

# **DRAFT SUBSTITUTE MOTION**

## **TASK FORCE MEETING** **January 15, 2020**

Los Angeles Marriott Burbank Airport

**Van Nuys Airport (VNY) Burbank Airport (BUR)**

Presentation by:  
**ENCINO NEIGHBORHOOD COUNCIL (ENC)**

Alex Garay – President

# Encino Neighborhood Council

## Certified October 8, 2002

The certified Encino Neighborhood Council (ENC) is managed by a governing body comprised of elected volunteers from Encino. We are designed to give stakeholders, who are residents, business owners, employees, members of organizations and other community members a forum for addressing issues important to the Encino community. The ENC, formerly known as the Encino Community Council, was certified by the City of Los Angeles on October 8, 2002, and the first election was held in July 2003.

# STATEMENT OF PROBLEM

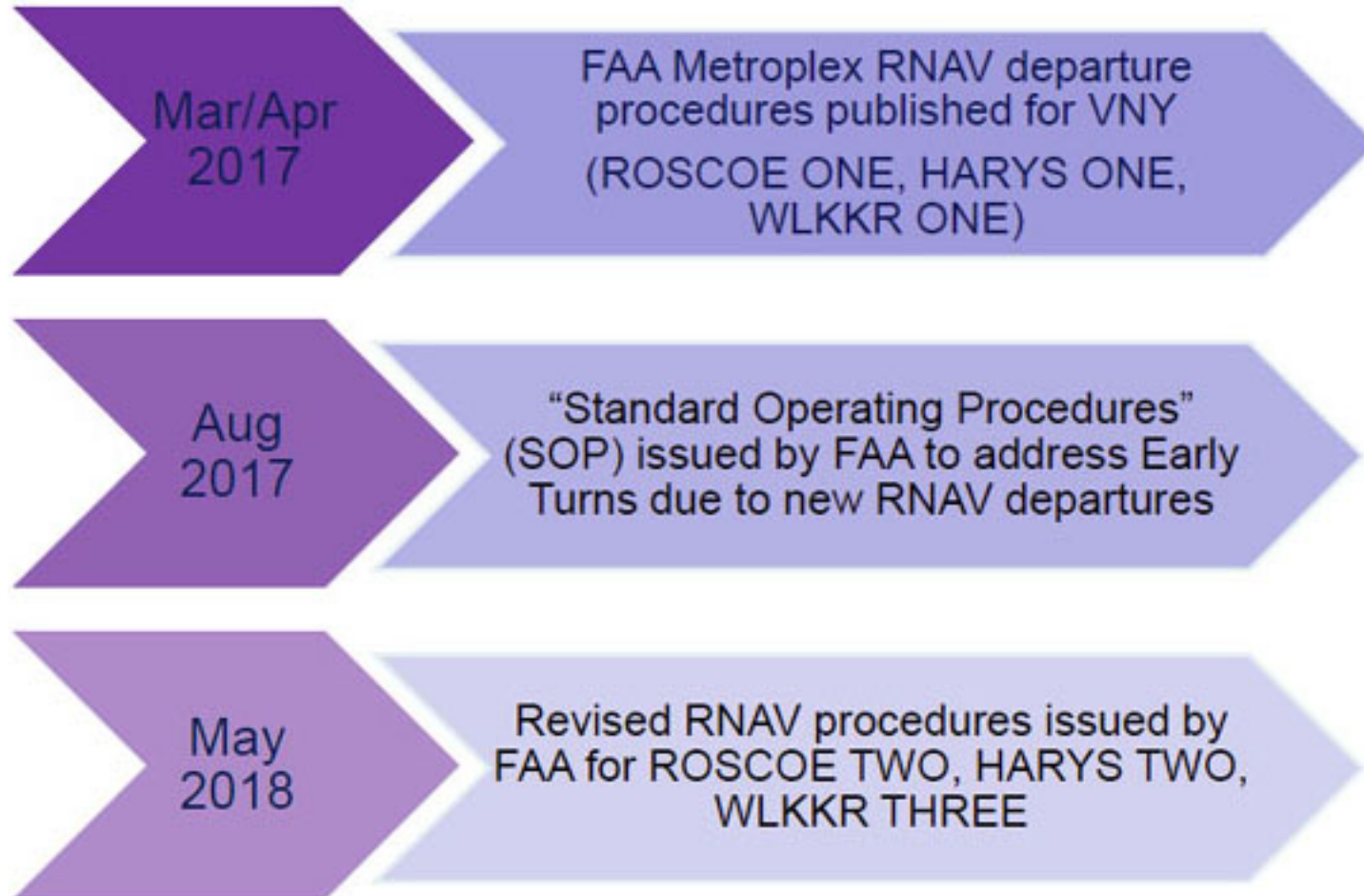
## Widely dispersed departure paths

- The Southern California airspace, including VNY and BUR, are among the most complicated and busiest in the nation, serving thousands