



May 8, 2013

Senator Jay Rockefeller, Chairman
Senate Committee on Commerce, Science, and Transportation
531 Hart Senate Office Building
Washington, DC 20510-4802

Re: S. 208 - Los Angeles Residential Helicopter Noise Relief Act of 2013

Dear Senator Rockefeller:

The Los Angeles International Airport/Community Noise Roundtable (Roundtable) is a voluntary and independent body that consists of membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the Federal Aviation Administration (FAA), the airlines, and Los Angeles World Airports. These parties work together to identify noise issues that affect the communities surrounding Los Angeles International Airport (LAX) and to seek feasible solutions to reduce noise over those affected communities.

Noise stemming from helicopter operations adversely affects the daily lives of many people residing in Los Angeles County due to a high level of helicopter activity in the area engaging in various flight operations. The FAA has not established any stringent flight route or minimum altitude requirements for these aircraft. As a result, helicopters can operate at low altitudes and hover over residential areas for extended periods of time which causes noise disturbances and constitutes a major negative impact on the quality of life for these residential communities.

In January 2012, our organization sent a letter to your committee to express support for the previous version of the Los Angeles Residential Helicopter Noise Relief Act (S. 2019). The intent of this legislation is to direct the FAA to establish specific regulations pertaining to helicopters operating in Los Angeles County that would regulate flight paths and altitudes for helicopters. The proposed restrictions would provide residents with the much needed noise relief from helicopter operations.

The Roundtable understands the previous legislation did not pass, but also recognizes the additional efforts made by members of Congress to request the FAA to conduct a study on the helicopter noise issue. As part of this process, the FAA held several public meetings in 2012 to obtain input from stakeholders and local communities to gain a better understanding of the issue. The FAA will then evaluate options that can reduce helicopter noise while maintaining the requirements of helicopter operations. The FAA is planning to report back to Congress in May 2013 with the results of this study.

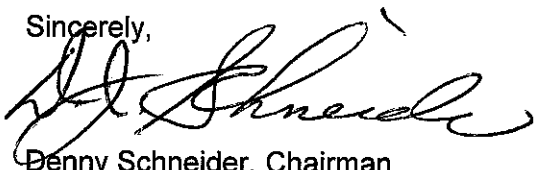
The study would lay the necessary groundwork for FAA to implement regulations for helicopters. As such, we believe that this is the opportune time for legislators to reconsider the Los Angeles Residential Helicopter Noise Relief Act as it would require the FAA to set regulations governing how helicopters operate in Los Angeles County in a manner that would result in noise reduction for residential areas.

The absence of effective regulations to govern helicopter operations allows helicopter pilots to fly over residential neighborhoods using any route they choose, thereby causing disruption to conversations, sleep cycles, and other common activities. As there are no minimum altitude requirements for these types of aircraft, they can fly very low and hover at a stationary spot for a long period of time. All these flight activities cause noise disturbances to residential communities. For these reasons, the Roundtable supports S. 208 - Los Angeles Residential Helicopter Noise Relief Act of 2013. As this legislation has been reintroduced and referred to the Senate Committee on Commerce, Science, and Transportation for further consideration, we urge the committee members to provide a favorable recommendation on this bill to allow it to move forward in the legislative process.

Thank you for your consideration of this request. The position stated in this letter is the opinion of the majority of the Roundtable's membership and not the official position of the Federal Aviation Administration, the City of Los Angeles, or Los Angeles World Airports.

Please address your reply, if any, to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

Sincerely,



Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Committee Members
Senator Dianne Feinstein
Senator Barbara Boxer
Congressman Adam Schiff
Congressman Brad Sherman
Congressman Henry A. Waxman
Congresswoman Janice Hahn
Congressman Tony Cardenas
Congresswoman Maxine Waters
Congresswoman Karen Bass



May 8, 2013

Congressman Frank A. LoBiondo, Chairman
House Subcommittee on Aviation
2251 Rayburn HOB
Washington, DC 20515

Re: H.R. 456 - Los Angeles Residential Helicopter Noise Relief Act of 2013

Dear Congressman LoBiondo:

The Los Angeles International Airport/Community Noise Roundtable (Roundtable) is a voluntary and independent body that consists of membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the Federal Aviation Administration (FAA), the airlines, and Los Angeles World Airports. These parties work together to identify noise issues that affect the communities surrounding Los Angeles International Airport (LAX) and to seek feasible solutions to reduce noise over those affected communities.

Noise stemming from helicopter operations adversely affects the daily lives of many people residing in Los Angeles County due to a high level of helicopter activity in the area engaging in various flight operations. The FAA has not established any stringent flight route or minimum altitude requirements for these aircraft. As a result, helicopters can operate at low altitudes and hover over residential areas for extended periods of time which causes noise disturbances and constitutes a major negative impact on the quality of life for these residential communities.

In January 2012, our organization sent a letter to your committee to express support for the previous version of the Los Angeles Residential Helicopter Noise Relief Act (H.R. 2677). The intent of this legislation is to direct the FAA to establish specific regulations pertaining to helicopters operating in Los Angeles County that would regulate flight paths and altitudes for helicopters. The proposed restrictions would provide residents with the much needed noise relief from helicopter operations.

The Roundtable understands the previous legislation did not pass, but also recognizes the additional efforts made by members of Congress to request the FAA to conduct a study on the helicopter noise issue. As part of this process, the FAA held several public meetings in 2012 to obtain input from stakeholders and local communities to gain a better understanding of the issue. The FAA will then evaluate options that can reduce helicopter noise while maintaining the requirements of helicopter operations. The FAA is planning to report back to Congress in May 2013 with the results of this study.

The study would lay the necessary groundwork for FAA to implement regulations for helicopters. As such, we believe that this is the opportune time for legislators to reconsider the Los Angeles Residential Helicopter Noise Relief Act as it would require the FAA to set regulations governing how helicopters operate in Los Angeles County in a manner that would result in noise reduction for residential areas.

The absence of effective regulations to govern helicopter operations allows helicopter pilots to fly over residential neighborhoods using any route they choose, thereby causing disruption to conversations, sleep cycles, and other common activities. As there are no minimum altitude requirements for these types of aircraft, they can fly very low and hover at a stationary spot for a long period of time. All these flight activities cause noise disturbances to residential communities. For these reasons, the Roundtable supports H.R. 456 - Los Angeles Residential Helicopter Noise Relief Act of 2013. As this legislation has been reintroduced and referred to the House Subcommittee on Aviation for further consideration, we urge the subcommittee members to provide a favorable recommendation on this bill to allow it to move forward in the legislative process.

Thank you for your consideration of this request. The position stated in this letter is the opinion of the majority of the Roundtable's membership and not the official position of the Federal Aviation Administration, the City of Los Angeles, or Los Angeles World Airports.

Please address your reply, if any, to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

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