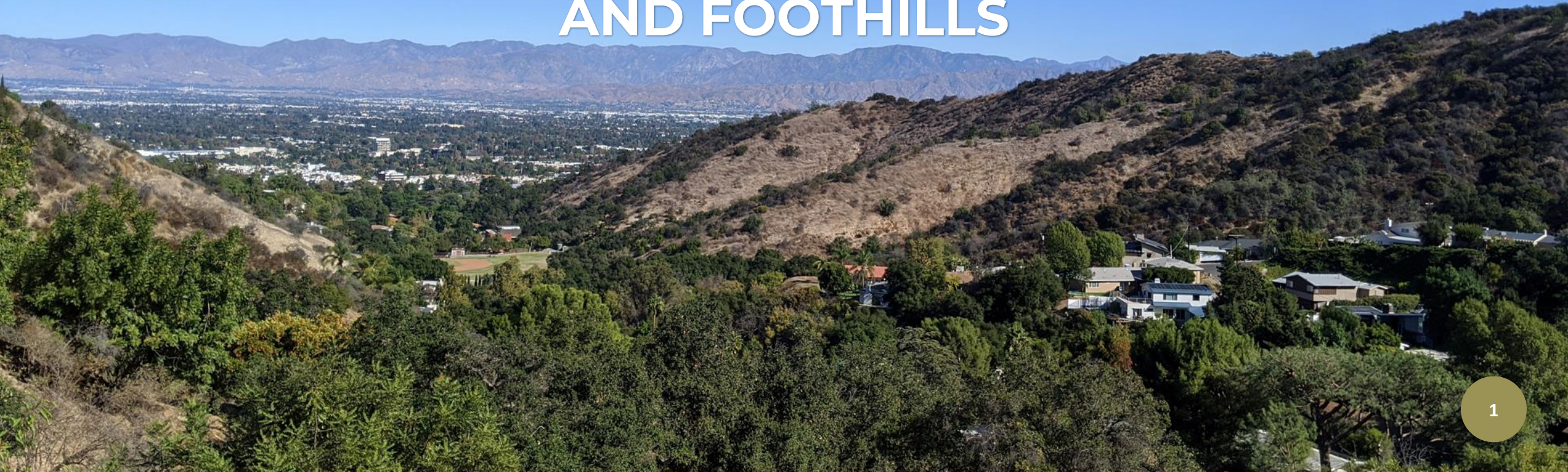




JET ISSUES RELATED TO THE SANTA MONICA MOUNTAINS AND FOOTHILLS





WHO WE ARE



- Save Coldwater Canyon is a neighborhood group, **focusing** on the **health, safety and welfare** of Coldwater Canyon and **neighboring Santa Monica Mountain communities**.
- We are not aviation experts. **We are environmentalists**. We represent a large number of residents living in the New Community, besieged by jet noise since March 2017.
- We work to **protect open space and wildlife corridors** in the Santa Monica Mountains, and actively **support other community groups** in that effort.
- SCC is a voting member of **The Hillside Federation**, which represents **250,000 residents** in 43 Hillside and Canyon Associations. Their mission includes **preserving the natural topography** and **wildlife** for benefit of all Angelenos.



THE PROBLEM

**HUNDREDS OF JETS PER DAY FLY IN WRONG DIRECTION,
MAKE U-TURN AND FLY BACK OVER MORE PEOPLE**

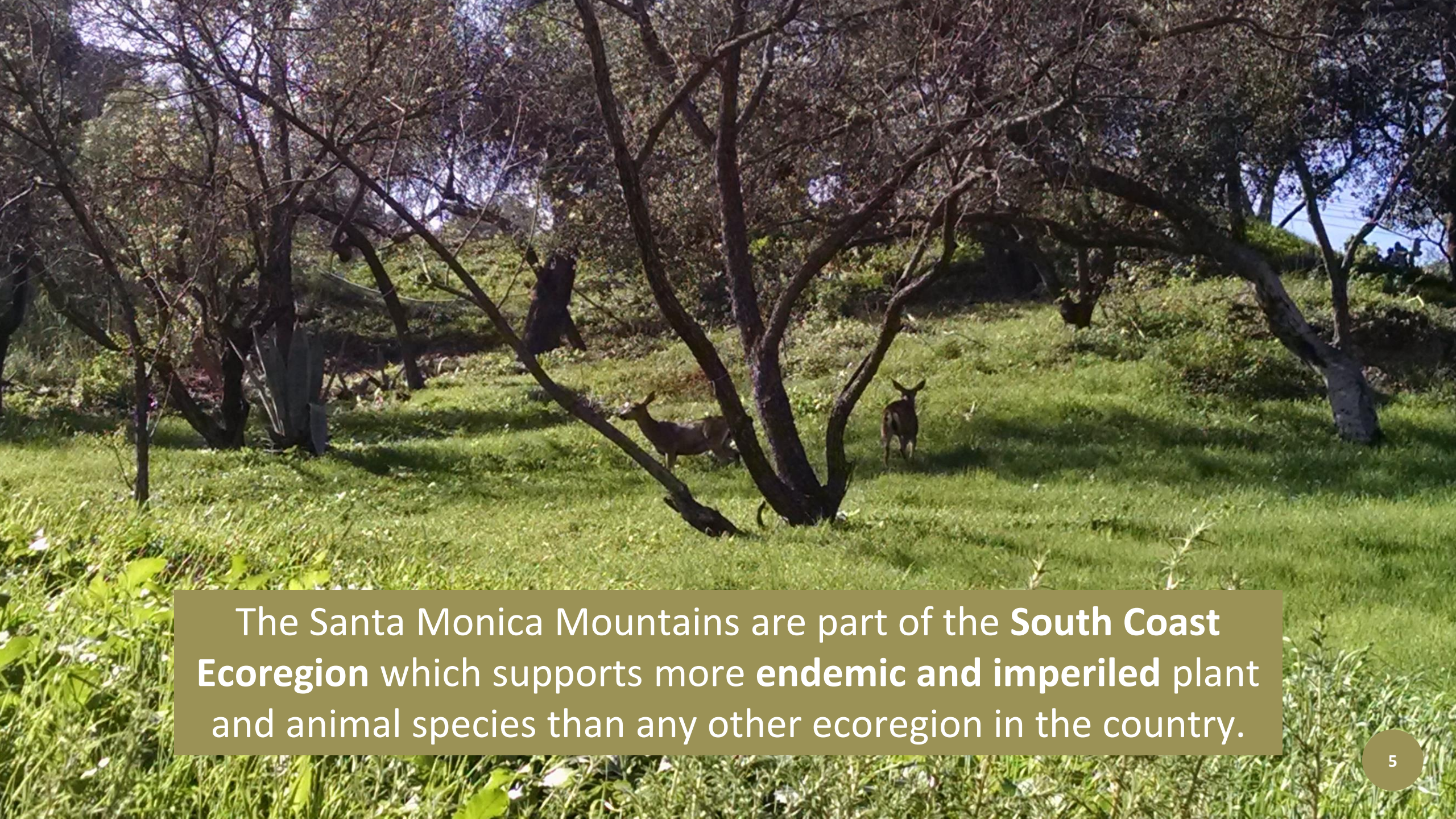
A **giant** U-turn multiplies the areas impacted and harms many more people than necessary.

