

PROPOSED VOLUNTARY PRACTICES TO MITIGATE HELICOPTER NOISE IMPACTS OVER LOS ANGELES

Updated plus Industry Probabilities of Success added by Jim W, Ed S on Aug 10, PHPA Board Aug 11, Conferred with Chuck Aug 14, 2014

Updated by Bob A, Richard R, Dave G, Gerry H, and Donna S to add comments and priorities on Aug 24, 2014 [all green]

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TRI-PARTY AGREEMENT [Lead: Bob Anderson] Develop a tri-party (community stakeholders, pilot/operator stakeholders, and FAA) agreement encompassing consensus proposed voluntary practices and other necessary requirements, e.g., scope, validation , continuing updates, future commitment, enforcement, ...							
TPA 1	6	LAAHNC, PHPA, LAAHOA, HAI, FAA	REWRITTEN Work collaboratively between community stakeholder, pilots, and the FAA to develop a written template for a Tri-Party Agreement as a vehicle for implementing voluntary practices to reduce helicopter noise in Los Angeles County.	Complete draft by September 8, 2014	H	PRACTICE REWRITTEN TO BETTER REFLECT ACTUAL ACTIVITIES	Immediate
TPA 2	6	LAAHNC, PHPA, LAAHOA, HAI, FAA	Establish joint leadership in the workgroups and develop a process to vet meeting minutes among Stakeholders prior to publishing.			WG process seems to be working well as is	
TPA 3	6	LAAHNC, PHPA, LAAHOA, HAI, FAA	Use a document to record action/proposals that working groups are actively pursuing. Ensure Stakeholders are jointly involved in any publication by the working group.	This list becomes the document	H	This is the document to accomplish this	Immediate
NOISE COMPLAINT SYSTEM WORKING GROUP (NCSWG) [Lead: Bob Anderson] Identify best system for logging helicopter noise complaints, and determine best methods to support administration of this system							
NCSWG 1	5	LAAHNC Bob Anderson	Fund and implement an automated phone- and Web-based helicopter noise complaint system, such as PlaneNoise or equivalent that records, integrates, maintains, and maps all noise complaints across the entirety of Los Angeles County to enable the quantitative identification of noise hot spots. Implementation activities would include, but not be limited to: (1) identifying and selecting a government-based administrator for the system, such as a federal or local agency, e.g., Federal Aviation Administration (FAA), Los Angeles World Airports (LAWA); (2) initially working with the noise complaint system vendor to develop the necessary questions, scripts, data display, access levels, and other requirements necessary to set up the system; and (3) developing and conducting the advertising and marketing activities necessary to ensure full public awareness of the noise complaint system and ensure it is used effectively. Initial funding should be provided for at least a two-year period, and should preferably be provided by the Federal Aviation Administration (FAA). Local community groups, e.g., the Los Angeles Area Helicopter Noise Coalition (LAAHNC, and local helicopter pilot/operator groups, e.g., the Professional Helicopter Pilots Association (PHPA) and the Los Angeles Area Helicopter Operators Association (LAAHOA) must be significantly involved in all three implementation activities.	4	H	Gov't based administrator deemed unlikely unless FAA funds it. FAA funding is possible; probability of which has increased somewhat more recently. Scripts / info ideal supplied by questions posed by ES to FAA after water main break. Advertising important and can be handled in part by PHPA, County, Congresspersons newsletters, etc. + others listed. Funding and credibility are key elements. Probability in very short term: very low. Probability in 6 months: medium. It appears that the FFA may be able to fund a system using FY14 monies, so the probability of success should be higher, even in the short term (success does not have to be immediate)	Immediate

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NCSWG 2	5	LAAHNC Bob Anderson	By the end of 2014, begin to determine the best methods, systems, and other means necessary to enhance or complement the helicopter noise complaint system and enable automated identification of all helicopters across Los Angeles County and automated cross-tracking of identified helicopters to specific noise complaints. Implementation activities would include, but not be limited to: (1) identifying necessary system requirements and concepts of operation (CONOPS); (2) identifying and requiring necessary operational and equipment needs to ensure identification, e.g., transponders; and (3) investigating complaints and following up with the concerned pilots/operators to achieve resolution.	3H	H	Use Webtrak (B&K). Not only route, but only smooth route. Probability in very short term: very low. Probability in 6 months: medium. The FAA-funded system, if it is implemented, may or may not include an identification function. If it does, could be very quick implementation.	Immediate
NCSWG 3	5	LAAHNC Bob Anderson	REWRITTEN Community stakeholders and pilots will support FAA implementation of a noise complaint system, including marketing and outreach activities to ensure that residents and pilots are aware that the system is in place and understand how the system is used.	3H	H	Combine with 1 and 2 above. REWRITTEN TO REFLECT SUPPORT FOR SYSTEM	Immediate
NCSWG 4	5	PHPA, LAAHOA, LAAHNC, FAA	Active review of monitoring systems.	3H	H	Combine with 1 and 2 above ALREADY INCLUDED; ELIMINATED	
BEST PRACTICES WORKING GROUP (BPWG) [Lead: Dave Garfinkle] Develop countywide best practices to minimize the impacts of helicopter noise							
BPWG 1	3	LAAHNC Dave Garfinkle	Work with residents, businesses, pilots, operators, and the FAA to identify specific areas in Los Angeles County that are subjected to excessive helicopter noise and the associated safety hazards, to both the pilots and ground personnel, from current flight patterns.	4	H	Already done. Assume means High	Immediate
BPWG 2	3	LAAHNC Dave Garfinkle	Establish minimum flight altitude At our June 12, 2014 meeting, the Best Practices Working Group (BPWG) deferred discussion of the minimum flight altitude proposal to a subsequent meeting, as this is the most complex proposal that will require significant discussion and collaboration.	3H	H	1,000 foot – already done or at least underway with JW LOA High Probability PLEASE SEE NOTE A 2,000 foot proposal unrealistic due to regulated areas and topography; result: delay in implementation of doable items. No probability.	Later
BPWG 3	3	LAAHNC Dave Garfinkle	Work with helicopter pilot, operators, and organizations to ensure that helicopters hover for less than five minutes at a single location, except for first responder coverage of active incidents, and further ensure that, when multiple approaches to a location are necessary, helicopters fly at least one mile from the location before again approaching to hover at the location.	4	H	Already done or at least underway with JW LOA High Probability; LAPD and others agree on all except mission critical situations. Near consensus reached at last WG meeting PLEASE SEE NOTE A	Immediate

