

AIRPORT SPONSORS' ROLE IN NEXTGEN PLANNING

Peter J. Kirsch

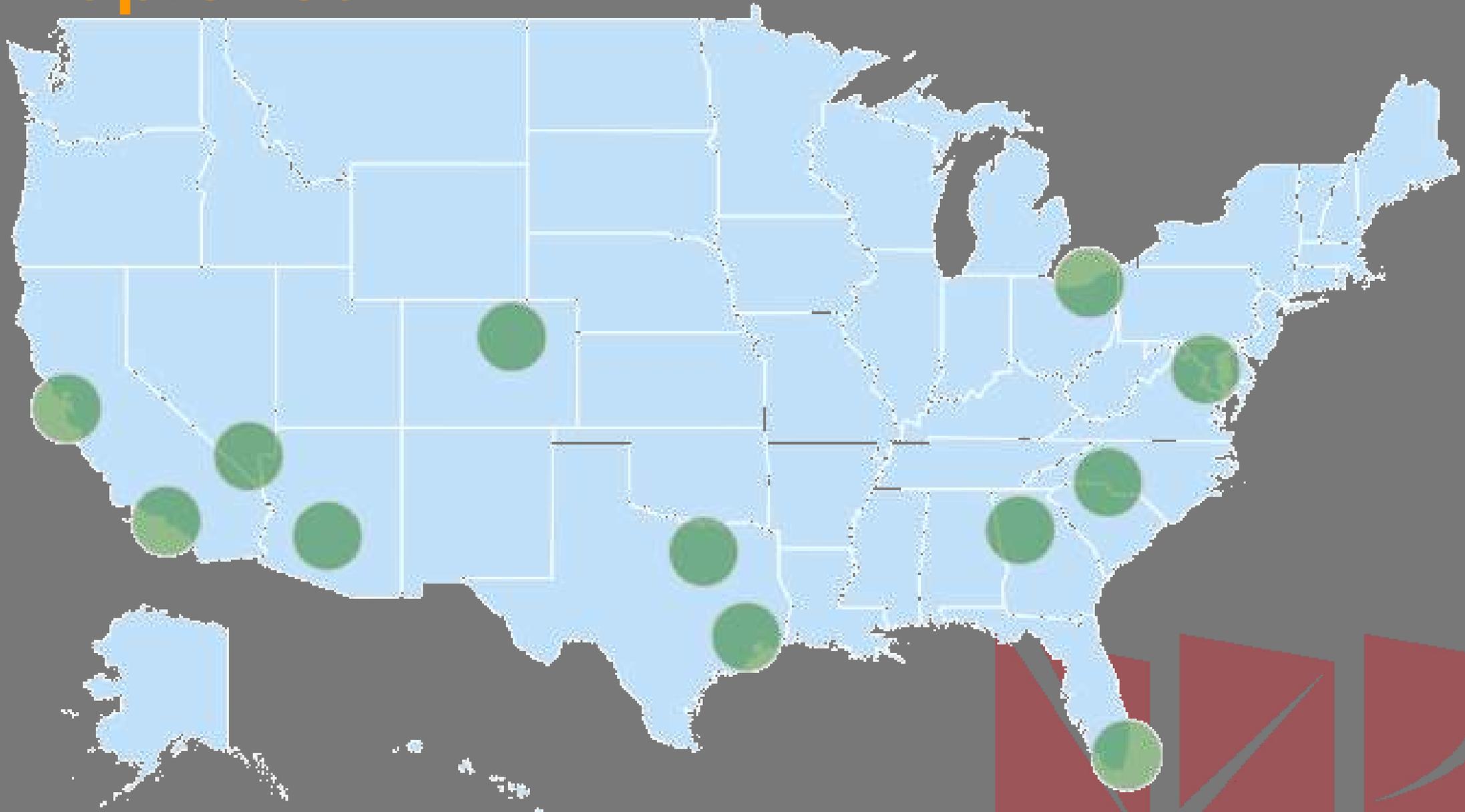
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KAPLAN KIRSCH ROCKWELL

Metroplexes



NextGen Metroplex effort

- The FAA's goal is to enhance the way aircraft navigate this complex airspace to improve airport access and make flight routes more efficient.
- Through the Metroplex program, the FAA is collaborating with aviation stakeholders to improve regional traffic movement by optimizing airspace and procedures based on precise satellite-based navigation.

Metroplex effort - 2

- In collaboration with the aviation industry, the FAA identified 21 metroplexes where improved performance could benefit not only the region, but the entire NAS.
- In collaboration with the aviation industry, the FAA is identifying and measuring how NextGen metroplex improvements provide qualitative benefits.

Metroplex effort - 3

The FAA has adopted a structured process for implementing Metroplex projects which includes multiple opportunities for public involvement through the design phase, required environmental analysis, and implementation of procedures. Some public meetings will be informational. Others will be public workshops where interested community members can talk with FAA airspace designers to learn about metroplex work, ask questions, and find out how airspace changes might affect their community.

This is the FAA's project

What, Me Worry?



