Los Angeles World Airports

Preliminary Analysis of Aircraft Flying over Palos Verdes Peninsula

July 12, 2017

LAX/Community Noise Roundtable

Palos Verdes Peninsula – Noise Abatement

FAA voluntarily agreed to implement specific noise abatement procedures in the Southern California TRACON (SCT) Standard Operating Procedures (SOP) to minimize aircraft flying over the Palos Verdes (PV) Peninsula, as shown below:

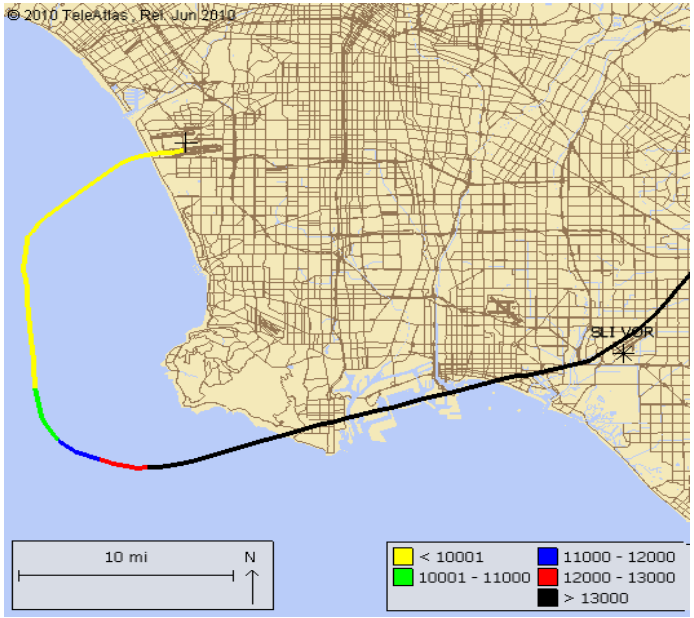
- "Turbojet departures filed via southbound SIDs must be established on the SID or vectored to remain at least five (5) statute miles (SM) west and three (3) SM south of Palos Verdes Peninsula until leaving 13,000' MSL." **(SCT SOP 8-3-2.a)**

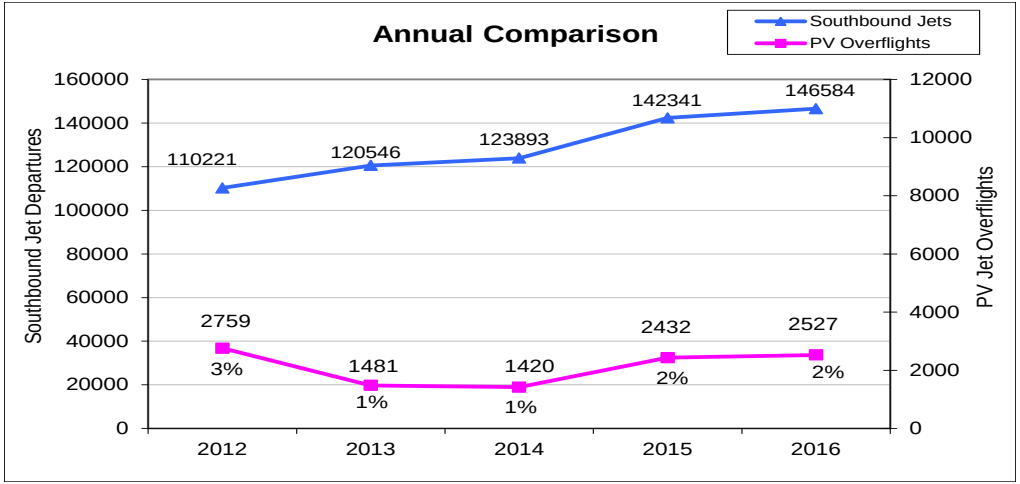
- "LAX Turboprop departures landing CRQ, SNA, or SAN must be vectored outside the noise dots to remain at least one (1) SM off of the Palos Verdes Peninsula shoreline." **(SCT SOP 8-3-2.f)**

