Final Environmental Assessment for the Southern California Metroplex Project

August 2016

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United States Department of Transportation
Federal Aviation Administration

Seattle, WA
2 Purpose and Need

Under NEPA, an EA must describe the purpose and need for the Proposed Action. The following sections discuss the need for the Proposed Action and provide specific examples of the problems in the Southern California Metroplex. This discussion is followed by a description of the purpose for the Proposed Action, the criteria that the FAA will use to evaluate the SoCal Metroplex Project alternatives, and the requested federal actions needed to complete the SoCal Metroplex Project.

2.1.2 Causal Factors

The inefficiencies and resulting complexities associated with existing SID and STAR procedures are the primary foundation for the problem in the Southern California Metroplex. A problem (or need) is best addressed by examining the circumstances or factors that cause it. Addressing the causal factors behind the problem will help develop a reasonable alternative designed to resolve the problem (i.e., meet the “purpose”).
2.4 Description of the Proposed Action

The Proposed Action would implement RNAV SID and STAR procedures with optimized climb and descent profiles, respectively, and RNP approaches, where feasible, in the Southern California Metroplex. Refer to Section 1.2.5 for a description of RNAV, RNP, and optimized climb and descent profiles. This would improve the predictability and segregation of routes, as well as increase flexibility in providing air traffic services. The Proposed Action is described in detail in Chapter 3, Alternatives.
Southern California OAPM Design Package
LAX IRNMN STAR (SYMOM)

Implementation Dependencies

- Dependent upon the submissions of the ROKKR, PCFIC, OHSEA, MOOOS, CTRUS, MLIBU, CRSHR, and HUULL
- Requires modifications to SCT, ZLA, and ZOA facilities internal Standard Operating Procedures and Letters of Agreement
- Requires airspace modifications to:
  - ZLA: 13, 14
  - SCT: LAA (ZUMR, STAR, DNYR), BUR (MORR), DEL (MANR, MALR)
- Controller training
- Automation changes
Southern California Metroplex Design Package
LAX RNAV (RNP) AR RWY 24L Approach

Proposed Design and Implementation Dependencies

This design is dependent on the following procedures:

STARS:
- LAX ANJLL STAR
- LAX CRSHR STAR
- LAX HLYWD STAR
- LAX HUULL STAR
- LAX IRNMTN STAR
- LAX OLAAN STAR
- LAX SNSST STAR

Additional Design Considerations

- Validation through a Human-in-the-Loop simulation (HITLS) is not anticipated.
- Validation through industry flight simulation is not anticipated.

Implementation Dependencies

- This procedure requires modifications to SCT and LAXT internal Standard Operating
  Procedures and Letters of Agreement
- Requires no airspace modifications
- Controller training
- Automation changes
In the main body of the Final EA, page 3-39, this is the only representation of the North Arrival Route.

It shows STAR CRSHR, HUULL & IRNMN, and it shows these STAR RNAV procedures end at DAHJR.

No mention of RNPs or dependency on RNPs.
Final EA, Appendix A, p A-407, from June 10, 2015 Draft EA briefing. This is the latest briefing slide show contained in the Final EA, Appendix A.

Note that the chart shows STAR IRNMN with an AT 6000 Min Alt at DAHJR and it shows the procedure carrying on past GADDO.

Charts for CRSHR (which became RYDRR) and HUULL are similar.
This is the only chart for West Flow RNP approaches.

Note that the chart seems to show the RNP beginning after GADDO, and certainly no earlier than DAHJR.

Note there is no caption and no indication that the Altitude Restrictions in STAR RNAV procedures depend on the aircraft flying the RNP approach.
“FAA has made available a recording of the "Select Officials and Airports Information Briefing" conducted this week on September 6th and 7th," 2016.
FAA “Select Officials and Airports Information Briefing” conducted September 6th and 7th, 2016
Something changed between September 2016 and January 2017.

On January 18, 2017, in a new webinar, the same FAA Staff who were part of the September 2016 briefings gave a new briefing in which, for the first time, the FAA stated that the Min Alt at DAHJR would only apply to aircraft on the RNP approach, and that aircraft would descend onto visual or instrument approaches from CLIFFY.

This was completely different from all representations made during the Environmental Assessment and in the September 2016 briefings.

What changed?

The “Design and Implementation Team Technical Report” said the implementation of the STAR RNAVs would be dependent on new TRACON SOPs. Was that part of what happened?
Community Involvement — Southern California

Past Sessions

Video briefing on the progress of the Southern California Metroplex project and the implementation of NextGen technology. These presentations were presented to local officials and community members in January 2017.

Southern California Metroplex Webinar – SNA, LGB | January 19, 2017

Southern California Metroplex Webinar – SAN, PSP, ONT | January 19, 2017

Southern California Metroplex Webinar – LAX, SMO | January 18, 2017
Despite the new plan briefed in the January 18, 2017 webinar that linked the Min Alt at DAHJR to the RNP approach, the FAA continued to release other informational videos in January 2017 that continued to say that all flights would be restricted by the Min Alt at DAHJR and that only after DAHJR would aircraft leave the STAR RNAVs and go on to the RNP or Visual or Instrument Approaches.
FAA TV: Improving Arrivals into LAX

This video shows how arrival paths are being optimized for aircraft landing at Los Angeles International Airport (LAX).

Category: NextGen

Tags:
Community Involvement, Metroplex, NextGen, Performance Based Navigation, Procedure Updates

Download Video (MP4, 50.2 MB)