



One World Way, P.O. Box 92216, Los Angeles, CA 90009

February 18, 2018

To: Mayors, City Council-members, and LA County Supervisors
From: LAX Community Noise Roundtable

Subject: Need for constituent cities and LA County to support the LAX Community Noise Roundtable in order to address FAA/NextGen/SoCal Metroplex noise problems afflicting tens of thousands of residents spread across the region's municipalities.

Dear Mayors, Council-members, and County Supervisors,

The LAX Community Noise Roundtable was created to be a problem-solving intermediary between the public, local governments, Los Angeles World Airports (LAWA) which operates LAX, and the Federal Aviation Administration (FAA), which controls and directs all air traffic.

I am writing to you because the Roundtable is reaching a limit of its effectiveness, and needs your assistance to ensure we can address the growing airplane noise issues affecting tens of thousands of residents in our region. We need direct support and involvement from our constituent municipalities and Los Angeles County.

In letters I sent on January 17 and January 22 to a select group of local elected officials and the entire SoCal Congressional delegation, the LAX Community Noise Roundtable explained that the FAA has refused to constructively engage with us. These letters explained that the FAA has been violating its own rules and Federal law, and that the FAA has been much more responsive to some cities that have sued the FAA (e.g., Newport Beach) than it has been to the LAX Roundtable, which has sought cooperation rather than litigation.

In order to have any chance of resolving or improving these conditions, it will be necessary for local governments and our Federal elected officials to take an active role in ways they may not have done in the past.

This will require local governments and our U.S. Senators and Representatives to petition and persuade the FAA to make necessary adjustments.

It will also require direct support for the autonomy and effectiveness of the LAX Roundtable. If the LAX Roundtable is to have any ability to function as an intermediary for the public and our constituent local governments, we need direct material and logistical support from local municipalities.

- **We need a local government entity or a group of them to hire on contract an independent professional aviation technical consultant, and to have that consultant advise the Roundtable.** This is the Roundtable's most important need. Access to a professional technical consultant's advice will also be essential to any cities, the county, or members of the Congressional delegation that try to engage the FAA in pursuit of solutions.
- **We need a local government entity to provide clerical support for the Roundtable, including mailing, copying, record keeping, audio and/or video recording of meetings, etc.** The Roundtable has no budget, no source of funds, and no staff. Until now, LAWA has served as the Secretary of the Roundtable and provided clerical support. But this arrangement, for a variety of reasons, is not ideal for LAWA or the Roundtable.



One World Way, P.O. Box 92216, Los Angeles, CA 90009

- **We need a local government to host the Roundtable's webpage on a municipal server,** give the site its own unique web address, and allow Roundtable leadership the ability to **make postings on the webpage.** Until now, LAWA has controlled the Roundtable webpage, giving it a LAWA address and holding the only access to post on the webpage.
- **It would be helpful if a municipality slightly East of LAX could supply us with a regular meeting room.** Up until now our meetings have been held at LAX. The airport has excellent facilities and we are grateful for LAWA's generosity, but the location is at the extreme Western edge of the Roundtable's territory and difficult for most Roundtable members to reach. On the other hand, meeting at LAWA is very convenient for LAWA staff, and LAWA is a member of the Roundtable with one seat on the Roundtable. We think a more balanced arrangement would be to hold the meetings in a slightly more central location, though not too far from LAX. Perhaps in Culver City or Inglewood or an adjacent part of LA City? We would need a municipality to furnish facilities and support.

Some of the problems the LAX Roundtable is trying to resolve are old and ongoing, but a great many are either new or dramatically intensified by the FAA's April 2017 implementation of the NextGen SoCal Metroplex arrival and departure flight procedures.

The negative impacts of these new flight procedures into and out of LAX traverse multiple municipalities in our region, stretching from coastal regions (Malibu down to Long Beach) inland across Los Angeles to the San Gabriel Valley in the East, and then circling back to LAX through Huntington Park, South LA, Inglewood, and neighboring cities.

The SoCal Metroplex covers an even larger region, encompassing airports from San Diego to Santa Barbara, and from the Coast inland to Ontario. For this reason, we have been working with Senator Feinstein's office and reaching out to the entire SoCal Congressional delegation.

The FAA and LAWA and many local governments direct the public to work through the LAX Roundtable to try to resolve noise complaints. This is proving to be impossible under current arrangements.

For the Roundtable to have any effectiveness it has become clear that we must have direct support from our constituent municipalities. Without that, we cannot continue to tell the public that the Roundtable has any prayer of being able to help improve the conditions under which many tens of thousands of area residents are living.

In the weeks ahead Roundtable leadership will be reaching out to your offices to provide you with more detail. Please don't hesitate to contact me at 213-575-1817 or Denny@WeLiveFree.com.

Sincerely,

Denny Schneider, Chair, LAX-Community Noise Roundtable