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BPWG 4	3	LAAHNC Dave Garfinkle	Work with electronic news gathering (ENG) operators and organizations to implement ENG helicopter pooling of information and encourage the use of advanced cameras and other technology as it becomes available.	4	H	Already done or at least underway in work with RTNA, PHPA, etc. / See Jumper; water main situations. High Probability. Near consensus reached at last WG meeting PLEASE SEE NOTE A	Immediate
BPWG 5	3	LAAHNC Dave Garfinkle	Work with helicopter pilot and operator organizations to curtail flights between midnight and 6:00 am, except for first responder routine patrols, immediate coverage of late breaking news events, and direct return flights from earlier assignments. Encourage pilots and operators to reduce night flight hours wherever possible, especially in the late evening.	4	H	OK. Can be implemented as worded.. May not be needed due simply to dark, sleep, no non-emergency craft flying during those hours. Recommendation can be made: that's High Probability. Morning hour being reviewed based on last WG meeting	Immediate
BPWG 6	3	LAAHNC Dave Garfinkle	Work with pilots and operators to ensure that all helicopters operating in Los Angeles County are equipped with Mode C or S transponders, or similar equipment, that allows radar tracking of the helicopter, and ensure that such equipment is operational at all times when flying within the county.	3	H	Mode C already; Mode S – figure 5-10 years, maybe. Very low probability due to high cost, and undefined advantage (who will monitor)	Next
BPWG 7	3	LAAHNC Dave Garfinkle	Work with helicopter pilots and operators to develop a mechanism to identify pilots who routinely ignore or violate best practices and safety procedures, to ensure that they are advised to modify their behavior, and to ensure that repeated violations are reported to proper authorities so necessary action can be taken.	3	H	High probability if industry self enforce. See JW LOA. PLEASE SEE NOTE A	Next
BPWG 8	1,2	LAAHOA Chuck Street	PILOTS PLEDGE: I will make every effort to fly my helicopter along freeway routes at an altitude above 1,000 feet AGL. I will do this knowing that the inherent noise being generated by my aircraft will "blend into" the sounds being generated by automobile and truck traffic on the highway route below.	Never introduced into BPWG Needs review and incorporation by BPWG	H	Already do; mostly used for navigation and calling out location, too. Can be reinforced in Outreach. High probability (already!) PLEASE SEE NOTE A	Immediate
BPWG 9	3	LAAHOA Chuck Street	PILOT'S PLEDGE: I pledge to fly my helicopter in a safe and prudent manner at all times, faithfully observing all FAA regulations. In addition, I will strive to reduce the noise impact of my helicopter on the residents who live below my flight paths. I will do my part to facilitate a significant reduction in the number of helicopter noise complaints in the Los Angeles basin. I will fly my helicopter at higher altitudes where it is safe to do so without endangering myself or my passengers. And I will be mindful of the fact that how I operate my aircraft reflects on all who fly helicopters in the Southland. I realize that the continued growth of helicopter aviation requires the tolerance and even appreciation of the residents of the region. Therefore I pledge to be a responsible pilot and citizen.	Never introduced into BPWG Needs review and incorporation by BPWG	H	Unnecessary verbiage. Adds nothing of substance. Implied or stated effectively in JW LOA, far more specifically. FARs require prudent and safe. But, if there are enough reasons to create another version, the "prudent and safe" proviso can be added. PLEASE SEE NOTE A	Immediate