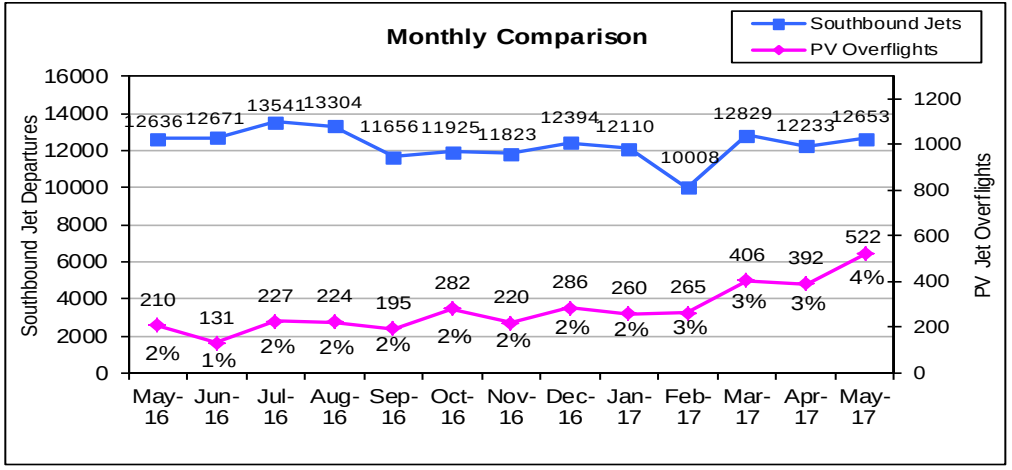
LAX Turboprop departures heading to eastern destinations (e.g., Phoenix or Imperial County) are directed by SCT to fly over the PV Peninsula.

