

PUBLIC WORKSHOPS

DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT Proposed Modification to the Four Corner-Post Plan McCarran International Airport, Las Vegas, Nevada

December 12 & 13, 2005

WELCOME

Two Public Workshops are being held in conjunction with the FAA's release of the Draft Supplemental Environmental Assessment (SEA) for a proposed modification to the Four Corner-Post Plan at McCarran International Airport, Las Vegas, Nevada.

Workshop #1: Monday, December 12, 2005, 6:00 – 9:00 PM
Sierra Vista High School, 8100 W. Robindale Rd., Las Vegas, NV

Workshop #2: Tuesday, December 13, 2005, 6:00 – 9:00 PM
Centennial High School, 10200 Centennial Pkwy., Las Vegas, NV.

Oral Comments

Anyone attending the Public Workshops is afforded the opportunity to present oral comments pertinent to the subject of the Draft SEA. Oral comments can be given during the Question and Answer period following the Project Presentation that will be given at the top of each hour (6:00 PM, 7:00 PM, & 8:00 PM). A court reporter is present to create a written transcript of all questions and answers that occur during each Question and Answer session at each Public Workshop.

Written Comments

There are two ways to provide written comments pertinent to the subject of the Draft SEA:

1. Submit written comments at the Public Workshop, using the forms provided.
2. Submit written comments via mail, fax, or e-mail on or before December 30, 2005, which marks the end of the official comment period for the Draft SEA. All written comments not submitted at a Public Workshop must be postmarked and e-mail or fax must be sent by no later than midnight, December 30, 2005. Please submit written comments to Landrum & Brown, Inc., ATTN: Sara Hassert, 8755 W. Higgins Rd., Ste. 850, Chicago, IL 60631, Fax: 773-628-2901, E-mail: shassert@landrum-brown.com

Response to Comments

The FAA will respond to all comments received during the official comment period for the Draft SEA in the Final SEA. The FAA plans to publish a Final SEA in early March 2006. The federal decision-makers will use the Final SEA in their determination to approve or disapprove the Proposed Action.

BACKGROUND

In October 2001, the Federal Aviation Administration (FAA) implemented the Four Corner-Post Plan at McCarran International Airport (LAS), Las Vegas, Nevada. The Four Corner-Post Plan was developed to enhance airspace and air traffic control efficiency by eliminating airspace conflicts and reducing controller workload. It also was intended to increase safety, efficiency and lead to a reduction in aircraft delays.

Implementation of the Four Corner-Post Plan alleviated the potential for airspace conflicts by redesigning arrival and departure routes to take advantage of technology advances by establishing Area Navigation (RNAV) arrival and departure procedures while retaining conventional routes for those aircraft that were not RNAV-equipped.

One major change in traffic patterns was the shift in departures from Runway 25. Prior to the Four Corner-Post Plan, approximately 60% of the departures from Runway 25 turned right (to the north) and used the OVETO/MEAD DP, and 40% turned left (to the south) using the OASYS DP.

During the development of the Four Corner-Post Plan, the FAA explored the feasibility to continue the right turn (OVETO/MEAD) procedure from Runway 25. However, the airspace north of LAS was restricted to a narrow corridor, approximately 4.8 NM wide, between Las Vegas TRACON airspace and that airspace controlled by the Nellis Air Force Base Air Traffic Control Facility. At that time, the criteria for procedures utilizing RNAV would only accommodate a northbound procedure with limited use. Therefore, the STAAV RNAV standard instrument departure (SID) was developed. As a result, the majority (over 95%) of the departures from Runway 25 were assigned departure procedures which turned left and the remaining 5% turned right.

While the Four Corner-Post Plan achieved most of the identified benefits, the lack of a right turn departure procedure for eastbound traffic from Runway 25 resulted in some airspace inefficiency. This specific airspace inefficiency has grown with the increasing traffic at LAS.

PROPOSED ACTION

As experience with RNAV procedures grew, the criteria for procedural development was revised to permit more flexibility in procedural design. With these changes, the FAA now has the ability to develop an RNAV departure procedure which fits within the limited airspace north of LAS, and does not conflict with other traffic

patterns. Therefore, the FAA proposes to adjust the Four Corner-Post Plan by modifying the STAAV RNAV SID to accommodate eastbound departures from Runway 25. This modification would emulate the OVETO SID which was in use prior to implementation of the Four Corner-Post Plan.

