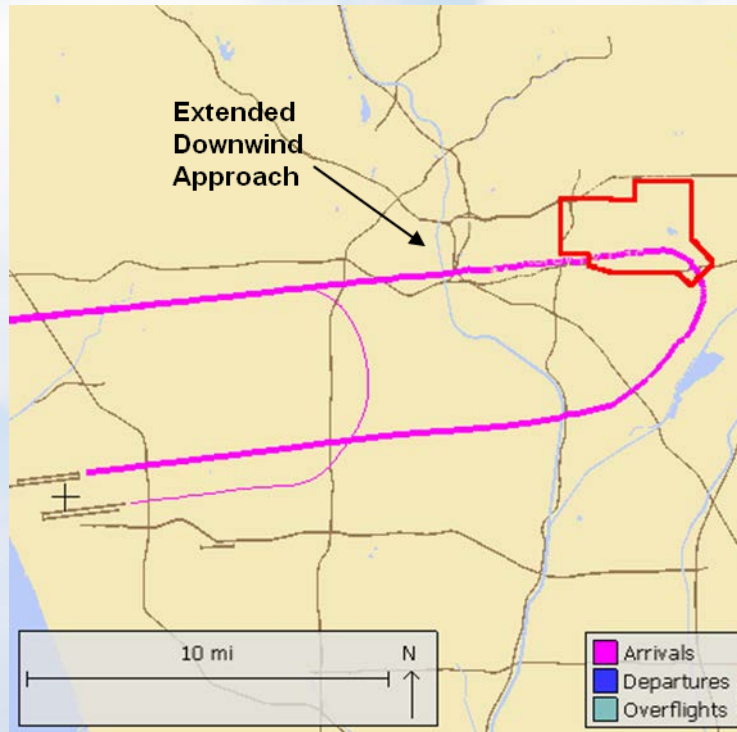


LAX/Community Noise Roundtable

Work Program Item A1

Discussion of Roundtable's Recommendations
for FAA Consideration in the *Optimization of
Airspace and Procedures in Metroplex Process*
for Southern California

Work Program Item A7: Extended Downwind Approach



Noise Issue: Aircraft arriving to LAX from the west and the north utilize an extended downwind approach at times causing aircraft to overfly Monterey Park and neighboring communities at low altitudes.

Past Mitigation Activities:

- In November 2002, Roundtable requested FAA to look into mitigation measures such as increasing the aircraft altitude and applying speed controls and delays to aircraft to avoid overflights over Monterey Park.
- FAA did not implement the suggested mitigation measures.
- FAA indicated that the only possible solution to this problem may be available through the Airspace Redesign process.

Recommendations:

- 1) Increase the minimum altitude as much as possible for aircraft on the extended downwind and base legs of the approach to reduce noise exposure for Monterey Park residents.
- 2) Explore options to reduce the requirement of using the extended downwind approach as a way to minimize overflights over Monterey Park.

Work Program Item A10: Turboprop Community Overflights



Noise Issue: Turboprop aircraft departing to the south with destinations to the east overfly the PV Peninsula while heading to the Seal Beach VOR.