Palos Verdes Peninsula – Jet Overflights

Monitoring southbound jets departing from LAX that overfly Peninsula

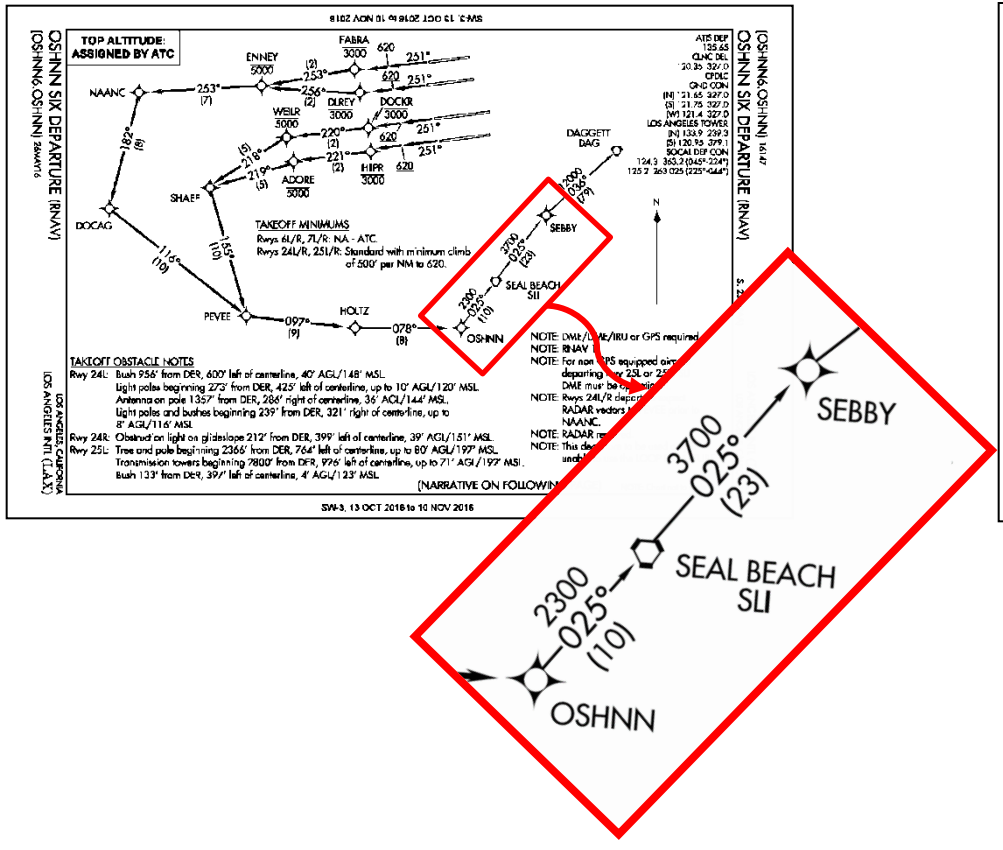




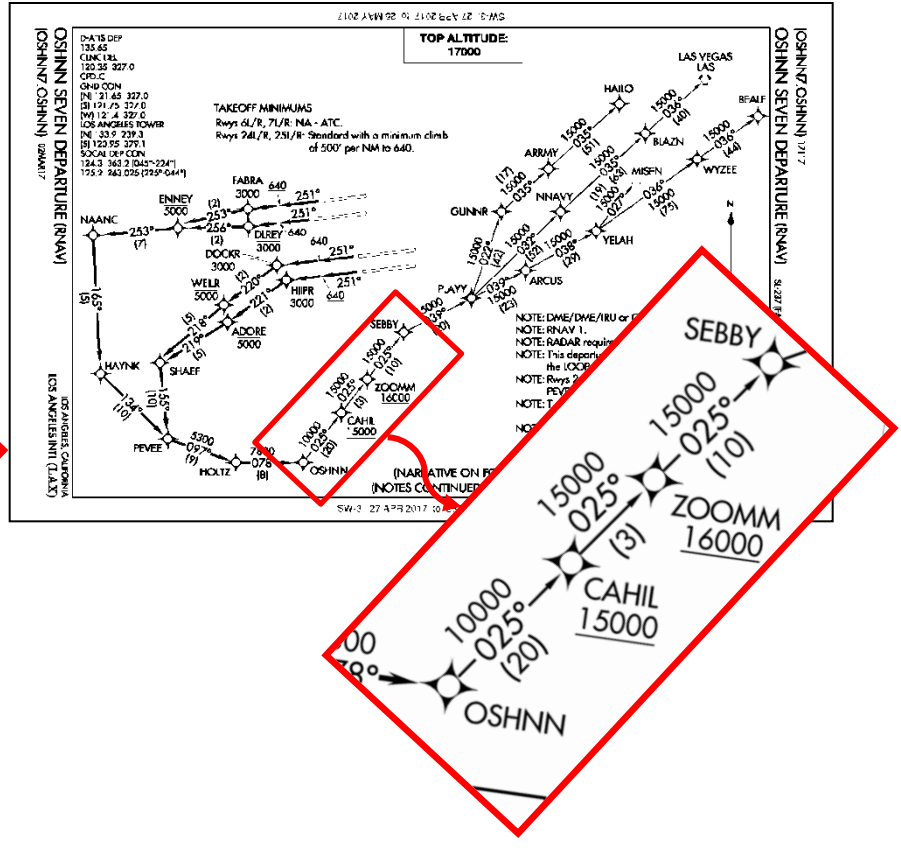


