



May 21, 2003

Mr. William C. Withycombe
Regional Administrator
Federal Aviation Administration
Western-Pacific Region
AWP-1
P.O. Box 92007
Los Angeles, CA 90009-2007

Dear Mr. Withycombe:

Again, I want to thank you and your staff for supporting the continuing efforts of the Los Angeles International Airport/Community Noise Roundtable (Roundtable) to evaluate and develop recommendations which address the issue of noise associated with aircraft operations to and from Los Angeles International Airport (LAX).

The subject of this letter concerns the over flight noise problems experienced by residents of the Palos Verdes Peninsula. This subject was originally addressed by the FAA Southern California Task Force and, more recently, by the Roundtable in its Work Program Item III.3.

The Roundtable, through the efforts of our Flight Track Data Subcommittee (FTDS), has reviewed the work done by the Task Force and the changes that were instituted by the FAA. As seen in the following attachments, improvements have occurred:

- **Table 1** – Shows that proportion of south/eastbound turbo-prop departures that over fly the PV Peninsula has been reduced from 51.5% to 37.1%. The Average Daily over flights has been reduced from 60.3 to 29.6.
- **Figure 1** – The altitude for those turbo-prop aircraft that do cross the Peninsula has shown no change.
- **Figure 2** – Most of the southbound flights are off-shore of the Peninsula.

In addition to the improvements that have been achieved, the Roundtable has considered other opportunities for noise reduction that may be good prospects for implementation.

An additional concern was introduced by the public at the Roundtable's Flight Track Data Subcommittee meetings; the over flight of the Peninsula that occurs during LAX Easterly Operations. This is a matter that was not specifically addressed in the Task Force Summary Report. Figure 3 indicates the scope of the concern about noise from aircraft that are at the lower crossing altitudes.

There are several matters that the Roundtable members believe are worthy of your serious consideration:

Turbo-prop Aircraft Offshore Departures

- The Roundtable strongly supports the current FAA efforts to implement the HOLTZ FIVE, OSHNN TWO and POPPR TWO RNAV departure procedures for jets currently assigned LAXX FOUR departures. This would reduce noise by narrowing the flight paths over the ocean, as opposed to the wide band of flight tracks currently seen on the LAXX FOUR departure procedure.
- The Roundtable requests that the FAA consider revising the radar vectors that are used on the OCEANSIDE ONE turbo-prop departure procedure from the 160 Radial to the 170 Radial of the LAX VOR so as to intercept an airspace fix known as "LIMBO". This would increase the offshore distance of turboprops to about one and one-half miles and eliminate the flights that skirt the western coast of the PV Peninsula.

Jet Aircraft Departures During LAX Easterly Operations

The Roundtable requests that the FAA implement procedures that increase the altitude of the aircraft departing LAX to the east that cross over the PV Peninsula prior to their turn to the south, in order to provide for a crossing altitude of at least 10,000 ft. MSL over the PV Peninsula.

The Roundtable will continue to monitor turboprop aircraft departures crossing the PV Peninsula to assure that the trend in the number of average daily over flights continues to decrease, and that the average over flight altitude is maintained or is increased. The Subcommittee's expectation is that the instances of over flights by turbo-prop aircraft will continue to decrease with the increase in the use of regional jet aircraft and the shift in the markets served by the commuter/regional carriers.

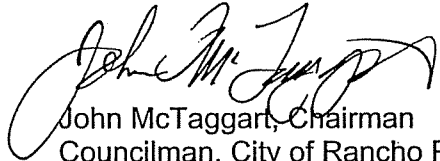
Through the processes used by the Roundtable, an attempt is made to coordinate each recommendation that is proffered with the all of the participating communities, agencies and the airline industry. The intent is to assure that each interested party has had an opportunity to have a voice in any recommendation that is made. It is the Roundtable's policy that it is essential that any effort to affect a reduction in noise impacts must be achieved safely, is effective, will not have needless impacts on the airline industry and will not shift noise from one community to another.

The members of the Roundtable believe that the recommendations contained in this letter can achieve noticeable noise reductions within the constraints of its policies.

Mr. William C. Withycombe
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Thank you for your consideration of this request. Please address your reply to the
LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O.
Box 92216, Los Angeles, CA 90009-2216, Attn. Robert Holden.

Yours very truly,

A handwritten signature in black ink, appearing to read "John McTaggart". The signature is stylized and cursive, with a large initial "J" and "M".