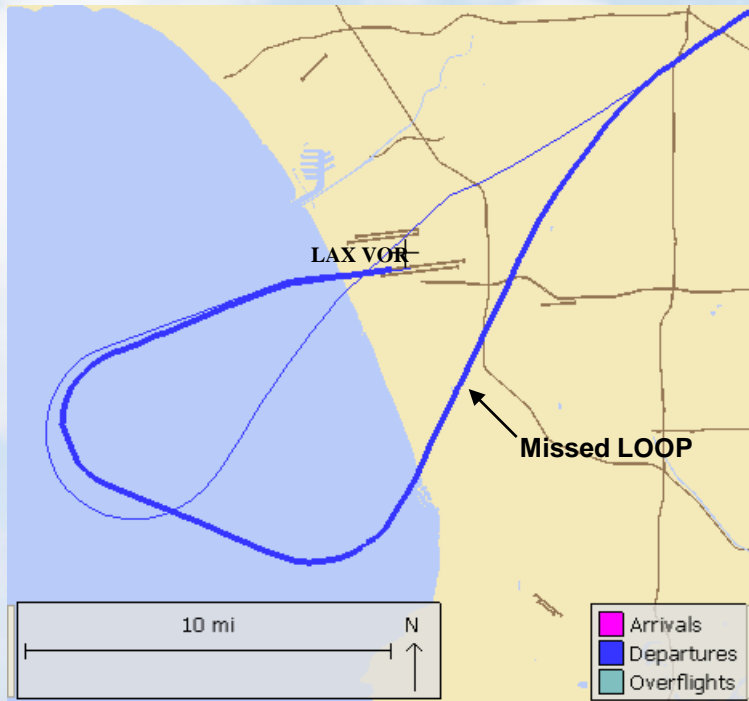
Past Mitigation Activities:

- In 2002, FAA routed most turboprops off the PV with the exception of those aircraft heading to eastern destinations.
- In April 2008, FAA developed a new RNAV departure procedure called JEDDD with the intent to reroute those turboprops on offshore routes further away from PV.
- In January 2011, FAA indicated that it cannot implement the JEDDD because through testing, it was not able to maintain aircraft separation requirements.

Recommendations:

- 1) Explore options of redesigning the JEDDD procedure that will meet all necessary requirements to allow full implementation of the procedure.
- 2) Reroute the remaining turboprop aircraft that are currently overflying PV to offshore routes.
- 3) Increase the minimum altitude of turboprop aircraft that overfly PV.

Work Program Item A6: Improperly Flown LOOP Departures



Noise Issue: Aircraft on the LOOP departure sometimes deviate from the procedure by not overflying the LAX VOR as prescribed; instead they overfly the Beach Cities causing noise disturbance to these communities.

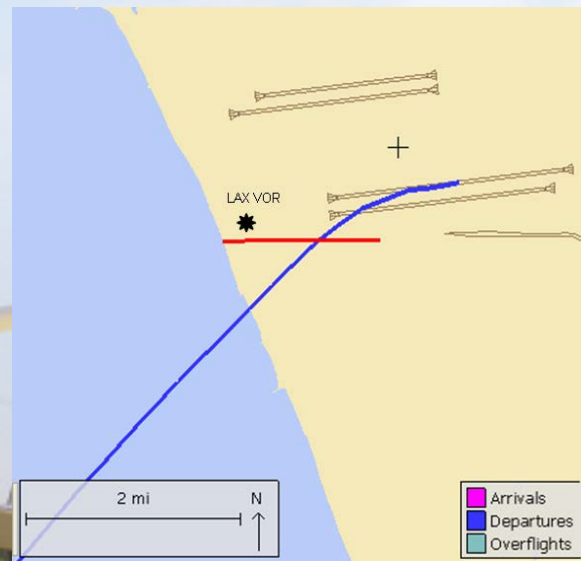
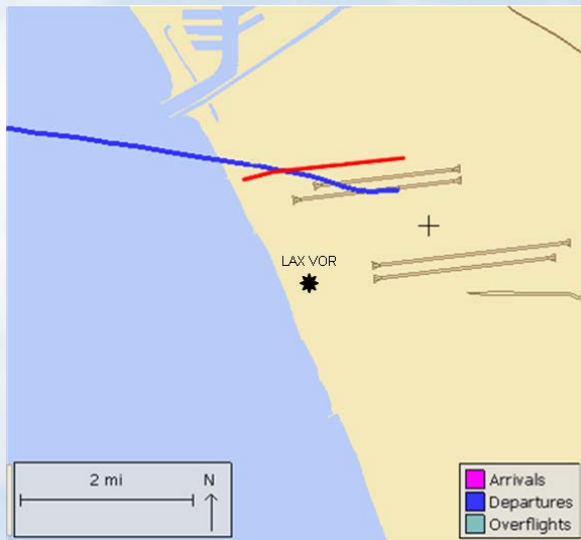
Past Mitigation Activities:

- In 2004, per Roundtable request, FAA developed the KWYET RNAV departure procedure to “tighten” the LOOP departures.
- Subsequently, FAA reported that it cannot use the KWYET procedure due to issue with the turn being greater than 210 degrees and has eliminated the procedure as a result.