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BPWG 10	3	PHPA POC not known?	Cooperation with RTNA to put in place pool helicopters at Carmageddon II. Reduction of helicopters at Jamzilla; cooperation of RTNA	Redundant; incorporate into BPWG 4	H	Redundant; incorporate into BPWG 4 – as noted. ALREADY INCLUDED; ELIMINATED	
BPWG 11	3	Air Methods/HAI Jim Wisecup	Developing best practices Letter of Agreement based on pilot inputs	Never introduced into BPWG Needs review and incorporation by BPWG	H	Already done: JW LOA. No need for another one! Cut this out of BPWG. PLEASE SEE NOTE A	???
BPWG 12	1,2	Unknown origin?	Identify areas in the Los Angeles area that are subjected to excessive helicopter noise and the associated safety hazards, to both the pilots and ground personnel, from current flight patterns.	Redundant; incorporate into BPWG 1	H	Redundant; incorporate into BPWG 1 – as noted. ALREADY INCLUDED; ELIMINATED	
PILOT OUTREACH WORKING GROUP (POWG) [Lead: Donna Sievers] Create a process and procedures for communicating with and training all helicopter pilots in Los Angeles County on voluntary agreements which are designed to significantly reduce helicopter noise within the county							
POWG 1	4	LAAHNC Donna Sievers	Develop a communication process which assures that all helicopter pilots in Los Angeles County are provided timely information regarding helicopter “noise sensitive” areas and Voluntary Agreements designed to reduce the impact of helicopter noise.	4	H	Done. PHPA doing. High Probability The comment of “Done” and “PHPA doing” are not accurate. This is not just a PHPA issue nor has it been “done” yet. The practice is trying to create a process whereby all pilots are provided timely information regarding voluntary agreements. No agreements have been reached yet so it cannot be “Done”. Glad to see this has a High Probability of Success although WG has not yet hammered out the complete process to communicate with all pilots. PLEASE SEE NOTE A	Immediate
POWG 2	3	LAAHNC Donna Sievers	Reach out to all professional helicopter industry organizations including PHPA, LAAHOA and Airport Associations to facilitate communication and training with their members and all additional helicopter pilots within the County, including but not limited to Safety Seminars, brochures, videos, and other methods to educate pilots. Work with the FAA to communicate with all helicopter pilots about the necessity of flying “quietly” through their training courses and publications. ADDED FROM OLD POWG 10, 11, AND 12	4	H	Done. PHPA doing. Use SCAG + SCAUWG High probability. See comment above for POWG 1. The “flying quietly” or “neighborly” campaign has not brought about noise reduction thus far.	Immediate

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POWG 3	3	LAAHNC Donna Sievers	Work with the helicopter Industry stakeholders to develop a standardized training curriculum that includes specific operating procedures for reducing the impact of helicopter noise. Ensure that helicopter operators and pilots comply with Voluntary Agreements that have been created to reduce the impact of helicopter noise.	4	H	<p>HAI Fly Neighborly curriculum. PHPA: suggested curriculum. Medium probability; takes time.</p> <p>We appreciate that it will take time to develop or collect training curriculums but think the training of pilots should be a high priority and high probability if we are to keep new pilots properly trained. We need to collect the various curriculums and begin reviewing what is now the current training practice and what needs to be added to the training. Just because it "takes time" should not be a reason to relegate this Goal to "Medium Probability".</p>	Immediate
POWG 4	3	LAAHNC Donna Sievers	<p>Request that all Certified Flight Instructors (CFIs) educate their students about Voluntary Agreements and procedures for reducing the impact of helicopter noise on the neighborhoods below their flight paths. This instruction should include the specifics of all pertinent Letters of Agreement between ATC and helicopter operators. Prior to every flight, CFIs should encourage their students to "Fly Neighborly!"</p> <p>ADDED FROM OLD POWG 9 Ensure flight schools include outreach as part of curriculum</p>	4 How are the stakeholders going to do this?	H	<p>HAI Fly Neighborly curriculum. PHPA: suggested curriculum. Medium probability; takes time. No ATC involvement.</p> <p>See comment above for POWG 3. From our discussions, it seems essential for CFIs to educate their students regarding voluntary agreements so we again would say this should be a High Probability even though it will take time. The WG added ATC's Letters of Agreement as another good tool for CFIs to use with their students so we do not understand the comment "No ATC involvement". We mentioned ATC with respect to LOAs with operators.</p>	Next
POWG 5	3	LAAHNC Donna Sievers	<p>Request that all Certified Flight Instructors (CFIs) include curriculum during Bi-annual flight reviews of active helicopter pilots which incorporates the Voluntary Agreements and procedures for reducing the impact of helicopter noise on residential neighborhoods.</p> <p>ADDED FROM OLD POWG 9 Ensure flight schools include outreach as part of curriculum</p>	4 How are the stakeholders going to do this?	H	<p>Combine with #3 above. Not a formal part of BFR but can be made informal part for High Probability.</p> <p>The WG saw POWG 5 separate from POWG 4 in that one deals with the training of new pilots and POWG 5 deals with the bi-annual training of all pilots. We would have no concerns about combining the two if that makes more sense, but we felt they were separate issues to be dealt with separately.</p>	Next

