

Support for Southern San Fernando Valley Airplane Noise Task Force Recommendations

As Adopted and Supported by:

SONC Government Affairs Committee

SONC Traffic & Transportation Committee

Sherman Oaks Neighborhood Council Board Meeting - September 14, 2020

Presented by Gil Imber, Gov't Affairs Chair

Support for Task Force Recommendations - SONC Board Meeting 14Sep20, 5c1

**The Sherman Oaks Neighborhood Council (SONC) supports the
recommendations of the Southern San Fernando Valley Airplane Noise
Task Force and furthermore adopts the attached letter**

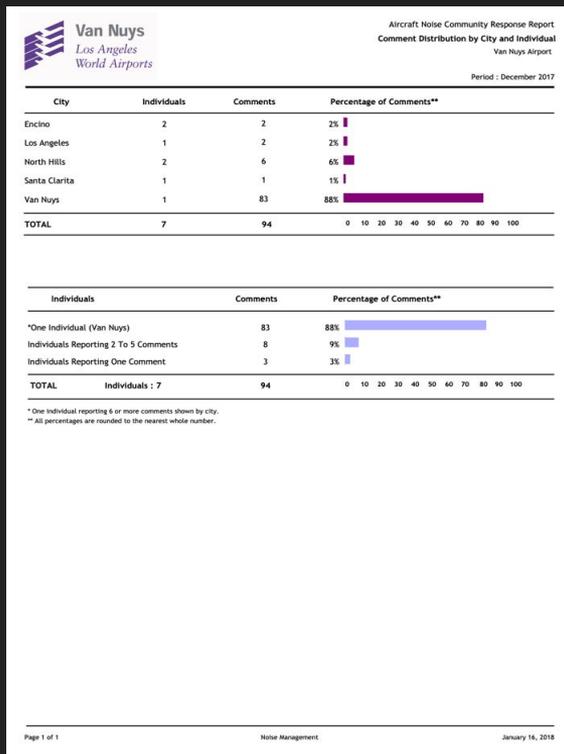
<https://www.shermanoaksnc.org/docs/34483718-7216.pdf>

Support for Task Force Recommendations - SONC Board Meeting 14Sep20, 5c1

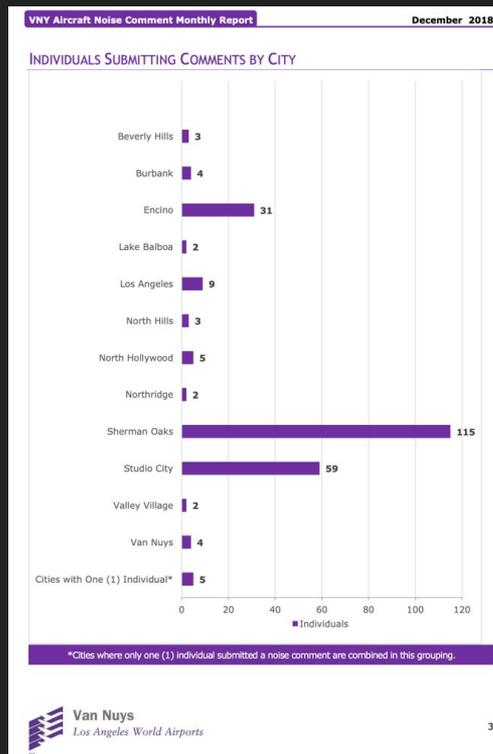
VNY Noise Complaints (Sourced from VNY Aircraft Noise Community Response Reports)

	2016 Complainers	2016 Complaints	2017 Complainers	2017 Complaints	2018 Complainers	2018 Complaints	2019 Complainers	2019 Complaints
Jan.	13	19	17	23	14	192	282	14,977
Feb.	16	22	17	28	23	244	309	17,849
March	18	42	21	55	24	132	437	27,879
April	11	128	23	55	26	102	509	41,370
May	16	104	24	54	25	217	490	36,541
June	19	172	27	104	31	158	420	28,619
July	19	179	16	96	22	201	375	24,687
Aug.	12	17	26	190	41	285	353	23,712
Sept	23	44	25	152	69	1,810	380	26,606
Oct.	21	53	19	171	130	6,329	374	19,436
Nov.	17	24	22	165	161	7,947	311	20,155
Dec.	10	15	7	94	244	11,433	320	20,102
Totals	195	819	244	1,187	810	29,050	4,560	301,933
Avg / Month	16	68	20	99	68	2,421	380	25,161

