

NORTH DOWNWIND ARRIVAL QSLA New Path Proposal

 CURRENT PATH **B - H - 7 min.**
 NEW PATH **B - H - 22 min (additional 15 min.)**

 ARRIVAL FROM THE EAST
HEADED TO LAND AT LAX



ALTITUDE

		CURRENT	NEW
A	MALIBU	10,000	17,000
B	CLIFFY SANTA MONICA	7,800	16,000
C	GADDO WEST ADAMS	4,500	16,000
D	WEST COVINA (North end)	////	15,000
E	RANCHO CUGAMONGA	////	14,000
F	FONTANA (turn to join)	////	13,000
G	INDUSTRY		7,500
H	Where current path joins incoming flights	3,200	3,200

**COMMUNITY PROPOSAL:
SUGGESTED CHANGE TO NORTH DOWNWIND FLIGHT PATH**

Members of the community group Quiet Skies LA request that the LAWA Roundtable support their proposal for an alternative flight path and submit it to the FAA for consideration.

The submitted map (Map A) for the North Downwind arrival encourages the adoption of a turning waypoint further east at 13,000 feet. This would provide higher altitudes of 18,000 to 17,000 feet over Malibu, the Santa Monica Canyon, Santa Monica, Mar Vista, Culver City, West Adams and Downtown LA, providing relief for a population density of approximately 7,500-20,000 people per square mile. It would completely eliminate the current north-south path over Boyle Heights and Vernon. This new path would not impact any new communities because of the higher altitudes of air traffic.

We understand that the requested flight path changes would slightly increase flight times and fuel consumption for the airlines, but contend that the environmental benefits to those living under the current conditions far outweigh the marginal benefits of fuel savings and quicker turn-around times for the airline industry. We would also like to make the point that we understand the FAA's purpose is to ensure safety and not protect airline profits.

As a reminder, neighborhoods under the North Downwind have seen increased traffic and the lowering of aircraft over homes in recent years as well as a lack of adherence by the airlines to stated altitude minimums. West Adams currently typically experiences flights between 3,500 and 4,500 ft., down a 1,000 ft from a year ago. Additionally, some areas get no reprieve from air traffic at any hour and are impacted by the North Downwind, Loop Departures, regular take-off noise from LAX and (when Inglewood is given a reprieve during night hours) by over ocean operations.

We understand that more gates will be added to LAX and can't imagine the impact of increased flights five years from now. This is unsustainable and we must do everything in our power to address and change this now.

Although we don't believe that short flight-times and fuel savings takes precedence over the protection and peace of residents, the North downwind flights could also be routed in a southeast direction indicated in map B, to join an already existing flight path towards Ontario Airport, high above sparsely populated areas, instead of the current "L" pattern which flies south and directly east across central Los Angeles. Our primary point is that it makes complete sense to direct the airlines Up Higher and Out Further, rather than utilize the current unsustainable path that creates misery and disruption across the middle of one of the largest and most vital cities in the world.

MAP B



Thank you for your consideration and discussion.