



November 13, 2002

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

Dear Mr. Withycombe:

On behalf of the LAX/Community Noise Roundtable (Roundtable) I want to thank you and your staff for your continuing support of local efforts to address the mitigation of aircraft noise associated with aircraft operations to and from Los Angeles International Airport.

The subject of this letter is the problem of continued overflights being experienced by communities in the Southwest San Gabriel Valley including Monterey Park, Montebello, and other cities. The members of the Roundtable believe that the imposition of large jet aircraft in a low-and-slow configuration over these high-terrain communities located 17 miles from the airport is a noise problem that must be mitigated.

This item follows-up the work of the FAA's Southern California Task Force. The Roundtable, through the efforts of its Flight Track Data Subcommittee, has reviewed the work done in the past with respect to the extended downwind operations that impact these communities. This letter offers suggestions from the Roundtable that are a direct product of the evaluation of data collected with the assistance of FAA and LAWA staff.

#### **SUMMARY OF PREVIOUS ACTIONS**

- In February 1999, the FAA took some actions intended to mitigate this overflight problem. These actions did not modify the approach but were intended to improve controller planning and sequencing.

A before and after "snapshot" taken by Los Angeles World Airports (LAWA) staff indicated a 7 percent reduction of overflights. This analysis was based on 2 weeks of data and did not account for the weather and traffic volume factors that are responsible for these extended downwind arrivals. In contradiction to the before/after snapshot, LAWA's flight tracking program showed an increase in jet aircraft overflights from Aug./Sep. 1998 to Aug./Sep. 1999. This longer-term data analysis suggests that the FAA's Feb. 1999 actions have not mitigated the overflight problem.

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- The City of Monterey Park hired a Consultant to review the overflight problem and to provide recommendations for mitigation. Some of his suggestions are included in the recommendations of this letter.
- LAWA's noise and flight tracking system allows LAWA, the Roundtable and the FAA to monitor the effectiveness of future efforts to mitigate the West San Gabriel Valley Communities overflight issue.

## RECOMMENDATIONS

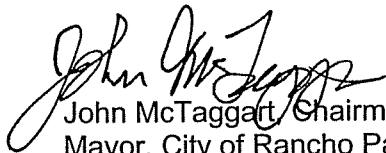
The Roundtable, in its efforts to minimize the noisiest overflights of the west San Gabriel Valley, voted at its November 13, 2002 meeting to request that the FAA, in cooperation with LAWA management:

1. Develop further procedures to sequence flights from the north and west in order to reduce the use of the extended downwind procedure;
2. Investigate the possibility of reversing the altitude separation requirements between the north and south runway pairs so as to increase the altitude of the northern pair;
3. Investigate the possibility of increasing the altitude of the overflights to 4,000 ft MSL, or greater, over the West San Gabriel Valley without the altitude reversal that is requested in No. 2;
4. Investigate the possibility of increasing the use of a crossover by larger jet arrivals to the southern runways when extended downwind operations would be necessary on the northern runways; and
5. Apply speed controls and delays to arrivals from the east and from the north in lieu of extending the downwind arrivals that overfly the San Gabriel Valley.

The members of the Roundtable believe that the recommendations contained in this letter can achieve noticeable noise reductions within the constraints of its policies - that any effort to affect a reduction in noise impacts must be achieved safely, must be effective, and must not shift noise from one community to another.

Thank you very much 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, California, 90009-2216, to the attention of Robert Holden.

Yours very truly,



John McTaggart, Chairman  
Mayor, City of Rancho Palos Verdes

cc: Lydia H. Kennard, LAWA  
FAA Administrator  
John Clancy, FAA  
Roundtable Members