WASHINGTON, DC
FAIR SKIES
CO✈**LITION**

**FAA: Follow published procedures
and stop shifting SFO aircraft noise
over Brisbane!**

Take Action Against Airplane Noise



Stop CLT Jet Noise
@stopcltnoise



Take Action Against Airplane Noise

NoiseGen.Info - Save Our Skies - Santa Cruz CA Effort

Santa Cruz County's resource for those affected by Jet Traffic Noise caused by the new FAA NextGen High-Capacity SERFR ONE approach.



**fighting for quiet
in Prospect Park and all Brooklyn**



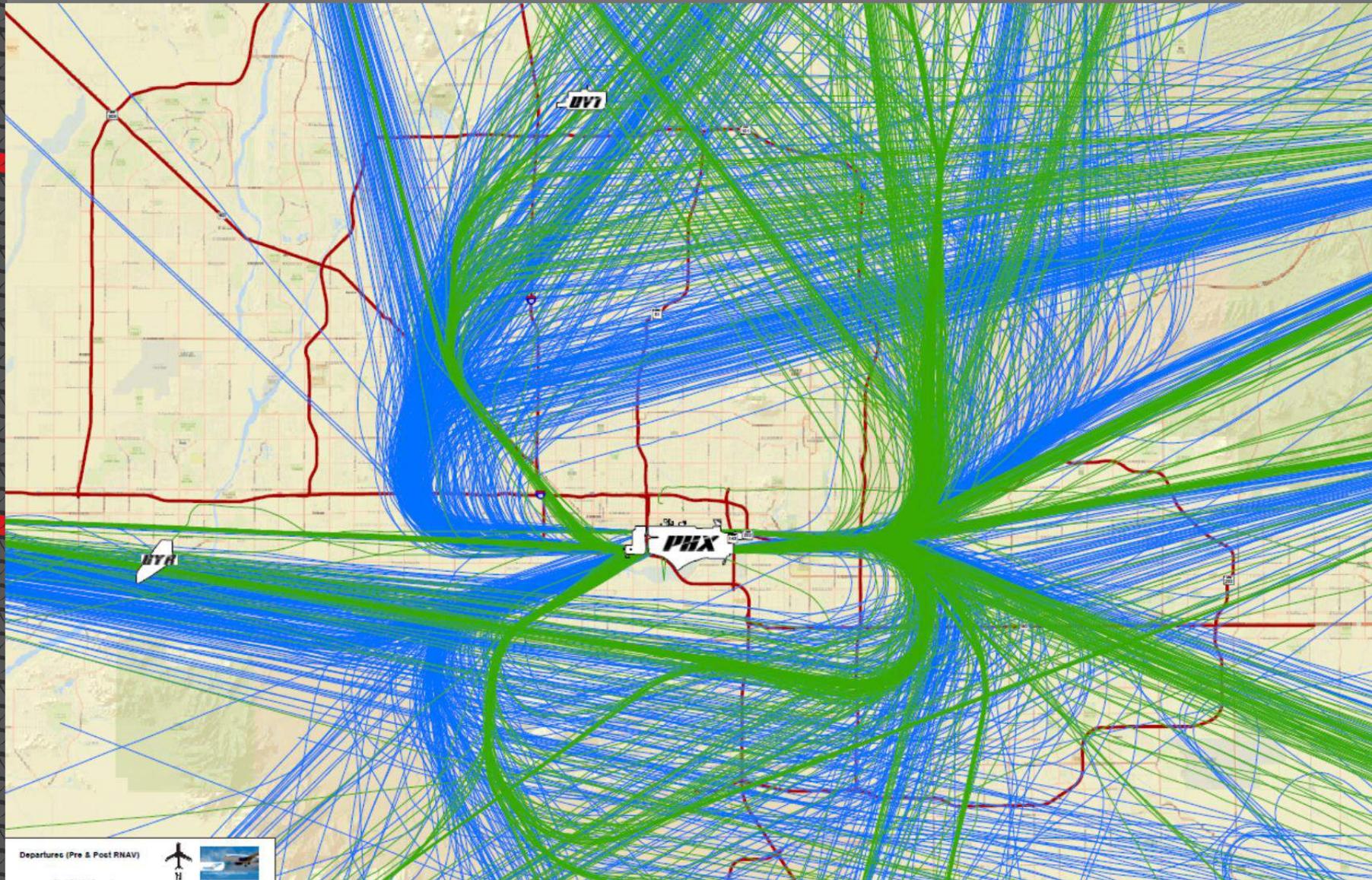
Sky Posse Palo Alto



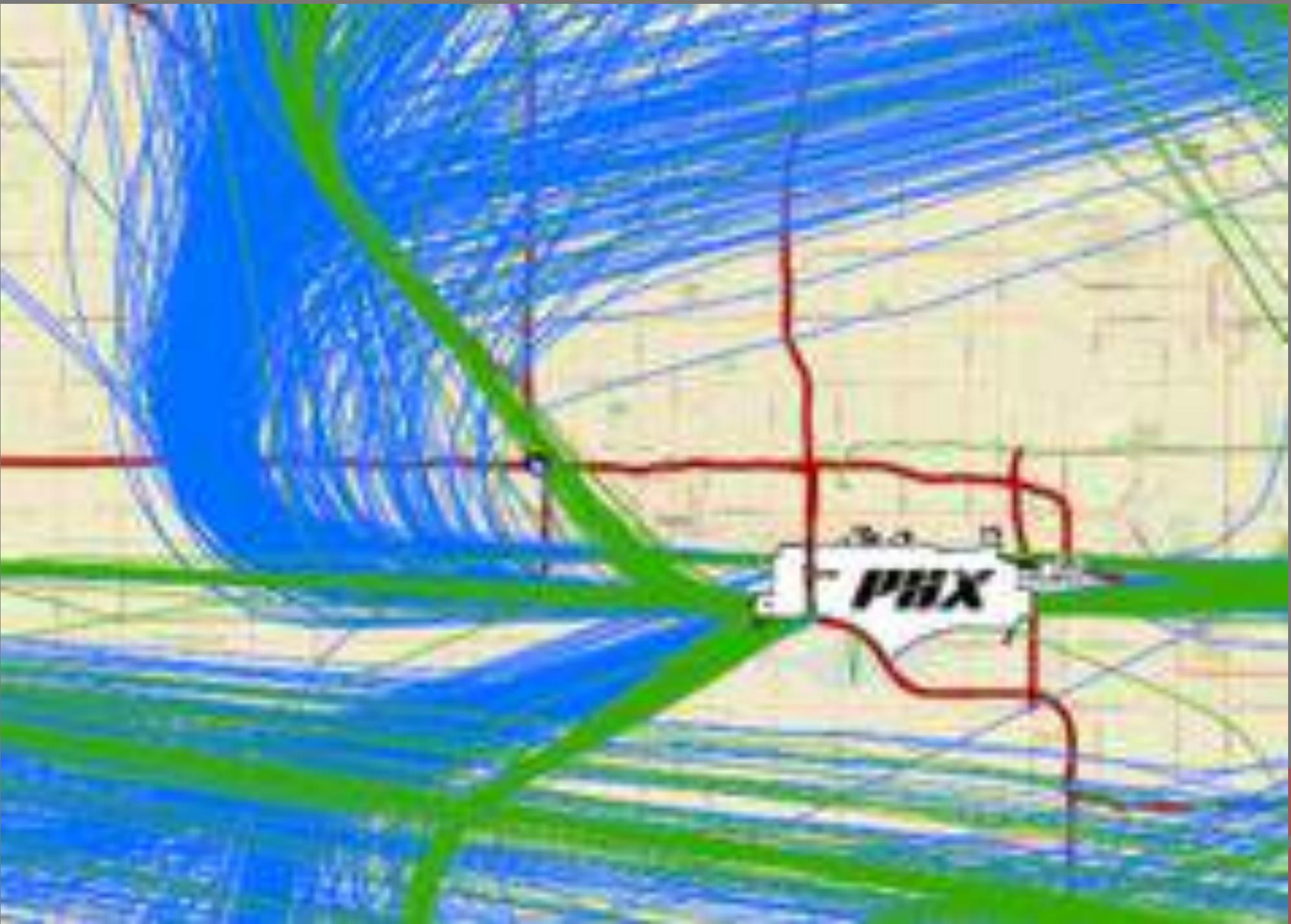
CAAN

Citizens for the Abatement of Aircraft Noise, Inc.

City of Phoenix v. Huerta, D.C. Circuit



- Not Metroplex procedures
- But Metroplex planned
- Categorical exclusion



PHX v. Huerta, procedural issues

- 49 U.S.C. 46110 60-day clock starts at time of route publication
- PHX reasonably waited to file
 - Narrow exception
 - But, FAA promised to address concerns
- FAA failed to adequately consult with City under:
 - NEPA
 - National Historic Preservation Act
 - Section 4(f)

PHX v. Huerta, court decision

- FAA unreasonably concluded a categorical exclusion was appropriate
