

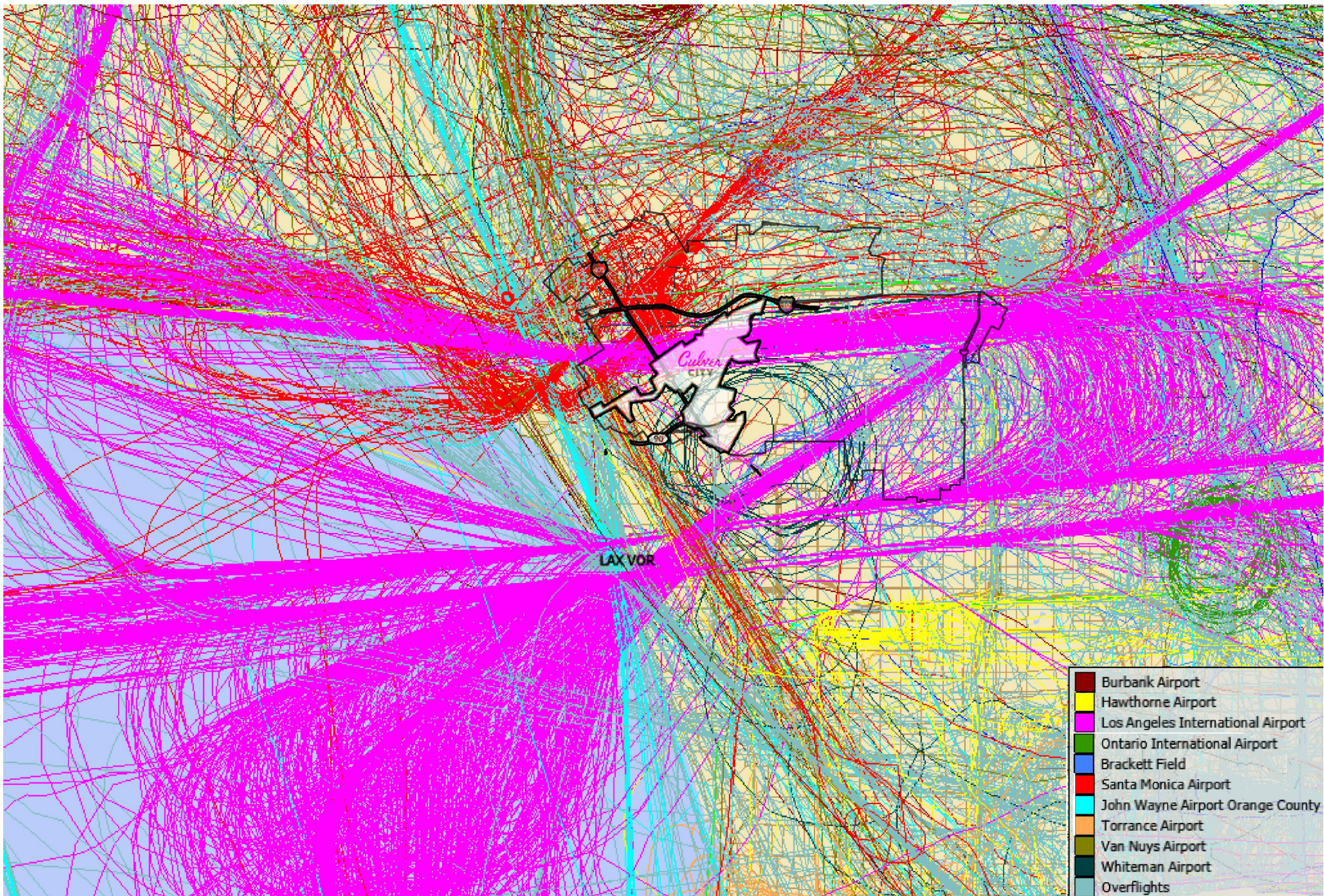
# Report on Culver City Aircraft noise

Overflight Presentation 2/24/2015

June Lehrman  
Stephen Murray



July 11, 2012: 5241 total flight tracks



# Responsibility for airspace issues

- FAA is responsible for altitudes and flight paths.
- SOCALTRACON (Southern California Traffic Control) administer airspace up to 13,000 ft over Culver City.
- LAX must accept noise complaints.
- LAX has to apply to FAA to change altitude and flight path changes.

