



LAX/Community Noise Roundtable

Work Program A7 – Review/Consider
Monterey Park’s Recommendations
Regarding Aircraft Overflights

November 9, 2016

Presentation Outline



- Summarize the September 14, 2016 Presentation on Monterey Park's Requests from July 13, 2016 Roundtable Meeting
- Answer Roundtable Member Questions
- Roundtable Discussion/Possible Action

Monterey Park's July 13, 2016 Recommendations



1. Limit Extended Downwind Approach (EDA) into Monterey Park only during emergency conditions and poor weather

- FAA has sole decision making authority regarding use of the National Airspace System (NAS) and air traffic control procedures, safety and efficiency are its priorities
- FAA manages air traffic based on a variety of factors including the weather/visibility at LAX and traffic volume, which drive the use of the Extended Downwind Approach
- Emergency conditions have not been a criteria for use of the Extended Downwind Approach and would not be an appropriate noise abatement criteria
- FAA will not agree to a noise abatement procedure that would significantly impact traffic flow and air traffic management options

Monterey Park's July 13, 2016 Recommendations



2. Maintain 6,000 ft. on the EDA prior to turning into the approach for landing and incorporate the Continuous Descent Approach at the base of the turn

- See the first two bullets regarding FAA's decision making authority from the previous slide
- Maintaining an altitude of 6,000 feet prior to turning would drive aircraft further east, resulting in the regular overflight of new communities east of Monterey Park
- The LAX Roundtable has a policy of not shifting noise from one community to another

Monterey Park's July 13, 2016 Recommendations



3. Maintain a 4,000 ft. minimum air separation from structures at all times while over Monterey Park

- Title 14 of the Code of Federal Regulation Part 91 – General Operating and Flight Rules (14 CFR Part 91) governs the minimum safe altitudes in the NAS (§91.119 Minimum safe altitudes: General)
 - “Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes: (b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. (Emphasis added.)
- FAA has sole decision making authority regarding use of the NAS and air traffic control procedures: safety and efficiency are its priorities
- This is an airspace recommendation, which is outside the Roundtable’s purview of aircraft noise

Monterey Park's July 13, 2016 Recommendations



4. Develop an estimated completion schedule for Work Program Item A7 and upgrade the priority level to 9

- In order to develop an estimated completion schedule for Work Program Item A7, the Roundtable needs to first define what signifies “completion” of this item
 - May require further discussion by Roundtable members and collaboration with LAWA and the FAA
- The priority level signifies the level of attention/effort the Roundtable (and correspondingly LAWA) intends to expend on a given work program item relative to other Work Program priorities
 - May require further discussion by Roundtable members and collaboration with LAWA and the FAA
- The Roundtable reviews and updates the entire Work Program at least once a year to add new items, close completed items, and change priority levels

Monterey Park's July 13, 2016 Recommendations



5. Make the Extended Downwind Approach Statistical Report available on a quarterly basis

- The data for the Extended Downwind Approach Statistical Report is gathered and analyzed by LAWA on a regular basis
- The data are presented to the Roundtable at the regular March and September Roundtable meetings
- LAWA can produce the Extended Downwind Approach Statistical Reports on a quarterly basis and send them to the City of Monterey Park
- No Roundtable action required

Monterey Park's July 13, 2016 Recommendations



6. Request FAA response to the 2012 and 2015 Roundtable letters

- The FAA provided a detailed response to the 2015 letter in its response to comments in the Final Metroplex EA and said it considered the recommendations in the 2012 letter during the Metroplex procedure design process
 - A presentation at the September 9, 2016 Roundtable meeting covered the FAA's response in detail
- The FAA attended the October 12, 2016 Special Roundtable meeting to address the items covered in these two letters
- This item is complete; no further action is required

