

Responses to Comments on the Draft EA

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.

On November 18, 2019, the FAA released the Draft Environmental Assessment (EA) for the proposed Las Vegas Metroplex Project for public review and comment. The comment period ran for 64 days and closed on January 21, 2020. The FAA recognizes the importance and value of public input in this process.

After the conclusion of the public review period for the Draft EA, the FAA reviewed all comments from the public as well as feedback from airports, agencies, and elected representatives related to proposed procedure designs. Comments were correlated with the applicable proposed procedures, and analysis was conducted to determine whether community concerns could be addressed through minor design modifications while still meeting the purpose and need of the Project.

The FAA appreciates and acknowledges receipt of the thoughtful responses to its requests to comment on the Draft EA. All comments received during the November 18, 2019 through January 21, 2020 public review period have been considered in the issuance of the Final EA. The comments received were submitted through the FAA website comment form, at FAA public workshops, by regular mail, and by email. The FAA received 140 comments on the Draft EA from private citizens and groups; elected officials; municipalities; and local, State, and Federal agencies. Of the 140 total comments received, 79 were submitted through the FAA website comment form, 31 were received at an FAA email address, 28 were submitted at the public workshops, and two were submitted through regular mail. All substantive comments to on the Draft EA and the FAA's responses have been included in this Appendix.

The comment submissions are individually numbered 1 through 140 and are followed with the commenter's name. The term "comment," as used in this Appendix, refers to each submission offered by a commenter. The term "topic," as used in this Appendix, refers to an individual issue and/or concern raised by a commenter. Each comment submission was reviewed to identify the topic or topics raised. Multiple topics may have been identified within a comment submitted by a single commenter. Many of the same issues were raised by multiple commenters. Accordingly, the FAA has prepared topical responses that provide a single comprehensive response to an issue and/or concern. Furthermore, the FAA categorized the topics within comments under two separate categories: 1) NEPA Related and General Topics; and 2) Proposed Air Traffic Procedure Related Topics.

Comments-Responses

Comment #1 Submitted by: Anderson, Linda S

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12 Dec 2019

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: ANDERSON Middle Initial: S. * First Name: LINDA
* Mailing Address: 8223 TWIN ROCK COURT
* City: LAS VEGAS * State: NV * Zip Code: 89113
* Your email address: JAZZNU5@ADL.COM

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

WHILE I CERTAINLY SUPPORT THE NEED TO UPGRADE FROM A GROUND BASED CONTROL SYSTEM, I'M CONCERNED ABOUT THE INCREASED NOISE IN OUR RURAL PRESERVATION NEIGHBORHOOD. I ASKED ABOUT AVIATION NOISE BEFORE BUILDING AND WHILE I HEAR AVIATION NOISE THROUGHOUT THE NIGHT IT WILL BE MADE SUBSTANTIALLY WORSE AS A RESULT OF THE IMPROVEMENT. HAS ANY THOUGHT BEEN GIVEN TO NOISE ABATEMENT ENFORCEMENT? (SIMILAR TO ORANGE COUNTY)

THANKS

Topics Identified in the Comment #1

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Purpose and Need/Noise Abatement
- Rural Preserve/Trails and Parks

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #1 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F,

Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Purpose and Need/Noise Abatement - The Federal Aviation Administration (FAA) received comments concerning adherence to local noise abatement agreements. The McCarran International Airport had updated its Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Study in 2007, which identified 14 noise abatement measures. The Project’s Proposed Action has no impact on any of the noise abatement measures identified in the 2007 FAR Part 150 Noise Compatibility Study (Volume 2, Noise Compatibility Program Report, FAR Part 150 Noise Compatibility Study Update, McCarran International Airport, Section III).

Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the FAA is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (RNAV) and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Rural Preserve/Trails and Parks - The Federal Aviation Administration received comments suggesting potential noise impacts to several resources in the Rural Preserve District. As discussed in Section 5.1: Noise and Compatible Land Use of the Environmental Assessment (EA), three data sets, or sets of grid points, were used to analyze noise exposure when modeling for noise. One grid set consisted of 94,693 points uniformly distributed at 0.5 nautical mile intervals across the entire General Study Area; another grid consisted of 34,148 unique points located at areas identified as Department of Transportation Act, Section 4(f) resources within the General Study Area; and a final grid set contained 20,070 points situated at the population centroids of U.S. Census blocks located within the General Study Area.

These grids include one or more points at or near the Rural Preserve District. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 decibel [dB] increase in areas exposed to DNL 65 dB) anywhere within the General Study Area. In addition, the Proposed Action, when compared to the No Action Alternative, would not result in any reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB). The noise analysis results for each grid point evaluated in the EA have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

LAS Metroplex - 2020 Grid Points - Northern General Study Area

LAS Metroplex - 2020 Grid Points - Southern General Study Area

LAS Metroplex - 2025 Grid Point - Northern General Study Area

LAS Metroplex - 2025 Grid Point - Southern General Study Area

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

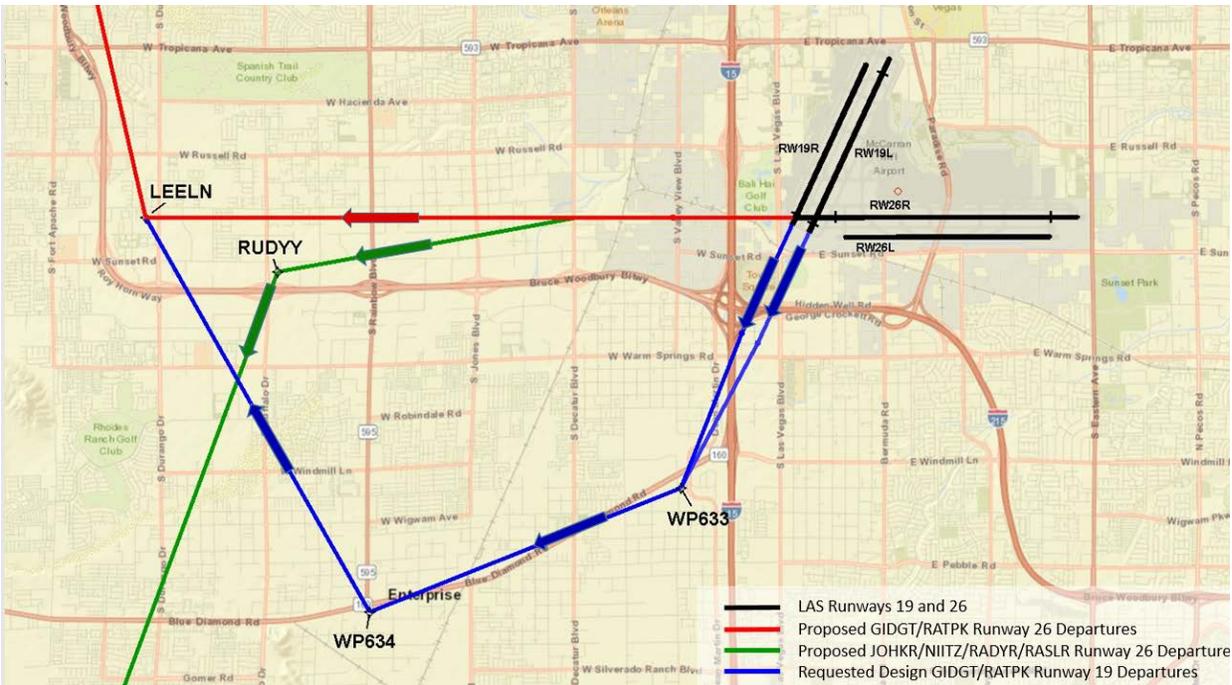


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #2 Submitted by: Arvidson, John

Comment Received:

Page 1 of 1

(No subject)

John Arvidson <jarvidson1@gmail.com >

Sun 11/24/2019 10:11 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Is the new FAA program for establishing air traffic flow in the Las Vegas area mainly for commercial piloting or is it equally applicable to general aviation?

Topics Identified in the Comment #2

NEPA Related and General Topics

- General Aviation/Visual Flight Rules
- Purpose and Need/Out of Scope

FAA Response for Comment #2 Topics

General Aviation/Visual Flight Rules - The comments in this category expressed concerns that general aviation operations were not considered. Section 1.2.2: Air Traffic Control Within the National Airspace System of the Environmental Assessment describes two categories of flight rules, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). The purpose of the proposed project is to address the inefficiency of existing IFR aircraft flight procedures in the Las Vegas Metroplex General Study Area. Aircraft operating under VFR rules are not part of the scope of the project.

Comments raised at public workshops expressed concerns about VFR activities near Henderson Executive Airport (HND). The comments in this category are similar to those stated at the workshops and therefore the Federal Aviation Administration (FAA) assumes they reference VFR aircraft operating on and around HND. The FAA was unable to find any correlation between the development of IFR arrival/departure procedures and the issues raised in these comments.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #3 Submitted by: Backstrom, Ann L

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Mon 12/23/2019 3:21 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (3 KB)

contact.csv;

Email: ann.backstrom@gmail.com

Name: Ann L Backstrom

Mailing Address: 6985 Rogers Street Las Vegas NV 89118

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations: The proposed Southflow - Runway 19 would have a significant impact on my neighborhood (in fact, I could not find a neighborhood more impacted in the information presented) yet no mailer or attempt appears to have been made to directly notify residences of the proposed changes. The noise study results were misleading, and there were inconsistencies in the information provided during the discussions I had with FAA representatives at the downtown information meeting. It is difficult to be confident that the FAA is being completely forthcoming about the proposed changes.

Possible increase in Aviation noise: The Metroplex literature implies that the project is of commercial, safety and fuel efficiency values, among other things. We were told that a primary benefit is safety at the Point A juncture shown on the poster and that with the proposed changes, it will be possible to queue the traffic and avoid the current hazard at Point A. We were also told the only aircraft that would be routed over our neighborhood would be 10 to 16 private jets. This information seems conflicting. Even if it were only private jets, these craft are noisy. A low altitude turn directly over our neighborhood is an unwelcome proposal. The noise study results indicate an increase of essentially one percent under the proposed route changes. This is misleading. This is an average. A more meaningful representation of the study might have included maximum decibels, maximum number of times per day the modeled decibels approach within 75% of the max, total number of planes, and altitude (right now the graphics only say between 0 and 5,280 feet for the flight line passing our neighborhood). Are noise studies planned based on actual measurements?

Aviation noise concentration: Low altitude turns directly overhead will be an unwelcome increase in and concentration of aviation noise in our rural neighborhood. I worked at 6380 S. Polaris for 20 years, directly under the east west flight line. We could not talk on our cell phones outside when a jet passed overhead the noise was so deafening.

Purpose and need for the project: It seems that a higher altitude turn over the commercial areas to the south would be less impact. Have alternatives that would not impact residential neighborhoods been thoroughly evaluated?

Air Quality: Noise is the most readily discernible concern but the thought of potential jet emissions filtering down over our yards and homes is an equally unwelcome thought.

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/
User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_15_0) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/78.0.3904.97 Safari/537.36

Topics Identified in the Comment #3

NEPA Related and General Topics

- Noise Modelling Analysis
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #3 Topics

Noise Modelling Analysis - The Metroplex project received comments concerning the noise modelling methodology. The noise analysis completed for the Environmental Assessment (EA) was prepared using the Aviation Environmental Design Tool (AEDT) version 2d, which is the Federal Aviation Administration's (FAA's) required noise model. The FAA uses AEDT to model noise for flight track changes over large areas associated with the No Action Alternative and the Proposed Action. The AEDT 2d model utilizes an extensive aircraft performance and sound level database that includes information on variations in sound attributed to different types of aircraft and aircraft engines, aircraft speed, climb and descent thrust, and the altitude along a route. Detailed terrain data was inputted into the AEDT 2d model, which accounts for the elevation of each grid point or population centroid when calculating the distance between the grid point and the aircraft. The aircraft noise analysis prepared for the Las Vegas Metroplex Project EA was conducted in compliance with FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

This Order requires that aircraft noise analysis use the yearly Day-Night Average Sound Level (DNL) metric. DNL is the FAA's primary metric used to establish a yearly day/night average of cumulative noise energy exposure of individuals to noise resulting from aviation activities. The noise analysis evaluated noise exposure to noise sensitive areas within the General Study Area from aircraft forecasted to be operating under Instrument Flight Rules (IFR). IFR-filed aircraft activity was forecasted for the years 2020 and 2025 and used to model conditions under both the No Action Alternative and the Preferred Alternative.

The FAA's Order for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of DNL 1.5 decibel (dB) in areas exposed to aircraft noise of DNL 65 and higher. Using these criteria, the noise analysis results indicate that the Preferred Alternative when compared to the No Action Alternative would not result in a DNL 1.5 dB or higher increase in sensitive areas exposed to DNL 65 dB or higher.

The compatibility of noise sensitive land use is evaluated through comparison with the compatibility guidelines provided in 14 CFR Part 150, Appendix A, table 1. The guidelines focus on areas exposed to noise levels of DNL 65 dB and greater. However, the FAA recognizes that this standard may not be relevant to certain noise sensitive areas. As shown in the EA, Table 5-2: Criteria for Determining Impact of Changes to Aircraft Noise, a 3 dB increase in areas exposed to DNL 60 to 65 dB and a 5 dB increase in areas exposed to DNL 45 to 60 dB are considered reportable noise increases. The FAA prepared the noise modelling analysis of the proposed flight procedures to account for the reportable noise criteria. Experience has indicated that DNL increases 5 dB or more at cumulative levels well below DNL 65 dB could be disturbing to people and become a source of public concern.

The FAA identified one area with lower levels of aircraft noise exposure, specifically, an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB. Although this would result in a reportable aircraft noise exposure DNL 5 dB increase in areas exposed to DNL between 45 dB and 60 dB, the project would not introduce noise that would affect the features, or attributes associated with the area that would adversely affect it.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases.

Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night

Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

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implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

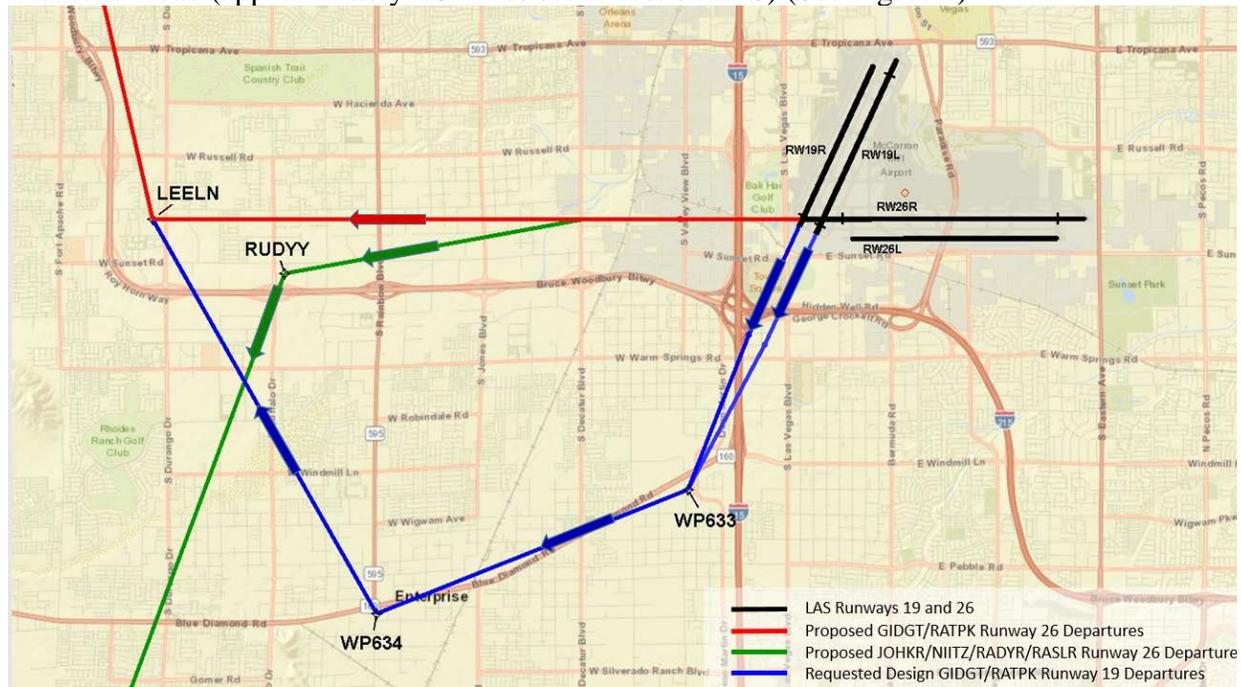


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length

requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #4 Submitted by: Barker, Dennis L

Comment Received:

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Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Mon 12/9/2019 8:53 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: barkerdl@embarqmail.com

Name: Dennis L Barker

Mailing Address: 7450 Schirlls Street, Las Vegas, NV 89139

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: From the FAA web site: "Solution: Some general aviation aircraft would depart off Runway 19. All aircraft heading to eastern destinations would be routed on the same path regardless of runway." The map shows ALL AIRCRAFT (not just general aviation) departing R19 would fly very low directly over Western Trails Rural Preservation Area while climbing to altitude. This would cause severe noise pollution affecting people, horses, goats, chickens, and pets in our homes as well as coyotes, desert tortoises, nesting birds, and many other desert creatures living in the open spaces in our currently quiet rural residential area. This neighborhood is horse zoned. Try to imagine getting bucked off your horse due to a low flying aircraft throttling up directly overhead.

Aviation noise concentration:

Purpose and need for the project:

Air Quality: Air quality will be severely impacted by the large number of flights over our Rural Preservation Neighborhood, adversely affecting people who have respiratory problems.

Future environmental concerns: Wildlife living in the area will have their normal habits and behaviors disrupted due to the increased noise levels.

Concerns that should be considered for the project: Clark County policy requires changes to our Rural Neighborhood to conform to existing activities and not adversely impact the character of the neighborhood. A simple change to the proposed flight path to

move the departure turn a bit further south over the commercial and industrial area of Blue Diamond road would alleviate many concerns.

Additional comments: Thank you for considering these issues.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64; rv:68.0) Gecko/20100101 Firefox/68.0

Topics Identified in the Comment #4

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Physical/Mental Health
- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Rural Preserve/Trails and Parks

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #4 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Rural Preserve/Trails and Parks - The Federal Aviation Administration received comments suggesting potential noise impacts to several resources in the Rural Preserve District. As discussed in Section 5.1: Noise and Compatible Land Use of the Environmental Assessment (EA), three data sets, or sets of grid points, were used to analyze noise exposure when modeling for noise. One grid set consisted of 94,693 points uniformly distributed at 0.5 nautical mile intervals across the entire General Study Area; another grid consisted of 34,148 unique points located at areas identified as Department of

Transportation Act, Section 4(f) resources within the General Study Area; and a final grid set contained 20,070 points situated at the population centroids of U.S. Census blocks located within the General Study Area.

These grids include one or more points at or near the Rural Preserve District. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 decibel [dB] increase in areas exposed to DNL 65 dB) anywhere within the General Study Area. In addition, the Proposed Action, when compared to the No Action Alternative, would not result in any reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB). The noise analysis results for each grid point evaluated in the EA have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html
LAS Metroplex - 2020 Grid Points - Northern General Study Area
LAS Metroplex - 2020 Grid Points - Southern General Study Area
LAS Metroplex - 2025 Grid Point - Northern General Study Area
LAS Metroplex - 2025 Grid Point - Southern General Study Area

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

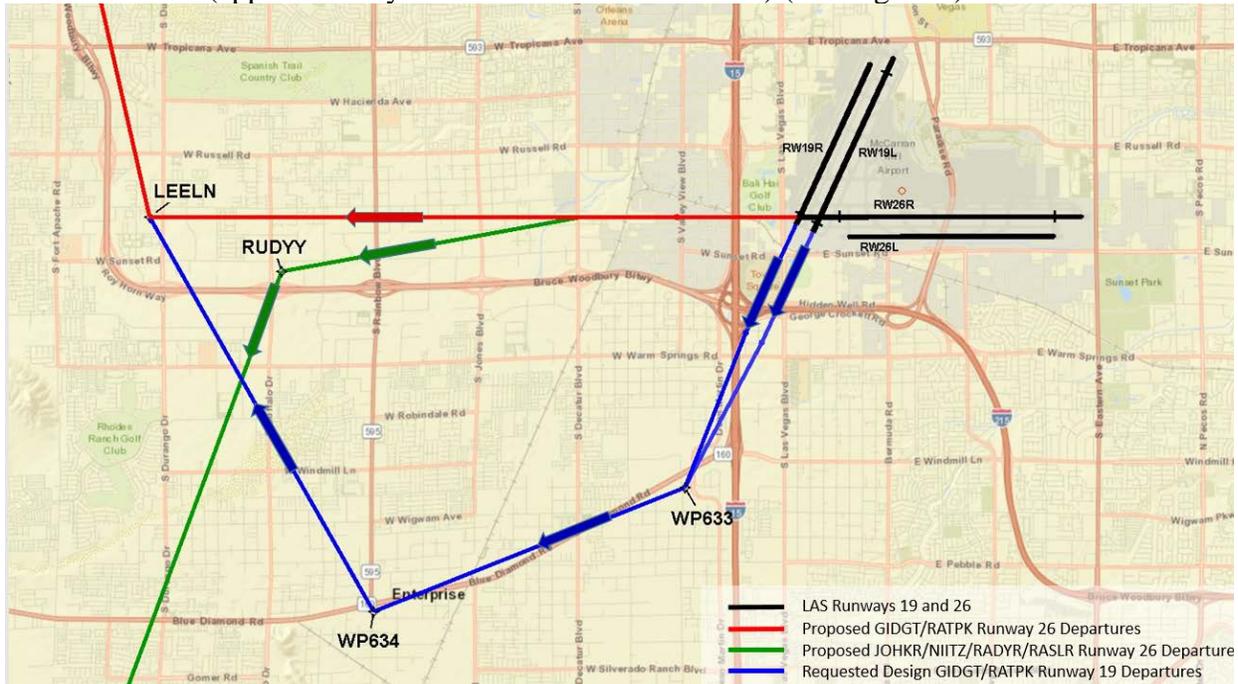


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #5 Submitted by: Baugess, Julie E

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 12/12/2019 8:44 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: juliebaugess@gmail.com

Name: Julie E Baugess

Mailing Address: 7115 Rogers St. Las Vegas, NV 89118

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Planes landing directly over our homes would definitely cause loud noise and we have small children that would be negatively impacted.

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: Please don't move the flight path over Warm Springs. Flying over Blue Diamond would be safer and have less impact on our quiet neighborhood.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 13_1_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.1 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #5

NEPA Related and General Topics

- Physical/Mental Health
- Possible Increase in Aviation Noise
- Safety

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #5 Topics

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during

emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

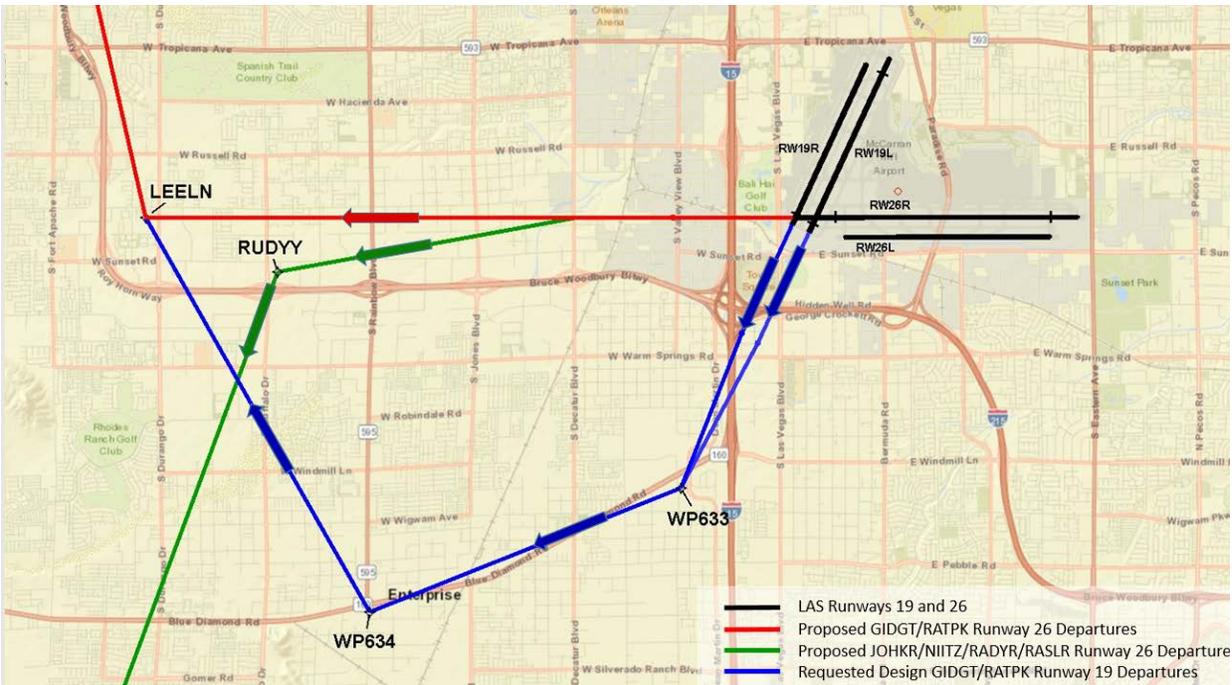


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #6 Submitted by: Borgman, Karin L

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12/12/19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: BORGMAN Middle Initial: L * First Name: KARIN
* Mailing Address: 70 Box 94495
* City: Las Vegas NV * State: NV * Zip Code: 89193
* Your email address: msmagichv@earthlink.net

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

Quality of Life, Public Safety issue:
Our RDP was promised by the
County Commissioner & now Governor
there would be no change in our
Quality of Life

Topics Identified in the Comment #6

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Public Outreach/Workshop Access
- Rural Preserve/Trails and Parks

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #6 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to

improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis

when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Public Outreach/Workshop Access - The Federal Aviation Administration (FAA) recognizes the importance and value of public input in the National Environmental Policy Act (NEPA) process, and substantial public outreach has been conducted in support of the Las Vegas Metroplex project. The FAA is committed to engaging the public in the environmental review process as required by both NEPA and FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

On April 25, 26 and 27, 2017, the FAA conducted pre-design workshops in three locations to inform the public of the types of issues the project would attempt to resolve. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts.

On September 30, 2018, a notice of intent to prepare an Environmental Assessment (EA) was published in the Las Vegas Review Journal newspaper. Appendix A: Agency Coordination, Public Involvement, and List of Receiving Parties, of the EA includes a copy of the notice of intent letter (and attachments), an affidavit of newspaper publication, and a list of the receiving agencies.

On April 9, 10 and 11, 2019 the FAA conducted public workshops in three locations to inform citizens of preliminary designs and to solicit input. Based on the comments received, the FAA conducted a review of the procedures. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts.

On December 9, 10, 11, 12 and 13, 2019 the FAA conducted public workshops in five locations to inform citizens of the Draft Environmental Assessment in order to provide an opportunity to learn about the project. The public was afforded sixty-four days to provide comments on the project. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts prior to December 9, 2020. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts. This resulted in three local newscasts that informed the public about the workshops locations, dates and times.

Throughout all of the public engagement efforts, local, state and federal representatives were advised of activities and were requested to inform their constituents of the project.

Appendix A of the EA provides a full description of all public outreach/engagement activities of the Las Vegas Metroplex project.

Rural Preserve/Trails and Parks - The Federal Aviation Administration received comments suggesting potential noise impacts to several resources in the Rural Preserve District. As discussed in Section 5.1: Noise and Compatible Land Use of the Environmental Assessment (EA), three data sets, or sets of grid points, were used to analyze noise exposure when modeling for noise. One grid set consisted of 94,693 points uniformly distributed at 0.5 nautical mile intervals across the entire General Study Area; another grid consisted of 34,148 unique points located at areas identified as Department of

Transportation Act, Section 4(f) resources within the General Study Area; and a final grid set contained 20,070 points situated at the population centroids of U.S. Census blocks located within the General Study Area.

These grids include one or more points at or near the Rural Preserve District. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 decibel [dB] increase in areas exposed to DNL 65 dB) anywhere within the General Study Area. In addition, the Proposed Action, when compared to the No Action Alternative, would not result in any reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB). The noise analysis results for each grid point evaluated in the EA have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html
LAS Metroplex - 2020 Grid Points - Northern General Study Area
LAS Metroplex - 2020 Grid Points - Southern General Study Area
LAS Metroplex - 2025 Grid Point - Northern General Study Area
LAS Metroplex - 2025 Grid Point - Southern General Study Area

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

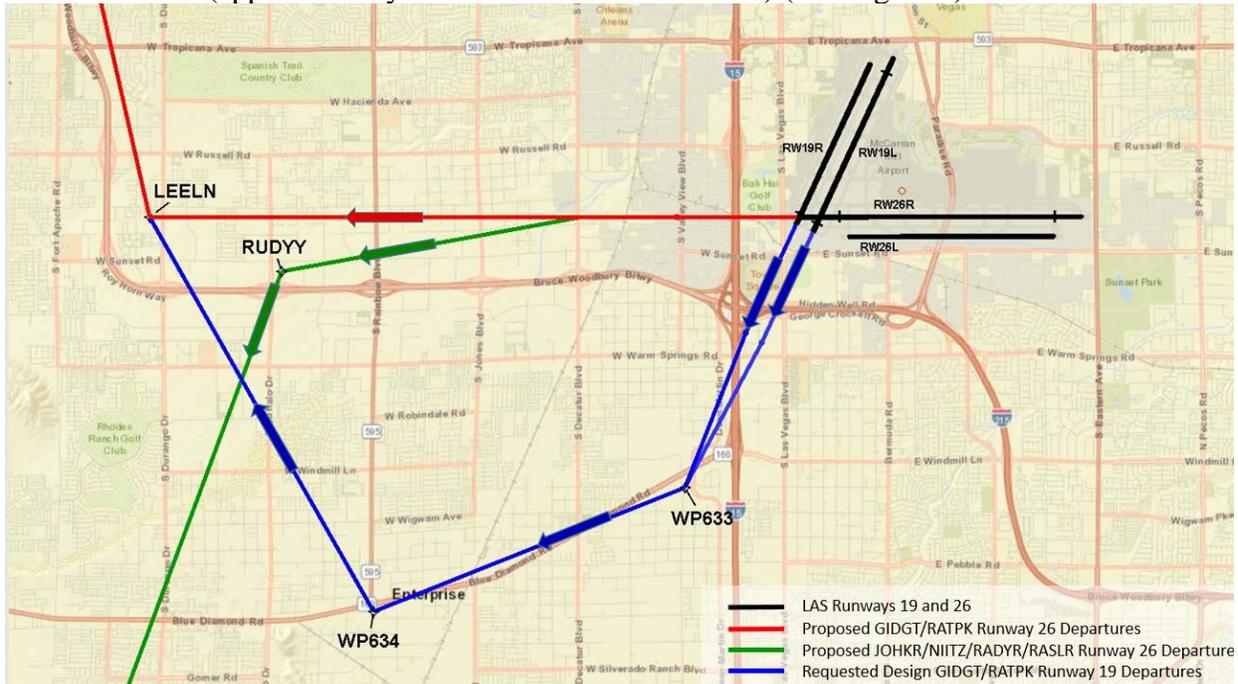


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #7 Submitted by: Borgman, Karin L

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Sun 12/15/2019 5:46 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: msmagiclv@earthlink.net

Name: Karin L. Borgman

Mailing Address: Post Office Box 94495 Las Vegas, Nv 89193 (street address: 7360 Schuster Street, Las Vegas, Nv 89139)

Aviation noise: I can certainly hear and see the commercial planes taking off/arriving on a daily basis.

Noise concentration:

Current environmental concerns: The additional flight pattern of smaller jets is an interruption of life of as know it. The quality of life for residents, animals and plants. Also pollution, haze, fuselage spills and micro-particles and accidents, as my MOTHER was KILLED in a small airplane accident

Access to knowledge about aviation and/or airport operations: We do not receive any information as to any activity with air traffic. Only, by way of delayed Media do we have any idea of what is going on.

Possible increase in Aviation noise: By this new flight pattern, you are adding additional noise to the current flight pattern. This is also being added to the noise from the new stadium being built as we are the closest residential area to said stadium.

Aviation noise concentration:

Purpose and need for the project: I certainly believe the change is do to the stadium being built on Russell and Dean Martin. A that area should be free from any air traffic, as to volume of people in attendance and the possibility of any act of terrorism.

Air Quality: This change will add more pollution and haze

Future environmental concerns: Quality of Life. This area has been deemed a Rural Preservation area for many years and I have lived in my home for over 30 years. This Rural Preservation has been sanctioned as such by the Clark County Commissioners and the Governor.

Concerns that should be considered for the project:

Additional comments: If you seek to modify the current flight pattern for smaller aircraft, the west Blue Diamond corridor was suggested in 12/10. The extend the pattern on W/Blue Diamond to execute the right turn.

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/
User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10.14; rv:71.0) Gecko/20100101 Firefox/71.0

Topics Identified in the Comment #7

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
 - Possible Increase in Aviation Noise
 - Projected Aviation Noise Concentration
 - Projected Air Quality Concerns
- Rural Preserve/Trails and Parks
 - Safety

FAA Response for Comment #7 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a

proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration’s (FAA’s) environmental policies and procedures, analyze the Project’s potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in

fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Rural Preserve/Trails and Parks - The Federal Aviation Administration received comments suggesting potential noise impacts to several resources in the Rural Preserve District. As discussed in Section 5.1: Noise and Compatible Land Use of the Environmental Assessment (EA), three data sets, or sets of grid points, were used to analyze noise exposure when modeling for noise. One grid set consisted of 94,693 points uniformly distributed at 0.5 nautical mile intervals across the entire General Study Area; another grid consisted of 34,148 unique points located at areas identified as Department of Transportation Act, Section 4(f) resources within the General Study Area; and a final grid set contained 20,070 points situated at the population centroids of U.S. Census blocks located within the General Study Area.

These grids include one or more points at or near the Rural Preserve District. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 decibel [dB] increase in areas exposed to DNL 65 dB) anywhere within the General Study Area. In addition, the Proposed Action, when compared to the No Action Alternative, would not result in any reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB). The noise analysis results for each grid point evaluated in the EA have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

LAS Metroplex - 2020 Grid Points - Northern General Study Area

LAS Metroplex - 2020 Grid Points - Southern General Study Area

LAS Metroplex - 2025 Grid Point - Northern General Study Area

LAS Metroplex - 2025 Grid Point - Southern General Study Area

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

Comments-Responses

Comment #8 Submitted by: Boscolo, Carmen

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/20/2019 3:02 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: carmenboscolo@gmail.com

Name: Carmen Boscolo

Mailing Address: 1000 Granger Farm Way, Las Vegas, 89145

Aviation noise: Concerned about possible flight path changes in 2020. These changes could potentially impact us as residents of Queensridge.

Noise concentration: Concerned about possible flight path changes in 2020. These changes could potentially impact us as residents of Queensridge.

Current environmental concerns: Concerned about possible flight path changes in 2020. These changes could potentially impact us as residents of Queensridge.

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Concerned about possible flight path changes in 2020. These changes could potentially impact us as residents of Queensridge.

Aviation noise concentration: Concerned about possible flight path changes in 2020. These changes could potentially impact us as residents of Queensridge.

Purpose and need for the project:

Air Quality: Concerned about possible flight path changes in 2020. These changes could potentially impact us as residents of Queensridge.

Future environmental concerns: Concerned about possible flight path changes in 2020. These changes could potentially impact us as residents of Queensridge.

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X
10_15_1) AppleWebKit/537.36 (KHTML, like Gecko)
Chrome/78.0.3904.108 Safari/537.36

Topics Identified in the Comment #8

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns

FAA Response for Comment #8 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV

procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases.

Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Comments-Responses

Comment #9 Submitted by: Boy, Alexander R

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Wed 11/20/2019 10:01 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: alex.boy36@yahoo.com

Name: Alexander R Boy

Mailing Address: 9999 W Katie Ave Unit 1053 Las Vegas, NV 89147

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project: As part of this project the FAA needs to introduce a Terminal Area Arrival Procedure into the Instrument Approach Procedures at both Henderson Executive and North Las Vegas Airports. In the recent update to the Instrument Airman Certification Standards, there has been an additional requirement for one of the required Non-precision Instrument Approaches to involve a Terminal Area Arrival (TAA) or a Procedure Turn. Currently, the Las Vegas area has no approaches available during daytime hours to the General Aviation Community that satisfies this need. As a result, the General Aviation Community is forced to perform Practical Examinations at locations outside of the Las Vegas area or late at night overflying the Las Vegas Metropolitan Area at low level into the McCarran Airport. Due to this extra requirement and the lack of a local TAA, there are additional flight time requirements and financial burdens placed on the community as a whole. A simple edit including the addition of a TAA to the existing GPS approach into the Henderson Executive Airport could rectify this issue and allow for less of a burden on the Air Traffic Control System during daytime operations. This approach already

keeps aircraft clear of the Class B Airspace and overflies an uninhabited area South of Henderson. Please consider making this change a part of this plan's implementation and understand that the omission of a local Terminal Area Arrival not only burdens the General Aviation Community and Air Traffic Control System, but also hurts the local economy and will increase the number of noise complaints and environmental impact to Las Vegas.

Additional comments:

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/
User agent: Mozilla/5.0 (Windows NT 10.0; WOW64)
AppleWebKit/537.36 (KHTML, like Gecko) Chrome/78.0.3904.97
Safari/537.36

Topics Identified in the Comment #9

Proposed Air Traffic Procedures Related Topics

- Terminal Arrival Area (TAA)

FAA Response for Comment #9 Topics

Terminal Arrival Area (TAA) - The Federal Aviation Administration (FAA) received a comment asking for development of a Terminal Arrival Area (TAA) or procedure turn at either the Henderson Executive Airport (HND) or the North Las Vegas Airport (VGT). The request was made to accommodate Instrument Airman Certification Standards requiring Practical Examinations that involve one of these procedures.

The FAA reviewed the HND RNAV (GPS) B Approach. The addition of a TAA or procedure turn on this approach would interfere with arrival and departure traffic at McCarran International Airport (LAS). Additionally, practice approaches are rarely authorized at HND due to the operations at LAS.

The FAA is proposing to amend the VGT RNAV (GPS) RWY 12R approach. During the design of this procedure, the FAA was unable to develop a TAA or procedure turn due to high terrain northwest of VGT.

Comments-Responses

Comment #10 Submitted by: Brent, Linda R

Comment Received:

Page 1 of 1

McCarron airport in Lss Vegas

jbrent6179@aol.com <jbrent6179@aol.com>

Thu 12/5/2019 10:28 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Gentlemen: I realize we need to share this guys in Southwest Las Vegas. However, it would be appreciated if the flight paths could be used just above Patrick Lane sometimes instead of always over the houses immediately to the south part of Patrick Lane. Thank you for consideration of this matter. Sincerely Linda R. Brent

Topics Identified in the Comment #10

Proposed Air Traffic Procedures Related Topics

- Departure from Runway 08

FAA Response for Comment #10 Topics

Departures from Runway 08 - The Federal Aviation Administration (FAA) received a comment requesting the McCarran International Airport (LAS) Runway 08 Left departures be moved laterally, slightly north over Patrick Lane in Henderson, NV. Although the commenter did not identify Runway 08 Left or flight paths departing LAS, FAA made this connection based on the commenter's reference to Patrick Lane.

The design of departure procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Additionally, the FAA needs to consider surrounding traffic flows, patterns, terrain and interacting procedures. The design of these procedures provides minimum lateral separation from helicopter tour traffic which is required to fly an east/west route north of the departure path of aircraft taking off of Runway 08. Any movement north (even a few blocks) for departures would result in less than minimum separation requirements.

After review, the FAA determined that lateral movement of the LAS Runway 08 transition departure procedures—namely, the GIDGT, JOHKR, NIITZ, RASLR and RADYR—could not be accomplished due to safety.

Comments-Responses

Comment #11 Submitted by: Brutch, Eric

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: Dec 13th 2019

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: BRUTCH Middle Initial: _____ * First Name: ERIC

* Mailing Address: 2389 CROCODILE AVE

* City: HOND State: NV * Zip Code: 89052

* Your email address: topsailnow@yahoo.com

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

PREFER SAME I ARRIVAL PATH

Topics Identified in the Comment #11

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration

Proposed Air Traffic Procedures Related Topics

- GAMES Arrival Procedure

FAA Response for Comment #11 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F,

Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

GAMES Arrival Procedure - Two commenters expressed a preference for the proposed GAMES arrival procedure. This procedure is proposed for Henderson Executive Airport arrivals and for propeller driven aircraft landing at McCarran International Airport.

Comments-Responses

Comment #12 Submitted by: Buagess, Casey

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 12/12/2019 11:04 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (3 KB)

contact.csv;

Email: casey@industryorange.com

Name: Casey Baugess

Mailing Address: 7115 Rogers St

Aviation noise: We accept the current noise level, anything beyond this will make living in this area intolerable.

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations: The airport owns a lot of land in our area and there is little to no knowledge about what they have intended that land to be used for. Access to information on their future plans would be nice to know.

Possible increase in Aviation noise: The current noise produced by the airport and airplanes in the area is tolerable and is what we signed up for by moving into the Warm Springs/Decatur area. We understand that. There are often times when jumbo jets or military aircraft depart from McCarran and the noise can be heard throughout the house and even has rattled dishes and windows before. An increase in this noise would only make things worse for our entire community. Having airplanes even 5k feet above our house would produce enough noise to rattle windows and wake up our children. Our kids have been woken up just by the military aircraft that fly low and close to our home. The noise increase would also make it an unsafe environment for the animals that live in the area. We are a rural community with a lot of horses, chickens and livestock.

Aviation noise concentration:

Purpose and need for the project:

Air Quality: Having an increase in airline traffic directly above our homes will only increase the amount of pollution in our area.

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: The current plan shows the new path going down Warm Springs/Decatur area. An alternative path could be to fly down Blue Diamond and cut over by the 15 freeway. This would eliminate a lot of the noise and low level flying over our community. The noise and air pollution would then be directly over major roadways and would cause much less of a disturbance. Please take into consideration the families and neighborhoods this will have a direct affect on. A slight increase in airport traffic or efficiency isn't worth disrupting an entire community. We all have worked hard for our homes, we love our neighborhood and we wish the FAA will consider the thousands of lives this will directly affect. This is much bigger than saving a little bit of fuel or getting an additional plane landed an hour. You also forgot one category: Safety. Low level flying above all these homes will only increase the risk of an accident caused by these aircraft. Homes are not allowed to be built directly under flight paths so why can flight paths change to be directly over homes? This seems very unsafe. When making these decisions, please ask yourself if you want this flight path directly above your home?

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_14_5) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/78.0.3904.108 Safari/537.36

Topics Identified in the Comment #12

NEPA Related and General Topics

- Access to Knowledge About Aviation and/or Airport Concerns
- Airport Land Use
- Biological/Wildlife Impacts
- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Purpose and Need/Out of Scope

- Safety
- Sleep Disturbance

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #12 Topics

Access to Knowledge About Aviation and/or Airport Concerns - The Federal Aviation Administration (FAA) recognizes the importance of communicating with the public and providing sufficient information when proposing operational changes at an airport that could potentially have an environmental impact on the local community. Air traffic control involves a unique set of technical terms and issues that the public at large may not understand. The FAA employed multiple methods of public communication to provide information about how the FAA manages air traffic, describe the proposed Las Vegas Metroplex Project, and disclose a clear and accurate description of the Project's potential environmental impacts. For example, the FAA created a public website, at the link provided below, that includes the FAA's Environmental Assessment (EA) for the Project, materials presented at the numerous public workshops, and additional materials (e.g., Google Earth files) provided to facilitate public understanding. In addition to describing the Project and its potential environmental effects, the EA includes a primer on air traffic control and separation criteria in Chapter 1 and a list of acronyms and glossary in Appendix D.

http://metroplexenvironmental.com/las_metroplex/las_docs.html

Airport Land Use - The comments in this category express an interest in understanding what airport land will be used for or why the airport has sold airport property. Current and future plans for land use of airport property are under the purview of the airport owner/operator. Las Vegas McCarran International Airport, Henderson Executive Airport and North Las Vegas Airport are operated by the Clark County Department of Aviation. Clark County Department of Aviation can be contacted through its website or other contact information listed below.

<https://www.mccarran.com/>
McCarran International Airport
P.O. Box 11005
Las Vegas, Nevada 89111-1005
702-261-5100

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted

Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

Sleep Disturbance - Comments expressed concerns about disruption to sleep or sleep patterns. Appendix E: Section E.10 Sleep Interference of the Environmental Assessment (EA) provides a description of sleep disruption from noise. As discussed in Chapter 5: Environmental Consequences, of the EA, the noise modeling analysis indicated that the Las Vegas Metroplex project would not result in significant or reportable noise increase (See Table 5-2: Criteria for Determining Impacts of Changes in Aircraft Noise) impacts for the forecasted years of 2020 and 2025.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

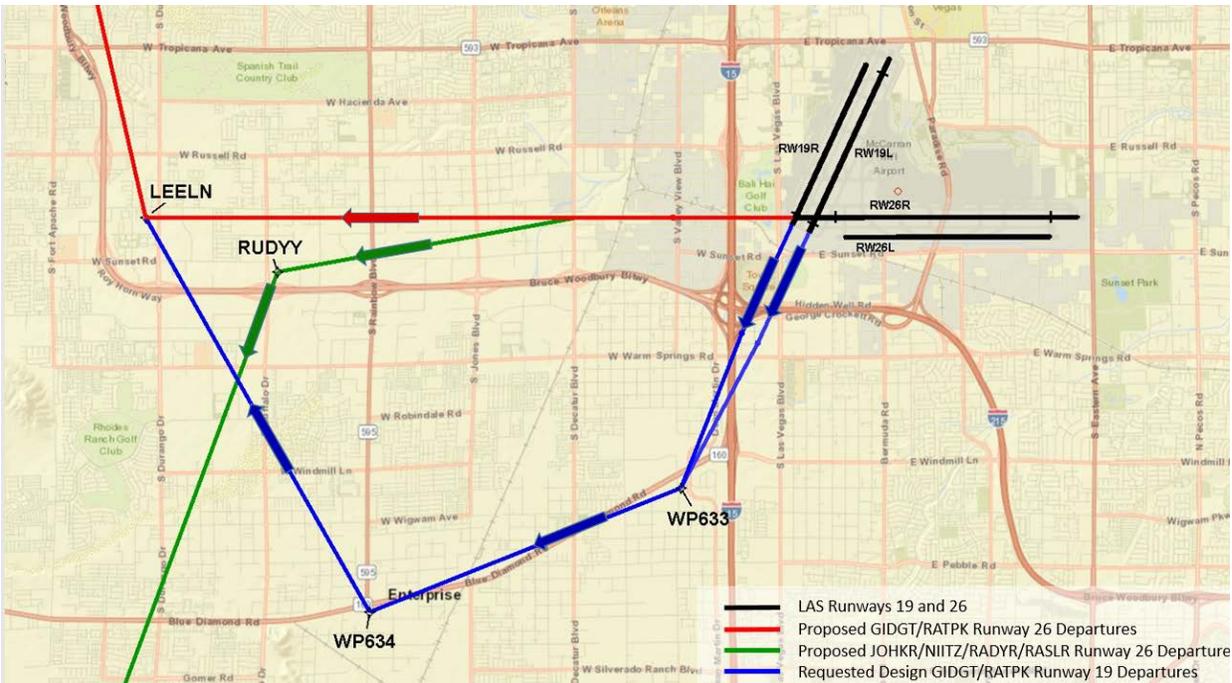


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #13 Submitted by: Buckardt, Linda R

Comment Received:

Page 1 of 1

airplane noise

Linda Buckardt <buckalin@aol.com >

Thu 12/12/2019 12:45 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Cc: buckalin@aol.com <buckalin@aol.com>

Dear Sir or Madam,

It has come to my attention that the air traffic from McCarron airport may change.

I live about 6 blocks from the Henderson Executive airport.

A few years ago the FAA changed the flight path of those airplanes coming in and going out of there and I have the annoyance has them flying over my home for both takeoffs and landings. This increases greatly on the weekends.

The current pattern is supposed to be that they exit the Executive airport and follow a flight path which brings them over St. Rose Parkway before turning. This has not been happening. With each industry that is being built inside of the flight path, Henderson city Council approved for the benefit of the builders, brings more traffic over Sun City Anthem.

With the Raiders practice stadium nearby, there is concern that the planes will be larger and noisier and come back at wee hours in the morning. Planes are already landing after 12:30 and 1:00 in the morning.

This proposal reeks of a builder who wants to build apartment complexes at the end of the runway. I was at a Henderson City Council meeting where Jim Murren, a lobbyist for builders, presented an apartment complex plan at the end of the runway that was voted down by the Council.

Thank you.

Linda Buckardt
Henderson, NV 89052
buckalin@aol.com

Topics Identified in the Comment #13

NEPA Related and General Topics

- General Aviation/Visual Flight Rules
- Possible Increase in Aviation Noise
- Purpose and Need/Out of Scope

FAA Response for Comment #13 Topics

General Aviation/Visual Flight Rules - The comments in this category expressed concerns that general aviation operations were not considered. Section 1.2.2: Air Traffic Control Within the National Airspace System of the Environmental Assessment describes two categories of flight rules, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). The purpose of the proposed project is to address the inefficiency of existing IFR aircraft flight procedures in the Las Vegas Metroplex General Study Area. Aircraft operating under VFR rules are not part of the scope of the project.

Comments raised at public workshops expressed concerns about VFR activities near Henderson Executive Airport (HND). The comments in this category are similar to those stated at the workshops and therefore the Federal Aviation Administration (FAA) assumes they reference VFR aircraft operating on and around HND. The FAA was unable to find any correlation between the development of IFR arrival/departure procedures and the issues raised in these comments.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures

that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #14 Submitted by: Buckardt, Linda

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Mon 1/13/2020 10:31 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: buckalin@aol.com

Name: Linda Buckardt

Mailing Address: 1664 Rockcrest Hills Av. Henderson, NV 89052

Aviation noise: The planes approach Henderson Exec. Airport lower when it is cloudy. Multiple helicopters land at the airport. The planes do not follow the flight path on St. Rose. Multiple planes over most of SCA.

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project: Tom Steyer divested NextGen before declaring his presidency. His business, his profit. He said that he will declare an emergency on day 1 if elected. As an opponent of fossil fuels I'm concerned that oil dependent airplanes will be grounded or highly curtailed. The excessive costs in this project will move me out of a flight path by either 400' or 400 yards. I was told that planes of the future won't be able to make the curve into the airport if not widened. What a fairytale. Less efficient than now? The FAA may pass this because people are more afraid of losing their jobs. Planes of the future could land almost straight down and won't need a flight path. Some of the study is fear mongering. At a COH Council meeting, a builder was denied building a high density apartment building. The lobbyist probably should have not said a comment that perhaps, the flight path could be moved.

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: I don't believe that this project will be cost effective but will be very profitable for NextGen.

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/
User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_14_6) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.3 Safari/605.1.15

Topics Identified in the Comment #14

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- General Aviation/Visual Flight Rules
- Purpose and Need/Out of Scope

FAA Response for Comment #14 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

General Aviation/Visual Flight Rules - The comments in this category expressed concerns that general aviation operations were not considered. Section 1.2.2: Air Traffic Control Within the National Airspace System of the Environmental Assessment describes two categories of flight rules, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). The purpose of the proposed project is to address the inefficiency of existing IFR aircraft flight procedures in the Las Vegas Metroplex General Study Area. Aircraft operating under VFR rules are not part of the scope of the project.

Comments raised at public workshops expressed concerns about VFR activities near Henderson Executive Airport (HND). The comments in this category are similar to those stated at the workshops and therefore the Federal Aviation Administration (FAA) assumes they reference VFR aircraft

operating on and around HND. The FAA was unable to find any correlation between the development of IFR arrival/departure procedures and the issues raised in these comments.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #15 Submitted by: Bundorf, Judith A

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Mon 1/20/2020 9:30 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: jbundorf@cox.net

Name: Judith A. Bundorf

Mailing Address: 1800 Sterling Point Court Henderson, NV 89012

Aviation noise:

Noise concentration:

Current environmental concerns: Impact to air quality and possible noise where the two approaches to the Henderson Airport converge over Searchlight, NV, where I own real estate.

Access to knowledge about aviation and/or airport operations: No one in Searchlight was notified of the proposed traffic patterns converging over Searchlight. This proposed revision will have a negative impact on a commercial drone testing facility located at the Searchlight Airport.

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns: Noise and air pollution over National Monuments and Wilderness Areas in southern Clark County.

Concerns that should be considered for the project:

Additional comments: The small community of Searchlight has struggled to attract businesses. One of the few new up and coming businesses that has come to the community is a commercial drone testing facility located at the Searchlight Airport. The elevation of the proposed approaches is in conflict with the ability of this growing business to attract more clients, which means more economic growth for the Searchlight community. The owner of the airport has made a huge investment, as has the operator of the drone testing facility.

The planned route could put them out of business. The airport has been in existence since the 1940's, and is an emergency landing strip for both military and private aircraft. The new Metroplex route may impact the safety of both military and private aircraft attempting emergency landing at the Searchlight Airport. Please consider another route that won't impact the Searchlight Airport.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; WOW64; Trident/7.0; rv:11.0) like Gecko

Topics Identified in the Comment #15

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Projected Environmental Concerns
- Public Outreach/Workshop Access
- Safety

Proposed Air Traffic Procedures Related Topics

- NTNDO Arrival Procedure

FAA Response for Comment #15 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Public Outreach/Workshop Access - The Federal Aviation Administration (FAA) recognizes the importance and value of public input in the National Environmental Policy Act (NEPA) process, and substantial public outreach has been conducted in support of the Las Vegas Metroplex project. The FAA is committed to engaging the public in the environmental review process as required by both NEPA and FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

On April 25, 26 and 27, 2017, the FAA conducted pre-design workshops in three locations to inform the public of the types of issues the project would attempt to resolve. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts.

On September 30, 2018, a notice of intent to prepare an Environmental Assessment (EA) was published in the Las Vegas Review Journal newspaper. Appendix A: Agency Coordination, Public Involvement, and List of Receiving Parties, of the EA includes a copy of the notice of intent letter (and attachments), an affidavit of newspaper publication, and a list of the receiving agencies.

On April 9, 10 and 11, 2019 the FAA conducted public workshops in three locations to inform citizens of preliminary designs and to solicit input. Based on the comments received, the FAA conducted a review of the procedures. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts.

On December 9, 10, 11, 12 and 13, 2019 the FAA conducted public workshops in five locations to inform citizens of the Draft Environmental Assessment in order to provide an opportunity to learn about the project. The public was afforded sixty-four days to provide comments on the project. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts prior to December 9, 2020. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts. This resulted in three local newscasts that informed the public about the workshops locations, dates and times.

Throughout all of the public engagement efforts, local, state and federal representatives were advised of activities and were requested to inform their constituents of the project.

Appendix A of the EA provides a full description of all public outreach/engagement activities of the Las Vegas Metroplex project.

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the

possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

NTNDO Arrival Procedure - Several commenters stated their opposition to the proposed NTNDO arrival procedure, which would serve Henderson Executive Airport (HND) and North Las Vegas Airport (VGT). The commenters expressed concerns about the procedure's impact on the town of Searchlight and on current and planned operations at the Searchlight Airport (1L3), including testing of Unmanned Aircraft Systems (drones).

HND arrivals from the south currently utilize the JOMIX arrival procedure. The NTNDO arrival procedure would replace the JOMIX arrival procedure. The JOMIX arrival procedure routes aircraft 1.3 nautical miles east of 1L3. The proposed NTNDO arrival procedure has a transition from the southeast that would route aircraft over the southern edge of 1L3. A transition from the southwest would route HND and VGT arrivals 2.13 nautical miles west of 1L3.

The JOMIX arrival procedure routes aircraft east of the town of Searchlight, Nevada. The NTNDO arrival procedure would route aircraft west of the town by approximately the same distance.

The Federal Aviation Administration (FAA) reviewed historical flight data for the period of October 1, 2019 to December 31, 2019. Using a ten nautical mile diameter circle centered on 1L3, there were a total of 972 flights that entered the defined area at or below 15,000 feet mean sea level, or 11,450 feet above ground level. See **Figure 1**. Of these, 382 landed at either HND or VGT. See **Figure 2**. This number represents only aircraft receiving air traffic control services. There is no way to determine the number of aircraft overflying 1L3 that were not receiving air traffic services.

The proposed NTNDO arrival procedure was designed to increase safety and efficiency in the Las Vegas Metroplex. In designing the procedure, consideration was given to interactions with terrain, procedures serving other Las Vegas Valley airports, and other air traffic flows.

After review, the FAA determined that the proposed NTNDO arrival procedure could not be moved or eliminated due to safety and efficiency considerations.

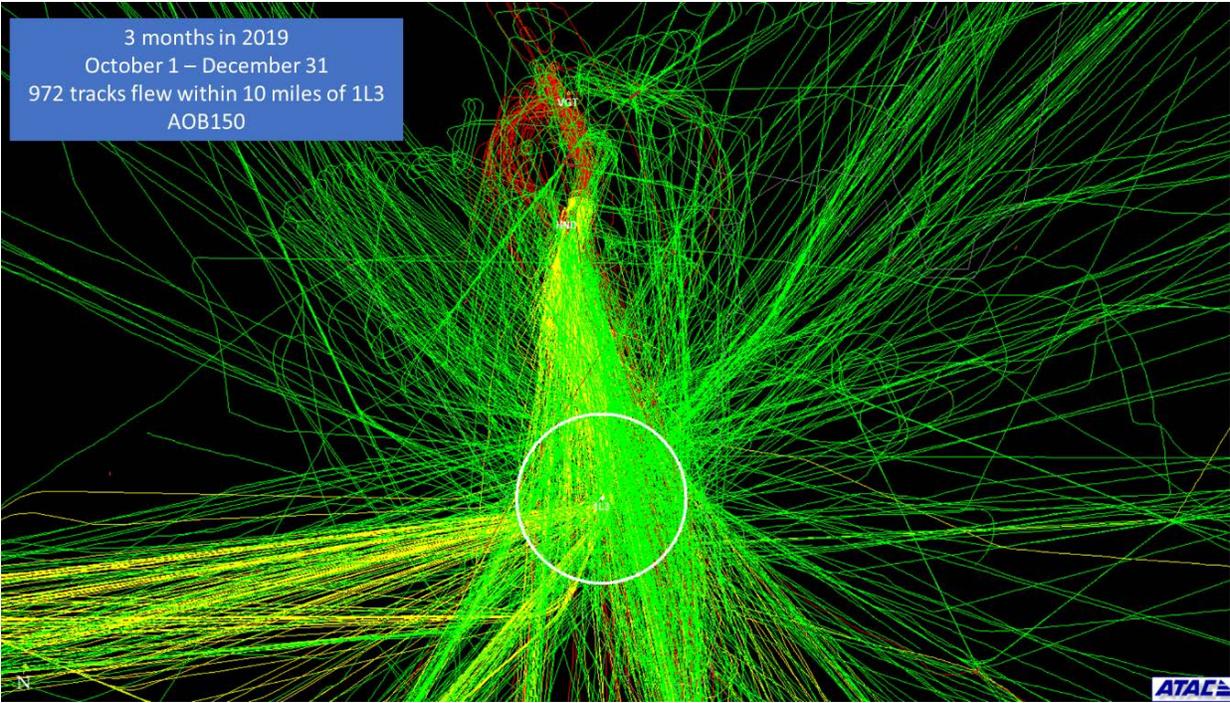


Figure 1. Flight Tracks over or near 1L3 at or below 15,000 feet above mean sea level

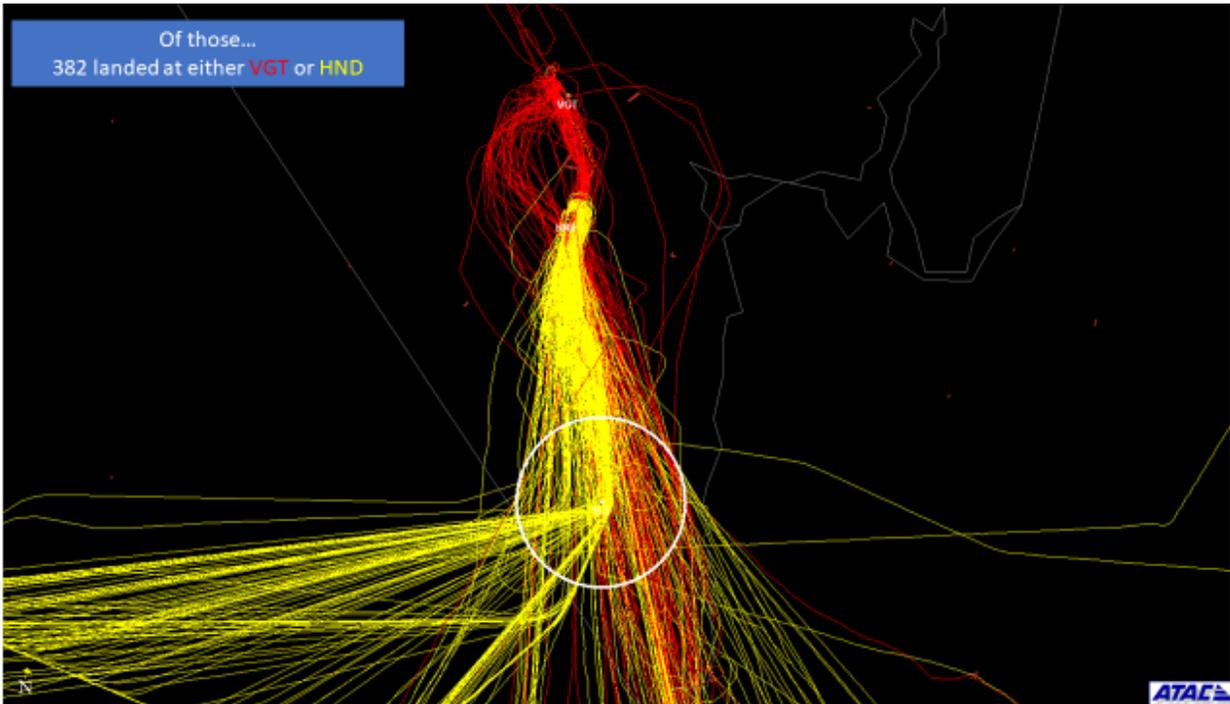


Figure 2. Aircraft landing at North Las Vegas Airport or Henderson Executive Airport

Comments-Responses

Comment #16 Submitted by: Burkardt, Linda R

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12/13/19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: Buckardt Middle Initial: R. * First Name: Linda

* Mailing Address: 1664 Rockcrest Hills Ave.

* City: Henderson * State: NV * Zip Code: 89052

* Your email address: buckalin

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- ~~Possible~~ increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

Bringing the flight path south of St. Rose Pkwy will increase noise + accident potential, air traffic coming out of New Exec. Airport is supposed to follow St. Rose Pkwy, but doesn't. It goes right over my house within 6 blocks from my house. Air traffic could go out over the Henderson West industrial area where it would impact

Date: 10/13/19

Resorting benefits the builders who want to make money

Ex.: build apartments at the end of McCarren which was denied.

Some people in the 7 Hills area complained about the noise - wealthier and it was resorted over Anthem.

Bringing traffic to south end of Sahara Blvd
will increase noise & accident potential, bringing
coming out of the Dec. project is supposed to
follow the same path, but doesn't. It goes right
over my house in this block a few more houses
the traffic could go out over the Henderson
West industrial area which would impact

Topics Identified in the Comment #16

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- General Aviation/Visual Flight Rules
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Purpose and Need/Out of Scope

FAA Response for Comment #16 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

General Aviation/Visual Flight Rules - The comments in this category expressed concerns that general aviation operations were not considered. Section 1.2.2: Air Traffic Control Within the National Airspace System of the Environmental Assessment describes two categories of flight rules, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). The purpose of the proposed project is to address the inefficiency of existing IFR aircraft flight procedures in the Las Vegas Metroplex General Study Area. Aircraft operating under VFR rules are not part of the scope of the project.

Comments raised at public workshops expressed concerns about VFR activities near Henderson Executive Airport (HND). The comments in this category are similar to those stated at the workshops and therefore the Federal Aviation Administration (FAA) assumes they reference VFR aircraft operating on and around HND. The FAA was unable to find any correlation between the development of IFR arrival/departure procedures and the issues raised in these comments.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases.

Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night

Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #17 Submitted by: Cahill, Casey

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Mon 12/9/2019 3:31 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (4 KB)

contact.csv;

Email: caseycahill@caseycahill.com

Name: Casey Cahill

Mailing Address: 3791 Territory Street Las Vegas, NV 89121

Aviation noise: In 2012, our neighborhood was peaceful and quiet all the time. Then work began on Terminal D and resurfacing of the major E-W runway. As noise levels increased, along with an alarming frequency of flights, our calls to the Noise Complaint Hotline resulted in, "Sorry for the inconvenience, it could be two years until things RETURN TO NORMAL." However, there has never been a return to normal. Instead, noise levels continue to raise, planned flight routes designated to go north PAST Desert Inn take an abrupt right hand turn virtually straight off of Terminal Ds North runway, right over our neighbor cutting what is "planned" into a "close enough to get out of the valley." Anyone looking at a map of Las Vegas or driving the streets of Paradise knows that the EAST route out of here with the LEAST AMOUNT of residential impact is along Sahara or Charleston or higher (north). Sahara east of Pecos/McLeod is almost solid car dealerships! If your concern is for public safety, doesn't this make the most sense? Duh!

Noise concentration: Apparently pilots are allowed to "gun it" if they want. Whether they are running late or whatever the reason, there is absolutely no need to increase thrust to the degree that those of us on the ground CRINGE time after time!

Current environmental concerns: Air traffic most often at full throttle lays a fine mist of unspent fuel that not only stretches for miles, but lands DIRECTLY below on homes, vehicles, people, children, school yards, pets, plants, wildlife, etc. The blue film on windows and windshields - parked outside OR inside closed garages - is enough to frighten anyone. Lung issues should be paramount for the FAA and EPA!

Access to knowledge about aviation and/or airport operations: Your reports are conveniently filled with jargon to the point that your average citizen, unless willing to hire a professional, has little to no chance of understanding. We know that's the point - congratulations! You're succeeding.

Possible increase in Aviation noise: We cannot even begin to imagine more noise for the love of heaven!

Aviation noise concentration: As things are currently, once flights start in this direction (Twain/E Viking, S Pecos/Sandhill), they continue one after the others for HOURS on end. Again, flight paths indicate planes are going north then turning right north of Desert Inn, but this is not the case! They turn right/east right off the end of the runway. Isn't there a flight plan?

Purpose and need for the project: Of course there needs to be a satisfactory plan for the valley, but one can't help but wonder if anyone really cares what the citizens of Paradise think, feel or need.

Air Quality: Good lord! Within the unstructured flight plan heading east, commercial and noncommercial flights rain jet fuel down on not just our homes but not less than eight public and private schools. Children walk to and from school and are subject to the same amounts of raining down unspent fuel as the entire community. Check the ratings for just the elementary and high school in the 89121 area - their ratings are abysmal. It is documented that environmental issues play a critical role in children's education, health and future. Health and safety for children should be of paramount concern!

Future environmental concerns: Rinse and repeat all input written above and below if something SMART is not done for the Las Vegas Valley as a whole!

Concerns that should be considered for the project: Our biggest concern is that what we have to say, write, or need will not be taken into consideration anyway. Like an HOA, have you already made up your minds and all this commenting is for show? We sincerely pray not!

Additional comments: Please take the compassionate and decent human actions and make a plan that works for all not just the few.

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/
User agent: Mozilla/5.0 (Windows NT 6.1; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/78.0.3904.108 Safari/537.36

Topics Identified in the Comment #17

NEPA Related and General Topics

- Access to Knowledge About Aviation and/or Airport Concerns
- Existing Aviation Noise and Environmental Concerns
- Physical/Mental Health
- Projected Air Quality Concerns
- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 01

FAA Response for Comment #17 Topics

Access to Knowledge About Aviation and/or Airport Concerns - The Federal Aviation Administration (FAA) recognizes the importance of communicating with the public and providing sufficient information when proposing operational changes at an airport that could potentially have an environmental impact on the local community. Air traffic control involves a unique set of technical terms and issues that the public at large may not understand. The FAA employed multiple methods of public communication to provide information about how the FAA manages air traffic, describe the proposed Las Vegas Metroplex Project, and disclose a clear and accurate description of the Project's potential environmental impacts. For example, the FAA created a public website, at the link provided below, that includes the FAA's Environmental Assessment (EA) for the Project, materials presented at the numerous public workshops, and additional materials (e.g., Google Earth files) provided to facilitate public understanding. In addition to describing the Project and its potential environmental effects, the EA includes a primer on air traffic control and separation criteria in Chapter 1 and a list of acronyms and glossary in Appendix D.
http://metroplexenvironmental.com/las_metroplex/las_docs.html

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures

that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Right Turn on Departure from Runway 01 - The Federal Aviation Administration (FAA) received one comment concerning the designs of the LAS GIDGT, NIITZ, RASLR and RATPK departures on the Runway 01 transitions. Although the procedures were not named, the commenter explained that “planned flight routes designated to go north PAST Desert Inn take an abrupt right hand turn virtually straight off of Terminal Ds North runway...” Based on this information, FAA associates this comment or description with the procedures that depart Runway 01 and make a right turn.

These proposed procedures were designed to provide continuity and integration with other procedures in the Proposed Action accommodating new arrival and departure paths for McCarran International Airport (LAS), Henderson Executive Airport and North Las Vegas Airport. Although the LAS GIDGT, NIITZ, RASLR and RATPK Runway 01 transitions are new designs, they will fly lateral and vertical paths that are similar to those of the existing procedures, such that aircraft using them would remain within historical flight tracks.

Comments-Responses

Comment #18 Submitted by: Ciocan, Daniela M

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 1/2/2020 8:15 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (963 bytes)

contact.csv;

Email: danielac11375@yahoo.com

Name: daniela m ciocan

Mailing Address: 7815 La Cienega St

Aviation noise: increase noise level from airplanes taking off

Noise concentration: is this a permanent thing?

Current environmental concerns:

Access to knowledge about aviation and/or airport operations: is there a way to share information publicly on flight path changes with the community?

Possible increase in Aviation noise: the noise level has significantly increased in this area where i live

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/?CFID=314539131&CFTOKEN=224bc8d2041b084e-20213C48-D0F7-E819-3131F9D6A9FE3BFB

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.88 Safari/537.36

Topics Identified in the Comment #18

NEPA Related and General Topics

- Access to Knowledge About Aviation and/or Airport Concerns
- Existing Aviation Noise and Environmental Concerns

- Metroplex Environmental Website/Access to Proposals

FAA Response for Comment #18 Topics

Access to Knowledge About Aviation and/or Airport Concerns - The Federal Aviation Administration (FAA) recognizes the importance of communicating with the public and providing sufficient information when proposing operational changes at an airport that could potentially have an environmental impact on the local community. Air traffic control involves a unique set of technical terms and issues that the public at large may not understand. The FAA employed multiple methods of public communication to provide information about how the FAA manages air traffic, describe the proposed Las Vegas Metroplex Project, and disclose a clear and accurate description of the Project's potential environmental impacts. For example, the FAA created a public website, at the link provided below, that includes the FAA's Environmental Assessment (EA) for the Project, materials presented at the numerous public workshops, and additional materials (e.g., Google Earth files) provided to facilitate public understanding. In addition to describing the Project and its potential environmental effects, the EA includes a primer on air traffic control and separation criteria in Chapter 1 and a list of acronyms and glossary in Appendix D.

http://metroplexenvironmental.com/las_metroplex/las_docs.html

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Comments-Responses

Comment #19 Submitted by: Cross, Steve and Susan

Comment Received:

Page 1 of 1

Thanks

Steve Cross <stevecross@gmail.com >

Mon 12/16/2019 11:06 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Much appreciate the briefing and all the work that went into it. Found the people to be very helpful, and the information direct and complete.

Job well done.

Steve and Susan Cross

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Steve Cross

stevecross@gmail.com

702-375-3305

stevecross.com

Topics Identified in the Comment #19

NEPA Related and General Topics

- Support for Proposed Changes

FAA Response for Comment #19 Topics

Support for Proposed Changes - The Federal Aviation Administration (FAA) would like to say thank you to those who took the time to attend our presentations and commented positively about the project and the FAA's efforts.

Comments-Responses

Comment #20 Submitted by: Crowe, Timothy N

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Wed 12/11/2019 3:59 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: tcrowe@sgws.com

Name: Timothy N. Crowe

Mailing Address: 7191 Hinson Street Las Vegas, NV 89118

Aviation noise: ,

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: We already have aviation noise and the proposed change would bring the planes closer to our neighborhood

Aviation noise concentration: It seems the noise would be concentrated directly above our neighborhood.

Purpose and need for the project: I would need to be convinced of the need for a change to the current flight paths.

Air Quality: Particulates from exhaust would increase in our neighborhood.

Future environmental concerns: Our environment would be affected from increased noise and dirtier air. Many residents have livestock that would be aggravated by the air traffic.

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; WOW64; Trident/7.0; rv:11.0) like Gecko

Topics Identified in the Comment #20

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns
- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #20 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las

Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and

procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).



Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #21 Submitted by: Daniels, Jonathan H

Comment Received:

Page 1 of 1

LAS Metroplex EA Study

Jonathan Daniels <jon.daniels@praxisaerospace.com >

Fri 12/6/2019 9:34 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Cc: Haukohl, Kurt <KHaukohl@dot.nv.gov>

Good morning,

Who did you contact related to impacts on the Searchlight Airpark (1L3) for this Study? Can you provide names and dates for that point of contact?

