

February 2, 2021

First Name	Last Name	Item	Comment	Meeting Date	Submitted
Charles	Vaziri	V. PUBLIC COMMENT PERIOD	<p>It should be the duty of the CAC to help the FAA refine and tailor NextGen to the communities impacted by the NextGen rollout. The current flight path over Sherman Oaks must be reconsidered, and relocated. The FAA is a well funded, long established agency that is not perfect and has a recent record of feckless decisions.</p> <p>If the CAC does not convey the noise concerns over Sherman Oaks to the FAA, then a name change is in order to the Council of Circularities. Think about it.</p> <p>No one will lose a job if the FAA refines the parameters in Sherman Oaks skies.</p> <p>Pilotless planes are inevitable. VNY continues to grow, and now has a mascot. The CAC has a duty to the affected citizens to convey their concerns to the FAA of NextGen flaws.</p>	2/2/2021	01/31/21 12:43 PM
Marie	Vaziri	III. A. FAA's release of Neighborhood Environmental Survey Findings and Public Comment Period	<p>The CAC NEEDS to request to the FAA that the planes MUST be reverted to the flight paths previously used before NEXTGEN. We residents are NOT more SENSITIVE to noise. The planes are flying LOWER, SLOWER, and with much MORE FREQUENCY than pre-NextGen. Requesting more years for studies is an INSULT to all of us who have so passionately pleaded to the FAA, CAC and BOAC that these new paths were done so without doing the proper studies evaluating the effects of the new flight paths. How UNFAIR to expect that those of us who live in the new flight path should have to bear the noise and disturbance that occurs EVERY single DAY and NIGHT. It is UNREASONABLE for any person or institution to falsely say that the people living under the new flight paths are more sensitive, when they know the planes are flying lower, and with much more frequency (or will be again after this pandemic). And for those of you who argue that we live near two airports, you must know, and acknowledge, that we NEVER LIVED IN A FLIGHT PATH!!!! The planes did not head into the Santa Monica mountains, and, we did not EVER have the over 300 planes in a 24 hour time frame fly over ONE area, year after year. These planes HAVE to revert to their old paths, and leave faster and fly higher as they did before, to help alleviate the constant bombardment of noise and pollution that has plagued our area. PLEASE, PLEASE support our community, that has held meetings over the years at different venues, to get relief from the new flight paths that were done so without warning. Thank you.</p>	2/2/2021	01/31/21 2:10 PM
Roslyn	Dahl	III. A. FAA's release of Neighborhood Environmental Survey Findings and Public Comment Period	<p>The Final Neighborhood Environmental Report clearly demonstrates that not only did the FAA have full knowledge of a significantly increased level of the percentage of people 'highly annoyed' by aircraft noise when compared to Shultz data from over 40-50 years ago; but the Agency aggressively proceeded with Nextgen implementation knowing the seismic adverse noise impact on hundreds of thousands.</p> <p>This Study clearly reinforces exactly what the community has been communicating to FAA, BOAC, LAWA, VNY and Burbank Airports since Nextgen – that the noise is highly annoying and intolerable, as supported by the number of complaints. As the FAA now seeks public comment on the Report and factors contributing to noise, I ask that the CAC please respond to the FAA highlighting changes that must be made today to bring immediate relief. Nextgen has maximized the concentration and density of aircraft (stacking), volume, frequency, narrowed flight paths and lowered altitudes over previously unimpacted communities 4+ miles away from airports. It introduced high decibel noise into neighborhoods with mostly ambient noise (35-45DNL), in high altitude mountain terrain, bringing the source of noise closer to residents and locations where noise resonates for miles, and concentrated air traffic over the s.4(f)protected greenspace intended as a respite from noise. To reduce noise:- Discontinue concentration of air traffic in narrow corridors; limit the volume & frequency of aircraft over any one community. VNY should eliminate PPRRY. - Limit the allowable SEL for locations outside the airport noise contours (replacing DNL metrics outside the contour) - Limit the allowable increase in decibels from ambient noise to overflight to less than 10DB - Stop concentrating air traffic over s.4(f) parks and wildlife refuges</p> <ul style="list-style-type: none"> - Optimize direct routing of aircraft and runway using in the direction for which air traffic is headed vs. the lengthy hairpin - Implement a mandatory 1000ft min. altitude for non-emergency services helicopters - Redesign flight paths to avoid concentration in high-resonance areas such as hillsides which amplify the noise impact.- Increase penalties to pilots that breach the FAA minimum altitudes - Apply mandatory curfews for non-emergency aircraft- Reduce the 65DNL metric to 45DNL Thank you for your consideration. 	2/2/2021	02/01/21 11:59 AM

