preservation Officers (SHPOs) with both the definition of the APE and the finding of no adverse effects. The concurrence letters can be found in the Attachment, “Agency Concurrence Letters, Public Comment Letters and Responses to Comments, and Environmental Assessment Errata”.

Wildlife (Avian and Bat Species)

The greatest potential for impacts to wildlife species related to air traffic procedure changes would result from wildlife strikes on avian and bat species at altitudes below 3,000 feet AGL. The FAA’s Wildlife Strike Database provides strike information that is reportable by airport, including species struck, height of strike, and type and extent of aircraft damage. Table 5-5 in Chapter 5 of the EA provides a summary of wildlife strikes reported by Study Airports between 1990 and April 2013. In total, 660 records provide strike altitude for incidents involving birds and bats. Of these, a total of 572 reported strikes (87 percent of all strikes) occurred at altitudes below 3,000 feet. The decline in the number of strikes reported above 3,000 feet AGL indicates that there is less likelihood of bird/bat strikes at these altitudes. Under the Proposed Action, the majority of changes to proposed flight paths would occur above 3,000 feet AGL and no significant changes to arrival and departure corridors below 3,000 feet AGL would be expected. In addition, under the Proposed Action, the FAA anticipates increased use of the narrower arrival and departure corridors associated with the RNAV procedures. As narrower corridors would reduce the area in which RNAV equipped aircraft operate, the Proposed Action would not be expected to result in increased impacts to avian and bat species when compared to the No Action Alternative. Therefore, there would be no significant impacts to avian and bat species under the Proposed Action compared with the No Action Alternative. Accordingly, the FAA has determined that the Proposed Action is not likely to adversely affect any federally-listed species for 2014 or 2019.

Environmental Justice

Under the Proposed Action, no areas within the General Study Area would experience a change in noise exposure or other relevant impact category, (such as air quality, hazardous materials, and water quality) that would exceed applicable thresholds of significance. The Proposed Action would not affect low income or minority populations at a disproportionately higher level than other population segments. Therefore, no adverse direct or indirect effects would occur to any environmental justice populations within the General Study Area under the Proposed Action for 2014 and 2019.

Energy Supply

Under the Proposed Action, the optimized air traffic routes would improve the efficiency of air traffic routes and operations, including continuous climb-outs and optimized descents, where possible. However, aircraft fuel consumption would increase slightly compared with the No Action Alternative.

Aircraft fuel burn is considered a proxy for determining whether the Proposed Action would have a measurable effect on local energy supplies when compared with the No Action

Alternative. The FAA's NIRS model calculates aircraft-related fuel burn as an output along with calculating aircraft noise exposure. NIRS modeling indicated that slightly more fuel would be burned under the Proposed Action in comparison with the No Action Alternative (an increase of 23 metric tons (MT) or 0.62 percent in the first year of implementation (2014) and 22 MT or 0.58 percent in the five-year look-ahead year (2019)). Given these relatively small increases, when compared with the No Action Alternative, the Proposed Action would not adversely affect local fuel supplies. Therefore, there would be no significant impact to energy supply that would exceed available or future supplies of energy.

Air Quality

The Proposed Action would not change the number of aircraft operations compared with the No Action Alternative. Furthermore, although the Proposed Action would result in more efficient air traffic routes and operations, there would be a slight increase in emissions when compared with the No Action Alternative. The slight increase in fuel burn (as reported above for "Energy Supply") was used as an indicator that the Proposed Action would result in a slight increase in emissions from aircraft operations compared with the No Action Alternative. However, the Proposed Action is presumed to conform to the State of Georgia's State Implementation Plan (SIP) for particulate matter, PM_{2.5}. Accordingly, implementation would not cause or contribute to a new violation of the National Ambient Air Quality Standards (NAAQS), worsen an existing violation, or delay meeting the NAAQS.

