



August 11, 2016

Mr. Barry J. Davis
Air Traffic Manager
Federal Aviation Administration
Southern California TRACON
9175 Kearny Villa Rd.
San Diego, CA 92126-7099

Re: Concerns Relating to LAX Arrival Routes

Dear Mr. Davis:

Thank you for your attendance and participation at the special LAX/Community Noise Roundtable (Roundtable) meeting on June 8, 2016. As you know, the purpose of this meeting was to discuss the results of the North Downwind Arrival Study. The study objective was to identify changes that may cause residents along the north downwind arrival route to notice planes flying lower, louder, and more frequently than previously over their neighborhoods. The study examined altitudes, fleet mix, published procedures, noise levels in key locations, and other elements in detail to determine whether any changes may have occurred with respect to aircraft on the north downwind arrival route to Los Angeles International Airport (LAX).

As discussed during the meeting, the study identified the temporary narrowing of the flight tracks located east of the SMO VOR that occurred from the Summer of 2014 to Summer 2015 as one of the key findings. Just as the concentration of flight tracks occurred suddenly, it ended. This narrowing of the flight tracks which concentrated more aircraft flights over a group of homes is a potential factor among others that may have contributed to increased public awareness of the change in flight activity for many residents along the north downwind arrival route. The study did not identify a definitive reason for this concentration of flights but suggested a potential change in air traffic control practices as a probable causal factor. As the FAA is the agency invested with authority for managing the airspace, the Roundtable respectfully requests that the FAA conduct further investigation into this issue to determine the root cause of the flight track concentration. This would help us understand the specific situation and reason that led to this particular change in aircraft flight activity on the north downwind route.

The north downwind arrival route also affects residents in areas further to the east, such as the City of Monterey Park, where residents have recently expressed concerns regarding an increase in aircraft overflights over their neighborhoods. In an effort to obtain a better understanding of the air traffic control processes pertaining to the Extended Downwind Approach procedure, the Roundtable asks that the FAA provide a detailed explanation of air traffic procedures, aircraft separation requirements, and factors that air traffic controllers take into account to determine the distance that aircraft

need to fly east on the north downwind leg prior to turning to base leg and final for landing. In addition, Roundtable members would like to request an explanation of the altitude requirements and how they are being implemented for aircraft flying on the extended downwind leg, as most aircraft that fly over Monterey Park are at low altitudes. Providing information on these specific airspace elements will help residents in Monterey Park to understand the current increased air traffic conditions in their area and will assist the Roundtable in its efforts to seek a feasible solution to reduce flights over Monterey Park.

Residents in the City of La Habra Heights also have recently expressed concerns regarding apparent changes in flight routes or flight activities above their neighborhoods. Therefore, the Roundtable requests that the FAA examine whether or not there were any recent changes to air traffic control practices or procedures that may alter flight routes for aircraft arriving to LAX from the east and the south, which are in proximity to La Habra Heights. In addition, we ask the FAA to consider other operational factors that may contribute to the increased public awareness of the flight activity in this area. The Roundtable has requested that Los Angeles World Airports (LAWA) look into this issue, but would also like to obtain input from the FAA from the air traffic control standpoint in an effort to examine all possible elements for potential changes.

Therefore, the Roundtable requests the FAA conduct the necessary research to look into the issues as noted above. Then upon completion of the research, we would request that an FAA representative from the Southern California TRACON facility attend a future Roundtable meeting to present the investigation results regarding the narrowing of the flight tracks and to address concerns about increased flight activities in Monterey Park and La Habra Heights. Attendance at the Roundtable by an FAA TRACON representative who is familiar with regional flight procedures will allow meaningful interaction among the members and provide an effective way to clarify and address these noise concerns.

Finally, in the interest of promoting public knowledge, the Roundtable requests that the FAA provide the Roundtable, LAWA, and the public with advance notification of changes in air traffic control practices and/or procedures that may affect or be noticeable to residential communities. Providing advance notification of such changes in practice or procedure will help the communities understand the potential change in flight activity and avoid unexpected situations. It will also provide a historical record of events that is readily available for future reference and will, in turn, avoid the need to conduct extensive research looking into past incidents. Proactive communication through this type of notification, in our view, will also help the FAA improve its community relations.

Thank you very much for your consideration of these requests. The Roundtable members believe that these concerns remain an important matter for the affected communities and are worthy of further investigation by the FAA. We appreciate your continuing support of our efforts in addressing aircraft noise issues and look forward to future opportunities to continue working with you to minimize noise exposure.

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The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

Sincerely,

A handwritten signature in black ink, appearing to read "Denny Schneider". The signature is fluid and cursive, with a large initial "D" and a long, sweeping underline.

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Glen A. Martin, FAA Western-Pacific Regional Office
Roundtable Members