



## LAX/COMMUNITY NOISE ROUNDTABLE Flight Track Data Subcommittee

Recap of Meeting  
August 7, 2002

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### 1. **Call to Order**

Chairman Mike Cassidy called the Flight Track Data Subcommittee (FTDS) meeting to order at 6:15 p.m. in the Samuel Greenberg Boardroom, at LAX

### 2. **Work Program Item III.4 (LOOP 2 Departures) - An FAA Progress Report**

**Background** - Walter White, Support Manager of the FAA's Southern California TRACON reported on the status of the implementation of an RNAV procedure to called the KWYET DEPARTURE to replace the LOOP TWO DEPARTURE. Based on the recommendation of the FTDS, the Roundtable had requested that the FAA expedite initiation of this procedure so as to provide a more precise altitude and flight track control of jet aircraft departing LAX.

From the FAA's perspective the RNAV procedure will provide optimal climb profiles to reach cruise altitude faster, increase fuel efficiency, reduce maintenance costs and decrease pilot workload. Consistent flight paths will also reduce traffic conflicts, decrease controller workloads and increase safety.

The Roundtable's purpose is to reduce the noise exposure in the beach communities by providing a more precise flight track and crossing altitude as the departing aircraft turn over the ocean and cross the coast line over LAX.

**Format** – The new KWYET DP (Quiet Departure) is described by offshore waypoints for departures from both the northern and southern runway pairs at LAX. By utilizing these points, that are defined by GPS locations, aircraft navigation systems are able to fly precise paths in turns over the ocean and back over the shoreline at LAX. This will eliminate the radar-directed turns that scatter aircraft departures over the beach communities. The graphic presentation provided by the FAA depicts this improvement. Aircraft must have the RNAV equipment on board and be certified by the FAA to use the KWYET DP. Aircraft not equipped with the necessary equipment will not be given a KWYET DP and will be required to use the LAXX THREE DP. Once the KWYET has been flown and found to be successful, the LOOP TWO DP will be eliminated.

**Schedule** – The FAA staff reported that the preliminary design, simulation testing at United Airlines in Denver and the paper work submissions to FAA channels have been completed. Work in progress includes review by the Aviation Rulemaking Advisory Committee, creation of a

controller position, controller training, publication of the procedure and the actual implementation. The publication of the procedure is expected in the first quarter of 2003.

**Subcommittee Action** – The FTDS took an action to recommend to the Roundtable that a letter of support for the KWYET DP procedure be sent to the FAA at an appropriate time during the rule making process.

**3. Work Program Item I.5 (Arrivals To The North Runways That Extend Eastward During Certain Time Periods Causing Low Over Flights) - Discussion/consideration/evaluation of Monterey Park over flight noise issues**

**Summary of Findings** - Walter Gillfillan, Consultant to the Roundtable, presented highlights from his August 7, 2002 memorandum to the Roundtable. This included a background of the work accomplished by the City of Monterey Park, the FAA's Southern California Task Force, LAWA and the Roundtable.

A summary of significant findings that was included in the August 7 memorandum was discussed. These findings included the following:

- The City of Monterey Park representing its constituency has clearly indicated a problem that is perceived in that community as a result of aircraft over flights;
- The FAA Task Force identified the issue as one of their tasks. The FAA identified the fact that over flights did occur at altitudes as low as 2,500 feet MSL;
- In February 1999 the FAA took some actions that could mitigate the over flight problem. A subsequent letter from the FAA made it clear that these actions did not modify the approach, but were intended to “improve controller planning and sequencing”. These actions included:
  - Extending the TRACON coverage
  - Maintain higher altitudes by coordination between the TRACON and the Enroute Center;
- Before and after measurements taken by the LAWA staff indicate that some improvements may have occurred (about 7%);
- A consultant to the City suggested that:
  - The over flight issues were occurring during peak traffic periods
  - Because of the local ground elevation of 700 feet, the 2,500 foot aircraft altitude actually resulted in the aircraft being only 1,800 feet above the ground
  - The altitude separation requirements between the north and south runway pairs be reversed to provide the higher altitudes for the northern arrivals
  - The use of an RNAV overlay to narrow the wide tracks over the ground
  - A “cross-over” tear drop arrival routing be developed to utilize the southern runways for larger aircraft;
- Information provided by LAWA provided definitive measurements of the elements of the over flight issue. This included:
  - Most over flights occurred during peak air traffic periods
  - Fifty-nine percent (59%) to 95% of the time over flights of Monterey Park **do not occur**
  - The number of over flights ranged from 0 to 167 per day (average of 35)
  - The dominant aircraft types were B-737 and turbo-props
  - Seventy-two percent of the overflights were at 1,300 to 2,300 feet above the ground level

