



# Council Agenda Report

To: Mayor Grisanti and Honorable Members of the City Council

Prepared by: Trevor Rusin, Interim City Attorney  
Steve McClary, City Manager

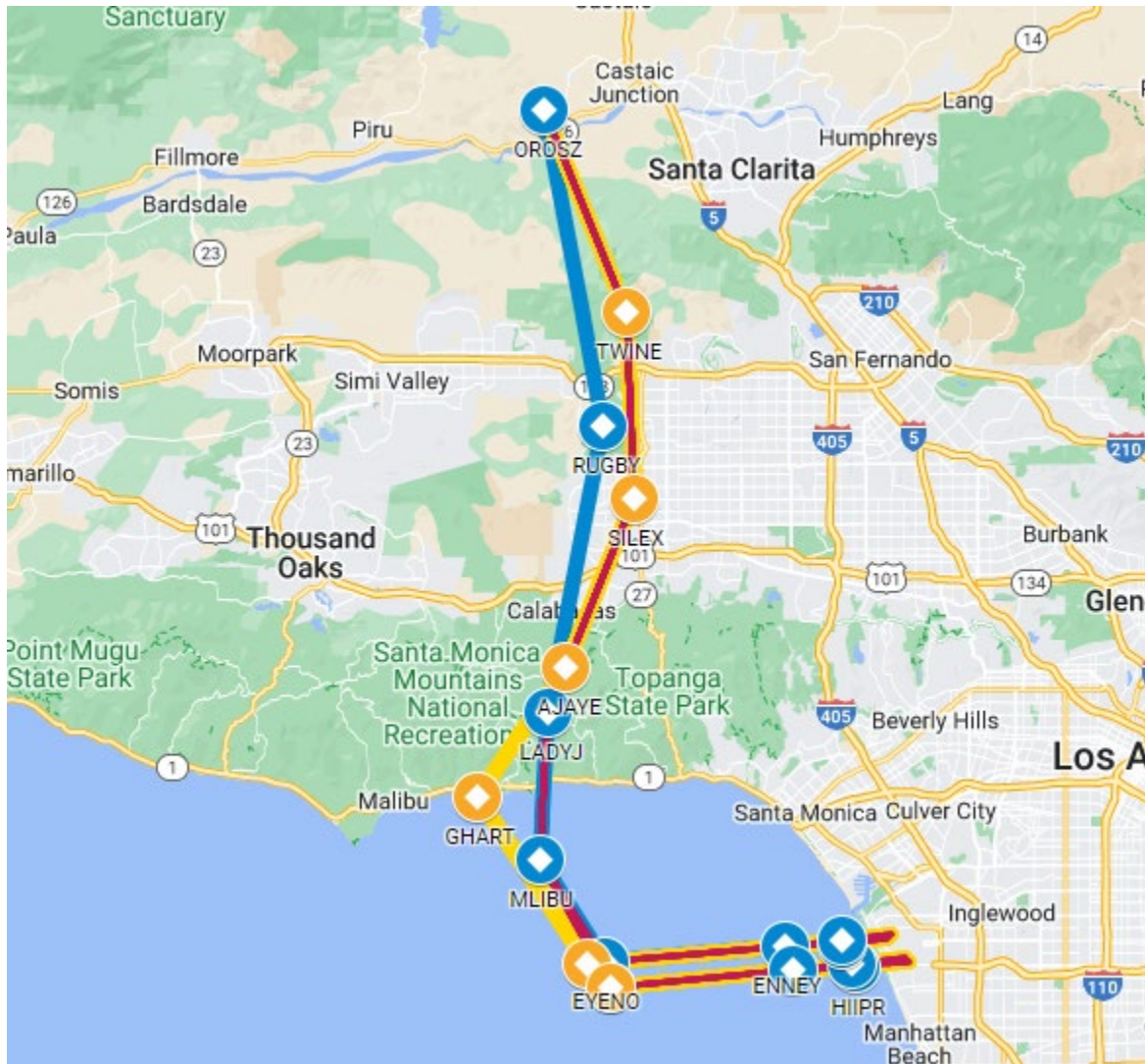
Date prepared: September 8, 2022 Meeting Date: September 12, 2022

Subject: Recommendation of Change to LADYJ Departure Procedure  
from LAX

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**RECOMMENDED ACTION:** Direct staff to inform Los Angeles World Airports (LAWA) that the City supports the implementation of the Option 1 (CASTA Hybrid) departure flight procedure to replace the current LADYJ departure procedure.

