

COMMUNITY DEVELOPMENT DEPARTMENT

New Chase Bank at the Golden Cove Shopping Center

On March 12, 2021, the City's Building & Safety Division issued building permits for the remodeling of the old Admiral Risty restaurant into a new Chase Bank location. The remodeling includes interior tenant improvements along with electrical, mechanical and signage updates. Staff will provide additional information as it becomes available.



Federal Aviation Administration (FAA) Response Letter to LAX Community Noise Roundtable

On January 8, 2020, the Roundtable sent a letter to the FAA requesting that air traffic controllers in Palmdale (ZLA) become a party to the voluntary noise abatement policy adopted by the air traffic controllers at Southern California Terminal (SCT TRACON) located on San Diego (see attached letter). The ZLA policy maintains passenger jets departing from the Los Angeles International Airport (LAX) at least 3 miles south from the Palos Verdes Peninsula until ascending to an altitude of 13,000 feet. On May 27, 2020, the FAA responded that a letter of agreement or LOA between air traffic controllers was unnecessary (see attached letter). The FAA wrote that air traffic controllers in SCT TRACON have jurisdiction of passenger jets up to 15,000 feet and that air traffic controllers in Palmdale cannot assert jurisdiction within SCT TRACON airspace.

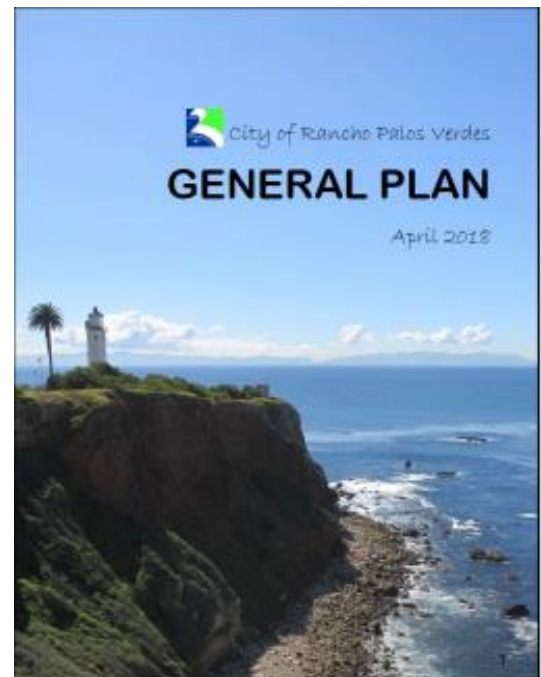
Federal Aviation Administration (FAA) Response to City's Request for Flight Training Area Relocation

City staff occasionally receives small aircraft noise complaints from its residents. To curb the number of noisy, low-level training flights maneuvering off the RPV coastline, staff submitted a letter to the FAA requesting relocation of the Flight and Aerobatic Training Area, which is located offshore from the southerly shoreline (see photo). Specifically, staff requested that the FAA relocate the flight training area at least 5 miles from the City's southerly shoreline. On March 17, 2021, the FAA sent a response letter stating that flight training in this area is a permitted activity and denied the request to relocate the training area. The FAA also noted that the Long Beach Flight Standards District Office performs regular outreach activities at the Torrance Airport and that they are preparing a campaign to encourage Torrance-based pilots to practice hospitable flying behavior. The City and FAA letters are attached.



General Plan Update and Housing Element Progress Report Submitted

On March 17, 2021, the Planning Division submitted the City's Annual General Plan Update Report as well as the Housing Element Annual Progress Report to the Governor's Office of Planning and Research (OPR) and the California Department of Housing and Community Development (HCD). The reports included the implementation status of the City's General Plan and the Housing Element during the 2020 calendar year. For more information, please click [here](#) for the 2020 Annual General Plan Update Report, and please click [here](#) for the 2020 Housing Element Annual Progress Report.



January 20, 2021

Via U.S. Mail and Email

Steve Dickson, Administrator
Federal Aviation Administration
U.S. Department of Transportation
800 Independence Ave, SW
Washington D.C., 20591

SUBJECT: Request for Relocation of Intensive Flight and Aerobatic Training Area

Dear Mr. Dickson,

I am writing you on behalf of the residents and City Council of the City of Rancho Palos Verdes located in Los Angeles County on the Palos Verdes Peninsula (Peninsula). The City has had a long history of expressing citizen concerns to the Federal Aviation Administration (FAA) regarding airspace noise impacts. There is an FAA-designated Intensive Flight and Aerobatic Training Area offshore to the City of Rancho Palos Verdes (RPV). This flight training area is specifically located offshore, along the City's southerly shoreline. Due to the training site's close proximity to the City's residential and resort developments, City officials receive airspace noise complaints from its residents and visitors.

