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Sherman Oaks Calabasas Valencia Palmdale Saugus

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(818) 225-9191
(805) 581-4833
Fax (818) 591-3044

August 16, 2021

Congressman Ted Lieu
403 Cannon HOB
Washington, DC 20515

via email: aurelia.friedman@mail.house.gov

Re: Legislative Action - Protect Historical Routes - Quality of Life + Environmental Protection

Dear Congressman Lieu:

Mountain Park Homeowners Association (MPHA) would like to express to you our concern, and strong request for legislative action, in respect to the FAA's irresponsible and detrimental deviation from Historical Routes both in your district of California, as well as nationwide.

We recently learned that sometime in 2018 the Federal Aviation Administration (FAA) replaced a community accepted departure route called the CASTA SID, with the new route LADYJ SID. This, and other, deviations from historical flight paths have wreaked havoc all across San Fernando Valley, as well as Los Angeles in whole. Specific to District 33, Malibu and Calabasas have fallen victim to one such change, as named, the LADYJ SID.

Residents concede that our community lacked the knowledge of *what exactly* was the source (IE: LAX, Military, other) of an increase in noise disturbances, as well as how or to whom to complain. Residents were also unaware if the disturbance was temporary or permanent. Still, in a letter to our management company, dated June 29, 2020, (then) Mayor Weintraub confirmed that in mid 2018 the Calabasas City Manager filed "a complaint with the FAA regarding air traffic noise disturbance." It appears the FAA dismissed said complaint by suggesting their "public process had long since closed".

We take issue with such dismissal considering the public was never notified that there was opportunity to participate in any such "process", and we are unclear exactly when in 2018 the full implementation may have been completed. We feel the City of Calabasas was timely in its complaint as one can only react *after the fact* since there was no notice or warning of such a severely impactful act upon the City.

In recent months, a community group by the name of Quiet Skies Woodland Hills (QSWH - QuietSkiesWH.com) emerged as a resource, and a voice, for the western end of San Fernando Valley, including Calabasas. It is our understanding that QSWH has engaged Los Angeles World Airports (LAWA) since March of this year. It is also our understanding that they have

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requested, numerous times, for the issue of the LADYJ SID to be added to the LAX Noise Round Table agenda with intention to propose a modification that would revert this path back to its historical route, or at least a segment thereof. To date, QSWH has reported that LAWA and the LAX Noise Round Table have neglected to add this departure route to their agenda, as such, the western end of San Fernando Valley, including Calabasas, is not receiving equal and fair attention from LAWA. We would like to ask for your office to **please write a letter of support**, urging LAWA and the LAX Noise Round Table to address the LADYJ SID complaints, and to give equal time and attention to the areas of your District, including Malibu which is also impacted. While more profound resolve needs to be addressed by legislation, until Congress meets that burden, this is a means of attempting to right a wrong locally.

An equal attempt would be in gaining the attention of the Los Angeles City Attorney. Again, the community group QSWH has made numerous attempts to engage the City Attorney in respect to the implementation of the LADYJ SID. In 2019 the City Attorney filed two petitions in the 9th Circuit Court in respect to BUR southerly departure changes, and LAX downwind arrival changes. The City failed to file a petition regarding the LAX westerly departures effecting your constituents.

We would like to request that your office **write a letter of inquiry to the City Attorney** asking if they plan to act and engage the community in respect to the detriment caused by the LADYJ SID. QSWH has stated that the LADYJ SID is a unique candidate to be reverted to the historical path, if only in part, and without consequence to the delicate activity surrounding LAX runways.

Calabasas and other areas LADYJ impacts would greatly benefit from any modifications that return flight paths back to, or in close proximity to their historical routes. It might benefit your district locally if you communicated with the City Attorney's office your support for the residents' cry for action, and for the City's collaboration with both LAWA and QSWH in the attempt to gain the FAA's cooperation in modifying the LADYJ. QSWH indicates that, if necessary, legal action could be taken in respect to the "Continuing Violation Doctrine". (The FAA publishes the LADYJ procedure charts monthly, hence continuing violations against any applicable NEPA, NHPA or 4(f) infractions.)

In respect to Legislation, we urge you to take seriously the abuse of power that the FAA has demonstrated. We urge you to not "automatically" renew their funding in 2023, but rather use it as a means of reigning in their unchecked power. We urge you to collaborate with Congresswoman Karen Bass and Congressman Adam Smith, both of whom are dedicated to create legislation to protect society's quality of life, and our environment. **Historical Routes must be protected and preserved at all costs.** Historical Routes have the benefit of decades of adaptation by community and wildlife, and both animals and humans create their habitats based on whether certain nuisances and detriments do or do not exist at the time of occupancy. The FAA suggesting that shaving miles from a flight path by abandoning the responsible use of commercial and freeway airspace and instead taking shortcuts through wholly residential

communities at 3,000 - 8,000 ft is nothing more than cruel, disingenuous and self-serving rhetoric. **The environment does not benefit from “fuel savings” when the FAA and aviation communities’ intent is to increase air traffic volume. And any saving of fuel should not be considered at the expense and well-being of millions of people and our wildlife preserves.**

It is our hope that you take seriously the concerns of our community, and many communities impacted by the negligent actions of the FAA. We encourage you to contribute to and vote for legislation that protects millions of vulnerable Americans, and reigns in the FAA’s unchecked authorities, as well as targeted legislation that overrides any “new path” that is, otherwise, a candidate to be reverted back to its historical home. Cities and States need their Airport Authorities to be granted more power over the activities and decisions of their respected airports, including but not limited to curfews and penalties for offenders.

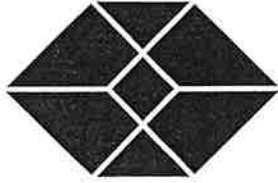
We thank you for your time and attention and look forward to Congress taking strong and targeted steps toward change and resolve.

Sincerely,

Mountain Park Homeowners Association
c/o Ross Morgan & Company, Inc
23901 Calabasas Road #2004
Calabasas, CA 91302

cc:

✓ Mr. Matthew T. Summers, City Attorney Staff
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302



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August 16, 2021

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

Re: LAX LADYJ SID Noise Issues

Dear City Attorney Feuer:

Mountain Park Homeowners Association (MPHA) representing 67 households would like to express to you our concern, and request for action, in respect to the LAX LADYJ SID.

It is our understanding that the Federal Aviation Administration (FAA) publishes a new procedure chart, dated one month in advance and with each current month, in respect to this westerly LAX departure route. It is in the spirit of this Continuing Violation that we request your office explore acting against the FAA to revert the path back to its historical track.

We offer for argument that the City of Calabasas may have been left out of any notification of proposed changes, whereas there was no reasonable way to meet any deadline or protocol of complaint. In response to community complaint, and in a letter to our management company, dated June 29, 2020, Calabasas (then) Mayor Alicia Weintraub confirmed that "there are no records nor any staff recollection of the City's awareness or participation in any public hearings conducted by the FAA beginning in June 2015."

Residents concede that our community lacked the knowledge of *what exactly* was the source (IE: LAX, Military, other) of said noise disturbances, as well as how or to whom to complain. Residents were also unaware if the disturbance was temporary or permanent. Still, in that same letter dated June 29, 2020, (then) Mayor Weintraub confirms that in mid 2018 the Calabasas City Manager filed "a complaint with the FAA regarding air traffic noise disturbance." It appears the FAA dismissed said complaint by suggesting their "public process had long since closed". We take issue with such dismissal considering the public was never notified that there was opportunity to participate in any such "process".

MPHA would like to respectfully request that your office give the LAX westerly departure route controversy the same time, attention and legal action that the City has put forth in respect to the BUR southerly departures, and the LAX downwind arrivals as the legal arguments, and consequences mirror each case.

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We respectfully request that the City Attorney's office seek the FAA to revert the LADYJ SID back to its historical CASTA SID track. In the event the FAA counters with complications for such conversion due to runway activity at LAX, we request the City Attorney's Office seek the FAA to revert a stretch of the LADYJ SID back to the historical path beginning at the LADYJ waypoint and for the City Attorney's office to work with Los Angeles World Airport (LAWA), as well as the community group Quiet Skies Woodland Hills (QSWH) to achieve such resolve. Such a just modification would effectively restore communities, and open space wildlife areas, to pre-NextGen conditions. This is the only fair and reasonable resolve for communities impacted by the unexpected implementation of the LADYJ SID on the western end of San Fernando Valley.

While we are unsure of the reasons for the oversight regarding the City Attorney's office not filing a petition in respect to the LAX westerly departures back in 2019, we urge your office to remedy such oversight by addressing the problem now.

