

SoCal Task Force

April 27, 2000
Program Update

vision

The Southern California Task Force analyzed air traffic procedures within Southern California relative to aviation safety, efficiency, and quality of life concerns. The goal was to balance the needs of the Southern California communities with those of airspace users and the Federal Aviation Administration (FAA), while ensuring the integrity of the National Airspace System.

Paradigm Change

Reviewing the Quality of Life issues of the community while maintaining aviation safety and efficiency

The Charter

The Charter was for one year and was extended in January 1999 to ensure direction of major action items.

Significant Projects

11 Major Projects

125 individual significant activities required to complete the major projects (ie: Flight Checks, Airspace Modeling, Procedure Changes, etc.)

Other SCTF Accomplishments

Established a Web page:

http://www.awp.faa.gov/so_cal/so_cal.htm

Conducted 18 community outreach sessions

(In addition to 19 formal Task Force meetings)

What's Next?

- On December 21, 1999, FAA Administrator Jane Garvey announced, due to issues growing beyond the scope of the Task Force, the formation of a round table working group to continue the efforts begun by the Task Force.

SoCal Task Force
will transition to
a "Round Table" group
under the stewardship of
Los Angeles World Airports
and other stake holders.

FAA will be a team member.

Formal meetings projected for June, 2000.

(LAWA will address)

The FAA will continue to
work on open projects,
and monitor on-going
projects

Open Projects

and

On-Going Efforts

Project #1 - El Segundo

Issue: Aircraft Noise from Los Angeles Airport (LAX)

Developed and published new RNAV Departure
Procedure for jets

Initiated pilot and controller training

Tracking and monitoring

CONTINUED

Project #1 - El Segundo

CONTINUED

Go-Arounds:

Established daily tracking system of causes

Individual analysis and action taken

Future:

Add a Traffic Management Coordinator at LAX
Tower

Unrestricted climb to 5000' for departures

Move shoreline routes away from runway departure
ends to permit unrestricted climb off LAX

On-Going: Compliance monitoring

Project #3 - Beach Communities

Issue: Jet compliance with LAX Loop Departure Procedure (DP) of crossings at or above 10,000' and over the LAX VOR (on the airport)

Accomplishments:

Conducted analysis of non-compliance

Consensus with users for 3 and 4 engine jets to take new heading or reroute

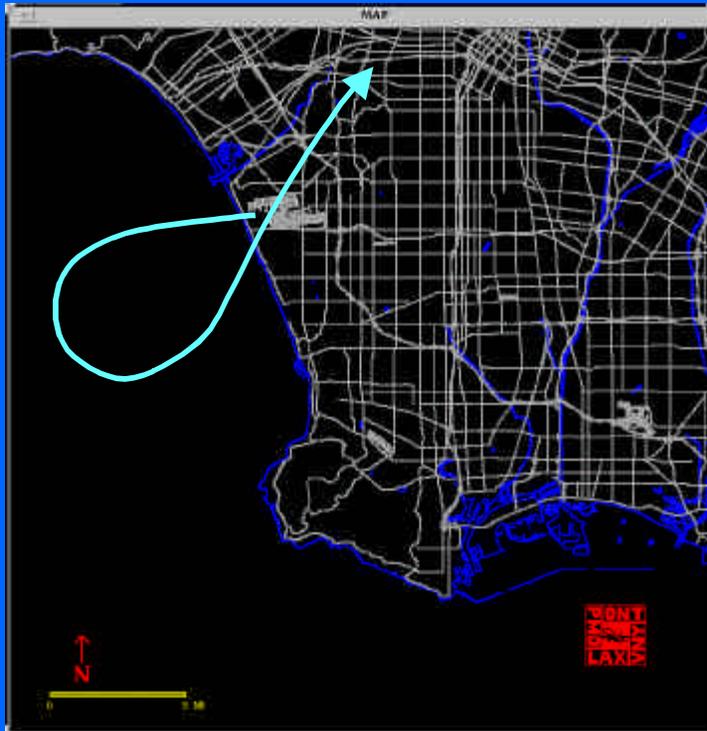
New Letter of Agreement between ATC facilities

On-Going: Compliance monitoring

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LAX Loop Departure - Altitude

Aircraft using loop departure to reach 10,000 feet before re-crossing shoreline



Recent Compliance

March-00 98.2%

Historical Performance (average day):

