LAX Metroplex / Wide Area Ad Hoc Committee

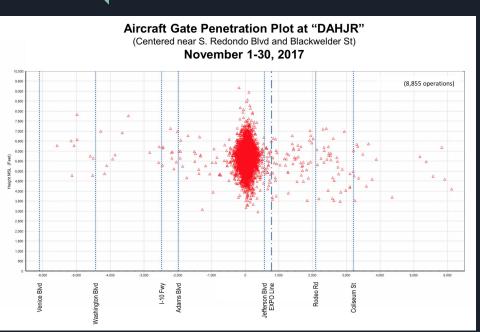
December 2017 / January 2018 Report

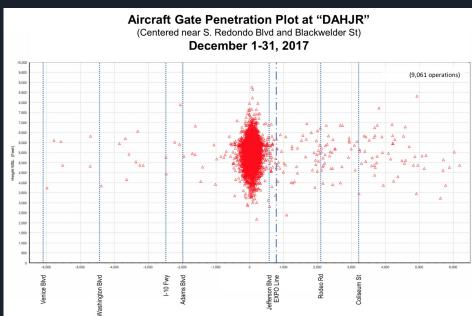
- Data trends for DAHJR & GADDO
- 2. New Waypoint Analysis: BAYST, JUUSE & JETSA
- 3. Actions Taken Since Last General RT Meeting
- 4. Change of Status for SADDE8
- 5. Elsewhere in SoCal Metroplex: Newport Beach

1. Data trends for DAHJR Waypoint

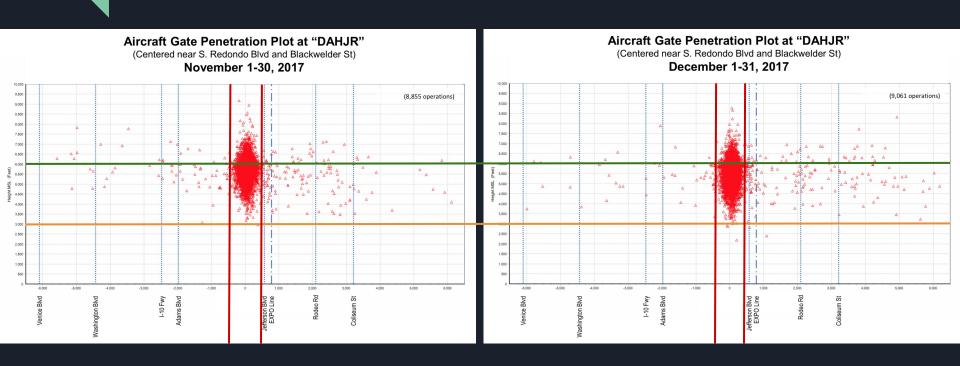
		,														
DAHJR Gate	e Penetra	tion														
SEPT 2017				OCT 2017				NO	OV 2017				DEC 2017			
Altitude MSL (ft)	Count of Ops	% of Ops		Altitude MSL (ft)	Count of Ops	% of Ops		Alt	titude MSL (ft)	Count of Ops	% of Ops		Altitude MSL (ft)	Count of Ops	% of Ops	
>9500	0	0.0%		>9500	0	0.0%		>95	500	0	0.0%		>9500	0	0.0%	
9000-9500	2	0.0%		9000-9500	0	0.0%		900	00-9500	2	0.0%		9000-9500	0	0.0%	
8500-9000	1	0.0%		8500-9000	4	0.0%		850	00-9000	2	0.0%		8500-9000	2	0.0%	
8000-8500	4	0.0%		8000-8500	9	0.1%		800	00-8500	7	0.1%		8000-8500	5	0.1%	
7500-8000	9	0.1%		7500-8000	21	0.2%		750	00-8000	13	0.1%		7500-8000	13	0.1%	
7000-7500	58	0.6%		7000-7500	79	0.8%		700	00-7500	95	1.1%		7000-7500	55	0.6%	
6500-7000	250	2.7%		6500-7000	310	3.2%		650	00-7000	415	4.7%		6500-7000	230	2.5%	
6000-6500	2344	25.2%	28.7%	6000-6500	2851	29.6%	34.0%	600	00-6500	3029	34.2%	40.2%	6000-6500	2335	25.8%	29.1%
5500-6000	3736	40.2%		5500-6000	4092	42.5%		550	00-6000	3711	41.9%		5500-6000	3628	40.0%	
5000-5500	1988	21.4%	61.5%	5000-5500	1593	16.6%	59.1%	500	00-5500	1160	13.1%	55.0%	5000-5500	1806	19.9%	60.0%
4500-5000	666	7.2%		4500-5000	486	5.1%		450	00-5000	304	3.4%		4500-5000	714	7.9%	
4000-4500	176	1.9%	9.1%	4000-4500	141	1.5%	6.5%	400	00-4500	84	0.9%	4.4%	4000-4500	195	2.2%	10.0%
3500-4000	45	0.5%	0.7%	3500-4000	25	0.3%	0.3%	350	00-4000	27	0.3%	0.4%	3500-4000	57	0.6%	0.9%
3000-3500	20	0.2%		3000-3500	7	0.1%		300	00-3500	6	0.1%		3000-3500	17	0.2%	
2500-3000	3	0.0%		2500-3000	1	0.0%		250	00-3000	0	0.0%		2500-3000	3	0.0%	
<2500	0	0.0%		<2500	0	0.0%		<25	500	0	0.0%		<2500	1	0.0%	
Grand Total	9302	100%	71%	Grand Total	9619	100%	66%	Gra	and Total	8855	100%	60%	Grand Total	9061	100%	70.9%

