



STUDIO CITY FOR QUIET SKIES

December 10, 2018

To: The Honorable City Council
Rules, Elections, and Intergovernmental Relations Committee
City of Los Angeles
Room 395, City Hall
200 North Spring Street,
Los Angeles, CA 90012
Attention: Richard Williams

RE: FAA FLIGHT PATH CHANGES -- COUNCIL FILE #18-1162

Studio City for Quiet Skies urges the Rules, Elections, and Intergovernmental Relations Committee to vote to adopt The Resolution to include in its 2019-2020 Federal Legislative Program opposition to the proposed OROSZ THREE and SLAPP TWO departure routes for Hollywood Burbank Airport and the FAA Draft Environmental Review's Finding of No Significant Impact under the National Environmental Policy Act.

We are a neighborhood organization founded to restore and preserve the hillside communities and public parklands being negatively impacted by Burbank Airport's change in departure paths. We represent thousands of people living in the local area, including residents of Studio City, Sherman Oaks, Encino, Valley Village, North Hollywood, West Hollywood, and Beverly Hills.

Since July 2018 our group of volunteer residents has focused on raising awareness and building a powerful coalition to fight the FAA's proposed implementation of two new departure flight procedures (OROSZ THREE and SLAPP TWO) and to protest the imposition of an unpublished, undisclosed, narrow, focused NextGen-like path in early 2017. The discovery of these controversial proposed changes generated thousands of comments from our communities that made it imperative that the FAA pay attention and reveal their intentions to the public.

We have been able to engage City, State and Federal elected officials who have joined our effort to oppose these flight paths and are taking action. We are grateful that Councilmember Paul Krekorian immediately joined our effort, engaged the City Attorney in August, and is now joined by Councilmembers Ryu and Koretz, in bringing this Resolution to the Committee.

There are many reasons to approve this Resolution, among them:

Procedures insert GPS waypoints in the heart of our communities and over schools at extremely low altitudes, presenting very real safety, health, and learning issues. Currently, the first departure waypoints from Burbank Airport are 19 and 21 miles north of the airport.

Waypoints guarantee that all 180 daily jet departures daily (with 15% growth anticipated annually) will disrupt and degrade our health and quality of life. These overflights are not a “nuisance,” rather they are devastating the lives of people under the path. This has been the pattern with the rollout of NextGen in various cities nationwide, and has been met with intense resistance.

In early 2017, the current flight path was moved without notice or study from a dispersed, 6-mile wide path to a narrow, “focused” path, far south of the historical path and in the elevated terrain of Santa Monica Mountains. Residents have already been suffering from extreme negative impacts since then and have reported more than 200,000 complaints since May of this year. Yet, in claiming Categorical Exclusion from Environmental Studies, FAA uses this 2017 undisclosed, unstudied, vectored path as an artificial baseline for comparison to the proposed procedures in order to make the finding of “no significant impact.” The proposed procedures would actually intensify impacts further and extend the misery west across the mountains through Encino.

Procedures overflying the Santa Monica Mountains will destroy the essential components of peace and tranquility, and dump jet pollution in our federally protected, 4(f) noise-sensitive MRCA/SMCC public parklands throughout the Santa Monica Mountains. This will deprive the public of their right to use and enjoy their parks for all of their intended uses.

The proposed procedures were solely designed to fulfill the terms of a Settlement Agreement with the Benedict Hills Homeowners and Estates Associations, which were recently revealed due to public pressure and requests from public officials

and the City Attorney's office. FAA's claims of safety and separation from the arrivals path are without basis and not demonstrated by historical flight patterns.

In addition to representing a broad coalition of residents of the San Fernando Valley and Santa Monica Mountain neighborhoods, as well as community and homeowners' organizations, Studio City for Quiet Skies has also engaged powerful environmental groups including The Hillside Federation and the Mountain Recreation and Conservation Authority (MRCA). MRCA's letter to the FAA states:

"The MRCA considers quiet to be a critical component of the natural lands visitation experience...The proposed new flight path has the strong potential to create noise that is inconsistent with many of the MRCA's affected parklands' capability of continuing to serve its recreational and refuge purposes ... The current proposal of 150-180 departing flights over a narrow one-half-mile-wide way point corridor in rising terrain would irreversibly degrade the visitor experience in natural parklands purchased with tens of millions of dollars of public funding or dedicated as California Environmental Quality Act mitigation for residential development. As Burbank Airport continues to grow its operations at a 15 percent annual rate, the number of flights and associated impacts will progressively increase, thus creating a continually increasing level of cumulative impact that is inconsistent with the recreational and quiet refuge values of the affected natural parklands. This natural parkland is regionally significant and irreplaceable."

