



January 6, 2022

Raquel Girvin
Regional Administrator
Federal Aviation Administration
Western-Pacific Regional Office
777 S Aviation Blvd, Suite 150
El Segundo, CA 90245

Subject: Follow-Up to Relocate JUUSE Waypoint Further Offshore

Dear Ms. Girvin:

The LAX/Community Noise Roundtable (Roundtable) is tasked with exploring ways to reduce aircraft noise exposure on residents under or near LAX. In May 2019, the Roundtable requested that the FAA move aircraft further offshore at the JUUSE waypoint to potentially reduce aircraft noise exposure for residents that live in affected coastal communities, without shifting aircraft noise to other communities. Please see the attached letter.

The JUUSE waypoint is associated with the three published RNAV arrival procedures known as IRNMN, HUULL, and RYDRR. The JUUSE waypoint is currently located over the Pacific Ocean just south of the Pacific Palisades area. Therefore, relocating the JUUSE waypoint further offshore would not shift noise from one community to another, but has the potential for reducing noise on affected communities. To this end, the LAX Roundtable is following on this request made over 2 years ago that the FAA consider relocating the JUUSE waypoint further offshore in an effort to move aircraft farther away from affected coastal communities. Though we are not proposing an exact distance, we would like the FAA to investigate the viability of moving JUUSE approximately 1 mile South or Southwest from its current location, or whichever distance would more directly line up JUUSE with CLIFY and waypoints to the east, such as DAHJR.

Thank you for your consideration of this request. Your work to address aircraft noise concerns that arose from the FAA's implementation of SoCal Metroplex procedures is appreciated. I look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Denny Schneider".

Denny Schneider, Chair
LAX/Community Noise Roundtable

Attachment: May 8, 2019 JUUSE Letter



May 8, 2019

Raquel Girvin
Regional Administrator
Federal Aviation Administration
Western-Pacific Regional Office
777 S Aviation Blvd, Suite 150
El Segundo, CA 90245

Subject: Request Relocating JUUSE Waypoint Farther Offshore

Dear Ms. Girvin:

The FAA has been working cooperatively for the past several months with the Metroplex/Wide Area Ad Hoc Committee of the Los Angeles International Airport/Community Noise Roundtable (LAX Roundtable). This committee has been tasked to explore ways of reducing aircraft noise exposure on residents under or near the North Downwind arrival routes. Aircraft following these routes have been flying on a concentrated flight path since the implementation of SoCal Metroplex flight procedures, resulting in most aircraft now flying offshore as they traverse over communities between the City of Malibu and the City of Santa Monica. The Metroplex Ad Hoc Committee and the full LAX Roundtable believe that moving aircraft farther offshore will reduce aircraft noise exposure for residents that live in affected coastal communities, without shifting aircraft noise to other communities.

The JUUSE waypoint is associated with the three published RNAV arrival procedures known as IRNMN, HUULL, and RYDRR. The JUUSE waypoint is currently located over the Pacific Ocean just south of the Pacific Palisades area. Therefore, relocating the JUUSE waypoint farther offshore would not shift noise from one community to another, but has the potential for reducing noise on affected communities. To this end, the LAX Roundtable requests that the FAA consider relocating the JUUSE waypoint farther offshore in an effort to move aircraft farther away from affected coastal communities. Though we are not proposing an exact distance, we would like the FAA to investigate the viability of moving JUUSE approximately 1 mile South or Southwest from its current location, or whichever distance would more directly line up JUUSE with CLIFY and waypoints beyond like DAHJR.

Thank you for your consideration of this request. Your work to address aircraft noise concerns that arose from the FAA's implementation of SoCal Metroplex procedures is appreciated. I look forward to your response.

Sincerely,

A handwritten signature in blue ink, appearing to read "Denny Schneider".

Denny Schneider, Chair
LAX/Community Noise Roundtable

cc: LAX/Community Noise Roundtable Members