**JETS MUST GET UP AND
OUT OF THE VALLEY!**





The Santa Monica Mountains, situated in the heart of Los Angeles, are one of the city's most precious assets and the City's largest intact natural area



The Santa Monica Mountains are part of the **South Coast Ecoregion** which supports more **endemic and imperiled** plant and animal species than any other ecoregion in the country.



PROTECTED PARKLAND

The **Santa Monica Mountains** consist of parks, recreational areas and wildlife refuges that are “**noise sensitive areas**” according to FAA.

Under **Section 4(f)** of the U.S. Department of Transportation Act, the **FAA must avoid potential impacts** to “publicly owned **parks**, recreation areas (including recreational **trails**), and **wildlife** and waterfowl **refuges**...”

This **City of LA Pilot Study** aims to **study the region’s important habitat and connectivity areas** as well as identifying conservation standards and regulations.

The **Study demonstrates** the **irreplaceable value of the Santa Monica Mountains** – including City, County, State and Federal parks and **purchased open space**.

Introduction: Wildlife Pilot Study Area

Study Area

- Located in the Santa Monica Mountains between the 405 and 101 freeways
- Pilot area will serve to test potential regulations that could be adapted for future Protection Areas for Wildlife (PAWS)





The trails of the Santa Monica Mountains, where one can seek refuge from the city, are some of the **most frequented natural areas** in the State of California.

**But in 2017, that
changed...**

**PROTECTED Santa Monica Mountains
are now being assaulted by
OVER 200 LOW FLYING JETS PER DAY,
some as low as 1200 ft AGL on Wind Days**



The 'southern shift' in the flight path is **destroying** one of LA's most precious assets and one of California's most visited natural areas.



Tens of thousands of **visitors and hikers** that come to the trails are now **besieged with jet noise**, almost every minute.



PROTECTED PARKLAND IS NOW **DUMPING GROUND** FOR NOISE

- **Los Angeles**, 2nd largest city in U.S., contains a **vast but fragile wilderness** that is **rare and irreplaceable**.
- Comprised of **city, county, state and federal parkland, and open space**, in the Santa Monica Mountains.
- **Parkland purchased** and managed at **great expense** to provide public benefit to all.
- Provides **quiet and refuge** to visitors – an essential component of parks' purpose.
- Provides **health benefits** and **recreation**
- Region entirely in **Very High Fire Hazard Severity Zone** is at risk and requires protection.





REASONS TO **AVOID** FOOTHILLS AND MOUNTAINS

Elevated Terrain **Worsens** Impacts

Aircraft should stay at least 1 nautical mile away from mountains, foothills, rising terrain and base **which includes Ventura Blvd:**

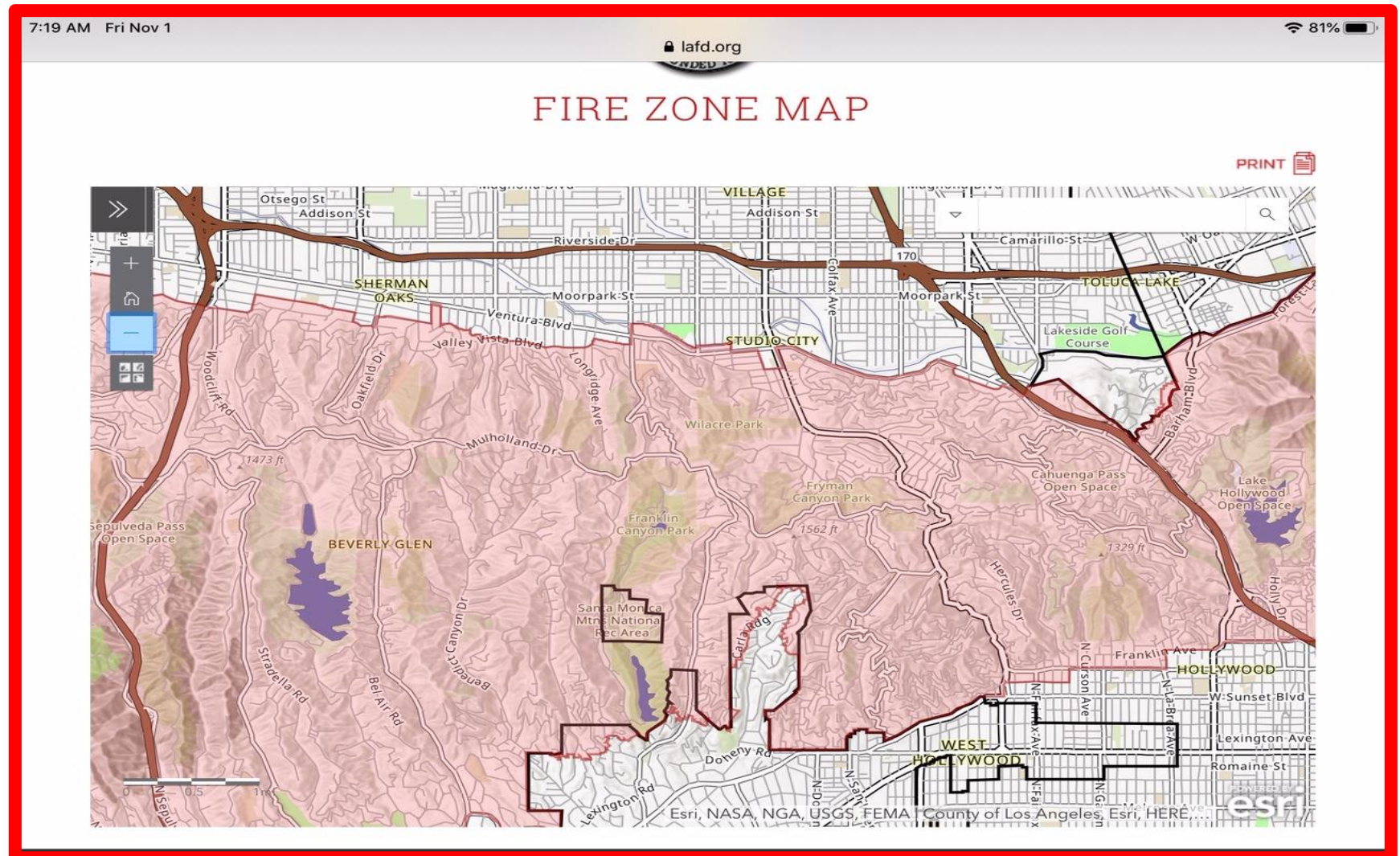
- **SAFETY:** Fire, limited ingress and egress, many obstacles, negative conditions and turbulence.
- **NOISE:** Elevated terrain exacerbates noise effects.
- **WILDLIFE IMPACTS:** Noise threatens open space, wildlife, and habitat.



SAFETY

VERY HIGH FIRE HAZARD SEVERITY ZONE

- Jets fly at **low altitudes over mountainous terrain** with many obstacles, negative conditions, and turbulence that increase crash risk.
- Crash over **historically dry parkland**, could create **catastrophic urban wildfires** that would spread through the Santa Monica Mountains.
- The 2018 Woolsey Fire burned 40% of natural areas.
- Species are unable to survive or escape/recolonize after such devastation, and suffer habitat loss.