Published Jet Departure Procedure – OSHNN

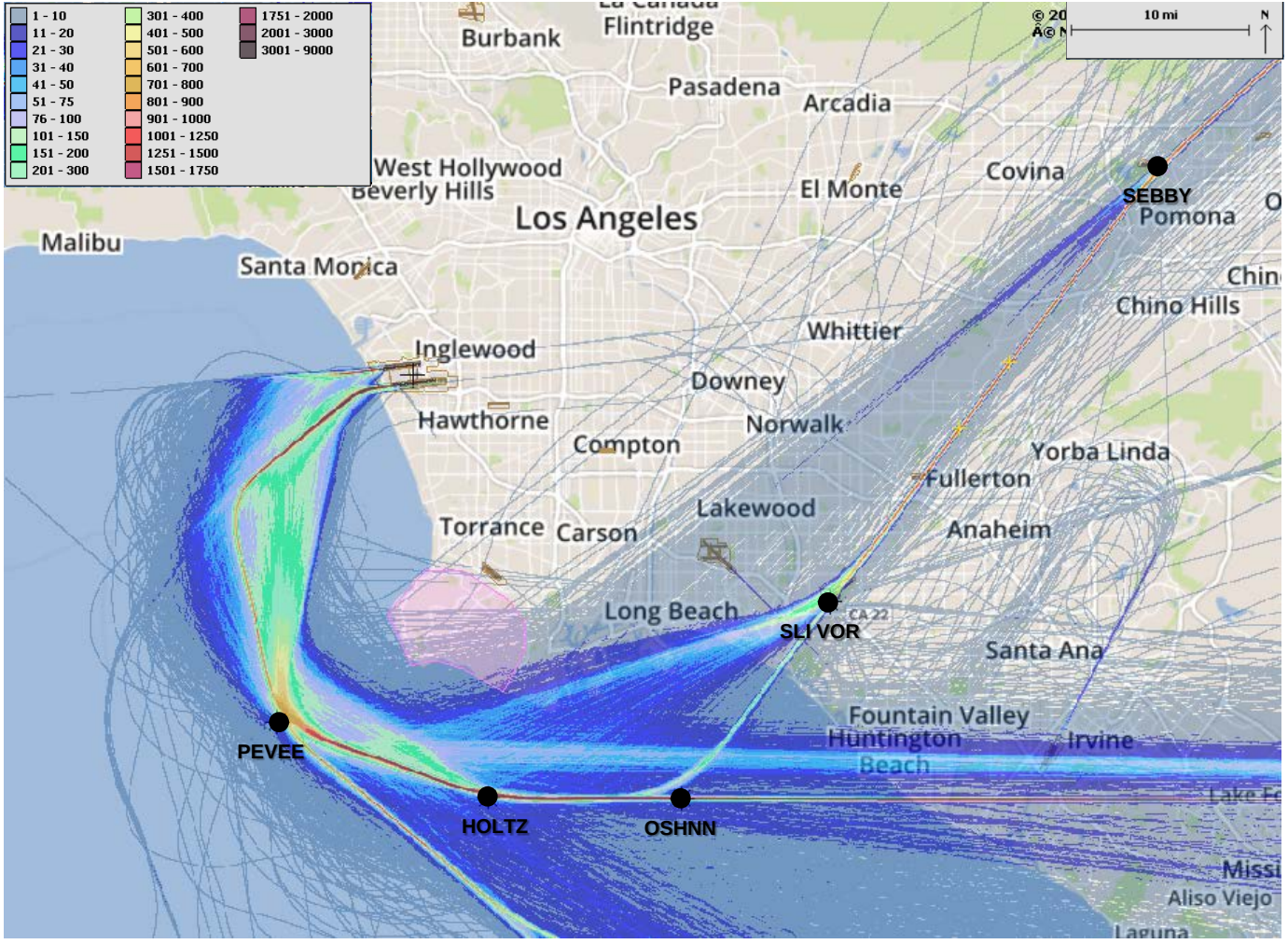
OSHNN 6 Departure



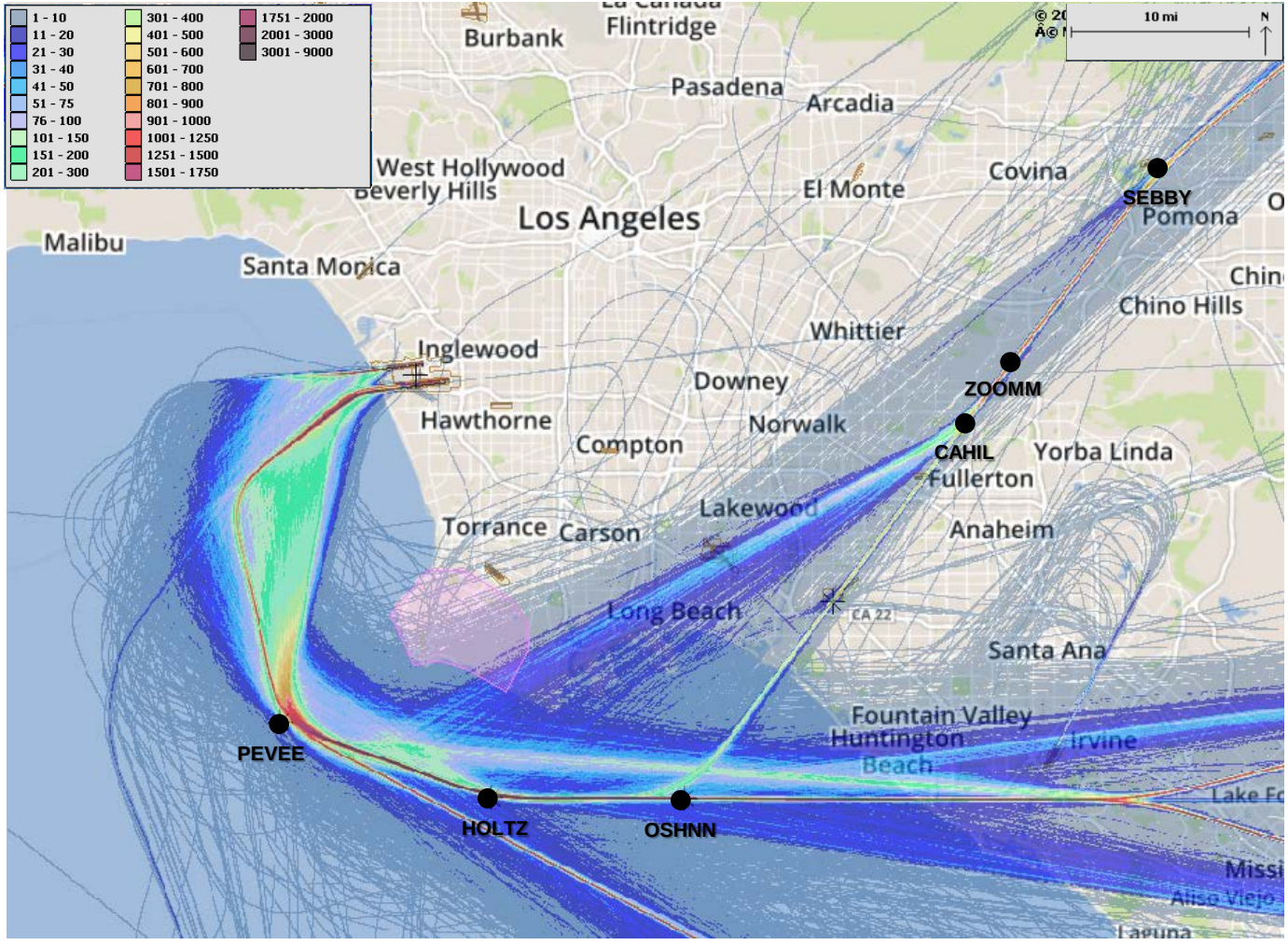
OSHNN 7 Departure



Pre Phase 2 Metroplex Implementation
LAX Southbound Jet Departures - 1 Month (February 2017)



Post Metroplex Implementation
LAX Southbound Jet Departures - 1 Month (May 2017)