1. Data trends for DAHJR Waypoint





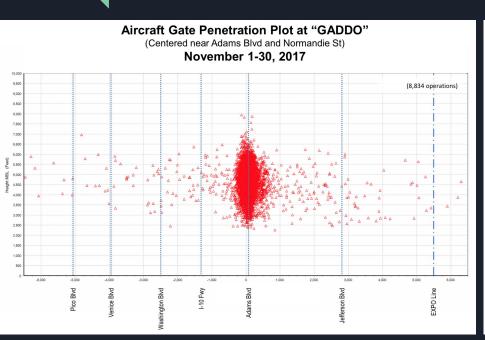
1. Data trends for DAHJR Waypoint

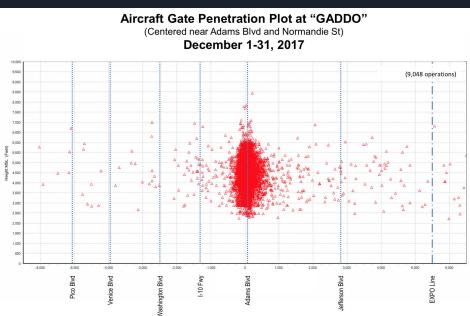


1. Data trends for GADDO Waypoint

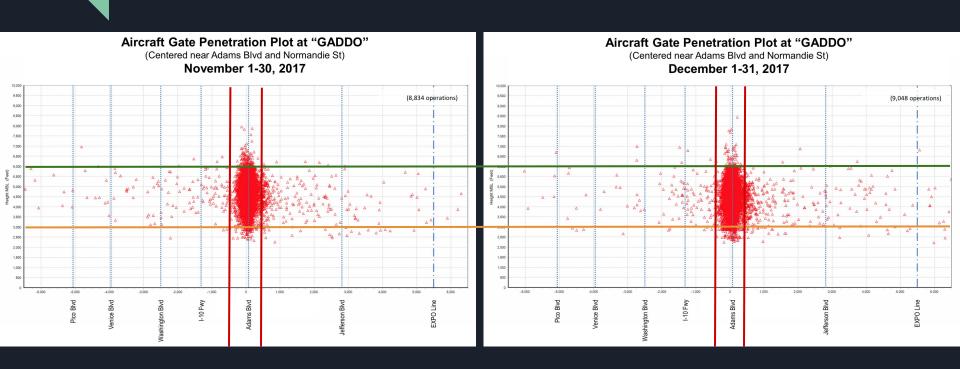
GADDO Gate Penetration															
SEPT 2017				OCT 2017				NOV 2017				DEC 2017			
Altitude MSL (ft)	Count of Ops	% of Ops		Altitude MSL (ft)	Count of Ops	% of Ops		Altitude MSL (ft)	Count of Ops	% of Ops		Altitude MSL (ft)	Count of Ops	% of Ops	
>9500	0	0.0%		>9500	1	0.0%		>9500	0	0.0%		>9500	0	0.0%	
9000-9500	0	0.0%		9000-9500	0	0.0%		9000-9500	0	0.0%		9000-9500	0	0.0%	
8500-9000	0	0.0%		8500-9000	0	0.0%		8500-9000	0	0.0%		8500-9000	1	0.0%	
8000-8500	1	0.0%		8000-8500	0	0.0%		8000-8500	2	0.0%		8000-8500	0	0.0%	
7500-8000	1	0.0%		7500-8000	2	0.0%		7500-8000	2	0.0%		7500-8000	3	0.0%	
7000-7500	7	0.1%		7000-7500	15	0.2%		7000-7500	6	0.1%		7000-7500	9	0.1%	
6500-7000	20	0.2%		6500-7000	42	0.4%		6500-7000	40	0.5%		6500-7000	22	0.2%	
6000-6500	195	2.1%	2.4%	6000-6500	253	2.6%	3.3%	6000-6500	253	2.9%	3.4%	6000-6500	148	1.6%	2.0%
5500-6000	709	7.6%		5500-6000	962	10.0%		5500-6000	1115	12.6%		5500-6000	738	8.2%	
5000-5500	2130	22.9%	30.6%	5000-5500	2495	26.0%	36.0%	5000-5500	2614	29.6%	42.2%	5000-5500	2113	23.4%	31.5%
4500-5000	2659	28.6%		4500-5000	2773	28.9%		4500-5000	2488	28.2%		4500-5000	2495	27.6%	
4000-4500	2005	21.6%	50.2%	4000-4500	1884	19.6%	48.5%	4000-4500	1433	16.2%	44.4%	4000-4500	1909	21.1%	48.7%
3500-4000	991	10.7%	16.8%	3500-4000	746	7.8%	12.3%	3500-4000	593	6.7%	10.0%	3500-4000	980	10.8%	17.8%
3000-3500	444	4.8%		3000-3500	340	3.5%		3000-3500	221	2.5%		3000-3500	503	5.6%	
2500-3000	112	1.2%		2500-3000	89	0.9%		2500-3000	65	0.7%		2500-3000	116	1.3%	
<2500	11	0.1%		<2500	5	0.1%		<2500	2	0.0%		<2500	11	0.1%	
Grand Total	9285	100%	98%	Grand Total	9607	100%	97%	Grand Total	8834	100%	97%	Grand Total	9048	100%	98.0%