Sincerely,

Jonathan H. Daniels

CEO

Praxis Aerospace Concepts International, Inc.

A Service Disabled Veteran-Owned Small Business (SDVOSB)

980 American Pacific Dr, Suite 102

Henderson, Nevada 89014

www.praxisaerospace.com

jon.daniels@praxisaerospace.com

Office: 702-586-1160

Fax: 702-989-8601

Conference: 702-586-0620



PACI is a Certifying Body for AUVSI's Trusted Operator

Program

Praxis (process): the process by which a theory, lesson, or skill is enacted, practiced, embodied, or realised

Topics Identified in the Comment #21

Proposed Air Traffic Procedures Related Topics

- NTNDO Arrival Procedure

FAA Response for Comment #21 Topics

NTNDO Arrival Procedure - Several commenters stated their opposition to the proposed NTNDO arrival procedure, which would serve Henderson Executive Airport (HND) and North Las Vegas Airport (VGT). The commenters expressed concerns about the procedure's impact on the town of Searchlight and on current and planned operations at the Searchlight Airport (1L3), including testing of Unmanned Aircraft Systems (drones).

HND arrivals from the south currently utilize the JOMIX arrival procedure. The NTNDO arrival procedure would replace the JOMIX arrival procedure. The JOMIX arrival procedure routes aircraft 1.3 nautical miles east of 1L3. The proposed NTNDO arrival procedure has a transition from the southeast that would route aircraft over the southern edge of 1L3. A transition from the southwest would route HND and VGT arrivals 2.13 nautical miles west of 1L3.

The JOMIX arrival procedure routes aircraft east of the town of Searchlight, Nevada. The NTNDO arrival procedure would route aircraft west of the town by approximately the same distance.

The Federal Aviation Administration (FAA) reviewed historical flight data for the period of October 1, 2019 to December 31, 2019. Using a ten nautical mile diameter circle centered on 1L3, there were a total of 972 flights that entered the defined area at or below 15,000 feet mean sea level, or 11,450 feet above ground level. See **Figure 1**. Of these, 382 landed at either HND or VGT. See **Figure 2**. This number represents only aircraft receiving air traffic control services. There is no way to determine the number of aircraft overflying 1L3 that were not receiving air traffic services.

The proposed NTNDO arrival procedure was designed to increase safety and efficiency in the Las Vegas Metroplex. In designing the procedure, consideration was given to interactions with terrain, procedures serving other Las Vegas Valley airports, and other air traffic flows.

After review, the FAA determined that the proposed NTNDO arrival procedure could not be moved or eliminated due to safety and efficiency considerations.

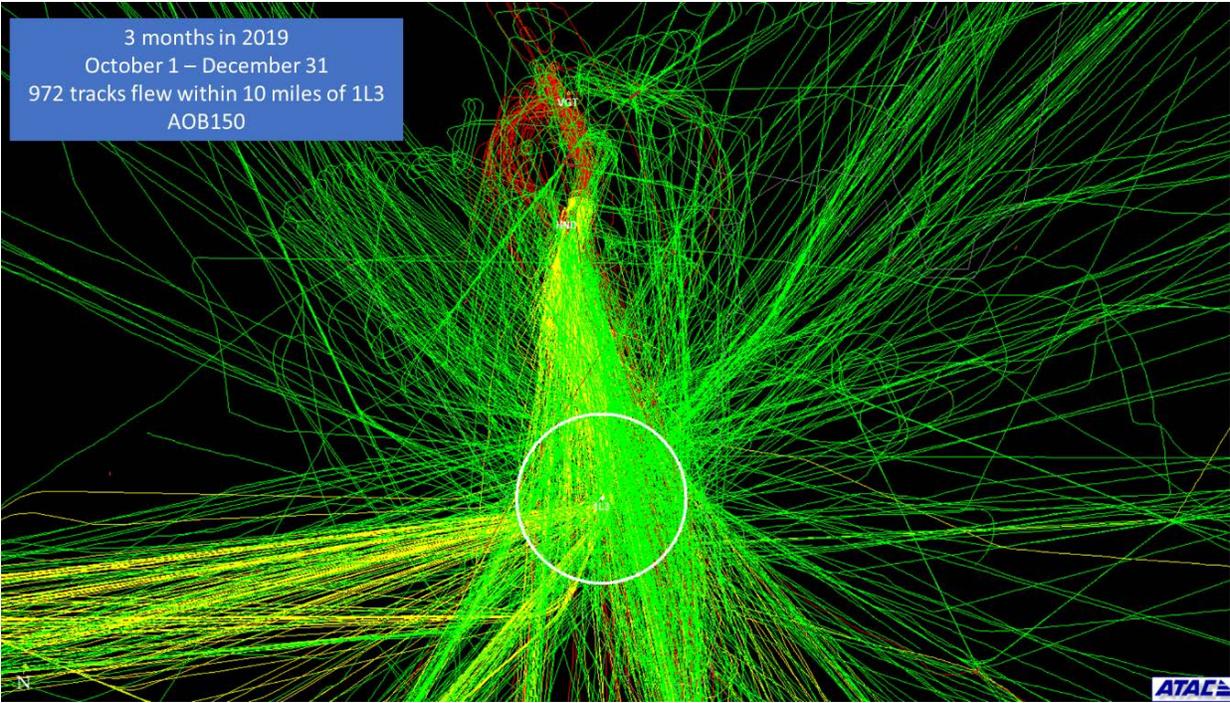


Figure 1. Flight Tracks over or near 1L3 at or below 15,000 feet above mean sea level

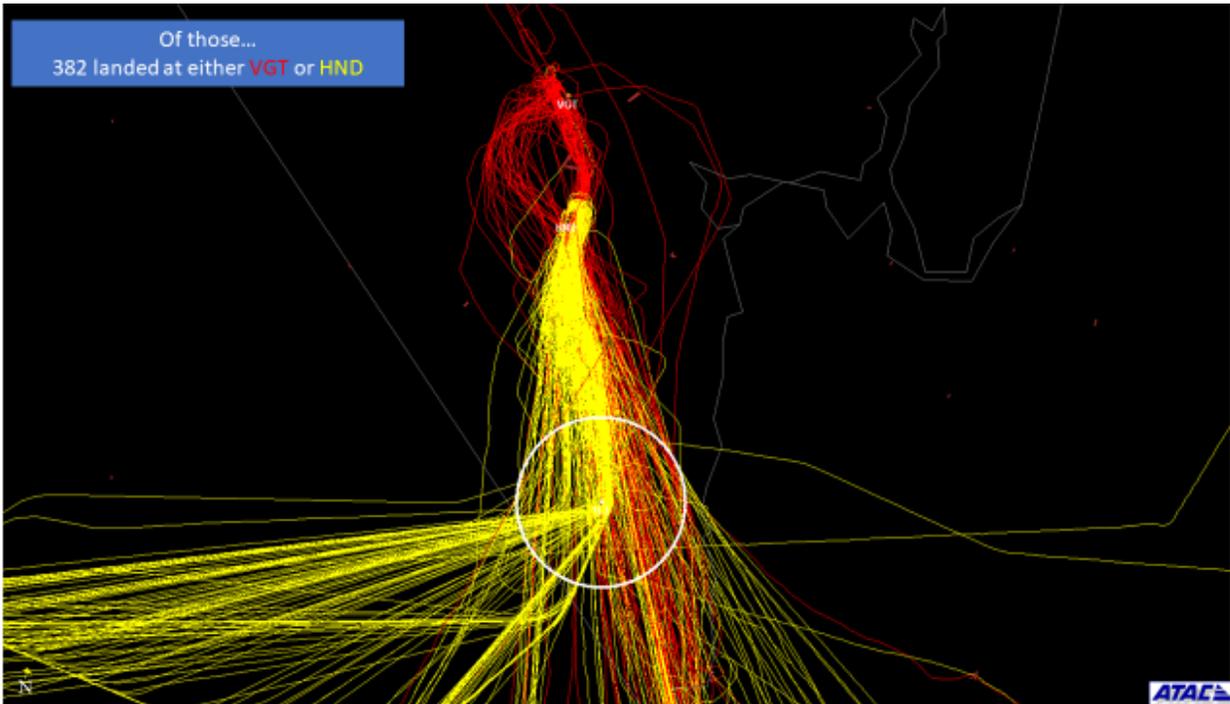


Figure 2. Aircraft landing at North Las Vegas Airport or Henderson Executive Airport

Comments-Responses

Comment #22 Submitted by: Daniels, Jonathan H

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date:

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: DANIELS Middle Initial: H * First Name: JONATHAN

* Mailing Address: 980 AMERICAN PACIFIC DR, STE 102

* City: HENDERSON * State: NV * Zip Code: 89014

* Your email address: JON.DANIELS@PRAXISAEOSPACE.COM

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

IMPACT ON CURRENT AND FUTURE PLANS FOR SEARCHLIGHT AIR PARKS (143)

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

- 1) IMPACT OF CURRENT AND PROPOSED ROUTING OVER SEARCHLIGHT AIRPARKS
- 2) ISSUES RELATED TO UNMANNED AVIATION INTEGRATION

Topics Identified in the Comment #22

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Projected Environmental Concerns

Proposed Air Traffic Procedures Related Topics

- NTNDO Arrival Procedure

FAA Response for Comment #22 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas

Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

NTNDO Arrival Procedure - Several commenters stated their opposition to the proposed NTNDO arrival procedure, which would serve Henderson Executive Airport (HND) and North Las Vegas Airport (VGT). The commenters expressed concerns about the procedure's impact on the town of Searchlight and on current and planned operations at the Searchlight Airport (1L3), including testing of Unmanned Aircraft Systems (drones).

HND arrivals from the south currently utilize the JOMIX arrival procedure. The NTNDO arrival procedure would replace the JOMIX arrival procedure. The JOMIX arrival procedure routes aircraft 1.3 nautical miles east of 1L3. The proposed NTNDO arrival procedure has a transition from the southeast that would route aircraft over the southern edge of 1L3. A transition from the southwest would route HND and VGT arrivals 2.13 nautical miles west of 1L3.

The JOMIX arrival procedure routes aircraft east of the town of Searchlight, Nevada. The NTNDO arrival procedure would route aircraft west of the town by approximately the same distance.

The Federal Aviation Administration (FAA) reviewed historical flight data for the period of October 1, 2019 to December 31, 2019. Using a ten nautical mile diameter circle centered on 1L3, there were a total of 972 flights that entered the defined area at or below 15,000 feet mean sea level, or 11,450 feet above ground level. See **Figure 1**. Of these, 382 landed at either HND or VGT. See **Figure 2**. This number represents only aircraft receiving air traffic control services. There is no way to determine the number of aircraft overflying 1L3 that were not receiving air traffic services.

The proposed NTNDO arrival procedure was designed to increase safety and efficiency in the Las Vegas Metroplex. In designing the procedure, consideration was given to interactions with terrain, procedures serving other Las Vegas Valley airports, and other air traffic flows.

After review, the FAA determined that the proposed NTNDO arrival procedure could not be moved or eliminated due to safety and efficiency considerations.

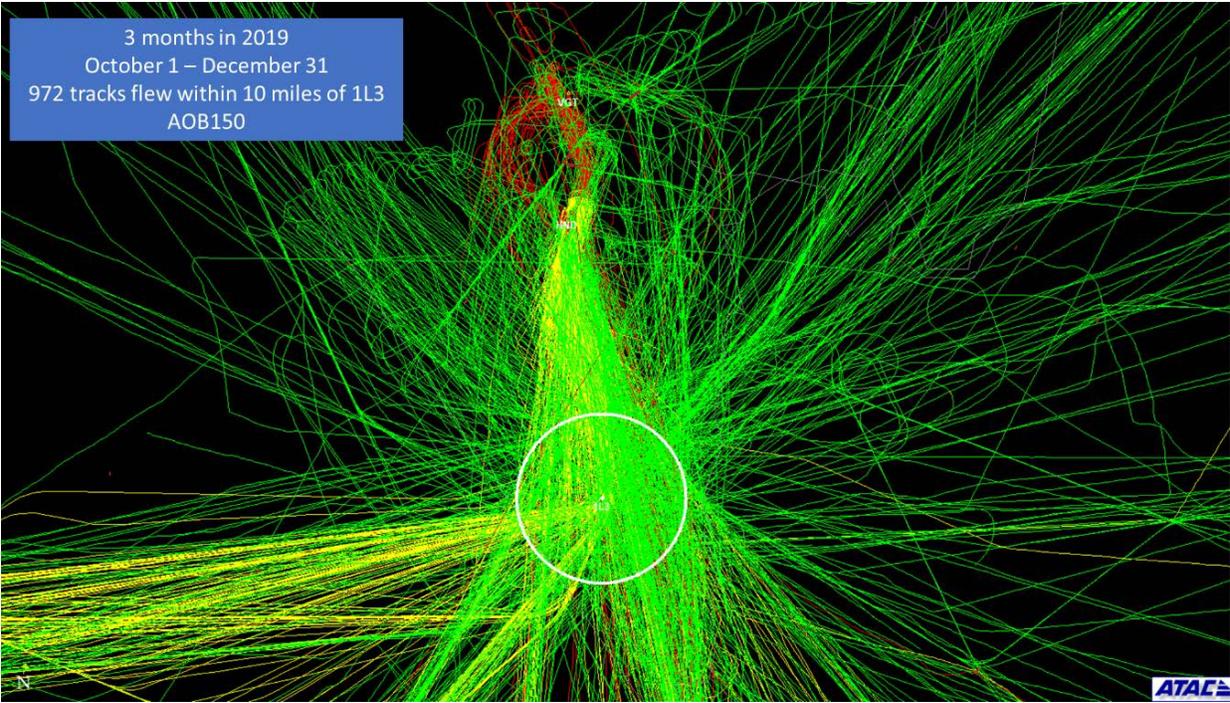


Figure 1. Flight Tracks over or near 1L3 at or below 15,000 feet above mean sea level

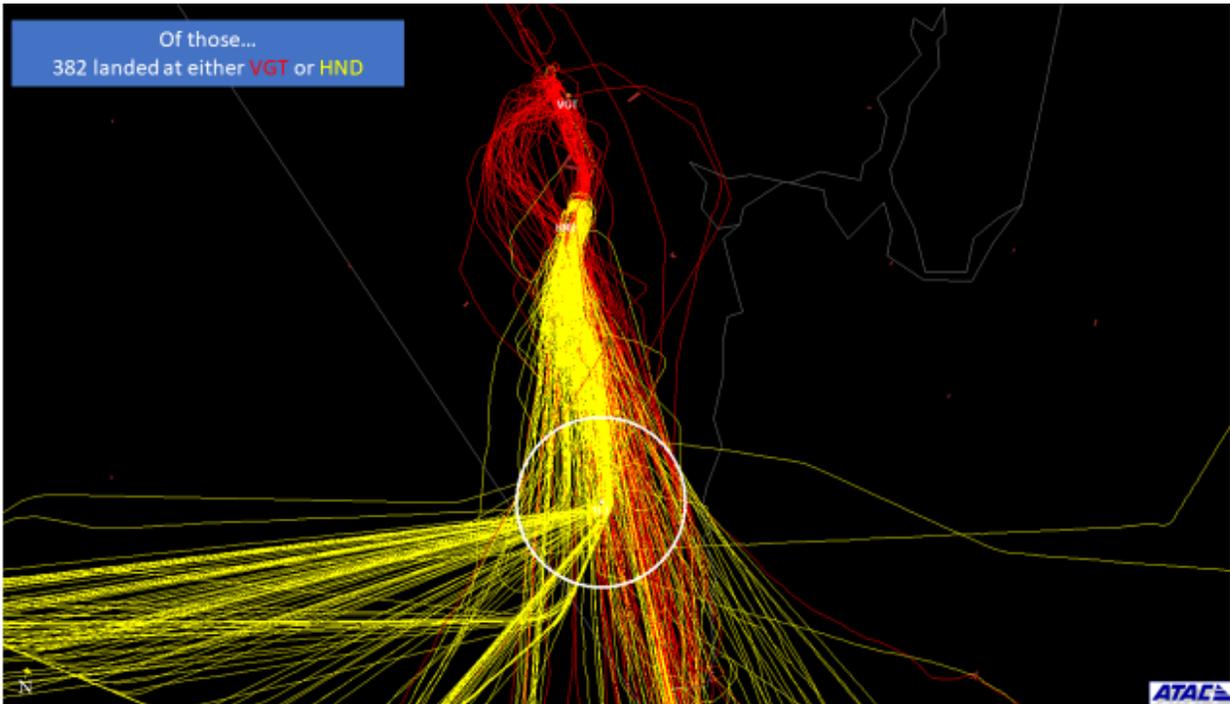


Figure 2. Aircraft landing at North Las Vegas Airport or Henderson Executive Airport

Comments-Responses

Comment #23 Submitted by: de Golia, John D

Comment Received:

Page 1 of 1

New flight paths?

Jack de Golia <jackdegolia@gmail.com >

Wed 12/11/2019 6:36 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Where can I see new proposed flight paths in the Las Vegas area?

Thank you.

John D. de Golia
2301 Fayetteville AVE
Henderson, NV 89052

Topics Identified in the Comment #23

NEPA Related and General Topics

- Metroplex Environmental Website/Access to Proposals

FAA Response for Comment #23 Topics

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Comments-Responses

Comment #24 Submitted by: Dehnert, Robert A

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12-12-19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: DEHNERT Middle Initial: A * First Name: ROBERT
* Mailing Address: 7185 ROGERS ST
* City: LAS VEGAS * State: NV * Zip Code: 89118
* Your email address: LV BONNIED @ YAHOO.COM

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

Topics Identified in the Comment #24

NEPA Related and General Topics

- Access to Knowledge About Aviation and/or Airport Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #24 Topics

Access to Knowledge About Aviation and/or Airport Concerns - The Federal Aviation Administration (FAA) recognizes the importance of communicating with the public and providing sufficient information when proposing operational changes at an airport that could potentially have an environmental impact on the local community. Air traffic control involves a unique set of technical terms and issues that the public at large may not understand. The FAA employed multiple methods of public communication to provide information about how the FAA manages air traffic, describe the proposed Las Vegas Metroplex Project, and disclose a clear and accurate description of the Project's potential environmental impacts. For example, the FAA created a public website, at the link provided below, that includes the FAA's Environmental Assessment (EA) for the Project, materials presented at the numerous public workshops, and additional materials (e.g., Google Earth files) provided to facilitate public understanding. In addition to describing the Project and its potential environmental effects, the EA includes a primer on air traffic control and separation criteria in Chapter 1 and a list of acronyms and glossary in Appendix D.

http://metroplexenvironmental.com/las_metroplex/las_docs.html

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is

developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

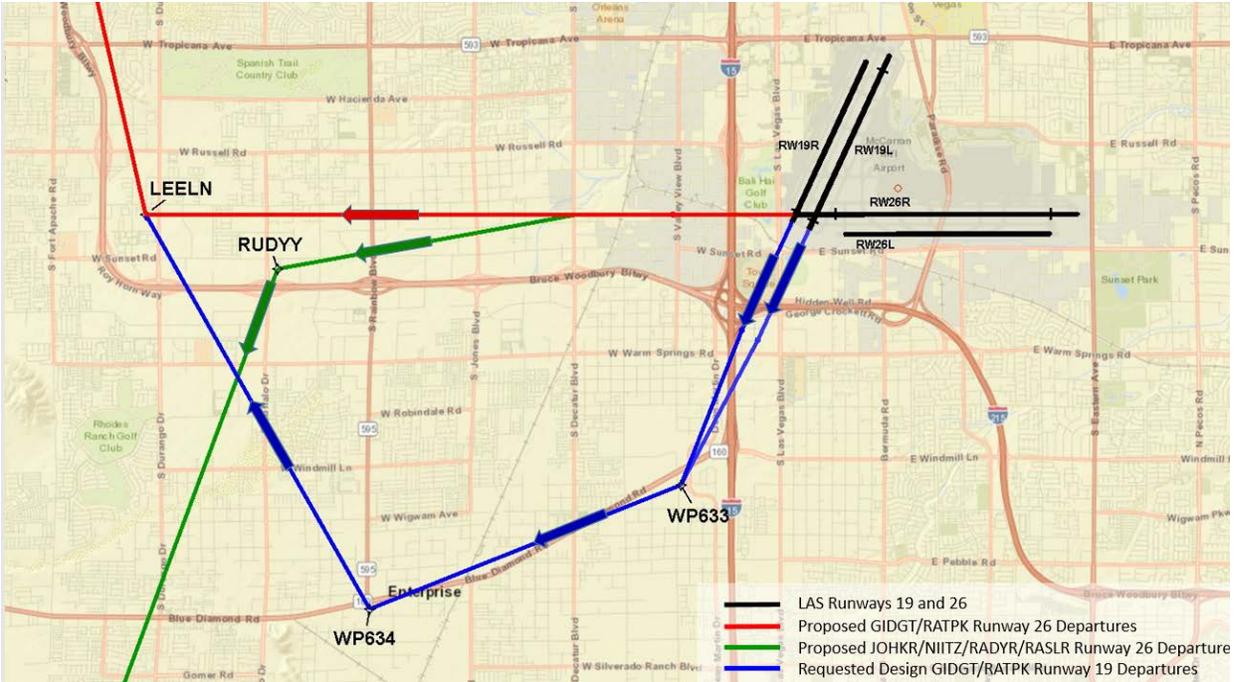


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #25 Submitted by: Dehnert, Bonnie

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12-12-19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: DEHNERT Middle Initial: _____ * First Name: BONNIE
* Mailing Address: 7185 ROGERS
* City: LAS VEGAS * State: NV * Zip Code: 89118
* Your email address: LVBONNIED@YAHOO.COM

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

Topics Identified in the Comment #25

NEPA Related and General Topics

- Access to Knowledge About Aviation and/or Airport Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns

- Projected Environmental Concerns

FAA Response for Comment #25 Topics

Access to Knowledge About Aviation and/or Airport Concerns - The Federal Aviation Administration (FAA) recognizes the importance of communicating with the public and providing sufficient information when proposing operational changes at an airport that could potentially have an environmental impact on the local community. Air traffic control involves a unique set of technical terms and issues that the public at large may not understand. The FAA employed multiple methods of public communication to provide information about how the FAA manages air traffic, describe the proposed Las Vegas Metroplex Project, and disclose a clear and accurate description of the Project's potential environmental impacts. For example, the FAA created a public website, at the link provided below, that includes the FAA's Environmental Assessment (EA) for the Project, materials presented at the numerous public workshops, and additional materials (e.g., Google Earth files) provided to facilitate public understanding. In addition to describing the Project and its potential environmental effects, the EA includes a primer on air traffic control and separation criteria in Chapter 1 and a list of acronyms and glossary in Appendix D.
http://metroplexenvironmental.com/las_metroplex/las_docs.html

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global

Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision

makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Comments-Responses

Comment #26 Submitted by: Donnelly, Edward

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Mon 1/20/2020 11:49 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: ed330ci@comcast.net

Name: Edward Donnelly

Mailing Address: 11126 Mount Cass St.

Aviation noise: Heavy use of 01L and 01R runways and my residence located in the landing path of the two runways.

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Noise is my concern with the possible increased frequency of use of 01R and 01L runways.

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: Perhaps aircraft can approach at a steeper angle of descent at about 10 miles out when using 01R and 01L. Thank you.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64; rv:70.0) Gecko/20100101 Firefox/70.0

Topics Identified in the Comment #26

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise

Proposed Air Traffic Procedures Related Topics

- Runways 01 L/R Approaches

FAA Response for Comment #26 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F,

Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Runways 01 L/R Approaches - One commenter expressed concern about aircraft noise from possible increased arrivals on McCarran International Airport (LAS) Runways 01 Left and 01 Right. The commenter suggested that aircraft could approach at a steeper angle of descent at about 10 miles out when using those runways.

The design of instrument approach procedures requires adherence to criteria that ensure safety and compliance capability for all aircraft types regardless of performance or flight characteristics. The most common glide path angle for approaches is 3.0 degrees. The maximum allowable descent angle on any approach procedure is 3.5 degrees. The glide slope angle for the existing LAS ILS Runway 01L is 3.4 degrees. The glide slope angle for the existing approach for LAS Runway 01R is 3.0 degrees. The difference between the two descent angles is necessary for wake turbulence considerations.

The determination of departure and arrival runways is made based on wind direction and speed along with airport arrival and departure demand.

Comments-Responses

Comment #27 Submitted by: Dunning, Connell

Comment Received:

Page 1 of 3

EPA question - FW: Las Vegas Metroplex EA question and---- South NV Supplemental Airport question

Dunning, Connell <Dunning.Connell@epa.gov>

Mon 12/16/2019 3:14 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-epa@faa.gov>

Hello,

Can someone from FAA please call me regarding the Vegas Metroplex EA?

I am reviewing the Las Vegas Metroplex Draft EA. I am wondering how FAA considers the future Southern Nevada Supplemental Airport as a part of the Draft EA and as a part of this process.. Are there any locations that will be affected by cumulative noise impacts from both the new airport and existing flight path changes? Will the Metroplex process be updated when the SN Supplemental Airport airspace is finalized?

Also, I am wondering why the following disclaimer is provided when accessing the FAA EA for the project. This implies that FAA does not endorse its own EA. Can you help me understand why this is provided? Can you provide a link that FAA does confirm is the accurate EA?

Thank you,
Connell Dunning

Connell Dunning
Environmental Review Branch
Tribal, Intergovernmental & Policy Division
U.S. EPA Region 9
75 Hawthorne Street (mail code TIP-2), San Francisco, CA 94105
dunning.connell@epa.gov
415.947.4161

From: Kessler, Dave (FAA) <Dave.Kessler@faa.gov>

Sent: Friday, December 13, 2019 2:14 PM

To: Dunning, Connell <Dunning.Connell@epa.gov>

Cc: Moses, Augustin (FAA) <augustin.moses@faa.gov>

Subject: RE: Las Vegas Metroplex EA question and---- South NV Supplemental Airport question

Hi Connell – thanks for the email. Clark County is just now starting to go over their airport planning work for the proposed new airport. They are working to hire a planning consultant to help them review their proposed project. We are not anywhere close to restarting the EIS. I don't even have a guess as to when we might restart.

As far as the questions posted to FAA's ATO, I can't really help on that in that its way outside the authority of the Airports Division. They'll have to respond on your questions about the website.

Dave

From: Dunning, Connell <Dunning.Connell@epa.gov>
Sent: Friday, December 13, 2019 1:23 PM
To: Kessler, Dave (FAA) <Dave.Kessler@faa.gov>
Cc: Moses, Augustin (FAA) <augustin.moses@faa.gov>
Subject: FW: Las Vegas Metroplex EA question and---- South NV Supplemental Airport question

Dave –
Hope you are doing well.
Forwarding in case you can help provide a response to questions below.

Also, I would like to have a call with you/Clark County re: Southern Nevada Supplemental Airport. We would like to engage pre-NOI on this project as soon as possible given the ambitious timelines that are initiated once an NOI is published. We have important questions/recommendations that may affect the scope of work (flooding, hydrology, etc.) identified for the future consultant that will be hired to perform design and environmental analyses. Please let me know a day/time that works for you for a call.

Thanks for your consideration,
Connell

Connell Dunning
Environmental Review Branch
Tribal, Intergovernmental & Policy Division
U.S. EPA Region 9
75 Hawthorne Street (mail code TIP-2), San Francisco, CA 94105
dunning.connell@epa.gov
415.947.4161

From: Dunning, Connell
Sent: Monday, December 09, 2019 2:57 PM
To: augustin.moses@faa.gov
Subject: Las Vegas Metroplex EA question

Hello Augustin,
I am reviewing the Las Vegas Metroplex Draft EA. I am wondering how FAA considers the future Southern Nevada Supplemental Airport as a part of the Draft EA and as a part of this process.. Are there any locations that will be affected by cumulative noise impacts from both the new airport and existing flight path changes? Will the Metroplex process be updated when the SN Supplemental Airport airspace is finalized?

Also, I am wondering why the following disclaimer is provided when accessing the FAA EA for the project. This implies that FAA does not endorse its own EA. Can you help me understand why this is provided? Can you provide a link that FAA does confirm is the accurate EA?

Thanks,
Connell Dunning, EPA



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415.947.4161

Topics Identified in the Comment #27

NEPA Related and General Topics

- Purpose and Need/Out of Scope
- Website Disclaimer

FAA Response for Comment #27 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Website Disclaimer - An employee of the Environmental Protection Agency (EPA) questioned reasoning for the disclaimer on the Environmental Contractor website. The Federal Aviation Administration (FAA) contacted the commenter by phone and provided the means to access the Environmental Assessment website by way of by-passing the disclaimer. The project's website is maintained by the FAA's contractor and therefore there is a disclaimer when leaving the government website and going to the project website. The FAA assured the commenter that all the contents of the website belong to the FAA.

Comments-Responses

Comment #28 Submitted by: Ervin, Cheri M

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 12/19/2019 5:48 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: ervinkc@embarqmail.com

Name: Cheri M Ervin

Mailing Address: 7480 Schirlls Street Las Vegas, Nevada 89139

Aviation noise: constant noise effects not the hearing of an individual and or wildlife in the area. Some wildlife rely on their hearing to survive. We are finally getting our wildlife back into our area because of the fencing off of lots and now you are purposing this air traffic change.

Noise concentration:

Current environmental concerns: The dumping of fuel causes great pollution to the environment and the the people living the area.

Access to knowledge about aviation and/or airport operations: Please keep me informed of the changes and operations that you are planning

Possible increase in Aviation noise: There will be a huge increase in the noise that we will endure. Please use the I15 corridor for your flights. The noise will be unbearable

Aviation noise concentration:

Purpose and need for the project:

Air Quality: The dumping of fuel and pollution caused by it, will cause many health concerns to the residents of our area and the wildlife.

Future environmental concerns: Again, you are purposing to pollute our area with flights that are doing fine with the runways used at this time. Please consider using the I15 corridor

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community

_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64;
x64; rv:71.0) Gecko/20100101 Firefox/71.0

Topics Identified in the Comment #28

NEPA Related and General Topics

- Access to Knowledge About Aviation and/or Airport Concerns
- Biological/Wildlife Impacts
- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Air Quality Concerns

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #28 Topics

Access to Knowledge About Aviation and/or Airport Concerns - The Federal Aviation Administration (FAA) recognizes the importance of communicating with the public and providing sufficient information when proposing operational changes at an airport that could potentially have an environmental impact on the local community. Air traffic control involves a unique set of technical terms and issues that the public at large may not understand. The FAA employed multiple methods of public communication to provide information about how the FAA manages air traffic, describe the proposed Las Vegas Metroplex Project, and disclose a clear and accurate description of the Project's potential environmental impacts. For example, the FAA created a public website, at the link provided below, that includes the FAA's Environmental Assessment (EA) for the Project, materials presented at the numerous public workshops, and additional materials (e.g., Google Earth files) provided to facilitate public understanding. In addition to describing the Project and its potential environmental effects, the EA includes a primer on air traffic control and separation criteria in Chapter 1 and a list of acronyms and glossary in Appendix D.
http://metroplexenvironmental.com/las_metroplex/las_docs.html

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB

or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

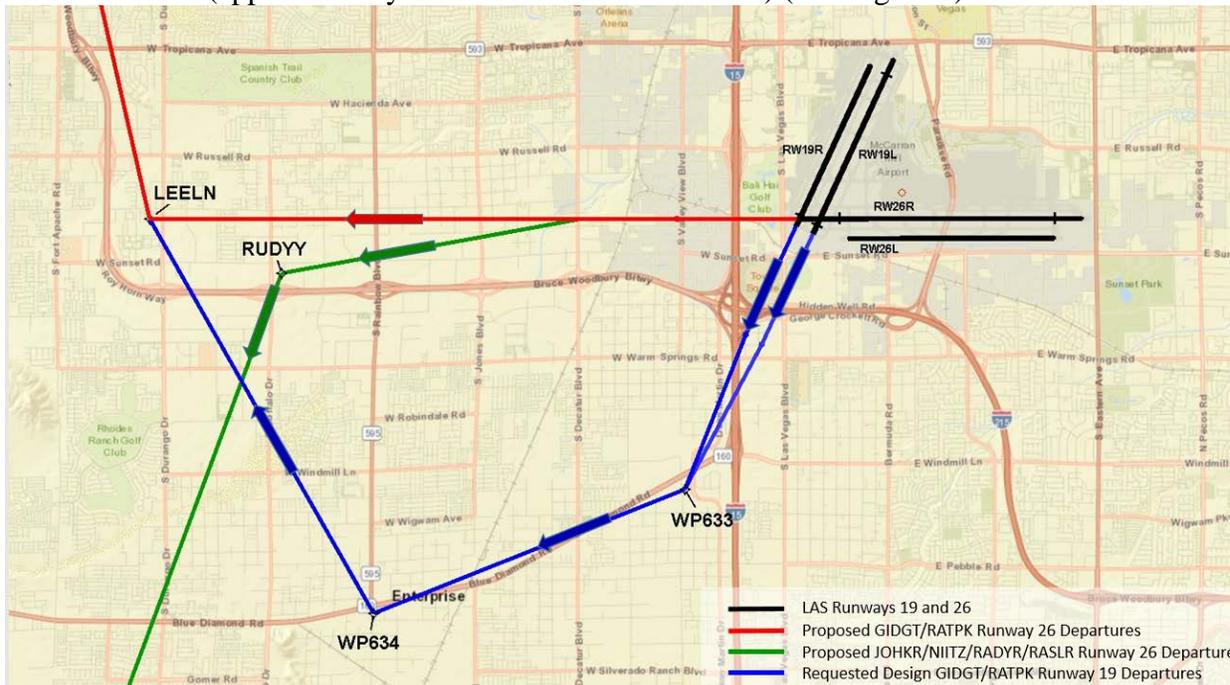


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #29 Submitted by: Forward, Tami L

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Mon 12/9/2019 11:26 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: joesgirl57@gmail.com

Name: TAMI L FORWARD

Mailing Address: 1460 LAWMAN CT LAS VEGAS 89119

Aviation noise: We live very close to the airport, the flight path is behind us, we don't really hear them as much as you would think. Wondering How the flight path is being re-directed

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: We live very close to the airport, the flight path is behind us, we don't really hear them as much as you would think. Wondering How the flight path is being re-directed

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 6.1; WOW64)

AppleWebKit/537.36 (KHTML, like Gecko) Chrome/78.0.3904.108

Safari/537.36 OPR/65.0.3467.62

Topics Identified in the Comment #29

NEPA Related and General Topics

- Possible Increase in Aviation Noise

Proposed Air Traffic Procedures Related Topics

- Runway 26 Downwind

FAA Response for Comment #29 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Runway 26 Downwind - The Federal Aviation Administration (FAA) received comments concerning the design of the McCarran International Airport (LAS) Runway 26 downwind segment. Based on the comments and the associated addresses the FAA assumes they are referring to the proposed COKTL, JAYSN and RNDRZ arrivals and the associated approaches they connect to.

The LAS RNAV (RNP) Z RWY 26 L or R Approaches propose to route aircraft between $\frac{3}{4}$ and $\frac{1}{2}$ mile south of the existing arrival procedure tracks from the west. Under this design, aircraft are expected to be at lower power settings and approximately 700 to 1000 feet higher than on the existing downwind segment.

The development of RNAV (RNP) approaches requires adherence to precise design criteria. The criteria ensure that different aircraft types, with varying capabilities and flight characteristics, are able to fly the procedure safely. The mandated criteria dictate allowable aircraft bank angles, assigned speeds, altitudes and segment leg lengths. The downwind segment of the design meets existing criteria for design, utilizing the maximum allowable bank angle.

The FAA reviewed the comments and examined moving the lateral route closer to the existing approach, but determined that any movement north for the downwind portion of the approach would exceed maximum allowed bank angle for the procedure.

Due to design criteria, the FAA was unable to amend the designs of the proposed COKTL, JAYSN and RNDRZ arrivals and/or the LAS RNAV (RNP) Z RWY 26 L or R Approaches.

Comments-Responses

Comment #30 Submitted by: Gabriel, Janet

Comment Received:

Page 1 of 1

(No subject)

janlar1@aol.com <janlar1@aol.com >

Fri 12/13/2019 10:41 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Do you realize every meeting is in the evening AFTER DARK. Many senior citizens do not drive after dark,,,,

Janet Gabriel

Topics Identified in the Comment #30

NEPA Related and General Topics

- Public Outreach/Workshop Access

FAA Response for Comment #30 Topics

Public Outreach/Workshop Access - The Federal Aviation Administration (FAA) recognizes the importance and value of public input in the National Environmental Policy Act (NEPA) process, and substantial public outreach has been conducted in support of the Las Vegas Metroplex project. The FAA is committed to engaging the public in the environmental review process as required by both NEPA and FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

On April 25, 26 and 27, 2017, the FAA conducted pre-design workshops in three locations to inform the public of the types of issues the project would attempt to resolve. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts.

On September 30, 2018, a notice of intent to prepare an Environmental Assessment (EA) was published in the Las Vegas Review Journal newspaper. Appendix A: Agency Coordination, Public Involvement, and List of Receiving Parties, of the EA includes a copy of the notice of intent letter (and attachments), an affidavit of newspaper publication, and a list of the receiving agencies.

On April 9, 10 and 11, 2019 the FAA conducted public workshops in three locations to inform citizens of preliminary designs and to solicit input. Based on the comments received, the FAA conducted a review of the procedures. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts.

On December 9, 10, 11, 12 and 13, 2019 the FAA conducted public workshops in five locations to inform citizens of the Draft Environmental Assessment in order to provide an opportunity to learn about the project. The public was afforded sixty-four days to provide comments on the project. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts prior to December 9, 2020. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts. This resulted in three local newscasts that informed the public about the workshops locations, dates and times.

Throughout all of the public engagement efforts, local, state and federal representatives were advised of activities and were requested to inform their constituents of the project.

Appendix A of the EA provides a full description of all public outreach/engagement activities of the Las Vegas Metroplex project.

Comments-Responses

Comment #31 Submitted by: Gaffin, David B

Comment Received:

Page 1 of 1

Las Vegas Metroplex

David Gaffin <David@compassinvestments.net>

Tue 12/10/2019 9:31 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Cc: Howard Bulloch <Howard@compassinvestments.net>; Joe Anderson <joe.anderson@capitolairspace.com>

 1 attachments (355 KB)

compassinvestmentsscans@gmail.com_20191210_090844.pdf

Mr. Augustin Moses,

I attended the community workshop on the Las Vegas Metroplex last evening.

I am attaching a letter with our comments.

Regards,

David Gaffin
Compass Investments, LLC
10181 Park Run Drive #200
Las Vegas, NV 89145
702-948-3344
david@compassinvestments.net

Comments-Responses

Comment #32 Submitted by: Gaffin, David B

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 12/10/2019 9:34 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (3 KB)

contact.csv;

Email: david@compassinvestments.net

Name: david b gaffin

Mailing Address: 10181 Park Run Drive #200 Las Vegas, NV 89145

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations: See below

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project: See below

Additional comments: We are in support of the Las Vegas Metroplex redesign to improve the efficiency of operations to airports in the Las Vegas area. The benefits of newer approach procedure design criteria combined with satellite technology (e.g., arrivals with continuous descent or curved paths to the final segment) are certainly welcomed. With that said, we also know that vertically guided procedures are being designed for Runways 19L and 19R which may limit development in the Las Vegas area. As long-time developers working in Nevada, we are submitting the following comments for consideration during the Las Vegas Metroplex redesign. Over the past few years, various buildings have been proposed north, and west, of McCarran International Airport (LAS). During the FAA aeronautical study process for these buildings, the FAA Obstruction Evaluation Group (in concert with Flight Procedures) has flagged impacts on future vertically guided procedures. The following is an explanation of why protecting for low decision altitudes on future

procedures to Runways 19L and 19R is restricting of the city's ability to expand. 1) McCarran International Airport operates under instrument meteorological conditions (IMC) less than 0.13% of the time. This is affirmed by climatological data and the airport capacity profile. 2) During IMC, the average wind speed is five knots (calculated over a five year period). As a result, arrivals will favor Runway 26L due to lower published minimums. The ILS Approach to Runway 26L has, and will continue to have, the lowest minimums at the airport – this is due to the existing obstacle environment. Additionally Runway 26L is a longer runway than Runways 19L and 19R. 3) Historical air traffic data (obtained from FAA's National Offload Program) indicates that only one aircraft made an approach to Runways 19L or 19R during IMC over a five-year period. 4) Higher decision altitudes for future procedures to Runways 19L and 19R will not limit an arrival's ability to land or fly a more efficient arrival, since the weather at the airport is primarily VFR and the appropriate visual segments will be clear. In other words, the future development of Las Vegas will be unnecessarily limited by publishing low minimums based on today's obstacle environment. We encourage you and your team to consider the potential for future development and the typical weather and operations at McCarran International Airport.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10.15; rv:70.0) Gecko/20100101 Firefox/70.0

Topics Identified in the Comment #32

NEPA Related and General Topics

- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- RNAV (RNP) Z Runways 19 L/R Approaches

FAA Response for Comment #32 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

RNAV (RNP) Z Runways 19 L/R Approaches - The Federal Aviation Administration (FAA) received a comment concerning the design of the RNAV/RNP Z Approaches for McCarran International Airport (LAS) Runways 19 Left and Right. This approach is never referred to by name. The FAA assumes these approaches are the subject when the commenter states “vertically guided procedures are being designed for Runways 19 left and 19 right...”

The design of the RNAV/RNP Z approaches to LAS Runways 19 L/R resolve safety issues due to the close proximity of North Las Vegas Airport and Nellis Air Force Base, airspace controlled by Nellis Air Traffic Control Facility (NATCF) and interactions with area tour helicopters on defined routes.

The comment points to historical data concerning instrument meteorological conditions (IMC) at LAS and the associated use of instrument approach procedures. One of the points raised was, “Historical air traffic data (obtained from FAA’s National Offload Program) indicates that only one aircraft made an approach to Runways 19L or 19R during IMC over a five-year period.”

Any review of historical use of Runway 19 approaches demonstrates the inability of aircraft to utilize the approaches for the following reasons:

- The existing RNAV (GPS) approaches to LAS Runways 19 L/R have no vertical guidance programmed to the aircraft Flight Management System (FMS)
- The existing RNAV (GPS) approaches to LAS Runways 19 L/R begin in NATCF airspace, making them unavailable to LAS arrival traffic under normal conditions
- During times when NATCF releases airspace or allows LAS arrivals to fly the RNAV/GPS approaches to LAS Runways 19 L/R aircraft on the approaches would be in conflict with area tour helicopters

The commenter raised an additional concern about raising the decision height for approaches to Runways 19 L/R. The commenter states “Higher decision altitudes for future procedures to Runways 19L and 19R will not limit an arrival’s ability to land or fly a more efficient arrival, since the weather at the airport is primarily VFR and the appropriate visual segments will be clear. In other words, the future development of Las Vegas will be unnecessarily limited by publishing low minimums based on today’s obstacle environment.”

The design of instrument approach procedures requires adherence to criteria that ensure safety and compliance capability for aircraft types regardless of performance or flight characteristics. The design of these two approaches was constrained by proximity to NATCF airspace and tour helicopter operations. These limitations resulted in minimal design options that would allow the procedure to remain within criteria. The FAA considered raising the Decision Altitude (DA) by 100 feet on Runway 19R. This small change would cause the approach procedure to fall outside of required safety criteria and could not be accommodated.

Due to safety, design criteria failure and reduced efficiency, the FAA was unable to amend the designs of the LAS RNAV (RNP) Z Runway 19 L/R Approaches.

Comments-Responses

Comment #33 Submitted by: Gaffin, David B

Comment Received:



December 10, 2019

Las Vegas Metroplex EA
Mr. Augustin Moses
Environmental Specialist
Operations Support Group
ATO Western Service Center
2200 S. 216th St.
Des Moines, WA 98198-6547
Email: 9-las-metroplex-ca@faa.gov

DEC 26 2019

Dear Mr. Moses:

We are in support of the Las Vegas Metroplex redesign to improve the efficiency of operations to airports in the Las Vegas area. The benefits of newer approach procedure design criteria combined with satellite technology (e.g., arrivals with continuous descent or curved paths to the final segment) are certainly welcomed. With that said, we also know that vertically guided procedures are being designed for Runways 19L and 19R which may limit development in the Las Vegas area.

As long-time developers working in Nevada, we are submitting the following comments for consideration during the Las Vegas Metroplex redesign. Over the past few years, various buildings have been proposed north, and west, of McCarran International Airport (LAS). During the FAA aeronautical study process for these buildings, the FAA Obstruction Evaluation Group (in concert with Flight Procedures) has flagged impacts on future vertically guided procedures. The following is an explanation of why protecting for low decision altitudes on future procedures to Runways 19L and 19R is restricting of the city's ability to expand.

- 1) McCarran International Airport operates under instrument meteorological conditions (IMC) less than 0.13% of the time. This is affirmed by climatological data and the airport capacity profile.
- 2) During IMC, the average wind speed is five knots (calculated over a five year period). As a result, arrivals will favor Runway 26L due to lower published minimums. The ILS Approach to Runway 26L has, and will continue to have, the lowest minimums at the airport – this is due to the existing obstacle environment. Additionally Runway 26L is a longer runway than Runways 19L and 19R.
- 3) Historical air traffic data (obtained from FAA's National Offload Program) indicates that only one aircraft made an approach to Runways 19L or 19R during IMC over a five-year period.
- 4) Higher decision altitudes for future procedures to Runways 19L and 19R will not limit an arrival's ability to land or fly a more efficient arrival, since the weather at the airport is primarily VFR and the appropriate visual segments will be clear.

In other words, the future development of Las Vegas will be unnecessarily limited by publishing low minimums based on today's obstacle environment. We encourage you and your team to consider the potential for future development and the typical weather and operations at McCarran International Airport.

Thank you for your time.

Sincerely,

David Gaffin
Manager, Compass Investments, LLC

Topics Identified in the Comment #33

NEPA Related and General Topics

- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- RNAV (RNP) Z Runways 19 L/R Approaches

FAA Response for Comment #33 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

RNAV (RNP) Z Runways 19 L/R Approaches - The Federal Aviation Administration (FAA) received a comment concerning the design of the RNAV/RNP Z Approaches for McCarran International Airport (LAS) Runways 19 Left and Right. This approach is never referred to by name. The FAA assumes these approaches are the subject when the commenter states “vertically guided procedures are being designed for Runways 19 left and 19 right...”

The design of the RNAV/RNP Z approaches to LAS Runways 19 L/R resolve safety issues due to the close proximity of North Las Vegas Airport and Nellis Air Force Base, airspace controlled by Nellis Air Traffic Control Facility (NATCF) and interactions with area tour helicopters on defined routes.

The comment points to historical data concerning instrument meteorological conditions (IMC) at LAS and the associated use of instrument approach procedures. One of the points raised was, “Historical air traffic data (obtained from FAA’s National Offload Program) indicates that only one aircraft made an approach to Runways 19L or 19R during IMC over a five-year period.”

Any review of historical use of Runway 19 approaches demonstrates the inability of aircraft to utilize the approaches for the following reasons:

- The existing RNAV (GPS) approaches to LAS Runways 19 L/R have no vertical guidance programmed to the aircraft Flight Management System (FMS)
- The existing RNAV (GPS) approaches to LAS Runways 19 L/R begin in NATCF airspace, making them unavailable to LAS arrival traffic under normal conditions
- During times when NATCF releases airspace or allows LAS arrivals to fly the RNAV/GPS approaches to LAS Runways 19 L/R aircraft on the approaches would be in conflict with area tour helicopters

The commenter raised an additional concern about raising the decision height for approaches to Runways 19 L/R. The commenter states “Higher decision altitudes for future procedures to Runways 19L and 19R will not limit an arrival’s ability to land or fly a more efficient arrival, since the weather at the airport is primarily VFR and the appropriate visual segments will be clear. In other words, the future development of Las Vegas will be unnecessarily limited by publishing low minimums based on today’s obstacle environment.”

The design of instrument approach procedures requires adherence to criteria that ensure safety and compliance capability for aircraft types regardless of performance or flight characteristics. The design of these two approaches was constrained by proximity to NATCF airspace and tour helicopter operations. These limitations resulted in minimal design options that would allow the procedure to remain within criteria. The FAA considered raising the Decision Altitude (DA) by 100 feet on Runway 19R. This small change would cause the approach procedure to fall outside of required safety criteria and could not be accommodated.

Due to safety, design criteria failure and reduced efficiency, the FAA was unable to amend the designs of the LAS RNAV (RNP) Z Runway 19 L/R Approaches.

Comments-Responses

Comment #34 Submitted by: Giblin, Michael

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 1/3/2020 12:16 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: michael.giblin1998@gmail.com

Name: Michael Giblin

Mailing Address: Prefer not to say

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: As hobbyist who flies drones, gliders and paramotor I am disgusted by the proposed legislation regarding UAS remote ID. It's a blatant attempt to kill a harmless, decades old hobby and I can only imagine that those involved in the decision process must either hate America so much that they want to stop young people from ever having an interest in aviation this reducing the country's futur supply of engineers or they have their heads so far up their own derrières that they think they are actually making the world a better place by criminalising toys. Never have I been so disappointed and felt so much genuine disgust in the FAA.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS
13_1 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko)
CriOS/78.0.3904.84 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #34

NEPA Related and General Topics

- Purpose and Need/Out of Scope

FAA Response for Comment #34 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #35 Submitted by: Gomez, Richard R

Comment Received:

Mail - 9-LAS-Metroplex-EA (FAA) - Outlook

Page 1 of 1

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Community Comments Form Submission

D do-not-reply@faa.gov     ...
Fri 12/6/2019 9:55 PM
9-LAS-Metroplex-EA (FAA) ✉

contact.csv
1 KB

Email: zzwheeler@live.com

Name: Richard R Gomez

Mailing Address: 2121 N. Jones Blvd #167 Las Vegas, NV 89108-3392

Aviation noise: Hello FAA, I am a USAF Veteran, so the sound of freedom doesn't bother me, but I choose to use earplugs to sleep because of the aircraft noise being in the pattern for LAS. Commercial aircraft are loudest (Airbus) and can wake a light sleeper. Thank you.

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Do the proposed altitude changes mean that more of the existing aircraft traffic will be flying at lower altitude near my residence..? Thank you.

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

Topics Identified in the Comment #35

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Sleep Disturbance

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 26

FAA Response for Comment #35 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F,

Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Sleep Disturbance - Comments expressed concerns about disruption to sleep or sleep patterns. Appendix E: Section E.10 Sleep Interference of the Environmental Assessment (EA) provides a description of sleep disruption from noise. As discussed in Chapter 5: Environmental Consequences, of the EA, the noise modeling analysis indicated that the Las Vegas Metroplex project would not result in significant or reportable noise increase (See Table 5-2: Criteria for Determining Impacts of Changes in Aircraft Noise) impacts for the forecasted years of 2020 and 2025.

Right Turn on Departure from Runway 26 - The Federal Aviation Administration (FAA) received comments concerning the proposed designs of the McCarran International Airport (LAS) GIDGT, LOHLA and RATPK departures, Runway 26 transitions. None of the comments mentioned the procedures by name. Based on the contents of the comments and the addresses associated with them, the FAA assumes they are associated with the GIDGT, LOHLA and RATPK procedures departing Runway 26. Most of the comments were about existing noise conditions.

These proposed procedures were designed to provide continuity and integration with other Metroplex designs accommodating new arrival and departure paths for LAS, Henderson Executive Airport and North Las Vegas Airport. Although the GIDGT and RATPK departure procedures are proposed Metroplex designs, they would fly similar lateral and vertical paths to the existing LAS STAAV and TRALR departure procedures. The LOHLA departure follows historical flightpaths until the GLIAN waypoint. The noise analysis results for the procedures evaluated in the Environmental Assessment have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

LAS Metroplex - 2020 Grid Points - Northern General Study Area

LAS Metroplex - 2020 Grid Points - Southern General Study Area

LAS Metroplex - 2025 Grid Point - Northern General Study Area

LAS Metroplex - 2025 Grid Point - Southern General Study Area

After the April 2019 Preliminary Design workshops the FAA received comments about the current flight tracks of the STAAV and TRALR departure procedures. Some commenters suggested moving the proposed procedures further west, over less populated areas, before they made the turn to the north. The FAA reviewed the comments and the GIDGT and RATPK departure procedures to determine whether changes could be made. The FAA examined changing the lateral path by moving the LEELN waypoint three miles west. Several issues were identified with this change:

- It would route aircraft too close to rapidly rising terrain for aircraft to safely climb above
- It would route aircraft through an existing Visual Flight Rules corridor, utilized by aircraft not always in contact with FAA controllers
- Aircraft departing LAS Runway 26 on the GIDGT and RATPK departure procedures might exit and then re-enter Class Bravo service area

- o The intent of Class B airspace is to contain all published instrument procedures to and from a primary airport

- o Procedures are required to be designed so that when an aircraft leaves Class B airspace it does not re-enter

Due to safety and efficiency, the FAA was unable to amend the designs of the LAS GIDGT and RATPK Runway 26 departures.

Comments-Responses

Comment #36 Submitted by: Gordon, Lee H

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 1/16/2020 12:40 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: lhgordon@cox.net

Name: Lee H Gordon

Mailing Address: 2119 Gunnison Place, 89044

Aviation noise: Low flying aircraft should only be a

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Low Flying Aircraft should only be allowed to fly on the south side of Black Mountain due to population density.

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project: Too much noise from low flying aircraft north of Black Mountain

Additional comments: Henderson Executive Airport - Building around SW Departure towards LAX for small planes that require MAX power to get over the hill.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.117 Safari/537.36

<https://outlook.office365.com/mail/9-las-metroplex-ea@faa.gov/deeplink?version=202001...> 1/16/2020

Topics Identified in the Comment #36

NEPA Related and General Topics

- General Aviation/Visual Flight Rules

FAA Response for Comment #36 Topics

General Aviation/Visual Flight Rules - The comments in this category expressed concerns that general aviation operations were not considered. Section 1.2.2: Air Traffic Control Within the National Airspace System of the Environmental Assessment describes two categories of flight rules, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). The purpose of the proposed project is to address the inefficiency of existing IFR aircraft flight procedures in the Las Vegas Metroplex General Study Area. Aircraft operating under VFR rules are not part of the scope of the project.

Comments raised at public workshops expressed concerns about VFR activities near Henderson Executive Airport (HND). The comments in this category are similar to those stated at the workshops and therefore the Federal Aviation Administration (FAA) assumes they reference VFR aircraft operating on and around HND. The FAA was unable to find any correlation between the development of IFR arrival/departure procedures and the issues raised in these comments.

Comments-Responses

Comment #37 Submitted by: Gorecke, Robert J

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 12/10/2019 7:35 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: rgorecke@msn.com

Name: Robert J Gorecke

Mailing Address: 6810 Stonestep St Las Vegas, NV 89149

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: Regarding the class B airspace shown on the "LAS West Flow : Runway 26R" chart, the corner on the western edge protrudes into the VFR corridor area and is very close to the mountain. There is no LAS departures or arrivals in that area because of close proximity of the tall mountain to the west. That corner could be truncated to allow VFR aircraft to and from KVGT to transit the area while remaining outside Class B and not requiring a clearance.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (X11; CrOS x86_64 12499.66.0) AppleWebKit/537.36 (KHTML, like Gecko)

Chrome/78.0.3904.106 Safari/537.36

Topics Identified in the Comment #37

NEPA Related and General Topics

- General Aviation/Visual Flight Rules
- Purpose and Need/Out of Scope

FAA Response for Comment #37 Topics

General Aviation/Visual Flight Rules - The comments in this category expressed concerns that general aviation operations were not considered. Section 1.2.2: Air Traffic Control Within the National Airspace System of the Environmental Assessment describes two categories of flight rules, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). The purpose of the proposed project is to address the inefficiency of existing IFR aircraft flight procedures in the Las Vegas Metroplex General Study Area. Aircraft operating under VFR rules are not part of the scope of the project.

Comments raised at public workshops expressed concerns about VFR activities near Henderson Executive Airport (HND). The comments in this category are similar to those stated at the workshops and therefore the Federal Aviation Administration (FAA) assumes they reference VFR aircraft operating on and around HND. The FAA was unable to find any correlation between the development of IFR arrival/departure procedures and the issues raised in these comments.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #38 Submitted by: Gorecke, Robert J

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Wed 12/11/2019 11:04 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: rgorecke@msn.com

Name: Robert J Gorecke

Mailing Address: 6810 Stonestep St Las Vegas, NV 89149

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project: ROCKS VFR transition route

Additional comments: The ROCKS VFR Transition Route is poorly designed and therefore rarely used. The chart is confusing as to location and altitudes. We need a transition route with specific altitude for north and south bound traffic and GPS coordinates defining the route with no Class B clearance required, similar to the VFR route crossing LAX.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (X11; CrOS x86_64 12499.66.0) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/78.0.3904.106 Safari/537.36

Topics Identified in the Comment #38

NEPA Related and General Topics

- General Aviation/Visual Flight Rules
- Purpose and Need/Out of Scope

FAA Response for Comment #38 Topics

General Aviation/Visual Flight Rules - The comments in this category expressed concerns that general aviation operations were not considered. Section 1.2.2: Air Traffic Control Within the National Airspace System of the Environmental Assessment describes two categories of flight rules, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). The purpose of the proposed project is to address the inefficiency of existing IFR aircraft flight procedures in the Las Vegas Metroplex General Study Area. Aircraft operating under VFR rules are not part of the scope of the project.

Comments raised at public workshops expressed concerns about VFR activities near Henderson Executive Airport (HND). The comments in this category are similar to those stated at the workshops and therefore the Federal Aviation Administration (FAA) assumes they reference VFR aircraft operating on and around HND. The FAA was unable to find any correlation between the development of IFR arrival/departure procedures and the issues raised in these comments.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #39 Submitted by: Grantinetti, Camilla

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 12/12/2019 8:28 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: granties224@embarqmail.com

Name: Camilla Grantinetti

Mailing Address: 7075 Cameron Las Vegas 89118

Aviation noise: I have lived here for 17 years. The noise from the planes has gotten increasingly more frequent to the north of me.

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Right now the flight path next to me is down the 215 interstate. Why is the airport selling land in my area all of a sudden. The flight path co side red for warm springs would be horrible.

Aviation noise concentration:

Purpose and need for the project:

Air Quality: The air quality would be impacted in people's back yards where children play

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: Please find another path That is not over homes

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 13_1_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.1 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #39

NEPA Related and General Topics

- Airport Land Use
- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Air Quality Concerns

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #39 Topics

Airport Land Use - The comments in this category express an interest in understanding what airport land will be used for or why the airport has sold airport property. Current and future plans for land use of airport property are under the purview of the airport owner/operator. Las Vegas McCarran International Airport, Henderson Executive Airport and North Las Vegas Airport are operated by the Clark County Department of Aviation. Clark County Department of Aviation can be contacted through its website or other contact information listed below.

<https://www.mccarran.com/>
McCarran International Airport
P.O. Box 11005
Las Vegas, Nevada 89111-1005
702-261-5100

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F,

Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

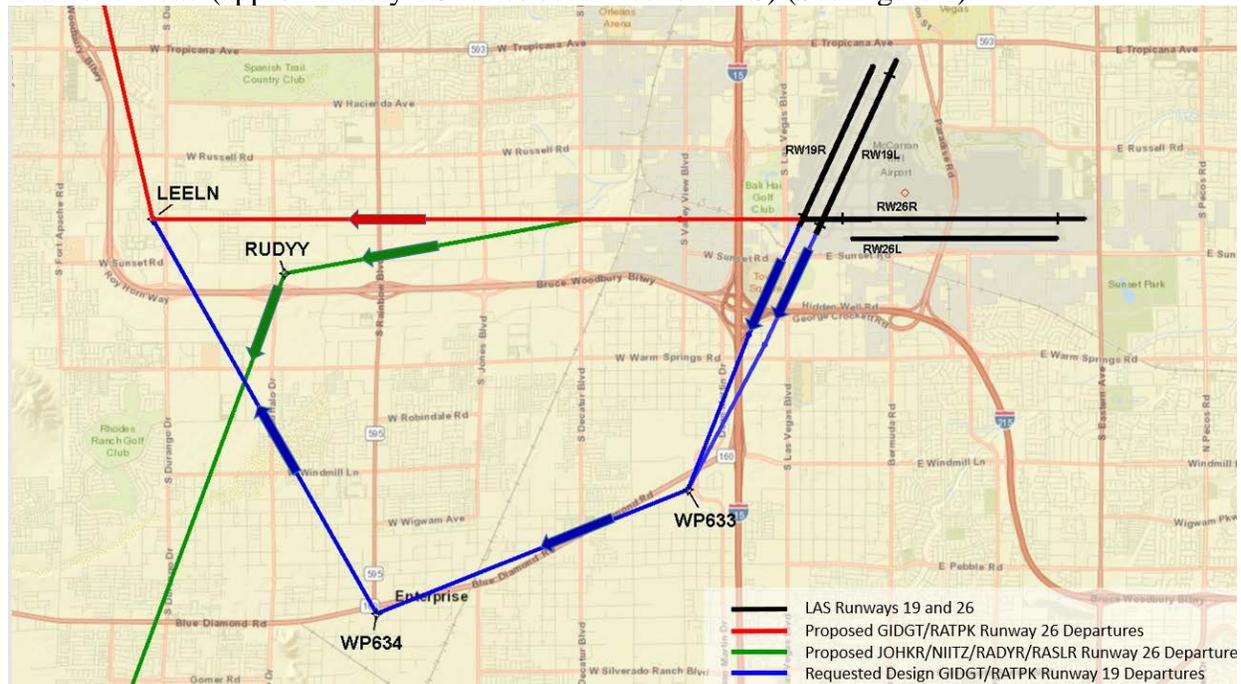


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #40 Submitted by: Gugino, Ray C

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Sun 12/15/2019 6:50 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (899 bytes)

contact.csv;

Email: ray.gugino@gmail.com

Name: Ray C Gugino

Mailing Address: 6925 Procyon LV NV 89118

Aviation noise: Increase noise

Noise concentration: Home already built not built for this planenoise

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Increase overhead noise

Aviation noise concentration: House in direct fly zone

Purpose and need for the project: Why changing pattern

Air Quality: Plane fumes

Future environmental concerns:

Concerns that should be considered for the project: Noise to existing homes

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 12_4_1 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/12.1.2 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #40

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #40 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise

analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration’s (FAA’s) environmental policies and procedures, analyze the Project’s potential to affect air quality. As discussed in these

sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters’ references to Warm Springs Road, Blue Diamond Road as well as the commenters’ residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures

destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

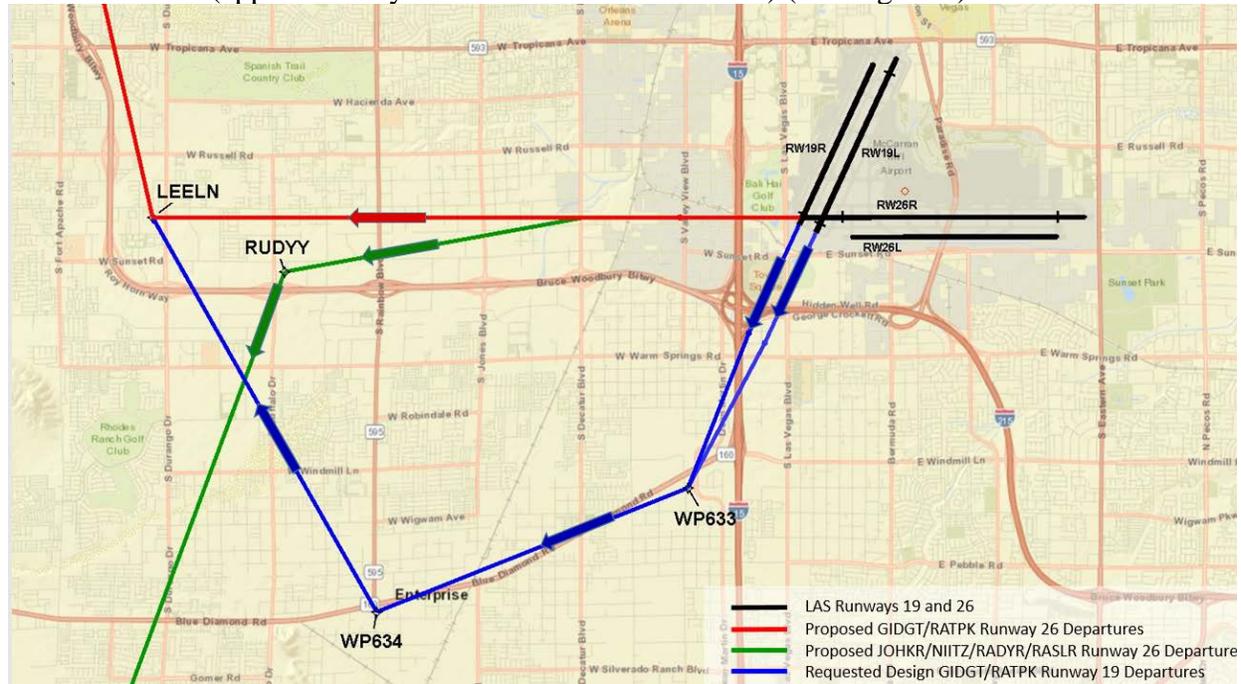


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #41 Submitted by: Gugino, Susan L

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Sun 12/15/2019 12:25 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: susankg@gmail.com

Name: Susan L Gugino

Mailing Address: 6925 Procyon St Las Vegas, Nv 89118

Aviation noise: Proposed flight path would directly involve my home.

Noise concentration: Proposed flight path would directly involve my home.

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Directly above my home

Aviation noise concentration: Directly above my home

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project: My concern is the noise that will impact my home due to the additional flights now taking a flight path directly over my home. We have already lived with aviation noise how many years and I feel this increase in air traffic is just another unnecessary noise we have to live with. Surely there are other routes That would not impact so many people in this proposed area. We have a lived with this many years .I actually had to time a backyard wedding in between flights taking off , these are things that we realize we deal with when we live this close to the airport .Please consider rerouting this route to impact more commercial areas than those of us in homes under this proposed flight route. Thank you.

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community

_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS
13_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko)
Version/13.0.4 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #41

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #41 Topics

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proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

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Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters’ references to Warm Springs Road, Blue Diamond Road as well as the commenters’ residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

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The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

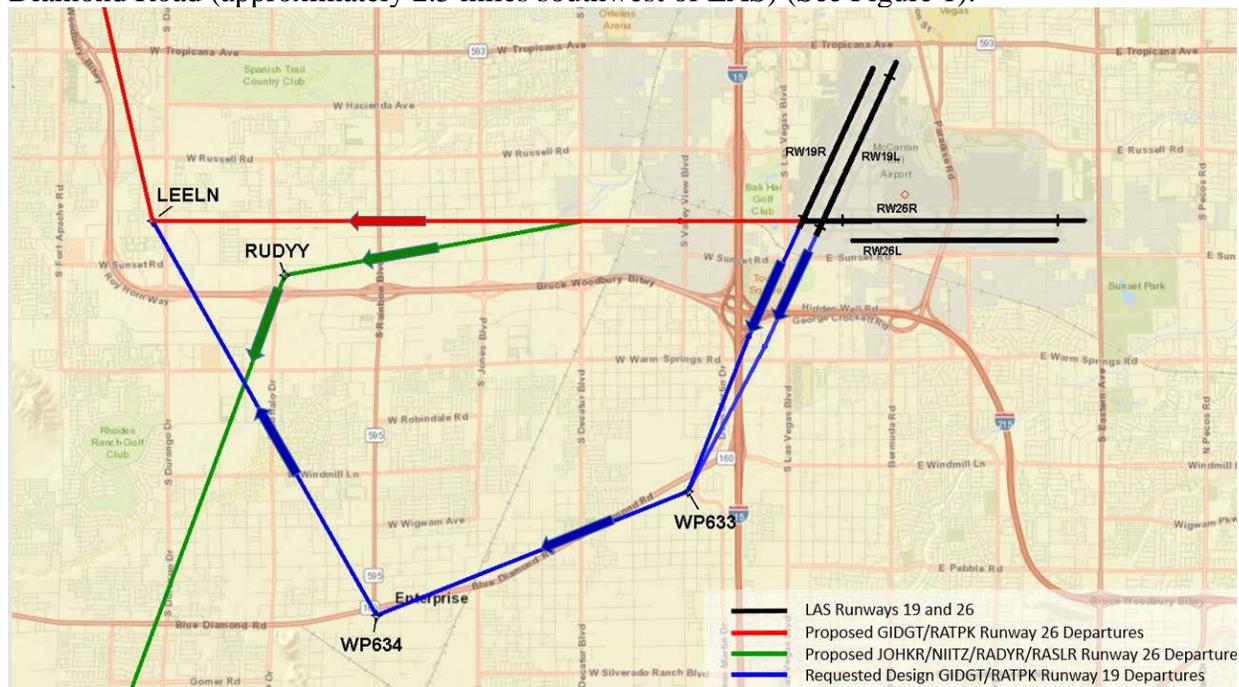


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

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Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #42 Submitted by: Guynn, Rebecca A

Comment Received:

Page 2 of 2

Email: guynn68@yahoo.com

Name: rebecca a guynn

Mailing Address: 7525 mulgrave court las vegas nv, 89113

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: where online can i view the proposed flight path changes?

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/?CFID=271795041&CFTOKEN=4506586d1714663c-358B9844-C84A-FLFC-117D7F00BAD25735

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64; rv:71.0) Gecko/20100101 Firefox/71.0

Topics Identified in the Comment #42

NEPA Related and General Topics

- Metroplex Environmental Website/Access to Proposals

FAA Response for Comment #42 Topics

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Comments-Responses

Comment #43 Submitted by: Hamilton, Johnny

Comment Received:

Page 1 of 1

Airplane Route

JOHNNY HAMILTON <SLO6@msn.com>

Mon 12/9/2019 2:25 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

We live at 7040 Sweetheart Cir, 89118 and are against the proposed airline route change. The noise pollution is bad enough in our area and we do not want them to fly directly over our home and neighborhoods. Do not allow such a change as the cost saving solution could not be so significant that this would be justified.

We do not support the proposed change!

Johnny and Dena Hamilton

Topics Identified in the Comment #43

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Sleep Disturbance

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #43 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to

improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

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Sleep Disturbance - Comments expressed concerns about disruption to sleep or sleep patterns. Appendix E: Section E.10 Sleep Interference of the Environmental Assessment (EA) provides a description of sleep disruption from noise. As discussed in Chapter 5: Environmental Consequences, of the EA, the noise modeling analysis indicated that the Las Vegas Metroplex project would not result in significant or reportable noise increase (See Table 5-2: Criteria for Determining Impacts of Changes in Aircraft Noise) impacts for the forecasted years of 2020 and 2025.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection

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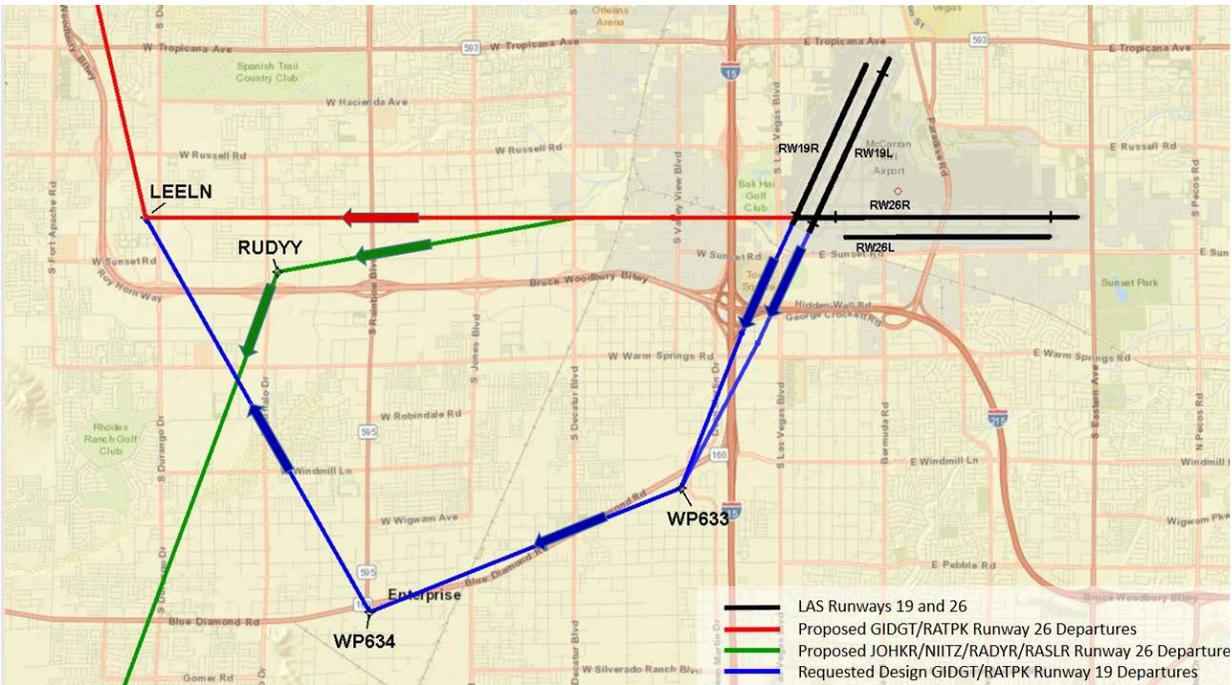


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #44 Submitted by: Hamilton, Johnny and Dena

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 12/10/2019 5:29 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: slo6@msn.com

Name: Johnny Hamilton

Mailing Address: 7040 Sweetheart Circle Las Vegas, NV 89118

Aviation noise: The noise pollution is already hard to tolerate and with this change it will only get worse. We do not support such a change, and find it hard to believe this change of path will make that much of a difference.

