

August 23, 2018

Federal Aviation Administration Air Traffic Review Team
VIA ELECTRONIC SUBMISSION

Re: KBUR Proposed SID Procedures OROSZ THREE and SLAPP THREE

Dear Federal Aviation Administration Air Traffic Review Team:

The City of Los Angeles ("City") provides these comments in response to the Federal Aviation Administration's ("FAA") request for comments on the above-referenced proposed OROSZ THREE and SLAPP THREE RNAV procedures.

FAA's proposed procedures would create and then concentrate aircraft overflights above homes, schools, places of worship, parks, recreation centers, and historic sites, introducing noise that previously was not present, or not present to the same degree. Thus, the City has a profound interest in the proposed procedures and their impact.

As contemplated, the proposed procedures would cause a substantial shift in and concentration of southbound departures from the Hollywood Burbank Airport ("KBUR") and, therefore, will require thorough environmental review and consideration of alternatives. FAA must and should prepare and circulate, at a minimum, an Environmental Assessment ("EA") for the proposed alternatives that provides a thorough analysis of impacts to the range of affected resources and alternatives to the proposed procedures.

The existing OROSZ TWO and SLAPP TWO conventional SID procedures provide for a climbing right-turn procedure at 210 degrees and then manual vectors to connect to the TILLR waypoint. These procedures have aircraft turning quickly to the right after departures from Runway 15 so that the vast majority of radar tracks turn west and then northwest over North Hollywood and Valley Village. These flight tracks are dispersed widely, consistent with conventional departure procedures and manual vectors.

OROSZ THREE and SLAPP THREE would provide an RNAV route well to the south of existing procedures, providing waypoints JAYTE and TEAGN south of U.S. Highway 101 in the eastern portion of the Santa Monica Mountains. This would shift these routes over Studio City and Sherman Oaks with residential, historic, park, wildlife and other land uses. Because the new routes will be over the Santa Monica Mountains, homes, schools and parks will be closer to the departing aircraft than other portions of the San Fernando Valley to the north.

FAA's proposed changes will cause a fundamental shift in the noise environment near K BUR that will require at least an EA. Pursuant to FAA Order 1050.1F, FAA cannot rely on a categorical exclusion if "extraordinary circumstances" exist. See FAA Order 1050.1F ¶ 5-2. In the case of the proposed shift of the current OROSZ and SLAPP traffic to the new, concentrated corridor, at least the following extraordinary circumstances exist that require the preparation of an EA:

1. An impact on cultural resources protected under the National Historic Preservation Act, including the historic properties located under or near the proposed routes identified in Attachment 1 to these comments. See FAA Order 1050.1F ¶ 5-2(b)(1).
2. An impact on properties protected under Section 4(f) of the Department of Transportation Act. See FAA Order 1050.1F ¶ 5-2(b)(2). This includes the parks and wildlife refuges of the Santa Monica Mountains Conservancy identified in Attachment 2 to these comments. The Santa Monica Mountains Conservancy was established by the California State Legislature in 1980 to preserve parkland and wildlife habitat in the Santa Monica Mountains, as well as provide an interlinking system of parks, trails and wildlife habitats. Many of the portions of the Conservancy in the area of concern experience natural quiet and are intended to provide by visitors and wildlife with quiet refuges from the urbanized fabric of the City. Because Los Angeles has a deficit of park space on a per capita basis, protecting the attributes of the City's recreational spaces is critical. The City considers quiet to be a critical element of the region's parks, and it considers FAA's DNL 65 dB threshold of significance typically provided to urban or suburban ballfields to be inappropriate.
3. An impact on noise levels of noise sensitive areas and impacts on the quality of the human environment that are likely to be highly controversial on environmental grounds. See FAA Order 1050.1F ¶ 5-2(b)(7), (10). While FAA has not released any noise modeling studies, it is evident that the OROSZ and SLAPP procedures would significantly change the noise

environment in the area of the routes in a manner that City has determined would be highly controversial on environmental grounds. First, as noted, the new RNAV routes will shift the flight tracks south over new areas in the Santa Monica Mountains. Second, the rising terrain of the Mountains will put residents, parks, schools, historic resources and other land uses closer to the departing aircraft and the canyons of these mountains concentrate and reflect sound, resulting in significantly greater noise impacts than routes over the San Fernando Valley floor. Third, the RNAV route will concentrate noise over the areas overflowed to a far greater degree than the current conventional routes. FAA has acknowledged this “noise focusing” factor:

The term used to characterize the concentration of noise is “noise focusing.” The actual flight tracks of aircraft flown on conventional [instrument flight procedures] using ground-based Navigational Aids (NAVAIDs) show broad dispersion around the trajectory of the defined procedures. The dispersion is typically based on the performance characteristics of individual aircraft types and pilot technique. In contrast, FAA’s experience with satellite-based navigation procedures shows that actual flight tracks and [Next Generation] procedures converge to a much greater degree. Therefore, aircraft flying [Next Generation] procedures and the associated noise are concentrated over a smaller area than would be the case for the same operations using conventional, [non-Next Generation instrument flight procedures.]

FAA Order 7400.2K, Procedures for Handling Airspace Matters at ¶ 32-2-2.e. The highly controversial nature of the procedures has already been confirmed by the press coverage for this proposal and the comments that residents, schools and others have already filed based on tests of the procedure.

In preparing the EA, as required under FAA Order 1050.1F, the City requests that FAA consider reasonable alternatives that may reduce total noise impacts, including the alternative along the U.S. Highway 101 proposed by the Burbank-Glendale Pasadena Airport Authority in its comments submitted to FAA. The FAA should carefully address environmental justice, land use, noise, Section 4(f), school, historic, cultural, and wildlife impacts associated with the routes, along with differences in air emissions associated with longer flight paths.

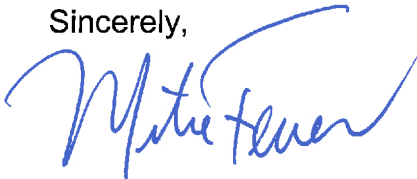
The City strongly recommends that FAA engage in early, collaborative outreach to the community to identify possible alternatives and impacts. See FAA Community Involvement Manual (Feb. 2016) (“decisions that take community input into consideration are more likely to reflect the collective public interest, receive broader

community acceptance, and experience fewer implementation and post-implementation problems"). The City understands the need to provide safe and efficient airspace procedures that also minimizes noise impacts to the extent possible.

Because FAA will be required to undertake environmental review and seek public and agency comment, the City reserves the right to provide additional information and comments as more information regarding these procedures becomes available.

We would gladly provide any additional information you may require in order to develop a less harmful set of procedures. We look forward to your prompt response to our concerns and your anticipated future cooperation.