1. Data trends for GADDO Waypoint





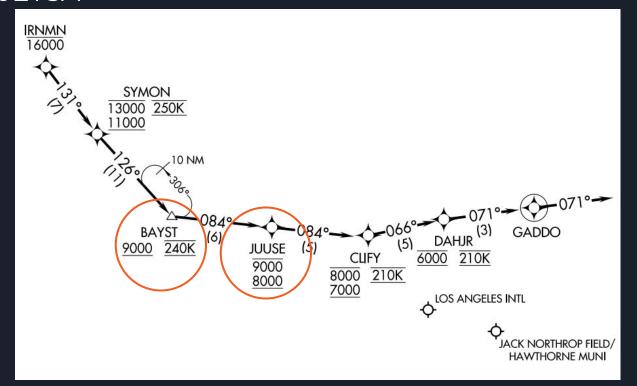
1. Data trends for GADDO Waypoint



2. New Waypoint Analysis for BAYST, JUUSE, & JETSA



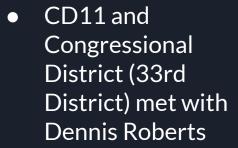
2. New Waypoint Analysis for BAYST, JUUSE, & JETSA



2. New Waypoint Analysis for BAYST, JUUSE, & JETSA



3. Actions Taken Since Last General RT Meeting



December 29th letter from RT to Dennis Roberts



December 29, 2017

Mr. Dennis Roberts Regional Administrator Federal Aviation Administration Western-Pacific Region AWP-1 15000 Aviation Blvd. Lawndale, CA 90261

Invitation to Attend January 10, 2018 and subsequent LAX/Community Noise Roundtable Meetings

Dear Mr. Roberts

The LAX/Community Noise Roundtable (Roundtable) extends an invitation to FAA representatives to attend the January 10, 2018 and future Roundtable meetings to discuss air traffic control practices, procedure design processes, and LAX aircraft noise issues.

The FAA has asked the Roundtable to function as the group to receive complaints and to then prioritize discussions and suggest resolutions for FAA action. The Roundtable cannot, however, function without the tools necessary to provide relevant, insightful questions and suggestions. A FAA representative from the LAX Air Traffic Control Tower (ATCT) attends most of our meetings, but more extensive process and procedure briefings from the other FAA functional areas such as TRACON and flight path design groups are needed before we address actions related to our specific issues.

Therefore, the Roundtable respectfully requests your assistance in arranging for FAA representatives from the Southern California TRACON, the LAX ATCT, and the Route and Procedure Design Team to attend 2018 Roundtable meetings. Previous requests for attendance have been met with FAA notice that because of mediations being held to resolve several local lawsuits, the FAA cannot attend and discuss specific Southern California Metroplex Project (Metroplex) procedures. Your initial attendance in January can provide general procedural and requirement education. We expect that the mediations should be complete before the March meeting so that you can then address specific topics. Therefore, process and procedure education of the Roundtable can begin in January without addressing specific procedure waypoints and other Metroplex details.

