

ADMINISTRATIVE REPORT

July 21, 2021

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LAX Community Noise Roundtable Virtual Meeting Summary

A LAX Community Noise Roundtable Virtual Meeting was held on July 14. An action item summary of the virtual meeting is as follows:

- The Roundtable approved the membership request from the Woodland Hills-Warner Center Neighborhood Council.
- The Roundtable approved submitting the North Downwind Arrival Option B proposal to the Federal Aviation Administration (FAA) for consideration.
- Palos Verdes (PV) Peninsula passenger jet overflight and altitude data for May and June 2021 were distributed for the meeting (attached).

During the meeting, it was mentioned in passing (non-agenda item) that the federal appeals court recently ruled in favor of the City of Los Angeles against the FAA as follows:

- Two years ago, the City of Los Angeles filed a timely lawsuit against the FAA Next Generation Metroplex project for the north downwind arrival flight pattern changes without proper environmental review.
- The City of Los Angeles had standing to file the lawsuit because it protested the environmental assessment during the comment period for the project (see press release [here](#)).

In contrast, the FAA never changed the passenger jet flight routes departing from LAX, which continue to fly around and circumvent the PV Peninsula. City Staff will monitor the arrival of a new environmental assessment from the FAA, review the document and provide written comments during the new comment period. Staff will provide periodic updates about the forthcoming environmental assessment in the City Manager's Weekly Administrative Report and on the RPV Airspace Noise website [here](#). The next meeting of the Roundtable will be September 15, 2021.

For more information from Los Angeles World Airports about its Roundtable meetings, including agendas and minutes, please visit its website by clicking [here](#).