John McTaggart, Chairman
Councilman, City of Rancho Palos Verdes

Attachment

cc: Lydia Kennard, LAWA
John Clancy, FAA
Walter White, FAA
Roundtable Members

TABLE 1 – SOUTHBOUND TURBO PROP DEPARTURES FROM LAX

Time Period	Total Southbound/ East Flights	Peninsula Over Flights		Average Daily Southbound Flights	Average Daily Peninsula Over Flights
		Number	%		
1999 (Jun – Dec)	25,075	12,902	51.5	116.6	60.3
2000 (Aug missing)	33,452	17,693	52.9	99.9	52.8
2001	38,382	16,071	41.9	105.6	44.0
2002	18,192	6,929	38.1	85.8	33.0
2003 (Feb only)	2,234	828	37.1	79.8	29.6

FIGURE 1

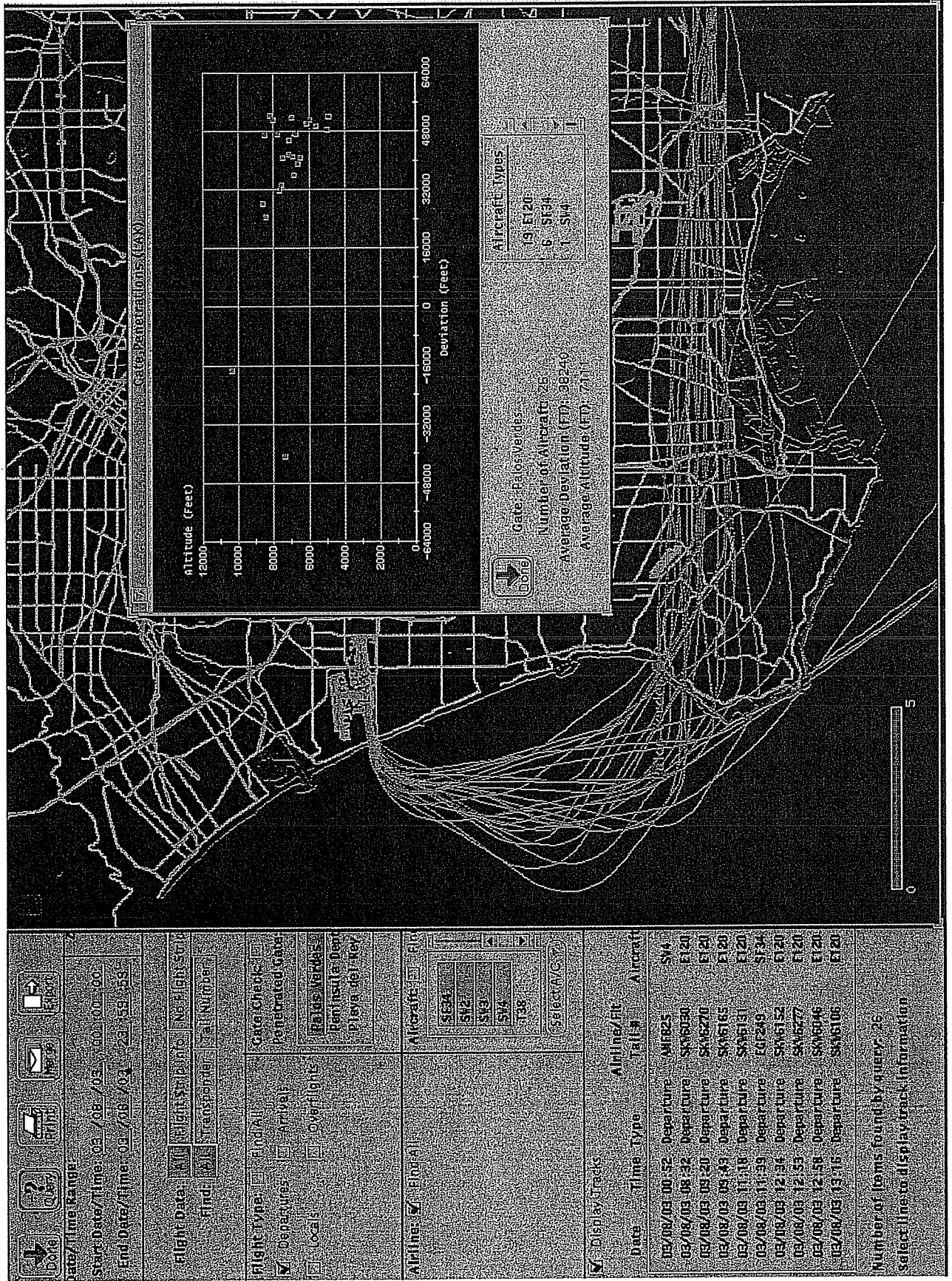


FIGURE 2

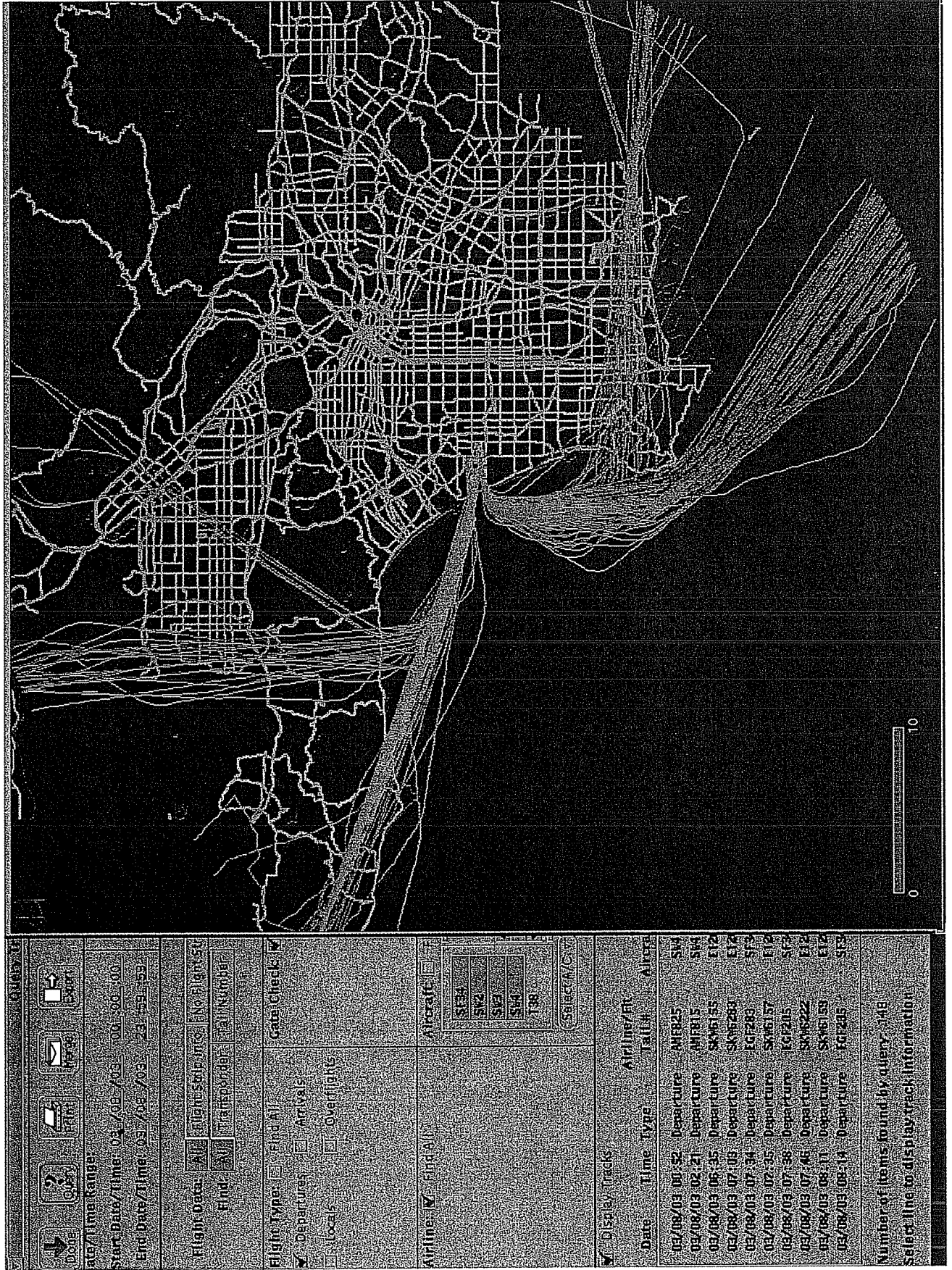
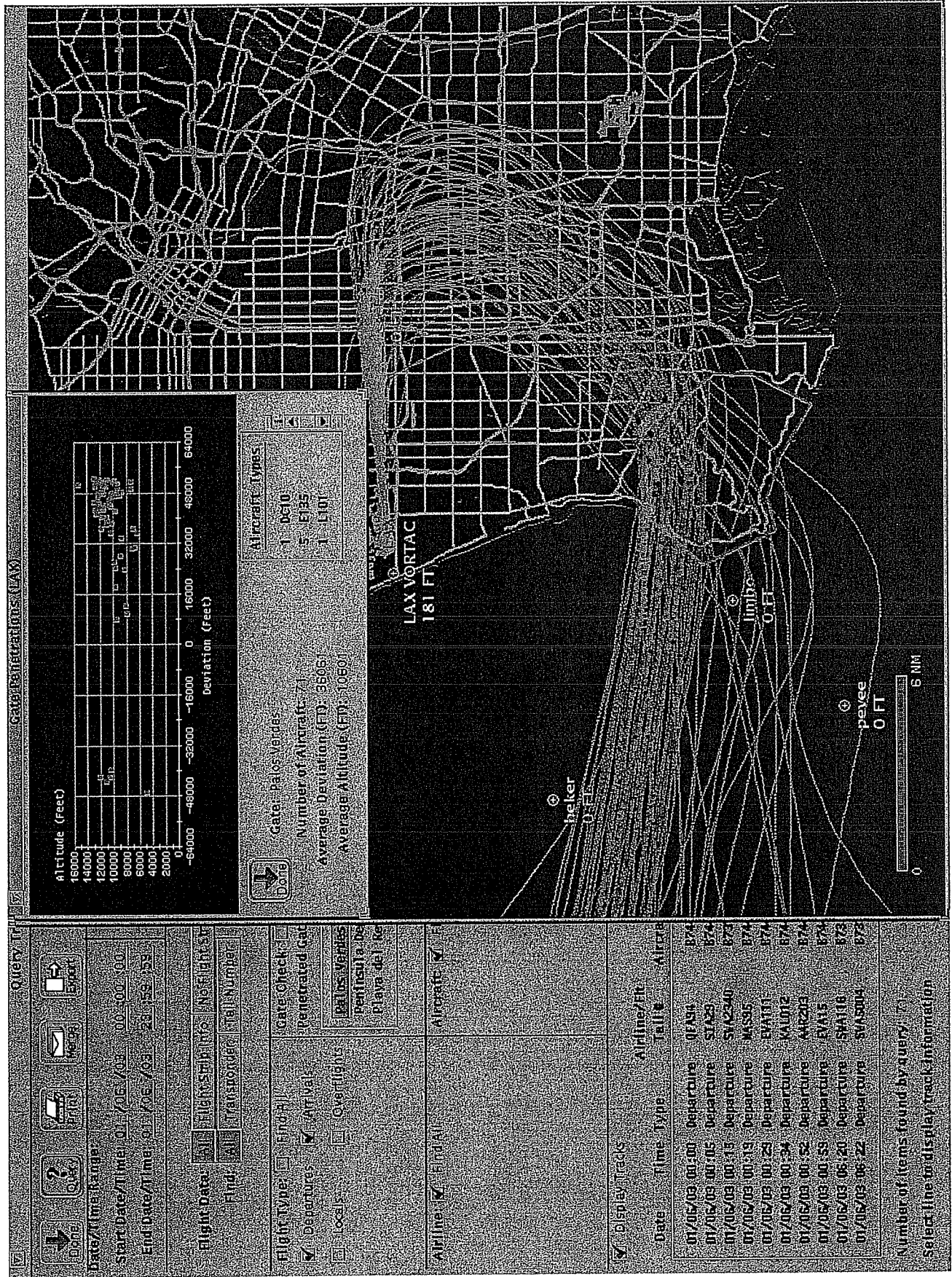


