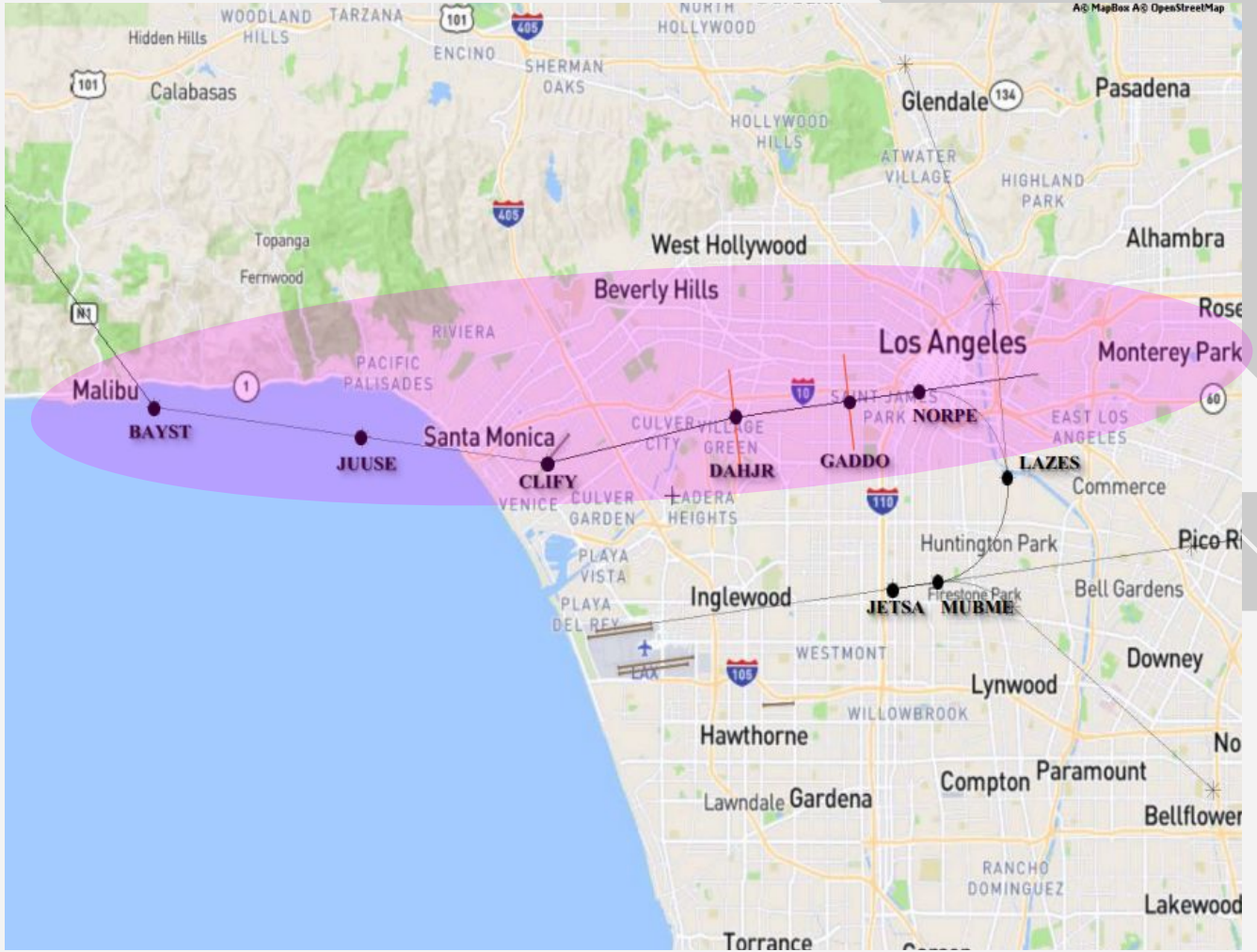
LAX Metroplex / Wide Area Ad Hoc Committee

LAX Community Noise Roundtable
Jan 2022

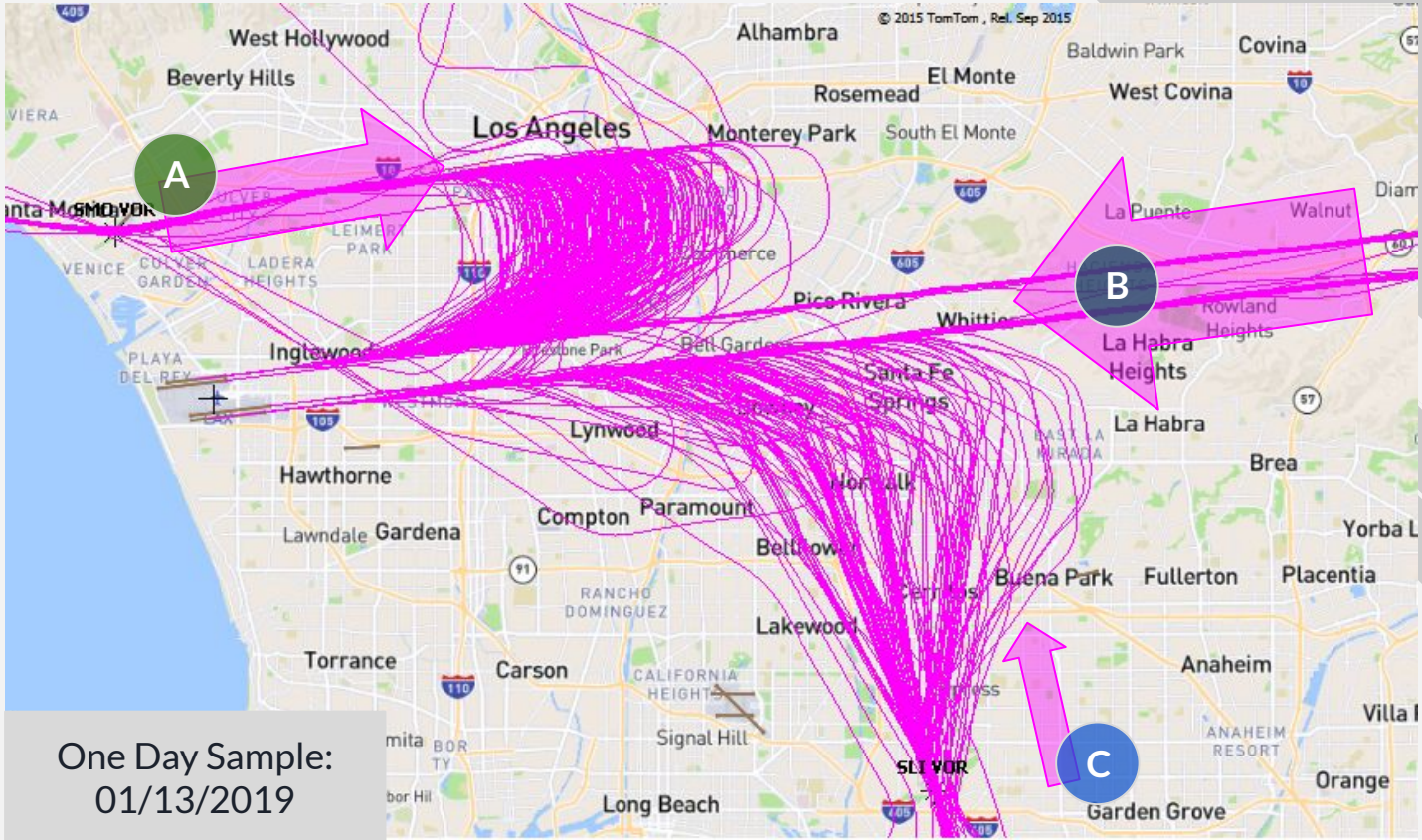
1. North Downwind Arrival Flight Paths
2. LAX and Other Airports
3. DAHJR Flight Data - 24 hours
4. DAHJR - 0100 to 0500 hours
5. GADDO Flight Data - 24 hours
6. Update on JUUSE, Option B, LADYJ



1. North Downwind Arrival Flight Paths

Area in **pink** affected by North Downwind Arrival and has been studied more extensively in prior and current initiatives undertaken by the Metroplex Ad Hoc Committee of the LAX Community Noise Roundtable