Roundtable members need this more extensive, detailed knowledge of FAA process requirements and activities concerning how aircraft movement between airports is controlled. LAX operations affect not only residents in proximity to LAX but also include those as distant as 40 miles from the airport. LAX is receiving aircraft noise complaints from record numbers of residents affected by LAX operations since Metroplex implementation.

Roundtable Members recognize that air safety is the number one task for FAA air traffic controllers who may vector aircraft off published procedures by assigning different route and/or altitudes when necessary to maintain safe aircraft separation. It would be helpful if Roundtable

Federal Aviation Administration December 29, 2017 Page 2 of 2

Members gain a better understanding of these situations and the factors controllers consider to initiate vector control. In addition, the Roundtable wishes to explore ways to improve aircraft's adherence to prescribed attitude restrictions, and possibly increase the minimum altitude criteria in the procedures mentioned below.

The Roundtable has formed an Ad Hoc committee to address aircraft noise issues. Your attendance will facilitate hearing the first report from this committee. Regarding LAX aircraft noise, Roundtable Members continue to be interested in RNAV arrival procedures at waypoints HULLL, IRNMN, and RYDRR that were implemented in April 2017 under Metroplex. These procedures appear to have a minimum altitude requirement of 6,000 ft. at waypoint DAHJR and a proposed minimum altitude restriction of 6,000 ft. at waypoint GADDO. Review of flight track data since April 2017 indicates most aircraft are flying below the minimum altitudes at both

The upcoming Roundtable meetings are scheduled for January 10, 2018, and March 14, 2018. Meetings start at 7 PM and are held in the Samuel Greenberg Board Room at LAX, 1 World Way, Los Angeles, CA 90045. Please notify the Roundtable of FAA's availability to attend by contacting me or LAWA staff Ms. Kathryn Pantoja at (424) 646-6501 or Mr. Kendrick Okuda at (424) 646-7357 who are assisting with Roundtable meeting coordination. The Roundtable mailing address information is LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attn: Kathryn Pantoia.

The Roundtable is a voluntary and independent body formed in 2000 with membership of local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA who work together 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 Roundtable Membership and is not the official position of any

Denny Schneider, Chairman LAX/Community Noise Roundtable

> Senator Diane Feinstein Senator Kamala Harris Congresswoman Karen Bass Congresswoman Maxine Waters Congressman Jimmy Gomez Congressman Ted Lieu

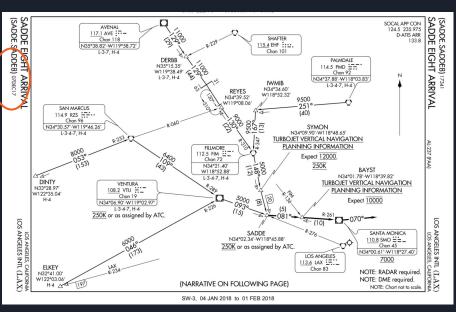
L.A. Council President Herb Wesson L.A. Councilman Marqueece Harris-Dawson

L.A. Councilman Mike Bonin L.A. City Attorney Mike Feuer

Deborah Flint, CEO, Los Angeles World Airports Dennis Roberts, FAA Regional Administrator Richard Sullivan, FAA Southern California TRACON Sherry Avery, LAX Air Traffic Control Tower

4. Change of Status for SADDE8

		3		8	
STAR SADDE	LOS ANGELES	LAX (KLAX)	LOS	NFDD17-	ADDED 12-20-
EIGHT	INTL		ANGELES, CA	200	17



- In late September of 2017 the Roundtable Publicly Commented on SADDE8 procedures posted to the FAA's IFP Gateway during the open public comment period
- No formal response was given from the FAA, other than Culver City litigation related to Metroplex prevented them from providing any detailed response
- FAA recently published the updated procedure with no response to the RT.
 Documents are listed as "Added 12-20-2017" with an "Effective Date" of "07 DEC 2017."
- FAA failed to respond during public comment period regarding the RT's questions

5. Elsewhere in SoCal Metroplex: Newport Beach

"Newport Beach has reached a tentative settlement with the Federal Aviation Administration in the city's lawsuit over John Wayne Airport departure paths, the city announced Tuesday night. Flight paths will stay between the existing noise monitors on the ground and along Newport Bay, and the FAA will design and study a curved departure procedure intended to allow planes to follow the bends of Upper Newport Bay and avoid as many residential areas as possible. The new departure procedure is expected be in place within a few weeks."

