



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-1392

1 message

LA City SNow <cityoflaprod@service-now.com>

Fri, Feb 20, 2026 at 10:50 AM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: Clerk.CIS@lacity.org, chase.puskar@losfeliznc.org

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Los Feliz

Name: Chase Puskar

Email: chase.puskar@losfeliznc.org

The Board approved this CIS by a vote of: Yea(17) Nay(4) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 02/17/2026

Type of NC Board Action: Against

Impact Information

Date: 02/20/2026

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-1392

City Planning Number:

Agenda Date:

Item Number:

Summary: The Los Feliz Neighborhood Council opposes the purported findings of the Board of Police Commissioners report, which attempts to justify an additional \$18 million expenditure to purchase additional helicopters for the Los Angeles Police Department (LAPD) Air Support Division (ASD). A recent audit by the LA City Controller found that that for the nearly \$50 million spent annually on LAPD ASD, 61% of flight time was not spent on high priority incidents, instead being used for transportation, routine patrols, and ceremonial flights, including passenger transport for a "Chili Fly-In" and a golf tournament fly-by. On average, two LAPD helicopters are flying 20 hours a day, every day of the year. The carbon

emissions of LAPD ASD alone in a single year equates to over 19 million miles driven by gas-powered passenger cars. The Board of Police Commissioner's report mentions this audit, but fails to mention any of its conclusions regarding waste and abuse in the LAPD ASD. The Board of Police Commissioner's report justifies the use of helicopter patrols by referencing a 1970, LAPD-funded report. The statistical analyses performed in the oft-referenced report lack a meaningful control and instead rely on comparison against a loosely validated "predictive" model to determine effectiveness. The report then makes causal claims about helicopter policing, regardless of the study's lack of a meaningful control. The Board of Police Commissioner's report also fails to consider the impact of confounding variables in the statistical information presented. While the report lists higher suspect apprehension rates for pursuits involving ASD helicopters, the report does not acknowledge that pursuits that request helicopters also likely have higher related resource allocations (more officers and squad cars involved) than pursuits that do not request helicopter support. Causal claims that helicopters increase apprehension rates cannot be made without appropriate controlling for these variab



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-COMMUNITY IMPACT STATEMENT-

Council File: [25-1392](#)

Title: Air Support Division Deployment Model / Los Angeles Police Department

Position: Oppose

Summary:

The Los Feliz Neighborhood Council opposes the purported findings of the Board of Police Commissioners report, which attempts to justify an additional \$18 million expenditure to purchase additional helicopters for the Los Angeles Police Department (LAPD) Air Support Division (ASD).

A recent audit by the LA City Controller found that for the nearly \$50 million spent annually on LAPD ASD, 61% of flight time was not spent on high priority incidents, instead being used for transportation, routine patrols, and ceremonial flights, including passenger transport for a "Chili Fly-In" and a golf tournament fly-by. On average, two LAPD helicopters are flying 20 hours a day, every day of the year. The carbon emissions of LAPD ASD alone in a single year equates to over 19 million miles driven by gas-powered passenger cars. The Board of Police Commissioner's report mentions this audit, but fails to mention any of its conclusions regarding waste and abuse in the LAPD ASD.

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The Board of Police Commissioner's report also fails to consider the impact of confounding variables in the statistical information presented. While the report lists higher suspect apprehension rates for pursuits involving ASD helicopters, the report does not acknowledge that pursuits that request helicopters also likely have higher

related resource allocations (more officers and squad cars involved) than pursuits that do not request helicopter support. Causal claims that helicopters increase apprehension rates cannot be made without appropriate controlling for these variables.

Recent independent analyses indicate that police helicopters have a negligible impact on crime and are cost-ineffective relative to available alternatives (Whitehead, 2002; Steingrimsdóttir, 2024). Additionally, studies have shown that increasing background noise by 4.1 decibels causes a 6.6% increase in the violent crime rate (Hener, 2022). The typical noise level of a helicopters flying at the Los Angeles lower altitude limit of 1000 ft is 78 decibels. This increases to 87 decibels for typical LAPD helicopter operation at 500 ft. The constant disruption of easily-identified, low-flying LAPD helicopters harms public relations at a time when public trust in the LAPD is already strained.

PASSED 17 - 4 - 1