Climate

Although there are no federal standards for aviation-related greenhouse gas emissions, the CEQ has indicated that climate should be considered in NEPA analyses. Greenhouse gas emissions were quantified in terms of carbon dioxide equivalent (CO₂e), which was calculated by multiplying the number of gallons of fuel projected to be burned under both the Proposed Action and the No Action Alternative by the CO₂e associated with each gallon of fuel burned (9.7438 kg of CO₂e). Based on the fuel burn values reported in the EA, CO₂e emissions would increase slightly with implementation of the Proposed Action compared with the No Action Alternative (72 MT or 0.62 percent more in the first year of implementation (2014) and 71 MT or 0.58 percent more in the five-year look-ahead year (2019)).

Cumulative Impacts

NEPA implementing regulations define cumulative impacts as the incremental impact of the action when added to the impacts of other past, present, and reasonably foreseeable future actions regardless of the agency, federal or nonfederal, undertaking such actions. Cumulative impacts can result from individually minor, but collectively significant actions taking place over a period of time. A summary of past, present, and reasonably foreseeable future actions that were considered is provided in Table 5-8 in Chapter 5 of the EA.

Due to the nature of the Proposed Action (i.e., the lack of land disruption or construction activities), the FAA considered potential cumulative impacts for three categories: Energy Supply (Aircraft Fuel), Air Quality, and Climate. Therefore, consideration was given to the ability of the Proposed Action with other identified past, present, and reasonably foreseeable future actions to contribute cumulatively to impacts within these categories. Detailed discussion of the cumulative impact analysis with respect to energy supply, air

quality, and climate is presented in Section 5.9 of the EA. Based on that analysis, the FAA does not expect the Proposed Action to result in significant cumulative impacts.

Mitigation

Thresholds of significance for any environmental impact category would not be exceeded due to the Proposed Action; therefore, no mitigation is being proposed as part of this project.

Other Considerations

The Proposed Action involves air traffic control routing changes for airborne aircraft only. The United States Government has exclusive sovereignty of airspace in the United States [49 U.S.C. Section 40103(a)]. Congress has provided extensive and plenary authority to the FAA concerning the efficient use and management of the navigable airspace, air traffic control, air navigation facilities, and the safety of aircraft and persons and property on the ground [49 U.S.C. Sections 40103(b)(1) and (2)]. To the extent applicable, and as there are no significant impacts under noise or compatible land use, the Proposed Action is consistent with the plans, goals, and policies for the area and with the applicable regulations and policies of federal, state, and local agencies.

VIII. AGENCY AND PUBLIC INVOLVEMENT

The public involvement and early consultation process began with the initiation of the preparation of the EA. On May 15, 2013, FAA placed a legal notice in one major newspaper covering the General Study Area and distributed an early notification letter to 332 federal, state, and local agencies and elected officials as well as to two Native American tribes (these two tribal lands were not a part of the general study area once it was established, therefore no additional consultation with them was required).. In addition, a website was developed (www.oapmenvironmental.com). The FAA provided the web address in the public notices as well as the letters to agencies and elected representatives. Copies of the notification letter, legal notice, and comments received are provided in Appendix A of the EA.

The EA was released on March 24, 2014. The FAA updated the project website to reflect the release of the EA, including making the entire EA available electronically. The FAA published notice of availability of the EA in one major newspaper. Digital copies were made available to 64 libraries; to the State of Georgia Department of Natural Resources Historic Preservation Division, the South Carolina Department of Archives & History State Historic Preservation Office, and the United States Environmental Protection Agency (EPA). In addition, the FAA sent letters to the previous recipients of the early coordination letters to update them on the status of the project, advise them of the release of the EA (including the project's web address), and solicit comments. The names and addresses of parties who received notification of availability are listed in Appendix A of the EA.

IX. THE AGENCY'S FINDINGS

A. The ATL OAPM Project will ensure the safety of aircraft and the efficient use of airspace. (49 U.S.C. § 40103(b)).

The Federal Aviation Act of 1958 gives the Administrator the authority and responsibility to assign by order or regulation the use of the navigable airspace in order to ensure the safety

of aircraft and the efficient use of the airspace. In its continuous effort to ensure safety of aircraft and improve the efficiency of transit through the navigable airspace, the FAA will create or modify SIDs and STARs in the Atlanta Metroplex. The project will enhance the efficiency of the airspace in the Atlanta Metroplex by creating shorter, more predictable ground and vertical paths through the limited airspace in the Atlanta Metroplex. Additionally, this project will allow the FAA to begin to achieve its NextGen goals.

