



## LAX/COMMUNITY NOISE ROUNDTABLE

### Flight Track Data Subcommittee

Recap of Meeting  
February 11, 2004

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#### **1. Call to order**

Chairman Mike Cassidy at 7:10 p.m. in the Samuel Greenberg Boardroom, LAX

#### **2. Work Program Item I.3 – Need for Stage 4 Technology**

Background - Walter Gillfillan, Consultant to the Roundtable, presented a review of the work of the International Civil Aviation Organization in developing their Chapter 4 noise certification requirements for new jet aircraft weighing more than 75,000 pounds. A Notice of Proposed Rule Making (NPRM) issued by the FAA intends to create changes to Part 36 of the Federal Aviation Regulations, Part 36 by creating a Stage 4 U.S. regulation that mirrors the ICAO Chapter 4.

Because of the deadline for comments, the Roundtable at their January 14<sup>th</sup> meeting asked the Subcommittee to prepare a letter to the FAA commenting on the NPRM. The Roundtable Chairman was authorized to sign the letter recommended by the Subcommittee.

Action – After discussion, the Subcommittee approved the draft letter included in the agenda packet and directed that it be forwarded to the FAA. Additional copy-to addressees may be added at a later date.

#### **3. Work Program Item II - Northern Sector Over Flight**

Background – The Subcommittee discussed the two items in the Work Program for the Northern Sector. These included:

- 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

As noted previously, there is no documentation from the FAA Task Force efforts relating to this Work Program item. As a result the Subcommittee has initiated its efforts with preliminary information provided by the LAWA staff.

The information presented at the June 11, 2003 meeting by the LAWA staff included 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, Culver City, Inglewood, Windsor Hills/View Park and Ladera Heights.

The LAWA presentation also provided detailed land use compatibility information under the departure flight tracks during eastern operations.

New Information – LAWA staff collected specific information for a three-month period, November 2003 through January 2004, that identified over flight event by airline, type of aircraft, date, and time of day.

Mitigation Options Discussed for Departures – The Subcommittee discussed the following options:

- Develop a RNAV procedure to more narrowly focus the flight track pattern
- Extend the departure path on the runway heading for turboprop aircraft before turning left
- Move the northerly side of the departure path fan to the east
- Delay the CHATY TWO departure left turn to an altitude above 400 feet.

Comments Relative to Departures – The following comments were presented relative to the options:

- Mr. Walter White of FAA Southern California TRACON stated during the January Roundtable meeting that holding the turboprops on runway heading a little longer and turning them over Inglewood would constitute a shifting of noise and the FAA would not accommodate any request to do so.
- Current procedures result in unsafe low altitude turns over residential areas.
- Uncertain that airline turboprop aircraft are equipped to use RNAV procedures.
- Environmental justice could be an issue.
- Need to check which airlines are causing the dominate over flight because of pilot discretion.

Recommendation for Departures – The Subcommittee members present moved to recommend to the Roundtable that a letter be sent asking the FAA to consider (1) establishing a RNAV procedure for the turboprop departures that would center the departures over a compatible land use corridor that current exists and, (2) consider modification to the existing CHATY TWO departure procedure that would concentrate the initial turboprop departures over compatible land uses and delay the formation of the fan-shaped flight tracks at the lower altitudes. Mr. Gillfillan was directed to draft the letter for the March 17 Roundtable meeting.

Discussion of Arrival Over Flights – The Subcommittee discussed the following:

- There are some jet aircraft that are over flying Culver City, the Fox Hills mall and Ladera Heights
- Most troublesome are flights occurring between 11:00 p.m. and 2:00 a.m.

Action on Arrival Over Flights – The Subcommittee asked LAWA staff to prepare additional information by placing a “gate” at Slauson Blvd. and obtaining flight track and altitude information. The time period would be from 7:00 a.m. to 10:00 p.m. and from 10:00 p.m. to midnight. This information would be reviewed by the Subcommittee at its next meeting on April 14.

#### **4. Subcommittee Member Discussion**

Mr. Dwight Abbott, representing Palos Verdes Estates, presented information about turboprop over flights of the Palos Verdes Peninsula. Based on his observations he offered a suggestion that could increase the altitude of these aircraft while crossing the Peninsula. Because the FAA has a NPRM in circulation to modify certain parts of the Los Angeles Class B airspace, it would be opportune for the Roundtable to make suggestion that the floor of the Class B airspace be raised west of the Peninsula.

It was suggested that a previous request to the FAA concerning Peninsula over flights by turboprop aircraft be expanded to include the possible raising the floor of the Class

B airspace over the Peninsula. Because the deadline for comments ends on February 29, it was determined that an expansion of a previously approved letter to the FAA would be appropriate and the Subcommittee so ordered Mr. Gillfillan to draft such a letter for the Roundtable Chairman's signature.

**5. Public Comment**

- Concern was expressed about eastern departures during over ocean operations time period

**6. Adjournment**

The next meeting of the Subcommittee will be at 6:00 p.m. on April 14, 2004. The meeting was adjourned at 8:15 p.m.