of local, national and international travelers on a daily basis. Flights coming out of Van Nuys and Burbank have historically departed south against prevailing winds and made eastward and westward turns toward their destinations. They have formerly followed widely dispersed departure paths from the Van Nuys and Burbank Airports. These alternative departure paths tended to mitigate noise and generally avoided Santa Monica Mountain over-flights.

**Heavy jets frequently depart VNY  
south, then most turn easterly**



# The FAA changes routes



## 2.2 DME and RNAV

### **Conventional Procedures**

(Uses "2.2 DME" as reference to turn east or west)

- CANOGA TWO
- NEWHALL NINE
- ADAMM TWO

### **RNAV Procedures**

(Uses waypoint PPRY as reference to turn east or west)

- ROSCOE TWO
- HARYS TWO
- WLKKR THREE

# Waypoint PPRRY

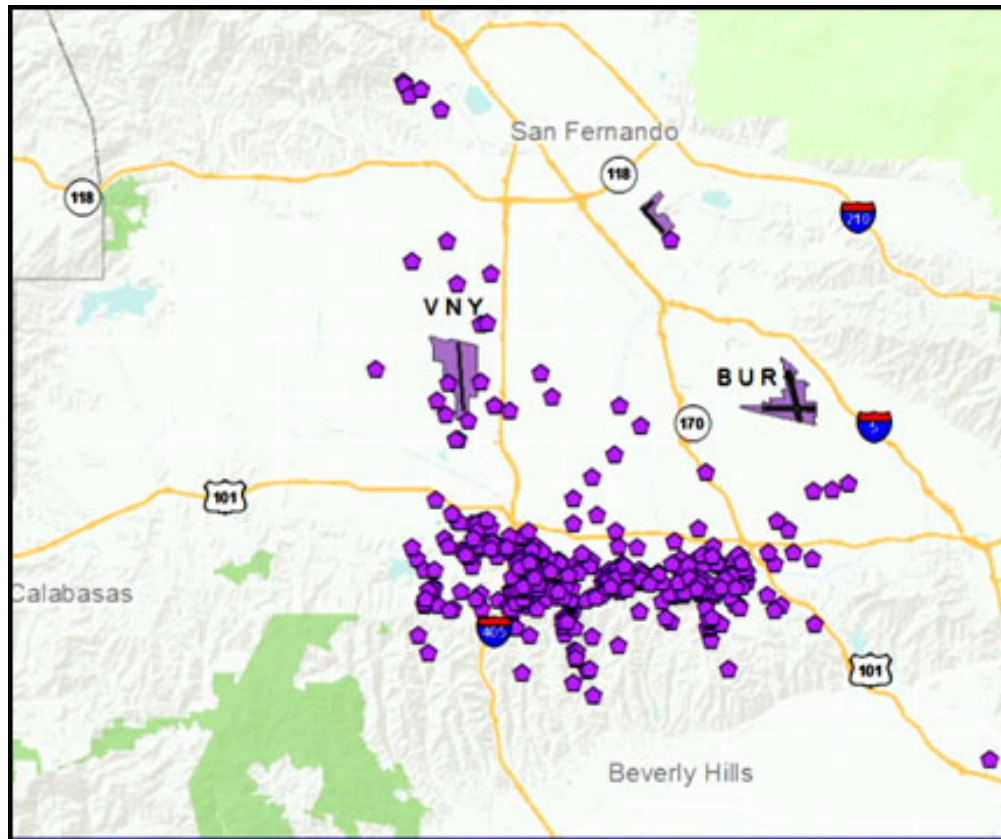
Waypoint PPRRY  
(circled in red)  
suddenly directed  
VNY departures  
further south  
shifting noise over  
Encino, Sherman  
Oaks and the  
hillsides