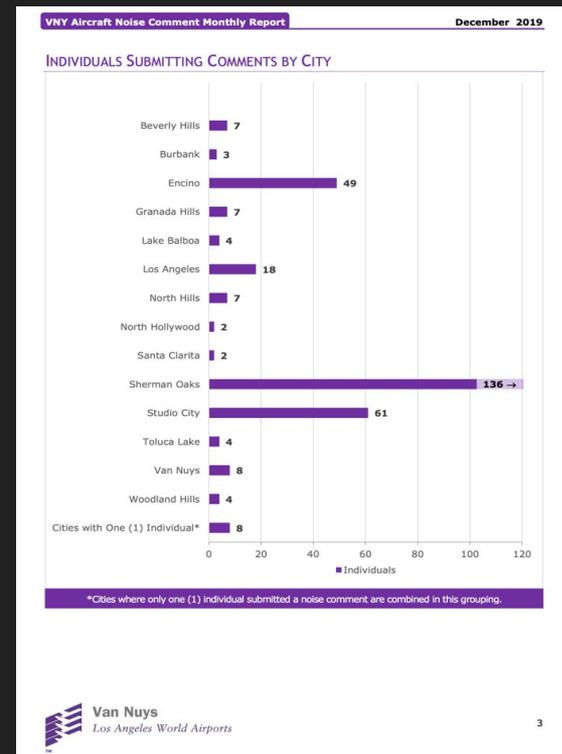
Individuals Submitting Comments by 'City' (2017 [pre] vs 2018/2019 [post])



2 (Encino & North Hills)

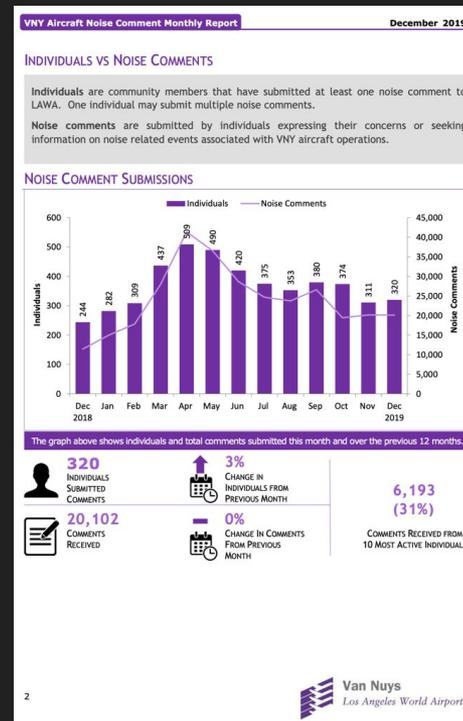
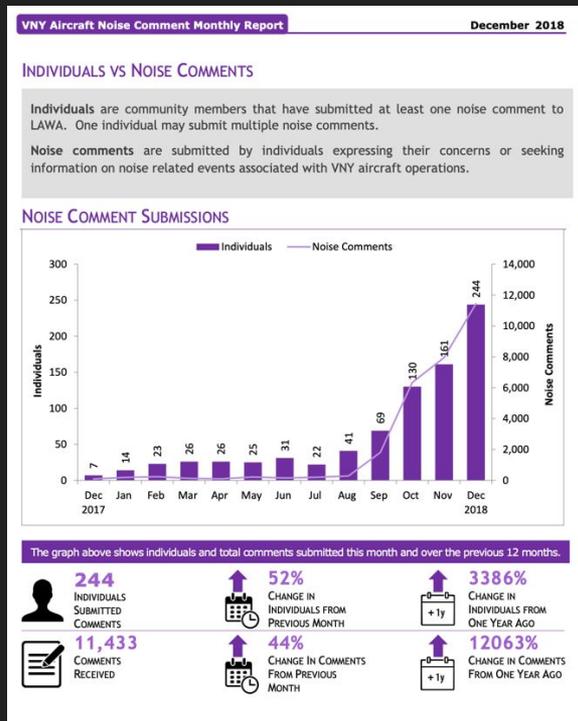


115 (Sherman Oaks)

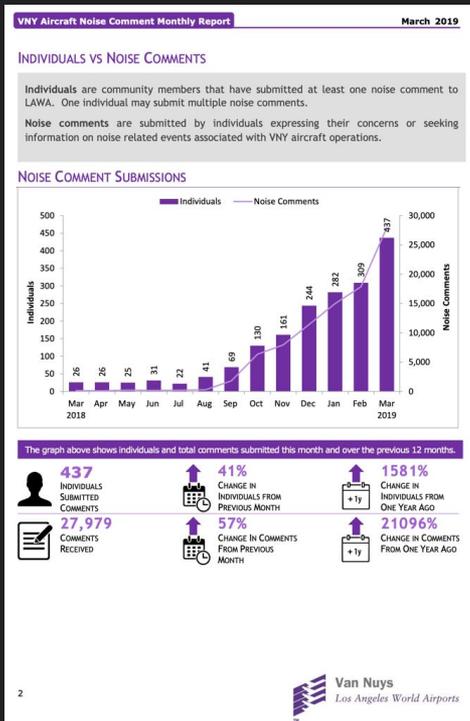


136 (Sherman Oaks)

Yearly Comparison (12,063% Increase in Noise Complaints)

