

# Option B – What Led Us Here

LAX Community Noise Roundtable  
July 2022

# North Downwind & The Roundtable

In 2015, the FAA made fundamental changes to the Southern California airspace when they implemented Next Gen Metroplex, a program designed to modernize the way aircraft is routed through the skies, taking what was dispersed traffic, and concentrating it over GPS-based waypoints



## AGENDA

### LOS ANGELES INTERNATIONAL AIRPORT/COMMUNITY NOISE ROUNDTABLE Regular Meeting of the Roundtable

May 13, 2015, 7:00 PM

Samuel Greenberg Board Room  
Clifton A. Moore Administration Building  
1 World Way, Los Angeles, CA 90045

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- |         |   |
|---------|---|
| 7:00 PM | Welcome/Review of the Meeting Format – Steve Alverson, Roundtable Facilitator                                   |
| 7:05 PM | Call to order, Pledge of Allegiance, and Identification of Those Present – Denny Schneider, Roundtable Chairman |
| 7:10 PM | Comments from the Public  |
| 7:15 PM | Welcome New Representative – LAWA Staff   |
| 7:20 PM | Briefing on UC Davis Noise Symposium – Danna Cope   |
| 7:35 PM | LAX Noise Exposure Map Update – Steve Alverson  |
| 8:00 PM | Work Program A1 – Overview of FAA's So Cal Metroplex EA Process – Steve Alverson                                |
| 8:20 PM | Statistical Update on Aircraft Operations – LAWA Staff  |

# North Downwind & The Roundtable

Since January 13, 2016, the RT has been discussing the impacts of North Downwind Arrival Routes and proposed various actions to address the primary issues of:

1. Low overflights
2. Flight concentration / volume
3. Nighttime noise impacts



## AGENDA

### LOS ANGELES INTERNATIONAL AIRPORT/COMMUNITY NOISE ROUNDTABLE Regular Meeting of the Roundtable

January 13, 2016, 7:00 PM

**Samuel Greenberg Board Room  
Clifton A. Moore Administration Building  
1 World Way, Los Angeles, CA 90045**

- 
- |         |   |
|---------|---|
| 7:00 PM | Welcome/Review of the Meeting Format – Steve Alverson, Roundtable Facilitator   |
| 7:05 PM | Call to order, Pledge of Allegiance, and Identification of Those Present – Denny Schneider, Roundtable Chairman       |
| 7:10 PM | Comments from the Public  |
| 7:20 PM | Welcome New Alternate Representative from City of La Habra Heights – LAWA Staff                                       |
| 7:25 PM | Discussion of Airline Recognition for Noise Reduction Efforts – Steve Alverson  |
| 7:30 PM | Discussion of LAX North Arrival Routes Affecting Certain Communities – FAA Southern California TRACON Representatives |
| 8:05 PM | Work Program A12 - Status Update on A320 Outreach Efforts – Steve Alverson  |

