



CITY OF CULVER CITY

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DANIEL LEE

August 13, 2018

The Honorable Dianne Feinstein
U.S. Senate
331 Hart Senate Office Building
Washington, DC 20510

**Subject: City of Culver City Comments on S. 1405
The Federal Aviation Administration Act of 2018**

Dear Senator Feinstein:

On behalf of the City of Culver City, California, as the Senate looks to begin debate on S. 1405, the Federal Aviation Administration (FAA) Act of 2018, I am writing to outline the City's position on several provisions included in the bill and provisions in H.R. 4, the House version of the FAA Reauthorization bill, which deal with airplane noise.

As you know, the City of Culver City is in Los Angeles County, generally situated north of Los Angeles International Airport (LAX). As the FAA has implemented the Southern California Metroplex Project, and flights have been concentrated over Culver City and neighboring communities, our citizens are being increasingly exposed to aircraft noise, air pollution, and other impacts. Because of our citizens' significant discomfort and the FAA's continuing refusal to make any changes in the Metroplex to accommodate those concerns, we have thus far utilized the judicial system to challenge the FAA's environmental evaluation on the project.

Given the levels of aircraft noise that Culver City and other cities in the region are facing, we are surprised that the Senate FAA bill does little to address noise issues facing communities such as ours. However, the City is supportive of several provisions in the House's FAA Reauthorization Bill, H.R. 4, and asks that you consider these as possible amendments to S. 1405:

- **Noise Measurements.** Section 590 of H.R. 4 would direct the FAA to complete a study of alternative metrics to the Day-Night Average Sound Level (DNL) 65 within one year of enactment, and other methods to address community airplane noise concerns. We strongly believe that the FAA must use both the "single event" and the "cumulative" noise measurements to accurately record the full extent of the noise of flight operations when they occur. Using both measurements will reveal the time of the highest noise, as well as that of sustained noise, and thus the project's true impact.

- **Phasing Out Stage 3 Aircraft.** *Section 155 which requires a GAO study on phasing out Stage 3 aircraft.* The City supports any efforts by the DOT and FAA to begin phasing out stage 3 aircraft and require quieter stage 4 aircraft to be phased in more quickly.
- **Study Noise Impact on Health.** *Section 157 which requires a study on the health impacts of aircraft noise.* The City's residents are already reporting negative health impacts because of the increased noise levels above their homes, schools, and workplaces. The City supports gathering scientific data to better gauge what these negative impacts are, so that this data can be used to help with ongoing noise mitigation efforts.
- **Noise Mitigation Strategy.** *Section 589 which requires the FAA to submit to Congress a five-year aircraft noise research and mitigation strategy.* The FAA continues to predict a rise in air traffic over the next ten years. Along with new flight paths designed to implement NextGen, the City remains concerned about FAA's ability to address community noise concerns both short-term and long-term. We would therefore advocate that the 5-year strategy be expedited to two years.

In addition, we would urge your support of these amendments that are likely to be considered during the debate on the Senate bill:

- **Restore Dispersion and Altitude.** *An amendment by Senator Ed Markey (D-MA) and an amendment by Senators Chris Van Hollen (D-MD) and Ben Cardin (D-MD) both of which restores dispersion and increases altitude of arriving and departing aircraft.* Both of these amendments assist in bringing relief from the increased noise caused by the concentration of arrivals and departures and reduced altitude that have resulted from FAA's implementation of Performance-Based Navigation (PBN).
- **FAA Community Accountability Act.** *An amendment by Senator Elizabeth Warren (D-MA) that requires the FAA to consider the human environment and overlays to existing flight paths when considering new or revised flight paths or procedures.* The amendment also creates a Community Ombudsman at each FAA regional office to serve as a liaison between the FAA Administrator and local communities. Finally, the amendment requires FAA to reconsider NextGen flight paths if the ombudsman or airport provider alerts FAA to any significant adverse impact to the human environment and limits FAA's use of categorical exclusions. These changes would allow communities, like Culver City, who are experiencing severe impacts due to the increased levels of noise to have a more formal process in which to interact with FAA on these issues.

The Honorable Dianne Feinstein, U.S. Senate

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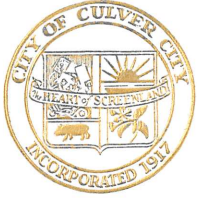
We would like to remain a resource to you on issues related to airplane noise mitigation, and as the Senate considers the FAA Reauthorization bill, and the bill is ultimately considered in conference, we hope that you support the City's position on the various noise provisions being considered. If you have any questions, please feel free to contact me at (310) 922-7286.

Sincerely,



Thomas Aujero Small
Mayor

cc: The Honorable Karen Bass, U.S. House of Representatives
The Honorable Members of the City Council
John M. Nachbar, City Manager



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The Honorable Kamala Harris, U.S. Senate

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