SAFETY

LIMITED INGRESS AND EGRESS

Narrow hillside roads make it extremely difficult **for emergency vehicles to pass** and almost impossible for **residents to evacuate safely**.



A large wildfire is shown in a canyon. Thick, billowing white and grey smoke rises from the fire, filling the upper two-thirds of the frame. Below the smoke, a bright red and orange fire line is visible, stretching across the width of the canyon. The terrain is rugged and hilly, with a dirt road winding through the lower left. The overall scene is dramatic and emphasizes the scale and intensity of the fire.

SAFETY

GETTY FIRE 2019

LAFD PRESS RELEASE:

Narrow canyon roads and steep terrain pose a challenge for hand crews working the fire line

SAFETY

HUNDREDS OF JETS PER DAY FLY OVER VERY HIGH FIRE HAZARD SEVERITY ZONE IN PROTECTED PARKS

FAA **alleged** to this Task Force that the Very High Fire Hazard Severity Zone (VHFHSZ) was considered in SoCal Metroplex and “**was subjected to rigorous safety analysis.**”

- **HOWEVER**, In July 2019, FAA **admitted there was shift in 2017 (after Metroplex EA completion), therefore it is impossible** for FAA to have **considered the risk** of fuel-laden aircraft departing over VHFHSZ of Santa Monica Mountains as part of 2016 SoCal Metroplex EA.
- FAA provided **no documentation** proving High Fire Zone was considered.



SANTA MONICA MOUNTAINS - HIGH FIRE ALERT



MORE SAFETY CONCERNS



Residents in **rising terrain, canyons and mountains** have **unique safety concerns** against a backdrop of recent FAA negligence.



SAFETY

THE WALL STREET JOURNAL.

BUSINESS

Federal Watchdog Confirms FAA Facility's Air Traffic Hazards

Procedures stay in place more than a year after risks cited by a whistleblower are verified

'Why Is This Airplane Still Flying?' The FAA Missteps That Kept Boeing's MAX Aloft

Although an agency analysis showed a good chance the Lion Air malfunction would recur, the FAA followed Boeing's lead on key aspects of the response

The Washington Post

Long before the Max disasters, Boeing had a history of failing to fix safety problems



'Cracking issue' discovered on some of Boeing's 737 NG planes, airline says

Southwest Airlines flew jets without full knowledge of their repair histories

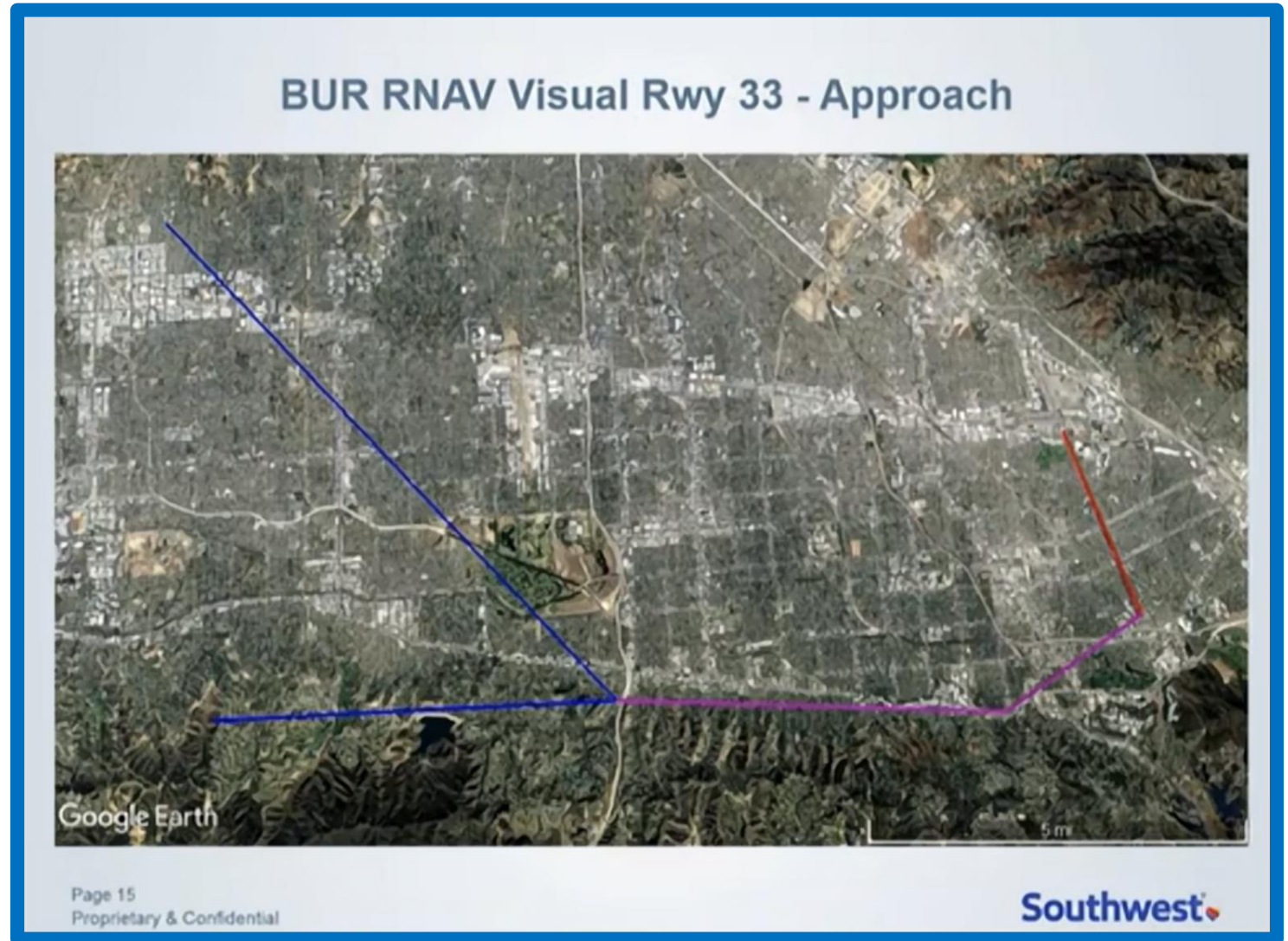
Boeing to fix engines on 7,000 jets after fatal accident probe

Plane makes emergency landing after engine flames



NEW ARRIVAL WIND PATH OVER MOUNTAINS

- This **UNPUBLISHED PROCEDURE** created in collaboration with **AIRLINES** with **NO OUTREACH** to New Community and **NO Environmental Study**.
- **Implemented** October 13, 2016 **prior to SoCal Metroplex**.
- Jets are in **close proximity to mountainous terrain** with many obstacles in **high winds** and bad weather.
- Extremely low altitudes - as low as **1000 ft AGL in hillsides** - terrifies residents.
- Terrain and Obstacle Clearance to be maintained **VISUALLY** by crew, even at night.



SWA'S "QUIET" APPROACH IS NOT QUIET



NOISE

SOUND IS DIFFERENT OVER ELEVATED TERRAIN

Hillside And Canyon Acoustics Exacerbate Noise

Many in the New Community live **at elevations of 800 to well over 1000 feet** - making aircrafts' effective AGL altitude **LOWER** than if overflying flat land.