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration: We already get woken up with aircraft noise and hear it sometimes until midnight, how much more do we have to tolerate?! Sleep deprivation can cause problems and thats what aviation noise concentration will attribute to. This noise will also cause anxiety in our animals and in the Western Trails neighborhood there is an extremely large amount of horses and other household pets.

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: We chose this City and the area we live in to retire , we do not want to have to move do to the added noise pollution

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X
10_15) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.3
Safari/605.1.15

Topics Identified in the Comment #44

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #44 Topics

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

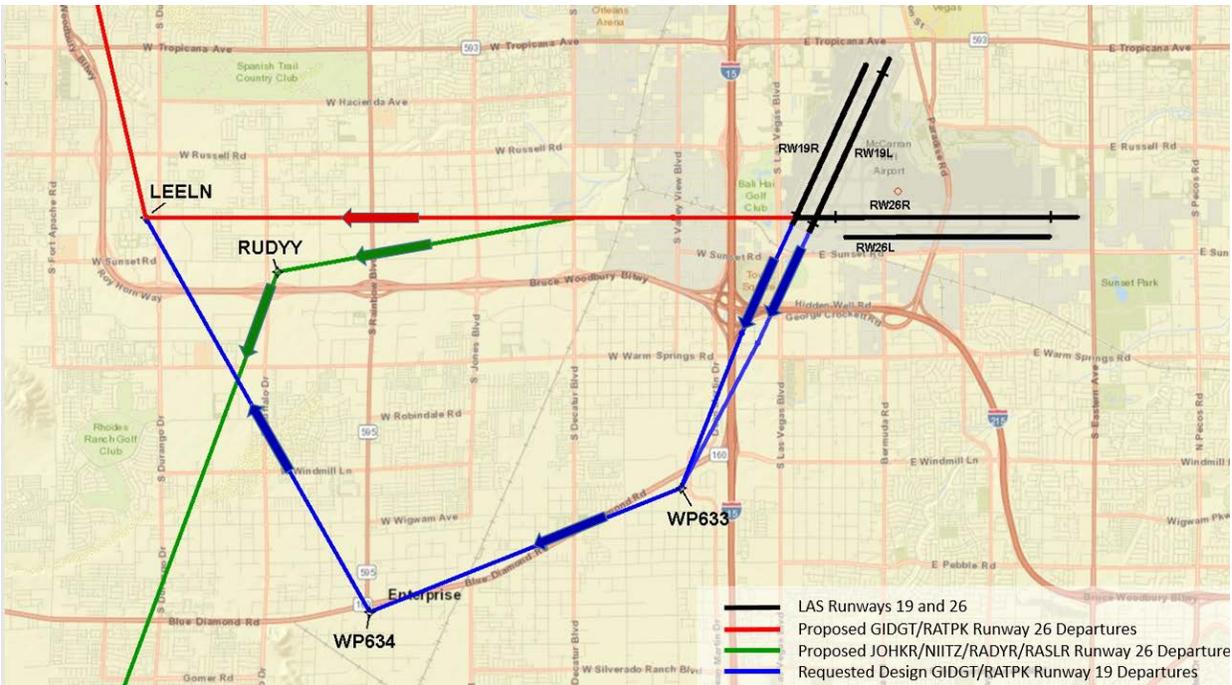


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #45 Submitted by: Harsh, Tim L

Comment Received:

**FAA Community Workshop Comments
(Las Vegas Metroplex)**

Date:

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: HARSH Middle Initial: 2 * First Name: Tim

* Mailing Address: 7507 ANAHEIM AVE

* City: LV * State: * Zip Code: 89147

* Your email address: _____

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

When RESIDENCE WAS purchased 23 years ago
AIR TRAFFIC MAPS showed NO routing over house
it appears that all North Departures ARE going
TO GO over house now!

Topics Identified in the Comment #45

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration

Proposed Air Traffic Procedures Related Topics

- Left Turn on Departure from Runway 01
- Right Turn on Departure from Runway 26

FAA Response for Comment #45 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment.

The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Left Turn on Departure from Runway 01 - Based on the comments and the associated addresses, the Federal Aviation Administration assumes several commenters expressed concerns relating to the effect of the Proposed Action on flight paths of aircraft turning left on departure from Runway 01 at McCarran International Airport (LAS). The proposed procedures include specified paths for aircraft departing the Runway 01 transition of the proposed LAS JOHKR and RADYR departure procedures.

These proposed procedures were designed to provide continuity and integration with other procedures in the Proposed Action accommodating new arrival and departure paths for LAS, Henderson Executive Airport and North Las Vegas Airport. Although the LAS JOHKR and LAS RAYDR Runway 01 transitions are new designs, they will fly lateral and vertical paths that are similar to those of the existing procedures, such that aircraft using them would remain within historical flight tracks.

Right Turn on Departure from Runway 26 - The Federal Aviation Administration (FAA) received comments concerning the proposed designs of the McCarran International Airport (LAS) GIDGT, LOHLA and RATPK departures, Runway 26 transitions. None of the comments mentioned the procedures by name. Based on the contents of the comments and the addresses associated with them, the FAA assumes they are associated with the GIDGT, LOHLA and RATPK procedures departing Runway 26. Most of the comments were about existing noise conditions.

These proposed procedures were designed to provide continuity and integration with other Metroplex designs accommodating new arrival and departure paths for LAS, Henderson Executive Airport and North Las Vegas Airport. Although the GIDGT and RATPK departure procedures are proposed Metroplex designs, they would fly similar lateral and vertical paths to the existing LAS STAAV and TRALR departure procedures. The LOHLA departure follows historical flightpaths until the GLIAN waypoint. The noise analysis results for the procedures evaluated in the Environmental Assessment have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

LAS Metroplex - 2020 Grid Points - Northern General Study Area

LAS Metroplex - 2020 Grid Points - Southern General Study Area

LAS Metroplex - 2025 Grid Point - Northern General Study Area

LAS Metroplex - 2025 Grid Point - Southern General Study Area

After the April 2019 Preliminary Design workshops the FAA received comments about the current flight tracks of the STAAV and TRALR departure procedures. Some commenters suggested moving the proposed procedures further west, over less populated areas, before they made the turn to the north. The FAA reviewed the comments and the GIDGT and RATPK departure procedures to determine whether changes could be made. The FAA examined changing the lateral path by moving the LEELN waypoint three miles west. Several issues were identified with this change:

- It would route aircraft too close to rapidly rising terrain for aircraft to safely climb above
- It would route aircraft through an existing Visual Flight Rules corridor, utilized by aircraft not always in contact with FAA controllers
- Aircraft departing LAS Runway 26 on the GIDGT and RATPK departure procedures might exit and then re-enter Class Bravo service area
 - o The intent of Class B airspace is to contain all published instrument procedures to and from a primary airport
 - o Procedures are required to be designed so that when an aircraft leaves Class B airspace it does not re-enter

Due to safety and efficiency, the FAA was unable to amend the designs of the LAS GIDGT and RATPK Runway 26 departures.

Comments-Responses

Comment #46 Submitted by: Haukohl, Kurt O

Comment Received:

Page 2 of 3

From: 9-LAS-Metroplex-EA (FAA)
Sent: Monday, December 2, 2019 1:36 PM
To: Basic, Catherine (FAA) <Catherine.Basic@faa.gov>; Bjornson, Hans (FAA) <Hans.Bjornson@faa.gov>; Mayhugh, Bradley R (FAA) <bradley.r.mayhugh@faa.gov>; Tim Swing <trs@atac.com>; Bill Keller <wjk@atac.com>; cthomas@natca.net <cthomas@natca.net>
Subject: Fw: LAS Metroplex

We may need to send a thumb drive and need to check why the website did not work

From: Haukohl, Kurt <KHaukohl@dot.nv.gov>
Sent: Monday, December 2, 2019 11:23 AM
To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>
Subject: LAS Metroplex

Hello

We need an electronic copy of the Draft EIR for the LAS Metroplex.
Can you send us a thumb drive copy or DVD as the website is not working for us?
[http://metroplexenvironmental.com/docs/las_metroplex/LAS_Metroplex_Draft_EA_Full_Document_303.17MB\).pdf](http://metroplexenvironmental.com/docs/las_metroplex/LAS_Metroplex_Draft_EA_Full_Document_303.17MB).pdf)

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Kurt O. Haukohl

[State Aviation Manager](#)

[Nevada Department of Transportation](#)

1263 South Stewart Street

Carson City, Nevada 89712

Office: 775-888-7353

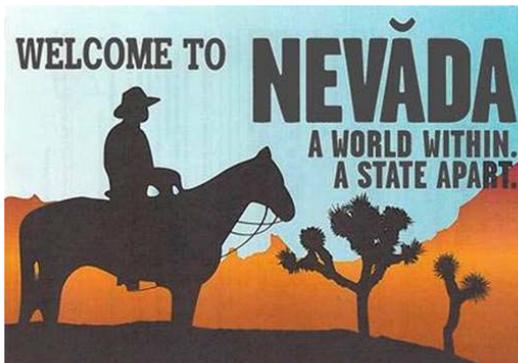
iPhone: 916-825-3102

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NEVADA AVIATION
DEPARTMENT OF TRANSPORTATION



<https://itunes.apple.com/us/app/nevada-airport-directory/id1304470908?ls=1&mt=8>



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Topics Identified in the Comment #46

NEPA Related and General Topics

- Metroplex Environmental Website/Access to Proposals

FAA Response for Comment #46 Topics

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Comments-Responses

Comment #47 Submitted by: Haukohl, Kurt O

Comment Received:

Searchlight - 1L3 / Metroplex

Haukohl, Kurt <KHaukohl@dot.nv.gov>

Fri 12/13/2019 3:41 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Cc: Mayhugh, Bradley R (FAA) <bradley.r.mayhugh@faa.gov>; Jonathan Daniels <jon.daniels@praxisaerospace.com>; William Turnbull <kaltagg@aol.com>

1 attachments (69 KB)

1L3.pdf

Hi Brad

The owners of the Searchlight Airport asked me to confirm that 1L3 (attached) has a single 5,000-foot runway just south of Boulder City that is Public-Use and has been open to the public since transfer from Clark County.

.

Kurt O. Haukohl

[State Aviation Manager](#)

[Nevada Department of Transportation](#)

1263 South Stewart Street

Carson City, Nevada 89712

Office: 775-888-7353

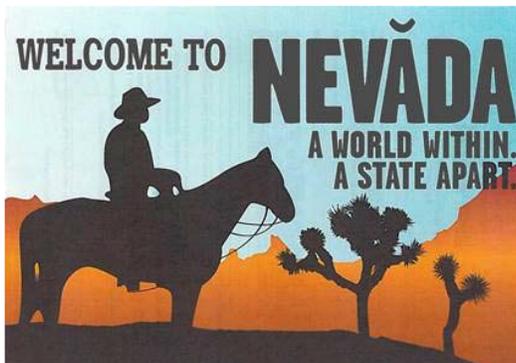
iPhone: 916-825-3102

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NEVADA VIATION
DEPARTMENT OF TRANSPORTATION



<https://itunes.apple.com/us/app/nevada-airport-directory/id1304470908?ls=1&mt=8>



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<https://outlook.office365.com/mail/9-las-metroplex-ea@faa.gov/deeplink?version=2019123...> 1/7/2020

Comments-Responses

Comment #48 Submitted by: Healing, Ken

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Sun 1/19/2020 8:01 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: heal5111@gmail.com

Name: Ken Healing

Mailing Address: 2573 Leighton Ave, Henderson, NV 89052

Aviation noise: Next Gen will affect the same area with noise pollution with each overhead flight. It needs to be adjusted so the same neighborhoods don't suffer disproportionately.

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Next Gen drove us out of Los Angeles and I wouldn't want it to do the same now that we're here in NV

Aviation noise concentration: See above

Purpose and need for the project:

Air Quality: See above

Future environmental concerns: Noise pollution as well as environmental pollution.

Concerns that should be considered for the project: Don't make the same neighborhoods suffer with noise pollution over and over

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10.14; rv:72.0) Gecko/20100101 Firefox/72.0

Topics Identified in the Comment #48

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Projected Air Quality Concerns

FAA Response for Comment #48 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Comments-Responses

Comment #49 Submitted by: Hegland, Erik S

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Sun 12/15/2019 12:23 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (4 KB)

contact.csv;

Email: ehegland@yahoo.com

Name: Erik S Hegland

Mailing Address: 4470 W.Warm Springs Rd

Aviation noise: A great increase in noise and vibration will occur from plans flying over our homes. Many of our homes are older, this may cause damage to our homes. The noise will affect my families quality of life in negative ways. There is absolutely nothing good for those who live in the Western Trails RNP(under new proposed flight plan.

Noise concentration: The noise will be all contained in our neighborhood. This affects our property and our quality of life. Noise at these levels are documented in many studies to cause significant increase in blood pressure and anxiety.

Current environmental concerns: It is fact that planes emit micro particles that will be in concentrated levels in our neighborhood, including over a kids park and elementary school. There is also an increase in fuels upon takeoff over our homes. This flight path will severely effect our quality of life in the Western Trails neighborhood.

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: I have major concerns that increased noise will affect me and my neighbors but physically and mentally. My quality of life will be effected by this noise, my young children will be effected by the noise, my animals will be effected by the noise. I have been under private planes flying between 1k-4K feet. It's too loud for a residential neighborhood

Aviation noise concentration: The noise concentration will effect our neighborhood elementary school, parks, rural lifestyle. We are a residential neighborhood. We have the right to the peaceful, enjoyment quality of life .

Purpose and need for the project: I attended meetings set by FAA 2x. While I understand they were given a job to update the current flight path. There were no detrimental reasons to change path. There was absolutely no consideration of the people that would be effected below this change.

Air Quality: For those below the flight path, we will be breathing in the higher concentration of fuel and micro particles that is commonly emitted during takeoff. Micro particles are detrimental to those with respiratory illness. Again affecting our quality of life.

Future environmental concerns: Increase in blood pressure is a very common side affect of live under the loud noises of airplanes. Micro particles are dangerous for those with respiratory illness. I can't imagine living with the constant anxiety brought on by noise, the air pollution and fear of a plane crashing upon takeoff (not an unheard of occurrence)

Concerns that should be considered for the project: We should be able to live in a peaceful quiet and safe quality of life. Adding this flight path above my house and neighborhood will remove all of that. It puts us in harms way and increases anxiety and could possibly shorten the lives of many neighbors.

Additional comments: As I understand the need to update your flight path, I do not think that this path is an agreeable solution. This path will affect us all in an all negative way. It's not right to add a flight path over an established neighborhood. We did not chose to live like that. My suggestion would be to find a path that is over business, highways and warehouses.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 13_1_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.1 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #49

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Physical/Mental Health
- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Purpose and Need/Out of Scope
- Rural Preserve/Trails and Parks

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #49 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take

advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Rural Preserve/Trails and Parks - The Federal Aviation Administration received comments suggesting potential noise impacts to several resources in the Rural Preserve District. As discussed in Section 5.1: Noise and Compatible Land Use of the Environmental Assessment (EA), three data sets, or sets of grid points, were used to analyze noise exposure when modeling for noise. One grid set consisted of 94,693 points uniformly distributed at 0.5 nautical mile intervals across the entire General Study Area; another grid consisted of 34,148 unique points located at areas identified as Department of Transportation Act, Section 4(f) resources within the General Study Area; and a final grid set contained 20,070 points situated at the population centroids of U.S. Census blocks located within the General Study Area.

These grids include one or more points at or near the Rural Preserve District. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 decibel [dB] increase in areas exposed to DNL 65 dB) anywhere within the General Study Area. In addition, the Proposed Action, when compared to the No Action Alternative, would not result in any reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB). The noise analysis results for each grid point evaluated in the EA have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

LAS Metroplex - 2020 Grid Points - Northern General Study Area

LAS Metroplex - 2020 Grid Points - Southern General Study Area

LAS Metroplex - 2025 Grid Point - Northern General Study Area

LAS Metroplex - 2025 Grid Point - Southern General Study Area

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

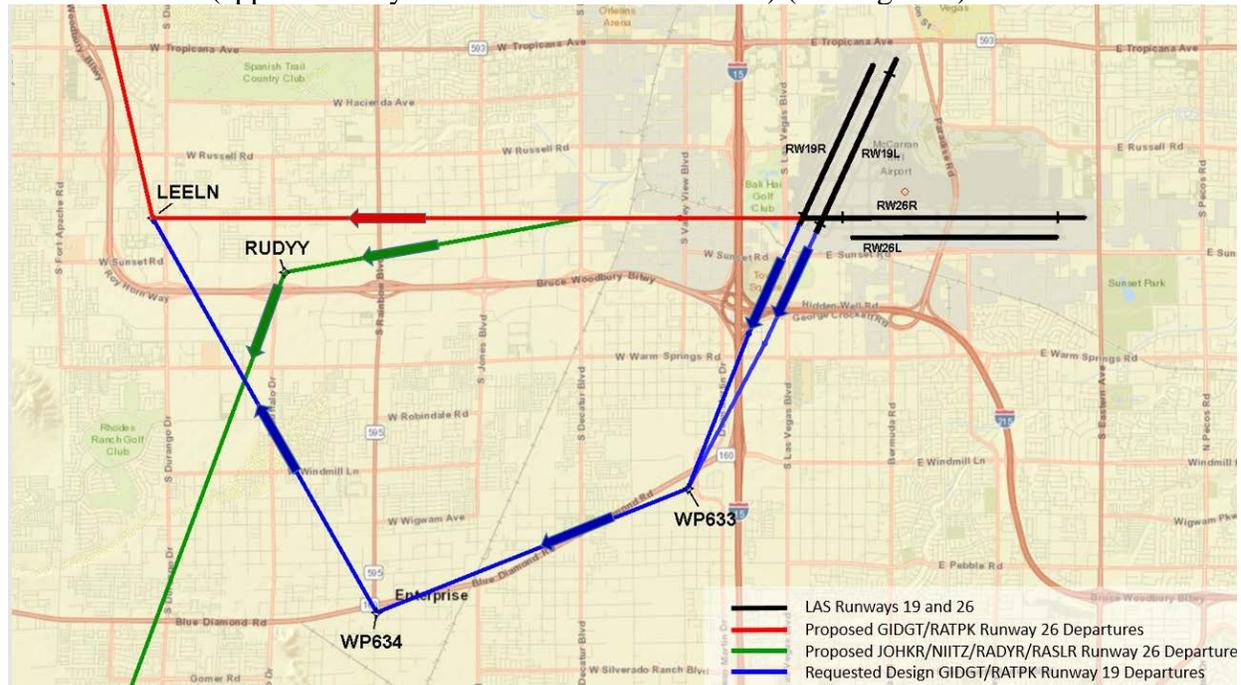


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #50 Submitted by: Hemstock, Steve

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 12/10/2019 2:31 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (969 bytes)

contact.csv;

Email:

Name: Steve Hemstock

Mailing Address: 7031 Rogers street

Aviation noise: Please don't put planes over Warm Springs road. Our neighborhood has gotten so noisy from airplanes already. The quality of life has been already negatively affected.

Noise concentration:

Current environmental concerns: Our neighborhood constantly smells like airplane exhaust and is way to loud to be healthy.

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 13_1_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.1 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #50

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #50 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

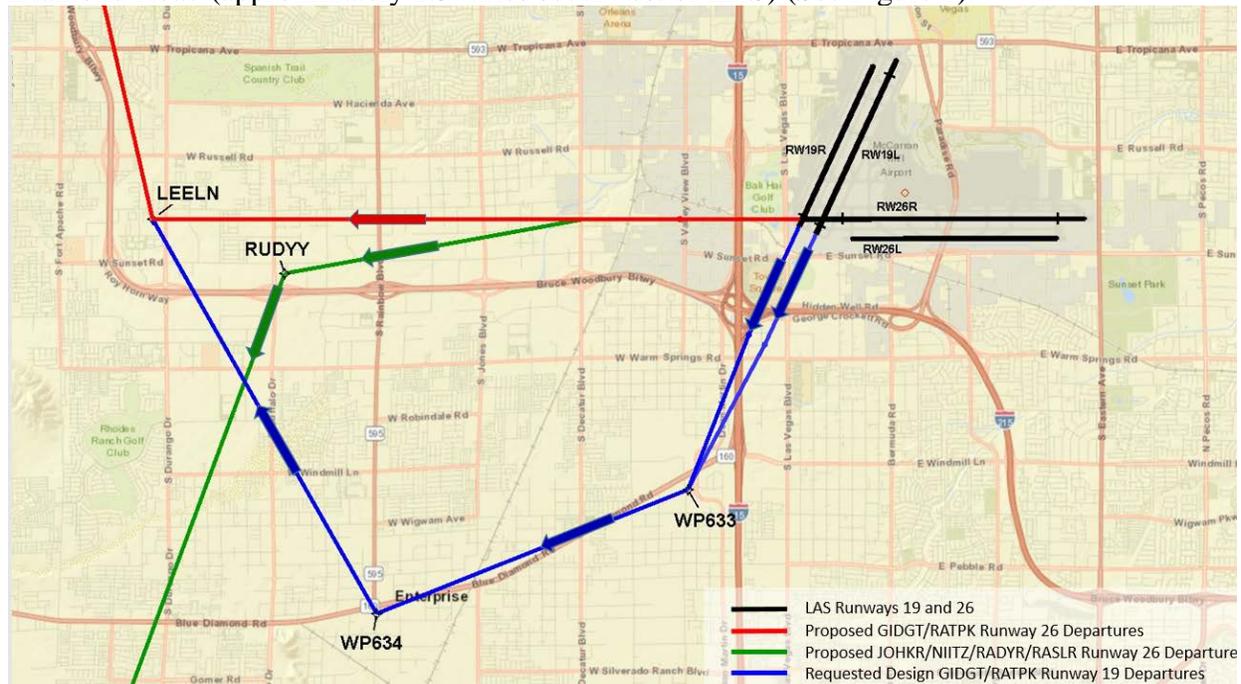


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #51 Submitted by: Hendrickx, Catherine

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Wed 12/18/2019 5:58 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (4 KB)

contact.csv;

Email: drickx.me@gmail.com

Name: Catherine Hendrickx

Mailing Address: 7245 Rogers Street Las Vegas, NV 89118

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations: I am concerned about the public notification process for this project. It seems like our neighborhood, which looks to be the most affected by this change, should have been notified by mail instead of relying on the local news station or newspaper which a lot of people do not have access to. Most of my neighbors would not have known anything about the meetings if we did not have a robust presence on the Nextdoor website. In addition, a meeting for just our area should have been a priority for a project of this type. I am also annoyed that the majority of FAA representatives at the meetings were from out of town. They didn't seem to have a feel for the value of our neighborhood's rural desert setting. Only one of them had even driven near our area.

Possible increase in Aviation noise: The current flight path has been in place for many years and we are all aware of its existence. This new proposal (South Flow : Runway 19 of the Las Vegas Metroplex) will greatly affect our residential area with flights being as low as 1000' over our homes. The noise level will change the character of our area and decrease our home values. In addition, the method for predicting the increase of noise is based on a computer model. There was no data from actual on the ground monitoring equipment.

Aviation noise concentration: If the proposal is implemented, we will be subject to increased noise directly over our homes as opposed to the noise from the runway 26 departures/arrivals that is concentrated over an area that has been zoned for this noise - industrial, commercial property and 215 corridor.

Purpose and need for the project: I am wondering if it is worth disrupting the quality of life of an entire neighborhood for 10 - 16 private planes a day. In addition, the FAA personal

at the meetings indicated that it is only for private aviation but what guarantees will be given to us that you will not be adding commercial traffic to this departure in the future?

Air Quality: Planes flying at 1000' above our homes are going to emit harmful particles and affect our health. They will also impact our landscaping, pools, and animals.

Future environmental concerns: Noise and emissions as stated in the boxes above.

Concerns that should be considered for the project: This project has been touted as being necessary for efficiency and safety. However, I am concerned about my neighborhoods safety when we have these private planes departing over our homes.

Additional comments: I am against the change that is proposed for the South Flow : Runway 19 of the Las Vegas Metroplex. I live at 7245 Rogers Street, Las Vegas NV 89118 (the area bounded by Warm Springs, 215 Beltway, Decatur, and Dean Martin), where the proposed flight path would be turning to join the west bound departure from runway 26. My neighborhood is composed of minimum 1/2 acre lots and even though we are in the middle of the city, we are zoned as a Rural Preservation area which means we have horses and other livestock. We have struggled to maintain this rural lifestyle and our unique neighborhood is an oasis in this busy city. I am requesting that you either keep the current departure configuration or route the departures further south over the commercial and industrial property along Blue Diamond Road. I am wondering if it is worth disrupting the quality of life of an entire neighborhood for 10 - 16 private planes a day.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_14_6) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.88 Safari/537.36

Topics Identified in the Comment #51

NEPA Related and General Topics

- Access to Knowledge About Aviation and/or Airport Concerns
- Biological/Wildlife Impacts
- Noise Modelling Analysis
- Physical/Mental Health
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns

- Property Values
- Public Outreach/Workshop Access

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #51 Topics

Access to Knowledge About Aviation and/or Airport Concerns - The Federal Aviation Administration (FAA) recognizes the importance of communicating with the public and providing sufficient information when proposing operational changes at an airport that could potentially have an environmental impact on the local community. Air traffic control involves a unique set of technical terms and issues that the public at large may not understand. The FAA employed multiple methods of public communication to provide information about how the FAA manages air traffic, describe the proposed Las Vegas Metroplex Project, and disclose a clear and accurate description of the Project's potential environmental impacts. For example, the FAA created a public website, at the link provided below, that includes the FAA's Environmental Assessment (EA) for the Project, materials presented at the numerous public workshops, and additional materials (e.g., Google Earth files) provided to facilitate public understanding. In addition to describing the Project and its potential environmental effects, the EA includes a primer on air traffic control and separation criteria in Chapter 1 and a list of acronyms and glossary in Appendix D.

http://metroplexenvironmental.com/las_metroplex/las_docs.html

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure

changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Noise Modelling Analysis - The Metroplex project received comments concerning the noise modelling methodology. The noise analysis completed for the Environmental Assessment (EA) was prepared using the Aviation Environmental Design Tool (AEDT) version 2d, which is the Federal Aviation Administration's (FAA's) required noise model. The FAA uses AEDT to model noise for flight track changes over large areas associated with the No Action Alternative and the Proposed Action. The AEDT 2d model utilizes an extensive aircraft performance and sound level database that includes information on variations in sound attributed to different types of aircraft and aircraft engines, aircraft speed, climb and descent thrust, and the altitude along a route. Detailed terrain data was inputted into the AEDT 2d model, which accounts for the elevation of each grid point or population centroid when calculating the distance between the grid point and the aircraft. The aircraft noise analysis prepared for the Las Vegas Metroplex Project EA was conducted in compliance with FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

This Order requires that aircraft noise analysis use the yearly Day-Night Average Sound Level (DNL) metric. DNL is the FAA's primary metric used to establish a yearly day/night average of cumulative noise energy exposure of individuals to noise resulting from aviation activities. The noise analysis evaluated noise exposure to noise sensitive areas within the General Study Area from aircraft forecasted to be operating under Instrument Flight Rules (IFR). IFR-filed aircraft activity was forecasted for the years 2020 and 2025 and used to model conditions under both the No Action Alternative and the Preferred Alternative.

The FAA's Order for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of DNL 1.5 decibel (dB) in areas exposed to aircraft noise of DNL 65 and higher. Using these criteria, the noise analysis results indicate that the Preferred Alternative when compared to the No Action Alternative would not result in a DNL 1.5 dB or higher increase in sensitive areas exposed to DNL 65 dB or higher.

The compatibility of noise sensitive land use is evaluated through comparison with the compatibility guidelines provided in 14 CFR Part 150, Appendix A, table 1. The guidelines focus on areas exposed to noise levels of DNL 65 dB and greater. However, the FAA recognizes that this standard may not be relevant to certain noise sensitive areas. As shown in the EA, Table 5-2: Criteria for Determining Impact of Changes to Aircraft Noise, a 3 dB increase in areas exposed to DNL 60 to 65 dB and a 5 dB increase in areas exposed to DNL 45 to 60 dB are considered reportable noise increases. The FAA prepared the noise modelling analysis of the proposed flight procedures to account for the reportable noise criteria. Experience has indicated that DNL increases 5 dB or more at cumulative levels well below DNL 65 dB could be disturbing to people and become a source of public concern.

The FAA identified one area with lower levels of aircraft noise exposure, specifically, an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB. Although this would result in a reportable aircraft noise exposure DNL 5 dB increase in areas exposed to DNL between 45 dB and 60 dB, the project would not introduce noise that would affect the features, or attributes associated with the area that would adversely affect it.

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Property Values - The Las Vegas Metroplex Project involves air traffic control routing changes for airborne aircraft only; and does not involve land acquisition, physical disturbance, or construction activities. The determination of whether a proposed action may have a significant environmental impact under the National Environmental Policy Act (NEPA) is made by considering the relevant

environmental impact categories and comparing impact to the Federal Aviation Administration's (FAA's) thresholds of significance as outlined in FAA Order 1050.1F: Environmental Impacts: Policies and Procedures. The assessment of property values is not an environmental impact category as outlined in FAA Order 1050.1F. The Las Vegas Metroplex Project is compatible with existing and planned land uses, and the applicable regulations and policies of federal, state, and local agencies.

Specific studies of the impact of noise at the Study Airports on real property values are not required under NEPA and the FAA has not have not been conducted any for this project. Studies conducted at other national airports have concluded that airport noise only has a slight impact on property values within the Day Night Average Sound Level 65 decibels or greater noise contour around airports.

Additionally, comparison of older studies to more recent studies indicates that the impact was greater in the 1960s, when jet aircraft first entered the fleet. This decrease presumably is the result of stabilization of real estate markets following an initial adjustment to noisier jets, and of noise reduction in more modern Stage 3 or better aircraft.

Public Outreach/Workshop Access - The Federal Aviation Administration (FAA) recognizes the importance and value of public input in the National Environmental Policy Act (NEPA) process, and substantial public outreach has been conducted in support of the Las Vegas Metroplex project. The FAA is committed to engaging the public in the environmental review process as required by both NEPA and FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

On April 25, 26 and 27, 2017, the FAA conducted pre-design workshops in three locations to inform the public of the types of issues the project would attempt to resolve. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts.

On September 30, 2018, a notice of intent to prepare an Environmental Assessment (EA) was published in the Las Vegas Review Journal newspaper. Appendix A: Agency Coordination, Public Involvement, and List of Receiving Parties, of the EA includes a copy of the notice of intent letter (and attachments), an affidavit of newspaper publication, and a list of the receiving agencies.

On April 9, 10 and 11, 2019 the FAA conducted public workshops in three locations to inform citizens of preliminary designs and to solicit input. Based on the comments received, the FAA conducted a review of the procedures. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts.

On December 9, 10, 11, 12 and 13, 2019 the FAA conducted public workshops in five locations to inform citizens of the Draft Environmental Assessment in order to provide an opportunity to learn about the project. The public was afforded sixty-four days to provide comments on the project. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts prior to December 9, 2020. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts. This resulted in three local newscasts that informed the public about the workshops locations, dates and times.

Throughout all of the public engagement efforts, local, state and federal representatives were advised of activities and were requested to inform their constituents of the project.

Appendix A of the EA provides a full description of all public outreach/engagement activities of the Las Vegas Metroplex project.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

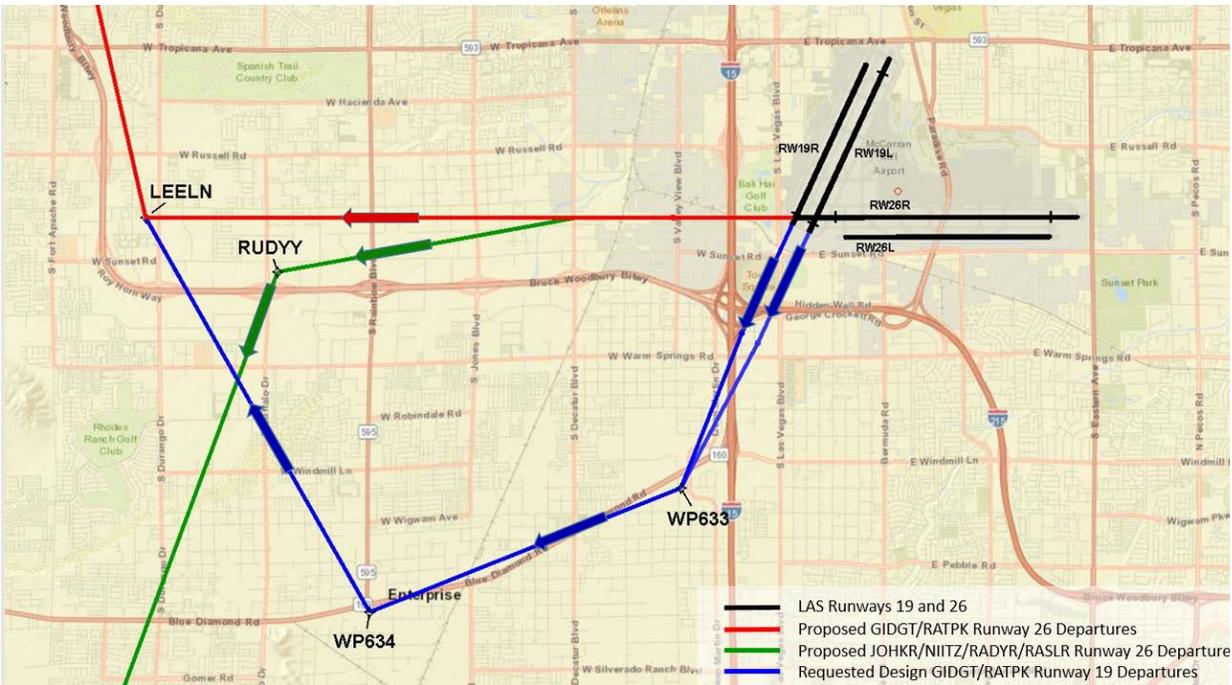


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #52 Submitted by: Herring, N

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 12/12/2019 11:14 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (941 bytes)

contact.csv;

Email: greeneggs15@gmail.com

Name: N Herring

Mailing Address: 7587 Pioneer Ranch Ave

Aviation noise: Please move the flight path down Blue Diamond

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: It is proposed to move the flight path down Warm Springs...please consider using Blue Diamond

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project: Please consider the flight path on Blue Diamond instead of Warm Springs

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Linux; Android 9; SM-G973U) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/78.0.3904.108 Mobile Safari/537.36

Topics Identified in the Comment #52

NEPA Related and General Topics

- Possible Increase in Aviation Noise

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #52 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #53 Submitted by: Hoffman, Vanessa L

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12-12-19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: Hoffman Middle Initial: L * First Name: Vanessa

* Mailing Address: 7534 Dobray Dr

* City: Las Vegas NV * State: NV * Zip Code: 89179

* Your email address: Venessahoffman22@gmail.com

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project for better for environment.
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

I am for the new proposal of flight patterns with higher altitude for planes landing and come to and from airport. I don't like plane flying so low and being so loud that it gives me headaches. So higher altitude is better. Reducing the all over patterns of flights. Take off and descends from higher levels is better.

Topics Identified in the Comment #53

NEPA Related and General Topics

- Physical/Mental Health
- Support for Proposed Changes

FAA Response for Comment #53 Topics

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Support for Proposed Changes - The Federal Aviation Administration (FAA) would like to say thank you to those who took the time to attend our presentations and commented positively about the project and the FAA's efforts.

Comments-Responses

Comment #54 Submitted by: Horween, Marilyn

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: Dec 11 2019

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: Horween Middle Initial: _____ * First Name: MARILYN
* Mailing Address: _____
* City: _____ * State: _____ * Zip Code: _____
* Your email address: mhorween@gmail.com

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Thank you

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

I just want you to (train & hire) competent people (an air disaster would not be pleasant)

Topics Identified in the Comment #54

NEPA Related and General Topics

- Purpose and Need/Out of Scope
- Safety

FAA Response for Comment #54 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

Comments-Responses

Comment #55 Submitted by: Howard-Malm, Laurie A

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date:

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: Malm-Howard Middle Initial: A * First Name: Laurie
* Mailing Address: 7345 Wilton Dr
* City: L.V. * State: NV * Zip Code: 89139
* Your email address: horm/vr/ah@aol.com

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

Please move the runway to Blue Diamond instead down Warm Springs or the Rural Neighborhood. This will impact the quality of our life + our family.

Topics Identified in the Comment #55

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Noise Modelling Analysis
- Physical/Mental Health
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns

- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #55 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Noise Modelling Analysis - The Metroplex project received comments concerning the noise modelling methodology. The noise analysis completed for the Environmental Assessment (EA) was prepared using the Aviation Environmental Design Tool (AEDT) version 2d, which is the Federal Aviation Administration's (FAA's) required noise model. The FAA uses AEDT to model noise for flight track changes over large areas associated with the No Action Alternative and the Proposed Action. The

AEDT 2d model utilizes an extensive aircraft performance and sound level database that includes information on variations in sound attributed to different types of aircraft and aircraft engines, aircraft speed, climb and descent thrust, and the altitude along a route. Detailed terrain data was inputted into the AEDT 2d model, which accounts for the elevation of each grid point or population centroid when calculating the distance between the grid point and the aircraft. The aircraft noise analysis prepared for the Las Vegas Metroplex Project EA was conducted in compliance with FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

This Order requires that aircraft noise analysis use the yearly Day-Night Average Sound Level (DNL) metric. DNL is the FAA's primary metric used to establish a yearly day/night average of cumulative noise energy exposure of individuals to noise resulting from aviation activities. The noise analysis evaluated noise exposure to noise sensitive areas within the General Study Area from aircraft forecasted to be operating under Instrument Flight Rules (IFR). IFR-filed aircraft activity was forecasted for the years 2020 and 2025 and used to model conditions under both the No Action Alternative and the Preferred Alternative.

The FAA's Order for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of DNL 1.5 decibel (dB) in areas exposed to aircraft noise of DNL 65 and higher. Using these criteria, the noise analysis results indicate that the Preferred Alternative when compared to the No Action Alternative would not result in a DNL 1.5 dB or higher increase in sensitive areas exposed to DNL 65 dB or higher.

The compatibility of noise sensitive land use is evaluated through comparison with the compatibility guidelines provided in 14 CFR Part 150, Appendix A, table 1. The guidelines focus on areas exposed to noise levels of DNL 65 dB and greater. However, the FAA recognizes that this standard may not be relevant to certain noise sensitive areas. As shown in the EA, Table 5-2: Criteria for Determining Impact of Changes to Aircraft Noise, a 3 dB increase in areas exposed to DNL 60 to 65 dB and a 5 dB increase in areas exposed to DNL 45 to 60 dB are considered reportable noise increases. The FAA prepared the noise modelling analysis of the proposed flight procedures to account for the reportable noise criteria. Experience has indicated that DNL increases 5 dB or more at cumulative levels well below DNL 65 dB could be disturbing to people and become a source of public concern.

The FAA identified one area with lower levels of aircraft noise exposure, specifically, an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB. Although this would result in a reportable aircraft noise exposure DNL 5 dB increase in areas exposed to DNL between 45 dB and 60 dB, the project would not introduce noise that would affect the features, or attributes associated with the area that would adversely affect it.

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action

would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area

exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement

provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #56 Submitted by: Howard-Malm, Laurie A

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/13/2019 9:18 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: HORSLVRLAH@AOL.COM

Name: Laurie A Howard-Malm

Mailing Address: 7365 Ullom Drive Las Vegas, Nevada 89139

Aviation noise: There are plenty of days when we can hear & feel the vibrations of jets flying in our neighborhood .

Noise concentration: The jets are close enough to hear now.

Current environmental concerns: The fumes from jet fuel.

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Not a possible increase, an absolute increase, and the computer model do not take all factors into account.

Aviation noise concentration: We already have noise & vibrations from the planes that fly in our neighborhood. This will only increase.

Purpose and need for the project: My understanding from attending the neighborhood meeting was that the air traffic controllers are driving this change of flight plans. They are impacting thousands of individuals well being and lifestyle just to make it more convenient for air traffic controllers..

Air Quality:

Future environmental concerns: Additional jet fuel with the emissions in a neighborhood has serious health ramifications.

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64;
x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.79
Safari/537.36

Topics Identified in the Comment #56

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns
- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #56 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F,

Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration’s (FAA’s) environmental policies and procedures, analyze the Project’s potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a

slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters’ references to Warm Springs Road, Blue Diamond Road as well as the commenters’ residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

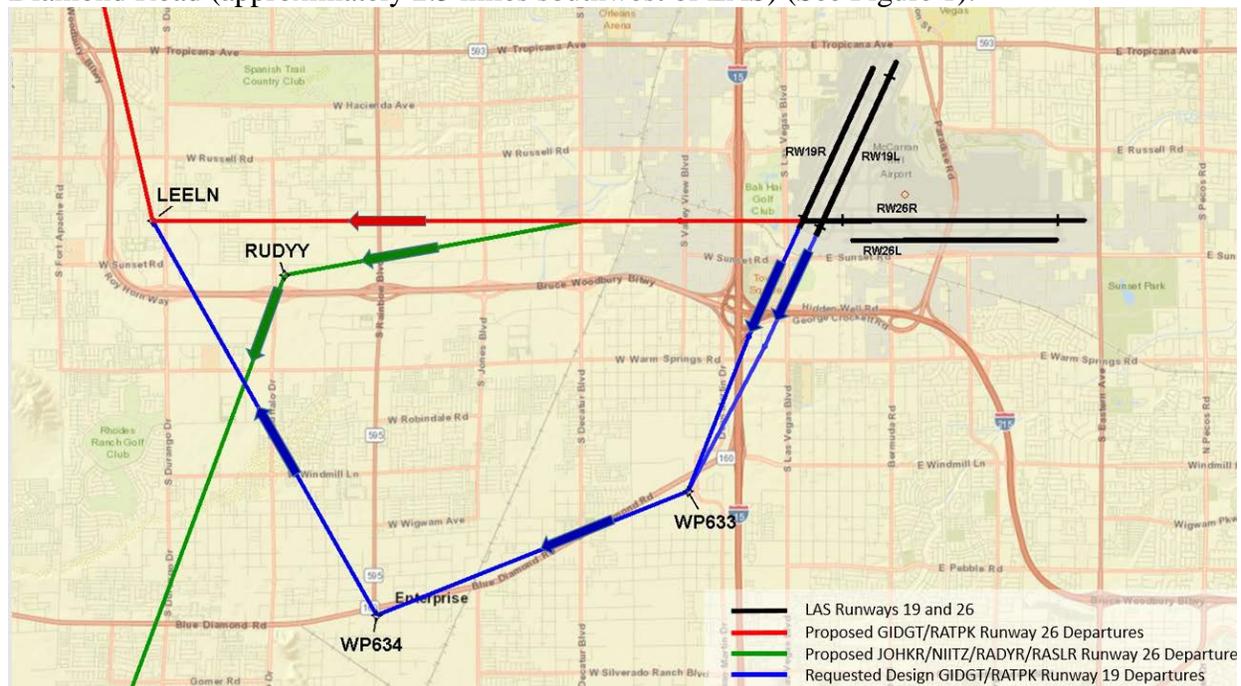


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design

of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #57 Submitted by: Howe, Maynard A

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/20/2019 1:47 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: mhowe@stemedica.com

Name: Maynard A Howe

Mailing Address: 9721 Orient Express Court

Aviation noise: Their is no concern at the present; however, I would appreciate know if that flight patterns are going to change

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Their is no concern at the present; however, I would appreciate know if that flight patterns are going to change

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: Please provide a plan if there is to be changes to flight patterns and associated noise from current levels

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/64.0.3282.140 Safari/537.36 Edge/17.17134

Topics Identified in the Comment #57

NEPA Related and General Topics

- Metroplex Environmental Website/Access to Proposals

FAA Response for Comment #57 Topics

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Comments-Responses

Comment #58 Submitted by: Hunter-Smith, Helaine

Comment Received:

Mail - 9-LAS-Metroplex-EA (FAA) - Outlook

Page 1 of 1

⏪ Reply all ▾ 🗑 Delete 🚫 Junk Block ...

Community Comments Form Submission

D do-not-reply@faa.gov     ...
Mon 1/13/2020 8:30 AM
9-LAS-Metroplex-EA (FAA) ✉

contact.csv
2 KB

Email: helainemft@gmail.com

Name: Helaine Hunter-Smith

Mailing Address: 5667 Benevento Court Las Vegas, NV 89141

Aviation noise: The noise is extremely loud and constant. The vibrations from the planes are painful to ears and there is no respite from the noise. As I write this it is 8:14 am and the planes are every minute with no respite. Quality of sleep and life is suffering.

Noise concentration: The noise is loud, intense over all of Southern Highlands. Unlivable.

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: We cannot live like this. Has seriously impaired our quality of life. Extremely distressed.

Aviation noise concentration: EXTREME!!!!!!

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project: The hundreds of thousands of people who bought homes in this area in good faith. I have lived here for close to 18 years and while the occasional plane was fine this is unlivable- it has already adversely effected my quality of life.

Additional comments: Please change back to the old flight patterns

Topics Identified in the Comment #58

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Physical/Mental Health
- Sleep Disturbance

FAA Response for Comment #58 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Sleep Disturbance - Comments expressed concerns about disruption to sleep or sleep patterns. Appendix E: Section E.10 Sleep Interference of the Environmental Assessment (EA) provides a description of sleep disruption from noise. As discussed in Chapter 5: Environmental Consequences, of the EA, the noise modeling analysis indicated that the Las Vegas Metroplex project would not result in significant or reportable noise increase (See Table 5-2: Criteria for Determining Impacts of Changes in Aircraft Noise) impacts for the forecasted years of 2020 and 2025.

Comments-Responses

Comment #59 Submitted by: Jepsen, Haley M

Comment Received:

Page 1 of 1

(No subject)

Haley M. Jepsen <haleyjepsen@gmail.com>

Sun 11/24/2019 11:12 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

I've been looking at the websites about this topic and the input I have is my dad works for the McCarran airport and now reading more about this I had no idea that there would be new routes to the airport. I hope when going to court there will be questions answered and demonstrations be given to improve anything they can to make things better for people.

Sent from [Mail](#) for Windows 10

Topics Identified in the Comment #59

NEPA Related and General Topics

- Metroplex Environmental Website/Access to Proposals
- Public Outreach/Workshop Access

FAA Response for Comment #59 Topics

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Public Outreach/Workshop Access - The Federal Aviation Administration (FAA) recognizes the importance and value of public input in the National Environmental Policy Act (NEPA) process, and substantial public outreach has been conducted in support of the Las Vegas Metroplex project. The FAA is committed to engaging the public in the environmental review process as required by both NEPA and FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

On April 25, 26 and 27, 2017, the FAA conducted pre-design workshops in three locations to inform the public of the types of issues the project would attempt to resolve. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts.

On September 30, 2018, a notice of intent to prepare an Environmental Assessment (EA) was published in the Las Vegas Review Journal newspaper. Appendix A: Agency Coordination, Public Involvement, and List of Receiving Parties, of the EA includes a copy of the notice of intent letter (and attachments), an affidavit of newspaper publication, and a list of the receiving agencies.

On April 9, 10 and 11, 2019 the FAA conducted public workshops in three locations to inform citizens of preliminary designs and to solicit input. Based on the comments received, the FAA conducted a review of the procedures. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts.

On December 9, 10, 11, 12 and 13, 2019 the FAA conducted public workshops in five locations to inform citizens of the Draft Environmental Assessment in order to provide an opportunity to learn about the project. The public was afforded sixty-four days to provide comments on the project. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts prior to December 9, 2020. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts. This resulted in three local newscasts that informed the public about the workshops locations, dates and times.

Throughout all of the public engagement efforts, local, state and federal representatives were advised of activities and were requested to inform their constituents of the project.

Appendix A of the EA provides a full description of all public outreach/engagement activities of the Las Vegas Metroplex project.

Comments-Responses

Comment #60 Submitted by: Johnson, Willa M

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Mon 1/6/2020 1:11 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (778 bytes)

contact.csv;

Email: bitsy3900@gmail.com

Name: Willa M Johnson

Mailing Address: 52 Panorama Crest Las Vegas, Nevada 89135

Aviation noise: Too much!!

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Far too much

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 13_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.4 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #60

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise

FAA Response for Comment #60 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified

criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Comments-Responses

Comment #61 Submitted by: Johnston, Jennifer A

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 12/10/2019 1:59 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: jjohnston4homes@yahoo.com

Name: Jennifer A Johnston

Mailing Address: 4470 w.Warm springs rd Las Vegas bc 89118

Aviation noise: Stressful, keeps my kids awake and nervous My dogs are sensitive to noise pollution. Many studies show a connection between noise pollution and high blood pressure and hyper tension (increase up to 68%

Noise concentration:

Current environmental concerns: Increase in micro particles , very bad to those with respiratory illness. Fuel and emissions. Smell

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Decrease in property value. Causes distress for humans living in the home. Distress to our horses, dogs, goats. This is a rural community

Aviation noise concentration:

Purpose and need for the project:

Air Quality: Poor air quality. Has bad health side effects, especially to those with respiratory issues elderly and babies

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: This plan should and could easily be moved to go over Blue Diamond, a major thoroughfare and business area. You do not build homes under flight paths please do not put a flight path over my home. I feel fear and anxiety with the thought of the possibility of a planet crashing in my home. Please don't put me under your flight path.

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 13_1_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.1 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #61

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Existing Aviation Noise and Environmental Concerns
- Physical/Mental Health
- Projected Air Quality Concerns
- Sleep Disturbance

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #61 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to

improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis

when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Sleep Disturbance - Comments expressed concerns about disruption to sleep or sleep patterns. Appendix E: Section E.10 Sleep Interference of the Environmental Assessment (EA) provides a description of sleep disruption from noise. As discussed in Chapter 5: Environmental Consequences, of the EA, the noise modeling analysis indicated that the Las Vegas Metroplex project would not result in significant or reportable noise increase (See Table 5-2: Criteria for Determining Impacts of Changes in Aircraft Noise) impacts for the forecasted years of 2020 and 2025.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

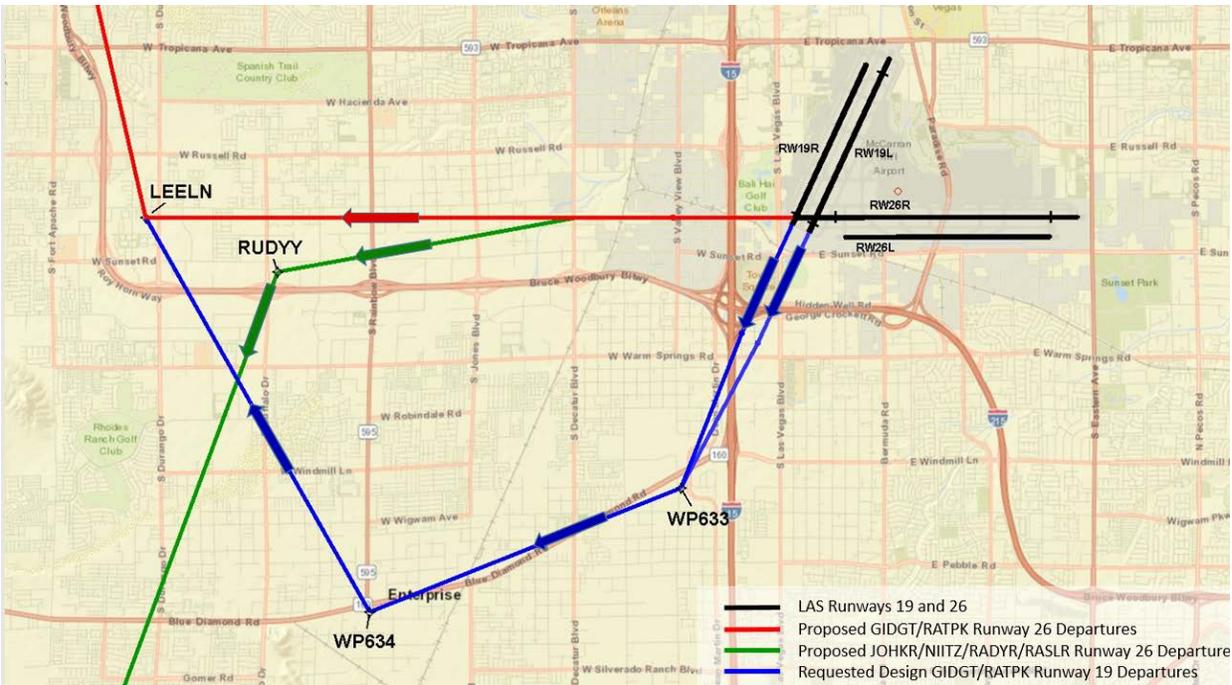


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #62 Submitted by: Jordan, Dan H

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Wed 1/8/2020 2:20 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (948 bytes)

contact.csv;

Email: djordan@xpressboats.com

Name: Dan h Jordan

Mailing Address: 199 Extrusion PLace

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: The new drone laws are ridiculous and a grab for the hobbist airspace that is now very valuable.. I called my senator but he doesn't care as we know that first 400 ft is what you want to steal from us..... Wow.....

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 6.1; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.88 Safari/537.36

Topics Identified in the Comment #62

NEPA Related and General Topics

- Purpose and Need/Out of Scope

FAA Response for Comment #62 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #63 Submitted by: Kam, Rita M

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 12/24/2019 4:01 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: rmklv@yahoo.com

Name: Rita M Kam

Mailing Address: 7540 Ullom Dr Las Vegas ,NV 89139

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: I'm very concerned about increased noise from aircraft taking off and landing following Warm Springs Road. The flight path was changed several years ago (I believe it followed Warm Springs Road back then) and we could see peoples' faces in the planes as they took off!!!! The noise was very disturbing!!i did not build my custom home in a flight path!!!

Aviation noise concentration: I did not build my custom home in a flight path!!! You won't let me build a home in the flight path but you are moving the flight path dangerously close to my home!!! Move the flight path to follow Blue Diamond Road which is all commercial!!

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64;

x64; rv:71.0) Gecko/20100101 Firefox/71.0

Topics Identified in the Comment #63

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Right Turn on Departure from Runway 19

Proposed Air Traffic Procedures Related Topics

FAA Response for Comment #63 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects

that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

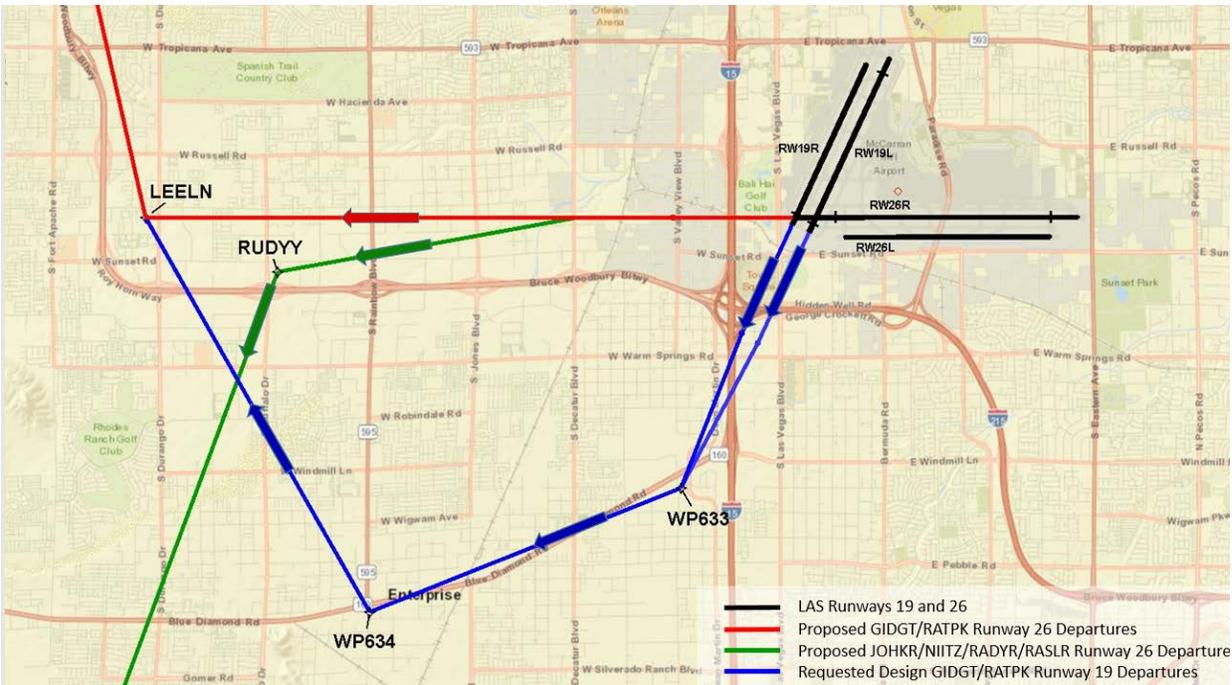


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #64 Submitted by: Kardii, Kathy

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12-13-19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: KARDII Middle Initial: _____ * First Name: KATHY
* Mailing Address: 2220 SHORELINE FALLS CT.
* City: HENDERSON * State: NV * Zip Code: 89044
* Your email address: KARDII@2220DCOM.NT

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

1. the small planes are flying every few.
2. Increased plane traffic.
3. Large planes flying over after midnight.
4. Assume trainee flying over home shutting off engine.
5. Flight pattern needs to follow freeway

Topics Identified in the Comment #64

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- General Aviation/Visual Flight Rules
- Possible Increase in Aviation Noise

FAA Response for Comment #64 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

General Aviation/Visual Flight Rules - The comments in this category expressed concerns that general aviation operations were not considered. Section 1.2.2: Air Traffic Control Within the National Airspace System of the Environmental Assessment describes two categories of flight rules, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). The purpose of the proposed project is to address the inefficiency of existing IFR aircraft flight procedures in the Las Vegas Metroplex General Study Area. Aircraft operating under VFR rules are not part of the scope of the project.

Comments raised at public workshops expressed concerns about VFR activities near Henderson Executive Airport (HND). The comments in this category are similar to those stated at the workshops

and therefore the Federal Aviation Administration (FAA) assumes they reference VFR aircraft operating on and around HND. The FAA was unable to find any correlation between the development of IFR arrival/departure procedures and the issues raised in these comments.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Comments-Responses

Comment #65 Submitted by: Keane, Jeraca Z

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 12/17/2019 9:18 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: jeracaz@icloud.com

Name: Jeraca Z Keane

Mailing Address: 3910 W Mardon Avenue Las Vegas, NV 89139

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Planes will be flying over my house and they will be low. Our quality of life in our home is going to be greatly reduced. Spending time in my yard will be awful with the planes flying over. The value of my property is going to be greatly reduced because of this.

Aviation noise concentration: Instead of being around me it will be right over my house. This area is meant for horse property and now that value will be gone because the airplane noise will be so harmful to the horses.

Purpose and need for the project: You are stating that there is a need for this. But this plan if going to greatly effect this whole community who paid a lot more money for their larger properties to have space to enjoy their homes outside and with their animals. This western trails community is a preserved area and will lose it value and charm having it now the airport path.

Air Quality: Our air quality will be effected having airplanes taking off right over our houses. This is a danger to our health and the long term health of our children.

Future environmental concerns:

Concerns that should be considered for the project: Health of people in path Quality of life from noise Health of animals Loss of property value Loss of special preserved community damage to property and home

Additional comments: Please consider flying further out South towards Blue Diamond Road prior to making the turn. This will allow the planes to be at a higher altitude before making that turn. It will also be in a commercial area and not destroying our community. You say this is made for smaller planes but I see this path already being used with full sized commercial airplanes. They are rumbling our properties. I know this will be damaging our houses, cracking ceilings, windows, foundations. Or continue with the same take offs over commercial areas and freeways.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 13_1_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.1 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #65

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Physical/Mental Health
- Possible Increase in Aviation Noise
- Property Values
- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #65 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Property Values - The Las Vegas Metroplex Project involves air traffic control routing changes for airborne aircraft only; and does not involve land acquisition, physical disturbance, or construction activities. The determination of whether a proposed action may have a significant environmental impact under the National Environmental Policy Act (NEPA) is made by considering the relevant environmental impact categories and comparing impact to the Federal Aviation Administration's (FAA's) thresholds of significance as outlined in FAA Order 1050.1F: Environmental Impacts: Policies and Procedures. The assessment of property values is not an environmental impact category as outlined in FAA Order 1050.1F. The Las Vegas Metroplex Project is compatible with existing and planned land uses, and the applicable regulations and policies of federal, state, and local agencies. Specific studies of the impact of noise at the Study Airports on real property values are not required under NEPA and the FAA has not have not been conducted any for this project. Studies conducted at other national airports have concluded that airport noise only has a slight impact on property values within the Day Night Average Sound Level 65 decibels or greater noise contour around airports. Additionally, comparison of older studies to more recent studies indicates that the impact was greater in the 1960s, when jet aircraft first entered the fleet. This decrease presumably is the result of stabilization of real estate markets following an initial adjustment to noisier jets, and of noise reduction in more modern Stage 3 or better aircraft.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation

Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

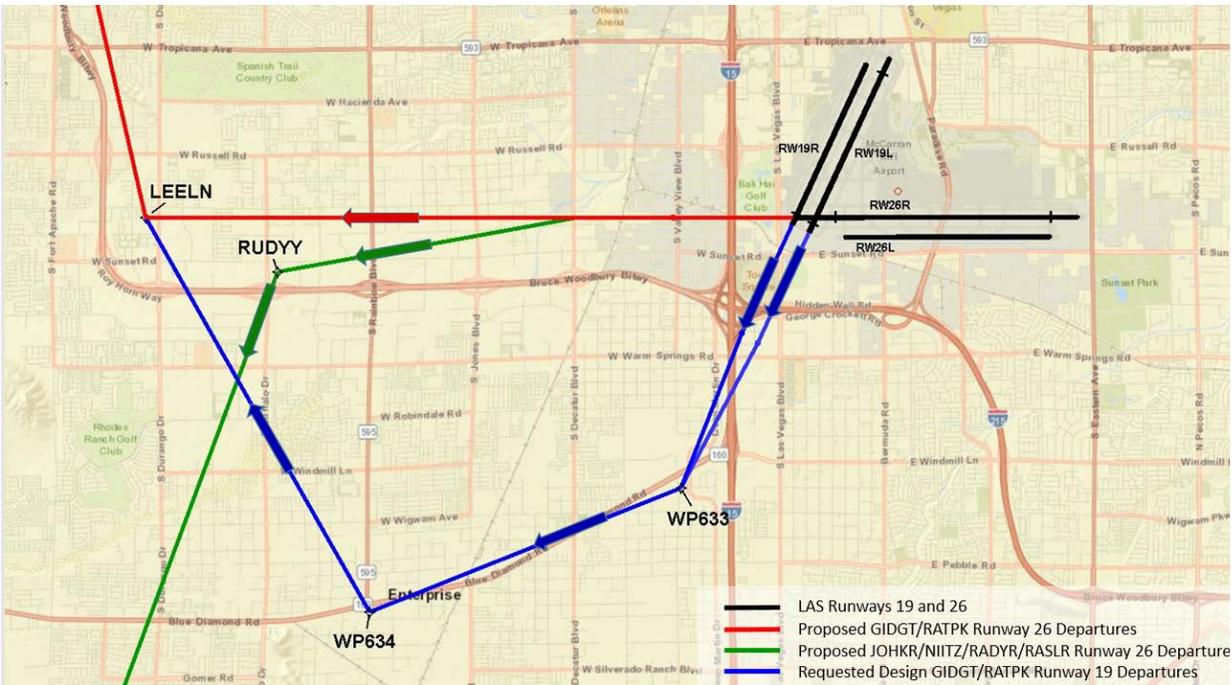


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #66 Submitted by: Kelly, Dave & Trudy

Comment Received:

Page 1 of 1

FLIGHT PLAN - HENDERSON EXEC AIRPORT

daveandtrudy@cox.net <daveandtrudy@cox.net>

Wed 12/11/2019 4:25 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

HI

WE LIVE IN SUN CITY ANTHEM, JUST OF THE SOUTH END OF THE RUNWAY.

LOW FLYING PLANES ARE CONSTANTLY FLYING OVER OUR HOUSE AFTER THEY TAKE OFF TO THE SOUTH, AND WHENEVER THEY ARE FLYING WEST TO MAKE A RIGHT TURN TO LAND GOING NORTH.

WE HAVE “ TONS OF DESERT “ SOUTH OF SUN CITY ANTHEM. WHY CAN'T THE PLANES HEAD SOUTH, UNTIL THEY GET OVER THE EMPTY DESERT, AS THEY TAKE OFF, AND NOT TURN UNTIL THEY GAIN MORE ALLITUDE. SAME FOR LANDING APPROACHES.

DAVE & TRUDY KELLY

Topics Identified in the Comment #66

NEPA Related and General Topics

- General Aviation/Visual Flight Rules

FAA Response for Comment #66 Topics

General Aviation/Visual Flight Rules - The comments in this category expressed concerns that general aviation operations were not considered. Section 1.2.2: Air Traffic Control Within the National Airspace System of the Environmental Assessment describes two categories of flight rules, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). The purpose of the proposed project is to address the inefficiency of existing IFR aircraft flight procedures in the Las Vegas Metroplex General Study Area. Aircraft operating under VFR rules are not part of the scope of the project.

Comments raised at public workshops expressed concerns about VFR activities near Henderson Executive Airport (HND). The comments in this category are similar to those stated at the workshops and therefore the Federal Aviation Administration (FAA) assumes they reference VFR aircraft operating on and around HND. The FAA was unable to find any correlation between the development of IFR arrival/departure procedures and the issues raised in these comments.

Comments-Responses

Comment #67 Submitted by: Kendall, Diane

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/13/2019 2:56 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: diakendall@gmail.com

Name: Diane Kendall

Mailing Address: P. O. Box 911 Searchlight, NV 89046

Aviation noise: Searchlight is a rural community and having new flight plans that would fly over this community would disturb our life style.

Noise concentration: We live in a rural area so that we have a quiet lifestyle and do not want to hear any more planes flying over this unique community.

Current environmental concerns: I am sure there are environmental concerns, but need more information from the FAA.

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: The FAA should come to our community and speak in regards to the new flight plans and how it would affect the area in future years

Aviation noise concentration: Need more information but totally against new flight plans over Searchlight

Purpose and need for the project:

Air Quality: Totally against new flight plan over Searchlight

Future environmental concerns: Totally against new flight plans over Searchlight, NV

Concerns that should be considered for the project:

Additional comments: As a resident of Searchlight I have many concerns as to how these new flight plans will effect our community

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64;

x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.79
Safari/537.36

Topics Identified in the Comment #67

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns

FAA Response for Comment #67 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV

procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases.

Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Comments-Responses

Comment #68 Submitted by: Krause, Kevin L

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 1/3/2020 11:16 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: klkrause11@gmail.com

Name: KEVIN L KRAUSE

Mailing Address: 16412 Graystone Avenue

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: You are taking away my constitutional rights by implementing this fine for radio controlled multi rotor platform based aircraft. I will be sending this comment section web address to all fpv related websites and social media accounts. We are hobbyists and this is infringing on our constitutional rights.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Linux; Android 7.0; SM-G950U) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.93 Mobile Safari/537.36

Topics Identified in the Comment #68

NEPA Related and General Topics

- Purpose and Need/Out of Scope

FAA Response for Comment #68 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #69 Submitted by: Larson, Larry D

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Sat 12/28/2019 7:19 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: larrydlarson45@gmail.com

Name: Larry D Larson

Mailing Address: 2162 Burtonsville Drive Henderson, NV 89044-0141

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: I attended a recent FAA workshop at the Henderson, NV airport. I was impressed with the professional manner in which the FAA officials presented the facts about proposed changes to LAS traffic patterns. I heard absolutely NO REASON to not proceed with the proposals. BIG upside in air safety, and small upside in noise in a few areas. Good job!

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64; rv:71.0) Gecko/20100101 Firefox/71.0

Topics Identified in the Comment #69

NEPA Related and General Topics

- Support for Proposed Changes

FAA Response for Comment #69 Topics

Support for Proposed Changes - The Federal Aviation Administration (FAA) would like to say thank you to those who took the time to attend our presentations and commented positively about the project and the FAA's efforts.

Comments-Responses

Comment #70 Submitted by: Lee, Gretchen

Comment Received:

Page 2 of 2

Please advise if we have a map of both existing and proposed procedures. Or I can refer to the page number of the Draft EA if we have one available.

From: Gretchen Lee <glee@mosaicred.com>
Sent: Tuesday, December 3, 2019 11:36 AM
To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>
Subject: Las Vegas 2020 Nextgen Flight Path

After reviewing the article regarding the proposed new flight path for McCarran International Airport, is it possible to obtain a map depicting the existing and proposed new flightpath?

Thank you!

Gretchen F. Lee
Associate – GKT Acquisitions Group
Mosaic Commercial Advisors
10091 Park Run Drive, Suite 110
Las Vegas, NV 89145
Office (702) 506-0225

Topics Identified in the Comment #70

NEPA Related and General Topics

- Metroplex Environmental Website/Access to Proposals

FAA Response for Comment #70 Topics

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Comments-Responses

Comment #71 Submitted by: Leland, Timothy J

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12/12/19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: LELAND Middle Initial: J. * First Name: TIMOTHY
* Mailing Address: 5124 ESPOSITO AVE.
* City: L. V. * State: N.V. * Zip Code: 89141
* Your email address: tjleland@gmail.com

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project
INCREASE IN AIR TRAFFIC OVER OR NEAR MY HOUSE.

Please provide any additional comments. Continue on the reverse if needed.

SHIFTING DEPARTURE ROUTES FROM RUNWAY #19
MORE SOUTH AND EAST OVER MY NEIGHBORHOOD.
ALREADY HAVE APPROACHES FROM SOUTH GOING
NORTH RIGHT OVER MY HOUSE TO RUNWAY #1

Topics Identified in the Comment #71

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration

Proposed Air Traffic Procedures Related Topics

- Straight Out on Departure from Runway 19

FAA Response for Comment #71 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F,

Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Straight Out on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning departure routes from Runway 19. One commenter stated “increase in air traffic over or near my house.” Another stated “I am opposed to changes to FAA flight paths allowing increased low altitude southbound traffic out of McCarran Airport.” Based on these and other comments and the associated addresses, the FAA assumes these comments relate to the design of the LAS JOHKR, NIITZ, RADYR and RASLR departure procedures—specifically, the transitions during departure from Runway 19.

Existing procedures route aircraft from two separate runways, Runways 19 and 26, to the same location (ROPPR waypoint) approximately eight miles southwest of the airport. This convergence of departures from separate runways to the same waypoint creates a potential safety issue, which in turn, causes higher workloads and complexity for flight crews and controllers. Specifically, air traffic controllers need to provide more instructions and radio communications to ensure separation. A graphic of this issue is in Appendix F: Las Vegas Metroplex Study Team Final Report, Figure 18 and in the Draft Environmental Assessment Public Workshop Materials at the following link:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

Draft EA Public Workshop Materials

Las Vegas Metroplex 2019 Public Workshops Proposed Procedure Display Boards

South Flow: Runway 19

Currently, the common solution to address this situation is 1) the tower controller will delay aircraft on the ground or, 2) the departure controller will route Runway 19 departures straight out instead of allowing them to fly the BOACH, CWBOY, PRFUM, SHEAD or TRALR procedures to the ROPPR waypoint.

Therefore, the FAA developed the lateral routes of these proposed procedures to increase controller options for the separation of aircraft when departing LAS Runways 19 and 26. Notably, the FAA designed the procedures to reflect the actions currently taken by controllers. The proposed designs will eliminate or move the convergence further away from the airport, thereby reducing complexity and increasing safety in the National Airspace System.

The lateral routes of the proposed LAS JOHKR, NIITZ, RASLR and RADYR departure procedures remain within historical tracks for Runway 19 departures and Runway 01 arrivals.

The FAA reviewed the comments and the proposed procedures to determine whether changes could be accomplished. The FAA reaffirmed that the ROPPR confliction between Runways 19 and 26 needs to be mitigated. The FAA examined moving the LAS JOHKR, NIITZ, RADYR and RASLR departure procedures (Runway 19 transitions) laterally to the east, along the I-15 corridor, but this would place departing aircraft too close to HND operations.

Because the FAA did not identify any changes to the proposed designs of the LAS JOHKR, NIITZ, RADYR, and RASLR departures Runway 19 transitions that would address the issues raised in the comments without decreasing safety and efficiency, the designs could not be amended.

Comments-Responses

Comment #72 Submitted by: Lorenz, Susan M

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Sat 12/14/2019 7:03 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: ponygirlup@centurylink.net

Name: Susan M Lorenz

Mailing Address: 4585 W Capovilla Ave Las Vegas NV 89118

Aviation noise: I used to live near Valley View and Sunset. I had to move in the late 90s due to airport expansion. Where I live now, I see and hear planes take off above the beltway. I do not want planes any closer to me. I live in a rural neighborhood with many houses. We are already living with planes, the highway car speed sound, and train traffic. We don't want it getting worse.