# RT items related to North Downwind:

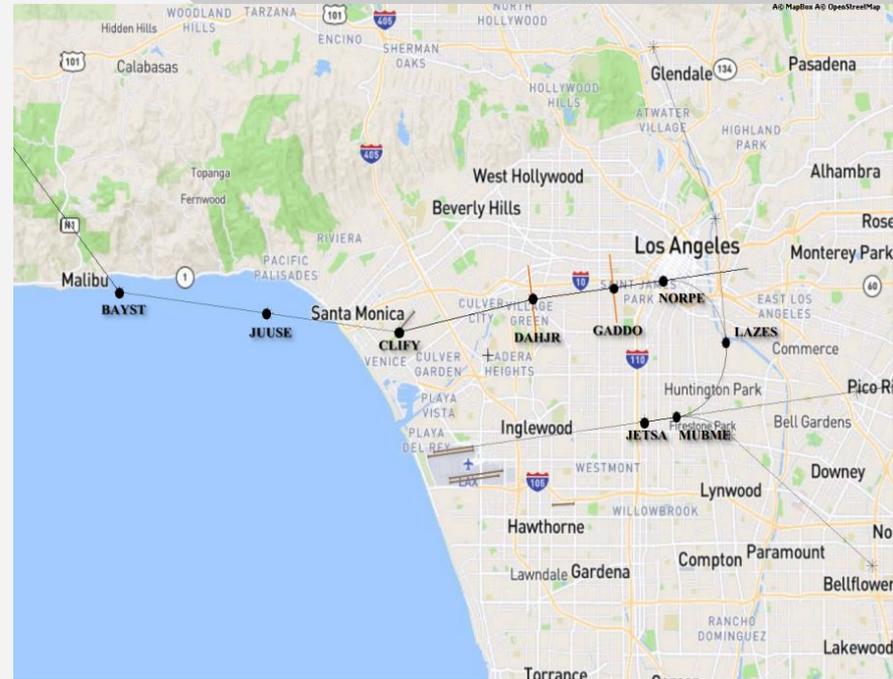
**January 13, 2016** – Discussion of LAX North Arrival Routes Affecting Certain Communities – FAA Southern California TRACON Representatives

**March 9, 2016** – Consideration of a Special Meeting for LAX North Arrival Analysis – LAWA Staff

**May 11, 2016** – Consideration of submitting a follow-up letter to FAA on So Cal Metroplex Project – Carl Jacobson

**June 8, 2016** – Work Program A13 - Discuss Results of North Downwind Arrival Study – Steve Alverson

**July 13, 2016** – The Roundtable agreed to request formally that the FAA investigate the temporary narrowing of the north downwind arrival flight tracks, present FAA's investigation results at a future Roundtable meeting, and provide LAWA and the Roundtable with advance notice of changes in air traffic control practices or procedures that may adversely affect residential areas. The Roundtable will also request that the FAA provide explanations for the increased aircraft overflights in Monterey Park and La Habra Heights as well as the increase in noise complaints associated with the north downwind arrivals.



# RT items related to North Downwind:

**September 14, 2016** – Member Pulido requested that LAWA and the Roundtable submit a letter to the FAA requesting that the FAA explore possible noise abatement options for the communities that are affected by North Downwind Arrivals.

**October 12, 2016** – Member Pulido requested an update on the letter from the FAA providing a response on the cause of the change in the North Downwind Arrival.

**November 9, 2016** – Work Program A13 – North Downwind Arrival Study FAA's response to Roundtable letter on LAX North Downwind Arrivals and Roundtable discussion, questions, and answers – FAA Representatives

Member Pulido requested that the FAA's new Community Involvement Manager for Airspace Projects, Julie Marks, be invited to a future Roundtable meeting to explain her role and the FAA's post-Metroplex strategy for resolving aircraft noise concerns.

**May 10, 2017** – Alternate Member Murray requested that the Roundtable write a letter to the FAA requesting a presentation on the TSAS tool that is required to fully implement the RNP procedure on the north downwind arrival. Member Hamilton indicated that communities under the new flight path of the north downwind arrival have noticed noise increases and have requested noise monitors be installed, particularly in the West Adams area.

**July 12, 2017** – The Roundtable approved Member Real Sebastian's request for the Roundtable to: (1) send letters to the airlines operating at LAX requesting that they take the necessary actions to be fully capable of flying RNP approaches at LAX and; (2) send a letter to FAA Administrator Huerta requesting that the FAA expedite the integration and use of the TSAS tool with the Southern California TRACON receiving the highest priority for implementation of the tool.

# RT items related to North Downwind:

**September 13, 2017** – Analysis of LAX North Downwind Arrivals at DAHJR waypoint – LAWA Staff

Chairman Denny Schneider indicated he would coordinate with LAWA to hold a special meeting as a tutorial for Roundtable members on how to find and interpret FAA's Instrument Flight Procedure (IFP) Gateway data on the FAA website. Member Salman added that the FAA is in the process of posting information on LAX flight procedures. He noted that FAA was invited to give the Roundtable briefing on IFP and upcoming procedure changes, but since it cannot do that now due to legal issues, a special meeting should be held within two weeks of the September 13, 2017 meeting to teach members how to access the IFP information, so that the Roundtable can provide the FAA with informed written comments on certain proposed IFP changes during the comment period that closes on September 25, 2017.

