

Peafowl Problems in Florida: On October 29th, the Miami *Herald* newspaper published an article about the possibility of trapping peafowl in the Coconut Grove area of Miami, Florida. The City of Rancho Palos Verdes was cited in the article as providing a model for the humane management of peafowl. The article is available online at <https://www.miamiherald.com/news/local/community/miami-dade/coconut-grove/article236788583.html>.

Peafowl Trapping and Relocation Program: For this week, 12 birds were trapped, resulting in a total of 29 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>.

LAX/Community Noise Roundtable Meeting on November 13th: The next Roundtable meeting is scheduled on Wednesday, November 13th beginning at 6:30 PM at the Los Angeles International Airport's (LAX) Clifton A. Moore Administration Building, which is located at 1 World Way. While the meeting focus is addressing passenger jet noise concerns from communities such as Rancho Palos Verdes, residents may attend these meetings and voice their concerns directly to the FAA representatives in attendance. When the Los Angeles World Airports (LAWA) Staff releases their agenda, which is required 3 days before the meeting, a copy their agenda will be included in the Weekly Administrative Report. For more information from LAWA on the Roundtable, including meeting agendas and minutes, [click here](#).

Federal Aviation Administration (FAA) Low-Flying Fixed-Wing Aircraft Regulations: City Staff occasionally receives complaints about low-flying fixed-wing aircraft noise. The Federal Aviation Administration (FAA), which regulates the airspace above and adjacent to Rancho Palos Verdes, allows civilian aircraft pilots to fly using visual flight rules rather than requiring pilots follow a designated flight path. While pilots are allowed to fly over the ocean without a minimum altitude restriction, the FAA does prohibit pilots from operating aircraft below 1,000 feet over urbanized areas. Based on direction from the City Council, the City Attorney's Office previously sent letters to the Torrance and Hawthorne Municipal Airport Managers reporting Rancho Palos Verdes citizens' noise concerns generated from low-flying fixed-wing aircraft originating from their airports (attached). Recently, City Staff contacted the Torrance Noise Abatement Office concerning noise generated from an unidentified aircraft that has flown over Abalone Cove in the early morning and late afternoon. City Staff will be raising the citizen noise complaints caused by this aircraft and other clarify questions regarding general aviation to the FAA during "Member Discussion" at the next LAX/Community Noise Roundtable, which is scheduled on November 13th (see below).

As we have advised previously, when residents observe pilots flying below 1,000 feet above the city, they may contact the Long Beach Flight Standards District Office at (562) 377-5400. The FAA advises that when reporting an incident to the 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).



June 14, 2018

VIA FEDEX & FIRST CLASS MAIL

Rafael Herrera
Torrance Municipal Airport
General Manager
3301 Airport Dr.
Torrance, CA 90505

Shant Megerdichian
Torrance Municipal Airport
Facilities Operations Manager
3301 Airport Dr.
Torrance, CA 90505

LeRoy J. Jackson
City Manager
City of Torrance, City Hall
3031 Torrance Blvd.
Torrance, CA 90503

Re: Excessive Noise Concerns from Low Flying Aircraft Departing Torrance
Municipal Airport

Messrs. Herrera, Megerdichian & Jackson:

We are the City Attorney for the City of Rancho Palos Verdes. We have been directed by the City Council to inform you about reported excessive aircraft noise over this community caused by low flying aircraft, including helicopters, departing Torrance Municipal Airport.

We understand that the Palos Verdes coastline and its adjacent ocean are a destination for pilot flight training, scenic tour operations, aerial advertising, and light sport aircraft enthusiasts. However, residents have complained about excessive noise disturbances caused by small aircraft flying too closely to or just above residential areas in Rancho Palos Verdes.

On behalf of the City of Rancho Palos Verdes and our residents, we strongly urge the managers of Torrance Municipal Airport to convey to the small aircraft operators, organizations and pilots who use the airport to follow the Federal Aviation Association regulations for minimum altitudes for low flying aircraft when flying over or near the City of Rancho Palos Verdes.

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Rafael Herrera
Shant Megerdichian
LeRoy J. Jackson
June 14, 2018
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Please contact Robert Nemeth, Associate Planner with the City, at (310) 544-5285 or contact me at (310) 527-6667 to discuss how we can amicably address this public disturbance matter.

Very truly yours,



William W. Wynder
of ALESHIRE & WYNDER, LLP

WWW:db

cc: Honorable Mayor & Councilmembers,
City of Rancho Palos Verdes
Mr. Doug Willmore,
City Manager
Mr. Ara Mihranian,
Community Development Director
Mr. Robert Nemeth,
Associate Planner



June 14, 2018

VIA FEDEX AND FIRST CLASS MAIL

Arnold Shadbehr, Interim City Manager
City of Hawthorne, City Hall
4455 W. 126th St.
Hawthorne, CA 90250

Hawthorne Municipal Airport
Guido Fernandez, Airport Administrator
12101 S. Crenshaw Blvd, Suite #3
Hawthorne, CA 90250

Hawthorne Airport LLC
Donnie Sandusky, General Manager
12101 S. Crenshaw Blvd.
Hawthorne, CA 90250

Re: Excessive Noise Concerns from Low Flying Aircraft Departing Hawthorne Municipal Airport

Messers. Shadbehr, Fernandez & Sandusky:

We are the City Attorney for the City of Rancho Palos Verdes. We have been directed by the City Council to inform you about reported excessive aircraft noise over this community caused by low flying aircraft, including helicopters, departing Hawthorne Municipal Airport.

We understand that the Palos Verdes coastline and its adjacent ocean are a destination for pilot flight training, scenic tour operations, aerial advertising, and light sport aircraft enthusiasts. However, residents have complained about excessive noise disturbances caused by small aircraft flying too closely to or just above residential areas in Rancho Palos Verdes.

On behalf of the City of Rancho Palos Verdes and our residents, we strongly urge the managers of Hawthorne Municipal Airport to convey to the small aircraft operators, organizations and pilots who use the airport to follow the Federal Aviation Association regulations for minimum altitudes for low flying aircraft when flying over or near the City of Rancho Palos Verdes.

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Arnold Shadbehr, Interim City Manager
Hawthorne Municipal Airport
Hawthorne Airport LLC
June 14, 2018
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Please contact Robert Nemeth, Associate Planner with the City, at (310) 544-5285 or contact me at (310) 527-6667 to discuss how we can amicably address this public disturbance matter.

Very truly yours,



William W. Wynder
of ALESHIRE & WYNDER, LLP

WWW:db

cc: Honorable Mayor & Councilmembers,
City of Rancho Palos Verdes
Mr. Doug Willmore,
City Manager
Mr. Ara Mihranian,
Community Development Director
Mr. Robert Nemeth,
Associate Planner

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.