

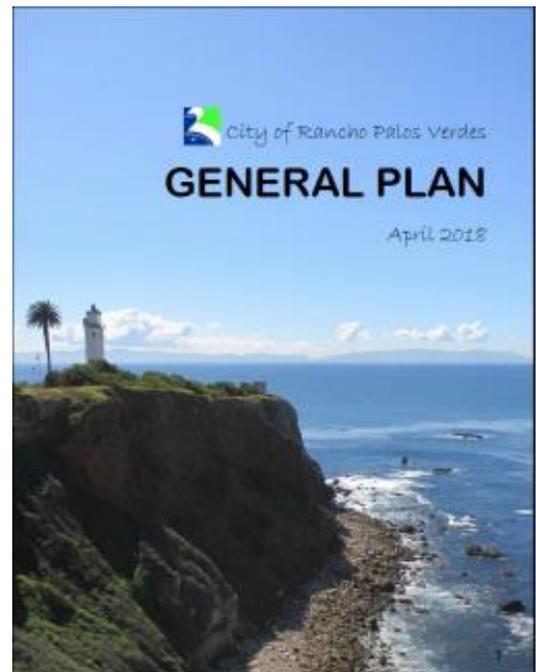
Federal Aviation Administration (FAA) Response to City's Request for Flight Training Area Relocation

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 Mihranian, 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



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 written in a cursive, flowing style.

Raquel Girvin
Regional Administrator