**September 20, 2017** – Presentation and discussion of 5 proposed new/revised North Arrival flight procedures (BAYST1, HUULL2, IRNMN2, RYDRR2, and SADDE8) – Michael Salman, Roundtable Member

Presentation and discussion of indications of possible other new/revised North Arrival flight procedures under FAA consideration – Michael Salman, Roundtable Member

The Roundtable approved submitting a specific comment letter to the FAA regarding the revised RNAV arrival procedures (HUULL2, IRNMN2, and RYDRR2) to express support for a 6,000 ft. minimum altitude restriction at waypoint GADDO, to request a modest increase of the minimum altitude at waypoint DAHJR, and to request that air traffic controllers adhere to minimum altitude requirements.

**January 10, 2018** – Report from Ad Hoc Committee Meeting – Geoff Thompson Altitude data discussion for DAHJR and GADDO waypoints

# RT items related to North Downwind:

**November 8, 2018** – Chairman Schneider briefed members on the FAA's response to Roundtable's letters. Member Salmon presented the following four motions: 1. Request LAWA provide monthly data at the DAHJR and GADDO waypoints. 2. Write a letter to the FAA, and copy congressional delegates and major municipal representatives, requesting representatives from the TRACON and LAX Tower attend the January Roundtable meeting to discuss how FAA air traffic controllers assign altitudes and vector aircraft. 3. Write a letter to the FAA, copying congressional delegates and major municipal representatives, requesting FAA's Procedure Design Team attend the January Roundtable meeting to discuss how new procedures are designed, how revised procedures can increase the minimum altitudes at the DAHJR waypoint, and the possibility of using a new North Downwind Arrival procedure during nighttime hours. 4. Write a letter to the FAA and copy congressional delegates, major municipal representatives, and the Los Angeles City Attorney, responding to the FAA's declination to brief the Roundtable on flight procedures that were open for public comment.

Member Thompson thanked LAWA for supporting Karen Bass' Quiet Skies town hall meeting and providing data for the LA Times article.

**January 10, 2018** – Report from Ad Hoc Committee Meeting – Geoff Thompson Altitude data discussion for DAHJR and GADDO waypoints

The FAA's response to multiple Roundtable letters wherein FAA states it cannot comment on questions about procedures open for public comment due to its current litigation with Culver City;

# RT items related to North Downwind:

**March 14, 2018** – LAX Metroplex/Wide Area Ad Hoc Committee Report – Geoff Thompson Ad Hoc Committee Chair

Ad Hoc Committee Chair, Member Thompson, briefed the Roundtable on the points discussed, timelines, and the activities of the Ad Hoc Committee since the previous meeting in January 2018. He explained the various waypoints along the North Downwind arrival flight path and reviewed the January to February 2018 altitude data trends for the DAHJR and GADDO waypoints that emphasized the percentage of flights flying at or below the 6,000-foot minimum altitude at these two waypoints. He noted that the flights flying under 5,000 feet are the source of noise disturbances for the residents. He also noted that the Ad Hoc Committee analyzed altitude data for the BAYST and JUUSE waypoints.

**May 9, 2018** – Report from LAX Metroplex/Wide Area Ad Hoc Committee – Geoff Thompson, Ad Hoc Committee Chairman

The FAA's analysis indicated that 16 flights passed below 5,000 feet within 1 mile of the DAHJR waypoint and 14 of those 16 flights were standard North Downwind arrivals. He added that the FAA also committed to checking on aircraft equipage for the RNP approach. FAA indicated that if the equipage increases, then the FAA would develop a plan to increase RNP usage to ensure that more aircraft fly at the minimum altitude at DAHJR between 1 and 5 AM. He noted that once mitigation for the 1 to 5 AM timeframe is implemented, the Ad Hoc Committee would address the 10 PM to 1 AM timeframe and later the 5 to 7 AM timeframe.

