



LAX/Community Noise Roundtable

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

September 14, 2016

Presentation Outline



- Review of Monterey Park's Request from July 13, 2016 Roundtable Meeting
- Background on the Extended Downwind Approach
- Evaluation of Monterey Park's Recommendations
- Roundtable Discussion

Background on the Extended Downwind Approach



- In 1994, City of Monterey Park residents noticed that an increasing number of jet aircraft were flying over the City at low altitudes; the City begins discussions with the FAA, LAWA, and surrounding cities
- In 1997, the FAA Administrator created the Southern California Task Force in response to concerns about aircraft overflights and noise expressed by local communities near LAX
- In 1998, LAWA developed a gate for obtaining Monterey Park overflight information
- In 1999, the final report of the Task Force was submitted to the FAA Administrator

Background on the Extended Downwind Approach



- In 1999, FAA took some actions to improve controller planning and sequencing in an effort reduce Monterey Park overflights
- In 1999, LAWA conducted a before and after analysis with the results indicating about a seven percent improvement. LAWA also performed noise measurements in Monterey Park with noise levels measured below 65 dB CNEL, ranging from 37 to 46 dB CNEL
- In 1999, City of Monterey Park hired a consultant to examine the noise situation; who recommended six alternatives for reducing aircraft overflights

Background on the Extended Downwind Approach



- In 2000, the Roundtable was founded with Monterey Park as an original member
- In 2002, the Roundtable submitted a letter to the Federal Aviation Administration (FAA) recommending five of the six consultant-recommended alternatives
- In 2003, FAA did not implement the suggested measures and indicated that the only possible solution to this problem may be available through the upcoming Airspace Redesign process
- In 2005, FAA started the Airspace Redesign process, but stopped due to a lack of funding; the SoCal Metroplex replaces the Airspace Redesign project

Background on the Extended Downwind Approach



- In September 2012, the Roundtable forwards recommendations to the FAA for inclusion in the Metroplex process including two related to the Extended Downwind Approach:
 - increase the minimum altitude as much as possible for aircraft on the extended downwind and base legs of the approach to reduce noise, and
 - explore options to reduce the requirement of using the extended downwind approach as a way to minimize Monterey Park overflights
- Ongoing - the Roundtable's Work Program Item A7, Extended Downwind Approach, tracks and reports on the occurrence of Extended Downwind Approaches at the March and September Roundtable meetings

Background on the Extended Downwind Approach



- In July 2015, based on review of the Metroplex proposed procedures, the Roundtable Facilitator indicates that the proposed North Downwind Required Navigation Performance (RNP) arrival procedures may partially reduce overflights for Monterey Park
 - Some aircraft will still fly over Monterey Park since the FAA controllers have the option of vectoring aircraft to fly further east on the north downwind leg for safety, weather and traffic considerations, and for aircraft not equipped to fly RNP procedures
- At the July 2016 regular Roundtable meeting, Margaret Leung, a resident of Monterey Park gives a presentation Regarding Increased Plane Noise Over Monterey Park, which includes several recommendations for the Roundtable to consider

Monterey Park's July 13, 2016 Recommendations



1. Limit Extended Downwind Approach (EDA) into Monterey Park only during emergency conditions and poor weather
2. Maintain an altitude at 6,000 ft. for the EDA prior to turning into the approach for landing and incorporate the Continuous Descent Approach at the base of the turn
3. Maintain a 4,000 ft. minimum air separation from structures at all times while over Monterey Park
4. Develop an estimate to completion schedule for Work Program Item A7 (Extended Downwind Approach). The priority level should be upgraded to "9" since the action items have been outstanding for over 15 years

Monterey Park's July 13, 2016 Recommendations



5. Make the Statistical Report available on a quarterly basis
6. Request FAA response for the 2012 & 2015 Roundtable Letters
7. Have regular workshop meetings and collaborate with FAA (both LAX & TRACON Control Centers) to incorporate the 1999 Monterey Park recommendations into the current procedures or the draft Metroplex Project implementation plan
8. Petition to repeal the 1990 Federal Regulation Part 161 – to allow for new noise control measures

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 monthly 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
- Unless otherwise indicated by the data, LAWA would continue presenting the Statistical Reports at the regular March and September Roundtable meetings

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
 - An earlier presentation at tonight's meeting covered the FAA's response in detail
- In addition, the FAA has offered to attend a future Roundtable meeting to address the items covered in these two letters
- During a previous agenda item, the Roundtable voted to hold a Special Roundtable Meeting to cover this item as follows:
 - Date: Wednesday, October 12, 2016
 - Time: 7 to 9 pm
 - Location: Samuel Greenberg Board Room, Clifton A. Moore Administration Building, 1 World Way, Los Angeles, CA 90045

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
- As mentioned previously in the presentation, the Roundtable submitted a letter to the FAA in 2002 forwarding most of the 1999 Monterey Park recommendations for FAA's consideration
- A TRACON representative attended the January 14, 2004 Roundtable meeting to address one of the recommendations (altitude increase) and indicated that there was a possibility that this suggestion could be considered in the upcoming FAA Airspace Redesign Project

