

F Responses to Comments on the Draft EA

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Acronyms Used in this Appendix

ATC	Air Traffic Control
BSV	Briggs VOR/DME
CLE	Cleveland-Hopkins International Airport
CRL	Carleton VOR/DME
DNL	Day-Night Average Sound Level
DTW	Detroit Metro Wayne County Airport
EA	Environmental Assessment
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
KCLE	Cleveland-Hopkins International Airport
KDET	Coleman A Young Municipal Airport
KDTW	Detroit Metro Wayne County Airport
KPIA	General Downing - Peoria International Airport
LAX	Los Angeles International Airport
NADP	Noise Abatement Departure Procedure
NEPA	National Environmental Policy Act
OH	Ohio
OSRTP	Oberlin Society for Recognition in Terminal Procedures
SMS	Safety Management System
USC	United States Code
VWV	Waterville VOR/DME

F.1. Introduction

The National Environmental Policy Act of 1969 (NEPA) [42 United States Code (U.S.C.) § 4321 et seq.] requires Federal agencies to disclose to decision-makers and the interested public a clear and accurate description of the potential environmental impacts that could arise from proposed Federal actions. The Federal Aviation Administration (FAA) implements NEPA through FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* (FAA Order 1050).¹

On November 10, 2017, the FAA released a Draft Environmental Assessment (Draft EA) for the Cleveland-Detroit Metroplex Project for a 30-day public review and comment period. The comment period closed on December 11, 2018.

The FAA recognizes the importance and value of public input in this process. In addition to accepting written comments, the FAA hosted eleven (XX) public workshops between June 16th and July 1st, 2015 in the cities of XXXXXXXXXXXXXXXXXXXX. FAA representatives were available at each public workshop to help interested attendees better understand the project. As the public workshops were completed, the FAA posted all display boards presented at the workshops.

The FAA appreciates and acknowledges receipt of the thoughtful responses to its requests and invitations to comment on the Draft EA. All comments received during the June 10 through October 8, 2015 public review period have been considered in the issuance of the Final EA. Consistent with FAA Order 1050, all substantive comments to the Draft EA and the FAA's responses have been included in this Appendix.

The term, "comment," as used in this Appendix, refers to each individual issue raised by a commenter. Multiple "comments" may have been identified within correspondence submitted by a single commenter. The FAA received 16 comments by private citizens and groups, elected officials, municipalities, local, State, and Federal agencies.

From: John Alex <johnalexmanagement@yahoo.com> Sent: Wednesday, November 22, 2017 5:51 PM To: 9-ASW-CLE-DTWOAPM-Comment (FAA) Subject: Cleveland Airport Satellite Flight Path Changes

01-01

Hello, I was looking for info related to the flight path changes. I live in the Northwest corner of Strongsville and wanted to know the impact these will have on my home.

John Alex

John Alex

Comment No. 01-01

Response Prepared by: ATAC

Response:

FAA prepared the Environmental Assessment (EA) to disclose potential environmental impacts. Section 3.2.1 of the EA includes exhibits depicting the No Action aircraft flows for all the study airports, and Section 3.2.2 of the EA includes exhibits depicting the Proposed Action aircraft flows for all the study airports. The reader has the ability to turn specific aircraft flows on or off and zoom into an area of interest. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. As disclosed in Chapter 5 of the EA, results of the environmental analysis show that there would be no significant impacts of the Proposed Action when compared to the No Action Alternative.

From: Benjamin Dunn <bendun1@gmail.com>
Sent: Friday, November 24, 2017 9:00 PM
To: 9-ASW-CLE-DTWOAPM-Comment (FAA)

Subject: CLE-DTW OAPM

02-01

When I attend the workshops will I be able to see the new departure routes in adequate detail to determine the areas impacted by new concentration of noise? In light of the DC Circuit Court's very negative opinion on similar redesign in the Phoenix Metroplex and a multitude of complaints from the communities and Congress, I would expect you to provide depictions of the new departure routes. If the purpose of the workshop is to educate the public and invite input, how can you justify to a court why you did not provide the public with graphic depictions, showing the neighborhoods which will be impacted.

