



CITY OF CULVER CITY

9770 CULVER BOULEVARD
CULVER CITY, CALIFORNIA 90232-0507
CITY HALL Tel. (310) 253-6000
FAX (310) 253-6010

MEGHAN SAHLI-WELLS
MAYOR

GÖRAN ERIKSSON
VICE MAYOR

COUNCIL MEMBERS
ALEX FISCH
DANIEL LEE
THOMAS AUJERO SMALL

January 13, 2020

The Honorable Rick Larsen, Chairman
Aviation Subcommittee
2251 Rayburn House Office Building
Washington, DC 20515

The Honorable Garret Graves, Ranking Member
Aviation Subcommittee
2251 Rayburn House Office Building
Washington, DC 20515

Subject: FAA's Implementation of NextGen – Southern California Metroplex

Dear Chairman Larsen and Ranking Member Graves:

The City of Culver City, located in Southern California, thanks you for your continuing efforts to mitigate the effects of increasing aircraft noise on communities near large commercial service airports. We commend you and your colleagues on the Transportation and Infrastructure Committee for aggressively addressing noise and the need for improved community engagement on noise in the FAA Reauthorization Act of 2018 (P.L. 115-254).

Largely because of the FAA's implementation of NextGen in the Southern California Metroplex, arrival and departure procedures are now focused over a very small number of communities. The City of Culver City finds itself directly under the new concentrated flight path at Los Angeles International Airport, resulting in significant increases in noise for our residents. The City of Culver City values the importance of our air transportation system, but we strongly believe that affected communities like ours must have a voice in how that system is developed.

Thanks to your efforts and those of others, including Representative Karen Bass, who represents our area, Congress included a number of provisions intended to address noise in the FAA Reauthorization Act of 2018. They require that the FAA consider the use of improved noise metrics, ensure that community leaders are included in future NextGen flight pattern changes, and assess the health impacts of aircraft noise. We appreciate that the FAA has been directed through legislation to address many of the same concerns that we, in Culver City, have been attempting to raise with the FAA.

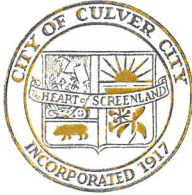
It has been more than a year since the FAA bill was signed into law. It is critical that you, as leaders of the Aviation Subcommittee, continue to pressure the FAA to implement the provisions in your landmark legislation. The residents of Culver City are like those in Washington State and Louisiana who deserve to better understand how increasing levels of aircraft noise is affecting their health. Mandating that the FAA outline how it intends to meet congressional directives is a critical step and we ask that you continue to pressure the FAA to implement directives that protect the health and welfare of our residents.

We ask that you remain vigilant to ensure that the FAA undertakes the provisions mandated by Congress. We stand ready to assist you in any way as this effort continues.

Sincerely,

Meghan Sahli-Wells
Mayor

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



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January 13, 2020

The Honorable Peter DeFazio, Chairman
Transportation & Infrastructure Committee
2251 Rayburn House Office Building
Washington, DC 20515

The Honorable Sam Graves, Ranking Member
Transportation & Infrastructure Committee
2251 Rayburn House Office Building
Washington, DC 20515

Subject: FAA's Implementation of NextGen – Southern California Metroplex

Dear Chairman DeFazio and Ranking Member Graves:

The City of Culver City, located in Southern California, thanks you for your continuing efforts to mitigate the effects of increasing aircraft noise on communities near large commercial service airports. We commend you and your colleagues on the Transportation and Infrastructure Committee for aggressively addressing noise and the need for improved community engagement on noise in the FAA Reauthorization Act of 2018 (P.L. 115-254).

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It has been more than a year since the FAA bill was signed into law. It is critical that you, as leaders of the Transportation and Infrastructure Committee, continue to pressure the FAA to implement the provisions in your landmark legislation. The residents of Culver City are like those in Washington State and Louisiana who deserve to better understand how increasing levels of aircraft noise is affecting their health. Mandating that the FAA outline how it intends to meet congressional directives is a critical step and we ask that you continue to pressure the FAA to implement directives that protect the health and welfare of our residents.

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January 13, 2020

The Honorable Roger Wicker, Chairman
Commerce, Science & Transportation Committee
512 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Maria Cantwell, Ranking Member
Commerce, Science & Transportation Committee
512 Dirksen Senate Office Building
Washington, DC 20510

Subject: FAA's Implementation of NextGen – Southern California Metroplex

Dear Chairman Wicker and Ranking Member Cantwell:

The City of Culver City, located in Southern California, thanks you for your continuing efforts to mitigate the effects of increasing aircraft noise on communities near large commercial service airports. We commend you and your colleagues on the Commerce Committee for aggressively addressing noise and the need for improved community engagement on noise in the FAA Reauthorization Act of 2018 (P.L. 115-254).

Largely because of the FAA's implementation of NextGen in the Southern California Metroplex, arrival and departure procedures are now focused over a very small number of communities. The City of Culver City finds itself directly under the new concentrated flight path at Los Angeles International Airport, resulting in significant increases in noise for our residents. Culver City values the importance of our air transportation system, but we strongly believe that affected communities like ours must have a voice in how that system is developed.

Thanks to your efforts and those of others, including Senators Feinstein and Harris, Congress included a number of provisions intended to address noise in the FAA Reauthorization Act of 2018. They require the FAA to consider the use of improved noise metrics, ensure that community leaders are included in future NextGen flight pattern changes, and assess the health impacts of aircraft noise. We appreciate that the FAA has been directed to address many of the same concerns that we, in Culver City, have been attempting to raise with the FAA.

It has been more than a year since the FAA bill was signed into law. It is critical that you, as leaders of the Commerce, Science and Transportation Committee, continue to pressure the FAA to implement the provisions in your landmark legislation. The residents of Culver City are like those in metropolitan Houston and Phoenix who deserve to better understand how increasing levels of aircraft noise are affecting their health. Mandating that the FAA outline how it intends to meet congressional directives is a critical step and we ask that you continue to pressure the FAA to implement directives that protect the health and welfare of our residents.

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Sincerely,

Meghan Sahli-Wells
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cc: The Honorable Dianne Feinstein, Member of the U.S Senate
The Honorable Kamala Harris, Member of the U.S. Senate
The Honorable Members of the City Council
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January 13, 2020

The Honorable Ted Cruz, Chairman
Aviation & Space Subcommittee
512 Dirksen Senate Office Building
Washington, DC 20515

The Honorable Kyrsten Sinema, Ranking Member
Aviation & Space Subcommittee
512 Dirksen Senate Office Building
Washington, DC 20515

Subject: FAA's Implementation of NextGen – Southern California Metroplex

Dear Chairman Cruz and Ranking Member Sinema:

The City of Culver City, located in Southern California, thanks you for your continuing efforts to mitigate the effects of increasing aircraft noise on communities near large commercial service airports. We commend you and your colleagues on the Commerce Committee for aggressively addressing noise and the need for improved community engagement on noise in the FAA Reauthorization Act of 2018 (P.L. 115-254).

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It has been more than a year since the FAA bill was signed into law. It is critical that you, as leaders of the Aviation and Space Subcommittee, continue to pressure the FAA to implement the provisions in your landmark legislation. The residents of Culver City are like those in metropolitan Houston and Phoenix who deserve to better understand how increasing levels of aircraft noise is affecting their health. Mandating that the FAA outline how it intends to meet congressional directives is a critical step and we ask that you continue to pressure the FAA to implement directives that protect the health and welfare of our residents.

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