Noise concentration: same as above

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: same as above

Aviation noise concentration: same as above

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 6.1; rv:71.0)
Gecko/20100101 Firefox/71.0

Topics Identified in the Comment #72

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns

- Right Turn on Departure from Runway 19

Proposed Air Traffic Procedures Related Topics

FAA Response for Comment #72 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

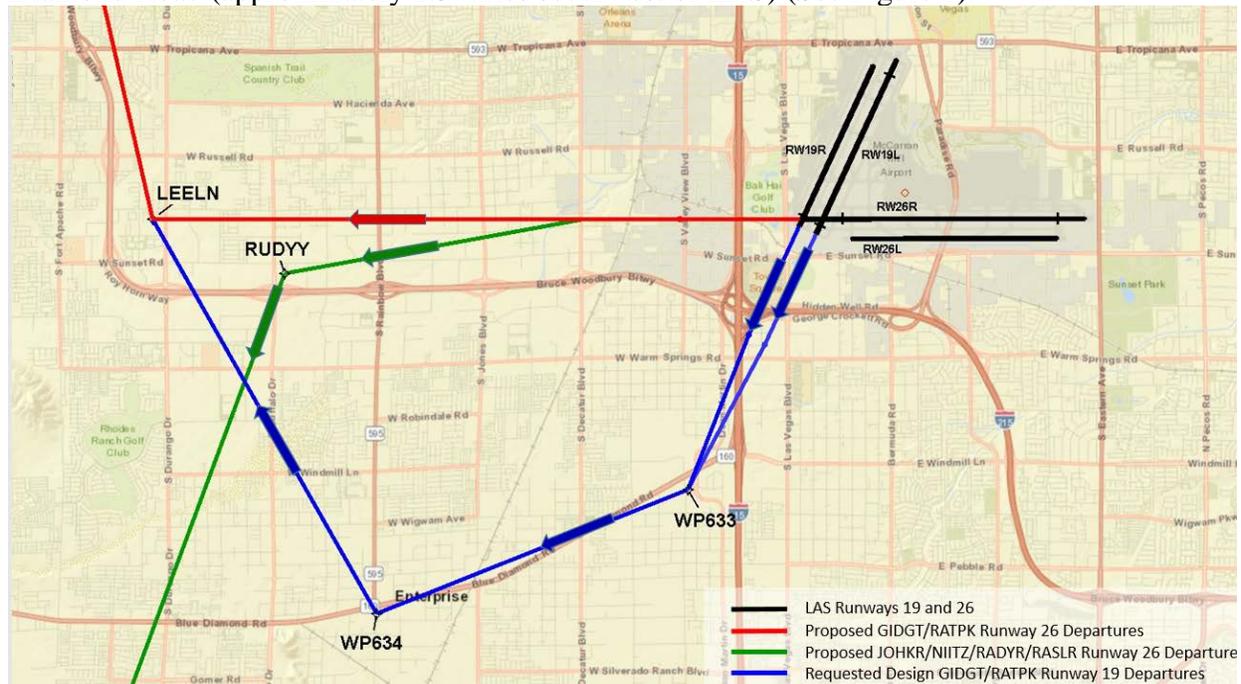


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #73 Submitted by: Lutterotti, Heather

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 1/21/2020 4:59 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (3 KB)

contact.csv;

Email: hplutterotti@gmail.com

Name: Heather Lutterotti

Mailing Address: 5129 Ridge Ave Las Vegas, NV 89103

Aviation noise: You have redirected Airplanes taking off 2 miles to my south to directly over me. This began 2-3 years ago and now it appears to be permanent.

Noise concentration: Planes are now so close... and so MANY of them. At all hours of the day and night!

Current environmental concerns: What if they have a problem? Now they might fall right on top of me if they do!

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: It appears you have already made this change. It began a couple of years ago, and for the past few months it has been virtually every day! The noise I am experiencing now here is just terrible, And CONSTANT!

Aviation noise concentration:

Purpose and need for the project: What was so wrong with airplanes taking off a few miles to our South? The noise at that distance was at least tolerable,

Air Quality: Before the pollution from airplanes was miles away. Now it's right over us.

Future environmental concerns:

Concerns that should be considered for the project: The many negative effects of Noise Pollution on greater amounts of people with this change, then vs. before.

Additional comments: I am 88 years old, and live in the Royal Ridge Mobile Home Park, Decatur and Harmon cross streets, here with my Son Michael, who is my sole Caretaker. He, and many other residents here are greatly bothered by this change in the takeoff direction of your Airplanes to now, directly over us, and the loud, often constant noise they make, at all hours of the day and night. It is unbearable at times, and lately it has been so often and

so bad it brings me to tears. We are at the mercy of it, as we have no way of "shutting it off", or out. I like many others here are retired and elderly. We live in Mobile Homes here, which do not have as much sound insulation as regular homes, and are at home the majority of the time. As my Son says: "It's one thing to knowingly move into a noisy Flight Zone. It's quite another to have that noisy Flight Zone move to YOU"... I have lived here since 1977, and at my age, health and financial condition, cannot move, even if I wanted to. Please change it back to the way it was!. If you CAN'T, or WON'T, we beg you to at least keep this new to a minimum. We are suffering because it. Thank you.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.130 Safari/537.36

Topics Identified in the Comment #73

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Physical/Mental Health
- Possible Increase in Aviation Noise

FAA Response for Comment #73 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks,

federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Comments-Responses

Comment #74 Submitted by: Malm, James R

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12/12/2019

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: MALM Middle Initial: R * First Name: JAMES
* Mailing Address: 9365 ULLOM DR.
* City: L.V * State: NV * Zip Code: 89139
* Your email address: Apachehroller@gmail.com

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns Quality of life

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project Quality of life

Please provide any additional comments. Continue on the reverse if needed.

*move runway to Blue Diamond Road.
instead of down Warm Springs Road/Deerater.
Having the flight path coming over our
home will impact our quality of life
tremendously. We are on three acres of property
and have four horses. The horses will be spooked
by the air traffic and their health will be
impacted!!! The noise level will be highly
elevated and will affect our health substantially.*

Topics Identified in the Comment #74

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Existing Aviation Noise and Environmental Concerns
- Physical/Mental Health
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns

- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #74 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2,

Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in

any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that

emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

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The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT

and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

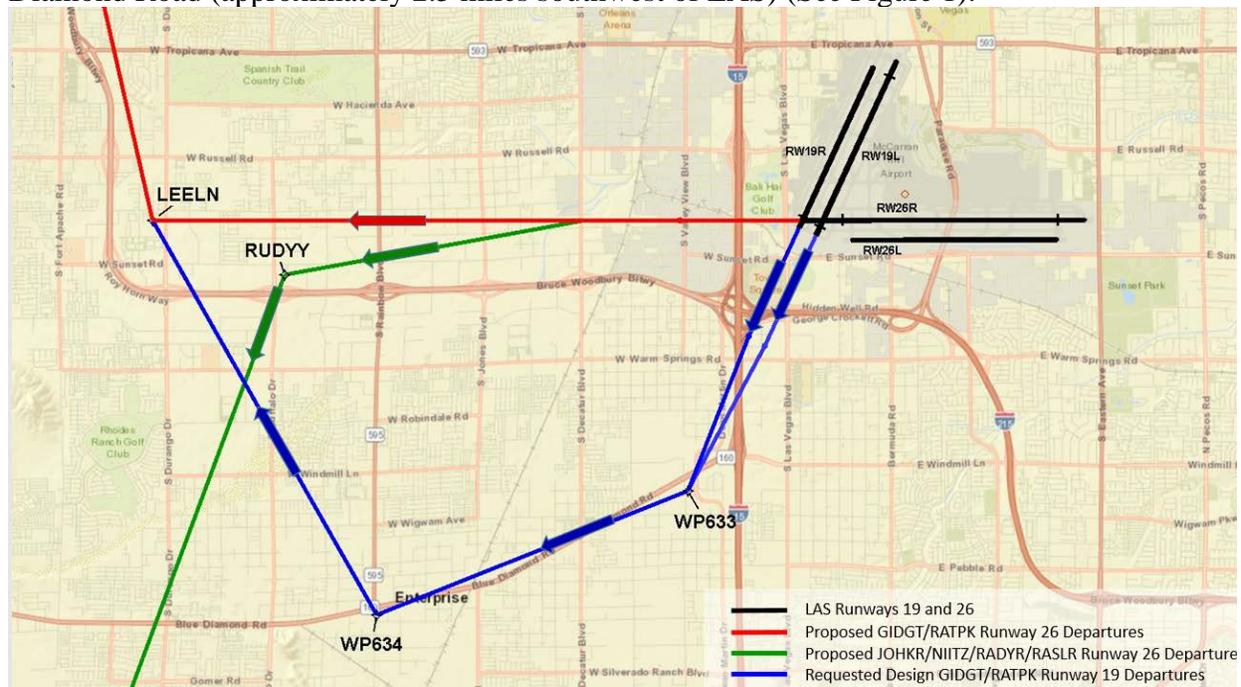


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #75 Submitted by: Malm, James R

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12/12/2019

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: MALM Middle Initial: R * First Name: JAMES
* Mailing Address: 9365 ULLOM DR.
* City: L.V * State: NV * Zip Code: 89139
* Your email address: Apachehroller@gmail.com

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns Quality of life

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project Quality of life

Please provide any additional comments. Continue on the reverse if needed.

move runway to Blue Diamond Road. instead of down Warm Springs Road/Deerater. Having the flight path coming over our home will impact our quality of life tremendously. We are on three acres of property and have four horses. The horses will be spooked by the air traffic and their health will be impacted!!! The noise level will be highly elevated and will affect our health substantially.

Topics Identified in the Comment #75

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Existing Aviation Noise and Environmental Concerns
- Physical/Mental Health
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns

- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #75 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2,

Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in

any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that

emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

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The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

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and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

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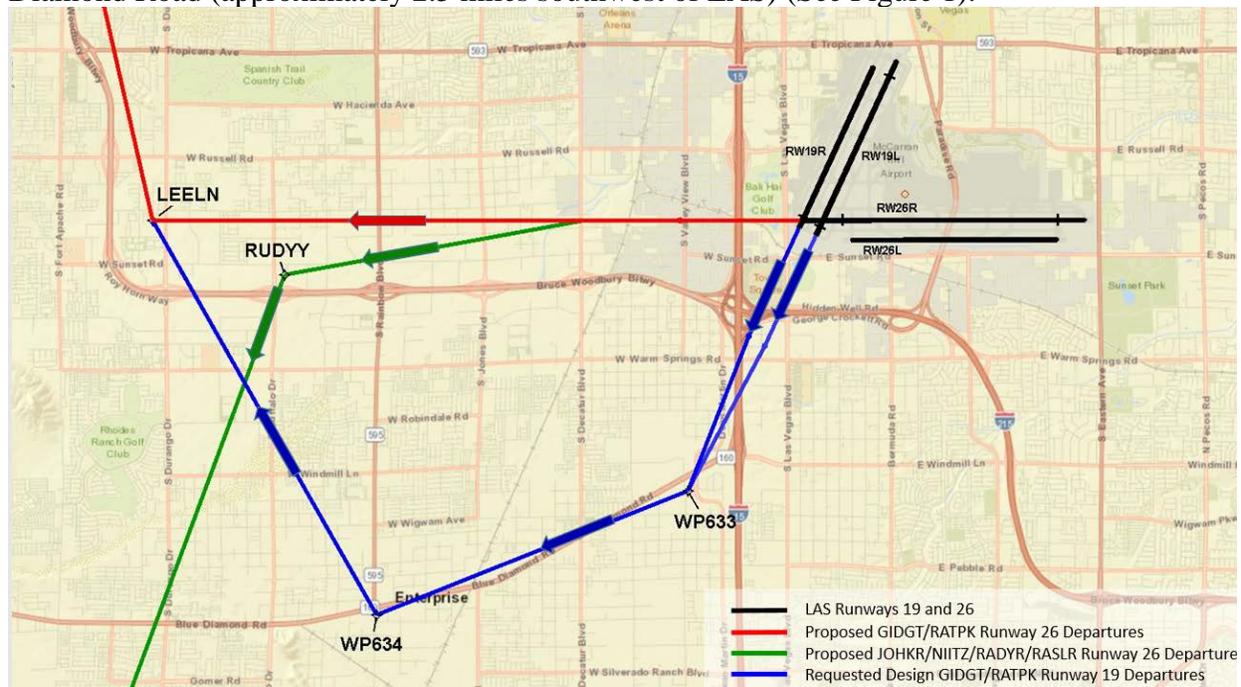


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

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Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #76 Submitted by: Mandrogan, Desiree R

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 1/3/2020 8:39 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: dezzy.renee3@gmail.com

Name: Desiree R Mondragon

Mailing Address: 101 Jones

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project: I think the new proposal is too much. And a violation of my rights. Trying to take fpv from us after decade's of doing this stuff is outrageous. There are better things to worry about.

Additional comments: Why would the faa do this to us. This is a free country correct? Fpv has been happening for years. All of a sudden it's dangerous and a crime.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Linux; Android 7.0; LG-LS777) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/77.0.3865.116 Mobile Safari/537.36

Topics Identified in the Comment #76

NEPA Related and General Topics

- Purpose and Need/Out of Scope

FAA Response for Comment #76 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #77 Submitted by: Mandrogan, Desiree R

Comment Received:

Mail - 9-LAS-Metroplex-EA (FAA) - Outlook

Page 1 of 1

Reply all Delete Junk Block ...

Community Comments Form Submission

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Fri 1/3/2020 8:39 PM
9-LAS-Metroplex-EA (FAA)

contact.csv
1 KB

Email: dezzy.renee3@gmail.com

Name: Desiree R Mondragon

Mailing Address: 101 Jones

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

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Form URL:

Topics Identified in the Comment #77

NEPA Related and General Topics

- Purpose and Need/Out of Scope

FAA Response for Comment #77 Topics

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Comments-Responses

Comment #78 Submitted by: Marano, Jill C

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/20/2019 9:05 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: Jillmarano@hotmail.com

Name: Jill C Marano

Mailing Address: 7810 Procyon St

Aviation noise: Concerned about new flight path that will increase noise in residential areas, there are many warehouse/ businesses near here, cant you fly over those areas instead?

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Concerned that changes will increase noise, and amount of noise, when there are nearby warehouses and businesses that could be flown over instead

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: Its already fairly loud here, to the point that when a plane flies over when outside we cant talk. Its manageable now, but more will be really inconvenient when there are other options thank you

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Linux; Android 8.1.0;

SAMSUNG SM-P580) AppleWebKit/537.36 (KHTML, like Gecko)
SamsungBrowser/10.1 Chrome/71.0.3578.99 Safari/537.36

Topics Identified in the Comment #78

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #78 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

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Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a

proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

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The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

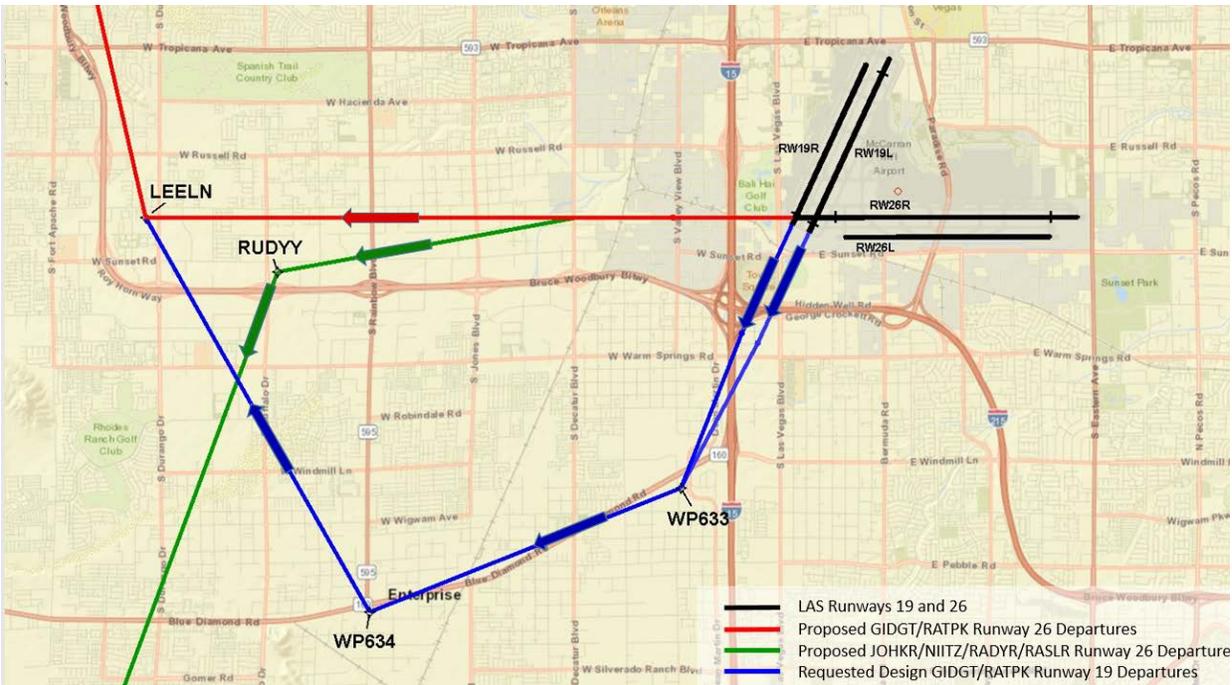


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #79 Submitted by: Marano, Jill C

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/20/2019 9:06 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: Jillmarano@hotmail.com

Name: Jill C Marano

Mailing Address: 7810 Procyon St

Aviation noise: Concerned about new flight path that will increase noise in residential areas, there are many warehouse/ businesses near here, cant you fly over those areas instead?

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Concerned that changes will increase noise, and amount of noise, when there are nearby warehouses and businesses that could be flown over instead

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: Its already fairly loud here, to the point that when a plane flies over when outside we cant talk. Its manageable now, but more will be really inconvenient when there are other options thank you

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Linux; Android 8.1.0;

SAMSUNG SM-P580) AppleWebKit/537.36 (KHTML, like Gecko)
SamsungBrowser/10.1 Chrome/71.0.3578.99 Safari/537.36

Topics Identified in the Comment #79

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #79 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a

proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters’ references to Warm Springs Road, Blue Diamond Road as well as the commenters’ residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

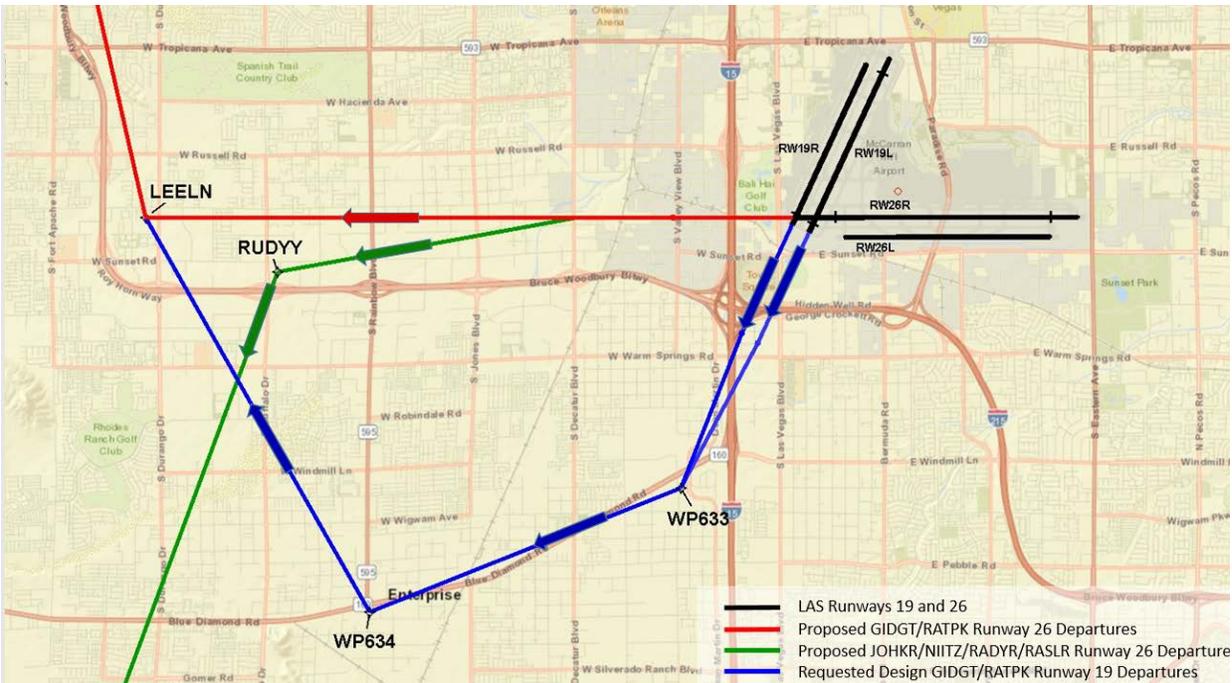


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #80 Submitted by: Martin, Michael D

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: Dec 11, 2019

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: Martin Middle Initial: D. * First Name: Michael

* Mailing Address: 5129 Ridge Ave

* City: Las Vegas * State: NV * Zip Code: 89103

* Your email address: mdmartinman@gmail.com

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns Safety, so many aircraft now being directed to take off and ascend over the most densely populated areas of our Las Vegas Valley.

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

I live in the Royal Ridge Senior Community,
 Decatur Blvd, between Trop to the South, and Harman
 to the North. With so many Aircraft now taking off
 on your Config 3, flying virtually over heads at
 5-6000 ft, Morning, Noon + Night, for consecutive days
 on end, it has affected our quality of Life in a
 significantly detrimentally way. Sleep Disruption + Deprivation,
inability to concentrate, (tune out), Stress. (over ~)

"Config 3" redirects aircraft to the most
populated regions of our Valley!

It hits my community particularly hard.
Surely, the better solution would be
to utilize a Configuration that does
the opposite.

I am extremely disappointed + concerned
to learn tonight (Dec 11, 2019) that
"Config 3" as it exists, is now, and
will continue to be the "New Normal"
in our future, and in our lives.
It is inhumane.

Please Reconsider...

Sincerely,

Michael D. Martin

(702) 682-1438

Topics Identified in the Comment #80

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Physical/Mental Health
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Purpose and Need/Noise Abatement
- Purpose and Need/Out of Scope
- Safety

- Sleep Disturbance

Proposed Air Traffic Procedures Related Topics

- McCarran International Airport (LAS) Runway Operations

FAA Response for Comment #80 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental

impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV

procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases.

Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Purpose and Need/Noise Abatement - The Federal Aviation Administration (FAA) received comments concerning adherence to local noise abatement agreements. The McCarran International Airport had updated its Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Study in 2007, which identified 14 noise abatement measures. The Project's Proposed Action has no impact on any of the noise abatement measures identified in the 2007 FAR Part 150 Noise Compatibility Study (Volume 2, Noise Compatibility Program Report, FAR Part 150 Noise Compatibility Study Update, McCarran International Airport, Section III).

Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the FAA is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (RNAV) and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

Sleep Disturbance - Comments expressed concerns about disruption to sleep or sleep patterns. Appendix E: Section E.10 Sleep Interference of the Environmental Assessment (EA) provides a description of sleep disruption from noise. As discussed in Chapter 5: Environmental Consequences, of

the EA, the noise modeling analysis indicated that the Las Vegas Metroplex project would not result in significant or reportable noise increase (See Table 5-2: Criteria for Determining Impacts of Changes in Aircraft Noise) impacts for the forecasted years of 2020 and 2025.

McCarran International Airport (LAS) Runway Operations - Section 1.4.1, Major Study Airport (LAS) Runway Operating Configurations, discusses runway configurations at McCarran International Airport (LAS). The Federal Aviation Administration received comments relating to McCarran International Airport (LAS) Runway 01 operations turning right or left after departure.

LAS has four runways that operate bi-directionally. The runway numbering is determined by magnetic orientation of the runway (direction that the aircraft is facing). The runway combination that is in use is called a configuration (See Exhibit 1 8, LAS Runway Operating Configurations, in the Environmental Assessment). The Purpose of the Las Vegas Metroplex Project is to optimize air traffic control procedures and improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The proposed procedures in this project will not influence how often each configuration is used.

Comments-Responses

Comment #81 Submitted by: Martin, Michael

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Mon 1/20/2020 10:23 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (4 KB)

contact.csv;

Email: mdmartinman@gmail.com

Name: Michael Martin

Mailing Address: 5129 Ridge Ave Las Vegas, NV 89103-5043

Aviation noise: Your steadily increasing usage / transition from your "Config. 1" to "Config 3" Takeoff Corridors over the past 2-3 years has subjected us to DRAMATICALLY increased Aviation Noise here in the Royal Ridge Senior Community, on S. Decatur Blvd, between Tropicana Ave to the South, and Harmon Ave to the North.

Noise concentration: Instead of all these many aircraft taking off two miles to our South, from East to West along the direction of W. Sunset Road under the previous, long established "Config 1", they are now taking off from South to North, towards the center of the City, then banking "hard left" to the West, and flying DIRECTLY at, closely alongside, and often DIRECTLY OVER US. These many Aircraft are still early in their takeoff maneuver at this point, at between 4,000 - 6,000 ft at their closest point to us, as they continue to ascend. At this point, they are at their LOUDEST!!

Current environmental concerns: 1. Where would YOU rather have some 200 large commercial Aircraft per day taking off?... Directly over you, or away from you?.. Fact: Aircraft emit air pollution. You are now putting this pollution DIRECTLY OVER US!! 2. God Forbid, an Aircraft experiencing a problem upon takeoff. "Config. 3" puts all these many Aircraft taking off over a MUCH more densely populated area then the former "Config 1", where it is primarily zoned for Commercial / Industrial use.

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Nothing "possible" about it. You have ALREADY made this grievous change to our lives. We have been experiencing the GRIEF and WORRY over it for the past 3 - 4 years as you have gradually increased the frequency and duration of "Config.3" over the previous "Config 1". Indeed, over the past 3 months, it is obvious you have made "Config. 3" as your de facto "#1", as I it has been used the majority of days during the past Quarter. Beginning at around 5-6am... waking us up from a dead sleep... then ALL MORNING, NOON, AFTERNOON, EVENING and LATE INTO THE NIGHT, you are

subjecting us to SEVERE NOISE POLLUTION the likes of which we have never experienced before.

Aviation noise concentration: Ever hear the sound of a 747 at 5,000 ft flying almost directly over your house?... Unfortunately, due to the change you have made redirecting all these many Aircraft to our door, I now sure do!!

Purpose and need for the project: Why deliberately direct all these many Aircraft taking off over a much more densely populated area of the City, vs. the previous "Config 1" ?? You are NEGATIVELY IMPACTING THE LIVES OF MORE CITIZENS, NOT LESS!!

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project: The health and well being of the most densely populated areas of your tax-paying citizens of Las Vegas. Subjecting them to LESS Aircraft Noise... not MORE.

Additional comments: Your implementation of "Config. 3" has had a drastic negative impact upon the peace and quiet of our Senior Retirement Community, and thus, upon our very Quality of Life here. This is NO exaggeration... it has brought Sleep Disruption, Sleep Deprivation, Distraction, Aggravation, and STRESS upon us. As I type this, late Monday evening at 10:00pm on MLK Monday, they continue... This entire 3 day Holiday weekend.. Friday, Sat, Sun. and today, Monday Jan. 20th... has been subjected to UNRELENTING Aircraft Noise... easily over a hundred each day... again, MORNING, NOON, and NIGHT. Over an ENTIRE Holiday Weekend... I invite whoever there at the FAA who is making the decision to implement this "New Route" come pay us a visit here, and experience what we are being subjected to for themself. This is a SERIOUS OFFER... and I promise, of course, to be Civil, and accommodating. I ask for your understanding, and ask for your help as I IMPLORE you to change, or at least MINIMIZE the suffering we are experiencing under your actions. Thank you very much for your time, and consideration.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.117 Safari/537.36

Topics Identified in the Comment #81

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Physical/Mental Health
- Projected Air Quality Concerns
- Safety
- Sleep Disturbance

Proposed Air Traffic Procedures Related Topics

- McCarran International Airport (LAS) Runway Operations

FAA Response for Comment #81 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

Sleep Disturbance - Comments expressed concerns about disruption to sleep or sleep patterns. Appendix E: Section E.10 Sleep Interference of the Environmental Assessment (EA) provides a description of sleep disruption from noise. As discussed in Chapter 5: Environmental Consequences, of the EA, the noise modeling analysis indicated that the Las Vegas Metroplex project would not result in significant or reportable noise increase (See Table 5-2: Criteria for Determining Impacts of Changes in Aircraft Noise) impacts for the forecasted years of 2020 and 2025.

McCarran International Airport (LAS) Runway Operations - Section 1.4.1, Major Study Airport (LAS) Runway Operating Configurations, discusses runway configurations at McCarran International Airport (LAS). The Federal Aviation Administration received comments relating to McCarran International Airport (LAS) Runway 01 operations turning right or left after departure.

LAS has four runways that operate bi-directionally. The runway numbering is determined by magnetic orientation of the runway (direction that the aircraft is facing). The runway combination that is in use is

called a configuration (See Exhibit 1 8, LAS Runway Operating Configurations, in the Environmental Assessment). The Purpose of the Las Vegas Metroplex Project is to optimize air traffic control procedures and improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The proposed procedures in this project will not influence how often each configuration is used.

Comments-Responses

Comment #82 Submitted by: Mason, Mary D

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 1/21/2020 9:21 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (4 KB)

contact.csv;

Email: marymason2121@gmail.com

Name: Mary D Mason

Mailing Address: 4265 W Mardon Ave Las Vegas, NV 89139

Aviation noise: The current level of noise has increased, but at least they are not flying directly over our neighborhood.

Noise concentration: There has been an increase in the noise concentration in the past few months. More planes and earlier/later flights

Current environmental concerns: Noise and Air Pollution - but more so with the new plan

Access to knowledge about aviation and/or airport operations: The Metroplex website is hard to navigate and actually find the pertinent info. Plus your notification system for folks like us who are interested is not good.

Possible increase in Aviation noise: By your google map points - this is not a possibility - but an absolute reality. Our noise is going to increase dramatically - in fact, at the meeting - when I would tell your experts that we live in Enterprise, without exception, each of them said - oh yes, your noise is really going to increase a lot. We are a rural neighborhood with animals and elderly - even though we are a small group, please consider a re-work of the planned take off that head south and immediately turn north. Can you go a bit further south, gain a little height, then make the turn over Blue Diamond? Since that area is either highways, industrial or business - it would go very far in curbing the impact in our neighborhood.

Aviation noise concentration: This is going to be the worst part - the amount of jets taking off directly over our property is going to increase dramatically based on your maps. Please consider waiting till they get over Blue Diamond road before making that turn back to the north. At least this will help alleviate a bit of the intense noise that this new plan is going to create directly over our neighborhood. I know we are a small group, but please take our views into consideration.

Purpose and need for the project:

Air Quality: With the planned take off headed south, then turning sharply north - the jets are set to fly over so low - there is most definitely a negative impact going to take place on our air quality.

Future environmental concerns: We just saw in LA where a jet dumped fuel over a school because it had to land quickly in an emergency. The same potential, and worse, is created by taking off and turning directly over our neighborhood. Please - consider going straight south till you get a bit higher, then turning over Blue Diamond highway instead of over our neighborhood.

Concerns that should be considered for the project: I know I've said this before - but please understand that we are a rural neighborhood with mostly elderly folks - the level of noise and air pollution is set to increase dramatically when this is implemented. One other thing that has a lot of us worried out here is that even if we wanted to sell our property, our values are going to diminish greatly because of the noise and air pollution. Will the FAA or McCarran have anything in place to compensate us for the loss of property value?

Additional comments: I understand the need for the new system, but we are begging you to reconsider just this plan so that the bulk of the noise and air pollution is centered more over the open desert, highways, industrial areas and business complexes our here instead of directly over our neighborhoods.

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/
User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.117 Safari/537.36

Topics Identified in the Comment #82

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Existing Aviation Noise and Environmental Concerns
- Metroplex Environmental Website/Access to Proposals
- Noise Modelling Analysis
- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Property Values

- Public Outreach/Workshop Access
- Safety

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #82 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2,

Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Noise Modelling Analysis - The Metroplex project received comments concerning the noise modelling methodology. The noise analysis completed for the Environmental Assessment (EA) was prepared using the Aviation Environmental Design Tool (AEDT) version 2d, which is the Federal Aviation Administration's (FAA's) required noise model. The FAA uses AEDT to model noise for flight track changes over large areas associated with the No Action Alternative and the Proposed Action. The AEDT 2d model utilizes an extensive aircraft performance and sound level database that includes information on variations in sound attributed to different types of aircraft and aircraft engines, aircraft speed, climb and descent thrust, and the altitude along a route. Detailed terrain data was inputted into the AEDT 2d model, which accounts for the elevation of each grid point or population centroid when calculating the distance between the grid point and the aircraft. The aircraft noise analysis prepared for the Las Vegas Metroplex Project EA was conducted in compliance with FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

This Order requires that aircraft noise analysis use the yearly Day-Night Average Sound Level (DNL) metric. DNL is the FAA's primary metric used to establish a yearly day/night average of cumulative noise energy exposure of individuals to noise resulting from aviation activities. The noise analysis evaluated noise exposure to noise sensitive areas within the General Study Area from aircraft forecasted to be operating under Instrument Flight Rules (IFR). IFR-filed aircraft activity was forecasted for the years 2020 and 2025 and used to model conditions under both the No Action Alternative and the Preferred Alternative.

The FAA's Order for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of DNL 1.5 decibel (dB) in areas exposed to aircraft noise of DNL 65 and higher. Using these criteria, the noise analysis results indicate that the Preferred Alternative when

compared to the No Action Alternative would not result in a DNL 1.5 dB or higher increase in sensitive areas exposed to DNL 65 dB or higher.

The compatibility of noise sensitive land use is evaluated through comparison with the compatibility guidelines provided in 14 CFR Part 150, Appendix A, table 1. The guidelines focus on areas exposed to noise levels of DNL 65 dB and greater. However, the FAA recognizes that this standard may not be relevant to certain noise sensitive areas. As shown in the EA, Table 5-2: Criteria for Determining Impact of Changes to Aircraft Noise, a 3 dB increase in areas exposed to DNL 60 to 65 dB and a 5 dB increase in areas exposed to DNL 45 to 60 dB are considered reportable noise increases. The FAA prepared the noise modelling analysis of the proposed flight procedures to account for the reportable noise criteria. Experience has indicated that DNL increases 5 dB or more at cumulative levels well below DNL 65 dB could be disturbing to people and become a source of public concern.

The FAA identified one area with lower levels of aircraft noise exposure, specifically, an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB. Although this would result in a reportable aircraft noise exposure DNL 5 dB increase in areas exposed to DNL between 45 dB and 60 dB, the project would not introduce noise that would affect the features, or attributes associated with the area that would adversely affect it.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization

in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Property Values - The Las Vegas Metroplex Project involves air traffic control routing changes for airborne aircraft only; and does not involve land acquisition, physical disturbance, or construction activities. The determination of whether a proposed action may have a significant environmental impact under the National Environmental Policy Act (NEPA) is made by considering the relevant environmental impact categories and comparing impact to the Federal Aviation Administration's (FAA's) thresholds of significance as outlined in FAA Order 1050.1F: Environmental Impacts: Policies and Procedures. The assessment of property values is not an environmental impact category as outlined in FAA Order 1050.1F. The Las Vegas Metroplex Project is compatible with existing and planned land uses, and the applicable regulations and policies of federal, state, and local agencies. Specific studies of the impact of noise at the Study Airports on real property values are not required under NEPA and the FAA has not have not been conducted any for this project. Studies conducted at other national airports have concluded that airport noise only has a slight impact on property values within the Day Night Average Sound Level 65 decibels or greater noise contour around airports. Additionally, comparison of older studies to more recent studies indicates that the impact was greater in the 1960s, when jet aircraft first entered the fleet. This decrease presumably is the result of stabilization of real estate markets following an initial adjustment to noisier jets, and of noise reduction in more modern Stage 3 or better aircraft.

Public Outreach/Workshop Access - The Federal Aviation Administration (FAA) recognizes the importance and value of public input in the National Environmental Policy Act (NEPA) process, and substantial public outreach has been conducted in support of the Las Vegas Metroplex project. The FAA is committed to engaging the public in the environmental review process as required by both NEPA and FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

On April 25, 26 and 27, 2017, the FAA conducted pre-design workshops in three locations to inform the public of the types of issues the project would attempt to resolve. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts.

On September 30, 2018, a notice of intent to prepare an Environmental Assessment (EA) was published in the Las Vegas Review Journal newspaper. Appendix A: Agency Coordination, Public Involvement, and List of Receiving Parties, of the EA includes a copy of the notice of intent letter (and attachments), an affidavit of newspaper publication, and a list of the receiving agencies.

On April 9, 10 and 11, 2019 the FAA conducted public workshops in three locations to inform citizens of preliminary designs and to solicit input. Based on the comments received, the FAA conducted a review of the procedures. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts.

On December 9, 10, 11, 12 and 13, 2019 the FAA conducted public workshops in five locations to inform citizens of the Draft Environmental Assessment in order to provide an opportunity to learn about the project. The public was afforded sixty-four days to provide comments on the project. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts prior to December 9, 2020. The Las Vegas Metroplex Project provided spokespersons to local media outlets to

publicize the project and associated public outreach efforts. This resulted in three local newscasts that informed the public about the workshops locations, dates and times.

Throughout all of the public engagement efforts, local, state and federal representatives were advised of activities and were requested to inform their constituents of the project.

Appendix A of the EA provides a full description of all public outreach/engagement activities of the Las Vegas Metroplex project.

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

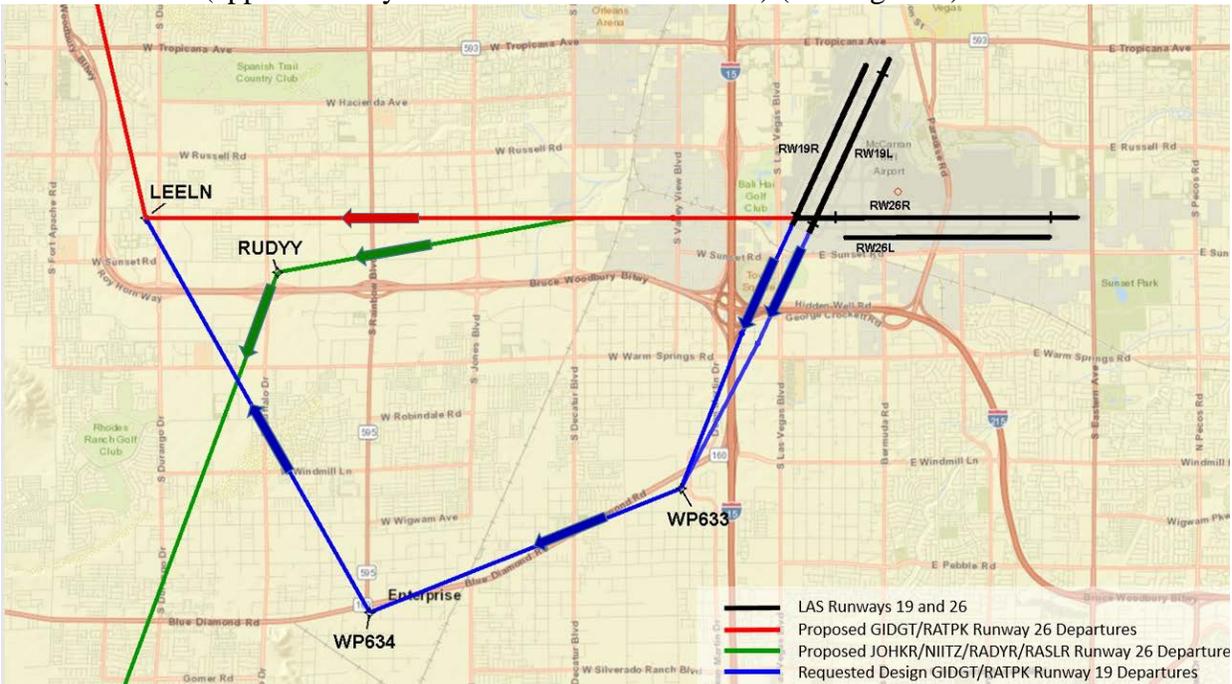


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #83 Submitted by: Mauceri, Matthew

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/20/2019 2:42 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: suemattlv@gmail.com

Name: Matthew Mauceri

Mailing Address: 9732 Royal Lamb Drive Las Vegas, NV 89145-8661

Aviation noise: The flight path of planes over Sahara create a tremendous noise especially on the weekends.

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Today the noise level is intolerable. We don't need more planes flying overhead.

Aviation noise concentration:

Purpose and need for the project:

Air Quality: The pollution in the Valley is horrible today. With the increase in air traffic, the pollution will be more pronounced. To prove my point, if you stand on the outlook in Red Rock National Park, you can see a film of brown air that doesn't go away. This has happened in the past few years.

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.88

Safari/537.36

Topics Identified in the Comment #83

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Air Quality Concerns

FAA Response for Comment #83 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3,

Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Comments-Responses

Comment #84 Submitted by: McBreen, Jonathan V

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/20/2019 4:14 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (794 bytes)

contact.csv;

Email: jmcmbreen82@gmail.com

Name: Jonathan W McBreen

Mailing Address: 4180 badura ave 89118

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: New flight path

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project: Lower aircraft higher odds for catastrophe

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 13_1_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.1 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #84

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Safety

FAA Response for Comment #84 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

Comments-Responses

Comment #85 Submitted by: Mercer, Jennifer

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/13/2019 9:57 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: jmerc2011@gmail.com

Name: Jennifer Mercer

Mailing Address: 7420 Schuster Street

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Planes flying directly over my home at 6-10k feet will increase the already noticeable noise from air traffic.

Aviation noise concentration:

Purpose and need for the project: There are less populated areas further south for the planes to bank over rather than a Rural Preserve Neighborhood.

Air Quality: Our neighborhood is already experiencing a frightening increase in air pollution due to the traffic jams on Warm Springs (a 2 lane road with 1 4 way stop) as many try to use it as an alternative the the 215 freeway.

Future environmental concerns:

Concerns that should be considered for the project: The proposed flight path banks directly over a Rural Preserve Neighborhood, and my house in particular. We do not have streetlights. Many of us own farm animals. We ride our horses in the neighborhood. We raise our chickens. We have invested in our homes and neighborhood because of our ability to do these things here. Many of us have half acre to 1 acre lots. We spend our days outside in this neighborhood. Our windows already rattle and our animals spook when the fighter jets take off. The proposed flight path will disrupt this neighborhood more than it would your average. It will also effect our property values. The last thing we want is for planes to be flying directly overhead several times a day, everyday. Thank you for taking the time to listen to our concerns.

Additional comments:

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/
User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_14) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/12.0 Safari/605.1.15

Topics Identified in the Comment #85

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Property Values
- Rural Preserve/Trails and Parks

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #85 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified

criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration’s (FAA’s) environmental policies and procedures, analyze the Project’s potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Property Values - The Las Vegas Metroplex Project involves air traffic control routing changes for airborne aircraft only; and does not involve land acquisition, physical disturbance, or construction activities. The determination of whether a proposed action may have a significant environmental impact under the National Environmental Policy Act (NEPA) is made by considering the relevant environmental impact categories and comparing impact to the Federal Aviation Administration’s (FAA’s) thresholds of significance as outlined in FAA Order 1050.1F: Environmental Impacts: Policies and Procedures. The assessment of property values is not an environmental impact category as outlined in FAA Order 1050.1F. The Las Vegas Metroplex Project is compatible with existing and planned land uses, and the applicable regulations and policies of federal, state, and local agencies. Specific studies of the impact of noise at the Study Airports on real property values are not required under NEPA and the FAA has not have not been conducted any for this project. Studies conducted at other national airports have concluded that airport noise only has a slight impact on property values within the Day Night Average Sound Level 65 decibels or greater noise contour around airports. Additionally, comparison of older studies to more recent studies indicates that the impact was greater in the 1960s, when jet aircraft first entered the fleet. This decrease presumably is the result of stabilization of real estate markets following an initial adjustment to noisier jets, and of noise reduction in more modern Stage 3 or better aircraft.

Rural Preserve/Trails and Parks - The Federal Aviation Administration received comments suggesting potential noise impacts to several resources in the Rural Preserve District. As discussed in Section 5.1: Noise and Compatible Land Use of the Environmental Assessment (EA), three data sets, or sets of grid points, were used to analyze noise exposure when modeling for noise. One grid set consisted of 94,693 points uniformly distributed at 0.5 nautical mile intervals across the entire General Study Area; another grid consisted of 34,148 unique points located at areas identified as Department of

Transportation Act, Section 4(f) resources within the General Study Area; and a final grid set contained 20,070 points situated at the population centroids of U.S. Census blocks located within the General Study Area.

These grids include one or more points at or near the Rural Preserve District. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 decibel [dB] increase in areas exposed to DNL 65 dB) anywhere within the General Study Area. In addition, the Proposed Action, when compared to the No Action Alternative, would not result in any reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB). The noise analysis results for each grid point evaluated in the EA have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html
LAS Metroplex - 2020 Grid Points - Northern General Study Area
LAS Metroplex - 2020 Grid Points - Southern General Study Area
LAS Metroplex - 2025 Grid Point - Northern General Study Area
LAS Metroplex - 2025 Grid Point - Southern General Study Area

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

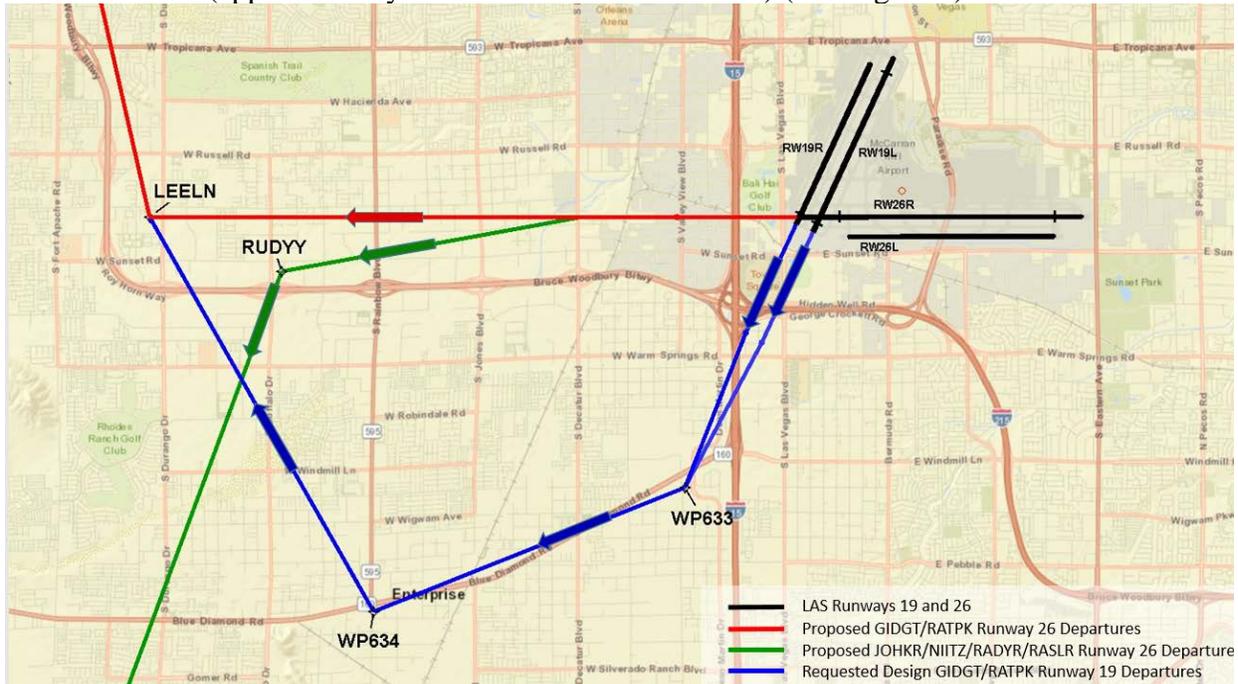


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #86 Submitted by: Mercer, Travis E

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 12/12/2019 6:54 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (5 KB)

contact.csv;

Email: Tmercerotiselevator@gmail.com

Name: Travis E Mercer

Mailing Address: 7420 Schuster St. Las Vegas NV,89139

Aviation noise: I moved into a rural preserve specifically for the peace and quiet. If you approve the proposed flight plan that banks directly over my house as low as 6000 feet, I would be furious! I am adversely affected by the proximity of the current flight paths and noise levels. An increase to air and noise pollution in unacceptable. Please respect our rural preserve and make changes that promote a better quality of life in our city.

Noise concentration: I moved into a rural preserve specifically for the peace and quiet. If you approve the proposed flight plan that banks directly over my house as low as 6000 feet, I would be furious! I am adversely affected by the proximity of the current flight paths and noise levels. An increase to air and noise pollution in unacceptable. Please respect our rural preserve and make changes that promote a better quality of life in our city.

Current environmental concerns: I moved into a rural preserve specifically for the peace and quiet. If you approve the proposed flight plan that banks directly over my house as low as 6000 feet, I would be furious! I am adversely affected by the proximity of the current flight paths and noise levels. An increase to air and noise pollution in unacceptable. Please respect our rural preserve and make changes that promote a better quality of life in our city.

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: I moved into a rural preserve specifically for the peace and quiet. If you approve the proposed flight plan that banks directly over my house as low as 6000 feet, I would be furious! I am adversely affected by the proximity of the current flight paths and noise levels. An increase to air and noise pollution in unacceptable. Please respect our rural preserve and make changes that promote a better quality of life in our city.

Aviation noise concentration: I moved into a rural preserve specifically for the peace and quiet. If you approve the proposed flight plan that banks directly over my house as low as 6000 feet, I would be furious! I am adversely affected by the proximity of the current flight paths and noise levels. An increase to air and noise pollution in unacceptable. Please respect our rural preserve and make changes that promote a better quality of life in our city.

Purpose and need for the project: I moved into a rural preserve specifically for the peace and quiet. If you approve the proposed flight plan that banks directly over my house as low as 6000 feet, i would be furious! I am adversely affected by the proximity of the current flight paths and noise levels. An increase to air and noise pollution in unacceptable. Please respect our rural preserve and make changes that promote a better quality of life in our city.

Air Quality: I moved into a rural preserve specifically for the peace and quiet. If you approve the proposed flight plan that banks directly over my house as low as 6000 feet, i would be furious! I am adversely affected by the proximity of the current flight paths and noise levels. An increase to air and noise pollution in unacceptable. Please respect our rural preserve and make changes that promote a better quality of life in our city.

Future environmental concerns: I moved into a rural preserve specifically for the peace and quiet. If you approve the proposed flight plan that banks directly over my house as low as 6000 feet, i would be furious! I am adversely affected by the proximity of the current flight paths and noise levels. An increase to air and noise pollution in unacceptable. Please respect our rural preserve and make changes that promote a better quality of life in our city.

Concerns that should be considered for the project: I moved into a rural preserve specifically for the peace and quiet. If you approve the proposed flight plan that banks directly over my house as low as 6000 feet, i would be furious! I am adversely affected by the proximity of the current flight paths and noise levels. An increase to air and noise pollution in unacceptable. Please respect our rural preserve and make changes that promote a better quality of life in our city.

Additional comments: Respect our city's residents and make changes that improve our quality of life! Flight paths should favor industrial or uninhabited areas

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_14) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/12.0 Safari/605.1.15

Topics Identified in the Comment #86

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
 - Possible Increase in Aviation Noise
 - Projected Aviation Noise Concentration
 - Projected Air Quality Concerns
 - Projected Environmental Concerns
- Purpose and Need/Out of Scope
 - Rural Preserve/Trails and Parks

FAA Response for Comment #86 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a

proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration’s (FAA’s) environmental policies and procedures, analyze the Project’s potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in

fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Rural Preserve/Trails and Parks - The Federal Aviation Administration received comments suggesting potential noise impacts to several resources in the Rural Preserve District. As discussed in Section 5.1: Noise and Compatible Land Use of the Environmental Assessment (EA), three data sets, or sets of grid points, were used to analyze noise exposure when modeling for noise. One grid set consisted of 94,693 points uniformly distributed at 0.5 nautical mile intervals across the entire General Study Area; another grid consisted of 34,148 unique points located at areas identified as Department of Transportation Act, Section 4(f) resources within the General Study Area; and a final grid set contained 20,070 points situated at the population centroids of U.S. Census blocks located within the General Study Area.

These grids include one or more points at or near the Rural Preserve District. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 decibel [dB] increase in areas exposed to DNL 65 dB) anywhere within the General Study Area. In addition, the Proposed Action, when compared to the No Action Alternative, would not result in any reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB). The noise analysis results for each grid point evaluated in the EA have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

LAS Metroplex - 2020 Grid Points - Northern General Study Area

LAS Metroplex - 2020 Grid Points - Southern General Study Area

LAS Metroplex - 2025 Grid Point - Northern General Study Area

LAS Metroplex - 2025 Grid Point - Southern General Study Area

Comments-Responses

Comment #87 Submitted by: Molfetta, Beverly A

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

12/12/19

Date:

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: Molfetta Middle Initial: A * First Name: Beverly
* Mailing Address: 1767 Sebring Hills Dr
* City: Henderson * State: NV * Zip Code: 89052
* Your email address: SALON1095@AOL.COM

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

Topics Identified in the Comment #87

NEPA Related and General Topics

- Access to Knowledge About Aviation and/or Airport Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration

- Projected Environmental Concerns

FAA Response for Comment #87 Topics

Access to Knowledge About Aviation and/or Airport Concerns - The Federal Aviation Administration (FAA) recognizes the importance of communicating with the public and providing sufficient information when proposing operational changes at an airport that could potentially have an environmental impact on the local community. Air traffic control involves a unique set of technical terms and issues that the public at large may not understand. The FAA employed multiple methods of public communication to provide information about how the FAA manages air traffic, describe the proposed Las Vegas Metroplex Project, and disclose a clear and accurate description of the Project's potential environmental impacts. For example, the FAA created a public website, at the link provided below, that includes the FAA's Environmental Assessment (EA) for the Project, materials presented at the numerous public workshops, and additional materials (e.g., Google Earth files) provided to facilitate public understanding. In addition to describing the Project and its potential environmental effects, the EA includes a primer on air traffic control and separation criteria in Chapter 1 and a list of acronyms and glossary in Appendix D.
http://metroplexenvironmental.com/las_metroplex/las_docs.html

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global

Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Comments-Responses

Comment #88 Submitted by: Morsovillo, Lawrence A

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 12/12/2019 11:10 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: cmorsovillo1@gmail.com

Name: Lawrence A. Morsovillo

Mailing Address: 7460 Schirlls Street

Aviation noise: We can absolutely hear and see the commercial planes taking off/arriving daily. We see the flight landing pattern and hovering while waiting to land. Based on the weather conditions the planes fly at a lower altitude.

Noise concentration: Not sure as to what is meant?

Current environmental concerns: Interruption of life as we know it. The quality of life, for residents and business owners, animals and plants. Pollution, haze, fuselage spills, accidents.

Access to knowledge about aviation and/or airport operations: We receive nothing now as to knowledge of any activity with air traffic. Only by way of delayed Media do we know what is going on.

Possible increase in Aviation noise: Added noise to the current flight pattern. To include noise from the stadium.

Aviation noise concentration:

Purpose and need for the project: I believe the change is do to the stadium on Russell and Dean Martin. I would expect that area should be free of any air traffic. The volume of people in attendance and the possibly of an act of terrorism. I can except that reason, more than what is being provided.

Air Quality: Additional pollution, haze

Future environmental concerns: Quality of life. This is and has been deemed a Rural Preservation area for many years. Sanctioned as such by county commissioners and the Governor.

Concerns that should be considered for the project: All of the above.

Additional comments: If you seek to modify the current flight pattern for small aircraft, the west Blue Diamond corridor, was suggested on 12/10. To extend the pattern on W/Blue Diamond, to execute the right turn. This community has seen much business growth since the announcement of the Stadium. We anticipate the entire area to become over congested with people, business, and vehicles. And an increase in crime. Now, you want to dump another concern on this area. Listen to the people!

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/?CFID=272764611&CFTOKEN=f231f9651aa9f376-D31F1CD9-E93D-5633-5381A16D6DFBB8E9

User agent: Mozilla/5.0 (Windows NT 6.3; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.79 Safari/537.36

Topics Identified in the Comment #88

NEPA Related and General Topics

- Access to Knowledge About Aviation and/or Airport Concerns
- Biological/Wildlife Impacts
- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Purpose and Need/Out of Scope

- Rural Preserve/Trails and Parks
- Safety

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #88 Topics

Access to Knowledge About Aviation and/or Airport Concerns - The Federal Aviation Administration (FAA) recognizes the importance of communicating with the public and providing sufficient information when proposing operational changes at an airport that could potentially have an environmental impact on the local community. Air traffic control involves a unique set of technical terms and issues that the public at large may not understand. The FAA employed multiple methods of public communication to provide information about how the FAA manages air traffic, describe the proposed Las Vegas Metroplex Project, and disclose a clear and accurate description of the Project's potential environmental impacts. For example, the FAA created a public website, at the link provided below, that includes the FAA's Environmental Assessment (EA) for the Project, materials presented at the numerous public workshops, and additional materials (e.g., Google Earth files) provided to facilitate public understanding. In addition to describing the Project and its potential environmental effects, the EA includes a primer on air traffic control and separation criteria in Chapter 1 and a list of acronyms and glossary in Appendix D.

http://metroplexenvironmental.com/las_metroplex/las_docs.html

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure

changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or

more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Rural Preserve/Trails and Parks - The Federal Aviation Administration received comments suggesting potential noise impacts to several resources in the Rural Preserve District. As discussed in Section 5.1: Noise and Compatible Land Use of the Environmental Assessment (EA), three data sets, or sets of grid points, were used to analyze noise exposure when modeling for noise. One grid set consisted of 94,693 points uniformly distributed at 0.5 nautical mile intervals across the entire General Study Area; another grid consisted of 34,148 unique points located at areas identified as Department of Transportation Act, Section 4(f) resources within the General Study Area; and a final grid set contained 20,070 points situated at the population centroids of U.S. Census blocks located within the General Study Area.

These grids include one or more points at or near the Rural Preserve District. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 decibel [dB] increase in areas exposed to DNL 65 dB) anywhere within the General Study Area. In addition, the Proposed Action, when compared to the No Action Alternative, would not result in any reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise

between DNL 45 dB and 60 dB). The noise analysis results for each grid point evaluated in the EA have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

LAS Metroplex - 2020 Grid Points - Northern General Study Area

LAS Metroplex - 2020 Grid Points - Southern General Study Area

LAS Metroplex - 2025 Grid Point - Northern General Study Area

LAS Metroplex - 2025 Grid Point - Southern General Study Area

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

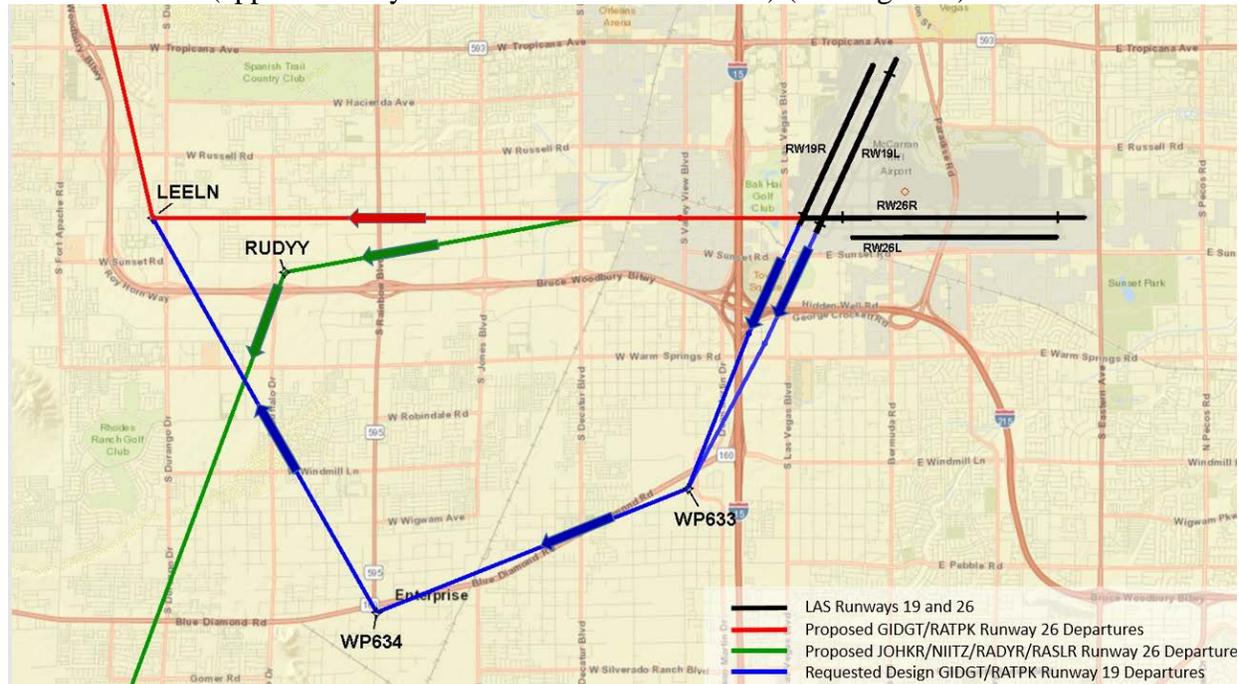


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #89 Submitted by: Murnane, Elia

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Sat 12/21/2019 5:11 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: eliamurnane@gmail.com

Name: Elia Murnane

Mailing Address: 305 Tudor rose ct Las Vegas Nevada 89145

Aviation noise: Will there be a increase in noise during the day and night

Noise concentration: Will this result in our neighbourhood dealing with constant noise

Current environmental concerns: How will this help the environment.

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Will there be a increase in aviation noise night and day

Aviation noise concentration: How will this effect our neighborhood and how will you compensate owners of property currently living in this area

Purpose and need for the project: Why make changes,when the routes currently running work

Air Quality: Will the air quality get worse and how will you assist people living in the area with breathing issues.

Future environmental concerns: How does this help the enviroment

Concerns that should be considered for the project:

Additional comments: What compensation will be paid to homeowners effected

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPad; CPU OS 8_4_1 like Mac OS X) AppleWebKit/600.1.4 (KHTML, like Gecko) Version/8.0

Mobile/12H321 Safari/600.1.4

Topics Identified in the Comment #89

NEPA Related and General Topics

- Purpose and Need/Out of Scope
- Physical/Mental Health
- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Projected Environmental Concerns

FAA Response for Comment #89 Topics

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in

accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #90 Submitted by: Myers, Kyle

Comment Received:

Page 1 of 1

Message from www.faa.gov:9-las-metroplex-ea@faa.gov

botar9@yahoo.com <botar9@yahoo.com>

Thu 1/16/2020 9:58 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:

www.faa.gov/air_traffic/community_involvement/las/

Message:

Please DO NOT CHANGE YOUR APPROACH FROM HENDERSON TO FLY OVER SEARCHLIGHT. This will negatively affect the residents of the community. It will greatly impede on Unmanned and manned aircraft operations at the Searchlight Airport. The Searchlight Airpark project has been in development for quite some time. Please do not ruin Searchlight's chances on improving the local economy and bettering the community for locals and tourists alike. Please do not send aircraft over Searchlight. Thank you.

- Kyle Myers

Topics Identified in the Comment #90

Proposed Air Traffic Procedures Related Topics

- NTNDO Arrival Procedure

FAA Response for Comment #90 Topics

NTNDO Arrival Procedure - Several commenters stated their opposition to the proposed NTNDO arrival procedure, which would serve Henderson Executive Airport (HND) and North Las Vegas Airport (VGT). The commenters expressed concerns about the procedure's impact on the town of Searchlight and on current and planned operations at the Searchlight Airport (1L3), including testing of Unmanned Aircraft Systems (drones).

HND arrivals from the south currently utilize the JOMIX arrival procedure. The NTNDO arrival procedure would replace the JOMIX arrival procedure. The JOMIX arrival procedure routes aircraft 1.3 nautical miles east of 1L3. The proposed NTNDO arrival procedure has a transition from the southeast that would route aircraft over the southern edge of 1L3. A transition from the southwest would route HND and VGT arrivals 2.13 nautical miles west of 1L3.

The JOMIX arrival procedure routes aircraft east of the town of Searchlight, Nevada. The NTNDO arrival procedure would route aircraft west of the town by approximately the same distance.

The Federal Aviation Administration (FAA) reviewed historical flight data for the period of October 1, 2019 to December 31, 2019. Using a ten nautical mile diameter circle centered on 1L3, there were a total of 972 flights that entered the defined area at or below 15,000 feet mean sea level, or 11,450 feet above ground level. See **Figure 1**. Of these, 382 landed at either HND or VGT. See **Figure 2**. This number represents only aircraft receiving air traffic control services. There is no way to determine the number of aircraft overflying 1L3 that were not receiving air traffic services.

The proposed NTNDO arrival procedure was designed to increase safety and efficiency in the Las Vegas Metroplex. In designing the procedure, consideration was given to interactions with terrain, procedures serving other Las Vegas Valley airports, and other air traffic flows.

After review, the FAA determined that the proposed NTNDO arrival procedure could not be moved or eliminated due to safety and efficiency considerations.

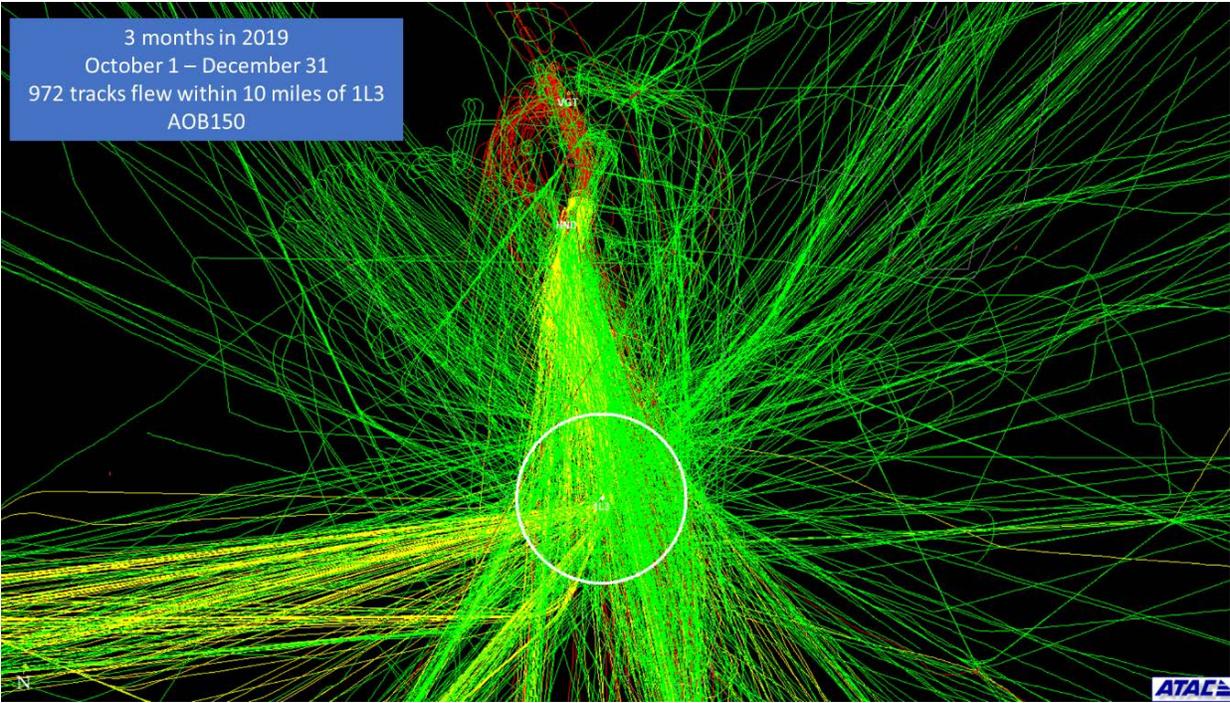


Figure 1. Flight Tracks over or near 1L3 at or below 15,000 feet above mean sea level

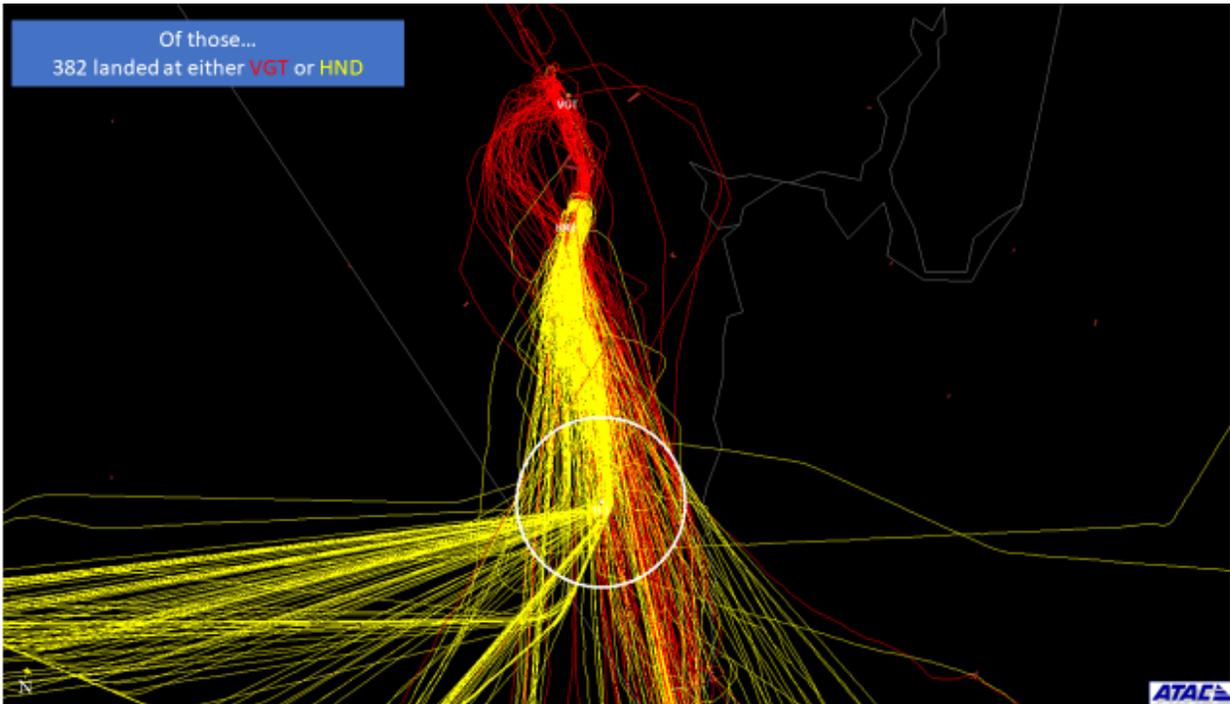


Figure 2. Aircraft landing at North Las Vegas Airport or Henderson Executive Airport

Comments-Responses

Comment #91 Submitted by: Noll, Camie

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 1/3/2020 5:07 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: keithsmama@aol.com

Name: Camie Noll

Mailing Address: 7205 Ullom Drive Las Vegas, NV 89118

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: We live under the proposed new flight path for McCarran southbound runway and immediately turning right. I have concerns about damage to our home from the vibrations caused from the planes, as well as the safety of my family as the aircraft will be at a low altitude as they fly over our home that we have lived in for the past 15 years.

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10.14; rv:71.0) Gecko/20100101 Firefox/71.0

Topics Identified in the Comment #91

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Safety

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #91 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

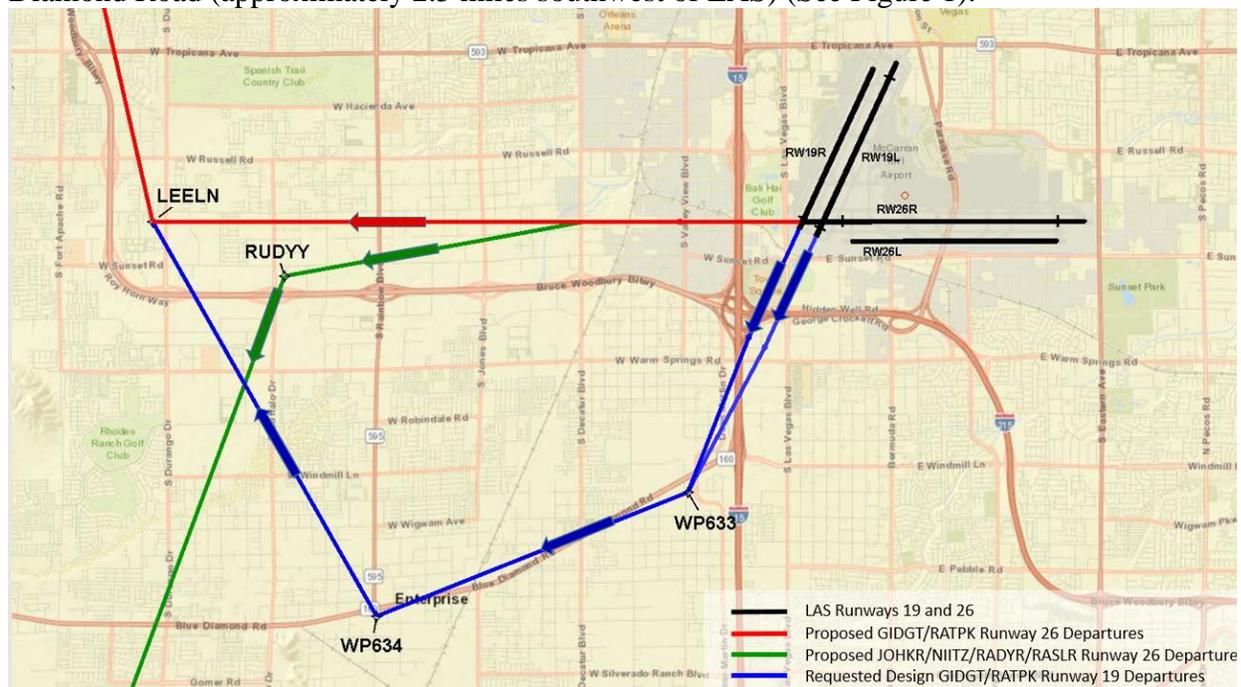


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results

in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #92 Submitted by: O'Connor, Tim

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 1/21/2020 2:54 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (3 KB)

contact.csv;

Email: tmo1@roadrunner.com

Name: Tim O'Connor

Mailing Address:

Aviation noise: We have enough un needed noise to the north west.