# RT items related to North Downwind:

**July 11, 2018** – Report from LAX Metroplex/Wide Area Ad Hoc Committee – Geoff Thompson, Ad Hoc Committee Chairman

Starting August 31, 2018, the FAA will begin assigning all arrival flights at a minimum of 5,000 ft. over DAHJR between 1 AM and 5 AM.

The FAA would not advance the timeline for implementing the Terminal Sequencing and Spacing (TSAS) tool at So Cal TRACON in order to increase usage of the RNP approach.

Member Salman made a motion to the Roundtable to request that FAA revive or create LAX north arrival CVFPs. The motion was seconded and passed.

**September 12, 2018** – The Ad Hoc Committee expressed its desire to further expand timeframe beyond 1 AM to 5 AM for altitude restrictions at DAHJR.

**March 13, 2019** – Chairman Schneider suggested that the Roundtable send a letter to the FAA regarding the implementation of the TSAS tool at LAX. Member Thompson made a motion for the Roundtable Chairman to send a letter to the FAA requesting LAX be prioritized in the implementation of the TSAS tool and for the FAA to present on how the tool works at a future Roundtable meeting. The motion was seconded by Member Eriksson and unanimously passed by the Roundtable.

# RT items related to North Downwind:

**May 8, 2019** – Mr. Dave Foyle briefed the Roundtable on the FAA's efforts and challenges it is experiencing with requiring Southern California TRACON controllers navigating aircraft over the DAHJR waypoint at or above 6,000 feet MSL between 1 and 5 AM. He noted that one of the main Page 3 challenges is that not every plane is equipped or has the flight crew trained to fly the Required Navigation Performance (RNP) procedure and indicated that the airport could assist with this issue by reaching out to the individual airlines. Mr. Chan noted that the Roundtable had reached out to the airlines in the past regarding this matter, but received only a few responses. Of those airlines that responded, they indicated that they are capable of flying RNP procedures.

Member Thompson also noted that he had received a proposal from CA Quiet Skies to increase the altitude at the GADDO waypoint to 10,000 feet MSL. He indicated that increasing the altitude at GADDO to 10,000 feet MSL would increase noise in communities east of Culver City including Monterey Park and other areas. He noted that the Roundtable has a commitment within its Bylaws to not shift noise from one community to another. Therefore, he noted that as a preliminary response, the Roundtable cannot take action on this proposal at this time. He added that he is open to continue the dialogue with CA Quiet Skies regarding this issue.

On a separate note, he recommended that the Roundtable approve sending a letter to the FAA requesting moving the JUUSE waypoint farther offshore as a way to reduce noise for coastal communities located near this waypoint.

He noted that the JUUSE waypoint is located Page 4 offshore and that the proposal to relocate this waypoint would not shift noise from one community to another. Member Thompson made a motion for the Roundtable Chair to send a letter to the FAA, requesting it move the JUUSE waypoint farther south. The motion was seconded by Member Camp and was passed unanimously by the Roundtable

# RT items related to North Downwind:

**July 10, 2019** – Member Brian Clark briefed the Roundtable on the Community Proposal created by Quiet Skies LA. The proposal includes two options that are intended to provide noise relief for residents of Malibu, Santa Monica Canyon, Santa Monica, Mar Vista, Culver City, West Adams, Downtown L.A., and other areas. Option A increases the altitudes of aircraft on the North Downwind Arrival Route and extends the route farther east to San Bernardino. Option B creates a new arrival procedure that directs aircraft to follow a different path than the North Downwind Arrival Route to join the final approach in the San Bernardino area.