Sincerely,

Mountain Park Homeowners Association
c/o Ross Morgan & Company, Inc.
23901 Calabasas Road #2004
Calabasas, CA 91302

✓ cc:

Mr. Matthew T. Summers, City Attorney Staff
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302



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August 16, 2021

Justin Erbacci, Chief Executive Officer
David Chan - LAX Noise Round Table
Los Angeles World Airports
1 World Way
Los Angeles, CA 90024

Re: LAX LADYJ SID Noise Issues

Dear Mr. Erbacci:

Mountain Park Homeowners Association (MPHA) representing 67 families would like to express to you our concern, and request for action, in respect to the LAX LADYJ SID.

It is now our understanding that the Federal Aviation Administration (FAA) implemented an LAX departure route, referred to as the LADJY SID, which deviated from the historical track by replacing the CASTA SID.

Until late, residents concede that they lacked the knowledge of *what exactly* had changed in the area, as well as how or to whom to complain. Residents were also unaware if the change was temporary or permanent. Still, in mid 2018 the Calabasas City Manager did file a complaint with the FAA regarding air traffic noise disturbance. It appears the FAA dismissed said complaint by suggesting their "public process had long since closed", but Calabasas City Officials have cited that they have no record that the FAA ever notified the City of Calabasas of any proposed change or of a public comment period. Not in 2018 or before. As a result, residents were left unaware of other resources to turn to for action.

In recent weeks, a community group by the name of Quiet Skies Woodland Hills (QSWH) emerged as a resource, and a voice, for the western end of San Fernando Valley, including Calabasas. It is our understanding that QSWH has engaged Los Angeles World Airports (LAWA) since March of this year. It is also our understanding that they have requested, numerous times, for the issue of the LADYJ SID to be added to the LAX Noise Round Table agenda with intention to propose a modification that would revert this path back to its historical route, or at least a segment thereof.

We respectfully request that LAWA support QSWH's efforts, and immediately ensure that the LADYJ is added to the Table's agenda. The western end of San Fernando Valley is vast, and

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we also house significant open space wildlife areas, as well as community parks and trails. The mountainous terrain amplifies any and all aerodynamic sound disturbances. We urge LAWA to give fair and equal consideration and time to resolving the LADYJ controversy as it has for other areas of Los Angeles.

We support preserving and restoring Historical Routes. Historical Routes have the benefit of decades long adaptation and acceptance of both human residents, as well as local wildlife. To abruptly deviate from long established and documented air traffic routes, is to decimate the quality of life for all biota in the environment, as well as to harm and deny newly affected residents the lawful use and enjoyment of their homes.

Finally, we ask that you distribute this letter to the LAX Noise Round Table for their consideration of giving fair and equal attention toward reverting the LADYJ SID. We would like to take the opportunity to remind the Round Table that according to Quiet Skies Woodland Hills (QSWH) the request to add the LADYJ to their agenda is reflected in the minutes of the regular meeting of May 19, 2021. QSWH has also informed us that the newly appointed Woodland Hills Neighborhood Council member(s) made the request again during the most recent July 14, 2021 regular meeting.

In closing, we ask LAWA to please respond confirming that the LADYJ SID is now, in fact, on the LAX/Community Noise Round Table's agenda.

Sincerely,

Mountain Park Homeowners Association
c/o Ross Morgan & Company, Inc.
23901 Calabasas Road #2004
Calabasas, CA 91302

✓ cc:
Mr. Matthew T. Summers, City Attorney Staff
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302



August 25, 2021

Mayor James Bozajian
Calabasas City Council
100 Civic Center Way
Calabasas, CA 91302
via email: jbozajian@cityofcalabasas.com + council members

Subject: Mayor's letter to Congressman Lieu, Aircraft Noise

Dear Mr. Bozajian,

On behalf of the Calabasas residents who reached out to and participate in our community group, I wanted to take an opportunity to request that you consider covering a little more ground in your communication to Congressman Lieu.

We first want to THANK YOU for taking the time to address this critical problem, and for offering your support for HR 4892, the Quiet Communities Act of 2021. While this Bill is very important, we would like to point out that its purpose is not new to this year. The revival of funding for the EPA has been discussed for more than a decade, with high priority placed on it again in 2017-2018. Considering how long it took anyone in Congress to act by officially reintroducing it, we would like to ask you to consider using your communication to solicit a greater gain and benefit for the Calabasas community in respect to Congressman Lieu's attention.

Residents feel strongly that our local officials need to communicate to Congressman Lieu that while the HR 4892 is vital and supported, alone it will *not* offer any immediate relief to communities suffering from the FAA's NextGen changes. While studies are valued and have their place for future considerations, in order for Congress to help restore the integrity of quality of life for residents (and our local environment), constituents need the Congressman to consider and introduce more targeted legislation toward immediate resolve.

As a Calabasas community leader, your letter offers a unique opportunity to request that Congressman Lieu engage in a virtual **Town Hall meeting** with Calabasas constituents, specifically on the topic of Aviation noise and pollution detriment to his district. This will allow residents, including retired Aviation industry persons in the community, to not only voice the results of the completed study the community conducted as the “guinea pigs” *living with this capricious detriment*, but to also offer educated and real legislative solutions for Congressman Lieu’s consideration that are not currently on the table. As someone who is currently collaborating with former ATC (Air Traffic Control) personnel now working in airspace design and in modification possibilities to revert paths back to their historical homes, as well as participating in the WHWCNC Aviation Ad-Hoc committee, and active on the LAX Noise Round Table, and the founder of QSWH - with active Calabasas participants, I would welcome an invite to contribute to such a Town Hall opportunity, and remain available to Calabasas in whole for questions and/or data.

It is not uncommon for Congressmen and women to hold Town Hall meetings. Covid highlighted a very convenient opportunity for our elected officials to engage with their constituents, and this is why we feel that this is a perfect time to solicit such an engagement with Congressman Lieu.

Again, on behalf of the hundreds of Calabasas residents that we represent, we thank you for your time and look forward to further discussing more proactive steps toward resolve for the community.

Sincerely,



Timi Romolini

[QuietSkiesWH](https://www.quietskieswh.com)

A Community Group for the Western End of San Fernando Valley

<https://www.quietskieswh.com>

Maricela Hernandez

Subject: FW: Air Traffic Noise Complaint - FAA Response (Issue AWP-2020000725)

From: Andy Howard <andyhoward@charter.net>

Sent: Wednesday, August 25, 2021 8:45 AM

To: Mike.N.Feuer@lacity.org; JErbacci@lawa.org; Aurelia.friedman@mail.house.gov; Peter Kraut <pkraut@cityofcalabasas.com>; James Bozajian <jbozajian@cityofcalabasas.com>; Mary Sue Maurer - External <maureredge@gmail.com>; David Shapiro <dshapiro@cityofcalabasas.com>; Alicia Weintraub <aweintraub@cityofcalabasas.com>; Kindon Meik <kmeik@cityofcalabasas.com>

Subject: Air Traffic Noise Complaint - FAA Response (Issue AWP-2020000725)

Please see my correspondence with the FAA over a year ago and their response.

Though the FAA's response to my complaint a year ago regarding the new SID over Calabasas was mostly due to the increased use of satellite-based routes, they have now changed their response to more of a safety issue. FYI- I had recently spoken with a friend who fly's for Delta who mentioned that while flying the new SID over Calabasas the other day, he got A RA (Resolution Advisory) from his TCAS. He said his FO fly's the new SID quite regularly and that he has seen more RAs than ever before because of the closure rate with arriving traffic. How can the FAA suggest this new route is for safety?

Andy Howard

Calabasas

From: Andy Howard <andyhoward@charter.net>

Sent: Tuesday, June 23, 2020 9:00 AM

To: 'karl@reineckercpa.com' <karl@reineckercpa.com>

Cc: 'Ida Worth' <idaworth@rossmorganco.com>

Subject: RE: Noise Complaint - FAA Response (Issue AWP-2020000725)

Was Calabasas informed of the public review and comment about proposed new routes over its city?

I knew nothing of this and I am a pilot.

From: 9-AWP-Noise (FAA) <9-awp-noise@faa.gov>

Sent: Tuesday, June 23, 2020 5:29 AM

To: andyhoward@charter.net

Subject: Noise Complaint - FAA Response (Issue AWP-2020000725)

Dear Mr. Howard,

Thank you for your email raising your concerns about aircraft overflights and the Southern California (SoCal) Metroplex project. We appreciate you taking the time to share your concerns with our office.