Side-by-Side Comparison of Jet Departures

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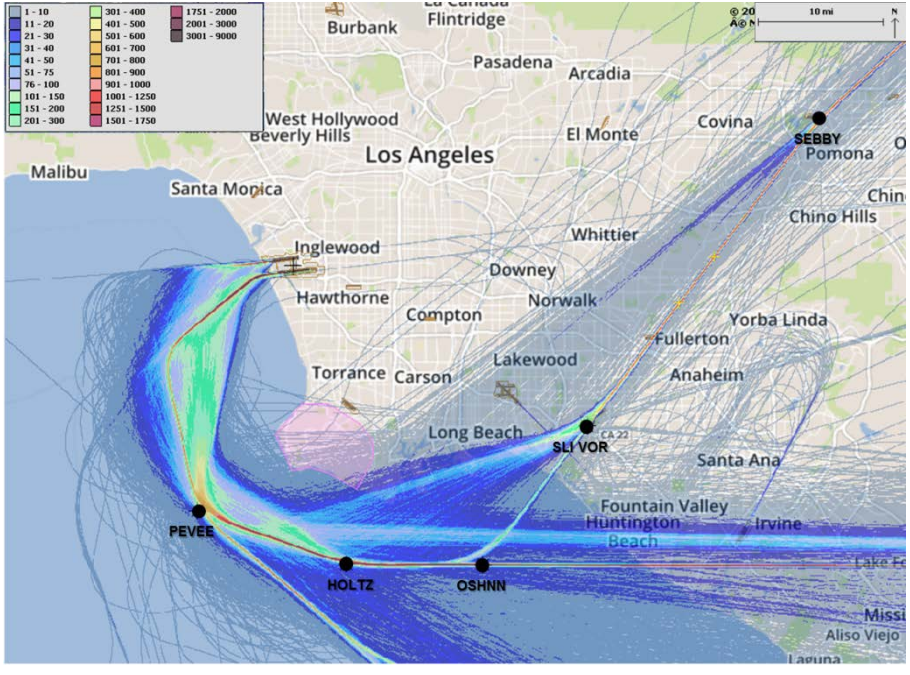
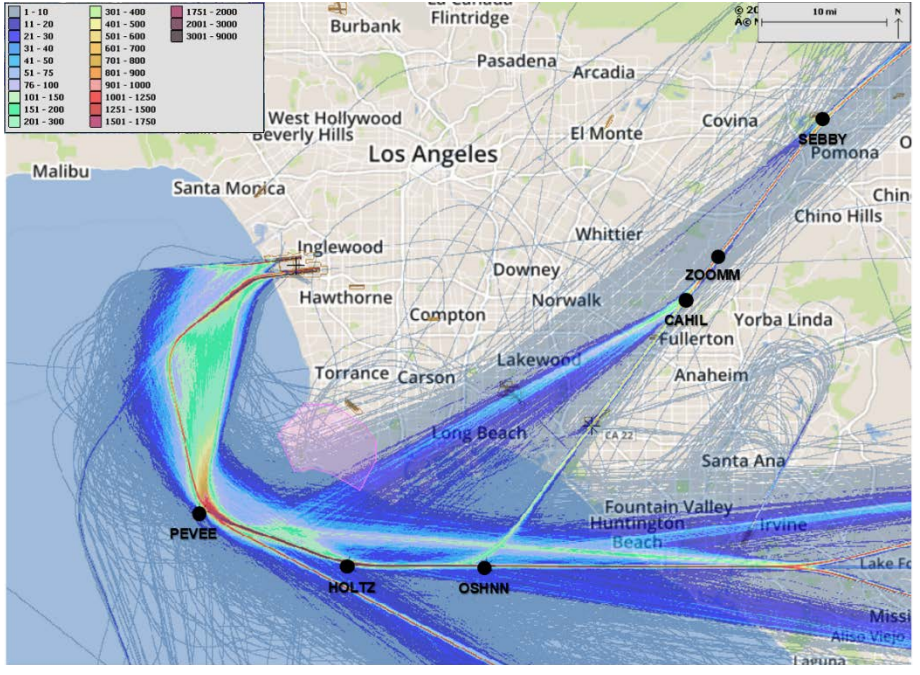
Before Metroplex



After Metroplex



Palos Verdes Peninsula – Jet Overflights

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Preliminary Findings

- Noticeable increase in jets flying over PV Peninsula since March 2017
- Jets fly over PV Peninsula when aircraft are not following published RNAV departure procedures and are vectored (given a heading and speed) to other navigational waypoints
- Jet aircraft vectored to new waypoint CAHIL as SLI VOR waypoint is no longer included in OSHNN departure procedure; much smaller number of aircraft are vectored to SEBBY
- FAA determines whether aircraft remain on RNAV procedure (OSHNN 7) or they vector them to another waypoint (e.g., CAHIL) when required for spacing