1. North Downwind Arrival Flight Paths - Merges

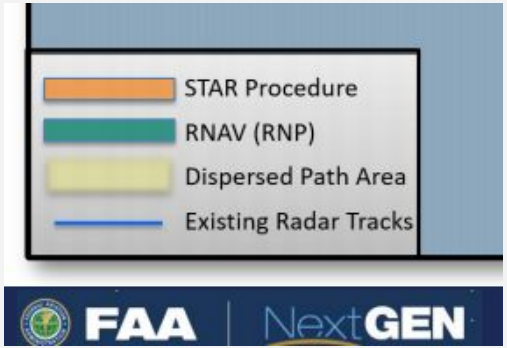


One Day Sample:
01/13/2019

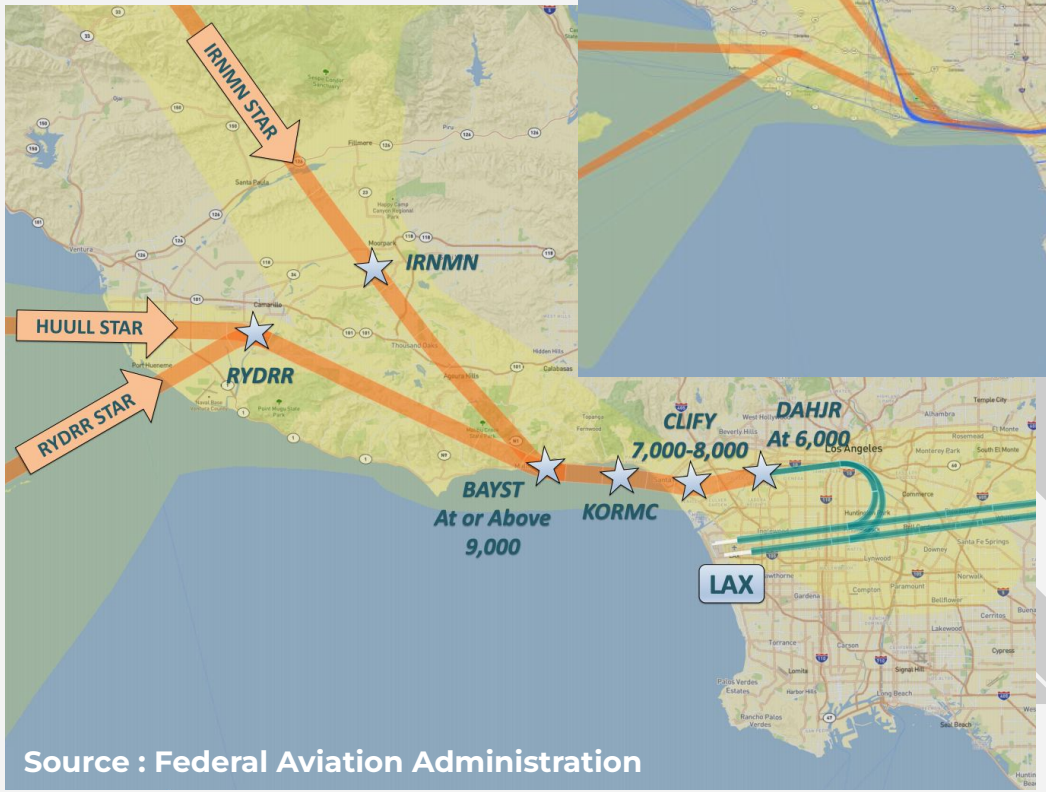
Percentage breakout of flights landing including their origin paths from one day at LAX

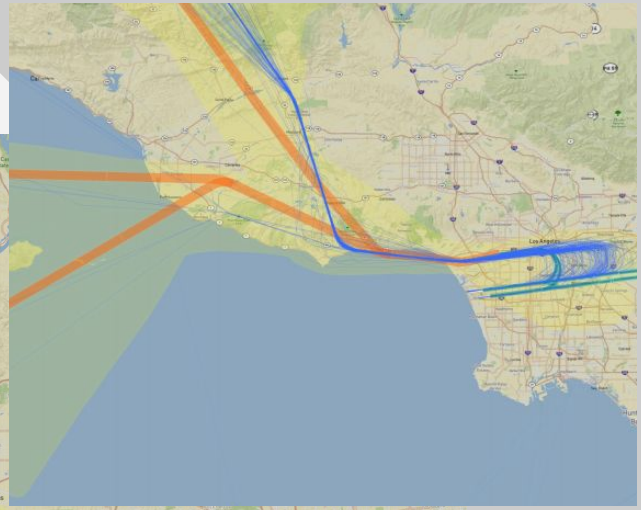
- A — North Arrivals **36%** of inbound air traffic
- B — East Arrivals **52%** of inbound air traffic
- C — South Arrivals **12%** of inbound air traffic

1. North Downwind Arrival Flight Paths -- 3 Procedures

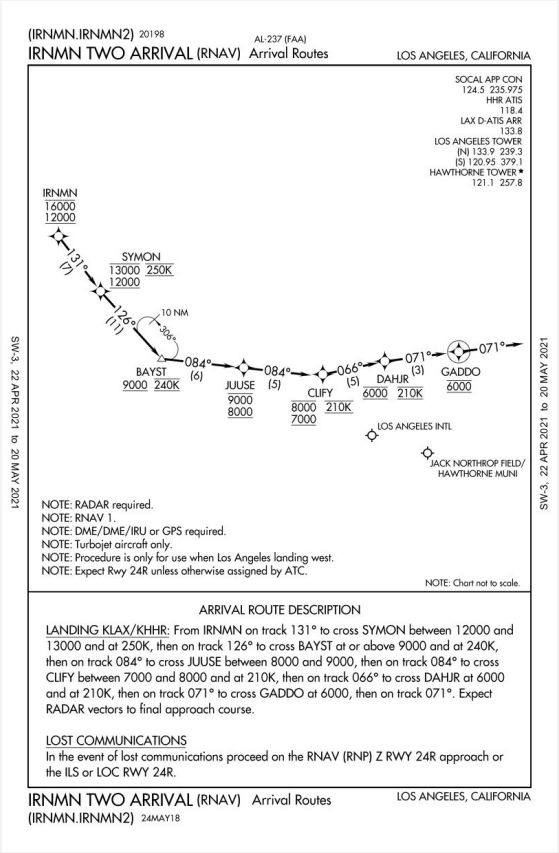


RYDRR, HUULL, & IRNMN are the 3 North Downwind Arrival Flight Paths into LAX





1. North Downwind Arrival Flight Paths - IRNMN



(IRNMN.IRNMN2) 20198 AL-237 (FAA)

IRNMN TWO ARRIVAL (RNAV) Arrival Routes LOS ANGELES, CALIFORNIA

SOCAL APP CON
124.5 235.975
HHR ATIS
118.4
LAX D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
HAWTHORNE TOWER ★
121.1 257.8

IRNMN
16000
12000

131° (7)

SYMON
13000 250K
12000

126° (11)

10 NM

306°

084° (6)

BAYST
9000 240K

084° (5)

JUUSE
9000
8000

066° (5)

CLIFY
8000 210K
7000

071° (3)

DAHJR
6000 210K

071°

GADDO
6000

LOS ANGELES INTL

JACK NORTHROP FIELD/
HAWTHORNE MUNI

SW-3, 22 APR 2021 to 20 MAY 2021

SW-3, 22 APR 2021 to 20 MAY 2021

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Procedure is only for use when Los Angeles landing west.
NOTE: Expect Rwy 24R unless otherwise assigned by ATC.

NOTE: Chart not to scale.

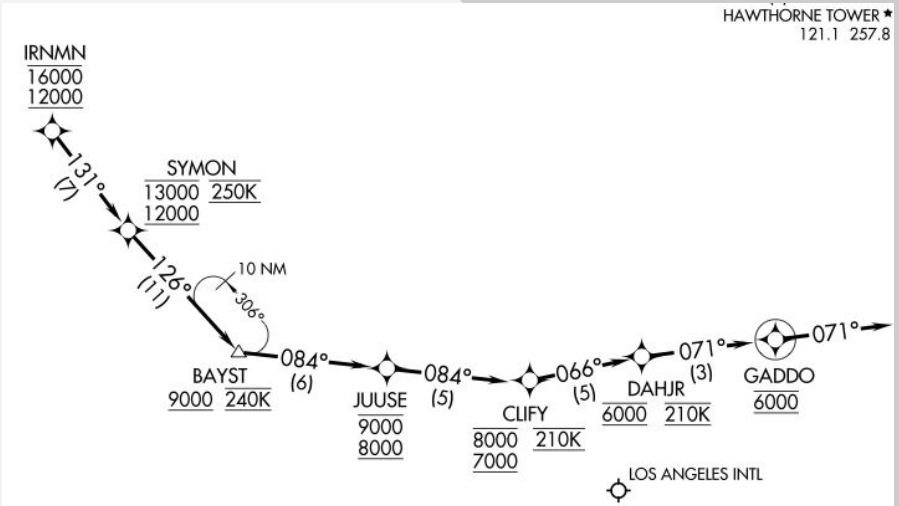
ARRIVAL ROUTE DESCRIPTION

LANDING KLAX/KHHR: From IRNMN on track 131° to cross SYMON between 12000 and 13000 and at 250K, then on track 126° to cross BAYST at or above 9000 and at 240K, then on track 084° to cross JUUSE between 8000 and 9000, then on track 084° to cross CLIFY between 7000 and 8000 and at 210K, then on track 066° to cross DAHJR at 6000 and at 210K, then on track 071° to cross GADDO at 6000, then on track 071°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
In the event of lost communications proceed on the RNAV (RNP) Z RWY 24R approach or the ILS or LOC RWY 24R.