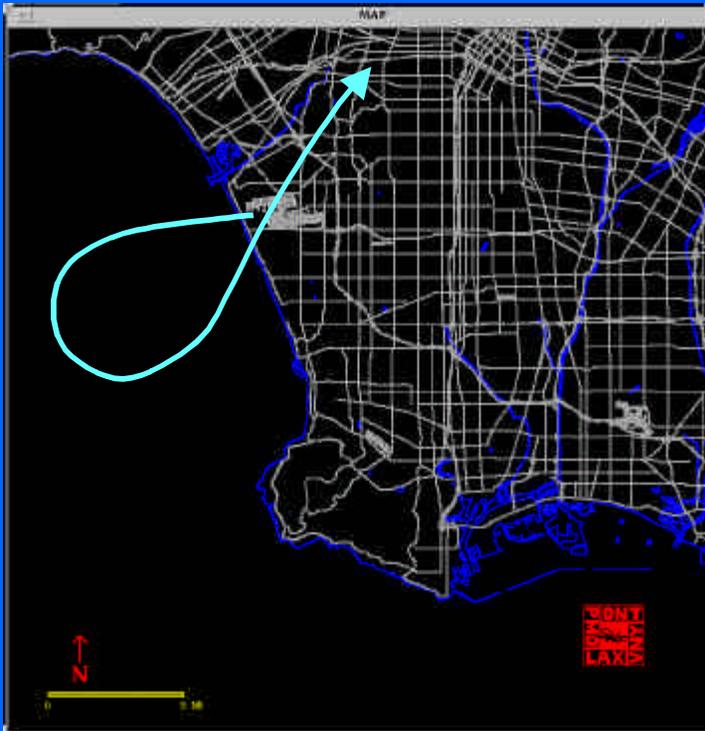


Average Daily Operations - 350 Loop departures/day

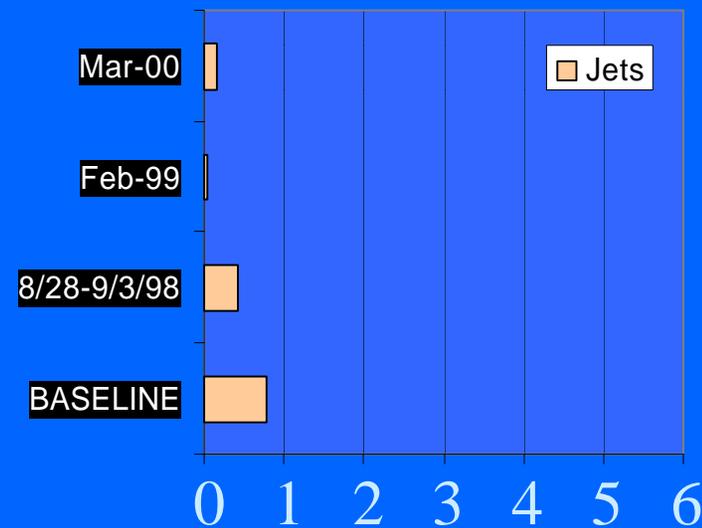
LAX Loop Departure - Time of Day

Departure procedure to be used between 0700 - 2100 only

Recent Compliance
March-00 99.7%



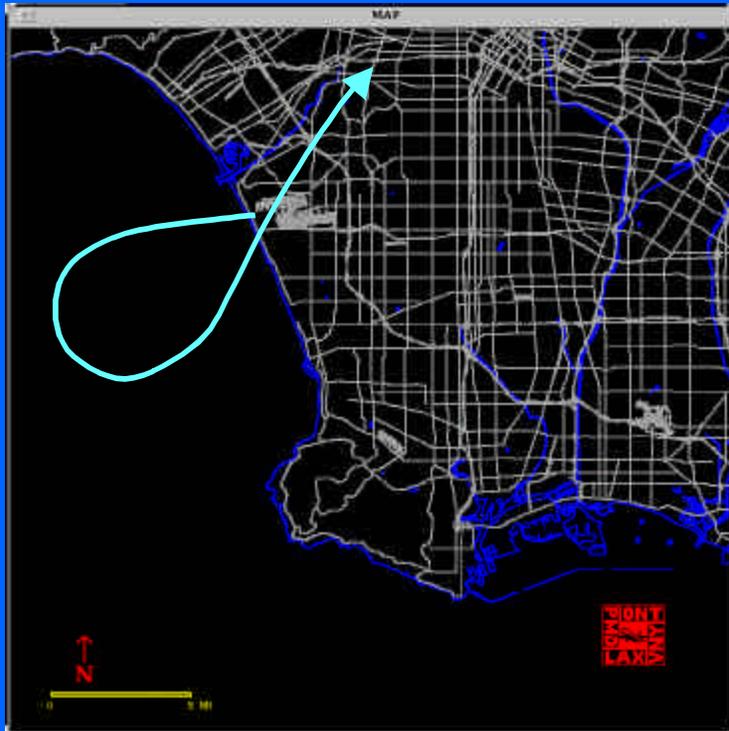
Historical Performance (average day):



