

## LAX Metroplex / Wide Area Ad Hoc Committee

December 2017 / January 2018 Report

- 1. Data trends for DAHJR & GADDO
- 2. New Waypoint Analysis: BAYST, JUUSE & JETSA
- 3. Actions Taken Since Last General RT Meeting
- 4. Change of Status for SADDE8
- 5. Elsewhere in SoCal Metroplex: Newport Beach



## 1. Data trends for DAHJR Waypoint

DAHJR Gate																	
SEPT 2017				OCT 2017					NOV 2017					DEC 2017			
Altitude MSL (ft)	Count of Ops	% of Ops		Altitude MSL (ft)	Count of Ops	% of Ops			Altitude MSL (ft)	Count of Ops	% of Ops			Altitude MSL (ft)	Count of Op	s % of Ops	
>9500	0	0.0%		>9500	0	0.0%			>9500	0	0.0%			>9500	0	0.0%	
9000-9500	2	0.0%		9000-9500	0	0.0%			9000-9500	2	0.0%			9000-9500	0	0.0%	
8500-9000	1	0.0%		8500-9000	4	0.0%			8500-9000	2	0.0%			8500-9000	2	0.0%	
8000-8500	4	0.0%		8000-8500	9	0.1%			8000-8500	7	0.1%			8000-8500	5	0.1%	
7500-8000	9	0.1%		7500-8000	21	0.2%			7500-8000	13	0.1%			7500-8000	13	0.1%	
7000-7500	58	0.6%		7000-7500	79	0.8%			7000-7500	95	1.1%			7000-7500	55	0.6%	
6500-7000	250	2.7%		6500-7000	310	3.2%			6500-7000	415	4.7%			6500-7000	230	2.5%	
6000-6500	2344	25.2%	28.7%	6000-6500	2851	29.6%	34.0%		6000-6500	3029	34.2%	40.2%		6000-6500	2335	25.8%	29.1%
5500-6000	3736	40.2%		5500-6000	4092	42.5%			5500-6000	3711	41.9%			5500-6000	3628	40.0%	
5000-5500	1988	21.4%	61.5%	5000-5500	1593	16.6%	59.1%		5000-5500	1160	13.1%	55.0%		5000-5500	1806	19.9%	60.0%
4500-5000	666	7.2%		4500-5000	486	5.1%			4500-5000	304	3.4%			4500-5000	714	7.9%	
4000-4500	176	1.9%	9.1%	4000-4500	141	1.5%	6.5%		4000-4500	84	0.9%	4.4%		4000-4500	195	2.2%	10.0%
3500-4000	45	0.5%	0.7%	3500-4000	25	0.3%	0.3%		3500-4000	27	0.3%	0.4%		3500-4000	57	0.6%	0.9%
3000-3500	20	0.2%		3000-3500	7	0.1%			3000-3500	6	0.1%			3000-3500	17	0.2%	
2500-3000	3	0.0%		2500-3000	1	0.0%			2500-3000	0	0.0%			2500-3000	3	0.0%	
<2500	0	0.0%		<2500	0	0.0%			<2500	0	0.0%			<2500	1	0.0%	
Grand Total	9302	100%	71%	Grand Total	9619	100%	66%	)	Grand Total	8855	100%	60%	)	Grand Total	9061	100%	70.9%
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## 1. Data trends for DAHJR Waypoint





