

December 17, 2021

Molly Dwyer, Clerk of Court
Office of the Clerk
U.S. Court of Appeals for the Ninth Circuit
P.O. Box 193939
San Francisco, CA 94119-3939

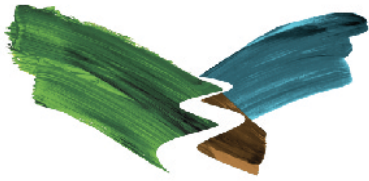
Re: Save Our Skies LA v. Federal Aviation Administration, et al (9th Cir., Case No. 20 -73314) Amicus Letter Per Federal Rules of Appellate Procedure Circuit Rule 29-1.

Dear Chief Judge Sidney R. Thomas and Clerk Molly C. Dwyer,

All parties have consented to the filing of the instant amicus joinder letter at this time. This letter meets the requirements of Federal Rules of Appellate Procedure 29 and the Circuit Court Rules. Please accept this amicus joinder letter.

The Bel Air Hills Association was established in 1952 and is a 501(c)(4) social welfare organization representing over 900 residences and approximately 4000 people. We are dedicated to protecting, promoting and furthering the interests of our residents in the hills of Bel Air in the Santa Monica Mountains.

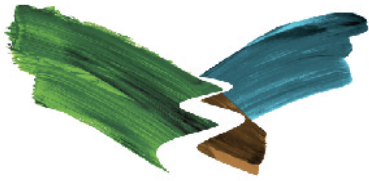
We have heard from residents in the northern portion of our neighborhood which has been most affected by the change that they are greatly distressed by the planes, especially as the titles to their homes say they are not in a flight path, and we are deeply concerned about the impacts on those residents and on animals and plant life in the parks and open spaces.



Our community is located south of Mulholland, east of the 405 and west of Beverly Glen and centered on Roscomare Road. For decades, the area was quiet, and the beautiful natural parks (local, state, and federal) nearby such as Franklin Canyon Park, Upper Stone Canyon, and the Sepulveda Pass Open Space, were a place for all Angelenos to come and enjoy walking the trails throughout the Santa Monica Mountains surrounded by nature without leaving the city.

In early 2017, some BAHA residents began noticing the presence of low flying jet traffic emanating from Burbank Airport (BUR). In or about May of 2018, some BAHA residents began noticing the presence of low flying jet traffic emanating from Van Nuys Airport (VNY). Since that time, the flight patterns out of these two airports appear to have changed significantly from how they have been for many years.

Residents were never notified about the changes prior to their implementation, this despite the possible significant impacts of the flight pattern changes on the communities and environment in the Santa Monica Mountains. The Statement of the Case in the SOSLA opening brief provides a timeline for how new area navigation flight departure procedures SLAPP at BUR and HARYS at VNY came to be implemented at those airports. That timeline corresponds to the residents' reported experiences.



We urge the Court to take action now to stop further destruction of the topography and wildlife of these mountain areas for the benefit of all the people of Los Angeles for whom these parks and open spaces were established decades ago.

Thank you for your consideration.

Sincerely,

s/ Robin Greenberg
President, Bel Air Hills Association