



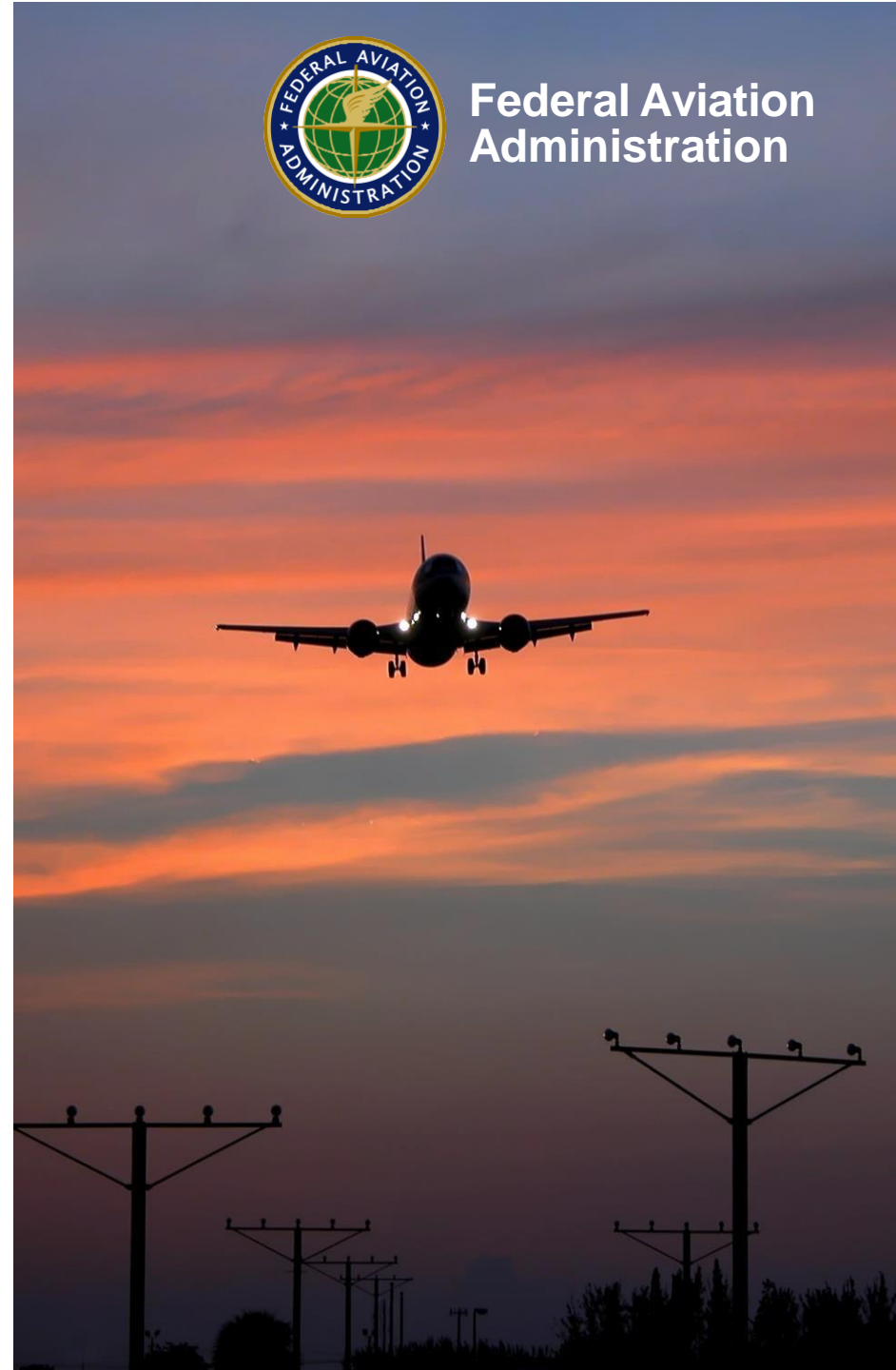
Federal Aviation  
Administration

# Virtual Public Information Meeting

Upcoming FAA Changes to  
Raleigh-Durham International Airport  
(RDU)

Arrival and Departure Procedures

November 17, 2020



# FAA Changes to RDU Procedures

- The FAA is making changes to twenty-three arrival and departure procedures at RDU that help connect RDU with other airports.
- These changes are necessary to improve safety and efficiency, and they are part of a broader effort to modernize the National Airspace System.
- The RDU Airport Authority and several major airlines have been involved in the procedure design.
- The changes are scheduled to be published in early 2021.
- In tonight's meeting, we will:
  - Provide an overview of these changes, including a short video
  - Summarize the results of environmental analysis for the project
  - Share information about the procedure changes
  - Answer your questions on the project