02-02

Detroit area officials have historically opted for dispersion of noise as noted in the present Part 150 study and the previous ROD.

Benjamin Dunn

Benjamin Dunn

Comment No. 02-01

Response Prepared by: ATAC

Response:

The FAA displayed detailed graphics at the public workshops for the DTW-CLE Metroplex Project. The proposed departure routes were depicted over a topographical map that included highways, roads, cities, and other prominent places. These same graphics were depicted on the FAA website until the 30-day comment period ended on December 11, 2017.

Likewise, the FAA has made the information this commenter seeks readily available in the Draft Environmental Assessment and its supporting documents online or at a local library (see Appendix A for a listing of local libraries). Specifically, Section 3.2.1 of the Draft EA includes exhibits depicting the No Action aircraft flows for all the Study Airports, and Section 3.2.2 of the EA includes exhibits depicting the Proposed Action aircraft flows for all the Study Airports. The reader has the ability to turn specific aircraft flows on or off and zoom into an area of interest. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. As disclosed in Chapter 5 of the Draft EA, results of the environmental analysis show that there would be no significant impacts of the Proposed Action when compared to the No Action Alternative.

The EA provided further information by referencing technical documents that were provided along with the Draft EA. These documents include the CLE-DTW Metroplex Study Team Report, CLE-DTW Metroplex Design and Implementation Team Report, and the CLE-DTW Metroplex Project Aircraft Noise Technical Report. The reports were issued simultaneously with the Draft EA and were made available to the public.

Benjamin Dunn

Comment No. 02-02

Response Prepared by: CLE-DTW D&I Team

Response:

Your comment is noted. As described in Chapter 2 of the EA, the purpose of the CLE-DTW Metroplex Project's Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the CLE-DTW Metroplex.

The FAA approved the current Federal Aviation Regulation (FAR) Part 150 study for DTW on June 1, 2009.

From: David J Noall <dnoall@riteflite.com>
Sent: Wednesday, November 29, 2017 12:01 PM
To: 9-ASW-CLE-DTWOAPM-Comment (FAA)
Subject: Airspace redesign

03-01

I have been operating out of KCLE for almost 20 years. I have been operating a light jet for most of those years. Currently we have a King Air. I am encouraged to see the changes that are coming to the area! One point of concern that I have is that the STAR options coming from the west are limited. There is a large area of space between the BRWNZ1 and the ROKNN1 that is not served. If coming from the west you either have to go too far North or South to join one of the arrivals. See highlighted area:
I know when the airspace changed from the WAKEM arrivals to the current HIMEZ and ZABER we had many questions from our passengers why we were over Detroit when we were coming out of KPIA. The old arrivals we a more efficient route from the Southwest when they started at VWV. We frequently tried to get the ZABER arrival but the LOA's all seem to force the traffic up over CRL.
I am aware that the issue is the KDET traffic coming from the South, but my hope with the new redesign was to at least see a good option for KCLE traffic arriving from the West. One that wouldn't force us to go so far either North or South. Is there a possibility of adding a transition to the ROKNN1 that would start somewhere in the shaded region on the picture?
Some of the documents show only one transition to the ROLLN1. The file CLE-DTW_Metroplex_DEA_CH3_Alternatives shows several transitions. I believe the option with more transitions would be more efficient. It is nice to have options!

03-02

I feel the proposed SID's for CLE are going to be much better than the current system.

I am always willing to be contacted and provide input if you have any questions.