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POWG 6	5	LAAHNC Donna Sievers	Collaboratively develop a progressive series of consequences for helicopter pilots who do not follow the Voluntary Agreements. Compliance with Voluntary Agreements will be a joint responsibility of industry organizations and local airport staff with regards to compliance with Letters of Agreement. Non-compliant pilots will be referred to the FAA when safety considerations are at issue. Consequences would include various steps such as written notification of non-compliance, retraining of pilots about Voluntary Agreements and procedures for reducing the impact of helicopter noise, and consequences with additional levels of severity for continued non-compliance. Industry organizations agree to self-regulate compliance. INCORPORATE THESE COMPLIANCE CONCEPTS AND LANGUAGE INTO TRI-PARTY AGREEMENT AS APPLICABLE	4	H	<p>Cut “consequences” if talking “enforcement”. This will be done by the industry organizations.</p> <p>FAA has no funding for personnel, nor ability to determine offenders.</p> <p>If industry approach doesn’t work, for whatever reason, we can look at other options.</p> <p>Doable on self-regulating basis as discussed.</p> <p>Combine this into BPWG – we don’t need it twice.</p> <p>POWG 6 ELIMINATED; compliance or enforcement is key section of Tri-Party Agreement which is developed as part of TPA 1</p>	
POWG 7	3	LAAHNC Donna Sievers	Utilize the SoCal Helicopter Noise Area brochure and all other written helicopter pilot publications which identify “noise sensitive” areas in Los Angeles County. All written documents should be updated when necessary to include information regarding newly identified “noise sensitive” areas and Voluntary Agreements.	4	H	<p>Already doing – see the PHPA kneeboard document. Medium probability; over time.</p> <p>New noise sensitive areas, if occur, will come out of monitoring. Combine this with Monitoring System</p> <p>It was our understanding that Long Beach was not mentioned in the PHPA document thus a concern that all documents read by pilots are not up to date. The WG believes that all written documents must be kept current and must provide for a level of redundancy so that all pilots are kept informed. Not sure why this practice should be moved to the Monitoring System but would certainly agree if there was a reason. No one in the WG ever mentioned this before.</p>	Next

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POWG 8	5	LAAHNC Donna Sievers	Request that all Letters of Agreement (LOA) be available on all airport websites which will provide additional access to information for pilots flying within the County.	4	H	LOAs are for airport; out of our scope. The WG requested this be added because not all Letters of Agreement were available to pilots on the airport websites and we felt this would be a good communication tool. The comment, "LOAs are for airport; out of our scope" does not make sense as the purpose of the practice was to keep pilots informed based on individual airport LOAs. This was especially important in our discussion of "transient" pilots who would utilize the LOA.	Later
POWG 9	4	PHPA POC not known	Continued outreach to pilots including flight schools. Incorporated into POWG 4 and POWG 5	Incorporate into POWG 4 & 5	H	Incorporate in POWG 4 & 5 Incorporated into POWG 4 and POWG 5 ELIMINATED HERE	
POWG 10	4	PHPA POC not known	Seminars on the issues by PHPA and constant mention of the issue at PHPA Safety Seminars for many years with specific events noted from 2012 forward below. Incorporated into POWG 2	Incorporate into POWG 3	H	Incorporate into POWG 3 Incorporated into POWG 2 ELIMINATED HERE	
POWG 11	4	PHPA POC not known	Brochure by PHPA with hotspots and procedures to avoid them "Get Educated, Not Regulated"; distributed widely to pilot community. Incorporated into POWG 2	Incorporate into POWG 2	H	Incorporate into POWG 2 Incorporated into POWG 2 ELIMINATED HERE	
POWG 12	4	PHPA Ed Story	HAI/PHPA video — to be release Incorporated into POWG 2	Incorporate into POWG 2	H	Incorporate into POWG 2 Incorporated into POWG 2 ELIMINATED HERE	
SOUTH BAY AND OFFSHORE ROUTES WORKING GROUP (SBRWG) [Lead: Richard Root]							
Develop specific proposals and methods for reducing helicopter noise in South Bay and coastal areas with respect to routes and altitudes used by helicopter operators							
SBRWG 1	1,2	LAAHNC Richard Root	Agreement between the community and TOA helicopter operators on a temporary (until further studies are done) "Fly Neighborly" noise proposal expressed in single event dB (e.g., dB max, SENEL, Time Above, etc.) for helicopters at cruise level on TOA arrival/departure routes and South Bay communities. SBRWG LAAHNC members propose a maximum of 60 dB maximum for any single flyover.	3	M	Low to no. Problems with monitoring. Can't do for single flyover. Practice was not intended to apply to a single flyover. It was intended to be used to come up with an acceptable altitude guideline	Next
SBRWG 2	1,2	LAAHNC Richard Root	Develop a written agreement from helicopter operators based at TOA on a minimum altitude they will fly on each TOA route so as not to exceed the "Fly Neighborly" noise goal (revisit altitudes on the West PCH, Southeast, and Crenshaw routes).	3H Need flight track analysis	H	Already have JW LOA. Robinson does this already. There is no written agreement on how high Robinson will fly other than the 600 feet MSL in the TOA LOA	Immediate

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SBRWG 3	1,2	LAAHNC Richard Root	Community and helicopter operators jointly request that the ATC Tower adopt a more proactive role to assist the City in noise abatement; discontinue directing aircraft to conduct operations that violate the Torrance Noise Abatement Ordinance to include not allowing helicopter training in the south pattern or training during prohibited days/hours; and directing fixed wing pilots taking off to the west to maintain the runway heading and not allow "early left turns" across the West PCH Helicopter Route.	3	M	Dependent on FAA policies. Not likely.	Next
SBRWG 4	1,2	LAAHNC Richard Root	Community and helicopter operators jointly request that the FAA consider raising the ceiling on the TOA Class D Airspace.	3H	?	Low to no. Have to go to rule making. 2,400 feet MSL Class D already. We were just wondering if raising the airspace ceiling would allow pilots to fly higher and still feel safe? If it wouldn't make any difference, there would be no point in considering it.	???
SBRWG 5	1,2	LAAHNC Richard Root	Develop a written agreement defining the routes and altitudes for the North and Northeast Routes. (Torrance Area)	3H	H	Low probability. Not short term for anything more. Already have many routes around Robinson. There are 5 routes (although the North and Northeast are not well defined), but virtually all of Robinson's flights are done on just 2 of them (West PCH and Southeast.). Have major FAA sponsored, City sponsored experiments there. Although the FAA has offered to proceed with a test, we are not aware of any "experiments" that have already been conducted.	Immediate
SBRWG 6	1,2	LAAHNC Richard Root	Develop a written agreement establishing additional routes at TOA	3	H	See immediately above. Same: low probability.	Immediate

