

Western Avenue Congestion Improvement Project: On October 28, 2019, Staff from the Community Development Department attended a meeting facilitated by the Public Works Department with members from SBCCOG, the Los Angeles Department of Transportation (LADOT), and City of Los Angeles Councilmember Buscaino's office. This meeting was scheduled as a follow-up from the October 2, 2019 meeting to discuss project scope, funding sources, and timelines associated with the Western Avenue Traffic Congestion Mitigation Plan. Staff from Community Development took part in the meeting to learn about the traffic study and mitigation measures that may impact potential redevelopment projects along the Western Avenue corridor.

Peafowl Trapping and Relocation Program: For this week, 2 birds were trapped, resulting in a total of 17 birds trapped to date. The City documents weekly trapping activity on the City's website at the following link: <https://www.rpvca.gov/1253/Peafowl-Activity-Report>.

Federal Aviation Administration (FAA) Helicopter Regulations: City Staff occasionally receives complaints about low-flying helicopter activity. The Federal Aviation Administration (FAA), which regulates the airspace above and adjacent to Rancho Palos Verdes, allows civilian helicopter pilots to fly their aircraft at low altitudes (less than 1,000 feet above ground level) so long as they operate their helicopters without hazard to persons or property. Helicopters used by law enforcement and other public safety agencies have added flexibility in the application of the FAA provisions governing helicopter operations. However, when residents observe helicopter pilots flying in an unsafe manner, they can contact the Long Beach Flight Standards District Office at (562) 377-5400. The FAA advises that when reporting an incident to Flight Standards District Office, residents should provide information about aircraft identification markings, the time and place where the incident occurred, and provide a flight altitude estimation. This information can be obtained through the Los Angeles World Airports website, <https://webtrak.emsbk.com/lax4>. Also, see the FAA's "Guide to Low-Flying Aircraft" pamphlet (attached).

November Planning Commission Meetings Canceled: The regular Planning Commission meetings of November 12, 2019 and November 26, 2019, have been canceled due to a lack of agenda items. The next regularly-scheduled Planning Commission meeting is set for December 10, 2019, at 7:00 PM at Hesse Park, 29301 Hawthorne Blvd., Rancho Palos Verdes, CA 90275.

Attachments:

Third comment letter on the proposed Draft RHNA Methodology dated, October 29, 2019 – Page 35

Zone 2 FEIR Public Notice, dated October 31, 2019 – Page 37

FAA "Guide to Low-Flying Aircraft" pamphlet – Page 39

**RECREATION & PARKS**

Park Events: Approximately, 700 people attended the Trunk or Treat special event last Saturday, October 26th at Point Vicente Park/RPV Civic Center. The event featured 22 decorated car trunks hosted by individuals, organizations and businesses. Volunteers and city staff provided free face painting and crafts. Kids enjoyed the inflatable obstacle course, bounce house, games, costume parade and contest, and visiting the themed trunks.

## **FAA Guide to Low-Flying Aircraft**

The Federal Aviation Administration (FAA) is the government agency responsible for aviation safety. We welcome information from citizens that will enable us to take corrective measures including legal enforcement action against individuals violating Federal Aviation Regulations (CFR). It is FAA policy to investigate citizen complaints of low-flying aircraft operated in violation of the CFR that might endanger persons or property.

Remember that the FAA is a safety organization with legal enforcement responsibilities. We will need facts before we conduct an investigation. To save time, please have this information ready if you witness another low-flying aircraft. Please keep your notes: we may request a written statement. Here is the type of information we need:

- Identification – Can you identify the aircraft? Was it military or civil? Was it a high or low wing aircraft? What was the color? Did you record the registration number which appears on the fuselage or tail? (On U.S. registered aircraft, that number will be preceded with a capital "N".)
- Time and Place – Exactly when did the incident(s) occur? Where did this happen? What direction was the aircraft flying?
- Altitude – How high or low was the aircraft flying? On what do you base your estimate? Was the aircraft level with or below the elevation of a prominent object such as a tower or building?

Once we have the appropriate facts, personnel from the Flight Standards District Office (FSDO) will attempt to identify the offending aircraft operator. We can do this in several ways. For example, we can check aircraft flight records with our air traffic control information and/or sightings from other observers, such as local law enforcement officers. We may need to trace and contact the registered aircraft owner, since the owner and operator may be two different people.

Following is Title 14 of the Code of Federal Regulations, Section 91.119 of the General Operating and Flight Rules, which specifically prohibits low flying aircraft.

### **91.119 Minimum safe altitudes; general**

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- (a) Anywhere – An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- (b) Over congested areas – Over any congested area of a city, town, or settlement, or over any open-air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

- (c) Over other than congested areas – An altitude of 500 feet above the surface except over open water or sparsely populated areas. In that case, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.
- (d) Helicopters – Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with routes or altitudes specifically prescribed for helicopters by the Administrator.

Helicopter operations may be conducted below the minimum altitudes set for fixed-wing aircraft. The reason: they have unique operating characteristics, the most important of which is their ability to execute pinpoint emergency landings during power-out emergencies. Furthermore, the helicopter's increased use by law enforcement and emergency medical service agencies requires added flexibility.

For more information, or to report a low-flying aircraft, please contact your local FSDO. For a list of FSDO's pertaining to your area, click [here](#).

Thank you for your interest in aviation safety.