Recommendations:

- 1) Re-investigate the possibility of establishing the LOOP RNAV/RNP procedure to help “tighten” the loop operations.
- 2) Look into other possibilities to improve the compliance of the LOOP departure procedure through the FAA OAPM process.

Work Program Item A3: Early Turn of Aircraft Departing to the West



Noise Issue: Aircraft departing to the west from LAX turn before crossing the shoreline causing community overflights and noise disturbances. Some issues that may cause early turns include avoiding wake turbulence or maintaining aircraft separation requirements for safety, and difficulty for pilots in identifying the shoreline during IFR conditions.

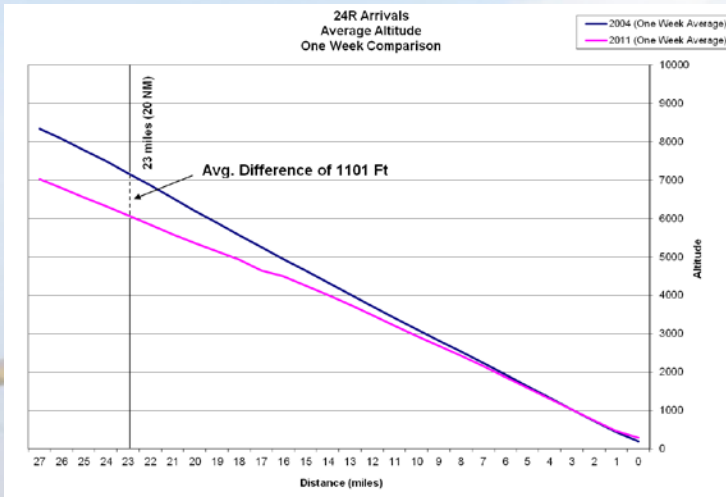
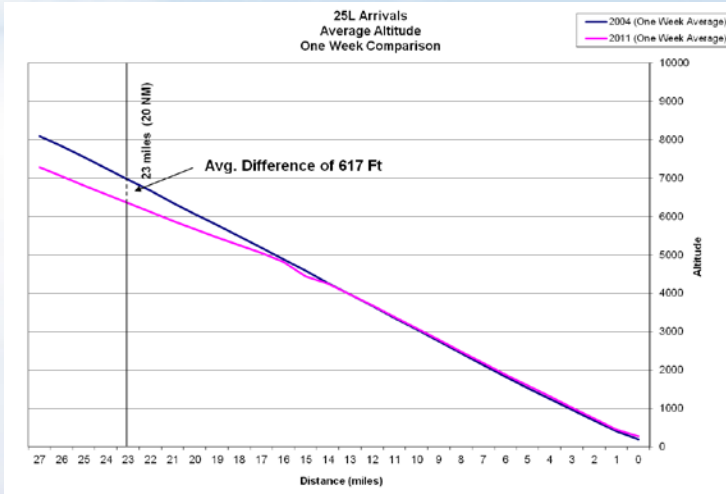
Past Mitigation Activities:

- In 2007, LAWA worked with FAA to resolve an issue with the RNAV procedures that were causing aircraft to turn early.
- LAWA has increased its effort with its Early Turn Notification Program by sending notices to aircraft operators on a more frequent and timely basis.

Recommendations:

- 1) Explore options that could help pilots and controllers to reduce early turn operations.
- 2) Explore the possibility of adding a waypoint in the RNAV procedures or other emerging technologies to assist pilots in identifying the shoreline during IFR conditions that could in turn help reduce early turns.