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: I do not look forward to any increases in noise to the north west, intact less would be welcomed.

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: I have read the documentation pertaining to the new departure procedures at McCarran and understand millions of dollars may have been spent on research, but i don't see any, much needed adjustments, made to the north runway left down wind flow. The north runway departure, left down wind, western flow should definitely be modified. The first idea that would save the airlines millions of dollars in fuel would be to launch all west, south west and north west aircraft off the west runways, known as the primary runways. This flow would save the operators thousands of gallons in fuel by eliminating the down wind departure. This idea would also reduce the noise foot print greatly to the north and north west. If high north winds require the use of the north runways, a tighter down wind pattern should be put in place. A departure used for many years was a tight left turn to the south, shortening up the cross wind by a couple miles. This

pattern would also save fuel costs to the operators and reduce the noise foot print by traveling less miles to establish the aircraft on course to the end point of the vnav departure. The county has a high dollar noise abatement program in place now. I can say with great confidence, the county does not regulate the procedure and the FAA does not follow it. This is very unfortunate. They use the north runway left down wind departure at all hours and even between 8pm and 8am, against the county noise procedure, even when the winds don't require north launches. Also they vector the aircraft off the noise abatement mandated vnav path early before completing the required track south. This turns the procedure into a cross wind departure, once again, against the mandated noise procedure. This greatly increases the noise foot print to the North West. Respectfully, Tim O'Connor
tmo1@roadrunner.com

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_13_6) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.4 Safari/605.1.15

Topics Identified in the Comment #92

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Metroplex Environmental Website/Access to Proposals

- Purpose and Need/Noise Abatement

FAA Response for Comment #92 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Purpose and Need/Noise Abatement - The Federal Aviation Administration (FAA) received comments concerning adherence to local noise abatement agreements. The McCarran International Airport had updated its Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Study in 2007, which identified 14 noise abatement measures. The Project's Proposed Action has no impact on any of the noise abatement measures identified in the 2007 FAR Part 150 Noise Compatibility Study

(Volume 2, Noise Compatibility Program Report, FAR Part 150 Noise Compatibility Study Update, McCarran International Airport, Section III).

Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the FAA is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (RNAV) and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #93 Submitted by: O'Connor, Tim

Comment Received:

Page 1 of 1

Message from www.faa.gov: 9-las-metroplex-ea@faa.gov

tmo1@roadrunner.com <tmo1@roadrunner.com >

Wed 12/11/2019 9:04 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:

www.faa.gov/air_traffic/environmental_issues/

Message:

I can't make your open houses in regards to the new airspace procedures at KLAS. I need to know the new ground tracks that will be implemented in 2020. Please send me direction on this.

I have noticed a huge increase in noise over here in Summerlin because of your North departure routing changes. Not happy about it. The noise is even at a high level during the Counties Noise abatement procedures of limiting the North runway launches between 20:00 and 08:00. I purchased my property based on the Noise abatement procedures, that seem to be disregarded during preferred Runway 26 favorable conditions.

Thank you, Concerned Nieghbor.

Tim O'Connor
760-521-7060

Topics Identified in the Comment #93

NEPA Related and General Topics

- Possible Increase in Aviation Noise

Proposed Air Traffic Procedures Related Topics

- Left Turn on Departure from Runway 01
- McCarran International Airport (LAS) Runway Operations

FAA Response for Comment #93 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Left Turn on Departure from Runway 01 - Based on the comments and the associated addresses, the Federal Aviation Administration assumes several commenters expressed concerns relating to the effect of the Proposed Action on flight paths of aircraft turning left on departure from Runway 01 at McCarran International Airport (LAS). The proposed procedures include specified paths for aircraft departing the Runway 01 transition of the proposed LAS JOHKR and RADYR departure procedures.

These proposed procedures were designed to provide continuity and integration with other procedures in the Proposed Action accommodating new arrival and departure paths for LAS, Henderson Executive Airport and North Las Vegas Airport. Although the LAS JOHKR and LAS RAYDR Runway 01 transitions are new designs, they will fly lateral and vertical paths that are similar to those of the existing procedures, such that aircraft using them would remain within historical flight tracks.

McCarran International Airport (LAS) Runway Operations - Section 1.4.1, Major Study Airport (LAS) Runway Operating Configurations, discusses runway configurations at McCarran International Airport (LAS). The Federal Aviation Administration received comments relating to McCarran International Airport (LAS) Runway 01 operations turning right or left after departure.

LAS has four runways that operate bi-directionally. The runway numbering is determined by magnetic orientation of the runway (direction that the aircraft is facing). The runway combination that is in use is

called a configuration (See Exhibit 1 8, LAS Runway Operating Configurations, in the Environmental Assessment). The Purpose of the Las Vegas Metroplex Project is to optimize air traffic control procedures and improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The proposed procedures in this project will not influence how often each configuration is used.

Comments-Responses

Comment #94 Submitted by: Perrotto, Gabriella

Comment Received:

Page 1 of 1

Las Vegas Metroplex

Gabby Perrotto <carminagp@icloud.com>

Sun 11/24/2019 5:56 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Hello my name is Gabriella Perrotto, I am a student who recently moved to Henderson, Nevada with my parents. I have read the draft for the new flight procedures coming from Las Vegas to other airports. After reading about the effects, the biggest concern that I have is the noise around future house development, as there is a chance that there will be houses built closer to the possible affected noise areas. I am worried that the potential future noise would bring down the prices of homes in the surrounding areas.

Thank you

Topics Identified in the Comment #94

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Property Values

FAA Response for Comment #94 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Property Values - The Las Vegas Metroplex Project involves air traffic control routing changes for airborne aircraft only; and does not involve land acquisition, physical disturbance, or construction activities. The determination of whether a proposed action may have a significant environmental impact under the National Environmental Policy Act (NEPA) is made by considering the relevant environmental impact categories and comparing impact to the Federal Aviation Administration's (FAA's) thresholds of significance as outlined in FAA Order 1050.1F: Environmental Impacts: Policies and Procedures. The assessment of property values is not an environmental impact category as outlined in FAA Order 1050.1F. The Las Vegas Metroplex Project is compatible with existing and planned land uses, and the applicable regulations and policies of federal, state, and local agencies. Specific studies of the impact of noise at the Study Airports on real property values are not required under NEPA and the FAA has not have not been conducted any for this project. Studies conducted at other national airports have concluded that airport noise only has a slight impact on property values within the Day Night Average Sound Level 65 decibels or greater noise contour around airports. Additionally, comparison of older studies to more recent studies indicates that the impact was greater in the 1960s, when jet aircraft first entered the fleet. This decrease presumably is the result of stabilization of real estate markets following an initial adjustment to noisier jets, and of noise reduction in more modern Stage 3 or better aircraft.

Comments-Responses

Comment #95 Submitted by: Povilus, Bill

Comment Received:

Page 1 of 1

Message from www.faa.gov: 9-las-metroplex-ea@faa.gov

povhq1@embarqmail.com <povhq1@embarqmail.com>

Sat 12/14/2019 12:01 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:

www.faa.gov/air_traffic/community_involvement/las/

Message:

Hello there. I attended the LV Metroplex info session held at the North Las Vegas Airport on Dec 10th, 2019. As a retired ATP Airline Captain I came prepared to be critical; this was the FAA after all wasn't it? Wow- was I surprised--and impressed. Everything from the welcoming team to the charts/displays/computer access was very well thought out and presented. If I had to describe it all I'd say: "impressive!" Well done folks--- Just saying.

Bill Povilus

Las Vegas

Topics Identified in the Comment #95

NEPA Related and General Topics

- Support for Proposed Changes

FAA Response for Comment #95 Topics

Support for Proposed Changes - The Federal Aviation Administration (FAA) would like to say thank you to those who took the time to attend our presentations and commented positively about the project and the FAA's efforts.

Comments-Responses

Comment #96 Submitted by: Pugh, David S

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 12/12/2019 9:40 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: f350boy@gmail.com

Name: DAVID S PUGH

Mailing Address: 7061 ROGERS ST Las Vegas, Nevada. 89118

Aviation noise: Flights current take off just to the north of us and we understood this when we purchased our house 15 years ago. It looks like the new flight plan will send them directly overhead which will make my property and the neighborhood unlivable due to the noise.

Noise concentration: Sams as the previous concern - Flights current take off just to the north of us and we understood this when we purchased our house 15 years ago. It looks like the new flight plan will send them directly overhead which will make my property and the neighborhood unlivable due to the noise.

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: The new path will put flights over an rural and preservation area (the Weston trails park) used by thousands of people annually . Also today flights current take off just to the north of us and we understood and made that decision based on the current noise this when we purchased our house 15 years ago. It looks like the new flight plan will send them directly overhead which will make our neighborhood unlivable due to the increased noise. I don't understand how this is listed as "possible increase" if this route is selected it will be a massive increase in noise and a huge disruption to our lifestyle.

Aviation noise concentration: the new flight plan will send them directly overhead which will make our neighborhood unlivable due to the increased noise, massive negative impact to everyone effected

Purpose and need for the project:

Air Quality:

Future environmental concerns: noise as well as jet engine exhaust is pollution. Having flights directly overhead (rather than to the north as they are now) will have a unrecoverable negative impact on the neighborhood and its residents

Concerns that should be considered for the project:

Additional comments:

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/
User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.79 Safari/537.36

Topics Identified in the Comment #96

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Rural Preserve/Trails and Parks

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #96 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Rural Preserve/Trails and Parks - The Federal Aviation Administration received comments suggesting potential noise impacts to several resources in the Rural Preserve District. As discussed in Section 5.1: Noise and Compatible Land Use of the Environmental Assessment (EA), three data sets, or sets of grid points, were used to analyze noise exposure when modeling for noise. One grid set consisted of 94,693 points uniformly distributed at 0.5 nautical mile intervals across the entire General Study Area; another grid consisted of 34,148 unique points located at areas identified as Department of Transportation Act, Section 4(f) resources within the General Study Area; and a final grid set contained 20,070 points situated at the population centroids of U.S. Census blocks located within the General Study Area.

These grids include one or more points at or near the Rural Preserve District. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 decibel [dB] increase in areas exposed to DNL 65 dB) anywhere within the General Study Area. In addition, the Proposed Action, when compared to the No Action Alternative, would not result in any reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB). The noise analysis results for each grid point evaluated in the EA have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

LAS Metroplex - 2020 Grid Points - Northern General Study Area

LAS Metroplex - 2020 Grid Points - Southern General Study Area

LAS Metroplex - 2025 Grid Point - Northern General Study Area

LAS Metroplex - 2025 Grid Point - Southern General Study Area

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

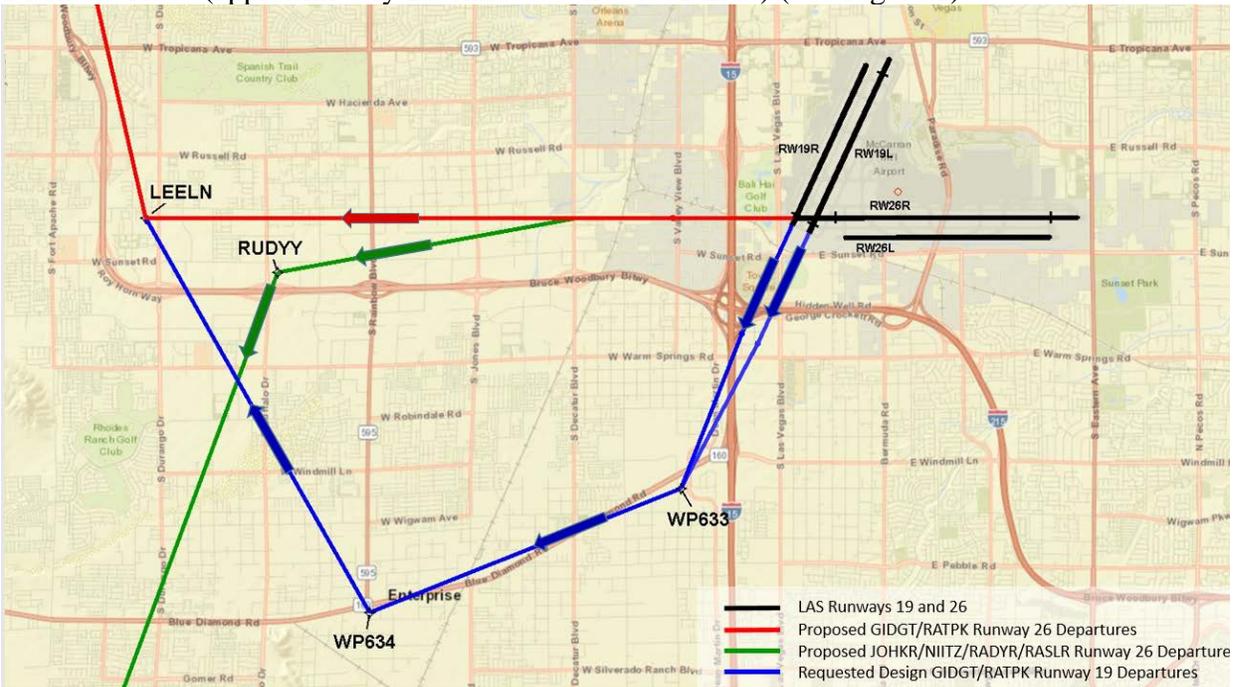


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly

head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #97 Submitted by: Quinlan, Sue A

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/13/2019 12:07 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: quin4122@aol.com

Name: Sue A Quinlan

Mailing Address: 4122 W Maulding Ave Las Vegas, NV 89139

Aviation noise: We have lived in our home since 1983 and have only been effected when there have been construction projects at the airport or weather issues, so although annoying they have been temporary issues

Noise concentration:

Current environmental concerns: Family and pets

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: We are concerned that changes to the flight paths will decrease our quality of life and make it unbearable to spend time outdoor, when a plane goes directly over our house you can not carry on a conversation on our patio.

Aviation noise concentration: Same as above

Purpose and need for the project:

Air Quality: Most of the neighborhood has children and/or grand children who spend time outside plus almost everyone in the neighborhood has animal of some sort, we are zoned for horses as well as small farm animals. We also have a fish pond.

Future environmental concerns: Most of the neighborhood homes are on private or group water wells

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS
13_1_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko)
Version/13.0.1 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #97

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #97 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to

improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in

close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

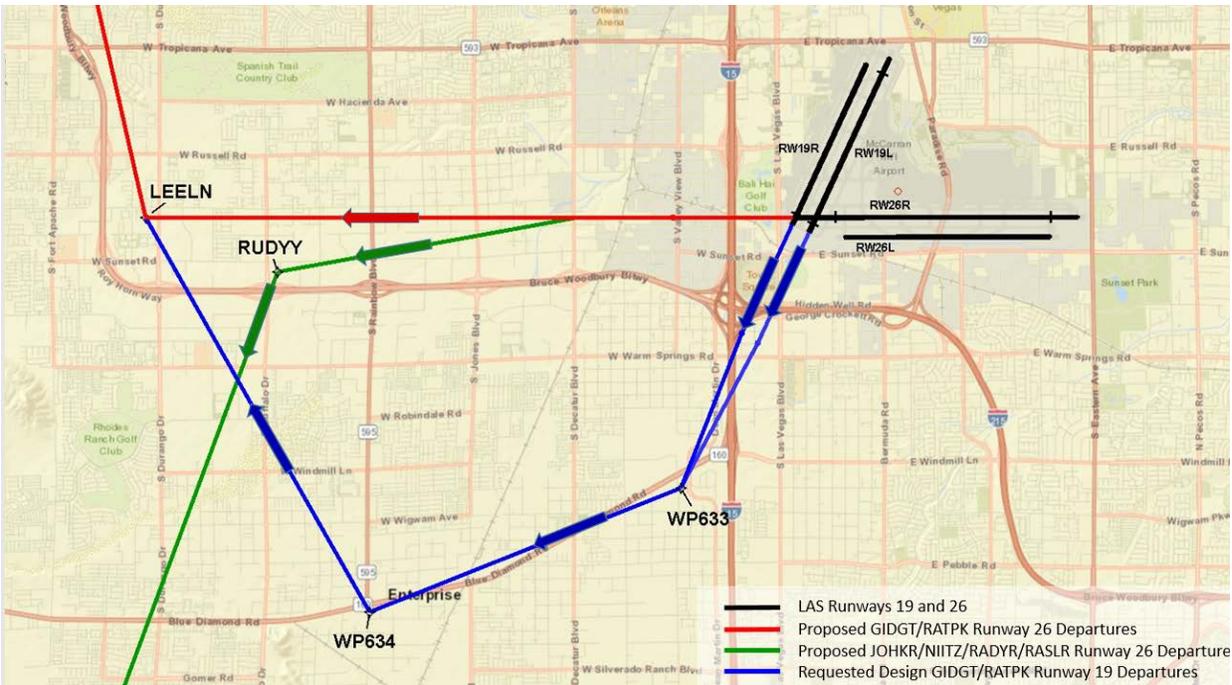


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #98 Submitted by: Reinhardt, Cherie D

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 12/12/2019 10:50 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: chriereinhardt11@yahoo.com

Name: Cherie D. Reinhardt

Mailing Address: 7480 Ullom Dr. Las Vegas, NV 89139

Aviation noise: Please do not have planes or helicopters flying directly over our neighborhood between Decatur & Dean Martin and Warm Springs & Blue Diamond!!

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Please do not have planes or helicopters flying directly over our neighborhood between Decatur & Dean Martin and Warm Springs & Blue Diamond!!

Aviation noise concentration: Please do not have planes or helicopters flying directly over our neighborhood between Decatur & Dean Martin and Warm Springs & Blue Diamond!!

Purpose and need for the project: Can't you just have the planes fly down the 215 to the airport in the SW area?

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project: Please do not have planes or helicopters flying directly over our neighborhood between Decatur & Dean Martin and Warm Springs & Blue Diamond!!

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64;
x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/78.0.3904.108
Safari/537.36

Topics Identified in the Comment #98

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Right Turn on Departure from Runway 19

Proposed Air Traffic Procedures Related Topics

FAA Response for Comment #98 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

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The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).



Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure

procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #99 Submitted by: Rosenberg, Sara

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Sat 12/21/2019 1:14 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

📎 1 attachments (778 bytes)

contact.csv;

Email: rosenbergsara15@gmail.com

Name: Sara Rosenberg

Mailing Address: 304 Bayswater Court

Aviation noise: Hear the airplanes.

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: Do not want more noise

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Linux; Android 10; Pixel 2) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.93 Mobile Safari/537.36

Topics Identified in the Comment #99

NEPA Related and General Topics

- Possible Increase in Aviation Noise

FAA Response for Comment #99 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Comments-Responses

Comment #100 Submitted by: Schenk, Kathy

Comment Received:

Page 1 of 1

PLEASE HELP ME!

KATHY SCHENK <tropakathy@aol.com>

Thu 1/2/2020 9:45 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Dear anyone who will read this.

My name is Kathy Schenk I am asking someone too please help me understand if myself and residents of our neighborhood will STILL be affected by the aircraft departing from the North runway at McCarran airport?

I have lived at this residence for 29 YEARS and NEVER in 29 YEARS has the aircraft flown so FREQUENT, so LOW in Allitude and the NOISE is unbelievable! when the planes depart off the North runway.

This has Deeply affected my life my mental health sleep defamation!!

I have made countless compliments since late February early March with answers to my questions that made me fill like I was crazy! deflecting answers going round and round with no resolution that's why I'm reaching out!

Please respond Only God is my witness thank you!

My address is

Kathy Schenk

7301 Girard Dr .

Las Vegas Nevada, 89147

I live West of Rainbow Blvd between Tropicana and Flamingo

East of Buffalo.

My email address is tropakathy@aol.com

THANK YOU 🙏🙏🙏

Sent from my iPhone

Topics Identified in the Comment #100

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Physical/Mental Health
- Sleep Disturbance
- Left Turn on Departure from Runway 01
- McCarran International Airport (LAS) Runway Operations

Proposed Air Traffic Procedures Related Topics

FAA Response for Comment #100 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental

impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Sleep Disturbance - Comments expressed concerns about disruption to sleep or sleep patterns. Appendix E: Section E.10 Sleep Interference of the Environmental Assessment (EA) provides a description of sleep disruption from noise. As discussed in Chapter 5: Environmental Consequences, of the EA, the noise modeling analysis indicated that the Las Vegas Metroplex project would not result in significant or reportable noise increase (See Table 5-2: Criteria for Determining Impacts of Changes in Aircraft Noise) impacts for the forecasted years of 2020 and 2025.

Left Turn on Departure from Runway 01 - Based on the comments and the associated addresses, the Federal Aviation Administration assumes several commenters expressed concerns relating to the effect of the Proposed Action on flight paths of aircraft turning left on departure from Runway 01 at McCarran International Airport (LAS). The proposed procedures include specified paths for aircraft departing the Runway 01 transition of the proposed LAS JOHKR and RADYR departure procedures.

These proposed procedures were designed to provide continuity and integration with other procedures in the Proposed Action accommodating new arrival and departure paths for LAS, Henderson Executive Airport and North Las Vegas Airport. Although the LAS JOHKR and LAS RAYDR Runway 01 transitions are new designs, they will fly lateral and vertical paths that are similar to those of the existing procedures, such that aircraft using them would remain within historical flight tracks.

McCarran International Airport (LAS) Runway Operations - Section 1.4.1, Major Study Airport (LAS) Runway Operating Configurations, discusses runway configurations at McCarran International Airport (LAS). The Federal Aviation Administration received comments relating to McCarran International Airport (LAS) Runway 01 operations turning right or left after departure.

LAS has four runways that operate bi-directionally. The runway numbering is determined by magnetic orientation of the runway (direction that the aircraft is facing). The runway combination that is in use is called a configuration (See Exhibit 1 8, LAS Runway Operating Configurations, in the Environmental Assessment). The Purpose of the Las Vegas Metroplex Project is to optimize air traffic control procedures and improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The proposed procedures in this project will not influence how often each configuration is used.

Comments-Responses

Comment #101 Submitted by: Schirka, Wendy

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 12/10/2019 3:26 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: wendy918@gmail.com

Name: Wendy Schirka

Mailing Address: 7072 Sunshine St. Las Vegas, Nv 89118

Aviation noise: There is noise but it is currently in an industrial area, so it is maintained

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: It will be louder than it currently is, the planes now fly over an industrial area so that is better than flying over rural homes, and farm animals.

Aviation noise concentration: Because of the farm Animals and homes this should not be the flight pattern they should use. Keep it over the industrial area.

Purpose and need for the project: No need to change. There are over 490 flights a day. Keep it in the industrial area.

Air Quality: Will cause health issues with the farm animals in area including but not limited to, noise stress, chemical particles, homes ad farm's rattling like an earthquake from the low flights. Elementary school near by that would cause noise issues with learning. And so on.

Future environmental concerns: Chemicals from low flying planes. Possible windows shattering that will cause injuries to kids and family's in this area. Will the FAA be liable for paying the home owners for these costs?

Concerns that should be considered for the project: No need to change something that has been working fine. Currently during take off it flies over industrial areas, minimal liability. Flying over Rural homes is a higher increase in liability.

Additional comments:

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 13_1_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.1 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #101

NEPA Related and General Topics

- Biological/Wildlife Impacts
 - Physical/Mental Health
 - Possible Increase in Aviation Noise
 - Projected Air Quality Concerns
 - Property Values
- Purpose and Need/Out of Scope
 - Safety

FAA Response for Comment #101 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Property Values - The Las Vegas Metroplex Project involves air traffic control routing changes for airborne aircraft only; and does not involve land acquisition, physical disturbance, or construction activities. The determination of whether a proposed action may have a significant environmental impact under the National Environmental Policy Act (NEPA) is made by considering the relevant environmental impact categories and comparing impact to the Federal Aviation Administration's (FAA's) thresholds of significance as outlined in FAA Order 1050.1F: Environmental Impacts:

Policies and Procedures. The assessment of property values is not an environmental impact category as outlined in FAA Order 1050.1F. The Las Vegas Metroplex Project is compatible with existing and planned land uses, and the applicable regulations and policies of federal, state, and local agencies. Specific studies of the impact of noise at the Study Airports on real property values are not required under NEPA and the FAA has not have not been conducted any for this project. Studies conducted at other national airports have concluded that airport noise only has a slight impact on property values within the Day Night Average Sound Level 65 decibels or greater noise contour around airports. Additionally, comparison of older studies to more recent studies indicates that the impact was greater in the 1960s, when jet aircraft first entered the fleet. This decrease presumably is the result of stabilization of real estate markets following an initial adjustment to noisier jets, and of noise reduction in more modern Stage 3 or better aircraft.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

Comments-Responses

Comment #102 Submitted by: Sharp, Mark

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12-12-2019

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: SHARP Middle Initial: * First Name: MARK
* Mailing Address: 7240 ROGERS ST. #405
* City: LAS VEGAS * State: NV * Zip Code: 89118-5029
* Your email address: SHARPTANK@HOTMAIL.COM

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
 Noise concentration
 Environmental concerns
 Access to knowledge about aviation and or airport concerns
 Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
 Aviation noise concentration
 Purpose and need for the project
 Air quality
 Environmental concerns
 Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

I HAVE A HOME THAT IS IN THE PROJECTED DEPARTURE PATH AND MY CONCERNS:
1. INCREASE IN AIRPLANE NOISE THAT WILL DISRUPT MY QUALITY OF LIFE WHILE LIVING AT MY HOME.
2. REMNENT JET FUEL AND EMISSIONS THAT WILL COLLECT ON MY POOL AND ON MY OUTDOOR LAWN FURNITURE WHICH IS TOXIC TO ME AND COULD LEAD TO CANCER AND/OR OTHER ILLNESS.

OVER ->

MY BROTHER IN LAW USE TO LIVE AT EASTERON/
PATRICK WHICH IS IN THE LANDING AREA FOR McCARREN
AIRPORT AND IN THE MORNINGS HE WOULD USE A POOL
NOODLE TO SCRAPE THE JET FUEL/EMMISSION SCUM
OFF THE TOP OF THE POOL WATER. THE COUNTY
EVENTUALLY PURCHASED HIS HOUSE BECAUSE OF THIS
HEALTH ISSUE.

I DO NOT WANT TO GET SICK DUE TOO AIRPLANE
EMMISSIONS (EVEN THOUGH THE FAA REPRESENTATIVES
HAVE SAID THAT THE AIRPLANES ARE NOW MORE FUEL
EFFICIENT.)

DO NOT ALLOW THE PLANES TO TURN AT WARREN
SPRINGS RD. HAVE THEM WAIT TILL THEY REACH
BLUE DIAMOND RD OR ANY ROAD SOUTH OF BLUE
DIAMOND.

THANK YOU FOR ALLOWING THE PUBLIC INPUT. THE
PEOPLE FROM THE FAA WERE POLITE AND HELPFUL



I have a home that is in the protected...
and my...
I encourage...
of...
I encourage...
pool and...
to...

←

Topics Identified in the Comment #102

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Physical/Mental Health
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #102 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Physical/Mental Health - The Federal Aviation Administration (FAA) implements the National Environmental Policy Act through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The Environmental Assessment (EA) for the Las Vegas Metroplex Project considered the potential effects on the environmental resource categories identified in the Order. The FAA uses the corresponding thresholds that serve as specific indicators of significant impact for some environmental impact categories. The FAA has not established a significance threshold for general physical and mental health concerns.

Concerns were raised over the negative health impacts on children associated with the Project. Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, federal agencies are directed, as appropriate and consistent with the agency's mission, to identify and assess environmental health and safety risks that may disproportionately affect children. As discussed in the EA, Section 4.2: Resource Categories or Sub-Categories Not Affected, the proposed action would not affect products or substances that a child would be likely to come into contact with, ingest, use, or be exposed to, and would not result in environmental health and safety risks that could disproportionately affect children.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and

expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

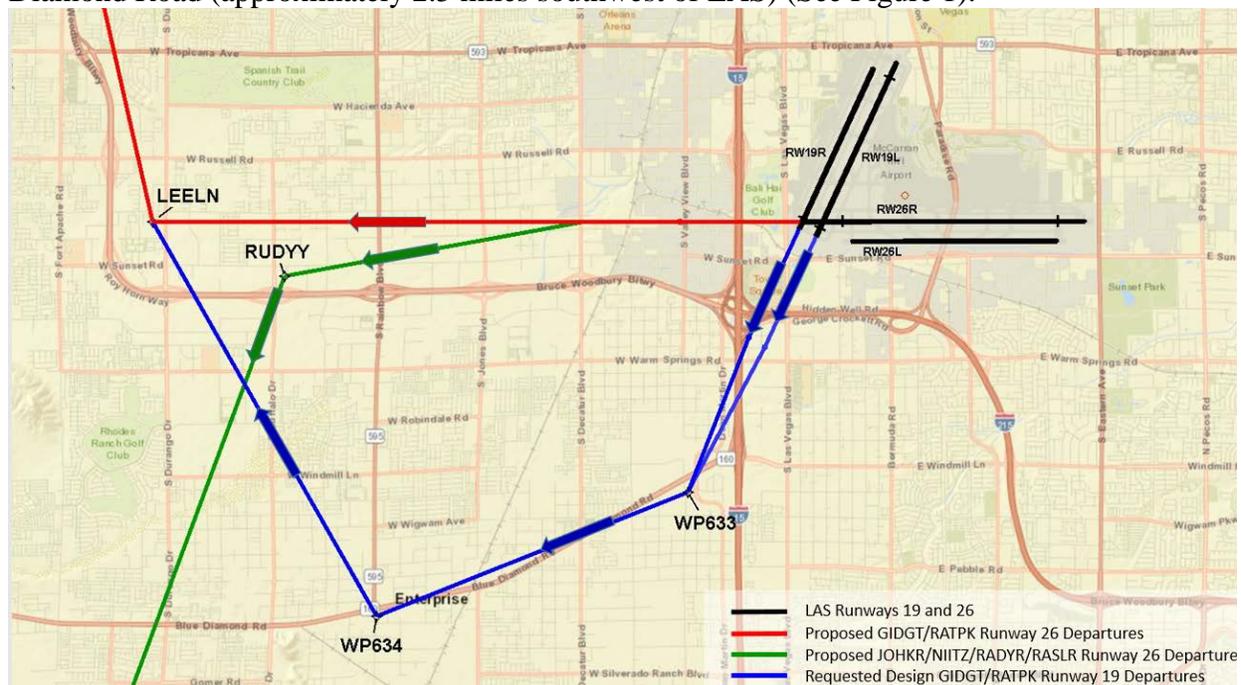


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results

in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #103 Submitted by: Silverman, Dolores E

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Mon 12/9/2019 5:36 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: DeezieSil@aol.com

Name: Delores E. Silverman

Mailing Address: 4994 Kaibab Forest Avenue Las Vegas, NV. 89141

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: These planes are very noisy and at certain times, it seems that they run nearly non-stop. We are senior citizens and did not sign up for this to be awakened early in the morning and unable to sleep at night. There has to be a better route than running over our homes!

Aviation noise concentration: The noise is unbelievable and nearly non-stop at times! It doesn't seem fair that you can change routes in the middle of the game and now annoy people who never had it or only sporadically before!

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project: Property values will certainly be affected by the non-stop noise from planes. We didn't sign up for this when we purchased our home!

Additional comments: Run them over Summerlin and see how they like it!

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64;
x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/78.0.3904.108
Safari/537.36

Topics Identified in the Comment #103

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Property Values
- Sleep Disturbance

FAA Response for Comment #103 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Property Values - The Las Vegas Metroplex Project involves air traffic control routing changes for airborne aircraft only; and does not involve land acquisition, physical disturbance, or construction activities. The determination of whether a proposed action may have a significant environmental impact under the National Environmental Policy Act (NEPA) is made by considering the relevant environmental impact categories and comparing impact to the Federal Aviation Administration's (FAA's) thresholds of significance as outlined in FAA Order 1050.1F: Environmental Impacts: Policies and Procedures. The assessment of property values is not an environmental impact category as outlined in FAA Order 1050.1F. The Las Vegas Metroplex Project is compatible with existing and planned land uses, and the applicable regulations and policies of federal, state, and local agencies.

Specific studies of the impact of noise at the Study Airports on real property values are not required under NEPA and the FAA has not have not been conducted any for this project. Studies conducted at other national airports have concluded that airport noise only has a slight impact on property values within the Day Night Average Sound Level 65 decibels or greater noise contour around airports. Additionally, comparison of older studies to more recent studies indicates that the impact was greater in the 1960s, when jet aircraft first entered the fleet. This decrease presumably is the result of stabilization of real estate markets following an initial adjustment to noisier jets, and of noise reduction in more modern Stage 3 or better aircraft.

Sleep Disturbance - Comments expressed concerns about disruption to sleep or sleep patterns. Appendix E: Section E.10 Sleep Interference of the Environmental Assessment (EA) provides a description of sleep disruption from noise. As discussed in Chapter 5: Environmental Consequences, of the EA, the noise modeling analysis indicated that the Las Vegas Metroplex project would not result in significant or reportable noise increase (See Table 5-2: Criteria for Determining Impacts of Changes in Aircraft Noise) impacts for the forecasted years of 2020 and 2025.

Comments-Responses

Comment #104 Submitted by: Sims, Bobby

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: Dec 13th 2019

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: Sims Middle Initial: _____ * First Name: Bobby
* Mailing Address: 2381 Crocodile Ave
* City: Henderson * State: NV * Zip Code: 89052
* Your email address: Simeity1957@GMAIL.COM

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

prefer Gates 4 North Arrival Flight path

Topics Identified in the Comment #104

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration

Proposed Air Traffic Procedures Related Topics

- GAMES Arrival Procedure

FAA Response for Comment #104 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F,

Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

GAMES Arrival Procedure - Two commenters expressed a preference for the proposed GAMES arrival procedure. This procedure is proposed for Henderson Executive Airport arrivals and for propeller driven aircraft landing at McCarran International Airport.

Comments-Responses

Comment #105 Submitted by: Sittman, Lissa M

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12/12/19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: Sittman Middle Initial: m * First Name: Lissa
* Mailing Address: 7175 Rogers Street
* City: Las Vegas * State: NV * Zip Code: 89118
* Your email address: Sittman@gmail.com

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
 Noise concentration
 Environmental concerns
 Access to knowledge about aviation and or airport concerns
 Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
 Aviation noise concentration
 Purpose and need for the project
 Air quality
 Environmental concerns
 Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

Current flight patterns seem sufficient. Based on your representatives explanation he stated the new flight pattern would not be used by large aircraft or anything as big as a 737. He stated it would only be used sparingly. He stated the flight pattern would not be used more than 60% of the year. My concern is that this is not in writing and when promises are made, it should be clearly stated in document form. - Lissa Sittman

Topics Identified in the Comment #105

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Projected Environmental Concerns

Proposed Air Traffic Procedures Related Topics

- McCarran International Airport (LAS) Runway Operations
- Right Turn on Departure from Runway 19

FAA Response for Comment #105 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine

whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration’s (FAA’s) environmental policies and procedures, analyze the Project’s potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

McCarran International Airport (LAS) Runway Operations - Section 1.4.1, Major Study Airport (LAS) Runway Operating Configurations, discusses runway configurations at McCarran International Airport (LAS). The Federal Aviation Administration received comments relating to McCarran International Airport (LAS) Runway 01 operations turning right or left after departure.

LAS has four runways that operate bi-directionally. The runway numbering is determined by magnetic orientation of the runway (direction that the aircraft is facing). The runway combination that is in use is called a configuration (See Exhibit 1 8, LAS Runway Operating Configurations, in the Environmental Assessment). The Purpose of the Las Vegas Metroplex Project is to optimize air traffic control

procedures and improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The proposed procedures in this project will not influence how often each configuration is used.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).



Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #106 Submitted by: Sittman, William L

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12/12/19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

William Sittman

Contact Information

* Last Name: SITTMAN Middle Initial: L * First Name: WILLIAM

* Mailing Address: 2175 ROBERT ST

* City: LX * State: NY * Zip Code: 89118

* Your email address: SITTMAN@GMAIL.COM

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

WE BOUGHT OUR HOME BASED ON CURRENT AIR TRAFFIC ROUTES. THE CHANGES WOULD GREATLY IMPACT US BECAUSE NOW PLANES WILL FLY DIRECTLY OVER OUR HOME. CURRENTLY THEY FLY NORTH OR EAST OF US

Topics Identified in the Comment #106

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #106 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

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Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

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Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

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In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration’s (FAA’s) environmental policies and procedures, analyze the Project’s potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a

slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters’ references to Warm Springs Road, Blue Diamond Road as well as the commenters’ residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

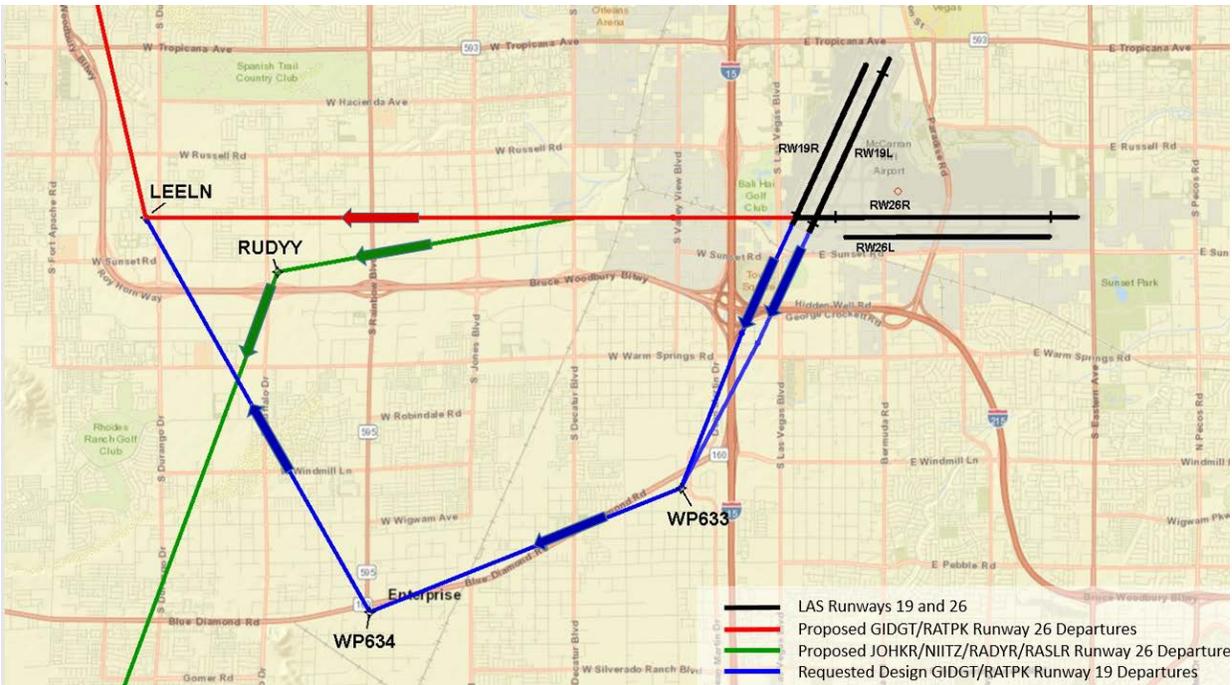


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #107 Submitted by: Smith, Paul R

Comment Received:

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Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 1/14/2020 6:11 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: paul@lasvegasphoto.com

Name: Paul R Smith

Mailing Address: 5667 Benevento Ct. Las Vegas, NV 89141

Aviation noise: The change in flight plan now has an endless stream of low flying planes with their landing gear down coming into land from the south over our house every few minutes. Too loud to sleep through. The flights end late and start early and we need to sleep! Please change the flight patterns back to how they were before.

Noise concentration: The change in flight plan now has an endless stream of low flying planes with their landing gear down coming into land from the south over our house every few minutes. Too loud to sleep through. The flights end late and start early and we need to sleep! Please change the flight patterns back to how they were before.

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: The change in flight plan now has an endless stream of low flying planes with their landing gear down coming into land from the south over our house every few minutes. Too loud to sleep through. The flights end late and start early and we need to sleep! Please change the flight patterns back to how they were before.

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: They are endlessly flying low and loud over house as I type this - we can't live like this.

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/
User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_15_2) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/79.0.3945.117 Safari/537.36

Topics Identified in the Comment #107

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Sleep Disturbance

Proposed Air Traffic Procedures Related Topics

- McCarran International Airport (LAS) Runway Operations

FAA Response for Comment #107 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Sleep Disturbance - Comments expressed concerns about disruption to sleep or sleep patterns. Appendix E: Section E.10 Sleep Interference of the Environmental Assessment (EA) provides a description of sleep disruption from noise. As discussed in Chapter 5: Environmental Consequences, of the EA, the noise modeling analysis indicated that the Las Vegas Metroplex project would not result in significant or reportable noise increase (See Table 5-2: Criteria for Determining Impacts of Changes in Aircraft Noise) impacts for the forecasted years of 2020 and 2025.

McCarran International Airport (LAS) Runway Operations - Section 1.4.1, Major Study Airport (LAS) Runway Operating Configurations, discusses runway configurations at McCarran International

Airport (LAS). The Federal Aviation Administration received comments relating to McCarran International Airport (LAS) Runway 01 operations turning right or left after departure.

LAS has four runways that operate bi-directionally. The runway numbering is determined by magnetic orientation of the runway (direction that the aircraft is facing). The runway combination that is in use is called a configuration (See Exhibit 1 8, LAS Runway Operating Configurations, in the Environmental Assessment). The Purpose of the Las Vegas Metroplex Project is to optimize air traffic control procedures and improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The proposed procedures in this project will not influence how often each configuration is used.

Comments-Responses

Comment #108 Submitted by: Solaris, Julius D

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/20/2019 1:46 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (915 bytes)

contact.csv;

Email: tojulius@gmail.com

Name: Julius D Solaris

Mailing Address: 1000 Granger Farm Way

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: We are concerned of proposed flight paths and noise that will impact our local community.

Aviation noise concentration:

Purpose and need for the project:

Air Quality: We are concerned of proposed flight paths and pollution that will impact our local community.

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_15_1) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/69.0.3497.128 Safari/537.36 Shift/4.0.7-alpha.1

Topics Identified in the Comment #108

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Right Turn on Departure from Runway 26

Proposed Air Traffic Procedures Related Topics

FAA Response for Comment #108 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Right Turn on Departure from Runway 26 - The Federal Aviation Administration (FAA) received comments concerning the proposed designs of the McCarran International Airport (LAS) GIDGT, LOHLA and RATPK departures, Runway 26 transitions. None of the comments mentioned the procedures by name. Based on the contents of the comments and the addresses associated with them, the FAA assumes they are associated with the GIDGT, LOHLA and RATPK procedures departing Runway 26. Most of the comments were about existing noise conditions.

These proposed procedures were designed to provide continuity and integration with other Metroplex designs accommodating new arrival and departure paths for LAS, Henderson Executive Airport and North Las Vegas Airport. Although the GIDGT and RATPK departure procedures are proposed Metroplex designs, they would fly similar lateral and vertical paths to the existing LAS STAAV and TRALR departure procedures. The LOHLA departure follows historical flightpaths until the GLIAN waypoint. The noise analysis results for the procedures evaluated in the Environmental Assessment have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

LAS Metroplex - 2020 Grid Points - Northern General Study Area
LAS Metroplex - 2020 Grid Points - Southern General Study Area
LAS Metroplex - 2025 Grid Point - Northern General Study Area
LAS Metroplex - 2025 Grid Point - Southern General Study Area

After the April 2019 Preliminary Design workshops the FAA received comments about the current flight tracks of the STAAV and TRALR departure procedures. Some commenters suggested moving the proposed procedures further west, over less populated areas, before they made the turn to the north. The FAA reviewed the comments and the GIDGT and RATPK departure procedures to determine whether changes could be made. The FAA examined changing the lateral path by moving the LEELN waypoint three miles west. Several issues were identified with this change:

- It would route aircraft too close to rapidly rising terrain for aircraft to safely climb above
- It would route aircraft through an existing Visual Flight Rules corridor, utilized by aircraft not always in contact with FAA controllers
- Aircraft departing LAS Runway 26 on the GIDGT and RATPK departure procedures might exit and then re-enter Class Bravo service area
 - o The intent of Class B airspace is to contain all published instrument procedures to and from a primary airport
 - o Procedures are required to be designed so that when an aircraft leaves Class B airspace it does not re-enter

Due to safety and efficiency, the FAA was unable to amend the designs of the LAS GIDGT and RATPK Runway 26 departures.

Comments-Responses

Comment #109 Submitted by: Strack, Diane

Comment Received:

Page 1 of 1

Flight pattern changes

Diane Strack <heystacks@gmail.com >

Wed 12/11/2019 6:04 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Hi

I am not going to be in town to see the presentation at Sun City Anthem

How can I see this? Is there a web site. Can you email it to me.

Thank You

Diane Strack

Topics Identified in the Comment #109

NEPA Related and General Topics

- Metroplex Environmental Website/Access to Proposals

FAA Response for Comment #109 Topics

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Comments-Responses

Comment #110 Submitted by: Su, Shiao-Der

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 1/17/2020 9:04 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (2 KB)

contact.csv;

Email: steve.su123@gmail.com

Name: Shiao-Der Su

Mailing Address: 7881 Rockwind Ct Las Vegas, NV 89117

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: FAA appears to prioritize operational efficiency over safety and environmental impacts. It is imperative to develop and implement the safest flight routes with the least environmental impacts. Both the existing and proposed procedures take flights over the highly populated residential areas. All it takes is just one major disaster to wipe out the benefits as envisioned. Based on my actual observation, the western departure flights heading east stray from the normal course frequently instead of the 97% gate compliance statistics in the McCarran Quarterly Noise Report. This deviation results in unsafe low-flying aircrafts, noise concentration in the dispersed path area, and sleep deprivation of affected residents at night. Please consider safety and environmental impacts first and design the flight paths accordingly.

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/64.0.3282.140 Safari/537.36 Edge/18.17763

Topics Identified in the Comment #110

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Projected Environmental Concerns
- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- RATPK Departure Procedure Runway 08 Transition
- Right Turn on Departure from Runway 26

FAA Response for Comment #110 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and

Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

RATPK Departure Procedure Runway 08 Transition - One commenter expressed concern about noise from aircraft departing Runway 08 Left at McCarran International Airport (LAS) and following the proposed RATPK departure Runway 08 transition.

The Runway 08 departure configurations at LAS are typically used on extremely hot days. The Proposed Action includes the LAS RATPK departure procedure Runway 08 transition, which was developed to allow climbs that are more expeditious and to segregate from the LAS CHOWW and North Las Vegas Airport (VGT) WYLND arrival procedures. The RATPK departure routes aircraft departing Runway 08 via a climbing right turn (“loop”). Without a “loop” procedure on the departure, aircraft would remain at low altitudes for extended periods. The continued traffic interactions, attempting to climb LAS RATPK departures above aircraft landing at LAS and VGT, would create higher workloads for flight crews and controllers, resulting in increased control instructions and radio communications. Additionally, during high temperature conditions aircraft could be subject to extended periods of substantial thermal turbulence when forced to delay climbs. The delay in climbing to higher, smoother flight conditions would have the potential to cause extreme passenger discomfort or, in severe cases, injury.

Due to safety and efficiency considerations, the Federal Aviation Administration (FAA) was unable to modify the proposed LAS RATPK departure Runway 08 transition.

However, to mitigate concerns raised in comments received during the FAA’s April 2019 public workshops on the preliminary designs for the Las Vegas Metroplex Project, the FAA determined that it would use the proposed procedure on a more limited basis. The preliminary design assumed that the RATPK departure procedure Runway 08 transition would be assigned every time Runway 08 was the primary departure runway (historically 13.5% annually). The FAA now proposes to assign this procedure when aircraft are departing LAS on Runway 08 and aircraft are also landing on Runway 19. Historical data indicates that this runway configuration is in use 7% annually. This represents a 48% decrease in intended usage.

Right Turn on Departure from Runway 26 - The Federal Aviation Administration (FAA) received comments concerning the proposed designs of the McCarran International Airport (LAS) GIDGT, LOHLA and RATPK departures, Runway 26 transitions. None of the comments mentioned the procedures by name. Based on the contents of the comments and the addresses associated with them, the FAA assumes they are associated with the GIDGT, LOHLA and RATPK procedures departing Runway 26. Most of the comments were about existing noise conditions.

These proposed procedures were designed to provide continuity and integration with other Metroplex designs accommodating new arrival and departure paths for LAS, Henderson Executive Airport and North Las Vegas Airport. Although the GIDGT and RATPK departure procedures are proposed Metroplex designs, they would fly similar lateral and vertical paths to the existing LAS STAAV and TRALR departure procedures. The LOHLA departure follows historical flightpaths until the GLIAN waypoint. The noise analysis results for the procedures evaluated in the Environmental Assessment have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

LAS Metroplex - 2020 Grid Points - Northern General Study Area

LAS Metroplex - 2020 Grid Points - Southern General Study Area

LAS Metroplex - 2025 Grid Point - Northern General Study Area

LAS Metroplex - 2025 Grid Point - Southern General Study Area

After the April 2019 Preliminary Design workshops the FAA received comments about the current flight tracks of the STAAV and TRALR departure procedures. Some commenters suggested moving the proposed procedures further west, over less populated areas, before they made the turn to the north. The FAA reviewed the comments and the GIDGT and RATPK departure procedures to determine whether changes could be made. The FAA examined changing the lateral path by moving the LEELN waypoint three miles west. Several issues were identified with this change:

- It would route aircraft too close to rapidly rising terrain for aircraft to safely climb above
- It would route aircraft through an existing Visual Flight Rules corridor, utilized by aircraft not always in contact with FAA controllers
- Aircraft departing LAS Runway 26 on the GIDGT and RATPK departure procedures might exit and then re-enter Class Bravo service area
 - The intent of Class B airspace is to contain all published instrument procedures to and from a primary airport
 - Procedures are required to be designed so that when an aircraft leaves Class B airspace it does not re-enter

Due to safety and efficiency, the FAA was unable to amend the designs of the LAS GIDGT and RATPK Runway 26 departures.

Comments-Responses

Comment #111 Submitted by: Turnbull, William

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 1/17/2020 12:23 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (5 KB)

contact.csv;

Email:

Name: William N Turnbull

Mailing Address:

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: See additional comments

Aviation noise concentration: See additional comments

Purpose and need for the project:

Air Quality: See additional comments

Future environmental concerns: See additional comments

Concerns that should be considered for the project: See additional comments

Additional comments: Turnbull, llc. 6324 S. 199th Place, Kent, WA. 980321 Ph: (253) 854-0090 Fax: (253) 852-6452 email: kaltagg@aol.com Comment re: Metro Plex Las Vegas Dear sirs: Turnbull, LLC is the owner of the Searchlight Airpark and runway 1L3. Runway 1L3 has continually been a Public Use Airport since it was turned over the Clark County. Turnbull, LLC bought the property approximately 4.5 years ago with the intention of turning the property into an active area which would provide not only employment but also medical and police services to the local community. The plans include: We would like to comment on the proposed MetroPlex as follows: Lack of Notification I have attended the presentation of the planned Metro Plex landing approach for Henderson and McCarran airports. During that presentation I had the opportunity to discuss the plan and its affect on the town of Searchlight and more specifically the Searchlight Airstrip 1L3 with Mr. Brad Mayhugh. Although 1L3 has been a Public airfield for many years, frequently used by private aviation,

medical evacuation and the military Osprey for practice, neither Turnbull, LLC, the owner of the Searchlight Airpark 1L3 nor Kidwell Airfield 1L4 nor the Searchlight Town Board nor Dr. Brian K. Paulson, Laughlin Town Manager, Clark County Regional Government Center (Clark County liaison with the Searchlight Board) were in any way notified of the MetroPlex plan and were completely blindsided. Commercial Drone testing and development. Drone Testing and development has the possibility of producing jobs for Searchlight residents. Drone development is one of Nevada's prime areas for economic development. Turnbull, LLC is in active negotiations with the Bureau of Land Management to secure addition land to refurbish and maintain a 6000 ft paved runway which would allow both private and military drone development. An initial Building for office and hangar space is currently being designed by an architect with completion planned by mid-2020. Praxis, our development partner, has secured a 34 mile FAA approved non line of sight testing corridor for drone testing. This is the only such corridor in the entire state of Nevada. Turnbull, LLC is currently in discussions with a major Chinese manufacturer of remote-controlled aircraft to use 1L3 and Searchlight Airpark as a distribution point and eventually a testing site and manufacturing site. Initial meetings will be held in Seattle on or about Feb. 5th. According to the MetroPlex plan and information provided at the January 13th presentation, the approach would have aircraft from two approaches passing directly over and converging over 1L3 and the town of Searchlight at a minimum altitude of 10,000ft above sea level. I was told there is an additional 500ft ceiling requirement for aircraft below that. The altitude in some areas of Searchlight is 3550 ft above sea level. The result is that planes would be passing over Searchlight at altitudes as low as 5960ft above ground level. Aircraft flying below that would be limited to approximately 5460ft above ground level at Searchlight. This would destroy the ability to test commercial and military drones on 1L3, which in many cases must fly well above that 5460 ft limit. In effect, it would negate 3-1/2 years of work with the BLM to secure the desired land for extending 1L3 to 6000ft. Without that additional runway, medivac services would be limited to Helicopters, as they currently are. Police and fire aircraft would not have sufficient runway for anything other than helicopter operations. Environmental issues are also a concern. Searchlight is a town which has recently defeated efforts to install windmills adjacent to the town. The new issue of hundreds of flights converging directly above the town will adversely affect Searchlight with both air pollution and noise pollution and have a negative impact on its residents. For these and other reasons, it seems prudent that the timing on this proposal be delayed and another merging location for these two approaches should be found. Regards, William N. Turnbull, President

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64; rv:72.0) Gecko/20100101 Firefox/72.0

Topics Identified in the Comment #111

Proposed Air Traffic Procedures Related Topics

- NTNDO Arrival Procedure

FAA Response for Comment #111 Topics

NTNDO Arrival Procedure - Several commenters stated their opposition to the proposed NTNDO arrival procedure, which would serve Henderson Executive Airport (HND) and North Las Vegas Airport (VGT). The commenters expressed concerns about the procedure's impact on the town of Searchlight and on current and planned operations at the Searchlight Airport (1L3), including testing of Unmanned Aircraft Systems (drones).

HND arrivals from the south currently utilize the JOMIX arrival procedure. The NTNDO arrival procedure would replace the JOMIX arrival procedure. The JOMIX arrival procedure routes aircraft 1.3 nautical miles east of 1L3. The proposed NTNDO arrival procedure has a transition from the southeast that would route aircraft over the southern edge of 1L3. A transition from the southwest would route HND and VGT arrivals 2.13 nautical miles west of 1L3.

The JOMIX arrival procedure routes aircraft east of the town of Searchlight, Nevada. The NTNDO arrival procedure would route aircraft west of the town by approximately the same distance.

The Federal Aviation Administration (FAA) reviewed historical flight data for the period of October 1, 2019 to December 31, 2019. Using a ten nautical mile diameter circle centered on 1L3, there were a total of 972 flights that entered the defined area at or below 15,000 feet mean sea level, or 11,450 feet above ground level. See **Figure 1**. Of these, 382 landed at either HND or VGT. See **Figure 2**. This number represents only aircraft receiving air traffic control services. There is no way to determine the number of aircraft overflying 1L3 that were not receiving air traffic services.

The proposed NTNDO arrival procedure was designed to increase safety and efficiency in the Las Vegas Metroplex. In designing the procedure, consideration was given to interactions with terrain, procedures serving other Las Vegas Valley airports, and other air traffic flows.

After review, the FAA determined that the proposed NTNDO arrival procedure could not be moved or eliminated due to safety and efficiency considerations.

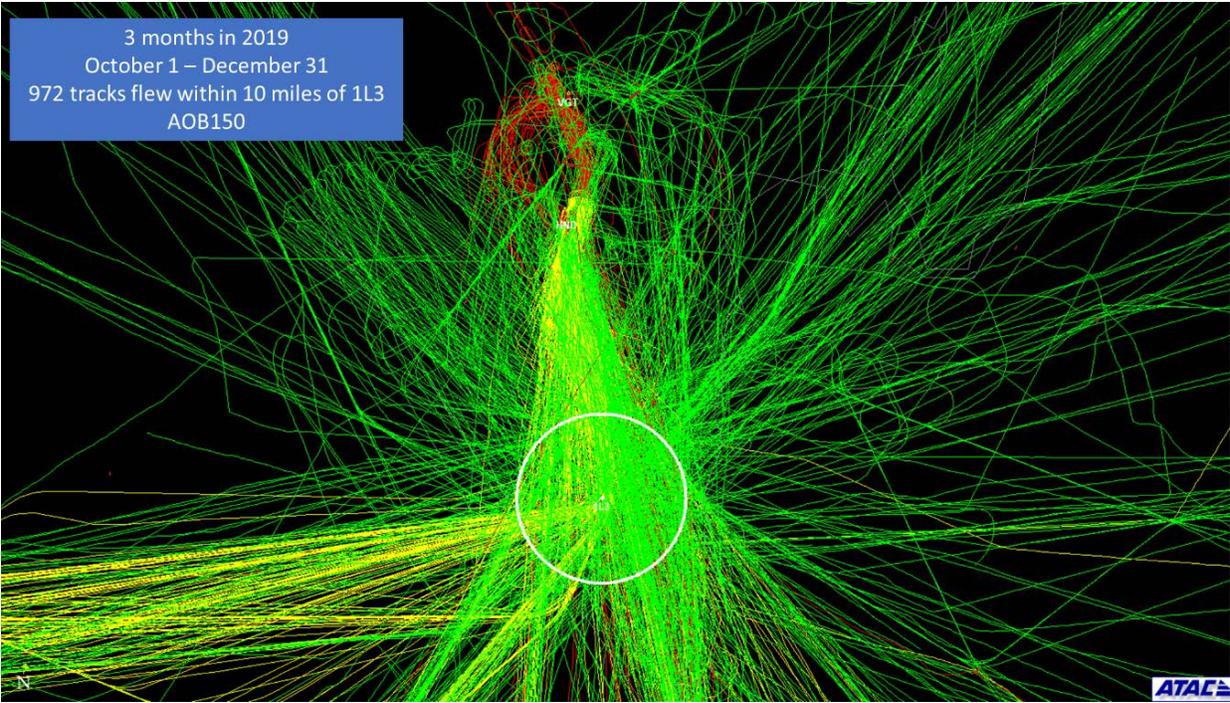


Figure 1. Flight Tracks over or near 1L3 at or below 15,000 feet above mean sea level

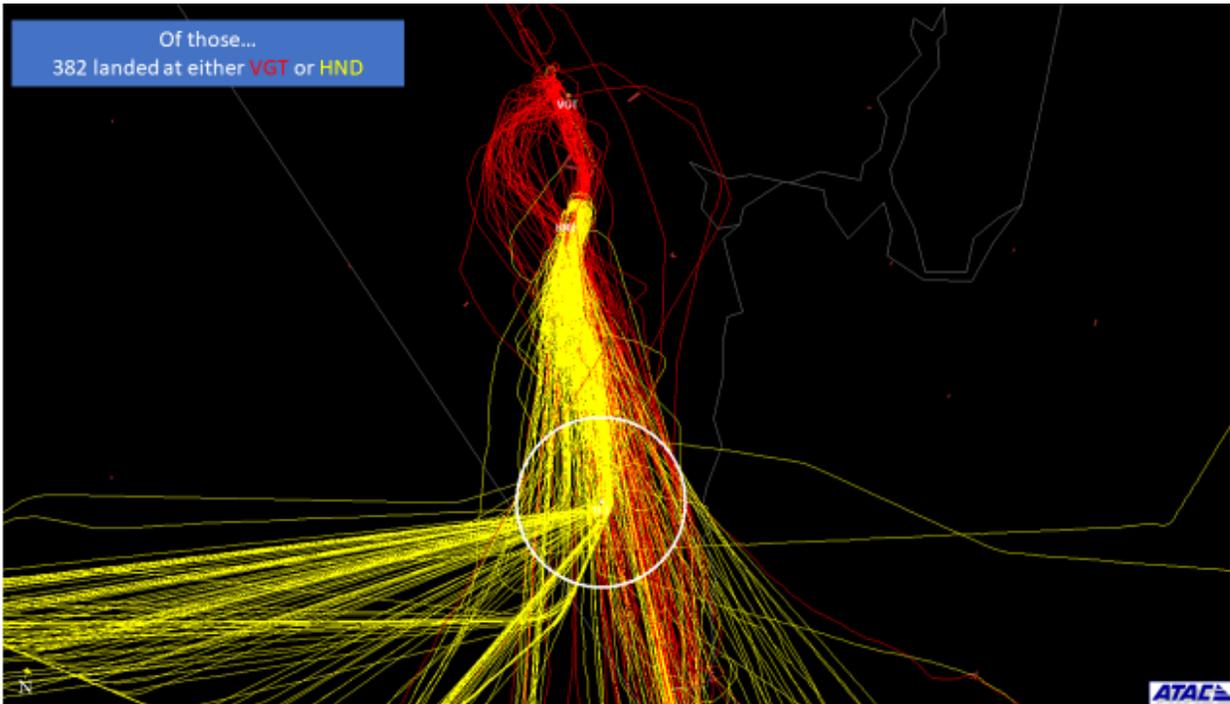


Figure 2. Aircraft landing at North Las Vegas Airport or Henderson Executive Airport

Comments-Responses

Comment #112 Submitted by: Turnbull, William N

Comment Received:

Page 1 of 3

Re: Searchlight - 1L3 / Metroplex

William Turnbull <kaltagg@aol.com>

Fri 12/13/2019 6:27 PM

To: KHaukohl@dot.nv.gov <KHaukohl@dot.nv.gov>

Cc: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>; jon.daniels@praxisaerospace.com <jon.daniels@praxisaerospace.com>; Mayhugh, Bradley R (FAA) <bradley.r.mayhugh@faa.gov>

Hi Kurt

Spoke with Brad of the FAA tonight.

He says he did not see any email from you.

Bill

Sent from AOL Mobile Mail

Get the new AOL app: mail.mobile.aol.com

On Friday, December 13, 2019, Haukohl, Kurt <KHaukohl@dot.nv.gov> wrote:

Hi Brad

The owners of the Searchlight Airport asked me to confirm that 1L3 (attached) has a single 5,000-foot runway just south of Boulder City that is Public-Use and has been open to the public since transfer from Clark County.

.

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Kurt O. Haukohl

[State Aviation Manager](#)

[Nevada Department of Transportation](#)

1263 South Stewart Street

Carson City, Nevada 89712

Office: 775-888-7353

iPhone: 916-825-3102

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AviationLogo

APP_LOGO_PLANE

app-pic

<https://itunes.apple.com/us/app/nevada-airport-directory/id1304470908?ls=1&mt=8>

sw-9-1067

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Topics Identified in the Comment #112

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Projected Air Quality Concerns
- Public Outreach/Workshop Access
- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- NTNDO Arrival Procedure

FAA Response for Comment #112 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Public Outreach/Workshop Access - The Federal Aviation Administration (FAA) recognizes the importance and value of public input in the National Environmental Policy Act (NEPA) process, and substantial public outreach has been conducted in support of the Las Vegas Metroplex project. The FAA is committed to engaging the public in the environmental review process as required by both NEPA and FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

On April 25, 26 and 27, 2017, the FAA conducted pre-design workshops in three locations to inform the public of the types of issues the project would attempt to resolve. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts.

On September 30, 2018, a notice of intent to prepare an Environmental Assessment (EA) was published in the Las Vegas Review Journal newspaper. Appendix A: Agency Coordination, Public Involvement, and List of Receiving Parties, of the EA includes a copy of the notice of intent letter (and attachments), an affidavit of newspaper publication, and a list of the receiving agencies.

On April 9, 10 and 11, 2019 the FAA conducted public workshops in three locations to inform citizens of preliminary designs and to solicit input. Based on the comments received, the FAA conducted a review of the procedures. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts.

On December 9, 10, 11, 12 and 13, 2019 the FAA conducted public workshops in five locations to inform citizens of the Draft Environmental Assessment in order to provide an opportunity to learn about the project. The public was afforded sixty-four days to provide comments on the project. A notice of workshop locations, times and subject matter was published in the Las Vegas Review Journal newspaper. The FAA also advertised the workshops on Agency social media accounts prior to December 9, 2020. The Las Vegas Metroplex Project provided spokespersons to local media outlets to publicize the project and associated public outreach efforts. This resulted in three local newscasts that informed the public about the workshops locations, dates and times.

Throughout all of the public engagement efforts, local, state and federal representatives were advised of activities and were requested to inform their constituents of the project.

Appendix A of the EA provides a full description of all public outreach/engagement activities of the Las Vegas Metroplex project.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

NTNDO Arrival Procedure - Several commenters stated their opposition to the proposed NTNDO arrival procedure, which would serve Henderson Executive Airport (HND) and North

Las Vegas Airport (VGT). The commenters expressed concerns about the procedure's impact on the town of Searchlight and on current and planned operations at the Searchlight Airport (1L3), including testing of Unmanned Aircraft Systems (drones).

HND arrivals from the south currently utilize the JOMIX arrival procedure. The NTNDO arrival procedure would replace the JOMIX arrival procedure. The JOMIX arrival procedure routes aircraft 1.3 nautical miles east of 1L3. The proposed NTNDO arrival procedure has a transition from the southeast that would route aircraft over the southern edge of 1L3. A transition from the southwest would route HND and VGT arrivals 2.13 nautical miles west of 1L3.

The JOMIX arrival procedure routes aircraft east of the town of Searchlight, Nevada. The NTNDO arrival procedure would route aircraft west of the town by approximately the same distance.

The Federal Aviation Administration (FAA) reviewed historical flight data for the period of October 1, 2019 to December 31, 2019. Using a ten nautical mile diameter circle centered on 1L3, there were a total of 972 flights that entered the defined area at or below 15,000 feet mean sea level, or 11,450 feet above ground level. See **Figure 1**. Of these, 382 landed at either HND or VGT. See **Figure 2**. This number represents only aircraft receiving air traffic control services. There is no way to determine the number of aircraft overflying 1L3 that were not receiving air traffic services.

The proposed NTNDO arrival procedure was designed to increase safety and efficiency in the Las Vegas Metroplex. In designing the procedure, consideration was given to interactions with terrain, procedures serving other Las Vegas Valley airports, and other air traffic flows.

After review, the FAA determined that the proposed NTNDO arrival procedure could not be moved or eliminated due to safety and efficiency considerations.

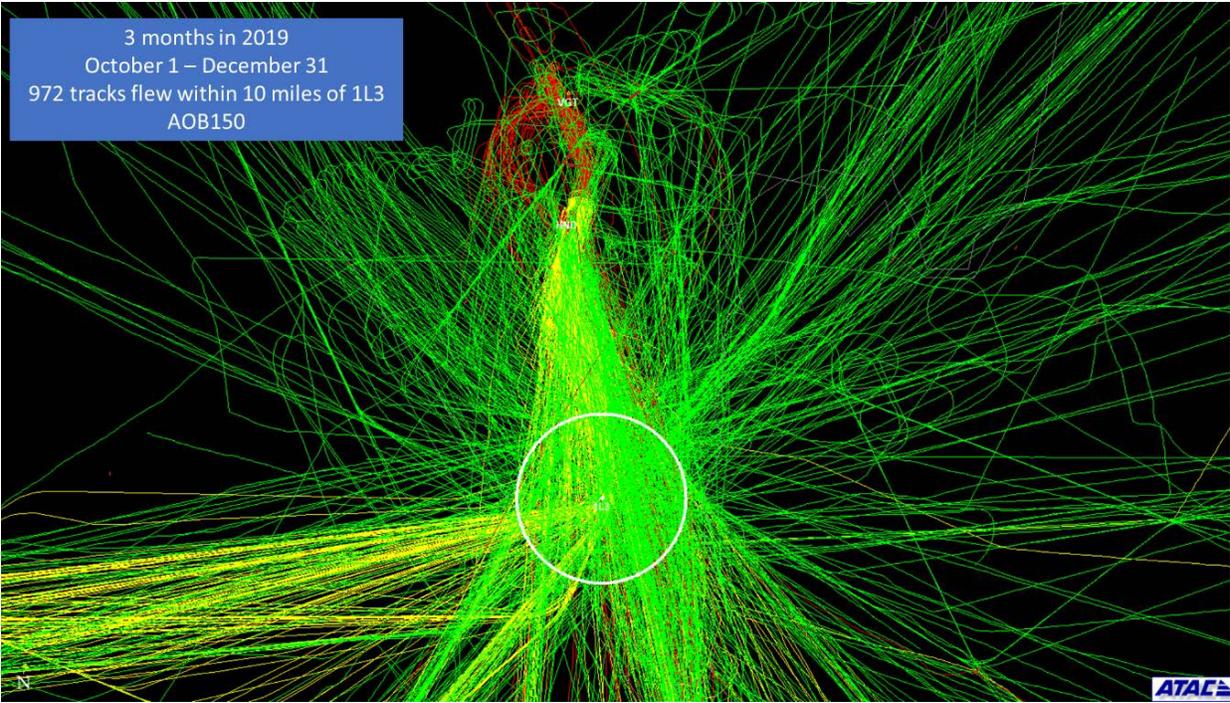


Figure 1. Flight Tracks over or near 1L3 at or below 15,000 feet above mean sea level

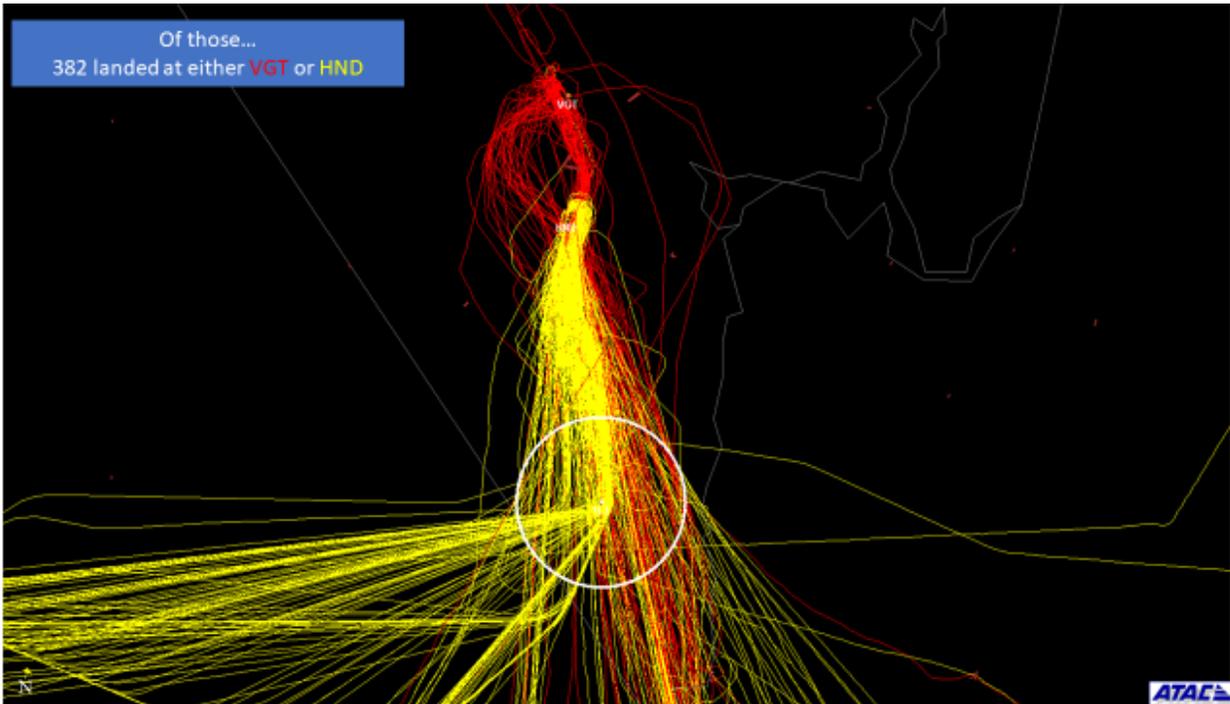


Figure 2. Aircraft landing at North Las Vegas Airport or Henderson Executive Airport

Comments-Responses

Comment #113 Submitted by: Van Meter, Erin T

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Sat 12/14/2019 3:06 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: erin@togospa.com

Name: Erin T Van Meter

Mailing Address: 7364 Rogers St Las Vegas NV 89139

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: We're concern both only for ourselves but our animals and the other animals in the area.

