

# SOUTH BAY WG PROPOSED VOLUNTARY PRACTICES TO MITIGATE HELICOPTER NOISE IMPACTS

*Updated with Industry Probabilities of Success*

*Updated with Working Group comments and priorities on Aug 24, 2014 [all green]*

No.	Noise Initiative Action	Organization/ POC <sup>1</sup>	Proposed Voluntary Practice	Progress Status <sup>2</sup>	Importance <sup>3</sup>	Probability of Success <sup>4</sup> and Comments	Priority <sup>5</sup>
<b>SOUTH BAY AND OFFSHORE ROUTES WORKING GROUP (SBRWG) [Lead: Richard Root]</b>							
<b>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</b>							
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
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

# SOUTH BAY WG PROPOSED VOLUNTARY PRACTICES TO MITIGATE HELICOPTER NOISE IMPACTS

*Updated with Industry Probabilities of Success*

*Updated with Working Group comments and priorities on Aug 24, 2014 [all green]*

No.	Noise Initiative Action	Organization/ POC <sup>1</sup>	Proposed Voluntary Practice	Progress Status <sup>2</sup>	Importance <sup>3</sup>	Probability of Success <sup>4</sup> and Comments	Priority <sup>5</sup>
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
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

# SOUTH BAY WG PROPOSED VOLUNTARY PRACTICES TO MITIGATE HELICOPTER NOISE IMPACTS

*Updated with Industry Probabilities of Success*

*Updated with Working Group comments and priorities on Aug 24, 2014 [all green]*

No.	Noise Initiative Action	Organization/ POC <sup>1</sup>	Proposed Voluntary Practice	Progress Status <sup>2</sup>	Importance <sup>3</sup>	Probability of Success <sup>4</sup> and Comments	Priority <sup>5</sup>
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	<b>Low to no probability.</b> 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 41a Needs new number	1,2	LAAHNC <del>Richard Root</del> 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 41b	1,2	LAAHNC Chuck Street	<del>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.</del>	Incorporate into SBRWG 11	H	Incorporate into SBRWG 11 Already JW LOA? Incorporated into SBRWG 11a ELIMINATED HERE	

# SOUTH BAY WG PROPOSED VOLUNTARY PRACTICES TO MITIGATE HELICOPTER NOISE IMPACTS

*Updated with Industry Probabilities of Success*

*Updated with Working Group comments and priorities on Aug 24, 2014 [all green]*

No.	Noise Initiative Action	Organization/ POC <sup>1</sup>	Proposed Voluntary Practice	Progress Status <sup>2</sup>	Importance <sup>3</sup>	Probability of Success <sup>4</sup> and Comments	Priority <sup>5</sup>
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	

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.

# SOUTH BAY WG PROPOSED VOLUNTARY PRACTICES TO MITIGATE HELICOPTER NOISE IMPACTS

*Updated with Industry Probabilities of Success*

*Updated with Working Group comments and priorities on Aug 24, 2014 [all green]*

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