IRNMN TWO ARRIVAL (RNAV) Arrival Routes LOS ANGELES, CALIFORNIA

(IRNMN.IRNMN2) 24MAY18



HAWTHORNE TOWER ★
121.1 257.8

IRNMN
16000
12000

131° (7)

SYMON
13000 250K
12000

126° (11)

10 NM

306°

084° (6)

BAYST
9000 240K

084° (5)

JUUSE
9000
8000

066° (5)

CLIFY
8000 210K
7000

071° (3)

DAHJR
6000 210K

071°

GADDO
6000

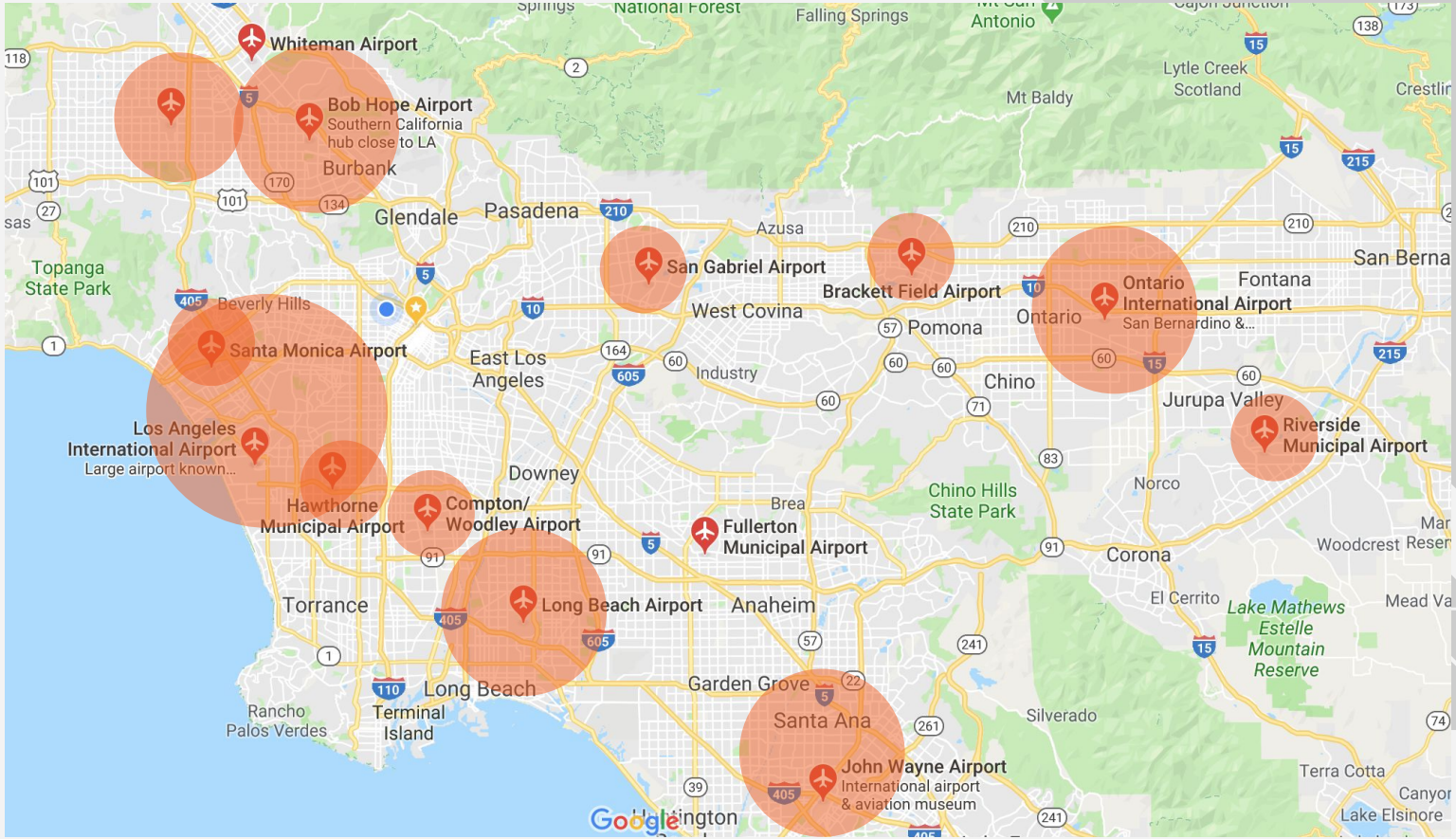
LOS ANGELES INTL

ARRIVAL ROUTE DESCRIPTION

LANDING KLAX/KHHR: From IRNMN on track 131° to cross SYMON between 12000 and 13000 and at 250K, then on track 126° to cross BAYST at or above 9000 and at 240K, then on track 084° to cross JUUSE between 8000 and 9000, then on track 084° to cross CLIFY between 7000 and 8000 and at 210K, then on track 066° to cross DAHJR at 6000 and at 210K, then on track 071° to cross GADDO at 6000, then on track 071°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
In the event of lost communications proceed on the RNAV (RNP) Z RWY 24R approach or the ILS or LOC RWY 24R.

2. LAX and Other Airports



3. 6000 Foot Alt +/- 300 at DAHJR - 24 hours

ANOMS Gate Penetration - DAHJR
January 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	664	7.6%		
6000-6299	2141	24.5%		
5700-5999	2550	29.1%	61.2%	
5500-5699	1117	12.8%	38.8%	
5000-5499	1574	18.0%		92.0%
4500-4999	504	5.8%		
4000-4499	148	1.7%		99.4%
3500-3999	40	0.5%		
3000-3499	8	0.1%		100.0%
2500-2999	2	0.0%		
<2500	0	0.0%		100.0%
Grand Total	**8748**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
February 1-29, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	447	5.9%		
6000-6299	1535	20.2%		
5700-5999	2149	28.3%	54.4%	
5500-5699	1009	13.3%	45.6%	
5000-5499	1632	21.5%		89.2%
4500-4999	580	7.6%		
4000-4499	173	2.3%		99.1%
3500-3999	54	0.7%		
3000-3499	11	0.1%		100.0%
2500-2999	3	0.0%		
<2500	0	0.0%		100.0%
Grand Total	**7593**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
March 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	394	6.0%		
6000-6299	1313	19.9%		
5700-5999	1814	27.6%	53.5%	
5500-5699	848	12.9%	46.5%	
5000-5499	1363	20.7%		87.1%
4500-4999	549	8.3%		
4000-4499	213	3.2%		98.6%
3500-3999	58	0.9%		
3000-3499	22	0.3%		99.9%
2500-2999	6	0.1%		
<2500	3	0.0%		100.0%
Grand Total	**6583**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
April 1-30, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	140	6.2%		
6000-6299	545	24.2%		
5700-5999	527	23.4%	53.8%	
5500-5699	289	12.8%	46.2%	
5000-5499	454	20.2%		86.8%
4500-4999	169	7.5%		
4000-4499	79	3.5%		97.8%
3500-3999	34	1.5%		
3000-3499	11	0.5%		99.8%
2500-2999	4	0.2%		
<2500	0	0.0%		100.0%
Grand Total	**2252**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

3. 6000 Foot Alt +/- 300 at DAHJR - 24 hours

ANOMS Gate Penetration - DAHJR
May 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	212	7.7%		89.8%
6000-6299	740	26.9%		
5700-5999	657	23.9%	58.5%	
5500-5699	335	12.2%	41.5%	
5000-5499	527	19.2%		
4500-4999	200	7.3%		99.2%
4000-4499	59	2.1%		
3500-3999	12	0.4%		
3000-3499	8	0.3%		100.0%
2500-2999	1	0.0%		
<2500	0	0.0%		100.0%
Grand Total	**2751**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
June 1-30, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	244	7.7%		90.2%
6000-6299	775	24.5%		
5700-5999	845	26.7%	58.8%	
5500-5699	400	12.6%	41.2%	
5000-5499	595	18.8%		
4500-4999	214	6.8%		99.4%
4000-4499	76	2.4%		
3500-3999	17	0.5%		
3000-3499	1	0.0%		100.0%
2500-2999	1	0.0%		
<2500	0	0.0%		100.0%
Grand Total	**3168**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
July 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	306	7.7%		93.2%
6000-6299	1096	27.5%		
5700-5999	1132	28.4%	63.5%	
5500-5699	502	12.6%	36.5%	
5000-5499	680	17.0%		
4500-4999	205	5.1%		99.6%
4000-4499	51	1.3%		
3500-3999	14	0.4%		
3000-3499	3	0.1%		100.0%
2500-2999	0	0.0%		
<2500	0	0.0%		100.0%
Grand Total	**3989**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
August 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	275	6.5%		93.0%
6000-6299	1048	24.6%		
5700-5999	1245	29.2%	60.2%	
5500-5699	567	13.3%	39.8%	
5000-5499	828	19.4%		
4500-4999	220	5.2%		99.4%
4000-4499	56	1.3%		
3500-3999	19	0.4%		
3000-3499	5	0.1%		100.0%
2500-2999	0	0.0%		
<2500	0	0.0%		100.0%
Grand Total	**4263**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

