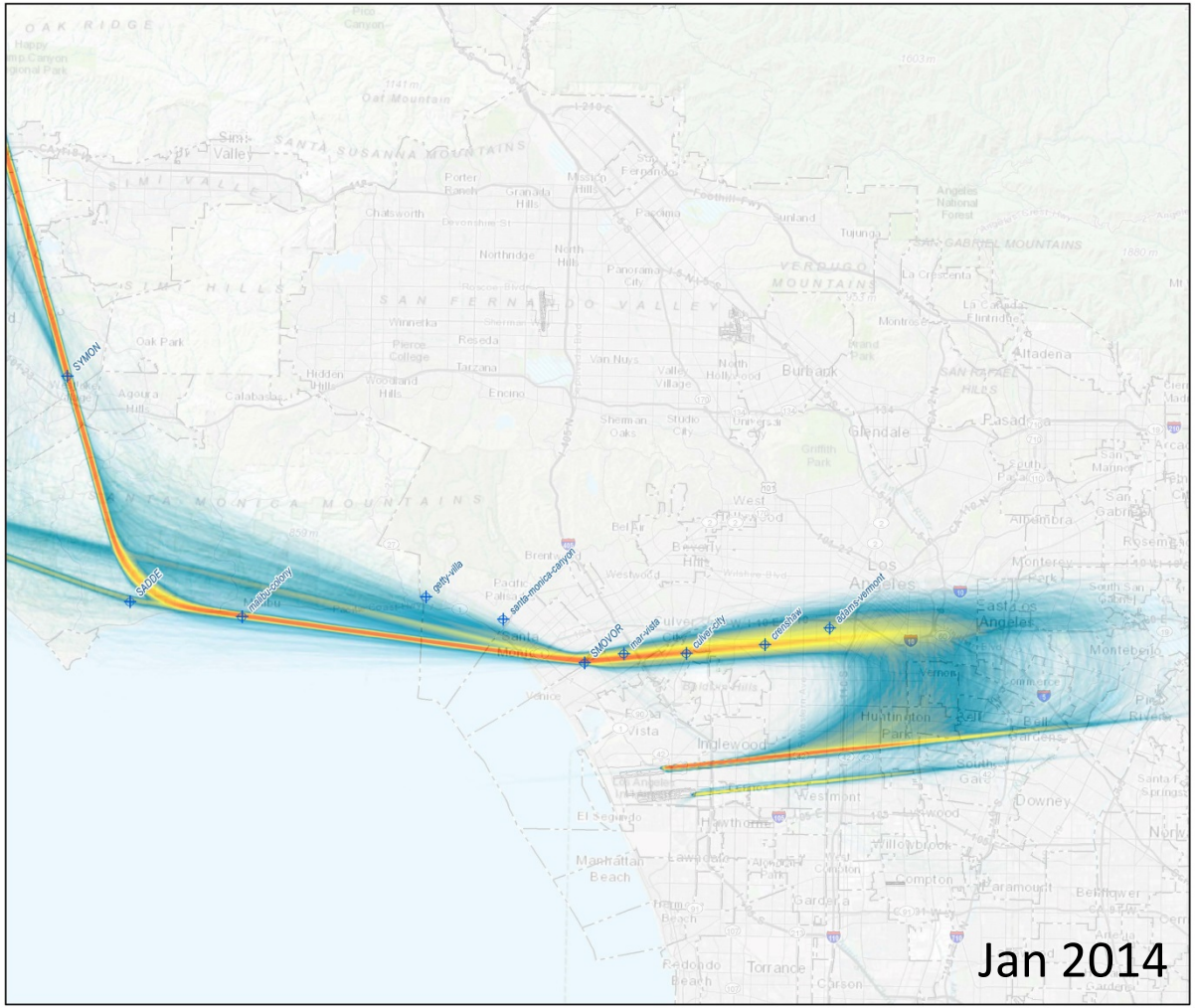
# LAX/Community Noise Roundtable

## Work Program A13 –
## North Downwind Arrival Study Follow-up

July 13, 2016

# Review of the June 8, 2016 Presentation

- Background
- Study Roles
- Study Design
- Study Elements
- Study Results
- Questions and Answers




