



LAX/COMMUNITY ROUNDTABLE Flight Track Data Subcommittee

Recap of Meeting
June 9, 2004

FLIGHT TRACK DATA SUBCOMMITTEE SITTING AS THE ROUNDTABLE'S NOMINATING COMMITTEE

1. Call for nominations for Roundtable Chairman and Vice Chairman:

The Subcommittee recommends to the Roundtable that John McTaggart and Mike Cassidy continue to serve as Chairman and Vice Chairman for the next two years.

2. Call for nominations for Chairs of the Noise and Flight Track Data Subcommittees:

The Subcommittee members recommend to the Roundtable that Denny Schnieder be elected the Chair of the Noise Subcommittee and that Mike Cassidy continue as Chair of the Flight Track Data Subcommittee for the next two years.

REGULAR BUSINESS OF THE FLIGHT TRACK DATA SUBCOMMITTEE

1. Call to Order and Identification of Those Present

Chairman Mike Cassidy at 6:00 p.m. in the Samuel Greenberg Boardroom, LAX

2. Continued discussion of the Work Program Item II.1/II.2 – Northern Sector: Early Turns by Departures and Arrivals

Background - Walter Gillfillan, Consultant to the Roundtable, reviewed of the Subcommittee's previous work and indicated that the LAWA staff had prepared the additional information that was requested by the members at the April 14 meeting.

Presentation of Additional Information – Kathryn Pantoja presented the flight arrival information on turbo-prop and jet arrivals making short turns for period through April 2004. The Subcommittee had specifically requested:

- Early arrival turns in the early morning and evening time periods
- Total arrival flows during the periods that early turns are occurring
- Expand the data collection points beyond a one-day period
- Provide early turn information for both jets and by turbo-props

The average occurrence was about 9 per day. Jet short turns appear to peak when the arrival traffic is low, and vice versa. No similar correlation with turbo-prop short turns was observed.

Discussion – It was suggested that the initial focus should be on the evening hours after 10:00 p.m. It was also suggested that actual numerical values be used in the presentation, not just percentages (both numeric and percentage values were presented).

Action - The subcommittee requested that Barry Davis, the new FAA liaison to the Roundtable, informally review the data and advise the Subcommittee on possible courses of action that could be recommended to the Roundtable by the Subcommittee, and to ask So. Cal. TRACON to minimize the use of short turns, especially during the nighttime hours.

3. Presentation on Palos Verdes Peninsula Turboprop Over Flights

Background - Councilman Dwight Abbott indicated at the April 14 meeting that two of the regional airlines appear to be crossing the Peninsula at different altitudes with American Eagle crossing about 2,000 feet higher than Sky West. He offered to expand on his observations at the June 9 Subcommittee meeting. LAWA staff were asked to provide information on the over flight altitudes.

Presentations – Councilman Abbott provided a detailed presentation that identified the specific airlines, markets served, routings and altitudes flown by turboprop aircraft departures from LAX on specific dates. He was able to identify two airlines, Skywest and American Eagle that had significant numbers of flights that over flew the PV Peninsula. Specific recommendations were made for departures to the following principal markets:

- **San Diego and Carlsbad** – Fly 100% of the operations one mile or more off-shore; Keep altitude up (>7,000 feet) near Palos Verdes Point; Normal enroute cruise altitude is 9,000 feet.
- **Yuma and Imperial County** - Fly 100% of the operations one mile or more off-shore; cross shoreline at 7,000 feet or above
- **Palm Springs** - Require all flights to cross shoreline at or above 7,000 feet; Normal enroute cruise altitude is 13,000 feet or higher.
- **Ontario** - Cross shoreline at 7,000 feet – level to ONT (1,000 foot altitude); Standard easterly cruise altitudes are usually “odd thousands” although the ONT flights climbed to 6000’ after crossing the peninsula at 5000’. Therefore, raising them to 7000’ is only a 1,000’ increase.
- **John Wayne Orange County** – Maintain flight path one mile or more off-shore around Peninsula; or Cross coastline at 7,000 feet – level to Santa Ana area.
- **Flight Outside the LAX Class B Airspace** – Cross the V-64 airway eastbound at or above 5,000 feet to remain in Class B airspace; Consistent with crossing the coastline at or above 7,000 feet.

Action – The recommendations presented by Councilman Abbott were offered to Barry Davis of the FAA with the request that he make working level inquires into the possible implementation of these suggestions and report to the Subcommittee of his findings.

4. LAWA Presentation on Palos Verdes Peninsula Turboprop Over Flights

Kathryn Pantoja of LAWA presented information for a two-week period of turboprop over flights of the Peninsula that expanded on the data presented by Councilman Abbott and was similar in its findings. The altitude variation observed is due to destination of the aircraft and is not related to the specific operator or equipment, as earlier suggested.

5. Suggestion of Research Topics for FAA Center of Excellence and the Transportation Research Board

Background – Walter Gillfillan noted that the Roundtable had requested that draft letters be prepared that incorporated the elements of the Work Program into a recommendation of possible research topics.

Discussion – After reviewing the draft letters, the Subcommittee suggested that four additional topic areas be included:

- Health effects
- Sleep interference
- Speech interference
- Noise mitigation options

Action – With the inclusion of the four items noted above, the Subcommittee recommended that the Roundtable forward the letters to the Center of Excellence and to the Transportation Research Board for their consideration.

6. Subcommittee Member Discussion

The Subcommittee members and the public in attendance discussed the Master Plan status; LAVA staff abstained from the discussion

7. Public Comments

None

8. Adjournment

The next meeting of the Subcommittee will be at 6:00 p.m. on August 11, 2004 in the Samuel Greenberg Board Room at LAX. The meeting was adjourned at 8:30 p.m.