**September 11, 2019** – Member Camp, as the Acting Ad Hoc Committee Chair, briefed the Roundtable on the Ad Hoc Committee report. He reviewed the altitude trends at DAHJR between 1 AM and 5 AM, and noted noticeable improvement as of March 2019 when the FAA agreed to assign a minimum altitude of 6,000 ft. to flights passing through this waypoint during this time period. He also noted that due to a recent lawsuit filed against the FAA by the City of Los Angeles, FAA representatives are not able to participate in Roundtable discussions regarding the North Downwind Arrival until the lawsuit is resolved. He added that the FAA can still continue working on improving the altitudes at DAHJR between 1 AM and 5 AM as this effort was started before the lawsuit was filed.

LAWA staff, Mr. David Chan, reported that three sub-consulting firms submitted proposals for conducting this study: ESA, CSDA, and HMMH. LAWA selected CSDA to work on this project and issued a Notice to Proceed to initiate the work on September 10, 2019. The study includes four main tasks: Task 1: Feasibility of the Two Alternatives; Task 2: Noise Evaluation of the Two Alternatives; Task 3: Presentation of Feasibility and Noise Evaluation findings; and Task 4: Prepare a Summary Report.

# RT items related to North Downwind:

**November 13, 2019** – Member Real Sebastian asked Mr. Foyle if the FAA will meet their previously stated deadline of 2020 for the TSAS tool. Mr. Foyle stated that the implementation of the TSAS tool in Southern California was delayed due to several factors. He added that the So Cal TRACON would not be at the top of the list to receive this tool because of the volume and complexity of airspace in Southern California.

Mr. Chan requested clarification as to whether or not TSAS is a required component in order for FAA to implement RNP procedures at LAX. Mr. Foyle indicated that TSAS is not needed during light traffic conditions, but is necessary during heavy traffic conditions in order to facilitate the use of RNP procedures.

**January 8, 2020** – Randy Waldeck and Dennis Hughes of CSDA Design Group presented the results of the technical assessment and noise evaluation of the two options of the Community Proposal for the North Downwind Arrival Route.

[Option A and Option B for North Downwind both determined infeasible at this meeting. Option B proposal studied was incomplete by CSDA, but no follow up with Quiet Skies from CSDA was done to refine study].

Geoff Thompson offered to work with the Quiet Skies CA group and LAWA in his Metroplex Ad Hoc Committee to explore Option B of the proposal further. LAWA Representative Kathryn Pantoja stated that LAWA's radar data limitations may hinder the additional study of Option B.

— COVID-19 Pandemic severely affecting airline traffic hits after January meeting —

# RT items related to North Downwind:

**July 8, 2020** – The Roundtable then discussed and passed a motion to have the LAX Metroplex/Wide Area AdHoc Committee, in collaboration with Quiet Skies LA and LAWA, to prepare a proposed flight path alternative for the north downwind arrivals that reflects Option B as provided by Quiet Skies LA, and to submit the proposal to the FAA for viability review

**March 10, 2021** – Geoff Thompson asked Tamara Swann (FAA) for an update regarding the Roundtable's previous request to relocate the JUUSE waypoint slightly to the south as a means to mitigate noise in the Pacific Palisades area. Tamara noted that she could not respond due to the ongoing litigation between the FAA and the City of Los Angeles. Geoff Thompson asked airline representatives if their pilots are briefed to remain above the minimum altitudes at DAHJR and GADDO. Discussion ensued on the types of arrival procedures and the responsibilities between controllers and pilots for managing aircraft altitudes on the north downwind arrival route.

**May 19, 2021** – Geoff Thompson then provided an update on the proposal development of the Quiet Skies LA Option B alternative north downwind arrival route. A draft proposal of Option B is currently under development that will include additional details that were not considered in the original proposal, which was presented to the Roundtable last year. He stressed that the proposal will not proceed without first addressing potentially impacted communities' questions. He also stated that the proposal is not intended to propose unrealistic changes to the local airspace. Also, submitting the proposal to the FAA will not mean that it will be implemented right away. It will likely require further analysis by the FAA.

