



February 27, 2019

Jodi S. McCarthy  
Vice President, Mission Support Services  
FAA Air Traffic Organization  
800 Independence Ave, SW.  
Washington, DC 20591

Re: FAA Support for LAX/Community Noise Roundtable

Dear Ms. McCarthy,

We are heartened by your January 17, 2019 letter to Los Angeles City Council President Herb Wesson and Councilmembers Marqueece Harris-Dawson and Mike Bonin committing to address specific issues along the LAX north downwind arrival flight-track. Critical to any successful path forward, FAA support is needed to reduce noise for constituents who are frustrated with slow progress. The LAX Community Noise Roundtable has prioritized reducing and resolving noise issues for thousands of constituents along this flight-track. It is our hope that your commitment to action creates a model for future flight-track resolutions.

Thank you for the dedication of the newly assigned team under Mr. John Nelson, FAA District Manager for Operations. We request allocation of necessary resources to his group to assist our Metroplex Ad Hoc Committee in addressing and achieving noise reduction measures. Please authorize Mr. Nelson to continue participating in the Ad Hoc Metroplex meetings and reaffirm his ability to agree to data review and evaluation requests as identified by FAA or from our Metroplex Ad Hoc Committee Chair, Geoff Thompson, to address flight-track height and dispersion issues. In our last Metroplex Ad Hoc meeting FAA Staff John Nelson and James Kosanovich requested we document formal reporting commitments the FAA made to the Metroplex Ad Hoc Committee under Michael Valencia related to north downwind flight-tracks you mentioned in your January 17 letter.

As a reminder this is your commitment to keep aircraft at or above 5000 feet for now and 6000 feet from March 2019 onward at the DAHJR waypoint when aircraft have diverted from Over Ocean Operations at LAX between 1 AM and 5 AM. Since we have not yet achieved this goal, each month LAWA staff compiles instances where flights do not meet this guidance. As a necessary measure, the FAA should continue research into specific reasons and Air Traffic Control (ATC) actions that may account for aircraft failing to meet this altitude limit. This requires FAA review of ATC audio recordings and other information to determine the cause for each flight below 6,000 ft.

To achieve this LAWA staff will send documentation to John Nelson several days after the end of each calendar month with documented instances when flights passing over DAHJR between 0100 and 0500 fly below 6000 feet. Prior promises to the Metroplex Ad Hoc members from FAA staff Michael Valencia included taking this short list and without delay, pulling the audio records

of the interactions between ATC and the pilots flying these planes. Incumbent on the FAA is not only pulling these audio records but also listening to them to help determine why height guidance over DAHJR was not met. Action would need to be taken quickly at the beginning of each month by FAA staff so as to avoid the 45-day expiry window for FAA audio recordings. Though addressing height guidance of 6000 feet over DAHJR all day and night is the ultimate goal, Metroplex Ad Hoc Committee leadership and FAA leadership at the time agreed that focusing on a finite window with a relatively low amount of flights was possible and would be impactful since 1 AM to 5 AM is when sleep patterns are most easily disrupted for our constituents.

We are therefore reiterating the following request to you and your staff: toward the beginning of each month FAA staff under John Nelson will take a list of LAWA-compiled flights flying below 6000 feet over the DAHJR waypoint between 1 AM and 5 AM, pull and save audio records between ATC and the pilots flying these low-flying jets, and on a bi-monthly basis provide to the Metroplex Ad Hoc Committee a summary for each instance as to why the height guidance was not met. FAA staff is requested to have this information ready for presentation in each Metroplex Ad Hoc Committee meeting going forward.

Thank you again for your continued support to resolve these complex, on-going issues. It is only through diligence, shared goals, and strong communication between LAX Community Noise Roundtable, LAWA, and the FAA that we can achieve a better outcome for all involved.

Sincerely,

A handwritten signature in cursive script, appearing to read "Denny Schneider".

Denny Schneider, Chair  
LAX/Community Noise Roundtable

cc: Raquel Girvin, FAA Regional Administrator  
John Nelson, FAA  
Roundtable Members