



LAX/Community Noise Roundtable Aviation Noise News

January 9, 2019

Federal Court Denies Culver City Lawsuit Against FAA

[Source: Culver City Bulletin, November 30, 2018](#)

On November 30, 2018, the United States Court of Appeals for the District of Columbia Circuit denied the City of Culver City's Petition for relief from the impacts from implementation of the Southern California Metroplex.

The City filed its Petition in October 2016 and was joined by the City of Los Angeles, which filed an amicus curiae brief in support of Culver City's Petition.

The City of Culver City's bulletin states, "Culver City explained to the Court the environmental conditions and impacts created by the Metroplex Project, and argued there was an absence of required environmental review in the FAA's Environmental Assessment ("EA") for the Metroplex Project. The Court found that the FAA's analysis of noise and air quality impacts was defensible and reasonable."

The City's bulletin concludes, "The City Council of Culver City still strongly believes that the Metroplex Project has ongoing negative effects on the quality of life in the City. Therefore, the City will continue to coordinate with neighboring cities, as well as state and federal elected officials, to find regional solutions to these issues."

LA City Council Resolution on Hollywood Burbank Airport Flight Track Changes

[Source: Los Angeles Daily News, November 22, 2018](#)

On November 20, 2018, the LA City Council passed a resolution asking the City Attorney to prepare a strategy related to potential flight track changes at the Hollywood Burbank Airport and to "continue to engage with the Federal Aviation Administration to ensure that all appropriate state and federal laws are followed in the implementation of changes to air traffic control procedures."

The City Council's action is a result of months of hearing community concerns regarding increased aircraft noise from Hollywood Burbank Airport aircraft operations in Sherman Oaks, Studio City and several other San Fernando Valley communities.

FAA spokesperson Ian McGregor had no comment on the City's resolution, but noted, "the environmental process is very important to us and we follow all the applicable environmental laws as we develop new routes." He added, "Our preliminary environmental study of the proposed changes indicated that they may reduce noise in those neighborhoods by tightening up that initial turn."

The City's resolution authorizes the City Attorney to "develop litigation to protect the interests of the city and its residents and to ensure that the FAA is held accountable, if necessary." The City also requested an extension of the public comment period on the FAA's proposed Categorical Exclusion for the proposed flight procedures.

Alaska Airlines Plans West Coast Expansion

[Source: FlightGlobal, December 3, 2018](#)

On November 27, 2018, Alaska Airlines Chief Commercial Officer, Andrew Harrison, announced the airline's plans to expand its facilities at four West Coast airports including Los Angeles International Airport (LAX).

"California's a huge success story thanks to Virgin America," he said. "We used to talk about where are our gates, how do we hang on to our gates – today we talk about our terminals."

Alaska operates out of Terminal 6 at LAX, where it has preferential use of 10 of the 14 gates in the terminal. Los Angeles World Airports (LAWA) and Alaska are working on

a long-term lease for those gates and, possibly more, as well as a new consolidated security checkpoint. The final lease agreement is expected during the first quarter of 2019.

The article notes, "Gates and facilities at LAX, the second busiest airport in the USA after Atlanta, are among the most sought after by the country's airlines."

British Airways Last 767

[Source: Air Transport News, November 25, 2018](#)

On November 25, 2018, British Airways (BA) retired its last Boeing 767 from its fleet. The airline began operating 767s in February 1990 and has since completed over 425,000 flights with that aircraft type.

BA is replacing its 767s with Boeing 787 Dreamliners, which now total 30 aircraft in the BA fleet. The 787 is 40 percent quieter and uses 20 percent less fuel than other similarly sized aircraft, which reduces carbon dioxide and nitrogen oxide air emissions. BA is also adding the new Airbus A350 to its fleet over the next five years.