



LAX/COMMUNITY NOISE ROUNDTABLE Flight Track Data Subcommittee

Recap of Meeting
April 14, 2004

1. Call to order

By Chairman Mike Cassidy at 7:05 p.m. in the Samuel Greenberg Boardroom, LAX

2. Continued discussion of the Work Program Item II.1/II.2 – Northern Sector: Early Turns by Departures and Arrivals

Background - Walter Gillfillan, Consultant to the Roundtable, reviewed of the Subcommittee's previous work and indicated that the LAWA staff had prepared the additional information that was requested by the members at the February 11 meeting.

In addition, Mr. Gillfillan indicated that there was information about the use of Regional Jet (RJ) vis-à-vis turbo-prop aircraft. This information was requested during the Palos Verdes over flight work and might be of use in the Northern Sector discussion as well. The additional Northern Sector work and the Regional Jet topics were presented separately.

ADDITIONAL INFORMATION

Presentation - Bob Holden presented the flight arrival information obtained by placing a "gate" along Slauson Blvd extending from the I-405 on the west to I-110 on the east. These data included:

- The average daily events by month for a four-year period. The general pattern showed fewer daily flights during the summer months.
- The data showed that 98.2% of the flights turned at the Harbor Freeway as envisioned by the LAX noise abatement procedure.
- A one-day glimpse of the altitudes and spread of flights at the gate. The altitudes varied with a mean of about 2500 feet. The horizontal distances from the gate centerline varied from 4,000 feet to 15,000 feet.

Discussion - In the discussion that ensued, the following points were made:

- It was noted that the Subcommittee need only focused on a very small portion (3.8%) of the Visual arrivals
- The time periods when these over flights are most annoying are the early morning and late night hours
- The turns inside of the Harbor Freeway are most likely to occur during the periods of heavy arrival traffic, when the air traffic controllers are most likely to use early turns to efficiently handle the traffic demand.

- Noting that there are over flight complaints from the Ladera Heights, Culver City and Mar Vista areas that may result from “cross-over” flights arriving from the north and crossing over LAX to the southern runways. These flights are generally at an altitude of 7,000 feet.

Action – After discussion, the Subcommittee requested the LAWA staff to provide the following additional information about:

- Early arrival turns in the early morning and evening time periods
- Total arrival flows during the periods that early turns are occurring
- Expand the data collection points beyond a one-day period
- Provide early turn information for both jets and by turbo-props
- It was agreed that information about early turns for departures to the west would be presented at the June 9, 2004 meeting of the Subcommittee.

EXPANSION OF REGIONAL JETS IN THE FLEET

Presentation – Walter Gillfillan reviewed the information contained in his April 14 memorandum to the Subcommittee. This data included information about the changes in the composition of the fleets of the regional airlines during the period 1999 through 2003 for the four carriers serving LAX. Generally, there has been a significant decrease in the number of turbo-prop aircraft and an increase in the number of RJ's. The proportion of each in the fleet has reversed with the RJ's now dominating at 70% in 2003.

Data were presented that indicated the scheduled weekly departures from LAX to the markets that could cause the over flights of the Palos Verdes Peninsula and that could cause the over flights of the Northern Sector. This information indicated a decline in the number of scheduled weekly turbo-prop departures in both sectors. Twenty-two percent of the departures involving the Peninsula were RJ's in 2003; 11% of the departures involving the Northern Sector were RJ's.

The trends and projections suggest that the larger markets will have RJ service and the smaller markets will continue to be served by turbo-prop aircraft.

Discussion - The Subcommittee discussed the following:

- It was noted that rerouting just the Palm Springs and Ontario destined turbo-prop aircraft departures would remove a significant amount of over flights from the Peninsula
- Observations by Councilman Dwight Abbott indicate that two of the regional airlines appear to be crossing the Peninsula at different altitudes with American Eagle crossing about 2,000 feet higher than Sky West.
- It was generally noted that some changes in routing was affected in 1996, but flight track data is unavailable to document these changes.

Action – The Subcommittee requested that the LAWA staff provide an analysis of the over flight altitudes of the Peninsula by Sky West and American Eagle airlines to identify any altitude differences. Based on the results of evaluation, the Subcommittee would make a recommendation to the Roundtable that the airport director invite the chief pilots from the two airlines to discuss any differences in procedures.

3. Subcommittee Member Discussion

The Subcommittee members and the public in attendance discussed the following:

- It was noted that the FAA is considering issuing an Advisory Circular that would clarify the Administration's policy with respect to the provisions of the Airport Noise and Capacity Act of 1990 and the Airport Improvement Program Grant Assurance conditions.

- LAWA staff indicated that CALTRANS had received a formal request from attorneys representing the Lennox School District for a formal administrative hearing on the LAX Noise Variance. CALTRANS had also received informal requests from attorneys representing the City of El Segundo and from the Office of the Los Angeles County Counsel. The CALTRANS staff person who works on the noise variances would not be able attend the May Roundtable; attendance at the July meeting might be possible.
- A mention was made of the status of the LAX Master Plan, the Roundtable's comments submitted on the DEIR/EIS, and Councilwoman Miscikowski's revisions. LAWA staff abstained from the discussion.
- It was suggested that the LAWA staff contact Bob Dibblee at ATA Washington to see if he could attend the Roundtable meetings to replace Richard Cox.
- John Kurywchak from the FAA presented a status report on several FAA actions that of interest to the Roundtable:
 - Implementation of the HOLTZ, POPPR, and OSHNN RNAV procedures is being evaluated by the Washington personnel in May. Expectation is that they will be operational in October/November 2004.
 - Implementation of the KWYET (LOOP replacement) departure RNAV Departure Procedure is likely in the Fall 2004
 - The request by the Roundtable that the FAA consider a RNAV procedure on the CHATY TWO departures of turboprop aircraft from the northern runways during East Ops. has been well received by the FAA and is being discussed. An important aspect is the need for community consensus so that a Finding of No Significant Impact (FONSI) could be used. The timeline is one to two years if a full EIS is necessary.

4. Public Comments (See above)

5. Adjournment

The meeting was adjourned at 8:00 p.m. The next meeting of the Subcommittee will be at 6:00 p.m. on June 9, 2004 in the Samuel Greenberg Board Room at LAX.