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: We're also very concerned this will affect our property values and the ability to sell our home someday. Please considered moving to the Blue Diamond route instead as it would impact Commercial Real Estate value less than it does Residential home values - less value will also mean less property tax.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 13_1_2 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko)

Version/13.0.1 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #113

NEPA Related and General Topics

- Biological/Wildlife Impacts
- Possible Increase in Aviation Noise
- Property Values

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #113 Topics

Biological/Wildlife Impacts - Comments in this category referenced impacts to biological resources such as animals and other wildlife. The proposed action procedures were analyzed in the Environmental Assessment (EA) according to National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Order 1050.1F, Environmental Impacts: Policies and Procedures. That Order requires consideration of whether the proposed action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Please refer to Section 4.3.4: Biological Resources – Wildlife Sub-Category for a description of the analysis on threatened and endangered species and migrant birds. The environmental consequences are discussed in Chapter 5: Environmental Consequences of the EA. Air traffic airspace and procedure changes do not involve ground disturbance activities. They will not destroy or modify critical habitat for any species.

Commenters also expressed concerns for livestock, domesticated animals, and pets. NEPA does not give preferential treatment to these animals. FAA Order 1050.1F requires specific consideration to listed threatened and endangered species and the bullet points listed above in determining whether biological resources would experience a significant impact. The effect of noise on animals is not a factor considered by the FAA in determining significance. (See 14 CFR Part 150).

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified

criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Property Values - The Las Vegas Metroplex Project involves air traffic control routing changes for airborne aircraft only; and does not involve land acquisition, physical disturbance, or construction activities. The determination of whether a proposed action may have a significant environmental impact under the National Environmental Policy Act (NEPA) is made by considering the relevant environmental impact categories and comparing impact to the Federal Aviation Administration’s (FAA’s) thresholds of significance as outlined in FAA Order 1050.1F: Environmental Impacts: Policies and Procedures. The assessment of property values is not an environmental impact category as outlined in FAA Order 1050.1F. The Las Vegas Metroplex Project is compatible with existing and planned land uses, and the applicable regulations and policies of federal, state, and local agencies. Specific studies of the impact of noise at the Study Airports on real property values are not required under NEPA and the FAA has not have not been conducted any for this project. Studies conducted at other national airports have concluded that airport noise only has a slight impact on property values within the Day Night Average Sound Level 65 decibels or greater noise contour around airports. Additionally, comparison of older studies to more recent studies indicates that the impact was greater in the 1960s, when jet aircraft first entered the fleet. This decrease presumably is the result of stabilization of real estate markets following an initial adjustment to noisier jets, and of noise reduction in more modern Stage 3 or better aircraft.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters’ references to Warm Springs Road, Blue Diamond Road as well as the commenters’ residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #114 Submitted by: Vaughn, Stephen

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Mon 12/23/2019 10:47 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: smvlv@cox.net

Name: Stephen Vaughn

Mailing Address: 9000 opus Las Vegas NV 89117

Aviation noise: Beginning at 9:30 PM the low flying plane shakes my house, if I am asleep I immediately wake up! Through out the rest of the night, planes flying over my house until 2:30 am and then begin again at 6 am!!! This is becoming more annoying because the frequency of aircraft over my house is increasing!!!!

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: I'm concerned it's going to be worse than it is now!!'

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:
https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 12_4_1 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/12.1.2 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #114

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Sleep Disturbance

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 26

FAA Response for Comment #114 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F,

Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Sleep Disturbance - Comments expressed concerns about disruption to sleep or sleep patterns. Appendix E: Section E.10 Sleep Interference of the Environmental Assessment (EA) provides a description of sleep disruption from noise. As discussed in Chapter 5: Environmental Consequences, of the EA, the noise modeling analysis indicated that the Las Vegas Metroplex project would not result in significant or reportable noise increase (See Table 5-2: Criteria for Determining Impacts of Changes in Aircraft Noise) impacts for the forecasted years of 2020 and 2025.

Right Turn on Departure from Runway 26 - The Federal Aviation Administration (FAA) received comments concerning the proposed designs of the McCarran International Airport (LAS) GIDGT, LOHLA and RATPK departures, Runway 26 transitions. None of the comments mentioned the procedures by name. Based on the contents of the comments and the addresses associated with them, the FAA assumes they are associated with the GIDGT, LOHLA and RATPK procedures departing Runway 26. Most of the comments were about existing noise conditions.

These proposed procedures were designed to provide continuity and integration with other Metroplex designs accommodating new arrival and departure paths for LAS, Henderson Executive Airport and North Las Vegas Airport. Although the GIDGT and RATPK departure procedures are proposed Metroplex designs, they would fly similar lateral and vertical paths to the existing LAS STAAV and TRALR departure procedures. The LOHLA departure follows historical flightpaths until the GLIAN waypoint. The noise analysis results for the procedures evaluated in the Environmental Assessment have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

LAS Metroplex - 2020 Grid Points - Northern General Study Area

LAS Metroplex - 2020 Grid Points - Southern General Study Area

LAS Metroplex - 2025 Grid Point - Northern General Study Area

LAS Metroplex - 2025 Grid Point - Southern General Study Area

After the April 2019 Preliminary Design workshops the FAA received comments about the current flight tracks of the STAAV and TRALR departure procedures. Some commenters suggested moving the proposed procedures further west, over less populated areas, before they made the turn to the north. The FAA reviewed the comments and the GIDGT and RATPK departure procedures to determine whether changes could be made. The FAA examined changing the lateral path by moving the LEELN waypoint three miles west. Several issues were identified with this change:

- It would route aircraft too close to rapidly rising terrain for aircraft to safely climb above
- It would route aircraft through an existing Visual Flight Rules corridor, utilized by aircraft not always in contact with FAA controllers
- Aircraft departing LAS Runway 26 on the GIDGT and RATPK departure procedures might exit and then re-enter Class Bravo service area

- o The intent of Class B airspace is to contain all published instrument procedures to and from a primary airport

- o Procedures are required to be designed so that when an aircraft leaves Class B airspace it does not re-enter

Due to safety and efficiency, the FAA was unable to amend the designs of the LAS GIDGT and RATPK Runway 26 departures.

Comments-Responses

Comment #115 Submitted by: Wadsworth, Joanna

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12/12/19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: Wadsworth Middle Initial: _____ * First Name: Joanna
* Mailing Address: 2201 Big Box Dr.
* City: Henderson * State: NV * Zip Code: 89052
* Your email address: jwinvegas@cox.net

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

It would be helpful to have access to noise values per flight path and not just the overall average.

Please provide any additional comments. Continue on the reverse if needed.

I have concerns regarding increase in aviation noise due to shift in flight path south, CORTL/RVDRZ, shown in green on exhibit showing South Flow, Runway 19.

Also concerned with noise from LAS East Flow from Runway 08L following spiral climb on RATIK for north destinations.

Topics Identified in the Comment #115

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Noise Modelling Analysis
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns

Proposed Air Traffic Procedures Related Topics

- RATPK Departure Procedure Runway 08 Transition
- Runway 26 Downwind

FAA Response for Comment #115 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Noise Modelling Analysis - The Metroplex project received comments concerning the noise modelling methodology. The noise analysis completed for the Environmental Assessment (EA) was prepared using the Aviation Environmental Design Tool (AEDT) version 2d, which is the Federal Aviation Administration's (FAA's) required noise model. The FAA uses AEDT to model noise for flight track changes over large areas associated with the No Action Alternative and the Proposed Action. The

AEDT 2d model utilizes an extensive aircraft performance and sound level database that includes information on variations in sound attributed to different types of aircraft and aircraft engines, aircraft speed, climb and descent thrust, and the altitude along a route. Detailed terrain data was inputted into the AEDT 2d model, which accounts for the elevation of each grid point or population centroid when calculating the distance between the grid point and the aircraft. The aircraft noise analysis prepared for the Las Vegas Metroplex Project EA was conducted in compliance with FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

This Order requires that aircraft noise analysis use the yearly Day-Night Average Sound Level (DNL) metric. DNL is the FAA's primary metric used to establish a yearly day/night average of cumulative noise energy exposure of individuals to noise resulting from aviation activities. The noise analysis evaluated noise exposure to noise sensitive areas within the General Study Area from aircraft forecasted to be operating under Instrument Flight Rules (IFR). IFR-filed aircraft activity was forecasted for the years 2020 and 2025 and used to model conditions under both the No Action Alternative and the Preferred Alternative.

The FAA's Order for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of DNL 1.5 decibel (dB) in areas exposed to aircraft noise of DNL 65 and higher. Using these criteria, the noise analysis results indicate that the Preferred Alternative when compared to the No Action Alternative would not result in a DNL 1.5 dB or higher increase in sensitive areas exposed to DNL 65 dB or higher.

The compatibility of noise sensitive land use is evaluated through comparison with the compatibility guidelines provided in 14 CFR Part 150, Appendix A, table 1. The guidelines focus on areas exposed to noise levels of DNL 65 dB and greater. However, the FAA recognizes that this standard may not be relevant to certain noise sensitive areas. As shown in the EA, Table 5-2: Criteria for Determining Impact of Changes to Aircraft Noise, a 3 dB increase in areas exposed to DNL 60 to 65 dB and a 5 dB increase in areas exposed to DNL 45 to 60 dB are considered reportable noise increases. The FAA prepared the noise modelling analysis of the proposed flight procedures to account for the reportable noise criteria. Experience has indicated that DNL increases 5 dB or more at cumulative levels well below DNL 65 dB could be disturbing to people and become a source of public concern.

The FAA identified one area with lower levels of aircraft noise exposure, specifically, an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB. Although this would result in a reportable aircraft noise exposure DNL 5 dB increase in areas exposed to DNL between 45 dB and 60 dB, the project would not introduce noise that would affect the features, or attributes associated with the area that would adversely affect it.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or

more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases.

Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72,

Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

RATPK Departure Procedure Runway 08 Transition - One commenter expressed concern about noise from aircraft departing Runway 08 Left at McCarran International Airport (LAS) and following the proposed RATPK departure Runway 08 transition.

The Runway 08 departure configurations at LAS are typically used on extremely hot days. The Proposed Action includes the LAS RATPK departure procedure Runway 08 transition, which was developed to allow climbs that are more expeditious and to segregate from the LAS CHOWW and North Las Vegas Airport (VGT) WYLND arrival procedures. The RATPK departure routes aircraft departing Runway 08 via a climbing right turn (“loop”). Without a “loop” procedure on the departure, aircraft would remain at low altitudes for extended periods. The continued traffic interactions, attempting to climb LAS RATPK departures above aircraft landing at LAS and VGT, would create higher workloads for flight crews and controllers, resulting in increased control instructions and radio communications. Additionally, during high temperature conditions aircraft could be subject to extended periods of substantial thermal turbulence when forced to delay climbs. The delay in climbing to higher, smoother flight conditions would have the potential to cause extreme passenger discomfort or, in severe cases, injury.

Due to safety and efficiency considerations, the Federal Aviation Administration (FAA) was unable to modify the proposed LAS RATPK departure Runway 08 transition.

However, to mitigate concerns raised in comments received during the FAA’s April 2019 public workshops on the preliminary designs for the Las Vegas Metroplex Project, the FAA determined that it would use the proposed procedure on a more limited basis. The preliminary design assumed that the RATPK departure procedure Runway 08 transition would be assigned every time Runway 08 was the primary departure runway (historically 13.5% annually). The FAA now proposes to assign this procedure when aircraft are departing LAS on Runway 08 and aircraft are also landing on Runway 19. Historical data indicates that this runway configuration is in use 7% annually. This represents a 48% decrease in intended usage.

Runway 26 Downwind - The Federal Aviation Administration (FAA) received comments concerning the design of the McCarran International Airport (LAS) Runway 26 downwind segment. Based on the comments and the associated addresses the FAA assumes they are referring to the proposed COKTL, JAYSN and RNDRZ arrivals and the associated approaches they connect to.

The LAS RNAV (RNP) Z RWY 26 L or R Approaches propose to route aircraft between $\frac{3}{4}$ and $\frac{1}{2}$ mile south of the existing arrival procedure tracks from the west. Under this design, aircraft are expected to be at lower power settings and approximately 700 to 1000 feet higher than on the existing downwind segment.

The development of RNAV (RNP) approaches requires adherence to precise design criteria. The criteria ensure that different aircraft types, with varying capabilities and flight characteristics, are able to fly the procedure safely. The mandated criteria dictate allowable aircraft bank angles, assigned speeds, altitudes and segment leg lengths. The downwind segment of the design meets existing criteria for design, utilizing the maximum allowable bank angle.

The FAA reviewed the comments and examined moving the lateral route closer to the existing approach, but determined that any movement north for the downwind portion of the approach would exceed maximum allowed bank angle for the procedure.

Due to design criteria, the FAA was unable to amend the designs of the proposed COKTL, JAYSN and RNDRZ arrivals and/or the LAS RNAV (RNP) Z RWY 26 L or R Approaches.

Comments-Responses

Comment #116 Submitted by: Waldrop, Philip K

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/20/2019 12:42 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (872 bytes)

contact.csv;

Email: pkwaldrop@hotmail.com

Name: Philip K Waldrop

Mailing Address: 9321 Shelby Gene Ct Las Vegas, NV 89139

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: I am opposed to changes in FAA flight paths allowing increased low altitude Southbound traffic out of McArren Airport

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 13_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.4 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #116

NEPA Related and General Topics

- Possible Increase in Aviation Noise

Proposed Air Traffic Procedures Related Topics

- Straight Out on Departure from Runway 19

FAA Response for Comment #116 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Straight Out on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning departure routes from Runway 19. One commenter stated "increase in air traffic over or near my house." Another stated "I am opposed to changes to FAA flight paths allowing increased low altitude southbound traffic out of McCarran Airport." Based on these and other comments and the associated addresses, the FAA assumes these comments relate to the design of the LAS JOHKR, NIITZ, RADYR and RASLR departure procedures—specifically, the transitions during departure from Runway 19.

Existing procedures route aircraft from two separate runways, Runways 19 and 26, to the same location (ROPPR waypoint) approximately eight miles southwest of the airport. This convergence of departures from separate runways to the same waypoint creates a potential safety issue, which in turn, causes higher workloads and complexity for flight crews and controllers. Specifically, air traffic controllers need to provide more instructions and radio communications to ensure separation. A graphic of this issue is in Appendix F: Las Vegas Metroplex Study Team Final Report, Figure 18 and in the Draft Environmental Assessment Public Workshop Materials at the following link:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

Draft EA Public Workshop Materials

Las Vegas Metroplex 2019 Public Workshops Proposed Procedure Display Boards

South Flow: Runway 19

Currently, the common solution to address this situation is 1) the tower controller will delay aircraft on the ground or, 2) the departure controller will route Runway 19 departures straight out instead of allowing them to fly the BOACH, CWBOY, PRFUM, SHEAD or TRALR procedures to the ROPPR waypoint.

Therefore, the FAA developed the lateral routes of these proposed procedures to increase controller options for the separation of aircraft when departing LAS Runways 19 and 26. Notably, the FAA designed the procedures to reflect the actions currently taken by controllers. The proposed designs will eliminate or move the convergence further away from the airport, thereby reducing complexity and increasing safety in the National Airspace System.

The lateral routes of the proposed LAS JOHKR, NIITZ, RASLR and RADYR departure procedures remain within historical tracks for Runway 19 departures and Runway 01 arrivals.

The FAA reviewed the comments and the proposed procedures to determine whether changes could be accomplished. The FAA reaffirmed that the ROPPR conflict between Runways 19 and 26 needs to be mitigated. The FAA examined moving the LAS JOHKR, NIITZ, RADYR and RASLR departure procedures (Runway 19 transitions) laterally to the east, along the I-15 corridor, but this would place departing aircraft too close to HND operations.

Because the FAA did not identify any changes to the proposed designs of the LAS JOHKR, NIITZ, RADYR, and RASLR departures Runway 19 transitions that would address the issues raised in the comments without decreasing safety and efficiency, the designs could not be amended.

Comments-Responses

Comment #117 Submitted by: Walker, Don

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 12/10/2019 4:58 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: walker@lvcoxmail.com

Name: Don Walker

Mailing Address: 1601 Odette Lane

Aviation noise: We are probably 15 miles from McCarran airport, and the plane noise, altitude of the planes, and number of planes that fly over our house is unacceptable. We have lived here since 1987, and at that time we were far out west with little around. Now you have these planes flying over a heavily populated area at low altitudes. There has got to be better takeoff paths in the valley that doesn't route planes over heavily populated areas 15 miles from the airport. Please make some changes that would improve this situation.

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments: Please consider our comments about aviation noise and planes flying low 15 miles from the airport over heavily populated areas of the valley.

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 6.1; Win64;

x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/78.0.3904.108
Safari/537.36

Topics Identified in the Comment #117

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns

- Right Turn on Departure from Runway 26

Proposed Air Traffic Procedures Related Topics

FAA Response for Comment #117 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Right Turn on Departure from Runway 26 - The Federal Aviation Administration (FAA) received comments concerning the proposed designs of the McCarran International Airport (LAS) GIDGT, LOHLA and RATPK departures, Runway 26 transitions. None of the comments mentioned the procedures by name. Based on the contents of the comments and the addresses associated with them, the FAA assumes they are associated with the GIDGT, LOHLA and RATPK procedures departing Runway 26. Most of the comments were about existing noise conditions.

These proposed procedures were designed to provide continuity and integration with other Metroplex designs accommodating new arrival and departure paths for LAS, Henderson Executive Airport and

North Las Vegas Airport. Although the GIDGT and RATPK departure procedures are proposed Metroplex designs, they would fly similar lateral and vertical paths to the existing LAS STAAV and TRALR departure procedures. The LOHLA departure follows historical flightpaths until the GLIAN waypoint. The noise analysis results for the procedures evaluated in the Environmental Assessment have been provided to the public in Google Earth files:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

- LAS Metroplex - 2020 Grid Points - Northern General Study Area
- LAS Metroplex - 2020 Grid Points - Southern General Study Area
- LAS Metroplex - 2025 Grid Point - Northern General Study Area
- LAS Metroplex - 2025 Grid Point - Southern General Study Area

After the April 2019 Preliminary Design workshops the FAA received comments about the current flight tracks of the STAAV and TRALR departure procedures. Some commenters suggested moving the proposed procedures further west, over less populated areas, before they made the turn to the north. The FAA reviewed the comments and the GIDGT and RATPK departure procedures to determine whether changes could be made. The FAA examined changing the lateral path by moving the LEELN waypoint three miles west. Several issues were identified with this change:

- It would route aircraft too close to rapidly rising terrain for aircraft to safely climb above
- It would route aircraft through an existing Visual Flight Rules corridor, utilized by aircraft not always in contact with FAA controllers
- Aircraft departing LAS Runway 26 on the GIDGT and RATPK departure procedures might exit and then re-enter Class Bravo service area
 - o The intent of Class B airspace is to contain all published instrument procedures to and from a primary airport
 - o Procedures are required to be designed so that when an aircraft leaves Class B airspace it does not re-enter

Due to safety and efficiency, the FAA was unable to amend the designs of the LAS GIDGT and RATPK Runway 26 departures.

Comments-Responses

Comment #118 Submitted by: Wallington, William J

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: Dec 13th 2019

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: WALLINGTON Middle Initial: J * First Name: WILLIAM
* Mailing Address: 2227 S HOSHODE FALLS CT
* City: HENDERSON * State: NV * Zip Code: 89044
* Your email address: BWALLINGTON@SBCGLOBAL.NET

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

SAFETY WITHIN THE COMMUNITY
WAKING UP FROM JET NOISE

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

RELEASE OF GAS
LOW FLYING PLANE
DANGER TO CARS + HOMES + OUR LIFE STYLE

Topics Identified in the Comment #118

NEPA Related and General Topics

- Access to Knowledge About Aviation and/or Airport Concerns
- Existing Aviation Noise and Environmental Concerns
- General Aviation/Visual Flight Rules
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns
- Purpose and Need/Out of Scope
- Safety
- Sleep Disturbance

FAA Response for Comment #118 Topics

Access to Knowledge About Aviation and/or Airport Concerns - The Federal Aviation Administration (FAA) recognizes the importance of communicating with the public and providing sufficient information when proposing operational changes at an airport that could potentially have an environmental impact on the local community. Air traffic control involves a unique set of technical terms and issues that the public at large may not understand. The FAA employed multiple methods of public communication to provide information about how the FAA manages air traffic, describe the proposed Las Vegas Metroplex Project, and disclose a clear and accurate description of the Project's potential environmental impacts. For example, the FAA created a public website, at the link provided below, that includes the FAA's Environmental Assessment (EA) for the Project, materials presented at the numerous public workshops, and additional materials (e.g., Google Earth files) provided to facilitate public understanding. In addition to describing the Project and its potential environmental effects, the EA includes a primer on air traffic control and separation criteria in Chapter 1 and a list of acronyms and glossary in Appendix D.

http://metroplexenvironmental.com/las_metroplex/las_docs.html

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

General Aviation/Visual Flight Rules - The comments in this category expressed concerns that general aviation operations were not considered. Section 1.2.2: Air Traffic Control Within the National Airspace System of the Environmental Assessment describes two categories of flight rules, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). The purpose of the proposed project is to address the inefficiency of existing IFR aircraft flight procedures in the Las Vegas Metroplex General Study Area. Aircraft operating under VFR rules are not part of the scope of the project.

Comments raised at public workshops expressed concerns about VFR activities near Henderson Executive Airport (HND). The comments in this category are similar to those stated at the workshops and therefore the Federal Aviation Administration (FAA) assumes they reference VFR aircraft operating on and around HND. The FAA was unable to find any correlation between the development of IFR arrival/departure procedures and the issues raised in these comments.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas

Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Safety - The Las Vegas Metroplex received comments concerning safety of citizens and property underneath flight paths of aircraft departing and landing in the Las Vegas Valley, particularly during emergency situations (i.e. fuel dumping, engine failure, etc.). There is no method to determine the possibility or likelihood of an emergency situation occurring. The Las Vegas Metroplex has conducted Safety Risk Management Panels for all new routes, airspace changes and operating procedures. These panels determined that the implementation of Metroplex procedures would present no new risk to the National Airspace System.

Sleep Disturbance - Comments expressed concerns about disruption to sleep or sleep patterns. Appendix E: Section E.10 Sleep Interference of the Environmental Assessment (EA) provides a description of sleep disruption from noise. As discussed in Chapter 5: Environmental Consequences, of the EA, the noise modeling analysis indicated that the Las Vegas Metroplex project would not result in significant or reportable noise increase (See Table 5-2: Criteria for Determining Impacts of Changes in Aircraft Noise) impacts for the forecasted years of 2020 and 2025.

Comments-Responses

Comment #119 Submitted by: Walters, Michael J

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12/13/19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: WALTERS Middle Initial: J * First Name: MICHAEL
* Mailing Address: 2290 WELLS RIVER AVE
* City: HENDERSON * State: NV * Zip Code: 89044
* Your email address: WILLYWONKA1964@AOL.COM

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

I LIVE IN SUNCITY ANTHEM. IN LATE EVENINGS
PLANES FLY LOW OVER OUR HOUSE. I WANT
THIS PLAN TO DECREASE THE NOISE!

Topics Identified in the Comment #119

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- General Aviation/Visual Flight Rules

FAA Response for Comment #119 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

General Aviation/Visual Flight Rules - The comments in this category expressed concerns that general aviation operations were not considered. Section 1.2.2: Air Traffic Control Within the National Airspace System of the Environmental Assessment describes two categories of flight rules, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). The purpose of the proposed project is to address the inefficiency of existing IFR aircraft flight procedures in the Las Vegas Metroplex General Study Area. Aircraft operating under VFR rules are not part of the scope of the project.

Comments raised at public workshops expressed concerns about VFR activities near Henderson Executive Airport (HND). The comments in this category are similar to those stated at the workshops

and therefore the Federal Aviation Administration (FAA) assumes they reference VFR aircraft operating on and around HND. The FAA was unable to find any correlation between the development of IFR arrival/departure procedures and the issues raised in these comments.

Comments-Responses

Comment #120 Submitted by: Wedderburn, Elmo

Comment Received:

**FAA Community Workshop Comments
(Las Vegas Metroplex)**

Date:

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: Wedderburn Middle Initial: _____ * First Name: Elmo
* Mailing Address: 4575 DEAN MARTIN DR
* City: Las Vegas * State: NV * Zip Code: 89103
* Your email address: CALNYKAT@gmail.com

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

Topics Identified in the Comment #120

NEPA Related and General Topics

- Access to Knowledge About Aviation and/or Airport Concerns
- Existing Aviation Noise and Environmental Concerns
- Projected Aviation Noise Concentration

- Projected Air Quality Concerns

FAA Response for Comment #120 Topics

Access to Knowledge About Aviation and/or Airport Concerns - The Federal Aviation Administration (FAA) recognizes the importance of communicating with the public and providing sufficient information when proposing operational changes at an airport that could potentially have an environmental impact on the local community. Air traffic control involves a unique set of technical terms and issues that the public at large may not understand. The FAA employed multiple methods of public communication to provide information about how the FAA manages air traffic, describe the proposed Las Vegas Metroplex Project, and disclose a clear and accurate description of the Project's potential environmental impacts. For example, the FAA created a public website, at the link provided below, that includes the FAA's Environmental Assessment (EA) for the Project, materials presented at the numerous public workshops, and additional materials (e.g., Google Earth files) provided to facilitate public understanding. In addition to describing the Project and its potential environmental effects, the EA includes a primer on air traffic control and separation criteria in Chapter 1 and a list of acronyms and glossary in Appendix D.

http://metroplexenvironmental.com/las_metroplex/las_docs.html

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F,

Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has

determined that emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Comments-Responses

Comment #121 Submitted by: Whetstone, Darrin

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12-12-19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: WHETSTONE Middle Initial: A * First Name: DARRIN
* Mailing Address: 7081 SWEETHEART CIR
* City: NV * State: NV * Zip Code: 89118
* Your email address: DEBANDDARRIN@AOL.COM

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- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

PLEASE DON'T FLY THE PLANES DOWN WARM SPRING ROAD. I UNDERSTAND ITS BASED ON EFFICIENCY & ECONOMY, BUT WE LIVE, SLEEP & RAISE OUR FAMILIES HERE. HAVING PLANES DIRECTLY OVER OUR HEADS WOULD DESTROY ANY QUALITY OF LIFE IN THIS AREA. IF THE PLANES TRAIL 3-5 SECONDS (MIN)

TO THE SOUTH THEY WILL BE OVER
COMMERCIAL PROPERTIES WHERE PEOPLE
DONT LIVE! PLEASE RE-CONSIDER
THE WARM SPRINGS ROUTE.

1001 W. 10th St.
Lawrence, KS 66044
785-843-1234

Please don't let the Board know about this
road. I understand the Board is
meeting tomorrow, but we need to
have our families here. Please
directly call me and we can discuss
my question about the road. I
The Board will not be aware (only)

Topics Identified in the Comment #121

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Property Values

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #121 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a

proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Property Values - The Las Vegas Metroplex Project involves air traffic control routing changes for airborne aircraft only; and does not involve land acquisition, physical disturbance, or construction activities. The determination of whether a proposed action may have a significant environmental impact under the National Environmental Policy Act (NEPA) is made by considering the relevant environmental impact categories and comparing impact to the Federal Aviation Administration’s (FAA’s) thresholds of significance as outlined in FAA Order 1050.1F: Environmental Impacts: Policies and Procedures. The assessment of property values is not an environmental impact category as outlined in FAA Order 1050.1F. The Las Vegas Metroplex Project is compatible with existing and planned land uses, and the applicable regulations and policies of federal, state, and local agencies. Specific studies of the impact of noise at the Study Airports on real property values are not required under NEPA and the FAA has not have not been conducted any for this project. Studies conducted at other national airports have concluded that airport noise only has a slight impact on property values within the Day Night Average Sound Level 65 decibels or greater noise contour around airports. Additionally, comparison of older studies to more recent studies indicates that the impact was greater in the 1960s, when jet aircraft first entered the fleet. This decrease presumably is the result of stabilization of real estate markets following an initial adjustment to noisier jets, and of noise reduction in more modern Stage 3 or better aircraft.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters’ references to Warm Springs Road, Blue Diamond Road as well as the commenters’ residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

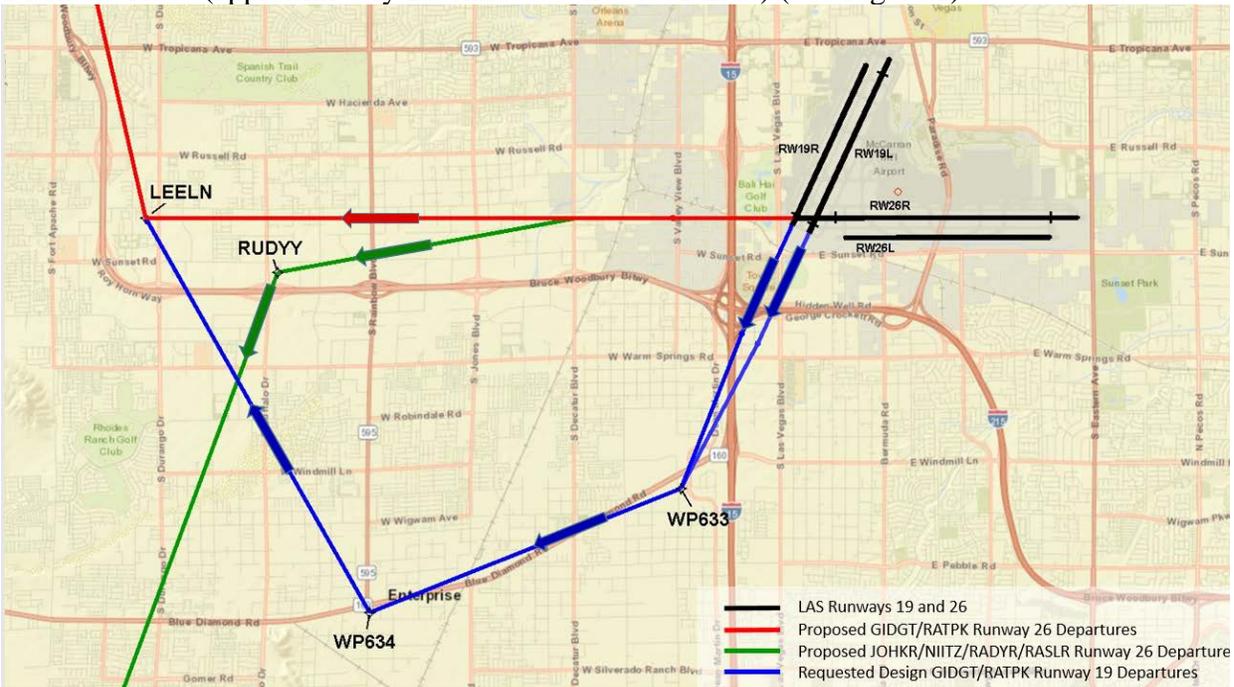


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly

head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #122 Submitted by: Whetstone, Darrin

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 11/19/2019 7:53 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: debanddarrin@aol.com

Name: Darrin Whetstone

Mailing Address: 7081 Sweetheart Cir

Aviation noise: The flight path currently is a half mile to our North. Even with this configuration, at times the planes have literally set off my car alarm IN my garage! If the path is reconfigured to pass directly over our homes, this will be a un-livable situation and destroy our quality of life!

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: We have lived in this home for 26 years. Recently we have been informed that with the given proposed changes the flight path may be directly over our homes at a low altitude. I own 2 homes in this immediate area with a combined value of 1.2 million dollars. Given the certain property value decreases, who will make the affected households "whole" again?

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X
10_10_5) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/78.0.3904.87
Safari/537.36

Topics Identified in the Comment #122

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns
- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #122 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

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Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

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In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration’s (FAA’s) environmental policies and procedures, analyze the Project’s potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a

slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters’ references to Warm Springs Road, Blue Diamond Road as well as the commenters’ residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

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The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

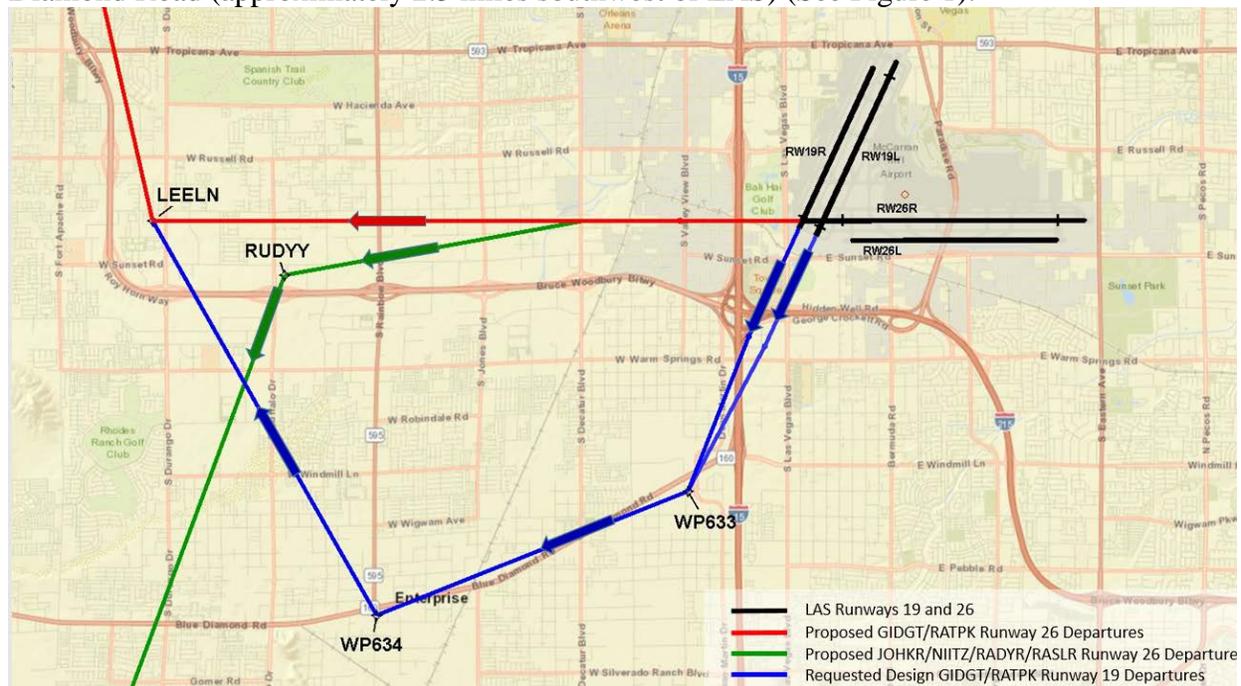


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

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of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #123 Submitted by: Whetstone, Deborah

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12-12-19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: WHETSTONE Middle Initial: _____ * First Name: DEBORAH
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* City: LV * State: NV * Zip Code: 89118
* Your email address: DEBANDDARRIN@AOL.COM

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

THE WARM SPRINGS PROPOSED ROUTE WOULD BE A NIGHTMARE FOR THOSE OF US WHO LIVE UNDER THAT PATH. PLEASE RECONSIDER THIS PATH.

Topics Identified in the Comment #123

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Purpose and Need/Out of Scope

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #123 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise

analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration’s (FAA’s) environmental policies and procedures, analyze the Project’s potential to affect air quality. As discussed in these

sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters’ references to Warm Springs Road, Blue Diamond Road as well as the commenters’ residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures

destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

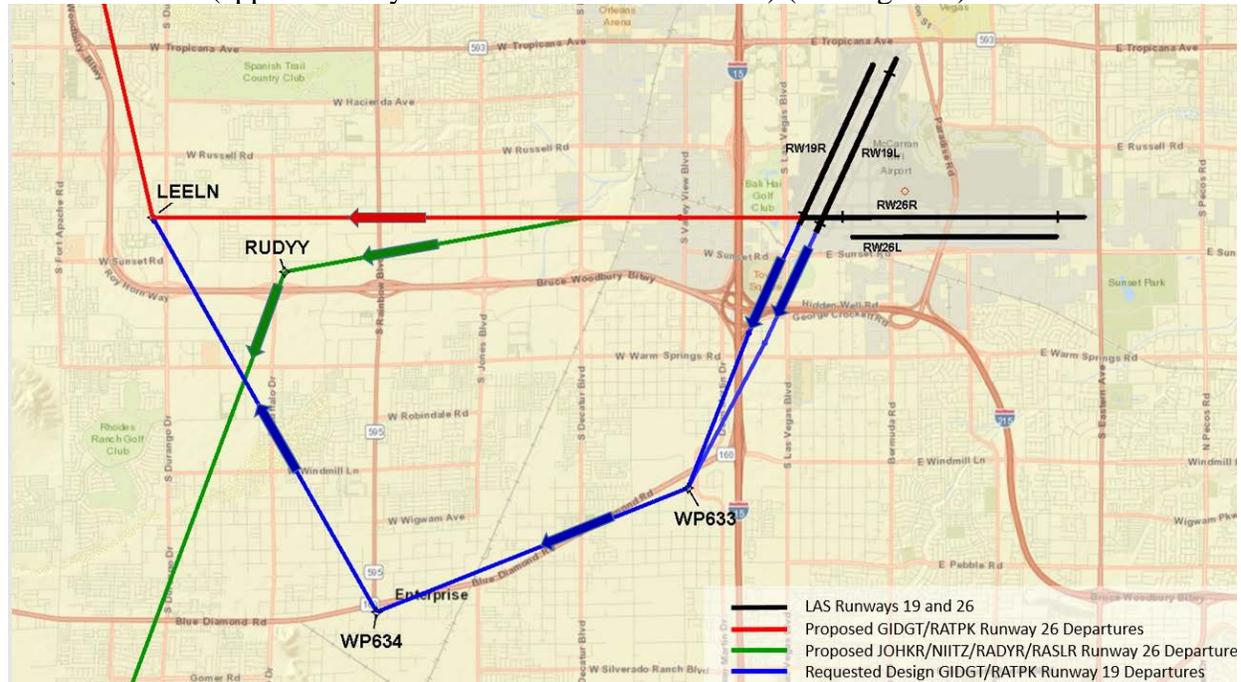


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #124 Submitted by: Whetstone, Deborah

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Wed 11/20/2019 5:29 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: debanddarrin@aol.com

Name: Deborah Whetstone

Mailing Address: 7081 Sweetheart Cir

Aviation noise:

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations: I have spent countless hours reviewing the documents you have provided about the proposed changes. WOW,,just WOW..The report is the most un-useable, un-readable, non-understandable piece of information I have EVER reviewed. Please realize that the majority of your audience ARE NOT pilots etc. This is 500+ pages of meaningless acronyms and abbreviations!!!

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/?CFID=267590391&CFTOKEN=15f175b505625602-59FE2610-D888-8012-2617041C7F9C2A43

User agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_10_5) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/78.0.3904.87

Safari/537.36

Topics Identified in the Comment #124

NEPA Related and General Topics

- Access to Knowledge About Aviation and/or Airport Concerns

FAA Response for Comment #124 Topics

Access to Knowledge About Aviation and/or Airport Concerns - The Federal Aviation Administration (FAA) recognizes the importance of communicating with the public and providing sufficient information when proposing operational changes at an airport that could potentially have an environmental impact on the local community. Air traffic control involves a unique set of technical terms and issues that the public at large may not understand. The FAA employed multiple methods of public communication to provide information about how the FAA manages air traffic, describe the proposed Las Vegas Metroplex Project, and disclose a clear and accurate description of the Project's potential environmental impacts. For example, the FAA created a public website, at the link provided below, that includes the FAA's Environmental Assessment (EA) for the Project, materials presented at the numerous public workshops, and additional materials (e.g., Google Earth files) provided to facilitate public understanding. In addition to describing the Project and its potential environmental effects, the EA includes a primer on air traffic control and separation criteria in Chapter 1 and a list of acronyms and glossary in Appendix D.

http://metroplexenvironmental.com/las_metroplex/las_docs.html

Comments-Responses

Comment #125 Submitted by: Whetstone, Cassidy

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 12/5/2019 4:51 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (974 bytes)

contact.csv;

Email:

Name: Cassidy Whetstone

Mailing Address: 7031 Rogers Street

Aviation noise: I reviewed the provided material showing the grid points and projected Decibel levels for our neighborhood. EVERY ONE shows an increase in noise levels. How can this be beneficial to those of us that live here??? Do not make thing nosier than they already are!

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 6.0; WOW64)
AppleWebKit/537.36 (KHTML, like Gecko) Chrome/49.0.2623.112
Safari/537.36

Topics Identified in the Comment #125

NEPA Related and General Topics

- Noise Modelling Analysis
- Possible Increase in Aviation Noise

Proposed Air Traffic Procedures Related Topics

- Right Trun on Departure from Runway 19

FAA Response for Comment #125 Topics

Noise Modelling Analysis - The Metroplex project received comments concerning the noise modelling methodology. The noise analysis completed for the Environmental Assessment (EA) was prepared using the Aviation Environmental Design Tool (AEDT) version 2d, which is the Federal Aviation Administration's (FAA's) required noise model. The FAA uses AEDT to model noise for flight track changes over large areas associated with the No Action Alternative and the Proposed Action. The AEDT 2d model utilizes an extensive aircraft performance and sound level database that includes information on variations in sound attributed to different types of aircraft and aircraft engines, aircraft speed, climb and descent thrust, and the altitude along a route. Detailed terrain data was inputted into the AEDT 2d model, which accounts for the elevation of each grid point or population centroid when calculating the distance between the grid point and the aircraft. The aircraft noise analysis prepared for the Las Vegas Metroplex Project EA was conducted in compliance with FAA Order 1050.1F: Environmental Impacts: Policies and Procedures.

This Order requires that aircraft noise analysis use the yearly Day-Night Average Sound Level (DNL) metric. DNL is the FAA's primary metric used to establish a yearly day/night average of cumulative noise energy exposure of individuals to noise resulting from aviation activities. The noise analysis evaluated noise exposure to noise sensitive areas within the General Study Area from aircraft forecasted to be operating under Instrument Flight Rules (IFR). IFR-filed aircraft activity was forecasted for the years 2020 and 2025 and used to model conditions under both the No Action Alternative and the Preferred Alternative.

The FAA's Order for compliance with the National Environmental Policy Act (NEPA) define a significant impact as an increase of DNL 1.5 decibel (dB) in areas exposed to aircraft noise of DNL 65 and higher. Using these criteria, the noise analysis results indicate that the Preferred Alternative when compared to the No Action Alternative would not result in a DNL 1.5 dB or higher increase in sensitive areas exposed to DNL 65 dB or higher.

The compatibility of noise sensitive land use is evaluated through comparison with the compatibility guidelines provided in 14 CFR Part 150, Appendix A, table 1. The guidelines focus on areas exposed to noise levels of DNL 65 dB and greater. However, the FAA recognizes that this standard may not be relevant to certain noise sensitive areas. As shown in the EA, Table 5-2: Criteria for Determining Impact of Changes to Aircraft Noise, a 3 dB increase in areas exposed to DNL 60 to 65 dB and a 5 dB increase in areas exposed to DNL 45 to 60 dB are considered reportable noise increases. The FAA prepared the noise modelling analysis of the proposed flight procedures to account for the reportable noise criteria. Experience has indicated that DNL increases 5 dB or more at cumulative levels well below DNL 65 dB could be disturbing to people and become a source of public concern.

The FAA identified one area with lower levels of aircraft noise exposure, specifically, an increase of DNL +5 dB or more within areas exposed to the DNL 45 - 60 dB. Although this would result in a reportable aircraft noise exposure DNL 5 dB increase in areas exposed to DNL between 45 dB and 60 dB, the project would not introduce noise that would affect the features, or attributes associated with the area that would adversely affect it.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #126 Submitted by: Whetstone, Cassidy

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Thu 12/12/2019 8:33 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (876 bytes)

contact.csv;

Email: kassw1945@gmail.com

Name: Cassidy Whetstone

Mailing Address: 7081 Sweetheart circle Lv nv 89118

Aviation noise: Please don't direct planes over Warm Springs Road! Please have them fly another 5-7 seconds down to Blue Diamond. Thank you

Noise concentration:

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise:

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (iPhone; CPU iPhone OS 13_1_3 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/13.0.1 Mobile/15E148 Safari/604.1

Topics Identified in the Comment #126

NEPA Related and General Topics

- Possible Increase in Aviation Noise

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #126 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

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The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT

and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

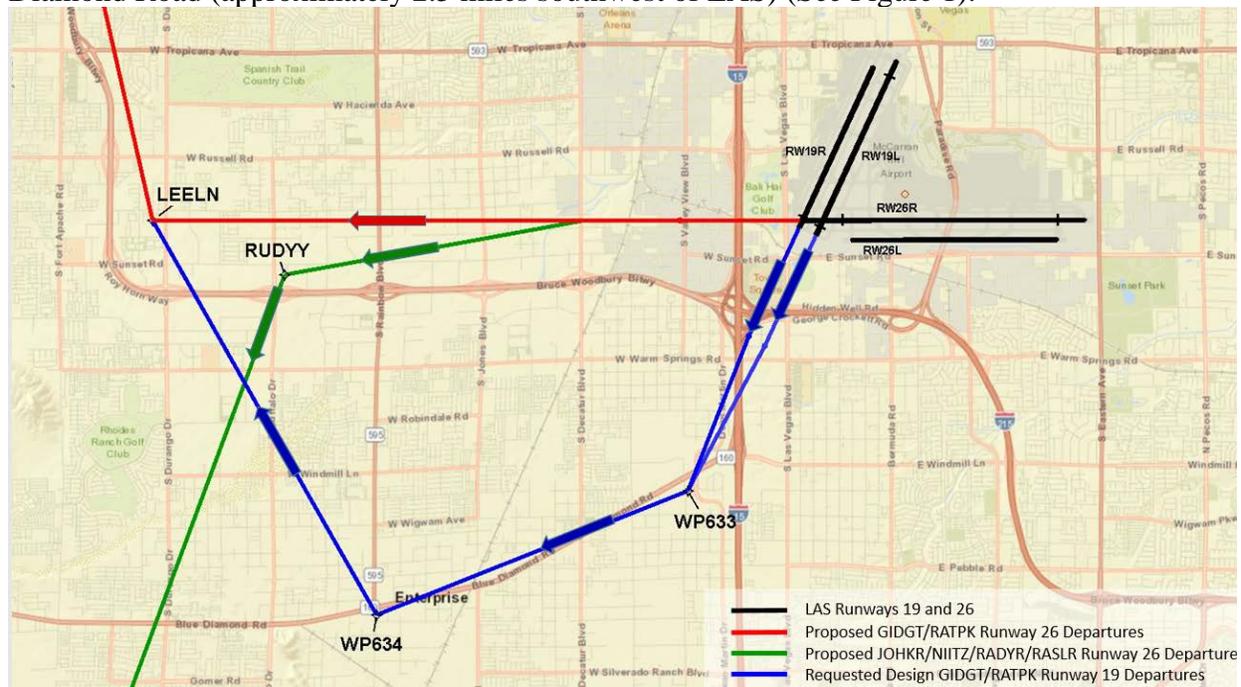


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #127 Submitted by: Wright, Gail K

Comment Received:

Page 1 of 2

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Tue 12/24/2019 5:20 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (1 KB)

contact.csv;

Email: gwright722@gmail.com

Name: Gail K Wright

Mailing Address: 4615 Ordway Drive

Aviation noise: why can't you stretch 1 mile more South and turn over Blue Diamond? Although I do hear planes from time to time in the distance, but never have they flown over my house, which appears what will happen. Not only noise, but air pollution.

Noise concentration:

Current environmental concerns: Air pollution from jet fuel may make our air more polluted than it already is

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: why can't you stretch 1 mile more South and turn over Blue Diamond? Although I do hear planes from time to time in the distance, but never have they flown over my house, which appears what will happen.

Aviation noise concentration:

Purpose and need for the project:

Air Quality: Air pollution from jet fuel may make our air more polluted than it already is

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 6.1; Win64;

x64; rv:71.0) Gecko/20100101 Firefox/71.0

Topics Identified in the Comment #127

NEPA Related and General Topics

- Possible Increase in Aviation Noise
- Projected Air Quality Concerns

Proposed Air Traffic Procedures Related Topics

- Right Turn on Departure from Runway 19

FAA Response for Comment #127 Topics

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being "significant" or "reportable." The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration's (FAA's) environmental policies and procedures, analyze the Project's potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the "mixing height" (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Right Turn on Departure from Runway 19 - The Federal Aviation Administration (FAA) received comments concerning proposed designs for the McCarran International Airport (LAS) GIDGT and RATPK departure procedures, Runway 19 transitions. Although the

commenter did not identify Runway 19 flight paths departing LAS, FAA made this connection based on the commenters' references to Warm Springs Road, Blue Diamond Road as well as the commenters' residential address. A majority of these comments suggested extending departure routings further south to Blue Diamond Road before turning west.

The FAA reviewed the comments and procedures to determine whether changes could be accomplished.

The GIDGT and RATPK Runway 19 transition designs are intended to mitigate potential safety issues concerning ground and in-flight movement of aircraft. It is expected that the implementation of these two procedures will reduce required, complicated ground movement of aircraft and eliminate convergence of two departure procedures (STAAV Runway 26 and TRALR Runway 19 departure procedures) approximately 45 miles northeast of the airport.

The proposed designs route aircraft via a right turn 1.04 nautical miles southwest of LAS to the LEELN waypoint. This turn occurs near Warm Springs Road. The design of the GIDGT and RATPK departure procedures, combined with separation rules will allow sequential, separate runway departures that blend into one stream west of the airport.

Not all LAS Runway 19 departures will be assigned the GIDGT or RATPK procedures. Only those routed to destinations to the northeast and east will be affected. Runway 19 departures destined for airports in other directions will fly along a more southerly heading after departure to join other procedures.

The GIDGT and RATPK departure procedures Runway 19 transition is expected to be used primarily by general aviation aircraft. When the ceiling and visibility are low, then aircraft operated by URS Inc. may also use this flight path. Commercial air carrier flights will use these procedures when strong winds prevent them from departing off another runway.

The FAA evaluated a design that delayed making a right turn to LEELN until crossing Blue Diamond Road (approximately 2.5 miles southwest of LAS) (See Figure 1).

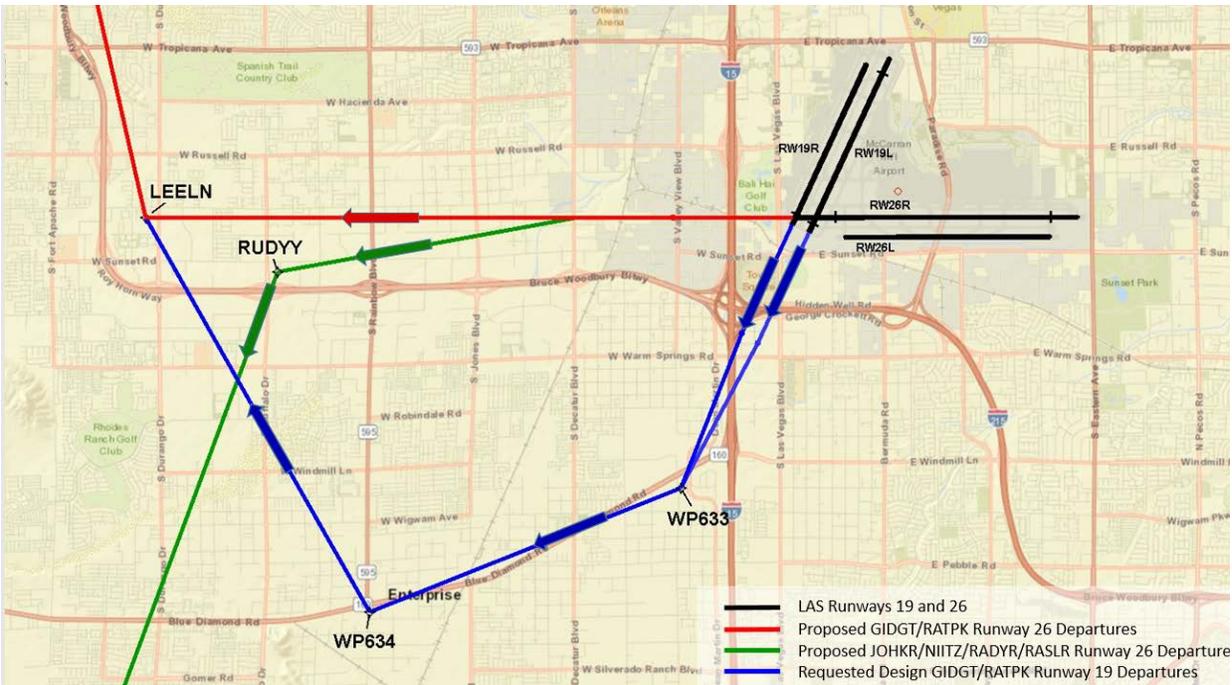


Figure 1: GIDGT/RATPK Extended to Blue Diamond Road

The design of Area Navigation (RNAV) procedures requires adherence to specific criteria that ensure compliance capability for all aircraft types regardless of performance or flight characteristics. Extending the GIDGT and RATPK departures to Blue Diamond Road results in a failure to meet design criteria. By delaying the turn to LEELN, the proposed designs would not meet the required leg lengths (straight segments) prior to a turn. The leg length requirement is due to calculations performed by the automated Flight Management System that provide navigational guidance. Lengthening the leg lengths would drastically alter the design of the procedure and would result in a loss of efficiency compared to the proposed design and current conditions.

The FAA determined that in addition to the criteria failures, the suggested route over Blue Diamond Road would reduce efficiency due to increased delays for departures from separate runways and increase miles flown. Also, extension of the RATPK and GIDGT departure procedures could present a situation where LAS Runway 19 departures would be routed nearly head on toward aircraft on LAS JOHKR, NIITZ, RASLR and RAYDR departure procedures departing LAS Runway 26 (See Figure 1).

Due to design criteria failure, reduced efficiency and safety, the FAA was unable to amend the designs of the LAS GIDGT and RATPK departure procedures.

Comments-Responses

Comment #128 Submitted by: Zawid, Brian P

Comment Received:

FAA Community Workshop Comments
(Las Vegas Metroplex)

Date: 12-12-19

The FAA invites you to provide feedback in response to the information provided at this public meeting or about the proposed implementation plans under development. You can provide comments below related to the areas of concern.

All comments relating to the proposed plans will be considered in the development of the FAA's Environmental Assessment. Individuals will not receive direct response from the FAA. We invite communities and the public to continue to monitor the community involvement website for notifications and updates related to the proposed project.

* indicates a required field.

Contact Information

* Last Name: Zawid Middle Initial: P * First Name: Brian

* Mailing Address: 7600 S. Jones Blvd # 1109

* City: LV * State: NV * Zip Code: 89139

* Your email address: bpzmsw@gmail.com

Identify concerns about aviation in or near your area that exist today with comments to specify the issue(s):

- Aviation noise
- Noise concentration
- Environmental concerns
- Access to knowledge about aviation and or airport concerns
- Other concerns

Identify concerns about changes expected in or near your residence as a result of this project:

- Possible increase in aviation noise
- Aviation noise concentration
- Purpose and need for the project
- Air quality
- Environmental concerns
- Other concerns that should be considered for the project

Please provide any additional comments. Continue on the reverse if needed.

Plan seems like it's needed.
I hope it is implemented, staff was very helpful
in answering all my questions 100% in approval !!

Topics Identified in the Comment #128

NEPA Related and General Topics

- Support for Proposed Changes

FAA Response for Comment #128 Topics

Support for Proposed Changes - The Federal Aviation Administration (FAA) would like to say thank you to those who took the time to attend our presentations and commented positively about the project and the FAA's efforts.

Comments-Responses

Comment #129 Submitted by: Zickefoose, Robert

Comment Received:

Page 1 of 2

RE: Message from www.faa.gov: Anna Allen

Allen, Anna (FAA) <Anna.Allen@faa.gov>

Tue 12/10/2019 8:22 AM

To: robert.zickefoose@hotmail.com <robert.zickefoose@hotmail.com>

Cc: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Hi Robert,

The information for proposed airspace changes at McCarran can be found on the Las Vegas community engagement page, which also covers Henderson and North Las Vegas airports:

https://www.faa.gov/air_traffic/community_involvement/las/.

If you can't find what you're looking for on the above referenced page, please contact the Las Vegas Metroplex Environmental Specialist who will be able to provide additional information: 9-las-metroplex-ea@faa.gov.

Thank you,
Anna

Anna Allen
Manager, Messaging and Updates Branch (ANG-M22)
NextGen Collaboration and Messaging
Office of NextGen (ANG) Web Liaison
Federal Aviation Administration
Phone: 202-267-2834
Cell: 202-748-3567
E-mail: anna.allen@faa.gov
www.faa.gov/go/equipadsb

-----Original Message-----

From: robert.zickefoose@hotmail.com <robert.zickefoose@hotmail.com>

Sent: Tuesday, December 10, 2019 11:08 AM

To: Allen, Anna (FAA) <Anna.Allen@faa.gov>

Subject: Message from www.faa.gov: Anna Allen

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:

www.faa.gov/nextgen/snapshots/airport/

Message:

Hi Anna,

Can you provide me a direct link to the newly proposed McCarran airport flight paths? I have

looked at length for this information on the FAA website.
I appreciate it!

Topics Identified in the Comment #129

NEPA Related and General Topics

- Metroplex Environmental Website/Access to Proposals

FAA Response for Comment #129 Topics

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Comments-Responses

Comment #130 Submitted by: , Dorian44

Comment Received:

Page 1 of 1

Message from www.faa.gov:9-las-metroplex-ea@faa.gov

dorian44@aol.com <dorian44@aol.com>

Mon 12/30/2019 7:04 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:

www.faa.gov/air_traffic/community_involvement/las/

Message:

I was unaware of the meetings on the new flight path plans for Las Vegas. Where can I see the paths and their heights above the ground? Thank you

Topics Identified in the Comment #130

NEPA Related and General Topics

- Metroplex Environmental Website/Access to Proposals

FAA Response for Comment #130 Topics

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Comments-Responses

Comment #131 Submitted by: Octopus 62

Comment Received:

Fw: Regarding The Las Vegas Metroplex Project

Page 1 of 6

Sent Items

From: Octopus 62 <lollyflany@gmail.com>
Sent: Tuesday, November 19, 2019 4:00 PM
To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>
Subject: Re: Regarding The Las Vegas Metroplex Project

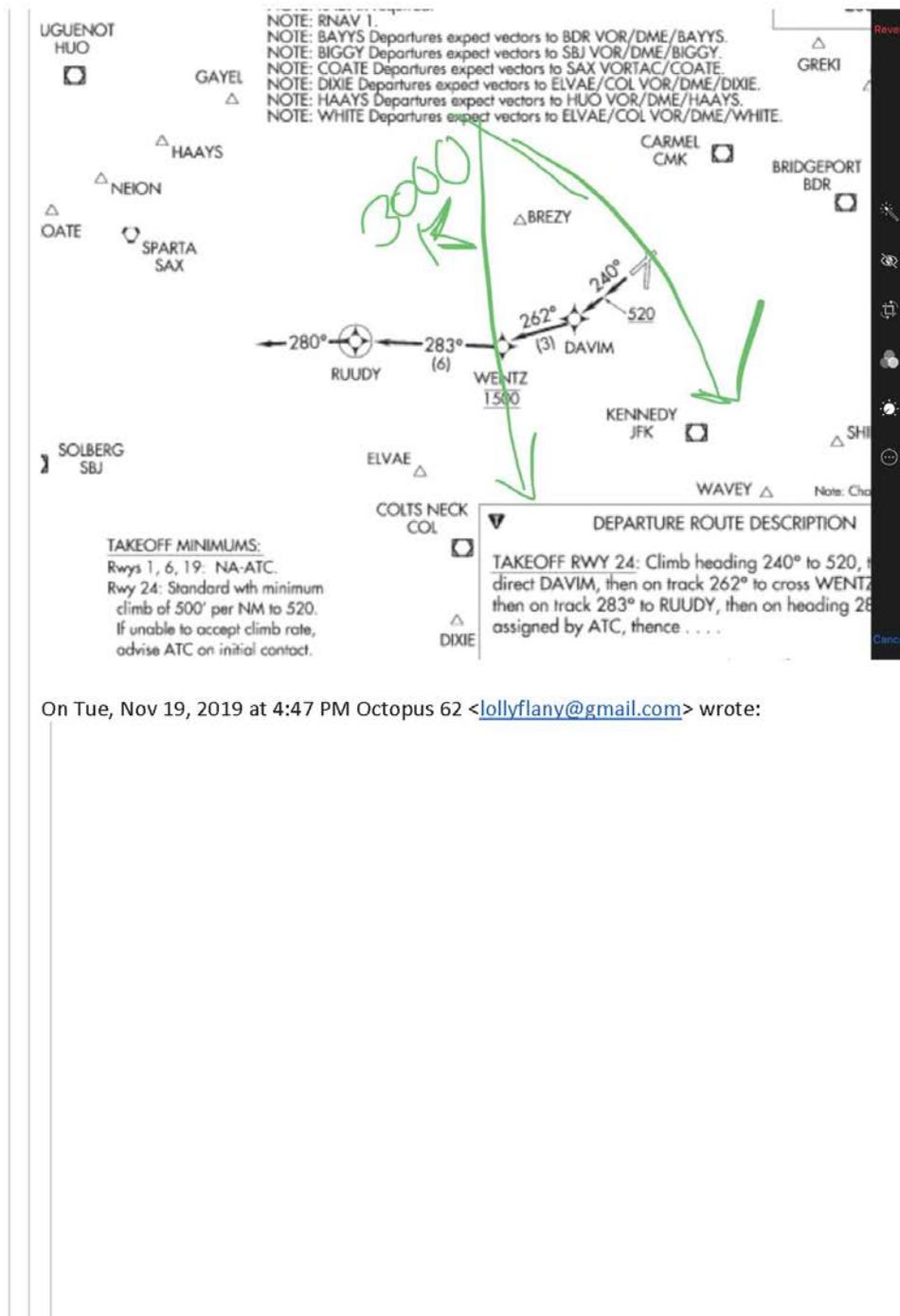
Was I supposed to like get a tattoo to get a job? Or like claim I need gender reassignment when I'm not the one against anyone and just did my job? Did you see wine movie where everyone with an Irish last name was a drunk and make up lies? I went to college in high school. I was a lifeguard. I was in a sorority. My favorite hobbies are golf and skiing. -for instance.....

On Tue, Nov 19, 2019 at 5:42 PM Octopus 62 <lollyflany@gmail.com> wrote:

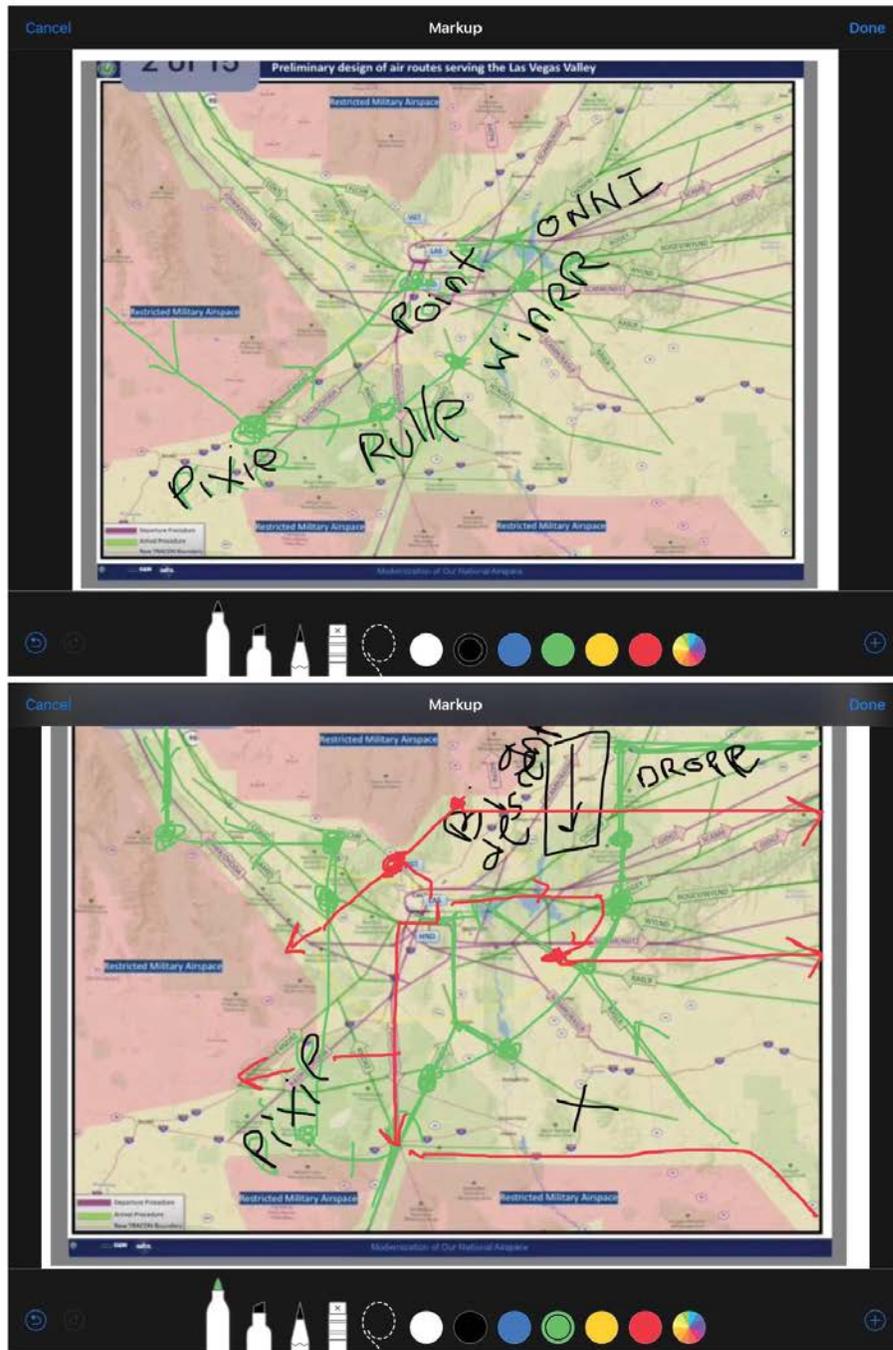
What was I supposed to do to keep a job? Lick someone's bottom or find some new boyfriend? Weak

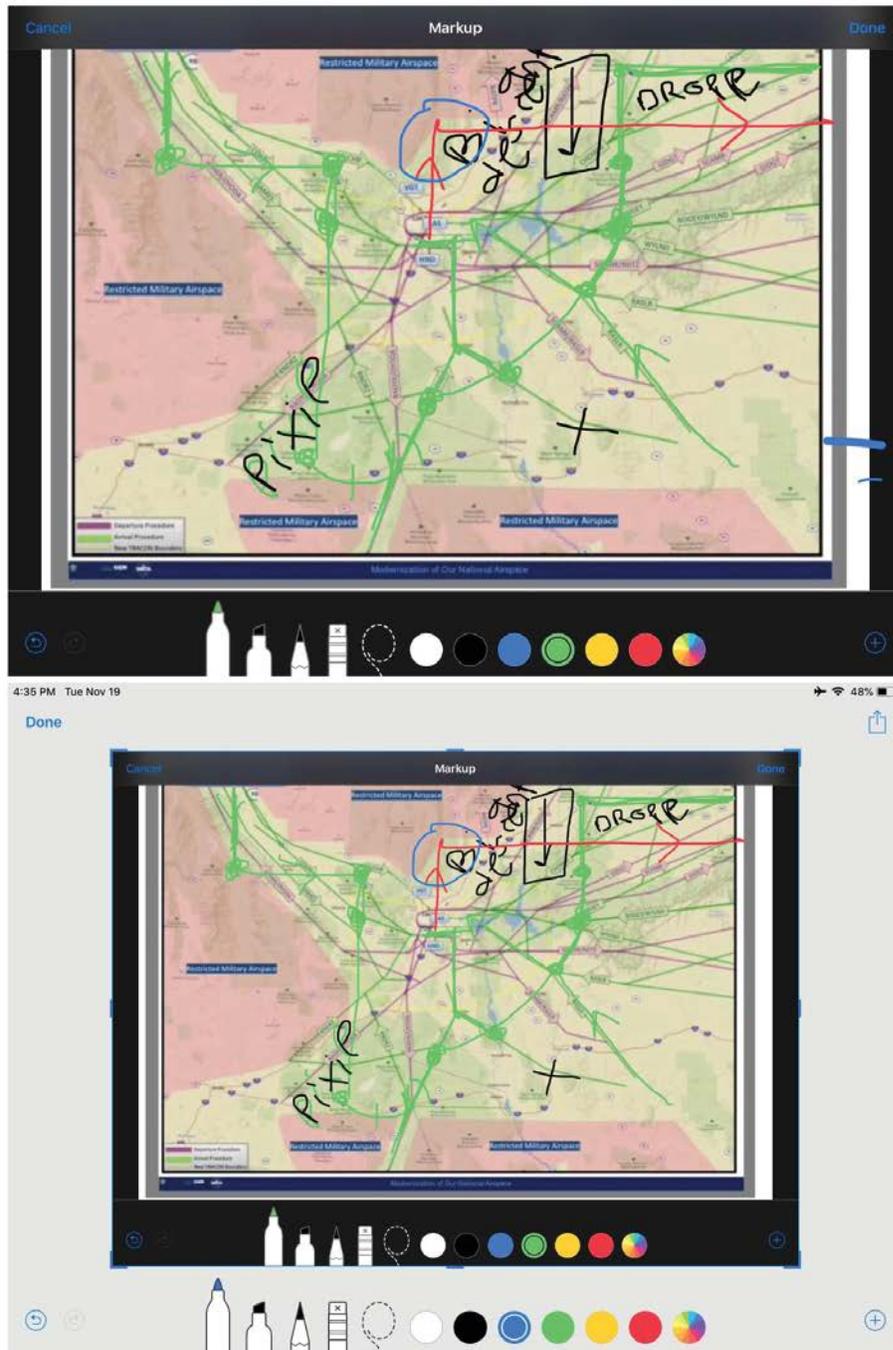
On Tue, Nov 19, 2019 at 5:17 PM Octopus 62 <lollyflany@gmail.com> wrote:

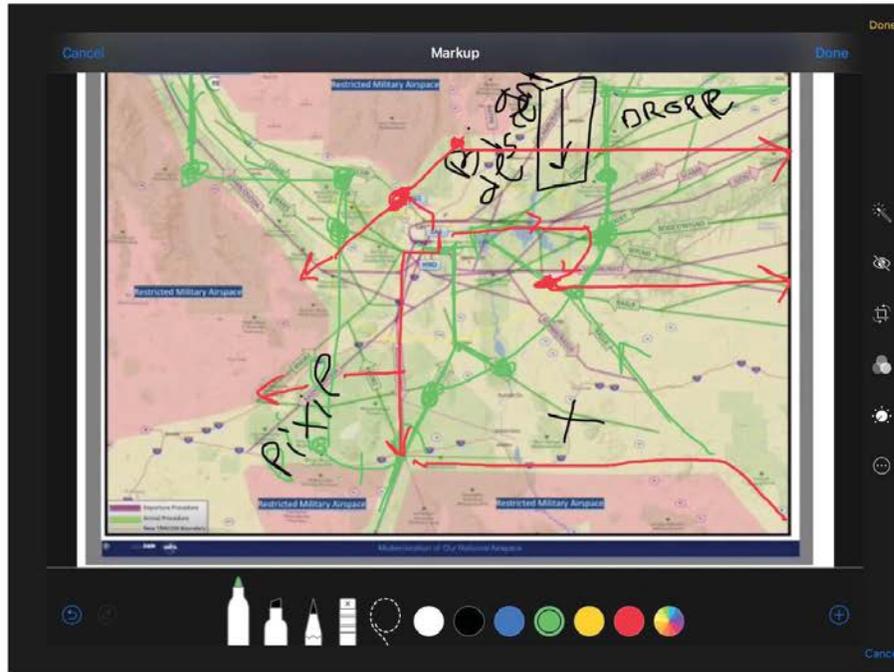
Here is another photo.....how come nobody can fly worth a dang out west? And I'm not getting paid after they all call me from the sticks and California and foreigner people bother me at work. To sell a computer? Anyway.....it's so easy to fly for me. Oh well.....nerds.



On Tue, Nov 19, 2019 at 4:47 PM Octopus 62 <lollyflany@gmail.com> wrote:







From lollyflany@gmail.com



Las Vegas Metroplex

In a place like Las Vegas the routes should be more simple. Looks like a gas hog project. It's better to have simpler routes there so it's easy to transition to California. Just give the controllers a better schedule. The Wx is usually nice and they can work on assigning speeds further out if they gets busy. They are pretty good about that. With that amount of traffic coming in and so many quicks turns there off a short flight, I don't see the need for such complexity.



Topics Identified in the Comment #131

NEPA Related and General Topics

- Purpose and Need/Out of Scope

FAA Response for Comment #131 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #132 Submitted by: Octopus 62

Comment Received:

Duplicate comment as #131

Topics Identified in the Comment #132

NEPA Related and General Topics

- Purpose and Need/Out of Scope

FAA Response for Comment #132 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #133 Submitted by: Sol

Comment Received:

Page 1 of 1

Flight plan changes

Sol <mrsol33@aol.com>

Thu 12/12/2019 3:12 AM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

Unfortunately for me I am out of the country and will not be able to attend these meetings. Is it possible for me to get a written copy or diagram of the plan changes so that I may comment if there are changes in my area. I live in Sun City Anthem, High Mesa, not far from the Henderson Airport.

Thank you for your cooperation.