Palos Verdes Peninsula – Turboprop Overflights

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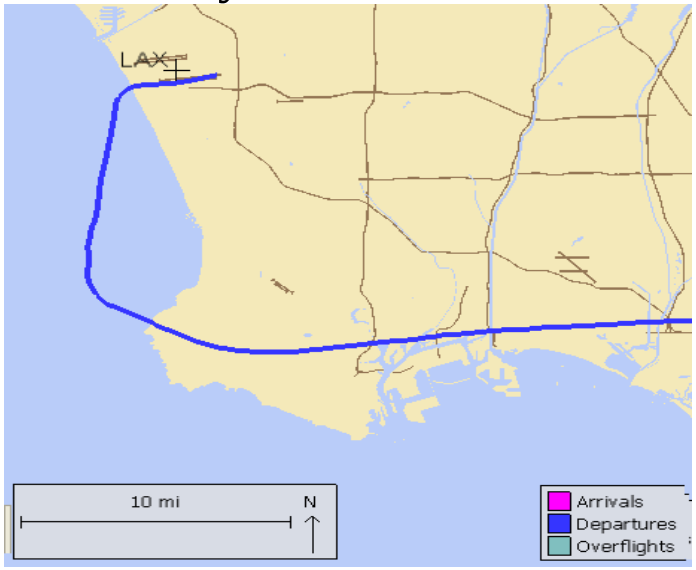
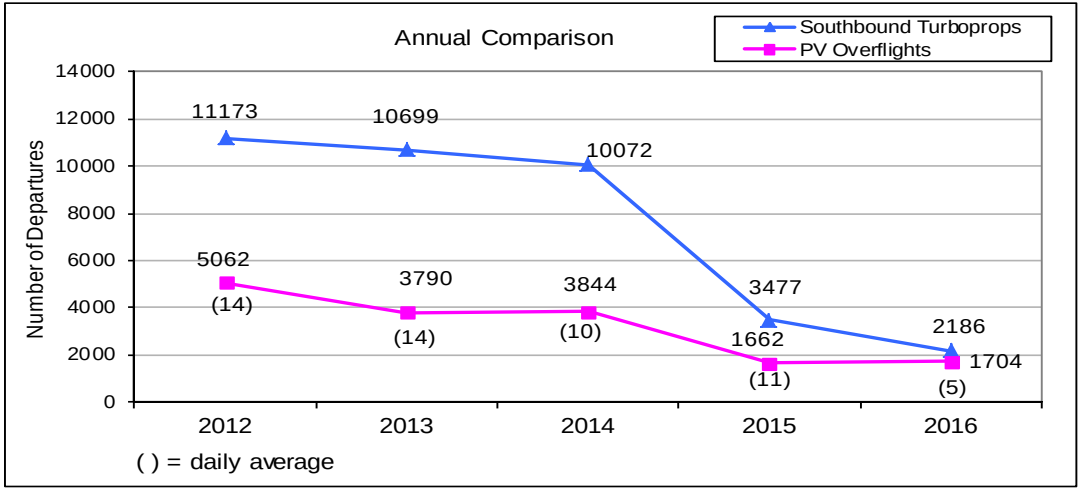
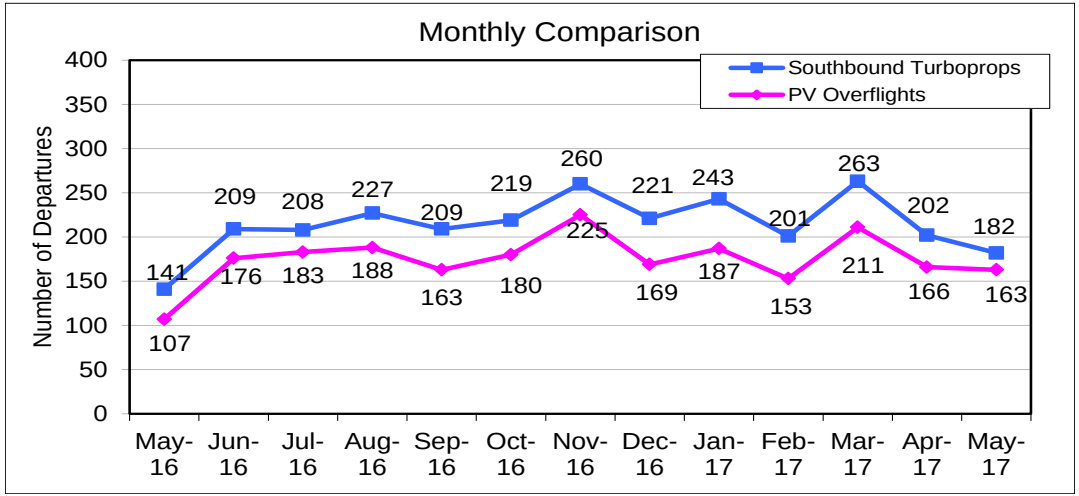
Monitoring southbound turboprops departing from LAX that fly over the Peninsula