The Federal Aviation Administration (FAA) implemented the Southern California (SoCal) Metroplex project in a phased approach starting in November 2016 and ending in June 2017. The project encompassed most of Southern California and included 21 airports and more than 150 aircraft procedures. It replaced conventional air traffic control procedures with new satellite-based procedures, improving the safety, efficiency, and reliability of the National Airspace System.

Specifically, the project consisted of satellite-based departure and arrival procedures at six major airports (BUR, SNA, LAX, LGB, ONT, and SAN) and fifteen other airports. The project involved improving flexibility and predictability of air

traffic routes through increased use of satellite-based routes. It is a key component of the FAA's Next Generation Air Transportation System.

As part of the environmental review of the SoCal Metroplex project, the FAA released a Draft Environmental Assessment (EA) for public review and comment on June 10, 2015 and conducted 11 public workshops. The FAA conducted additional outreach with airports, elected officials and governments. The FAA received and addressed over 4,000 comments on the Draft EA. On Aug. 31, 2016, the FAA completed the Final EA for the SoCal Metroplex project and signed its Record of Decision (ROD). On Friday, Sept. 2, 2016, the FAA issued the notice of availability of the EA and ROD in the Federal Register. As a legal matter, FAA's decision became final on September 2, 2016, and will not be revisited.

While the FAA will not re-evaluate the SoCal Metroplex ROD, please recognize the agency is looking at concerns raised by local communities, particularly with regard to aircraft overflights. Toward this end, we are collaborating with congressional representatives and airport authorities to review all potential options. However, making airspace changes is a very complex undertaking and would likely be subject to separate airspace safety and environmental review processes. Thank you for this opportunity to review and respond to your concerns. The FAA mission is to provide the safest, most efficient aerospace system in the world. We will continually strive to improve the safety and efficiency of flight in this country.

Sincerely,
Federal Aviation Administration
Office of the Regional Administrator
Western-Pacific Region

Complaint:

<i>Event Address</i>	<i>3241 Mountain Park Drive, Calabasas, California, 91302</i>
<i>Aircraft Tail Number</i>	<i>NA</i>
<i>Airport Source</i>	<i>LAX</i>
<i>Start Date of Event</i>	<i>2020-06-17 11:09 PM (UTC)</i>

Description:

To Whom it May Concern:

We live in Calabasas which is a rural community of Los Angeles in the Santa Monica Mountains. We have lived here for over 55 years, outside of the city as we enjoy the quiet, serene and natural habitat of our surroundings. Up until recently it has remained quiet and peaceful till LAX created a new departure pattern that directs departing aircraft west over the ocean then it appears they make a sharp right northerly turn over the Santa Monica mountains and directly over our back yard. I don't know how this has affected the wildlife living in our mountains (there are evening prohibitions of lights & noise in our mountains) but I can assure you our lives have been affected dramatically, especially recently, since the pandemic. Our afternoon barbqs and the evenings we have spent in our backyard are interrupted by loud flying aircraft overhead that at times seems to be continuous without a break. The noise is so loud that at times we can't hear ourselves talking and have to wait for the planes to pass. If I didn't mind the loud noises of a city or a nearby airport, I would choose to move near one. This is unacceptable and I hope this is only temporary and that ATC redirects the traffic back to a pattern of the past.

Sincerely,
Andy & Lisa Howard
3241 Mountain Park Dr
Calabasas, CA 91302
310 494-0035

Maricela Hernandez

Subject: FW: Mayor James Bozajian's Weekly Letter to the Community

From: Scott Goldman <scottjgoldman@icloud.com>

Sent: Friday, August 20, 2021 10:32 AM

To: info <info@cityofcalabasas.com>

Subject: Re: Mayor James Bozajian's Weekly Letter to the Community

Attention: City Council and Mayor Bozajian

Please consider this another comment concerning the increased flight activity over the City. My community in particular, Calabasas Park Estates, seems to be particularly adversely affected by this recent change in flight patterns.

I recommend that people go the official LAX website for noise complaints, register and enter complaints regularly, as I do. <https://www.lawa.org/lawa-environment/noise-management/lawa-noise-management-lax/noise-comments>

While there is certainly air traffic from other airports (Burbank/Bob Hope the most likely additional culprit) LAX likely generates the most large commercial jet traffic in the area.

Thank you for your continued pursuit of this matter. Aircraft noise is disruptive to our City's quiet way of life.

Scott

Scott Goldman | 818.298.0800

vCard: bit.ly/vCard-ScottGoldmanPersonal

Bio: <https://txts.cc/Bio-ScottGoldman>

Maricela Hernandez

From: Kindon Meik
Sent: Friday, August 27, 2021 2:54 PM
To: Maricela Hernandez
Subject: FW: Answers to your Questions - Re: Letter to Lieu - Tonight's Meeting
Attachments: BOAC - VNY Concept FOLLOW-UP 8192021 copy.pdf

From: Quiet Skies Western San Fernando Valley <quietskieswh@icloud.com>
Sent: Wednesday, August 25, 2021 10:24 PM
To: James Bozajian <jbozajian@cityofcalabasas.com>
Cc: Mary Sue Maurer - External <maureredge@gmail.com>; Peter Kraut <pkraut@cityofcalabasas.com>; David Shapiro <dshapiro@cityofcalabasas.com>; Alicia Weintraub <aweintraub@cityofcalabasas.com>; Kindon Meik <kmeik@cityofcalabasas.com>
Subject: Answers to your Questions - Re: Letter to Lieu - Tonight's Meeting

James,

*First, excuse any typos, I'm exhausted and Siri/auto-correct often changes things after I hit send. **FYI: You guys will appreciate the visual (images) I attached.***

I would like to offer some clarity on some of the questions that you and the council members had during the meeting. I tried to raise my hand before your vote so that you didn't approve something that was - well, already existing in law - but apparently your council doesn't engage in dialogue, even when the item is on the agenda so please allow me to offer the insight now.

#1 - there is a comment period after a public notification already within federal law that the FAA is required to adhere to, and they do and did **HOWEVER**, it is that lame protocol that is the problem. The requirements are ineffective and benefit the FAA and not the public. This mess happened because of that "FAA friendly" protocol. In fact, modification to the "Requirement of Notification" is a legislative change that the council can suggest.

Public notice **is currently required** by means of publication in a periodical (like a newspaper). Problem is, no one subscribes to papers anymore and since Los Angeles is so large, the FAA publishing in the Los Angeles Times equates to low circulation of public awareness. Add to the fact that it would not be on the front page, and that reduces exposure even more. The FAA posts these notifications on their website and media platforms, **HOWEVER**, they are not the Kardashians and 99% of the population is not "following" the FAA nor waking up randomly and thinking, "*Hmmm, I think I'll check the FAA's website today to see if they are going to put a flight path over me.*" These notification are buried among an enormous amount of small print content on their site, and the vast majority of people would have no clue what to look for or how to find it.

WHAT IT SHOULD BE: Notification to the public should be in the form of USPS mail. They'll argue the enormity of that - because they really don't want the masses to be informed because if the masses know - the masses will fight back to prevent such dramatic changes however, the government sends out Census by mail. That is how manufacturers are required to send out Recall Notices, and for something as impactful as changing residents quality of life and existence in their homes, there should be a demand for every address within a 5 mile radius of an airport, and within a 3 mile radius of any flight path, to be notified by mail.

I realize in this day and age everyone wants to turn to technology to deliver notice however, government must keep in mind that such a manner of notice will be discriminatory. There will be a certain number of handicap that may not have access to navigate technology easily. Lower income families may not be able to afford internet. Many others can't afford the devices to access the internet, so those are arguments for why USPS mail is still the best form of notification.

LOCALLY: Calabasas should absolutely raise concern over the fact that LAWA (Los Angeles World Airports) sent out packets to L.A. City Council members, but failed to do so to Calabasas and Hidden Hills. Since both you and Hidden Hills are directly in the flight path, it is unacceptably negligent that you were not presented with the material in 2016 or even 2017.

“ALTERNATIVE ROUTES”: You mentioned about suggesting legislation dictate that flight path changes must include “alternative routes”. That is a wonderful idea except, it has to go deeper with more descriptive law. Simply requiring the consideration of alternative routes leaves the loop hole for the FAA to claim that they did and still move forward with their aviation stakeholder interests (airline, cargo industry, navigational software companies, etc). We actually have some targeted text about that that I would be happy to collaborate with you on, or simply share it, next month. *(I'm overwhelmed right now with the LAX Noise Round Table agendas coming up as they center around me...and the flight path effecting Calabasas.)*

RE: MALIBU: Malibu went no where in their fight. In fact, at one point, Malibu tried to engage Hidden Hills but that fell flat too. Talking to Malibu is fine to gain their perspective however, Malibu's situation is dramatically different. These planes take off over the ocean. Malibu is right there. They have no escape. In respect to the westerly Valley departure, Calabasas will have no escape either - nor will Woodland Hills - HOWEVER, in respect to Calabasas what you can have and what I am fighting for is a return to the Historical path. There were no complaints from the Historical path, by “no” I mean no consistent and mass outcry. I'm certain over the decades someone complained now and again, but Historical paths were accepted and adapted to decades ago. Even wildlife had the benefit of that adaptation, that benefit was annihilated with the implementation of NextGen. It moved the path by no less than 2 miles West, which was enough to cross all new areas - more populated areas - and shift noise dramatically. That is what you are dealing with.