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SBRWG 7	1,2	LAAHNC Richard Root	Develop a written agreement with Robinson Helicopter Company to distribute their flights as equally as possible among all TOA arrival departure routes, including the Crenshaw route, North Route, Northeast Route, and any new routes that may be established. Develop an agreement with Robinson to maintain records of the flights they conduct on each route	2X	H	Already got this. Actually, Robinson makes very little use of the three routes listed. Robinson has worked very closely with local folk on all of these matters. Actually, Robinson has <u>not</u> worked closely with any community groups and failed to answer any of the 10 questions asked in writing, including asking them for the actual numbers of flights they have conducted. Also, we have still not received a consistent explanation for the why Robinson limits the first few hours of flight testing to just two routes.	Immediate
SBRWG 8	1,2	LAAHNC Richard Root	Agreement from TOA helicopter operators on measures to reduce the number of flights on the most heavily used TOA arrival/departure routes.	2	M	Low to no. Not at all likely to happen. Who would determine which Operator would have to curtail/reduce revenue? This doesn't have to mean fewer total flights or less revenue.	Next
SBRWG 9	1,2	LAAHNC Richard Root	Develop a written agreement with helicopter operators that use TOA (including emergency responders/military) on helicopter pattern training. We propose that operators agree not to conduct <u>any</u> training in the south pattern (near residential) and that training in the north pattern be done within the boundaries of the airport to avoid residential areas east of Crenshaw Blvd.	3	H	Low probability. We have a factory there! Local folk need to do currency training. By restricting training, we are only moving the noise to another location, not to speak of reducing safety. An LOA already exists between the ACT Tower and TOA based operators, but it needs to be modified and expanded to cover all pilots who train at TOA. See the proposed practice just added.	Immediate
SBRWG 10	1,2	LAAHNC Richard Root	Robinson Helicopter Company to discontinue Safety Training Course Flights from TOA and relocate them to more remote airports.	2X	M	Low to no probability. Entire business is located at TOA, including thousands of jobs. Ultimately, this is a decision for Robinson; industry cannot dictate. Robinson already does conduct some of its Training Courses elsewhere. Of course we cannot dictate to them, but they could agree to the proposed practice if they really wanted to reduce their noise impacts.	Next

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SBRWG 11	1,2	LAAHNC Richard Root	Develop an agreement on an offshore helicopter route or routes along the Los Angeles County coastline to be published on the LA Helicopter Route Chart; LAAHNC proposes a voluntary route one mile offshore.	3H Need flight track analysis	H	Low to no probability. Safety: must have auto rotate to land; rarely twin engine; otherwise floats. Expense. Coast Guard necessities. Autorotating to land puts the public's safety at risk. Last month, 2 people were killed by a pilot attempting an emergency landing (fixed wing) on a beach in Florida. Many local flights (e.g., Robinson) are not restricted to power-off distance to shoreline by FAA Regs. At the very least, perhaps a route could be set at a specific distance offshore but still be within power-off distance to land.	Immediate
SBRWG 11a Needs new number	1,2	LAAHNC Richard Root Chuck Street	When flying around the Palos Verdes peninsula between the Point Fermin Lighthouse and Torrance Beach I will fly at an altitude above 1200 feet MSL. I will operate at a distance off shore that will reduce the noise impact of my aircraft on the residents below but will fly close enough to shore so that I can execute a safe autorotation to land in the event of an engine failure. When flying along the shoreline between Torrance Beach and the "Twin Stacks" in El Segundo I will fly at an altitude above 750 feet MSL. And I will operate at a distance off shore that will reduce the noise impact of my aircraft on the residents below but will fly close enough to shore so that I can execute a safe autorotation to land in the event of an engine failure. When flying along the shoreline between Ballona Creek and Point Dume in the Malibu area I will fly at an altitude above 750 feet MSL. And I will operate at a distance off shore that will reduce the noise impact of my aircraft on the residents below but will fly close enough to shore so that I can execute a safe autorotation to land in the event of an engine failure. When flying along the shoreline between San Pedro and Doheny State Beach I will fly at an altitude above 750 feet MSL. And I will operate at a distance off shore that will reduce the noise impact of my aircraft on the residents below but will fly close enough to shore so that I can execute a safe autorotation to land in the event of an engine failure. SBRWG 11a, 11b, 11c, and 11d COMBINED	Incorporate into SBRWG 11	H	Incorporate into SBRWG 11 Already JW LOA? SBRWG 11a, 11b, 11c, and 11d combined into new practice that needs new SBRWG number; might also be combined for consideration with portions of JW LOA PLEASE SEE NOTE A	???
SBRWG 11b	1,2	LAAHNC Chuck Street	When flying along the shoreline between Torrance Beach and the "Twin Stacks" in El Segundo I will fly at an altitude above 750 feet MSL. And I will operate at a distance off shore that will reduce the noise impact of my aircraft on the residents below but will fly close enough to shore so that I can execute a safe autorotation to land in the event of an engine failure.	Incorporate into SBRWG 11	H	Incorporate into SBRWG 11 Already JW LOA? Incorporated into SBRWG 11a ELIMINATED HERE	