Monterey Park's July 13, 2016 Recommendations



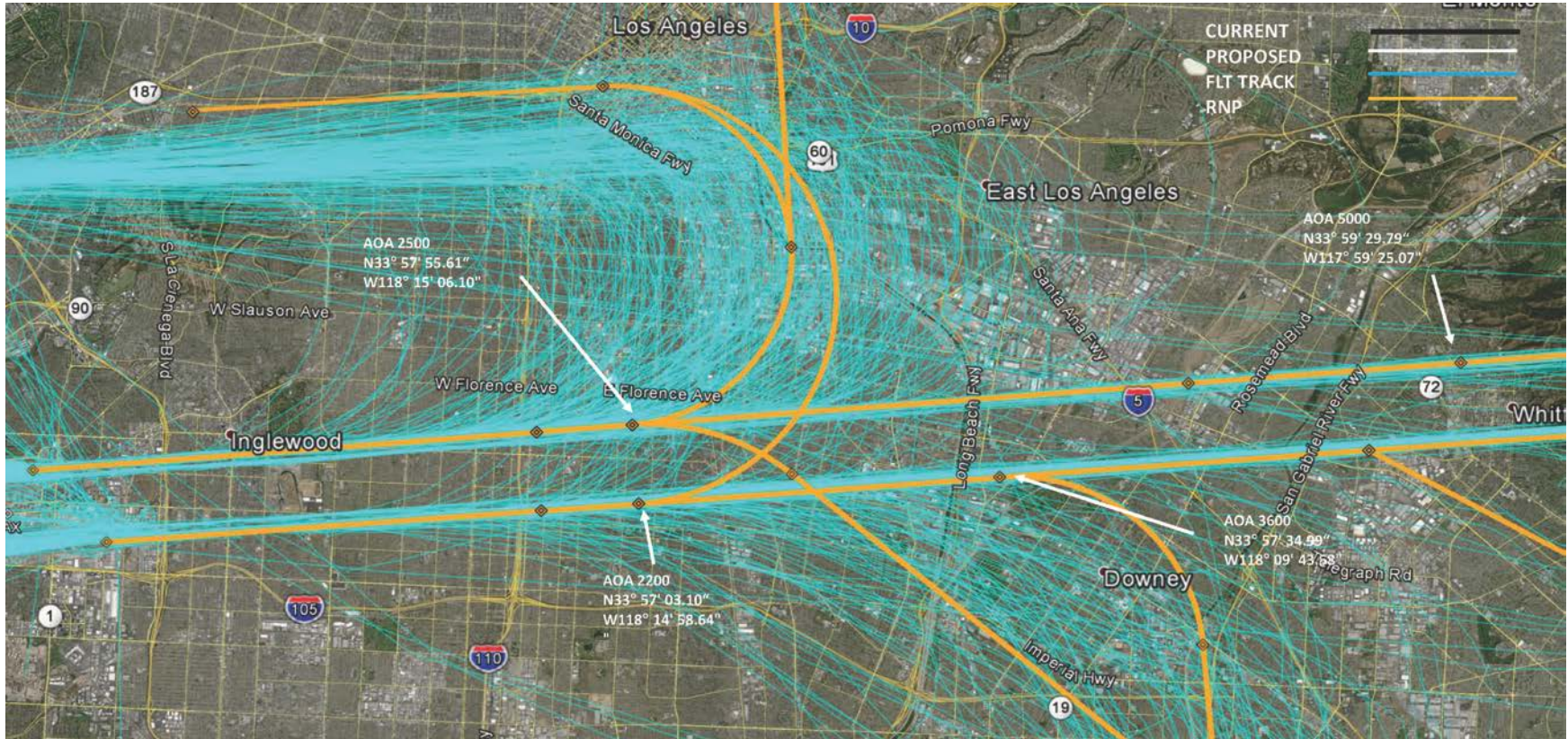
7. Hold regular workshops and collaborate with FAA (both LAX Tower & TRACON) to incorporate the 1999 Monterey Park recommendations into the current procedures or the draft Metroplex Project implementation plan

- The LAX Tower attends every Roundtable meeting and staff from the SoCal TRACON (in San Diego) attend Roundtable meetings upon request
- FAA considered the Roundtable's recommendations to address concerns associated with the EDA in the SoCal Metroplex project
 - The North Downwind RNP may provide noise benefits to Monterey Park after the procedure is published and as aircraft are equipped and pilots are trained to fly it
- It may be prudent to assess the benefits/drawbacks of the new Metroplex procedures for all Roundtable communities under the North Downwind Arrival and Extended Downwind Approach for several months after implementation, then share the Roundtable's feedback with FAA

Monterey Park's July 13, 2016 Recommendations



North Downwind RNP



Source: FAA

Monterey Park's July 13, 2016 Recommendations



North Downwind RNP

- The North Downwind RNP arrival procedures during west flow may partially reduce overflights of Monterey Park;
- Approximately 40 percent of the aircraft currently using LAX can fly the RNP; that number will increase over time as more aircraft become equipped
- Concentrates the base leg turn over primarily commercial land uses between the 110 and 710 freeways
- Aircraft may still be vectored further to the east when safety requires it or when aircraft are not equipped to fly the RNP

Monterey Park's July 13, 2016 Recommendations



8. Petition to repeal the 1990 Federal Regulation Part 161 – to allow for new noise control measures

- The 1990 Aircraft Noise and Capacity Act (ANCA) resulted in a phase out of all Stage 2 (noisy) aircraft by December 31, 1999; ahead of their normal useful lives
- As a result, ANCA established a very high bar for an airport operator to justify new noise and access restrictions on Stage 2 and Stage 3 aircraft
- Given the fact that Monterey Park is outside of the CNEL 65 dB contour for LAX, there is no justification under 14 CFR Part 161 for enacting a noise and access restriction as it would provide no reduction in incompatible land uses
- As written, this recommendation is very broad and it is not clear how it would be applied to minimize the overflights associated with the Extended Downwind Approaches

Roundtable Member Questions



Roundtable Discussion



- The Roundtable should discuss the merits of these recommendations, and
 - Take action on any one or all of them
 - Take no action
 - Defer taking action until after the Metroplex implementation
- Keep in mind that the new Metroplex procedures will alter aircraft operations on the North Downwind Arrival and Extended Downwind Approach
 - LAWA will monitor and report on any changes that it sees after the Metroplex procedures have been implemented and are in regular use for several months