### 1. Data trends for DAHJR Waypoint





## 1. Data trends for GADDO Waypoint

GADDO Gate Penetration															
SEPT 2017				OCT 2017				NOV 2017				DEC 2017			
Altitude MSL (ft)	Count of Ops	% of Ops		Altitude MSL (ft)	Count of Ops	% of Ops		Altitude MSL (ft)	Count of Op	s% of Ops		Altitude MSL (ft	) Count of Op	s% of Ops	
>9500	0	0.0%		>9500	1	0.0%		>9500	0	0.0%		>9500	0	0.0%	
9000-9500	0	0.0%		9000-9500	0	0.0%		9000-9500	0	0.0%		9000-9500	0	0.0%	
8500-9000	0	0.0%		8500-9000	0	0.0%		8500-9000	0	0.0%		8500-9000	1	0.0%	
8000-8500	1	0.0%		8000-8500	0	0.0%		8000-8500	2	0.0%		8000-8500	0	0.0%	
7500-8000	1	0.0%		7500-8000	2	0.0%		7500-8000	2	0.0%		7500-8000	3	0.0%	
7000-7500	7	0.1%		7000-7500	15	0.2%		7000-7500	6	0.1%		7000-7500	9	0.1%	
6500-7000	20	0.2%		6500-7000	42	0.4%		6500-7000	40	0.5%		6500-7000	22	0.2%	
6000-6500	195	2.1%	2.4%	6000-6500	253	2.6%	3.3%	6000-6500	253	2.9%	3.4%	6000-6500	148	1.6%	2.0%
5500-6000	709	7.6%		5500-6000	962	10.0%		5500-6000	1115	12.6%		5500-6000	738	8.2%	
5000-5500	2130	22.9%	30.6%	5000-5500	2495	26.0%	36.0%	5000-5500	2614	29.6%	42.2%	5000-5500	2113	23.4%	31.5%
4500-5000	2659	28.6%		4500-5000	2773	28.9%		4500-5000	2488	28.2%		4500-5000	2495	27.6%	
4000-4500	2005	21.6%	50.2%	4000-4500	1884	19.6%	48.5%	4000-4500	1433	16.2%	44.4%	4000-4500	1909	21.1%	48.7%
3500-4000	991	10.7%	16.8%	3500-4000	746	7.8%	12.3%	3500-4000	593	6.7%	10.0%	3500-4000	980	10.8%	17.8%
3000-3500	444	4.8%		3000-3500	340	3.5%		3000-3500	221	2.5%		3000-3500	503	5.6%	
2500-3000	112	1.2%		2500-3000	89	0.9%		2500-3000	65	0.7%		2500-3000	116	1.3%	
<2500	11	0.1%	$\langle \rangle$	<2500	5	0.1%		<2500	2	0.0%		<2500	11	0.1%	
Grand Total	9285	100%	98%	Grand Total	9607	100%	97%	Grand Total	8834	100%	97%	Grand Total	9048	100%	98.0%
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## 1. Data trends for GADDO Waypoint





## 1. Data trends for GADDO Waypoint



## 2. New Waypoint Analysis for BAYST, JUUSE, & JETSA



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### 3. Actions Taken Since Last General RT Meeting

 CD11 and Congressional District (33rd District) met with Dennis Roberts

 December 29th letter from RT to Dennis Roberts



Mr. Dennis Roberts Regional Administrator Federal Aviation Administration Western-Pacific Region AWP-1 15000 Aviation Blvd. Lawndale. CA 90261

### Re: Invitation to Attend January 10, 2018 and subsequent LAX/Community Noise Roundtable Meetings

Dear Mr. Roberts:

The LAX/Community Noise Roundtable (Roundtable) extends an invitation to FAA representatives to attend the January 10, 2018 and future Roundtable meetings to discuss air traffic control practices, procedure design processes, and LAX aircraft noise issues.

The FAA has asked the Roundable to function as the group to receive complaints and to then proritize discussions and suggest resolutions for FAA action. The Roundable cannot, however, function without the tools necessary to provide relevant, insightful questions and suggestions. A FAA representations from the LAA Art Traffic Corthol Tower (ATCT) aftendes most of our network and the second areas such as TRACON and fight path design groups are needed before we address actions related to our specific issues.

Therefore, the Roundtable respectfully requests your assistance in arranging for FAA representatives from the Southern califoriani TRACON, the LAX ATCT, and the Route and Procodure Design Team to attend 2018 Roundtable meetings. Previous requests for attendance have been met with FAA notice that because of mediations being held to resolve several local lawauits, the FAA cannot attend and discuss specific Southern California Metropick Project (Metroplex) procedures. Your initial attendance in January can provide general procedural and requirement education. We expect that the mediations should be complete before the March meetings othat you can then address specific topics. Therefore, process and procedure aducation of the Roundtable can begin in January without addressing specific procedure wayopints and other Metroplex details.