Dave Noall
Director of Operations
Rite Flite Aviation, LTD.
Office: 216-267-8656
Fax: 216-267-6721
Cell: 330-416-1255
www.riteflite.com

David Noall

Comment No. 03-01

Response Prepared by: CLE-DTW D&I Team

Response:

The proposed arrival routes very closely follow the existing routes, especially at lower altitudes. The Environmental Assessment for this project requires that no significant changes which create reportable noise can be made at and below 3,000 feet in the study area. Because of this requirement, change close to the airport was very minimal. Arrival routes are typically configured in a four cornerpost system with departure routes in the space between the cornerposts. Routing arrivals in areas where departure routes exist is problematic and would require air traffic control (ATC) to force an arrival to descend much earlier to avoid departure traffic. Additionally, both arrival and departures to/from the KDTW airport limit the areas where arrival and departure routes can be placed for KCLE airport traffic. Minimal separation was used between all of the routes for Cleveland and Detroit. It is not possible to add additional transitions to the ROKNN1 or another arrival route to Cleveland from the west without a significant impact to other routes in the design.

The commenter noted that the proposed ROLLN STAR appears to have several transitions in chapter 3 of the Draft EA but is listed as having one transition in other documents. The ROLLN procedure has one enroute transition (JANIS) as noted in Table 3-2 of the EA; when able, ATC will direct aircraft arriving from the southeast direct to the ROLLN waypoint (aircraft currently overflying the BSV VOR), to join the ROLLN procedure. These corridors are depicted in Exhibit 11 and Exhibit 13 of Chapter 3. With the newly proposed designs, it may be beneficial to flight plan for an arrival route based on the direction of landing to reduce flight miles on downwind Cleveland Hopkins Airport. For example, if KCLE arrivals are landing runway 06L/R, the ROKNN1 arrival TALKN transition may be the better choice, with the BRWNZ1 arrival ZIINE transition being more efficient when landing runways 24L/R. Although turbojet and turboprop aircraft will be required to file the proposed arrival procedures in their flight plans, ATC can frequently provide more direct routings dependent on other traffic, weather, or other operational constraints.

David Noall

Comment No. 03-02

Response Prepared by: ATAC

Response:

Your comment is noted.

From: John Alex <johnalexmanagement@yahoo.com>
Sent: Wednesday, November 29, 2017 12:01 PM
To: 9-ASW-CLE-DTWOAPM-Comment (FAA)

Subject: Cle Dtw new flight paths

04-01

Are you able to send me the proposed new flight paths as part of the cle dtw metroplex project.

Thanks

John Alex

John Alex

Comment No. 04-01

Response Prepared by: ATAC

Response:

Please refer to Response 01-01 regarding the Proposed Action and No Action aircraft flows for all the Study Airports, potential environmental impacts and flight procedure information.

From: Joan Medl <jmmtippy@aol.com>
Sent: Wednesday, November 29, 2017 3:44 PM
To: 9-ASW-CLE-DTWOAPM-Comment (FAA)

Subject: aircraft flying over my house and area (Inkster MI)

05-01

My house is in the direct path of airplanes since I live on Fairwood just east of Inkster Rd and North of Avondale. Sometimes the aircraft are flying extremely low. It causes my house and windows to vibrate. I also note that the frequency of aircraft patterns-sometimes just minutes apart makes it impossible to carry on a normal conversation and be heard. Obviously aircraft have to come in or out but the really low flying planes so close to many peoples' homes represents the potential danger to our community. Yhank you. Joan Medl

Joan Medl

Comment No. 05-01

Response Prepared by: ATAC

Response:

Thank you for your comment. FAA has forwarded your complaint to the local airport, Detroit Metro Wayne County (DTW). The proposed flight procedures for the CLE-DTW Metroplex Project have not yet been approved or flown. Noise complaints related to local air traffic are best addressed by the local airport. Please contact the local airport noise office for further information on existing noise concerns and complaints.



Cleveland-Detroit Metroplex
Draft Environmental Assessment

Public Workshops
November 28 – December 7, 2017

COMMENT FORM

This form is provided to receive your comments regarding the Draft Environmental Assessment for the Cleveland-Detroit Metroplex. Please use the space provided below attaching additional pages if necessary. Either deposit the form in the comment box, or mail it to the address provided. **Written comments will be accepted by FAA until December 11, 2017.**

06-01

Comments: _____
- Noise needs to be addressed

06-02

- Flight departure pattern safety over residential areas needs new regulations. Planes are too low and there have been instances of a liquid and plan being dropped and left on vehicle windshield

06-03

- All FAA employees were helpful in explaining presentation boards. There needs to be a Q&A session and more in-depth video presentation.