WHERE IS THE PATH? One of the Council members asked to pinpoint the path. The path, LADYJ SID, runs parallel to Mulholland on a diagonal - just East of Mulholland (see attached image). To be specific, it runs in-between Calabasas Park Estates and Mountain Park as it travels North. The historical route traveled “away” from the populated areas that it crosses now in the lower terrain of Calabasas. While it did eventually cross neighborhoods, the path existed before those neighborhoods so those residents occupied their homes with the knowledge of its existence and either were not bothered, or simply accepted it but either way - they had a choice to reside in the vicinity of a flight path. **NextGen victims did not have a choice.** Their home environment was dramatically altered without their knowledge or consent.

This all started in 2018 - fast forward to 2021 and NOW you have another burden in upper Calabasas, NextGen introduced an arrival route called THRNE. THRNE has tripled in traffic this year and since they implemented it. On top of that, in 2020 VNY opened Gulfstream VNY. A jet repair station, 2nd in the nation, that brought an influx of corporate, private and chartered jets. Now they too are encroaching Calabasas.

I am not just some random homeowner. I am very involved in this crisis. The FAA violated 3 federal laws with many of these NextGen implementations. I encourage you to submit questions to me. Target exactly what you wish to know, have your lawyers contact me for the data that they may not be caught up on but please, don't ignore this or underestimate what I bring to the table. As I mentioned before, I am on the WHWCNC Aviation Ad-hoc Committee, I modified the procedure charts for two SIDS (RNAV departure route) and one STAR

(RNAV arrival route), and I collaborate with TRACON and former FAA personnel. I'm on the LAX Noise Round Table now because there was NO ONE on it from the Valley and they had zero interest taking action on behalf of our areas. They have their own pet project and believe me, they are not thrilled I am demanding equal time for the western end of SFV - which as you know, includes Calabasas. None the less, I am going up against all of them on August 31 to "start" this battle for fair and reasonable action by LAWA.

I appreciate you allowing me to speak tonight but seriously James, engage with me - if only to receive some clarity on what is happening.

Sincerely,

Timi

QuietSkiesWH

A Community Group for the Western End of San Fernando Valley

<https://www.quietskieswh.com>

My VNY follow-up to the FAA/LAWA meeting on August 9, 2021- it includes Calabasas.

LAX LADYJ SID







BUR THRNE STAR now impacting you

AA2597 /AAL2597

American Airlines



© Brian Boche

DFW

DALLAS
CDT (UTC -05:00)



BUR

BURBANK
PDT (UTC -07:00)

SCHEDULED	7:10 PM	SCHEDULED	8:25 PM
ACTUAL	8:54 PM	ESTIMATED	9:34 PM

1,074 NM, 02:38 ago 4 NM, in 00:02



More AA2597 information



AIRCRAFT TYPE (B738)
Boeing 737-823

REGISTRATION
N983AN

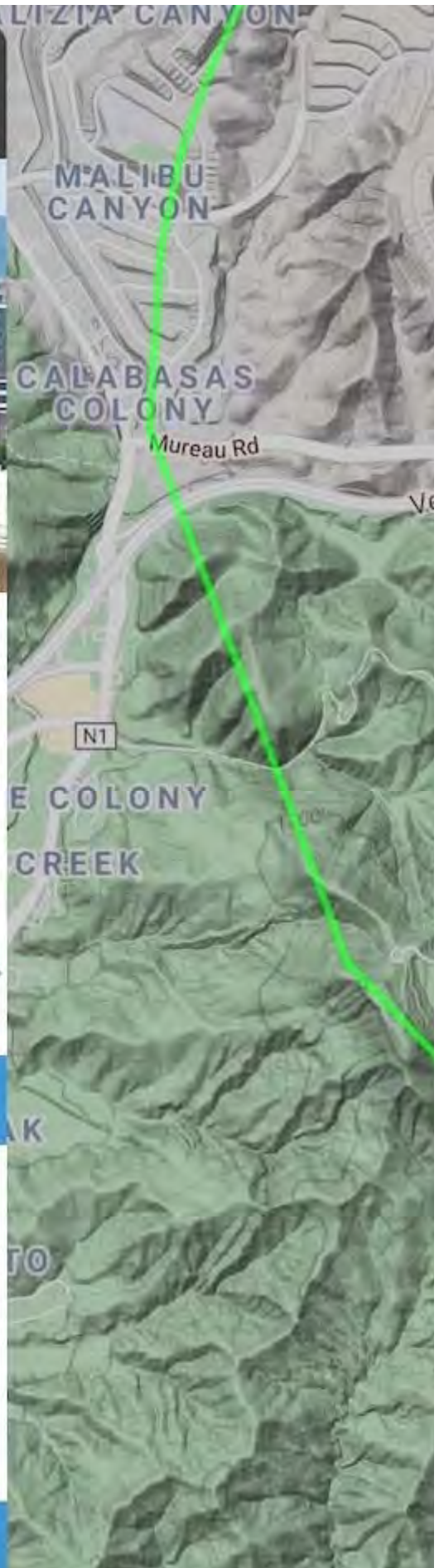
COUNTRY OF REG.

SERIAL NUMBER (MSN)
29570

AGE (MAY 2009)
12 years



Recent N983AN flights



On Aug 25, 2021, at 1:27 PM, James Bozajian <jrbozajian@earthlink.net> wrote:

Thank you. Your letter will be considered at tonight's meeting, and you are also invited to participate via public comment if you wish.

James R. Bozajian
Mayor
City of Calabasas

From: Quiet Skies Western San Fernando Valley
Sent: Wednesday, August 25, 2021 11:40 AM
To: jbozajian@cityofcalabasas.com
Cc: maureredge@gmail.com ; pkraut@cityofcalabasas.com ; dshapiro@cityofcalabasas.com ; aweintraub@cityofcalabasas.com ; kmeik@cityofcalabasas.com
Subject: Letter to Lieu - Tonight's Meeting

Good morning Jim and City Council members,

Please find the attached communication in respect to the Mayor's letter to Congressman Lieu.

We respectfully ask that you consider the contents before approving a final draft to submit to the Congressman, as we feel there may be more opportunities to better benefit Calabasas residents.

Please let me know if you have any questions.

Thank you kindly for your time and attention today.

Respectfully,

Timi
QuietSkiesWH
A Community Group for the Western End of San Fernando Valley
<https://www.quietskieswh.com>

Good morning Jim and City Council members,

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Respectfully,

Timi

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<https://www.quietskieswh.com>

Maricela Hernandez

From: Kindon Meik
Sent: Friday, August 27, 2021 3:31 PM
To: Maricela Hernandez
Subject: FW: Air Traffic Noise Complaint

From: Rory Shevin <roryshevin@gmail.com>
Sent: Wednesday, August 25, 2021 5:14 PM
To: jerbacci@lawa.org; aurelia.friedman@mail.house.gov; Peter Kraut <pkraut@cityofcalabasas.com>; James Bozajian <jbozajian@cityofcalabasas.com>; Mary Sue Maurer - External <maureredge@gmail.com>; David Shapiro <dshapiro@cityofcalabasas.com>; aweintraub@cityofcalabasass.com; Kindon Meik <kmeik@cityofcalabasas.com>
Subject: Air Traffic Noise Complaint

I am a long term (28 years) Calabasas property owner. I am completely distressed by the air traffic noise over my house every day!! The noise and emissions are significant and as such are impacting my health (type 1 diabetic with breathing issues). This also impacts my property values. As a 40+ year career professional as a residential real estate broker specifically in Calabasas, I know for a fact that this is impacting my property values, and there is no doubt about the fact that this has ruined the quiet enjoyment of my property, as I am not able to hold a conversation every time a plane takes off and climbs over my roof every 5 minutes!

As our community leaders, we need your help to restore the long-standing historic flight paths so that our city is not directly impacted by the noise and emissions from these low flying planes.

I respectfully request that my concerns be addressed as they are everyone's request that resides in our city of Calabasas.

