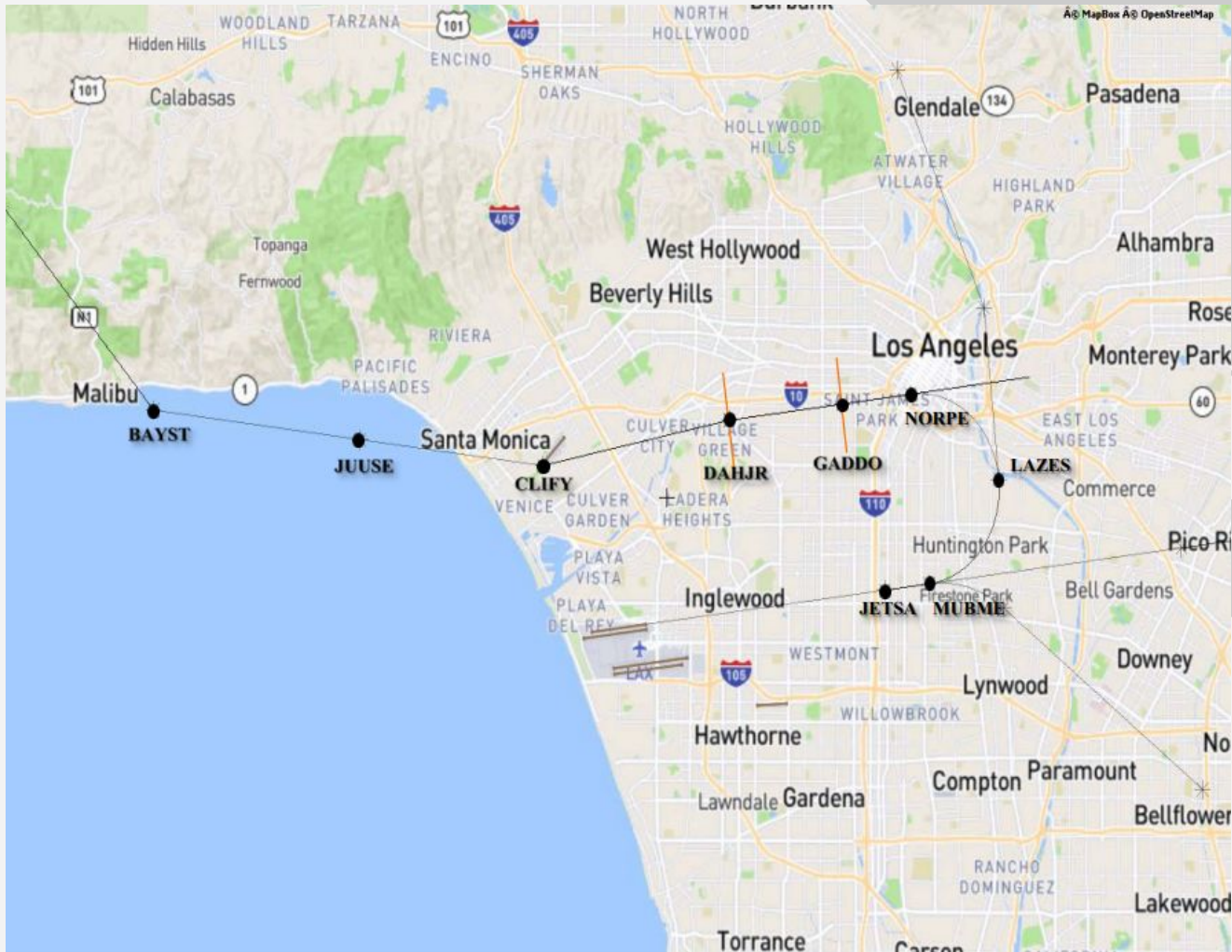




LAX Metroplex / Wide Area Ad Hoc Committee

Nov 2018 LAX Noise Roundtable

- 
1. DAHJR Flight Data
 2. Updated FAA Commitments
 3. CVFP Status Update
 4. Next Steps



North Downwind Arrival Flight Paths



1. 6000 Foot Alt +/- 300 at DAHJR

March 1-31, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	902	9.7%	65.0%
6000-6299	2346	25.2%	
5700-5999	2817	30.2%	
5500-5699	1034	11.1%	35.0%
5000-5499	1474	15.8%	
4500-4999	554	5.9%	
4000-4499	139	1.5%	
3500-3999	49	0.5%	
3000-3499	10	0.1%	
2500-2999	3	0.0%	
<2500	0	0.0%	
Grand Total	9328	100%	