LAX Northerly Arrivals for January 2014

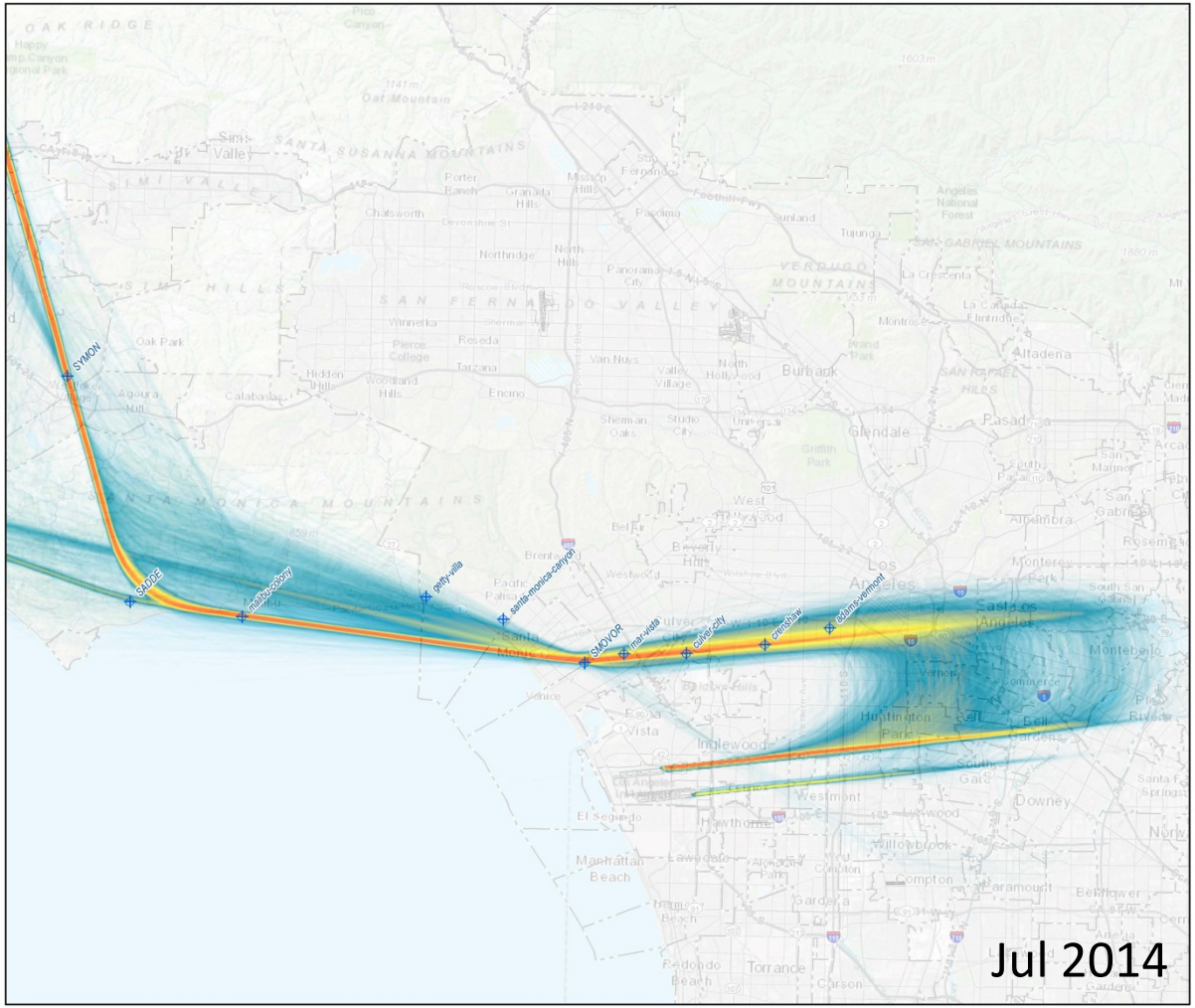
**Radar Track Density** (7,979 Radar Tracks)

