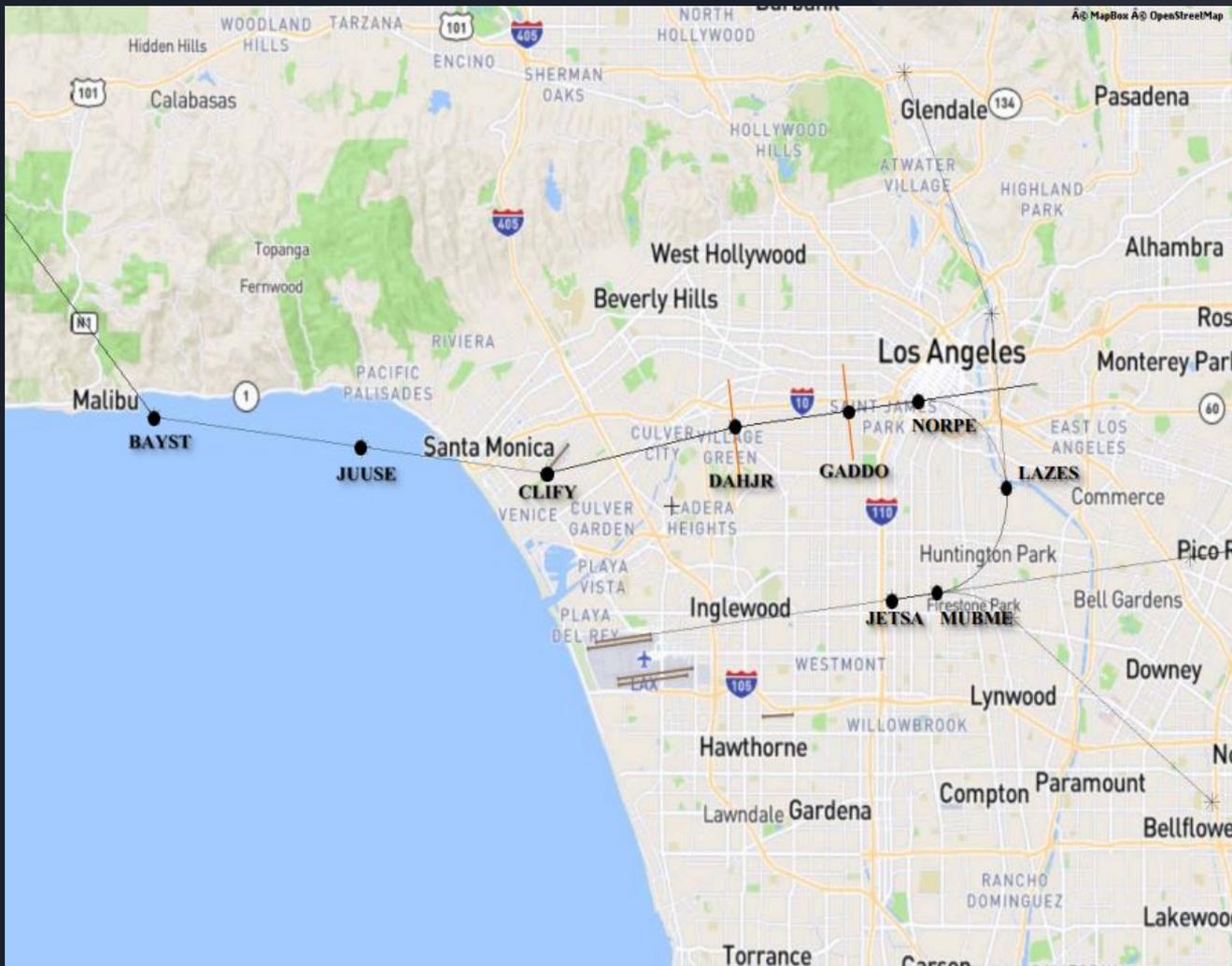




# LAX Metroplex / Wide Area Ad Hoc Committee

July 2018 LAX Noise Roundtable

1. DAHJR Flight Data, May & June 2018
  2. Recap of May 8 and May 17 meetings with FAA, commitments
  3. Recap of July 9 meeting, outstanding commitments
  4. CVFPs: What they are, How they can help
- 