Studio City for Quiet Skies urges the Committee to vote to adopt the Resolution. Successful action by the City of Los Angeles could serve to assist hundreds of thousands of people living under similar, focused NextGen paths all over the United States.

We hope that our efforts, as individuals since early 2017, and as a neighborhood organization since July 2018 -- along with the efforts of ALL organizations fighting jet noise and pollution -- will help to force constructive change that will benefit our local communities and other communities throughout Los Angeles, California, and the United States.

Sincerely,

Suellen Wagner
Kimberly Turner
Studio City for Quiet Skies



Richard Williams <richard.williams@lacity.org>

COUNCIL FILE #18-1162 FAA FLIGHT PATH CHANGES

Heidi MacKay <hmackay@studiocitync.org>
To: richard.williams@lacity.org
Cc: Patrick Lewis <plewis@studiocitync.org>

Mon, Dec 10, 2018 at 9:49 PM

TO: Rules, Elections, and Intergovernmental Relations
Committee

**RE: FAA FLIGHT PATH CHANGES -- COUNCIL FILE #18-
1162**

The Studio City Neighborhood Council supports Councilman Krekorian, Councilman Ryu and Councilman Koretz's motion and urges the Rules, Elections, and Intergovernmental Relations Committee to vote to adopt The Resolution to include in its 2019-2020 Federal Legislative Program OPPOSITION to the proposed OROSZ THREE and SLAPP TWO departure routes for Hollywood Burbank Airport and the FAA Draft Environmental Review's Finding of No Significant Impact under the National Environmental Policy Act.

The SCNC urges the Committee to adopt the Resolution to protect our community from serious negative impacts from low flying jets crossing over elevated terrain and over many Public Parks in the Santa Monica Mountains.

Sincerely,

Heidi MacKay

Studio City Neighborhood Council

Board Member



Richard Williams <richard.williams@lacity.org>

Input on Special Meeting 12/11/18 - Rules, Elections, and Intergovernmental Committee

The SEO Doctors <theseodoctors@gmail.com>

Tue, Dec 11, 2018 at 12:48 AM

To: richard.williams@lacity.org, Clerk.CPS@lacity.org, councilmember.wesson@lacity.org, councilmember.harris-dawson@lacity.org

Hey !

Here's my input for Rules, Elections, and Intergovernmental Relations Committee. Spoiler alert: I get a bit curt. I mean it with as much positivity as possible !

-Korie Schmidt

Item 2 - File# 19-1300

Special Election because CD12 will be vacant.
I would like to bring attention to this.
Why is Mitch leaving again ?

Item 3 - File# 18-1162

City's concerns to FAA about flight path changes at Burbank Airport.
I would like a copy of the proposed changes and concerns

Item 4 - File#18-0002-S103

Opposition to S.3157 Streamlining Small Cell Deployment.
Thank you for listening about how dangerous this technology can be if used irresponsibly. I agree with this. Although, I don't know what S.3157 consists of so it's a hollow agreement.

Item 5 - File# 18-1125

Herbalife Triathlon.
Oowee! Let's do it. Push yourself. Are you a fish, cheetah, and a machine ?

Item 7 - File#19-0002-S9

Recommendations for Fed/State Legislative Programs.

Changes to CVC

Automated Speed Enforcement Systems

No. These don't stop speeding except around the camera. Waste of money. What are we going to do, big brother ?

Alternative speed setting methodology

This is a much better method, and less explicitly and rudely manipulative too. I like the stop lights that stay green if you are going the speed limit. And conversely, the stop lights that turn red if you're speeding. (It's about flow.) Also, intelligent sensors and signal algorithms that recognize traffic grouping. Great examples are Ocean Park Blvd. and the stoplights in industrial Santa Monica.

Automated License Plate Recognition

No. No robo-scanning license plates. Leave us alone, big brother.

Legislation/Administrative Action

Tried to sandwich these together did you. I see you. Don't think I'm not paying attention or that I won't pursue you. I am nice and have good intentions but I will not tolerate discrimination.

Increase access to street parking for drivers with disabilities

I'm for this. But seriously, from a brainstorming position, what are you honestly referring to?

Reduce parking placard misuse

I will come after you, too. Bring on the damages. I could use some more money.

Regulate access to LAX by autonomous vehicles

Yes. Allow them into LAX. Let's get the wireless transformer monitoring and protection set up

Legislation

Preserve state/local/tribal/private property rights from drones

We have state laws that protect against intrusion CIV §1708.8, PEN 647(j). Are we trying to limit airspace in total ?

How about we just register all the drones with transponders and then we'll have air traffic control pick them up on radar for complaints and accountability



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