In deciding to implement the Proposed Action, the FAA carefully evaluated both the Proposed Action and the No Action Alternatives. The No Action Alternative will do nothing to improve the efficiency of the airspace or address any of the three key causal factors for airspace efficiency. The No Action Alternative would not further the Agency's goal in transitioning to NextGen.

B. This project does not involve the use of any historic sites or other properties protected under Department of Transportation Act Section 303(c), also known as Section 4(f) or under the National Historic Preservation Act.

The project does not involve any physical development or modification of facilities and therefore no actual, physical use of resources protected under Section 4(f) of the Department of Transportation Act or Section 106 of the National Historic Preservation Act would result. The project would also not result in a constructive use of any protected property because it would not cause increases in noise sufficient to impair the value of those resources. None of the protected properties in the General Study Area have a quiet setting as a generally recognized purpose and attribute.

The project would not cause an adverse effect on historic resources listed on or eligible for listing on the National Register of Historic Places. This determination is based on consultation under Section 106 of the National Historic Preservation Act with the State Historic Preservation Officers in each state within the General Study Area.

C. Clean Air Act, Section 176 (c)(1) Conformity Determination (42 U.S.C. § 7506(c)).

The project is an air traffic control activity that adopts approach and departure procedures for air operations. It is presumed to conform under 72 Fed. Reg. 41565 (July 30, 2007). The project would not result in the development of physical facilities nor would it result in or induce an increase in operational capacity in the study area. Detailed analysis was not necessary to conclude that the project conforms with the purposes of the SIP for the State of Georgia. The project will not cause a new violation of the NAAQS, worsen an existing violation, or delay meeting the standards of the NAAQS in the study area.

D. Findings Pursuant to the Purpose and Need

Upon implementing the Proposed Action, the airspace that serves the Study Airports would include optimized air traffic routings to improve the efficiency of the air traffic routes. Based on the EA prepared for the Proposed Action, this FONSI/ROD is issued. Both the EA and the FONSI/ROD are hereby incorporated into this decision.

X. DECISIONS AND ORDERS

After careful and thorough consideration of the EA and the facts contained herein, I find that the Proposed Action is consistent with existing national environmental policies and objectives as set forth in Section 101 of National Environmental Policy Act and other

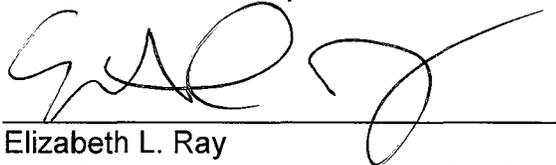
applicable environmental requirements and will not significantly affect the quality of human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of National Environmental Policy Act. Therefore, an environmental impact statement will not be prepared.

I, the undersigned, have reviewed the referenced EA including the evaluation of the purpose and need that this Project would serve, the alternative means of achieving the purpose and need, and the environmental impacts associated with these alternatives. I find the Project described in the EA is reasonably supported, and issuance of a finding of no significance is appropriate. Therefore, an environmental impact statement will not be prepared.

I have carefully considered the FAA's statutory mandate under 49 U.S.C. § 40103 to ensure the safe and efficient use of the national airspace system as well as the other aeronautical goals and objectives discussed in the EA.

Accordingly, under the authority delegated to me by the Administrator of the FAA, I approve the operational changes as described in the proposed action alternative and direct that actions be taken that will enable implementation of the ATL OAPM project.

Approved:



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

7/31/14
Date

RIGHT OF APPEAL

This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay implementation of the ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.



