



LAX/COMMUNITY NOISE ROUNDTABLE
Flight Track Data Subcommittee

Recap of Meeting
February 9, 2005

Roundtable Members Present

Mike Cassidy, Chairman, Representing Hermosa Beach Councilman Sam Edgerton
John McTaggart, Representing LA County Fourth District Supervisor Don Knabe
Dwight Abbott, Councilman, City of Palos Verdes Estates
David Kissinger, Representing LA City 11th District Councilwoman Cindy Miscikowski
Mike Gurekas, Representing Congressman Dana Rhorabacher
Denny Schneider, Westchester/Playa Del Rey Neighborhood Council
Roy Hefner, LAX Area Advisory Committee
Beverly Ackerson, PANIC
Barry Davis, FAA
John Kurywchak, FAA
Robert Holden, LAWA, Representing Michael DiGirolamo
Scott Tatro, LAWA
Walt Gillfillan, Roundtable Facilitator

1. Call to Order and Identification of Those Present

Chairman Mike Cassidy at 6:07 p.m. in the Samuel Greenberg Boardroom, LAX.

John Kurywchak was welcomed back to the Roundtable from his tour of duty in Iraq for the FAA.

2. Discussion/Consideration/Evaluation of Creating an RNAV Procedure for Turboprop Aircraft Departing the LAX North Runways During Easterly Operations (Work Program Item II.1/II.2) – Mike Cassidy

Background - Walter Gillfillan, Consultant to the Roundtable, reviewed of the Subcommittee's previous work and indicated that, at the Roundtable's request, interested parties in the surrounding communities had been invited to the meeting this evening. The purpose of inviting stakeholders was to consider the feasibility of instituting an RNAV eastbound departure procedure for turboprop aircraft departing the north runways. The intent of such a procedure would be to narrow the departure flight paths over more compatible land uses during the low altitude portion of the departure. Before a procedure was implemented, the FAA and LAWA wanted assurances from the affected communities that the development of an RNAV procedure would result in a reduction of noise, and not constitute a shifting of noise from one community to another.

Presentation of Additional Information – Bob Holden presented the flight departure information, including altitude analysis of the flights over Westchester, on turbo-prop departures during eastern operations for an eighteen hour period on December 27, 2004. He also presented the results of a theoretical RNAV operation compared to the existing land uses.

Discussion – The following comments were made by members of the Roundtable and participants from the communities:

- The FAA representatives indicated their willingness to consider how to make an RNAV procedure work, but would need a consensus from the communities that the noise mitigation would be effective.
- Concern was expressed that changes would be shifting noise from one community to another
- Question was raised on how a consensus would be determined
- Question was asked if higher arrival altitudes for landings to the east would allow aircraft departing to the east to reach higher altitudes sooner.
- It was noted that the ground elevation in the Windsor Hill area was higher and that aircraft over flights would be closer to people in that area.
- Concern about the safety of aircraft during bad weather turning closer to the ground during takeoff.

Action - The subcommittee requested that the Roundtable invite the principal turboprop operators to a Roundtable meeting to discuss two possible courses of action:

1. Initially, work with the TRACON to delay easterly turboprop departure turns until reaching the end of the runway
2. If the delay is not possible or is not effective, pursue the RNAV alternative

3. Discussion/Consideration/Evaluation of Palos Verdes Peninsula Turboprop and Jet Aircraft Over Flights (Work Program Item III.3) – Mike Cassidy/Dwight Abbott

Background – Mike Cassidy reviewed the information presented at the November 10, 2004 Roundtable meeting regarding Peninsula over flights and the actions taken by the Roundtable requesting additional information.

Presentations –Councilman Dwight Abbott indicated that he had additional information in two areas. The first item addresses large jet departures to the east that over fly portions of the Peninsula and the coastal cities. The second item provides additional information regarding turboprop aircraft over flight of the Peninsula.