Low — Medium — High

Jurisdictional Boundary



0 2 4 6 Nautical Mi




LAX Northerly Arrivals for July 2014

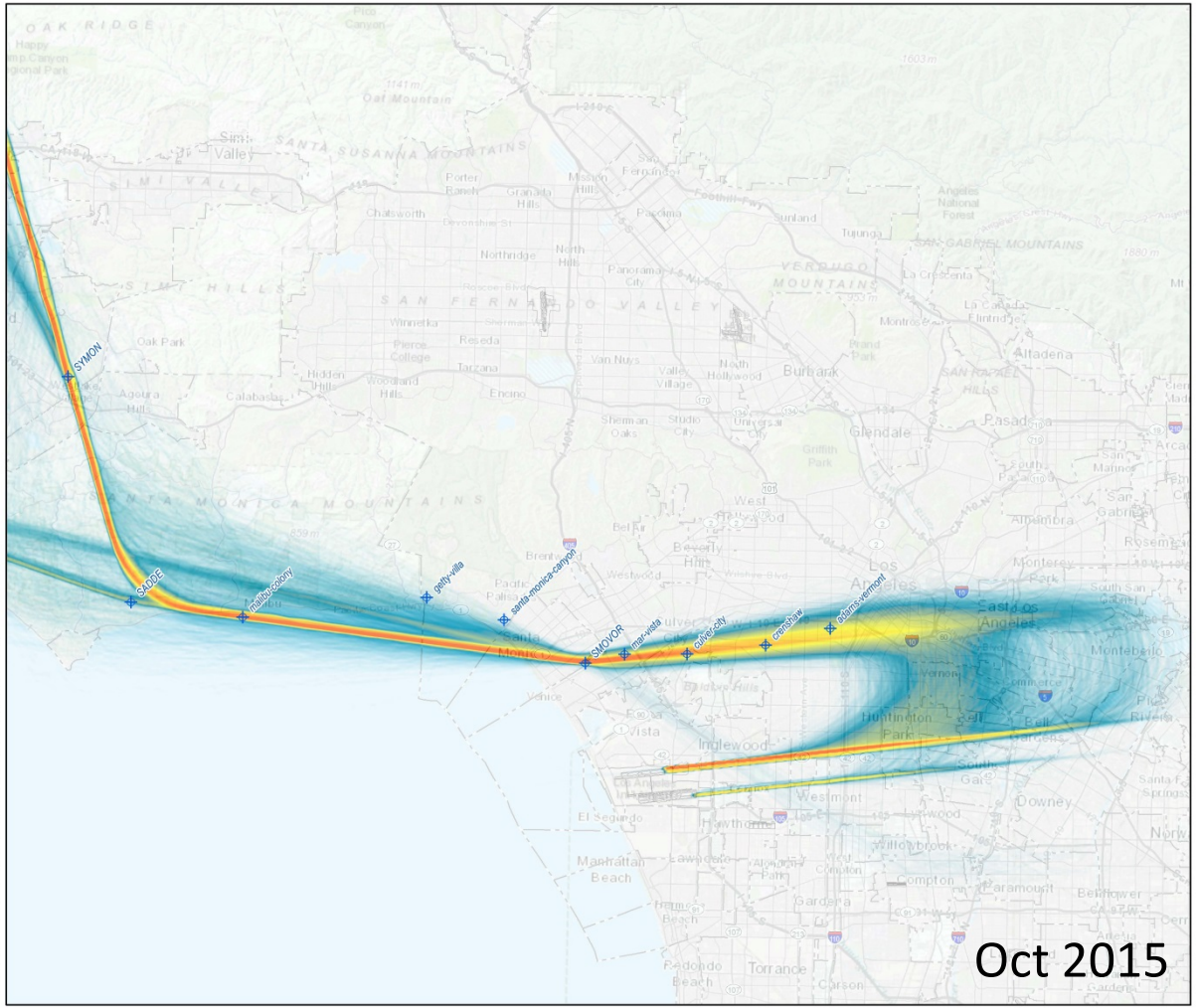
**Radar Track Density** (8,572 Radar Tracks)