FIGURE 3





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

Western-Pacific Region

P.O. Box 92007
Los Angeles, CA 90009-2007

JUN 16 2003

Mr. Robert Holden
LAX/Community Noise Roundtable
c/o Los Angeles World Airports
1 World Way
P.O. Box 92216
Los Angeles, CA 90009-2216

Dear Mr. Holden:


Thank you for your May 21, 2003 letter, concerning over flight noise problems experienced by residents of the Palos Verdes Peninsula, and for your recognition of our efforts to support the Roundtable in noise mitigation. As you have shown in Table 1 and Figures 1 and 2 of your letter, there have been significant reductions in flights over the Peninsula and no deviation from the agreed upon altitude for those flights that do fly over the Peninsula.

Southern California Terminal Radar Approach Control (SCT) is responsible for the safe movement of traffic over the area of your concern. As you stated, SCT and the aviation industry are pursuing the use of Area Navigation (RNAV) departure procedures from the Los Angeles International Airport (LAX), namely the HOLTZ FIVE, OSHNN TWO, and POPPR TWO. Due to the complexity of the SCT operation, we are gradually implementing these three procedures using an incremental phase-in process. We anticipate that full implementation will be concluded no earlier than August 15, 2003. We will then evaluate any benefits of these departure procedures as they relate to the LAX turboprop departures and your recommended offshore course headings towards the airway fix, LIMBO.

As you know, it is a basic tenet of FAA noise mitigation strategies to avoid moving noise from one community to another. In order to comply with your request to increase the crossing altitudes of aircraft during SCT LAX East operations, we would have to direct aircraft farther east than they currently fly. This would have the resultant effect of over-flying the communities of Downey, Pico Rivera and Whittier, among others, that do not have these over flights now.

I hope that this communication has addressed your concerns. If you have any questions, please contact John Clancy, Air Traffic Division Manager, at (310) 725-6500.

Sincerely,


William C. Withycombe
Regional Administrator