Rory & Beth Shevin
3150 Mountain Park Drive
Calabasas, CA. 91302

--

RoryShevin@gmail.com

Rory Shevin
Broker Associate
Berkshire Hathaway Home Services
BRE # 00671618
(818) 251-2476



VNY Departures Conceptual Procedures - FAA

BOAC - Follow-Up, post FAA meeting

August 18, 2021

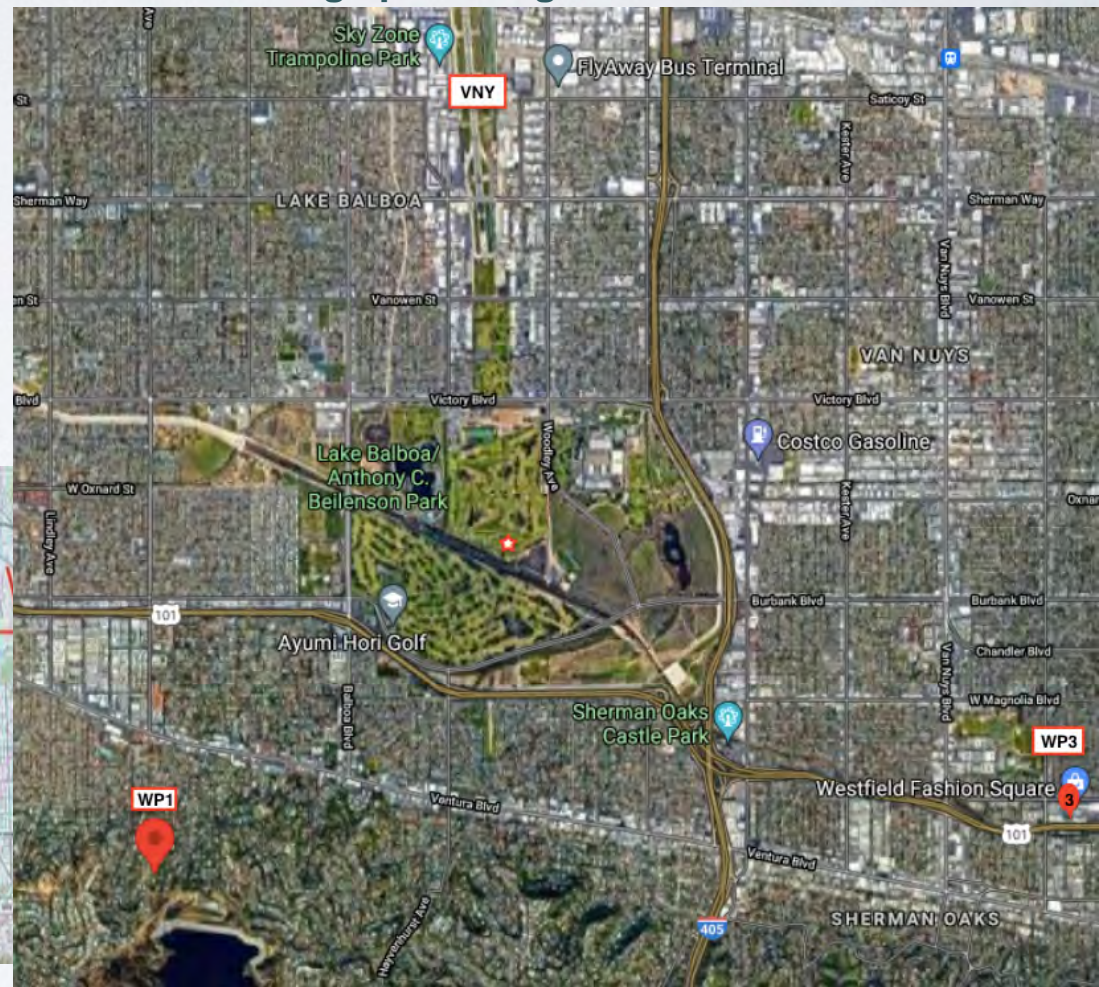
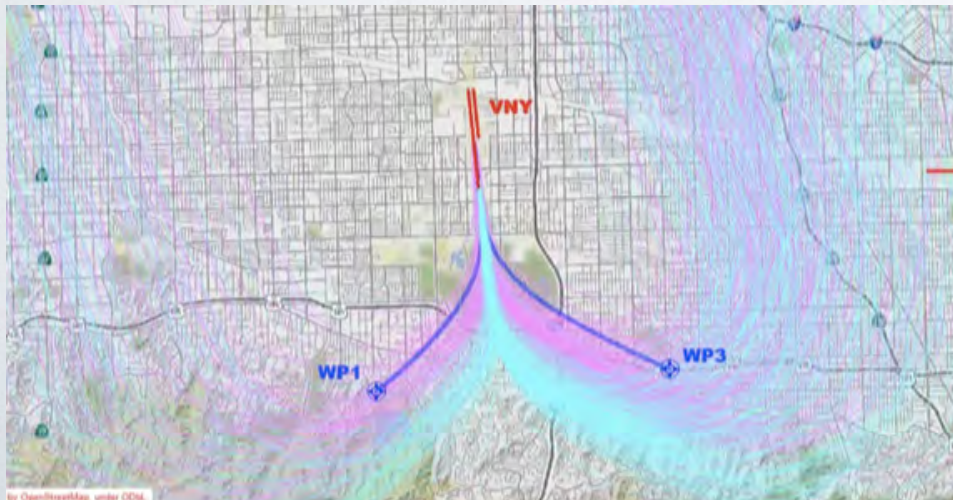
VNY - BOAC UPDATE + REQUESTS

PROTECTING THE INTEGRITY OF HOME ENVIRONMENTS

On the evening of August 9, 2021 the FAA presented their proposed modifications to revert VNY southerly departure tracks back toward their historical patterns. **We ask BOAC to review the enclosed material and consider the reasonable and beneficial requests herein.** While no one can make 100% of the people happy - 100% of the time, QSWH's primary goal is to protect and restore the historical integrity of wildlife habitats and residents' home environments in SFV to what they were prior to the, now ruled unlawful, and the ill-fated NextGen rollout.

Request #1: We would like LAWA to provide the Council members PDARS tracks comparing 2014 to 2021. The image provided by the FAA (see image below) fails to show true vector habits as they exist today. The blue tracks reflect 2019 patterns, which was before the opening of Gulfstream VNY. This 2014 - 2019 comparison is not adequate in demonstrating current jet activity and fails to show the full western exposure of tracks as such, western SFV Council members would benefit in a clean comparison between 2014 - 2021 including full scope of western exposure. NOTE: The request is relevant to "Public Right to Transit" issues being discussed within government ranks.

QSWH image providing better visual awareness.



THE FAA'S MISSING LINK NOT DISCLOSED IN THE EXCERPTS

- Prior to the 8/9/2021 evening meeting, the FAA released select excerpts for the presentation. QSWH noticed right away that they omitted a crucial component. What was missing? The vital waypoints in the basin.
- What was QSWH's response to this "oversight"? We created our own fix (see next slide), and at 9:06am submitted a question inquiring about the discrepancy and potential options for consideration during the (would-be) meeting. Whether by omission from LAWA, or refusal to address by the FAA, viable options were not entertained during the "lecture".

VNY – Conceptual WLKRR Departure Procedure

- **WLKRR:**

- Climb on heading 164 to intercept course 210 to WP1* (Flyover)
- Then on heading 210, expect vectors to cross LUVVY at or above 6000
- Then via assigned route

- **Takeoff minimums RWY 16R: Standard minima with minimum climb of 600' per NM to 2500.**

- **WP1 location coordinates:** N 34° 9' 8.83"
W 118° 31' 5.39"

*NOTE: The waypoints (WP) will be named during the design process.