# Noise 101

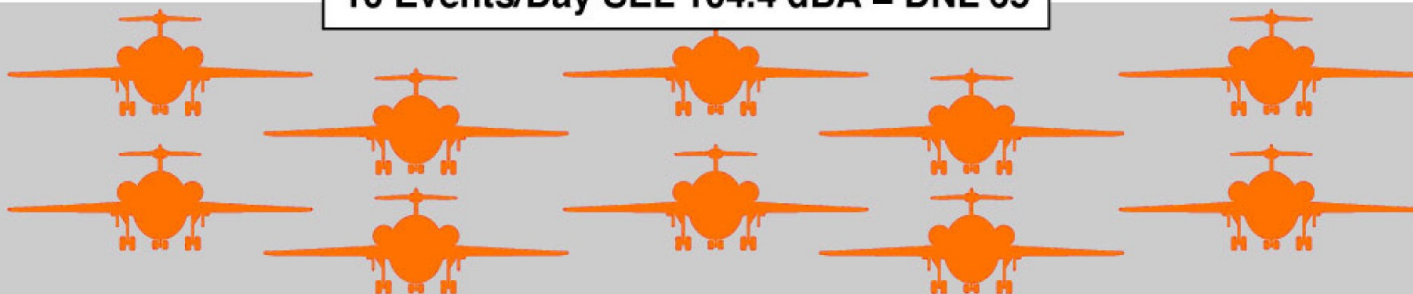
- Noise is an unwanted sound
- People perceive Airplane noise as being from individual planes, yet it is measured over time
- Sound pressure is measured in Decibels, a logarithmic scale.
- Day-Night Level measures by averaging all planes over 24 hours and applying a +10dB penalty between 10pm and 7am.
- FAR Part 150: DNL 65 “normally compatible” with residential land use

