

PUBLIC ANNOUNCEMENT

The Federal Aviation Administration (FAA) has awarded a contract to conduct an environmental assessment (EA) of the proposed amendments to two existing departure procedures at Hollywood Burbank International Airport. The EA will evaluate the potential environmental impacts of the proposed amendments to the OROSZ and SLAPP procedures, and any reasonable alternatives to the proposed amendments. This step follows the FAA's November 7-8, 2018 public workshops on these proposed amendments. The FAA is working to prepare a timeline for the EA. The preparation of this EA is separate from the work that the San Fernando Valley Task Force is conducting. However, the FAA as part of the EA process may consider Task Force recommendations that offer reasonable alternatives to the proposed amendments to the SLAPP and OROSZ procedures. The FAA has not made a final decision on the proposed amendments. Please monitor this website for further project updates.

FREQUENTLY ASKED QUESTIONS

Q: What will the FAA look at in the environmental assessment (EA)?

A: The EA will evaluate the potential environmental impacts of proposed amendments to two existing departure procedures at Hollywood Burbank Airport (BUR), and any reasonable alternatives to the proposed amendments. The existing procedures are the SLAPP and OROSZ.

Q: What are reasonable alternatives?

A: The National Environmental Policy Act (NEPA) does not require that an agency consider every possible alternative. An EA might only consider the proposed action and the no-action alternative. However, an agency may consider reasonable alternatives, which the Council on Environmental Quality (CEQ) defines as "those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant."

In this case, reasonable alternatives are limited to alternatives to the proposed amendments to the SLAPP and OROSZ procedures. "Reasonable alternatives" does not refer to any other possible changes to routes around the San Fernando Valley unrelated to the SLAPP and OROSZ procedures. Reasonable alternatives are developed as part of the environmental review process, which includes identifying and screening reasonable alternatives and comparing them to the proposed action, in this case.

Q: Will the FAA in the EA consider the public comments it received during the November 2018 workshops and associated public comment period?

A: Yes.

Q: Will the public have another opportunity to comment on the proposed SLAPP and OROSZ amendments as part of the EA process?

A: Yes. The FAA will hold a public comment period as part of the EA process.

Q: Is the BUR airport authority's request for a Section 175 heading dispersal a reasonable alternative? Is Congressman Brad Sherman's request for new departure routes a reasonable alternative?

A: The FAA will consider the requests from the BUR airport authority and from Congressman Sherman while preparing the EA. Because the FAA has not begun the EA process, the agency has not yet identified any reasonable alternatives that it will analyze as part of the EA.

Q: Will the FAA look at the Joint Task Force recommendations as part of the EA?

A: At this time, we have not received any recommendations from the Task Force. The FAA, as part of the EA process, may consider Task Force recommendations that offer reasonable alternatives to the proposed amendments to the SLAPP and OROSZ procedures.

Q: How will the FAA determine which Task Force recommendations to include in the EA?

A: The FAA, as part of the EA process, may consider Task Force recommendations that offer reasonable alternatives to the proposed amendments to the SLAPP and OROSZ procedures. The FAA will not in this EA evaluate Task Force recommendations that are unrelated to the proposed SLAPP and OROSZ amendments.

Q: Why is the FAA beginning the EA process when the Task Force hasn't completed its work?

A: The EA process and the Task Force process are independent of each other. The EA will review the proposed amendments to the SLAPP and OROSZ procedures, reasonable alternatives to the proposed amendments, and taking no action at all. The Task Force is taking input on a much wider range of issues. However, the FAA as part of the EA process may consider Task Force recommendations that offer reasonable alternatives to the proposed amendments to the SLAPP and OROSZ procedures.

Q: Can the FAA delay the EA until it has received recommendations from the Task Force?

A: The two processes are independent of each other. The EA will review the proposed amendments to the SLAPP and OROSZ procedures, reasonable alternatives to the proposed amendments, and taking no action at all. The proposed amendments are part of a settlement agreement between the FAA and the Benedict Hills Estates Association and the Benedict Hills Homeowners Association. Accordingly, the scope of the EA is limited. The Task Force is taking input on a much wider range of issues potentially affecting the San Fernando Valley. However, the FAA as part of the EA process may consider Task Force recommendations that offer reasonable alternatives to the proposed amendments to the SLAPP and OROSZ procedures.

Q: How will the FAA evaluate Task Force recommendations that are unrelated to the proposed SLAPP and OROSZ amendments?

A: The EA process and the Task Force process are independent of each other. The FAA will consider, outside of this announced EA process, the feasibility of any final consensus recommendations we receive from the Task Force that are unrelated to the proposed SLAPP and OROSZ amendments. If the FAA were to determine that a recommendation is conceptually feasible, the agency would then follow FAA policy in evaluating such a recommendation.

Q: Does that mean the EA won't be done until after the Task Force finishes its work?

A: The timelines are not connected, but it typically takes up to 24 months to complete an EA. Therefore, it's likely the Task Force will finish its work before the FAA completes the EA. As a result, it's likely the FAA, as part of the EA process, may be able to consider task force recommendations that offer alternatives to the proposed amendments to the SLAPP and OROSZ procedures.

Q: When will the FAA notify the public about the alternatives it's considering?

A: The Draft EA, which the FAA will release for public comment, will include all the alternatives that the FAA is considering.

Q. How do the proposed amendments to the SLAPP and OROSZ involve the new BUR Replacement Passenger Terminal Project?

A: The Replacement Passenger Terminal Project is independent of the proposed amendments to the SLAPP and OROSZ. The FAA is preparing an Environmental Impact Statement (EIS) for the proposed Replacement Passenger Terminal Project, which the public passed in Measure B in the November 2016 election.

Q. Will the amendments to the SLAPP and OROSZ result in departures of large aircraft on Runway 8 at BUR?

A. No. Departures on Runway 8 are restricted to aircraft weighing less than 12,500 pounds. Aircraft departing off Runway 8 must remain safely away from the Verdugo Mountains and from aircraft arriving into Los Angeles International Airport (LAX). Aircraft weighing less than 12,500 pounds are able to turn and climb more quickly than larger aircraft and therefore remain a safe distance from the mountains and the LAX arrival flow. Larger aircraft are less maneuverable and are unable to remain a safe distance from the mountains and the LAX arrival flow. The proposed amendments and the proposed relocation of the Passenger Terminal would not change that situation.