



LAX/COMMUNITY NOISE ROUNDTABLE Flight Track Data Subcommittee

Recap of Meeting
June 11, 2003

1. **Call to order**

Acting Chairman Roy Hefner called the meeting to order at 6:05 p.m. in the Samuel Greenberg Boardroom in the LAWA Administration Bldg. at LAX.

2. **Work Program Item II - Northern Sector**

Background – The Subcommittee elected to address the three separate items in the Work Program for the Northern Sector at the same time. These include:

- II.1 – Early turns by aircraft departing Runways 24 (both west and east operations)
- II.2 – Over flight of the eastern portion of Westchester by arrivals
- II.3 – Low frequency noise events

There is no documentation from the FAA Task Force efforts relating to this Work Program item. As a result the Subcommittee is initiating its efforts with preliminary information provided by the LAWA staff.

New Information - Data were collected by the LAWA staff at specific times the depicted the flight tracks of aircraft arrivals and departures by jet and turbo-prop aircraft that were over flying the areas north of the airport. By establishing “gates” the staff was also able to display the horizontal variations in the flight track, as well as the variations in altitude at the gate locations.

The data that were collected covered the areas northwest, north and northeast of the airport and included the communities of Marina del Rey, Westchester, Playa del Rey, Ladera Heights, Windsor Hills, Inglewood and Culver City.

The LAWA presentation provided detailed land use compatibility information under the turboprop departure flight tracks turning north during Easterly Operations.

Included in the staff presentation were specific events that resulted in low over flights by aircraft and had been reported by residents in the community.

3. Subcommittee Members and Public Comments

Information Received - The following questions and comments were made during the LAWA staff presentation and during the discussion of the graphical presentations:

- There was a concern that a single day presentation of flight tracks is too limiting and that a longer time period should be provided
- The sensitive hours for over flight noise are from 10 p.m. to 8 a.m.
- The random incidents of over flight that have occurred in the past are unusual events that require air traffic management decisions to avoid unsafe conditions and are rare occurrences.
- LAWA staff has monitored the altitude of arriving flights over the Santa Monica VOR for some time as a result of the Monterey Park over flight issue. The staff has not observed any significant variations in altitudes.
- Crossover arrivals from the Santa Monica VOR to the southern runways number about 5 per day with altitudes over Westchester of about 7,200 feet. It was suggested that two additional gates be evaluated. One would be along Washington Blvd and the other at the crossing of the extended Runway 25R centerline.
- Note that westerly departures from all runways are prohibited from turning until reaching the shoreline. Why can't this type of turn restriction be done for easterly departures from the northern runways? This would be particularly important during the nighttime hours.
- What constitutes a "shifting of noise" from one community to another?
- When Over Ocean Operations are in effect, arrivals crossing the Windsor Hills area are at about 8,200 feet.
- The communities north of the airport experience low frequency noise. What are the sources of this noise?
- Will future airport operations cause change to the existing procedures?

Subcommittee Considerations

- The LAWA staff indicated that there is a record of short turns by jet aircraft that dates back to about 1998. A six-month record could be developed indicating flight tracks, altitude and aircraft type.
- The 6-month history could be developed for just the nighttime hours.
- Evaluate the possibility of moving arrival turns further east during Westerly Operations
- There is an interest in reducing the spread of the northbound turboprop departure flight tracks during easterly operations. It was noted that this could result in the concentration of flights over other areas and the possible shifting of over flights and noise to the east. There was also an Environmental Justice concern expressed about the shifting of noise from Westchester to Inglewood by having the turboprops turn later.
- See if the principal source(s) of low frequency noise at night can be identified.

3. Additional Comments

John Kurywchak from the FAA reported on the status of two requests that the Roundtable has made to the FAA for modification to existing procedures:

Replacement of the LAXX Departure – The HOLTZ FIVE RNAV procedure has been in use starting June 3rd from 7:00 PM to 12:00 Midnight, and will be in use 24 hours per day for the next 3 weeks. The OSHNN and POPPR RNAV departures are in a test mode that will start being phased in within the next three weeks. This effort should result in the narrowing of the flight track pattern off shore of the PV Peninsula. Once these three RNAV procedures are fully operational, the FAA

can evaluate the Roundtable's request to move the OCEANSIDE Departure for turbo-prop aircraft further off shore.

Implementation of the KWYET Departure – There has been a snag in processing of the Special Flight Rules Area (SFAR) revisions which is necessary to accommodate the new KWYET Departure procedure to replace the LOOP THREE. The FAA could not make the July 10th publication date, so implementing the KWYET has been delayed. The new SFAR procedure will likely be published in December 2003 with the KWYET to start to be flown in early 2004. The KWYET RNAV procedure will focus the flight tracks on an airspace fix located approximately 2 miles offshore of LAX and would put the aircraft over the LAX VOR at a higher altitude as the departures cross the coastline.

4. **Adjournment**

The meeting was adjourned at 7:45 p.m. The next meeting of the Subcommittee will be scheduled at the call of the Chairman.