



Los Angeles World Airports

July 19, 2002

Ms. Kitty Ruoh-Chi Yen, President
EVA Airways Corp.
16th Floor, 376 Hsin-nan Rd. Sec. 1 Luchu
Taoyuan Hsien, Taiwan, R.O.C.

Dear Ms Yen:

LAX
Ontario
Van Nuys
Palmdale
City of Los Angeles
James K. Hahn
Mayor
Board of Airport
Commissioners
Theodore Stein, Jr.
President
Warren W. Valdry
Vice President
Eileen N. Levine
Cheryl K. Petersen
Armando Vergara, Sr.
Mahala Walter
Leland Wong
Lydia H. Kennard
Executive Director

As a follow-up to the Federal Aviation Administration's (FAA) Southern California Task Force, Los Angeles World Airports (LAWA) has formed a community group called the Los Angeles International Airport/Community Noise Roundtable (Roundtable). The Roundtable was created in September 2000 and is intended to reduce and mitigate adverse noise impacts that the users of Los Angeles International Airport (LAX) produce on surrounding communities. Membership of the Roundtable consists of state and local elected officials and staff, representatives of congressional offices, members of recognized community groups, the FAA, the Air Transport Association and LAWA Management. This forum provides a mechanism that attempts to ensure cooperation between LAX and local impacted communities in achieving noise impact reduction to those communities wherever possible.

The Roundtable has developed a Work Plan to prioritize those noise issues affecting communities affected by the noise of aircraft operating at LAX. One of the highest priority items of concern to Roundtable members is the issue of aircraft departures to the east between the noise sensitive hours of 12:00 a.m. and 6:30 a.m.

During the above mentioned noise sensitive hours, LAX operates in accordance with an over-ocean preferential runway use traffic and flight procedure developed to reduce noise impacts on communities in the vicinity of LAX. This procedure has aircraft approaching from over the ocean toward the east, and departing over the ocean toward the west. This procedure is known as Over-Ocean Operations. LAX Over-Ocean Operations can be suspended by the FAA for several reasons including wind, weather, runway construction or maintenance, FAA equipment problems, and other operational or air traffic considerations. When the FAA suspends Over-Ocean Operations, LAX remains in Westerly Operations.

One of the first formal actions taken by the Roundtable is the above-mentioned issue of easterly departures. The Roundtable has noted that these easterly departures cause very high, long duration single event noise intrusions in many communities and impact tens of thousands of people.

Ms. Kitty Ruoh-Chi Yen
July 19, 2002
Page 2

The Roundtable, through its Flight Track Data Subcommittee, has reviewed in detail the frequency of these easterly departures during an eighteen-month period from October 2000 through March 2002. This review included the name of the airlines, type of aircraft, date and time-of-day when these departures occurred. The following is a summary of the data collected:

- ◆ There were 92 departures to the east during Over-Ocean Operations. During this same period, there were over 21,000 departures to the west as preferred by the early-morning Over-Ocean Operations or Westerly Operations traffic and flight procedures;
- ◆ On the vast majority of mornings that aircraft departed to the east, other airlines using identical aircraft used the preferred departure procedure to the west;
- ◆ Over one-half of the easterly departures were flown by five airlines, including yours; and
- ◆ The Boeing 747-400 was the aircraft most frequently used on easterly departures, but other aircraft including the Boeing 767-300 and the Airbus A-319/320 have departed to the east as well.

While few in numbers these departures are responsible for a disproportionate number of noise complaints. Because of the time of day, the altitude and the location of the aircraft during easterly departures, tens of thousands of residents are subjected to potential sleep disturbance and other noise impacts.

The Roundtable has requested my assistance in arranging for representatives from your airline to attend the Roundtable meeting scheduled for September 11, 2002. We are requesting your Vice President of Operations and the Chief Pilot for LAX attend the meeting. (This meeting would provide your airline an opportunity to explain why your airline is not able to comply with LAX's Over-Ocean Operations in the same manner as other airlines operating during the same time period.) It would also be helpful to the Roundtable members to hear your suggestions on ways your airline may achieve 100% compliance with LAX's Over-Ocean Operations procedure. The Roundtable meeting starts at 7:00 p.m. and will be held in the Samuel Greenberg Board Room in the LAWA Administration Building at LAX, located at One World Way.

I believe that the cooperative format used by the Roundtable, with FAA, airline, airport and locally elected community representatives offers a non-adversarial opportunity to address noise issues by taking advantage of the expertise residing with the participants.

For your information we are enclosing a table summarizing data of the 96 easterly departures; a table showing easterly departures sorted by date and aircraft type with information showing identical aircraft that departed to the west; and some graphics showing representative flight tracks of easterly departures performed by your airline.

Thank you for your consideration of this request. If you have any questions please contact Mr. Roger Johnson, Deputy Executive Director for Technology

Ms. Kitty Ruoh-Chi Yen
July 19, 2002
Page 3

and Environmental Affairs, or Mr. Robert Holden of his staff at (310) 646-9640.
Please address any written response to LAWA to the attention of Mr. Johnson.

Sincerely,



Paul L. Green
Chief Operating Officer and Acting Executive Director

PLG:RBH:rh

Enclosures

cc: Roundtable members
Mr. P.Y. Yuen, Deputy Senior Vice President EVA Airways
Mr. C.C. Huang, LAX Station Manager EVA Airways
Capt. Leif Wahlberg, Chief Pilot EVA Airways

Query Tracks (LAX)

Done Query Print Merge Export

Date/Time Range: Start Date/Time: 12 / 16 / 00 00 :00 :00
 End Date/Time: 12 / 16 / 00 05 :30 :00

Flight Data: All Flight Strip Info No Flight Strip Info
 Find: All Transponder Tail Number

