



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Office of Airports  
Los Angeles Airports District Office

777 South Aviation Boulevard  
Suite 150  
El Segundo, CA 90245

August 26, 2019

The Honorable James T. Butts Jr.  
Mayor, City of Inglewood  
One Manchester Boulevard  
Inglewood, CA 90301

**RE: Status of Reuse Plan for City of Inglewood Parcels**

Dear Mayor Butts:

Thank you for your July 17 letter that updates the City of Inglewood's (City's) reuse plan for residential parcels it purchased with Airport Improvement Program (AIP) grant assistance (Noise-Impacted Parcels). The Federal Aviation Administration (FAA) provided AIP grants to the City to increase compatible land-uses with aircraft noise associated with nearby Los Angeles International Airport (LAX), located two miles to the west of the Noise-Impacted Parcels. The Noise-Impacted Parcels are located in or within close proximity to the CNEL 65db contour associated with LAX operations.

These AIP grants required the City to remove residences from the Noise-Impacted Parcels (which the City has done) and to ensure future land-use compatibility with LAX noise impacts. By your letter, the City intends to ensure future compatible land-use of the Noise-Impacted Parcels by developing them for commercial-use and excluding residential uses.

Specifically, the proposed NBA basketball arena project appears to be a compatible land-use for the Noise-Impacted Parcels, per LAX's Part 150 Noise Exposure Map Report Update (Pursuant to Code of Federal Regulations Title 14, Part 150). As you state, the City is preparing environmental analysis and documentation for the proposed basketball arena pursuant to the California Environmental Quality Act (CEQA). As such, important aspects of the proposed project have yet to be finalized, including basic heights and profiles of the facility. The FAA will need this data to make an airspace determination before we can determine specific compatibility with aircraft operations.

Also, the FAA does not support the reintroduction of single-family or multi-family residential uses on the Noise-Impacted Parcels. Such residential redevelopment would increase residents' exposure to aircraft noise, and is inherently inconsistent with the intent of the City's land acquisition/noise mitigation program, approved and funded by the FAA. Moreover, such use may be inconsistent with Grant Assurance #21, Compatible Land Use; and Grant Assurance 31, Disposal of Land.

For some additional information on the redevelopment and disposal of the Noise-Impacted Parcels and the resolution of your associated AIP grant financial obligations, please see FAA guidance on our website at:

[https://www.faa.gov/airports/environmental/policy\\_guidance/media/Noise-Land-Management-Disposal-AIP-Funded-Noise-Development-Land.pdf](https://www.faa.gov/airports/environmental/policy_guidance/media/Noise-Land-Management-Disposal-AIP-Funded-Noise-Development-Land.pdf)

Please note Section 3 (A) 3; Section 4 (B); and Attachment D (3).

If you have any questions, please contact me at 424-405-7266.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Cushing", with a long, sweeping horizontal line extending to the right.

David F. Cushing  
Manager, Los Angeles Airports District Office