3. 6000 Foot Alt +/- 300 at DAHJR - 24 hours

ANOMS Gate Penetration - DAHJR
September 1-30, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	222	5.2%		
6000-6299	974	23.0%		
5700-5999	1141	27.0%	55.2%	
5500-5699	564	13.3%	44.8%	
5000-5499	907	21.4%		90.0%
4500-4999	305	7.2%		
4000-4499	86	2.0%		99.2%
3500-3999	28	0.7%		
3000-3499	5	0.1%		100.0%
2500-2999	1	0.0%		
<2500	0	0.0%		100.0%
Grand Total	**4233**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
October 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	282	6.1%		
6000-6299	1104	23.7%		
5700-5999	1305	28.0%	57.8%	
5500-5699	583	12.5%	42.2%	
5000-5499	885	19.0%		89.4%
4500-4999	365	7.8%		
4000-4499	86	1.8%		99.1%
3500-3999	28	0.6%		
3000-3499	10	0.2%		99.9%
2500-2999	4	0.1%		
<2500	1	0.0%		100.0%
Grand Total	**4653**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
November 1-30, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	353	7.5%		
6000-6299	969	20.5%		
5700-5999	1232	26.1%	54.1%	
5500-5699	660	14.0%	45.9%	
5000-5499	977	20.7%		88.8%
4500-4999	363	7.7%		
4000-4499	124	2.6%		99.1%
3500-3999	30	0.6%		
3000-3499	10	0.2%		99.9%
2500-2999	3	0.1%		
<2500	0	0.0%		100.0%
Grand Total	**4721**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
December 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	235	5.1%		
6000-6299	797	17.4%		
5700-5999	1134	24.8%	47.4%	
5500-5699	610	13.3%	52.6%	
5000-5499	1081	23.6%		84.4%
4500-4999	496	10.8%		
4000-4499	160	3.5%		98.7%
3500-3999	35	0.8%		
3000-3499	20	0.4%		99.9%
2500-2999	4	0.1%		
<2500	0	0.0%		100.0%
Grand Total	**4572**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

3. 6000 Foot Alt +/- 300 at DAHJR - 24 hours

ANOMS Gate Penetration - DAHJR
January 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	224	5.4%		
6000-6299	799	19.1%		
5700-5999	1073	25.6%	50.1%	86.8%
5500-5699	615	14.7%	49.9%	
5000-5499	924	22.1%		
4500-4999	360	8.6%		
4000-4499	114	2.7%		98.2%
3500-3999	45	1.1%		
3000-3499	25	0.6%		99.8%
2500-2999	6	0.1%		
<2500	1	0.0%		100.0%
Grand Total	**4186**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
February 1-28, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	263	6.2%		
6000-6299	797	18.9%		
5700-5999	1139	27.0%	52.1%	88.2%
5500-5699	576	13.6%	47.9%	
5000-5499	950	22.5%		
4500-4999	338	8.0%		
4000-4499	118	2.8%		99.0%
3500-3999	30	0.7%		
3000-3499	10	0.2%		99.9%
2500-2999	2	0.0%		
<2500	1	0.0%		100.0%
Grand Total	**4224**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
March 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	249	5.8%		
6000-6299	865	20.0%		
5700-5999	1129	26.1%	51.9%	87.7%
5500-5699	564	13.0%	48.1%	
5000-5499	982	22.7%		
4500-4999	376	8.7%		
4000-4499	114	2.6%		99.0%
3500-3999	34	0.8%		
3000-3499	5	0.1%		99.9%
2500-2999	4	0.1%		
<2500	0	0.0%		100.0%
Grand Total	**4322**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
April 1-30, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	305	6.5%		
6000-6299	1062	22.5%		
5700-5999	1209	25.6%	54.5%	90.4%
5500-5699	652	13.8%	45.5%	
5000-5499	1044	22.1%		
4500-4999	335	7.1%		
4000-4499	90	1.9%		99.4%
3500-3999	25	0.5%		
3000-3499	4	0.1%		100.0%
2500-2999	1	0.0%		
<2500	0	0.0%		100.0%
Grand Total	**4727**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

3. 6000 Foot Alt +/- 300 at DAHJR - 24 hours

ANOMS Gate Penetration - DAHJR
May 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	289	5.0%		
6000-6299	1126	19.6%		
5700-5999	1624	28.3%	53.0%	
5500-5699	867	15.1%	47.0%	
5000-5499	1271	22.2%		90.2%
4500-4999	427	7.4%		
4000-4499	99	1.7%		99.4%
3500-3999	25	0.4%		
3000-3499	5	0.1%		99.9%
2500-2999	3	0.1%		
<2500	1	0.0%		100.0%
Grand Total	**5737**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
Jun 1-30, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	419	6.4%		
6000-6299	1498	22.9%		
5700-5999	1918	29.3%	58.6%	
5500-5699	963	14.7%	41.4%	
5000-5499	1292	19.8%		93.1%
4500-4999	348	5.3%		
4000-4499	76	1.2%		99.6%
3500-3999	15	0.2%		
3000-3499	7	0.1%		100.0%
2500-2999	2	0.0%		
<2500	1	0.0%		100.0%
Grand Total	**6539**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
July 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	388	5.5%		
6000-6299	1561	21.9%		
5700-5999	2114	29.7%	57.1%	
5500-5699	1037	14.6%	42.9%	
5000-5499	1466	20.6%		92.2%
4500-4999	415	5.8%		
4000-4499	109	1.5%		99.6%
3500-3999	19	0.3%		
3000-3499	7	0.1%		100.0%
2500-2999	2	0.0%		
<2500	0	0.0%		100.0%
Grand Total	**7118**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
August 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	421	5.9%		
6000-6299	1592	22.1%		
5700-5999	2084	29.0%	57.0%	
5500-5699	1061	14.8%	43.0%	
5000-5499	1482	20.6%		92.4%
4500-4999	399	5.5%		
4000-4499	112	1.6%		99.5%
3500-3999	24	0.3%		
3000-3499	9	0.1%		99.9%
2500-2999	5	0.1%		
<2500	1	0.0%		100.0%
Grand Total	**7190**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

3. 6000 Foot Alt +/- 300 at DAHJR - 24 hours

ANOMS Gate Penetration - DAHJR
September 1-30, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	357	5.2%		100.0%
6000-6299	1728	25.2%		99.9%
5700-5999	1963	28.7%	59.1%	99.5%
5500-5699	895	13.1%	40.9%	91.9%
5000-5499	1350	19.7%		
4500-4999	423	6.2%		
4000-4499	94	1.4%		
3500-3999	24	0.4%		
3000-3499	9	0.1%		
2500-2999	4	0.1%		
<2500	0	0.0%		
Grand Total	**6847**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
October 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	353	5.1%		100.0%
6000-6299	1798	26.1%		100.0%
5700-5999	1951	28.3%	59.6%	99.2%
5500-5699	875	12.7%	40.4%	91.2%
5000-5499	1304	18.9%		
4500-4999	441	6.4%		
4000-4499	108	1.6%		
3500-3999	46	0.7%		
3000-3499	9	0.1%		
2500-2999	3	0.0%		
<2500	0	0.0%		
Grand Total	**6888**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
November 1-30, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	288	4.4%		100.0%
6000-6299	1564	23.9%		99.9%
5700-5999	1867	28.5%	56.8%	99.2%
5500-5699	848	12.9%	43.2%	90.3%
5000-5499	1347	20.6%		
4500-4999	455	6.9%		
4000-4499	132	2.0%		
3500-3999	38	0.6%		
3000-3499	9	0.1%		
2500-2999	4	0.1%		
<2500	0	0.0%		
Grand Total	**6552**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - DAHJR
December 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	347	8.0%		100.0%
6000-6299	1200	27.8%		100.0%
5700-5999	1182	27.3%	63.1%	99.6%
5500-5699	522	12.1%	36.9%	92.3%
5000-5499	738	17.1%		
4500-4999	257	5.9%		
4000-4499	60	1.4%		
3500-3999	12	0.3%		
3000-3499	5	0.1%		
2500-2999	1	0.0%		
<2500	0	0.0%		
Grand Total	**4324**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

4. DAHJR - 0100 to 0500 totals

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	8	1	0	2	6	33	**50**
5750-6000	6	0	3	1	4	7	**21**
5500-5749	0	0	0	0	1	5	**6**
5250-5499	1	0	1	0	2	1	**5**
5000-5249	1	0	0	0	0	2	**3**
4750-4999	1	0	0	0	1	2	**4**
<4750	0	0	0	1	0	2	**3**
Total of All Flights	**17**	**1**	**4**	**4**	**14**	**52**	**92**
		1 to 5 Total		**6**			

Feb 2020
6 flights

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	9	1	0	2	2	12	**26**
5750-6000	7	1	0	0	1	5	**14**
5500-5749	0	0	2	0	1	2	**5**
5250-5499	0	0	0	0	0	2	**2**
5000-5249	1	0	0	1	0	0	**2**
4750-4999	1	0	1	0	0	0	**2**
<4750	1	0	0	0	0	2	**3**
Total of All Flights	**19**	**2**	**3**	**3**	**4**	**23**	**54**
		1 to 5 Total		**5**			

Mar 2020
5 flights

Prepared by: LAWA Noise Management
Data Source : LAX ANOMS

4. DAHJR - 0100 to 0500 totals

Apr 2020
4 flights

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	3	0	1	3	6	1	**14**
5750-6000	0	1	0	0	1	0	**2**
5500-5749	2	0	0	0	2	0	**4**
5250-5499	0	0	1	0	0	0	**1**
5000-5249	0	1	0	0	0	0	**1**
4750-4999	0	0	0	0	0	0	**0**
<4750	0	0	0	0	0	0	**0**
Total of All Flights	**5**	**2**	**2**	**3**	**9**	**1**	**22**
		1 to 5 Total		**4**			

May 2020
7 flights

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	3	9	5	6	6	4	**33**
5750-6000	0	5	1	1	1	0	**8**
5500-5749	0	0	0	0	2	3	**5**
5250-5499	0	1	1	1	0	0	**3**
5000-5249	0	1	0	0	0	0	**1**
4750-4999	0	0	0	0	0	0	**0**
<4750	0	1	0	0	0	0	**1**
Total of All Flights	**3**	**17**	**7**	**8**	**9**	**7**	**51**
		1 to 5 Total		**7**			