Bob	Bramen	III. A. FAA's release of Neighborhood Environmental Survey Findings and Public Comment Period	<p>The Neighborhood Environmental Survey Final Report confirms what impacted communities across the U.S. have contended for years. Namely that the noise models used by the FAA in the NextGen Environmental Assessments (EAs) do not accurately reflect the level of residents annoyance to frequent and repeated levels of aircraft noise.</p> <p>Indeed the Survey Report includes a new National Noise Annoyance Curve. Compared with the existing Noise Curve used in the metro area NextGen EAs across the nation, the new National Curve shows a substantial increase in the percentage of people who are highly annoyed by aircraft noise over the entire range of aircraft noise levels considered, including at lower noise levels.</p> <p>Whereas the FAA Noise Curve used in the NextGen impact assessments were based on only 13% of impacted residents being highly annoyed at 65 DNL (decibels), the new survey findings show that closer to 66% of residents consider 65 DNL (decibels) to be highly annoying.</p> <p>Looked at another way, if FAA considered 13% of residents to be a sufficient number to be used as the threshold for determining whether impacts are significant or not in the NextGen analyses, the corresponding DNL noise level based on the updated survey findings would be between 45 and 50 DNL rather than the 65 DNL which was used. (The World Health Organization (WHO) has in fact proposed 45 DNL as an International Standard based on other noise surveys conducted around the world).</p> <p>This points to a major deficiency of the SoCal Metroplex noise analyses that need to be corrected by the FAA in conducting the EA of the VNY alternatives requested by LAWA through the FAA's IFP Gateway in October 2020. It is therefore recommended that: 1. The DNL threshold be reduced to no more than 50 DNL for what is deemed a significant impact. (Or at least do a sensitivity analysis of the effects of reducing the threshold to 55, 50 and 45 DNL (decibels) as part of the noise analysis of the VNY alternatives). 2. In the meantime LAWA should insist that the FAA revert to the interim navigation procedures which were used between August 2017 to May 2018 at VNY.</p>	2/2/2021	02/02/21 4:38 AM
Gail	Wunsch	III. A. FAA's release of Neighborhood Environmental Survey Findings and Public Comment Period	Residents still need relief from illegal changes to flight patterns that FAA made in 2017 & 2018 WITHOUT required environmental review. Further, tell them you know about this FAA Noise Survey. I suggest the Council should advise LAWA to send a letter demanding cessation of all NextGen changes until noise exposure policies are changed based on data from more reliable, science-based methods directly related to public health and the conservation of our environment.	2/2/2021	02/02/21 10:10 AM
Kathy	McGrath	V. PUBLIC COMMENT PERIOD	We all know about the illegal changes to flight patterns that FAA made in 2017 & 2018 WITHOUT required environmental review. We also all know about this FAA Noise Survey. I suggest the Council advise LAWA to send a letter demanding cessation of all NextGen changes until noise exposure policies are changed based on data from more reliable, science-based methods directly related to public health and the conservation of our environment. This is the right thing to do. Please act on behalf of the citizens you are representing and do it.	2/2/2021	02/02/21 10:13 AM
Michael	Kramer	V. PUBLIC COMMENT PERIOD	We all know. We know about the illegal changes to flight patterns that FAA made in 2017 & 2018 WITHOUT required environmental review. We know about this FAA Noise Survey. We also know that this Council should advise LAWA to send a letter demanding cessation of all NextGen changes until noise exposure policies are changed based on data from more reliable, science-based methods directly related to public health and the conservation of our environment. We all know it; please take action.	2/2/2021	02/02/21 10:16 AM