Intercept to WHAT? 🤔

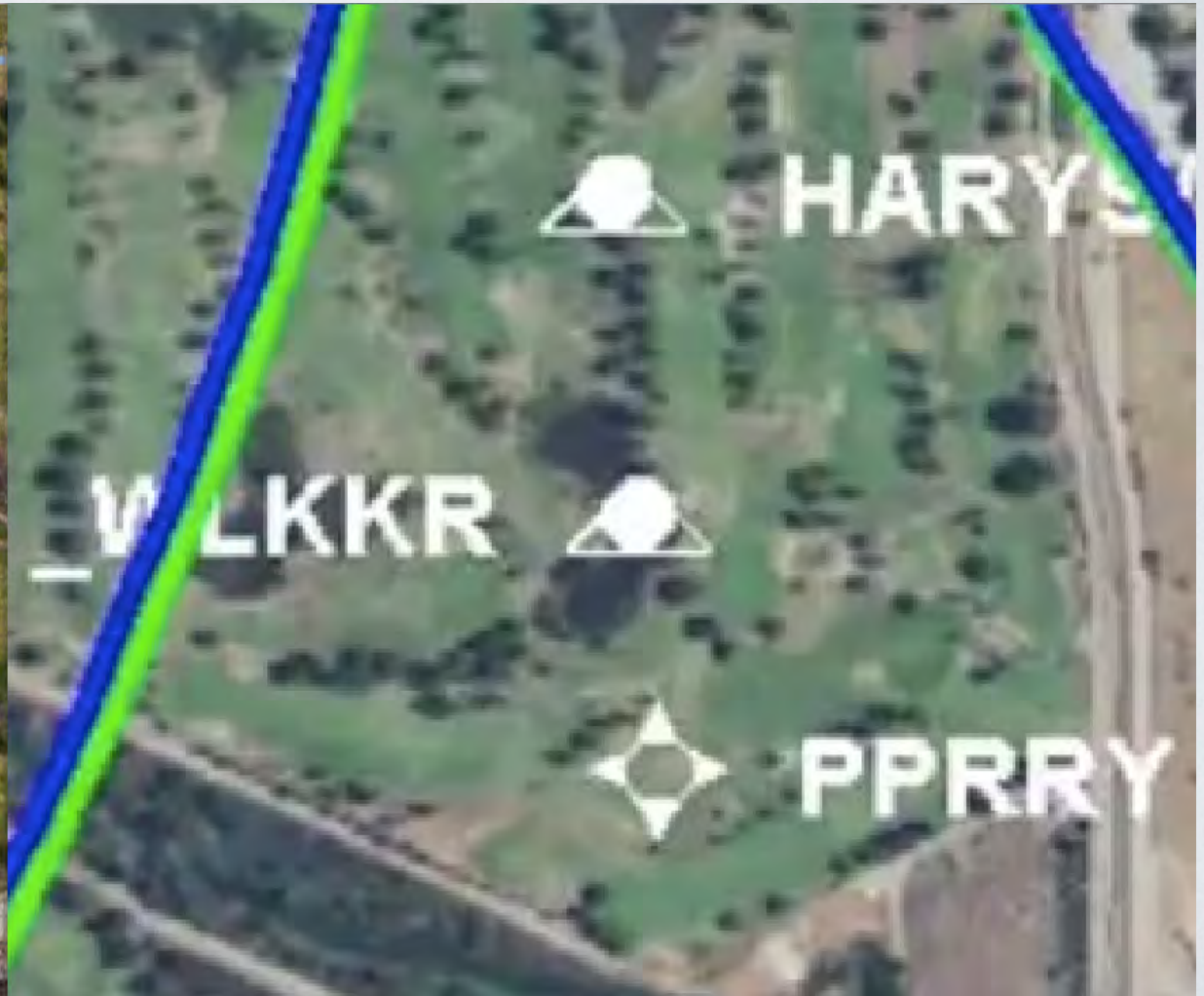
There is a missing link here so, QSWH filled in the blank in it's presentation with the introduction of a waypoint to not only "intercept" from, but also give an option to eliminate the need of WP1, if so desired.

QSWH's proposal vs FAA proposal

Below you are able to compare what QSWH proposed to help restore the historical tracks, *which we based on FAA imposed criteria*, vs what the FAA is proposing. Both proposals are viable but what do they mean, and why is what QSWH is proposing worth taking a look at? Please see next slide.

QSWH submitted 9am - the WHITE dot is ours.

FAA revealed their "missing link" during 6pm meeting.

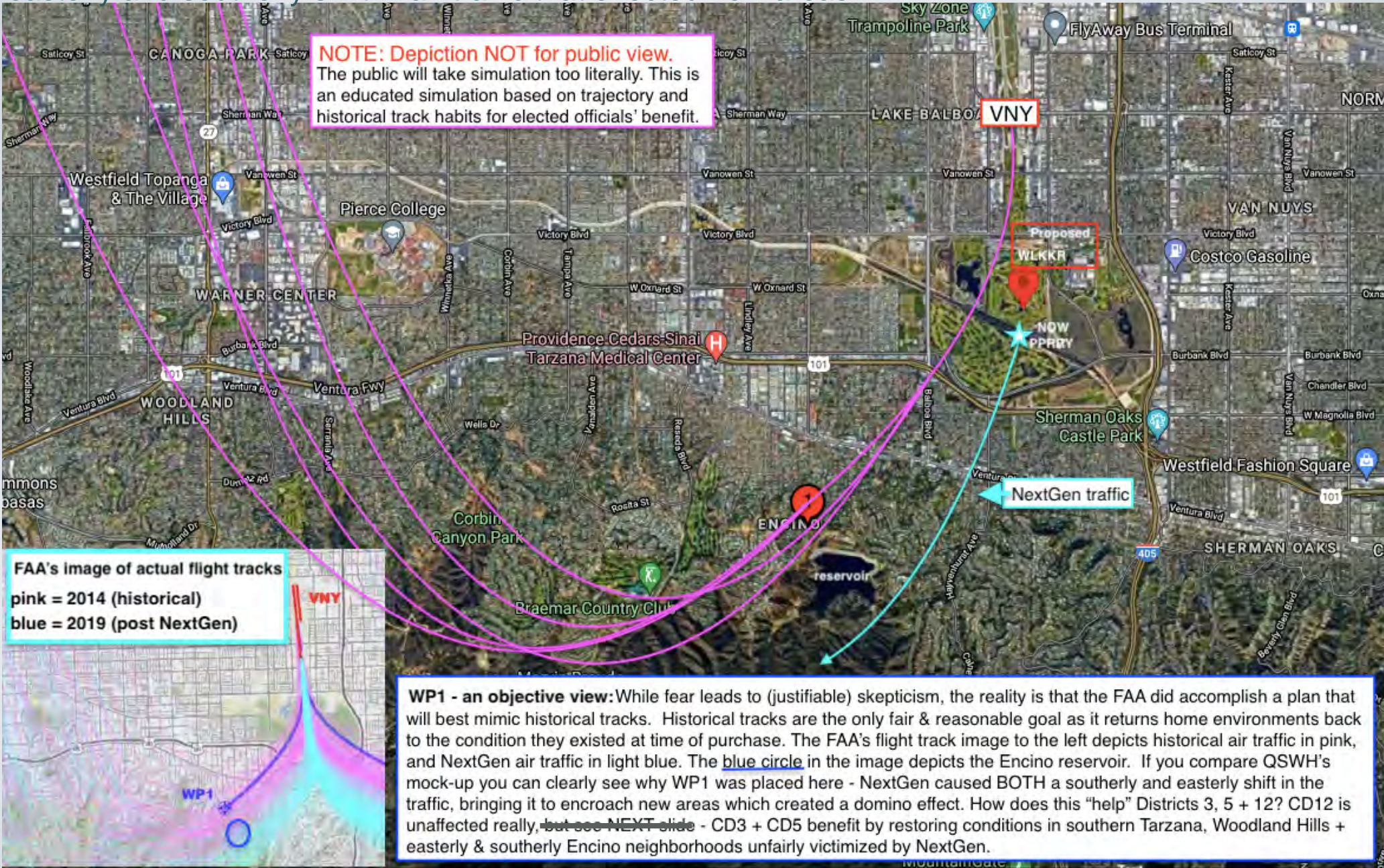


ENVIRONMENTAL SURVEYS VS IMMEDIATE ACTION

- As BOAC is aware, the original (conventional) turn directive over Sepulveda basin was dictated by 2.2 DME. Prior to implementing PPRRY, the FAA implemented the fix FATKO. FATKO (located north of 2.2 DME) triggered early turns due to pilot negligence not waiting for vector instruction. While I understand LAWA raised complaint about the early turns, the report from Robert Russ (<https://notams.aim.faa.gov/ta/main/view?ta?print=true&lookupid=1795026451381098379>) contributed to the implementation of PPRRY. The self imposed RNAV criteria thereafter may be considered excessive considering the FAA should have just taken action against the negligent pilots, as opposed to creating policy that grossly shifted noise and impacted quality of life for communities. Additionally, PPRRY is believed to exceed the minimum criteria by approximately 1/4 mile.
- QSWH firmly believes that the immediate replacement of PPRRY with a fix (proposed by QSWH: 34°10'46.49"N, 118°29'15.01"W) should be considered since it would allow NextGen victims **quicker relief** as they await the environmental surveys the FAA will now insist upon before implementing their proposed modifications, which include WP1 and WP3 (not shown in image). Considering the FAA replaced DME with FATKO, and then replaced FATKO with PPRRY without need for timely review, the same can be done in replacing PPRRY with QSWH's coordinates. NOTE: *We would suggest just implementing the FAA's HARYS/ROSCOE fix as the replacement but it may fall outside their "end of the runway" criteria, which may delay implementation.*
- What are the benefits of replacing PPRRY with QSWH's request? It should immediately help restore a portion of the historical tracks in and of itself. How? The FAA stated that 2.2 DME was a little over 1/2 mile from PPRRY. QSWH has (approx) cut that distance in half. If 1/2 mile was enough to create a significant shift in noise, then returning it further north by 1/4 mile may benefit NextGen victims to a notable degree, and without any consequences. This **immediate implementation** would then assist in the FAA's environmental review, and help everyone better predict the success of the VNY conceptual modifications.