Federal Aviation Administration

**Agency Concurrence Letter, Public Comment Letters and Responses
to Comments, and Environmental Assessment Errata**

**For the Atlanta Optimization of the Airspace and Procedures in the
Metroplex (ATL OAPM)**

July 2014

Table of Contents

1	Agency Concurrence Letters	1-1
	Karen Anderson-Cordova, Georgia Department of Natural Resources, Historic Preservation Division.....	1-3
	John D. Sylvest, South Carolina Department of Archives and History, State Historic Preservation Office	1-5
	Frank W. White, State of Alabama, Alabama Historical Commission.....	1-7
	Lee Anne Wofford, State of Alabama, Alabama Historical Commission.....	1-9
2	Comment Letters and Response to Comments.....	2-1
	Bob Gilreath.....	2-3
	Jack P. Longino, Mayor, City of College Park, GA.....	2-5
3	Environmental Assessment Errata	3-8
3.1	Corrections to Text and Tables	3-8

List of Tables

Table 1	Response to Comments.....	2-7
---------	---------------------------	-----

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1 Agency Concurrence Letters

The Final Environmental Assessment (EA) for the Atlanta OAPM (ATL OAPM) Project required consultation with various agencies under Section 106 of the National Historic Preservation Act (NHPA). This section includes the letters received from the consulting agencies, providing concurrence with findings of no effects under Section 106 of the NHPA.

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HISTORIC PRESERVATION DIVISION

MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

April 11, 2014

Eric Fox
Acting Group Manager, Operations Support Group
Eastern Service Center
Federal Aviation Administration
1701 Columbia Avenue
College Park, Georgia 30337
Attn: Kristi Ashley, Environmental Specialist

**RE: EA: Atlanta Optimization of Airspace & Procedures in the Metroplex (ATL OAPM)
Fulton County (and multiple other counties), Georgia
HP-130517-010**

Dear Mr. Fox:

The Historic Preservation Division (HPD) has reviewed the information submitted concerning the above referenced project. Our comments are offered to assist the US Department of Transportation – Federal Aviation Administration in complying with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA).

HPD has reviewed the *Atlanta Optimization of Airspace and Procedures in the Metroplex Environmental Assessment* (EA) dated March 2014. Based on the information contained in the EA, HPD concurs that the subject project, as proposed, will have **no adverse effect** to historic properties within its area of potential effects, as defined in 36 CFR Part 800.5(d)(1), due to no increase in the number of aircraft, no physical construction, and no substantial change in the noise environment or substantial impairment of a resource to the degree that the activities, features, or attributes of the site that contribute to its significance or enjoyment are diminished.

SHPO1

This letter evidences consultation with our office for compliance with Section 106 of the NHPA. Please refer to project number **HP-130517-010** in any future correspondence on this project. If we may be of further assistance, please do not hesitate to contact Jennifer Dixon, Environmental Review Historian, at (404) 651-6546 or Jennifer.dixon@dnr.state.ga.us.

Sincerely,

A handwritten signature in cursive script, appearing to read "Karen Anderson-Cordova".

Karen Anderson-Cordova
Program Manager
Environmental Review and Preservation Planning

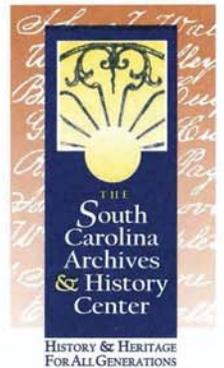
KAC:jad

cc: Allison Duncan, Atlanta Regional Commission

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April 3, 2014

Kristi Ashley, Environmental Specialist
Federal Aviation Administration
Eastern Service Center – Operations Support Group
1701 Columbia Ave.
College Park, GA 30337



Re: Atlanta Metroplex Optimization of the Airspace and Procedures in the Metroplex (ATL OAPM) Project, Environmental Assessment
Oconee County, South Carolina
SHPO Project No. 13JS0160

Dear Ms. Ashley:

Thank you for the FAA's letter of March 19, 2014, which we received on March 21, regarding the above referenced undertaking. We also received the referenced Environmental Assessment (EA) on an enclosed CD as supporting documentation for this undertaking. The State Historic Preservation Office is providing comments to the Federal Aviation Administration (FAA) pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR 800. Consultation with the SHPO is not a substitution for consultation with Tribal Historic Preservation Offices, other Native American tribes, local governments, or the public.

