

July 10th LAX/Community Noise Roundtable Meeting Summary: At the July 10th Roundtable meeting, the Los Angeles World Airport (LAWA) Staff distributed passenger jet overflight and altitude data for the Palos Verdes Peninsula, which recorded 439 overflights in May and 452 overflights in June (see attachment). The City's Staff representative noted for the Federal Aviation Administration Staff present that evening, that the Roundtable had passed a motion on March 14, 2018 requesting air traffic controllers vector passenger jets from the OSHNN flight path beginning east of the HOLTZ waypoint in order to avoid the Peninsula (see attached map and letter). LAWA stated that the City of Los Angeles would hire an aviation consultant to review the various community proposals. The Roundtable facilitator gave presentations on the science of aircraft noise and emerging aircraft technologies. [Click here](#) at LAWA's website for more information about the Roundtable, Agendas, Recaps, Presentations & Other Materials, Correspondences and Meeting Recordings. The next Roundtable meeting will begin at 6:30 p.m. on September 11th at the Los Angeles International Airports (LAX) Clifton A. Moore Administration Building at 1 World Way.

Planning Commission Agenda: See attached draft agenda for the upcoming Planning Commission meeting on Tuesday, July 23, 2019.

Attachments:

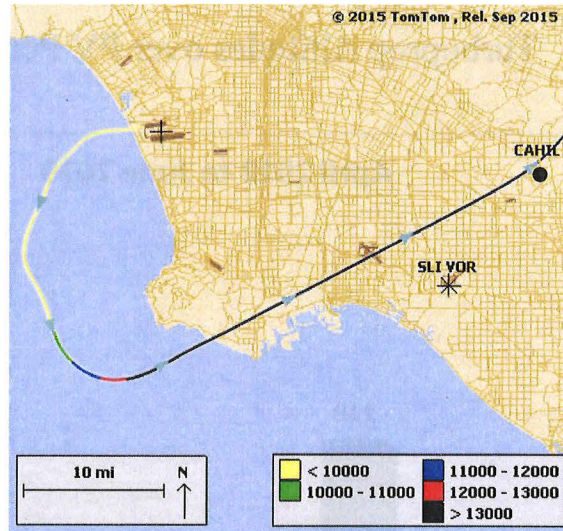
Passenger jet Peninsula overflight and altitude data for May and June, 2019 – Page 23
Map OSHNN SID with HOLTZ waypoint – Page 25
LAX/Community Noise Roundtable letter to the FAA dated May 23, 2018 – Page 27
Draft Planning Commission Agenda for July 23, 2019 – Page 30