PURPOSE AND NEED

The following is a summary of the **Purposes** of the Proposed Action:

- Improve efficiency in LAS airspace
- Ensure LAS can meet its forecast future demand
- Reduce the potential at LAS for future delays
- Provide operational benefits to the operators at LAS
- Growth of the Metro Las Vegas area
- Airspace limitations
- Reduction in noise exposure
- Reduction in interactions between air traffic facilities
- Enhance RNAV technology (predictability of ground tracks)

The following is a summary of the **Needs** for the Proposed Action:

- The implementation of operational changes at LAS is needed as a direct result of increases in total passengers and aircraft operations levels.
- The sustainable annual capacity of LAS is 625,000 annual aircraft operations, based upon an average delay exceeding 6 minutes per aircraft operation, assuming that 80 percent of aircraft operations are conducted by scheduled air carriers and commuter operators. The 2001 Four Corner-Post Plan Final Environmental Assessment presented annual operations of 622,000 by the year 2005 at LAS. Annual operations are to increase at a rate of approximately 2.41 percent per year.
- Currently, Runway 25 and Runway 19 departures are required to fly over a single waypoint (ROPPR) southwest of the airport. Air traffic control must provide additional spacing for a Runway 19 departure when preceded by a Runway 25 departure. This circumstance, which induces departure delays, has been exacerbated by the continual increase in traffic demand, and the lack of an alternative route for eastbound departures.
- The final need is to recapture the operational effectiveness that was lost from the reduction in the use of the right-turn procedure from Runway 25 for eastbound traffic as part of the implementation of the Four Corner-Post Plan at LAS.

ENVIRONMENTAL PROCESS

The FAA is conducting this Supplemental Environmental Assessment (SEA) as a supplement to the 2001 Final Environmental Assessment (2001 FEA) for the Four Corner-Post Plan. This SEA only reviews potential impacts associated with a proposed modification to the STAAV RNAV SID at McCarran International Airport,

Las Vegas, Nevada. An EA or SEA requires analysis and documentation similar to that of an Environmental Impact Statement (EIS), but with somewhat less detail and less intensive coordination than is required with an EIS. Depending upon whether certain environmental thresholds of significance are exceeded, an SEA will either lead to a Finding of No Significant Impact (FONSI) or to the subsequent preparation of an EIS.

Public Review of Draft Supplemental Environmental Assessment (SEA)

This Draft SEA for the Proposed Modification to the Four Corner-Post Plan at Las Vegas McCarran International Airport was released to the public for review and comment on November 22, 2005. through December 30, 2005 (the end of the official comment period for the Draft SEA)

On-line Access

An electronic copy of the Draft SEA can be accessed on the Internet at:
<http://www.awp.faa.gov/atenviro> (click on *Current Environmental Studies* to select and view the document).

Local Libraries

A paper copy of the Draft SEA is available at each of the following local libraries:

1. Nevada State Library and Archives, 100 Stewart St., Las Vegas, NV 89710
2. Las Vegas Branch Library, 509 S. 9th St., Las Vegas, NV 89101-7010
3. Las Vegas Library, 833 Las Vegas Blvd. N, Las Vegas, NV 89101-2004
4. Meadows Library, 300 W. Boston Ave, Las Vegas, NV 89102
5. Rainbow Library, 3150 N. Buffalo Dr., Las Vegas, NV 89128-2823
6. Sahara West Library, 9600 W. Sahara Ave., Las Vegas, NV 89117-5959
7. Spring Valley Library, 4280 S. Jones Blvd., Las Vegas, NV 89103-3325
8. Summerlin Library, 1771 Inner Circle, Las Vegas, NV 89134-6119
9. Sunrise Library, 5400 Harris Ave., Las Vegas, NV 89110-2543
10. West Charleston Library, 6301 W. Charleston Blvd., Las Vegas, NV 89146-1124
11. West Las Vegas Library, 951 W. Lake Mead Blvd., Las Vegas, NV 89106-2315
12. Whitney Library, 5175 E. Tropicana Ave., Las Vegas, NV 89122-6742