

SUMMARY

INTERIM REPORT – OVERFLIGHT OF CULVER CITY

The City of Culver City commissioned a report from its consultants for noise and airspace evaluation, Williams Aviation Associates, Inc. to document the observations of its citizens that aircraft approaching Los Angeles International Airport (“LAX”) over Culver City have increased in number and decreased in altitude since the implementation of the redesign by the Federal Aviation Administration (“FAA”) of the airspace used for arrivals and departures at West Coast airports (“NextGen”). It has further been observed that the consolidation of arrivals at lower altitudes has increased the incidence of aircraft noise over certain parts of the City.

To document the information provided by residents, the City obtained from Los Angeles World Airports (“LAWA”) through a California Public Records Act Request, and FAA, through Federal Freedom of Information Act Request, data on approaches over three geographic points in the City specified by interested residents: Lindberg Park (the southern-most point); Carlson Park (the middle point); and Rancho Higuera (the northern-most point).

As anticipated, the results confirmed the observation of Culver City citizens. For Carlson Park, the middle point of the three, there was a steady increase in flights at or below 6,000 feet from 2010 through 2012. Those flights increased from 615 in the year 2010 to 1234 in the 2012, or a doubling of flights at or below 6,000 feet. (No data from the years after 2012 was available from LAWA). For Rancho Higuera, the northern-most point, flights at or below 6,000 feet increased from 284 in 2010 to 702 in 2013. There was then a decrease in 2014 to 533 which is still a doubling of the number of flights in 2010. For Lindberg Park, the southern-most point, there was such a small absolute number of flights. (*i.e.*, an increase from zero in 2010 to 7 in 2014 with a total number of 169) that any calculations become mathematically insignificant. The LAWA altitude data will be verified by comparison to the data provided by the FAA.

In addition, the City’s consultant is aware that NextGen has narrowed the approach paths, concentrating more aircraft (and, consequently, more noise) over smaller areas on the ground. This aspect of the NextGen process may also add to the noise experienced in those areas such as Carlson Park where average altitudes have also decreased dramatically.

The City will continue to closely monitor, carefully and fully evaluate, and work tirelessly toward mitigation of changes related to the impacts of LAX operations, including, but not limited to, overflights and surface traffic, in order to protect the welfare of its citizens, the integrity of its environment, and the economic viability of its business community.