



October 21, 2003

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

Dear Mr. Withycombe:

As Chairman of the LAX/Community Noise Roundtable (Roundtable), I am again writing to ask for your assistance resolving one of our Work Program items. This item deals with the noisy overflight of a single jet aircraft during noise sensitive evening hours. While initially described by people in the South Bay and parts of the Palos Verdes Peninsula as being a departure from LAX, it was found from data collected by the staff of Los Angeles World Airports (LAWA), to actually be FedEx flight 1808 (FDX 1808), a northbound jet departure from the Long Beach Airport (LGB). This daily flight departs from LGB Runway 30 between 9:30 p.m. and 10:00 p.m. using a hushkitted Boeing 727-200 (B722), and over flies numerous residential communities as it proceeds west to the Pacific Ocean before turning to the north to Oakland International Airport (OAK).

With the support of FedEx, the Roundtable was able to arrange for Mr. Mark Hansen and two other representatives of that company to attend our September 10th meeting to provide background information regarding this nighttime departure. Mr. Hansen's presentation broadened our understanding of the FedEx system operations and planning parameters with respect to the markets, equipment utilization and flight scheduling. At the same time, LAWA staff was able to provide information about the flight path and altitudes over the communities under the departure path to Mr. Hansen. Long Beach City representatives were able to provide an insight into noise levels and the contribution that FDX 1808 makes to Long Beach's overall noise budget at LGB.

During the meeting, several concepts were discussed that may offer opportunities for noise reduction as well as possible advantages to FedEx and to the FAA in management of air traffic. Unfortunately, the FAA representative to the Roundtable was unable to attend the September meeting due to official travel. Therefore, I would like to share these concepts with you:

- Work with the FAA to establish an unrestricted climb procedure on northbound and westbound departures from LGB Runway 30 into LAX Class B airspace;
- Develop a RNAV Departure Procedure for LGB Runway 30;
- Review of the takeoff power reduction point to reduce noise; and

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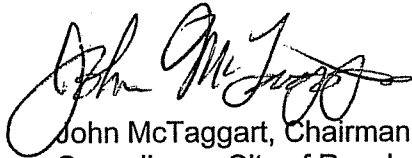
- As load factors increase on the route, substitution of the B722 equipment with newer quieter A-300 aircraft may be possible.

We understand that the application of any one or more of the options that we discussed will not totally remove the noise from the impacted communities during these noise sensitive hours. However, there were several that appear to be an opportunity to significantly reduce the noise impacts emanating from that single aircraft operation when the community ambient noise is at a low level. It is the Roundtable's opinion that this improvement is well worth pursuing.

We appreciate your continued cooperation in pursuing these opportunities for reduction in noise impacts in our communities and look forward to your participation in reviewing and developing those concepts that depend on FAA actions.

Again, thank you for your cooperation in the work of the Roundtable. If you wish to reply, please address correspondence to me c/o LAX/Community Noise Roundtable, P.O. Box 92216, Los Angeles, CA 90009-2216, Attn. Robert Holden.

Yours very truly,



John McTaggart, Chairman
Councilman, City of Rancho Palos Verdes

cc: Mayor Beverly O'Neill, City of Long Beach
Mr. David J. Bronczek, Chief Executive Officer and President, Federal Express
Walter White, FAA
Chris Kunze, LGB
Roundtable Members



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

Western-Pacific Region

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

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The Honorable John McTaggart
Councilman, City of Rancho Palos Verdes
The LAX/Community Noise Roundtable
1 World Way
Los Angeles, CA 90009-2216

Dear Councilman McTaggart:

Thank you for your letter on behalf of the LAX/Community Noise Roundtable regarding the mitigation of aircraft noise associated with aircraft operations from Long Beach Airport.

We will look into this matter and respond to you within 30 days.

Sincerely,

William C. Withycombe
William C. Withycombe
Regional Administrator