# North Downwind Arrival Flight Paths



# 1. 6000 Foot Alt +/- 300 at DAHJR - Mar '18 to Apr '18

## March 1-31, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	902	9.7%	65.0%
6000-6299	2346	25.2%	
5700-5999	2817	30.2%	
5500-5699	1034	11.1%	35.0%
5000-5499	1474	15.8%	
4500-4999	554	5.9%	
4000-4499	139	1.5%	
3500-3999	49	0.5%	
3000-3499	10	0.1%	
2500-2999	3	0.0%	
<2500	0	0.0%	
<b>Grand Total</b>	<b>9328</b>	<b>100%</b>	

## April 1-30, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	782	8.5%	64.1%
6000-6299	2371	25.8%	
5700-5999	2739	29.8%	
5500-5699	1156	12.6%	35.9%
5000-5499	1504	16.4%	
4500-4999	478	5.2%	
4000-4499	126	1.4%	
3500-3999	28	0.3%	
3000-3499	9	0.1%	
2500-2999	4	0.0%	
<2500	0	0.0%	
<b>Grand Total</b>	<b>9197</b>	<b>100%</b>	

# 1. 6000 Foot Alt +/- 300 at DAHJR - May '18 to Jun '18

**ANOMS Gate Penetration - DAHJR**  
May 1-23, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	500	6.8%	66.5%
6000-6299	2114	28.7%	
5700-5999	2294	31.1%	
5500-5699	894	12.1%	
5000-5499	1130	15.3%	
4500-4999	332	4.5%	
4000-4499	83	1.1%	
3500-3999	22	0.3%	
3000-3499	7	0.1%	
2500-2999	0	0.0%	
<2500	0	0.0%	
<b>Grand Total</b>	<b>7376</b>	<b>100%</b>	33.5%

Prepared by: LAWA Noise Management

\*Data source: LAX ANOMS

**ANOMS Gate Penetration - DAHJR**  
May 24-31, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	205	7.8%	67.5%
6000-6299	793	30.2%	
5700-5999	774	29.5%	
5500-5699	293	11.2%	
5000-5499	390	14.9%	
4500-4999	121	4.6%	
4000-4499	29	1.1%	
3500-3999	15	0.6%	
3000-3499	3	0.1%	
2500-2999	1	0.0%	
<2500	0	0.0%	
<b>Grand Total</b>	<b>2624</b>	<b>100%</b>	32.5%

Prepared by: LAWA Noise Management

\*Data source: LAX ANOMS

**ANOMS Gate Penetration - DAHJR**  
Jun 1-30, 2018

Altitude MSL (ft)	Count of Ops*	% of Ops	% of Ops Between Altitudes
>6300	794	8.1%	65.1%
6000-6299	2628	26.8%	
5700-5999	2959	30.2%	
5500-5699	1258	12.8%	
5000-5499	1536	15.7%	
4500-4999	480	4.9%	
4000-4499	111	1.1%	
3500-3999	24	0.2%	
3000-3499	9	0.1%	
2500-2999	0	0.0%	
<2500	0	0.0%	
<b>Grand Total</b>	<b>9799</b>	<b>100%</b>	34.9%

Prepared by: LAWA Noise Management

\*Data source: LAX ANOMS

# 1. Below 5000 Foot Alt at DAHJR (0100-0500) - May '18

## DAHJR Analysis for May 2018

Date (local)	Time (local)	Aircraft	Altitude	Count of Aircraft	Aircraft ID
5/4/2018	3:49:12 AM	AAR286	4200	1	
	4:11:57 AM	UAL1281	4000	1	
	4:42:23 AM	PAC718	5000	1	
	4:53:35 AM	FDX1814	4600	1	
5/11/2018	4:56:32 AM	DAL2116	4800	1	
5/24/2018	1:52:22 AM	EJA394	4000	1	
	1:56:50 AM	FDX5084	4800	1	
5/27/2018	1:24:56 AM	HAL62	4900	1	
	4:38:36 AM	UAL1147	4900	1	
<b>Grand Total</b>				<b>9</b>	