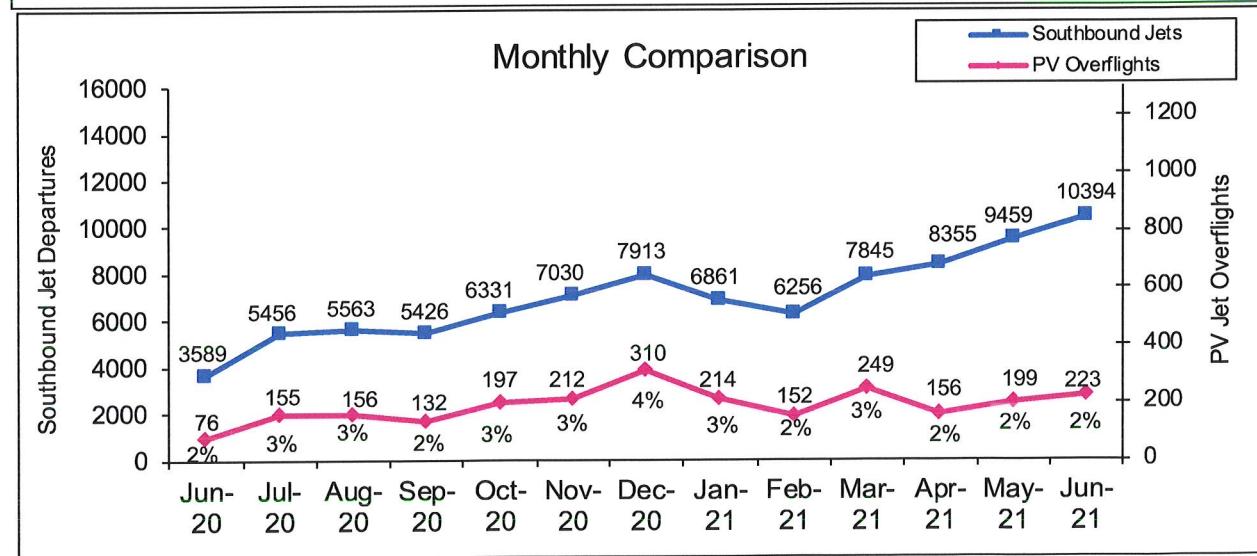
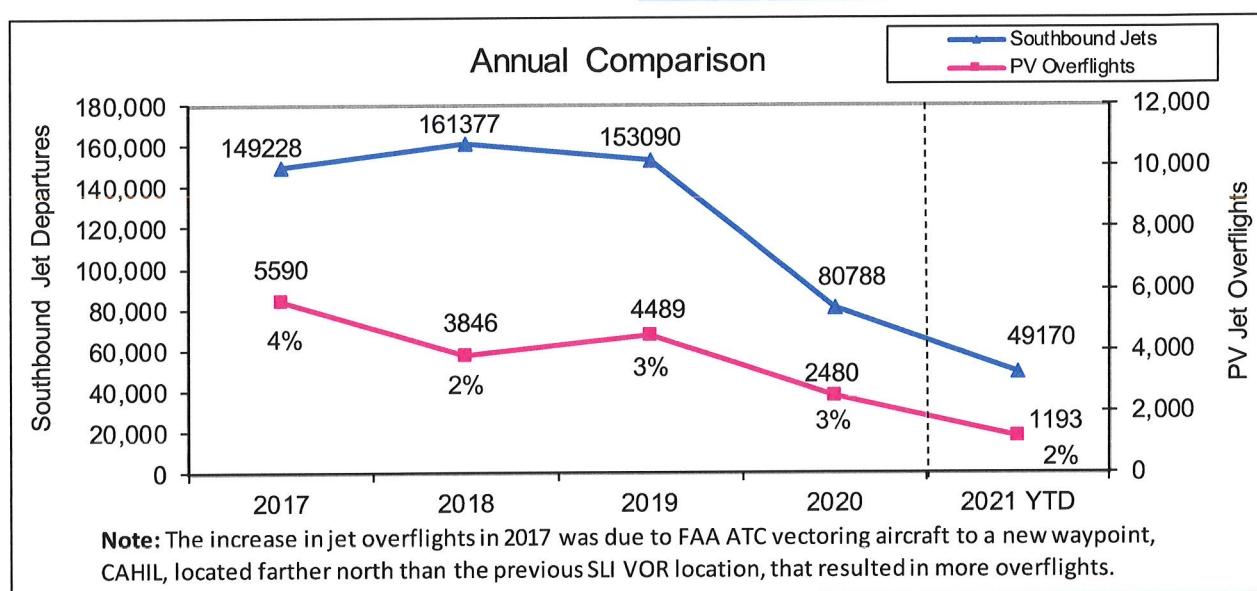
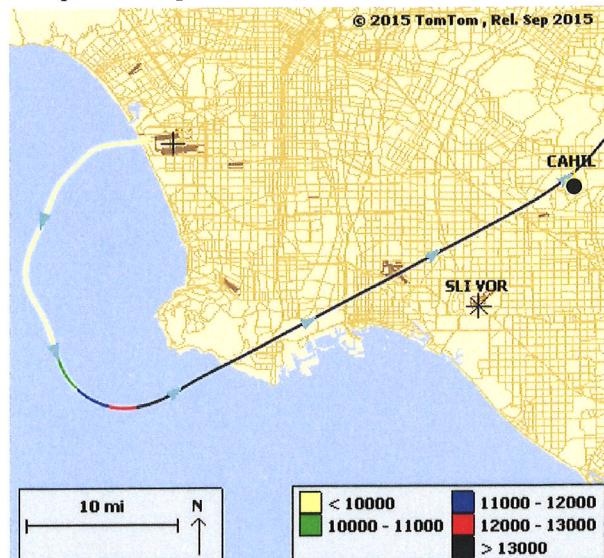
Planning Commission Agenda

Attached is the draft agenda for the upcoming Planning Commission meeting on Tuesday, July 27, 2021.

