

## LADYJ Update



**Without LAW's CONCURRENCE, it becomes a Double-Standard.**

**Should the Roundtable continue to exist if LAWA is going to ignore the democracy that dictates its consensus?**

- The LAX Community Noise Roundtable was established over 20 years ago as part of the FAA's Part 150 program that was designed to allow community input and consideration into their collective concern over citizens' health and quality of life (**pursuit of happiness**) when it comes to detrimental air traffic changes in operations and overflights. But was it sponsored by the city as a political farce, or will LAWA offer the FAA its cooperation to move forward with community consensus?
- The LAX Roundtable is comprised of a vast and varied voting membership that includes representatives from elected official offices, as well as the **vital inclusion** of community representatives designated by recognized bodies subject to The Brown Act. This affords the Roundtable a fair and balanced membership of unbiased consideration to contemplate public comment and concern, and render consensus on behalf of community interest. Has lack of oversight failed to ensure LAWA's fair and equal cooperation with the bodies established to render community consensus?
- Air Traffic routes are within the FAA's purview, not LAWA's. The FAA offers two options of an Airport Sponsor's cooperation: approval or concurrence. The public expects a neutral party to adhere to the latter. LAWA should neither approve nor disapprove of a legitimate modification request but rather should offer its concurrence to cooperate with the Roundtable and Task Force.

**When LAWA denies its cooperation, it denies Democracy and Suppresses Community Voice.**



**Verbiage Confusion and Interpretations.**

**July 20, 2022 meeting:** LAWA need not "approve of" a specific modification. It is the *approval* to grant the FAA their cooperation that is sought. LAWA need only acknowledge they are aware of the Roundtable's (Task Force) request and not deny the FAA their cooperation in moving forward with an assessment.

**Timestamp 1:11:30:** <https://www.youtube.com/watch?v=51dl4TXQaVs>

# Communities demand Concurrence and Cooperation

- In a letter dated August 31, 2022 sent to select stakeholders in west San Fernando Valley, Samatha Bricker raised city and county wide concern when LAWA declared: →

*Your feedback is greatly appreciated as it will provide LAWA with a more comprehensive understanding of the situation from communities potentially affected by the proposed modification and assist **LAWA in determining whether or not to ask the FAA to move forward** with the proposed modification according to the official FAA process for procedure change implementation.*

**⚠ LAWA's suggestion that it alone shall decide the fate of 100's of thousands, if not millions of citizens is seen by many as an unacceptable and dangerous attack on democracy and principled rule. The public has voiced concern over the ethical boundaries of a city custodian that should ensure cooperation with community consensus over unilateral decision.**

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The Roundtable-proposed modification to the LADYJ departure procedure includes Option 1 (yellow lines) and Option 2 (red lines). Both options involve relocating the northbound segment of this LADYJ departure route as shown on the map. These changes in flight path may result in different communities being exposed to aircraft overflights. Residents in areas under the proposed flight path may experience more flights and/or associated noise, while those outside the flight path may experience less flights and/or associated noise.

After reviewing the information provided herein, please respond to this letter advising us of any feedback or questions that you may have. Your feedback is greatly appreciated as it will provide LAWA with a more comprehensive understanding of the situation from communities potentially affected by the proposed modification and assist **LAWA in determining whether or not to ask the FAA to move forward** with the proposed modification according to the official FAA process for procedure change implementation. Please feel free to share and discuss this information with other members of your community so they are aware of this proposed modification to the flight path.

Thank you for taking the time to review and provide feedback on this important information. Please consider providing your written response **no later than September 12, 2022**. If you need more time or have any questions regarding this matter, please contact Kathryn Pantoja, Airport Environmental Manager, via email at [kpantoja@lawa.org](mailto:kpantoja@lawa.org) or by phone at (424) 646-6501.