Prepared by: LAWA Noise Management
Data Source : LAX ANOMS

4. DAHJR - 0100 to 0500 totals

	Time of Night						
Altitude MSL (ft)	12:00 to 12:59 AM	1:00 to 1:59 AM	2:00 to 2:59 AM	3:00 to 3:59 AM	4:00 to 4:59 AM	5:00 to 5:59 AM	Totals by Height
>6000	1	0	0	0	0	3	**4**
5750-6000	2	0	0	0	0	0	**2**
5500-5749	2	0	0	0	0	0	**2**
5250-5499	0	0	0	0	0	1	**1**
5000-5249	0	0	0	0	0	0	**0**
4750-4999	0	0	0	0	0	0	**0**
<4750	0	0	0	0	0	0	**0**
Total of All Flights	**5**	**0**	**0**	**0**	**0**	**4**	**9**
		1 to 5 Total		**0**			

Jun 2020
0 flights

	Time of Night						
Altitude MSL (ft)	12:00 to 12:59 AM	1:00 to 1:59 AM	2:00 to 2:59 AM	3:00 to 3:59 AM	4:00 to 4:59 AM	5:00 to 5:59 AM	Totals by Height
>6000	7	3	3	6	4	14	**37**
5750-6000	2	2	2	1	4	2	**13**
5500-5749	2	0	1	2	1	0	**6**
5250-5499	0	0	0	0	0	0	**0**
5000-5249	0	0	0	2	1	0	**3**
4750-4999	0	0	1	1	0	1	**3**
<4750	0	0	0	0	0	0	**0**
Total of All Flights	**11**	**5**	**7**	**12**	**10**	**17**	**62**
		1 to 5 Total		**9**			

Jul 2020
9 flights

Prepared by: LAWA Noise Management
Data Source : LAX ANOMS

4. DAHJR - 0100 to 0500 totals

Aug 2020
2 flights

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	2	0	4	6	5	11	**28**
5750-6000	1	0	0	0	5	3	**9**
5500-5749	2	1	0	0	0	0	**3**
5250-5499	0	1	0	0	0	2	**3**
5000-5249	0	0	0	0	0	0	**0**
4750-4999	0	0	0	0	0	0	**0**
<4750	0	0	0	0	0	0	**0**
Total of All Flights	**5**	**2**	**4**	**6**	**10**	**16**	**43**
		1 to 5 Total		**2**			

Sep 2020
2 flights

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	2	2	7	8	10	21	**50**
5750-6000	2	1	4	0	2	5	**14**
5500-5749	1	1	0	0	0	0	**2**
5250-5499	0	0	0	0	0	0	**0**
5000-5249	1	0	0	0	0	1	**2**
4750-4999	0	0	0	0	0	0	**0**
<4750	0	0	0	0	0	0	**0**
Total of All Flights	**6**	**4**	**11**	**8**	**12**	**27**	**68**
		1 to 5 Total		**1**			

Prepared by: LAWA Noise Management
Data Source : LAX ANOMS

4. DAHJR - 0100 to 0500 totals

	Time of Night						
Altitude MSL (ft)	12:00 to 12:59 AM	1:00 to 1:59 AM	2:00 to 2:59 AM	3:00 to 3:59 AM	4:00 to 4:59 AM	5:00 to 5:59 AM	Totals by Height
>6000	7	3	2	7	9	37	**65**
5750-6000	1	3	0	5	2	7	**18**
5500-5749	0	1	2	0	0	2	**5**
5250-5499	0	0	0	1	0	2	**3**
5000-5249	0	0	0	0	0	3	**3**
4750-4999	0	0	1	1	0	1	**3**
<4750	0	0	0	0	0	2	**2**
Total of All Flights	**8**	**7**	**5**	**14**	**11**	**54**	**99**
		1 to 5 Total		**6**			

Oct 2020
6 flights

	Time of Night						
Altitude MSL (ft)	12:00 to 12:59 AM	1:00 to 1:59 AM	2:00 to 2:59 AM	3:00 to 3:59 AM	4:00 to 4:59 AM	5:00 to 5:59 AM	Totals by Height
>6000	9	6	8	2	14	26	**65**
5750-6000	0	0	2	0	7	11	**20**
5500-5749	2	1	3	1	3	3	**13**
5250-5499	2	0	0	0	1	3	**6**
5000-5249	0	0	0	1	0	0	**1**
4750-4999	0	0	0	0	0	1	**1**
<4750	0	0	0	0	0	0	**0**
Total of All Flights	**13**	**7**	**13**	**4**	**25**	**44**	**106**
		1 to 5 Total		**10**			

Nov 2020
10 flights

Prepared by: LAWA Noise Management
Data Source : LAX ANOMS

4. DAHJR - 0100 to 0500 totals

Dec 2020
1 flight

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	1	7	2	4	9	12	**35**
5750-6000	1	1	0	0	1	5	**8**
5500-5749	4	1	0	0	0	1	**6**
5250-5499	0	0	0	0	0	4	**4**
5000-5249	0	0	0	0	0	0	**0**
4750-4999	0	0	0	0	0	0	**0**
<4750	0	0	0	0	0	0	**0**
Total of All Flights	**6**	**9**	**2**	**4**	**10**	**22**	**53**
		1 to 5 Total		**1**			

Jan 2021
1 flight

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	1	1	0	1	7	13	**23**
5750-6000	2	0	0	0	3	5	**10**
5500-5749	1	0	0	0	0	0	**1**
5250-5499	1	0	0	0	1	1	**3**
5000-5249	1	0	0	0	0	0	**1**
4750-4999	1	0	0	0	0	0	**1**
<4750	0	0	0	0	0	0	**0**
Total of All Flights	**7**	**1**	**0**	**1**	**11**	**19**	**39**
		1 to 5 Total		**1**			

Prepared by: LAWA Noise Management
Data Source : LAX ANOMS

4. DAHJR - 0100 to 0500 totals

Feb 2021
14 flights

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	2	1	2	1	2	20	**28**
5750-6000	1	1	0	1	0	6	**9**
5500-5749	2	0	0	0	5	3	**10**
5250-5499	1	0	3	1	2	3	**10**
5000-5249	0	0	1	1	1	2	**5**
4750-4999	0	0	0	0	0	0	**0**
<4750	0	0	0	0	0	2	**2**
Total of All Flights	**6**	**2**	**6**	**4**	**10**	**36**	**64**
		1 to 5 Total		**14**			

Mar 2021
2 flights

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	4	2	6	2	7	22	**43**
5750-6000	3	0	0	1	4	7	**15**
5500-5749	1	1	0	0	0	1	**3**
5250-5499	1	0	0	0	0	1	**2**
5000-5249	0	0	0	0	0	1	**1**
4750-4999	0	0	0	0	0	0	**0**
<4750	0	0	1	0	0	0	**1**
Total of All Flights	**9**	**3**	**7**	**3**	**11**	**32**	**65**
		1 to 5 Total		**2**			

Prepared by: LAWA Noise Management
Data Source : LAX ANOMS

4. DAHJR - 0100 to 0500 totals

Apr 2021
2 flights

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	0	5	10	3	14	25	**57**
5750-6000	1	4	2	2	1	7	**17**
5500-5749	0	0	0	1	0	1	**2**
5250-5499	0	0	0	0	0	1	**1**
5000-5249	0	0	0	0	0	0	**0**
4750-4999	0	0	0	0	0	0	**0**
<4750	0	0	1	0	0	0	**1**
Total of All Flights	**1**	**9**	**13**	**6**	**15**	**34**	**78**
		1 to 5 Total		**2**			

May 2021
1 flight

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	5	1	0	1	0	3	**10**
5750-6000	2	1	0	0	0	1	**4**
5500-5749	2	1	0	0	0	0	**3**
5250-5499	0	0	0	0	0	0	**0**
5000-5249	2	0	0	0	0	0	**2**
4750-4999	1	0	0	0	0	0	**1**
<4750	1	0	0	0	0	0	**1**
Total of All Flights	**13**	**3**	**0**	**1**	**0**	**4**	**21**
		1 to 5 Total		**1**			

Prepared by: LAWA Noise Management
Data Source : LAX ANOMS

4. DAHJR - 0100 to 0500 totals

Jun 2021
7 flights

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	10	3	10	7	8	16	**54**
5750-6000	4	0	0	0	4	7	**15**
5500-5749	1	2	2	0	1	2	**8**
5250-5499	2	0	0	0	0	2	**4**
5000-5249	1	0	1	0	0	0	**2**
4750-4999	0	0	0	1	0	0	**1**
<4750	0	0	0	0	0	1	**1**
Total of All Flights	**18**	**5**	**13**	**8**	**13**	**28**	**85**
		1 to 5 Total		**7**			

Jul 2021
3 flights

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	6	2	7	6	4	15	**40**
5750-6000	1	2	1	1	1	2	**8**
5500-5749	1	1	0	0	1	3	**6**
5250-5499	0	0	0	0	1	2	**3**
5000-5249	0	0	0	0	0	0	**0**
4750-4999	1	0	0	0	0	0	**1**
<4750	1	0	0	0	0	0	**1**
Total of All Flights	**10**	**5**	**8**	**7**	**7**	**22**	**59**
		1 to 5 Total		**3**			