Flight Type: Find All
 Departures Arrivals
 Locals Overflights

Gate Check: Find All

Airline: Find All

Aircraft: Find All

B742
 B743
 B744
 B747
 B744
 Select A/C

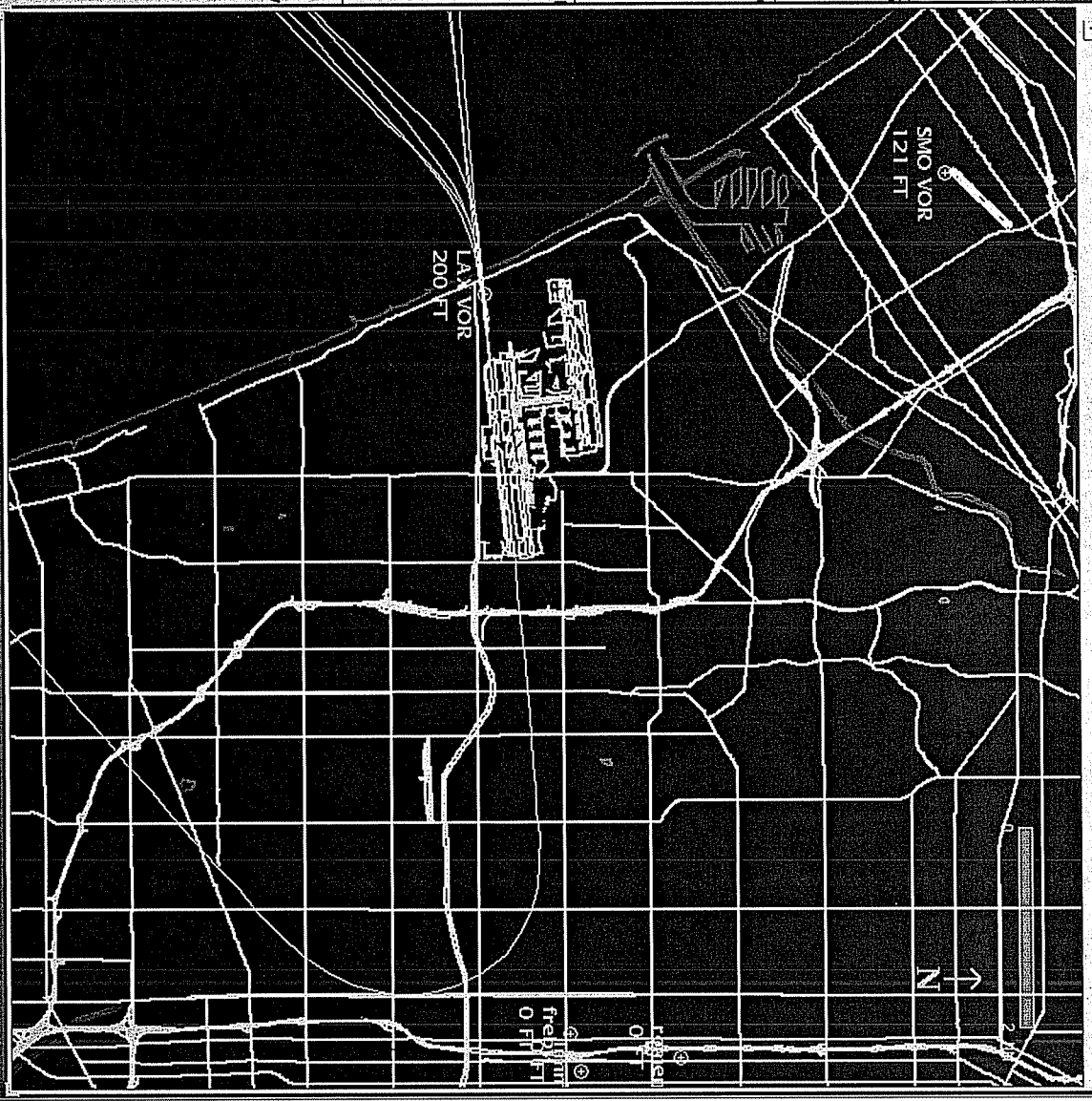
Display Tracks

Date	Time	Type	Airline/Fit	Tail #	Aircraft	Trans Code	Runw
12/16/00	00:10	Departure	SWA29		B744	7362	25L
12/16/00	00:26	Departure	KAL012		B744	1073	25L
12/16/00	00:31	Departure	MSS95		B744	1022	25L
12/16/00	00:37	Departure	EVA15		B744	1016	07R
12/16/00	00:56	Departure	AAK203		B744	7216	25L
12/16/00	01:07	Departure	KAL208		B744	1061	25L
12/16/00	01:57	Departure	EVA611		B744	7363	25L
12/16/00	03:29	Departure	CAL317		B744	1030	25L

Number of items found by query: 8

Select line to display track information

Export data written to export.dat



Query Tracks (LAX)

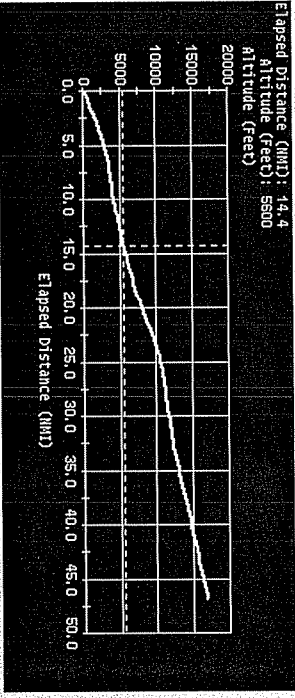
Date/Time Range: _____
 Start Date/Time: 01 / 16 / 02 00 :00 :00
 End Date/Time: 01 / 16 / 02 06 :30 :00
 Action: All
 Response: All
 Zone Check: Find All

Flight Data: All Flight Strip Info No Flight Strip Info
 Find: All Transponder Tail Number
 Zone Check: Find All

Flight Type: Find All
 Gate Check: Find All
 PCA: Find All

Departures Arrivals
 Locals Overflights

Track Detail (LAX)

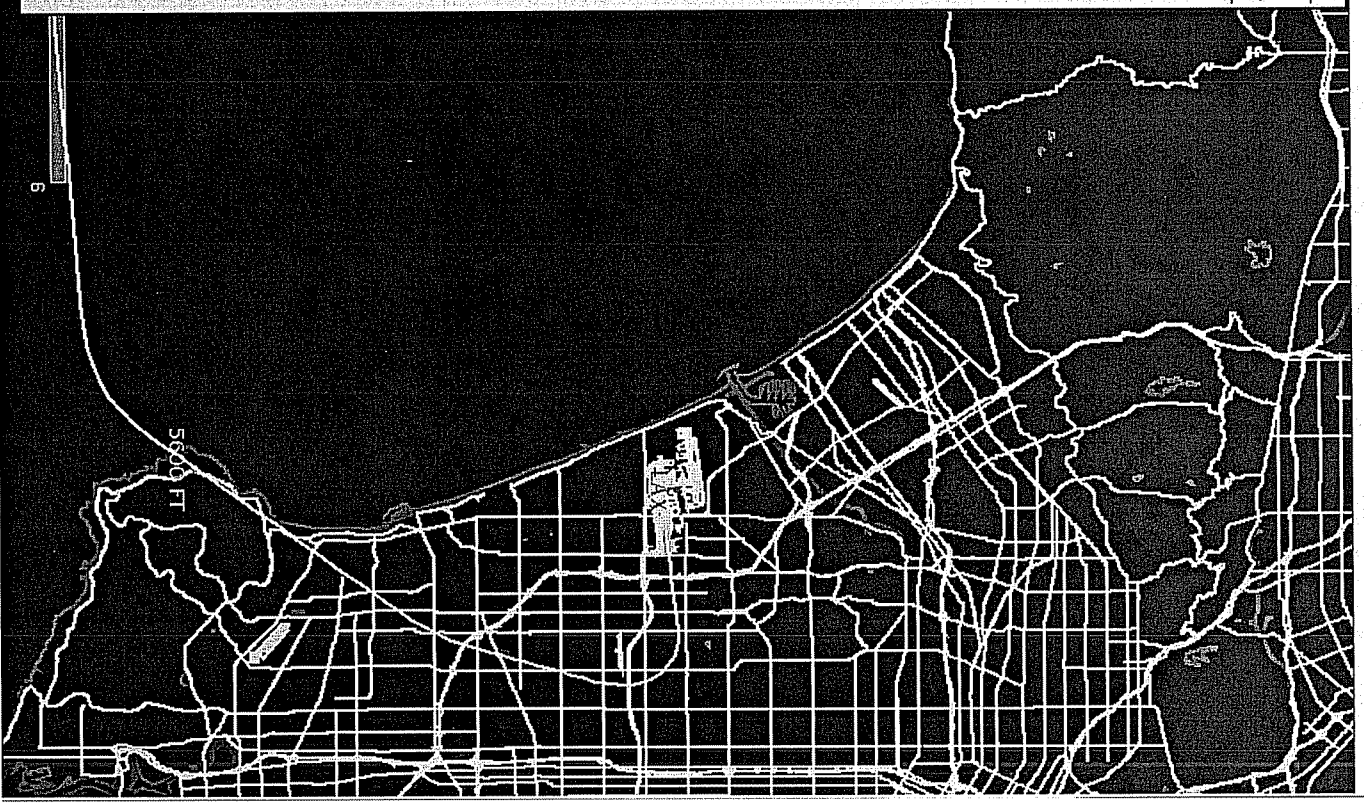


Track Start: 01/16/02 00:33:27
 Track End: 01/16/02 00:42:41
 Origin Airport: LAX
 Dest. Airport:
 Aircraft Type: B744
 Transponder: 7356

Class: Commercial
 Operation: Departure
 Runway: 07L
 Owner: Eva Air
 Flight: 15

Zone Violation Information:
 Action: None
 Response: None

Display: Noise Events Complaints
 Show: Accidents Malfunctions Comments Cate.Dan Zone Violation PCA





Los Angeles World Airports

July 19, 2002

Mr. Yang Ho Cho, Chief Executive Officer
Korean Airlines
7F, KAL Operations Center
1370 Gonghang-Dong, Kangso-Ku
Seoul, Korea

Dear Mr. Cho:

LAX
Ontario
Van Nuys
Palmdale

City of Los Angeles
James K. Hahn
Mayor

Board of Airport
Commissioners
Theodore Stein, Jr.
President

Warren W. Valdry
Vice President

Eileen N. Levine
Cheryl K. Petersen
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Leland Wong

Lydia H. Kennard
Executive Director

As a follow-up to the Federal Aviation Administration's (FAA) Southern California Task Force, Los Angeles World Airports (LAWA) has formed a community group called the Los Angeles International Airport/Community Noise Roundtable (Roundtable). The Roundtable was created in September 2000 and is intended to reduce and mitigate adverse noise impacts that the users of Los Angeles International Airport (LAX) produce on surrounding communities. Membership of the Roundtable consists of state and local elected officials and staff, representatives of congressional offices, members of recognized community groups, the FAA, the Air Transport Association and LAWA Management. This forum provides a mechanism that attempts to ensure cooperation between LAX and local impacted communities in achieving noise impact reduction to those communities wherever possible.