## Identical DNL Levels

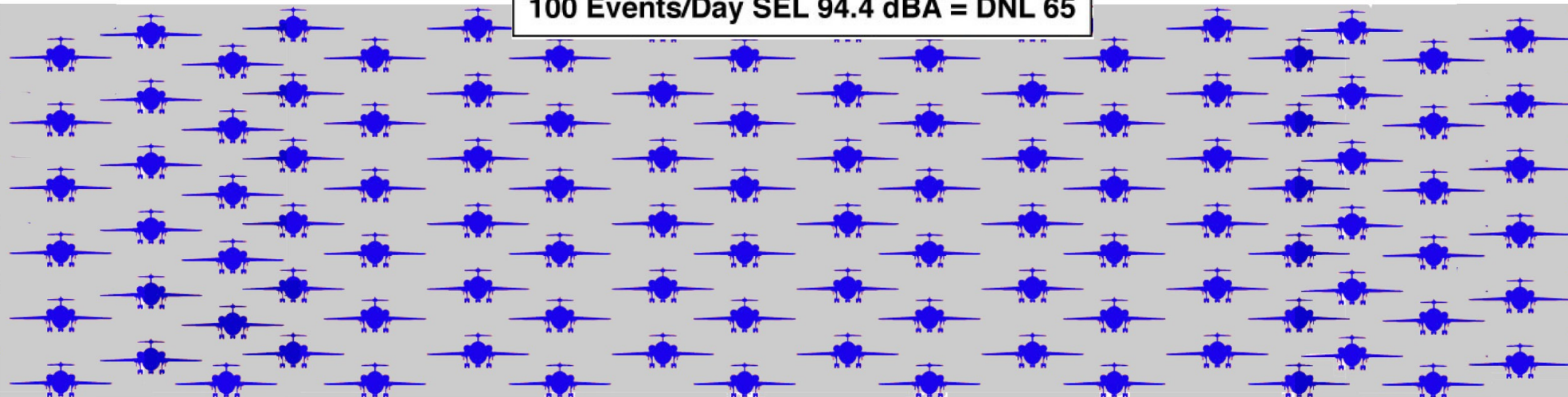
1 Event/Day SEL 114.4 dBA = DNL 65



10 Events/Day SEL 104.4 dBA = DNL 65



100 Events/Day SEL 94.4 dBA = DNL 65



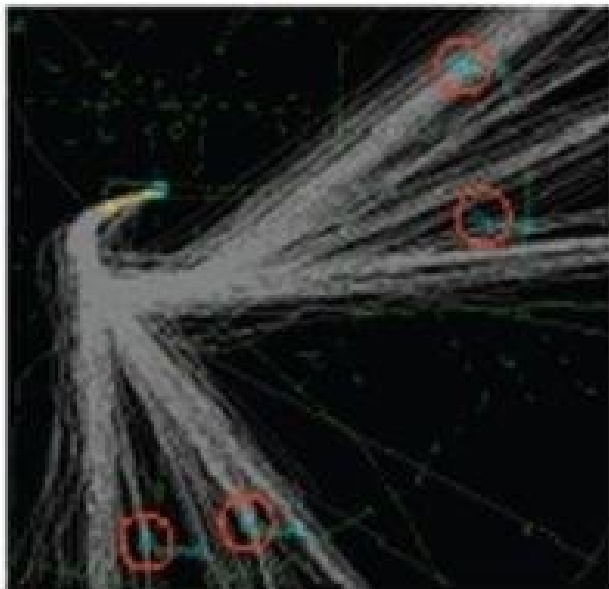
# NextGen Air Traffic Control System

- NextGen involves a movement from World War II era VOR radio beacons to Satellite/GPS navigation.
  - Allows more planes in air
  - Closer spacing between planes
  - Narrower band of airspace
  - Uses less fuel due to more direct flight paths
  - Continuous descent approach rather than a stepped descent
  - Allows increase in number of Arrivals & Departures
- In 2012 Congress fast-tracked the roll out of NextGen by exempting it from normal environmental impact reviews and public hearings
  - Unless there is “a division of an established community.”

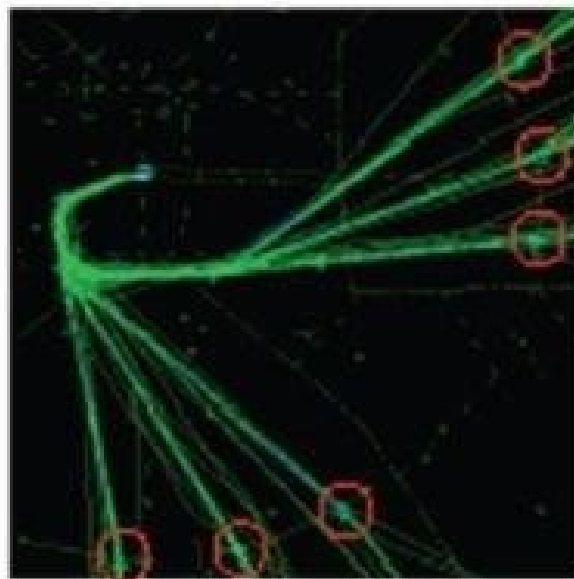
# New and More Concentrated Noise

RNAV/RNP is a central tenet of NextGen operational changes that would allow aircraft to maintain precisely defined flight paths approaching a runway.

Before



After



- More precise navigation can reduce fuel burn/ emissions and noise exposure

- Concentration of flight tracks could also increase noise exposure in some areas

- Could also effect surface air quality concentrations

# Optimization of Airspace & Procedures in the Metroplex (OAPM)



- <https://www.youtube.com/watch?v=CHCLLibp9jA&feature=youtu.be>



# Optimization of Airspace & Procedures in the Metroplex (OAPM)

- FAA is implementing NextGen capabilities to improve air traffic flow for 21 Metroplex's, including SoCal. This involves redesigning Airspace:
  - Flight paths between and through metroplexes
  - Create new Standard Terminal Arrival Routes (STAR) and Standard Instrument Departure (SID) flight paths
- SoCal Metroplex includes Santa Barbara, Los Angeles, San Diego, Riverside
- Airspace Redesign Projects (ARP) occurring NOW by teams of FAA, pilots, controllers, airport operations and industry.
- OAPM ARP completes important design stage milestones in 2015.