Understandably, there is a need to have pilots train over the skies of the Los Angeles County region. However, the offshore designated flight training area was established by the FAA at a time when the coastal area adjacent to RPV did not have the intensive residential and recreational developments it has today.

The City Council of Rancho Palos Verdes identifies this noise as a nuisance affecting our community and recommends a course of action to the FAA that would reduce noise over our affected community without concentrating an undue noise burden on any other community. In an effort to reduce the aircraft noise complaints the City of Rancho Palos Verdes receives that are directly attributed to pilot training off the City's coastline, I request

on behalf of the City Council that the FAA relocate the Intensive Flight and Aerobatic Training Area that is adjacent to the City of Rancho Palos Verdes shoreline to a distance further over the Pacific Ocean. A relocation of the practice area to an over-the-ocean area between the City of Rancho Palos Verdes and Catalina Island should be considered by the FAA. Specifically, it is requested that the northerly boundary of the Intensive Flight and Aerobatic Training Area be shifted so as not to be closer than five miles of the City's southerly shoreline. This area does not have commercial turbo propeller traffic nor would it interfere with passenger jets on the OSHNN departure schedule, as that jet traffic is at a higher altitude for the safe spacing between passenger jets and general aviation aircraft.

I thank you in advance for accepting this letter and respectfully reviewing the City's request. I look forward to a written response. I can be reached at 310-544-5202 or via email at aram@rpvca.gov.

Sincerely,



Ara Michael Mhuranian, AICP
City Manager

FAA CC:

Dr. Raquel Girvin, Western-Pacific Regional
Administrator
Federal Aviation Administration Western-Pacific Region
777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

Frank Lias
Air Traffic Manager
Southern California Terminal Radar Approach Control Facilities
9175 Kearny Villa Road
San Diego, CA 92126

Lisa Jones
Air Traffic Manager
Los Angeles Air Route Traffic Control Center
2555 East Avenue P
Palmdale, CA 93550

Rancho Palos Verdes City Council
William Wynder, City Attorney
June Ailin, Assistant City Attorney



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Office of the Regional Administrator

777 S. Aviation Blvd. Suite 150
El Segundo, CA 90245

March 17, 2021

Mr. Ara Michael Mihranian
City Manager
City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

Dear Mr. Mihranian:

Thank you for your letter of January 20, 2021, about aerobatic flight adjacent to residential communities and resorts within the City of Rancho Palos Verdes. The Federal Aviation Administration (FAA) Western Pacific Regional Administrator's office has been assigned to respond on behalf of Administrator Steve Dickson.

The area in question on the Los Angeles Terminal Area Chart (TAC) is depicted by an advisory note, which states intensive aerobatic and flight training may occur in an area over the ocean west of Rancho Palo Verdes. Pilots regularly practice aerobatic maneuvers in this area. The advisory is on the chart to increase safety and to prevent midair collisions. It does not indicate an approved Aerobatic Practice Area (APA).

An Aerobatic Practice Area is a waived area for pilots to practice aerobatic maneuvers that do not meet the requirements of Title 14 of the Code of Federal Regulations (14 CFR) 91.303. 14 CFR 91.303 describes where pilots may not operate an aircraft in aerobatic flight. These areas include the following:

- a) Over any congested area of a city, town, or settlement;
- b) Over an open-air assembly of persons;
- c) Within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport;
- d) Within 4 nautical miles of the centerline of any Federal airway;
- e) Below an altitude of 1,500 feet above the surface; or
- f) When flight visibility is less than 3 statute miles

An APA will generally waive c, d, and e of 14 CFR 91.303. Long-term APAs are valid for more than 30 days to no more than 36 calendar months and require an Environmental Assessment. Aircraft operating in the area west of Rancho Palos Verdes are not operating in a manner that would require an APA waiver; therefore, aerobatic practice in this area is permitted as long as the pilots comply with the requirements in 14 CFR 91.303.

Removing the advisory note from the chart will not prohibit aerobatic practice flights from occurring in the area.