Sincerely,

*Samantha Bricker*

Samantha Bricker  
Chief Sustainability and Revenue Management Officer

# **VNY vs LAX LADYJ modification efforts**

# Concern over LAWA's misleading Comparable:

*"We are essentially following the same process as we did for the VNY modification effort".*

**Misleading VNY Claim #1** Neither LAWA nor the Task Force submitted a modification proposal to the FAA for consideration of a VNY modification; Instead, they requested the FAA construct one with the goal of better mirroring the historical exposures. This was a time consuming process that was not remotely comparable to the LADYJ effort. (see slide #6)

**Contrary LADYJ:** The Roundtable produced a viable modification that met FAA criteria at the onset, and that not only mirrored historical exposures, but responsibly reverted a significant portion of the route back to its original integrity. As such, the subsequent modification process was vastly different and the Roundtable should have been afforded a swifter action of LAWA's concurrence and cooperation with their consensus.

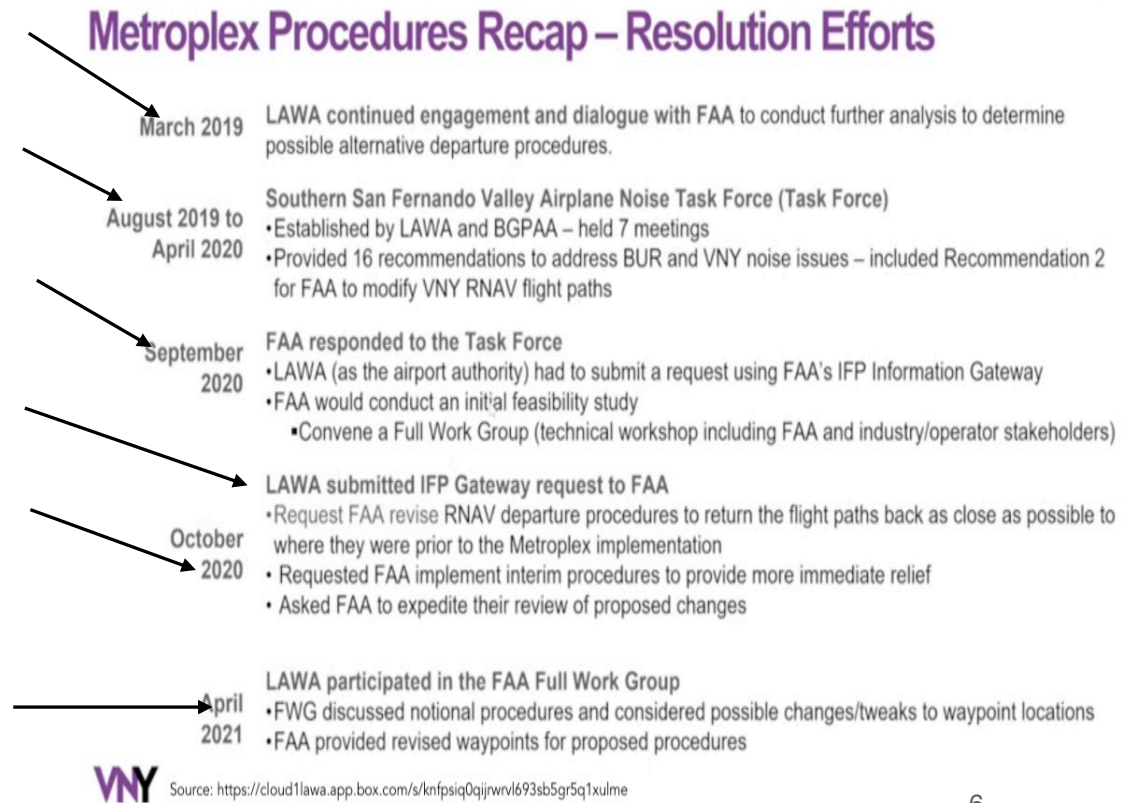
**Misleading VNY Claim #2** LAWA claims that their outreach efforts for the LADYJ mirrored those of the VNY effort however, participants confirm that is not accurate. LAWA failed to notify or solicit comment from all stakeholders, including CD3 and CD12 residents or leadership. The failure only became an issue when LAWA decided to assert to west Valley communities that their delayed action and cooperation with the LADYJ assessment was substantiated by actions taken during the VNY effort. That claim was disproven. Moreover, it was the east Valley residents themselves and various community groups (IE: *SOSLA, Uproar LA, and Sherman Oaks/Encino for Quiet Skies*) that initiated the outreach for VNY. Meetings LAWA participated in prior to August 9, 2021 were essentially "strategy" meetings to figure out how to approach the FAA for a solution.