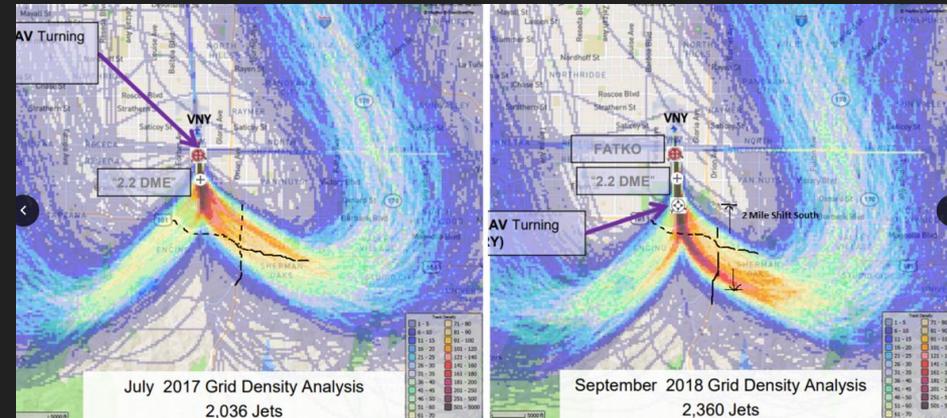
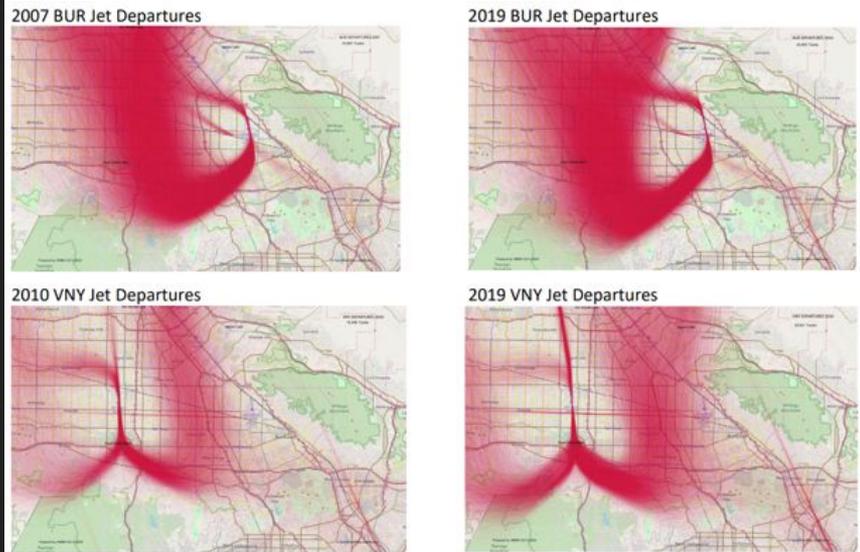


March 2019



+21,096% Increase in Comments Y/Y |||| +1,581% Increase in Individuals Reporting

Diagrams - Departure Shifts



This is not about flight paths (density will eventually affect the entirety of the community). This is about aviation administrators, through the NextGen navigation system, trying to increase airport capacity to add flights at airports. As the Grid Density Analysis indicates via dark red coloring, NextGen has added airport flights, over all areas of Sherman Oaks. This would not happen with conventional flying's human element. These concentric tracks are “runways in the sky”

Task Force - Voting

¹ Voting members of the Task Force include the following eight members: City of Burbank Mayor, City of Burbank Councilmember, City of Glendale, City of Pasadena, and the following four Los Angeles City Councilmembers: Paul Krekorian (District 2), David Ryu (District 4), Paul Koretz (District 5) and Nury Martinez (District 6).

Rec	CD4's Vote
1	Yes
2	Yes
3	Yes
4	Yes
5	Yes
6	Yes
7	Yes
8	Yes
9	Yes
10	Yes
11	Yes
12	Yes
13	Yes
14	Yes
15	Yes
16	Yes

Recommendation 3:

Immediately increase the climb gradient for departure procedures at Hollywood Burbank Airport (BUR) and Van Nuys Airport VNY) to the maximum gradient allowable without waivers, expedite any waivers required to exceed a 500 foot per nautical mile climb gradient, and increase the climb gradient to above 500 feet per nautical mile.

Responsible Entity: Federal Aviation Administration

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Recommendation 10:

Restrict the hours of the Customs and Border Protection Office at Van Nuys Airport (VNY).