Please be aware that your name, address, phone number, e-mail address, or other personal identifying information in your comment may be made publicly available at any time. You may include in your comment a request to withhold your personal identifying information, however we cannot guarantee that we will be able to do so.

Comments will be accepted until December 11, 2017:

Please Print:

By mail:
CLE-DTW Metroplex EA
Federal Aviation Administration
Central Service Center - Operations Support Group
10101 Hillwood Pkwy, 4th Floor South
Fort Worth, TX 76177
Or by email: 9-ASW-CLE-DTWOAPM-Comment@faa.gov

Your Name A. Poindexter
Address 30050 Hanover
Westland, MI 48186

For more information, visit the website:
<http://www.metroplexenvironmental.com>

A. Poindexter

Comment No. 06-01

Response Prepared by: ATAC

Response:

The commenter indicated that noise should be addressed.

Chapter 5 of the EA for the CLE-DTW Metroplex Project discusses the potential environmental impacts that could result from implementing the Proposed Action and the No Action Alternative. Section 5.1.2 in particular discusses the noise analysis methodology and the criteria for determining the impact of changes in aircraft noise using the FAA's required DNL metric. Furthermore, Section 5.1.3 summarizes the results of the noise analysis for 2018 and 2023 conditions and indicates that the Proposed Action, when compared to the No Action Alternative, would not result in a significant noise exposure impact on population exposed to DNL 65 dB or higher levels. However, people located in Sumpter Township southwest of DTW would experience a DNL 5 dB increase in areas exposed to DNL between 45 dB and 60 dB. This reportable noise increase is not considered a significant impact, but was disclosed for informational purposes. The FAA did conduct a public workshop within Sumpter Township to provide residents and opportunity to comment on the EA and learn more about the forecasted changes.

A. Poindexter

Comment No. 06-02

Response Prepared by: ATAC

Response:

The commenter is concerned with safety. Safety is a high priority and key element to FAA's mission mandated by federal law. Sections 2.1 and 2.2 of the Environmental Assessment (EA) discuss how a key design constraint is safety. As stated in Section 2.2, Purpose of the Proposed Action, the Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Furthermore, as described in Section 3.1.2 of the EA, procedures were evaluated using the FAA's Air Traffic Organization's Safety Management System (SMS). The SMS is the system for assessing and managing the safety of ATC and navigation services in the National Airspace System.

A. Poindexter

Comment No. 06-03

Response Prepared by: ATAC

Response:

Thank you for your comment.

The commenter requested a “question and answer” session. FAA hosted workshops to allow for individuals to ask questions to FAA and FAA contractors related to the Environmental Assessment (EA). The video was provided as a general review of the more detailed EA. The public comment period also provides the opportunity to raise specific questions and comments. Further, for more information related to the project, see the CLE-DTW Metroplex webpage at: http://www.metroplexenvironmental.com/cle_dtw_metroplex/cle_dtw_docs.html. This webpage contains the EA, supporting documents, and video presentations. Additional information is available on FAA’s Community Involvement webpage at: https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/cle/.



Cleveland-Detroit Metroplex
Draft Environmental Assessment

Public Workshops
November 28 – December 7, 2017

COMMENT FORM

This form is provided to receive your comments regarding the Draft Environmental Assessment for the Cleveland-Detroit Metroplex. Please use the space provided below attaching additional pages if necessary. Either deposit the form in the comment box, or mail it to the address provided. **Written comments will be accepted by FAA until December 11, 2017.**

07-01

Comments: Good people working to make
the change a less confusing to the Public

Please be aware that your name, address, phone number, e-mail address, or other personal identifying information in your comment may be made publicly available at any time. You may include in your comment a request to withhold your personal identifying information, however we cannot guarantee that we will be able to do so.