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During the above mentioned noise sensitive hours, LAX operates in accordance with an over-ocean preferential runway use traffic and flight procedure developed to reduce noise impacts on communities in the vicinity of LAX. This procedure has aircraft approaching from over the ocean toward the east, and departing over the ocean toward the west. This procedure is known as Over-Ocean Operations. LAX Over-Ocean Operations can be suspended by the FAA for several reasons including wind, weather, runway construction or maintenance, FAA equipment problems, and other operational or air traffic considerations. When the FAA suspends Over-Ocean Operations, LAX remains in Westerly Operations.

One of the first formal actions taken by the Roundtable is the above-mentioned issue of easterly departures. The Roundtable has noted that these easterly departures cause very high, long duration single event noise intrusions in many communities and impact tens of thousands of people.

The Roundtable, through its Flight Track Data Subcommittee, has reviewed in detail the frequency of these easterly departures during an eighteen-month period from October 2000 through March 2002. This review included the name of the airlines, type of aircraft, date and time-of-day when these departures occurred. The following is a summary of the data collected:

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I believe that the cooperative format used by the Roundtable, with FAA, airline, airport and locally elected community representatives offers a non-adversarial opportunity to address noise issues by taking advantage of the expertise residing with the participants.

Attached please find copies of a table showing data from the above mentioned 96 east departures; a table showing departures to the east by date and aircraft type with information showing identical aircraft that departed to the west; and some graphics showing selected flight tracks of east departures performed by your airline.

Thank you for your consideration of this request. If you have any questions please contact Mr. Roger Johnson, Deputy Executive Director for Technology

Mr. Yang Ho Cho
July 19, 2002
Page 3

and Environmental Affairs, or Mr. Robert Holden of his staff at (310) 646-9640.
Please address any written response to LAWA to the attention of Mr. Johnson.

Sincerely,



Paul L. Green
Chief Operating Officer and Acting Executive Director

PLG:RBH:rh

Enclosures

cc: Roundtable members
H. S. Kim, KAL The Americas Managing Director
KAL LAX Station Manager
KAL LAX Chief Pilot

Query Tracks (LAX)

Date/Time Range:

Start Date/Time: 11 / 01 / 00 00 : 00 : 00
 End Date/Time: 11 / 01 / 00 06 : 30 : 00

Flight Data: All Flight Strip Info No Flight Strip Info
 Find: All Transponder Tail Number

Flight Type: Find All
 Departures Arrivals
 Locals Overflights

Gate Check: Find All

Airline: Find All
 Aircraft: Find All

- B741
- B742
- B743
- B744
- B747

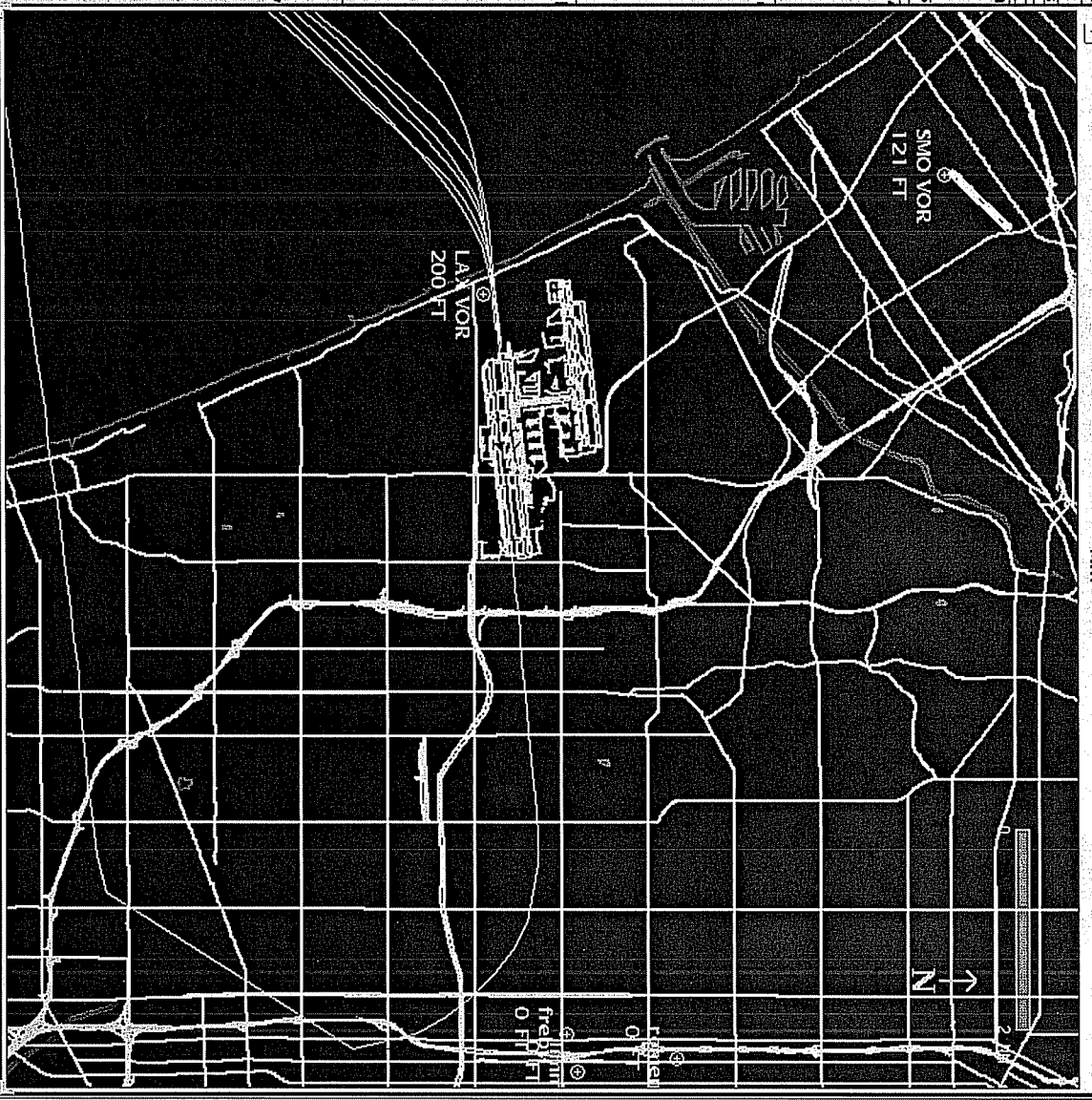
Display Tracks

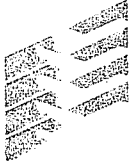
Date	Time	Type	Airline/Fit	Tail #	Aircraft	Trans Code	Runw
11/01/00	00:12	Departure	MA95	B744	B744	1094	25R
11/01/00	00:21	Departure	KAL012	B744	B744	7275	25R
11/01/00	00:39	Departure	CAL007	B744	B744	7350	25R
11/01/00	00:58	Departure	AAR203	B744	B744	7365	25R
11/01/00	01:46	Departure	CPA087	B744	B744	7243	25R
11/01/00	02:07	Departure	GTT531	B744	B744	7211	25R
11/01/00	03:27	Departure	KAL224	B744	B744	7276	07R

Number of items found by query: 7

Select line to display track information

Export data written to export.dat





Los Angeles World Airports

July 19, 2002

Mr. Richard H. Anderson, Chief Executive Officer
Northwest Airlines
5101 Northwest Dr.
St. Paul, MN 55111-3034

Dear Mr. Anderson:

LAX
Ontario
Van Nuys
Palmdale

City of Los Angeles
James K. Hahn
Mayor

Board of Airport
Commissioners
Theodore Stein, Jr.
President
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Mr. Richard H. Anderson

July 19, 2002

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Mr. Richard H. Anderson
July 19, 2002
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Sincerely,



Paul L. Green
Chief Operating Officer and Acting Executive Director

PLG:RBH:rh

Enclosure

cc: Roundtable members
Mr. Timothy J. Rainey, Sr. VP Flight Operations
Northwest Airlines LAX Station Manager
Capt. Rick Toscano, Chief Pilot

Query Tracks (LAX)

Date/Time Range: Start Date/Time: 12/15/00 00:00:00 End Date/Time: 12/16/00 06:30:00