Jay	Vee	III. A. FAA's release of Neighborhood Environmental Survey Findings and Public Comment Period	The recently released FAA Noise Study clearly quantifies and validates why so many people are expressing their concerns and filing complaints about the air traffic noise associated with VNY Airport operations...the noise is highly annoying!! As a next step, I hope the CAC will go on record expressing a strong objection that these analyses and findings were not factored into the VNY NextGen implementation given this data was available long before the 2018 PPRRY rollout. A supplemental EA should be demanded. That said, the new DNL findings also reinforce why an immediate reversion to procedures that avoid tightly concentrated flight paths over populated areas needs to happen now from the perspective of public health, environmental justice, and preserving protected habitats. New studies should be an important element for creating future NextGen plans but the roll-back of flight paths needs to happen now so as to spare the community from the wide-ranging harm that is now being inflicted upon it. Thank you for the opportunity to comment.	2/2/2021	02/02/21 10:57 AM

Jay	Vee	V. PUBLIC COMMENT PERIOD	I have a question about VNY operations reporting that I'm hoping the CAC might be able to educate the community on during a future meeting. Specifically, In the monthly TCOM report published by VNY staff, there is a summarization of flight operation totals by Air Charter, Air Taxi, General Aviation, and Military. However, there is never any additional detail provided as to which of the operations in each category are associated with Jets vs. Props. While one can speculate that most Air Charter and Air Taxi operations are jets, and most GA operations are props, it would be of interest to many to have more details so that the community doesn't have to speculate on these numbers. Surely, the above tabulation must be recorded and logged somewhere so hopefully it wouldn't be too difficult to publish on an ongoing basis. Thanks for your consideration.	2/2/2021	02/02/21 11:25 AM
W.	Morris	V. PUBLIC COMMENT PERIOD	I would like the CAC to explain exactly what LAWA requested from FAA regarding the PPRRY waypoint via the IFP gateway.	2/2/2021	02/02/21 11:37 AM
Michelle	Allen	V. PUBLIC COMMENT PERIOD	I purchased my house almost 20 years ago because of the quiet and the proximity to the mountains in Studio City. It used to be quiet - but the last few years I am unable to even sleep through the night. Between arrivals and departures from BUR and VNY in the nighttime hours, the RELENTLESS 7am departures two minutes apart SEVEN DAYS A WEEK has taken it's toll on me and my family. The stress of this noise is actually killing us. I now have high blood pressure for the first time in my life. My kids wake up from the 4:30am departures from VNY and from the 5am Fed Ex & UPS arrivals. We get no relief. The NEXTGEN NEW AND WITH NO ENVIRONMENTAL STUDIES placing flightpaths over new communities MUST BE CHANGED!! This is killing us. The emotional and physical hell this onslaught has wrought is horrible to do to tax paying citizens who were never under a flightpath before.	2/2/2021	02/02/21 11:40 AM
Douglas	Warner	V. PUBLIC COMMENT PERIOD	The citizens of the San Fernando Valley have been treated without regard to their health and safety. The FAA, blatantly with knowledge failed to do proper surveys and conduct in a timely fashion proper E.I.R.'s which would allow citizens the chance to properly guide the FAA for their safety. We are being held hostage to false and inaccurate reports by the FAA. Time to make the FAA face the facts. Time to have FAA admit their wrongdoing. Time to force the private commercial air transports responsible as well.	2/2/2021	02/02/21 11:42 AM
Frederick	Allen	V. PUBLIC COMMENT PERIOD	You need to stop sending the planes over the mountains. It narrows the distance between plane and ground increasing the amount of noise pollution over one of the few quiet places we have. The planes should either return to the former flight path or distributed in a spread out pattern so as not to destroy one single community living directly under the new flightpath. The departures are non stop only a few thousand feet above our home with a noise level of 80 decibels and more. Thank you and please take this to heart.	2/2/2021	02/02/21 11:42 AM
W	Morris	III. A. FAA's release of Neighborhood Environmental Survey Findings and Public Comment Period	In light of the recently released FAA Noise Survey which shows that the FAA knew in 2015 before implementing NextGen changes at VNY that their Calculated Model of how many people would find 65 db DNL extremely annoying greatly underestimated the Survey Results of real people by orders of magnitude, and that the NextGen changes made at VNY were made anyway without an EIR being done, the CAC should advise LAWA to send a letter demanding an immediate halt to all NextGen changes with reverting to previously used methods and paths of flying. Until noise exposure policies are changed and based on data from more reliable, science-based methods directly related to Public Health and the conservation of our environment the old pathways and methods that were developed by iteration over decades with community members should be resumed.	2/2/2021	02/02/21 11:59 AM