Average Daily Operations - 350 Loop departures/day

LAX Loop Departure - Manhattan Beach

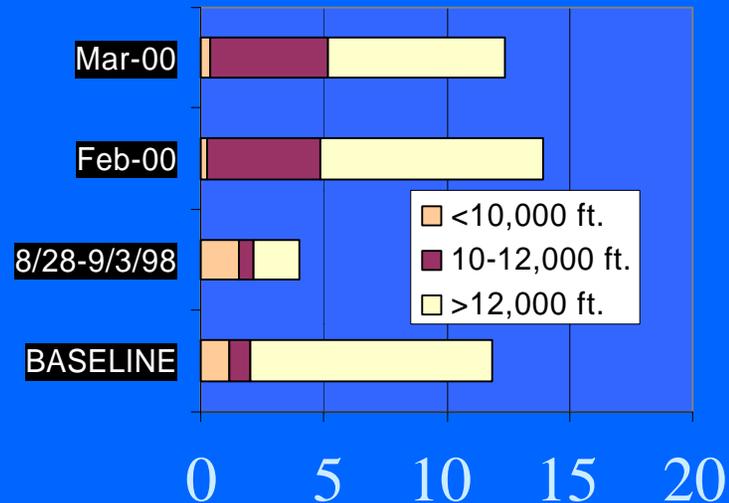
Monitoring loop departures
overflying community



Occurrence Rate

March-00 **3.9%**

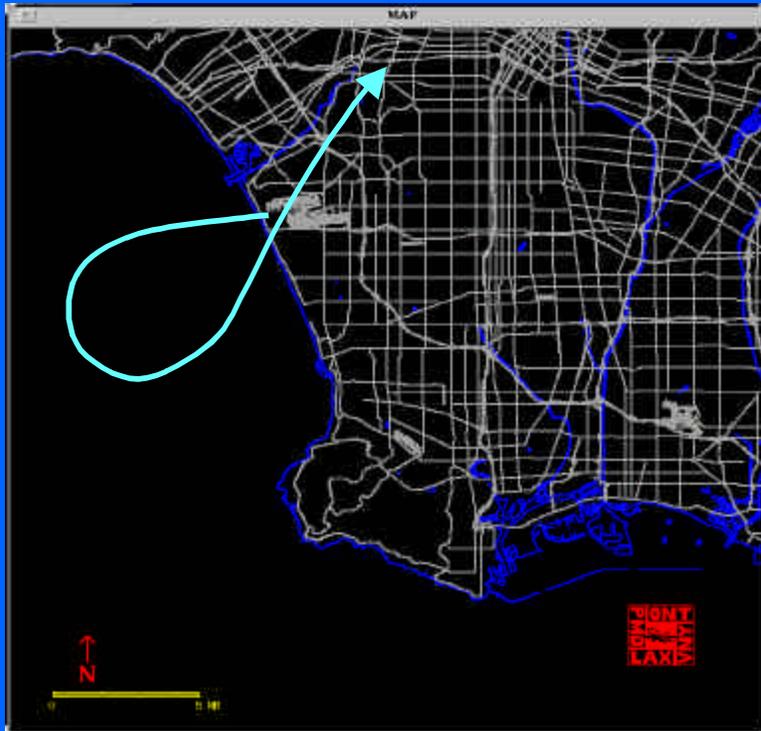
Historical Performance (average day):



Average Daily Operations - 350 Loop departures/day

LAX Loop Departure - Hermosa Beach

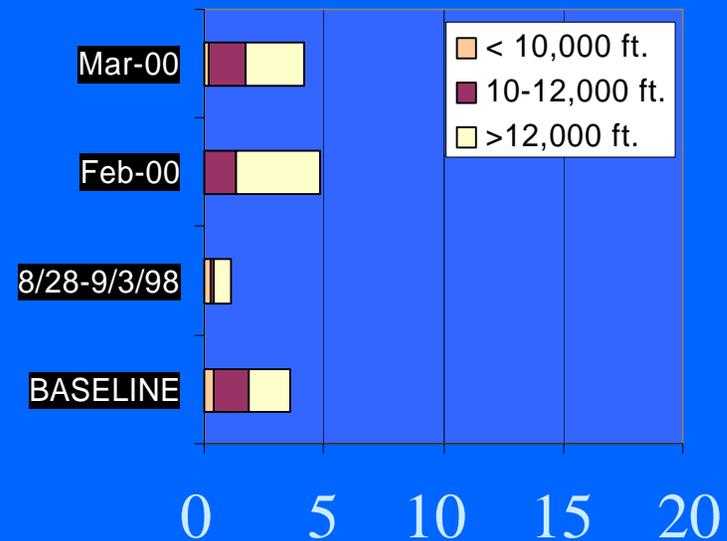
Monitoring loop departures
overflying community