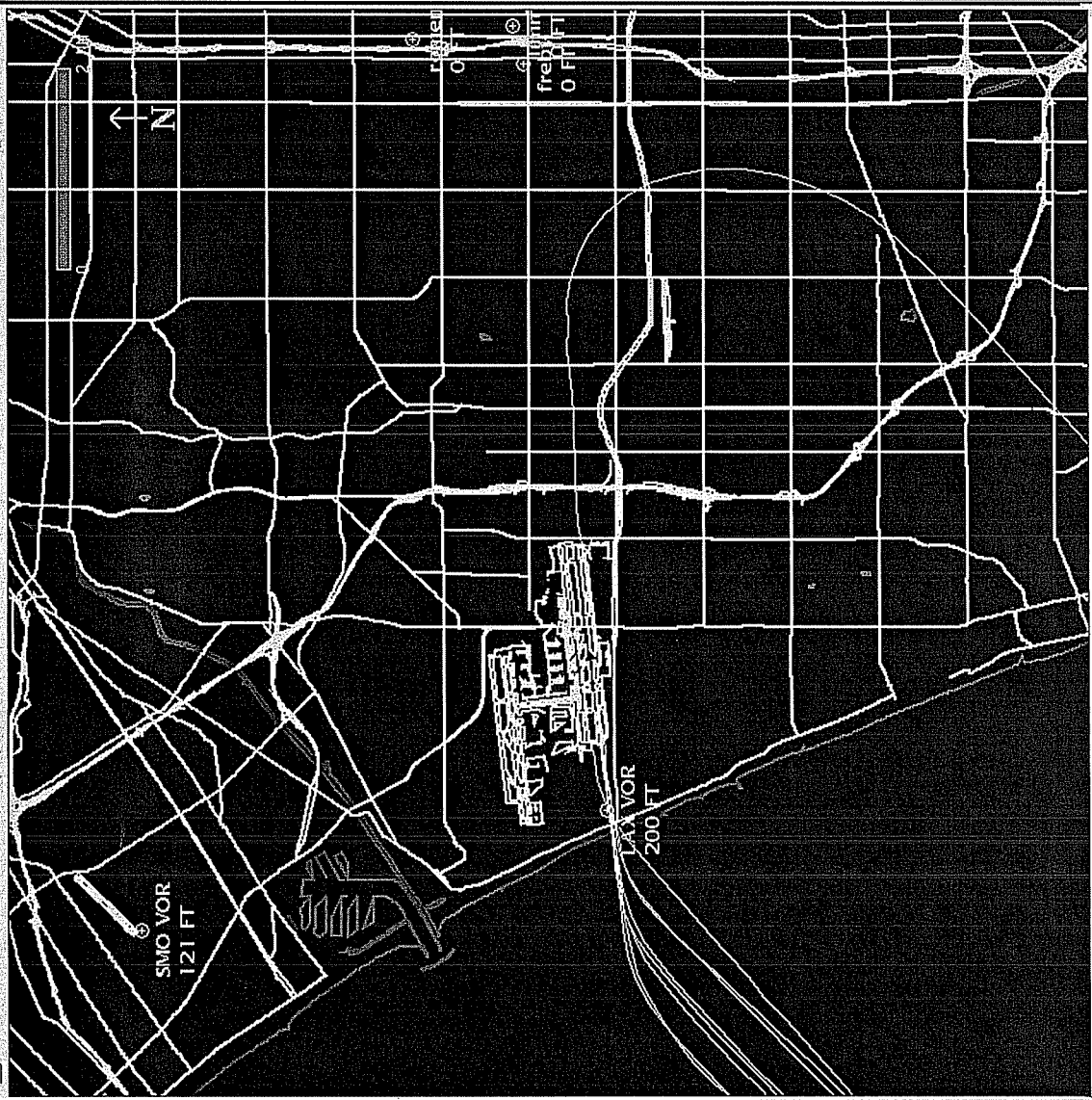
Flight Data: All Flight Strip Info No. Flight Strip Info
 Find: All Transponder Tail Number

Flight Type: Find All Departures Arrivals Locals Overflights

Gate Check: Find All

Aircraft: Find All

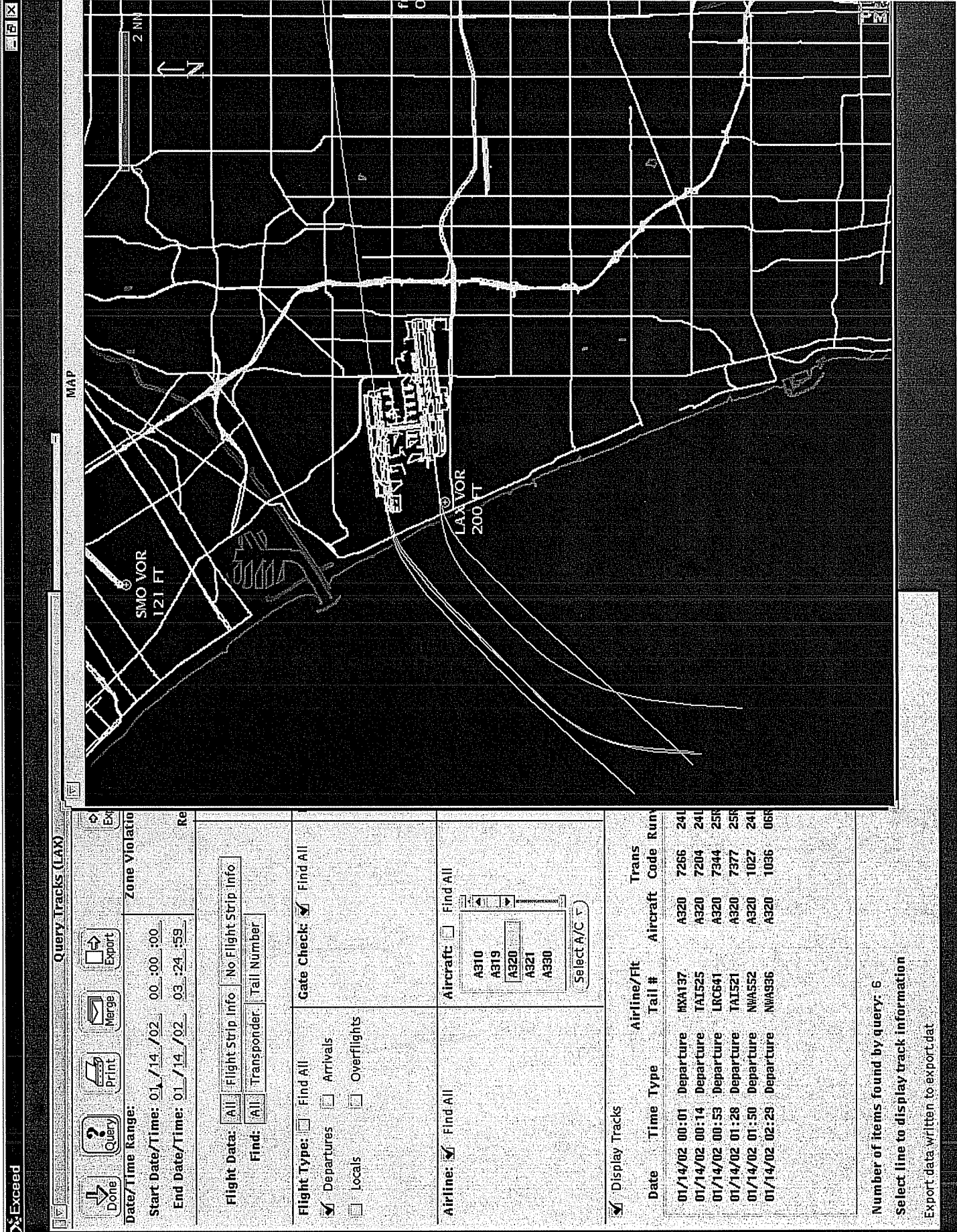
Aircraft List: A319, A320, A321, A330, A340, Select A/C



Display Tracks

Date	Time	Type	Airline/Ft	Tail #	Aircraft	Code	Runw	Trans
12/16/00	00:30	Departure	UAL204		A320	7357	25L	
12/16/00	00:42	Departure	AME695		A320	7307	25L	
12/16/00	01:19	Departure	NWA300		A320	1071	07R	
12/16/00	01:23	Departure	TAL515		A320	7334	25L	
12/16/00	01:30	Departure	LRC641		A320	7274	25L	
12/16/00	01:34	Departure	LRC691		A320	7375	25L	
12/16/00	01:48	Departure	TAL521		A320	7262	25L	
12/16/00	02:09	Departure	NWA552		A320	7347	25L	
12/16/00	06:13	Departure	NWA956		A320	7212	25R	