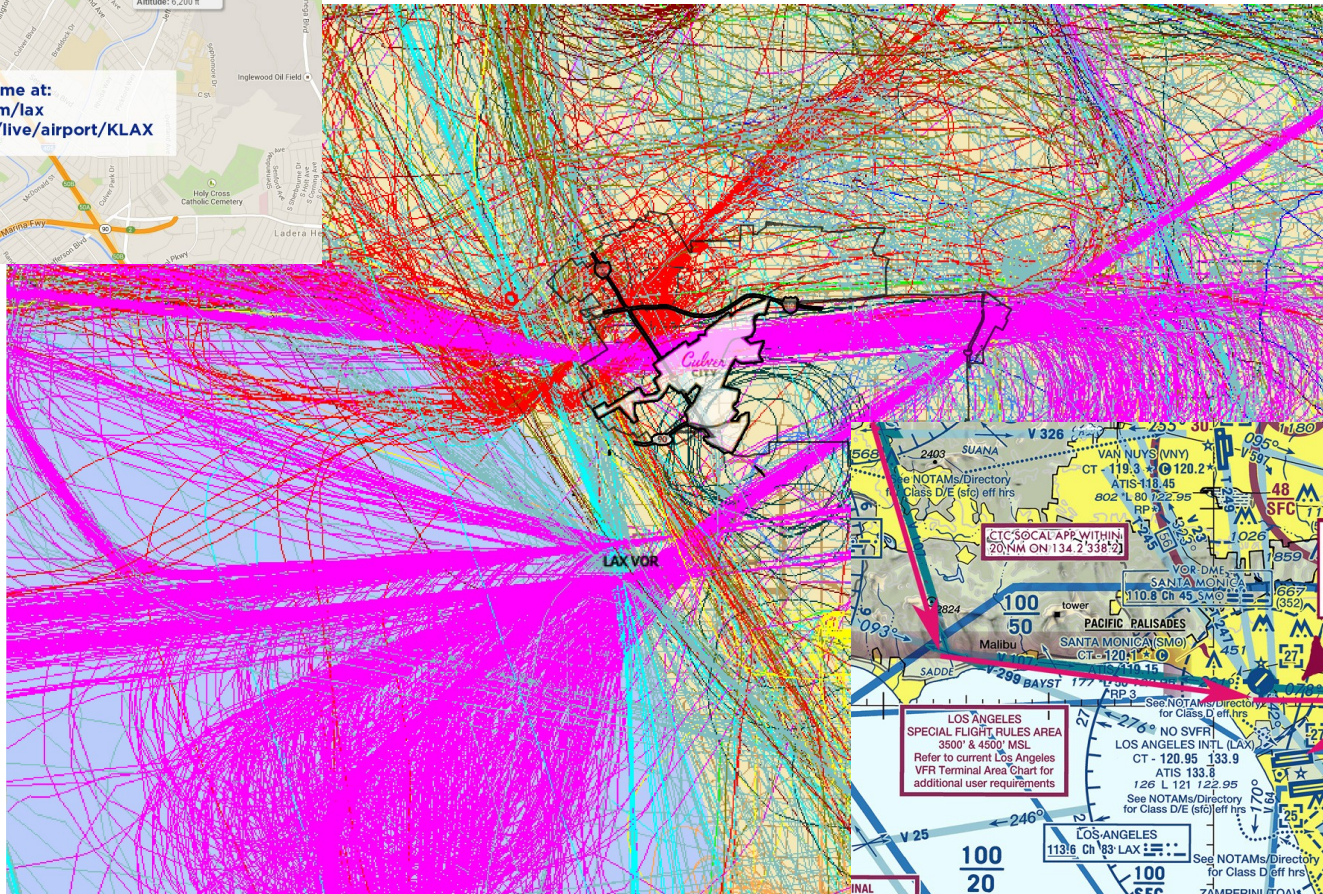
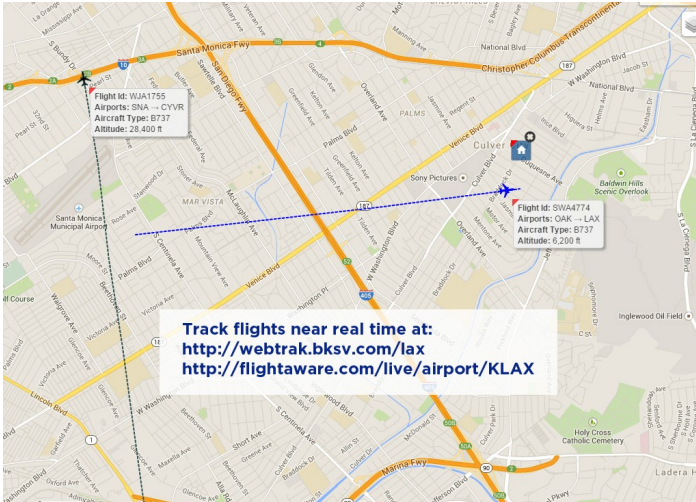
**Optimization of Airspace and Procedures in a Metroplex (OAPM) / Airspace Redesign Projects (ARD)**