1. East departures – Councilman Abbott collected data on December 20 and 21, 2004 that illustrated this type of operation by some airlines while “Over Ocean Operations” were in effect. Two possible mitigation actions were suggested:
 - Delay the right turns back to the coast until reaching an altitude of 5,000 feet
 - Obtain compliance with the Over Ocean Operations procedure

Bob Holden presented flight track data for these operations from LAWA’s system. He indicated that the LAX Operations Log for these dates showed that the winds at the time for these operations was approximately 10 knots from easterly directions. He also presented radar profile data for one of the B747’s and the B722 departure showing that these aircraft would have to fly out from around 11 to 13 nMi before reaching an altitude of 5000 ft. before turning.

The FAA representatives indicated that there were two problems with delaying the turn. The first problem was interference with air traffic to the east of LAX and the second was the question of shifting of noise from one community to another.

The Roundtable members noted that previous work efforts had identified several of the same airlines as being in non-compliance with the Over Ocean Operation protocol. At that time, the airlines were invited to attend a Roundtable meeting to discuss the problem. It was suggested that these airlines be asked again to meet with the Roundtable.

The airport staff pointed out that the prohibition of the eastern departures during Over Ocean Operations is the subject of the Part 161 study currently being undertaken by LAWA.

2. Peninsula over flight - Councilman Abbott collected additional data that identified specific over flight issues and recommended three specific actions to address the problem.
 - Work with the FAA to assure that all of the San Diego and Carlsbad departures from LAX are kept off shore as intended.
 - Direct all LAX departures to Palm Springs, Yuma and El Centro over water around the Peninsula
 - Assure that all LAX departures to Ontario cross the Peninsula at or above 7,000 feet.

The FAA representatives indicated that they would review the San Diego/Carlsbad departure routings. Implementation of the current RNAV jet routings may open an opportunity for the PMS/CRQ/YUM routings. The Ontario option will be discussed at the next Roundtable meeting. It will also be considered in the current airspace redesign being conducted by the FAA.

Comments – A participant noted that they believed that the removal of all Peninsula over flights was a commitment made by the FAA during the Task Force study. The FAA representatives did not believe this to be the case. They indicated that they would discuss the sensitivity of the over flight issue with the Palmdale Enroute Center, as well as the apparent “short cuts” taken by jet flights after 9:00 p.m. on the LAXX Daggett Transition departures.

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

4. Flight Track Data Subcommittee Member Discussion – Mike Cassidy

The FTDS reviewed the draft letter to the FAA commenting on the FAA’s proposed Order 5050.4B and approved sending the comment letter. The FTDS also recommended adding Congressman Dana Rhorabacher to receive a copy of the letter.

Chairman Cassidy summarized the Subcommittee’s actions during the meeting into two recommendation categories – one to the FAA and the other to the Roundtable:

Requests to the FAA

- Delay the left turn point for turboprop aircraft on the north runways when departing to the east;
- Delay the right turn point for aircraft departing the south runways to the east until an altitude of 5000 ft. is reached;
- Keep turboprop aircraft off shore of the peninsula on the San Diego, Carlsbad, Palm Springs and Yuma departures from LAX;
- Prevent the apparent “short cuts” taken by jet flights after 9:00 p.m. on the LAXX Daggett Transition departures;
- Increase the crossing altitudes for the Ontario departures from LAX

Recommendations to the Roundtable

- Schedule a meeting with the turboprop airlines regarding a delayed left turn when departing the north runways during eastern operations
- Follow up with the FAA on off shore turboprop departures that “clip” the southern end of the Peninsula
- Again, invite Cathy Pacific, Singapore and Quantas Airlines to meeting with the Roundtable regarding the eastern departures during Over-Ocean Operations

Bob Holden announced that BOAC approval for the LAX Part 161 Study is being scheduled for the March 21st meeting and urged all interested persons to attend.

5. Public Comments

- Add “side slip” and “S” turn arrivals to the North Side Work Program
- Note that persons living outside of the 65 dB CNEL noise contour can not be an intervenor in the CALTRANS variance proceedings
- An Intervenor Hearing and a Mandatory Settlement Conference in the LAX variance process will be held on Tuesday, February 22 at the Office of Administrative Law in Downtown Los Angeles.

6. Adjournment

The meeting was adjourned at 9:00 p.m. The next meeting of the Subcommittee will be at 6:00 p.m. on April 13, 2005.