Number of items found by query: 9
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 Export data written to export.dat



Query Tracks (LAX)

Date/Time Range: Start Date/Time: 01/14/02 00:00:00
 End Date/Time: 01/14/02 03:24:59

Zone Violation:

Flight Data: Flight Strip Info No Flight Strip Info
 Find: All Transponder Tail Number

Flight Type: Find All
 Departures Arrivals
 Locals Overflights

Gate Check: Find All

Airline: Find All
 Aircraft Find All

A310
 A319
 A320
 A321
 A330

Display Tracks

Date	Time Type	Airline/Ft	Tail #	Aircraft	Code	Run	Trans
01/14/02	00:01	Departure	MXA137	A320	7266	241	
01/14/02	00:14	Departure	TAI525	A320	7204	241	
01/14/02	00:53	Departure	LRC641	A320	7344	25F	
01/14/02	01:28	Departure	TAI521	A320	7377	25F	
01/14/02	01:50	Departure	NWA552	A320	1027	241	
01/14/02	02:29	Departure	NWA936	A320	1036	06F	

Number of items found by query: 6
 Select line to display track information
 Export data written to: export.dat



Los Angeles World Airports

July 19, 2002

Mr. Phillip Wei, President
China Airlines
131 Section 3 Nanking East Road
Taipei, Taiwan, ROC

Dear Mr. Wei:

LAX
Ontario
Van Nuys
Palmdale

City of Los Angeles
James K. Hahn
Mayor

Board of Airport
Commissioners
Theodore Stein, Jr.
President

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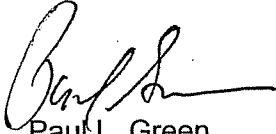
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Sincerely,



Paul L. Green
Chief Operating Officer and Acting Executive Director

PLG:RBH:rh

Enclosure

cc: Roundtable Members
China Airlines Senior VP for Flight Operations
Mr. Steve Yang, China Airlines VP for North America
China Airlines Chief Pilot



Query Tracks (LAX)

Date/Time Range: Start Date/Time: 01/19/02 00:00:00 Action: All
 End Date/Time: 01/19/02 06:30:00 Response: All
 Zone Violation Check: Zone Check:

Flight Data: All Flight Strip Info No Flight Strip Info
 Find: All Transponder Tail Number

Flight Type: Find All Gate Check Find All
 Departures Arrivals
 Locals Overflights

Airline: Find All
 Aircraft: Find All
 Runway: Find All

Display Tracks

Date	Time	Type	Airline/Flt	Tail #	Aircraft	Trans	Code	Runway
01/19/02	00:07	Departure	CAL007	B744	B744	1003	07L	
01/19/02	00:18	Departure	QFA108	B744	B744	1024	25R	
01/19/02	01:23	Departure	EVA15	B744	B744	7304	25R	
01/19/02	01:44	Departure	GTL561	B744	B744	7314	25R	
01/19/02	01:50	Departure	CPA087	B744	B744	7340	25R	
01/19/02	03:13	Departure	CAL317	B744	B744	7364	07L	
01/19/02	05:04	Departure	EVA605	B744	B744	1007	25R	

Number of items found by query: 7
 Select line to display track information



Query Tracks (LAX)

GIS Export GIS File Name:

Done Query Print Merge Export

Date/Time Range:

Start Date/Time: 01/19/02 00:00:00 Action: All

End Date/Time: 01/19/02 06:30:00 Response: All

Zone Violation Check

Zone Check: Find All

Flight Data: Flight Strip Info No Flight Strip Info

Find: All Transponder Tail Number

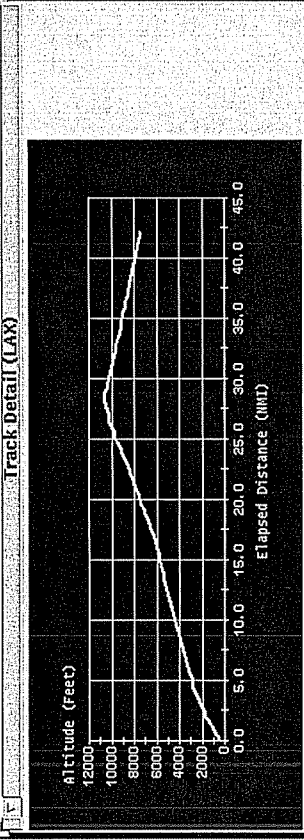
Flight Type: Find All Arrivals Overflights

Departures Locals

Gate Check: Find All PCA: Find All

Aircraft: Find All Find All Runway: Find All

Aircraft: B744 B747 B744



Done Print Edit Delete

Track Start: 01/19/02 00:07:16

Track End: 01/19/02 00:16:07

Aircraft Type: B744

Class: Commercial

Operation: Departure

Owner: China Airlines

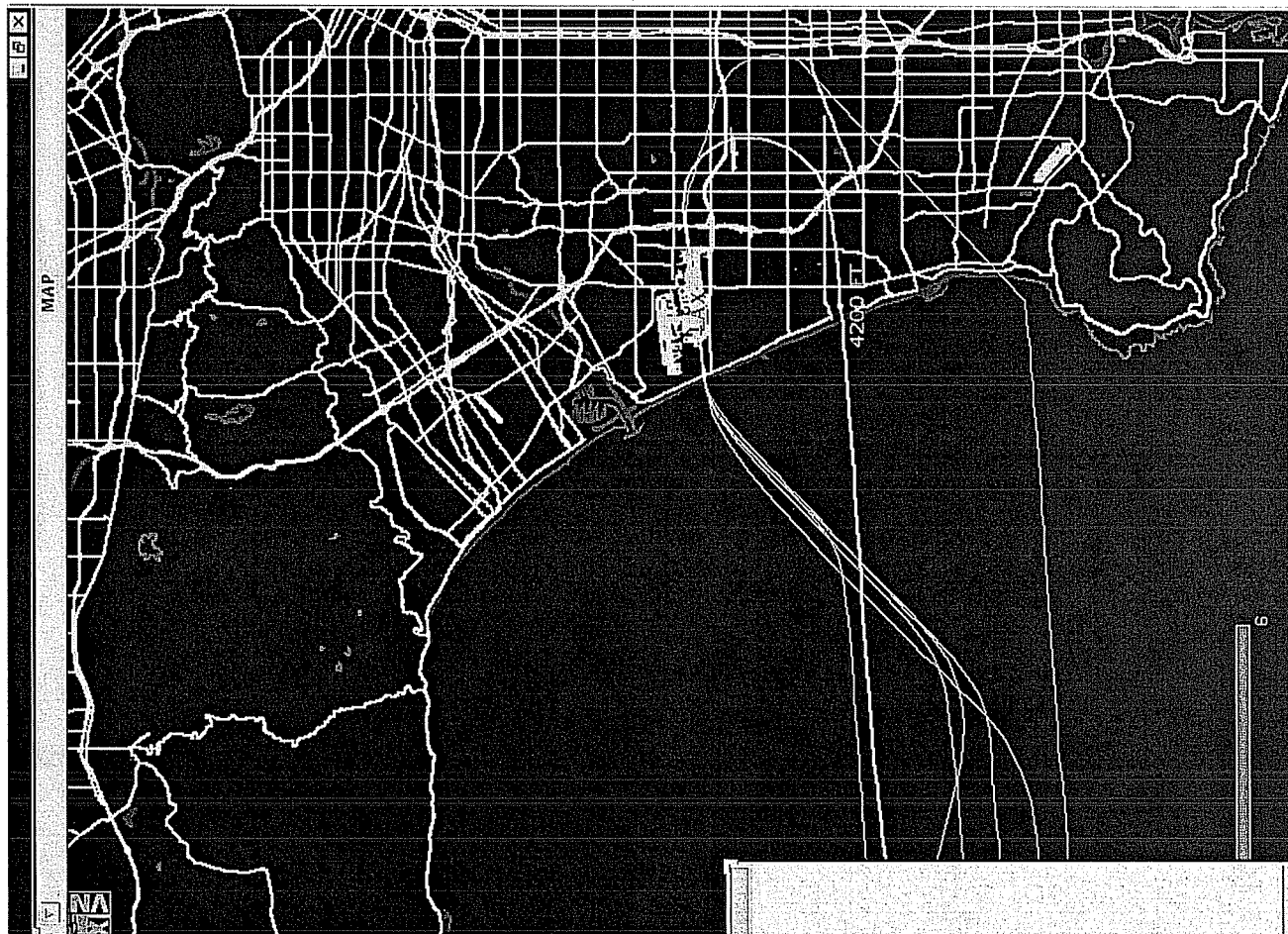
Origin Airport: LAX

Dest Airport:

Transponder: 1003

Runway: 07L

Flight: 007



lax_noise_E: NOMAD 4.7 LADDA Noise Management

MAP

Query Tracks (LAX)

Export GIS File Near

Zone Violation Check

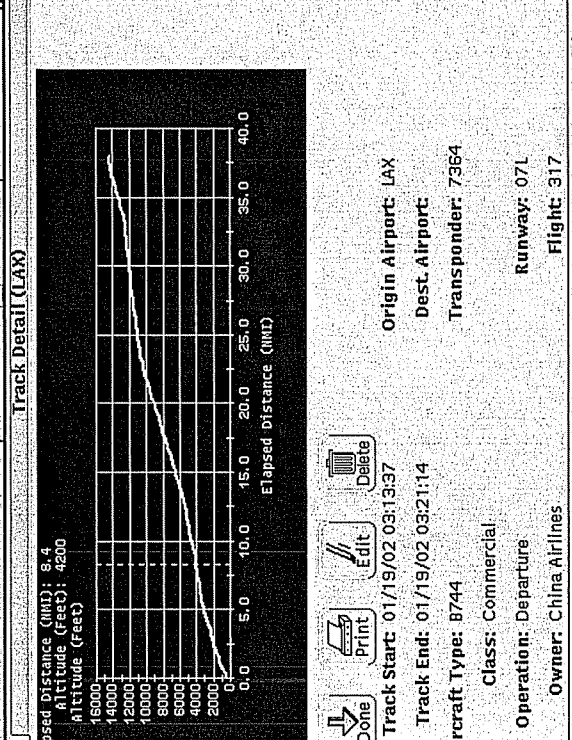
Date/Time Ranges: Start Date/Time: 01/19/02 00:00:00 Action: All End Date/Time: 01/19/02 06:30:00 Response: All

Zone Checks: All

Flight Data: Flight Strip Info No Flight Strip Info

Find: All Transponder Tail Number

Flight Type: <input type="checkbox"/> Find All <input checked="" type="checkbox"/> Gate Check <input checked="" type="checkbox"/> Find All	PCA: <input checked="" type="checkbox"/> Find All
<input checked="" type="checkbox"/> Departures <input type="checkbox"/> Arrivals	Aircraft: <input type="checkbox"/> Find All
<input type="checkbox"/> Locals <input type="checkbox"/> Overflights	Aircraft: <input type="checkbox"/> B744 <input type="checkbox"/> B747 <input type="checkbox"/> B74A
Airline: <input checked="" type="checkbox"/> Find All	Runway: <input checked="" type="checkbox"/> Fin





Los Angeles World Airports

July 19, 2002

Mr. Geoff Dixon, Chief Executive Officer
Qantas Airlines
Qantas Centre
203 Coward St.
Mascot, Sydney, NSW
Australia, 2020

LAX
Ontario
Van Nuys
Palmdale
City of Los Angeles
James K. Hahn
Mayor
Board of Airport
Commissioners
Theodore Stein, Jr.
President
Warren W. Valdry
Vice President
Eileen N. Levine
Cheryl K. Petersen
Armando Vergara, Sr.
Mahala Walter
Leland Wong
Lydia H. Kennard
Executive Director

Dear Mr. Dixon:

As a follow-up to the Federal Aviation Administration's (FAA) Southern California Task Force, Los Angeles World Airports (LAWA) has formed a community group called the Los Angeles International Airport/Community Noise Roundtable (Roundtable). The Roundtable was created in September 2000 and is intended to reduce and mitigate adverse noise impacts that the users of Los Angeles International Airport (LAX) produce on surrounding communities. Membership of the Roundtable consists of state and local elected officials and staff, representatives of congressional offices, members of recognized community groups, the FAA, the Air Transport Association and LAWA Management. This forum provides a mechanism that attempts to ensure cooperation between LAX and local impacted communities in achieving noise impact reduction to those communities wherever possible.

The Roundtable has developed a Work Plan to prioritize those noise issues affecting communities affected by the noise of aircraft operating at LAX. One of the highest priority items of concern to Roundtable members is the issue of aircraft departures to the east between the noise sensitive hours of 12:00 a.m. and 6:30 a.m.

During the above mentioned noise sensitive hours, LAX operates in accordance with an over-ocean preferential runway use traffic and flight procedure developed to reduce noise impacts on communities in the vicinity of LAX. This procedure has aircraft approaching from over the ocean toward the east, and departing over the ocean toward the west. This procedure is known as Over-Ocean Operations. LAX Over-Ocean Operations can be suspended by the FAA for several reasons including wind, weather, runway construction or maintenance, FAA equipment problems, and other operational or air traffic considerations. When the FAA suspends Over-Ocean Operations, LAX remains in Westerly Operations.

One of the first formal actions taken by the Roundtable is the above-mentioned issue of easterly departures. The Roundtable has noted that these easterly departures cause very high, long duration single event noise intrusions in many communities and impact tens of thousands of people.

The Roundtable, through its Flight Track Data Subcommittee, has reviewed in detail the frequency of these easterly departures during an eighteen-month period from October 2000 through March 2002. This review included the name of the airlines, type of aircraft, date and time-of-day when these departures occurred. The following is a summary of the data collected:

- ◆ There were 92 departures to the east during Over-Ocean Operations. During this same period, there were over 21,000 departures to the west as preferred by the early-morning Over-Ocean Operations or Westerly Operations traffic and flight procedures;
- ◆ On the vast majority of mornings that aircraft departed to the east, other airlines using identical aircraft used the preferred departure procedure to the west;
- ◆ Over one-half of the easterly departures were flown by five airlines, including yours; and
- ◆ The Boeing 747-400 was the aircraft most frequently used on easterly departures, but other aircraft including the Boeing 767-300 and the Airbus A-319/320 have departed to the east as well.

While few in numbers these departures are responsible for a disproportionate number of noise complaints. Because of the time of day, the altitude and the location of the aircraft during easterly departures, tens of thousands of residents are subjected to potential sleep disturbance and other noise impacts.

The Roundtable has requested my assistance in arranging for representatives from your airline to attend the Roundtable meeting scheduled for September 11, 2002. We are requesting your Vice President of Operations and the Chief Pilot for LAX attend the meeting. (This meeting would provide your airline an opportunity to explain why your airline is not able to comply with LAX's Over-Ocean Operations in the same manner as other airlines operating during the same time period.) It would also be helpful to the Roundtable members to hear your suggestions on ways your airline may achieve 100% compliance with LAX's Over-Ocean Operations procedure. The Roundtable meeting starts at 7:00 p.m. and will be held in the Samuel Greenberg Board Room in the LAWA Administration Building at LAX, located at One World Way.

I believe that the cooperative format used by the Roundtable, with FAA, airline, airport and locally elected community representatives offers a non-adversarial opportunity to address noise issues by taking advantage of the expertise residing with the participants.

For your information we are enclosing a table summarizing data of the 96 easterly departures; a table showing easterly departures sorted by date and aircraft type with information showing identical aircraft that departed to the west; and some graphics showing representative flight tracks of easterly departures performed by your airline.

Thank you for your consideration of this request. If you have any questions please contact Mr. Roger Johnson, Deputy Executive Director for Technology

Mr. Geoff Dixon
July 19, 2002
Page 3

and Environmental Affairs, or Mr. Robert Holden of his staff at (310) 646-9640.
Please address any written response to LAWA to the attention of Mr. Johnson.