# Metroplex shifted routes southward

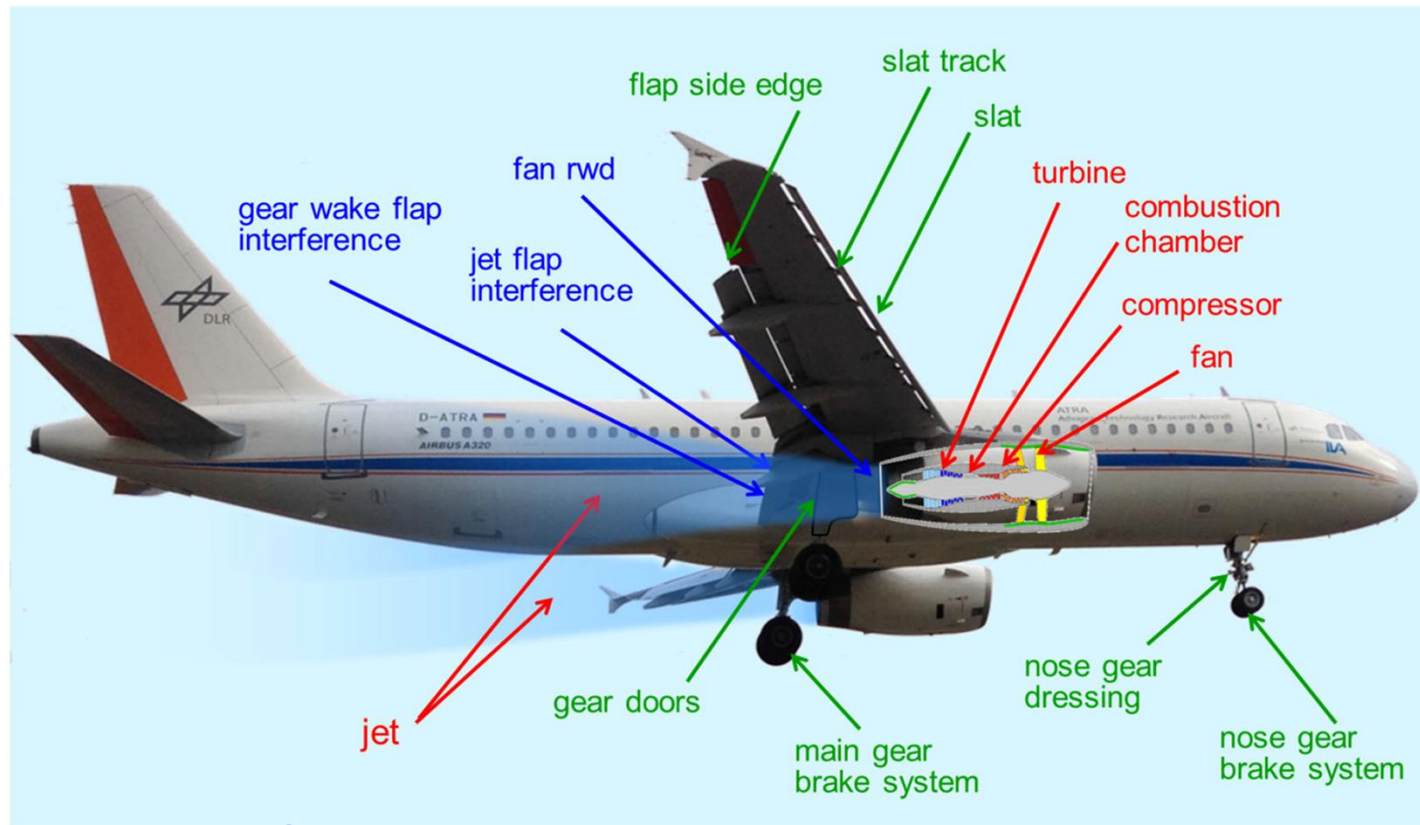
- A report compiled by consulting firm Landrum & Brown last year determined that departing flight paths under the FAA GPS modernization called Next-Gen Metroplex had shifted routes southward toward the Santa Monica Mountains which has severely impacted tens-of-thousand of residents from Studio City and Sherman Oaks to Encino.