RECREATION & PARKS

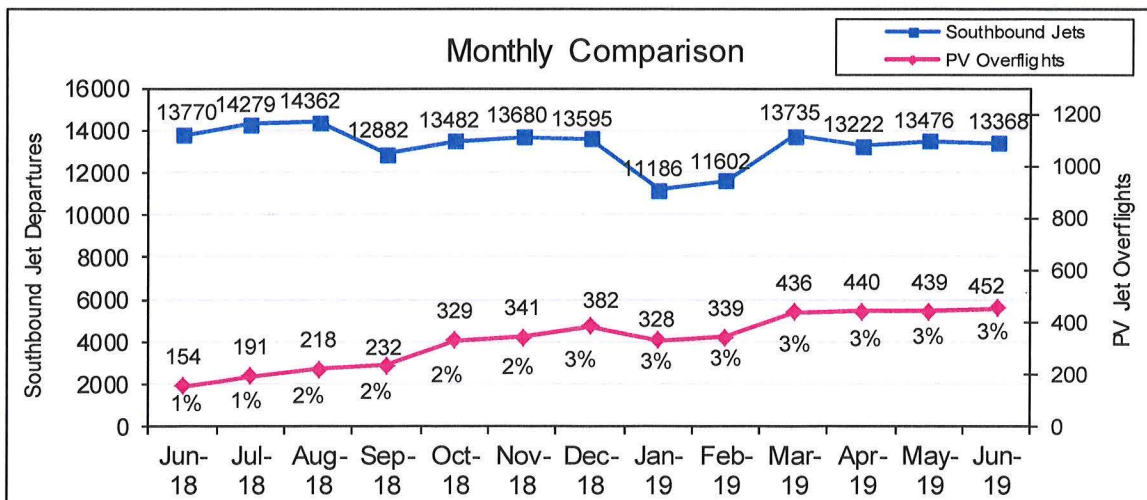
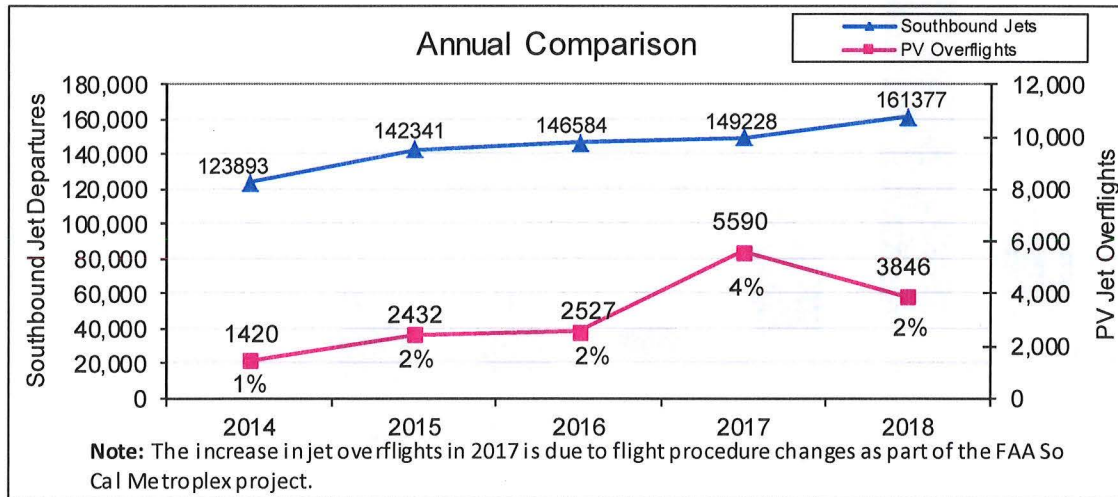
Movie in the Park: Parks and Recreation month continues with more fun and entertainment. Our second Movie in the Park is being held at the Point Vicente Park/Civic Center this Saturday. Activities from Gymnastics Fun begin at 6:30 pm and the movie, "Small Foot" will be showing at 8:00 p.m. (or shortly after sunset). A Taco food truck will be on site along with Tasty Block food truck providing desserts and hot or cold beverages. Prizes and glow-in-the-dark giveaways will be available to all who join.