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 FAA conducted the Metroplex project in lieu of the Airspace Redesign Project, which had been delayed for several years due to funding shortages
- Since the objective for the Metroplex Project was similar to that of the Airspace Redesign Project, the Roundtable took the opportunity to provide the FAA with some recommendations to help reduce overflights of Monterey Park
- As described during an earlier presentation tonight, a Finding of No Significant Impact and Record of Decision (FONSI ROD) was issued for the Final SoCal Metroplex EA on August 31, 2016
 - FAA considered the Roundtable's recommendations to address concerns associated with the Extended Downwind Approach

Monterey Park's July 13, 2016 Recommendations



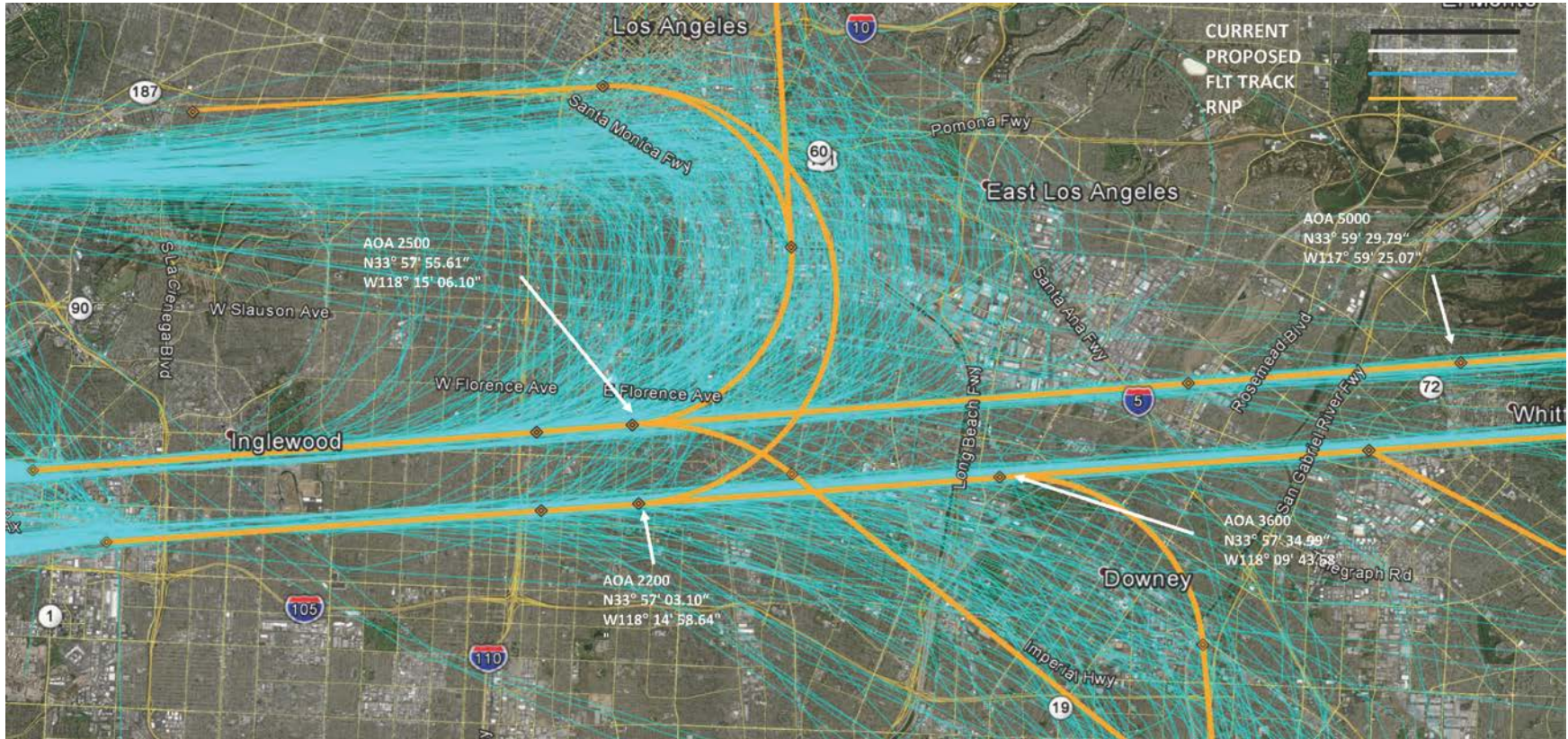
7. Hold regular workshops and collaborate with FAA (both LAX Tower & TRACON) to incorporate the 1999 Monterey Park recommendations into the current procedures or the draft Metroplex Project implementation plan

- It can take several years to develop new approach procedures and move them through the National Environmental Policy Act (NEPA) process
- As shown in the following slide, the North Downwind Required Navigation Performance (RNP) is a Metroplex procedure that has the potential to benefit the residents of Monterey Park

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



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

- 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
- Given the fact that Monterey Park is outside of the CNEL 65 dB contour for LAX, there is no impetus from a noise standpoint for the FAA to change procedures on the basis of noise alone

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
- ANCA represented a huge financial investment for the airlines and required a guarantee that these newer, quieter aircraft would not be subject to local restrictions
- 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
- A repeal of ANCA would undermine the basis for the investment airlines made in quieter technology and could return the nation to pre-ANCA, hodge-podge of locally-based noise restrictions, which had severe impact on interstate commerce

Monterey Park's July 13, 2016 Recommendations



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

- 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
- 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

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