Responsible Entities: Department of Homeland Security (DHS) and Los Angeles World Airport (LAWA)

Passed by unanimous vote of 8-0

City of Burbank Mayor	City of Burbank Council Member	City of Glendale	City of Pasadena	Office of Council Member Nury Martinez	Office of Council Member Paul Krekorian	Office of Council Member Paul Koretz	Office of Council Member David Ryu
Ms. Springer	Ms. Gabel-Luddy	Mr. Najarian	Mr. Tornek	Mr. Sanchez	Mr. Krekorian	Mr. Koretz	Mr. Greif
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Support for Task Force Rec's & Noise Mitigation - City Councilpersons

Committees:
 Chair
 Personnel & Animal Welfare

Vice Chair
 Energy, Climate Change &
 Environmental Justice
 Ad Hoc Committee on Police
 Reform

Member
 Budget and Finance
 Transportation

Website: <http://info3.lacounty.gov>
 Email: Paul.Koretz@lacounty.gov



PAUL KORETZ
 Councilmember, Fifth District

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 (213) 978-2350 Fax

Valley Office:
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 Encino, CA 91436
 (818) 971-3088
 (818) 788-9210 Fax

West L.A. Office:
 6380 Wilshire Blvd.
 Suite 800
 Los Angeles, CA 90048
 (313) 866-1828
 (313) 852-1129 Fax

March 6th, 2020

Federal Aviation Administration
 Mr. Eugene Reindel, HMMH Vice President,
 and Task Force Facilitator
 Mr. Justin W. Cook, Principal Consultant

Re: Southern San Fernando Valley Airplane Noise Task Force

Dear FAA, Mr. Reindel, and Mr. Cook:

First, I would like to thank the FAA, HMMH, Hollywood Burbank Airport, Van Nuys Airport, and my fellow Task Force Members for coming together as a group with the common goal of addressing the airplane noise, environmental impacts, health concerns, and safety risks that have plagued our community for far too long. Second, I would like to thank the community for joining together to put forward some very impressive solution-oriented proposals. I understand that this is a very complex problem, but working together, we can create solutions that benefit everyone impacted by Southern California air traffic. Any interim measures that can be implemented to benefit the communities which are impacted should be enacted immediately. Below are proposals that I would like the Federal Aviation Administration to evaluate and report back on within 60 days.

Van Nuys Airport
Proposed Near-Term Solutions

- Problem:** Regardless of the direction of the flight paths, planes flying at low altitudes create noise pollution, negative environmental impacts, and health concerns.
 - Recommendation:** Increase the minimum climb gradients for all procedures; and/or encourage pilots/airlines to use steeper departure profiles.
- Problem:** Before the RNAV procedures were implemented at VNY, Conventional procedures were used with 2.2 DME and it allowed turns to occur over the Sepulveda basin which is not residential land. There were minimal complaints about this procedure.

Sincerely,




PAUL KREKORIAN
 LOS ANGELES CITY COUNCILMEMBER

March 9, 2020

Mr. Eugene M. Reindel
Vice President, Director of Aviation Services
HMMH
300 South Harbor Blvd. Suite 516
Anaheim, California 92805

Dear Mr. Reindel:

In 2017, many neighborhoods that I represent in the Southeast San Fernando Valley began experiencing a sudden and dramatic increase in disruptive noise from aircraft departing from the Hollywood Burbank Airport. That escalated noise impact continues to this day, and it has materially and adversely impacted the people who live, work, attend school and seek recreation in those communities.

The Southern San Fernando Valley Airplane Noise Task Force ("Task Force") was created by the Hollywood Burbank Airport Authority to provide a forum for community input relating to these impacts. It has been our goal to develop actionable, community-driven recommendations to the Federal Aviation Administration ("FAA"), and to encourage the FAA to implement solutions to these adverse impacts and provide relief to the communities that are suffering because of airport operations.

As the Vice-Chair of the Task Force, I am pleased that it has drawn very broad public participation. To date the Task Force has conducted six public meetings, heard nine extended presentations from community-based organizations, and taken public comments from hundreds of individual speakers. We have also heard comments from a variety of technical experts in various facets of aviation.

Based on the input that we have received, and on the extraordinary amount of communication I have had with my constituents on this issue, I would request that HMMH prepare a number of recommendations for consideration by the Task Force as a whole, as specified below. This set of proposed recommendations should not be considered an exhaustive list, as I may yet propose additional recommendations before the Task Force completes its final report.


 PAUL KREKORIAN
 Los Angeles City Councilmember



DAVID E. RYU
 COUNCILMEMBER, FOURTH DISTRICT

October 11, 2018

U.S. Department of Transportation
 Federal Aviation Administration
 800 Independence Avenue, SW
 Washington, DC 20591

Federal Aviation Administration Air Traffic Review Team,

I am writing for the second time to express my concern related to recent and proposed changes at both the Hollywood Burbank Airport (KBUR) and the Van Nuys Airport (KVNY).

On August 28, I wrote to the FAA, urging early, collaborative outreach to the community to identify impacts and possible alternatives to the proposed changes at KBUR.

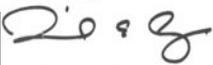
Since then, my office has heard from constituents and community organizations of Sherman Oaks, stating their concern regarding the increased air travel over their houses. I have discussed the matter with Congressman Brad Sherman, whose district (CA-30) includes many affected neighborhoods, and his repeated requests to the FAA to reconsider this decision and respond to the concerns from the community. Yet I have still not seen any evidence of meaningful outreach on the part of the Administration.

Additionally, I have started to hear from constituents regarding a proliferation of flights from KVNY, a phenomenon which they have only recently begun to experience.