Sol

Sent from my iPad

Topics Identified in the Comment #133

NEPA Related and General Topics

- Metroplex Environmental Website/Access to Proposals

FAA Response for Comment #133 Topics

Metroplex Environmental Website/Access to Proposals - One comment was a request for a CD or a USB containing the Draft Environmental Assessment. Federal Aviation Administration provided a USB flash drive with the requested information.

Comments-Responses

Comment #134 Submitted by: , SunWaeltyAutoService

Comment Received:

Page 1 of 1

HENDERSON AIRPORT

Sun Waelty Auto Service <sunwaelty@sbcglobal.net>

Mon 11/18/2019 12:12 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

flying into Khnd last week had trouble making radio contact with LV ATC
because radio signal blocked by mountain range south of LV need repeater
on mountain

Topics Identified in the Comment #134

NEPA Related and General Topics

- Purpose and Need/Out of Scope

FAA Response for Comment #134 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #135 Submitted by: zipcode89145

Comment Received:

Page 1 of 1

Community Comments Form Submission

do-not-reply@faa.gov <do-not-reply@faa.gov>

Fri 12/20/2019 2:39 PM

To: 9-LAS-Metroplex-EA (FAA) <9-las-metroplex-ea@faa.gov>

1 attachments (940 bytes)

contact.csv;

Email:

Name:

Mailing Address: Zip code 89145

Aviation noise: Aviation noise is too loud under existing conditions.

Noise concentration: Aviation noise is too loud under existing conditions.

Current environmental concerns:

Access to knowledge about aviation and/or airport operations:

Possible increase in Aviation noise: The study is showing a increase in Aviation Noise at my residence. The Aviation Noise is already too loud and I am opposed to any increase.

Aviation noise concentration:

Purpose and need for the project:

Air Quality:

Future environmental concerns:

Concerns that should be considered for the project:

Additional comments:

Form URL:

https://www.faa.gov/air_traffic/community_involvement/las/community_comments/

User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64; rv:71.0) Gecko/20100101 Firefox/71.0

Topics Identified in the Comment #135

NEPA Related and General Topics

- Existing Aviation Noise and Environmental Concerns
- Possible Increase in Aviation Noise
- Projected Aviation Noise Concentration
- Projected Air Quality Concerns
- Projected Environmental Concerns
- Purpose and Need/Out of Scope

FAA Response for Comment #135 Topics

Existing Aviation Noise and Environmental Concerns - Commenters expressed concerns about environmental effects of existing aircraft operations (on noise and air quality, for example) in the General Study Area. Some of these commenters addressed longstanding issues they hoped would be addressed by the Las Vegas Metroplex Project. The Federal Aviation Administration (FAA) acknowledges these concerns. However, addressing environmental effects of existing aircraft operations is not part of the purpose of the Las Vegas Metroplex Project. As described in Chapter 2, Purpose and Need, of the Environmental Assessment (EA), the purpose of the Proposed Action is to improve the efficiency of aircraft arrival and departure procedures and airspace utilization in the Las Vegas Metroplex area.

The EA includes information about environmental effects of existing aircraft operations in the General Study Area as necessary to assess the potential environmental effects of the Proposed Action. For example, Section 4.3.1.2, Existing Aircraft Noise Exposure, of the EA provides information on existing aircraft noise in the General Study Area. Section 5.1, Noise and Compatible Land Use, of the EA discusses the analysis of aircraft noise exposure under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions. Similarly, Section 4.3.7, Air Quality, of the EA provides information on existing air quality conditions in the General Study Area, and Section 5.7, Air Quality, of the EA discusses air quality conditions under the Proposed Action and the No Action Alternative, under both 2020 and 2025 forecast conditions.

Some commenters expressed concern about recent changes in environmental conditions, which they attributed to the Project. In accordance with the National Environmental Policy Act (NEPA), regulations of the Council on Environmental Quality implementing NEPA, and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, the EA documents the potential effects to the environment that may result from implementation of the Proposed Action. The FAA would not implement the Proposed Action without having carefully and thoroughly considered the results of the EA. Accordingly, any existing environmental conditions being experienced by commenters are not attributable to the Las Vegas Metroplex Project.

Possible Increase in Aviation Noise - The comments raise concerns pertaining to possible changes in aircraft noise exposure. Aircraft noise is often the most noticeable environmental effect associated with any aviation project.

The Federal Aviation Administration's (FAA's) Environmental Assessment (EA) analyzes the potential noise impacts of the proposed Las Vegas Metroplex Project. The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment. The noise analysis in the EA for the Project was conducted in accordance with FAA Order 1050.1F,

Environmental Impacts: Policies and Procedures, which requires analysis to determine whether a proposed air traffic airspace or procedure action would result in noise increases that meet specified criteria for being “significant” or “reportable.” The results of the analysis, discussed in Section 5.1.3, Potential Impacts – 2020 and 2025, of the EA, indicate that the Proposed Action would not result in any significant increase in aircraft noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more). The results also indicate that while reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) would occur in an unpopulated area of the General Study Area, no populated areas would experience a reportable noise increase.

Projected Aviation Noise Concentration - Some commenters expressed concern that the Proposed Action would result in additional concentration of aircraft noise in their communities. In its effort to modernize the National Airspace System (NAS), the Federal Aviation Administration (FAA) is developing instrument flight procedures that use advanced Performance Based Navigation (PBN) technologies. A primary component of PBN is Area Navigation or RNAV. RNAV uses the Global Positioning System satellite-based navigation to allow RNAV equipped aircraft to fly more predictable and efficient routes, thus utilizing limited airspace more efficiently in congested areas like the Las Vegas Metroplex. More than 90 percent of U.S. scheduled air carriers are equipped to use some level of RNAV.

In the Environmental Assessment (EA), Section 1.2.5.1, RNAV, describes the difference between RNAV and conventional routes. With PBN, including RNAV, the overall number of aircraft flying in close proximity to a defined path is greatly improved for both approach and departure tracks. This will mean aircraft noise exposure levels are concentrated on a smaller area, thereby exposing fewer people to aircraft noise than occurs with equivalent conventional procedures that may have more dispersed flight tracks.

To help maintain safety in the NAS, FAA Air Traffic Control would continue to employ air traffic management methods and coordination techniques as described in Section 1.2.2, Air Traffic Control within the National Airspace System, of the EA. For example, aircraft on two different arrivals may require radar vectors off the procedures to sequence to the same runway. Therefore, the FAA expects that some dispersion of flight tracks would continue even for aircraft operating on the proposed RNAV procedures. The noise modelling analysis in the EA, which was conducted in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, accounts for both concentration and expected continuation of some dispersion. That analysis shows that some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly, but no populated areas would have either significant increase in noise exposure (i.e., an increase in the Yearly Day-Night Average Noise Level [DNL] of 1.5 decibels [dB] or more that results in a noise exposure level of DNL 65 dB or more) or reportable noise increases (i.e., an increase in DNL of 5 dB or more in an area exposed to DNL 45-60 dB) as a result of the Las Vegas Metroplex Project. More information about the noise modelling methodology can be found in Section 4.3.1.1, Noise Modeling Methodology, of the EA.

Projected Air Quality Concerns - Numerous commenters expressed concern that the Las Vegas Metroplex Project would adversely affect air quality. In the Environmental Assessment (EA), Section 4.3.7, Air Quality, in Chapter 4, Affected Environment, and Section 5.7, Air Quality, in Chapter 5, Environmental Consequences, describe applicable requirements under the Clean Air Act, and, in accordance with those requirements and the Federal Aviation Administration’s (FAA’s) environmental policies and procedures, analyze the Project’s potential to affect air quality. As discussed in these sections, the Proposed Action would result in a slight reduction in air pollutant emissions in 2020 and a

slight increase in emissions in 2025. Changes in flight procedures that could result in an increase in fuel burn would occur at or above 3,000 feet above ground level (AGL). Under regulations of the United States Environmental Protection Agency (EPA), the increase in emissions from this increased fuel burn would be de minimis. See 40 C.F.R. § 93.153(c)(2)(xxii). In addition, the FAA has determined that emissions from air traffic actions below the “mixing height” (generally 3,000 feet AGL) are de minimis when the actions are designed to enhance operational efficiency. See Volume 72, Federal Register, page 41578 (July 30, 2007). As stated in Section 2.2, Purpose of the Proposed Action, of the EA, the purpose of the Proposed Action is to improve the efficiency of flight procedures and airspace utilization in the Las Vegas Metroplex. Therefore, the FAA has determined that the Proposed Action would have only a de minimis effect on emissions and ground-level concentrations of air pollutants, and would not have a significant effect on air quality.

Projected Environmental Concerns - As described in Chapter 1: Introduction of the Environmental Assessment (EA), the Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA). NEPA requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from the proposed federal actions. The FAA has established agency-wide policies and procedures for compliance with NEPA in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. In accordance with that Order, the EA discusses the potential impacts of the Las Vegas Metroplex Project in each of the relevant environmental impact categories. As discussed in Chapter 5, Environmental Consequences, of the EA, none of the potential impacts would be significant.

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #136 Submitted by: Anonymous

Comment Received:

Page 1 of 1

Message from www.faa.gov: 9-las-metroplex-ea@faa.gov

faa212684.aa.outlook.florida.desk@gmail.com
<faa212684.aa.outlook.florida.desk@gmail.com >

Thu 12/5/2019 3:21 AM

To: 9-LAS Metroplex EA (FAA) <9-las-metroplex-ea@faa.gov>

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:

www.faa.gov/air_traffic/community_involvement/las/

Message:

IS GAMBLING LIKE A PREDICTION ON ONE OF THE FOUR TYPES OF CARDS YOU ARE DEALT THAT YOU SEE THE NEXT DAY?

Topics Identified in the Comment #136

NEPA Related and General Topics

- Purpose and Need/Out of Scope

FAA Response for Comment #136 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #137 Submitted by: Anonymous

Comment Received:

Page 1 of 1

Message from www.faa.gov: 9-las-metroplex-ea@faa.gov

faa212684.aa.outlook.florida.desk@gmail.com
<faa212684.aa.outlook.florida.desk@gmail.com >

Thu 12/5/2019 4:46 AM

To: 9-LAS Metroplex EA (FAA) <9-las-metroplex-ea@faa.gov>

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:

www.faa.gov/air_traffic/community_involvement/las/

Message:

SO, ANYWAYS THERE SEEMS TO BE NON-CASINO GAMBLING IN FLORIDA?

Topics Identified in the Comment #137

NEPA Related and General Topics

- Purpose and Need/Out of Scope

FAA Response for Comment #137 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

Comments-Responses

Comment #138 Submitted by: Anonymous

Comment Received:

Page 1 of 1

Message from www.faa.gov: 9-las-metroplex-ea@faa.gov

faa212684.aa.outlook.florida.desk@gmail.com
<faa212684.aa.outlook.florida.desk@gmail.com >

Thu 1/9/2020 8:01 AM

To: 9-LAS Metroplex EA (FAA) <9-las-metroplex-ea@faa.gov>

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:

www.faa.gov/air_traffic/environmental_issues/

Message:

COULD YOU MAKE THE KLAX FONSI ROD MORE THAN ONE EDITION VERSION?

Topics Identified in the Comment #138

NEPA Related and General Topics

- Purpose and Need/Out of Scope

FAA Response for Comment #138 Topics

Purpose and Need/Out of Scope - Several comments include requests for changes or considerations that fall outside the scope of the Las Vegas Metroplex Project. Chapter 2, Purpose and Need, of the Environmental Assessment presents the problems being addressed and describes what the Federal Aviation Administration (FAA) is trying to achieve with the Las Vegas Metroplex Project. The purpose of the Project is to optimize air traffic control (ATC) procedures and airspace (excluding changes to Class B airspace) on a regional scale. This is accomplished by developing ATC procedures that take advantage of technological advances in navigation, such as Area Navigation (and Required Navigation Performance procedures, while ensuring that aircraft not equipped to use RNAV flight procedures continue to have access to the National Airspace System. The overall intent is to use the limited available airspace in the Las Vegas Metroplex as efficiently as possible.

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Comments-Responses

Comment #140 Submitted by: Clark County Department of Aviation, (CCDOA)

Comment Received:



Department of Aviation

ROSEMARY A. VASSILIADIS
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January 17, 2020

Las Vegas Metroplex Draft EA
Federal Aviation Administration
Western Service Center - Operations Support Group
2200 S. 216th St.
Des Moines, WA 98198-6547

Re: Comments on Draft Environmental Assessment, Las Vegas Metroplex Project

To Whom It May Concern,

On behalf of the Clark County Department of Aviation (CCDOA), thank you for the opportunity to comment on the Draft Environmental Assessment (EA) for the Las Vegas Metroplex Project (Project) proposed by the Federal Aviation Administration (FAA).

CCDOA owns and operates a system of five airports — McCarran International Airport (LAS), Henderson Executive Airport (HND), North Las Vegas Airport (VGT), Jean Sport Aviation Center (0L7), and Overton Perkins Field (U08) — that together accommodate commercial airline service, commercial air tours, cargo, and general aviation operations. Each of the three airports studied in the Las Vegas Metroplex Project EA is owned by Clark County.

From the inception of the Las Vegas Metroplex Project in 2015, CCDOA has emphasized the importance of ensuring the Project, its impacts, and the FAA's decision-making process are clearly presented and fully understood by the community and their elected representatives. We have repeatedly offered to help the FAA work toward those goals.

Draft EAs for other Metroplex projects have been released for public review and comment without a clear and concise presentation of those proposed airspace changes or their potential to impact on those residents. A stated goal for the Las Vegas Metroplex Project was to rectify that issue. However, the Las Vegas Metroplex EA simply does not provide this basic information in a format that is readily usable and understood — which is particularly disappointing because the proposed airspace changes (and their potential impacts) appear to be fairly limited.

To be clear, we do not suggest that the EA is necessarily inadequate from an environmental or technical standpoint; on the contrary, the scope of document's analysis appears generally consistent with the requirements of the National Environmental Policy Act (NEPA). But, we remain concerned that the EA's lack of a straightforward account of current conditions, proposed changes, and potential consequences will lead to unnecessary confusion and controversy. To remedy this concern, we respectfully request that the FAA thoroughly update its Draft EA so that Clark County residents can better understand and evaluate the proposed action and more meaningfully participate in the federal decision-making process.



Clark County Board of Commissioners

Marilyn Kirkpatrick, Chair • Lawrence Weekly, Vice Chair
Larry Brown • James B. Gibson • Justin C. Jones • Michael Naft • Tick Segerblom

With those objectives in mind, we offer two sets of suggestions for your consideration. Section 1 provides global comments — suggestions designed to address some of the fundamental concerns with the Draft EA. Section 2 provides specific comments — suggestions designed to clarify or correct more discrete issues. We stand ready to discuss both sets of suggestions with you.

1. Global Comments

- A. The Draft EA is organized around (i) lists of new and proposed procedures; and (ii) downloadable electronic files containing various maps. For the vast majority of Clark County residents, this approach to environmental review does not provide a usable opportunity to understand existing conditions, proposed changes, and the potential impacts of those changes. The lists of procedures provide minimal narrative analysis; the electronic files are difficult to download and are not intuitive to review; and there is very little in the Draft EA that serves as an analytical connection between the two. Interested citizens will have a difficult time trying to understand the FAA's proposed action based on reviewing the Draft EA — likely not the intent of NEPA regulations. This situation calls for a reconsideration of the FAA's approach to the format and contents of the Draft EA. Among other things, we recommend increasing the amount of narrative analysis (what would change? what would stay the same? which neighborhoods might be affected? what might improve?) rather than relying so heavily on tables and maps.
- B. It is essential that the EA contain appropriately-scaled and -formatted graphics showing all relevant aspects of the study area, existing procedures, and proposed changes to those procedures. These graphics should be in pdf form (*i.e.*, not requiring the public to download and manipulate files in Google Earth) and may be included in either the EA or an appendix. The graphics in the current Draft EA are poorly-scaled, difficult to understand, and sometimes incomplete. To cite one illustrative example, Exhibits 3-1 to 3-6 offer the promise of helpful information, but they are presented at a scale that is virtually illegible on a standard page (or screen), do not provide any landmarks by which readers might orient themselves, and exclude detailed information about flight tracks over urbanized areas. To rectify these issues, the FAA may wish to consider providing information at both the "study area" scale and the "urbanized area" scale. It may also be helpful to include an aerial background. Without clear and understandable graphics, the public cannot be expected to meaningfully address the proposed action or its potential consequences.
- C. Since the kick-off of the Las Vegas Metroplex in 2015, stakeholders have discussed the importance of improving public outreach and involvement, to ensure impacts were better understood by the community. Unfortunately, the EA does not provide meaningful analysis and usable graphics (see above), and therefore the goal to improve the public engagement in the Las Vegas Metroplex process was missed. Once the EA has been appropriately revised, we suggest that the FAA consider recirculating the document for additional public review and comment.
- D. The EA lacks important detail about the extent to which "new" procedures mimic existing routes, thereby leaving the impression that the proposed action may result in fundamental changes throughout the study area. In truth, available information suggests there may be just six low-altitude changes over urbanized (or developed) areas of Clark County: (i) a slight southern shift in final approach into Runways 26L/R and 19L/R from the west; (ii) an immediate right-turn off Runways 19L/R for general aviation aircraft; (iii) runway

heading directly over Southern Highlands from Runways 19L/R prior to initiating any turns; (iv) a 10° divergence off Runways 26L/R towards the south; (v) a 10° divergence off Runways 08L/R towards the south; and (vi) a loop towards the northeast when departing Runways 08L/R. The Draft EA does not provide a clear, accurate, and easily-understandable description of the nature and extent of these key changes. The document should be revised to clarify for the public precisely what would be changed — and where — should the proposed action is implemented.

- E. In a similar vein, the EA’s approach to identifying and cataloging “procedures” obscures the number and location of both existing and proposed routes within the study area. Many procedures are used for multiple airports and/or multiple runway complexes. In other words, a single procedure can result in numerous discrete routes within the study area. For example, the existing LUXOR TWO arrival procedure is used for all three study airports and for all runway complexes at each airport; although it is but “one” procedure, LUXOR features ten unique routes within the study area. This level of detail is important in communicating to the public the potential consequences of the proposed action. It also places the distinctions between current conditions and the proposed action (see above) in their proper context.
- F. The assumptions underlying the FAA’s environmental analysis should be explained more explicitly. Among other things, we recommend providing additional detail on (i) assumptions used to generate estimates of flight track use; (ii) assumptions regarding dispersion (or concentration) of overflights; and (iii) assumptions regarding fleet mix.
- G. Most importantly, a more robust discussion of intended Project benefits would be helpful to the public. The Study Team and the Design Team previously suggested that the Project would reduce pollution, fuel burn, and flight times. The FAA’s Las Vegas Metroplex website states that projected annual benefits include \$7.5 million in fuel savings, 2.6 million gallons in fuel savings, and 24,800 metric tons of carbon savings. The EA did not find such savings, and therefore additional information is needed to explain to what extent the proposed action will achieve these key objectives.

2. Specific Comments

Chapter 1

- 1. Page 1-10: The text implies that the proposed action may decrease dispersion of overflights. However, the Google Earth files for the Project seem to indicate that the proposed action will increase dispersion. Because dispersion (or, more accurately, concentration) will help determine the public’s experience of Project impacts, we think it is essential to clarify *within the EA itself* whether dispersion is expected to increase or decrease (or neither) under the proposed action. In presenting the appropriate clarification, it may helpful to refer readers to the graphics similar to those in the FAA’s August 13, 2019, presentation to the Las Vegas Convention and Visitors Authority (including, in particular, slides 7 and 8).

2. Exhibit 1-4, page 1-11: This exhibit provides good examples of some of the differences between ground NAVAIDs, RNAV, and RNP. One of the things that makes the exhibit effective is the visual contrast between the connections between waypoints in an RNAV procedure as compared to those in an RNP procedure. Unfortunately, those same connections are absent from many of the Project's Google Earth files, making it extremely difficult to follow each procedure from start to finish.
3. Exhibit 1-5, page 1-12: Readers may be confused by the difference between Exhibit 1-5 and Exhibit 3-1. The former suggests a stair-stepped descent profile with a higher altitude — and, therefore, the possibility of a noise reduction — near the end of the runway. The latter depicts the stair-stepping portion of the descent occurring at least 5 NM from the runway end.
4. Exhibit 1-6, page 1-15: It would be helpful to add (i) the boundaries of the Class B airspace; and (ii) all of the Class B airspace and all of the SUA (specifically Alpha 4)
5. Section 1.4: This section contains useful summary information for each of the three study airports. Exhibit 1-8 then provides visual representations of four runway configurations at LAS. It would be helpful to provide similar representations and information about HND and VGT. Cross-referencing additional detail presented in Chapter 2 may also be useful.
6. Section 1.4: In addition to runway configurations, it would be helpful to add information about runway usage. This could be done in section 1.4 or in section 3.2. The CCDOA publishes runway use reports for LAS quarterly, which may provide another useful source of information on this topic.

Chapter 2

7. It would be helpful to expand the Draft EA's description of the purpose and need for the Project. Section 2.1.1 briefly refers to a series of considerations that might reasonably establish the need for the Project, including "conflicts between arriving and departing traffic" and "delays associated with the close proximity of LAS and surrounding satellite...airports" but provides little explanation of the scope or scale of these issues. How many conflicts? How much delay? This information is important to help the public understand what is driving the Project.
8. Section 2.1.1 suggests that many STARs serving LAS only offer transitions serving one runway. Technically, this is accurate. As a practical matter, however, there are arrivals into all runways (albeit not always with a STAR). It would be helpful to clarify this point. This could be done with a visual representation of (existing) arrivals into each runway, with STARs labeled. Such a graphic could be inserted into either section 2.1 or section 3.
9. Several existing (*i.e.*, no action) procedures/flight tracks appear to be missing from the Project's Google Earth files, including the following:
 - a. LUXOR TWO (for VGT)
 - b. GRNPA TWO
 - c. SITEE TWO (four of eight runways)
 - d. TYSSN FIVE (runway 19 L/R)

- e. LAS VEGAS FIVE
- f. RIGHTTURN THREE
- g. BOULDER CITY ONE

It is essential to verify that all existing procedures/flight tracks were included in the Google Earth files made available to the public. Without that information, the public would be unable to fully understand current conditions and the FAA's proposed changes to those conditions.

10. Another issue preventing the public from understanding current conditions is the discrepancy between the number of existing procedures referenced in the body text of the Draft EA (29 arrival and 29 departure, presented in Table 2-1 and pages 2-3 and 2-4) and the number of unique flight paths referenced in the Project's Google Earth files (25 arrival and 27 departure). Part of the problem seems to be that the Draft EA fails to explain the extent to which existing procedures are grouped — in other words, the extent to which distinct procedures might follow the same paths — over urbanized portions of Clark County. The Google Earth files indicate the following groupings:
 - a. SITEE TWO: All four procedures seem to mimic other procedures from the northeast (specifically, LUXOR) over urbanized portions of Clark County.
 - b. NOOTN TWO: All three procedures seem to mimic other procedures from the northeast (specifically, LUXOR) over urbanized portions of Clark County.
 - c. KADDY TWO: Eight of the ten procedures seem to mimic other procedures from the southeast (specifically, LUXOR) over urbanized portions of Clark County. However, the other two appear to be unique.
 - d. TYSSN FIVE: All four procedures seem to mimic other procedures from the northeast (specifically, LUXOR and KADDY) over urbanized portions of Clark County.
 - e. KNGMN TWO: Both procedures seem to mimic other procedures from the northeast and southeast (specifically, LUXOR and KADDY) over urbanized portions of Clark County.
 - f. CLARR THREE: Two of the five LAS procedures seem to mimic other procedures from the northeast and southeast (specifically, LUXOR and KADDY) over urbanized portions of Clark County. The pattern from the west into Runways 26L/R; the pattern east of LAS into Runways 19L/R; and the pattern west of LAS into Runways 19L/R appear to be unique. In addition, two of the three procedures for HND seem to mimic other procedures from the northeast and southeast (specifically, LUXOR and KADDY) over urbanized portions of Clark County. The pattern west of HND appears to be unique. Moreover, two of the four procedures for VGT seem to mimic other procedures from the northeast and southeast (specifically, LUXOR and KADDY) over urbanized portions of Clark County. The patterns northwest and west of VGT appear to be unique.
 - g. KEPEC SIX: All four procedures seem to mimic other procedures (specifically, CLARR) over urbanized portions of Clark County.

- h. CRESO FOUR: All four procedures seem to mimic other procedures (specifically, CLARR) over urbanized portions of Clark County.
- i. JOMIX ONE: All four procedures seem to mimic other procedures (specifically, CLARR) over urbanized portions of Clark County.
- j. FUZZY EIGHT: Four out of five LAS procedures seem to mimic other procedures (specifically, LUXOR, KADDY, CLARR) over urbanized portions of Clark County. The pattern northwest of LAS into Runways 19L/R appears to be unique. In addition, three out of four HND procedures seem to mimic other procedures (specifically, LUXOR, KADDY, CLARR) over urbanized portions of Clark County. The pattern northwest of HND appears to be unique. Moreover, two of the four procedures for VGT seem to mimic other procedures from the northeast and southeast (specifically, LUXOR, KADDY, and CLARR) over urbanized portions of Clark County. The pattern northwest of VGT appear to be unique.
- k. SUNST FOUR: Five of the six LAS procedures seem to mimic other procedures (specifically, LUXOR, KADDY, and CLARR) over urbanized portions of Clark County. The pattern north of LAS into Runways 19L/R appears to be unique.
- l. ADDEL ONE: All four HND procedures seem to mimic other procedures (specifically, LUXOR, KADDY, CLARR) over urbanized portions of Clark County.
- m. STAAV EIGHT: This procedure appears to be unique.
- n. TRALR NINE: All four procedures appear to be unique over urbanized portions of Clark County.
- o. ACSIN FIVE: All three procedures appear to be unique over urbanized portions of Clark County (though the specific routes for LAS VEGAS FIVE remain unclear).
- p. HOOVER SIX: All four procedures seem to mimic other procedures (specifically, TRALR) over urbanized portions of Clark County.
- q. COWBY EIGHT: All four procedures seem to mimic other procedures (specifically, TRALR and HOOVER) over urbanized portions of Clark County.
- r. PRFUM FOUR: Both procedures seem to mimic other procedures (specifically, TRALR, COWBY and HOOVER) over urbanized portions of Clark County.
- s. FLAMZ FIVE: All three HND procedures seem to mimic other procedures (specifically, ACSIN) over urbanized portions of Clark County.
- t. NORTHTOWN FOUR: Three of four VGT procedures seem to mimic other procedures (specifically, VGT NORTH DEP and VGT SOUTH DEP) over urbanized portions of Clark County. The VGT pattern to the south appears to be unique.

- u. MCCARRAN FIVE: Two of five LAS procedures seem to mimic other procedures to the northeast and southeast (specifically, TRALR, HOOVER, COWBY, and PRFUM) over urbanized portions of Clark County. Paths from Runways 01 L/R turning west; from Runways 19L/R flying runway heading; and from Runway 08 L/R turning back west appear to be unique.
- v. BOACH EIGHT: All five LAS procedures seem to mimic other procedures (specifically TRALR, HOOVER, COWBY, PRFUM) over urbanized portions of Clark County.
- w. SHEAD ONE: All five LAS procedures seem to mimic other procedures (specifically TRALR, HOOVER, COWBY, PRFUM, MCCARRAN FIVE, and BOACH EIGHT) over urbanized portions of Clark County.
- x. PALLY FIVE: All three HND procedures seem to mimic other procedures (specifically ACSIN and FLAMZ) over urbanized portions of Clark County.

If the Project's Google Earth files are accurate and complete — an open question in its own right (see above) — the Draft EA should be clarified and revised. On the other hand, if the Google Earth files are inaccurate, they should be updated. Either way, a clear and concise summary of the number and location of existing flight paths over the urbanized area of Clark County should be added to the EA; a map of each existing path should be provided; and the updated EA and electronic files should be made available for additional public review.

11. The EA's lack of detailed information about runways and runway transitions also makes it unnecessarily difficult to understand current conditions. To correct this problem, it is necessary to verify and explain runway transitions for all existing procedures. In addition, the following discrete issues should be clarified and corrected:
 - a. SITEE TWO: The procedure is used for all eight runways (all four complexes), but only four runways (two complexes) are displayed in the Google Earth files from the northeast. Are arrivals into runways 19L, 19R, 08L, 08R missing?
 - b. TYSSN FIVE: The Google Earth files display six runways (three complexes) from the southeast, but only Runway 26L is listed for this procedure.
 - c. CLARR THREE: The Google Earth files display all runways for all airports, but only LAS Runways 26L/R are listed.
 - d. KEPEC SIX: The Google Earth files display eight runways, but only LAS Runway 26L is listed.
 - e. CRESO FOUR: The Google Earth files display eight runways, but only LAS Runways 26L/R are listed.
 - f. JOMIX ONE: The Google Earth files display four runways, but only Runways 35L/R are listed.

- g. FUZZY EIGHT: The Google Earth files display all runways for all airports, but only LAS Runways 26L/R are listed.
 - h. SUNST FOUR: The Google Earth files display eight runways, but only Runway 26L is listed.
 - i. FLAMZ FIVE: The Google Earth file identifies this procedure as FLAMZ FOUR. We understand the procedure serves HND rather than LAS.
12. The Project's Google Earth files contain information for (what appear to be) vectored procedures that do not appear in Table 2-1 or its accompanying text. Those files include the following (in each case for the northeast, southeast, southwest, northwest):
- a. HND NORTH ARR and HND NORTH DEP
 - b. HND SOUTH ARR and HND SOUTH DEP
 - c. LAS NORTH ARR and LAS NORTH DEP
 - d. LAS SOUTH ARR and LAS NORTH DEP
 - e. VGT NORTH ARR and VGT NORTH DEP
 - f. VGT SOUTH ARR and VGT NORTH DEP

This data should be presented (in summary form) within the Draft EA in a stand-alone table and/or narrative subsection. Although vectored procedures are not part of the proposed action, it is nonetheless important to disclose and account for all existing flight tracks over urbanized areas of Clark County.

13. Exhibit 2-6, page 2-11: Although related text on page 2-10 references four *en route* transitions, the exhibit itself seems to only show three routes.

Chapter 3

14. Section 3.1, pages 3-1 and 3-4: It would be extremely helpful to include (preferably in the main body of the Draft EA, but, if not, certainly in an appendix) the (i) boards and slides presented by the D&I Team at the FAA's April 2019 workshops; and (ii) boards and slides presented during Clark County and Congressional briefings. Without this missing material, there is nothing in the EA that clearly shows the six proposed airspace changes over the urbanized area of Clark County.
15. Page 3-5: The subsection titled "LAS SE STARS TYSSN/RKSTR" states that "approximately 28% of all jet arrivals to the airport" are "from the southwest."

We were not able to find this — or any other, similar percentages — in the Draft EA or its appendices. It may be helpful to provide the public with a more robust description of flight track usage.

16. Exhibits 3-2 and 3-3: STAR 1 and STAR 2 appear to be three (not two) approach procedures – into Runways 25L/R, into Runways 01L/R, and into Runways 08L/R.
17. Exhibit 3-4, page 3-9: Is the exhibit intended to depict a conflict related to ROPPR? If so, it should be clarified.
18. Section 3.2: As noted above, existing arrival and departure procedures are seen by the public as at least 120 unique, existing flight track routes. The quantity and complexity of the existing routing structures should be emphasized here. The public may find it helpful to insert appropriate language on pages 3-13 and/or 3-14 (or Table 3-1).
19. Table 3-1, pages 3-13 and 3-14: There appear to be some meaningful inconsistencies between Table 3-1 and Table 2-1. For example, GRNPA TWO, RIGHTTURN THREE, and BOULDER CITY ONE all appear in Table 2-1 but seem to be missing from Table 3-1. And “Preferring Routing, Arrivals” and “Preferring Routing, Departures” both appear in Table 3-1 but not Table 2-1.
20. Pages 3-19 to 3-30: We appreciate the inclusion of separate sections addressing (i) the proposed action; and (ii) a summary of comparison between the proposed action and the no action alternative. Unfortunately, the level of detail provided in the former is not sufficient to permit a meaningful analysis in the latter. For each procedure in the proposed action, it is essential to provide the public with meaningful information addressing each of the following:
 - a. Are the altitudes into each runway over urbanized portions of Clark County higher or lower (or neither) than existing?
 - b. How was flight track use estimated for purposes of noise and air quality analysis?
 - c. Do the Project’s Google Earth files accurately depict all runway use scenarios?
 - d. Will dispersion increase or decrease (or neither)?

Unless this information is added to the Draft EA the public will not have a clear picture of the proposed action and its potential consequences.

21. Pages 3-19 to 3-30: In addition to the broadly-applicable information needs set forth immediately above, we note the following procedure-specific issues:
 - a. BLAID ONE:
 - i. BLAID is listed as replacing LUXOR for the conventional procedure. LUXOR currently serves LAS, HND, and VGT. BLAID is listed as only serving LAS. What conventional arrival procedures will serve HND and VGT from the northeast?
 - ii. The Project’s Google Earth files do not show BLAID ONE into Runways 08L/08R. Is that accurate?

- iii. If BLAID ONE includes arrivals into Runways 08L/R, will that procedure/flow mimic the current arrivals traffic pattern into Runways 08L/R near Rhodes Ranch?
 - iv. The Project's Google Earth files show some downwind arrival tracks into Runways 01L/R over the urbanized area just east of LAS, where LUXOR tracks are currently depicted. It appears that the new procedure may move these downwind arrivals from the northeast well to the east of the urbanized area, similar to RKSTR/CHOWW. Is that accurate? If so, would the change result in noise reduction benefits? Any such benefits should be noted in the document so that the public can understand the potential advantages and disadvantages of the proposed action. This is particularly true for BLAID ONE because the remainder of the flight tracks associated with the procedure seem to mimic existing procedures from the northeast when over urbanized portions of Clark County.
- b. BOGEY ONE:
- i. The Project's Google Earth files show arrival track shifting even further south of the urbanized area. Although the current routing structure is also south of this area, shifting the traffic even further south may have noise reduction benefits. If so, benefits should be noted in the document so that the public can understand the potential advantages and disadvantages of the proposed action.
 - ii. The remainder of BOGEY ONE appears to mimic existing procedures from the northeast when over the urbanized portion of Clark County. It would be helpful to clarify this fact for the public as well.
- c. CHOWW ONE:
- i. The Project's Google Earth files show some downwind arrival tracks into Runways 08L/R over the urbanized area just east of LAS, where LUXOR tracks are currently depicted. It appears that the new procedure may move these downwind arrivals from the northeast well to the east of the urbanized area, similar to RKSTR/CHOWW. Is that accurate? If so, would the change result in noise reduction benefits? Any such benefits should be noted in the document so that the public can understand the potential advantages and disadvantages of the proposed action. This is particularly true for BLAID ONE because the remainder of the flight tracks associated with the procedure seem to mimic existing procedures from the northeast when over urbanized portions of Clark County.
- d. COKTL ONE:
- i. The Project's Google Earth files show an arrival flow into the Runway 19L/R complex northwest of LAS over the urban area, southbound over the Las Vegas Strip.

Although currently being flown today on a limited basis, this is not displayed as one of the six significant changes on the public workshop boards. Would this procedure continue to be used?

- ii. The Project's Google Earth files appear to show the arrival flow into the Runway 19L/R complex east of LAS moving beyond the urbanized portion of Clark County (*i.e.*, aircraft would not turn before BERBN). Is this accurate? If so, would the change result in noise reduction benefits? Such benefits should be noted in the document so that the public can understand the potential advantages and disadvantages of the proposed action.
 - iii. The Project's Google Earth files no longer show an arrival flow into the Runway 19L/R complex direct from the northwest. Is that accurate? Would the change result in noise reduction benefits? Such benefits should be noted in the document so that the public can understand the potential advantages and disadvantages of the proposed action.
 - iv. The Project's Google Earth files (as well as public display boards presented at FAA workshops) show a slight shift to the south in downwind arrivals into Runways 26L/R and Runways 19L/R. What percentage of flights were assumed to turn early on the downwind completing the 180° final approach turn prior BERBN (*i.e.*, prior to reaching the urbanized area)? Additionally, what is the altitude difference at REDQN, TWAF, and/or BERBN before and after the proposed change? This is important information to share with the public because the southward shift seems to be one of only a handful of traffic pattern changes over the urbanized area.
- e. CRESO FOUR:
- i. The proposed procedure file downloaded into Google Earth does not appear to be the CRESO FOUR; instead, it appears to be GIDGT ONE.
 - ii. The proposed flight track file downloaded into Google Earth depicts very few tracks. If there is no change to current procedures, existing flight tracks should be shown.
 - iii. Does the arrival flow into the Runway 19L/R and 26L/R complex mimic those flown for COKTL, which seems to push the aircraft further east, over less populated areas (see above)?
 - iv. It is not immediately clear why two unique conventional arrivals (CRESO and GRMMA) are needed from the southwest for LAS. This may be confusing for the public.
- f. FLCHR ONE:
- i. The Project's Google Earth files suggest that all four of the flight tracks for this procedure mimic FUZZY EIGHT conventional procedures. If that is accurate, it may be worth clarifying for the public.

g. GAMES ONE

- i. GAMES ONE is listed as replacing ADDEL ONE for HND and LAS. Our understanding is that ADDEL ONE only provides service to HND. It would be helpful to clarify this point.
- ii. GAMES ONE appears very similar to COKTL ONE. It may be worth clarifying for the public the relationship between the two procedures.
- iii. The Project's Google Earth files show an arrival flow into the Runway 19L/R complex northwest of LAS over the urbanized area, southbound over the Las Vegas Strip (similar to COKTL). Although currently being flown only on a limited basis, it is not displayed as one of the six significant changes on the public workshop boards. Would this procedure continue to be used?
- iv. Does the arrival flow into the Runway 19L/R complex east of LAS push all arrivals beyond the urban area (*i.e.*, the aircraft wouldn't turn before BERBN, similar to COKTL). If so, would the change result in noise reduction benefits? Such benefits should be noted in the document so that the public can understand the potential advantages and disadvantages of the proposed action.
- v. The Project's Google Earth files do not show a slight southward shift for downwind arrivals into Runways 26L/R and Runways 19L/R (as they do for COKTL). In contrast, the public display boards presented by the FAA at various workshops do appear to show the shift. This should be clarified. Additionally, what is the altitude difference at REDQN, TWAF, and/or BERBN before and after the proposed change (if any)? This is important information to share with the public because the southward shift (if any) would be one of only a handful of traffic pattern changes over the urbanized area.

h. GIDGT ONE:

- i. At the FAA's December 2019 public workshops, there were many questions about the altitude of the aircraft departing Runways 19L/R when turning towards the west prior to reaching the railroad track. What is the estimated/modeled altitude for those aircraft?
- ii. There are no proposed action procedure routes downloaded into Google Earth for GIDGT.
- iii. At the December 2019 public workshops, there were many questions regarding the type and percentage of aircraft departing Runways 19L/R using GIDGT ONE. The FAA presentation boards and responses to comments from FAA staff (and their representatives) stated that GIDGT ONE would only be used by general aviation aircraft, and on average around 10 or less per day.

Neither the Draft EA nor its appendices provides that information. The EA should be revised to address this point; it is a matter of substantial public concern. And, in the same vein, what measures will be implemented to ensure non-GA aircraft will not fly the route?

- iv. The Project's Google Earth files suggest that GIDGT ONE replaces TRALR NINE (with RATPK replacing STAAV EIGHT). Is that accurate? It would be helpful to clarify the EA.
- v. Since TRALR is not meant to be replaced and GIDGT is intended to be used by general aviation aircraft only, how will larger aircraft departing Runways 19L/R to the northeast be accommodated?
- vi. For general aviation departures from the Runway 19L/R complex, what is the cost/time difference between flying the proposed GIDGT ONE and flying TRALR NINE? The GIDGT ONE procedure is one of only a handful of traffic pattern changes over the urbanized area, and introduces a new flight protocol. Such a change may not be warranted unless it brings substantial efficiency gains and minimizes complexity.
- vii. GIDGT ONE appears to be modeled off the existing JANET/EG&G Runway 19L/R departure procedure. If GIDGT ONE is going to be used by general aviation aircraft only, will aircraft continue to fly the existing JANET/EG&G procedure?
- i. GRMMA ONE:
 - i. GRMMA is listed as replacing CLARR as a conventional procedure. CLARR serves LAS, HND, and VGT. GRMMA is listed as only serving LAS. What conventional arrival procedures will service HND and VGT from the southwest?
 - ii. The Project's Google Earth files show an arrival flow into the Runway 19L/R complex southwest of LAS over the urbanized area, southbound over the Las Vegas Strip (similar to COKTL and GAMES). Although currently being flown on a limited basis, it is not displayed as one of the six significant changes on the public workshop boards. Would this procedure still be used?
 - iii. Would the arrival flow into the Runway 19L/R complex east of LAS push all arrivals beyond the urbanized portion of Clark County (*i.e.*, aircraft wouldn't turn before BERBN, like COKTL and GAMES). If so, would the change result in noise reduction benefits? Such benefits should be noted in the document so that the public can understand the potential advantages and disadvantages of the proposed action.
 - iv. The Project's Google Earth files show a slight shift to the south for downwind arrivals into Runways 26L/R and Runways 19L/R (similar to COKTL). What percentage of flights were assumed to turn early on the downwind completing the 180° final approach turn prior to BERBN (*i.e.*,

before reaching the urbanized area)? Additionally, what is the altitude difference at REDQN, TWAFL, and/or BERBN before and after the proposed change? This is important information to share with the public because the southward shift seems to be one of only a handful of traffic pattern changes over the urbanized area.

j. HOOVER SEVEN:

- i. At the FAA's December 2019 public workshops, there were many questions regarding the altitude of the aircraft when remaining on Runway 19L/R heading over the Southern Highlands community. What is the estimated/modeled altitude for those aircraft within that area? How does that compare to the arrivals over that area into Runways 01L/R? This information will help the public understand both current conditions and the potential consequences of the proposed action.
- ii. At the FAA's December 2019 public workshops, there were many questions regarding the type and percentage of aircraft departing Runways 19L/R. Neither the Draft EA nor its appendices provides that information. It would be helpful to clarify the Draft EA to address this issue; it is a matter of significant public concern.
- iii. The Project's Google Earth files appear to show departures from Runways 26L/R turning much earlier than actual, current flight tracks. Is that accurate?
- iv. The Project's Google Earth files do not show a 10° divergence after a few miles off the end of Runways 26L/R and 08L/R. Is that accurate? Other procedures (e.g., JOHKR, NITZ, RADYR, and RASLR) follow a 10° divergence. This may be one of only a handful of traffic pattern changes over the urbanized area. Information about the efficiency gains (if any) from such a change should be provided in order to help the public understand the advantages and disadvantages of the proposed action.
- v. The Project's Google Earth files appear to show departures from Runways 01L/R following runway alignment over/through Nellis's aircraft, as distinguished from actual flight tracks. Is this accurate?
- vi. The proposed action procedure route file downloaded into Google Earth off Runways 19L/R depict a runway heading until the northern boundary of Southern Highlands, but the public workshop board displayed a runway heading until beyond/after passing over the urbanized area. Is there an error with the proposed action flight track and procedural track data in the Google Earth file?
- vii. The procedure action flight tracks downloaded into Google Earth off Runways 19L/R depict some aircraft turning west of Southern Highlands, towards the old ROPPR waypoint.

But the boards presented by the FAA at public workshops only displayed a runway heading until beyond/after the edge of the urbanized area. It is essential to address and resolve this discrepancy. Having aircraft follow runway heading until beyond the urban area, which mimics the arrival pattern into Runways 01L/R seems to be one of only a handful of traffic pattern changes over the urbanized area. It would be helpful to identify any efficiency or complexity benefits driving such a change. This will help the public understand the advantages and disadvantages of the proposed action.

k. ISHEE ONE:

- i. ISHEE is listed as replacing KADDY as a conventional procedure. KADDY serves LAS, HND, and VGT. ISHEE is listed as only serving LAS. What conventional arrival procedures will service HND and VGT from the southeast?

l. JAYSN ONE:

- i. JAYSN is listed as replacing SUNST FOUR. COKTL ONE is identified as replacing SUNST FOUR. Is that accurate? It may be helpful to clarify this point for the public.
- ii. The Project's Google Earth files do not appear to identify any flight tracks into Runway 08L/R. Is that accurate?
- iii. Does the arrival flow into the Runway 19L/R complex east of LAS push all arrivals beyond the urban area (*i.e.*, the aircraft wouldn't turn before BERBN, similar to COKTL). If so, would the change result in noise reduction benefits? Such benefits should be noted in the document so that the public can understand the potential advantages and disadvantages of the proposed action.
- iv. The Project's Google Earth files show a slight shift to the south for downwind arrivals into Runways 26L/R and Runways 19L/R (similar to COKTL). What percentage of flights were assumed to turn early on the downwind completing the 180° final approach turn prior to BERBN (*i.e.*, before reaching the urbanized area)? Additionally, what is the altitude difference at REDQN, TWAF, and/or BERBN before and after the proposed change? This is important information to share with the public because the southward shift seems to be one of only a handful of traffic pattern changes over the urbanized area.

m. JOHKR ONE:

- i. At the FAA's December 2019 public workshops, there were many questions regarding the altitude of the aircraft when remaining on Runway 19L/R heading over the Southern Highlands community. What is the estimated/modeled altitude for those aircraft within that area? How does that compare to the arrivals over that area into Runways 01L/R?

This information will help the public understand both current conditions and the potential consequences of the proposed action.

- ii. At the FAA's December 2019 public workshops, there were many questions regarding the type and percentage of aircraft departing Runways 19L/R. Neither the Draft EA nor its appendices provides that information. It would be helpful to clarify the Draft EA to address this issue; as noted above, it is a matter of significant public concern.
 - iii. The proposed action flight tracks downloaded into Google Earth for departures off Runways 26L/R and 08L/R have a 10° divergence after a few miles off the end of the runway. This slight 10° divergence when departing to the west seems to be one of only a handful of traffic pattern changes over the urbanized area. Information about the efficiency gains (if any) from such a change should be provided in order to help the public understand the advantages and disadvantages of the proposed action.
 - iv. The procedure action flight tracks downloaded into Google Earth off Runways 19L/R depict some aircraft turning west of Southern Highlands, towards the old ROPPR waypoint. But the boards presented by the FAA at public workshops only displayed a runway heading until beyond/after the edge of the urbanized area. As noted above, it is essential to address and resolve this discrepancy. Having aircraft follow runway heading until beyond the urban area, which mimics the arrival pattern into Runways 01L/R, seems to be one of only a handful of traffic pattern changes over the urbanized area. It would be helpful to identify any efficiency or complexity benefits driving such a change. This will help the public understand the advantages and disadvantages of the proposed action.
- n. LOHLA ONE:
- i. LOHLA was added to the Project's Google Earth files well after the public review and comment process had begun. We are very concerned that the public may not have had a chance to properly understand and address this procedure.
 - ii. At the FAA's December 2019, public workshops, there were many questions about the altitude of the aircraft departing Runways 19L/R when turning towards the west prior to reaching the railroad track. What is the estimated/modeled altitude for those aircraft?
 - iii. At the December 2019 public workshops, there were many questions regarding the type and percentage of aircraft departing Runways 19L/R using GIDGT ONE. The FAA presentation boards and responses to comments from FAA staff (and their representatives) stated that GIDGT ONE would only be used by general aviation aircraft, and on average around 10 or less per day. Neither the Draft EA nor its appendices provides that information. As noted above, the EA should be revised to address this point; it is a matter of substantial public concern.

And, in the same vein, what measures will be implemented to ensure non-GA aircraft will not fly the route?

- iv. LOHLA appears to be modeled off the existing JANET/EG&G Runway 19L/R departure procedure. If GIDGT ONE is going to be used by GA aircraft only, will JANET/EG&G continue to fly the existing procedure?
- o. MCCARRAN SIX
 - i. As noted above, at the FAA's December 2019 public workshops, there were many questions regarding the altitude of the aircraft when remaining on Runway 19L/R heading over the Southern Highlands community. What is the estimated/modeled altitude for those aircraft within that area? How does that compare to the arrivals over that area into Runways 01L/R? This information will help the public understand both current conditions and the potential consequences of the proposed action.
 - ii. At the FAA's December 2019 public workshops, there were many questions regarding the type and percentage of aircraft departing Runways 19L/R. Neither the Draft EA nor its appendices provides that information. It would be helpful to clarify the Draft EA to address this issue; as noted above, it is a matter of significant public concern.
 - iii. The Project's Google Earth files appear to show departures from Runways 26L/R turning much earlier than actual, current flight tracks. Is that accurate?
 - iv. The proposed action flight tracks downloaded into Google Earth for departures off Runways 26L/R and 08L/R have a 10° divergence after a few miles off the end of the runway. This slight 10° divergence when departing to the west seems to be one of only a handful of traffic pattern changes over the urbanized area. Information about the efficiency and/or safety gains (if any) from such a change should be provided in order to help the public understand the advantages and disadvantages of the proposed action.
 - v. The procedure action flight tracks downloaded into Google Earth off Runways 19L/R depict some aircraft turning west of Southern Highlands, towards the old ROPPR waypoint. But the boards presented by the FAA at public workshops only displayed a runway heading until beyond/after the edge of the urbanized area. As noted above, it is essential to address and resolve this discrepancy. Having aircraft follow runway heading until beyond the urban area, which mimics the arrival pattern into Runways 01L/R, seems to be one of only a handful of traffic pattern changes over the urbanized area. It would be helpful to identify any efficiency or complexity benefits driving such a change. This will help the public understand the advantages and disadvantages of the proposed action.

p. NIITZ ONE:

- i. As noted above, at the FAA's December 2019 public workshops, there were many questions regarding the altitude of the aircraft when remaining on Runway 19L/R heading over the Southern Highlands community. What is the estimated/modeled altitude for those aircraft within that area? How does that compare to the arrivals over that area into Runways 01L/R? This information will help the public understand both current conditions and the potential consequences of the proposed action.
- ii. At the FAA's December 2019 public workshops, there were many questions regarding the type and percentage of aircraft departing Runways 19L/R. Neither the Draft EA nor its appendices provides that information. It would be helpful to clarify the Draft EA to address this issue; as noted above, it is a matter of significant public concern.
- iii. The Project's Google Earth files appear to show departures from Runways 26L/R turning much earlier than actual, current flight tracks. Is that accurate?
- iv. The proposed action flight tracks downloaded into Google Earth for departures off Runways 26L/R and 08L/R have a 10° divergence after a few miles off the end of the runway. This slight 10° divergence when departing to the west seems to be one of only a handful of traffic pattern changes over the urbanized area. Information about the efficiency and/or safety gains (if any) from such a change should be provided in order to help the public understand the advantages and disadvantages of the proposed action.
- v. The procedure action flight tracks downloaded into Google Earth off Runways 19L/R depict some aircraft turning west of Southern Highlands, towards the old ROPPR waypoint. But the boards presented by the FAA at public workshops only displayed a runway heading until beyond/after the edge of the urbanized area. As noted above, it is essential to address and resolve this discrepancy. Having aircraft follow runway heading until beyond the urban area, which mimics the arrival pattern into Runways 01L/R, seems to be one of only a handful of traffic pattern changes over the urbanized area. It would be helpful to identify any efficiency or complexity benefits driving such a change. This will help the public understand the advantages and disadvantages of the proposed action.

q. NORTHTOWN FIVE:

- i. Based on the Project's downloadable Google Earth files, it appears that all three (3) of the existing procedures are unchanged. Is that accurate? It may be worth clarifying for the public.

- r. NTNDO ONE:
 - i. NTNDO is listed as replacing JOMIX for the RNAV procedure. JOMIX serves HND. NTNDO is listed as serving HND and VGT. What RNAV arrival procedure is NTNDO replacing for VGT from the southwest?
- s. OYODA ONE:
 - i. Based on the Project's downloadable Google Earth files this procedure seems to mimic existing procedures. Is that accurate? If so, it should be clarified for the public.
- t. Preferred Routing – Arrivals and Departures
 - i. The “preferred routing - arrivals” and “preferred routing - departures” proposed action does not list any existing procedures that would be replaced. It is not clear how these routing structures are intended to function. This should be clarified for the public.
 - ii. In the Project's Google Earth files, there are four HND, five LAS, and four VGT proposed action procedures bearing a “T” designation. Do those files represent the preferred routing procedures? This needs to be clarified for the public.
 - iii. Based on the downloadable Google Earth files, all of the preferred routing procedures seem to mimic existing procedures. Is this accurate? If so, it would be helpful to incorporate it into the clarification referenced above.
- u. PUMLE ONE:
 - i. PUMLE is listed as replacing FUZZY for the conventional procedure. FUZZY serves LAS, HND, and VGT. PUMLE is listed as only serving LAS. What conventional arrival procedures will serve HND and VGT from the northwest?
 - ii. The proposed action flight track files downloaded into Google Earth shows an arrival flow into the Runway 19L/R complex southwest of LAS over the urban area, southbound over the Las Vegas Strip (similar to COKTL, GAMES, GRMMA, and JAYSN).

Although currently flown only on a limited basis, it is not displayed as one of the six significant changes on the public workshop boards. Would this procedure continue to be used?
 - iii. Would the arrival flow into the Runway 19L/R complex east of LAS push all arrivals beyond the urbanized portion of Clark County (*i.e.*, aircraft wouldn't turn before BERBN, like COKTL and GAMES). If so, would the change result in noise reduction benefits?

Such benefits should be noted in the document so that the public can understand the potential advantages and disadvantages of the proposed action.

- iv. The Project's Google Earth files (as well as public display boards presented at FAA workshops) show a slight shift to the south in downwind arrivals into Runways 26L/R and Runways 19L/R. What percentage of flights were assumed to turn early on the downwind completing the 180° final approach turn prior BERBN (*i.e.*, prior to reaching the urbanized area)? Additionally, what is the altitude difference at REDQN, TWAFL, and/or BERBN before and after the proposed change? As noted above, this is important information to share with the public because the southward shift seems to be one of only a handful of traffic pattern changes over the urbanized area.

- v. RADYR ONE:
 - i. As noted above, at the FAA's December 2019 public workshops, there were many questions regarding the altitude of the aircraft when remaining on Runway 19L/R heading over the Southern Highlands community. What is the estimated/modeled altitude for those aircraft within that area? How does that compare to the arrivals over that area into Runways 01L/R? This information will help the public understand both current conditions and the potential consequences of the proposed action.
 - ii. At the FAA's December 2019 public workshops, there were many questions regarding the type and percentage of aircraft departing Runways 19L/R. Neither the Draft EA nor its appendices provides that information. It would be helpful to clarify the Draft EA to address this issue; as noted above, it is a matter of significant public concern.
 - iii. The Project's Google Earth files appear to show departures from Runway 01R turning much later than actual, current flight tracks. Is that accurate?
 - iv. The proposed action flight tracks downloaded into Google Earth for departures off Runways 26L/R and 08L/R have a 10° divergence after a few miles off the end of the runway. This slight 10° divergence when departing to the west seems to be one of only a handful of traffic pattern changes over the urbanized area. Information about the efficiency and/or safety gains (if any) from such a change should be provided in order to help the public understand the advantages and disadvantages of the proposed action.

- w. RASLR
 - i. At the FAA's December 2019 public workshops, there were many questions regarding the altitude of the aircraft when remaining on Runways 19L/R heading over the Southern Highlands community. What is the estimated/modeled altitude for those aircraft within that area? How does that compare to the arrivals over that area into Runways 01L/R?

This information will help the public understand both current conditions and the potential consequences of the proposed action.

- ii. RASLR is listed as replacing COWBY EIGHT. NIITZ is also identified as replacing COWBY EIGHT. It appears that RASLR may be replacing the existing PRFUM procedure instead. This should be clarified and corrected.
 - iii. At the FAA's December 2019 public workshops, there were many questions regarding the type and percentage of aircraft departing Runways 19L/R. Neither the Draft EA nor its appendices provides that information. It would be helpful to clarify the Draft EA to address this issue; as noted above, it is a matter of significant public concern.
 - iv. The proposed action flight tracks downloaded into Google Earth for departures off Runways 26L/R and 08L/R have a 10° divergence after a few miles off the end of the runway. This slight 10° divergence when departing to the west seems to be one of only a handful of traffic pattern changes over the urbanized area. Information about the efficiency and/or safety gains (if any) from such a change should be provided in order to help the public understand the advantages and disadvantages of the proposed action
- x. RATPK ONE:
- i. At the FAA's December 2019 public workshops, there were many questions regarding the altitude of the aircraft when departing Runway 08L/R and making the loop over urbanized portions of Clark County. What is the estimated/modeled altitude for those aircraft within that area?
 - ii. RATPK is listed as replacing STAAV EIGHT. GIDGT also replaces STAAV EIGHT. RATPK seems to replace the existing TRALR procedure, rather than STAAV. This should be clarified and corrected.
 - iii. The Project's Google Earth files show three unique flight paths to the northeast from LAS runway complexes 26L/R, 08L/R, and 01L/R. Are there no departures off Runways 19L/R for RATPK? This is an important question because at the FAA's December 2019 public workshops, there were many questions regarding the altitude of the aircraft departing Runways 19L/R when turning towards the west prior to reaching the railroad track.

What is the estimated/modeled altitude for those aircraft within that area? There were also quite a few questions about the type and percentage of aircraft departing Runways 19L/R. The FAA's presentation boards and the statements of FAA staff (and their representatives) stated that GIDGT/RATPK would only be used by general aviation aircraft, and on average around 10 or less per day. None of the appendices to the Draft EA provides that information. Nor were we able to locate any specific measures that would restrict use of RATPK to general aviation aircraft.

- iv. If RATPK departures off Runways 19L/R (if any) are intended to be used only by general aviation aircraft only, how will larger aircraft departing Runways 19L/R to the northeast be accommodated?
 - v. For general aviation departures from the Runway 19L/R complex, what is the cost/time difference between flying the proposed RATPK ONE and flying TRALR NINE? The RATPK ONE procedure is one of only a handful of traffic pattern changes over the urbanized area, and introduces a new flight protocol. Such a change may not be warranted unless it brings substantial efficiency gains and minimizes complexity
 - vi. If there are RATPK departures off Runways 19L/R, RATPK is modeled off the existing JANET/EG&G Runway 19L/R departure procedure (where they mimic the Runway 25L/R departure flow). Since the document/presentation material states RATPK is going to be used by GA aircraft, then JANET/EG&G will continue to fly the procedure as they have been for over a decade. Also, what measures will be implemented to ensure non-GA aircraft will not fly the route?
 - vii. RATPK ONE may have been modeled off the existing JANET/EG&G Runway 19L/R departure procedure. If RATPK is going to be used by general aviation aircraft off Runway 19 L/R, will aircraft continue to fly the existing JANET/EG&G procedure?
- y. RKSTR ONE:
- i. Based on the Project's downloadable Google Earth files, all four (4) proposed procedures seem to mimic existing and/or other proposed procedures from the southeast when over urbanized areas of Clark County. Is that accurate? If so, it should be clarified for the public.
- z. RNRZ ONE
- i. The Project's Google Earth files show an arrival flow into the Runway 19L/R complex southwest of LAS over the urban area, southbound over the Las Vegas Strip (similar to COKTL, GAMES, GRMMA, JAYSN, and PUMLE). Although currently flown on a limited basis, it is not displayed as one of the six significant changes on the public workshop boards. Would this procedure still be used?
 - ii. Does the arrival flow into the Runway 19L/R complex east of LAS push all arrivals beyond the urban area (*i.e.*, the aircraft wouldn't turn before BERBN, similar to COKTL). If so, would the change result in noise reduction benefits? Such benefits should be noted in the document so that the public can understand the potential advantages and disadvantages of the proposed action.

- iii. The Project's Google Earth files (as well as public display boards presented at FAA workshops) show a slight shift to the south in downwind arrivals into Runways 26L/R and Runways 19L/R. What percentage of flights were assumed to turn early on the downwind completing the 180° final approach turn prior BERBN (*i.e.*, prior to reaching the urbanized area)? Additionally, what is the altitude difference at REDQN, TWAF, and/or BERBN before and after the proposed change? As noted above, this is important information to share with the public because the southward shift seems to be one of only a handful of traffic pattern changes over the urbanized area.
 - aa. SCAMR ONE:
 - i. This procedure is listed as serving LAS, but the Project's Google Earth files show it serving HND. Which is accurate?
 - bb. WYLAND ONE:
 - i. This procedure appears to mimic existing procedures. Is that accurate? If so, it should be clarified for the public.
22. Table 3-2: Several replacements for existing procedures appear to be missing from the proposed action, which are set out below. For each one, the EA should be revised to clarify the existence (or not) of any replacement and whether future flights would be covered by the "preferred routing" options listed in Table 3-2.
- a. There appears to be no proposed action to replace the existing LUXOR conventional arrival procedure into HND and VGT from the northeast
 - b. There appears to be no proposed action to replace the existing GRNPA RNAV arrival procedure into LAS from the northeast.
 - c. There appears to be no proposed action to include any type of RNAV arrival procedure into VGT from the northeast.
 - d. There appears to be no proposed action to replace the existing KADDY conventional arrival procedure into HND and VGT from the southeast.
 - e. There appears to be no proposed action to replace the existing KNGMN RNAV arrival procedure into HND from the southeast. Is this correct? If so, there would be no RNAV procedure from the southeast for HND.
 - f. There appears to be no proposed action to replace the existing CLARR conventional arrival procedure into HND and VGT from the southwest.
 - g. There appears to be no proposed action to replace the existing FUZZY conventional arrival procedure into HND and VGT from the northwest.
 - h. There appears to be no proposed action to replace the existing LAS VEGAS conventional departure procedure from LAS to the northeast.

- i. There appears to be no proposed action to replace the lack of any existing conventional departure procedure from HND and VGT to the northeast.
 - j. There appears to be no proposed action to include any type of RNAV departure procedure from VGT to the northeast.
 - k. Although NORTHOWN remains unchanged as the conventional procedure from VGT to the southeast, there appear to be no proposed actions to replace RIGHTTURN and/or BOULDER CITY.
 - l. There appears to be no proposed action to address the lack of conventional departure procedure from HND to the southeast
 - m. There appears to be no proposed action to replace the existing FLAMZ RNAV departure procedure from HND to the southeast.
 - n. There appears to be no proposed action to include any type of RNAV departure procedure from VGT to the southeast.
 - o. There appears to be no proposed action to address the lack of conventional departure procedure from HND or VGT to the southwest.
 - p. There appears to be no proposed action to include any type of RNAV departure procedure from VGT to the southwest. Is this correct?
23. Table 3-3, page 3-21: Which downloadable Google Earth files are supposed to depict the ten proposed Approaches procedures? Are these procedures covered by other procedure addressed in Table 3-2? There seems to be no correlation between the ten procedures listed in Table 3-3 and the downloadable Google Earth files.
24. Table 3-4, page 3-27: A map depicting the change in entry points, exit points, en route transitions, and runway transitions should be included. Without it, there will be no way to demonstrate whether and how the proposed action would improve flexibility in transitioning aircraft.
25. Table 3-5, page 3-28: A map depicting the change in segregating arrival and departure flows should be included to better explain/depict whether and how the proposed action would represent an improvement.
26. Page 3-29, Table 3-6: A map depicting the change in predictability of air traffic flows should be included to better explain/depict whether and how the proposed action would represent an improvement.

Chapter 4

27. Page 4-2, Table 4-1 and Exhibit 4-1: Since there are few incorporated cities included in the study area, it would have been appropriate to list and display those jurisdictions as well.

28. Page 4-8: Appendix I does not provide sufficient detail to support representations regarding typical traffic flow, climb and descent patterns. It is essential to disclose such data, especially over the urbanized area.
29. Page 4-9, Table 4-2 and Exhibit 4-2: Although the grid point analysis is useful, it would also be helpful to provide detail beyond that presented in Exhibit 4-2. More detailed maps, using a non-grid noise exposure, can be prepared. Examples include the July 2006 Las Vegas McCarran International Airport Final Supplemental Environmental Assessment (Exhibit B-7), which includes contours rather than grid points.
30. Page 4-10 and Exhibit 4-3: The radar data was collected from late 2016 through most of 2017. The population data used was from 2011. Clark County maintains up-to-date land use and population data, which we would be happy to provide. We are concerned that reliance on older data may underestimate impacts, particularly in light of the growth that occurred within Southern Nevada from 2011 through 2018.

Chapter 5

31. Page 5-4: The suggestion that “no action” and “proposed action” tracks were available and depicted on Exhibits 3-7 through 3-10 in Chapter 3 appears to be inaccurate. Again, we strongly recommend revising the EA to include more appropriate maps.
32. Page 5-6 and Exhibits 5-1 and 5-2. The text and exhibits should be clarified to better depict the impacts of the proposed action. Although they may look similar (if not identical) to the exhibits for the no action alternative, such exhibits should nonetheless be provided.
33. Page 5-13 and Exhibits 5-1 and 5-2: It would be much more helpful to place the exhibits so that they appear together with the relevant text.
34. Pages 5-23 to 5-25 and Tables 5-7 to 5-8: As noted above, it would be helpful to provide additional information about the proposed action’s benefits (if any) with respect to pollution, fuel burn, and flight times. These themes have been repeatedly invoked during prior phases of the Project, and the public now expects to receive robust information on the topic.
35. Pages 5-56 to 5-57: As you may be aware, a supplemental commercial service airport has previously been proposed in the Ivanpah Valley in southern Clark County. The Ivanpah project falls outside the time horizon for the Metroplex Project’s cumulative impact analysis. Moreover, addressing the Ivanpah project at this time and in this context would not provide meaningful environmental information to the FAA. Nevertheless, we think it is important for the EA acknowledge the Ivanpah project and explain why it need not be addressed in detail in section 5.10. This will help the public understand the relationship — or, more accurately, the absence of relationship — between the two projects.

Appendices

36. General: The CCDOA should have been consulted to review the flight schedule information.

Since all three study airports are owned by Clark County, the subject matter experts regarding our airport movements would include DOA staff. We are not aware of any such consultations.

37. Appendix A: The material/slides presented to the Board of County Commissioner on December 6, 2016, and to U.S. Congressional representatives on December 7, 2019, should be included. Additionally, although the invitations, sign-in sheets, and comment summary are included from the April 2019 workshops, the boards/material presented at those meetings are not included. Likewise, the material/slides presented to the LVCVA in September 2019 are also not included. Omission of these materials removed the only FAA graphics (of which we are aware) clearly showing the specific changes expected to result from implementation of the proposed action.
38. Appendix F, Table 18: There appears to be a discrepancy between the Study Team's findings with respect to fuel burn and carbon emissions and the findings of ATAC on that same subject. It would be helpful to explain this.
39. Appendix H, Page 3-6, Table 6 and related text: The document does not specifically reference who were the subject experts on replacement assumptions. Since all three study airports are owned by Clark County, the subject matter experts regarding our airport movements would include CCDOA staff. CCDOA's input on replacement assumptions was never sought.
40. Appendix I, Page 2-1, last full paragraph: The document states that noise exposure contours describe noise impacts within a few miles of an airport. The AEDT model does provide noise contours as an output file. Why wasn't the document supplemented with noise contours around each airport, which would also encompass the urbanized area. This might help depict the noise impact at the 60 to 65 DNL levels and greater.
41. Appendix I, Page 2-2, Section 2.3: States the centroid with the largest population based on the 2010 U.S. Census blocks was 4,978. If this centroid has a noise increase of 1.5 dB in the 65 DNL or higher, then would the report/analysis have a finding that all 4,978 people living in that centroid would have had an increase in the noise impact? Clark County has more detailed and up-to-date land use and population data, which was never requested or used for this study. Since all three study airports are owned by Clark County, the subject matter experts regarding adjacent land uses and populations would include CCDOA staff. CCDOA's input on existing land use was never sought.
42. Appendix I, Page 2-2, Section 2.3 and Exhibit 1: Even if zoomed at 800% (like that somewhat recommended under Section 2.5), Exhibit 1 does not clearly show urban development patterns. The use of aerial imagery and detailed maps around each subject airport are needed to better inform the reader of the potential impacted community. Although the exhibit does depict the study area and generally where the population centroids are located, supplemental exhibits are needed.
43. Appendix I, Page 3-4, first full paragraph: Although the document states that runway use is not expected to change between the base year and the forecasted years, others (including FAA ATC) have suggested that configuration 3 will be used more frequently as traffic

continues to increase at LAS. It may be helpful to recognize and squarely address this issue.

44. Appendix I, Pages 3-21 and Exhibits 4 and 5: States that 6,616 unique departure tracks and arrival tracks were used in the AEDT to model the noise impact. It is not immediately clear where the different tracks lie over the urban area. Are all 6,616 tracks the same data as that downloaded via the Google Earth files?
45. Appendix I, Page 3-27, Section 3.2.10: States that each 6,616 tracks were assigned input data. We are assuming this means frequency of use and which aircraft are using each track. Where is that supplemental data? For example, for the AEDT GIDGT tracks, what percent of the overall departure traffic was assigned to each track, and which aircraft types were included in that assignment?
46. Appendix I, Page 5-2, Study Airports – Departures and related Exhibit 6: The document does not provide enough detailed data regarding the no action versus proposed action departure routes. One map trying to depict such a change seems almost worthless. Although the data is somewhat available in the Google Earth files, expecting an interested party to use that data versus understanding the proposed change in document itself is in error. Additional, detailed map, including aerial photography, is needed to better display said change.
47. Appendix I, Page 5-2, Study Airports – Arrivals and related Exhibit 7: The document does not provide enough detailed data regarding the no action versus proposed action arrival routes. One map trying to depict such a change seems almost worthless. Although the data is somewhat available in the Google Earth files, expecting an interested party to use that data versus understanding the proposed change in document itself is in error. Additional, detailed map, including aerial photography, is needed to better display said change.
48. Appendix I, Page 5-7, Table 12, and related Exhibit 9: States that in two (2) population centroids, 302 fewer people would be impacted by the proposed action in 2020 by 5 dB in the 45 to 60 DNL.

But the two census centroids highlighted in Exhibit 9 do not clearly depict any existing residential land uses within the area, and thus the findings seem in error.
49. Appendix I, Page 5-8, Table 14, and related Exhibit 11: States that in two (2) population centroids, 302 fewer people would be impacted by the proposed action in 2020 by 5 dB in the 45 to 60 DNL. But the two census centroids highlighted in Exhibit 9 do not clearly depict any existing residential land uses within the area, and thus the findings seem in error.
50. Appendix I, Page 6-177 and related Table A7.1: States that 108 individual grid point were assessed for noise sensitive land uses. An example is the place name of Bali Hai Golf Club, where the baseline noise level was modeled at 67.01, the 2020 proposed action was modeled at 67.15, and the 2025 proposed action was modeled at 67.42. This data should have also been supplemented with a noise contour exhibit for the no action, 2020 proposed action, 2025 proposed action, and comparisons between the no action and the proposed action.

We remain available to discuss these comments with you at any time. Please feel free to contact my staff member Jeffrey M. Jacquart at 702-261-5510 or at jeffj@mccarran.com with any questions.

Sincerely,


ROSEMARY A. VASSILIADIS
Director of Aviation

cc (via e-mail): Shawn Kozica (FAA)
 Raquel Girvin (FAA)
 Tamara Swann (FAA)
 Faviola Garcia (FAA)
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Charles Hall
John Howard
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**FAA Responses to Comments of the Clark County Department of Aviation (CCDOA)
on the Draft Environmental Assessment (EA) for the Las Vegas Metroplex
Project**

NOTE: With the exception of the “General Comment” below, this document contains only the FAA’s responses to CCDOA’s comments. For the text of the comments, please see CCDOA’s comment letter dated January 17, 2020.

General Comment (last paragraph on first page): CCDOA is “concerned that the EA’s lack of a straightforward account of current conditions, proposed changes, and potential consequences will lead to unnecessary confusion and controversy. To remedy this concern, we respectfully request that the FAA thoroughly update its Draft EA so that Clark County residents can better understand and evaluate the proposed action and more meaningfully participate in the federal decision-making process.”

Response to General Comment: The FAA appreciates CCDOA’s comments. The EA meets all applicable requirements in regulations of the Council of Environmental Quality (CEQ) implementing the National Environmental Policy Act (NEPA) and in the FAA’s NEPA-implementing procedures (FAA Order 1050.1F). To the extent warranted, the FAA has made changes in the Final EA in response to CCDOA’s comments.

1. Global Comments:

- A. With respect to the difficulty in downloading the files, such difficulty may relate to the capacity of each individual computer and the size of the file being downloaded. The EA contains high-quality exhibits. The agency believes it is important to use such high-quality exhibits, figures, diagrams, etc. to aid in understanding the matters discussed.

The comment also states that “interested citizens will have a difficult time trying to understand the proposed action based on reviewing the Draft EA....” It is not clear from this comment what part of the proposed action discussion in the Draft EA that CCDOA thinks is hard for the public to understand. The FAA has written the EA in compliance with the CEQ regulations and FAA Order 1050.1F. It has included a List of Acronyms and Glossary of terms (Appendix D) to aid in understanding the content. Further, the EA includes appendices that provide background material on various subjects, such as Appendix E – Basics of Noise, and Appendix F - The Study Team Report.

The agency also hosted a week of public workshops in December 2019 where subject matter experts from the agency were available to directly explain the material to the public and answer questions. The locations of the workshops were chosen to make it convenient for residents of affected areas to attend. At these workshops, the FAA

highlighted changes over urbanized areas. The graphics and explanations for those changes can still be found online. During the workshops, subject matter experts also explained why changes suggested by the public in earlier outreach efforts could not be carried forward where such suggestions did not serve the Purpose and Need of the project.