Sincerely,



Paul L. Green
Chief Operating Officer and Acting Executive Director

PLG:RBH:rh

Enclosure

cc: Roundtable members
Mr. David Forsythe, Qantas Executive General Manager Aircraft
Operations
Mr. Wally Mariani, Qantas Sr. Vice President for the Americas
Mr. Michael McNally, Qantas Vice President LAX Airport Operations
Capt. Wayne Kearns, Qantas LAX Chief Pilot



Exceed | lax_noise_E : NOMAD 47 LAD0A Noise Manage | MAP

Query Tracks (LAX)

GIS File Export

Zone Violation Check

Action: [v]
Response: [v]

Date/Time Range:
Start Date/Time: 03/04/02 00:00:00
End Date/Time: 03/04/02 06:30:00

Flight Data: [All] Flight Strip Info No Flight Strip Info
Find: [All] Transponder Tail Number

Zone Check:
PCA: [x] Find

Flight Type: [] Find All
 Departures
 Arrivals
 Locals
 Overflights

Gate Check: [x] Find All

Aircraft: [] Find All
 B744
 B747
 B74A
 B74B
 B74F
 Select A/C [v]

Runway: [x]

Display Tracks

Date	Time	Type	Airline/Flt	Tail #	Aircraft	Trans Code	Runway
03/04/02	00:04	Departure	MAS95	B744	B744	1006	25R
03/04/02	00:17	Departure	SEA29	B744	B744	7354	25R
03/04/02	00:31	Departure	EVA15	B744	B744	1043	25R
03/04/02	00:38	Departure	QFA108	B744	B744	1012	07L
03/04/02	00:50	Departure	AAR203	B744	B744	7235	25R
03/04/02	01:55	Departure	KAL208	B744	B744	7310	25R

Number of items found by query: 6
Select line to display track information



Query Tracks (LAX)

GIS File

Export

Zone Violation Check

Action: [v]

Response: [v]

Date/Time Range:

Start Date/Time: 03/04/02 00:00:00

End Date/Time: 03/04/02 06:30:00

Flight Data: [All] Flight Strip Info No Flight Strip Info

Find: [All] Transponder Tail Number

Flight Type: Find All

Departures Arrivals

Locals Overflights

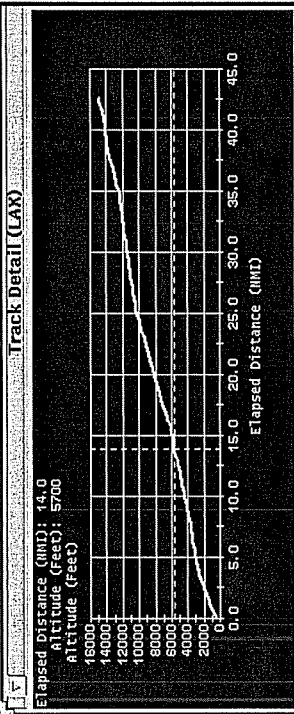
Gate Check: Find All

PCA: Find

Airline: Find All

Aircraft: Find All

Runway:



Done Print Edit Delete

Track Start: 03/04/02 00:38:29

Track End: 03/04/02 00:47:11

Aircraft Type: B744

Class: Commercial

Operation: Departure

Owner: Qantas Airlines

Origin Airport: LAX

Dest. Airport:

Transponder: 1012

Runway: 07L

Flight: 108



NORTHWEST
AIRLINES

Department Number

Northwest Airlines, Inc.
5101 Northwest Drive
St. Paul MN 55111-3034

September 4, 2002

Paul L. Green
Chief Operating Officer and Acting Executive Director
Los Angeles World Airports
1 World Way
P.O. Box 92216
Los Angeles, CA 90009-2216

Dear Mr. Green:

I am writing in response to your letter of July 19, 2002 addressed to Richard Anderson, CEO Northwest Airlines, regarding Over Ocean Operations. As Managing Director of Safety, Health and Environment for NWA, I manage and respond to community noise matters. Please direct future correspondence to my attention so that I can assure a timely response from NWA.

With respect to your letter of July 19, Northwest takes seriously the community concerns with aircraft noise and is prepared to participate in meeting scheduled for September 11, 2002. In addition, I spoke with Mr. Roger Johnson of your staff who explained, while the airlines performance to the voluntary over-ocean-operations procedures had been excellent, more than 99.99% voluntary compliance, the Roundtable expects even better performance.

Captain Greg Baden, Director-Flying, will represent northwest Airlines at the meeting.

Sincerely,

John Begin, Managing Director
Safety, Health and Environment

cc: G. Baden, NWA Director Flying
R. Johnson, LAX Director for Technology and Environmental Affairs





AUG. 16. 2002 10:08AM
TO: JOHNSON

LYDIA H KENNARD: NES LAXCI

310 NO. 486672 P. 1/31/01

CHINA AIRLINES



The Americas Los Angeles Branch
6053 W. Century Boulevard, Suite 800
Los Angeles, CA 90045 USA
Tel: (310) 641 8888
Fax: (310) 641 0864

August 15, 2002

Mr. Roger Johnson
Deputy Executive Director
for Technology and Environmental Affairs
Los Angeles World Airports

VIA FACSIMILE: 646-0523

RE: LAWA ROUNDTABLE MEETING 11SEP02

Dear Mr. Johnson:

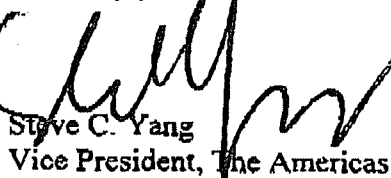
Please be advised that China Airlines' representatives to the LAWA Roundtable meeting on September 11, 2002 will be:

Capt. Dah-Luh Wang
Capt. Cheng-Kang Lee

Chief Pilot 744 Fleet
Ass't Chief Pilot 744 Fleet

If you need any further information, please don't hesitate to contact me.

Sincerely yours,



Steve C. Yang
Vice President, The Americas

cc: LAXKK



EGMAO.809
14 August 2002

Mr Roger Johnson
Deputy Executive Director for Technology
and Environmental Affairs
Los Angeles World Airports
PO Box 92216
LOS ANGELES CA 90009-2216
USA

Dear Mr Johnson

Geoff Dixon, our Chief Executive Officer, has asked me to respond to the letter from your Chief Operating Officer, Paul Green, dated 19 July 2002 regarding the Los Angeles International Airport/Community Noise Roundtable.

I note the concern of the Roundtable regarding easterly departures for over ocean operations from Los Angeles Airport. Qantas is committed to working with communities around the world to ensure our operations have the least possible impact on local communities. Obviously aircraft operators also need to consider the safety of operations as a priority. Captain David Oliver, our General Manager Flight Operations Technical and a current Boeing 747-400 Captain familiar with operations at Los Angeles, will attend your Roundtable meeting scheduled for 11 September 2002.

In reviewing the data attached to your letter it is quite clear that the majority of easterly departures for over ocean operations were by operators of longhaul routes which explains why the Boeing 747-400 features in most of the highlighted operations. The B747-400 is the premier aircraft for the ultra long distance flights for a number of companies in the US.

Qantas routes from Los Angeles typically have flight times of 14 – 15 hours that are amongst the longest scheduled RPT (Regular Public Transport) operations in the world. The aircraft are typically operating at their full fuel load and maximum take-off weight. In order to take off safely, the aircraft operation has to take into consideration factors such as runway length, outside temperature and wind strength and direction.

At Los Angeles airport the only runway long enough to accommodate the 747-400 at maximum take-off weight is runway 25R/07L. Under most circumstances the aircraft would use runway 25R in order to minimise community noise and to shorten the overall flight distance and time.

Qantas Airways Limited
ACN 009 661 901

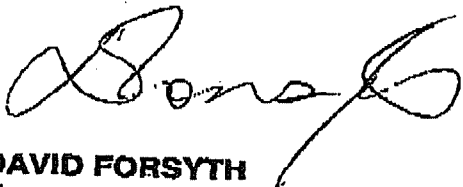
Sir Felgus McMaster Building 203 Coward Street Mascot New South Wales 2020 Australia
Telephone 61 (2) 9691 3636 Facsimile 61 (2) 9691 3377

.../2

However, certain combinations of ambient temperature and wind necessitate the aircraft using runway 07L. The reason why some aircraft require use of 07L when other aircraft may be able to depart on runway 25R is that combination of the aircraft takeoff weight combined with the ambient temperature and wind.

Qantas and other operators utilising Los Angeles International Airport bring a significant amount of benefit to the United States via tourism and business visitors. Qantas appreciates the assistance of Los Angeles International Airport to ensure that our operations are made as safe as possible. At the same time, Qantas is committed to working with the Los Angeles Community Roundtable to ensure the impact on the local community is minimised while, at the same time, ensuring an efficient and safe aircraft operation is maintained.

