



February 12, 2003

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

Dear Mr. Withycombe:

Once again, I would like to thank you for the ongoing participation by staff of the FAA Western-Pacific Region in support of the efforts of the Los Angeles International Airport/Community Noise Roundtable (Roundtable) in our attempt to provide relief to communities impacted from the noise of aircraft operations at Los Angeles International Airport (LAX).

The purpose of this letter is to indicate the Roundtable's continued support of the FAA's efforts to better define the flight paths flown by jet aircraft using the LOOP THREE Departure Procedure (LOOP) from LAX. Currently, variations in flight paths of aircraft using the LOOP are placing them parallel to the coastline and/or overflying South Bay beach communities when crossing the coastline instead of crossing over the LAX VOR, as required in the published departure procedure. These "missed" LOOP departures result in significant noise impacts as aircraft overfly the communities from Manhattan Beach to Redondo Beach. Radar tracking data prepared by the staff of Los Angeles World Airports has helped to better define this problem.

On August 7, 2002, Mr. Walter White of Southern California TRACON (SCT) made a presentation to the Roundtable Flight Track Data Subcommittee indicating that a newly emerging RNAV procedure using GPS technology offers an opportunity to significantly reduce this noise problem. This RNAV procedure, known as the KWYET Departure Procedure, is currently being processed as an overlay to replace the existing LOOP. In this procedure, aircraft would return back over land on a course that crosses the KWYET point, which is approximately two miles offshore of the LAX VOR, at an altitude of at least 10,000 feet. The aircraft would then cross over the LAX VOR significantly above 10,000 feet. It was also stated that any aircraft not equipped with the necessary RNAV/GPS equipment would not be assigned the KWYET Departure.


To this end, the Roundtable strongly supports your agency's efforts to develop the new KWYET procedure and any steps that you can take to expedite its implementation. The Roundtable also understands that a recent Notice of Proposed Rule Making, Docket

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14149/Document FAA-2002-14149, is related to this effort and the Roundtable will be submitting a comment in support of that case as well.

Thank you for your consideration of this request. Please address your reply to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, 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: Lydia Kennard, LAWA  
Richard Cox, ATA  
John Clancy, FAA  
Roundtable Members