 - 5 DB increase in 45-60 dB contours
 - Community concern
- FAA inappropriately applied DNL 65 dB standards under Section 106/Section 4(f) (parks and historic)
 - Assumed historic districts and parks were “urban”
 - Required to consult with city

PHX v. Huerta: What does it mean?

- FAA not invincible on noise
- FAA/ATO must do better involving airports and community
 - Accelerate ongoing FAA efforts
- Shortcuts in environmental documents are risky
- FAA cannot simply fall back on DNL 65 dB threshold
- Must “show its work” on Section 4(f)/106 resources
- CATEXes need to be better justified or EAs used if large noise changes (5 dB in DNL 45-60)

Most common mistakes

1. FAA = FAA
2. “Just let us know when you have information”
3. “Plenty of time when the _____ is released”
4. 65 dB CNEL/DNL
5. Same flight tracks are OK

Phoenix lessons

1. Take charge of being informed
2. Understand geography of impacts
3. It's all about change
4. Participate, engage, question
5. Concentration of flight tracks
6. Don't rely on ADO alone
7. NextGen challenges basic FAA envt'l assumptions

FAA is also trying to figure this out!

Questions?



Peter J Kirsch

KAPLAN KIRSCH ROCKWELL

202-596-1112

pkirsch@kaplankirsch.com