April 1-30, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	782	8.5%	64.1%
6000-6299	2371	25.8%	
5700-5999	2739	29.8%	
5500-5699	1156	12.6%	35.9%
5000-5499	1504	16.4%	
4500-4999	478	5.2%	
4000-4499	126	1.4%	
3500-3999	28	0.3%	
3000-3499	9	0.1%	
2500-2999	4	0.0%	
<2500	0	0.0%	
Grand Total	9197	100%	

ANOMS Gate Penetration - DAHJR
May 1-23, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	500	6.8%	66.5%
6000-6299	2114	28.7%	
5700-5999	2294	31.1%	
5500-5699	894	12.1%	33.5%
5000-5499	1130	15.3%	
4500-4999	332	4.5%	
4000-4499	83	1.1%	
3500-3999	22	0.3%	
3000-3499	7	0.1%	
2500-2999	0	0.0%	
<2500	0	0.0%	
Grand Total	7376	100%	

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
May 24-31, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	205	7.8%	67.5%
6000-6299	793	30.2%	
5700-5999	774	29.5%	
5500-5699	293	11.2%	32.5%
5000-5499	390	14.9%	
4500-4999	121	4.6%	
4000-4499	29	1.1%	
3500-3999	15	0.6%	
3000-3499	3	0.1%	
2500-2999	1	0.0%	
<2500	0	0.0%	
Grand Total	2624	100%	

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
Jun 1-30, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	794	8.1%	65.1%
6000-6299	2628	26.8%	
5700-5999	2959	30.2%	
5500-5699	1258	12.8%	34.9%
5000-5499	1536	15.7%	
4500-4999	480	4.9%	
4000-4499	111	1.1%	
3500-3999	24	0.2%	
3000-3499	9	0.1%	
2500-2999	0	0.0%	
<2500	0	0.0%	
Grand Total	9799	100%	

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
July 1-31, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	590	6.2%	65.1%
6000-6299	2556	26.6%	
5700-5999	3099	32.3%	
5500-5699	1217	12.7%	34.9%
5000-5499	1606	16.7%	
4500-4999	395	4.1%	
4000-4499	102	1.1%	
3500-3999	15	0.2%	
3000-3499	8	0.1%	
2500-2999	1	0.0%	
<2500	2	0.0%	
Grand Total	9591	100%	

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
August 1-31, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	829	8.2%	67.4%
6000-6299	2767	27.5%	
5700-5999	3186	31.7%	
5500-5699	1292	12.8%	32.6%
5000-5499	1491	14.8%	
4500-4999	403	4.0%	
4000-4499	68	0.7%	
3500-3999	25	0.2%	
3000-3499	4	0.0%	
2500-2999	0	0.0%	
<2500	0	0.0%	
Grand Total	10065	100%	

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

1. 6000 Foot Alt +/- 300 at DAHJR

ANOMS Gate Penetration - DAHJR
October 1-31, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	591	6.4%		
6000-6299	2193	23.8%		
5700-5999	2673	29.0%	59.2%	
5500-5699	1203	13.1%	40.8%	
5000-5499	1774	19.3%		91.5%
4500-4999	598	6.5%		
4000-4499	145	1.6%		
3500-3999	27	0.3%		
3000-3499	7	0.1%		100.0%
2500-2999	1	0.0%		
<2500	1	0.0%		100.0%
Grand Total	9213	100%		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR (10 pm to 7 am)
October 1-31, 2018

Altitude MSL (ft)	Count of Ops	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	79	7.0%		
6000-6299	274	24.2%		
5700-5999	321	28.4%	59.6%	
5500-5699	131	11.6%	40.4%	
5000-5499	216	19.1%		90.4%
4500-4999	89	7.9%		
4000-4499	14	1.2%		
3500-3999	3	0.3%		
3000-3499	3	0.3%		100.0%
2500-2999	0	0.0%		
<2500	0	0.0%		100.0%
Grand Total	1130	100.0%		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

1. 6000 Foot Alt +/- 300 at DAHJR

Sept.
2018

Altitude MSL (ft)	Hour 0	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Grand Total
>6000	14	2	7	7	33	44	107
5750-6000	7	3	1	3	18	14	46
5500-5749	6	0	1	4	15	7	33
5250-5499	6	2	2	3	8	3	24
5000-5249	3	0	0	2	1	2	8
4750-4999	1	1	0	4	2	2	10
<4750	1	2	0	0	1	1	5
Grand Total	38	10	11	23	78	73	233

Oct.
2018

Altitude MSL (ft)	Hour 0	Hour 1	Hour 2	Hour 3	Hour 4	Hour 5	Grand Total
>6000	15	5	2	5	14	36	77
5750-6000	18	2	1	7	7	10	45
5500-5749	6	1	1	2	1	7	18
5250-5499	2	1	2	2	0	4	11
5000-5249	5	0	2	2	1	4	14
4750-4999	1	1	0	0	0	0	2
<4750	1	1	0	0	2	2	6
Grand Total	48	11	8	18	25	63	173

