



Friday July 16th, 2021

Dear Stakeholder,

As you are very well aware, many areas in the Southern San Fernando Valley have seen a dramatic increase in noise burdens over the last few years due to changes in the flight patterns at Hollywood Burbank Airport (BUR) and/or Van Nuys Airport (VNY). Regulation of air traffic, flight paths and airport operations is, of course, exclusively within the jurisdiction of the Federal Government, not the city. Nonetheless, the undersigned members of the City Council will continue to take any and all steps we can to influence the Federal Government to implement effective and fair solutions to preserve the quality of life for all Valley and Santa Monica Mountain residents.

One of those steps was the rigorous advocacy of four Los Angeles Councilmembers in the Southern San Fernando Valley Noise Task Force, which was established by the Burbank-Glendale-Pasadena Airport Authority (the agency that governs BUR). The Task Force included representatives of Los Angeles, Burbank, Glendale and Pasadena, together with three Members of Congress and both of California's United States Senators. After eight public hearings, this diverse group of elected officials made over a dozen recommendations to the Federal Aviation Administration (FAA), as well as the leaders of BUR and VNY, that would improve the noise situation.

We believe the FAA has utterly failed to respond in any meaningful way to the Task Force's carefully considered recommendations. It is imperative that our Federal elected officials act assertively and immediately to hold the FAA accountable and demand effective action, as recommended by the Task Force, to reduce noise impacts to our constituents. Each of us has called upon them to do so, and we urge you to do so as well.

In addition, the City of Los Angeles is currently engaged in three active lawsuits against the FAA involving BUR and/or VNY, and a fourth involving Los Angeles International Airport (LAX) that deals with similar issues:

1. Last week, the City prevailed in an action involving the FAA's flight procedure changes at LAX, *City of Los Angeles v. FAA (9th Cir. No. 19-71581)*. The Ninth Circuit Court of Appeals ruled in favor of the City, deciding that the FAA violated environmental laws when it changed flight patterns in 2018 for aircraft arriving at LAX without proper environmental review or public comment. The FAA must now undertake the full environmental analysis that should have taken place before these changes were implemented around LAX.
2. Similarly, in *City of Los Angeles v. FAA (9th Cir. No. 19-73164)*, the City alleges that there has been an abrupt and significant "southerly shift" of flights from BUR and VNY, without proper environmental review, and parts of the southeast San Fernando Valley and Santa Monica Mountains, not near the airport, are now experiencing air traffic noise for the first time or to a degree never before experienced. Although the FAA has admitted the "southerly shift," it has denied the City's request to correct the problem because it claims the FAA did not cause the shift.
3. A third case, *City of Los Angeles v. FAA (Central District of California No. 19-10506)*, involves a Freedom of Information Act request initiated by Councilmember Krekorian and City Attorney Feuer to obtain documents relating to flight procedures at BUR. The City has succeeded in obtaining the documents, and the parties are negotiating resolution of the lawsuit.
4. Finally, this week the City filed a fourth lawsuit, *City of Los Angeles v. United States FAA (9th Cir. No. 21-71170)*, regarding a potential replacement terminal at BUR. We had secured an extension of time for all stakeholders and members of the public to provide public comment about the environmental impacts of the replacement terminal proposal. Many organizations, including Studio City for Quiet Skies, Burbank for Quiet Skies, Santa Clarita for Quiet Skies, and Save Our Skies LA, as well as the City itself, and almost 300 individuals, took advantage of the extension we secured to provide comment. The FAA's full responses to comments about the terminal project can be found [here](https://bit.ly/3ilSkpW) (<https://bit.ly/3ilSkpW>). This litigation alleges that the FAA failed to respond properly to the City's public comment during the agency's environmental review process. The case only involves the City's comments; we do not yet know whether any other commenters have also filed their own lawsuits.

We support this new City litigation against the FAA, but we also recognize it is certainly not the solution to the aircraft noise problem. As this case proceeds, we will also continue to advocate that the FAA, BUR and VNY take immediate action to address our constituents' legitimate concerns about changes in flight patterns and noise.

We must all be clear-eyed about the fact that the City has no regulatory authority whatsoever to control air traffic and its resulting noise. That power lies squarely and exclusively with the Federal Government. We therefore urge all residents affected by changes in aircraft noise impacts to join us in demanding that our Federal elected officials force the FAA, one way or the other, to bring immediate relief to the communities of the San Fernando Valley and the Santa Monica Mountains.

Very truly yours,



**PAUL KREKORIAN**

Los Angeles City Councilmember, 2nd District  
Vice-Chair, Southern San Fernando Valley  
Airplane Noise Task Force



**PAUL KORETZ**

Los Angeles City Councilmember, 5th District  
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