



February 12, 2003

Ms. Lydia H. Kennard, Executive Director
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

Dear Ms Kennard:

I am pleased to report that Los Angeles International Airport/Community Noise Roundtable (Roundtable) is continuing to make progress in addressing those aircraft noise issues that have been identified by our member communities and organizations. Much of our work relies on information developed by the Noise Section of LAWA's Environmental Management Division (EMD), and we are grateful for your continuing support of our efforts.

I am again writing to request your assistance on another of our Work Program items. This one deals with the loud noise disturbance from the overflight of a single jet aircraft during nighttime hours. While initially described by people in the South Bay and Palos Verdes Peninsula as an LAX departure, data collected by LAWA EMD staff found it to actually be FedEx Flight 1808 departing from Long Beach Airport (LGB) to Oakland International Airport. This daily flight departs from LGB between the hours of 9:00 p.m. and 10:00 p.m. in order to beat LGB's departure curfew, and overflies numerous communities as it proceeds toward the ocean before turning north. This flight has resulted in, and continues to generate, numerous complaints to the LAX noise complaint response system.

On this flight, FedEx operates hushkitted Boeing 727-200 (B72Q) aircraft that are certified as Stage 3. According to recent information from Aviation Week, the FedEx fleet has 130 B72Q and 85 Airbus A-300/310 type aircraft. While both the B72Q and the A-300/310 are certified as Stage 3 aircraft, there is a significant difference in their certified departure noise levels. According to FAA Advisory Circular 36-3G, the B72Q noise levels range from 6 to 18 dBA greater than the A300/310, depending on engine and airframe configuration.

Discussions with Mr. Chris Kunze, the Airport Manager of LGB, during the January 22, 2003 Roundtable meeting indicate that this flight causes an even greater noise impact to residents of the City of Long Beach. In addition, efforts by the LGB General Aviation Noise Committee (GANC) to communicate with FedEx management have not been successful.

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On behalf of the Roundtable I am requesting your assistance in contacting senior FedEx management to request that they send a representative of their company to the March Roundtable meeting to discuss this matter. The purpose of the effort will be to request that FedEx substitute a quieter aircraft on that particular flight, explore the possibility of FedEx using a quieter departure profile on that flight, and/or consider the possibility of FedEx initiating a flight path modification that would take advantage of an over-water routing. It is intended that this discussion would include representative(s) of the LGB GANC. The Roundtable has also directed me to contact City of Long Beach Mayor Beverly O'Neill and invite her to attend the Roundtable meeting as well.

Your assistance in this matter will be greatly appreciated. Thank you again for your continuing support of the efforts of the Roundtable.

Yours very truly,



John McTaggart, Chairman
Councilman, City of Rancho Palos Verdes

cc: Chris Kunze, LGB
Roundtable Members