Noise amplifies in **bowl-like canyons**. It **sustains** and **echoes** into adjacent neighborhoods north of the mountains and foothills.

Noise has dramatically **changed life** for those who **chose to live** in these areas for their **quiet and tranquil settings**.



NOISE

ECHO-REVERBERATION

ECHO-REVERBERATION

HMMH CONFIRMED EXACERBATED IMPACTS IN TERRAIN:

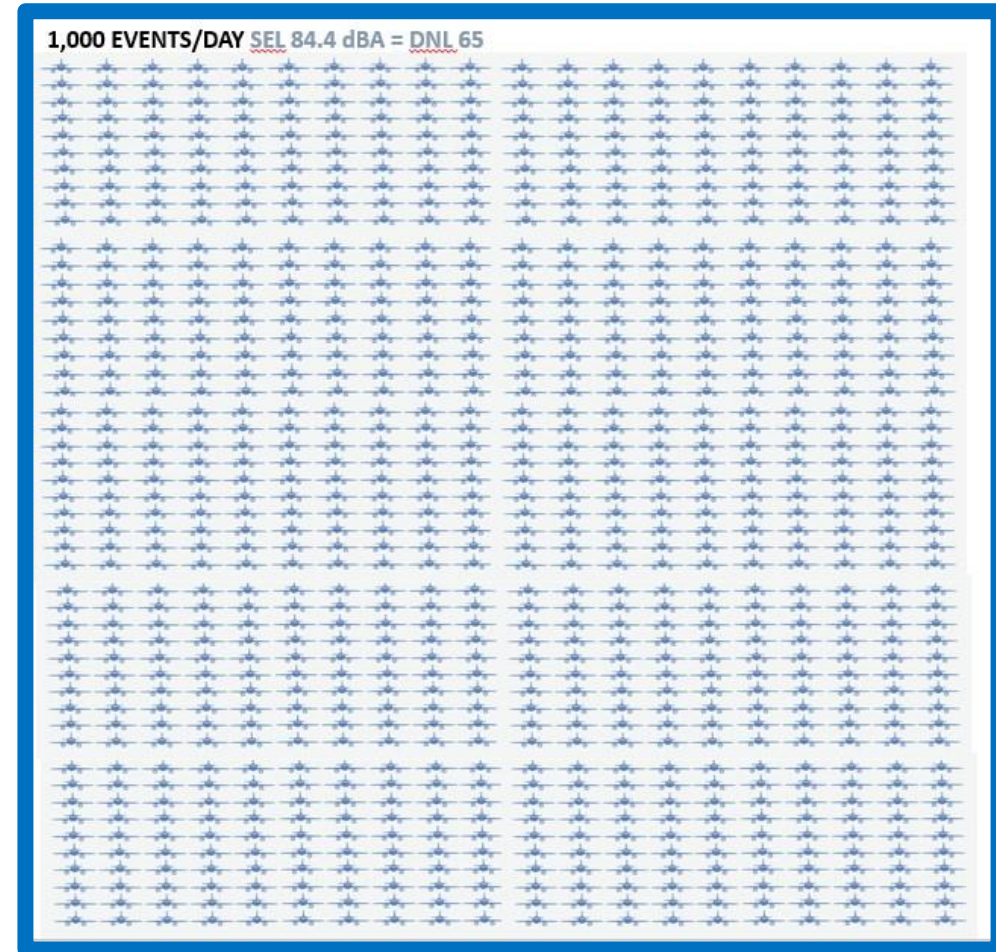
- **NOISE** is much louder in terrain because the distance between the observer and the aircraft is diminished.
- **NOISE** in terrain can sustain and extend the duration of the noise.
- **NOISE** “bounces off a surface such as a canyon wall, and returns so you hear it again”
- **NOISE** “does increase and multiply through echo, reflection and reverberation effects.”
- **NOISE** in terrain can be both direct and reflected. Reflected noise may produce longer durations of aircraft noise.
- **NOISE** in terrain is the **SUM** of the sound that travels in a straight line from the aircraft and the sound reflected off terrain.



NOISE SOUND BASICS

FAA FAULTY MODEL FOR MEASUREMENT

- **FAA does not measure noise.** FAA “models” noise.
- **Ambient background noise is never measured.**
- **FAA determines both the metric and thresholds of significance.**
- The metric is **DNL (Day-Night Average Sound Level)**, a 24-hour average of noise, measured in decibels.
- Noise must reach a **DNL of 65 decibels** to be considered significant by FAA.
- **Therefore, FAA THRESHOLDS ARE UNATTAINABLE** outside of areas near runways; impossible to achieve in quiet hillside areas where background noise level is very low (around 35dB) and thresholds of significance are **3-1/3 times higher** than in noisier areas.
- The chart shows how many 84.4 dBA events it takes to reach DNL 65: **1,000 aviation events.**



It takes **1,000 LOUD JETS**
to reach FAA threshold of DNL 65



AIRPORT NOISE EXPERTS, FREYTAG & ASSOCIATES

“The ATAC report suggests another case of **strong FAA bias** for the **aircraft manufacturers** and **airlines** over the resident concerns for **quality of life and safety.**”

“The **FAA** clearly regards the public as their enemy by **making it impossible to identify their noise predictions** at any particular location, and **making the absurd, sweeping conclusion that there is no aircraft noise impact at any location in Southern California.** We strongly support the bills by our legislators to mandate the FAA to fairly address aircraft noise.”



Following are future actions for your consideration:

- Request an electronic copy of the ATAC Technical Report with data files in Excel readable format, and a copy of the input file to the NIRS noise modeling.
- Compute the DNL noise increases between 2013 and 2016, and 2013 and 2021 in Santa Monica Mountain areas.
- Provide technical input to legal counsel on the issue of environmental noise assessment.
- Provide additional service as you may recommend.
- Review the last FAR Part 150 noise compatibility report for Burbank Airport.
- Review reports from the Southern San Fernando Valley Airplane Noise Task Force and/or represent the Santa Monica mountains community on the Task Force.

The ATAC report suggests another case of strong FAA bias for the aircraft manufacturers and airlines over the resident concerns for quality of life and safety.

The FAA clearly regards the public as their enemy by making it impossible to identify their noise predictions at any particular location, and making the absurd, sweeping conclusion that there is no aircraft noise impact at any location in Southern California. We strongly support the bills by our legislators to mandate the FAA to fairly address aircraft noise.



AIRPORT NOISE EXPERTS, FREYTAG & ASSOCIATES



- The Environmental Assessment for compliance with the FAA Order only assesses the DNL noise exposure increases for the ‘no-project’ versus ‘project’ alternatives for the 2016 and 2021 years. This assessment should have also addressed the increases for 2016 and 2021 with respect to the 2013 baseline.
- The noise modeling computer program used by ATAC is “Noise Integrated Routing System” (NIRS). ATAC employed an **obsolete noise modeling program** in their assessment. The “Aviation Environmental Design Tool” (AEDT) was established as the FAA standard noise modeling program in YR 2012 (with Version 2b in YR 2014) and should have been used for this YR 2016 assessment.
- It appears that the modeling reflects altitude information provided by the air traffic procedure design, rather than following a standard procedure profile, as is ordinarily done in aviation noise studies. This assumes that aircraft continue climbing to higher altitudes rather than holding at lower altitudes if directed by air traffic control (ATC).
- The **model assumes a newer fleet for 2016 and 2021, retiring older noisier aircraft** and replacing them with newer and quieter ones. This is highly speculative, and greatly biases the data by allowing small noise level improvements to offset substantial increases in traffic volume. That is, a 3-dB decrease in noise emissions computes the same DNL contribution when doubling the number of flights.

