

June 2019



MONTEREY PARK OVERFLIGHTS

LOS ANGELES INTERNATIONAL AIRPORT (LAX)

LAX NOISE MANAGEMENT



*Los Angeles
World Airports*

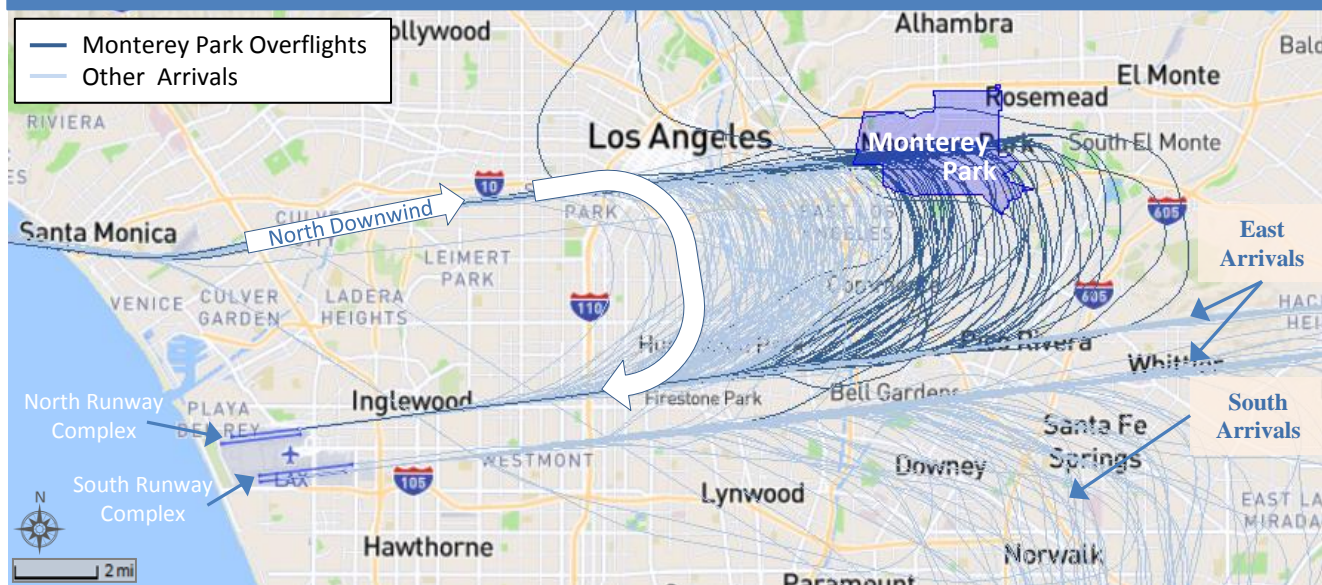
Los Angeles World Airports Noise Management monitors certain arrival and departure procedures as part of an on-going program known as the In-Flight Monitoring Program. This report provides a monthly summary of LAX aircraft arrival operations that fly over the city of Monterey Park.

During normal Westerly Operations, aircraft arriving to LAX from the north and west follow published Federal Aviation Administration (FAA) flight procedures on the North Downwind Approach. Aircraft on the North Downwind usually make a U-turn at or past the 110 freeway to merge with East Arrivals as they line up to land at LAX primarily on the north runway complex. Arrivals from the south and east do not fly over Monterey Park. (See map below)

At times, the FAA Air Traffic Control may instruct aircraft on the North Downwind Approach to make the U-turn at a point farther east from the 110 freeway, usually due to weather and/or traffic volume. Aircraft flying farther east follow what is known as the Extended Downwind Approach. When this occurs, aircraft may fly over Monterey Park and adjacent areas at approximate altitudes of 2,500' mean sea level (MSL) or above and then continue to descend as they turn and head west for final approach to LAX.