Palos Verdes Peninsula – Jet Overflights

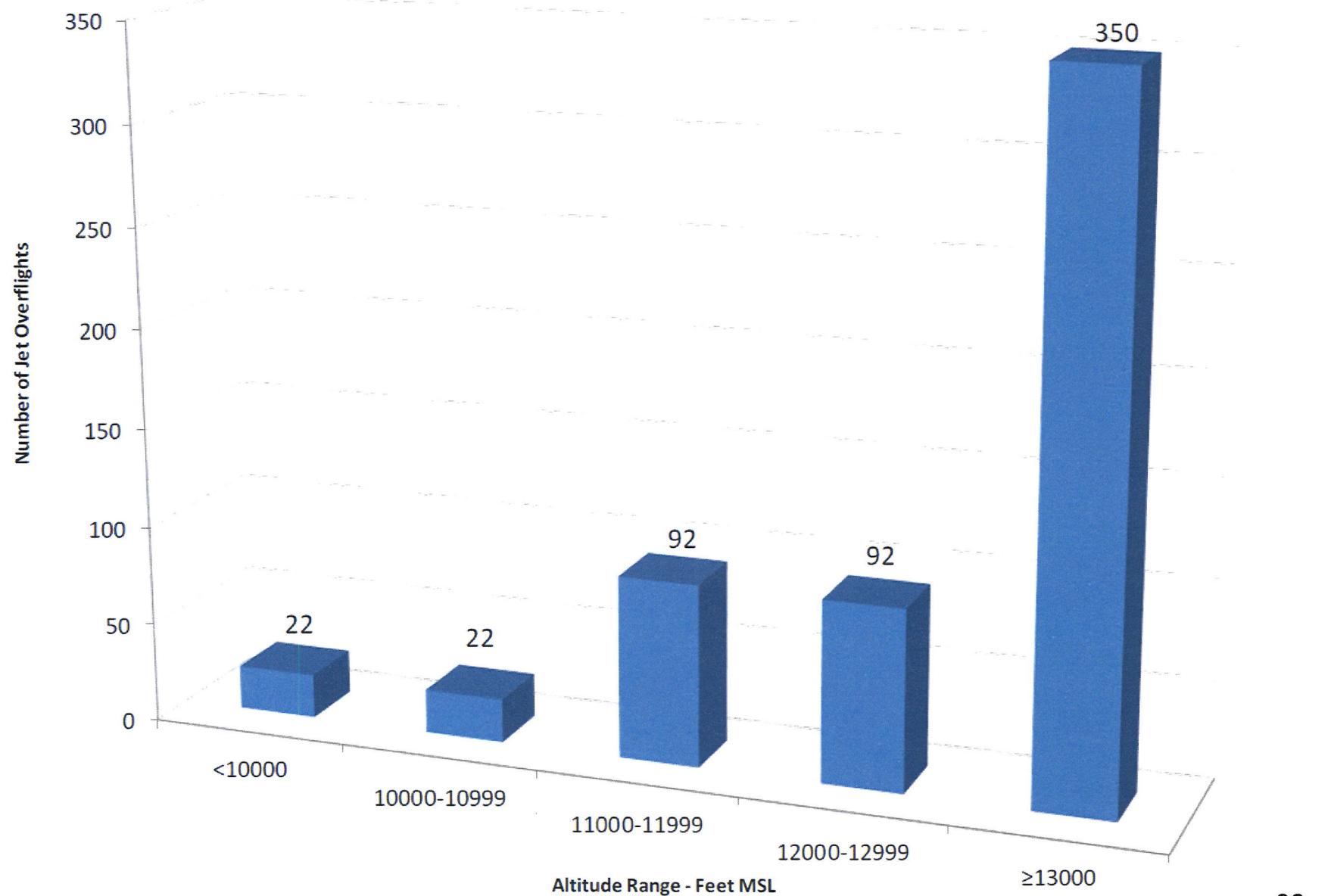
The graphs below show the total number of jets turning south upon departure from LAX and the number of those departures that fly over the Palos Verdes Peninsula.