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Updated by Bob A, Richard R, Dave G, Gerry H, and Donna S to add comments and priorities on Aug 24, 2014 [all green]

No.	Noise Initiative Action	Organization/ POC ¹	Proposed Voluntary Practice	Progress Status ²	Importance ³	Probability of Success ⁴ and Comments	Priority ⁵
SBRWG 11e	1,2	LAAHNC Chuck Street	When flying along the shoreline between Ballona Creek and Point Dume in the Malibu area I will fly at an altitude above 750 feet MSL. And I will operate at a distance off shore that will reduce the noise impact of my aircraft on the residents below but will fly close enough to shore so that I can execute a safe autorotation to land in the event of an engine failure.	Incorporate into SBRWG 11	H	Incorporate into SBRWG 11 Already JW LOA? Incorporated into SBRWG 11a ELIMINATED HERE	
SBRWG 11d	1,2	LAAHOA Chuck Street	When flying along the shoreline between San Pedro and Doheny State Beach I will fly at an altitude above 750 feet MSL. And I will operate at a distance off shore that will reduce the noise impact of my aircraft on the residents below but will fly close enough to shore so that I can execute a safe autorotation to land in the event of an engine failure.	Incorporate into SBRWG 11	H	Incorporate into SBRWG 11 Already JW LOA? Incorporated into SBRWG 11a ELIMINATED HERE	
SBRWG 12	1,2	LAAHNC Richard Root	A notation on the LA Helicopter Route Chart that would recommend that helicopter flights transitioning along the coastline use the offshore route and not transition across the PV Peninsula or the cities in the South Bay.	3H Need flight track analysis	H	Outreach section? First we have to come to an agreement that these flights should go offshore. For now, this voluntary practice should stay in the offshore WG.	Next
SBRWG 13	1,2	PHPA POC not known?	Participation in plans for special route and altitude adjustment testing in TOA area; awaiting City input to proceed.			City issue; out of scope. ELIMINATED	
CAHUENGA PASS-GRIFFITH PARK ROUTES WORKING GROUP (CPRWG) [Lead: Gerry Hans]							
Develop specific proposals and methods for reducing helicopter noise in the Cahuenga Pass and Griffith Park areas with respect to routes and altitudes used by helicopter operators							
CPRWG 1	3	LAAHNC Gerry Hans	Meet with LAPD to discuss low-flying helicopters in the area and propose a community MOU to enhance relationships with residents and park users, recognizing that many LAPD flights over the area are necessary and others are not.	4 No meeting with LAPD scheduled	H	High. Easy. MOU already covered by JW LOA. There are unique issues in this area that may not be covered by a general MOU or LOA. PLEASE SEE NOTE A	Immediate
CPRWG 2	1,2	LAAHNC Gerry Hans	Through outreach and friendly agreement with helicopter tourism businesses, implement a specific voluntary route change that allows helicopters to fly at higher altitudes, realizing that landmarks including Hollywood Sign and Griffith Observatory will be seen from a greater distance.	4	H	JW LOA Appears to mean High PLEASE SEE NOTE A	Immediate
CPRWG 2a	1,2	LAAHOA Chuck Street	When flying in the vicinity of the "Hollywood Sign" I will fly at least ONE MILE SOUTH at an altitude above 1600 feet MSL. If it is necessary to fly closer than ONE MILE to the "Hollywood Sign" I will climb to an altitude higher than 1,800 feet MSL. I will make a sincere effort to reduce the noise impact of my aircraft on the residents who live in the vicinity of the "Hollywood Sign." At the same time I will operate my aircraft in a safe manner.	Needs review and incorporation by CPRWG	H	JW LOA PLEASE SEE NOTE A	???

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CPRWG 3	1,2	LAAHNC Gerry Hans	Request FAA to study possible SMO flight path change to make room for helicopters at higher airspace in Cahuenga Pass	3H	M	High probability; study fine. Low probability of flight path change. Since this is still being explored, FAA should be the ones to say where, if at all.	Immediate
CPRWG 4	1,2	LAAHOA Chuck Street	When flying along the 101 Freeway through the Cahuenga Pass I will fly my helicopter at an altitude of 1,900 feet MSL when weather permits.	Needs review and incorporation by CPRWG	H	Will study further. Clark Desing on AGL/MSL there. Dependent on AGL and local airport related traffic. PLEASE SEE NOTE A	???
CPRWG 5	1,2	LAAHOA Chuck Street	I will avoid flying over the top of the Hollywood hills (crossing Mulholland Drive) between the 405 Freeway (Sepulveda Pass) and the 101 Freeway (Cahuenga Pass) at an altitude lower than 1,000 feet AGL. I will adhere to this practice so that the "noise impact" of my helicopter will be significantly diminished.	Needs review and incorporation by CPRWG	H	Dunno. Study further. PLEASE SEE NOTE A	???
LONG BEACH ROUTES WORKING GROUP (LBRWG) [Lead: Donna Sievers]							
Develop specific proposals and methods for reducing helicopter noise in the Long Beach area with respect to routes and altitudes used by helicopter operators							
LBRWG 1	1,2	LAAHNC Donna Sievers	Develop alternative routes from Long Beach Airport to the coast utilizing routes over major streets, freeways, industrial areas of the riverbed thereby reducing the number of helicopter flights on the current Redondo Avenue route.	3H	H	Medium probability. Lots of parties to coordinate. This goal is fundamental to reducing helicopter noise on the Redondo corridor as it deals with developing alternative routes. The Probability of Success was noted to be "Medium Probability" and the comment "Lots of parties to coordinate." We have been coordinating "lots of parties" quite successfully and the number of parties involved should certainly not be a factor when determining Probability of Success.	Immediate

