



# CITY OF CULVER CITY

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July 26, 2017

The Honorable Dianne Feinstein  
United States Senate  
331 Hart Senate Office Building  
Washington, D.C. 20510

The Honorable Kamala Harris  
United States Senate  
112 Hart Senate Office Building  
Washington, D.C. 20510

**Subject: Proposed Amendment to S. 1405 (Federal Aviation Administration Reauthorization Act of 2017) and/or S. 320 (NextGen Accountability Act)**

Dear Senators Feinstein and Harris:

Please join together with other Senators to seek an amendment to S. 1405 (FAA Reauthorization) and/or S. 320 (NextGen Accountability) that is modeled on Senator McCain's amendment to the Defense Authorization Act that was passed into law in December 2016.

Culver City supports Senator McCain's amendment which requires noise mitigation in cases where the Federal Aviation Administration's re-design of flight paths and airspace known as "NextGen" was implemented without environmental review (using a process known as a Categorical Exclusion). The original amendment was aimed at noise and pollution concerns at Phoenix's airport. However, many other communities have been impacted by NextGen. For example, over the past several years, hundreds of Culver City residents have come to City Council meetings, and over a thousand complaints were submitted to the FAA and LAX, regarding serious concerns about current noise and pollution impacts of the aircraft overflights. Recently, 300 residents signed a petition submitted to the City Council, requesting that the Council take legal action against the FAA to protect them against further impacts from the So Cal Metroplex project. Therefore, noise mitigation should be required in all cases of NextGen implementation that result in significant noise problems, not just when implemented without environmental assessment.

We therefore respectfully urge you to work to pass amendments to S. 1405 and/or S. 320 that copy the McCain amendment with one change: the new amendment would require noise mitigation in all cases of NextGen implementation that result in significant noise problems, not just when implemented without environmental assessment (i.e., with a Categorical Exclusion). Such an amendment would create a statutory basis for requiring mitigation, and thereby also a statutory basis for requiring post-implementation studies of the actual impact of NextGen flight paths.