# 1. Below 5000 Foot Alt at DAHJR (0100-0500) - June '18

## DAHJR Analysis for June 2018

Date (local)	Time (local)	Aircraft	Altitude	Count of Aircraft ID
6/1/2018	3:24:58 AM	FDX1876	5000	1
	3:52:22 AM	FDX1869	4900	1
6/2/2018	3:12:16 AM	CAL5156	4700	1
	4:11:27 AM	FDX1876	4700	1
	4:36:52 AM	UAL1147	4900	1
	4:42:27 AM	PAC716	4700	1
	4:44:31 AM	UAL1292	4700	1
	4:46:17 AM	UAL534	4800	1
	4:54:17 AM	UAL1706	4700	1
6/3/2018	3:04:45 AM	FGR600	4700	1
6/6/2018	2:01:55 AM	FDX1876	4100	1
6/8/2018	4:07:56 AM	UAL1281	4900	1
	4:36:24 AM	UAL1147	4400	1
6/13/2018	1:50:05 AM	FDX1876	5000	1
6/14/2018	1:52:25 AM	UAL1231	5000	1
	1:56:23 AM	FDX1876	4900	1
6/15/2018	3:55:43 AM	FDX1869	3700	1
6/20/2018	4:07:23 AM	AAL266	4700	1
6/23/2018	1:19:50 AM	DAL1335	5000	1
6/27/2018	1:56:03 AM	SOO097	4800	1
6/28/2018	4:16:49 AM	FDX1151	5000	1
<b>Grand Total</b>				<b>21</b>



## 2. Recap of May 8 and and May 17 meetings with FAA, commitments

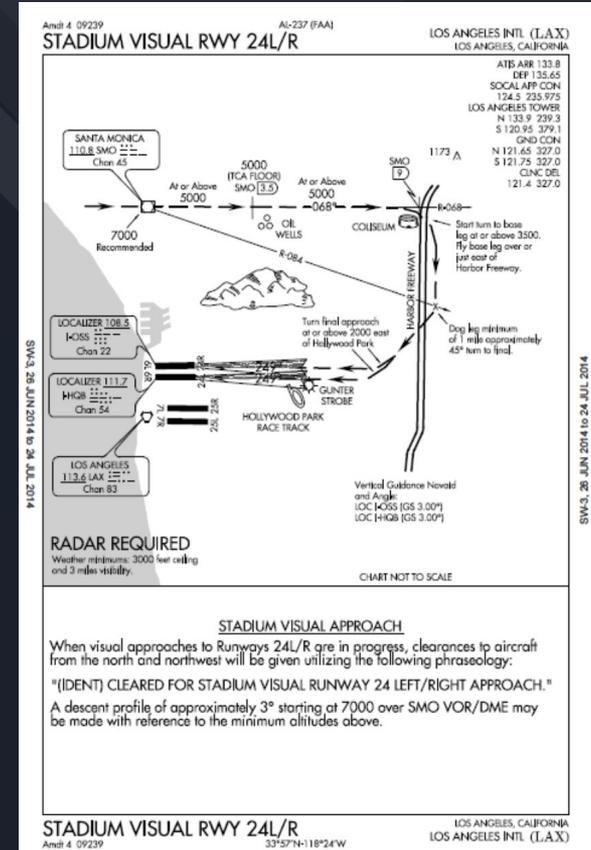
- FAA will research and gather information for the workgroup about equipage levels for RNP in the arrival time 1 to 5AM. What % of 1-5AM flights are RNP ready?
- In an effort to address aircraft flying below 5,000 feet at DAHJR waypoint between 1 & 5 AM, the FAA will promote increased use of the RNP arrival. This will require at minimum: Air traffic controller workforce discussions and briefings, real-time runway approach in use notifications to airborne traffic, and pilot/airline outreach.
- FAA will research whether ATC can assign altitude between 5000 and 6000 feet to flights at the DAHJR waypoint not on RNP, between 1AM to 5 AM and report back to the Ad Hoc Area Wide Metroplex Committee
- FAA will continue to analyze data on flights between 1 & 5AM and share information with the workgroup about RNP usage, altitude performance of all flights, causes of low flights below 5,000 feet, rates of descent for low flights, distance flown by low flights from DAHJR to stabilization at 2400 feet for final approach, and the control instructions issued.
- Next meeting of the ad hoc is scheduled for July 9, 2018.
- Agreement to get us a copy of SOPs

