



LAX/COMMUNITY NOISE ROUNDTABLE Flight Track Data Subcommittee

Meeting Recap
February 13, 2002

1. **Call to order**

Chairman Mike Cassidy at 6:10 p.m. in the Samuel Greenberg Boardroom

2. **The FAA Presentation**

Was made by Walter White, Support Manager of the Southern California TRACON (SCT) and Ron Popper, Air Traffic Manager (SCT). The presentation focused on two concepts currently being evaluated by the FAA with respect to more precise altitude and flight track control of airline jet aircraft arriving and departing LAX. The following are highlights of the presentation:

LAX Arrival Profile Efficiency Project (LAPEP)

- The purpose is to provide smoother descents for aircraft arriving at LAX
- Will provide predictable altitude crossing and separations from other traffic
- Continuous smooth descents allow reduced engine thrust settings and a more frequent use of idle thrust settings
- There will be an increase in safety and fuel efficiency
- Redesign under the LAPEP makes use of the navigation technology available in the newer aircraft equipped with GPS, RNAV and VNAV electronics.
- Standard Terminal Arrival Routes (STARS) will be enhanced by seamless RNAV overlays

Departure Climb Project (DCP)

- Eliminate the leveling off at low altitudes during the climb out stage of the departure
- Standardization of departure procedures
- Ability to fly a precise track over the ground
- An example - The current LOOP TWO DEPARTURE to the west and looping back over the LAX VOR would have an RNAV overlay procedure that would precisely define the flight track so that aircraft would arrive over the VOR on a track perpendicular to the coastline and at a specific altitude.

General Points

- Projects are conceptual at this time
- FAA staff will meet in "scoping" sessions with the communities prior to implementing these procedures
- General aviation routes will also be developed
- These procedures will not increase runway capacity
- About 80% of the airline fleet using LAX is has RNAV capability

- Expected that a Special Federal Aviation Regulation Part 51 will be issued within six to twelve months

Comments

- The altitude at the on the BASET TWO ARRIVAL should be held at 8,000' from the REEDR intersection until crossing the coastline.
- As noted in the Southern California Task Force meetings, turboprop traffic should be kept off-shore of the Peninsula; use the new RNAV capability to do this.
- Regional jet aircraft will not be flying the turboprop routes
- LGB departures to the north by FEDEX are over-flying the Peninsula and the Beach Cities using a long established flight path for LGB departures going to the north.

3. Public Comments

Chairman Mike Cassidy asked that the subject of eastern departures (Work Program item I.4) be placed on the agenda for the next meeting.

4. Adjournment

The next meeting of the Subcommittee was set for April 10, 2002.

Adjourned at 9:45 p.m.