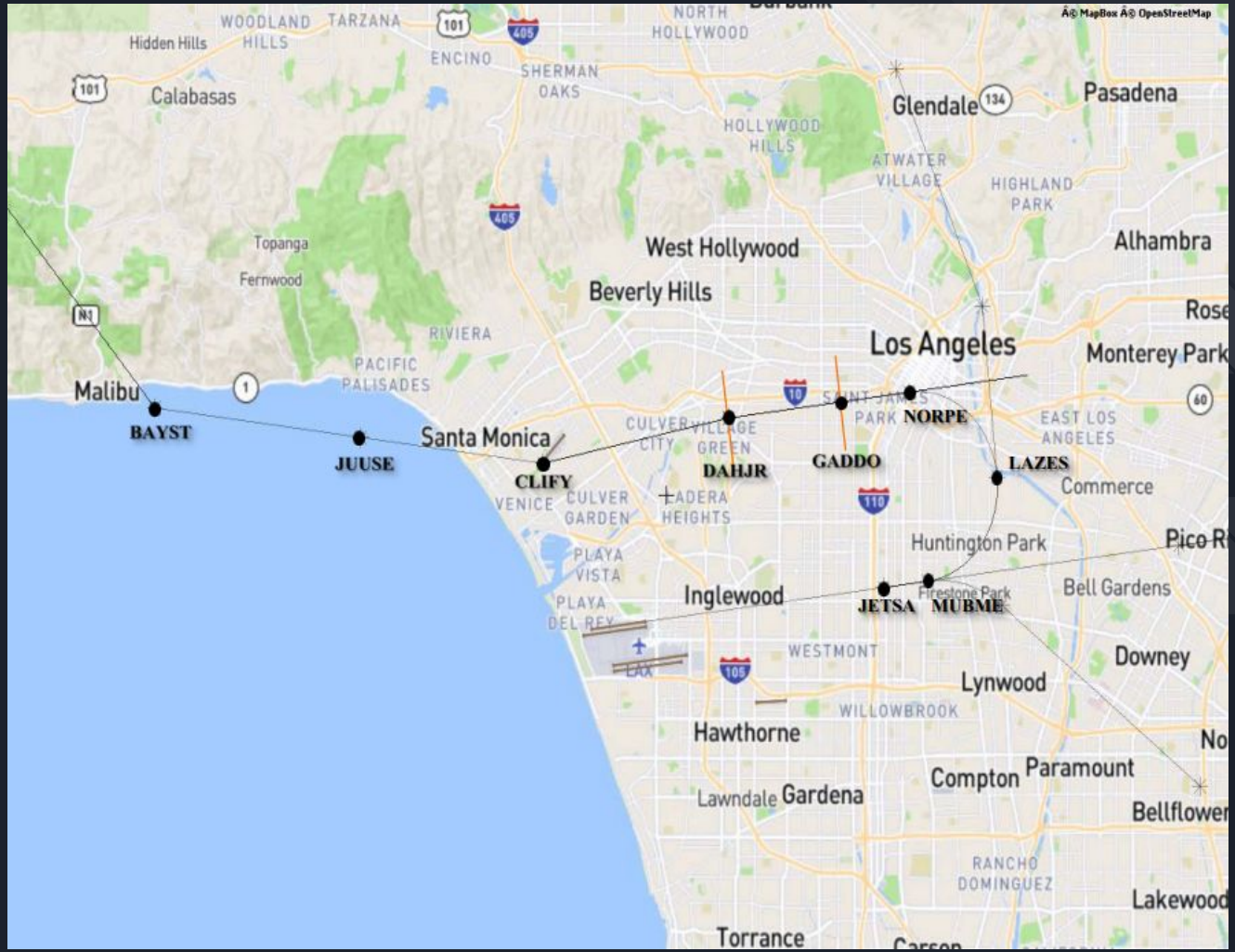
LAX Metroplex / Wide Area Ad Hoc Committee

May 2018 LAX Noise Roundtable

1. Review of Mar-Apr DAHJR, GADDO Data
2. North Downwind Commitments from FAA - Meeting Recaps, Next Steps
3. Research Presented to FAA via Ad Hoc Committee of RT
4. Action for Long Beach/San Pedro/PV Peninsula



North Downwind Arrival Flight Paths

1. 6000 Foot Alt +/- 300 at DAHJR - Sep '17 to Feb '18

September 1-30, 2017

Altitude at DAHJR MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	616	7%	55%
6000-6300	2052	22%	
5700-6000	2492	27%	
5500-5700	1244	13%	45%
5000-5500	1988	21%	
4500-5000	666	7%	
4000-4500	176	2%	
3500-4000	45	0%	
3000-3500	20	0%	
2500-3000	3	0%	
<2500	0	0%	
Grand Total	**9302**	**100%**	