SHPO2

Our office understands that the ATL OAPM project's Area of Potential Effect includes Oconee County in South Carolina. Based on the submitted information our office concurs with your No Adverse Effect determination provided that additional consultation with our office and interested parties will be conducted if reportable increases in noise are detected (per 5.4.2 of the EA).

We also strongly recommend that the FAA complete and accurately record its identification of historic properties efforts in a revised EA. Section 4.3.4.1 of the EA states that 17 National Register listed properties in South Carolina were identified. Oconee County alone has 20 listed properties (see <http://www.nationalregister.sc.gov/oconee/nroconee.htm>). Additionally, as stated in our comments of December 20, 2013, the identification of historic properties should include the identification of National Register eligible properties. We recommend consulting our ArchSite(GIS) (available online via <http://shpo.sc.gov/research/Pages/ArchSite.aspx>) for assistance in identifying known eligible historic properties.

If you have any questions, please contact me at (803) 896-6129 or sylvest@scdah.state.sc.us.

Sincerely,

John D. Sylvest
Project Review Coordinator
State Historic Preservation Office
SC Department of Archives & History

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STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
468 SOUTH PERRY STREET
MONTGOMERY, ALABAMA 36130-0900

January 13, 2014

FRANK W. WHITE
EXECUTIVE DIRECTOR

TEL: 334-242-3184
FAX: 334-240-3477

Kip B. Johns
Manager, Operations Support Group
Eastern Service Area
Federal Aviation Administration

Re: AHC 14-0230
Atlanta Airspace Optimization Study
Multiple Counties, Alabama

Dear Mr. Johns:

Upon review of the additional information provided by your office, we have determined that the proposed project should not affect any cultural resources listed on or eligible for the National Register of Historic Places (NRHP). Therefore, we concur with this project. However, should artifacts or archaeological features be encountered during project activities, work shall cease and our office shall be consulted immediately.

SHPO3

We appreciate your efforts on this project. Should you have any questions, please contact Greg Rhinehart at (334) 230-2662 or by e-mail at Greg.Rhinehart@preserveala.org. Please have the AHC tracking number referenced above available and include it with any correspondence.

Sincerely,

Frank W. White
State Historic Preservation Officer

FWW/GCR/gcr

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STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
468 SOUTH PERRY STREET
MONTGOMERY, ALABAMA 36130-0900

FRANK W. WHITE
EXECUTIVE DIRECTOR

April 8, 2014

TEL: 334-242-3184
FAX: 334-240-3477

Kristi Ashley
Eastern Service Center
Operations Support Group
FAA Southern Regional Office
1701 Columbia Avenue
College Park, GA 30337

Re: AHC 14-0733
FAA Atlanta OAPM Environmental Assessment
Document Release
Multiple County

Dear Ms. Ashley:

Upon review of the above referenced project, we concur that no historic properties will be affected by the proposed project activities.

We appreciate your commitment to helping us preserve Alabama's non-renewable resources. Should you have any questions, the point of contact for this matter is Amanda McBride at 334-230-2692 or Amanda.McBride@preserveala.org. Please have the AHC tracking number referenced above available and include it with any correspondence.

Sincerely,

Lee Anne Wofford
Deputy State Historic Preservation Officer

LAW/AMH/rjg

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2 Comment Letters and Response to Comments

This section includes the comment letters received on the Final EA for the ATL OAPM Project. Two letters with comments on the Final EA were received during the public comment period. The FAA reviewed the comment letters and has provided responses to substantive comments contained therein. These responses follow the comment letters.

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A

To: 9-ASO-ATO-ATLOAPMEA/ASO/FAA
From: griffinjournal
Sent by: bobgilreath@gmail.com
Date: 03/27/2014 06:43AM
Subject: Spalding County Proposed Airport

I am writing because there are concerns that a new and much larger airport in Spalding County will affect and possibly destroy plants and wildlife in the area and spread pollution over areas that it should not.

A few, I believe, stand to profit from a much larger airport that will serve no purpose for Spalding County citizens.