<b>AIRPORT</b> <small>Blue Bold = RNP Arpt</small>	<b>ST</b>	<b>IFP</b>	<b>Flight Check SAT Date</b>	<b>Due Date to Flight Check</b>	<b>Due Date to NFDC</b>	<b>Chart Date</b>	<b>Current Status / Location</b>	
<b>So. California Metroplex (OAPM)</b>								
San Diego (KSAN)	CA	COMIX 1 (RNAV STAR)		10/28/2015	12/8/2015	2/4/2016	OAPM	
		ECCHO 1 (RNAV STAR)		10/28/2015	12/8/2015	2/4/2016		
		IIBEE 1 (RNAV STAR)		10/28/2015	12/8/2015	2/4/2016		
		LUCKI 1 (RNAV STAR)		10/28/2015	12/8/2015	2/4/2016		
		MMOTO 1 (RNAV STAR)		10/28/2015	12/8/2015	2/4/2016		
		PLYYA 1 (RNAV STAR)		10/28/2015	12/8/2015	2/4/2016		
		SAYOW 1 (RNAV SID)		10/28/2015	12/8/2015	2/4/2016		
		TOPGN 1 (RNAV STAR)		10/28/2015	12/8/2015	2/4/2016		
		PADRZ 1 (RNAV SID)		10/28/2015	12/8/2015	2/4/2016		
		CWARD 1 (RNAV SID)		10/28/2015	12/8/2015	2/4/2016		
North Island NAS (NZY) / San Diego (SDM)	CA	CHASR 1 (RNAV STAR)		10/28/2015	12/8/2015	2/4/2016	OAPM	
Los Angeles (KLAX)		OLAAA 1 (RNAV STAR)		10/28/2015	12/8/2015	2/4/2016	OAPM	
McCellan-Palomar (KCRO)	CA	LEGOZ 1 (RNAV STAR)		10/28/2015	12/8/2015	2/4/2016		
Los Angeles (KLAX)	CA	PNDAH 1 (RNAV SID)		10/28/2015	12/8/2015	2/4/2016	OAPM	
		TUSTI 1 (RNAV SID)		10/28/2015	12/8/2015	2/4/2016		
		DOTTS 1 (RNAV SID)		10/28/2015	12/8/2015	2/4/2016		
Santa Ana-John Wayne Airport (KSNA)	CA	PIGGN 1 (RNAV SID)		10/28/2015	12/8/2015	2/4/2016	OAPM	
Ontario (KONT)	CA	RAJEE 1 (RNAV STAR)		10/28/2015	12/8/2015	2/4/2016	OAPM	
Long Beach (KLGB)	CA	FRITR 1 (RNAV SID)		10/28/2015	12/8/2015	2/4/2016	OAPM	
		ZOOM 1 (RNAV SID)		10/28/2015	12/8/2015	2/4/2016		
Santa Monica (KSMO)	CA	PEVEE 1 (RNAV SID)		10/28/2015	12/8/2015	2/4/2016	OAPM	
Los Angeles (KLAX)	CA	GARDY 1 (RNAV SID)		10/28/2015	12/8/2015	2/4/2016	OAPM	
Ontario (KONT)	CA	SNSHN 1 (RNAV SID)		10/28/2015	12/8/2015	2/4/2016	OAPM	
	CA	V 66 - T-ROUTE		10/28/2015	12/8/2015	2/4/2016	OAPM	
Santa Barbara (KSBA)	CA	GAUCH 1 (RNAV SID)		12/23/2015	2/2/2016	3/31/2016	OAPM	
		MISHN 1 (RNAV SID)		12/23/2015	2/2/2016	3/31/2016		
		PITBL 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016		
Los Angeles (KLAX)	CA	HUULL 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016	OAPM	
		IRNMN 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016		
		CRSHR 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016		
		DARRK 1 (RNAV SID)		12/23/2015	2/2/2016	3/31/2016		
		GOATZ 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016		
		ZUUMA 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016		

