



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

April 10, 2023

The Honorable Barbara Ferraro  
Mayor, City of Rancho Palos Verdes  
30940 Hawthorne Blvd.  
Rancho Palos Verdes, CA 90275

Dear Mayor Ferraro:

Thank you for your letter dated February 7, 2023, regarding the STHBY and KYLOW proposed departure procedures. We appreciate your city's engagement and participation in the Los Angeles International Airport/Community Noise Roundtable.

Enclosed is our response letter dated January 26, 2023, to Los Angeles World Airports' (LAWA) December 12, 2022, letter. As you will find in our response, we are delaying the publication of the procedures to consider LAWA's input.

The FAA's mission is to provide the safest, most efficient aerospace system in the world. If we can be of further assistance, please contact my office at (424) 405-7000.

Sincerely,

Erik W. Amend  
Acting Regional Administrator

Enclosure



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of Transportation  
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January 26, 2023

Samantha Bricker  
Chief Sustainability and Revenue Management Officer  
Los Angeles World Airports  
1 World Way  
Los Angeles, California 90045

Dear Samantha Bricker:

Subject: LAWA's Comments on Two New Departure Procedures – STHBY and KYLOW

Thank you for your letter dated December 12, 2022, concerning two new departure procedures, STHBY and KYLOW. The Federal Aviation Administration (FAA) values our longstanding, open, and transparent working relationship with Los Angeles World Airports (LAWA). As such, we would like to highlight the collaborative steps we took to ensure LAWA was proactively briefed.

The new departure procedures were briefed twice to LAWA. The first briefing was on May 24, 2022, during which we were asked for additional graphics to help clarify the flight paths. At the follow-up meeting, held on June 29, 2022, we presented those graphics and answered additional questions. The June 29 presentation showed the anticipated publication date of the new procedures was targeted for December 29, 2022.

As discussed during the two briefings, these procedures will enhance safety and efficiency during the nighttime Over-Ocean Operations by expediting the initial separation from opposite direction Over-Ocean arrivals. Turning aircraft away from inbound opposite direction traffic at the soonest opportunity enhances safety by providing earlier separation and improves efficiency by accommodating increases in nighttime traffic volume. Also, the procedures were designed to ensure aircraft will remain at least five statute miles west and three statute miles south of the Palos Verdes peninsula until leaving 13,000 feet mean sea level.

As a precursor, the Performance Based Navigation (PBN) work group meeting for these changes was held in March of 2016, prior to a more inclusive approach to stakeholder involvement that developed after the Southern California (SoCal) Metroplex. The changes were put on hold for the SoCal Metroplex project. A subsequent meeting was held with Air Traffic Control (ATC) in May and August of 2021 to ensure the procedure changes were still needed and met the needs of ATC.

When working collaboratively with airport sponsors—especially those who are also participating members of a community roundtable—we rely on their awareness and knowledge of potentially

impacted communities. During the May 24 and June 29 meetings, LAWA did not voice any specific concerns about the procedure changes, request any additional changes, or mention the need for community outreach. Subsequently, we received input from your office, and we appreciate the opportunity to work together

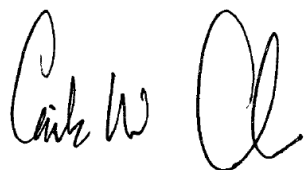
After meeting with your office on December 7, 2022, and considering LAWA's input, we have moved the publication from February 23, 2023, to November 30, 2023, to allow us to study your requested changes. We are anticipating a meeting in early 2023 with ATC to examine the operational feasibility of your requests. If we require an additional work group, we will engage with LAWA to invite you to attend the meeting(s).

That said, this is an opportunity to explore ways to improve our joint collaboration and messaging. I look forward to discussing our findings and recommendations with LAWA leadership in the near future. The FAA remains committed to addressing community concerns and working collaboratively with all stakeholders as it seeks to improve the safety and efficiency of the NAS.

The FAA's mission is to provide the safest, most efficient aerospace system in the world. We will continually strive to improve the safety and efficiency of flight in this country.

If we can be of further assistance, please contact my office at (424) 405-7000.

Sincerely,

A handwritten signature in black ink, appearing to read 'Erik Amend', with a stylized flourish at the end.

Erik Amend  
Acting Regional Administrator



BARBARA FERRARO, MAYOR  
JOHN CRUIKSHANK, MAYOR PRO TEM  
ERIC ALEGRIA, COUNCILMEMBER  
DAVID L. BRADLEY, COUNCILMEMBER  
PAUL SEO, COUNCILMEMBER

February 7, 2023

Via Email

Erik Amend  
Acting Regional Administrator  
Federal Aviation Administration  
777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

**SUBJECT: Letter Opposing the FAA's Two New Departure Procedures – STHBY and KYLOW**

Dear Mr. Amend:

On February 7, 2023, the Rancho Palos Verdes City Council held a regular meeting that included a City staff report on the City's participation in the LAX Community Noise Roundtable and the FAA's latest proposal to implement two new departure procedures titled STHBY and KYLOW from LAX. These departure procedures, due to their proximity to the Palos Verdes Peninsula, pose a threat to the nighttime tranquility this community currently enjoys and is thereby vehemently opposed by the City of Rancho Palos Verdes.

This City Council, and the community it represents, are also dismayed by the lack of notification from the FAA about the proposal. These concerns have already been expressed to you by the Los Angeles World Airports (LAWA) staff in their letter to the FAA dated December 12, 2022 (see attachment). We echo their comments and as such, the City Council requests the following items be considered:

1. That the FAA revise the two new proposed departure procedures named STHBY and KYLOW to ensure that passenger jets are prohibited from initiating turns prior to the shoreline.
2. That the FAA use the existing waypoint PEVEE, which is farther away from the Peninsula than the new waypoint STHBY, which is approximately half a mile closer to the Peninsula.
3. That the FAA place a specific notation, "For use only when nighttime noise abatement procedures are in effect," for new departure procedures.

It is disheartening that your proposal lacks community outreach and that there has been a complete disregard for the many years it took to develop the existing noise abatement procedures with Roundtable communities. Should the FAA decide to implement its new

**Acting Regional Administrator Amend**  
**February 7, 2023**  
**Page 2**

route proposals, this action will significantly erode the public trust that took many years to foster. Therefore, we implore you to give serious consideration to the above requests as we believe these measures would safeguard the Peninsula from unwanted aircraft noise and could provide the FAA with the improved, safer airspace it is seeking.

Sincerely,



**Barbara Ferraro**  
Mayor, City of Rancho Palos Verdes

cc: Rancho Palos Verdes City Council and City Manager  
Faviola Garcia, FAA Western-Pacific Acting Deputy Regional Administrator  
Jacki Bacharach, Executive Director, South Bay Cities Council of Governments

Enclosure: LAWA letter to FAA dated December 12, 2022