



December 3, 2001

Honorable Senator Dianne Feinstein
331 Hart Senate Office Building
Washington, D.C. 20510

Re: S. 633 – The Aviation Delay Prevention Act

Dear Senator Feinstein:

The Los Angeles International Airport/Community Noise Roundtable (Roundtable) was formed in 2000 as a follow-on to the work of the Federal Aviation Administration's (FAA) Southern California Task Force. It is based on letters of intent from eight cities, selected members of the Los Angeles City Council, Los Angeles World Airports (LAWA), the County of Los Angeles, a State Assemblyman's office, the FAA Western-Pacific Region, the airline industry, several local community groups and two congressional offices. The position adopted by the Roundtable, as stated in this correspondence, is not the official position of the City of Los Angeles or Los Angeles World Airports. The LAX/Community Noise Roundtable is a voluntary and independent body and this position is the opinion of the majority of the membership.

It has come to our attention that S. 633, (Hutchinson R-TX, Rockefeller D-WVA) recently reported out of the Senate Commerce Committee, has some provisions that are relevant to the noise mitigation that the Roundtable is currently working to affect. The bill, as we currently understand it, contains provisions that we deem to be positive and some that we believe to be contrary to our local efforts. It is with the intent of improving the lives of people adversely affected by operations at Los Angeles International Airport (LAX) that we offer our comments to this bill.

First and foremost, the Roundtable members believe the entire concept of removing the decision process on airport expansion from local control is not appropriate. It is our view that the imposition of a decision making process that co-opts local determination and penalizes an airport proprietor for non-compliance with decisions made by others is not acceptable.

As you are aware, the communities surrounding LAX are, for the most part, already developed. Because of this, our primary concern is with the mitigation of existing and future aircraft noise impacts in those communities.

The Roundtable fully supports the establishment of flight track and flight procedures for noise mitigation. The Roundtable members believe that a commitment on the part of the federal government to implement these procedures is a necessary step in providing necessary relief to noise impacted communities.

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While it is important to increase the amount of federal funding for noise mitigation actions, there is a concern that the amount proposed in the bill will not be sufficient to provide the mitigation actions that we foresee as being essential. The Roundtable also believes that the threatened loss of the use of Passenger Facility Charges (PFC) and/or Airport Improvement Program (AIP) grants for noise mitigation programs for a five-year period, in the event an airport fails to initiate any runway expansion project, is contrary to the Roundtable's goal of providing relief from aircraft noise to impacted communities. Noise mitigation programs should also be included in the exemption, as well as airside capacity and safety-related projects, that could continue to remain eligible for the use PFC's and/or AIP Grants.

The Roundtable believes that it is important that the airlines be granted authority to meet and confer to avoid over-scheduling during peak traffic periods, and supports this provision of the bill. The Roundtable believes that it would present the opportunity to reduce the total number of flights while, at the same time, better use existing capacity and avoid unnecessary passenger delays.

While we recognize the concerns regarding airport capacity and the national air transportation system, we believe that local adverse impacts can be overlooked in an accelerated environmental process driven by outside interests. Keeping the decision process on airport capacity issues in the local arena assures impacted communities the opportunity to engage in effective local mitigation actions based on local impacts identified by the citizens. We ask for your support in furthering our positions on this legislation, and thank you for the opportunity to provide these comments. Please keep us informed on your efforts to address our concerns.

Thank you very much for your consideration of this matter.

Yours very truly,



John McTaggart, Chairperson
Mayor Pro Tem, City of Rancho Palos Verdes

cc: Honorable Senator Boxer
Senate Commerce Committee
Honorable Representative Jane Harman
Honorable Representative Maxine Waters
Southern California Congressional Delegation
Roundtable Members
Mr. Gene Mullin, Chairman, San Francisco International Airport/Community Roundtable
Mayor Arlene Mulder, Chairperson, Chicago O'Hare Airport Noise Commission
Mayor Hahn
Supervisor Don Kanabe/Southern California Regional Airport Authority
Secretary Norm Mineta
Administrator Jane Garvey



December 3, 2001

Honorable Senator Barbara Boxer
112 Hart Senate Office Building
Washington, D.C. 20510

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Senator Barbara Boxer

December 4, 2001

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Mayor Pro Tem, City of Rancho Palos Verdes

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