## Optimization of Airspace and Procedures in a Metroplex (OAPM) / Airspace Redesign Projects (ARD)

AIRPORT <small>Blue Bold = RNP Arprt</small>	ST	IFP	Flight Check SAT Date	Due Date to Flight Check	Due Date to NFDC	Chart Date	Current Status / Location	
<b>So. California Metroplex (OAPM)</b>								
Burbank (BUR) / Van Nuys (VNY)	CA	ROKKR 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016	OAPM	
<del>Santa Ana-Johni</del> Wayne Airport (KSNA)	CA	TILLT 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016	OAPM	
		OHSEA 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016		
Long Beach (KLGB)	CA	BAUBB 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016	OAPM	
Los Angeles (KLAX)	CA	TRTON 1 (RNAV SID)		12/23/2015	2/2/2016	3/31/2016	OAPM	
		WNNDY 1 (RNAV SID)		12/23/2015	2/2/2016	3/31/2016		
Lg Beach/Santa Ana/Fullerton (LGB/SNA /FUL)	CA	HAWWC 1 (RNAV SID)		12/23/2015	2/2/2016	3/31/2016	OAPM	
Long Beach (KLGB)	CA	PCIFC 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016	OAPM	
Ontario (KONT)	CA	BLKMN 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016	OAPM	
<del>Santa Ana-Johni</del> Wayne Airport (SNA)	CA	HAYLO 1 (RNAV SID)		12/23/2015	2/2/2016	3/31/2016	OAPM	
		MIKAA SID RWY 1		12/23/2015	2/2/2016	3/31/2016		
Los Angeles (LAX)	CA	MLIBU 1 (RNAV SID)		12/23/2015	2/2/2016	3/31/2016	OAPM	
Santa Monica (SMO)	CA	BONJO 1 (RNAV STAR)		12/23/2015	2/2/2016	3/31/2016	OAPM	
Long Beach (KLGB)	CA	TOPMM 1 (RNAV SID)		12/23/2015	2/2/2016	3/31/2016	OAPM	
Ontario (KONT)	CA	EAGLZ 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016	OAPM	
		GLRNO 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016		
		SCBBY 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016		
Palm Springs (KPSP)	CA	SIZLR 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016	OAPM	Bermuda Dunes (UDD), Palm Springs (TRM)
Los Angeles (KLAX)	CA	ANJLL 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016	OAPM	
		HLYWD 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016		
		BIGBR 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016		
		BRUEN 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016		
		SUNST 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016		
Burbank (KBUR)	CA	THRNE 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016	OAPM	Van Nuys (VNY) / Santa Monica (SMO)
		KOPLE 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016		
		WEESL 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016		
Long Beach (KLGB)	CA	DSNEE 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016	OAPM	Santa Ana (SNA)
		ROOBY 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016		
Los Angeles (KLAX)	CA	ALBOE 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016	OAPM	Santa Monica (SMO)
		BOGET 1 (RNAV STAR)		2/17/2016	3/29/2016	5/26/2016		
		RNAV (RNP) Z RWY 25R, ORIG		2/17/2016	3/29/2016	5/26/2016		
		RNAV (RNP) Z RWY 25L, ORIG		2/17/2016	3/29/2016	5/26/2016		

# PUBLIC COMMENT



# Unintended consequences of Nexgen

- Queens, New York planes began flying at low altitudes every 20 seconds to a minute from 6 am to midnight
- At SFO, All 428 public comments from Environmental Assessment hearing were determined “Findings of No Significant Impact”
  - Atherton, Menlo Park, Portola Valley, Woodside, Palo Alto up to Brisbane experience an increase in overhead flights, noise.
  - 900 residents signed petitions to FAA, 4 Lawsuits against FONSI
- In Phoenix public was not aware of changes until planes were flying over houses.
  - 221 Noise Complaints in 2013, 3327 complaints in past 4 months
  - 100 flights/day over historic neighborhood district
  - <http://www.azcentral.com/story/news/local/phoenix/2014/10/17/faa-will-study-solution-flight-path-noise/17399667/>
- Local NextGen implementation has unknown impacts:
  - Arrival path for LAX downwind leg possibly won't overfly Santa Monica's VOR
  - New flight path(s) may cross Culver City at unknown heights and locations.

# Community Involvement

- Public needs to be involved to help make noise and pollution an issue.
- LAX Noise Complaint phone number: **(424) 646-6473**
  - LAX keeps track of noise complaints. The more people calling, and the more times they call to complain, the better the data.
- Track flights and login to webtrak complaint system <http://webtrak.bksv.com/lax>
- Keep your own noise or complaint log.
- Attend meeting of the LAX Community Noise Round Table. Next is March 11 at 7pm  
Public can attend and raise concerns during Public Comment.
  
- Reach out to City Council, Congresspersons to be proactive and gain access.
  - Culver City may consider deploying a central contact means.
- Contact LAWA's Environmental Manager Scott Tatro ([statro@lawa.org](mailto:statro@lawa.org))

# What is important to report?

- To provide input on flights over Culver City we need to act now.
- Report any aircraft noise nuisance
- Relevant data:
  - Date
  - Time ( or time frame if repeated occurrences )
  - Address or nearest cross street
  - Type of noise
- Keep you own log if possible.
- #CulverCityOverflights