# RT items related to North Downwind:

**July 14, 2021** – FAA representatives, Patrick Blaser and Sean Davis, briefed the Roundtable on Required Navigation Performance (RNP) procedures at LAX. LAX is one of three airports selected by the NextGen Advisory Committee (NAC) as part of the pilot program to implement Established on RNP (EoR). EoR is a new separation standard that will allow aircraft to utilize RNP procedures during low visibility conditions. EoR will allow the North and South complexes at LAX to be treated independently, thereby allowing for reduced separation standards compared to those currently in place.

Roundtable Member, Jacqueline Hamilton, noted that only about 10% of aircraft will be able to use the RNP because of the equipment and crew restrictions. The FAA stated that is the case for now but more aircraft will be outfitted with RNP crew and equipment in the future

Geoff Thompson then presented the Quiet Skies LA Option B alternative for the north downwind arrivals for Roundtable's consideration to submit to the FAA. Excerpt from the report:

- Though both the Metroplex Ad Hoc Committee and Quiet Skies LA realize that proposing changes to the operational airspace of Southern California may seem drastic, we are doing so because we have exhausted all other options and have been met with a chorus of nos from the FAA when it comes to actually addressing the near constant drone of noise of communities under the North Downwind. The chorus of nos and its underlying bureaucracy at the FAA has been replaced with silence. Four years of working on this issue has yielded almost no meaningful results. We politely implore you to consider not only the work and proposal contained in this report, but the underlying reasons for our work: unmitigated, harmful, near constant low-altitude noise from aircraft our federal agencies regulate and are responsible for.

# RT items related to North Downwind:

**November 17, 2021** – Metroplex Ad Hoc Chair, Geoff Thompson, provided an update on the altitude trends for the DAHJR and GADD0 waypoints on the north downwind arrival route and indicated that the percentages of aircraft meeting the minimum altitude at these two waypoints fluctuate slightly from month to month. He noted there was an increase in flight operations due to travel restrictions easing. He mentioned that the Roundtable received a preliminary response from the FAA indicating that they are looking into the feasibility of the North Downwind Option B proposal.

Tamara Swann of the FAA indicated that she has received opposition letters regarding the North Downwind Option B proposal and plans to refer the affected communities who authored the letters back to the Roundtable. Denny Schneider asked that she forward those opposition letters to the Roundtable.



## North Downwind Option B Proposal

07.13.2021

**Metroplex Ad Hoc Committee**  
LAX Community Noise Roundtable  
1 World Way  
Los Angeles, CA 90045

# Consistent DAHJR & GADDO Height Analysis

**Eg. July 11, 2018** – "Report from LAX Metroplex/Wide Area Ad Hoc Committee – Geoff Thompson, Ad Hoc Committee Chairman"

**ANOMS Gate Penetration - GADDO**  
September 1-30, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	21	0.3%	5.0%	35.2%
6000-6299	83	1.2%		
5700-5999	236	3.4%		
5500-5699	208	3.0%		
5000-5499	1862	27.2%		
4500-4999	1846	27.0%		
4000-4499	1474	21.5%		
3500-3999	714	10.4%		
3000-3499	316	4.6%		
2500-2999	81	1.2%		
<2500	5	0.1%	100.0%	98.7%
<b>Grand Total</b>	<b>6846</b>	<b>100%</b>		83.7%

Prepared by: LAWA Noise Management  
\*Data source: LAX ANOMS

**ANOMS Gate Penetration - GADDO**  
October 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	34	0.5%	5.4%	36.8%
6000-6299	85	1.2%		
5700-5999	255	3.7%		
5500-5699	210	3.0%		
5000-5499	1949	28.3%		
4500-4999	1675	24.3%		
4000-4499	1443	20.9%		
3500-3999	787	11.4%		
3000-3499	342	5.0%		
2500-2999	104	1.5%		
<2500	6	0.1%	100.0%	98.4%
<b>Grand Total</b>	<b>6890</b>	<b>100%</b>		82.0%

Prepared by: LAWA Noise Management  
\*Data source: LAX ANOMS



THANK YOU