Prepared by: LAWA Noise Management
Data Source : LAX ANOMS

4. DAHJR - 0100 to 0500 totals

	Time of Night						
Altitude MSL (ft)	12:00 to 12:59 AM	1:00 to 1:59 AM	2:00 to 2:59 AM	3:00 to 3:59 AM	4:00 to 4:59 AM	5:00 to 5:59 AM	Totals by Height
>6000	4	3	5	6	11	29	**58**
5750-6000	8	3	1	2	6	8	**28**
5500-5749	4	2	3	3	8	4	**24**
5250-5499	2	0	1	1	2	7	**13**
5000-5249	0	2	0	0	0	2	**4**
4750-4999	0	0	0	0	1	0	**1**
<4750	0	0	0	0	0	2	**2**
Total of All Flights	**18**	**10**	**10**	**12**	**28**	**52**	**130**
		1 to 5 Total		**23**			

Aug 2021
23 flights

	Time of Night						
Altitude MSL (ft)	12:00 to 12:59 AM	1:00 to 1:59 AM	2:00 to 2:59 AM	3:00 to 3:59 AM	4:00 to 4:59 AM	5:00 to 5:59 AM	Totals by Height
>6000	11	4	9	10	13	15	**62**
5750-6000	2	3	1	1	1	3	**11**
5500-5749	2	0	0	1	0	1	**4**
5250-5499	1	1	0	0	1	2	**5**
5000-5249	1	0	0	0	2	0	**3**
4750-4999	0	2	0	0	0	1	**3**
<4750	1	0	1	0	0	1	**3**
Total of All Flights	**18**	**10**	**11**	**12**	**17**	**23**	**91**
		1 to 5 Total		**8**			

Sep 2021
8 flights

Prepared by: LAWA Noise Management
Data Source : LAX ANOMS

4. DAHJR - 0100 to 0500 totals

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	24	8	13	9	6	30	**90**
5750-6000	11	6	1	1	4	8	**31**
5500-5749	6	2	1	1	0	1	**11**
5250-5499	5	1	0	0	0	1	**7**
5000-5249	0	0	1	0	0	0	**1**
4750-4999	0	0	0	0	0	0	**0**
<4750	0	0	0	0	0	0	**0**
Total of All Flights	**46**	**17**	**16**	**11**	**10**	**40**	**140**
		1 to 5 Total		**6**			

Oct 2021
6 flights

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	23	10	15	17	18	32	**115**
5750-6000	10	1	5	1	3	10	**30**
5500-5749	7	1	1	1	2	4	**16**
5250-5499	1	2	1	0	0	4	**8**
5000-5249	0	0	1	0	0	0	**1**
4750-4999	1	0	0	0	0	1	**2**
<4750	0	2	0	0	0	0	**2**
Total of All Flights	**42**	**16**	**23**	**19**	**23**	**51**	**174**
		1 to 5 Total		**11**			

Nov 2021
11 flights

Prepared by: LAWA Noise Management
Data Source : LAX ANOMS

4. DAHJR - 0100 to 0500 totals

	Time of Night						
Altitude MSL (ft)	**12:00 to 12:59 AM**	**1:00 to 1:59 AM**	**2:00 to 2:59 AM**	**3:00 to 3:59 AM**	**4:00 to 4:59 AM**	**5:00 to 5:59 AM**	**Totals by Height**
>6000	7	9	6	3	5	22	**52**
5750-6000	1	2	2	0	1	4	**10**
5500-5749	1	0	0	2	2	3	**8**
5250-5499	1	0	0	0	3	4	**8**
5000-5249	1	0	2	0	1	0	**4**
4750-4999	0	0	0	0	1	0	**1**
<4750	0	0	0	0	0	1	**1**
Total of All Flights	**11**	**11**	**10**	**5**	**13**	**34**	**84**
		1 to 5 Total		**11**			

Dec 2021
11 flights

Prepared by: LAWA Noise Management
Data Source : LAX ANOMS

5. 6000 Foot Alt +/- 300 at GADDO - 24 hours

ANOMS Gate Penetration - GADDO
January 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	50	0.6%		
6000-6299	133	1.5%		
5700-5999	396	4.5%	6.6%	
5500-5699	399	4.6%	93.4%	
5000-5499	2124	24.3%		35.5%
4500-4999	2482	28.4%		
4000-4499	1771	20.3%		84.1%
3500-3999	874	10.0%		
3000-3499	385	4.4%		98.5%
2500-2999	121	1.4%		
<2500	8	0.1%		100.0%
Grand Total	**8743**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
February 1-29, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	35	0.5%		
6000-6299	88	1.2%		
5700-5999	287	3.8%	5.4%	
5500-5699	276	3.6%	94.6%	
5000-5499	1546	20.3%		29.4%
4500-4999	2175	28.6%		
4000-4499	1678	22.1%		80.0%
3500-3999	936	12.3%		
3000-3499	441	5.8%		98.1%
2500-2999	132	1.7%		
<2500	10	0.1%		100.0%
Grand Total	**7604**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
March 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	18	0.3%		
6000-6299	86	1.3%		
5700-5999	235	3.6%	5.2%	
5500-5699	224	3.4%	94.8%	
5000-5499	1261	19.2%		27.8%
4500-4999	1699	25.9%		
4000-4499	1439	21.9%		75.5%
3500-3999	873	13.3%		
3000-3499	534	8.1%		96.9%
2500-2999	180	2.7%		
<2500	22	0.3%		100.0%
Grand Total	**6571**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
April 1-30, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	13	0.6%		
6000-6299	37	1.7%		
5700-5999	116	5.2%	7.4%	
5500-5699	98	4.4%	92.6%	
5000-5499	492	22.0%		33.8%
4500-4999	512	22.9%		
4000-4499	462	20.6%		77.3%
3500-3999	279	12.5%		
3000-3499	152	6.8%		96.5%
2500-2999	67	3.0%		
<2500	11	0.5%		100.0%
Grand Total	**2239**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

5. 6000 Foot Alt +/- 300 at GADDO - 24 hours

ANOMS Gate Penetration - GADDO
May 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	24	0.9%		
6000-6299	56	2.0%		
5700-5999	137	5.0%	7.9%	
5500-5699	145	5.3%	92.1%	
5000-5499	687	25.1%		38.3%
4500-4999	656	23.9%		
4000-4499	548	20.0%		82.2%
3500-3999	309	11.3%		
3000-3499	138	5.0%		98.5%
2500-2999	39	1.4%		
<2500	3	0.1%		100.0%
Grand Total	**2742**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
June 1-30, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	27	0.9%		
6000-6299	59	1.9%		
5700-5999	175	5.5%	8.3%	
5500-5699	137	4.3%	91.7%	
5000-5499	725	23.0%		35.6%
4500-4999	823	26.1%		
4000-4499	650	20.6%		82.3%
3500-3999	362	11.5%		
3000-3499	154	4.9%		98.6%
2500-2999	43	1.4%		
<2500	1	0.0%		100.0%
Grand Total	**3156**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
July 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	31	0.8%		
6000-6299	84	2.1%		
5700-5999	226	5.7%	8.6%	
5500-5699	199	5.0%	91.4%	
5000-5499	1065	26.7%		40.3%
4500-4999	1092	27.4%		
4000-4499	733	18.4%		86.1%
3500-3999	355	8.9%		
3000-3499	151	3.8%		98.8%
2500-2999	43	1.1%		
<2500	3	0.1%		100.0%
Grand Total	**3982**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
August 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	37	0.9%		
6000-6299	86	2.0%		
5700-5999	195	4.6%	7.5%	
5500-5699	157	3.7%	92.5%	
5000-5499	997	23.4%		34.6%
4500-4999	1208	28.4%		
4000-4499	896	21.0%		84.0%
3500-3999	454	10.7%		
3000-3499	180	4.2%		98.8%
2500-2999	44	1.0%		
<2500	5	0.1%		100.0%
Grand Total	**4259**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

5. 6000 Foot Alt +/- 300 at GADDO - 24 hours

ANOMS Gate Penetration - GADDO
September 1-30, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	13	0.3%		
6000-6299	65	1.5%		
5700-5999	175	4.1%	6.0%	
5500-5699	165	3.9%	94.0%	
5000-5499	839	19.8%		29.7%
4500-4999	1113	26.3%		
4000-4499	1001	23.7%		79.7%
3500-3999	509	12.0%		
3000-3499	252	6.0%		97.7%
2500-2999	87	2.1%		
<2500	9	0.2%		100.0%
Grand Total	**4228**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
October 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	24	0.5%		
6000-6299	74	1.6%		
5700-5999	217	4.7%	6.8%	
5500-5699	188	4.1%	93.2%	
5000-5499	1005	21.7%		32.5%
4500-4999	1238	26.7%		
4000-4499	1006	21.7%		80.8%
3500-3999	537	11.6%		
3000-3499	250	5.4%		97.8%
2500-2999	95	2.0%		
<2500	7	0.2%		100.0%
Grand Total	**4641**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
November 1-30, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	42	0.9%		
6000-6299	70	1.5%		
5700-5999	183	3.9%	6.3%	
5500-5699	174	3.7%	93.7%	
5000-5499	912	19.4%		29.3%
4500-4999	1241	26.4%		
4000-4499	1102	23.4%		79.1%
3500-3999	590	12.5%		
3000-3499	288	6.1%		97.7%
2500-2999	101	2.1%		
<2500	6	0.1%		100.0%
Grand Total	**4709**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
December 1-31, 2020

