



May 13, 2025

Sean Duffy
U.S. Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Request FAA Continued Support of the LAX/Community Noise Roundtable

Dear Mr. Duffy:

The FAA was meeting with both our Roundtable and a supporting technical working group to address impacting issues on over 1.2 million people living under LAX air traffic patterns which have been incomplete and under work for decades. These types of meetings were abruptly ended with us, other Roundtables, and the FAA even cancelled its attendance and presentations at the annual UC Davis Symposium addressing airport noise and environment.

The LAX/Community Noise Roundtable hereby requests Federal Aviation Administration (FAA) personnel to resume attending our meetings and participating in working groups so that we can continue to collaborate on noise issues associated with aircraft operations at Los Angeles International Airport (LAX).

The Roundtable membership consists of local elected officials and staff, representatives of congressional offices, members of recognized community groups, the FAA, the airlines and Los Angeles World Airports (LAWA). During its 25-year existence, the Roundtable has successfully addressed various community concerns through active participation and close collaboration with members of the FAA team. These concerns include easterly departures during late-night hours, "early turns" over residential communities by aircraft departing to the west, departures from outboard Runway 25L, and overflights of communities to the south of LAX. The participation of the FAA has been critical in our ability to develop effective solutions to address these community noise concerns.

The Roundtable was working with members of the FAA in a multi-year effort to address noise issues arising from the concentration of flight paths on the north downwind arrival into LAX that resulted from the FAA's SoCal Metroplex project. Due to the difficulties in addressing this actionable Work Program item, the Roundtable, with the concurrence and support of the FAA, established a Technical Working Group (TWG) to identify possible solutions. The TWG was set up to allow open communications and brainstorming among all members, which includes select Roundtable members, Roundtable Technical Consultant, LAWA staff, an airline representative, and, of most importance, the FAA. This effort has been a difficult process at best. Without the expertise and continued involvement of FAA personnel, it would be impossible for the Roundtable to continue to explore viable options such as the increased use of Established on RNP (EoR) at LAX and other critical work underway in the TWG.


With the passing of the FAA Reauthorization Act of 2024, Congress required the FAA to enhance and improve community collaboration as indicated by the requirements to establish an

Aircraft Noise Advisory Committee (ANAC), which is to include community representatives; and to establish a Community Collaboration Program (CCP), which requires the FAA to brief Congress on the CCP within 2 years of implementing the GAO recommendations related to improving outreach on noise.

The Roundtable and the communities represented would appreciate and benefit from improved collaboration and responsiveness from the FAA as envisioned in the FAA Reauthorization Act of 2024. Many changes to the LAX airfield, substantially increased concentration of aircraft within Southern California skies, and increased housing density near LAX and under flight tracks as much as 20 miles in diameter from LAX, have caused increased demand for the upgrades of the airspace system to be a necessity, not just desirable. At least 1.2 million people remain seriously affected by LAX flights—some areas having sought relief in excess of our 25-year existence. We are not the only communities asking for relief as indicated by the approximately 15 provisions in the FAA Reauthorization Act of 2024 addressing noise from aircraft operations.

Therefore, we urge the FAA to take immediate action to continue providing the necessary personnel to actively participate in our meetings and collaborate with us. The FAA is a very complex matrix organization and, by your proposal to upgrade ATC controls throughout the system, we infer your concerns that the system is currently deficient and certainly inadequate for the anticipated future growth. Your involvement is crucial for us to continue making progress in addressing current and emerging community noise concerns. Delays in addressing these issues will only exacerbate the negative impact on our residents' quality of life.

Sincerely,

A handwritten signature in black ink, appearing to read "Denny Schneider". The signature is fluid and cursive, with a large, stylized "S" at the end.

Denny Schneider
Roundtable Chair