- The noise exposure levels measured in CNEL were below 65 dB CNEL and ranged in values from 37 to 46 dB CNEL
- Maximum single-event, noise measurements for jet aircraft ranged from 65 to 76 dBA, Lmax and occurred at the lower flight altitudes
- It was estimated that an altitude increase to a minimum level of 4,000 feet would result in a Lmax noise reduction of 1.6 to 6 dBA; and
- The new LAWA noise and flight track data system provides a significantly improved noise management capability.

**Consideration of Possible Actions** - The FTDS then considered the possible actions that might be taken to mitigate the low over flight problem. The noise problem has been well identified and documented by the actions taken by Monterey Park, the FAA, the Roundtable and LAWA. The FTDS has documented when the over flights occur, how frequently they occur, where they occur in terms of position and altitude, the types of aircraft involved and the noise levels that result. Because of this, attempts to mitigate the impacts from these operations can be focused on some very specific options that have the greatest opportunity to affect a reduction of the noise problem.

The majority of the flights from the north do not over fly Monterey Park. For those that do, the hours/days of the over flight that are most likely are known. The altitudes that are most likely to cause the highest noise levels, as well as the aircraft types that produce the highest noise levels are also known.

The FTDS presumed that the actions introduced by the FAA in 1999 are still operative and that noise reduction benefits to be derived from that effort have been and are being achieved. The FTDS noted that the City of Monterey Park disagrees that there has been a reduction the number of low over flights of the City as a result of the 1999 actions.

The FTDS assumed that air traffic will return to the pre-September 11, 2001 levels and will continue to grow. As a result, the frequency of over flights during peak traffic periods will also grow and the Monterey Park over flight issue will remain.

**Subcommittee Recommendations** - The FTDS considered two premises. First, the over-flight that is occurring is the result of a continuing increase in air traffic volumes, particularly during peak periods. That this is the result of the evolution of an air traffic management process, rather than a procedure being developed and purposely placed over the City of Monterey Park. Secondly, that the regular imposition of large jet aircraft in a low-and-slow configuration at 1,800 feet above a city that is 17 miles from the airport must be mitigated. The FAA representative on the FTDS objected to the use of word “unacceptable” that was used in the memorandum prepared by the Consultant and suggested that the distance from LAX to Monterey Park that was noted in the memorandum as 30 miles is in error, this figure is driving distance.

The FTDS, in its efforts to minimize the over flight of Monterey Park by large jet aircraft, acted to recommend the following to the Roundtable based on its review of the information available to them:

1. Obtain a formal confirmation from the FAA that the actions noted in the FAA’s Task Force Program Summary are still in effect.
2. Ask that the FAA, in cooperation with LAWA management, meet and confer to:
  - investigate the possibility of reversing the altitude separation requirements between the north and south runway pairs so as to increase the altitude for the northern pair;

- investigate the possibility of using a cross-over of large jet aircraft arrivals to the southern runways when extended down wind operations would be necessary on the northern runways;
- Ask the FAA to apply speed controls and delays to arrivals from the east in lieu of extended downwind arrivals from the north; and
- Investigate the possibility of increasing the altitude of the overflights to 4000-ft. MSL, or greater, over Monterey Park and the West San Gabriel Valley without the altitude reversal.

3. Request that the LAWA staff continue to provide data from the noise/flight track monitoring system to the Roundtable members. This will allow the Roundtable to observe the effectiveness of the efforts to address the Monterey Park over flight problem.

**4. Work Program Item II.1/2 (Early Turns from Runways 24/Over Flight Of The Eastern Portion Of Westchester By Arrivals) - Discussion/consideration/evaluation**

This item was deferred to the October 2002 FTDS meeting.

**5. Work Program Item III.3 (Over Flight of Palos Verdes Peninsula by Turbo-prop Aircraft) - Discussion/consideration/evaluation**

This item was deferred to the October 2002 FTDS meeting.

**6. Public Comments**

**7. Adjournment**

The next meeting of the Roundtable Flight Track Data Subcommittee was set for October 9, 2002. The meeting was adjourned at 9:00 p.m.