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	20	0.4%		
6000-6299	39	0.9%		
5700-5999	137	3.0%	4.3%	
5500-5699	145	3.2%	95.7%	
5000-5499	734	16.1%		23.6%
4500-4999	1175	25.8%		
4000-4499	1036	22.7%		72.2%
3500-3999	731	16.1%		
3000-3499	401	8.8%		97.0%
2500-2999	130	2.9%		
<2500	6	0.1%		100.0%
Grand Total	**4554**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

5. 6000 Foot Alt +/- 300 at GADDO - 24 hours

ANOMS Gate Penetration - GADDO
January 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	16	0.4%		
6000-6299	35	0.8%		
5700-5999	140	3.4%	4.6%	
5500-5699	139	3.3%	95.4%	
5000-5499	775	18.6%		26.5%
4500-4999	1068	25.6%		
4000-4499	1009	24.2%		76.2%
3500-3999	560	13.4%		
3000-3499	311	7.4%		97.1%
2500-2999	110	2.6%		
<2500	13	0.3%		100.0%
Grand Total	**4176**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
February 1-28, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	24	0.6%		
6000-6299	59	1.4%		
5700-5999	139	3.3%	5.3%	
5500-5699	130	3.1%	94.7%	
5000-5499	777	18.4%		26.8%
4500-4999	1163	27.6%		
4000-4499	944	22.4%		76.7%
3500-3999	574	13.6%		
3000-3499	310	7.3%		97.6%
2500-2999	88	2.1%		
<2500	12	0.3%		100.0%
Grand Total	**4220**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
March 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	19	0.4%		
6000-6299	58	1.3%		
5700-5999	132	3.1%	4.8%	
5500-5699	149	3.5%	95.2%	
5000-5499	841	19.5%		27.8%
4500-4999	1154	26.7%		
4000-4499	947	21.9%		76.5%
3500-3999	594	13.8%		
3000-3499	337	7.8%		98.0%
2500-2999	78	1.8%		
<2500	7	0.2%		100.0%
Grand Total	**4316**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
April 1-30, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	25	0.5%		
6000-6299	80	1.7%		
5700-5999	203	4.3%	6.5%	
5500-5699	183	3.9%	93.5%	
5000-5499	963	20.4%		30.8%
4500-4999	1287	27.3%		
4000-4499	1055	22.4%		80.4%
3500-3999	566	12.0%		
3000-3499	277	5.9%		98.3%
2500-2999	74	1.6%		
<2500	6	0.1%		100.0%
Grand Total	**4719**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

5. 6000 Foot Alt +/- 300 at GADDO - 24 hours

ANOMS Gate Penetration - GADDO
May 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	25	0.4%		
6000-6299	85	1.5%		
5700-5999	192	3.4%	5.3%	
5500-5699	167	2.9%	94.7%	
5000-5499	1137	19.8%		28.0%
4500-4999	1690	29.5%		
4000-4499	1331	23.2%		80.8%
3500-3999	697	12.2%		
3000-3499	298	5.2%		98.1%
2500-2999	101	1.8%		
<2500	7	0.1%		100.0%
Grand Total	**5730**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
Jun 1-30, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	27	0.4%		
6000-6299	105	1.6%		
5700-5999	248	3.8%	5.8%	
5500-5699	277	4.2%	94.2%	
5000-5499	1563	23.9%		33.9%
4500-4999	1958	29.9%		
4000-4499	1400	21.4%		85.3%
3500-3999	644	9.8%		
3000-3499	245	3.7%		98.9%
2500-2999	69	1.1%		
<2500	4	0.1%		100.0%
Grand Total	**6540**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
July 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	29	0.4%		
6000-6299	91	1.3%		
5700-5999	274	3.8%	5.5%	
5500-5699	258	3.6%	94.5%	
5000-5499	1600	22.5%		31.6%
4500-4999	2102	29.5%		
4000-4499	1591	22.4%		83.5%
3500-3999	770	10.8%		
3000-3499	321	4.5%		98.8%
2500-2999	79	1.1%		
<2500	3	0.0%		100.0%
Grand Total	**7118**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
August 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	33	0.5%		
6000-6299	99	1.4%		
5700-5999	259	3.6%	5.4%	
5500-5699	263	3.7%	94.6%	
5000-5499	1774	24.7%		33.8%
4500-4999	2065	28.7%		
4000-4499	1554	21.6%		84.1%
3500-3999	756	10.5%		
3000-3499	290	4.0%		98.6%
2500-2999	90	1.3%		
<2500	8	0.1%		100.0%
Grand Total	**7191**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

5. 6000 Foot Alt +/- 300 at GADDO - 24 hours

ANOMS Gate Penetration - GADDO
September 1-30, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	21	0.3%		100.0%
6000-6299	83	1.2%		98.7%
5700-5999	236	3.4%	5.0%	83.7%
5500-5699	208	3.0%	95.0%	
5000-5499	1862	27.2%		35.2%
4500-4999	1846	27.0%		
4000-4499	1474	21.5%		
3500-3999	714	10.4%		
3000-3499	316	4.6%		
2500-2999	81	1.2%		
<2500	5	0.1%		
Grand Total	**6846**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
October 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	34	0.5%		100.0%
6000-6299	85	1.2%		98.4%
5700-5999	255	3.7%	5.4%	82.0%
5500-5699	210	3.0%	94.6%	
5000-5499	1949	28.3%		36.8%
4500-4999	1675	24.3%		
4000-4499	1443	20.9%		
3500-3999	787	11.4%		
3000-3499	342	5.0%		
2500-2999	104	1.5%		
<2500	6	0.1%		
Grand Total	**6890**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
November 1-30, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	28	0.4%		100.0%
6000-6299	90	1.4%		98.3%
5700-5999	241	3.7%	5.5%	81.1%
5500-5699	199	3.0%	94.5%	
5000-5499	1614	24.6%		33.2%
4500-4999	1675	25.6%		
4000-4499	1463	22.3%		
3500-3999	764	11.7%		
3000-3499	364	5.6%		
2500-2999	105	1.6%		
<2500	6	0.1%		
Grand Total	**6549**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

ANOMS Gate Penetration - GADDO
December 1-31, 2021

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes	% of Ops At or Above Altitudes
>6300	27	0.6%		100.0%
6000-6299	72	1.7%		98.9%
5700-5999	209	4.8%	7.1%	84.0%
5500-5699	194	4.5%	92.9%	
5000-5499	1189	27.5%		39.1%
4500-4999	1119	25.9%		
4000-4499	824	19.0%		
3500-3999	437	10.1%		
3000-3499	206	4.8%		
2500-2999	48	1.1%		
<2500	1	0.0%		
Grand Total	**4326**	**100%**		

Prepared by: LAWA Noise Management
*Data source: LAX ANOMS

6. Update on **JUUSE**, Option B, LADYJ

January 6, 2022

Raquel Girvin
Regional Administrator
Federal Aviation Administration
Western-Pacific Regional Office
777 S Aviation Blvd, Suite 150
El Segundo, CA 90245

Subject: Follow-Up to Relocate JUUSE Waypoint Further Offshore

Dear Ms. Girvin:

The LAX/Community Noise Roundtable (Roundtable) is tasked with exploring ways to reduce aircraft noise exposure on residents under or near LAX. In May 2019, the Roundtable requested that the FAA move aircraft further offshore at the JUUSE waypoint to potentially reduce aircraft noise exposure for residents that live in affected coastal communities, without shifting aircraft noise to other communities. Please see the attached letter.

The JUUSE waypoint is associated with the three published RNAV arrival procedures known as IRNMN, HUULL, and RYDRR. The JUUSE waypoint is currently located over the Pacific Ocean just south of the Pacific Palisades area. Therefore, relocating the JUUSE waypoint further offshore would not shift noise from one community to another, but has the potential for reducing noise on affected communities. To this end, the LAX Roundtable is following on this request made over 2 years ago that the FAA consider relocating the JUUSE waypoint further offshore in an effort to move aircraft farther away from affected coastal communities. Though we are not proposing an exact distance, we would like the FAA to investigate the viability of moving JUUSE approximately 1 mile South or Southwest from its current location, or whichever distance would more directly line up JUUSE with CLIFY and waypoints to the east, such as DAHJR.

Thank you for your consideration of this request. Your work to address aircraft noise concerns that arose from the FAA's implementation of SoCal Metroplex procedures is appreciated. I look forward to your response.

Sincerely,

Denny Schneider, Chair
LAX/Community Noise Roundtable

Attachment: May 8, 2019 JUUSE Letter

LAX/Community Noise Roundtable c/o Los Angeles World Airports
Noise Management, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216

May 8, 2019

Raquel Girvin
Regional Administrator
Federal Aviation Administration
Western-Pacific Regional Office
777 S Aviation Blvd, Suite 150
El Segundo, CA 90245

Subject: Request Relocating JUUSE Waypoint Farther Offshore

Dear Ms. Girvin:

The FAA has been working cooperatively for the past several months with the Metroplex/Wide Area Ad Hoc Committee of the Los Angeles International Airport/Community Noise Roundtable (LAX Roundtable). This committee has been tasked to explore ways of reducing aircraft noise exposure on residents under or near the North Downwind arrival routes. Aircraft following these routes have been flying on a concentrated flight path since the implementation of SoCal Metroplex flight procedures, resulting in most aircraft now flying offshore as they traverse over communities between the City of Malibu and the City of Santa Monica. The Metroplex Ad Hoc Committee and the full LAX Roundtable believe that moving aircraft farther offshore will reduce aircraft noise exposure for residents that live in affected coastal communities, without shifting aircraft noise to other communities.