Prepared by: LAWA Noise Management

*Data source: LAX ANOMS

October 1-31, 2017

Altitude at DAHJR MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	839	9%	64%
6000-6300	2435	25%	
5700-6000	2905	30%	
5500-5700	1187	12%	36%
5000-5500	1593	17%	
4500-5000	486	5%	
4000-4500	141	1%	
3500-4000	25	0%	
3000-3500	7	0%	
2500-3000	1	0%	
<2500	0	0%	
Grand Total	**9619**	**100%**	

Prepared by: LAWA Noise Management

*Data source: LAX ANOMS

November 1-30, 2017

Altitude at DAHJR MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	1063	12%	71%
6000-6300	2500	28%	
5700-6000	2703	31%	
5500-5700	1008	11%	29%
5000-5500	1160	13%	
4500-5000	304	3%	
4000-4500	84	1%	
3500-4000	27	0%	
3000-3500	6	0%	
2500-3000	0	0%	
<2500	0	0%	
Grand Total	**8855**	**100%**	

Prepared by: LAWA Noise Management

*Data source: LAX ANOMS

December 1-31, 2017

Altitude at DAHJR MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	627	7%	57%
6000-6300	2013	22%	
5700-6000	2509	28%	
5500-5700	1119	12%	43%
5000-5500	1806	20%	
4500-5000	714	8%	
4000-4500	195	2%	
3500-4000	57	1%	
3000-3500	17	0%	
2500-3000	3	0%	
<2500	1	0%	
Grand Total	**9061**	**100%**	

Prepared by: LAWA Noise Management

*Data source: LAX ANOMS

January 1-31, 2018

Altitude at DAHJR MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	709	8%	62%
6000-6300	2241	25%	
5700-6000	2655	29%	
5500-5700	1081	12%	38%
5000-5500	1609	18%	
4500-5000	514	6%	
4000-4500	170	2%	
3500-4000	32	0%	
3000-3500	11	0%	
2500-3000	2	0%	
<2500	2	0%	
Grand Total	**9026**	**100%**	

Prepared by: LAWA Noise Management

*Data source: LAX ANOMS

February 1-28, 2018

Altitude at DAHJR MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	682	8%	61%
6000-6300	2078	24%	
5700-6000	2433	28%	
5500-5700	1088	13%	39%
5000-5500	1514	18%	
4500-5000	544	6%	
4000-4500	175	2%	
3500-4000	34	0%	
3000-3500	8	0%	
2500-3000	6	0%	
<2500	0	0%	
Grand Total	**8562**	**100%**	

Prepared by: LAWA Noise Management

*Data source: LAX ANOMS

1. 6000 Foot Alt +/- 300 at DAHJR - Mar ‘18 to Apr ‘18

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%	

2. North Downwind Commitments from FAA

- On March 28, the Ad Hoc Committee and representatives from Mayor, City Council, Congress and Senate met with FAA regarding low flying flights over DAHJR, GADDO
- As an outcome to that meeting, FAA committed to analyze low (5000 feet or below) nighttime flights between 1 and 5 am.
- 1 to 5 am was chosen since:
  - Sequencing and spacing issues that can impact flights flying lower due to other air traffic is minimized
  - Fewer flights = more detailed analysis possible
  - Nighttime noise is more impactful in disrupting sleep and causing health issues

2. North Downwind Commitments from FAA

- On May 8, the Ad Hoc Committee followed up with FAA for analysis and insight to previously mentioned nighttime flights
- The FAA noted 16 flights passing below 5000 feet within one mile of DAHJR waypoint. Of those 16, 14 were standard north downwind arrivals
- No explanation for why these flights were below 5000 feet was offered . Ad Hoc presented evidence there was no justification for it and the FAA did not object.
- FAA committed to continue meeting with Ad Hoc. Date confirmed (July 9), at that meeting FAA will:

2. North Downwind Commitments from FAA

1. FAA to check on equipage of aircraft and readiness of ATC to have more aircraft fly the RNP approach 1AM to 5AM when there are not sequencing and merging problems because traffic is so light.

2. If equipage & ATC readiness make it possible, then develop plan to to increase RNP usage which would ensure more flights hit Min Alt at DAHJR between 1-5 am - 30-45 day turnaround to implement

3. Research whether ATC can assign altitude between 5000 and 6000 ft to flights at the DAHJR waypoint not on RNP 1AM to 5 AM

After mitigating 1AM to 5AM we will ask FAA to address 10PM-1AM, 5AM to 7AM

3. Research Presented to FAA via Ad Hoc Committee of RT

- PPT presented by Michael Salman

4. Action for Long Beach/San Pedro/PV Peninsula

- Noise RT voted to send a letter to FAA regarding shortcuts over PV
- The following letter will be sent to the FAA (copies made available)