



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