Low — Medium — High

Jurisdictional Boundary



0 2 4 6 Nautical Mi




LAX Northerly Arrivals for October 2015

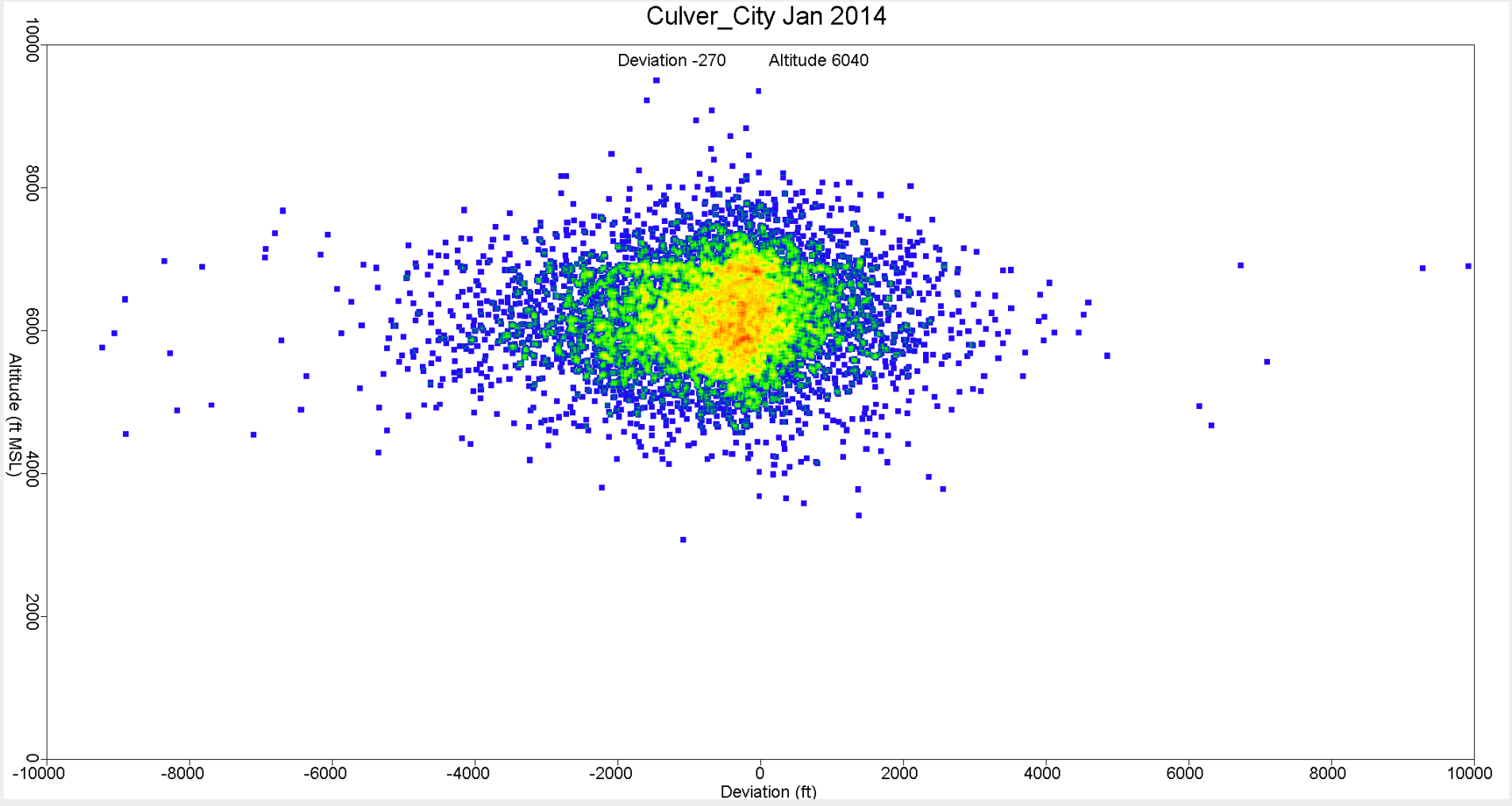
**Radar Track Density** (8,774 Radar Tracks)