Comments will be accepted until December 11, 2017:

By mail:
CLE-DTW Metroplex EA
Federal Aviation Administration
Central Service Center - Operations Support Group
10101 Hillwood Pkwy, 4th Floor South
Fort Worth, TX 76177
Or by email: 9-ASW-CLE-DTWOAPM-Comment@faa.gov

Please Print:
Your Name JOE WILSON
Address 249 NEW MEXICO
Belle Villa, MI 48111

For more information, visit the website:
<http://www.metroplexenvironmental.com>

Joe Wilson

Comment No. 07-01

Response Prepared by: ATAC

Response:

Thank you for your comment.



Cleveland-Detroit Metroplex
Draft Environmental Assessment

Public Workshops
November 28 – December 7, 2017

COMMENT FORM

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08-01

Comments: INTERESTED IN THE PROCESS REQUIRED TO
IMPLEMENT THE "NOISE ABATEMENT DEP PROCEDURE 1"
(NADP1) AT CLE. AS A UNITED PILOT & LOCAL
RESIDENT, I SEE BOTH SIDES, AND NOTICE THIS IS
BECOMING MORE OF THE NORM AT MANY AIR
CARRIER AIRPORTS WITH LARGER RESIDENTIAL AREAS
NEARBY. LOOK FORWARD TO FINDING OUT WHAT
IT TAKES TO PUT NEW PROCEDURES LIKE THIS IN EFFECT

Please be aware that your name, address, phone number, e-mail address, or other personal identifying information in your comment may be made publicly available at any time. You may include in your comment a request to withhold your personal identifying information, however we cannot guarantee that we will be able to do so.

Comments will be accepted until December 11, 2017:

Please Print:

By mail:
CLE-DTW Metroplex EA
Federal Aviation Administration
Central Service Center - Operations Support Group
10101 Hillwood Pkwy, 4th Floor South
Fort Worth, TX 76177
Or by email: 9-ASW-CLE-DTWOAPM-Comment@faa.gov

Your Name JOE GOFFIN
Address 19720 RIDGELAND
CLEVELAND 44135

For more information, visit the website:
<http://www.metroplexenvironmental.com>

Joe Goffin

Comment No. 08-01

Response Prepared by: ATAC

Response:

The commenter inquired about the process to implement a Noise Abatement Departure Procedure (NADP) at CLE airport. The intention of this procedure is to provide noise reduction for noise sensitive areas in close proximity to the departure end of the runway. As described in Chapter 2 of the EA, the purpose of the CLE-DTW Metroplex Project's Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the CLE-DTW Metroplex.

Evaluating a noise abatement procedure such as the NADP is conducted during a Federal Aviation Regulation (FAR) Part 150 Study sponsored by the airport. A Noise Compatibility Plan is developed by the airport. It includes public participation and consultation with officials of public agencies and planning agencies in areas surrounding the airport. If the analysis indicates a noise reduction, and is recommended based on input from public participation and consultation, the airport may include the noise abatement procedure as part of an overall noise compatibility plan to reduce aircraft noise.

The FAA approved the latest FAR Part 150 Study Noise Compatibility Plan for CLE airport on November 29, 2012.

Claudia Anders

Comment No. 09-01

Response Prepared by: ATAC

Response:

Thank you for your comment.

From: Jerry Stark <jstark7@att.net>
Sent: Friday, December 8, 2017 8:37 AM
To: 9-ASW-CLE-DTWOAPM-Comment (FAA)

Subject: Proposed CLE & DTW Air Route Changes

10-01 Is there information such as a comparison of existing vs proposed changes? I live in the West Park Area of Cleveland, specifically the Ward 17. Thank you

"Live in such a way that those who know you, but don't know God will come to know God because they know you."