The EA should have looked to the **“2013 baseline”** to determine current noise.

The EA **“assumes a newer fleet for 2016 and 2021.”** This is **“highly speculative”** and **“greatly biases the data by allowing small noise level improvements to offset substantial increases in traffic volume.”**



SoCal Metroplex Review by AIRPORT NOISE EXPERTS



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FREYTAG & ASSOCIATES LLC

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“ After reviewing SoCal Metroplex, John C. Freytag of Freytag and Associates, “found the results of this document **failing to meet the FAA noise assessment criteria**, and to intentionally obscure the results.”

The **main shortcomings** of the report are:

- **Failure to use the current FAA mandated noise exposure model (NIRS obsolete),**
- Use of **understated growth** in volume of flights,
- **Intentionally scrambling noise modeling results,**
- **Failure to model flight tracks of the Santa Monica Mountains area, and**
- Failure to apply proper methods for planning and assessing instrument flight procedures.”



NOISE

IS MANY MANY TIMES MORE IMPACTFUL IN TERRAIN

“To make a fair assessment of the noise impact over the Santa Monica Mountains, it is necessary to use supplemental metrics.”

Jack Freytag, Freytag & Assoc., Airport Noise Expert

● Two metrics most appropriate for the Santa Monica Mountains are:

- Time-Above (TA)
- Number-of-Events Above (NA)

● These metrics should be used now in Environmental Assessment for Proposed Procedures (Benedict Hills Settlement).

● FAA **NIRS** method is **obsolete since 2012**.



NOISE

IN QUIET HILLSIDE AREAS

“It is well understood that **noise intrusion into quiet areas** creates a greater noise impact.”

Jack Freytag, Freytag & Assoc., Airport Noise Expert

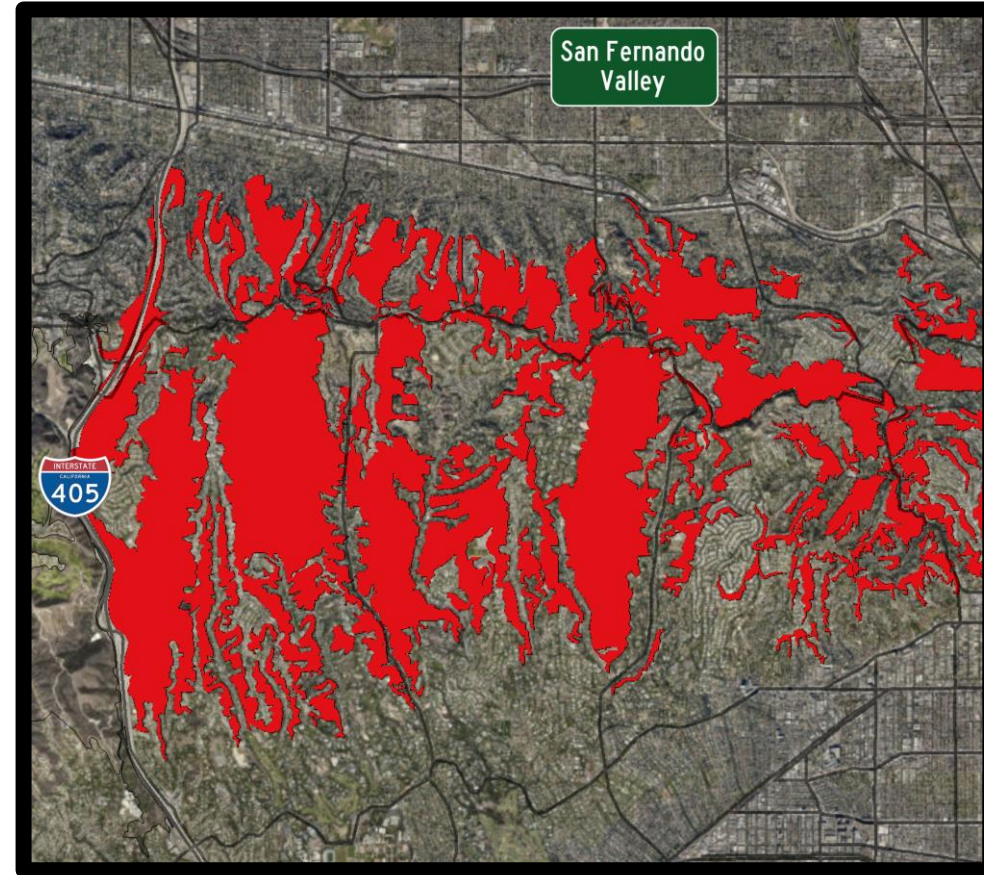
- When a jet is over a **noisy area**, such as a **highway**, or in very **close proximity of an airport** where the sound is ‘expected’, there is **less impact**.
- In a home, miles from an airport, or on a **scenic mountain trail** designed for relief from urban noise, **where jets are not the norm** or expected, the **impact is extreme**.
- “The **level of intrusive noise** is **relative** to background or **ambient noise**.” FAA fails to measure the background noise.



NOISE IMPACTS ON HABITATS

VENTURA BLVD AND VALLEY VISTA FLIGHT PATH NOT THE SOLUTION! PART OF ELEVATED TERRAIN and WILDLIFE HABITAT

- Open space and our **residential properties** are an **extension of the parks wildlife habitat** and are **ESSENTIAL TO CONNECTIVITY** and to support biodiversity.
- **Residential properties** in the hills are an essential part of the **CONNECTIVE TISSUE** that **allows wildlife to move** from protected land to protected land.
- **“WITHOUT CONNECTIVITY**, landscapes may be reduced to pathetic remnants that **sustain few species** and provide little ecological value.”
-E.O. Wilson, biologist, naturalist, author



The area in **red** shows **natural open space habitat** – some is **protected public land, but much is private land.**



NOISE IMPACTS ON PROTECTED PARKLAND

Noise From Jets is a Threat to Wildlife and Biodiversity

The National Park Service **has been monitoring sounds** at hundreds of sites for the **past two decades**

Strategies to **reduce noise** include:

- **Establishing quiet zones** where visitors are encouraged to quietly enjoy protected area surroundings;
- **Confining noise and aligning airplane flight patterns to areas of higher background noise** allows visitors, in protected areas, to still enjoy the sounds of birdsong and wind through the trees.