Some residents find themselves at the intersection of increased flights from both KBUR and KVNY, living with dozens of planes throughout the day, from sunrise into the dead of night.

The reality of increased flights over residential neighborhoods, historic parks and wildlife corridors can have significant implications for the environment, public health and quality of life for thousands of residents and families throughout the San Fernando Valley.

Any proposed changes, as well as any recent modifications from either airport, must be carefully studied for their impact on the broader community. For this reason, I join Congressman Brad Sherman and the community of Sherman Oaks in once again urging the FAA to conduct a thorough environmental assessment. Secondly, I invite the FAA to come to the table and engage with community members to determine what other means through which you can

Sincerely,

 David E. Ryu
 Councilmember, District Four

Support for Task Force Recommendations - Encino NC

Motion:

The Encino Neighborhood Council Airport Committee supports the recommendations sent to the Federal Aviation Administration (FAA) from the Southern San Fernando Valley Airplane Noise Task Force (Task Force) to reduce airplane noise.

WHEREAS:

1. The Los Angeles Airport World Authority (LAWA) and Burbank-Glendale-Pasadena Airport Authority (BGPA) formed the Southern San Fernando Valley Noise Task Force (Task Force) in August 2019 to address growing community concerns over noise associated with operations at the Van Nuys (VNY) and Burbank (BUR) Airports and in particular the impacts resulting from the FAA's implementation of its NextGen program.
2. San Fernando Valley communities were represented on the Task Force by the following local, state and federal elected officials:
 - i. Offices of LA Council Members Krekorian, Koretz, Martinez, and Ryu
 - ii. Offices of the Mayors of Burbank (Lundy and Springer), Glendale (Najarian), and Pasadena (Tornek)
 - iii. Offices of US Senators Feinstein and Harris
 - iv. Office of US Representatives Cardenas, Schiff, and Sherman
3. Seven meetings were held by the Task Force between August 2019 and May 2020 to gather input from the public, industry, airport management, and the FAA
4. The Task Force voted to approve sixteen (16) recommendations to address community concerns as categorized below and sent to the FAA, as well as to BBPAA, and LAWA, for review, assessment, and implementation, where feasible:
 - Community Concern – "Southern Shift of Flight Tracks" (2 recommendations)
 - Community Concern – "Low Altitude Departing Aircraft" (2 recommendations)
 - Community Concern – "Concentration of Flight Tracks" (2 recommendations)
 - Community Concern – "Unequal Distribution of Aircraft Noise" (2 recommendations)
 - Community Concern – "Nighttime Aircraft Noise (3 recommendations)
 - Community Concern – Insufficient Noise Mitigation (5 recommendations)

The recommendations as fully documented can be viewed here:

http://hollywoodburbankairport.com/wp-content/uploads/2020/06/AmmendedTaskForceMemberRecommendations_Final_-06082020.pdf

5. Of the sixteen (16) Task Force recommendations, ten (10) corresponded to nearby community concerns associated with VNY, and two (2) of those, are under the direct governance of LAWA – 1) Expanded voluntary nighttime curfew hours with applicability to all aircraft, and 2) Reduced Customs Office hours

THEREFORE:

The Encino Neighborhood Council expresses its support for all 16 recommendations approved by the Southern San Fernando Valley Noise Task Force and requests that the FAA, BGPA, and LAWA review, assess, and implement them all as soon as possible given the ongoing noise issues being experienced across the entire San Fernando Valley. With an emphasis on immediate action being taken by the FAA on Task Force Recommendations 1 & 2:

-Recommendation 1:

Immediately restore the Hollywood Burbank Airport (BUR) Runway 15 departure flight tracks to 2007 conditions without implementing a new procedure.

-Recommendation 2:

Immediately stop the use of the procedure with the PPRY Waypoint and design and implement a modified RNAV (Required Navigation) procedure for Van Nuys Airport (VNY) Runway 16R that results in earlier turns of departing flights and allow a greater percentage of the departing flight tracks to be over the uninhabited Sepulveda Basin as is the case when using the 2.2 DME departure procedure at VNY.

Further, LAWA is requested to take a lead role amongst the agencies involved to ensure the ten (10) recommendations associated with VNY are continuously advocated for and in parallel immediately implement the following call-outs from the Task Force given they are solely under LAWA's governance purview:

