
IN THE UNITED STATES COURT OF APPEALS
FOR THE NINTH CIRCUIT

CITY OF LOS ANGELES,
Petitioner

v.

DANIEL K. ELWELL, in his official capacity as Acting Administrator, Federal
Aviation Administration; FEDERAL AVIATION ADMINISTRATION,
Respondent

On petition for review of an action by the
Federal Aviation Administration pursuant to 49 U.S.C. § 46110

PETITION FOR REVIEW

MICHAEL N. FEUER, City Attorney for the City of Los Angeles
DAVID J. MICHAELSON, Chief Assistant City Attorney
RUTH M. KWON, Deputy City Attorney
City Hall East, 200 N. Main Street, Suite 800
Los Angeles, CA 90012
Tel. (213) 978-7100/Fax (213) 978-8312
david.michaelson@lacity.org
ruth.kwon@lacity.org

Counsel for the City of Los Angeles

Pursuant to 49 U.S.C. § 46110, Rule 15(a) of the Federal Rules of Appellate Procedure, and Circuit Rule 15-1, the City of Los Angeles hereby petitions the United States Court of Appeals for the Ninth Circuit Court for review of the following final orders issued by the Federal Aviation Administration (“FAA”):

- (1) FAA’s publication and implementation of its North Downwind approach procedures to the Los Angeles International Airport (“Arrival Routes”) on May 24, 2018. The FAA’s final orders were the final culmination of a series of decisions that are cumulatively documented in schematic drawings of the Arrival Routes attached as Attachments A through C to this Petition:

(A) HUULL TWO ARRIVAL (RNAV), published on May 24, 2018;

(B) IRNMN TWO ARRIVAL (RNAV), published on May 24, 2018;

and

(C) RYDRR TWO ARRIVAL (RNAV), published on May 24, 2018.

- (2) FAA’s decision to restrict public comments regarding FAA flight procedures as set forth in a published disclaimer on FAA’s Instrument Flight Procedures (IFP) Information Gateway website, where FAA publishes flight procedures for review and public comment. FAA’s disclaimer prohibits access to its IFP Gateway site unless the user affirmatively acknowledges that FAA will not consider comments

submitted on the Gateway site relating to environmental impacts of proposed flight procedures. Attached as Attachment D is FAA's IFP Information Gateway disclaimer to parties seeking to submit comments on FAA procedures.

Dated: June 21, 2019

Respectfully submitted,

/s/ David Michaelson

RULE 26.1 DISCLOSURE STATEMENT

Petitioner City of Los Angeles is a municipal corporation, organized under the provisions of the Los Angeles City Charter, and not a “nongovernmental corporate entity.” Therefore, Petitioner is not required to file a corporate disclosure statement pursuant to Federal Rule of Appellate Procedure 26.1(a).

Dated: June 21, 2019.