MORE THAN 100 NOISE STUDIES ON ANIMALS

Researchers have determined that noise “**can change the species composition** of an area, and then of course **lose the function of an ecosystem.**”

Human-caused noise in protected areas **interferes** with visitors’ experience and **alters ecological communities.**



NOISE IMPACTS ON WILDLIFE

Noise From Jets is a Threat to Wildlife and Habitat



Travis Longcore, Ph.D., Conservation Chair

- Per the Los Angeles Audubon society, "the recent **re-routing of jets** flying at low altitudes over the **eastern Santa Monica Mountains** and **San Fernando Valley** are **impacting large areas that are protected for the purpose of species conservation.**"
- These lands ... include State Conservancy land and Santa Monica Mountains National Recreation area, which "represent a **massive investment** in federal, state, and local funds that is being **undermined and wasted through degradation of species habitat through noise.**"



NOISE IMPACTS ON WILDLIFE

LOS ANGELES
AUDUBON



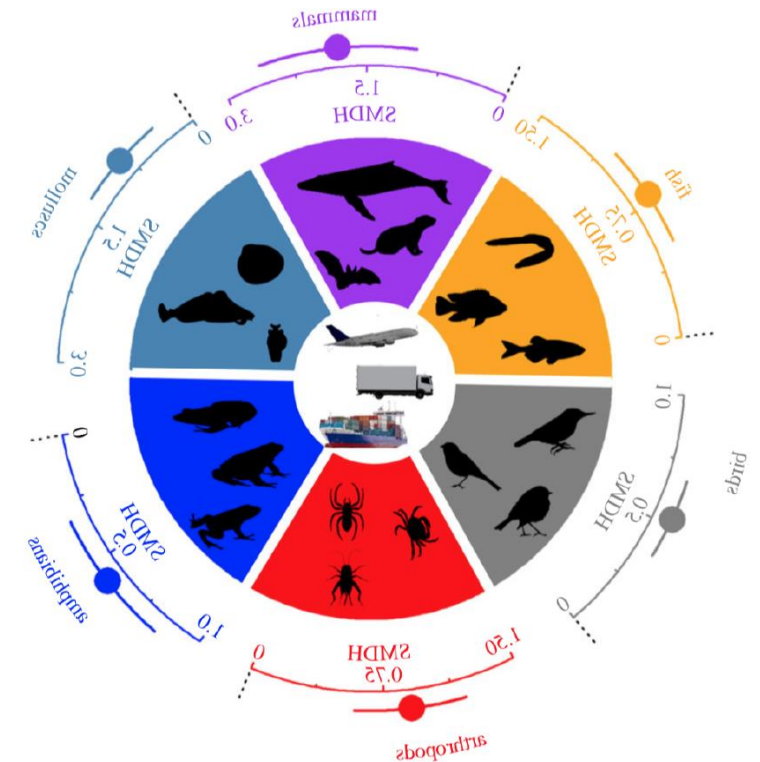
“Wildlife species are more sensitive to noise than humans”

“Scientific studies from 1990 to 2013 show **adverse impact of elevated sound levels** on wildlife to be significant.”

“**All species, including protected species**, that are found in the areas of increased noise will be affected by the noise... and not simply a few species that are highly sensitive.”

“...Studies documented **adverse impacts** on wildlife at **sound levels less than 50 dBA.**”

“On the ground measurements in the eastern Santa Monica Mountains document airplane noise in **excess of 70dBA**, which **is extreme** and causes adverse impacts on wildlife.”



“NOISE CAN DEGRADE HABITAT TO SUCH A DEGREE THAT SENSITIVE SPECIES ARE ELIMINATED.”



NOISE IMPACTS ON WILDLIFE



“Sensitive wildlife species are found in areas affected by increased noise”

Travis Longcore, Ph.D., Conservation Chair

- "The California Natural Diversity Database ... [shows] 43 species of wildlife that are found in these areas that are **most impacted by the increased airplane noise.**"
- “These species include "**sensitive**" and "**watch list**" species that should be considered in an environmental review.”
- “Programmatic changes that increase impacts on these lands **must be subject to environmental review** that allows for **input** and consideration of the concerns of the **agencies that hold and manage these lands in the public trust.**”
- “Impacts from these changed routes **should be analyzed and mitigated** as part of an ER process.”

These wildlife/habitat impacts must be analyzed during the Environmental Assessment of Proposed Procedures/Benedict Hills Settlement.



STATUS UPDATE?

WHEN WILL THE NEW COMMUNITY GET **RELIEF**?

- 2020 begins **YEAR FOUR** under the first ever low, focused flight path!
- The New Community has **PLEADED** with the FAA for **RELIEF** since 2017 with **NO ACTION!**
- **Los Angeles** initiated **LAWSUIT AGAINST FAA** seeking to **correct the southern movement** in flight tracks, that had not been studied, by mandating that **Air Traffic Controllers at BUR direct aircraft to comply with pre-Metroplex flight tracks**. Los Angeles also filed a lawsuit challenging FAA's failure to comply with FOIA requests.



FAA ADMITTED SOUTHERN SHIFT INTO MOUNTAINS, CANYONS, FOOTHILLS, SURROUNDING BASE

HMMH states: “THE TURN OFF THE 210-DEGREE HEADING IS OCCURRING APPROXIMATELY **1NM FURTHER DOWN THE FLIGHT PATH IN 2018 AS COMPARED TO 2010.” NOT .33 NM as FAA contends.**

The community believes 1.5 - 2 NM path movement is more accurate based upon the following:

- Former Executive Director of Burbank Airport, Dan Feger, stated that the path used to be approximately 1 mile north of the 101, therefore the turn off the 210 heading is **even further down the path than the 1NM that HMMH has stated.**
- At the 2nd Task Force meeting, retired commercial pilot who flew out of Burbank in the ‘80’s stated that **most departures did an early turn.** In fact, he “does not know why they can’t go back to early turns and **stay north of the Ventura Freeway.** It would **keep it a lot quieter** especially if you pull back to a quiet EPR (Engine Pressure Ratio).”
- Long-time Burbank residents living near the Airport state that, “for 30 years the planes turned west and north **WAY BEFORE 101.**”
- Massive **Complaint** Increase in **NEW COMMUNITY** after flight path change with SoCal Metroplex:
 - In 2016, prior to Metroplex implementation, **COMPLAINTS FOR THE YEAR TOTALED 580.**
 - Since Metroplex implementation in 2017, **COMPLAINTS ARE OVER 1,500,000.**

GET JETS UP AND OUT OF THE VALLEY



AMPLE EVIDENCE THAT PATH SHIFTED INTO MOUNTAINS, CANYONS, FOOTHILLS, SURROUNDING BASE



“ Hikers ... want to **escape the city** to this **fantastic gift** we have - the Santa Monica Mountains. That peace, tranquility and quiet is being **SHREDDED** by what has happened over the **past couple of years** Planes are zooming overhead **AT OUR ELEVATION AT 1050 ft** -- **SHREDDING** the very purpose that **tens of millions of dollars** were devoted to **create that parkland.** ”

Jim Hardie, Tree People Director of Park Operations

“ [S]ince late 2017... we have noticed a marked increase in the number of jet airplanes flying over our campus ... outdoor classes frequently interrupted ... makes it difficult to hear a speaker, even when their voice is amplified. ”



Ari Engelberg, Head of Communications, Harvard-Westlake School

You have heard **ample evidence** and **passionate testimony** of the **pain this “shift” has inflicted upon the New Community.** The New Community has been telling you about it repeatedly since SoCal Metroplex implementation.