# Sudden rise in complaints from Encino and Sherman Oaks



July 19, 2019

# What Caused the Noise to Get Worse?

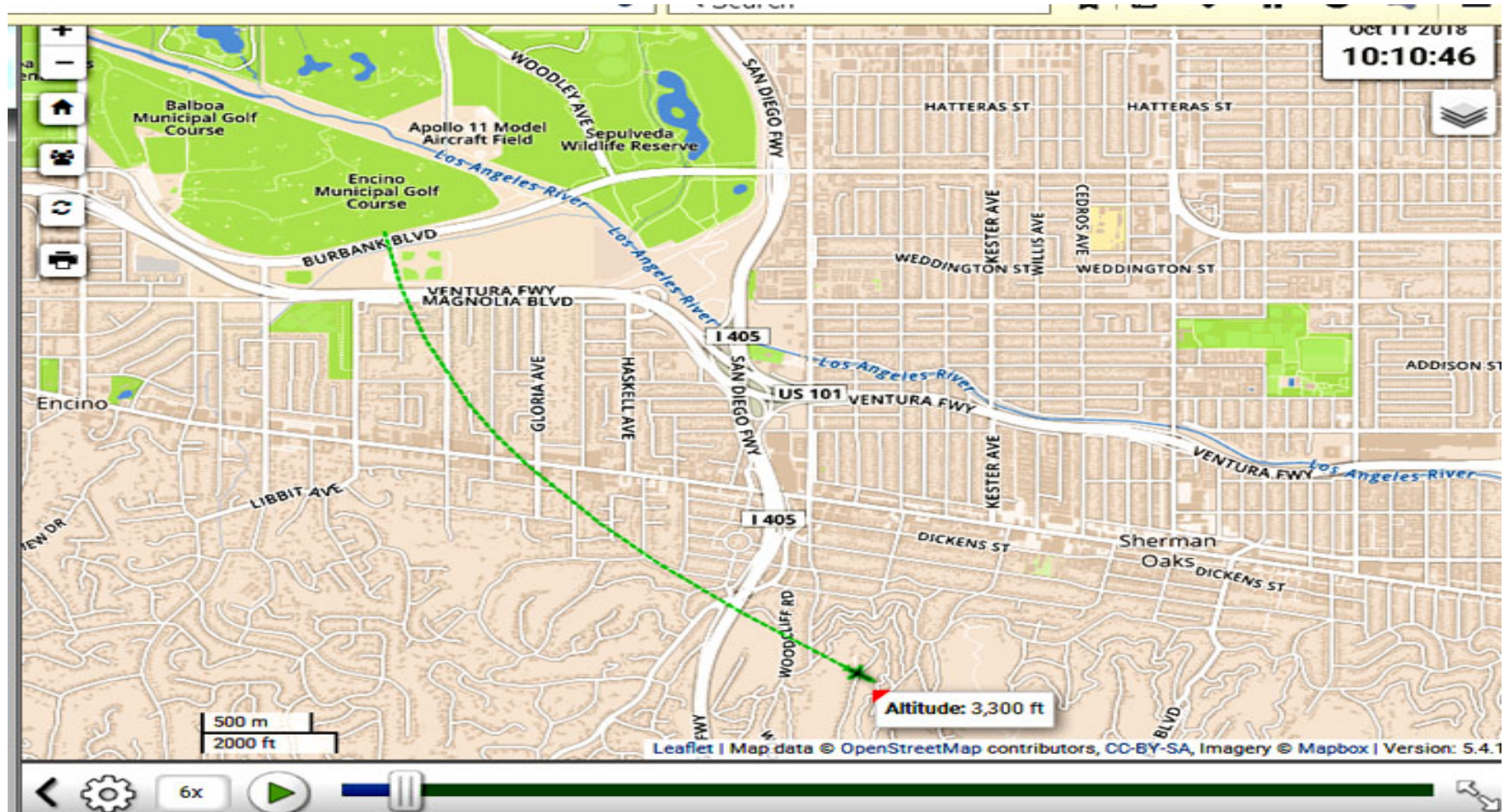


Components that cause noise on a plane.

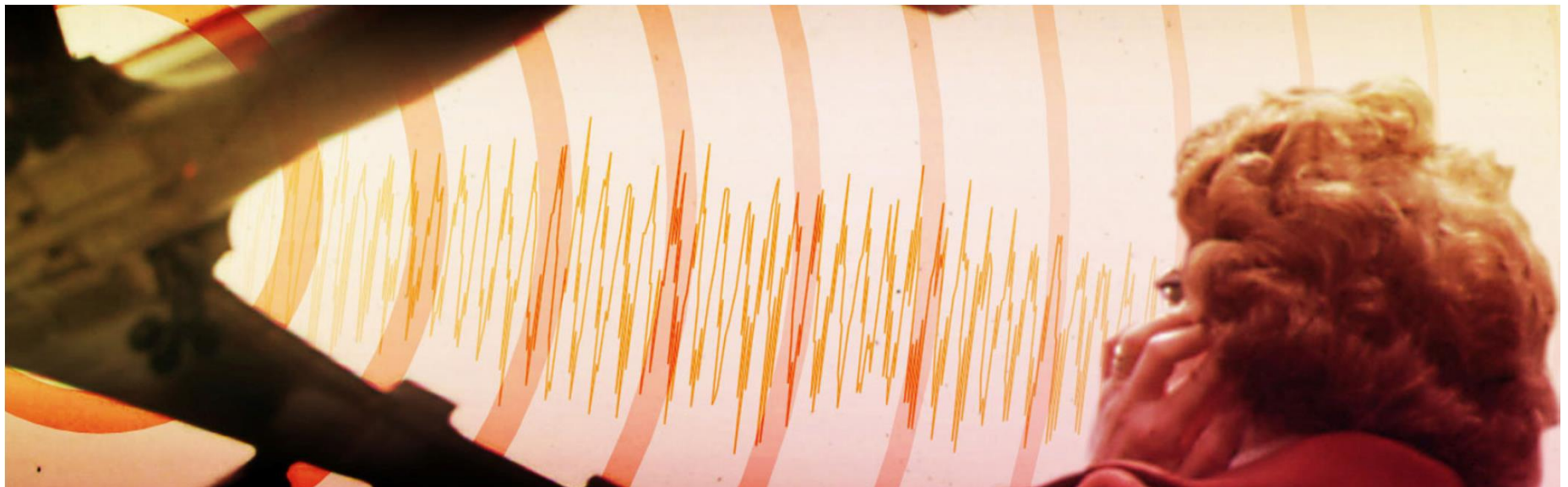
## **Primary reason for sharp increase in southerly noise complaints since July 2018**

- It clearly appears the primary reason for the sharp increase in southerly noise comments since July 2018 is the FAA's implementation of revised area navigation (RNAV) procedures at VNY as part of its Southern California Metroplex project. While intended to increase airspace safety and efficiency, a number of residents in communities under these more concentrated and/or new flight paths have reported being affected by these changes, thereby resulting in an enormous increase in noise complaints.

# Jet departures passing Waypoint PPRRY fly south over Encino



# WHAT CAN AND MUST BE DONE?



## No quick solutions are at hand

- Study and carefully designed trial test assessments are needed. Most important of all, any effort must involve extensive public outreach. One thing is certain – something must be done and done immediately. Issues of safety, operation cost, human health, system comparability and property values are at risk.