2. Updated FAA Commitments

- As of August 30, all nighttime flights between 0100 and 0500 are assigned a minimum height of 5000 feet or above at DAHJR, per previous communications here
- In lead ups to the Sept 5 meeting, Geoff Thompson communicated the resistance folks in the RT and general community expressed in having nighttime flights not meet the 6000 foot standard called for in STAR procedures at DAHJR
- FAA has agreed revise the 5000 foot guidance to 6000 between 0100 and 0500 (AM) hours and will implement this in March 2019
- FAA provided night time data for DAHJR flights from 12 to 6
- Ad Hoc expressed wish for additional analysis with an eventual goal to extend night time height restrictions beyond 0100 to 0500 in hour increments 0000 to 0100, 0500 to 0600, etc.
- FAA will be attending Roundtable meetings going forward

3. CVFP Update

- At the July meeting of the Roundtable held in Culver City, the RT motioned for the Metroplex Ad Hoc committee to request that LAWA work with the FAA to request a new CVFP
- Metroplex Ad Hoc created a draft letter for LAWA to send to the FAA requesting this, that letter has not yet been sent
- LAWA has formally requested FAA to investigate establishment of new CVFP

3. CVFP Update



Los Angeles
World Airports

October 24, 2018

Mr. Paul Litke
Acting Director, Air Traffic Operations
Federal Aviation Administration
Western Service Center - AJTW
2200 S. 218th St
Des Moines, WA 98198-6547

Dear Mr. Litke:

Los Angeles World Airports (LAWA) is committed to maintaining strong relationships with our neighboring communities, in part by ensuring that noise disruptions from aircraft operations are addressed whenever possible. FAA Metroplex procedures for LAX North Downwind Arrivals, implemented in 2017, have led to increased noise in certain communities caused by concentrations of air traffic that at times are further magnified by lower flying aircraft.

In 2015, the FAA discontinued two LAX Charted Visual Flight Procedures (CVFP) - the Stadium Visual Rwy 24L/R (Stadium CVFP) and Harbor Visual Rwy 25L/R (Harbor CVFP), due to apparent low usage and the removal of a referenced visual landmark. These procedures required arriving aircraft to follow the Santa Monica 068 degree radial on the downwind leg and remain at 5,000 feet or above until passing the LAX 009 degree radial. These procedures also identified minimum altitudes when initiating their turns to final and where to make those turns, all in an effort to keep aircraft at higher altitudes and over fewer residential areas where possible.

I am writing to request that the FAA evaluate the feasibility of implementing new CVFPs that would address the current issue of lower flying aircraft by establishing minimum altitudes at specific points for aircraft flying visual procedures over communities as they arrive at the airport. Since many aircraft descending into LAX still use visual approach, a CVFP could complement and reinforce altitude requirements that are already a part of the Metroplex RNAV arrival procedures (IRNMN, HUJLL and RYDRR). Including an existing waypoint from these procedures, such as DAHJR, into the CVFPs would maintain consistency with RNAV procedures and altitude requirements. This would be similar to the existing TIPP TOE VISUAL RWY 28L/R CVFP for San Francisco International Airport (SFO), which includes the waypoint EDDY that is also included in the SERFR RNAV procedure with the same altitude requirement. Both the EDDY and SIDBY waypoints in the SFO CVFP are standalone waypoints and are not near visual landmarks. Therefore, we believe these types of waypoints can be incorporated into new CVFPs developed for LAX. Further, we would want to ensure that any new CVFP procedures do not create any adverse effects to other communities.

I am making this request in accordance with FAA JO 7110.79D, Sections 4 and 5, which invites airport management to request initiation of the process of evaluating CVFPs. LAWA staff has been researching this issue and would like to follow up with you or your

Mr. Paul Litke
October 24, 2018
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designated staff to discuss the evaluation of implementing new CVFPs or any other measures that would mitigate noise from lower flights in this area. I believe this is an opportunity for the FAA to work with LAWA and the community to develop a procedure that would hopefully allow all aircraft to meet the altitude as currently published in RNAV arrivals and address this primary community concern.

I look forward to your favorable reply. For further information or coordination, please contact Samantha Bricker of my staff at sbricker@lawa.org or 424-646-5054.

Sincerely,



Deborah Fink
Chief Executive Officer
Los Angeles World Airports

cc: Tamara A. Swann, FAA Acting Deputy Regional Administrator
Samantha Bricker, LAWA Deputy Executive Director
Kendrick Okuda, Director, LAWA Environmental Programs Group
Michelle Schwartz, LAWA Chief of External Affairs