GET JETS UP AND OUT OF THE VALLEY



MAPS ILLUSTRATE FLIGHTS “SHIFTED” OVER **NEW COMMUNITY**



2010 Departures:
Circled area where departures
were prior to Metroplex.
580 COMPLAINTS



2018 Departures:
Circle shows same area north of 101
is now clear of jets.
OVER 1.5M COMPLAINTS

**Images from HMMH Materials*



FAA ADMITTED SOUTHERN SHIFT

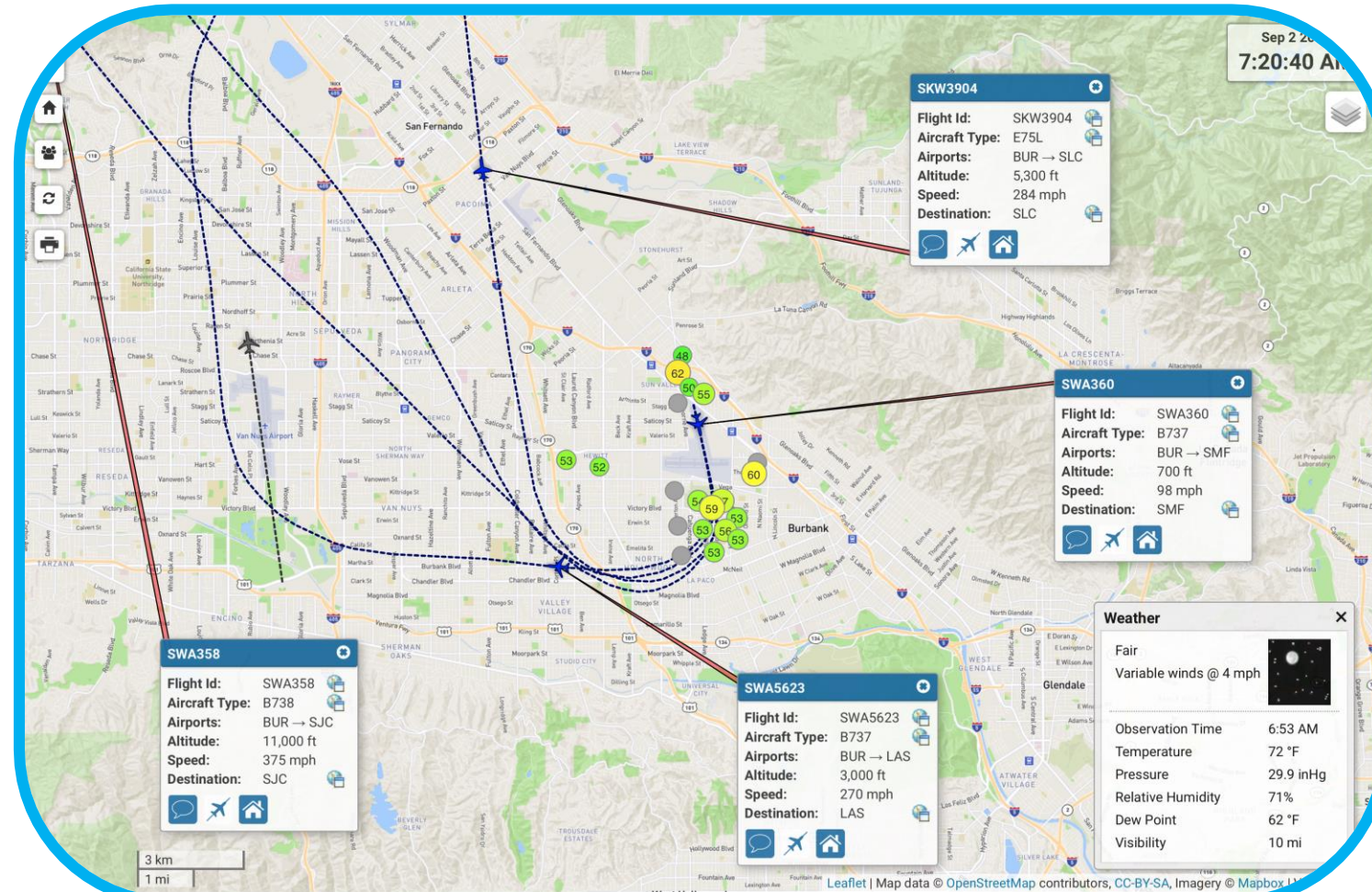
The FAA Must Follow Their Own Policy and **RESTORE** Pre-Metroplex Path

- The **widespread consensus** among our communities and our elected officials is that the FAA must immediately **return the flight path to its original location** - before it was moved without notice or study - increase the rate of climb, and fan out flights, so that no one area receives all the noise.
- **FAA policy** does not allow noise to be shifted over a new community. Restoring previous flight patterns would not represent such a shift.
- In his press conference, **Mr. Feuer** advocated that the **FAA should abide by the law, “return to previous flight patterns”** and "evaluate in an appropriate way, with meaningful public input and scientific analysis, what the **best approach** should be." **“That is not NIMBYism, that is good government.”**
- As shown, **impacts are far worse in terrain.**
- **THE LAW IS CLEAR.** The FAA must **do the right thing** by the New Community and **restore previous flight patterns.**



