



July 1, 2002

Ms. Lydia Kennard, Executive Director  
c/o Mr. Paul Green, Chief Operating Officer  
Los Angeles World Airports  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Dear Ms Kennard:

I am pleased to forward to you one of the first formal actions taken by the LAX/Community Noise Roundtable. As you know, we have created and adopted a Work Program to guide us in our efforts to reduce noise impacts in the communities impacted by aircraft operations to and from LAX. A high priority Work Program item for the Roundtable is the unusual departures of some jet aircraft to the east when LAX is operating in Over-Ocean Operations, or is operating in Westerly Operations during the hours of 12:00 Midnight to 6:30 AM.

Jet aircraft departures to the east cause very high single event noise intrusions in many communities and impact thousands of people. Because of these impacts, the over-ocean procedure has been developed for the late night hours to avoid unnecessary over flights. It has been noted, however, that during these hours some aircraft depart to the east even though numerous, if not all other departures are using the preferred westerly direction.

With the support from your staff we have been able to review in detail the frequency of the occurrence of these rogue departures, types of aircraft, airlines involved and months and days when these departures occurred. The following are the highlights from the data collected from over ocean operations during this time period:

- There were 92 departures to the east during over ocean operations for the 18-month period from June 2000 through March 2002. During this same period of time, there were over 21,000 departures to the west as preferred by the late-night procedure.
- The data for both 2000 and 2001 averaged about 4 eastern departures per month
- Of the 40 nights when these operations occurred, there were 25 nights when there was at least one departure during the same night
- Of the 40 nights when these operations occurred, there were 15 nights when there were two or more departures on the same date; 10 nights when there were three or more and 4 nights where there were four or more

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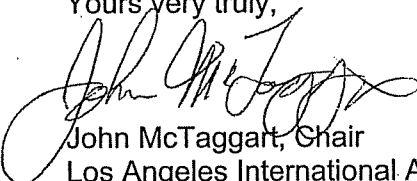
- Over one-half of the eastern departures were flown by four airlines during the 18-month period June 2000 to November 2001: China Airlines (14); Qantas Airlines (10); EVA Airlines (9) and Korean Airlines (8)
- The Boeing 747-400 was the aircraft most frequently used on eastern departures

The Roundtable has reviewed this information and, at their May 8 meeting, took an action to seek your assistance in arranging for representatives from the top four airlines who are creating the problem to meet with the Roundtable members and your staff at the September 11, 2002 Roundtable meeting. This would provide these airlines an opportunity to explain why they are unable to comply with the over ocean operations in the same manner as other airlines. It would be helpful to the Roundtable members to hear suggestions from these representatives on ways in which 100% compliance with the over ocean operations can be achieved.

Beyond the meeting with the four airline representatives, we support any other efforts that you may undertake to address this problem. I understand that you may consider a detailed reporting requirement for variations from the over ocean operations as a way to obtain specific information to assist you in obtaining better compliance. We believe that such an information source would be of help in addressing the issue.

I look forward to receiving your help in this matter.

Yours very truly,



John McTaggart, Chair  
Los Angeles International Airport/Community Roundtable

cc: Roundtable Members