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LBRWG 2	1,2	LAAHNC Donna Sievers	Vary the departure and arrival routes by using Redondo Avenue for inbound traffic and alternative routes for outbound traffic which will allow pilots to fly directly over Redondo Avenue on a "one way only" route thus avoiding noise sensitive neighborhoods and schools to the east and west of Redondo.	3	M	<p>Medium probability. Lots of parties to coordinate. Deflection to other areas?</p> <p>This goal deals with using Redondo as a "one way only" route that will accomplish two important issues. First, by going "one way" down Redondo the pilots can fly directly over the busy street and will therefore not disperse into the neighborhoods to the east and west of Redondo. Second, by using another path for departures (Wardlow to the 710 freeway) the frequency of flights down Redondo will be reduced thus mitigating the noise impact. Comments under the Probability of Success indicated "Deflection to other areas?" We have discussed this issue repeatedly in our WG and have eliminated other routes such as Cherry Street because it would impact another neighborhood. By using Wardlow and the 710 freeway, pilots would fly over only industrial areas. Airport staff, the FAA, and ATC have all been a party to our discussion and understand that we are not trying to redirect our noise concerns onto another neighborhood. This practice was given "Medium Probability" of success and again the comment, "Lots of parties to coordinate."</p>	Immediate

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LBRWG 3	1,2	LAAHNC Donna Sievers	Work with pilots to ensure that helicopter pilots utilizing Redondo Avenue follow the route out past the shoreline before making any turns. Pilots using the Redondo route should not "cut the corner" over residential neighborhoods.	3H	H	<p>High probability. Can be done. Understand it's already under way.</p> <p>This practice deals with pilots flying in an arc towards the Queen Mary and not staying over the Redondo Street Corridor until they reach the coastline. This problem should have been solved months ago as pilots are not following the designated route; however, pilots continue to produce noise in residential areas and over Horace Mann Elementary School as pilots "cut the corner" each and every day. This issue was marked "High Probability" of success that we agree with. The comment "Understand it's already underway" may not be completely accurate. Pilots have agreed to this concept and a few may be actually flying to the coastline before turning, but homeowners do not see a significant improvement thus far.</p>	Immediate

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LBRWG 4	1,2	LAAHNC Donna Sievers	Examine the feasibility of raising the standard operating altitudes for helicopters when they are utilizing the agreed upon routes to and from the Long Beach Airport. Example: Helicopter pilots will be encouraged to fly at 1,200 feet MSL or higher when South of the fixed-wing “downwind pattern” for runway 25L/7R. Example: Helicopter pilots will be encouraged to fly at 1,200 feet MSL or higher when North of the fixed-wing “downwind pattern” for runway 25R/7L. Pilots will not be expected to fly at higher altitudes when fixed-wing traffic is heavy in the vicinity of helicopter routes thus compromising safety.	3H	H	<p>Low to medium probability. Training inside airport: low. Outside airport patterns long established and potential to conflict with higher traffic. Fair amount of “heavies” coming in. This practice deals with raising altitudes for helicopters and is essential to mitigating noise caused by both law enforcement and commercial helicopters. Although difficult achieve, higher altitudes are fundamental to reducing helicopter noise. The Probability of Success indicated this to be “low to medium probability”. Without cooperation regarding higher altitudes from pilots, we will never achieve significant progress towards mitigating noise from helicopters. Comments made included “Training inside airport: low.” We have never discussed or implied that training within the airport should be using higher altitudes, so have no idea why this comment was made. Other comments such as “outside airport patterns long established and potential to conflict with higher traffic” are again made without the benefit of our many WG conversations in Long Beach. We appreciate that there are fixed wing coming into Long Beach Airport, however, we have already been discussing that pilots can fly inbound from the ocean at higher altitudes and then safely descend as they approach the airport. This solution was presented by Los Angeles Helicopters and also tentatively agreed upon by Island Express, so we am a bit concerned that someone else has determined this to be of “low to medium probability” which seems to circumvent our collaborative process.</p>	Immediate