Occurrence Rate

March-00 **1.4%**

Historical Performance (average day):

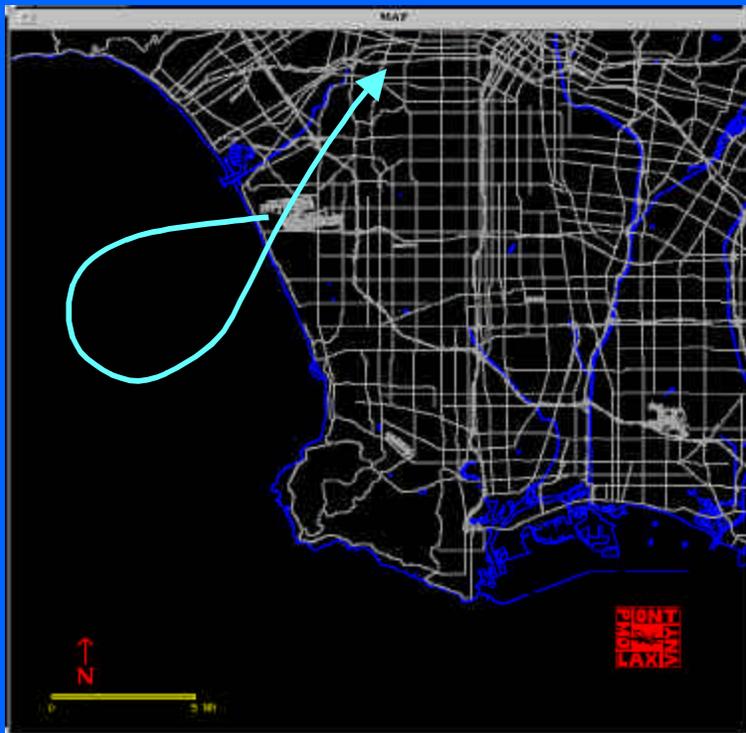


Average Daily Operations - 350 Loop departures/day

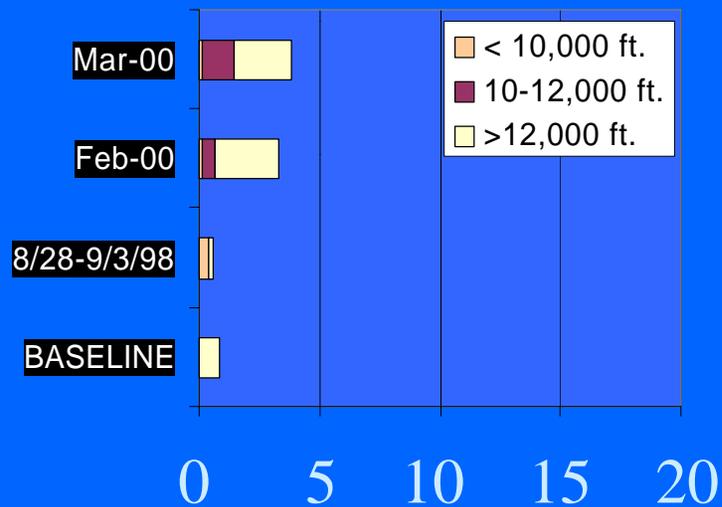
LAX Loop Departure - Redondo Beach

Monitoring loop departures
overflying community

Occurrence Rate
March-00 1.3%



Historical Performance (average day):



Average Daily Operations - 350 Loop departures/day

Project #4 - Palos Verdes

Issue: Noise from LAX turboprop departures over the peninsula

Accomplishments:

Refined departure procedures

Moved jets farther offshore

Airspace Modeling Analysis of 5 offshore options

Initiation of MITRE Study at request of ATA

CONTINUED

Project #4 - Palos Verdes

CONTINUED

Continuing Actions:

MITRE study results

ATA/PV/LAWA pursuing possible alternatives to original offshore proposal

Next planning meeting June, 2000
(Community Reps., LAWVA, and ATA)

MITRE Study

- Unlike previous studies, ground movement factors were included in the analysis
- Historical Trend:
 - LAX operation highly dependent on “visual”
 - 10% of days visual not available due to weather
 - 40% of all remaining days entail some reduction to optimal arrival rate
- **NOTE:** *LAX is nation's 4th busiest airport; current average 2136/day and climbing*

MITRE Results

- 3-mile plan significantly adverse to efficiency; largest cost/delay attributable to ground delays
- **Significant adverse impact** to National Airspace System (NAS)
- Evaluated 10th, 90th, 99th percentile days
- User costs due to ground congestion are
 - Up to \$10M on 10th percentile day (1920 ops)
 - Up to \$57M on 90th percentile day (2265 ops)
 - Taxiway gridlock on 99th percentile day (2327 ops)