

LAX/COMMUNITY ROUNDTABLE
Flight Track Data Subcommittee

Recap of Meeting
October 16, 2002

1. Call to order

Chairman Mike Cassidy at 7:15 p.m. in the Samuel Greenberg Boardroom, LAX

2. Work Program Item III.3 (Take full advantage of the unique opportunity by the ocean for over- water routings; Over flight by turbo-prop aircraft) – A preliminary consultant report

Background - Residents commented on the number of turbo prop aircraft flying over the peninsula at low altitudes. In 1998, communities in the area initiated discussions with the FAA and LAWA looking for ways to mitigate noise associated with the flights.

The FAA Administrator created a Task Force in 1997 in response to concerns about aircraft over flight and noise expressed by local communities near LAX. The Palos Verdes Peninsula over flight issue was one of eleven project areas addressed by the Task Force.

At the request of the FAA Task Force, the Noise Management Bureau of LAWA prepared a report entitled "Palos Verdes Noise Study" in July 1999. This report provided specific information using several noise metrics and an evaluation of the likely effects of using several different off-shore routings to avoid over flight of the Peninsula

As a part of the Task Force work, the Mitre Corp. also prepared a report under contract to the FAA, to evaluate the likely system delays and economic impacts of four turbo prop routings that were 1,2,3 and 5 miles off shore of the Peninsula.

Summary Of Significant Findings - The following are the principal findings that could be derived from the work that has been done to date:

FAA Task Force

- Procedural and other changes combined to produce an average altitude increase of 1,000 feet for turbo prop aircraft over flying the Peninsula
- Fifty percent of the south and east bound turbo prop aircraft from LAX were directed off shore
- A reduction in the number of noise complaints received

Los Angeles World Airports - Palos Verdes Noise Study

- The current average noise levels were less than 50 CNEL
- The noise measurements taken at the nine sites were able to, with adjustments, validate the INM modeling of aircraft noise on the Peninsula
- Only one of the monitoring sites was estimated to have a measurable benefit during the Demonstration Project (>1.5 dB CNEL reduction)
- Analysis of the four off-shore routings indicated that the reduction in the noise exposure from aircraft would be:
 - San Diego turbo props off shore 1.6 CNEL
 - Turbo props one mile off shore 5.5
 - Turbo props three miles off shore 9.3
 - Turbo props five miles off shore11.1

- The three mile alternative was recommended for further study
- The single event noise levels measured in Sound Exposure Levels (SEL) range in the low values from 50.2 at South Shores Elementary School to 61.0 at Paseo del Mar. The maximum values ranged from 64.4 at Marymount College to 68.9 at Vista Grande Elementary School and at Springcreek Road sites
- The LAWA noise and flight track data system provides a significantly improved noise management capability. Utilizing that system the LAWA staff has provided detailed information on the total number of turbo prop aircraft that are southbound and the number that have over flown the Peninsula for the period June 1999 through July 2002 as follows. These data show a reduction of 48% in the average daily over flights of the Peninsula during this period.

Mitre Corp. - Time and Cost Impacts of Off-shore Routing of LAX Departures

- The ability of the air traffic controllers to “fan” the turbo prop aircraft after departing LAX is key to avoiding ground and airborne delays
- The annual increase in costs due to ground and airborne delays were estimated to range from \$35.8 Million to \$85.7 million for the four off-shore flight tracks located 1,2,3 and 5 miles off shore of the Peninsula
- The ground delays to departing aircraft constituted the higher proportion of the cost ranging from 83% to 97%

Preliminary Evaluation For The Subcommittee’s Consideration - In reviewing the material that has been prepared to date, the Subcommittee may wish to consider the following:

1. The noise exposure levels as measured by the CNEL metric are not extraordinarily high at any of the nine measurement locations
2. There are single noise events that exceed the relatively low ambient levels in the Peninsula area
3. While helpful, it is not likely that the 1,000 foot increase in altitude over the Peninsula was perceived by many residents as a reduction noise, unless there was also be a reduction in power settings
4. There has been a significant reduction in the percentage of over flights by turbo prop aircraft from 51.5% in the last half of 1999 to 38.1% in the first half of 2002
5. There has been a significant reduction in the average daily over flights by turbo prop aircraft from 60.3 in the last half of 1999 to 32.7 in the first half of 2002
6. The establishment of the BEKER and PEVEE waypoints on the HOLTZ THREE RNAV departure procedure from LAX is an important element the use of off shore routings (see Exhibit A)
7. The opportunity to further remove over flights should be pursued with the knowledge that too aggressive an approach can result in major increases in operating costs, not only from the increases in flight distance and time, but also possible ground delays at LAX

8. It is apparent that noise reduction benefits to be derived from previous efforts have been and are being achieved. You may wish to confirm that the actions introduced by the FAA in February 1999 are still operative
9. We should also assume that air traffic will return to the pre-September 11, 2001 levels and will continue to grow. As a result, the frequency of occurrence of peak traffic periods will also grow and the over flight issue will remain a concern
10. Continue to monitor the incidence of over flight on a regular basis to verify the continued reduction of over flight and to check on the over-flight altitudes
11. Ask that the LAWA management meet and confer with the FAA and selected airlines to:
 - Move the noisiest aircraft off shore
 - Continue the review of means to increase the utilization off-shore routings
 - Move all aircraft offshore of the Peninsula during the noise sensitive hours from 12:00 a.m. to 6:30 a.m.

3. Comments/Discussion

- It is not clear what specifically caused that reduction in over flights.
- The reduction is probably the result of several factors including the FAA actions, the post 9/11 reduction in overall aircraft operations at LAX, reduction in service to certain destinations. It is not likely related to the introduction of commuter jets.
- The 5,000 ft. MSL minimum over flight altitude has helped, probably due to the reduction in power upon obtaining the 5,000 foot cruising altitude
- Are there any early morning flights by turbo prop aircraft?
- What is the loudest of the aircraft that are over flying the Peninsula?

4. Subcommittee Actions

The Subcommittee recommended the following actions, based on their consideration of the information to date:

- A. Asked Marc Tellier to check with the FAA and the Mitre Corp. people to see if any of the changes since 9/11 would likely affect the findings of the Mitre report.
- B. Asked that the LAWA staff review the over-flight data base to obtain the information about aircraft types, destinations (ONT, SNA, ONT), late night/early morning turbo prop operations and over flight altitudes
- C. Asked the Noise Subcommittee to review FAA's promise to address the jet aircraft less than 75,000 gross weight
- D. Upon obtaining the additional information that has been requested, ask selected turbo prop airline operators to attend a Roundtable meeting and provide some specific information for the Roundtable's consideration.

5. Additional Public Comments

6. Adjournment

The next meeting of the Subcommittee will be at the call of the Chair.

Adjourned at 9:00 p.m.