**DISCUSSION:** Since the implementation of new flight paths at Los Angeles International Airport (LAX) as part of the Federal Aviation Administration's (FAA) implementation of its NextGen program, the City of Malibu has been subject to a significant increase in aviation noise. The City retained specialized counsel to investigate this increase in noise and draft a petition for rulemaking request to the FAA. While the FAA denied the request, the City's petition provided substantial evidence of the impacts of the new flight paths and generated significant attention to the issue. The FAA is now considering new flight paths, and has asked Los Angeles World Airports (LAWA) to approve a modification to the LADYJ departure procedure. LAWA has reached out to the City of Malibu for input on two alternative procedures as described in their letter of August 31, 2022 (Attachment 1). The alternatives are referred to as Option 1 (CASTA Hybrid) which is depicted in yellow below, and Option 2 (LADYJ Compromise) which is depicted in red below. The current LADYJ route is depicted in blue.



While the LADYJ Compromise procedure generally mirrors the current LADYJ procedure, the CASTA Hybrid procedure is similar to the route that was used before the NextGen changes were implemented and could provide benefits to residents in the City. The CASTA Hybrid, which is supported by Timi Romolini and Quiet Skies Woodland Hills, is meant to replicate the flight tracks that were flown by aircraft using the CASTA flight procedure—the procedure that was replaced by LADYJ when the NextGen program was implemented. The potential benefits of this option include the following:

- (1) Aircraft using this procedure would come ashore around Puerco Beach (as they did when using the old CASTA procedures) whereas aircraft using LADYJ come ashore above the Malibu Pier. Because of the increased distance between the two locations, aircraft using the CASTA route are approximately 1000 feet higher in altitude than those currently using the

LADYJ route. This would result in a smaller noise footprint on the populations located where the aircraft come ashore.

(2) The flight track of the CASTA Hybrid procedure would fly over less populated areas of Malibu or areas that are less noise sensitive.

(3) Because both LADYJ and the IRNMN arrival route cross over the Malibu Pier, implementing the CASTA Hybrid would relieve some of the noise currently experienced by the populations living near the Malibu Pier by moving the crossing point with IRNMN to a point where the aircraft are at higher altitudes and over more sparsely populated areas.

The potential drawbacks of the CASTA Hybrid include:

(1) It would lead to an increase in noise for residents near Puerco Beach although, as mentioned above, the amount of noise would be less than currently experienced by residents under the LADYJ route due to the increase in the altitude at which aircraft will be crossing over. While this change will put the noise where it was before the NextGen program was implemented, it will generate more noise than residents in this area are experiencing now.

(2) It does not consider any changes that may be made to the IRNMN and RYDDR arrival routes, because the changes to these routes have not been made yet. The U.S. Court of Appeals for the Ninth Circuit ruled that the FAA had to re-do the environmental documentation for the IRNMN and RYDDR arrival procedures, and this may result in changes to those flight procedures. This process is on-going, and Malibu is continuing to work to be a part of the conversation. The outcome that would benefit both Malibu and the Los Angeles neighborhoods that convinced the City Attorney Mike Feuer to file the litigation would be to raise the altitude of the aircraft transiting Malibu on the IRNMN and RYDDR flight procedures. This may impact the LADYJ procedure and its altitudes, or the CASTA Hybrid option

Option 2, the LADYJ Compromise, will not achieve any of the above benefits because it generally maintains the same flight track over Malibu as the current LADYJ procedure. Below is a slide showing the CASTA procedure that was used before NEXTGEN was implemented. It should be noted that the CASTA Hybrid procedure is a RNAV procedure which means that the flight tracks would fly consistently closer to the published flight procedure. As can be seen below the old CASTA procedure included a considerable spread of flight tracks—this would be narrowed under the CASTA Hybrid option





**SUMMARY:** While there are benefits and drawbacks to the CASTA Hybrid procedure, it appears that it would present a significant improvement for most Malibu residents and provide some relief for those residents hit hardest by the implementation of the NEXTGEN program.