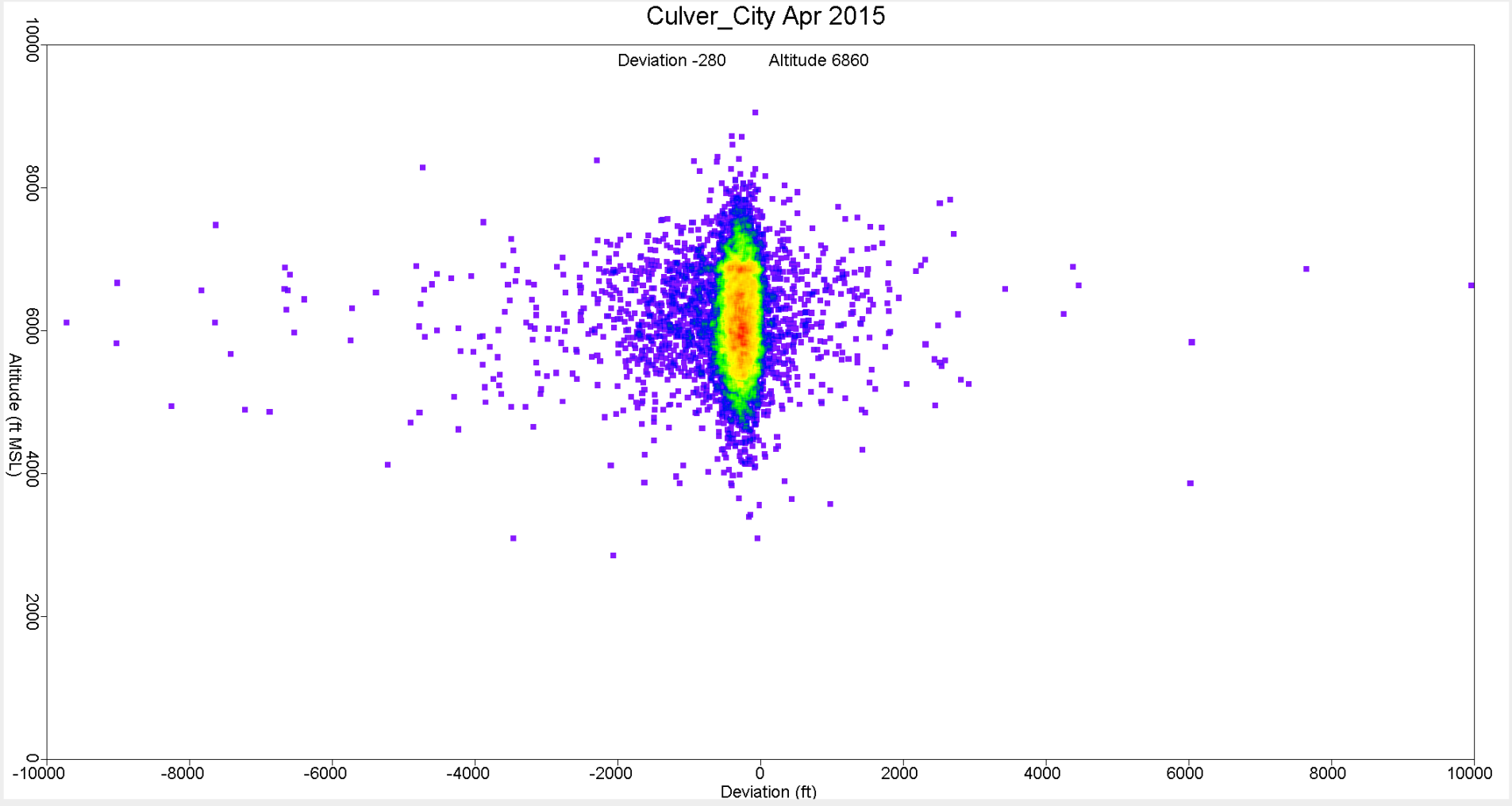
Low — Medium — High

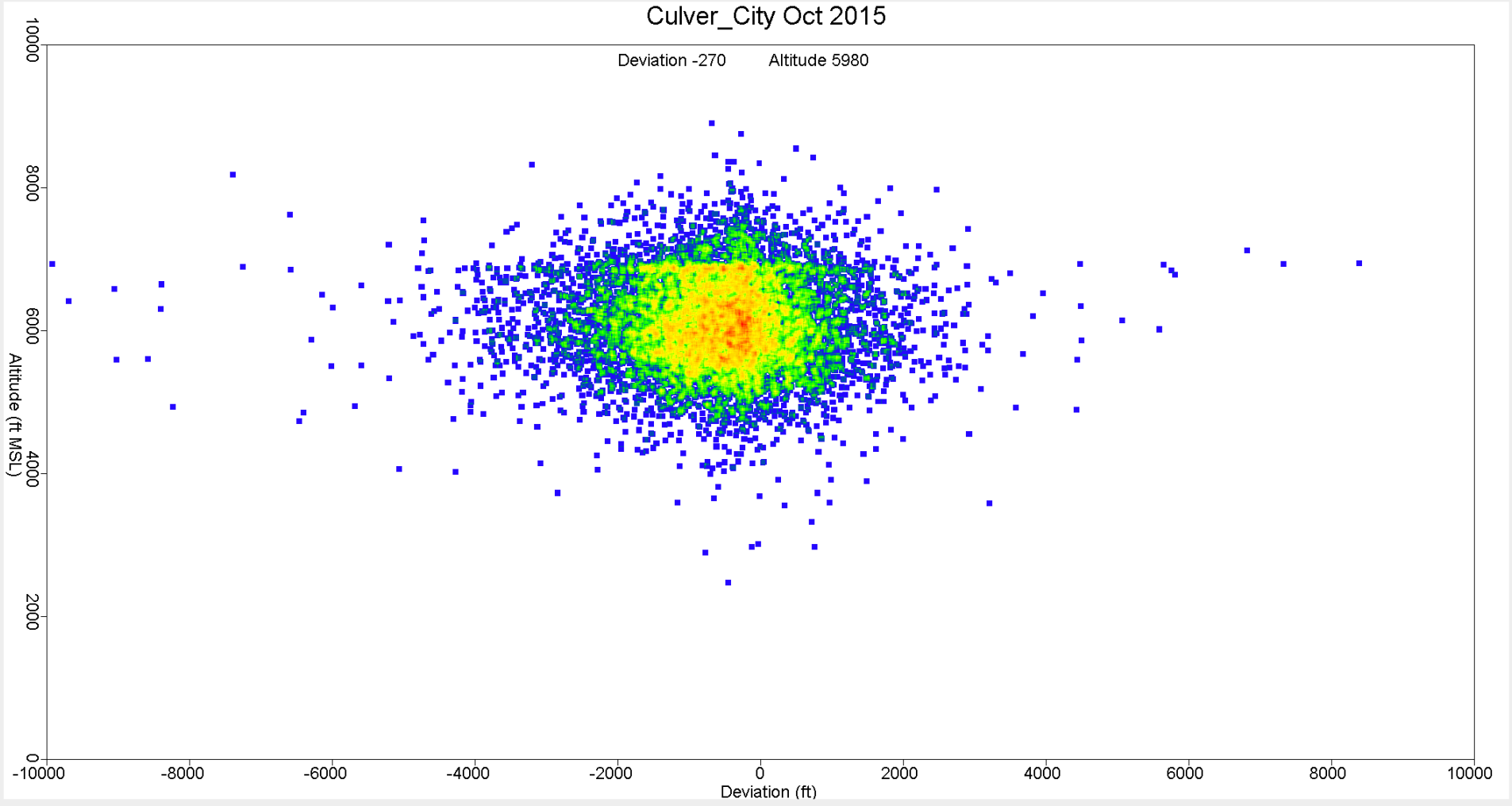
Jurisdictional Boundary



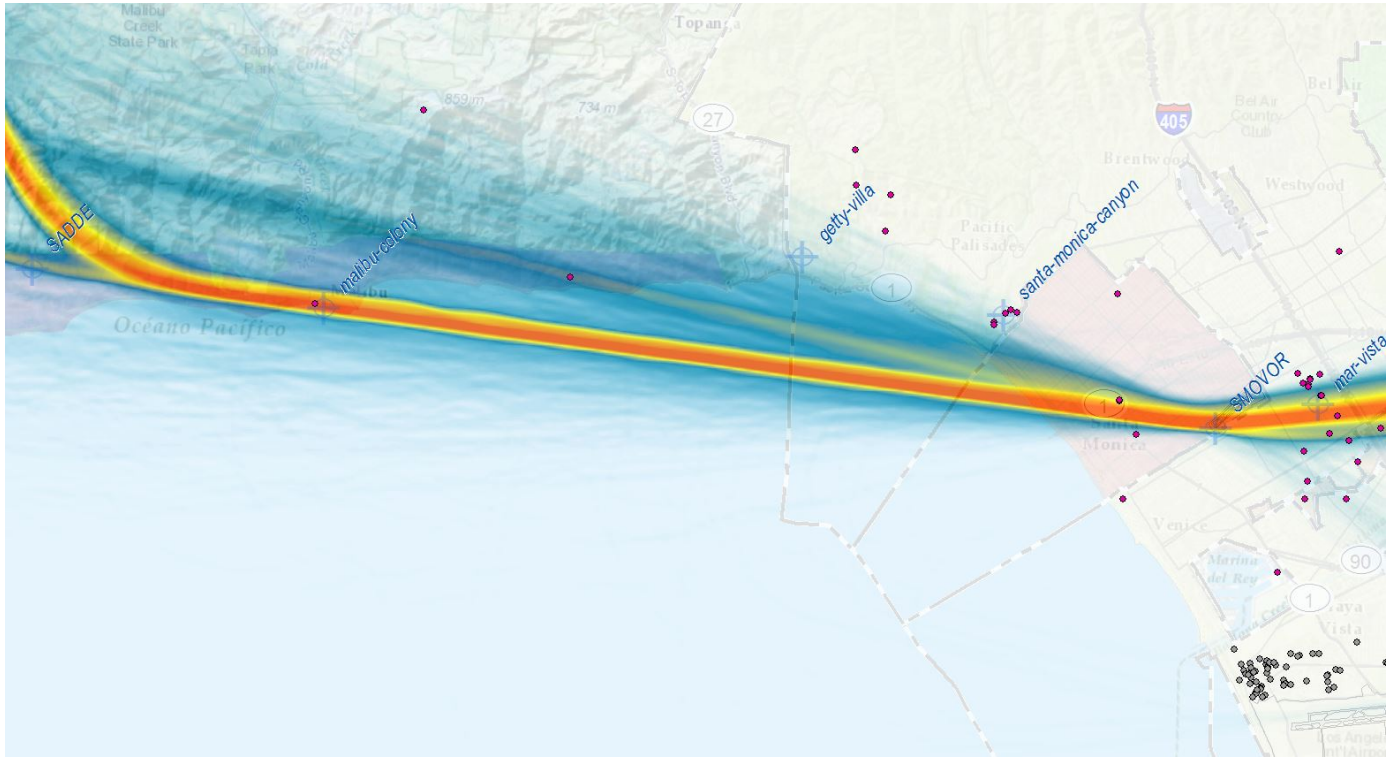
0 2 4 6 Nautical Mi


Culver_City Jan 2014
Deviation -270
Altitude 6040
Altitude (ft MSL)
10000
8000
6000
4000
2000
0
-10000
-8000
-6000
-4000
-2000
0
2000
4000
6000
8000
10000
Deviation (ft)


Culver_City Apr 2015
Deviation -280
Altitude 6860
10000
8000
6000
4000
2000
0
Altitude (ft MSL)
-10000
-8000
-6000
-4000
-2000
0
2000
4000
6000
8000
10000
Deviation (ft)


Culver_City Oct 2015
Deviation -270
Altitude 5980
Altitude (ft MSL)
10000
8000
6000
4000
2000
0
-10000
-8000
-6000
-4000
-2000
0
2000
4000
6000
8000
10000
Deviation (ft)