The people of this county have been denied a chance to vote on whether or not a new airport would be of value to this area. Polls have indicated more are against a new airport knowing that it will create more of a burden on the taxpayer than help. The present airport manager has made a point that taxes would have to pay for maintenance and operation for up to and beyond 10 years should it be built.

I am a citizen of Spalding County, worked in local radio and was Executive Sales Director of a South Georgia Newspaper and Associate Editor of another Daily in Georgia, owner of two weekly newspapers and have served as a Spalding County Commissioner.

My background provides me with a unique understanding of what this county needs. Recently, had it not been for raising the millage rate and borrowing more than 10 million dollars just to keep the county government floating, we might be bankrupt today due to what I consider poor management from our present county manager.

This proposed airport surely has been poorly planned by those that stand to gain should it be built.

It is my belief that Spalding County should be a stable residential community, and remain operating the present airport in a safe and compatible way. There is no need to strap taxpayers with a debt that will surely not be the answer we look for in Spalding County.

A proposed airport of this size would no doubt become a health hazard as jets take off and land placing many to an elevated exposure to black carbon which is associated with increased rates of respiratory and cardiovascular disease including asthma, bronchitis, and increased risk for sudden death.

Elevated levels of ultrafine particles (UFP) are associated with aircraft operations and jet takeoffs. Elevated exposure to UFPs is associated with:

- ♣ Increased inflammation and blockage of blood vessels in mice models
 - ♣ Greater lung inflammation with exposure to UFPs than exposure to larger particulates in rodent models
 - 3. Elevated levels of polycyclic aromatic hydrocarbons (PAH) have been associated with:
 - ♣ Increased carcinogenic risk ♣ disruption of the hormonal balance in adults.
 - ♣ Reproductive abnormalities with exposure during pregnancy
 - ♣ Lower IQ scores in children (an elementary school is located at the end of the proposed runway).
- We believe the majority in Spalding County would vote against a project of this magnitude.

Let me ask that you please consider not allocating any funds for a new airport in Spalding County at this time to do so may do more harm than good for our community.

Respectfully,

Bob Gilreath

A-01

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CITY OF COLLEGE PARK

P. O. BOX 87137 • COLLEGE PARK, GA. 30337 • 404/767-1537

April 16, 2014

ATL OAPM EA
Ms. Kristi Ashley, Environmental Specialist
Eastern Service Center
Operations Support Group
FAA Southern Regional Office
1701 Columbia Avenue
College Park, Georgia 30337

Re: Atlanta (ATL) Optimization of Airspace and Procedures in the Metroplex (ATL OAPM) Draft Environmental Assessment.

Dear Ms. Ashley:

The City of College Park appreciates the opportunity to comment on the Atlanta (ATL) Optimization of Airspace and Procedures in the Metroplex (ATL OAPM) Draft Environmental Assessment.

We have reviewed the environmental assessment documents posted on the OAPM Environmental website. They are insufficiently granular to determine with certainty the impact of the proposed air traffic procedures on the City of College Park.

Basically, we were attempting to determine if any of the proposed modifications will change, or add to, the western departure or arrival flight paths, within 3 miles of the western ends of Hartsfield Jackson International Airport's departure runways 26L/(26R), 27R/(27L), 28, and arrival runways 8L/(8R), 9R/(9L), 10.

Or, in more detail:

1. Do any of the proposed departure changes impact the location of these "closest" western navigational points?

MPASS
SNUFY
CPARK
FUTBL
WLSON

B-01

Ms. Kristi Ashley, Environmental Specialist
FAA Southern Regional Office
April 16, 2014
Page 2

B-01

2. Do any of the proposed departure changes impact the location of the turning points to these "closest" western navigational points (E.g., the approximate straight-line turning point for runway 26L is 1.2 nm from the end of the runway - roughly in the middle of the Delta parking lot.)?
3. Do any of the proposed departure changes add new "closest" western navigational points, with new associated vectors from the turning points?
4. Do any of the proposed departure changes add new turning points?
5. Do any of the proposed departure changes add new vectors from existing turning points to existing navigational points (including existing points other than the current 5 listed above)?
6. Do any of the eastbound arrival procedures allow aircraft to line up with a runway heading/approach angle closer than 3 miles from the end of the target runway (8L (8R), 9R (9L), 10)? This would include changes that would cause aircraft on Delayed Descent Approach to intersect the 3 degree glide path closer than 3 miles out.