**ATTACHMENT:**

1. LAWA Letter of August 31, 2022

***Delivered Via Email***

August 31, 2022

Steve McClary  
City Manager  
City of Malibu  
23825 Stuart Ranch Road  
Malibu, CA 90265

LAX

Van Nuys

City of Los Angeles

Eric Garcetti  
Mayor

Board of Airport  
Commissioners

Beatrice C. Hsu  
President

Valeria C. Velasco  
Vice President

Sean O. Burton  
Gabriel L. Eshaghian  
Nicholas P. Roxborough  
Belinda M. Vega  
Karim Webb

Justin Erbacci  
Chief Executive Officer

RE: Proposed Changes to LADYJ Departure Flight Path

Dear Mr. McClary:

Los Angeles World Airports (LAWA) is committed to being a good neighbor and strives to keep stakeholders informed of any potential changes in aircraft operations that may cause residents to notice changes in aircraft flight paths and associated noise. With that objective, we are providing information on proposed changes to a current departure procedure from Los Angeles International Airport (LAX), called the LADYJ (pronounced Lady Jay).

This proposed modification was developed by a community group and supported by the [LAX/Community Noise Roundtable](#) (Roundtable) who submitted the request to the FAA for their consideration. The FAA then conducted a preliminary assessment and presented their findings to the Roundtable ([click here to view presentation](#)), noting the requested change was technically feasible. Before this request proceeds any further, the FAA requires that LAWA approve moving forward with the flight procedure changes. Prior to responding to the FAA on this matter, LAWA is taking this opportunity to inform potentially affected communities regarding the proposed changes and is requesting feedback.

To give you a better idea and understanding of the proposed changes to this LADYJ departure route, LAWA developed an interactive map showing the current and proposed routes that allows users to look up specific addresses and pan/zoom to identify locations in relation to the flight paths. Users can also toggle on/off the routes and waypoints to clearly see the flight paths. Please use the following link to access the interactive Google Maps to review the proposed changes and determine how they may affect your community.

Link to Google Maps: <http://lax.to/ladyj>

As depicted in Google Maps, the current LADYJ departure procedure (blue lines on map) consists of aircraft departing from LAX westbound over the ocean and then turning northbound toward their destinations. Aircraft on this departure route currently fly over several communities including Malibu, Calabasas, Hidden Hills, Woodland Hills, and other locations to the north in the San Fernando Valley. Aircraft on this route are typically at 7,000 feet over the coast and continue to climb to 12,000 feet or higher as they fly over the Valley on their way north.



The Roundtable-proposed modification to the LADYJ departure procedure includes Option 1 (yellow lines) and Option 2 (red lines). Both options involve relocating the northbound segment of this LADYJ departure route as shown on the map. These changes in flight path may result in different communities being exposed to aircraft overflights. Residents in areas under the proposed flight path may experience more flights and/or associated noise, while those outside the flight path may experience less flights and/or associated noise.

After reviewing the information provided herein, please respond to this letter advising us of any feedback or questions that you may have. Your feedback is greatly appreciated as it will provide LAWA with a more comprehensive understanding of the situation from communities potentially affected by the proposed modification and assist LAWA in determining whether or not to ask the FAA to move forward with the proposed modification according to the official FAA process for procedure change implementation. Please feel free to share and discuss this information with other members of your community so they are aware of this proposed modification to the flight path.

Thank you for taking the time to review and provide feedback on this important information. Please consider providing your written response **no later than September 12, 2022**. If you need more time or have any questions regarding this matter, please contact Kathryn Pantoja, Airport Environmental Manager, via email at [kpantoja@lawa.org](mailto:kpantoja@lawa.org) or by phone at (424) 646-6501.

Sincerely,

*Samantha Bricker*

Samantha Bricker  
Chief Sustainability and Revenue Management Officer