# Study Results – Complainant Distribution West of SMO VOR



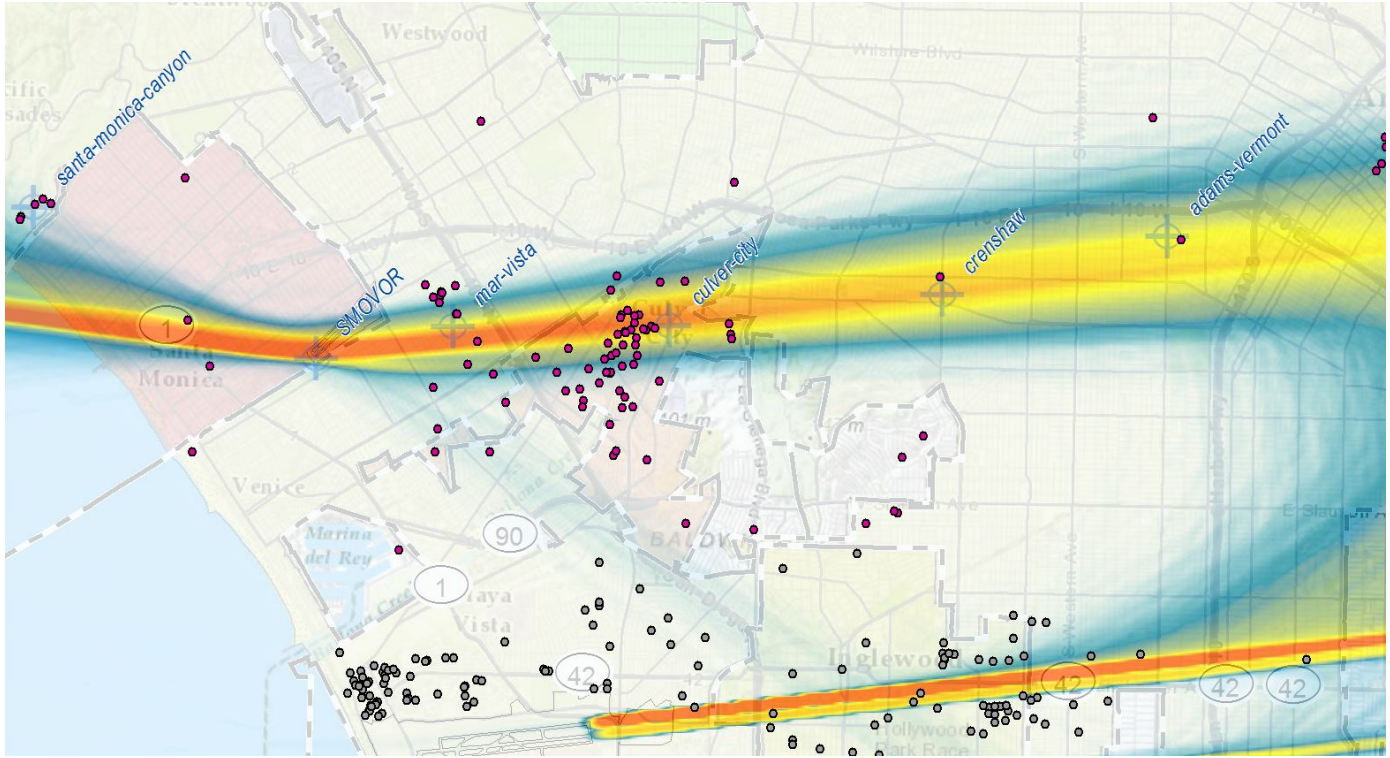

**Complainant Data:**
**July – December 2015**

**Flight Track Data:**
**October 2015**

- Complainant Location

Source: LAWA, HMMH 2016

# Study Results – Complainant Distribution East of SMO VOR




**Complainant Data:**
**July – December 2015**

**Flight Track Data:**
**October 2015**

- Complainant Location

Source: LAWA, HMMH 2016

# Summary of Study Results

- Increases in Operations from 2010 to 2015 – 20%
  - All aircraft types except non-jet aircraft
- Changing Fleet
  - More regional jets
  - Ten-fold increase in New Large Aircraft (A380 and B748)
  - Large two-engine aircraft (B777 and B787) replacing large four-engine aircraft (B747)
  - Fewer non-jet aircraft
- SEL “trends” reflect the changing fleet mix within each category
- Altitudes and slant distances remain largely unchanged

# Summary of Study Results

- Noticeable temporary change in flight track density from Summer 2014 through Summer 2015 in Mar Vista, Culver City, Crenshaw, and Adams-Vermont gates

- Slight change in the flight track centroid at Malibu-Colony, Santa Monica Canyon, and Getty Villa gates in July of 2011

- Various events have resulted in increased awareness of the traffic flow, and resulted in increasing numbers on individuals submitting complaints, but there is no one explanation for this increase

# June 8, 2016 Meeting Feedback

- Public comment identifying an increase in the frequency of operations and noise along the North Downwind Arrival course
- Expressions of appreciation to LAWA for conducting the study
- Requests for LAWA to analyze the first five months of 2016
- Requests for the technical report and underlying data
- Questions for the FAA regarding what caused the flight track change
- FAA reviewed the data and could not explain why there was a narrowing of the flight tracks from the summer of 2014 through the summer of 2015

# Possible Next Steps

- Make a formal request of the FAA to investigate this issue further to arrive at a plausible explanation for the narrowing of the flight track dispersion
- Invite the FAA to present the results of its investigation at a future Roundtable meeting
- Request that in the future, the FAA provide LAWA and the Roundtable with advance notice of changes in air traffic control practices or procedures that narrow flight tracks or newly expose residents to aircraft noise
- Continue to maintain a collaborative working relationship with the FAA
- Discuss and consider other recommended Roundtable actions

# Questions

*Thank you for your attention!*