



clerk CIS <clerk.cis@lacity.org>

Community Impact Statement - Submission Details

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org, laxboac@lawa.org

Wed, Oct 18, 2023 at 12:43 PM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Councils rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Sherman Oaks

Name: Lindsay Imber

Email: lindsay.imber.sonc@gmail.com

The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 10/17/2023

Type of NC Board Action: Against

Impact Information

Date: 10/18/2023

Update to a Previous Input: No

Directed To: City Council and Committees, Board of Airport Commissioners

Council File Number: 21-0865

Agenda Date:

Item Number:

Summary: The Sherman Oaks Neighborhood Council at its October 17, 2023 meeting adopted a position to oppose the Advanced Air Mobility implementation plan. The Sherman Oaks Neighborhood Council (SONC), whose residents are already heavily impacted by Burbank and Van Nuys Airports, recommends that a moratorium be placed on the implementation of AAM/Flying Taxis in Los Angeles until comprehensive in-depth studies and public input are completed so that the FAA jointly with the City of Los Angeles, and other local agencies can make well-informed decisions; assess risks and benefits; draft (but not yet enact) regulations, engage stakeholders; and establish a responsible framework to determine whether AAM should be integrated into the Los Angeles Metroplex airspace.

Ref:MSG9186577



SONC CIS 21-0865 Advanced Aerial Mobility AAM Air Taxis Opposition.docx.pdf

141K



**Sherman Oaks
Neighborhood Council**

Sherman Oaks Neighborhood Council (shermanoaksnc.org)

October 18, 2023

Los Angeles City Council and its Committees

Opposition to AAM or Air Taxi Proposal and Call for Moratorium

Position: Against — CF 21-0865. Advanced Aerial Mobility (AAM) / Urban Aviation / Commercial Drones / Regulatory Framework / Permitting / Fee Structure.

To City Council,

The Sherman Oaks Neighborhood Council at its October 17, 2023 meeting adopted a position to oppose the Advanced Air Mobility implementation plan:

Whereas, The Federal Aviation Administration (FAA) recently released its Advanced Air Mobility (AAM) or electric powered flying taxis Implementation Plan called “Innovate 28” where it will partner with “key locations” including the City of Los Angeles in an “all hands-on deck approach” to put AAM in the skies by FY 2025, scaling up operations by 2028. During the 2028 Olympics in Los Angeles, the FAA believes “air taxis will be in high demand”;

Yet the FAA and the AAM industry have not demonstrated an actual need for AAM beyond its limited role as an electric powered replacement for helicopters in emergency applications. Transporting a select few during and after the Olympics does not demonstrate need. We are hopeful that Mayor Bass and the City Council are respectful of their constituents and will undertake the necessary due diligence before advancing this, pre-mature roll-out of AAM in the City of Los Angeles by 2025.

Additionally, lost in the flurry of this excitement over unproven aviation innovation are the safety impacts from introducing a whole new overlay of aircraft into what the FAA has already said is the the most congested air space in the nation. Once the initial prototypes take flight and more are rolled out, the end result will be densely packed, rotor-driven aircraft flying in already congested airspace at very low altitudes over residential areas, schools, parks, offices, and hospitals. Unfortunately, this development will negatively impact new and already impacted communities and further intensify the plight of individuals recently affected by the implementation of NextGen. At these very low altitudes, AAM will create additional adverse impacts to health, safety, privacy, security, and quality of life onto people on the ground, resulting in a minor benefit of travel time savings for the relatively few who use AAM, in exchange for the staggering negative impacts to the many.

Extensive independent research and resultant data are necessary in the near term, prior to implementation of this untested new modality. The objective of research is to thoroughly examine the potential adverse impacts of the addition of AAM to the already congested air space in Los Angeles, prior to rollout. This data will serve to guide the

establishment of a Regulatory Framework for AAM, which is yet undefined. Research would include a thorough assessment of all potential adverse impacts to the public with an emphasis to people on the ground. It must also include extensive community input.

The FAA and City must not assume public benefit without crucial examination of the cumulative impacts. To do so would express a willingness to retrofit regulation and delay examination of safety and adverse impacts until after implementation.

Therefore, The Sherman Oaks Neighborhood Council (SONC), whose residents are already heavily impacted by Burbank and Van Nuys Airports, recommends that a moratorium be placed on the implementation of AAM/Flying Taxis in Los Angeles until comprehensive in-depth studies and public input are completed so that the FAA jointly with the City of Los Angeles, and other local agencies can make well-informed decisions; assess risks and benefits; draft (but not yet enact) regulations, engage stakeholders; and establish a responsible framework to determine whether AAM should be integrated into the Los Angeles Metroplex airspace.

Thank you for your attention. If you have any questions, please feel free to contact me.

With Pride and Determination—

Lindsay Imber
President
Sherman Oaks Neighborhood Council
lindsay.imber.sonc@gmail.com