

Motion for Filing an NES Response

WHEREAS...

*The FAA published the findings of its Neighborhood Environmental Survey on January 13, 2021, and indicated there will be a 45-day period closing on March 15, 2020, for interested parties to file a written response for the record;

*The Survey findings were first known to the FAA in 2016 but never previously disclosed to the public nor used as part of the their NextGen design or environmental assessment efforts;

*The Survey findings reveal that there has been a substantial change in the public's negative perception of aviation noise across the entire noise range of 50 DNL to 75 DNL by factors as high as 20x or more when compared to the benchmarks previously in use since the 1990's;

*The Study findings suggest that DNL noise significance thresholds would need to be lowered from 65db to 45db to reflect an equivalent go-forward residential compatibility benchmark of not more than 10% of the population being "highly annoyed" by nearby aircraft noise;

*Significant additional evaluation needs to be done beyond this Study in terms of implications for public policy decisions such as future noise contour determinations, expanded residential sound mitigation programs, Stage 3 jet aircraft phase-out strategies, moving flight paths away from noise-sensitive areas, and new standards for aircraft emissions (Over 51% of survey respondents found neighborhood smoke and smells not related to automobiles to be annoying even without factoring in possible lung and cardiovascular risks.)

THEREFORE...

The Sherman Oaks Neighborhood Council files these comments and requests that LAWA, the City Attorney, and/or City Council Members file comments with the FAA prior to the March 15, 2021, NES response deadline expressing the following:

- 1) Shock that these survey findings were not used in assessing the impact of NextGen at VNY prior to its implementation given they were known to the FAA since 2016.
- 2) Insistence that a Supplemental VNY and BUR NextGen EA be conducted incorporating any and all relevant studies the FAA has in-hand or currently underway.
- 3) Perspective that beyond the impact of noise, the VNY and BUR reviews should also incorporate in its assessment process the latest findings on the impact of aircraft emissions relative to public wellness and the health of the environment overall.

Here attached is a Statement of the Above to be sent from SONC to the FAA by March 15th 2021 as our NES response.

To: FAA

RE: NES Response Request by 3/15/21 deadline

The Sherman Oaks Neighborhood Council, hereby submits the following statement to the FAA for their request for feedback to their NES Survey report.

As the Survey findings were first known to the FAA in 2016 but never previously disclosed to the public nor used as part of the their NextGen design or environmental assessment efforts.

The Survey findings reveal that there has been a substantial change in the public's negative perception of aviation noise across the entire noise range of 50 DNL to 75 DNL by factors as high as 20x or more when compared to the benchmarks previously in use since the 1990's;

The Study findings suggest that DNL noise significance thresholds would need to be lowered from 65db to 45db to reflect an equivalent go-forward residential compatibility benchmark of not more than 10% of the population being "highly annoyed" by nearby aircraft noise;

Significant additional evaluation needs to be done beyond this Study in terms of implications for public policy decisions such as future noise contour determinations, expanded residential sound mitigation programs, Stage 3 jet aircraft phase-out strategies, moving flight paths away from noise-sensitive areas, and new standards for aircraft emissions (Over 51% of survey respondents found neighborhood smoke and smells not related to automobiles to be annoying even without factoring in possible lung and cardiovascular risks.)

That SONC and the community are in shock that these survey findings were not used in assessing the impact of NextGen at VNY and BUR prior to its implementation given they were known to the FAA since 2016.

We insist that a Supplemental VNY and BUR NextGen EA be conducted incorporating any and all relevant studies the FAA has in-hand or currently underway.

It is our perspective that beyond the impact of noise, all VNY and BUR Reviews, Changes, or Procedure updates should also incorporate in its assessment process the latest findings on the impact of aircraft emissions relative to public wellness and the health of the environment overall.