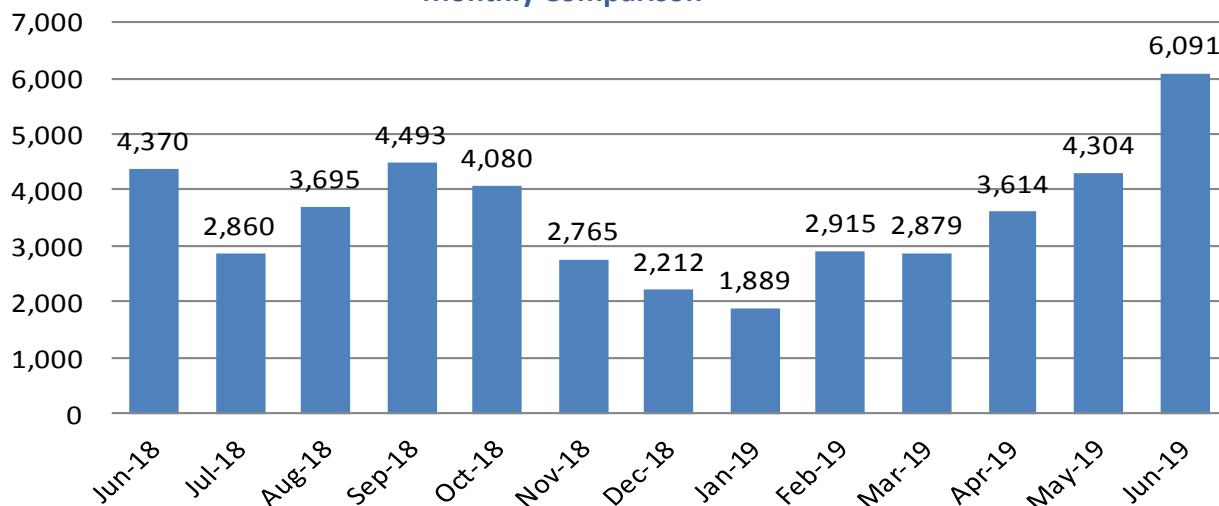
This report includes a monthly overview of aircraft overflight activities and a detailed breakdown of aircraft overflights by aircraft type, time of day, and altitude. All maps and graphs were produced using radar flight track data obtained from the FAA.

Monterey Park Overflights Compared to Other LAX Arrivals



Monterey Park Overflights sample tracks for an 8-hour period (10am – 6pm). Flight tracks over Monterey Park are shown in darker blue and other arrivals in lighter blue.

Monterey Park Extended Downwind Arrivals Monthly Comparison



The number of Monterey Park Overflights may vary from month to month due to weather, air traffic volume, and/or operational factors. Larger increase in June 2019 was mostly due to a higher frequency of fog and low cloud weather conditions (i.e. June Gloom) than usual.

