



October 2, 2017

Michael P. Huerta, Administrator
Federal Aviation Administration
800 Independence Ave. SW
Washington, DC 20591

Dear Administrator Huerta:

We write this letter to express our concerns over the impact of the SoCal Metroplex flight system implemented in the Los Angeles region. Over the past five months in particular, our constituents have experienced dramatic increases in air traffic noise levels impacting their health and quality of life. This is due in part to concentrated air traffic flying below the minimums set forth by the FAA.

Though we are aware that Metroplex is intended to improve efficiency in arrivals and departures from LAX, while maintaining the FAA's long history of safety, the changes in the flight paths and altitudes have concentrated air traffic in areas that have not historically been affected. Moreover, it does not appear that the FAA has made an effort to minimize nor mitigate the impact on communities under the flight path.

Of particular concern is the altitude on approach to LAX. According to data provided to our offices via the LAX Community Noise Roundtable by Los Angeles World Airports (LAWA), there is wide discrepancy of altitudes currently being flown during the downward approach. *In fact, 67% of all approaches from the aforementioned HUULL, IRNMN and RYDRR procedures are **below** the FAA's own 6,000 foot mandate threshold at the DAHJR waypoint.*

Many flights come in 1,000 feet, 2,000 feet, and even 3,000 feet below the Min Alt at DAHJR, including during late night and early morning hours. This has a severe impact as loud nighttime noise disrupts sleep patterns and the health of our constituents. The few planes lacking required equipment to fly Metroplex procedures do not account for the majority of flights not hitting their Min Alt thresholds set forth by your organization, nor do exigent circumstances of traffic, spacing, and sequencing.

In addition to the failures at waypoint *DAHJR*, the lack of a Mandatory Minimum Altitude at Waypoint *GADDO* has seriously impacted residents. We endorse the assignment of a Mandatory Minimum Altitude at Waypoint *GADDO* of 6,000 feet in the IFPs for:

- STAR HUULL (RNAV) TWO LOS ANGELES CA KLAX
- STAR IRNMN (RNAV) TWO LOS ANGELES CA KLAX
- STAR RYDRR (RNAV) TWO LOS ANGELES CA KLAX

This is a positive step toward alleviating harmful noise imposed on thousands of our constituents. As such, we urge prompt publication and implementation of these revised IFPs.

However, we know that additional changes are necessary in order to alleviate the undue burden that impacts the day to day lives of our residents. We seek your leadership to:

- Adhere to your own mandated requirements for aircraft to be at the Min Alt at *DHAJR* and the soon to be implemented *GADDO* waypoints.
- Change the Min Alt at *DHAJR* from Mandatory “At 6,000 feet” to “At or Above 6,000 feet” with the potential to revise upward by 500 to 1,000 feet, as recommended by the LAX Community Noise Roundtable.

Improved efficiencies in air traffic should not take precedence over the health and well-being of our constituents. We hope you will appreciate the urgency involved in this request. Additionally, we implore the FAA to work with the LAX Community Noise Roundtable to address concerns brought forth by this body in a forthcoming, transparent, and consistent manner. We will reiterate our concerns to our federal representatives at the House and Senate and request that you follow their leadership on these issues.

Sincerely,



HERB J. WESSON, JR.
President, Los Angeles City Council
Councilmember, 10th District



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Los Angeles City Council
Councilmember, 11th District



MARQUEECE HARRIS-DAWSON
Los Angeles City Council
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C:
Senator Dianne Feinstein
Senator Kamala Harris
Congresswoman Karen Bass
Congressman Ted Lieu
Congresswoman Maxine Waters
Congressman Jimmy Gomez
LAWA General Manager, Deborah Flint
FAA Regional Administrator, Dennis Roberts