Sample Jet Departure Flight Track Over PV Peninsula

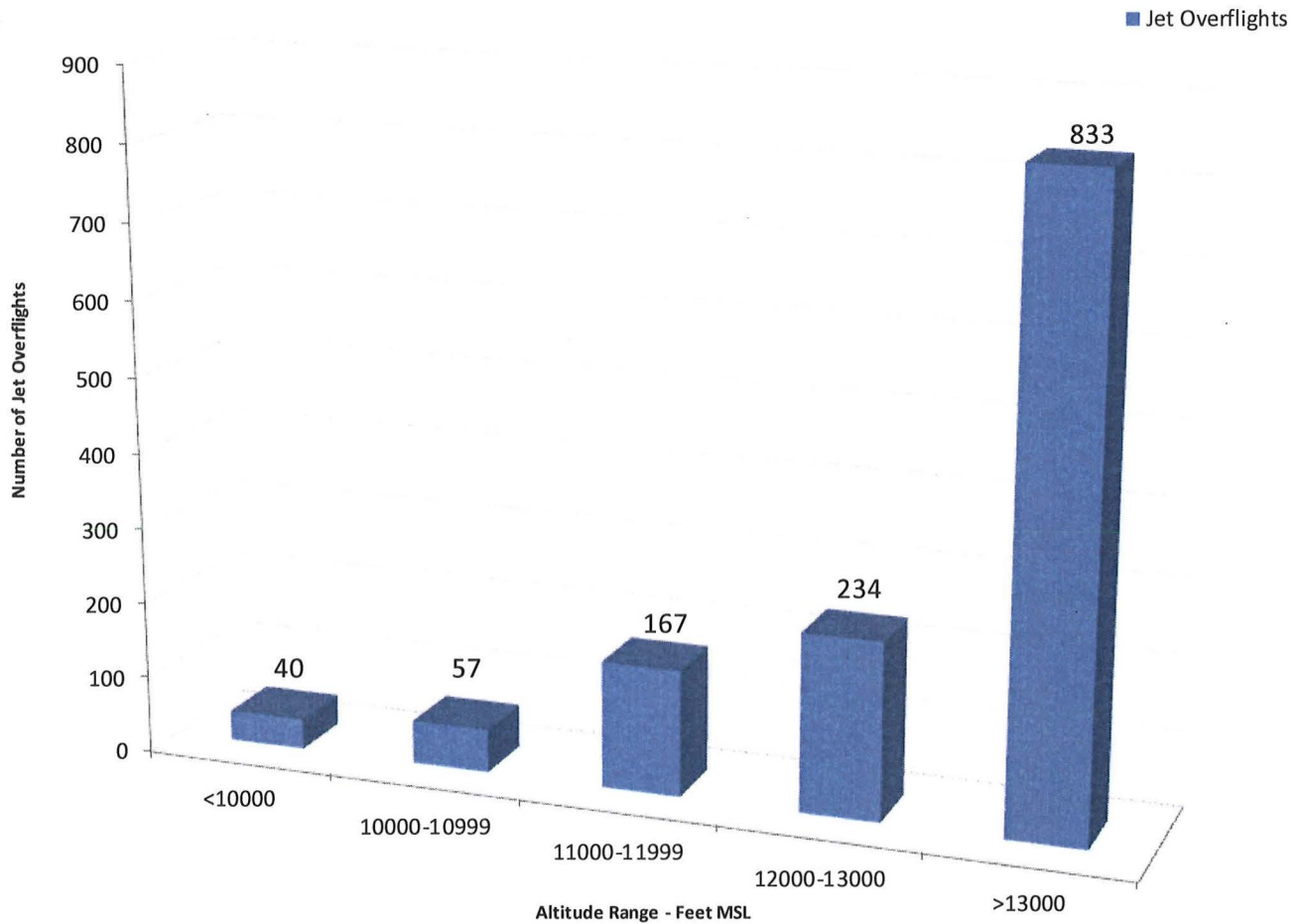


The graphs below show the total number of jets turning south upon departure from LAX and the number of those departures that fly over the Palos Verdes Peninsula.