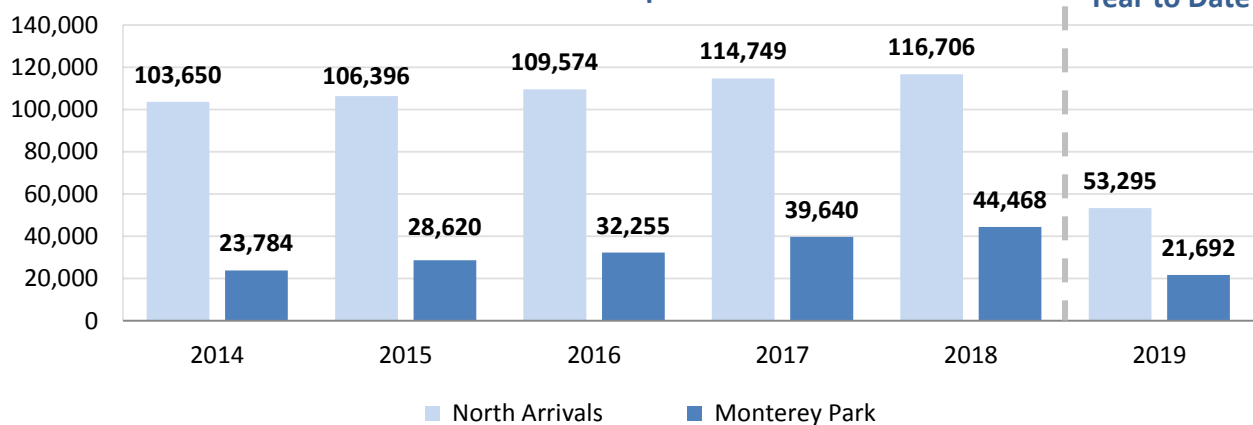


42%
CHANGE IN
OVERFLIGHTS FROM
LAST MONTH



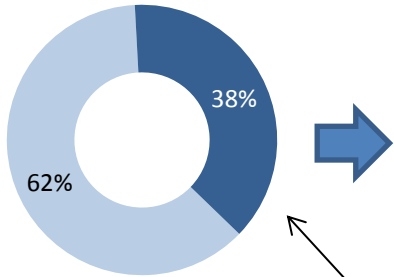
39%
CHANGE IN
OVERFLIGHTS FROM
THIS TIME LAST YEAR

North Downwind Arrivals and Monterey Park Overflights Annual Comparison



The number of Monterey Park Overflights shows an upward trend in the past five years that is comparable to the increase in overall LAX operations. Other factors, such as temporary runway closures and certain weather conditions, may also contribute to this change.

Total North Downwind Arrivals

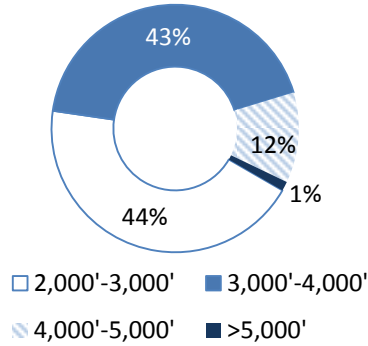


Flights Over Other Areas

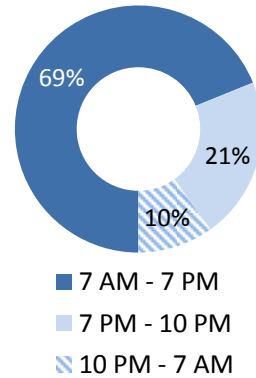
Flights Over Monterey Park

Flights Over Monterey Park

Altitude (ft MSL)

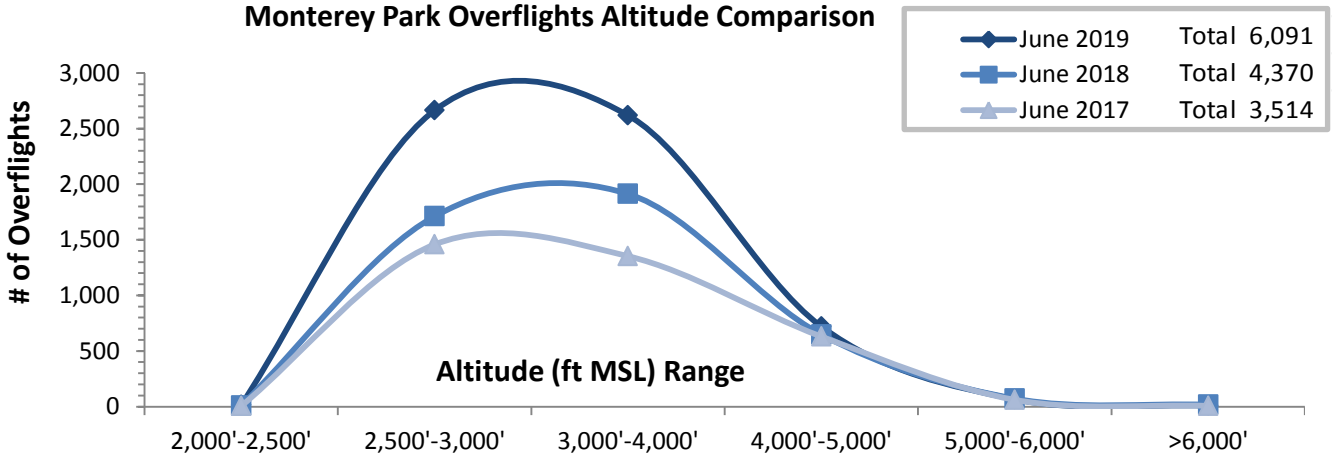


Time of Day



The percentage of flights over Monterey Park are broken down further (above right diagram) by altitude range and by time of day (daytime, evening, and nighttime).

Monterey Park Overflights Altitude Comparison



Monterey Park Overflights Time of Day Comparison