Respectfully submitted,

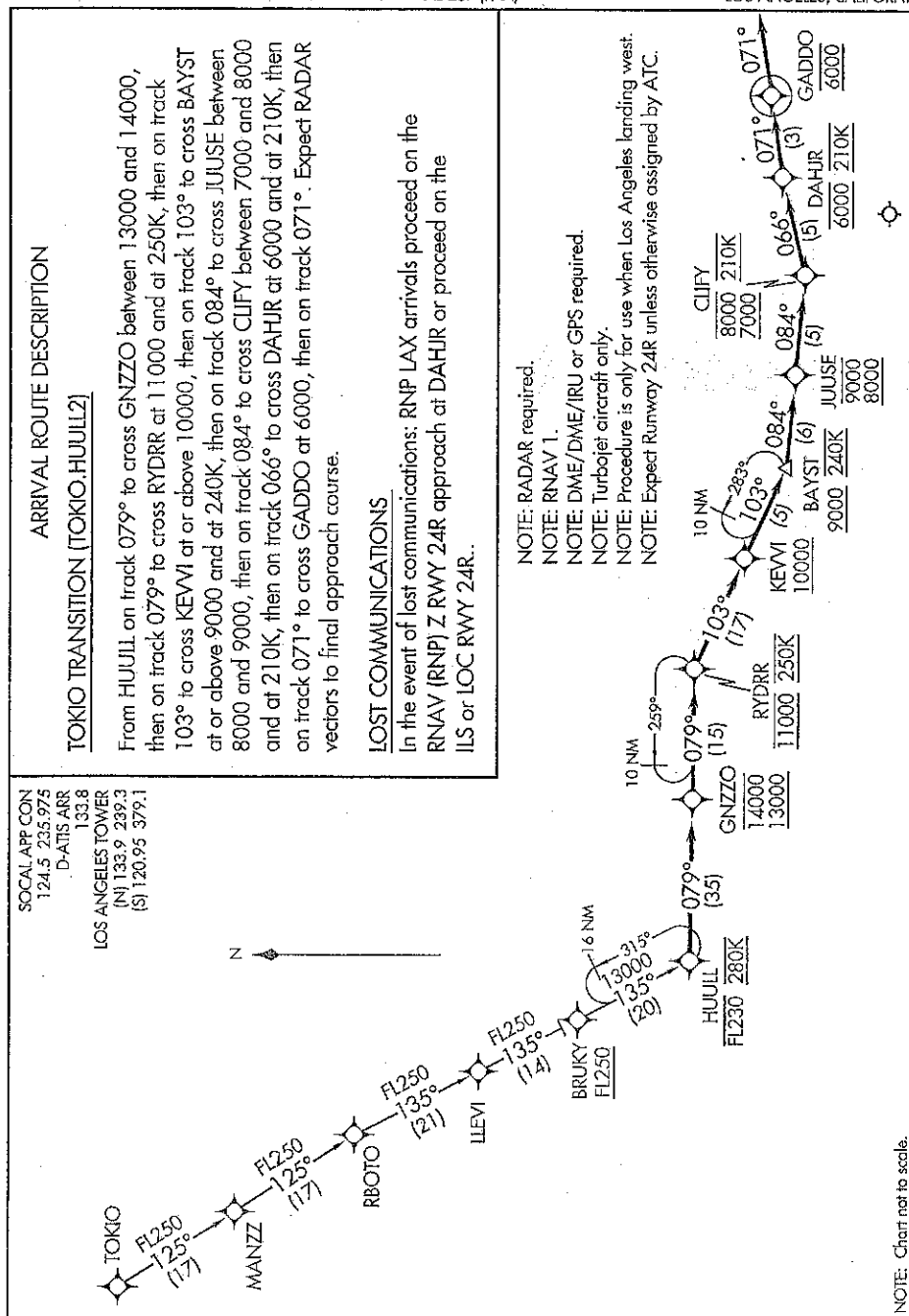
/s / David Michaelson

Attachment A

HUULL TWO ARRIVAL (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



SW-3, 21 JUN 2018 to 19 JUL 2018

HUULL TWO ARRIVAL (RNAV)
(HUULL, HUULL2) 24MAY18

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

Attachment B

IRNMN TWO ARRIVAL (RNAV) Arrival Routes

LOS ANGELES, CALIFORNIA

SOCAL APP CON
124.5 235.975
LOS ANGELES INTL D-ATIS ARR
133.8
JACK NOTHRUP FIELD/HAWTHORNE MUNI ATIS
118.4
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
HAWTHORNE TOWER*
121.1 257.8

IRNMN
16000
12000

SYMON
13000 250K
12000

BAYST
9000 240K

JUUSE
9000
8000

CLIFY
8000 210K
7000

DAHJR
6000 210K

GADDO
6000

LOS ANGELES INTL

JACK NORTHROP FIELD/
HAWTHORNE MUNI

SW-3, 21 JUN 2018 to 19 JUL 2018

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Procedure is only for use when Los Angeles landing west.
NOTE: Expect Rwy 24R unless otherwise assigned by ATC.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING KLAX/KHHR: From IRNMN on track 131° to cross SYMON between 12000 and 13000 and at 250K, then on track 126° to cross BAYST at or above 9000 and at 240K, then on track 084° to cross JUUSE between 8000 and 9000, then on track 084° to cross CLIFY between 7000 and 8000 and at 210K, then on track 066° to cross DAHJR at 6000 and at 210K, then on track 071° to cross GADDO at 6000, then on track 071°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

In the event of lost communications proceed on the RNAV (RNP) Z RWY 24R approach or the ILS or LOC RWY 24R.