The Long Beach Flight Standards District Office FAA Safety Team (FAAST) performs regular outreach activities at the Torrance Airport. The FAAST Team program manager is preparing an email campaign to encourage local pilots to fly neighborly. The FAAST Team will notify the pilots during safety team briefings about your concerns to raise awareness of this issue with the local area pilots. Additionally, the Long Beach Flight Standards District Office will continue to monitor the activity in the area and initiate enforcement actions if a pilot operates contrary to the regulatory requirements.

If you have additional questions or if I can be of further assistance, please contact my office at (424) 405-7000.

Sincerely,

A handwritten signature in black ink, appearing to read "Raquel Girvin". The signature is fluid and cursive, with a large initial "R" and "G".

Raquel Girvin
Regional Administrator



January 8, 2020

Lisa Jones
Air Traffic Manager
Los Angeles Air Route Traffic Control Center
2555 East Avenue P
Palmdale, CA 93550

Frank Lias
Air Traffic Manager
Southern California Terminal Radar Approach Control Facilities
9175 Kearny Villa Road
San Diego, CA 92126

Subject: Request for Letter of Agreement Establishing Standard Procedures for Coordination of Air Traffic between Los Angeles Center (ZLA-ARTCC) and Southern California TRACON (SCT)

Dear Ms. Jones and Mr. Lias,

In an effort to reduce aircraft noise, Southern California TRACON (SCT) standard operating procedure (SOP) Section 3 (8-3-2.a) states the following: "Turbojet departures filed via southbound SIDs must be established on the SID or vectored to remain at least five (5) statute miles (SM) west and three (3) SM south of Palos Verdes Peninsula until leaving 13,000' MSL" (see Exhibit 1).

Because Los Angeles Air Route Traffic Control Center (ZLA-ARTCC) is not a party to this noise abatement SOP, the LAX/ Community Noise Roundtable respectfully requests that SCT SOP Section 3 (8-3-2.a) be included in the letter of agreement (LOA) between ZLA-ARTCC and SCT (see Exhibit 2).

The Roundtable considers this LOA to be a feasible measure to reduce aircraft flights over the Palos Verdes Peninsula after hand-off between SCT and ZLA-ARTCC, resulting in more consistent use of the established noise abatement procedure. Please give this request serious consideration and kindly provide a response to the Roundtable. Thank you for your continued cooperation.

Sincerely,

Denny Schneider
Chair, LAX/Community Noise Roundtable

- Exhibits: 1. SCT SOP Section 3 (8-3-2.)
2. LOA between ZLA-ARTCC and TRACON SCT

03/29/18

SCT 7110.65B

SECTION 3. RADAR TEAM PROCEDURES

8-3-1. AUTOMATIC ACQUISITION OF DEPARTURE TRACKS AND DEPARTURE MESSAGES

Del Rey CPCs are responsible for determining if automatic acquisition of departure tracks has occurred for departures that enter or are under their respective sector's jurisdiction, and must forward departure times to the appropriate facility when automatic acquisition of a departure does not occur.

8-3-2. DEPARTURE NOISE ABATEMENT PROCEDURES: RUNWAYS 24R/L AND 25L/R

Noise abatement procedures apply to turbojet and turboprop aircraft that depart Los Angeles airport runways 24 and 25. Noise abatement procedures also apply to southbound turbojet departures from Santa Monica, Torrance, and Hawthorne airports. Departure controllers must use the following procedures unless operational requirements dictate taking action to correct an adverse or unsafe situation:

- a. Turbojet departures filed via southbound SIDs must be established on the SID or vectored to remain at least five (5) statute miles (SM) west and three (3) SM south of the Palos Verdes Peninsula until leaving 13,000' MSL.
- b. Turbojet departures routed over GMN VORTAC/OROSZ or PMD VORTAC/SLAPP must not be vectored north of 270 degrees until reaching 4,000' MSL; and must be established on the SID or vectored west of BAYST Intersection.
- c. Turbojet departures must not be vectored south of 210 degrees until reaching 3,000' MSL.
- d. Turbojet ORCKA Departures must be direct KLIPR.
- e. LAX Turboprop departures must not be vectored south of 200 degrees until reaching 3,000' MSL.
- f. LAX Turboprop departures landing CRQ, SNA, or SAN must be vectored outside the noise dots to remain at least one (1) SM off of the Palos Verdes Peninsula shoreline.