Sincerely,



MICHAEL N. FEUER
Los Angeles City Attorney

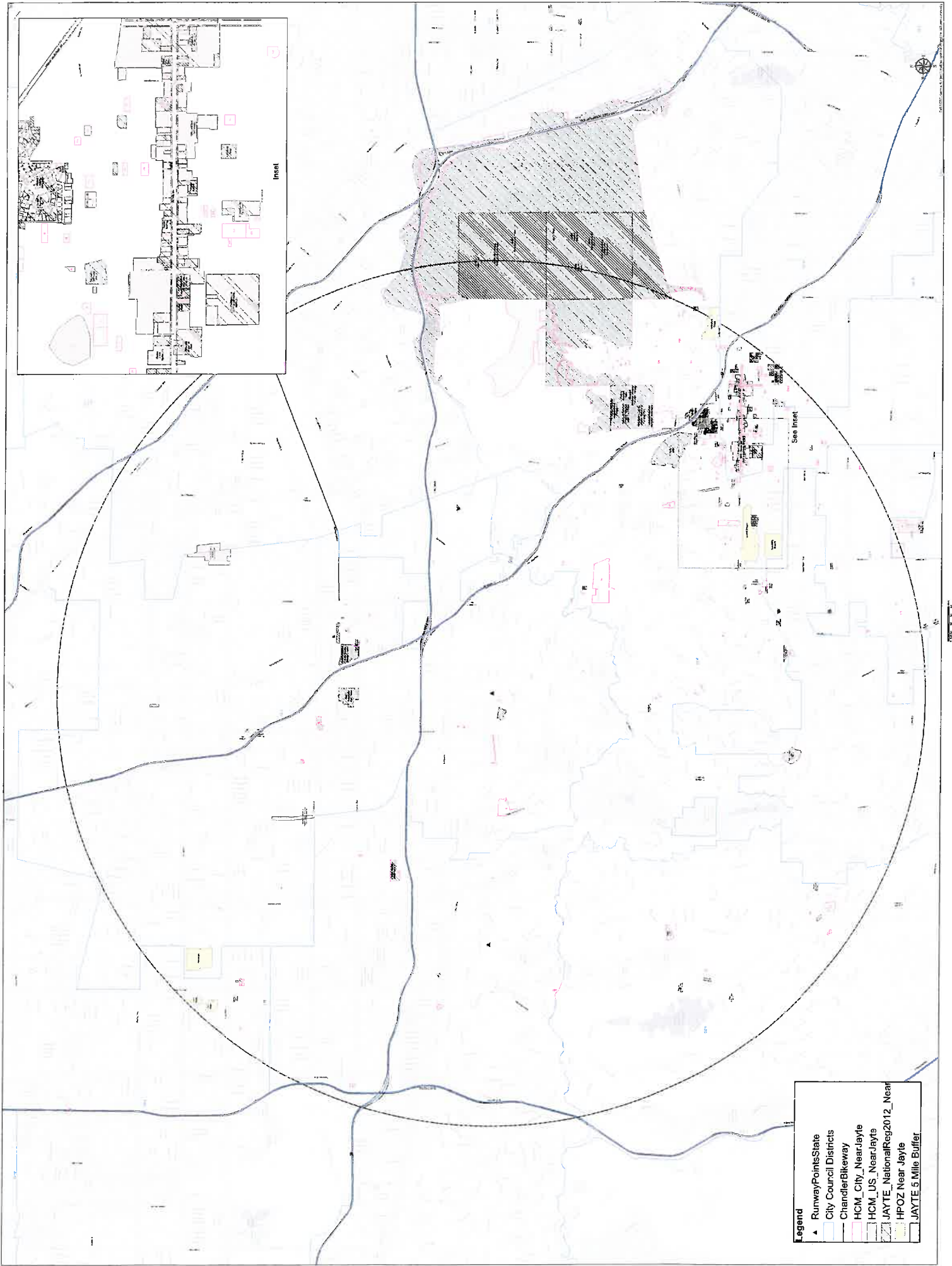


PAUL KREKORIAN
Councilmember, Second District

ATTACHMENT ONE

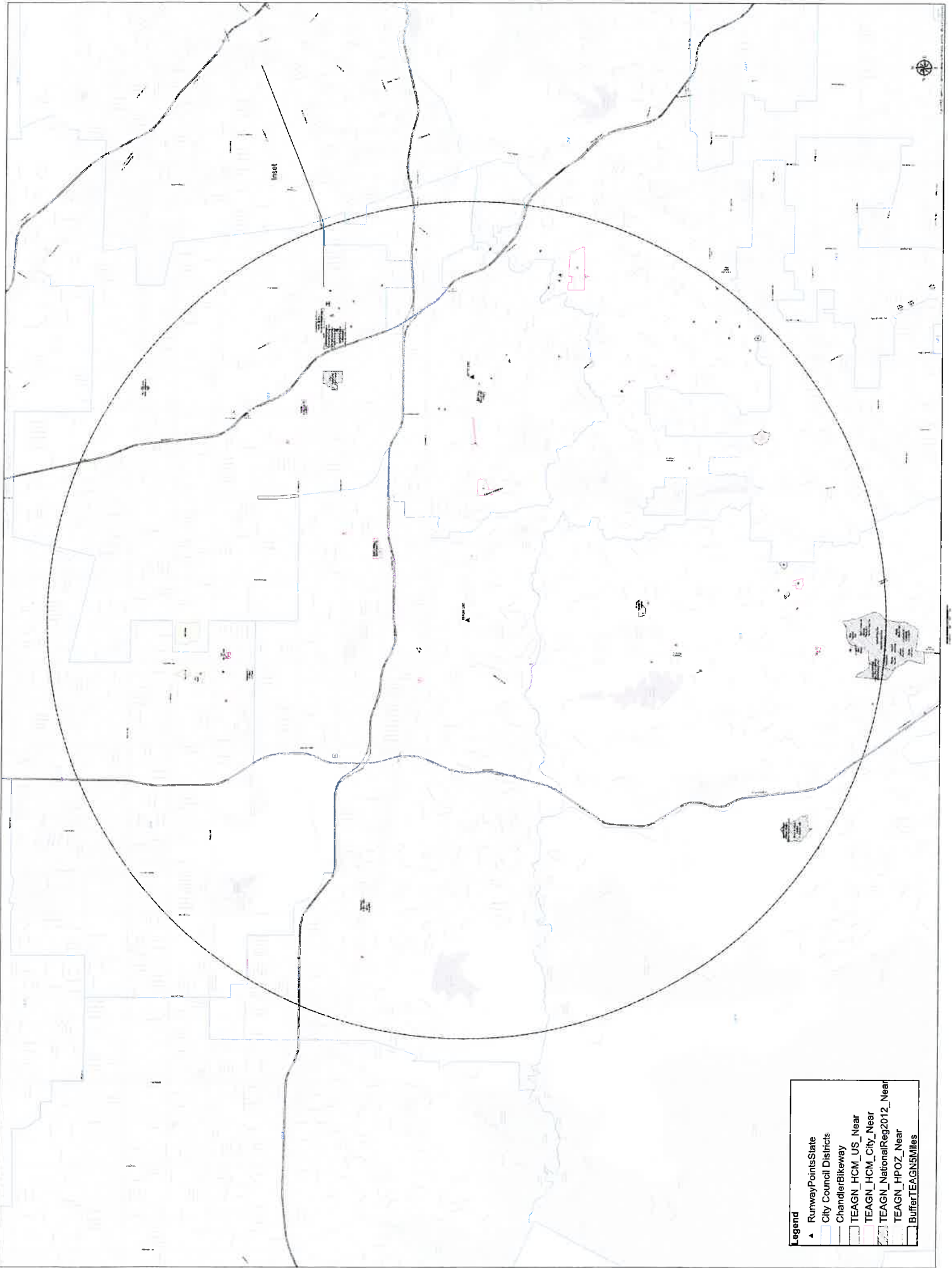
EXAMPLES OF HISTORIC AND CULTURAL RESOURCES IN THE VICINITY OF THE PROPOSED OROSZ THREE
AND SLAPP THREE PROCEDURES

Historic Resources within 5 Miles of JAYTE



- Legend**
- ▲ RunwayPoints/State
 - City Council Districts
 - Chandler Bikeway
 - HCM_City_Near Jayte
 - HCM_US_Near Jayte
 - JAYTE_National Reg 2012_Near
 - JAYTE_Near Jayte
 - HPOZ Near Jayte
 - JAYTE 5 Mile Buffer

Historic Resources within 5 Miles of TEAGN



ATTACHMENT TWO

EXAMPLES OF PARK AND OTHER SECTION 4(f) RESOURCES IN THE SANTA MONICA MOUNTAINS CONSERVANCY UNDER OR ADJACENT TO THE PROPOSED OROSZ THREE AND SLAPP THREE PROCEDURES

- Beverly Glen Park
- Briar Summit Open Space Reserve
- Coldwater Canyon Park
- Deervale-Stone Canyon Park
- Dixie Canyon Park
- Fossil Ridge Park
- Franklin Canyon Park
- Fryman Canyon Park
- Longridge Park
- MRCA Open Space
- Wilacre Park