Jerry Stark

Jerry Stark

Comment No. 10-01

Response Prepared by: ATAC

Response:

The commenter requested a comparison between Existing Conditions and the future Proposed Action. The CLE-DTW Metroplex Project is a proposed federal action by the FAA and subject to the National Environmental Policy Act (NEPA) and FAA Order 1050.1F. For purposes of the Environmental Assessment (EA), significant noise impacts and reportable noise increases are determined based on the FAA criteria in FAA Order 1050.1F (See FAA Order 1050.1F, Appendix B, Paragraphs B-1.4 and B-1.5. See also Table 5-1 of Section 5 of the EA). For air traffic actions, the environmental consequences section of the NEPA document will include the analysis of the potential noise impacts of the Proposed Action and alternative(s) for each timeframe evaluated. The noise analysis will include DNL grid points and/or change-of-exposure analysis for the Proposed Action and each alternative compared to the No Action Alternative for the same future timeframe. In many cases, the No Action Alternative in an EA represents the Existing Conditions. While many of the related routes and air traffic flows in use in the Cleveland-Detroit Metroplex as of 2016 (representing existing conditions) would remain largely the same under the No Action Alternative, some procedure modifications and/or cancellations independent of those recommended as part of the CLE-DTW Metroplex Project are intended to be implemented prior to the Proposed Action to deal with specific issues separate from this Project. Therefore, as discussed in section 3.2.1 of the EA, the existing conditions, with expected independent modifications, represent the No Action Alternative. Therefore, a comparison between Existing Conditions and the future Proposed Action is not required and not evaluated for this EA.

From: Tyler, Jennifer (Blonn) <Tyler.Jennifer@epa.gov>
Sent: Friday, December 8, 2017 11:55 AM
To: 9-ASW-CLE-DTWOAPM-Comment (FAA)

Subject: U.S. EPA Letter on Cleveland - Detroit Metroplex Project EA

Please find U.S. EPA's response letter attached regarding the Environmental Assessment for the Cleveland – Detroit Metroplex Project.

Thank you,

Jen (Blonn) Tyler
NEPA Implementation Section (E-19J)
U.S. Environmental Protection Agency, Region 5
77 W. Jackson Boulevard
Chicago, Illinois 60604
312-886-6394
Tyler.Jennifer@epa.gov
Attachment: 2017_12_7_DEA_ClevelandDetroitMetroplex.pdf



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

DEC 08 2017

REPLY TO THE ATTENTION OF:

Gregory Hines
Federal Aviation Administration
Central Service Center, Operations Support Group
10101 Hillwood Pkwy, 4th Floor South
Fort Worth, Texas 76177

Re: Cleveland - Detroit Metroplex Project; Located in the Cleveland - Detroit Metroplex geographic area in Michigan, Ohio, Pennsylvania, West Virginia, and Ontario, Canada

Dear Mr. Hines:

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Assessment (EA) for the above mentioned project pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. The Federal Aviation Administration is the lead agency for this project under NEPA. The project area covers numerous counties in Michigan, Ohio, Pennsylvania, and West Virginia, well as municipalities within the province of Ontario, Canada.

The EA explains that the project would improve the efficiency of airspace in the Cleveland-Detroit Metroplex. The project proposes optimizing aircraft routes and the supporting airspace management structure for flights using the Cleveland Hopkins International Airport and Detroit Metro Airport, as well as outlying satellite airports. The project may change aircraft flight paths and altitudes, but would not result in ground disturbance or changes to the number of aircraft operations within the Cleveland-Detroit area.

Following our review, EPA does not have recommendations for the proposed project. We appreciate the opportunity to review the EA. If you have any questions, please contact Jen Tyler, the lead reviewer for this project, at 312-886-6394 or tyler.jennifer@epa.gov.

Sincerely,

Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Recycled/Recyclable • Printed with Vegetable Oil Based Inks on 100% Recycled Paper (50% Postconsumer)

11-01

Jennifer Tyler p.p. Kenneth Westlake

Comment No. 11-01

Response Prepared by: ATAC

Response:

The FAA appreciates the review of the Draft Environmental Assessment by the Environmental Protection Agency (EPA). The FAA notes that the EPA “does not have recommendations for the proposed project.”