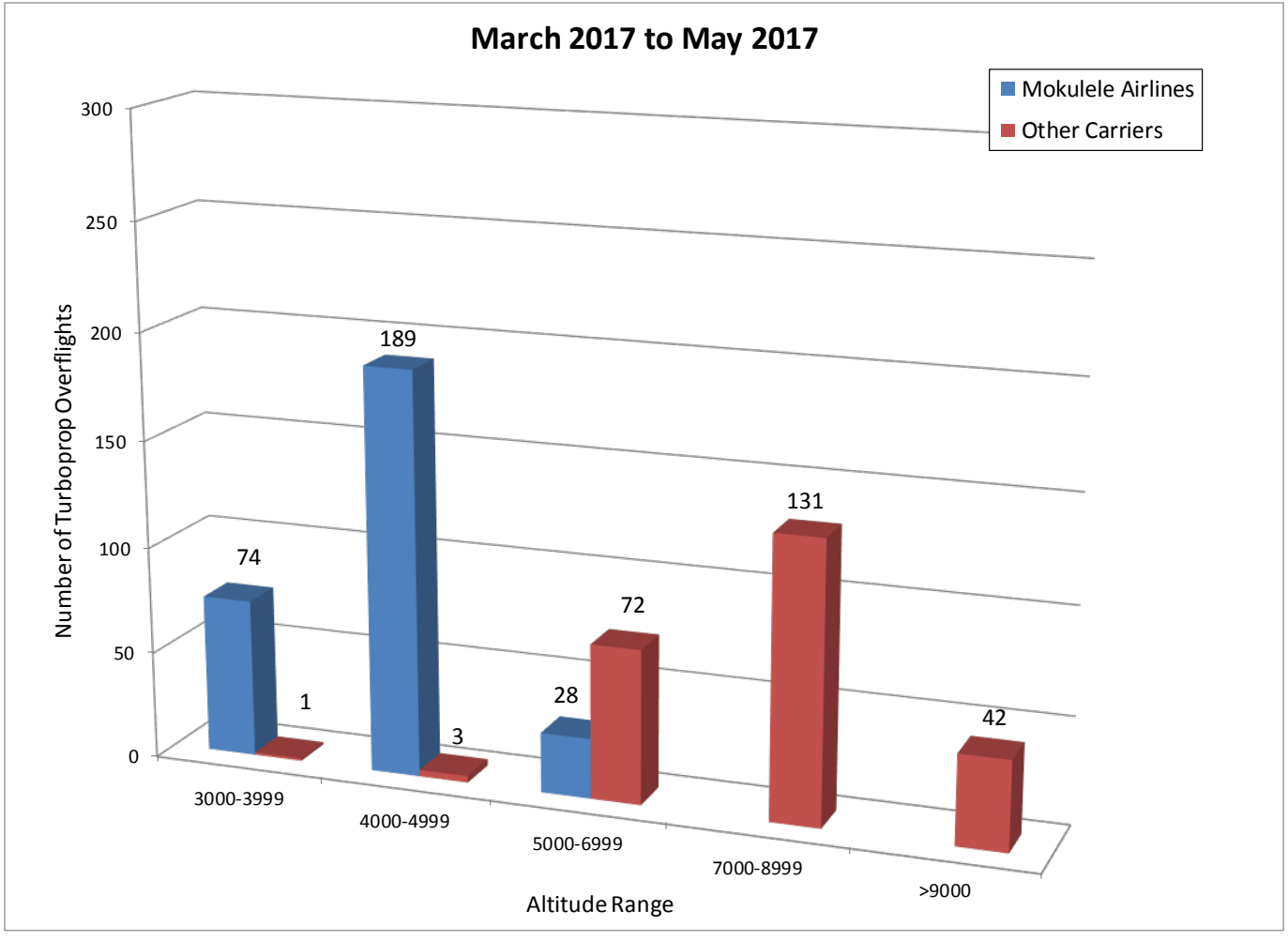


Note: The increase in June 2016 was due to a new carrier, Mokulele Airlines, operating at LAX.





Turboprop Altitudes over PV Peninsula



Turboprop Overflights – Mokulele Operations

- Mokulele started service at LAX in June 2016 operating about 150 flights per month to Santa Maria and Imperial County with the Cessna Caravan aircraft.

- Cessna Caravan has a much lower climb rate than other turboprop aircraft such as the Embraer E120 and Beechcraft 1900.

- Based on ATC radio communications, SoCal TRACON controllers are providing an initial altitude restriction of 5,000 ft. for this aircraft.

- Mokulele's low altitude operations over PV Peninsula may be due to aircraft performance and FAA altitude restriction.

PV Peninsula Overflights – Jets and Turboprops

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Current and Next Steps

- LAWA recently shared these preliminary findings with FAA Southern California TRACON (SCT)

- LAWA will continue to work with FAA SCT:
  - To obtain a better understanding of these issues
  - To explore potential options in addressing these concerns

- LAWA to report back to the Roundtable with more information at a later date