# The best strategy...

## Do Damage Control first

- The term damage control was originally coined by the US Navy, in reference to keeping afloat a badly damaged ship by procedures to limit flooding, stabilize the vessel, isolate fires and explosions, and avoid their spreading.

# Life aboard a sinking ship

- Many hillside and South Valley residents feel like they are on an embattled sinking ship! Their lives have been ruined by the Metroplex invasion. The noise crisis is urgent and must be addressed immediately! The FAA has become the enemy.

## New real-time noise sharing, rolling cumulative noise exposure, dispersal tools

- Damage control must come first. Congress never intended Metroplex to blindly trash neighborhoods. That is why band-aid strategies such as rerouting jets over “natural” noise corridors, freeways, etc. are unfair, flawed and simplistic.
- Creative new real-time jet noise modeling approaches that emphasize dispersal, real-time noise sharing, rolling cumulative noise exposure, etc. must be considered rather than narrow corridors that place the noise burden over narrow linear pathways.
- If the FAA needs more staff or money to develop the software and tools -- so be it.
- The FAA must follow the Congress Metroplex mandate - but must do it right -- open process, public notice, comment, use of high-tech rolling cumulative noise exposure, etc.

# Roll back to pre 2016 historic routes ... and do it now!

- 1. The only viable strategy is to immediately roll back to pre 2016 historic routes

**then ...**

- 2. Fix the problem -- follow the Congress Metroplex mandate - but do it right -- open process, public notice, comment, real-time noise sharing, etc.
- Congress never intended to blindly trash neighborhoods. That is why a "fix it now" strategy is flawed and ignores the complexity of the problem.

**ENCINO NEIGHBORHOOD COUNCIL  
ADDRESSES JET NOISE**

# The ENC is committed

- The ENC Board remains committed to working with residents and other community groups to promptly address the departure noise issue.

# **All agree that jet departure profiles must be rolled back**

- The FAA must roll back jet departure noise from both Van Nuys and Burbank Airports. This requires no delaying regulatory procedures. Before the FAA puts in place ANY Metroplex departure changes from Van Nuys and Burbank Airports all southerly departures profiles must immediately be rolled back to historic pre-2016 profiles.

# **THE ENC SUPPORTS DISPERSAL OF NEXTGEN DEPARTURE PATHS**

# Los Angeles City Council supports dispersal

- The Los Angeles City Council supports dispersal of NextGen departure paths from the Van Nuys and Hollywood-Burbank Airports. Los Angeles City Councilmembers Koretz – Krekorian – Ryu – Buscaino advocate the dispersal of NextGen departure paths from the Van Nuys and Hollywood-Burbank Airports, alternative departure paths to mitigate noise issues, alternative operational mitigations to reduce noise, health, and environmental impacts, local land-use considerations, and related matters.

# Need for Consultant to address impacts

- The Los Angeles City Council on October 23, 2019, approved an independent consultant to address issues, concerns, and community impacts of flight patterns at the Van Nuys and Burbank airports. The Council instructed the Chief Legislative Analyst (CLA) and the City Administrative Officer (CAO), with the assistance of Los Angeles World Airports (LAWA) and the City Attorney, to report relative to the feasibility of securing an independent consultant to address issues, concerns, and community impacts of flight patterns at the Van Nuys and Hollywood-Burbank Airports.

# The need to disperse departure paths

- Identify potential mitigation measures and/or alternative flight paths and dispersals.
- a. Conduct outreach, education, and consensus building among impacted communities.
- b. Develop a consensus among the aforementioned airport partners and a concerted advocacy strategy to mitigate the noise, safety, and environmental impacts associated with the NextGen initiative's new flight paths.
- c. Advocate for the dispersal of NextGen departure paths from the Van Nuys and Hollywood-Burbank Airports, alternative departure paths to mitigate noise issues, alternative operational mitigations to reduce noise, and the implementation of specific federal guidelines and practices as approved in the Federal Aviation Administration Reauthorization Act of 2018 related to aircraft noise, health, and environmental impacts, local land-use considerations, and related matters.