IRNMN TWO ARRIVAL (RNAV) Arrival Routes

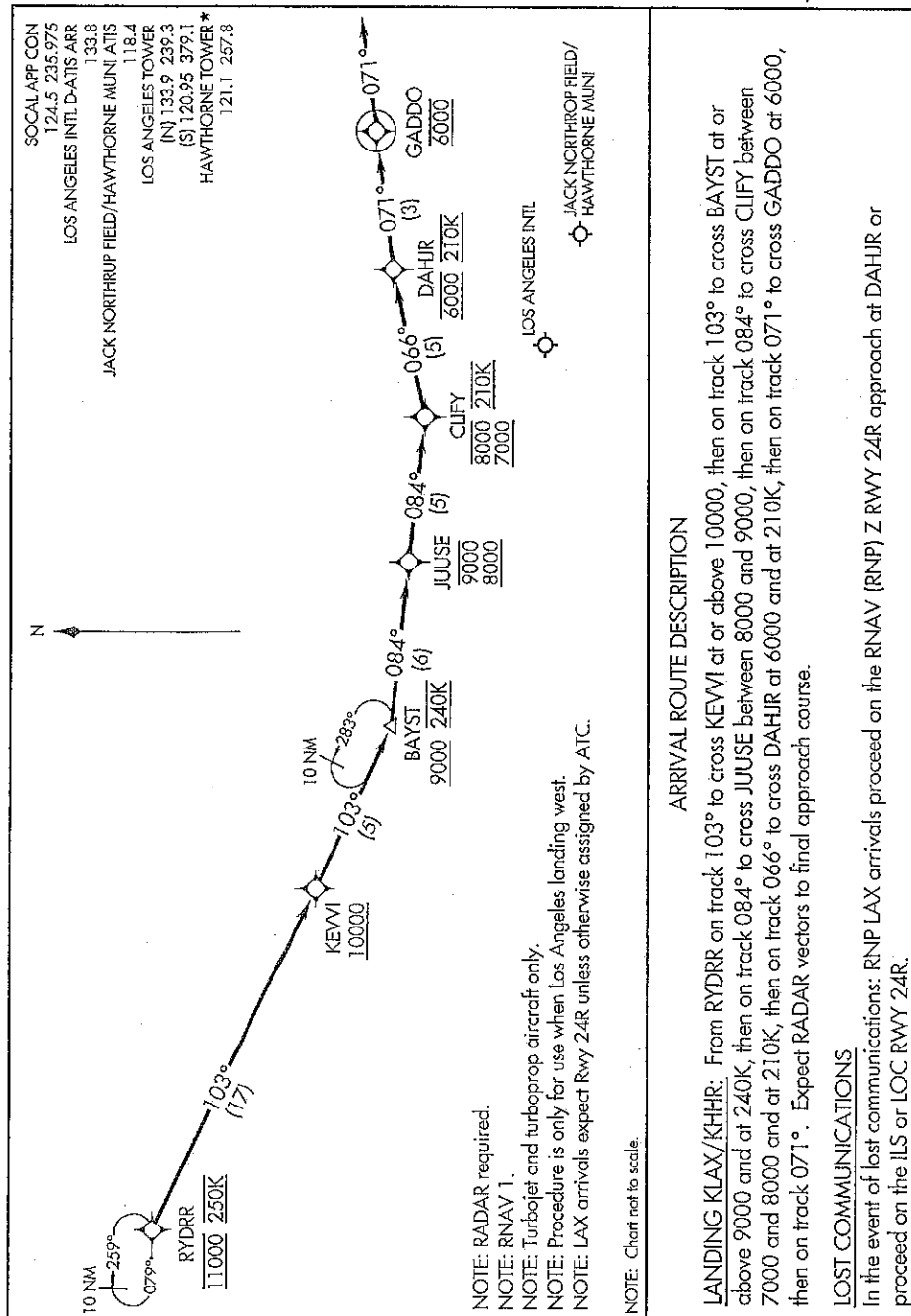
LOS ANGELES, CALIFORNIA

(IRNMN.IRNMN2) 24MAY18

Attachment C

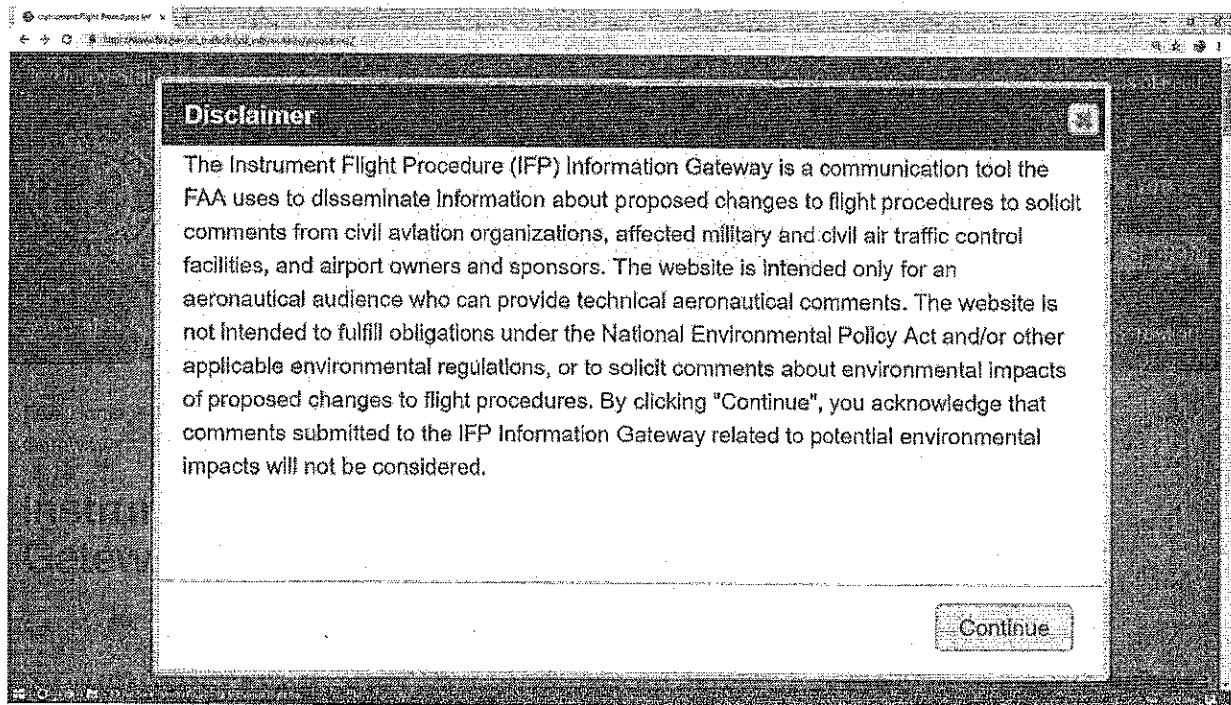
RYDRR TWO ARRIVAL (RNAV) Arrival Routes

LOS ANGELES, CALIFORNIA



Attachment D

https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/



CERTIFICATE OF SERVICE

I hereby certify, in accordance with Federal Rule of Appellate Procedure 15(c), that on June 21, 2019, a true and correct copy of the foregoing was served by certified U.S. mail and electronic mail on the following:

Daniel K. Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591
daniel.elwell@faa.gov

Arjun Garg
Chief Counsel
Office of the Chief Counsel
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591
arjun.garg@faa.gov

James A. Lofton
Assistant Chief Counsel
Office of the Chief Counsel
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591
james.lofton@faa.gov

/s/ Paulette Jones