Jet Altitudes over PV Peninsula

April 2019 to June 2019



OSHNN EIGHT DEPARTURE (RNAV)
(OSHNN8.OSHNN) 17AUG17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

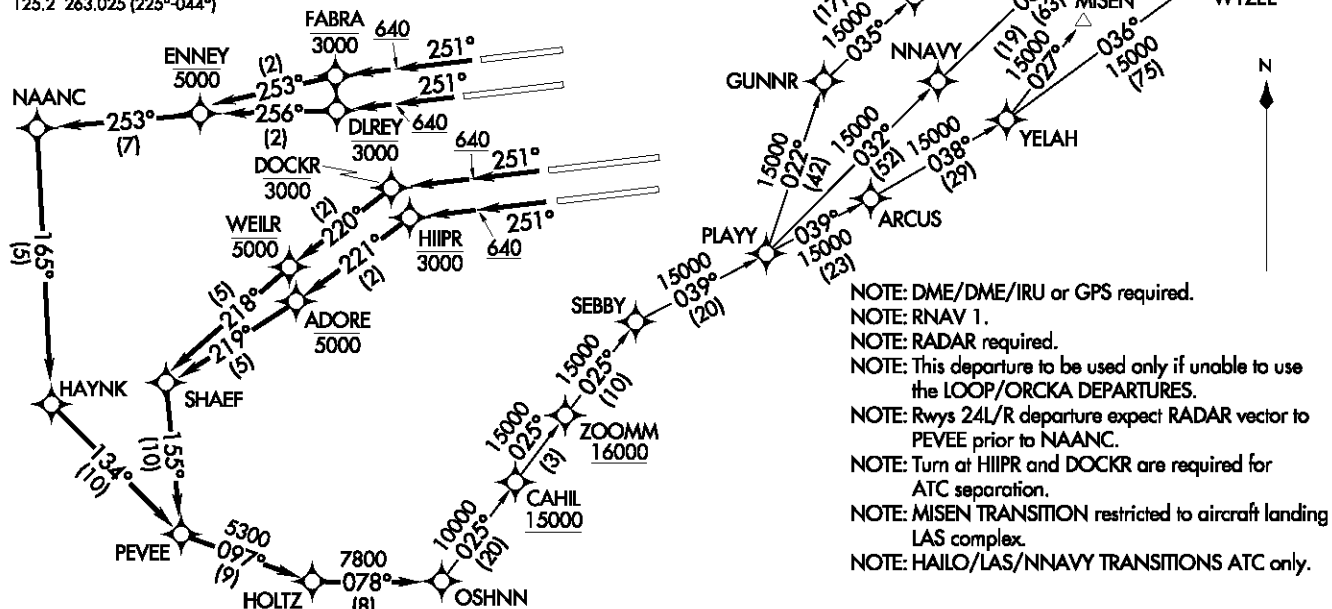
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)

TOP ALTITUDE:
17000

TAKEOFF MINIMUMS

Rwys 6L/R, 7L/R: NA-ATC.

Rwys 24L/R, 25L/R: Standard with minimum climb
of 500' per NM to 640.



NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: This departure to be used only if unable to use the LOOP/ORCKA DEPARTURES.

NOTE: Rwys 24L/R departure expect RADAR vector to PEVEE prior to NAANC.

NOTE: Turn at HIIPR and DOCKR are required for ATC separation.

NOTE: MISEN TRANSITION restricted to aircraft landing LAS complex.

NOTE: HAILO/LAS/NAVY TRANSITIONS ATC only.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(OSHNN8.OSHNN) 17341
OSHNN EIGHT DEPARTURE (RNAV)

AL-237 (FAM)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to OSHNN, thence. . . .

. . . .on (transition). Maintain 17000. Expect filed altitude five minutes after departure.

BEALE TRANSITION (OSHNN8.BEALE)

HAILO TRANSITION (OSHNN8.HAILO)

LAS VEGAS TRANSITION (OSHNN8.LAS)

MISEN TRANSITION (OSHNN8.MISEN)

NNAVY TRANSITION (OSHNN8.NNAVY)



May 23, 2018

Daniel K. Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Ave, S.W.
Washington, DC 20591

Dear Mr. Elwell:

The FAA recently began to engage with the LAX Community Roundtable in discussions about noise impacts from the North Arrival procedures into LAX in the new SoCal Metroplex. When the Roundtable first began communicating with the FAA about the new noise problems resulting from the Metroplex, we explained that we were addressing North Arrivals altitudes over the City of Los Angeles first (especially waypoint DAHJR), but that this was not the only issue prompting numerous complaints from area residents and communities.

We are writing now to bring a second Metroplex related problem to your attention and to request that the FAA please work with us to resolve it.

There has been a significant uptick in noise complaints about a dramatic increase in jet overflights across the Palos Verdes Peninsula from LAX departures. The Palos Verdes Peninsula is South of LAX. Problems from overflights were mitigated many years ago. The new Metroplex procedures were not supposed to increase overflights. In fact, they were promised to decrease overflights.

Unfortunately, as with the problem of North Arrival flights not meeting the assigned altitude restriction at DAHJR, the new SID procedures that were to direct flights around Palos Verdes Peninsula have not been followed in a large number of cases. Overflights have dramatically increased contrary to promises and published procedures. It looks to us like there might be some common problems of implementation at the local level, maybe with ATC or in the Standard Operating Procedures that perhaps were revised to implement the Metroplex.