We asked these questions of Federal Aviation Administration air traffic operations officials and understand from them that the proposed air traffic procedures will result in no changes to air traffic within 10 miles of Hartsfield Jackson International Airport (This, of course, does not include the Transition Routes which we commented upon previously, and which were intended to become operational at the beginning of April, 2014). If that understanding is correct, we have no objections to the proposed procedures. If that understanding is not correct, then we ask to be advised and further request additional study of the impact of the proposed procedures on our city and to participate in that effort.

Again, the City of College Park is grateful for the opportunity to comment.

Sincerely,



Jack P. Longino
Mayor

Cc: City of College Park City Council
Terrence R. Moore, ICMA-CM, City Manager
Gary Young, Director of Airport Affairs

Table 1 Response to Comments

Letter ID	Name	Organization	Date	Comment #	Comment	FAA Response
A	Bob Gilreath	Citizen	03/27/14	01	The entire letter constitutes the comment.	Comment noted.
B	Jack P. Longino	Mayor, City of College Park, GA	04/16/2014	01	The entire letter constitutes the comment.	The response to all questions presented in the comment is no.

3 Environmental Assessment Errata

The errata sheet corrects errors or omissions that were identified after the printing of the Final EA for the ATL OAPM Project in March 2014. This errata sheet must be attached to the EA to comprise a full and complete record of the environmental analysis for the project. The EA will not be reprinted.

Section 3.1 provides changes and additions for text and tables. Changes in text and tables are indicated with ~~strikeout~~ type where the text is removed and replaced. New text is indicated with **bold italic** type where text is added.

3.1 Corrections to Text and Tables

Chapter 5

On Page 5-15, Section 5.7.1, the following corrections are made to the text:

The Proposed Action would result in a relatively small increase in aircraft fuel burned (~~0.63~~ **0.62** percent in 2014 and ~~0.59~~ **0.58** percent increase in ~~2015~~ **2019**). Compared to the No Action alternative, these increases would not be expected to affect local aircraft fuel supplies and no significant impacts to energy supply would be anticipated.

On Page 5-16, Section 5.7.3, the following corrections are made to the text:

Table 5-6 presents the results of the fuel burn analysis for the Proposed Action and No Action Alternative. In comparison to the No Action Alternative, the Proposed Action would result in 23 MT more fuel burned in 2014 (a ~~0.63~~ **0.62** percent increase) and 22 MT more fuel burned in 2019 (a ~~0.59~~ **0.58** percent increase). Given these relatively small increases, the FAA expects that when compared with the No Action Alternative, the Proposed Action would not adversely affect local fuel supplies. Therefore, no significant impacts to energy supply would be anticipated.

On Page 5-16, Section 5.7.3, the following corrections are made to Table 5-6:

Table 5-6 Energy Consumption Comparison

	<u>2014</u>		<u>2019</u>	
	<u>No Action Alternative</u>	<u>Proposed Action</u>	<u>No Action Alternative</u>	<u>Proposed Action</u>
Fuel Burn (MT)	3,642 3,634	3,665 3,657	3,824 3,817	3,847 3,839
Volume Change (MT) (Proposed Action – No Action Alternative)		23		22
Percent Change from No Action Alternative		0.63% 0.62%		0.59% 0.58%

Note:

MT: Metric Ton

Source: ATAC Corporation, ~~October 2013~~ **June 2014** (NIRS modeling results).

Prepared by: ATAC Corporation, ~~October 2013~~ **June 2014**.