Yours sincerely



DAVID FORSYTH
Executive General Manager
Aircraft Operations

cc: Mr Geoff Dixon, Chief Executive Officer, Qantas
Mr Wally Mariani, Group General Manager Pacific and Tasman Sales, Qantas
Capt Ian Lucas, Group General Manager Flight Operations and Chief Pilot,
Qantas
Mr Michael McNally, Regional Airports Manager USA and Canada, Qantas



EGMAO.842
29 October 2002

Mr Roger Johnson
Deputy Executive Director for Technology
and Environmental Affairs
Los Angeles World Airports
PO Box 92216
LOS ANGELES CA 90009-2216
USA

Dear Mr Johnson

As foreshadowed in my letter of 14 August 2002, two Qantas representatives attended the Los Angeles International Airport/Community/Noise Roundtable (Roundtable) meeting on September 11.

It was clear from that meeting that the standout issue with communities surrounding the airport is their desire to restrict departures to the East between midnight and 6 am. While the community understands the performance issues surrounding the airlines' needs for Easterly departures, and the potential commercial penalties in restricting departures to the West only, they are still pressing the airlines to eliminate noise during these periods. Qantas (and I assume others) has been requested to advise in writing how it would see the problem being addressed.

Having given careful consideration to the issue, we believe that a possible solution for one of Qantas' flights would be to schedule departure earlier than the current 11:45 pm. This would mean that an aircraft delayed for any reason would have a greater probability of still departing before midnight. In support of this option, we are currently investigating whether a scheduled 11:30 pm departure time can be arranged. You would be aware that such a change has implications for slot and gate availability. However, given that seasonal airline schedules are published six months in advance, it is unlikely that such a change, if approved, could be implemented prior to November 2003.

We are also investigating the proposition, posed at the Roundtable, that a runway extension at Los Angeles International Airport would enable take-offs with 10-knot tail winds, in lieu of the current 5-knot tail wind limit.

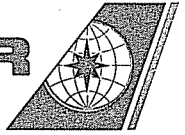
In offering this information, I wish to confirm Qantas' commitment to working with Los Angeles International Airport and the Roundtable to investigate ways of alleviating noise for residents of surrounding areas.

Yours sincerely

DAVID FORSYTH
Executive General Manager
Aircraft Operations

Qantas Airways Limited
ACN 009 661 901

St Fergus McMaster Building 203 Coward Street Mascot New South Wales 2020 Australia
Telephone 61 (2) 9691 3636 Facsimile 61 (2) 9691 3377



September 10, 2002

Paul L. Green
C.O.O./ Acting Executive Director
Los Angeles World Airports
1 World Way, PO Box 92216
Los Angeles, CA 90009-2216

ROGER S.

Dear Mr. Green:

Allow me to introduce myself and explain the EVA takeoff noise performance as compared to other operators at Los Angeles Airport. I am the Fly Quiet representative for EVA AIR and I apologize for my tardy reply to your letter of July 19, 2002. I spent most of July in Seattle on special assignment at Boeing.

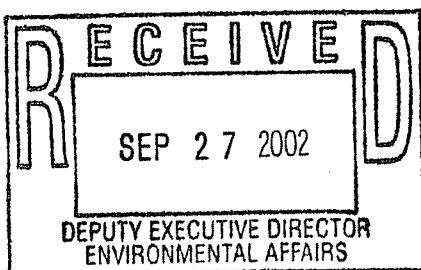
As operator of the B747-400 COMBI aircraft, EVA AIR typically operates at much higher takeoff weights and longer range than other trans-Pacific airlines operating all-passenger models out of Los Angeles International Airport. As such, we are critically limited on any runway in conditions that would incur more than even a couple of knots of tailwind.

Of the thirteen "infractions" offered by your report of LAX East Departures for the period September 2000 to March 2002, I regret that critical analysis was not available as flight data is only kept for 90 days. However, since takeoff to the East is neither in our desired direction of flight, nor does it offer better terrain clearance, I offer that all the fore-mentioned East departures were due to unfavorable wind conditions. In explaining the one takeoff that occurred under "calm" conditions, our pilots are trained to request a current wind from tower as ATIS information may be up to 50 minutes old.

Please rest assured that we at EVA AIR intend to be good neighbors and encourage our pilots to use the noise preferential runways during the noise sensitive hours whenever performance permits. All departures are flown according to ICAO B quiet profile. We hope that this letter can help in establishing EVA AIR as a noise sensitive partner.

Respectfully,

Capt. Andy Lim
Assistant Chief Pilot B747
EVA AIR



20 November, 2002



Mr. John McTaggart,
Chairman
LAX/Community Noise Roundtable
1 World Way, P. O. Box 92216
Los Angeles, CA 90009-2216

VIA FACSIMILE: 310-646-8971

SUBJECT: EVA Noise Reduction Program in Cooperation with LAX Neighbors

Dear Mr. McTaggart:

On behalf of Ms. Kitty Yen, the President of EVA AIR, we want to thank the LAX Airport/Community Noise Roundtable for inviting us to meet with you on September 11, 2002. It was very helpful for us to hear the concerns of our neighbors in the areas surrounding LAX. And, we always welcome opportunities to share information about our operations and ongoing commitment to safety for our passengers and crewmembers, and for those on the ground.

EVA proposes to resolve community concerns related to Easterly takeoffs from LAX through a series of noise-minimizing actions:

1. EVA has formulated an initiative to partner with the LAX Airport/Community Noise Roundtable to reduce noise affecting surrounding communities.
2. EVA pledges to use Westerly takeoffs whenever possible, with exceptions restricted to limited occasions when conditions make it unsafe and doing so would endanger passengers, crew and our neighbors on the ground.
3. EVA has added a feature to pilots' briefings, asking them to keep in mind that "a good pilot is a considerate pilot."
4. EVA has adopted an "air conditioning packs OFF" policy for designated takeoffs, and redirected the power to enhance Westerly departure capabilities.
5. EVA is moving late night and early morning departures ahead one hour so that by late October 2002, these flights will be taking off before midnight.

EVA's fleet is among the newest and most technologically advanced in the airline industry. We emphasize safety and quality service throughout all our operations. Since we launched our first flight in 1991, we have maintained a zero defect safety record. Our state-of-the-art maintenance facilities in Taiwan have U.S. FAA certifications, and our training facilities are fully equipped with the best systems and programs available. Serving as testament to our high standards, we achieved official ISO 9002 Certification in September 1997 in three separate areas of operation at the same time, Passenger, Cargo and Maintenance Services, less than one year after we implemented ISO Quality Systems.

From the day EVA was formed in 1989 by the Taiwan-based Evergreen Group, environmental issues have been prominent in development of our global network

長榮航空股份有限公司
長榮航空運航大樓
桃園縣蘆竹鄉新南路一段376號
電話：03-351-5151

EVA AIRWAYS CORPORATION
EVA Air Operations Building
376 Hsin-nan Rd., Sec. 1, Luchu, Taoyuan Hsien, 338 Taiwan
Tel: 03-351-5151
INTERNET WEBSITE: <http://www.evaair.com>

and services. We have combined environmental concerns with technologically advanced dynamics, initiating practical, eco-friendly measures and sponsoring numerous conservation and preservation programs.

Coming to the assistance of animal preservation programs, we have specially outfitted aircraft to safely and sensitively transport endangered koalas to-and-from Australia, and relocated surviving members of the dwindling orangutan population to Indonesia. We aided a clean-up effort in Nepal, and have won international awards for our waste management practices.

Are high standards and safety record are such that we have been selected as the carrier of choice to transport priceless, irreplaceable art works around the globe, including works from the Louvre and the Musee de Rodin in Paris.

Los Angeles and its surrounding communities are important to us. Though EVA is based in Taiwan, a sizeable number of our staff members are based in the Los Angeles area. Many of these friends, colleagues and co-workers live in neighborhoods surrounding LAX. And even more of our customers and passengers live in these areas.

We are pleased to be working with you. If the LAX Airport/Community Noise Roundtable or any of our neighbors in the surrounding communities have questions about our operations or about EVA's services, don't hesitate to let us know. And, of course, we are available to talk with your further about the measures we are implementing in cooperation with LAX and the Community Roundtable to minimize noise.

Best regards,



Yeou-yuh Chen
Deputy Senior Vice President
Corporate Planning Division
EVA Airways Corporation