Appendix I
Airspace Analysis Comment Response for the Los Angeles Aerial Rapid Transit Project

Memo

Prepared for: Los Angeles Aerial Rapid Transit Project Final Environmental Impact Report

Prepared By: VMC, LLC

Date: April 18, 2023

Re: Airspace Analysis Comment Response for the Los Angeles Aerial Rapid Transit Project

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This memorandum responds to the following comment received on the Los Angeles Aerial Rapid Transit Draft EIR:

> *The report on wildfires in the DEIR does not address the impact of the gondola on firefighting – in particular water dropping helicopters. Our neighborhood has frequent brush fires on Radio Hill, especially during the summer. Water dropping helicopters often fly very low over our homes. Would their flight paths be impacted by the gondola over our neighborhood?*

Normal helicopter operations conducted in Visual Flight Rules (VFR) conditions require the pilot to see and avoid obstacles and maintain an altitude of 500 feet above the ground or obstacles in densely populated areas. Firefighting helicopter operations are special. Pilots may be allowed to fly lower than 500 feet above the ground or existing obstacles, but must adhere to the pilot's requirement to see and avoid all obstacles and operate within the limitations of the helicopter performance specifications.

The Radio Hill area has a peak elevation of approximately 540 feet Mean Sea Level (MSL). There are multiple obstacles in the area that a pilot must avoid including trees, poles, antennas and buildings. The critical obstruction on the hill is a large antenna at an elevation of approximately 640 feet MSL.

The proposed Project components are located to the west of Radio Hill along Bishops Road. The height of the compnents ranges from 425 feet MSL near the intersection of North Broadway and Bishops Road (i.e., the Broadway Junction) to 576 feet MSL north of the intersection of SR-110 and Stadium Way (i.e., the Stadium Tower).

Firefighting operations would consider the Project components, which will be marked with red aviation lights and included on navigational charts. However, the flight paths to Radio Hill would not be impeded from any direction as the height of the proposed Project components is lower than the terrain and obstacles on Radio Hill.

In general, as discussed above, helicopter flight paths would not be impeded as a result of the proposed Project because pilots are required to see and avoid all obstacles—which would include the proposed Project— and operate within the limitations of the helicopter performance specifications