8-3-3. MANDATORY SPEED RESTRICTIONS

- a. Between 0630 and 2200 local time, departure controllers must, unless otherwise coordinated, assign 250 knots to all turbojet aircraft assigned 10,000' MSL or above that will enter the Newport Sector at any point on their route of flight.
- b. All RECAT A, B, and C category aircraft will be instructed not to exceed 280 knots to the extent possible.

Exhibit 2

1. PURPOSE:

This letter of agreement establishes standard procedures for coordination of air traffic between Los Angeles Center (ZLA) and the Southern California TRACON (SCT).

2. CANCELLATION:

All previous agreements are cancelled.

3. SCOPE:

The provision and procedures contained herein are supplemental to those contained in FAA Order 7110.65 and VATSIM/VATUSA policies/procedures.

4. PROCEDURES:

1. Radar separation
 - a. The minimum radar separation required by each facility is 5 miles. The transferring controller must ensure that this separation is maintained or increasing at the time of transfer of control.
2. Airspace/Airport Configurations
 - a. Airspace delegated to SCT changes based on the landing configuration at LAX. ZLA must ensure all aircraft are assigned appropriate procedures based on the runway flow in use at SCT airports.
3. Arrivals
 - a. SCT shall have control for all aircraft landing in SCT passing 16,000' MSL. Feeder sector shall have control for descent to 17,000' MSL, speeds no lower than 250 knots, and turns within 10 miles of its eastern boundary from ZLA.
 - b. Aircraft arriving SCT from ZLA will be handled in accordance with the following tables:
 - i. Burbank Area

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
MOORPARK	WEESL/LHS.LYNXX	Cross LYNXX at 9000'	
	BONJO/ROKKR/IVINS	Descend via	
	FERN	Cross PIRUE/BAILL at 11000' or CANYN at 9000'	
VALLEY	LHS.KIMMO/WAYVE	Cross LHS at 11000'	Landing LAX/SMO

Exhibit 2

ii. Los Angeles Area - LAX West Traffic

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
FEEDER	SNSTT	Descend via	Assigned 280 knots or less
	ANJLL	Descend via	
	HLYWD	Descend via	
	SEAVU	Descend via	
ZUMA	VTU.SADDE	Cross VTU at 11000' and 250 knots	
	HUULL/RYDRR	Descend via	
	FIM.SADDE	Cross SYMON at 12000' and 250 knots	
	IRNMN	Descend via	

iii. Los Angeles Area - LAX East Traffic

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
FEEDER	BIGBR	Descend via	ZLA assigns 7R transition, assigned 280 knots or less
	BRUEN	Descend via	
	BASET	Descend via	
STADIUM	ZUUMA	Descend via	
	MOORPARK	Cross PAULA at 11000' and 250 knots	
	V25.LAX	Level at 5000'	MPQ aircraft landing LAX
	EXERT	Cross EXERT at 6000', 250 knots	Established on runway 6L localizer

Exhibit 2

iv. Los Angeles Area - LAX Over Ocean Traffic

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
STADIUM	MOORPARK	Cross PAULA at 11000', 250 knots	
	ZUUMA	Descend via	
	V25	Level at 5000'	MPQ aircraft landing LAX
	EXERT direct LAX	Cross Exert at 6000', 250 knots	
FEEDER	MDNYT	Descend via	Assigned 280 knots or less
	BASET	Descend via	Assigned 280 knots or less, assigned 6R transition

v. Empire Area

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
NORTON	THRNE	Descend via	
	ZIGGY	Cross FLAVR at 14000' or DAWNA at 12000'	
	GLRNO	Descend via	
	SCBBY	Descend via	
	SETER	Cross PSP at 16000' or ROTHY at 12000'	
	DSNEE/ROOBY	Descend via	
	KAYOH	Cross AHLEX at 16000' or DAWNA at 13000'	
	V137.PSP	Cross HITOP at 16000'	Landing Palmplex
	SIZLR	Descend via	
SPRINGS	CLOWD/SBONO	Cross CLOWD at 11000' and 250 knots	

Exhibit 2

vi. Coast Area

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
PACIFIC	OLAAA	Descend via	
	VISTA	Cross OCN at 12000'	
	PLYYA	Descend via	SAN East

vii. San Diego Area - SAN West Traffic

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
NORTH	HUBRD	Cross CARDI at 15000'	
	COMIX	Descend via	
EAST	LUCKI	Descend via	
	BARET	Cross CARUL at 12000' or PILLO at 10000'	

viii. San Diego Area - San East or Opposite Direction Traffic

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
WIZKY	SHAMU	Cross SHAMU at 15000'	
EAST	TOPGN	Descend via	
	BARET	Cross CARUL at 12000' or PILLO at 10000'	

ix. Del Rey Area

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
NEWPORT	TANDY	Cross MERMA at 14000'	
	OHSEA/PCIFC	Descend via	
	C1177.SXC	Cross GOATZ at 12000', 250 knots	
	GOATZ/KARLB	Descend via	
	BAUBB/TILLT	Descend via	