**Contrary LADYJ:** LAWA offered a laggard outreach in respect to the LADYJ, which then saw an unprecedented effort on their part that included HOA's and Neighborhood Councils. While Valley residents applaud LAWA's belated due diligence, outreach was **one year overdue** and in no way mirrored their actions in respect to the VNY effort. In respect to public meetings, the Roundtable's meetings consisted of public presentations that included comprehensive material provided for public consumption about the submission to the FAA.

# Double-Standard Concern example 1

LAWA's claimed that the LAX modification progress was moving "too fast" stating "it took them YEARS" to initiate a VNY change however, that delay was due to collective naivety, whereas a learning curve dragged on resolve prospects. That should not have been a factor in LAWA extending EQUAL and FAIR cooperation to the Roundtable.

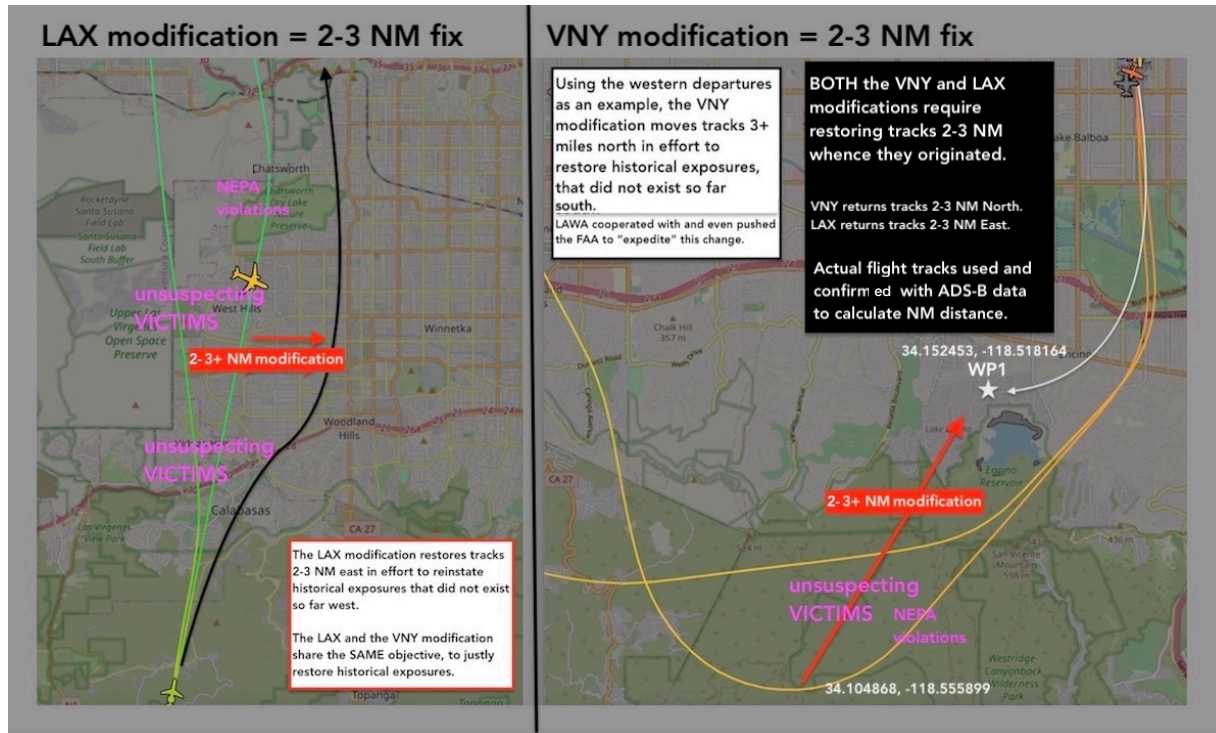
- March 2019 is really a "placeholder" of perceived action. This was a 5 month exploration period that was part of a larger offense that included the BUR airport authority + select elected officials.
- August 2019 to April 2020 was more of the same with a deep forensic dive into trying to dissect the situation, while seeking possible resolve. None of the final recommendations submitted had viable substance, and the FAA (overall) deemed them "not feasible". There was no actual procedure modification conceived.
- **LAWA's 2021 LADYJ POSITION CONTRADICTED:** Here LAWA acknowledges that in Sept 2020 the FAA did in fact educate them on the protocol of submitting procedure modification requests thru the IFP gateway. **This contradicts LAWA's Sept - Dec 2021 claims to the Roundtable of not knowing about the IFP gateway protocol, and instead suggesting that the FAA "changed the rules".**
- LAWA cooperates w/ Task Force by submitting their request thru the IFP gateway Oct 2020 - **Contrary, LAWA denies to give the same cooperation to the Roundtable by refusing to concur with the Roundtable's consensus in Sept 2021.**
- Not only did LAWA fully cooperate with VNY efforts but LAWA even asked the FAA to make adjustments in the INTERIM and to EXPEDITE the changes - **Contrary, LAWA hinders the LAX request by lack of action, refusal to follow standard assessment protocol, perpetuating delay by waiting 5 months before making a special request for a "preliminary review" that essentially denies the public of a comprehensive evaluation AND even at the completion of the review - LAWA still denies the FAA their concurrence to allow them to move forward with the assessment - as confirmed in July 20, 2022 Roundtable meeting.**
- These steps not applicable to the LAX modification because the Roundtable, *unlike the Task Force*, submitted a complete procedural chart that met FAA criteria at the onset.