QSWH would also like to request that our proposed coordinates (or close proximity thereof) be considered as a flyby fix (waypoint) as opposed to a flyover which, as seen below, created both an easterly and southerly shift in air traffic that effected new areas.



OTHER ISSUES AND REQUESTS/SUGGESTIONS

- **What would improve the FAA's VNY conceptual design?** Making the waypoints **LUVVY** and **BSHOW** flyovers, not flybys. This action can be initiated by the FAA now, as opposed to waiting for implementation at the time of the proposed modifications. Both conventional and RNAV flight track history has shown, *with FAA / ATC permission*, indulgent behavior in pilots veering further east and west of designated fixes on the published routes. Such habits have proven to unnecessarily encroach “undesigned” airspace, which creates a deterrent to life on the ground for both humans and wildlife habitats - especially on the western end of SFV and in the SM mountains.
- **ATC audit.** The FAA has repeatedly ignored local government (Council members on SFV Task Force 2018-2020 requests) and community outcry to review ATC habits in SoCal in reference to VNY and BUR air traffic. While the FAA insists that the ATC gives a turn directive at 3,000 ft or when the airspace safely allows due to congestion, such an assertion is suspect to those impacted by the NextGen changes, and who are monitoring flight radar and the skyway activity from their own homes. Calling for an audit by the appropriate governing authority will help facilitate achieving expectations in any modification. It will also bring clarity to the situation for all parties involved, as opposed to relentless rhetoric and/or speculation, and offer insight if the FAA pushing the V186 T-routes further south is a contributing factor in any way to residential burden.
- **BOAC and LAWA support.** Los Angeles residents would benefit from BOAC **asking the FAA** (with LAWA's cooperation) to “encourage” pilots of all RNAV equipped aircraft to honor the published SIDs, in this case particularly the WLKCR SID procedure as designed to LUVVY, and to otherwise not request to encroach and burden airspace outside of the route (**such as shortcuts to destinations to the west and east of SFV and through wholly residential and noise sensitive areas, as well as wildlife habitats**). *The HARYS/ROSCO departure doesn't suffer the same indulgent deviations due to potential conflict with BUR departures but the WLKCR SID is too commonly ignored.* We would ask BOAC to remind the FAA of its “Vision Statement” to be environmentally responsible and accountable to the American Public. The FAA's cooperation in *encouraging* Pilots flying RNAV equipped aircraft to **honor the published SIDS and STARS** will go a long way in the FAA demonstrating they do take environmental conditions (**our wildlife habitats**) and the **quality of life** of the American public (**wholly residential airspace**) seriously. Perhaps LAWA can even offer incentives for those pilots who oblige and reduce the unnecessary air traffic in noise sensitive areas, which (otherwise) carries a threat of increasing dramatically and without limitation. The opening of Gulfstream VNY was not to the benefit of *quality of life* so we, again, ask for BOAC and LAWA to go above and beyond to protect historical home environments and to be good neighbors. Please see next 3 slides for examples of aircraft NOT on the WLKCR SID.

Woodland Hills + Calabasas + Hidden Hills + Wildlife Preserves residential upset over growing encroachment



C680

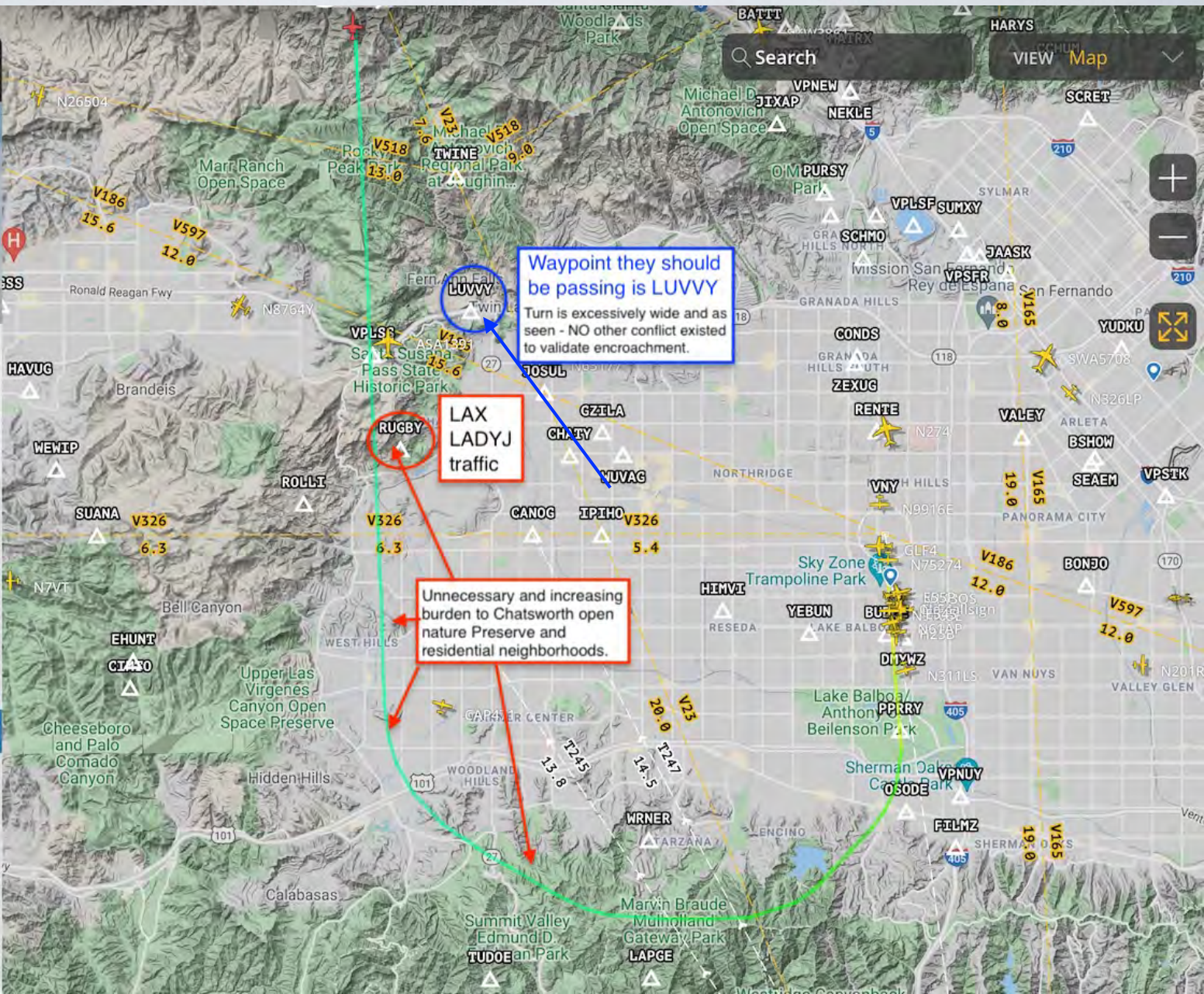


© Flightradar24

N/A  **N/A**

AIRCRAFT TYPE (C680)
Cessna 680 Citation Sovereign

The high-pitched “squeal” of these jets, at altitudes of 3,500 - 5k ft, solicits involuntary response from vestibular and nervous systems in both humans and animals. The increased frequency of the flyovers, and in addition to the problematic LADYJ SID and THRNE STAR, is why we need action now - before it gets even worse.



Please note - the lack of mountains where WLKKR travels at lower altitudes allows noise to dissipate. Contrary, by allowing the aircraft to unnecessarily encroach the Valley Circle Blvd area and open preserves, the noise is trapped - reverberates and lingers, thus compounding the disturbance and negative impact.