Roundtable members need this more extensive, detailed knowledge of FAA process requirements and activities concerning how aircraft movement between airports is contolled. LXA operations affect not only residents in proximity to LXA but also include those as distant as 40 miles from the airport. LXA is receiving aircraft noise complaints from record numbers of residents affected by LXA operations since Metropolex implementation.

Roundtable Members recognize that air safety is the number one task for FAA air traffic controllers who may vector aircraft off published procedures by assigning different route and/or altitudes when necessary to maintain safe aircraft separation. It would be helpful if Roundtable Mr. Roberts Federal Aviation Administration December 29, 2017 Page 2 of 2

Members gain a better understanding of these situations and the factors controllers consider to initiate vector control. In addition, the Roundtable wishes to explore ways to improve aircraft's adherence to prescribed attitude restrictions, and possibly increase the minimum altitude criteria in the procedures mentioned below.

The Roundtable has formed an Ad Hoc committee to address aircraft noise issues. Your attendance will facilitate hearing the first report from this committee. Regarding LAX aircraft noise, Roundtable Members continue to be interested in RNAV arrival procedures at waypoints HULLL, IRNNN, and RYDRR that were implemented in April 2017 under Metropiax. These procedures appear to have a minimum altitude retriction of 6,000 ft, at waypoint DAXHS and a proposed minimum altitude retriction of 6,000 ft, at waypoint DAXHS and a proposed minimum altitude retriction of 6,000 ft, at waypoint DAXHS and that are April 2017 indicates most aircraft are flying below the minimum altitudes at both waypoints.

The upcoming Roundtable meetings are scheduled for January 10, 2018, and March 14, 2018. Meetings start at 17 Man dare held in the Samuel Greenberg Baard Room at LAX, 1 World Way, Los Angeles, CA 90045. Please notify the Roundtable of FAX's availability to attend by contacting me or LAWA staff Ms. Kathryn Pantoja at (424) 646-5601 or Mr. Kendrick Okuda at (424) 646-7351 who are assisting with Roundtable meeting coordination. The Roundtable mailing address information is LAXCommunity Noise Roundtable, of o Los Angeles World Argorts, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Amr. Kathryn Pantoja.

The Roundtable is a voluntary and independent body formed in 2000 with membership of local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA who work together to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the Roundtable Membership and is not the official position of any specific member.

Sincere

Denny Schneider, Chairman LAX/Community Noise Roundtable

 C: Senator Diane Feinstein Senator Kamala Harris Congresswoman Maxine Waters Congresswoman Maxine Waters Congresswoman Maxine Waters Congresswoman Maxine Waters L.A. Couroll President Herb Wesson L.A. Courollman Mike Breuer Deborah Find, CEO, Los Angeles World Airports Demis Roberts, FAA Regizmal Administration Deborah Fund, CEO, Los Angeles World Airports Demis Roberts, FAA Regizmal Administration Deborah Fund, Ceortori Tover



### 4. Change of Status for SADDE8

STAR SADDE	LOS ANGELES	LAX (KLAX)	LOS	NFDD17-	ADDED 12-20-
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- In late September of 2017 the Roundtable Publicly Commented on SADDE8 procedures posted to the FAA's IFP Gateway during the open public comment period
- No formal response was given from the FAA, other than Culver City litigation related to Metroplex prevented them from providing any detailed response
- FAA recently published the updated procedure with no response to the RT. Documents are listed as "Added 12-20-2017" with an "Effective Date" of "07 DEC 2017."
- FAA failed to respond during public comment period regarding the RT's questions

## 5. Elsewhere in SoCal Metroplex: Newport Beach

"Newport Beach has reached a tentative settlement with the Federal Aviation Administration in the city's lawsuit over John Wayne Airport departure paths, the city announced Tuesday night. Flight paths will stay between the existing noise monitors on the ground and along Newport Bay, and the FAA will design and study a curved departure procedure intended to allow planes to follow the bends of Upper Newport Bay and avoid as many residential areas as possible. The new departure procedure is expected be in place within a few weeks."

EDITION: CALIFORNIA JUS. & WORLD ENTERTAINMENT LOCAL SPORTS POLITICS OPNION PLACE AN AD WEDNESDAY JUN. 10, 2018 20 62°

Newport and FAA reach settlement to move John Wayne Airport departures closer to the bay