# Double-Standard Concern example 2

LAWA is confronted over their assertion that restoring historical exposures for the LAX departure is more dramatic than restoring the historical exposures for the VNY effort. That simply is not true as BOTH modifications require restoring tracks 2-3 NM from their current deviations. Moreover, if the LAX violation was more egregious, as Ms. Pantajo suggested in a 07/20/2022 meeting, then that in and of itself would validate the urgency of LAWA's prompt concurrence with the Roundtable's consensus.



During a July 18, 2019 meeting:

[https://www.granicus.com/playerOgip/5467/video\\_id=48&meta\\_id=382618&redirect=true&h=1d3d30e2177116ed1338d1f6548e01](https://www.granicus.com/playerOgip/5467/video_id=48&meta_id=382618&redirect=true&h=1d3d30e2177116ed1338d1f6548e01)

LAWA correctly asserts that any modification to an air traffic route is in the FAA's purview, not theirs. LAWA states that all they can do is *cooperate and assist* with public consensus.

So since LAWA gave its cooperation and concurrence for the VNY modification effort - **why did they then interfere with the FAA's cooperation with public consensus for the LAX modification?**

Video Source: <https://www.facebook.com/QuietSkiesWH.SFV/videos/764225004706688>

# Double-Standard Concern

## VNY departure modification to better restore historical exposures - **SUPPORTED**

- BOAC instructs LAWA to cooperate with the hundreds of community complaints/requests asking for adjustments to the VNY departures to better mimic historical exposures.  
One Source: [https://lawa.granicus.com/player/clip/546?view\\_id=4&meta\\_id=38261&redirect=true&h=1d3d30e2177116ed1338df1fd548e01](https://lawa.granicus.com/player/clip/546?view_id=4&meta_id=38261&redirect=true&h=1d3d30e2177116ed1338df1fd548e01)
- LAWA applauds FAA's cooperation with VNY effort (see above video link)
- **FACT:** Member(s) of BOAC benefit from the VNY modification. There was no nefarious association made by the public with BOAC's support of VNY efforts *until* the same attention was not offered for LAX efforts which appeared to perpetuate the double standard against the west end of SFV.
- June 2022: LAWA CEO writes a letter to the FAA reiterating LAWA's support of the VNY modification, and requests expedited attention.

## example 3

● ● ● ● = connect the dots!

## LAX departure modification to better restore historical exposures - **HINDERED**

- Restoring LAX departure exposures is also supported by not hundreds, but thousands of community requests as demonstrated by hand written petitions and HOA letters however, as far back as fall 2021 BOAC President (B.Hsu) refuses to allow the full board to publicly address the double-standard complaint and request for BOAC to equally support the LAX modification assessment. Hsu refuses to allow "community impact" or a LAX modification progress report on the agenda, as they accommodated in the past for VNY efforts. Requests made via email and phone attempts to BOAC secretary Grace Miguel on 02/14/2022 and 03/02/2022 by community groups (QSWH); and on 03/01/2022 by Ross Morgan & Company on behalf of its Calabasas HOA clients went ignored by Hsu's (alleged) unilateral actions.