Work Program Item A11: Continuous Descent Approaches at Lower Altitudes



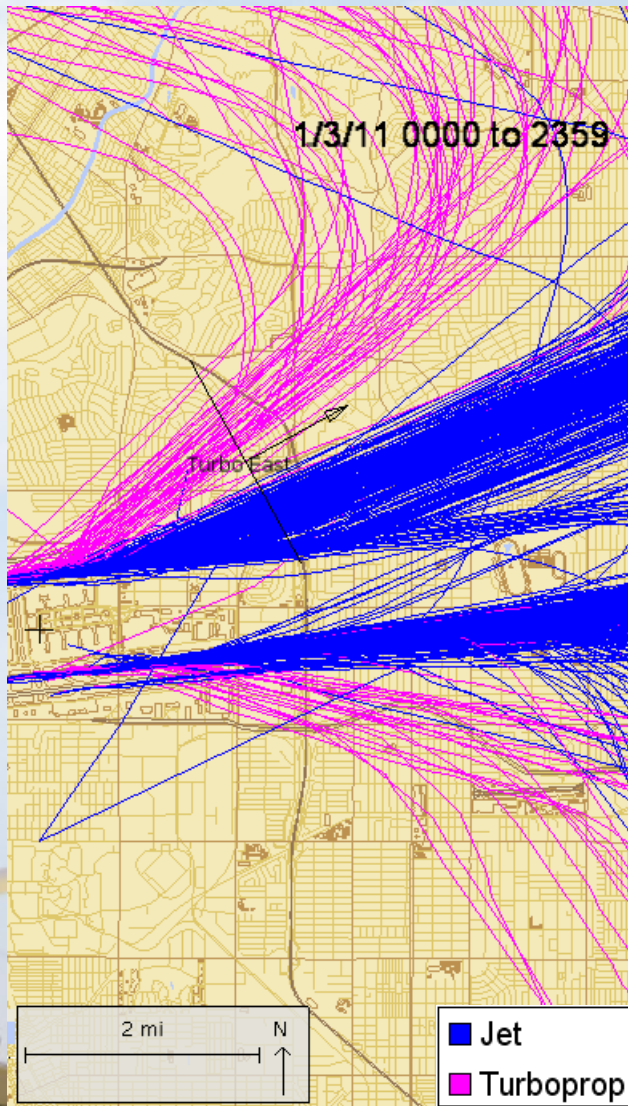
Noise Issue: Residents from La Habra Heights reported that they noticed aircraft arriving into LAX are flying lower after the FAA implemented the CDA in late 2008. Residents also reported that they noticed an increase in noise levels.

Past Mitigation Activities:

- In April 2011, LAWA conducted an altitude analysis on LAX arrivals and confirmed that aircraft are flying lower than before.
- In September 2011, Roundtable asked FAA on the possibility of increasing the altitudes for aircraft on the CDA. FAA indicated it cannot make that change since aircraft would need to be within the 3-degree glide slope requirements.
- FAA also indicated that aircraft are flying lower because the minimum altitude for the navigation fix, FUELR, was lowered to allow aircraft to intercept the ILS from below instead of from above to increase safety.

Recommendation: Explore other possible solutions through the FAA OAPM process to resolve this issue.

Work Program Item A5: Easterly Departures from Northern Runways Turning North



Noise Issue: Turboprop aircraft departing to the east during Easterly Operations turn north at low altitudes over residential areas. This procedure occurs a small percentage of the time.

Past Mitigation Activities:

- In March 2004, Roundtable sent a letter to FAA to request development of RNAV procedures for turboprop departing to the east on the north runways.
- In April 2004, FAA indicated that before it would consider a RNAV procedure, it needed a consensus among the communities and stakeholders involved to ensure that the procedure would be an acceptable alternative.
- In February 2005, Roundtable held a meeting with affected communities and the FAA to discuss this issue and to establish a consensus on the procedures. A consensus was not reached.

No Recommendation: Changes to this turboprop departure procedure would most likely result in a shift of noise from one community to another and a concentration of noise over particular areas. A consensus among the affected communities would need to be established prior to offering a recommendation to the FAA.