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LBRWG 5	1,2	LAAHNC Donna Sievers	Determine what process would be followed to proceed with Safety Management System approval for changes in the Letter of Agreement between Long Beach Air Traffic Control and helicopter operators utilizing the Long Beach Airport.	3H	M	Outside scope. Low to no. FAA matter. At the beginning of our collaborative process, we were unclear what procedures should be followed in order that FAA assist us in determining safety issues and possible revision of the Letters of Agreement; therefore, the practice was written. We now have FAA and ATC attending our meetings and I think this issue is largely resolved.	Later
LBRWG 6 Added at July 2014 WG meeting	1,2	LAAHNC Donna Sievers	The Long Beach Airport Staff will investigate obtaining additional noise monitoring data for Long Beach which will assist in evaluating the change in noise exposure from potential alternative altitudes and determining possible solutions to helicopter noise in Long Beach.	3	H	Pilots – Please add probability of success This goal was added when Ron Reeves, Noise and Environmental Officer at the Long Beach Airport, explained at our WG meeting that he would be able to fund an additional week-long noise collection. The WG agreed that this would be beneficial and it is my understanding that Ron is moving forward with this.	Next
SEPULVEDA PASS-VALLEY BASIN WORKING GROUP (SPWG) Develop specific proposals and methods for reducing helicopter noise in Sepulveda Pass and Valley Basin areas with respect to routes and altitudes used by helicopter operators [This is not a current WG, but these proposals probably indicate the need for this WG or something like it at some time in the future]							
SPWG 1	1,2	LAAHOA Chuck Street	When flying East or West through the San Fernando Valley I will follow a flight path North of Ventura Blvd and preferably along the 101 Freeway at an altitude of 1,800 MSL or higher.	Suggest not creating this now. Wait until after Sept 8 Doc completed.	L	Determine AGL/MSL and local traffic. Study. Wait until creating new WG	Later
SPWG 2	1,2	LAAHOA Chuck Street	When flying along the 405 Freeway through the Sepulveda Pass I will fly my helicopter at an altitude of 1,900 feet MSL when weather permits.	Suggest not creating this now. Wait until after Sept 8 Doc completed.	L	Determine AGL/MSL and local traffic. Study. Wait until creating new WG	Later
SPWG 3	1,2	LAAHOA Chuck Street	When flying between the shoreline in Pacific Palisades and the 101 freeway I will follow a flight path South of Sunset Blvd at an altitude above 1500 feet MSL out of consideration for the residents who live in this very noise sensitive area.	Suggest not creating this now. Wait until after Sept 8 Doc completed.	L	Determine AGL/MSL and local traffic. Study. Wait until creating new WG	Later

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1	Organizations: LAAHNC – Los Angeles Area Helicopter Noise Coalition; LAAHOA – Los Angeles Area Helicopter Operators Association; PHPA – Professional Helicopter Pilots Association; HAI – Helicopter Association International; POCs – Points of Contact for involved organizations						
2	See Progress Status Indicators (see first table below)						
3	Importance (from community stakeholders): H = High; M = Moderate; L = Low						
4	Probability of Success (from pilot/operator stakeholders): H = High; M = Moderate; L = Low						
5	Priority (see second table below): I – Immediate; N = Next; L = Later						

NOTE A: Jim Wisecup, Chuck Street, and others are working outside of the Working Groups to develop “pledges” or “letters of agreement” with pilots and operators. LAAHNC appreciates these efforts because they help determine the type and level of voluntary practices that would be accepted and could be quickly implemented by helicopter pilots and operators. And, such pledges and letters of agreement can be useful as part of pilot outreach programs in conjunction with a Tri-Party Agreement. But, LAAHNC feels that the entire Working Group process is missing excellent collaborative input from pilots and operators by not building potential practices from these pledges and letters of agreement into this Proposed Voluntary Practices list as alternate proposals or counterproposals. To that end, we have marked several practices in the list with “PLEASE SEE NOTE A” where we hope that the pilots and operators will pull appropriate portions of their pledges and letters of agreement, convert them to new proposed voluntary practices, and add them to this list for the appropriate Working Group. Practice SBRWG 11 for an offshore route offers an excellent example of how this might work. In his pilot pledge, Chuck Street has included shoreline practices that had been numbered SBRWG 11a through 11d. These have been combined into a single proposed voluntary practice with no number. We hope that Chuck will modify these as necessary and turn them into an alternate proposal for a set of shoreline voluntary practices that can then be considered at the next South Bay Routes Working Group meeting – essentially a counterproposal to existing SBRWG 11. LAAHNC feels that adding alternate proposal or counterproposals to the list in this way will foster collaboration and might, in some cases, lead to consensus on interim proposed voluntary practices that can be incorporated into the initial Tri-Party Agreement.

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Progress Status Indicators	
0	Not started
1	Need for proposal determined
2	Proposal drafted
2X	Operators unwilling to discuss
3	Proposal in discussion
3H	Proposal progress on hold awaiting data and/or analysis from FAA or others concerning specifics on limitations, restrictions, or other features
3X	Proposal discussed, but consensus cannot be reached and the proposal is at an impasse
4	Proposal consensus reached
4A	Proposal consensus reached by compromise, resulting in partial improvement with further work needed
5	Proposal implementation method consensus reached
6	FAA concurrence achieved on proposal and its implementation
7	Proposal memorialized in writing and approved
8	Proposal implemented, including pilot outreach
9	Proposal implemented for one year, progress quantitatively measured, and proposal updated if required
10	Proposal and its implementation finalized

Use matrix below to assess initial Proposed Voluntary Practice Priority based on Importance (from community stakeholders) and Probability of Success (from pilot/operator stakeholders)
Then adjust as necessary to achieve balance among Immediate, Next, and Later priorities

		Probability of Success		
		Low	Moderate	High
Importance	Low	Later	Later	Next
	Moderate	Later	Next	Immediate
	High	Next	Immediate	Immediate