### 3. Recap of June 9 meeting, outstanding commitments

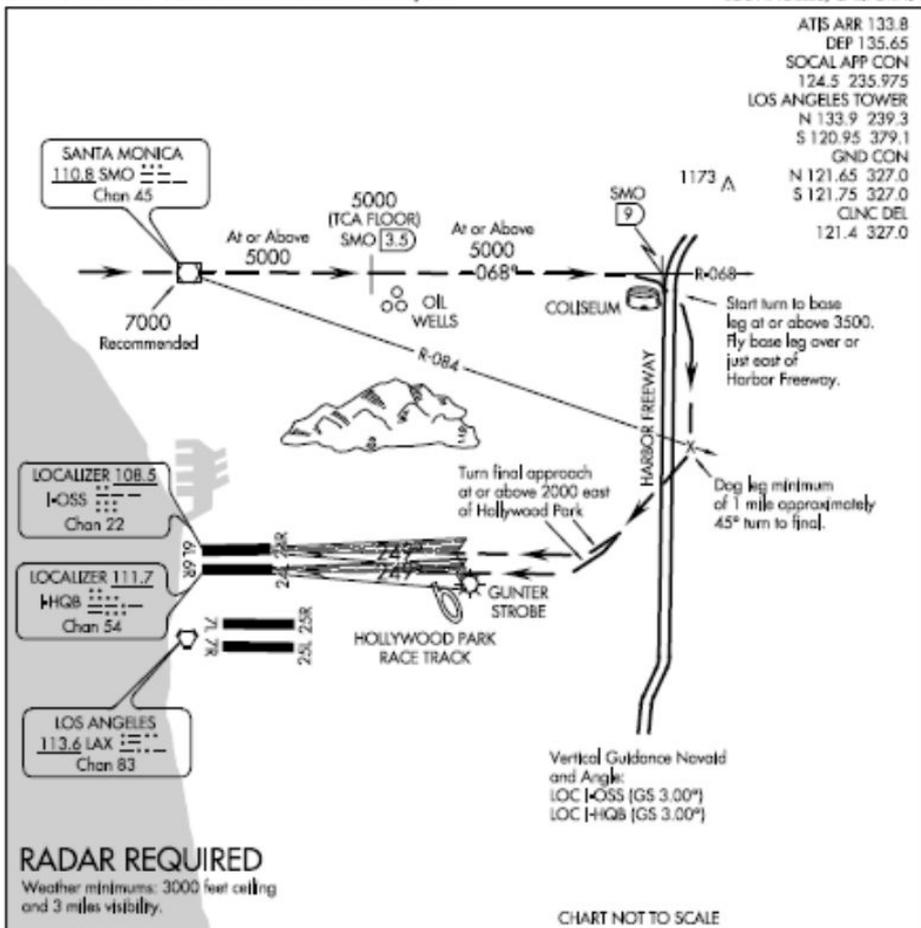
- FAA will research and gather information for the workgroup about equipage levels for RNP in the arrival time 1 to 5AM. What % of 1-5AM flights are RNP ready?
- In an effort to address aircraft flying below 5,000 feet at DAHJR waypoint between 1 & 5 AM, the FAA will promote increased use of the RNP arrival. This will require at minimum: Air traffic controller workforce discussions and briefings, real-time runway approach in use notifications to airborne traffic, and pilot/airline outreach. This began in May, low estimated impact due to low RNP usage
- FAA will research whether ATC can assign altitude between 5000 and 6000 feet to flights at the DAHJR waypoint not on RNP, between 1AM to 5 AM and report back to the Ad Hoc Area Wide Metroplex Committee FAA will begin assigning all flights between 1 & 5 AM over DAHJR a minimum height of 5000 beginning August 30
- FAA will continue to analyze data on flights between 1 & 5 AM and share information with the workgroup about RNP usage, altitude performance of all flights, causes of low flights below 5,000 feet, rates of descent for low flights, distance flown by low flights from DAHJR to stabilization at 2400 feet for final approach, and the control instructions issued. No analysis to date has been provided, despite promises since March 2018
- Agreement to get us a copy of SOPs Made our RT file a FOIA request, still outstanding

## 4. CVFPs: What they are, How they can help

- CVFP = Charted Visual Flight Procedures
- Set parameters for Air Traffic Control to bring flights in via visual approach, which many LA inbound flights still are
- Still in place in some areas that have implemented Metroplex
- LAX had CVFPs for North Arrivals until March 2015.
- Old LAX CVFPs set 5000 foot Min Alt near where DAHJR is today



