

Community Meeting

FAA SoCal Metroplex Project

10/20/2016

Panel includes:

Mayor Jim B. Clarke

Council Member Göran Eriksson

Reps to the LAX/Community Noise Roundtable:

June Lehrman

Stephen Murray



NextGen Rollout

The EA for the SoCal Metroplex project was made available for review and comment on Wednesday, June 10, 2015.

Comments were closed September 2015.

A Finding of No Significant Impact and Record of Decision (FONSI/ROD) was delivered August 31 2016.

Petitions for review must be submitted “..no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110.” - which is October 31, 2016

FAA will implement the Next Gen Plan on November 10th 2017.

Direct Impact to Culver City will start March 2nd 2017 and April 27, 2017.

The FAA SoCal Metroplex Project

The purpose of the SoCal Metroplex project is to improve airspace efficiency and reduce complexity.

- The project implements the FAA's NextGen initiative which utilizes satellite-based navigation technology.
- Introduces RNAV and RNP procedures to arrivals and departures.

The SoCal Metroplex stretches from Santa Barbara, Los Angeles, San Diego, Palm Springs.

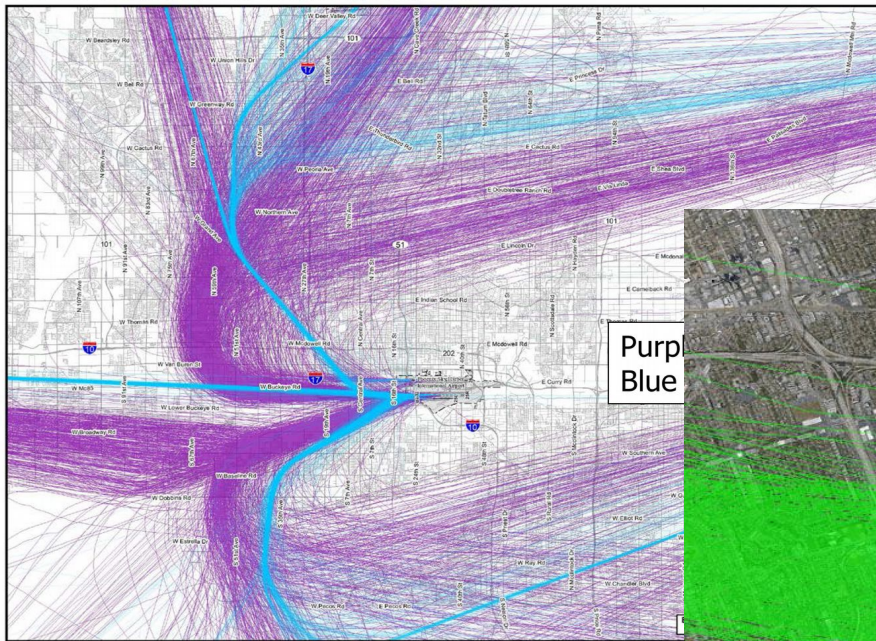
It does not address existing or historical overflight noise issues:

- Too Low
- Too loud
- Too many

RNAV/RNP - Concentrated Flight Paths

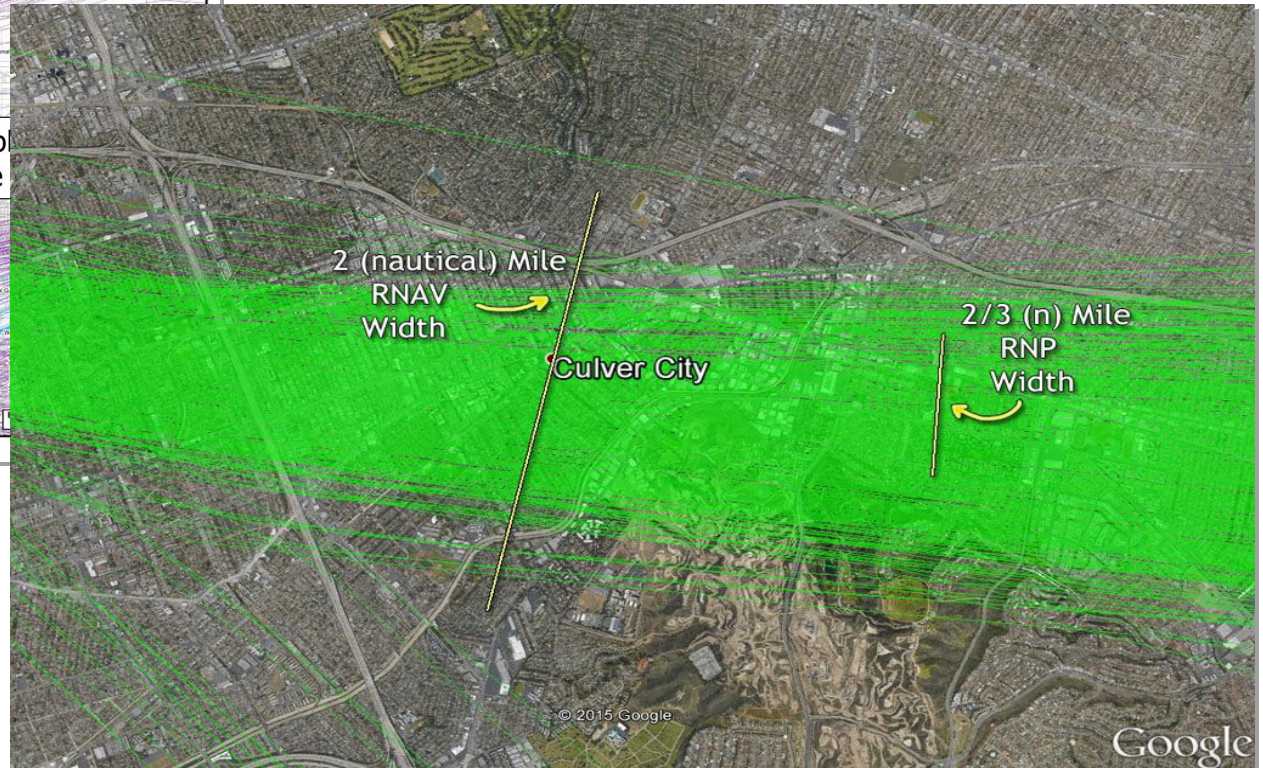
RNAV/RNP is a central tenant of NextGen Satellite navigation that would allow Aircraft to maintain precise flight paths.

Before & After September 18, 2014 Flight Departures to the West



Source: City of Phoenix

Concentration of flight paths could increase noise exposure



Sound and Noise

Sound changes to “noise” and then “annoyance” when it starts to interfere with:

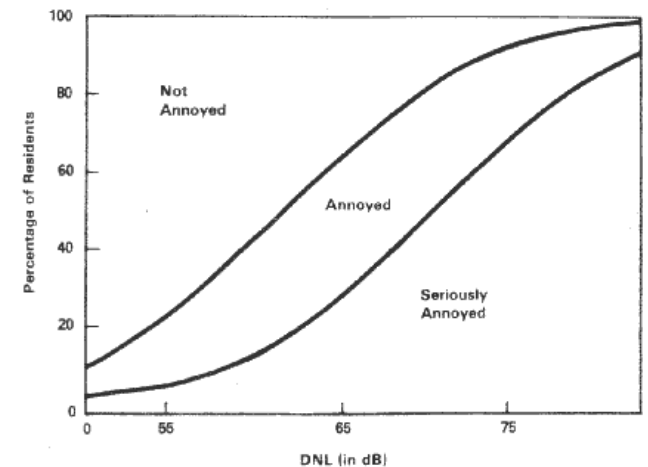
- Sleep
- Conversations
- Watching television / listening radio
- Enjoying the outdoors

Sound levels change with

- Altitude – Distance of Aircraft
- Type of plane
- Weather
- Ambient noise

Culver City averages:

250 westerly overflights/day at altitudes between 5-7000ft with each between 54-67dB (estimate)