SCC ENDORSES DAN FEGER'S OPERATION TWIST WHICH CAN BE DONE NOW

Operation
TWIST



9/2/19 – SWA360, 358, 5623 & SKW 3904 – **AWAY** FROM FOOTHILLS AND MOUNTAINS

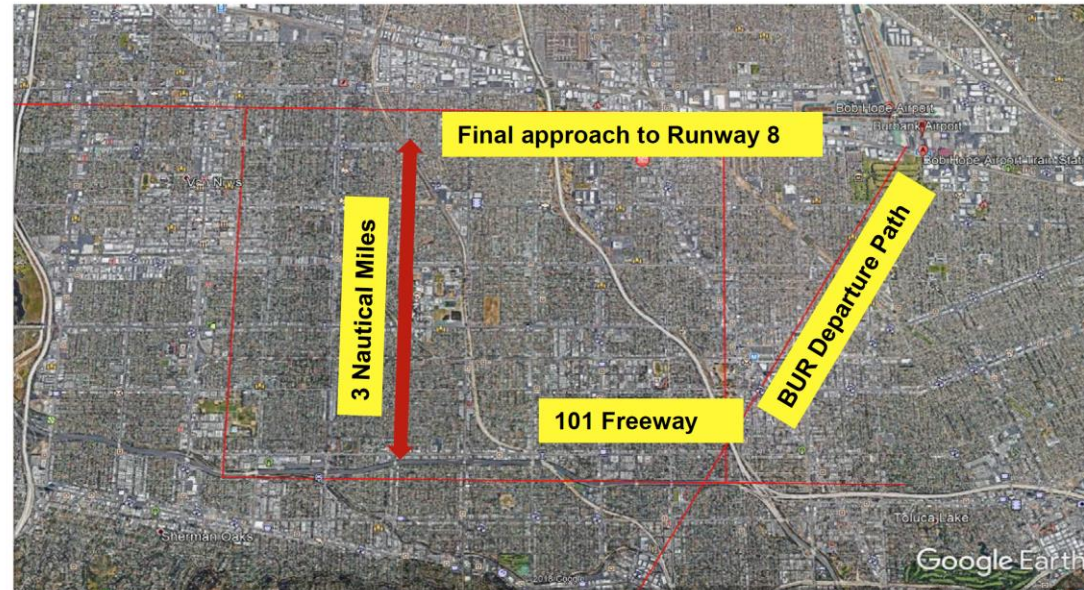


FAA SEPARATIONS STANDARDS

3 nm lateral **OR** 1000 ft vertical

- FAA stated the correct separation standard several times during their presentation: either 3-mile separation laterally **OR** 1000 ft separation vertically.
- However, **1000 ft. Vertical Separation Standard** was absent in the FAA slide depicting Separation Requirements. Vertical Separation Standard could be used in order to **TWIST** flights sooner.
- FAA video clearly showed many BUR departures with no corresponding conflicting arrival on Runway 8 or conflicting departures from VNY, yet the **aircraft still traveled far south into the rising terrain.**
- FAA video clearly showed the **1000 ft Vertical Separation** of VNY and BUR operations from Runway 8 arrivals.

Air Traffic Separation Requirements



- The vast majority of BUR Runway 15 departures must, for safety reasons, fly south of the 101 Freeway before turning west. This has been the case for decades.
- FAA rules require aircraft to be at least three nautical miles apart in the airspace around airports.
- The final approach from the west to BUR Runway 8 is three miles north of the 101 Freeway.
- Therefore, departing aircraft generally must fly south of the 101 Freeway before turning west to remain at least 3 miles away from the BUR Runway 8 arrivals.

MISREPRESENTATION OF STANDARD

FAA SEPARATION STANDARDS

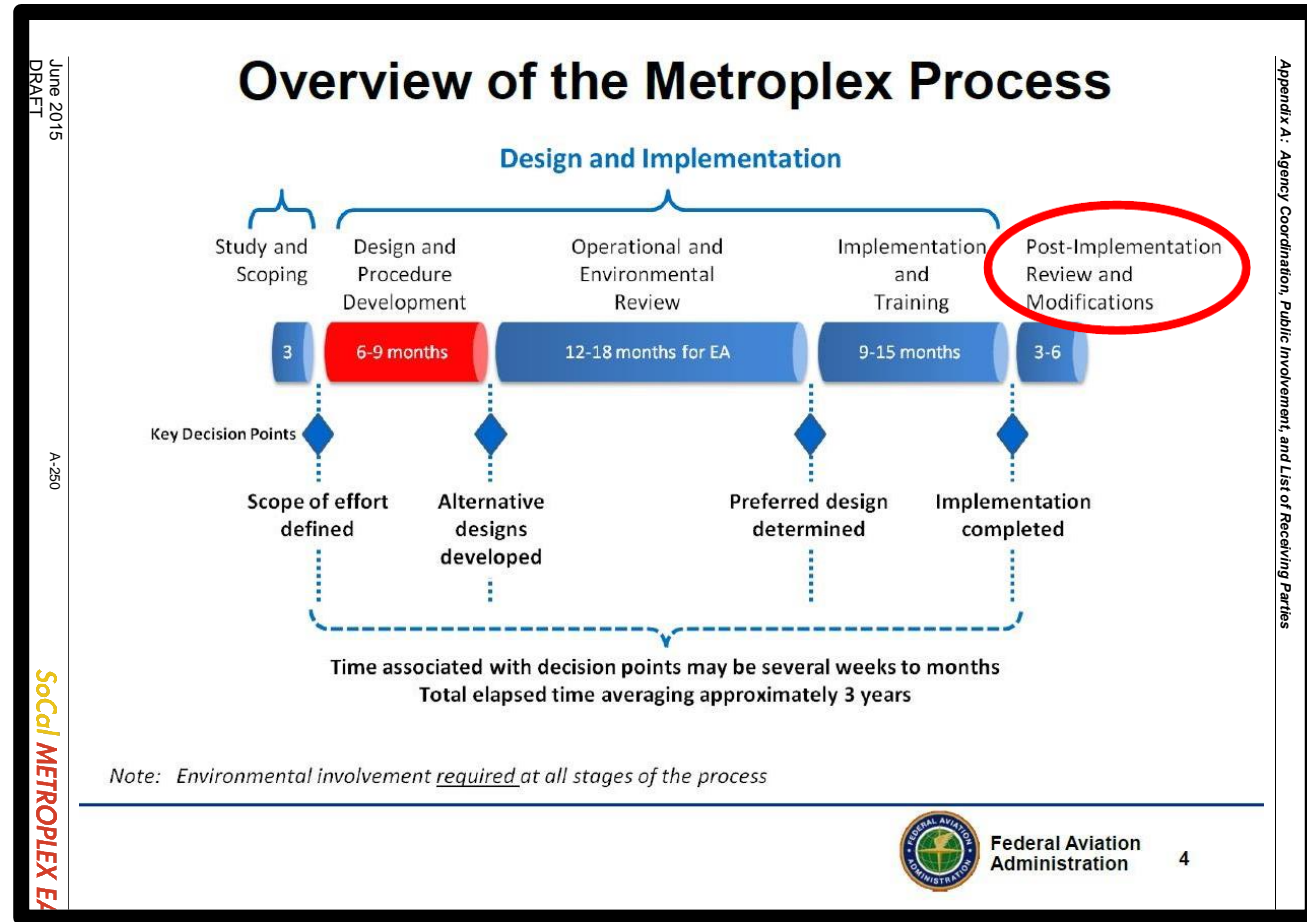
3 NM LATERAL

OR

1000 FT VERTICAL



LAKE ARROWHEAD GOT RELIEF BASED UPON A **POST IMPLEMENTATION STUDY!**



**WHERE IS THE REQUIRED BURBANK AIRPORT
POST IMPLEMENTATION STUDY?**



SAVE COLDWATER CANYON

SUPPORTS THE CONSENSUS OPINION – WE ARE UNITED!



**STUDIO CITY FOR
QUIET SKIES**



MICHAEL N. FEUER
CITY ATTORNEY



UproarLA

Plane Sense in the SFV



OF HILLSIDE AND CANYON ASSOCIATIONS, INC.

www.hillsidefederation.org



**Hollywood
Burbank
Airport**



**CITIZENS FOR
LOS ANGELES
WILDLIFE**



**STUDIO CITY
RESIDENTS ASSOCIATION**
Your Advocate for Studio City



Dan Feger
BUR Former Exec. Dir.



Mountains Recreation &
Conservation Authority



**HARVARD
WESTLAKE
SCHOOL**



HOMEOWNERS OF ENCINO

"Serving the Homeowners of Encino since 1983"

<https://homeownersofencino.wordpress.com/>



NOISE POLLUTION

“THE **THIRD** MOST DANGEROUS POLLUTANT
AFTER AIR AND WATER POLLUTION”
WORLD HEALTH ORGANIZATION

JETS MUST
GET UP AND OUT OF THE VALLEY
AS QUICKLY AS POSSIBLE
FOR ALL COMMUNITIES!



ANY QUESTIONS?

