



March 11th, 2021

Ms. Raquel Girvin
Regional Administrator, Western-Pacific Region
Federal Aviation Administration
777 South Aviation Blvd., Suite 150
El Segundo, CA 90245

Dear Ms. Girvin:

As you know, in recent years, many of our San Fernando Valley constituents have experienced dramatic changes in the noise impacts caused by flights taking off from and landing at both Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY). These changes have caused widespread public outrage and a massive spike in noise complaints regarding both airports.

In response to these concerns and complaints, the Burbank-Glendale-Pasadena Airport Authority (“BGPAA”) and Los Angeles World Airports (“LAWA”) formed the Southern San Fernando Valley Airplane Noise Task Force (“Task Force”). The mission of the Task Force was to provide a forum for representatives of communities that are currently being affected, and those that could potentially be affected, by aircraft procedural and operational changes related to aircraft noise in the southern San Fernando Valley and Santa Monica Mountains.

The Task Force consisted of elected representatives of the cities of Los Angeles, Burbank, Glendale, and Pasadena, together with four members of the House of Representatives and California’s two United States Senators. The Los Angeles City Council Members on the Task Force alone represent over one million constituents.

The Task Force conducted seven public meetings, received hundreds of public comments, and heard recommendations from many community-based organizations. The Task Force, working

with its consultant, spent hundreds of hours developing, evaluating, and debating dozens of potential corrective measures that could be taken by the airports, the airlines, and the FAA in order to give both immediate and longer-term relief to those residents who have been aggrieved by the changed noise impacts. The Task Force's efforts, in turn, built upon the thousands of hours of work of the many community organizations who have been so diligent in trying to find solutions. The Task Force's work product resulting from this extensive effort was a set of 16 recommendations that reflected the consensus of the voting members, and that consensus also appeared to have the uniform support of all of the Congressional offices.

We are therefore deeply disappointed at the FAA's utterly dismissive responses to all of the Task Force's recommendations. The FAA's responses repeatedly assert that the recommendations are, in the FAA's view, not feasible, and worse, in many cases, the FAA simply refuses to act. This obstinate refusal to address the very real impacts on the people we represent is entirely unacceptable to the undersigned Task Force members. The Task Force's recommendations were not narrowly prescriptive but, by design, were intended to invite actual problem-solving by the FAA. In short, the undersigned expect and demand that the FAA accept and implement the Task Force's recommendations to the greatest extent possible, or at least provide productive alternatives that achieve the same results.

According to the November 2, 2020 update on the FAA's own BUR Community Page, the FAA "continues to move forward on the Environmental Assessment (EA) for the proposed amendments to the OROSZ and SLAPP departure procedures at Hollywood Burbank Airport. ***The agency is considering recommendations from the Southern San Fernando Valley Airplane Noise Task Force as potential reasonable alternatives to the proposed amendments.*** The FAA has not made a final decision on the proposed amendments or any reasonable alternatives, including the no-action alternative." The FAA's responses to the Task Force, however, seem to make clear that the FAA is not "considering recommendations . . . as potential reasonable alternatives," but rather has completely rejected those recommendations out of hand.

As a general matter, we believe strongly that the SoCal Metroplex must be redesigned and repurposed. It should consider not only efficiencies in the airspace, but also the adverse physical, mental, and environmental impacts that people and communities on the ground suffer when aircraft are confined to a narrow path with little dispersion at very low altitudes.

The Task Force's final recommendations asked the FAA to avoid the standard bureaucratic non-response and instead to work with us and provide alternatives if a recommendation was found not feasible. It is not too late for the FAA to do so. As a body, the Task Force had the limited role of developing the recommendations, and that work is complete. Nonetheless, each of the undersigned, individually and collectively, will continue to use all means available to us to ensure that our constituents' concerns are addressed.

Enclosed with this letter are the original 16 recommendations from the Task Force along with various letters from the local airport authorities, members of Congress, community groups, and the responses from the Federal Aviation Administration. We continue to encourage the FAA to thoughtfully and thoroughly review the proposed solutions recommended by the Task Force and by the community organizations and report back with an implementation timeline, and or viable alternatives, within 60 days.

Very truly yours,



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



PAUL KORETZ
Los Angeles City Council, 5th District
Member, Southern San Fernando Valley
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cc: Steve Dickson, Administrator, Federal Aviation Administration

Enclosures:

5-28-20 Task Force Recommendations and Letter

06-08-20 Final Task Force Member Recommendations With Addendum 6.8.2020

6-11-20 FAA Response Letter

7-21-20 Los Angeles World Airports Response Letter

7-27-20 Letter form Members of Congress: Schiff, Sherman, & Lieu

7-28-20 FAA Response Letter

8-4-20 Letter from Senators Feinstein & Harris

8-17-20 Burbank Glendale Pasadena Airport Authority Response Letter

9-1-20 FAA Response Letter

10-8-20 Letter to FAA Regarding IFP Gateway Submittal for VNY Departure Patterns

2-8-21 Letter from Studio City for Quiet Skies, UproarLA, & Sherman Oaks and Encino for Quiet Skies