



July 10, 2002

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

Dear Mr. Withycombe:

I would like to first thank you and your staff on behalf of the members of the Los Angeles International Airport/Community Noise Roundtable (Roundtable) for your continuing support of local efforts to address the mitigation of aircraft noise on the communities surrounding LAX. Your initial sponsorship of the Southern California Task Force and more recently your participation with the Roundtable is greatly appreciated.

The Roundtable, through the efforts of their Flight Track Data Subcommittee, has begun to address some of the specific issues identified in the Roundtable's Work Program. This letter contains initial suggestions from the Roundtable that are a direct product of the evaluation of information collected and analyzed with the assistance of your staff and the staff of Los Angeles World Airports (LAWA). This information has been extremely useful in defining, in a more precise manner, the general description of problems perceived by residents of the communities impacted by the noise from LAX operations.

The Subcommittee and the Roundtable have had the advantage in their deliberations of focusing on the opportunities that are most likely to result in noise impact reductions and offer a good opportunity of being implemented. It is the opinion of the Roundtable members that the suggestions that follow are worthy of your serious consideration and approval.

Work Program Item III.1 – Overflight by aircraft executing a missed approach

Problem Definition:

This subject was introduced by the City of El Segundo. However, observations by LAWA staff and information obtained from FAA staff indicates that the overflight also can occur over communities further to the south and east if the approach is aborted with a climb out procedure prior to reaching LAX.

Findings:

The Subcommittee learned that there are actually two conditions that are described as a "missed approach" to Runway 25L. The most familiar is the FAA's published procedure that states "Climb to 800 feet then climbing left turn via 190° heading and LAX VOR R-210..." Depending on where the missed approach is initiated, this procedure may or may not result in an overflight of the City of El Segundo.

The second condition is a climb out procedure used by the air traffic controllers when conflicting traffic requires that an arriving aircraft be directed to initiate a go-around east of the airport. On the occasions when this occurs, low-flying, large aircraft can appear over communities east and south of LAX that are not normally exposed to overflights.

Recommendations:

It is recommended the FAA staff review these procedures with the objective of:

- Minimizing the need to affect missed approaches; and
- When it is necessary to use the procedure, that runway headings be maintained until aircraft can be safely turned off shore and return over residential areas at a much higher altitude.

Work Program Item III.4 – The use of the Loop Departure with low flights back over the coast

Problem Definition:

Variations in the flight tracks when the LOOP TWO Instrument Departure is flown can place aircraft parallel to the coast, and also has them crossing the coastline significantly south of the LAX VOR. These result in aircraft flying over the beach communities and creating noise disturbances from Redondo Beach to El Segundo.

Findings:

Radar tracking prepared by LAWA staff substantiates this problem. Information presented by the FAA TRACON staff suggests that newly emerging RNAV capabilities using GPS technology offer a solution to this problem. Equipment onboard the newer aircraft provides a means of precisely defining the loop routing. In doing this, aircraft would be return back over land on a course that crosses the coastline at LAX and at an altitude of 10,000 feet or above. About 80% of the aircraft using LAX have the capability of using this technology. A RNAV procedure can be accomplished as an overlay to the existing procedure with a minimum of effort.

Recommendations:

It is recommended that the FAA staff establish a high priority to the preparation of a RNAV procedure as an overlay to the existing LOOP TWO departure. This overlay should provide a flight track that brings aircraft back over the coastline at the LAX VOR and at an altitude of at least 10,000 feet and reducing the noise to the beach communities.

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Work Program Item III.5 – The BASET TWO and REEDR THREE arrival procedures put arrivals to Runways 06 and 07 over Hermosa Beach

Problem Definition:

During east wind conditions and over-ocean operations, large jet aircraft over fly beach communities causing noise impacts, particularly during late night/early morning hours.

Findings:

Arrivals from the east are directed to an intersection point 8 nautical miles (nm) east of the southern runways at LAX called REEDR. At this point the aircraft are to be at an altitude of 8,000 feet. From REEDR, the aircraft are to descend to an altitude of 6,000 feet a point about 2 nm off shore of Hermosa Beach.

If the crossing altitude could be increased at REEDR, it would significantly decrease the noise levels in the beach communities. Two factors would cause the decrease in noise levels. The first would be the increased in altitude. The second factor is the more important and is the power reduction required to descend from the higher altitude.

Recommendations:

It is recommended that the FAA staff review the feasibility of increasing the crossing altitude at the REEDR intersection from 8,000 feet to 10,000 feet or higher. From REEDR, the aircraft should descend to an altitude of 8,000 feet a point about 2 nm off shore of Hermosa Beach.

Through the processes used by the Roundtable, an attempt is made to coordinate each recommendation that is made with the all of the participating communities, agencies and the airline industry. The intent is to assure that each interested party has had an opportunity to have a voice in any recommendation that is made. It is the Roundtable's policy that it is essential that any effort to affect a reduction in noise impacts must be achieved safely, is effective, will not have needless impacts on the airline industry and will not simply shift noise from one community to another.

The members of the Roundtable believe that the recommendations contained in this letter can achieve noticeable noise reductions within the constraints of its policies.

Thank you very much for your consideration of this request.

Yours very truly,

ORIGINAL SIGNED BY ROUNDTABLE CHAIRMAN

John McTaggart, Chairman
Mayor, City of Rancho Palos Verdes

Cc: Jane Garvey
John Clancy



U.S. Department
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AUG 07 2002

John McTaggart, Chairman
LAX/Community Noise Roundtable
ATTN: Robert Holden
Los Angeles World Airports
1 World Way
P.O. Box 92216
Los Angeles, CA 90009-2216

Dear Mr. McTaggart:

Thank you for your letter dated July 10, 2002, in which the LAX/Community Noise Roundtable makes suggestions for several procedural changes for aircraft arriving and departing LAX.

We will evaluate these suggestions and reply to you, within 45 days. We look forward to our continued involvement in mitigating noise issues.

In the meantime, if you have any questions, please contact K. Dale Raulston, Procedures Specialist, at (310) 725-6555.

Sincerely,

William C. Withycombe
William C. Withycombe
Regional Administrator