From: Benjamin Povman <bpovman@oberlin.edu>
Sent: Sunday, December 10, 2017 5:46 PM
To: 9 - ASW - CLE - DTWOAPM - Comment (FAA)

Subject: Complaint Regarding Lack of Recognition in New Terminal Procedures

To whom it may concern, As somebody who is interested in aviation, and studying for their PPL, I often enjoy studying terminal procedures for airports in the US, as well as the proposed developments thereof.

Additionally, as a Sophomore studying at Oberlin College in Oberlin, OH, I have always enjoyed the local recognition given by the "OBRLN5" departure procedure out of the Cleveland - Hopkins Airport. I have noticed that when developing terminal procedures, the FAA has increasingly begun to reference local geography and culture in the naming of fixes. Examples I find particularly entertaining are the departure procedures out of BOS, named after Boston sports teams and the like, as well as the movie stars referenced in the "HLYWD1" STAR into LAX. This move is clever, witty, and allows for pilots to absorb local culture, or at least as much as can be absorbed by reading the names of 5 - letter fixes.

So it is understandable that upon reading about your planned introduction of RNAV procedures in Detroit and Cleveland, I was both shocked and appalled that in your proposed procedures, there is not a single reference to Oberlin.

Oberlin College is a small liberal arts school with approximately 2,800 students. We have a prominent place in history being the first institute of higher education to admit both women and African - American students, and of causing extreme annoyance to anybody who does not agree with our political views. Some of our alumni include Thornton Wilder, the playwright (although he transferred to Yale), Todd Portune (the all - important commissioner of Hamilton County, OH), but most importantly, Jerry Greenfield (of Ben and Jerry's Ice Cream). While our student body is few in number, we pride ourselves on our ability to effectively make change in the world where we see injustice. I feel that the FAA is perpetuating such injustice by replacing our namesake departure with some that thrust Oberlin into oblivion (in terms of acknowledgement in instrument procedures). This is especially true considering the new departure paths will send more planes directly over Oberlin than before.

12-01

I am writing this email during your specified comment window to express my discontentment over this de facto erasure of Oberlin's legacy on terminal charts. Furthermore, I am not the only person at Oberlin who feels this way. Therefore, we have formed the Oberlin Society for Recognition in Terminal Procedures with the purpose of ensuring that Oberlin receives the credit it deserves for existing under the airspace near Cleveland - Hopkins airport. We will not stand down until we are appropriately recognized. Sincerely, Benjamin Povman, chair, OSRTP

Continued:

From: Benjamin Povman <bpovman@oberlin.edu>
Sent: Sunday, December 10, 2017 5:46 PM
To: 9 - ASW - CLE - DTWOAPM - Comment (FAA)

P.S. some appropriate fix names could be "YEOMN" or "ALBNO" (in recognition of our official mascot, the Yeoman, or unofficial mascot, the now - extinct albino squirrel), "FNNEY," "TALCT," or "TAPPN" (in recognition of Finney Chapel, Talcott Hall, and Bibbins Hall, prominent buildings on campus), or "FEVVE" (in recognition of The Feve, a well - liked restaurant and bar frequented by college students). A search on a popular navigation website showed that none of these names correspond to any other fix in the world.

Benjamin Povman

Comment No. 12-01

Response Prepared by: CLE-DTW D&I Team

Response:

The existing OBRLN5 departure procedure has been serving the KCLE airport for many years, but must be cancelled due to decommissioning of the Mansfield VORTAC (MFD) ground based navigational aid. The OBRLN5 is a procedure designed for conventional ground-based navigation. Conventional procedures across the National Airspace System are being replaced with procedures based on satellite/GPS navigation, providing more flexibility and predictability for air traffic control and pilots and to reduce reliance on ground-based navigational aids which are costly to maintain. Unfortunately, Federal Aviation Administration regulations prohibit the recycling of the waypoint name OBRLN on new procedures for 116 days to avoid confusion and safety concerns. While we are not able to re-use the OBRLN waypoint or procedure name in this project, the name and other names you have submitted could be used in the future. FAA will keep this list as a reference for future projects.