The JUUSE waypoint is associated with the three published RNAV arrival procedures known as IRNMN, HUULL, and RYDRR. The JUUSE waypoint is currently located over the Pacific Ocean just south of the Pacific Palisades area. Therefore, relocating the JUUSE waypoint farther offshore would not shift noise from one community to another, but has the potential for reducing noise on affected communities. To this end, the LAX Roundtable requests that the FAA consider relocating the JUUSE waypoint farther offshore in an effort to move aircraft farther away from affected coastal communities. Though we are not proposing an exact distance, we would like the FAA to investigate the viability of moving JUUSE approximately 1 mile South or Southwest from its current location, or whichever distance would more directly line up JUUSE with CLIFY and waypoints beyond like DAHJR.

Thank you for your consideration of this request. Your work to address aircraft noise concerns that arose from the FAA's implementation of SoCal Metroplex procedures is appreciated. I look forward to your response.

Sincerely,

Denny Schneider, Chair
LAX/Community Noise Roundtable

cc: LAX/Community Noise Roundtable Members

LAX/Community Noise Roundtable c/o Los Angeles World Airports
Noise Management, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216

Original letter sent 2½ years ago

Litigation halted any meaningful analysis

When can we expect a response?

6. Update on JUUSE, **Option B**, LADYJ

July 16, 2021

Tamara A. Swann
Deputy Regional Administrator, AWP-2
Federal Aviation Administration
Western-Pacific Region
777 S Aviation Blvd, Suite 150
El Segundo, CA 90245

Dear Tamara:

Thank you for your continued attendance and participation in LAX Community Noise Roundtable. Myself and other fellow Roundtable members are glad you have been a consistent presence in our meetings. I am writing you to ask for FAA assistance, engagement, and thoughtful consideration of the attached Option B proposal for commercial aircraft flights flying the North Downwind arrival path into LAX.

As you know, the Metroplex Ad Hoc Committee of the Roundtable has been working for 3+ years with Federal Aviation Administration officials in order to lessen the disruptions and noise that communities living near or under the North Downwind arrival path into Los Angeles International Airport have been facing. The Option B proposal is a continuation of this work. The Metroplex Ad Hoc Committee of the Roundtable, in collaboration with community members in the West Adams area of the City of Los Angeles, have developed a thoughtful approach to reducing the burdens that concentrated flight paths have inflicted upon our members.

We believe the attached proposal deserves careful and thorough consideration from FAA subject matter experts tasked with designing and maintaining flight paths and procedures within the SoCal Metroplex. Option B represents a good faith effort by community leaders part of the LAX Community Noise Roundtable to fairly address the intensity and distribution of aircraft noise within our region. Attached please find our report attached. We look forward to engaging more fully with you and your organization about our proposal.

Sincerely,

Denny Schneider
Chair, LAX Community Noise Roundtable

LAX/Community Noise Roundtable c/o Los Angeles World Airports
Noise Management, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216

U.S. Department of Transportation
Federal Aviation Administration

Western-Pacific Region
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

September 8, 2021

Mr. Denny Schneider
Chair, LAX/Community Noise Roundtable
c/o Los Angeles World Airports Noise Management
1 World Way
Los Angeles, CA 90009

Dear Chairman Schneider:

Thank you for your letter dated July 16, 2021, asking for the Federal Aviation Administration's consideration of your proposal to move a portion of the aircraft that typically fly downwind on the north side of the runway into Los Angeles International Airport to the ANJLL FOUR arrival procedure.

We are in the process of reviewing your request. The review requires extensive coordination with several air traffic control facilities to help determine its feasibility, which will take time to accomplish. We will notify you of the next steps, if any, as soon as possible.

In the meantime, if you have any questions, please contact my office at (424) 405-7000.

Sincerely,

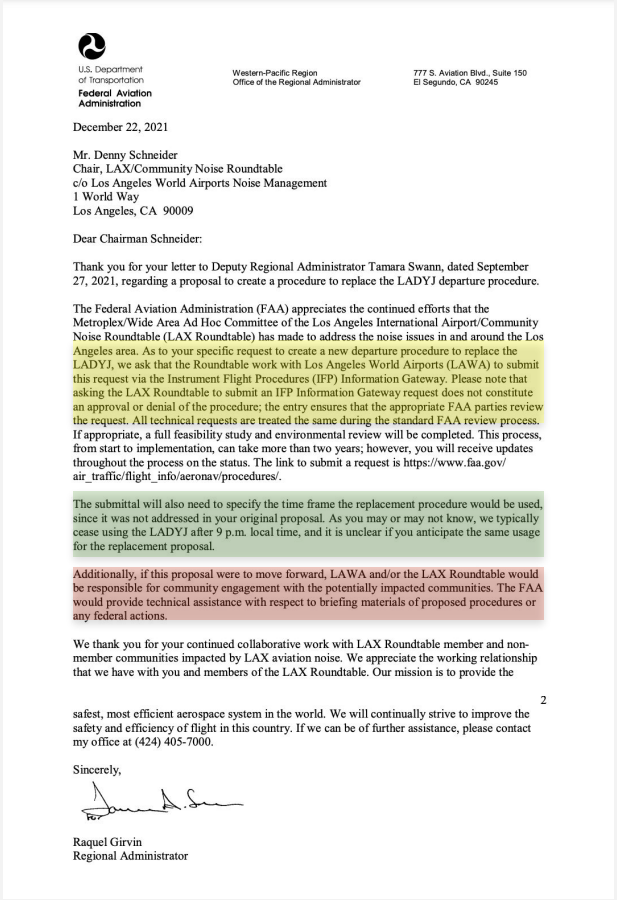
Raquel Girvin
Regional Administrator

Proposal sent via email to FAA Western Region July 16

Initial response signalling review of request on Sept 8

When can we expect a response?

6. Update on JUUSE, Option B, **LADYJ**



U.S. Department of Transportation
Federal Aviation Administration

Western-Pacific Region
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

December 22, 2021

Mr. Denny Schneider
Chair, LAX/Community Noise Roundtable
c/o Los Angeles World Airports Noise Management
1 World Way
Los Angeles, CA 90009

Dear Chairman Schneider:

Thank you for your letter to Deputy Regional Administrator Tamara Swann, dated September 27, 2021, regarding a proposal to create a procedure to replace the LADYJ departure procedure.

The Federal Aviation Administration (FAA) appreciates the continued efforts that the Metroplex/Wide Area Ad Hoc Committee of the Los Angeles International Airport/Community Noise Roundtable (LAX Roundtable) has made to address the noise issues in and around the Los Angeles area. As to your specific request to create a new departure procedure to replace the LADYJ, we ask that the Roundtable work with Los Angeles World Airports (LAWA) to submit this request via the Instrument Flight Procedures (IFP) Information Gateway. Please note that asking the LAX Roundtable to submit an IFP Information Gateway request does not constitute an approval or denial of the procedure; the entry ensures that the appropriate FAA parties review the request. All technical requests are treated the same during the standard FAA review process. If appropriate, a full feasibility study and environmental review will be completed. This process, from start to implementation, can take more than two years; however, you will receive updates throughout the process on the status. The link to submit a request is https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/.

The submittal will also need to specify the time frame the replacement procedure would be used, since it was not addressed in your original proposal. As you may or may not know, we typically cease using the LADYJ after 9 p.m. local time, and it is unclear if you anticipate the same usage for the replacement proposal.

Additionally, if this proposal were to move forward, LAWA and/or the LAX Roundtable would be responsible for community engagement with the potentially impacted communities. The FAA would provide technical assistance with respect to briefing materials of proposed procedures or any federal actions.

We thank you for your continued collaborative work with LAX Roundtable member and non-member communities impacted by LAX aviation noise. We appreciate the working relationship that we have with you and members of the LAX Roundtable. Our mission is to provide the

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safest, most efficient aerospace system in the world. We will continually strive to improve the safety and efficiency of flight in this country. If we can be of further assistance, please contact my office at (424) 405-7000.

Sincerely,

Raquel Girvin
Regional Administrator

As to your specific request to create a new departure procedure to replace the LADYJ, we ask that the Roundtable work with Los Angeles World Airports (LAWA) to submit this request via the Instrument Flight Procedures (IFP) Information Gateway. Please note that asking the LAX Roundtable to submit an IFP Information Gateway request does not constitute an approval or denial of the procedure; the entry ensures that the appropriate FAA parties review the request.

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Additionally, if this proposal were to move forward, LAWA and/or the LAX Roundtable would be responsible for community engagement with the potentially impacted communities. The FAA would provide technical assistance with respect to briefing materials of proposed procedures or any federal actions.

Proposal sent via email to FAA Western Region Sept 30

FAA response on Dec 22

Questions and concerns noted here

THANK YOU