- LAWA refuses FAA's cooperation with LAX effort by refusing to concur with the Roundtable consensus for proper FAA review.  
(see video clip: <https://www.facebook.com/QuietSkiesWH.SFV/videos/764225004706688>)
- **FACT:** No member(s) of BOAC are said to benefit from the LAX modification, whereas question then arose as to why commissioners intervened with VNY efforts, but refused to extended equal attention for LAX efforts.
- 2022: To date LAWA CEO has refused to issue a similar/equal letter to the FAA supporting LAX efforts that also seek to restore historical exposures.



# BOTTOM LINE:

- Due to an onslaught of lawsuits that resulted from the FAA's Metroplex rollout, the FAA implemented a protocol that: **For the FAA to consider any assessment of modification requests, an Airport Sponsor must approve or concur with all IFP gateway submissions.** Concern has now been expressed that **LAWA has recently interpreted this requirement as permission to act as a dictatorship and overstep moral authority by negating community consensus.** As a city custodian, LAWA is expected to remain a neutral party and should only "approve" submissions that involve perceived safety issues. For noise abatement requests or corrections of NEPA violating changes, the public feels that **LAWA should offer their prompt cooperation of concurrence** for requests rendered by established Roundtable and Task Force consensus which honor a democratic process.
- Cursory reviews have a place when requested promptly at the onset of consideration however, LAWA should exercise due diligence and ensure that opinions are not solicited to leadership based solely on inadequate cursory or "preliminary" reviews. While a full assessment is the first step toward possible correction, both leadership and communities deserve and require these comprehensive reviews that provide a subsequent and official environmental assessment (EA) for all stakeholders' consideration.
- Los Angeles County residents have expressed that the city of L.A. should be held accountable for ensuring fair and equal cooperation from its airport authority, and not accept double-standards that permit a city custodian to "*pick and choose*" which communities will be afforded its cooperation and concurrence, and which communities will not based on LAWA's unilateral opinion.
- LAWA should be held to honoring precedent. The City of Los Angeles set precedent when it sought to honor Metroplex victims by suing the FAA for the changes that deviated from historical flight paths. L.A. City then double-downed on the precedent when Valley City Council members, forming the Task Force, voted to move forward in attempts to better mirror historical air traffic exposures concerning the VNY and BUR departures. As such, L.A. City must now honor that same precedent by moving forward in their cooperation/concurrence for the FAA to commence its assessment process on a LAX departure modification that aims to restore historical air traffic exposures.

# Any Questions?