Exhibit 2

4. Departures

- a. Departures from SCT airports with cruise altitudes above SCT's airspace ceiling shall be climbing via SID at the time of handoff. Aircraft not on SIDs or on a SID with a top altitude below SCT's airspace ceiling should be climbing to SCT's airspace ceiling.
 - i. One exception to this is aircraft routed via legacy departure procedures over SLI (e.g. SEBBY, LAXX, MUSEL). Aircraft routed over SLI climbing out of SCT shall be climbed to 17,000' at the time of handoff to ZLA.
 - ii. The other exception is M-class aircraft routed via VTU or IKAYE from Del Rey. See the table below.
- b. Departures from SCT airports with cruise altitudes at or below SCT's airspace ceiling shall be at their cruise altitude at the time of handoff, unless otherwise coordinated with ZLA.
- c. ZLA in general does not have control for aircraft climbing out of SCT while still in SCT airspace, exceptions are listed in the notes column of the following table.
- d. Aircraft on Standard Instrument Departures should be handed off to the appropriate ZLA sector as listed in this table:

GATE/DEPARTURE	ZLA SECTOR	NOTES
Departures routed over OROSZ/GMN	04	
GARDY/SNSHN departures	04	ZLA has control
NIKKL/RAJEE	30	ZLA control for vectors southbound reaching 12000'
CATHEDRAL	39	ZLA has control
IRVINE	30	
MIKAA	30	
SNA Eastbound Departures	30	ZLA control for vectors reaching 8000'
ECHHO/MMOTO/FALCC	30	
ZZOOO/SAYOW/BRDR	31	
PADRZ/PEBLE	30	
PRCH/VTU	25	HDG 250. ZLA control for vectors west of FIM148R
DARRK/SUMMR/MUELR	25	
MOOOS	25	Center control turns clockwise from 250 to 300 west of FIM158R, climbing to 9000'
ORCKA	04	
TOPMM	04	Assigned 250 knots

Exhibit 2

South Ventura Flow	25	HDG 250. ZLA control for climb and turns westbound west of FIM148R
TOPMM IKAYE transition	25	ZLA control for climb
VTU/PRCH/TRTON LAX E	25	HDG 260 or DRCT TRTON
DOTSS/FRITR	30	
PNDAH	30	
OSHNN	30	
ZOOMM	30	
LAXX	30	
FINZZ/HOBOW	30	
TUSTI/LAXX LAX E	30	
HHERO	28	
SXC-C1177	28	Direct SXC. ZLA control for climb and turns west of FIM148R
ZILLI	28	ZLA control for climb and turns west of FIM148R



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

May 27, 2020

Mr. Denny Schneider
Chair, LAX/Community Noise Roundtable
c/o Los Angeles World Airports Noise Management
1 World Way
Los Angeles, CA 90009

Dear Chairman Schneider:

On January 8, 2020, you wrote to Federal Aviation Administration (FAA) air traffic managers Lisa Jones and Frank Lias, requesting the letter of agreement (LOA) between Los Angeles Air Route Traffic Control Center (ZLA) and Southern California Terminal Radar Approach Control (SCT) be revised to include a noise abatement procedure contained in SCT's Standard Operating Procedure (SOP). The letter was forwarded to my office for response.

The noise abatement procedure you referenced is in effect until the aircraft is above 13,000 mean sea level (MSL). The ceilings of the SCT sectors covering the area in question are 14,000 and 15,000 feet MSL. In accordance with FAA Order 7110.65, *Air Traffic Control*, ZLA cannot issue a control instruction that will change the aircraft's heading, route, speed, or altitude while that aircraft is not in ZLA airspace; any change must be approved by SCT. Therefore, by default, the SCT SOP procedure you referenced is still in effect after the aircraft is handed off to ZLA, and including the procedure in the LOA between SCT and ZLA is unnecessary.

We sincerely apologize for the delay. If I can be of further assistance, please contact my office at (424) 405-7000.

Sincerely,

Raquel Girvin
Regional Administrator