

The FAA recently unveiled the outcomes of its Environmental Assessment (EA) regarding the potential adoption of JAYTE/TEAGN waypoints and alterations to OROSZ 2/SLAPP 2 flight paths. The Sherman Oaks Neighborhood Council (SONC) Airport Committee has reviewed the Draft Environmental Assessment for Proposed Settlement Agreement Departure Procedure Amendments for Hollywood Burbank Airport and has the following comments:

- i. The Sherman Oaks Neighborhood Council (SONC) vehemently opposes Alternative A and is dedicated to safeguarding its residents, school children, and businesses from the discriminatory impact on hundreds of thousands of citizens.
- ii. Alternative A mirrors the departure procedures outlined in the FAA's Settlement Agreement with Benedict Hills homeowner groups. This proposal faced resounding rejection from the Southern San Fernando Aviation Task Force and affected communities due to the unjust and recurrent harms it would inflict. The optimal solution sought by impacted communities is the maximum dispersal of Burbank (BUR) air traffic and departure flight paths, a goal not achieved by any of the proposed alternatives, nor attainable with the introduction of waypoints. Instead of restoring historical conditions or promoting further dispersal of flight paths, Alternative A exacerbates harm to other (and new) areas for the benefit of one community.
- iii. The introduction of new waypoints and concentration of flight paths severely impacts Studio City and Sherman Oaks residents, school children, and businesses, with the potential for recurring impact on new areas to the west. SONC deems this alternative entirely unacceptable, as it discriminates against these communities to provide preferential relief to another. Moreover, the proximity of these waypoints to major elementary schools raises concerns about the health and education of children, emphasizing the need to explore alternative options.
- iv. While acknowledging the FAA's determination that Alternative B did not meet the Purpose and Need criteria for providing safe, efficient, and tangible relief to communities, SONC encourages the FAA to persist in exploring increased minimum climb gradients, placing a particular emphasis on facilitating greater dispersal opportunities, including optimized Diverse Vector Area (DVA) and similar mechanisms.
- v. Despite the FAA's affirmation of the efficiency of Air Traffic Control (ATC) operations, SONC urges the FAA to prioritize the monitoring and encouragement of air traffic controllers' due diligence in ensuring timely turn directives. This is crucial for reducing the southerly shift—a significant source of complaint since the implementation of NextGen.
- vi. Furthermore, SONC calls on the FAA to comprehensively consider all available noise abatement options, including engine thrust reduction, flap considerations, and other opportunities within existing BUR flight procedures. Such considerations have the potential to offer substantial relief to communities situated beneath the flight paths.
- vii. In response to the proposed Alternative A, should the FAA elect to proceed with this action, SONC calls upon the City Council to instruct the City Attorney to challenge the FAA in the 9th circuit court. This challenge is based on the assertion that the private settlement failed to consider all impacted areas of Los Angeles and will impose an increased burden

on communities along the new path, without any relief from dispersion possibilities. SONC also urges the City of Los Angeles to request the FAA to conduct a one-week monitoring test to evaluate Air Traffic Control (ATC) turn responses and submit a detailed report to the City, highlighting the potential alleviation of adverse noise impacts through timely turns of aircraft at safe altitudes.