- B. The comment states in this paragraph that the graphics are poorly-scaled, difficult to understand, and sometimes incomplete. The comment also requests graphics to be in pdf format. The graphics within the EA, (unless they are not directly correlated to an existing or proposed procedure), are in pdf format and to scale. The Google Earth files are not officially part of the EA, but are supplemental materials. The agency has made them available to the public as a tool to help understand the material. The Google Earth files allow an infinite adjustment of range so the viewer can tailor materials to specific needs. The last sentence in this paragraph also claims that graphics are not clear and are not understandable. It is not clear which particular graphics the comment refers to. Where CCDOA has specifically identified a graphic or exhibit in the Section 2, “Specific Comments,” of their comment letter, the FAA has been able to more particularly respond and address the concern below. Where CCDOA has not specifically identified a graphic, the FAA is unable to respond with specific information or a specific response. Generally, some exhibits were not prepared to scale because the purpose of the exhibit was to highlight or identify a specific issue and the scale of the graphic did not have any or much bearing on meeting the purpose of the graphic. Other times it was impractical to include a graphic to scale given the expansive Study Area, however, as noted above, the agency has also made available Google Earth files.
- C. As noted above, the EA meets all applicable requirements in the CEQ regulations and the FAA’s NEPA-implementing procedures (FAA Order 1050.1F). The FAA has engaged in extensive community outreach. The FAA has met with elected officials, stakeholders, Clark County, and tribal representatives, and held numerous public workshops, both before and after publishing the draft EA. Appendix A: Agency Coordination, Community Involvement, and List of Receiving Parties lists the Las Vegas Metroplex outreach efforts. The Design and Implementation (D&I) Team hosted public workshops on April 9, 10, and 11, 2019 to introduce preliminary designs of the FAA’s proposed flight procedures and seek comments from the public. Likewise, the FAA hosted workshops in December 2019 following the release of the draft EA. The FAA will not recirculate the document for additional review and comment.
- D. The FAA was cognizant of historical flight tracks and attempted to remain within them whenever possible. CCDOA is correct when it states “available information suggests there may be just six low-altitude changes over urbanized (or developed) areas of Clark County.” All of these changes are documented in the EA, Chapter 3, under 3.2.2 Proposed Action Alternative. They are also on the Environmental website as supplemental information under:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

Draft EA Public Workshop Materials

Las Vegas Metroplex 2019 Public Workshops Proposed Procedure Display Boards

Additionally, the FAA staffed the April and December 2019 public workshops with subject matter experts familiar with all the proposed procedures and available to answer any questions from the public. The display boards used at these workshops highlighted the six changes over urbanized areas in Clark County in response to CCDOA's suggestion.

- E. The assertion that the existing conventional LUXOR TWO arrival procedure features ten unique routes within the Study Area is inaccurate. The conventional LUXOR arrival route terminates at a specific location. It is the responsibility of air traffic controllers, at or prior to the aircraft reaching the termination fix of the procedure, to vector the aircraft to the runway it would land on. The path flown would be similar in most instances. It would need to be to get these aircraft in line with other aircraft going to the same landing runway. Vectors are not procedures, but rather techniques employed by an air traffic controller. For this reason, the FAA has proposed Performance-Based Navigation (PBN) procedures to replace the voice commands and directions by air traffic controllers, which in turn, improves the efficiency of the airspace in the Las Vegas valley. The PBN procedures would formalize the most common track aircraft are vectored along. The proposed conventional BLAID arrival will replace the LUXOR for McCarran International Airport (KLAS) arrivals only and would have the same requirements to vector aircraft at or prior to the termination fix to the intended landing runway. A comparison of the no action alternative/proposed action arrival flows can be found in the *EA Exhibits 3-7 thru 3-10*.
- F. The assumptions concerning flight track use and fleet mix are discussed in Appendix H – Las Vegas Metroplex Flight Schedule Technical Report. The assumptions concerning dispersion and/or concentration are discussed in 5.1.2: Methodology of the EA. Additional information on dispersion can be found in paragraph 3.2.9: Flight Track Definitions of Appendix I – Noise Technical Report. A comparison of the no action alternative to the proposed action dispersion can be found in the Final EA Exhibits 3-7 thru 3-10.
- G. The figures quoted in CCDOA's comment were based on the Study Team Final Report. There are important differences to note between the Study Team Final Report and the Proposed Final Designs described in the report of the Design and Implementation (D&I) Team in Appendix G of the Final EA. While the Study Team developed notional designs in an effort to improve efficiency in the National Airspace System (NAS), the proposed final designs differ from the notional designs due to a more in-depth examination of potential solutions.

As an example, the Study Team proposed a reversal of the existing arrival and departure aircraft routes through the northwest corridor. During the subsequent D & I Phase, the industry stakeholders (i.e. airline tech pilots) advised they could not climb over the terrain west of Las Vegas. Therefore, departures had to be routed south of Mt. Potosi before turning north-westbound. The change added track miles to one procedure and

results in fewer savings than the Study Team estimates. This change was driven by safety.

The Study Team also proposed a much shorter downwind leg for arrivals from the Los Angeles Valley. The D & I Team concluded that the Study Team's notional design would cause the merging of two streams on top of the departure stream off KLAS Runways 19. This would have an impact on safety and, therefore, the Study Team notional design was discarded even though the proposed action increased track miles.

It is also important to note that the Study Team Final Report analysis measures project benefits from the beginning of a procedure. The EA primarily considers benefits at or below 10,000 feet above ground level (AGL). Therefore, any gains that the Study Team determined above 10,000 feet AGL due to reduced track miles and optimized profile descents are not included in the EA.

2. Specific Comments

Chapter 1

1. The assumptions concerning dispersion and/or concentration are discussed in 5.1.2: Methodology of the EA. Dispersion is determined based on Terminal Area Route Generation Evaluation & Traffic Simulation (TARGETS) flyability lines and interviews with air traffic control Subject Matter Experts. A comparison of dispersion under the no action alternative and the proposed action can be found in the EA Exhibits 3-7 thru 3-10.
2. Connections from the arrival procedures to approach courses have been added to the Google Earth files.
3. The references cited are: Exhibit 1-5 Optimized Profile Descent Compared to a Conventional Descent and Exhibit 3-1 Current LAS TYSSN STAR (Vertical Profile and Plan View). Exhibit 1-5 is a generic example of the difference between an Optimized Profile Descent and a Conventional Descent. It is not intended to display actual or planned descent profiles nor is it to scale. Exhibit 3-1 depicts historical tracks for the existing TYSSN STAR demonstrating the inefficiencies (note level off segments). The two exhibits were never intended to serve as a comparison.
4. Section 1.3.2.2: Class B Airspace of the EA describes, in general, Class B airspace. The Final EA will include a depiction of Las Vegas Class B airspace. Section 1.3.2.3: Las Vegas Metroplex Special Use Airspace of the EA describes Special Use Areas in the Las Vegas Metroplex. Exhibit 1-6: Special Use Airspace is a visual depiction of that airspace. Alpha 4 is not Special Use Airspace.
5. The exhibit referenced was included to give the public guidance on the complexities involving KLAS configurations as the Major Study Airport. Runways for Henderson Executive Airport (KHND) and North Las Vegas Airport (KVGT) are referenced in Table 1-1: Las Vegas Metroplex EA Major Study Airports. Runway usage at KHND and

KVGT is based primarily on winds and the operational configuration at KLAS. There are no defined configurations for the secondary airports, and therefore no graphics to demonstrate them.

6. Appendix I, Noise Technical Report, Section 3.2.4. Tables 6 through 8 present summaries of the modeled airport runway use percentages for Study Airport arrivals and departures respectively, by daytime and nighttime, for the No Action and Proposed Action.

Chapter 2

7. Appendix F to the EA contains the Las Vegas Metroplex Study Team Final Report. Section 4 of this report is titled Identified Issues and Proposed Solutions. This section details considerations relating to the need for the Project. Conflicts between aircraft are routinely handled by air traffic controllers but are not logged. The FAA does not track delays of less than 15 minutes. Therefore, specific answers to these questions cannot be given.
8. The lack of runway transitions for LAS arrivals, covered in Section 2.1.2.1, Lack of Predictable Standard Routes Defined by an Insufficient Number of RNAV Procedures and Insufficient Airport Runway Transitions, of the EA, states that no Standard Terminal Arrival had transitions to all runways at KLAS. This results in extensive radar vectoring that take place at or before STAR termination points. The new RNAV arrivals with transitions to all runways deletes the need for controllers to vector. A comparison of arrival flows under the no action alternative and the proposed action can be found in the EA Exhibits 3-7 thru 3-10 and in Google Earth Files.
9. Missing procedures/flight tracks:
 - a. LUXOR TWO (for KVGT)
Aircraft landing at KVGT do not fly the LUXOR TWO arrival. By Letter of Agreement between ZLA and L30 they are required to be routed via V562 or via MMM direct KVGT. This is why the BLAID STAR would not serve KVGT.
 - b. GRNPA TWO
The GRNPA arrival was deleted from the National Airspace System in February of 2019 after the implementation of the SITEE arrival. Neither of these actions were part of the project but happened concurrently with the Study Team and D&I processes. The project is proposing to replace the SITEE arrival with the CHOWW arrival. The GRNPA is referenced in the EA because it was part of the Study Team Final Report, and was operational during the first two years of the project.
 - c. SITEE TWO
South arrival track data has been added to Google Maps.
 - d. TYSSN FIVE
South arrival track data has been added to Google Maps.

e. LAS VEGAS FIVE

f. There are no changes proposed. There is not a no action alternative/proposed action comparison to be made. RIGHTTURN THREE

There are no changes proposed. There is not a no action alternative/proposed action comparison to be made.

g. BOULDER CITY ONE

There are no changes proposed. There is not a no action alternative/proposed action comparison to be made.

10. Section 2.1.2.1, Lack of Predictable Standard Routes Defined by an Insufficient Number of RNAV Procedures and Insufficient Airport Runway Transitions, of the EA states that the LAS Four Corner-Post Plan airspace redesign project in the year 2000 “first required development of conventional procedures and then development of RNAV procedures that mirrored the conventional procedures so all aircraft could follow the same route.” Therefore, for each corner post the RNAV and conventional procedures have similar flight paths. The D & I Team attempted to design procedures that remain within the historical tracks of existing conventional and RNAV procedures whenever possible, particularly close to the airport.

The lack of adequate runway transitions for procedures was a critical problem described in Section 2.1.1, Description of the Problem, of the EA. Historically, controllers have practiced informal, but routine, procedures to vector aircraft to approach and departure paths. A radar vector is not a defined route (see EA, Table 2-1, Notes). The Las Vegas Metroplex proposes RNAV procedures that increase efficiency and reduce complexity. After development, conventional procedures were examined, which resulted in adjustments that would allow continuity with the RNAV designs, but would still require radar vectors.

The procedures are not grouped in the Google Earth Files. Each procedure is an individual file, whether an existing procedure or a proposed procedure. Because of the volume associated with a year of flight tracks, each procedure was subcategorized (north and south) to reduce the amount of data displayed or to allow focus on an area of interest.

The Google Earth files act as a supplement to the EA and show where aircraft currently fly over urbanized areas and where they are proposed to fly in the Proposed Action. Two additional files of existing procedures have been added to Google Earth. Also, existing and proposed approaches have been added to demonstrate the connectivity of the arrival route to the runways. These include:

➤ **SITEE TWO**

South arrival track data has been added to the Google Earth files.

➤ **TYSSN FIVE**

South arrival track data has been added to the Google Earth files.

➤ **KLAS approaches** (to demonstrate connectivity of the STARs to the runways)

◆ No Action Alternative approaches

- ILS or LOC RWY 01L
- RNAV (GPS) RWY 01R
- ILS or LOC RWY 26L
- ILS or LOC RWY 26R
- ◆ Proposed Action approaches
 - ILS or LOC RWY 01L
 - RNAV (GPS) RWY 01R
 - RNAV (RNP) RWY 08R
 - RNAV (RNP) RWY 19R
 - RNAV (RNP) RWY 19L
 - ILS or LOC RWY 26L
 - ILS or LOC RWY 26R
 - RNAV (RNP) RWY 26L
 - RNAV (RNP) RWY 26R
 - VGT RNAV (GPS) 12R

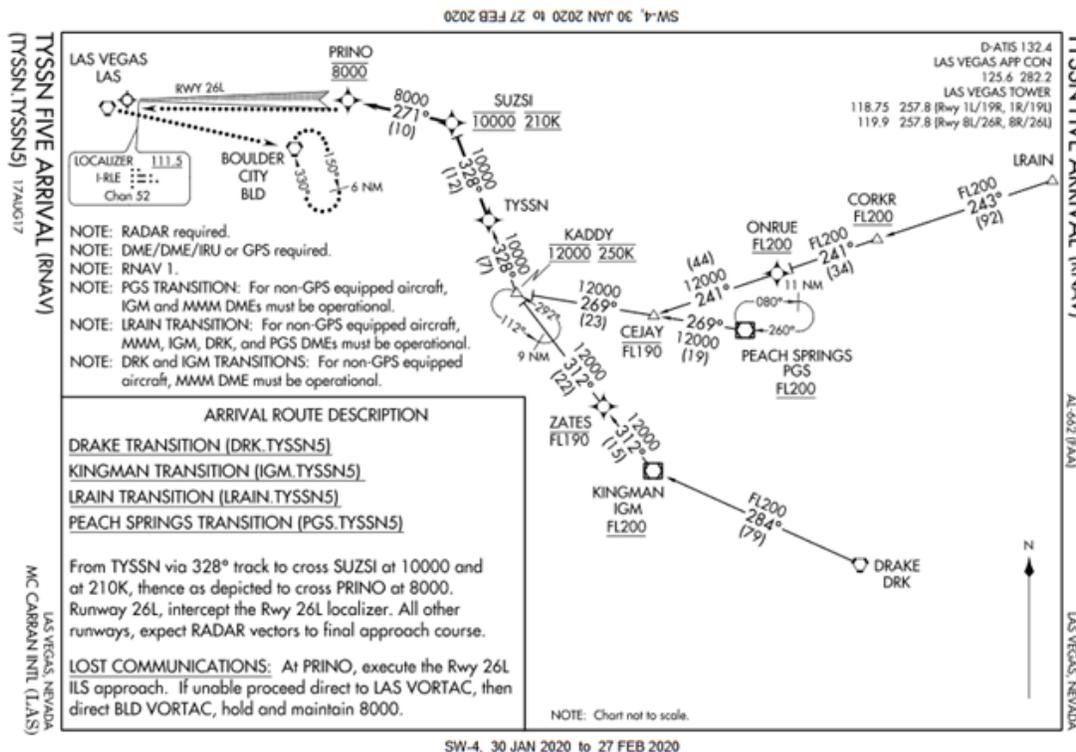
Clark County's proposed grouping (a. through x.) are not correct. For example, Comment No. 10 deduces that the Google Earth files are grouped as described in subparts a. through x. This is not the way the procedures are grouped. Rather, the Google Earth files are grouped by airport, then by No Action Alternative and Proposed Action. The No Action Alternative and Proposed Action are then sub-grouped by procedure. If there is no Proposed Action for an existing procedure, there were no flight tracks displayed in the Google Earth files, which is intended to show the comparison of No Action Alternative to the Proposed Action. This is why there are fewer Google Earth files than existing procedures listed in Table 2-1.

11. Table 3-1, No Action Alternative SIDs and STARS, Note 1, of the EA states: "A runway transition is counted if there is at least one waypoint or fix beyond (or prior to) the common route to create a defined segment between the runway and common route (i.e. a defined route between two fixes or waypoints)." In some cases, the runway transition still requires radar vectors because there are no published instrument approach procedures to connect to the runway. A radar vector is not a defined route and therefore are not included in runway transition counts (see EA, Table 2-1, Notes). The Google Earth files show tracks to some runways that are not part of a published route. Therefore there are tracks shown to the runways but there are no transitions as defined above to be counted in Table 3-1. Transitions to and from the runways are a major component of the purpose and need for the Las Vegas Metroplex project. For example, the TYSON FIVE arrival procedure has only one runway transition and it serves KLAS Runway 26L. When aircraft are on the TYSON arrival and KLAS is not landing on runway 26 left, air traffic controllers will vector aircraft off of the TYSON arrival to the appropriate runway. The proposed RKSTR arrival will have 9 transitions (one to each runway with an IFR approach).
12. The CCDOA comment is correct to state that the Google Earth files contain information for aircraft receiving radar vectors. However, a radar vector is not a defined route or procedure (see EA, Table 2-1, Notes). Therefore, CCDOA's

description of “vectored procedures” in subparts a. through f. of Comment No. 12 is inaccurate as there is no air traffic procedure type or category called “vectored procedures.” Historically, controllers have practiced informal, but routine, techniques to vector aircraft to approach and departure paths. Because radar vectors are not a defined route, air traffic controllers have the option to direct aircraft to maintain an efficient flow of traffic. For example, the LUXOR TWO flight tracks in the Google Earth file show two aircraft vectored to KLAS RWY 08R. These two aircraft were vectored along entirely different courses to RWY 08R.

It would be impractical to summarize everywhere aircraft have been historically vectored in a table. The Google Earth data displays both common and uncommon tracks.

13. **Exhibit 2-6, page 2-11:** The comment references Exhibit 2-6: Arrivals at KADDY on the TYSSN STAR of the EA. There are four enroute transitions as part of the TYSSN STAR. An en route transition is a fix that must be filed in the flight plan for the initial segment of the procedure. There are aircraft that begin this procedure at KINGMAN which would have to fly many miles out of their way to get to PEACH SPRINGS or DRAKE to begin it. Therefore, KINGMAN is a transition added for those aircraft normally on shorter distance flights (i.e. from Bullhead City, AZ). The DRAKE and KINGMAN transitions share the same flight path between KINGMAN and KADDY. All four transitions then share the common route from KADDY to PRINO.



Chapter 3

14. **Section 3.1, pages 3-1 and 3-4:** The April 2019 display boards were preliminary designs showing proposed changes to the public over urbanized areas. The Las Vegas Metroplex D & I Team further refined those designs and presented proposed final designs at five workshops in December of 2019. The December, 2019 display boards are available on the Metroplex Environmental website:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

Draft EA Public Workshop Materials

Las Vegas Metroplex 2019 Public Workshops Proposed Procedure Display Boards

These display boards show the six proposed changes over the urbanized areas. Additionally, they include depictions as responses to concerns and suggestions made by the public during the comment period following the April 2019 workshops.

15. **Page 3-5:** The paragraph quoted presents an example of the alternative development process used in the project. The numbers for LAS SE STARS TYSSN/RKSTR usage are contained in the Las Vegas Metroplex Study Team Final Report. In this example, the Study Team recommended two arrival routes from the southeast with historical usage of approximately 6% on one and approximately 23% on the other. The estimates were gathered from traffic samples in 2015.
16. **Exhibits 3-2 and 3-3:** Standard Terminal Arrivals (STARs) are not approaches. STAR 1 depicts a single STAR with four runway transitions (01L/R, 08R, 19L/R and 26L/R), which would connect to an existing or proposed approach. STAR 2 shows a separate STAR with three runway transitions (01L/R, 08R, and 26L/R), also connecting to an existing or proposed approach. This exhibit depicts STARs, not approaches.
17. **Exhibit 3-4, page 3-9:** Exhibit 3-4: Current Procedures STAAV and TRALR SIDs of the EA depicts the existing KLAS STAAV and TRALR departure procedures. Although the text accompanying the Exhibit mentions the ROPPR conflict, the purpose of the Exhibit is to show the current procedures. Exhibit 3-5: Study Team Notional Design – LAS NE1 SID LAS NE2 SID and Exhibit 3-6: Proposed Design – GIDGT and RATPK SIDs depict the original Study Team recommendation and the proposed final design.

In the proposed final design, the conflict at ROPPR was resolved along with an additional concern by the D & I Team with convergence of the two separate departure procedures at the TRALR waypoint. The display boards available on the Metroplex Environmental website provide an easy to understand graphic for the public:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

Draft EA Public Workshop Materials

Las Vegas Metroplex 2019 Public Workshops Proposed Procedure Display Boards

18. **Section 3.2:** An air traffic procedure is a defined lateral (and often vertical) path, published for navigational use by the aviation community. CCDOA's assertion that there are 120 unique, existing flight track routes is not accurate. Flight tracks are where aircraft have been tracked via radar. Routes/procedures are paths defined by waypoints. Where procedures are non-existent or when required for air traffic purposes, air traffic

controllers vector aircraft to maintain efficient use of airspace. Several arrival routes may merge at a single point, but still require radar vectors. Because radar vectors are not a defined procedure, air traffic controllers have the option and/or requirement to direct aircraft along a path that maintains an efficient flow of traffic. It would be inaccurate to define everywhere aircraft have been historically vectored as a procedure. It would be impractical to summarize them in a table. The Google Earth data displays both common and uncommon tracks.

As defined in Section 2.1: Purpose and Need of the Draft EA, “RNAV procedures can reduce the need for controllers to employ vectoring and speed adjustments, thus reducing controller and pilot workload.” Implementation of RNAV procedures is expected to reduce reliance on radar vectors, providing repeatable and predictable paths to and from airports in the Las Vegas Valley.

19. **Table 3-1, pages 3-13 and 3-14:** *Table 2-1: Las Vegas Metroplex – Existing STAR and SID Procedures* of the Draft EA lists existing departure and arrival procedures in the Las Vegas Metroplex Project. *Table 3-1: No Action Alternative SIDs and STARS* of the Draft EA lists No Action Alternative departure and arrival procedures. If there is no Proposed Action to amend or replace a procedure, it is not listed in the No Action Alternative. The comments refer to three procedures:

➤ **GRNPA TWO**

- ◆ The GRNPA arrival was deleted from the National Airspace System in February of 2019. It is referenced because it was part of the Study Team Final Report, and was operational during the first two years of the project.

➤ **RIGHTTURN THREE**

- ◆ There are no changes proposed. There is not a no action alternative/proposed action comparison to be made.

➤ **BOULDER CITY ONE**

- ◆ There are no changes proposed. There is not a no action alternative/proposed action comparison to be made.

20. Pages 3-19 to 3-10:

- a. The altitude restrictions on proposed procedures over urbanized areas of Clark County are generally an altitude that an aircraft must be at or above, or an altitude that an aircraft must be at or below. Where there is a defined altitude that an aircraft would have to cross, those altitudes would be the same as today or higher. This is due to the proposed Optimized Profile Descents and Optimized Climb Profiles.
- b. Flight track use was estimated through a combination of historical usage and interviews with air traffic control subject matter experts.
- c. The Las Vegas Metroplex Project Google Earth files have been updated to depict all runway use scenarios.

- d. The assumptions concerning dispersion and/or concentration are discussed in 5.1.2: Methodology of the EA. Dispersion is determined based on TARGETS flyability lines and interviews with air traffic control subject matter experts. A comparison of dispersion between the no action alternative and proposed action can be found in the EA Exhibits 3-7 thru 3-10.

21. Pages 3-19 to 3-30:

a. BLAID ONE:

- i. The proposed conventional BLAID arrival would replace the LUXOR for KLAS arrivals only and would have the same requirements. Currently, aircraft destined to KHND and KVGT are routed via alternate paths due to a requirement in the Los Angeles Air Route Traffic Control Center/Las Vegas Terminal Radar Control Facility Letter of Agreement that routes these aircraft away from the KLAS arrival flow via Victor airways. The proposed BLAID was designed to provide continuity with the KLAS CHOWW arrival. KHND and KVGT arrivals are not currently assigned the LUXOR arrival and would not be assigned the BLAID arrival.
- ii. Conventional procedures do not have runway transitions, but air traffic controllers would be able to vector aircraft to KLAS RWYS 08 L and 08 R. This rarely happens because when landing on RWYs 08 L/R, aircraft on the LUXOR (BLAID) are/would be routinely assigned RWY 19.
- iii. There is no defined route from the BLAID arrivals to any runway. Arrival path of the aircraft would be determined by air traffic controllers to maintain an efficient flow of traffic.
- iv. The BLAID arrival is a conventional procedure and would not have runway transitions. Aircraft on this procedure would need to be vectored from the termination fix to the runways. The procedure is proposed to align with the RNAV CHOWW arrival. Therefore, controllers will most commonly vector the aircraft along the same general path as the RNAV runway transitions. This is what the Google Earth files depict. Changes in noise are not determined by each individual procedure but all are modeled together to show the effects of the entire project and not just one change.

b. BOGEY ONE:

- i. The KHND BOGEY arrival is proposed to replace the existing KHND NOOTN arrival. Both procedures would fly south of the urbanized area. Changes in noise are not determined by each individual procedure but all are modeled together to show the effects of the entire project and not just one change. Links to grid points listing No Action Alternative/Proposed Action Db changes are available to the public:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

LAS Metroplex - 2020 Grid Points - Northern General Study Area
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- ii. The BOEGY terminates at waypoint KGRDN. Aircraft are expected to be radar vectored in the same manner as the current state.

c. CHOWW ONE:

- i. The CHOWW arrival from the northeast to RWYs 01 and 08 proposes to route aircraft around the urbanized areas of Clark County until established on the approach. Changes in noise are not determined by each individual procedure but all are modeled together to show the effects of the project and not individual changes. Links to grid points listing No Action Alternative/Proposed Action noise changes are available to the public on the Metroplex Environmental website:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

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d. COKTL ONE:

- i. The arrival procedure (SUNST) does not route aircraft over urban areas northwest of KLAS. However, there may be times when a controller can or must take an aircraft off the published procedure. They do so by vectoring the aircraft. The noise analysis assumes these radar vectors may still occur if the proposed procedure (COKTL) is implemented.
- ii. KLAS COKTL RWYs 19 L/R transitions terminate at the BERBN waypoint and would require radar vectors to be sequenced with arrivals from the east to KLAS. Air traffic controllers would determine when COKTL arrivals would turn north. Flight track projections were estimated through a combination of historical usage and interviews with air traffic control subject matter experts.
- iii. Currently, there is no published arrival procedure from the northwest directly into the KLAS RWY 19 complex. The Las Vegas Metroplex Project does not propose a direct procedure into the KLAS RWY 19 complex. Therefore, there is not a No Action Alternative and Proposed Action Alternative to assess.
- iv. The existing SUNST arrival routes over the SUNST waypoint. The proposed COKTL arrival routes over the BERBN waypoint (3.25 nautical miles east of SUNST). The altitude restrictions for both SUNST and BERBN is 8,000 feet Mean Sea Level (MSL). For arrivals to remain on a stabilized approach path, turns before BERBN are expected to be rare. This information was shared with

the public at both the April and December 2019 workshops. Appendix A: Agency Coordination, Community Involvement, and List of Receiving Parties Page A- 163 addresses the KLAS RWY 26 downwind and the public concerns raised after the April 2019 workshops. The altitude restriction at REDQN is at or above 9,000 feet MSL. There is no required altitude at TWAF. Aircraft will be descending to 8,000 feet MSL by BERBN.

e. CRESO FOUR:

- i. The CRESO FOUR is not being amended or replaced. The track data associated with the CRESO FOUR are, in fact, arrivals on the CRESO FOUR.
- ii. There is no change. The existing flight track data is shown.
- iii. The CRESO FOUR is a conventional arrival procedure with no runway transitions. Air traffic controllers must vector aircraft into the arrival sequence, to maintain an efficient traffic flow.
- iv. The CRESO Four arrival is typically assigned to slower aircraft. The proposed GRMMA/LARKK arrival would line up with the proposed RNAV RNDZ arrival and would serve faster propeller-driven and jet aircraft who are unable to fly the RNAV procedures. Assignment of the procedures is defined in the Los Angeles Air Route Traffic Control Center/Las Vegas Terminal Radar Control Facility Letter of Agreement.

f. FLCHR ONE:

- i. The FLCHR ONE arrival would serve KVGT only. The Google Earth files for KVGT reflect aircraft that would utilize the FLCHR arrival. The No Action flight tracks for KVGT accurately represent how KVGT arrival traffic is handled currently and would be handled if the FLCHR arrival is not implemented.

g. GAMES ONE:

- i. It is true that the ADDEL ONE arrival only serves KHND. The ADDEL arrival would be replaced by the GAMES ONE. Additionally, the GAMES ONE would be used for propeller driven aircraft destined for KLAS.
- ii. The GAMES ONE is similar to the COKTL ONE, segregating the slower traffic on the GAMES arrival from faster traffic on the COKTL arrival, until closer to KLAS, when faster traffic has been slowed.
- iii. Although the arrival procedure does not route aircraft over urban areas northwest of KLAS, there may be times when a controller can or must take an aircraft off the published procedure. It is important to note that the comment does not describe a procedure, but a tool available to controllers when required. The noise

analysis assumes these situations could still occur if the proposed procedure (GAMES) is implemented.

- iv. Aircraft on the GAMES ONE arrival would require radar vectors to be sequenced with arrivals on the COKTL STAR. Air traffic controllers would determine when GAMES arrivals would turn north. Flight track projections were estimated through a combination of historical usage and interviews with air traffic control subject matter experts.
- v. Because the GAMES is sequenced with the COKTL arrivals, the downwind portion would be handled similarly. The AEDT model and Google Earth files were updated to more accurately reflect where aircraft on the GAMES arrival will fly when landing on KLAS RWY 26. Air traffic controller(s) will radar vector the aircraft at, or prior to, the GAMES fix along a similar path to the COKTL and RNDZR STARs beginning near the ENVVY waypoint. The proposed COKTL arrival terminates at BERBN (3.25 nautical miles east of SUNST). The altitude restrictions for both SUNST and BERBN is 8,000 feet MSL. For arrivals to remain on a stabilized approach path, turns before BERBN are expected to be rare. This information was shared with the public at both the April and December 2019 workshops. Appendix A: Agency Coordination, Community Involvement, and List of Receiving Parties Page A- 163 addresses the KLAS RWY 26 downwind and the public concerns raised after the April 2019 workshops. The altitude restriction at REDQN is at or above 9,000 feet MSL. There is no required altitude at TWAF. Aircraft would be descending to 8,000 feet MSL by BERBN.

h. GIDGT ONE:

- i. For the purpose of procedure development, aircraft are typically modeled at 500 feet per mile for the first two miles of a procedure, then a minimum of 300 feet per mile thereafter. Most aircraft climb faster than those projections. Modeling takes into account fleet mix, weather conditions, dispersion, aircraft performance and historical data.
- ii. Proposed Action Procedure Routes in the Google Earth files contain data for the GIDGT departure routes.
- iii. At the December 2019 public workshops, questions were raised about the numbers and types of aircraft that would use the GIDGT departure off of KLAS RWY 19. The FAA and its representatives stated that it would be used primarily for general aviation aircraft. There are times when weather conditions (low ceilings or winds) may require other aircraft to use the GIDGT departure off RWY 19. This information was also relayed to the public during the workshops. The historical data and interviews with air traffic control subject-matter experts show an approximate daily average of 12 to 16 departures could use the GIDGT and RATPK procedures combined. The noise modeling for this procedure and transition was conducted utilizing this data. Other aircraft cannot be prohibited

from flying the procedure; however, air traffic controller training will emphasize the GIDGT procedure was designed for the primary purpose of general aviation use.

- iv. Table 3-2: Proposed Action SIDs and STARs has been amended in the Final EA to reflect the GIDGT replacing the STAAV and TRALR SIDs
- v. As reflected above, the TRALR would be replaced by the GIDGT departure. RWY 19 is used as a departure runway in Configuration One or when strong southwest winds require all aircraft to depart RWY 19. Under normal operations in Configuration One, commercial aircraft would typically depart RWY 26. When strong winds require all aircraft to depart RWY 19, commercial aircraft destined to the northeast would depart RWY 19 on the GIDGT departure.
- vi. The development of the GIDGT departure, RWY 19 transition, is the result of safety concerns involving general aviation aircraft taxiing across active runways, separate departure paths (STAAV and TRALR) converging northeast of KLAS and delays for RWY 19 departures due to RWY 26 departures routed to the northeast. The proposed design was presented at both the April and December 2019 public workshops. The display boards can be viewed at:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

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- vii. The GIDGT is not modelled off the existing JANET/EG&G Runway 19 L/R departure procedure and was designed independently of the LOHLA departure. The LOHLA departure would only be able to be used when assigned by air traffic control. Air traffic control would only assign the LOHLA departure to JANET aircraft. By Letter of Agreement between Las Vegas Tower, Las Vegas TRACON and Amentum (formerly EG&G), JANET aircraft would turn westbound at 400 feet AGL and fly a track similar to a KLAS RWY 26 departure to the LEELN waypoint, in a visual climb, when ceilings are reported at 3,000 feet and above. When ceilings are below 3,000 feet and the airport is operating in Configuration One, JANET would fly the entire LOHLA departure, RWY 19 transition.
- i. GRMMA ONE:**
- i. The GRMMA conventional arrival could not be designed to FAA criteria. The conventional CLARR replacement would be the LARKK. The LARKK is discussed in the Final EA. The LARKK is proposed to replace the CLARR arrival, but only for KLAS arrivals. Currently, aircraft destined to KHND and KVGT are routed via alternate paths due to a requirement in the Los Angeles Air Route Traffic Control Center/Las Vegas Terminal Radar Control Facility Letter of Agreement that routes these aircraft away from the KLAS arrival flow via

Victor airways. The proposed LARKK was designed to provide continuity with the KLAS RNDZ arrival. KHND and KVGT arrivals are not currently assigned the CLARR arrival and would not be assigned the LARKK arrival.

- ii. (ii, iii, iv) There is no defined route from the LARKK arrival to any runway. Arrival path of the aircraft would be determined by air traffic controllers to maintain an efficient flow of traffic.

j. HOOVER SEVEN:

- i. The proposed HOOVER SEVEN departure would combine and replace the current HOOVER SIX and LASVEGAS FIVE conventional departure procedures. All aircraft on the HOOVER SEVEN departure would be vectored by air traffic control to the GIDGT, NIITZ or RATPK waypoints. Based on historical track data and interviews with air traffic control subject matter experts, the noise modeling reflects this change. Results of the modeling can be viewed at:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

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- ii. Questions concerning aircraft type and percentage departing KLAS RWY 19 L/R were only asked in relationship to GIDGT and RATPK departures. There were no comments received at or after public workshops regarding the HOOVER SEVEN departure.
- iii. The flight tracks in the Google Earth file departing RWY 26L depict aircraft that would fly 3 miles west from the Las Vegas VORTAC before beginning a turn southbound. This HOOVER SEVEN departure procedure off of KLAS RNAV RWY 26 does not change over the urbanized portions of Clark County. Because it is a conventional procedure the aircraft would turn after reaching the three mile DME fix. Their turn should be similar to the RNAV procedures, as it is today on the HOOVER SIX and LASVEGAS FIVE departure.
- iv. The 10-degree divergence is an RNAV procedure and cannot be duplicated in a conventional procedure.
- v. This is accurate. Some low performing aircraft would not be above the minimum vectoring altitude before entering Nellis Air Traffic Control Facility airspace. This assumption is based upon historical data.
- vi. The public workshop display boards did not depict the HOOVER SEVEN RWY 19 departure. The Google Earth files provide an accurate representation of the expected use of the HOOVER SEVEN departure.

- vii. The public workshop display boards did not depict the HOOVER SEVEN RWY 19 departure. The Google Earth files provide an accurate representation of the expected use of the HOOVER SEVEN departure.

k. ISHEE ONE:

- i. The proposed conventional ISHEE arrival would replace the KADDY for KLAS arrivals only and would have the same requirements. Currently, aircraft destined to KHND and KVGT are routed via alternate paths due to a requirement in the Los Angeles Air Route Traffic Control Center/Las Vegas Terminal Radar Control Facility Letter of Agreement that routes these aircraft away from the KLAS arrival flow via Victor airways. The proposed ISHEE was designed to provide continuity with the KLAS RKSTR arrival. KHND and KVGT arrivals are not currently assigned the KADDY arrival and would not be assigned the ISHEE arrival.

l. JAYSN ONE:

- i. This is accurate. The KLAS JAYSN arrival is an air traffic control assigned only procedure that would only be used by JANET (Amentum) aircraft. It would be a replacement to the SUNST FOUR for JANET aircraft only.
- ii. This is accurate. Based on interviews with air traffic control subject matter experts these aircraft would typically be vectored to join the flows to KLAS RWYs 19 L/R
- iii. Aircraft landing KLAS RWY 19 L/R would be assigned the KLAS JAYSN RWY 26 transition until BERBN, then vectored to RWY 19. Not all of the arrivals would be east of the urban area. The Google Earth files accurately depict where the air traffic control subject matter experts predict the aircraft would turn.
- iv. The existing SUNST arrival terminates at the waypoint SUNST. The proposed JAYSN arrival terminates at BERBN (3.25 nautical miles east of SUNST). The altitude restrictions for both SUNST and BERBN is 8,000 feet MSL. For arrivals to remain on a stabilized approach path, turns before BERBN would be expected to be rare. This information was shared with the public at both the April and December 2019 workshops. *Appendix A: Agency Coordination, Community Involvement, and List of Receiving Parties Page A- 163* addresses the KLAS RWY 26 downwind and the public concerns raised after the April 2019 workshops. The altitude restriction at REDQN is at or above 9,000 feet MSL. There is no required altitude at TWAFL. Aircraft would be descending to 8,000 feet MSL by BERBN.

m. JOHKR ONE:

- i. The altitudes that aircraft may fly over Southern Highlands will vary for each aircraft and are affected by aircraft weight, aircraft performance, wind, temperature and other factors. The JOHKR ONE departure is proposed with a

minimum climb rate of 500 feet per nautical mile to 2682 feet then, 334 feet per mile to 8,900 feet MSL. Most aircraft climb at a higher rate. The approach into Runway 01L descends at a descent rate of 360 feet per nautical mile. The approach into Runway 01R descends at a rate of 318 feet per nautical mile. Based on historical track data and interviews with air traffic control subject matter experts, the noise modeling reflects this change. Results of the modeling can be viewed at:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

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- ii. Comments received at and after public workshops regarding aircraft type for KLAS RWY 19 L/R departures related to GIDGT and RATPK departures. There were no comments received at or after public workshops regarding the JOHCR departure referencing the percentage of aircraft usage.
- iii. This issue was addressed at the April and December 2019 public workshops. Efficiencies include reduced complexity, reduced delays during weather events and relieving aircrews of the responsibility to provide visual separation from other aircraft. Materials from the December 2019 workshops are available at:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

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- iv. Aircraft left on the procedure would fly an extension of the runway beyond the urbanized area. Some higher performance aircraft, climbing more quickly, could be directed off the procedure prior to the Southern Highlands neighborhood. The Google Earth Proposed Action flight tracks account for these occurrences.

n. LOHLA ONE:

- i. When the omission of the LOHLA procedure was first discovered the FAA took action to correct the error. The modeling of the project was done a second time with the LOHLA procedure included. On December 11, 2019, the FAA issued a correction document, sent the new results to 28 public libraries, disclosed the error in the local print media, disclosed it on the FAA's social media sites, and added the LOHLA departure procedure to the display boards at each of the five public workshops held in the Las Vegas valley. In each instance the FAA informed the public that the comment period was extended to January 21, 2020. The original comment period of 32 days would have closed on December 21, 2019. The FAA extended the comment period for 43 days after the error was

corrected to allow ample time for the public to comment after reviewing the Draft EA and correction document.

- ii. For the purpose of procedure development, aircraft are typically modeled at climb rate of 500 feet per mile for the first two miles of a procedure, then a minimum climb of 300 feet per mile thereafter. Most aircraft climb faster than those projections. The LOHLA departure would only be usable when assigned by air traffic control. Air traffic control would only assign the LOHLA departure to JANET aircraft. By Letter of Agreement between Las Vegas Tower, Las Vegas TRACON and Amentum (formerly EG&G), JANET aircraft would turn westbound in a visual climb at 400 feet AGL and fly a track similar to a KLAS RWY 26 departure to the LEELN waypoint when ceilings are reported at 3,000 feet and above. When ceilings are below 3,000 feet and the airport is operating in Configuration One, JANET aircraft would fly the entire LOHLA departure, RWY 19 transition.
- iii. Answered in response to comment 20.h.iii.
- iv. Answered in response to comment 20.n.ii.

o. MCCARRAN SIX

- i. The altitudes that aircraft may fly over Southern Highlands will vary for each aircraft and are affected by aircraft weight, aircraft performance, wind, temperature and other factors. The MCCARRAN SIX departure is proposed with a minimum climb rate of 360 feet per nautical mile to 7,000 feet MSL. Most aircraft climb at a higher rate. The approach into Runway 01L descends at a descent rate of 360 feet per nautical mile. The approach into Runway 01R descends at a rate of 318 feet per nautical mile. Based on historical track data and interviews with air traffic control subject matter experts, the noise modeling reflects this change. Results of the modeling can be viewed at:

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- ii. Questions concerning aircraft type and percentage departing KLAS RWY 19 L/R were only asked in relationship to GIDGT and RATPK departures. There were no comments received at or after public workshops regarding the MCCARRAN SIX departure. Assumptions related to runway use and aircraft departing Runways 19L/R are included in Appendix I of the EA.
- iii. The flight tracks in the Google Earth file departing RWY 26L depict aircraft that would fly 3 miles west from the Las Vegas VORTAC before beginning a turn southbound. This MCCARRAN SIX departure procedure off of KLAS RNAV RWY 26 does not change over the urbanized portions of Clark County. Because

it is a conventional procedure the aircraft would turn after reaching the three mile DME fix. Their turn would be expected to be similar to the RNAV procedures, as it is today on the MCCARRAN FIVE departure.

- iv. The 10-degree divergence is an RNAV procedure and cannot be duplicated in a conventional procedure.
- v. The public workshop display boards did not depict the MCCARRAN SIX RWY 19 departure. The Google Earth files provide an accurate representation of the expected use of the MCCARRAN SIX departure.

p. NIITZ ONE:

- i. The altitudes that aircraft may fly over Southern Highlands will vary for each aircraft and are affected by aircraft weight, aircraft performance, wind, temperature and other factors. The NIITZ ONE departure is proposed with a minimum climb rate of 500 feet per nautical mile to 2682 feet MSL, then 270 feet per nautical mile to 6200 feet MSL. Most aircraft climb at a higher rate. The approach into Runway 01L descends at a descent rate of 360 feet per nautical mile. The approach into Runway 01R descends at a rate of 318 feet per nautical mile. Based on historical track data and interviews with air traffic control subject matter experts, the noise modeling reflects this change. Results of the modeling can be viewed at:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

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- ii. Comments received at and after public workshops regarding aircraft type for KLAS RWY 19 L/R departures related to GIDGT and RATPK departures. There were no comments received at or after public workshops regarding the NIITZ departure reference the percentage of aircraft usage. Assumptions related to runway use and aircraft departing Runways 19L/R is included in Appendix I of the EA.
- iii. This comment may refer to a conventional procedure. The NIITZ departure procedure is an RNAV procedure. The Google Earth files show the NIITZ departure and associated flight tracks in the correct location.
- iv. This issue was addressed at the April and December 2019 public workshops. Efficiencies include reduced complexity, reduced delays during weather events and relieving aircrews of the responsibility to provide visual separation from other aircraft.

Materials from the December 2019 workshops are available at:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

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- v. Aircraft left on the procedure would fly an extension of the runway beyond the urbanized area. Some higher performance aircraft, climbing more quickly, could be directed off the procedure prior to the Southern Highlands neighborhood. The Google Earth Proposed Action flight tracks account for these occurrences.

q. NORTHTOWN FIVE:

- i. The NORTHTOWN FIVE departure is one procedure with four runway transitions. It remains unchanged.

r. NTNDO ONE:

- i. The NTNDO arrival procedure would replace the KHND JOMIX arrival. RNAV equipped aircraft currently using the KADDY arrival procedure would also use the NTNDO arrival. There is currently no RNAV arrival procedure for KVGT and none were proposed from the southwest.

s. OYODA ONE:

- i. The OYODA departure would replace the KNHD PALLY departure. The Google Earth files show there would be no change over the urbanized areas of Clark County with this procedure.

t. Preferred Routing – Arrivals and Departures

- i. Preferred Routing is presented in Table 3-2: Proposed Action SIDs and STARs of the Draft EA as radar vectors. Radar vectors are not defined routes or procedures. Preferred routing captures the aircraft or flights that will not be on a procedure. This can be due to a Letter of Agreement between facilities, lack of required equipment on the aircraft, and/or qualifications of the flight crew. It is the responsibility of the air traffic controller to vector these aircraft to maintain an efficient flow of air traffic. The EA must account for these aircraft and the assumed routes of flight are based on historical flight track data and interviews with air traffic control subject matter experts.
- ii. Appendix F: Study Team Report, Section: 4.4.3 T-Routes Issues defines T-Routes as low altitude RNAV routes. T-Routes provide predictable, repeatable paths. The Las Vegas Study Team identified an opportunity to proceduralize routes below 18,000 feet MSL by utilizing low altitude T-Routes in the terminal and en route airspaces. These defined routes are expected to increase efficiency and reduce complexity by providing published course guidance to replicate radar vectors currently being issued by controllers. T-Routes can be used for preferred routing by Letters of Agreement. The FAA proposes to use the T-Routes as

preferred routing. The Google Earth Proposed Action flight tracks depict preferred routes for aircraft being radar vectored and T-Routes for properly equipped (RNAV) aircraft.

- iii. Preferred routes in the Google Earth files are radar vectors and are not procedures. The Las Vegas Metroplex Project would not change how aircraft are vectored over urbanized areas of Clark County.

u. PUMLE ONE:

- i. The PUMLE conventional arrival would replace the FUZZY arrival. The PUMLE would only be used by KLAS arrivals from the northwest. Currently, aircraft destined to KHND and KVGT are routed off the FUZZY arrival via alternate paths due to a requirement in the Los Angeles Air Route Traffic Control Center/Las Vegas Terminal Radar Control Facility Letter of Agreement that routes these aircraft away from the KLAS arrival flow via Victor airways. The proposed PUMLE was designed to provide continuity with the KLAS COKTL arrival. KHND and KVGT arrivals are not currently assigned the FUZZY arrival and would not be assigned the PUMLE arrival.
- ii. There is no defined route from the PUMLE arrival to any runway. The arrival path of the aircraft would be determined by air traffic controllers to maintain an efficient flow of traffic.
- iii. There is no defined route from the PUMLE arrival to any runway. The arrival path of the aircraft would be determined by air traffic controllers to maintain an efficient flow of traffic.
- iv. The PUMLE conventional arrival does not overfly REDQN, TWAFL, and/or BRBEN. Controllers would vector aircraft near those fixes as they merge aircraft on the PUMLE conventional procedure with aircraft on the KLAS COKTL RNAV procedure. The arrival path of the aircraft would be determined by air traffic controllers to maintain an efficient flow of traffic.

v. RADYR ONE:

- i. The altitudes that aircraft may fly over Southern Highlands will vary for each aircraft and are affected by aircraft weight, aircraft performance, wind, temperature and other factors. The JOHKR ONE departure is proposed with a minimum climb rate of 500 feet per nautical mile to 2682 feet MSL, then 255 feet per nautical mile to 4,400 feet MSL. Most aircraft climb at a higher rate. The approach into Runway 01L descends at a descent rate of 360 feet per nautical mile. The approach into Runway 01R descends at a rate of 318 feet per nautical mile. Based on historical track data and interviews with air traffic control subject matter experts, the noise modeling reflects this change. Results of the modeling can be viewed at:

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- ii. Comments received at and after public workshops regarding aircraft type for KLAS RWY 19 L/R departures related to GIDGT and RATPK departures. There were no comments received at or after public workshops regarding the RAYDR departure reference the percentage of aircraft usage. Assumptions related to runway use and aircraft departing Runways 19L/R is included in Appendix I of the EA.
- iii. The Google Earth Proposed Action Procedure Routes depicts the RADYR departure in an unrealistic manner due to a software issue. The Google Earth Proposed Action Flight Tracks are a better depiction of the procedure. After departure on the KLAS RWY 01 transition, aircraft would begin a turn to the west upon reaching an altitude of 500 feet above airport elevation.
- iv. This issue was addressed at the April and December 2019 public workshops. Efficiencies include reduced complexity, reduced delays during weather events and relieving aircrews of the responsibility to provide visual separation from other aircraft.

Materials from the December 2019 workshops are available at:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

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w. RASLR:

- i. The altitudes that aircraft may fly over Southern Highlands will vary for each aircraft and are affected by aircraft weight, aircraft performance, wind, temperature and other factors. The RASLR ONE Runway 19L transition is proposed with a minimum climb rate of 500 feet per nautical mile to 2682 feet MSL, then 255 feet per nautical mile to 4,400 feet MSL. The Runway 19R transition is proposed with a minimum climb rate of 500 feet per nautical mile to 2,682 feet MSL, then 255 feet per nautical mile to 4,300 feet MSL. Most aircraft climb at a higher rate. The approach into Runway 01L descends at a descent rate of 360 feet per nautical mile. The approach into Runway 01R descends at a rate of 318 feet per nautical mile. Based on historical track data and interviews with air traffic control subject matter experts, the noise modeling reflects this change. Results of the modeling can be viewed at:

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- ii. The RASLR departure would replace the KLAS PRFUM, which is only available in Configuration One. In Configurations Two, Three and Four, aircraft preferring the PRFUM were required to fly the KLAS CWBOY departure. The RASLR departure procedure would be used by these aircraft in Configurations One, Two, Three and Four.
- iii. Comments received at and after public workshops regarding aircraft type for KLAS RWY 19 L/R departures related to GIDGT and RATPK departures. There were no comments received at or after public workshops regarding the RASLR departure reference the percentage of aircraft usage. Assumptions related to runway use and aircraft departing Runways 19L/R is included in Appendix I of the EA.
- iv. This issue was addressed at the April and December 2019 public workshops. Efficiencies include reduced complexity, reduced delays during weather events and relieving aircrews of the responsibility to provide visual separation from other aircraft.

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x. RATPK ONE:

- i. For the purpose of procedure development, aircraft are typically modeled at a minimum climb rate of 500 feet per mile after the first two miles. Most aircraft climb faster than that. There is an altitude restriction on the RATPK departure procedure at the HNIBL waypoint of at or above 8,000 feet MSL. It is estimated that RATPK departures on RWY 08 transitions would cross urbanized areas of Clark County approximately 12 miles west of HNIBL. Using these estimates, most aircraft could be expected to cross more populated areas above 11,600 feet MSL. Weather conditions would have an effect on the actual altitude. Modeling takes into account fleet mix, weather conditions, dispersion, aircraft performance and historical data.
- ii. The RATPK departure would replace the KLAS STAAV, which is only available in Configuration One. In Configurations Two, Three and Four, aircraft preferring the STAAV were required to fly the KLAS TRALR departure. The RATPK departure procedure would be used by these aircraft in Configurations One, Two, Three and Four.
- iii. The Google Earth Proposed Action Procedure Routes and flight tracks all show KLAS RATPK RWY 19 departures. At the December 2019 public workshops,

questions were raised about the numbers and types of aircraft that would use the RATPK departure off of KLAS RWY 19. The FAA and its representatives stated that it would be used primarily for general aviation aircraft. There are times when weather conditions (low ceilings or winds) could require other aircraft to use the RATPK departure off RWY 19. This information was also relayed to the public during the workshops. The historical data and interviews with air traffic control subject matter experts show an approximate daily average of 12 to 16 departures could use the GIDGT and RATPK procedures combined. The noise modeling for this procedure and transition was conducted utilizing this data. Other aircraft could not be prohibited from flying the procedure, however, air traffic controller training will emphasize the RATPK procedure was designed for the primary purpose of general aviation use.

- iv. See response to Comment No. 21.x.iii.
- v. The development of the RATPK departure, RWY 19 transition is the result of (a) safety concerns involving general aviation aircraft taxiing across active runways, (b) separate departure paths (STAAV and TRALR) converging northeast of KLAS and (c) delays for RWY 19 departures due to RWY 26 departures routed to the northeast. The proposed design was presented at both the April and December 2019 public workshops. The display boards from those workshops can be viewed at:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

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- vi. The RATPK is not modelled off the existing JANET/EG&G Runway 19 L/R departure procedure. It was designed independently of the LOHLA departure. In response to the concern regarding General Aviation usage, see response to Comment No. 21.x.iii.
 - vii. If approved, the LOHLA departure could only be used when assigned by air traffic control. Air traffic control would only assign the LOHLA departure to JANET aircraft. By Letter of Agreement between Las Vegas Tower, Las Vegas TRACON and Amentum (formerly EG&G), JANET aircraft would turn westbound at 400 feet AGL and fly a track similar to a KLAS RWY 26 departure to the LEELN waypoint, in a visual climb, when ceilings are reported at 3,000 feet and above. When ceilings are below 3,000 feet and the airport is operating in Configuration One, JANET would fly the entire LOHLA departure, RWY 19 transition.
- y. RKSTR ONE:**
- i. The proposed RKSTR arrival procedure is one STAR with four runway transitions. It is correct that the procedure generally follows existing arrivals over

the urbanized areas of Clark County, demonstrated in the Google Earth supplemental data.

z. RNDRZ ONE:

- i. The proposed RNDRZ RWY 19 transition ends at the BERBN waypoint. From there aircraft would be radar vectored by air traffic control similar to the way they are vectored when flying the current KEPEC arrival. It was not listed on display boards at public workshops since it would not be a change over urbanized areas of Clark County.
- ii. KLAS RNDRZ RWYs19 L/R transitions terminate at the BERBN waypoint and would require radar vectors to be sequenced with arrivals from the east to KLAS. Air traffic controllers would determine when RNDRZ arrivals would turn north. Flight track projections were estimated through a combination of historical usage and interviews with air traffic control subject matter experts.
- iii. The existing KEPEC arrival routes over the SUNST waypoint. The proposed RNDRZ arrival routes over the BERBN waypoint (3.25 nautical miles east of SUNST). The altitude restrictions for both SUNST and BERBN is 8,000 feet MSL. For arrivals to remain on a stabilized approach path, turns before BERBN would be expected to be rare. This information was shared with the public at both the April and December 2019 workshops. Appendix A: Agency Coordination, Community Involvement, and List of Receiving Parties Page A- 163 addresses the KLAS RWY 26 downwind and the public concerns raised after the April 2019 workshops. The altitude restriction at REDQN is at or above 9,000 feet MSL. There is no required altitude at TWAFL. Aircraft would be descending to 8,000 feet MSL by BERBN.

aa. SCAMR ONE:

- i. The Google Earth file is accurate. Table 3-2 has been updated in the Final EA to reflect the KHND SCAMR ONE arrival route.

bb. WYLND

- i. The WYLND arrival procedure would formalize flight paths established by radar vectoring by controllers. Radar vectors are not a procedure.

22. **Table 3-2:** Table 3-2: Proposed Action SIDs and STARs lists Las Vegas Metroplex proposed changes only.

- a. There is no proposed action to replace the existing LUXOR conventional arrival procedure to KHND and KVTG.

- b. The GRNPA arrival was deleted from the National Airspace System in February 2019. It is referenced because it was part of the Study Team Final Report and was operational during the first two years of the project.
- c. Correct. There is no proposed RNAV arrival procedure to KVGT from the northeast.
- d. Correct. There is no proposed action to replace the KADDY conventional arrival procedure to KHND and KVGT from the southeast.
- e. The proposed NTNDO arrival would replace the existing JOMIX and KNGMN arrivals to KHND
- f. Correct. There is no proposed action to replace the existing CLARR conventional arrival procedure into KHND and KVGT from the southwest.
- g. Correct. There is no proposed action to replace the existing FUZZY conventional arrival procedure into KHND and KVGT from the northwest.
- h. The MCCARRAN SIX would replace the LASVEGAS FIVE departure procedure to the northeast. Table 3-2: Proposed Action SIDs and STARs of the Final EA has been amended to reflect this.
- i. The Las Vegas Metroplex Project does not include proposed conventional procedures unless required as a result of the development of RNAV procedures. Please refer to Chapter 2: Purpose and Need of the EA.
- j. The Las Vegas Metroplex D & I Team attempted to design an RNAV departure from KVGT, but the limitations of terrain, special use airspace and the close proximity of KLAS and KLSV prevented it.
- k. The Las Vegas Metroplex Project does not include proposed conventional procedures unless required as a result of the development of RNAV procedures. Please refer to Chapter 2: Purpose and Need of the EA. Therefore, there are no proposed procedures to replace RIGHTTURN and BOULDER CITY.
- l. The Las Vegas Metroplex Project does not include proposed conventional procedures unless required as a result of the development of RNAV procedures. Please refer to Chapter 2: Purpose and Need of the EA.
- m. The KHND SCAMR departure would replace both the ACSIN and FLAMZ departure procedures. Table 3-2: Proposed Action SIDs and STARs of the Final EA is amended to reflect this.
- n. The Las Vegas Metroplex D & I Team attempted to design an RNAV departure from KVGT, but the limitations of terrain, special use airspace and the close proximity of KLAS and Nellis Air Force Base (KLSV) prevented it.

- o. The Las Vegas Metroplex Project does not include proposed conventional procedures unless required as a result of the development of RNAV procedures. Please refer to Chapter 2: Purpose and Need of the EA.
 - p. The Las Vegas Metroplex D & I Team attempted to design an RNAV departure from KVGX, but the limitations of terrain, special use airspace and the close proximity of KLAS and KLSV prevented it.
23. **Table 3-3, page 3-21:** The Proposed Action Google Earth files have been updated with the ten Proposed Action RNP procedures.
24. **Table 3-4, page 3-27:** The size and scale of the requested map would be unreadable, because it would have to cover an area well beyond the General Study Area. The Google Earth files provide each entry point, exit point, en route transition and runway transition.
25. **Table 3-5, page 3-27:** The size and scale of the requested map would be unreadable due to the difficulty in demonstrating segregation. In addition to lateral separation, procedures are often segregated from others by altitude restrictions.
26. **Table 3-6, page 3-29:** The FAA has proposed Performance-Based Navigation (PBN) procedures to replace the voice commands and directions by air traffic controllers, which in turn, improves the efficiency of the airspace in the Las Vegas valley. The PBN procedures would formalize the most common track aircraft are vectored along and improve existing RNAV procedures. The predictability discussed in Section 3.3.3, Improved Predictability of Air Traffic Flow, mentions two criteria to increase flexibility in transitioning aircraft between the terminal and en route airspace, 1) RNAV procedures with altitude controls intended to optimize descent or climb patterns and 2) ensure the majority of STARs and SIDs to and from the Study Airports are based on RNAV technology. Predictability is increased because every aircraft on the procedure will fly it in a similar fashion, varied only by aircraft performance characteristics. Speed and altitude restrictions limit the variability of the performance characteristics of the different aircraft. A map will not demonstrate how replacing voice commands and directions nor how speed and altitude restrictions will improve predictability.

Chapter 4

27. **Page 4-2, Table 4-1 and Exhibit 4-1:** The FAA appreciates CCDOA's comments. The EA meets all applicable requirements in the CEQ regulations and the FAA's implementing procedures (FAA Order 1050.1F).
28. **Page 4-8:** According to Appendix I, Noise Technical Report, section 3.2, Input Requirements, modeling takes into account airport/runway locations, operational levels, day/night distributions, fleet mix, runway usage, noise-power-distance relationships, climb/descent profiles, aircraft weights, flight tracks, track dispersion information, population and grid point locations, and boundaries of local jurisdictions. Weather conditions are another factor which is taken into account by using track data from an entire year. Section 3.2.7, Aircraft Climb/Descent Profiles, explains the methodology for evaluating flight trajectories. Because of the complexities involved it is not possible

to depict “typical” climb and descent patterns. Information with historical flight track data were displayed at the April and December 2019 workshops with altitude data defined by 3000 foot intervals. Air traffic control subject matter experts were at these workshops to help individuals understand the data being displayed. These supplemental resources can be viewed at:

http://www.metroplexenvironmental.com/las_metroplex/las_docs.html

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29. **Page 4-9, Table 4-2 and Exhibit 4-2:** According to FAA Order 1050.1F, Appendix B, the FAA does not prepare noise contours for large airspace actions involving more than one airport, which are not within the immediate vicinity of the airport, and/or includes actions above 3,000 feet AGL. The FAA used the required noise model, the AEDT model, and the required noise metric, DNL. Per FAA 1050.1F, AEDT can be used to provide noise contours for airport development projects or other actions in the immediate vicinity of the airport; however, the Las Vegas Metroplex Project is not an airport development project or action involving the immediate vicinity of one airport. Rather, it is a large airspace action involving more than one airport so grid points is compliant with what is required under FAA’s implementing order.
30. **Page 4-10 and Exhibit 4-3:** Exhibit 4-3 depicts existing land use in the General Study Area. It is characterized using generalized land coverage data from the USGS National Land Cover Database 2011 (NLCD 2011). The data used for land cover is designed to correlate with the Census data FAA used. If there were “reportable” or significant impacts (there were no significant impacts here), we “drill down” to evaluate in more detail and rely on local land use, on-site in-person surveys, geospatial imagery, and other tools to ascertain accurately the coverage within a defined area.

As to population data referenced in the comment, FAA used the 2010 U.S. Census data. The decennial census data is not an estimate. It is based upon survey data that is only collected every 10 years. It is therefore assumed to be the most accurate representation of the populace. Generally, if reportable or significant noise increases are found within an area, the area is subject to further “drill down” scrutiny by FAA that would reveal any changes to population including an examination of land use (rural, urban, suburban, etc.), dwellings, and other structures that indicate the location of the population and potential nature of the affected area. Site surveys (windshield survey) are also completed for areas subject to the “drill down” to further understand the nature and place of reportable noise. For the Las Vegas Metroplex project, there were no significant noise impacts, though there was one area that would potentially experience a reportable noise increase.

Finally, the FAA collected radar data between 2016 and 2017 because it was the most recent data available at the time FAA began the environmental assessment and modelling process for existing conditions. The data was collected just prior to the beginning of noise modeling for existing conditions.

Chapter 5

31. **Page 5-4:** The Exhibits are accurate. Adobe Acrobat .pdf file consists of “list layers” that must be properly selected in order to view procedure information for the specific graphic being viewed. The user must ensure that the exhibit selected in the menu is the same as the exhibit being viewed.
32. **Page 5-6 and Exhibits 5-1 and 5-2:** The second exhibit should have been labeled as Exhibit 5-2: Reportable Noise Increases in the General Study Area - 2025. This has been corrected in the EA. Exhibits 5-1 and 5-2 are designed to show the reportable noise increases in 2020 and 2025.
33. **Page 5-13 and exhibits 5-1 and 5-2:** The exhibits are as close as they can be to the relevant text given formatting considerations and the size of the exhibits.
34. **Pages 5-23 to 5-25 and Tables 5-7 to 5-8:** There are important differences to note between the Study Team Final Report and the Proposed Final Designs presented by the D&I Team. While the Study Team developed notional designs in efforts to improve efficiency in the NAS, the D & I proposed final designs differ from the notional designs due to a more in depth examination of potential solutions.

As an example, the Study Team proposed a reversal of the existing arrival and departure aircraft routes through the northwest corridor. During the subsequent D & I Phase, the industry stakeholders (i.e. airline tech pilots) advised they could not climb fast enough to avoid the terrain west of Las Vegas. Therefore, departures had to be routed south of Mt. Potosi before turning north-westbound. The change added track miles to one procedure and results in fewer savings than the Study Team estimates. The change was driven by safety.

The Study Team also proposed a much shorter downwind leg for arrivals from the Los Angeles Valley. The D & I Team concluded that the Study Team’s notional design would cause the merging of two streams on top of the departure stream off KLAS Runways 19. This would have an impact on safety and, therefore, the Study Team notional design was discarded even though the proposed action increased track miles.

It is also important to note that the Study Team Final Report analysis measures from the beginning of a procedure. The EA primarily considers benefits at or below 10,000 feet AGL. Therefore, any gains that the Study Team determined above 10,000 feet AGL due to reduced track miles and optimized profile descents are not included in the EA.

35. **Pages 5-56 to 5-67:** The Southern Nevada Supplemental Airport was not considered in the EA because it is projected to begin operation between the years 2035 and 2040. Only past, present and reasonably foreseeable future actions that would have direct or indirect effects on aircraft flight patterns within the general study area were considered.

Reasonably foreseeable future actions refer to projects that would likely be completed before 2025. Please see EA Section 5.10: Cumulative Impacts.

Appendices

36. Consultation with CCDOA was not necessary for the FAA to obtain the information required to conduct the analysis.

37. **Appendix A:** The following materials have been added to *Appendix A: Agency Coordination, Public Involvement, and List of Receiving Parties*:

- December 6, 2016 briefing to Clark County Board of Commissioners
- December 7, 2016 briefing to Staff of U.S. Congressional Offices
- April 2017 Predesign Community Involvement Public Workshop Display Boards
- April 2019 Preliminary Design Community Involvement Public Workshops Display Boards
- February, 2020 Las Vegas VCA presentation
- December 3, 2019 briefing to Staff of U.S. Congressional Offices

38. **Appendix F, Table 18:** There are important differences to note between the Study Team Final Report and the Proposed Final Designs presented by the D&I Team. While the Study Team developed notional designs in efforts to improve efficiency in the NAS, the D&I proposed final designs differ from the notional designs due to a more in depth examination of potential solutions.

As an example, the Study Team proposed a reversal of the existing arrival and departure aircraft routes through the northwest corridor. During the subsequent D & I Phase, the industry stakeholders (i.e. airline tech pilots) advised they could not climb fast enough to avoid the terrain west of Las Vegas. Therefore, departures had to be routed south of Mt. Potosi before turning north-westbound. The change added track miles to one procedure and results in fewer savings than the Study Team estimates. The change was driven by safety.

The Study Team also proposed a much shorter downwind leg for arrivals from the Los Angeles Valley. The D & I Team concluded that the Study Team's notional design would cause the merging of two streams on top of the departure stream off KLAS Runways 19. This would have an impact on safety and, therefore, the Study Team notional design was discarded even though the proposed action increased track miles.

It is also important to note that the Study Team report analysis measures from the beginning of a procedure. The EA primarily considers benefits at or below 10,000 feet AGL. Therefore, any gains that the Study Team determined above 10,000 feet AGL due to reduced track miles and optimized profile descents are not included in the EA.

39. **Appendix H, Page 3-6, Table 6 and related text:** As indicated in Appendix H, Table 6 was compiled by the FAA's contractor, ATAC. Section 3.1.2 explains the assumptions which were made.

40. **Appendix I, Page 2-1, last full paragraph:** According to FAA Order 1050.1F, the FAA does not prepare noise contours for airspace actions involving more than one airport or which are not within the immediate vicinity of the airport. The FAA used the required noise model, the AEDT model, and the required noise metric, DNL. *FAA Order 1050.1F, Appendix B* explains: “For air traffic airspace and procedure actions where the study area is larger than the immediate vicinity of an airport, incorporates more than one airport, and/or includes actions above 3,000 feet AGL, an FAA-approved model must be used. The noise analysis will focus on a change-in-exposure analysis, which examines the change in noise levels as compared to population and demographic information at population points throughout the study area. This is normally a noise grid analysis. Multiple grids may be created, but at least one grid must consist of population centroids from the U.S. Census blocks. Discrete receptor points can also represent select noise sensitive area(s) or comprise a general receptor grid over the study area, either densely or sparsely spaced. Noise contours may be created at the FAA’s discretion; however, noise contours are not required and are not normally used for the analysis of larger scale air traffic airspace and procedure actions. If the study encompasses a large geographical area, it is not recommended that contours be created for the representation of results below DNL 55 dB due to fidelity of receptor sets needed to create an accurate representation of the contour.”
41. YesSee also FAA’s response to Comment No. 30.
42. **Appendix I, Page 2-2, Section 2.3 and Exhibit 1:** The FAA appreciates CCDOA’s comments. The Draft EA meets all applicable requirements in the CEQ regulations and the FAA’s NEPA-implementing procedures (FAA Order 1050.1F). Exhibit 1 is not meant to show urban development patterns. Rather, it is simply meant to show a high-level view of where the census block centroid points are within the entire General Study Area. Therefore, zooming to 800% would not meet the Exhibit’s intended purpose.
43. **Appendix I, Page 2-2, Section 2.3 and Exhibit 1:** The proposed procedures have no bearing on KLAS configuration determination. At the request of the CCDOA, Configuration One is the calm wind configuration for KLAS. Because Configuration Three offers the most efficient operation at the airport, it is used when weather conditions allow and air traffic demand exceeds Configuration One arrival and departure rates. Based on interviews with air traffic control subject matter experts, runway use is not expected to change between the base year and the forecasted years. If demand rises faster than forecast, this could change.
44. **Appendix I, Pages 3-21 and Exhibits 4 and 5:** The 6,616 tracks referred to are departure tracks. There are more than 13,000 tracks (arrival, departure and overflight) included in the modeling for the EA. These tracks are the same tracks used in the Google Earth No Action Alternatives. The same tracks were adjusted to show the Proposed Action tracks in the Google Earth files.
45. **Appendix I, Page 3-27, Section 3.2.10:** The 6,616 tracks referred to are departure tracks. There are more than 13,000 tracks included in the draft EA. These tracks are the same tracks used in the Google Earth No Action Alternatives. The same 13,000+ tracks were

adjusted to show the Proposed Action tracks in the Google Earth files. The Proposed Action Flight Tracks show the aircraft that would file the existing procedure going to specific destinations. Additional flight tracks were placed in the Proposed Action Flight Tracks because what they filed historically was not available in all configurations at KLAS. These tracks were identified through the process of air traffic control subject matter expert interviews.

46. **Appendix I, Page 5-2, Study Airports – Departure and related Exhibit 6:** The FAA appreciates CCDOA’s comments. The EA meets all applicable requirements in the CEQ regulations and the FAA’s NEPA-implementing procedures (FAA Order 1050.1F). To the extent warranted, the FAA has made changes in the Final EA in response to CCDOA’s comments.
47. **Appendix I, Page 5-2, Study Airports – Arrivals and related Exhibit 7:** The FAA appreciates CCDOA’s comments. The EA meets all applicable requirements in the CEQ regulations and the FAA’s NEPA-implementing procedures (FAA Order 1050.1F). To the extent warranted, the FAA has made changes in the Final EA in response to CCDOA’s comments.
48. **Appendix I, Page 5-7, Table 12, and related Exhibit 9:** Paragraph 4.3.1.1. of the EA states “The AEDT 2d model was used to calculate DNL at the geographic centers (centroids) of census blocks to estimate the population exposed to varying levels of aircraft noise. This EA analyzed population within the General Study Area using 2010 U.S. Census block geometry. A census block is the smallest geographical unit that the United States Census uses to collect data. The census block population centroid DNL represents the DNL for the total maximum potential population within that census block. Because noise levels are analyzed only at the centroid point and applied to the entire census block area population, and because the area represented by each centroid varies depending on the density of population, the actual noise exposure level for individuals will vary from the reported level based on their proximity to the geographic centroid.”

The population centroids representing the noise decreases are relatively large in size and include the Jean Conservation Camp with a population of 150 and a large area near the La Madre Mountains wilderness which includes some rural residential areas.

49. **Appendix I, Page 5-8, Table 14 and related Exhibit 11:** “The AEDT 2d model was used to calculate DNL at the geographic centers (centroids) of census blocks to estimate the population exposed to varying levels of aircraft noise. This EA analyzed population within the General Study Area using 2010 U.S. Census block geometry. A census block is the smallest geographical unit that the United States Census uses to collect data. The census block population centroid DNL represents the DNL for the total maximum potential population within that census block. Because noise levels are analyzed only at the centroid point and applied to the entire census block area population, and because the area represented by each centroid varies depending on the density of population, the actual noise exposure level for individuals will vary from the reported level based on their proximity to the geographic centroid.”

The population centroids representing the noise decreases are relatively large in size and include the Jean Conservation Camp with a population of 150 and a large area near the La Madre Mountains wilderness which includes some rural residential areas.

50. **Appendix I, Page 6-177 and related Table 17.1:** According to FAA Order 1050.1F, Appendix B, the FAA does not prepare noise contours for large airspace actions involving more than one airport, which are not within the immediate vicinity of the airport, and/or includes actions above 3,000 feet AGL. The FAA used the required noise model, the AEDT model, and the required noise metric, DNL. Per FAA 1050.1F, AEDT can be used to provide noise contours for airport development projects or other actions in the immediate vicinity of the airport; however, the Las Vegas Metroplex Project is not an airport development project or action involving the immediate vicinity of one airport. Rather, it is a large airspace action involving more than one airport so grid points is compliant with what is required under FAA's implementing order. *See FAA Order 1050.1F, Appendix B*, which explains: "For air traffic airspace and procedure actions where the study area is larger than the immediate vicinity of an airport, incorporates more than one airport, and/or includes actions above 3,000 feet AGL, an FAA-approved model must be used. The noise analysis will focus on a change-in-exposure analysis, which examines the change in noise levels as compared to population and demographic information at population points throughout the study area. This is normally a noise grid analysis. Multiple grids may be created, but at least one grid must consist of population centroids from the U.S. Census blocks. Discrete receptor points can also represent select noise sensitive area(s) or comprise a general receptor grid over the study area, either densely or sparsely spaced. Noise contours may be created at the FAA's discretion; however, noise contours are not required and are not normally used for the analysis of larger scale air traffic airspace and procedure actions. If the study encompasses a large geographical area, it is not recommended that contours be created for the representation of results below DNL 55 dB due to fidelity of receptor sets needed to create an accurate representation of the contour."

The FAA appreciates CCDOA's comments. The EA meets all applicable requirements in the CEQ regulations and the FAA's NEPA-implementing procedures (FAA Order 1050.1F). Several comments suggested the addition of maps to demonstrate proposed actions. The size and scale of some of these requested maps would be unreadable, because, in some cases, they would need to cover an area well beyond the general study area. Additionally, they would often, not provide usable, informational data due to the three dimensional aspects of overlying procedures, sometimes segregated by altitude.