Sample Jet Departure Flight Track Over PV Peninsula



April 2021 to June 2021

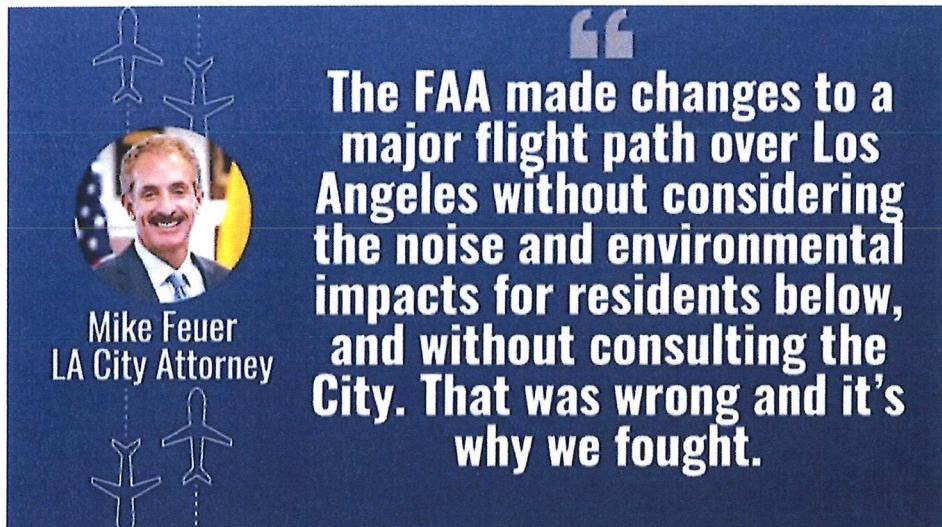
■ Jet Overflights



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FEUER ANNOUNCES VICTORY IN ONE OF CITY'S LAWSUITS AGAINST THE FAA



Los Angeles—City Attorney Mike Feuer announced today that the Ninth Circuit Court of Appeals (Court) ruled in favor of the City of Los Angeles deciding that the Federal Aviation Administration (FAA) violated three key environmental laws when it changed flight patterns in 2018 for aircraft coming into LAX over mid-City and Central Los Angeles. As a result of the Court's decision, the FAA must now undertake the proper environmental analysis that should have taken place prior to implementing these changes. Two years ago, Feuer sued the FAA alleging that the agency made changes to flight patterns with neither environmental review nor public input.

“The FAA made changes to a major flight path over Los Angeles without considering the noise and environmental impacts for residents below, and without

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include public comment."

The Court held that the FAA violated three key federal environmental laws by implementing the flight pattern changes at LAX as part of its rollout of its Next Generation Air Transportation System (NextGen):

- 1) National Environmental Policy Act (NEPA);
- 2) National Historic Preservation Act (NHPA); and
- 3) Section 4(f) of the Department of Transportation Act (Section 4(f))

To remedy these violations, the Court ordered the FAA to undertake proper NEPA and NHPA analysis and to consult with the City of Los Angeles regarding Section 4(f). While the problematic flight patterns will remain in place for now, the Court's ruling requires that FAA undertake a more transparent and public process moving forward.

Five years ago, as part of the FAA's implementation of the SoCal Metroplex Project and NextGen procedures, the agency started changing flight patterns for aircraft landing at LAX, including consolidating flight patterns over West Adams and other communities in mid-City and Central Los Angeles, causing significant noise and environmental impacts. In May, 2018, the FAA made additional changes to incoming flights but allegedly failed to perform the required environmental review or seek public comment. These changes prompted Feuer's lawsuit.

The City of Los Angeles previously requested the FAA address a series of specific modifications to at least partially provide some relief to residents, but that proved unsuccessful, and the City filed its lawsuit in June, 2019.

Among other things, the City claimed in its suit that the FAA failed to comply with its own procedures and properly consider all of the environmental impacts of the changes to its flight patterns for incoming aircraft at LAX. During the course of litigation, FAA presented documents to the Court that allegedly confirmed that environmental review had occurred, but the Court held that these documents were deficient because they postdated the publication of the flight pattern changes by several months.

This lawsuit is one of three that Feuer has brought against the FAA on behalf of the City of Los Angeles in regards to NextGen. The second is

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~~the Fernando Valley, possibly the Santa Monica Mountains and others not near~~

the airport who are now experiencing air traffic for the first time or to a degree never before experienced. The FAA denied the City's request to remedy the southerly shift on the basis that FAA had not caused the shift.

The third case has to do with the City's Freedom of Information Act request in regards to flight procedures at Hollywood-Burbank Airport. Feuer's Office has since received the requested documents, and the parties are negotiating resolution.

City Attorney Feuer has been communicating directly with the FAA's Regional Administrator, the FAA's counsel and members of Congress seeking to obtain relief for impacted residents. Additionally, with federal and local officials, he has pushed the FAA to conduct a thorough environmental assessment of prospective flight pattern changes over the South San Fernando Valley and Santa Monica Mountains. The FAA agreed to conduct that assessment and to consider dispersal of flights in the process.

[Review the Court's opinion here.](#)

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The Office of Mike Feuer
Los Angeles City Attorney
City Hall East, Suite 800
Los Angeles, CA 90012