- 1) Request Los Angeles World Airports (LAWA) implement a nighttime curfew for departures and arrivals of all aircraft to help mitigate community noise disturbances between 10 pm and 7 am on weekdays and 10 pm to 9 am on weekends and to be enforced in part by publishing the names of the aircraft management companies responsible and contact information for complaints to be directed to as well as the tail numbers and any other publicly available information related to the offending flight, pilots, and company or individual who owns or rents the aircraft."
- 2) Request LAWA to work with Department of Homeland Security (DHS) to restrict the hours at the Customs and Border Protection Office to close by 10 pm on all days in line with the proposed curfew hours.
- 3) Additionally, since they are actions that the LAWA BOAC in response to the affected communities, including Encino and Council District 5, has been seeking for approximately two years now, we urge the immediate implementation by the FAA of:
 - a) **Task Force Recommendation 2:** Immediately stop the use of the procedure with the PPRY Waypoint and design and implement a modified RNAV (Required Navigation) procedure for Van Nuys Airport (VNY) Runway 16R that results in earlier turns of departing flights and allow a greater percentage of the departing flight tracks to be over the uninhabited Sepulveda Basin as is the case when using the 2.2 DME departure procedure at VNY.
 - b) **Task Force Recommendation 3:** Immediately increase the climb gradient for departure procedures at Hollywood Burbank Airport (BUR) and Van Nuys Airport (VNY) to the maximum gradient allowable without waivers, expedite any waivers required to exceed a 500 foot per nautical mile climb gradient, and increase the climb gradient to above 500 feet per nautical mile.

Support for Noise Mitigation/FAA - US Congress

Congress of the United States
Washington, DC 20515

June 18, 2019

The Honorable Gene Dodaro
Comptroller General of the United States
441 G Street NW
Washington, DC 20548

Dear Mr. Dodaro:

We request that the Government Accountability Office (GAO) study how the Federal Aviation Administration (FAA) has considered community noise impacts while implementing the Next Generation Air Transportation System (NextGen) in major metropolitan areas. Specifically, we would like the GAO to review how the FAA measures aircraft noise, how it evaluates and mitigates noise impacts, and the extent to which the FAA conducts public outreach and responds to public comments regarding noise impacts.

The FAA's NextGen program aims to modernize the National Airspace System to increase the safety, efficiency, capacity, predictability, and resiliency of American aviation. As part of this effort, which began in 2007, the FAA has introduced new flight procedures that use satellite-based navigation in eleven major metropolitan areas with complex air traffic patterns, which the FAA calls "metroplexes." To date, the FAA has finished redesigning the airspace in the Northern and Southern California, Houston and North Texas, Atlanta, Charlotte, and Washington, D.C. metroplexes, and is designing and implementing redesigns in Cleveland-Detroit, Denver, Florida, and Las Vegas.

Each of these projects involved significant changes to existing routes and procedures. For example, in the Southern California Metroplex project, which includes 21 airports operating more than 2,800 daily scheduled flights and is the largest of the completed metroplex projects, the redesign included changes to almost 80 standard arrival and departure procedures. Changes in other metroplexes around the country were similarly broad.

For each of the completed projects in its Metroplex program, however, the FAA found that its proposed actions would not significantly affect the quality of human environment in the impacted metropolitan areas and would not result in significant noise impacts or reportable noise increases. Notwithstanding these findings, the new flight paths have caused significant concern in surrounding communities, and each of us have heard from constituents who are dealing with noise impacts.

Given the discrepancy between the FAA's findings and the concerns raised by affected communities, we request that the GAO study the FAA's consideration of aviation noise issues throughout the implementation of its NextGen program. Specifically, we ask that you address the following questions:

Measuring, disclosing, and mitigating noise impacts—

- How does the FAA consider noise impacts when implementing new routes as part of its Metroplex initiative? Is the FAA consistent in how it considers and reports on noise impacts of NextGen and new flight paths across each different Metroplex project?
- The FAA defines "significant increase in noise" as an increase in the Day-Night Average Sound Level (DNL) of 1.5 decibels or more over noise sensitive areas at or above the DNL 65-decibels noise exposure level. Do the FAA's criteria for whether changes in noise levels are considered significant sufficiently capture potential negative impacts? Given negative community response to new routes in

areas where the FAA did not find significant impacts would result, should the FAA revise its current metrics or develop alternative metrics to the current DNL standard?

- Does the FAA measure and disclose noise impacts from changes to flight paths as adequately as it does noise impacts at airports?
- Has the FAA become more effective at disclosing noise impacts from route changes since it began implementing NextGen? Has the FAA changed how it addresses noise impacts in response to litigation and settlements over flight path changes or requests from Congress?
- In conducting environmental reviews of proposals for new or modified routes, has the FAA selected historical comparison data that fully and accurately captures flight paths before route changes? Have there been cases where the flight paths actually taken by aircraft changed significantly before the formal implementation of new routes associated with Metroplex implementation?

Public outreach—

- How does the FAA communicate with the public and solicit and incorporate public input in planning and implementing its Metroplex initiative, including in developing new or modified arrival and departure procedures? Have the FAA's practices been adequate in the view of aviation stakeholders and community members?
- How is the FAA measuring the adequacy of its public engagement and outreach when planning and implementing its Metroplex initiative?
- Is the FAA's Instrument Flight Procedures (IFP) Information Gateway data portal sufficiently thorough, accessible, and transparent to communicate changes in flight paths and their potential community impacts with members of the public?
- In cases where the FAA has settled litigation over proposed Metroplex route changes, did the FAA follow its own internal procedures in reaching settlement agreements and did it adequately consult with communities that would be affected by changes associated with those agreements before settling?