In order to address noise impacts associated with turboprop and jet aircraft flying above the Palos Verdes Peninsula, on March 14, 2018, the LAX Community Noise Roundtable voted unanimously to transmit three specific requests to the FAA:

1. Air traffic controllers to adhere to the OSHNN8 published procedure.

The Southern California Metroplex was not supposed to alter the long-standing mitigation that has jets departing LAX southbound fly around the Palos Verdes Peninsula, rather than fly over the Peninsula, between 9PM and 7AM. The new SID OSHNN8 was not supposed to change this noise abatement procedure.

Noise studies conducted by the FAA prior to Metroplex implementation predicted there would be a reduction in noise on the Palos Verdes Peninsula under the new SID OSHNN8 procedure.

According to the Los Angeles World Airports (LAWA) statistics, Peninsula jet overflights averaged less than 200 per month prior to Metroplex implementation. Unfortunately, after Metroplex implementation, Peninsula jet overflights have more than doubled to 455 Peninsula overflights per month. This is affecting four cities on the Peninsula in addition to the City of Los Angeles San Pedro. Therefore, the Roundtable requests that air traffic controllers adhere to the OSHNN8 published procedure as presented during the Southern California Metroplex public hearings and Environmental Noise Assessment studies.

2. When necessary for spacing, air traffic controllers vector jets from the OSHNN8 procedure beginning east of the HOLTZ WAYPOINT.

The Roundtable understands that air traffic controllers sometimes need to vector jets from published procedures for safety. However, the Roundtable has been presented with evidence from a City of Rancho Palos Verdes citizen and the Roundtable representative for Rancho Palos Verdes that suggests some or much of the vectoring is not necessitated by safety concerns or traffic congestion. Recordings of air traffic controller communications with pilots and recordings of flight radar video show a frequent lack of surrounding aircraft when jets were vectored. This makes us wonder whether air traffic controllers are vectoring based on convenience.

The Roundtable notes that SCT standard operating procedure 8-3-2.a delineates distance and altitude policies when vectoring near or over the Peninsula. Therefore, the Roundtable requests when that, when necessary for legitimate spacing, air traffic controllers vector jets from the OSHNN8 procedure beginning east of the HOLTZ WAYPOINT. This will allow jets to overfly the ocean instead of the Peninsula and follow the OSHNN8 noise abatement procedure more closely.

3. Air traffic controllers raise the 5,000-foot altitude restriction on Mokulele Airlines' Cessna Caravan turbo propellers overflying the Palos Verdes Peninsula.

On July 12, 2017, LAWA staff noted that air traffic controllers were limiting Mokulele Cessna Caravan turbo propellers from overflying the Peninsula higher than 5,000 feet. The effect of the altitude restriction is lowering the oldest, loudest aircraft closest to Peninsula residents, which is exacerbated by early morning freight deliveries.

The Roundtable is not requesting a redesign of the Class Bravo airspace similar to RT letters written to the FAA in February 2004 and September 2012. Instead, the Roundtable notes a range of altitude between 5,000 feet to 9,000 feet which other turbo propellers overfly the Peninsula.

Even raising the altitude 1000-2000 feet for the Mokulele turbo propellers would help reduce the noise impact on Peninsula residents; therefore, the Roundtable requests that air traffic

controllers raise the 5,000-foot altitude restriction on Mokulele Airlines' Cessna Caravan turbo propellers overflying the Palos Verdes Peninsula.

Please give these requests serious consideration as the noise impacts affecting these communities have drastically increased and diminished the quality of life for many on the Palos Verdes Peninsula and the City of Los Angeles San Pedro. Thank you for your continued cooperation with the Roundtable.

Sincerely,



Denny Schneider
Chair, LAX Community Noise Roundtable



Geoff Thompson
Ad Hoc Committee Chair

Copy:

Tamara Swann, Western-Pacific Region Deputy Regional

Ad Hoc Committee Recommendations for key FAA Air Traffic Control Managers and Air Traffic Controllers from San Diego and Palmdale and key political stakeholders