PEG55
Pegasus Elite Aviation



© SpotterPowwwiii

VNY VAN NUYS PDT (UTC -07:00)	OGG KAHULUI HST (UTC -10:00)
SCHEDULED 8:00 AM	SCHEDULED 9:54 AM
ACTUAL 9:28 AM	ESTIMATED 11:42 AM

15 km, 00:03 ago 3,983 km, in 05:10

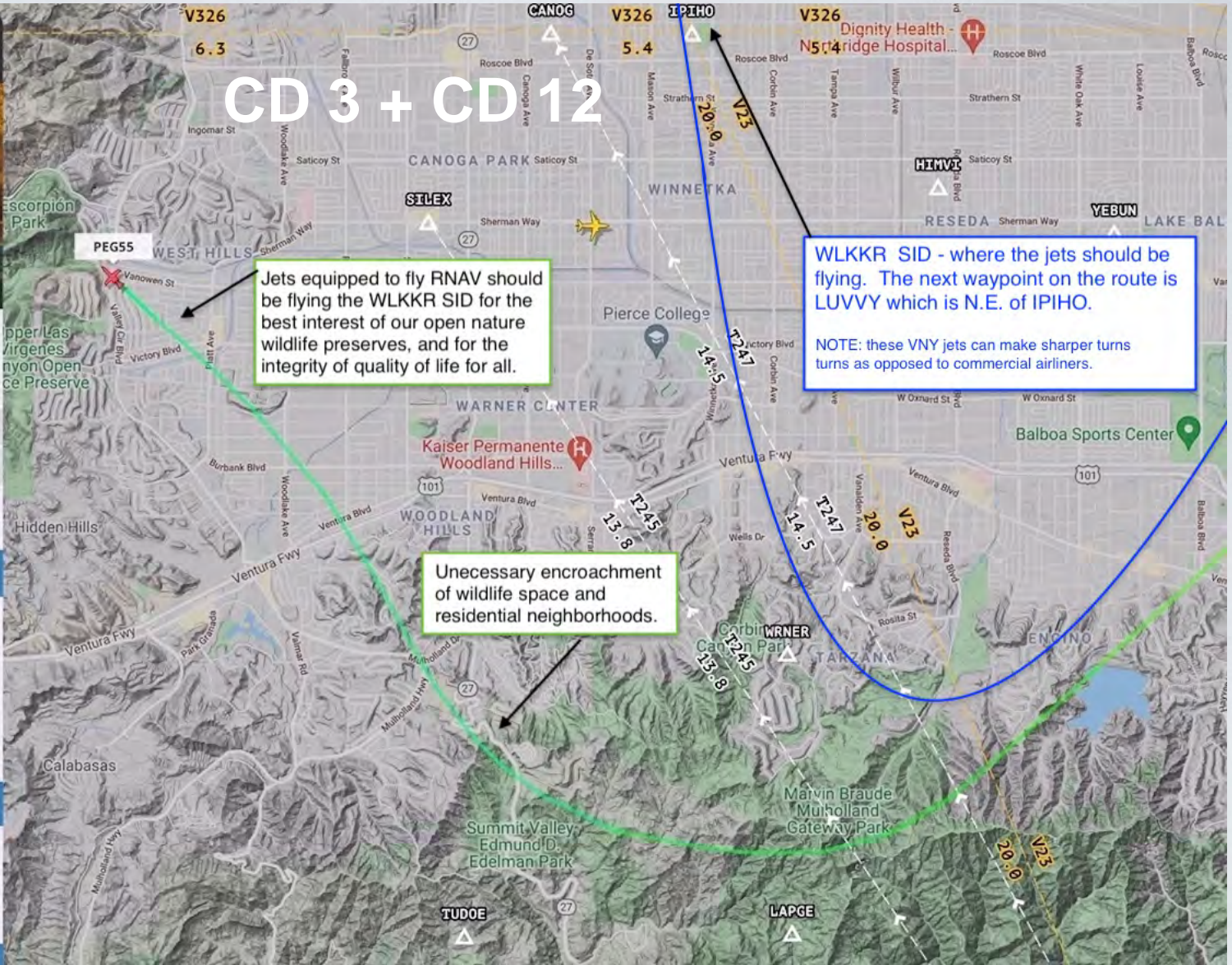
More PEG55 information

AIRCRAFT TYPE (GLF4)
Gulfstream IV

REGISTRATION N55PJ	COUNTRY OF REG.
SERIAL NUMBER (MSN) 1121	AGE (JAN 1989) 32 years

Recent N55PJ flights

CALIBRATED ALTITUDE 6,550 ft	VERTICAL SPEED +1,664 fpm
GPS ALTITUDE 6,800 ft	TRACK 311°



Woodland Hills, West Hills, Bell Canyon and the Las Virgenes Open Nature Wildlife Preserve are the most frequent **victims** of Gulfstream VNY due to pilot exploitation of “Public Right to Transit”, and LAWA and the FAA’s failure to “encourage” all RNAV equipped jets to follow the WLKCR SID. Congress needs to modify the “Public Right of Transit” to remedy this decimation of homeowner’s rights however, until that time, BOAC and LAWA can attempt to mitigate the problem by asking your own clients to comply with the SID and by requesting the FAA’s support.

SUMMARY

- We request LAWA supply council members with PDARS comparing VNY departure air traffic from 2014 and 2021.
- We request that BOAC and LAWA ask the FAA replace PPRRY with QSWH's proposed flyby Fix: 34°10'46.49"N, 118°29'15.01"W **or a close rendition thereof** (or their proposed HARYS/ROSCOE Fix if it meets criteria w/o need of "waiver") and in the interim of conducting any necessary environmental surveys for the Conceptual modifications. Please point out to the FAA the common sense, reasonable and rational reasons for the request as outlined on Slide 5.
- We request that BOAC and LAWA ask the FAA to consider making LUVVY and BSHOW flyover waypoints now, and regardless of any other modifications.
- We request that BOAC and LAWA agree to encourage the pilots of RNAV equipped aircraft to cooperate by honoring the WLKRR, HARYS, ROSCO SIDS as designed and not deviate from the published point to point routes. We further request LAWA solicit FAA's cooperation in said encouragement.
- We request BOAC and LAWA support effort for the appropriate governing body to initiate an ATC audit in respect to VNY and BUR air traffic.
- We request BOAC to support and assist in changing the Bylaws of the San Fernando Valley Task Force to **include membership** of Neighborhood Council **Aviation Ad-Hoc Committees**. Aviation Ad-Hoc committees are valuable assets for Cities and our local officials to turn to for collaboration. Council members have to deal with a multitude of issues, but the Ad-Hoc committees have a **dedicated focus**. In respect to QSWH, we draw support from retired and active professionals in the community from the Aviation industry and collaborate with WHWCNC (Woodland Hills) and WHNC (West Hills) councils. The San Fernando Valley Task Force is wrong to alienate the community as members, and **Neighborhood Council Aviation Ad-Hoc members should be allowed an official seat on the SFV Task Force** post haste. Such an action would be in line with the LAX Noise Rond Table, and for the benefit of **all** citizens residing in Los Angeles, and those effected by the City's airports. Additionally, Calabasas should be allowed to designate a participate should they request since they are impacted.

In Closing...

We all acknowledge the benefits and necessity of airports and air travel however, to remain good neighbors, and to preserve the beauty and desirability of San Fernando Valley, overgrowth must be kept in check, and historical flight routes must be preserved. Historical routes have the benefit of well established adaptation by **both** the human population and our wildlife. Decimating the spirit and health of our Parks, Trails and open wildlife preserves, decimating quality of life for 100's of thousands of residents at home, and wreaking economic turmoil for businesses and home values in areas *never intended* to be a flight route is an unacceptable & liable action by the FAA, and a wholly unnecessary burden for every Californian's well-being.

The domino effect of not adhering to historical routes can be felt in the reality that many lower and middle class Americans look to the equity in their homes to **survive** retirement and pay for **emergency health care** expenses. Overgrowth of airports, abandoning historical routes and pilots exploiting the flawed and outdated "Public Right to Transit" jeopardizes the comfort, health, prosperity and happiness of impacted residents (even 20 - 30 - 40 miles outside airport vicinities) by **destroying the integrity of their property's environment** and **equity** of their homes. This, of course, is in addition to the detriment done to our vital open space wildlife areas.

We want to thank BOAC for your attention and hope that this packet allows you a better window of what is occurring, what can be sought and the unacceptable consequences of overgrowth that does not consider community impact due to today's population, as well as deviation from historical and reasonable air traffic routes. We look forward to your cooperation and action in respect to what we presented today.

-Timi Romolini, QSWH

Residents in Calabasas, Woodland Hills, West Hills, Bell Canyon, and Chatsworth Reservoir

QuietSkiesWH.com