We appreciate your attention to this request.

Sincerely,


Adam B. Schiff
MEMBER OF CONGRESS


Peter A. DeFazio
CHAIRMAN, COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE


Brad Sherman
MEMBER OF CONGRESS


Harley Rouda
MEMBER OF CONGRESS


Alan S. Lowenthal
MEMBER OF CONGRESS

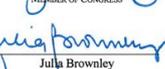

Karen Bass
MEMBER OF CONGRESS


Ro Khanna
MEMBER OF CONGRESS


Grace Meng
MEMBER OF CONGRESS


Grace F. Napolitano
MEMBER OF CONGRESS


Eleanor Holmes Norton
MEMBER OF CONGRESS


Julia Brownley
MEMBER OF CONGRESS


Raúl M. Grijalva
MEMBER OF CONGRESS


Nydia M. Velázquez
MEMBER OF CONGRESS


Suzanne Bonamici
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Salud O. Carbajal
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Joe Neguse
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Kathleen M. Rice
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Angie Craig
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Jackie Speier
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Jamie Raskin
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Jiminy G. Fetta
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Katherine M. Clark
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Janice D. Schakowsky
MEMBER OF CONGRESS


Donald S. Beyer, Jr.
MEMBER OF CONGRESS


Ilhan Omar
MEMBER OF CONGRESS


Anna G. Eshoo
MEMBER OF CONGRESS


Theodore E. Deutch
MEMBER OF CONGRESS


Ted W. Lieu
MEMBER OF CONGRESS


John P. Sarbanes
MEMBER OF CONGRESS

Support for Noise Mitigation/FAA - Sherman

Local/NCs

FINANCIAL SERVICES COMMITTEE
CHAIRMAN, SUBCOMMITTEE ON INVESTOR
PROTECTION AND CAPITAL MARKETS

FOREIGN AFFAIRS COMMITTEE

SCIENCE COMMITTEE



**CONGRESSMAN
BRAD SHERMAN**

SERVING THE SAN FERNANDO VALLEY

January 10, 2020

Hon. Stephen M. Dickson
Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591-0004

Re: Request for Immediate Action to Alleviate the Suffering of Communities Adversely Impacted by the NextGen Program

Dear Administrator Dickson,

You have recently received a letter from several Members of Congress, including Senators Chris Van Hollen of Maryland and Kamala Harris of California, expressing grave concerns regarding the FAA's NextGen program and petitioning the FAA for immediate relief. I share these sentiments, which are also shared by numerous communities in the San Fernando Valley that have been adversely impacted by the FAA's NextGen program. I and many of my colleagues in the House and Senate have urged you numerous times to take immediate action in Metroplexes and other airports with NextGen procedures in order to fast-track the development of new flight paths, significantly disperse air traffic, raise aircraft altitudes, support enforceable nighttime curfews, and address the concerns of communities directly impacted by the FAA's actions.

As you know, on August 27, 2019, the Inspector General (IG) of the Department of Transportation issued a report describing the failure of the NextGen program and the FAA to meet even the bare minimum standards for implementing such a program. Specifically, the IG found the FAA's claims that the NextGen program has increased safety are unsubstantiated. Not only did the FAA fail to implement a clearly defined process to track and demonstrate for the public the claimed benefits to safety, but also the agency completely failed to consider the harm to health, property, and the environment caused by living under the new concentrated flight paths.

When I met with you personally in October of 2019, FAA staff described the decision to concentrate flight paths in various Metroplexes as an effort to improve the efficiency of the

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202-223-5911

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818-501-9200

30TH DISTRICT, CALIFORNIA
www.BradSherman.house.gov
Brad.Sherman@mail.house.gov

¹ Voting members of the Task Force include the following eight members: City of Burbank Mayor, City of Burbank Councilmember, City of Glendale, City of Pasadena, and the following four Los Angeles City Councilmembers: Paul Krekorian (District 2), David Ryu (District 4), Paul Koretz (District 5) and Nury Martinez (District 6).

Task force
recommendation letters
sent to:

- > FAA
- > Burbank Airport
- > LAWA
- > CBP (Customs)
- > Senator Feinstein
- > Senator Harris
- > Rep Cardenas
- > Rep Lieu
- > Rep Schiff
- > Rep Sherman

nation's airspace. In November of 2019, the FAA even issued a fact sheet praising the benefits of NextGen for industry, citing profits for airlines and shipping companies. Contrarily, the IG found that even these claims of corporate benefit are questionable at best. Instead, the report found that the FAA has published inaccurate information about the "advantages" of Performance Based Navigation and that the agency can provide only limited estimates of any possible annual benefit, while failing to even provide adequate, documented evidence that measures the agencies claims.

My Congressional colleagues and I have urged you to fast-track the development of new flight paths, to disperse air traffic, raise altitudes, support enforceable nighttime curfews, and implement other actions necessary to protect quality of life. The San Fernando Valley has already engaged in an extensive process involving relevant stakeholders and communities surrounding both the Hollywood-Burbank and Van Nuys Airports. The FAA must move to immediately address the concerns of impacted residents.