# **ENCINO NEIGHBORHOOD COUNCIL SUMMARY**

# Immediately roll back departure profiles to historic pre 2016

The FAA must immediately roll back to historic pre 2016 profiles. Issues of safety, operation cost, human health, system comparability and property values are at risk.

**THIS MUST BE DONE FIRST!**

# Statement to the Task Force

- The Encino Neighborhood Council presents the following statement to the Task Force regarding the RNAV Standard Instrument Departure Procedures from Van Nuys Airport ("VNY") and Burbank Airport ("BUR").

# Hold extensive public outreach, hearings to develop consensus

- Before the FAA puts in place ANY Metroplex departure changes for VNY and BUR, **all southerly departures profiles must immediately be rolled back to historic pre-2016 profiles**. Then the FAA must hold extensive public outreach, hearings and environmental analysis before any southerly route changes are implemented.

# Review all environmental impacts and alternatives

- New RNAV overflights from VNY [and BUR] have caused continual, significant noise impacts to Encino, Sherman Oaks, and Studio City residents and their properties and are a source of intense public concern and interest in the Proposed Procedures. The FAA must do a comprehensive review of all potential environmental impacts and alternatives to the Proposed Procedures.

# Robust, transparent adequate evaluation

- The Encino Neighborhood Council requests that the FAA establish a formal, public process to identify all possible environmental impacts of the Proposed Procedures and to determine the complete scope of issues to be analyzed in an environmental assessment. That "scoping process" for the environmental assessment must be robust and transparent to ensure an adequate evaluation and FAA's compliance with the National Environmental Policy Act.

# City Attorney's framework for the public process

- On October 18, 2019, Michael N. Feuer, City Attorney, opined in a letter the essential analytical details that are required. This letter provides a framework for the public process. But in the interim, all VNY [and BUR] southerly departures profiles must immediately be rolled back to historic pre-2016 profiles.

# Meaningful public involvement

- Public Participation in the Scoping Process. NEPA requires that FAA facilitate meaningful public involvement as part of the scoping process. See 40 C.F.R. § 1501.7. Although not expressly required for environmental assessments, FAA's rules state that "scoping can be particularly useful when an [environmental assessment] deals with uncertainty or controversy regarding potential conflicts over the use of resources or the environmental impacts of the proposed actions." Order 1050.IF ,i 6-2.2(c).

# Adequate Noise Assessment

- FAA must ensure through the scoping process that the environmental assessment subjects potential noise impacts of the Proposed Procedures to both extensive modeling and on-the-ground assessments of potentially affected properties and communities.
- In addition to modeling, the FAA's scoping process must establish the appropriate criteria for assessing "noise sensitive" properties under the Proposed Procedures. FAA's AEDT modeling - and FAA's noise thresholds for determining noise impacts - are often not sufficiently protective of properties where "a quiet setting is a generally recognized purpose and attribute." See Order 1050.IF, app. B ,i B-1.5. FAA must give "special consideration" when evaluating the significance of noise impacts on noise-sensitive areas such as historic sites, public parks, and natural areas. See *id.* Assessment of noise-sensitive areas may need to include consideration of actual or predicted noise levels, and not modeling. Public participation during the scoping process can identify and provide information on those noise-sensitive properties.

# Noise impacts outside traditional 65 decibels DNL

- In light of the considerable public interest (and controversy) concerning both the existing RNAV procedures and the Proposed Procedures, FAA must analyze noise impacts outside the traditional threshold of 65 decibels DNL and using metrics other than DNL. FAA is on notice that the communities in the vicinity of VNY and BUR, who would be affected by the Proposed Procedures, are traditionally noise-sensitive areas and historically quiet settings.

DNL: day night average sound levels.

# Consideration of alternative flight tracks

- Alternatives. Through the scoping process, the FAA must determine a full range of reasonable options based on the potential of each option to minimize noise impacts, in addition to meeting safety, efficiency, and other objectives. An environmental assessment must include consideration of alternative flight tracks that have been proposed.

# Further testimony, documents, presentations and comment

The Encino Neighborhood Council reserves the right to submit further testimony, documents, presentations and comment to assist the Task Force.

**Thank you for allowing the  
ENC to present comments**