## STADIUM VISUAL RWY 24L/R

LOS ANGELES INTL (LAX)  
LOS ANGELES, CALIFORNIA

## 4. CVFPs: How they can help

<b>ORDER</b>	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	7110.79D
		NOV 15 2001
<b>SUBJ: CHARTED VISUAL FLIGHT PROCEDURES</b>		
<p><b>1. PURPOSE.</b> This order establishes criteria for developing charted visual flight procedures (CVFP) when required for environmental/noise considerations and/or, when necessary, for the safety and efficiency of air traffic operations.</p> <p><b>2. DISTRIBUTION.</b> This order is distributed to the division level of the Air Traffic and Flight Standards Services in Washington headquarters; Office of Airport Safety and Standards; Office of Communications, Navigation, and Surveillance Systems; division level of the regional Air Traffic and Flight Standards Services, National Flight Procedures Office (NFPO); the Regulatory Standards and Compliance Division at the Mike Monroney Aeronautical Center, all air traffic control (ATC) facilities; and special military and public addresses.</p> <p><b>3. CANCELLATION.</b> Order 7110.79C, Chaired Visual Flight Procedures, dated January 29, 1985, is cancelled.</p> <p><b>4. ACTION.</b> When local airport management has identified noise sensitive areas resulting from aircraft operations, or that safety and efficiency may need to be improved, and the ATC facility manager determines that a CVFP would mitigate aircraft noise or improve safety and efficiency, action may be initiated in accordance with Paragraph 8, Program. The regional Air Traffic Division (ATD) shall review proposed and existing CVFPs to ensure compatibility with paragraph 8 and Paragraph 9, Criteria.</p> <p><b>5. BACKGROUND.</b></p> <p>a. The Aviation Noise Abatement Policy and Order 1050.11, Noise Control Plans, place primary responsibility on the airport proprietor for planning and implementing action designed to reduce the affect of noise on residents of the surrounding area. Under this authority, airport proprietors may propose arrival noise abatement flight tracks which may be adopted by the Federal Aviation Administration (FAA) if they are safe and consistent with efficient airspace management.</p> <p>b. Visual approaches have been in use for many years. They are an operational technique designed to safely and expeditiously move air traffic. In addition to conventional visual approach procedures, it has been necessary to specify routes/altitudes to enhance noise abatement or improve safety and efficiency at some locations. CVFPs have been developed to provide a pictorial display of these visual arrival routes.</p>		
Distribution: ZAT-710	Initiated By: ATP-104	

<b>ORDER</b>	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	7110.79D
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## 4. CVFPs: How they can help

**4. ACTION.** When local airport management has identified noise sensitive areas resulting from aircraft operations, or that safety and efficiency may need to be improved, and the ATC facility manager determines that a CVFP would mitigate aircraft noise or improve safety and efficiency, action may be initiated in accordance with Paragraph 8, Program. The regional Air Traffic Division (ATD) shall review proposed and existing CVFPs to ensure compatibility with paragraph 8 and Paragraph 9, Criteria.

### 5. BACKGROUND.

a. The Aviation Noise Abatement Policy and Order 1050.11, Noise Control Plans, place primary responsibility on the airport proprietor for planning and implementing action designed to reduce the affect of noise on residents of the surrounding area. Under this authority, airport proprietors may propose arrival noise abatement flight tracks which may be adopted by the Federal Aviation Administration (FAA) if they are safe and consistent with efficient airspace management.

b. Visual approaches have been in use for many years. They are an operational technique designed to safely and expeditiously move air traffic. In addition to conventional visual approach procedures, it has been necessary to specify routes/altitudes to enhance noise abatement or improve safety and efficiency at some locations. CVFPs have been developed to provide a pictorial display of these visual arrival routes.

## 4. CVFPs: How they can help

9. CRITERIA. Comply with the following criteria to ensure safety is not compromised:

k. When altitudes are deemed necessary, recommended altitudes may be established to indicate the noise abatement profile; minimum altitudes may be established to contain an aircraft above the floor of Class B airspace. Chart the minimum number of altitudes required to accomplish the procedure. Altitudes shall not be established for air traffic separation.