On Page 5-17, Section 5.8.3, the following corrections are made to the text:

Under the Proposed Action there would be a slight increase in fuel burn (~~0.63~~ **0.62** percent in 2014 and ~~0.59~~ **0.58** percent in 2019) when compared to the No Action Alternative. While increased fuel burn corresponds with an increase in emissions, the Proposed Action would not affect any procedures below 1,500 feet AGL that would result in an increase in emissions and ground concentrations. Any operational changes that could result in an increase in fuel burn would occur above 1,500 feet AGL, with the majority of procedural changes expected to occur above 3,000 feet AGL. Procedures above 1,500 feet AGL are assumed to have little if any effect on emissions and ground concentrations. Furthermore, procedures above 3,000 feet AGL are presumed to conform. Therefore, no further air quality analysis is necessary, a conformity determination is not required, and the Proposed Action would not result in a significant impact to air quality.

On Page 5-18, Section 5.9.3, the following corrections are made to the text:

Table 5-7 shows project-related CO₂e emissions. In 2014, the Proposed Action would produce approximately ~~44,563~~ **11,539** metric tons (MT) of CO₂e and the No Action Alternative would produce approximately ~~44,494~~ **11,467** MT of CO₂e. This represents a slight increase of 72 MT of CO₂e or ~~0.63~~ **0.62** percent under the Proposed Action when compared to the No Action Alternative. This would compromise less than 0.0000011 percent of U.S.-based greenhouse gas emissions¹ and less than 0.00000015 percent of global greenhouse gas emissions.² Similarly, in 2019, the Proposed Action would produce approximately ~~42,437~~ **12,115** MT of CO₂e and the No Action Alternative would produce approximately ~~42,066~~ **12,044** MT of CO₂e. This represents a slight increase of 71 MT of CO₂e or ~~0.59~~ **0.58** percent under the Proposed Action when compared to the No Action Alternative. This would compromise less than 0.0000011 percent of U.S.-based greenhouse gas emission and less than 0.00000014 percent of global greenhouse gas emissions.

¹ The EPA reports 2011 U.S. greenhouse gas emissions of 6,702 metric tons of CO₂e. U.S. EPA "Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2011 (April 2013)", April 20, 2013. [<http://www.epa.gov/climatechange/Downloads/ghgemissions/US-GHG-Inventory-2013-Main-Text.pdf>]

² The Intergovernmental Panel on Climate Change (IPCC) estimates global GHGs for 2004 at 49 gigatonnes with CO₂ being the single largest source. IPCC, Working Group III, "Summary for Policymakers," 9th Session, Bangkok, Thailand, April 30-May 4, 2007.

On Page 5-18, Section 5.9.3, the following corrections are made to Table 5-7:

Table 5-7 CO₂e Emissions - 2014 and 2019

	2014		2019	
	No Action Alternative	Proposed Action	No Action Alternative	Proposed Action
CO₂e Emissions (MT)	11,491 11,467	11,563 11,539	12,066 12,044	12,137 12,115
Volume Change (MT)		72		71
(Proposed Action – No Action Alternative)		0.63% 0.62%		0.59% 0.58%

Note:

CO₂e: Carbon Dioxide Equivalent

Source: ATAC Corporation, ~~October 2013~~ **June 2014** (NIRS modeling results).

Prepared by: ATAC Corporation, ~~October 2013~~ **June 2014**.

On Page 5-21, Section 5.10.3.3, the following corrections are made to the text:

The Proposed Action would result in a miniscule increase in emissions of CO₂e when compared to the No Action Alternative (represents a slight increase of 72 MT of CO₂e or ~~0.63~~ **0.62** percent under the Proposed Action when compared to the No Action Alternative, representing less than 0.0000011 percent of U.S.-based greenhouse gas emissions and less than 0.00000015 percent of global greenhouse gas emissions.) However, as discussed in Section 5.9, *Climate*, this slight increase in CO₂e would not represent a significant impact. Environmental documentation completed for the ATL Runway 09L-27R Extension Project did not evaluate effects to climate. However, as implementation of project components were anticipated to result in a reduction in the amount of fuel burned with corresponding reductions in emissions, there should be no effect to climate. Accordingly, no cumulative impacts would be anticipated.