# FAA Public Outreach

## RDU Procedure Changes - Project Webpage:

[faa.gov/go/rdu](https://www.faa.gov/go/rdu)

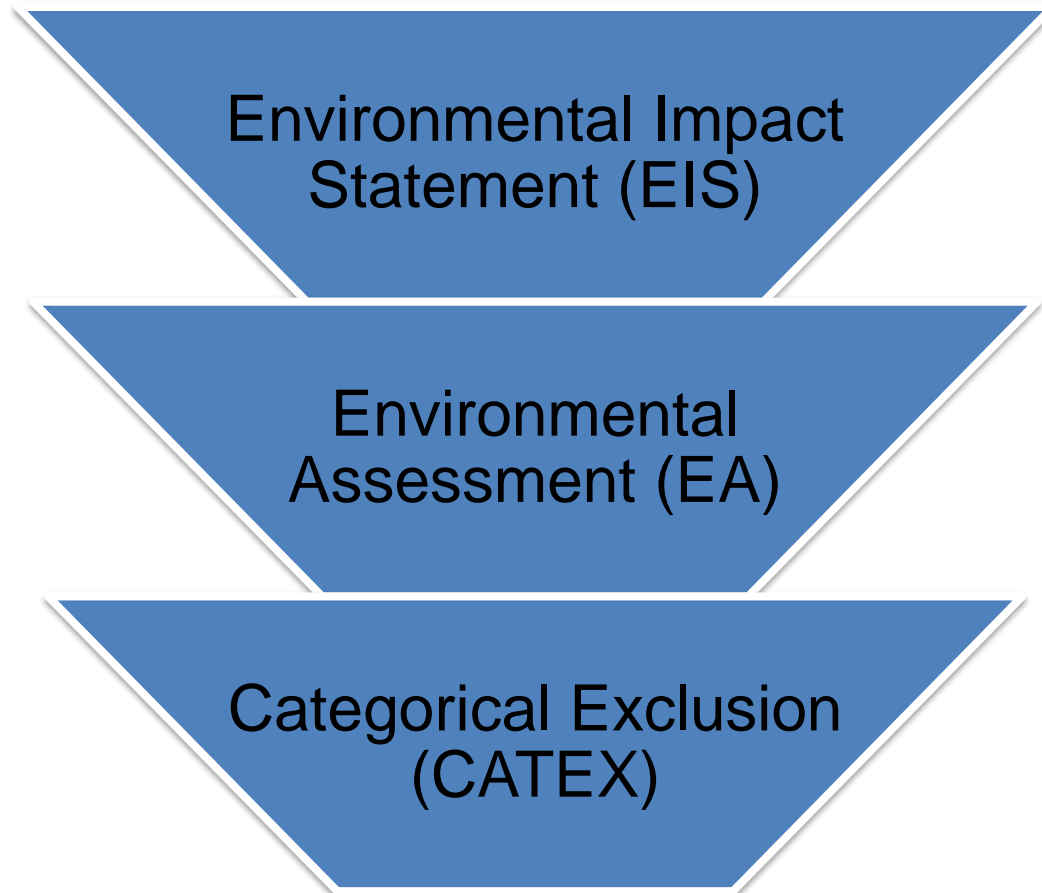
## Website provides access to:

- Project Video
- Presentation, including procedure designs
- Recording of November 17, 2020 Public Information Meeting

*For technical support, or to submit a question for the Live Q&A session,  
you can send a text message to:  
949-478-0253*

# National Environmental Policy Act (NEPA) Overview

NEPA requires federal agencies to consider the potential environmental impacts of projects. There are three levels of NEPA review:



# FAA's Environmental Review

- A noise screening analysis of the proposed changes was completed for the 23 procedures.
- Random radar track data was selected for the RDU analysis representing the average operational conditions. A total of 17,487 flight tracks were used in the analysis.
  - *60 days of random track data (6/8/18 – 3/23/19)*
  - *A total of 17,487 (Pre-Covid numbers)*
- Noise analysis results are based on comparing the historical noise footprint, known as the baseline, against the modeled noise expected from aircraft utilizing the proposed procedures.

# FAA's Environmental Review

- “No reportable or significant” increase in noise would result from the proposed actions.

**Note:** FAA reference to “no significant increase” refers to established, objective legal standards using metrics that apply to agency projects nationwide. For example, noise impacts are significant if the action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe. FAA is *not* making a subjective statement about how any one person may perceive any type or amount of noise.

- Based on the types of changes being made and the noise screening results, the FAA issued a CATEX to comply with its NEPA obligations for the proposed changes.

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