



LAX/COMMUNITY ROUNDTABLE Flight Track Data Subcommittee

Recap of Meeting April 9, 2003

1. Call to Order and Announcement

The Flight Track Data Subcommittee (FTDS) was called to order by Chairman Mike Cassidy at 7:20 p.m. in the Samuel Greenberg Boardroom, LAX Administration Building.

Bob Holden announced that Deputy Executive Director Roger Johnson has resigned from LAWA and that the Divisions reporting to him have been reorganized. LAWA Environmental Management Division has been transferred to the functional unit headed by Deputy Executive Director for Long Range Planning Jim Ritchie.

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) – Discussion/Consideration/Evaluation

Background – At the October 16, 2002 meeting of the FTDS, Roundtable Consultant Walt Gillfillan presented a Preliminary Evaluation memorandum of information from previous efforts related to over flights of the Peninsula. Based on its review of the previous material, the Subcommittee asked for some additional information, specifically:

- Asked Mark 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;
- 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;
- Asked the Noise Subcommittee to review FAA's promise to address the jet aircraft less than 75,000 gross weight; and
- Upon obtaining the additional information that has been requested, ask selected turbo prop airline operators to attend a future Roundtable meeting and provide some specific information for the Roundtable's consideration.

New Information - As requested by the Subcommittee, LAWA staff had prepared a comprehensive compendium of material to augment the original data presented in the Palos Verdes Noise Study, prepared by LAWA for the FAA Southern California Task Force. This material included information about both the offshore routings of jet departures and the offshore and over flight departures by turbo-prop aircraft.

As a result of the Roundtable meeting on March 26, the Subcommittee also discussed the over flight of the Peninsula by jet aircraft departures during easterly operations. LAWA staff provided specific information indicating the flight paths during that type of operation.

Subcommittee Action – After a discussion of the information that has been collected, the Subcommittee took the following actions:

- A. Requested that Roundtable Consultant Walt Gillfillan prepare a memorandum that up dates and expands the original October 16, 2002 version to include the recent material prepared by the LAWA staff. This memorandum would be in the form of a report from the Subcommittee to the Roundtable.
- B. The memorandum would include the following specific actions recommended by the Subcommittee:

Turbo-prop aircraft offshore departures

- Support the current FAA efforts to implement the HOLTZ FOUR, POPPR ONE and OSHNN ONE RNAV departure procedures for jets currently flying the LAXX FOUR departure procedure in order to narrow the flight paths over the ocean as opposed to the wide swath of flight tracks currently seen on the LAXX FOUR.
- Request the FAA to consider revising the radar vectors that are used on the OCEANSIDE ONE turbo-prop departure procedure from the 160 to 170 radial from the LAX VOR so as to intercept, or use as a waypoint, an airspace fix known as the “limbo” which would increase the offshore distance to about one and one-half miles and eliminate the turboprops that skirt the PV Peninsula.

Turbo-prop aircraft departures crossing the Peninsula

- Continue to monitor the turbo-prop aircraft departures crossing the Peninsula to assure that the trend in the number of average daily over flights continues to decrease and that the average over flight altitude is maintained or is increased.
- The Subcommittee’s expectation is that the instances of over flights by turbo-prop aircraft will continue to decrease with the increase in the use of regional jet aircraft and the shift in the markets served by the commuter/regional carriers.

Jet aircraft departures during eastern operations

- Increase the altitude of the westbound departures prior to their right turn in order to provide for a higher crossing altitude over the Peninsula
- Consider the use of a RNAV procedure to narrow the noise exposure path over the Peninsula

- C. The Committee requested that a draft letter, from the Roundtable to the FAA, be prepared that would include these recommendations

3. Work Program Item (Over flight of the eastern portion of Westchester by arrivals) – Preliminary Discussion

Preliminary information was provided by the LAWA staff indicating the over flight of the neighborhoods from western and eastern departures, as well as arrivals including the issue of short turns and the Track Arrival procedure. The Subcommittee asked John Kurywchak, the FAA's representative to the Roundtable, to make an initial inquiry in to the possibility of delaying the left turns by turbo-prop aircraft until reaching a higher altitude. This information would be considered the next Subcommittee meeting along with some additional information that the LAWA staff may have as a result of the FAA Task Force efforts.

4. Additional Public Comments

5. Adjournment

The meeting was adjourned at 9:00 p.m. The next meeting of the Flight Track Data Subcommittee will be on June 11, 2003 at 6:00 p.m. in the Samuel Greenberg Board Room.