SAVE OUR SKIE	LOS ANGELES	III. A. FAA's release of Neighborhood Environmental Survey Findings and Public Comment Period	In light of the recently released FAA Noise Survey which shows that the FAA knew in 2015 before implementing NextGen changes at VNY that their Calculated Model of how many people would find 65 db DNL extremely annoying greatly underestimated the Survey Results of real people by orders of magnitude, and that the NextGen changes made at VNY were made anyway without an EIR being done, the CAC should advise LAWA to send a letter demanding an immediate halt to all NextGen changes with reverting to previously used methods and paths of flying. Until noise exposure policies are changed and based on data from more reliable, science-based methods directly related to Public Health and the conservation of our environment the old pathways and methods that were developed by iteration over decades with community members should be resumed.	2/2/2021	02/02/21 11:59 AM

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SOS	LOS ANGELES	III. A. FAA's release of Neighborhood Environmental Survey Findings and Public Comment Period	In light of the recently released FAA Noise Survey which shows that the FAA knew in 2015 before implementing NextGen changes at VNY that their Calculated Model of how many people would find 65 db DNL extremely annoying greatly underestimated the Survey Results of real people by orders of magnitude, and that the NextGen changes made at VNY were made anyway without an EIR being done, the CAC should advise LAWA to send a letter demanding an immediate halt to all NextGen changes with reverting to previously used methods and paths of flying. Until noise exposure policies are changed and based on data from more reliable, science-based methods directly related to Public Health and the conservation of our environment the old pathways and methods that were developed by iteration over decades with community members should be resumed.	2/2/2021	02/02/21 12:00 PM
Cynthia	Litwer	III. A. FAA's release of Neighborhood Environmental Survey Findings and Public Comment Period	Residents of Sherman Oaks, Studio City need immediate relief from illegal changes to flight patterns that FAA made in 2017 & 2018 WITHOUT required environmental review. The FAA Noise Survey results should push the Council to advise LAWA to send a letter demanding cessation of all NextGen changes until noise exposure policies are changed based on data from more reliable, science-based methods directly related to public health and the conservation of our environment.	2/2/2021	02/02/21 2:26 PM
Debra	Reynolds	III. A. FAA's release of Neighborhood Environmental Survey Findings and Public Comment Period	Were households participating in the survey selected because they were underneath a flight path? Do you think that the results of the survey were affected by using the INM model versus the AEDT model?	2/2/2021	02/02/21 7:05 PM
Rose	Kauper	V. PUBLIC COMMENT PERIOD	We now have Over 150 planes a day over our house, at ALL hours. 2am, 3am, 5am, etc. The change in the flight pattern is severely disturbing our life and family. Please change the flight pattern back to the previous one. Until then, there should be a curfew.	2/2/2021	02/02/21 7:05 PM
Janey	Robinson	III. A. FAA's release of Neighborhood Environmental Survey Findings and Public Comment Period	Return to pre-Metroplex flight paths. The dangerous and intolerable air and noise pollution from the current flight paths over homes, schools, hospitals and parks must not continue. That's why City Attorney Feuer is suing, and Congressperson Brad Sherman is demanding a return to pre-Metroplex flight paths.	2/2/2021	02/02/21 10:09 PM
Dorothy	Mark	V. PUBLIC COMMENT PERIOD	I am a resident of Encino. Residents need relief from illegal changes to flight patterns made in 2017/18 without the required environmental review. I am aware of the FAA noise survey and I suggest the council advise LAWA to send a letter demanding cessation of all flight changes until all policies are changed only with science methods related to public health and conservation of our environment. The number of planes and low ceiling of height is endangering my community and everyone who lives within the shermanoaks/Encino, area.	2/2/2021	02/03/21 10:00 AM