Sincerely,



BRAD SHERMAN
Member of Congress

Working With Our Representatives

Local/NCs

Congress of the United States
Washington, DC 20515

July 27, 2020

Emily Gabel-Luddy
Chair, Southern San Fernando Valley Airplane Noise Task Force
275 East Olive Avenue,
Burbank, CA 91502

Dear Councilmember Gabel-Luddy:

Thank you for your efforts over the past year to make the Southern San Fernando Valley Airplane Noise Task Force a productive forum for developing solutions to the noise and environmental impacts of aviation noise in our communities. As you are aware, residents near flight paths from Hollywood Burbank and Van Nuys Airports continue to face highly disruptive noise from flights—especially at night—and we have heard from many of our constituents regarding their frustration with the FAA’s implementation of new routes at these airports.

Last year, several of us called on the FAA to participate in a community roundtable to address aviation noise issues in the San Fernando Valley, and we are pleased that the Task Force has now finalized its recommendations after nearly a year of meetings and community input. Although as federal legislators we participated in the Task Force in a nonvoting capacity, we concur with its recommendations, evaluations of which are enclosed, and we appreciate the opportunity to share our thoughts. As you mention in your letter, implementing each of these proposals would require action by Congress, and we look forward to working with our colleagues to advance these recommendations.

Thank you again for your contributions to the task force’s discussions, and please be assured that we will continue to work with our Congressional colleagues, state and local elected officials, the FAA, airports in our region, and the affected communities to help achieve meaningful relief for residents of the San Fernando Valley who have experienced excessive airplane noise for too long.



Adam B. Schiff
MEMBER OF CONGRESS
28TH DISTRICT, CALIFORNIA

Brad Sherman
MEMBER OF CONGRESS
30TH DISTRICT, CALIFORNIA

Ted W. Lieu
MEMBER OF CONGRESS
33RD DISTRICT, CALIFORNIA

CC: Patrick Lammerding, Hollywood Burbank Airport
Flora Margheritis, Los Angeles World Airports
Gene Reindel, HMMH

Task force
recommendation letters
sent to:

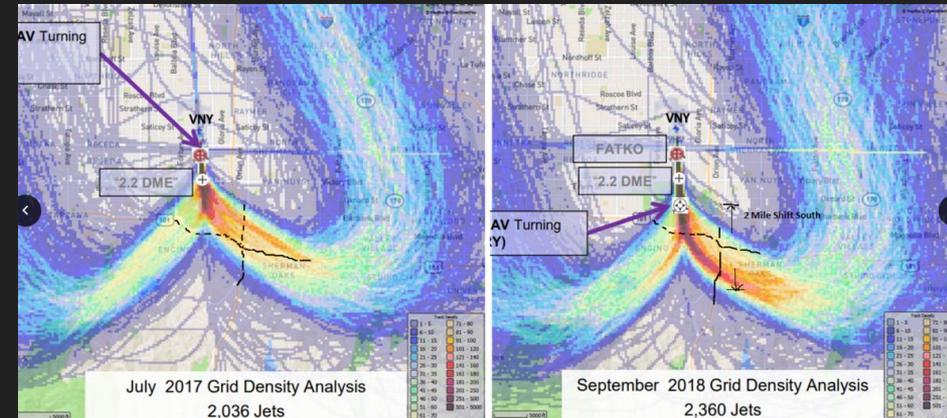


- > FAA
- > Burbank Airport
- > LAWA
- > CBP (Customs)
- > Senator Feinstein
- > Senator Harris
- > Rep Cardenas
- > Rep Lieu
- > Rep Schiff
- > Rep Sherman

Diagrams - Departure Shifts

Recommendation 1: Immediately restore the Hollywood Burbank Airport (BUR) Runway 15 departure flight tracks to 2007 conditions without implementing a new procedure.

Adjustment Type	Track
Adjustment Detail	Immediately return to 2007 flight tracks
Evaluation	The conditions that resulted in the 2007 BUR departure flight tracks no longer exist. Changed circumstances prevent a return to those conditions. To give an example, the number of air carrier operations at BUR increased by 22.4 percent between 2016 and 2018. Maintaining the necessary separation of aircraft within the airspace above the San Fernando Valley with this increased volume of traffic (which continued until the onset of the COVID-19 public health emergency) prevents ATC from regularly turning aircraft to the north more quickly without potentially causing conflicts. Another example is the fleet mix. It has changed to include more jets, which often make wider turns than piston or turbo-prop aircraft (depending on various factors like load and the type of jet).



This is not about flight paths (density will eventually affect the entirety of the community). This is about aviation administrators, through the NextGen navigation system, trying to increase airport capacity to add flights at airports. As the Grid Density Analysis indicates via dark red coloring, NextGen has added airport flights, over all areas of Sherman Oaks. This would not happen with conventional flying's human element. These concentric tracks are “runways in the sky”