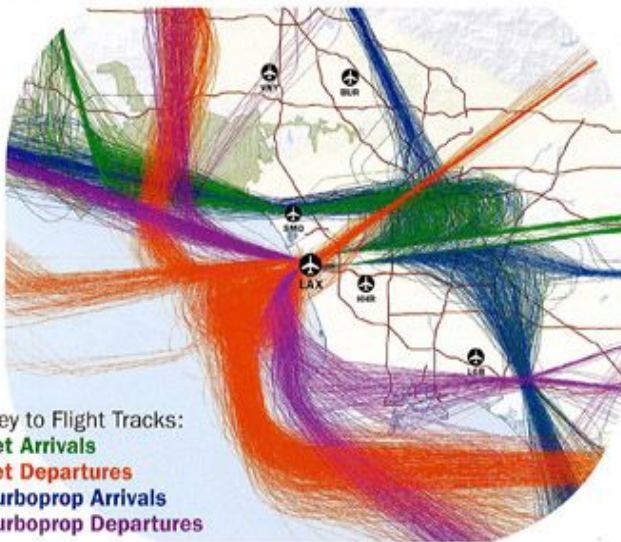


LAX Airport Flow Patterns

Westerly Operations

Runways 24L, 24R
and 25L, 25R

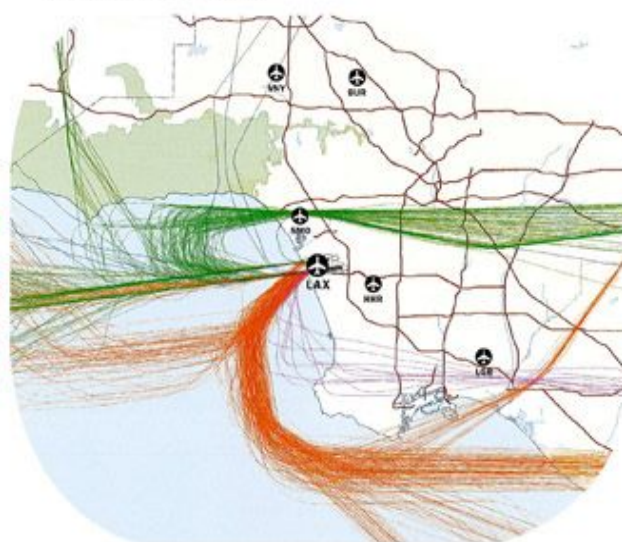
Westerly Winds (normal)



Over-Ocean Operations

Runways 6R, 7L, 24L
and 25R

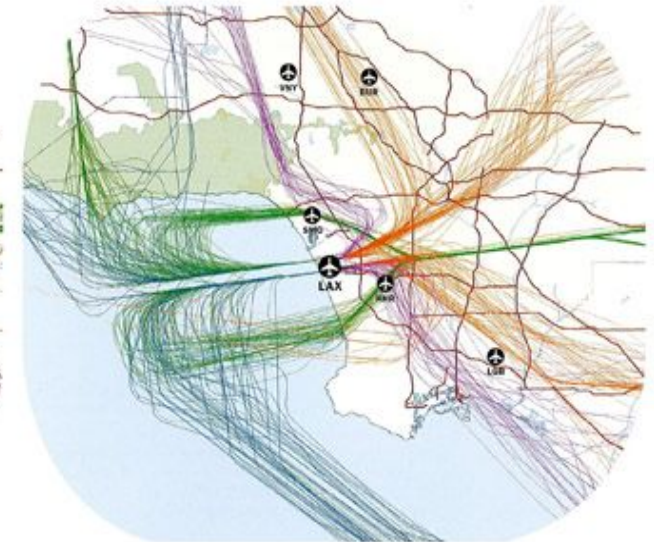
Midnight to 6:30 a.m.



Easterly Operations

Runways 6L, 6R
and 7L, 7R

Easterly Winds



- In all operation modes, aircraft that fly west or east over central Culver City are on an arrival flight path into LAX.
- Air Traffic Control (ATC) can divert planes from published paths

