



LOS ANGELES INTERNATIONAL AIRPORT/ COMMUNITY NOISE ROUNDTABLE WORK PROGRAM 2008-2009

INTRODUCTION

The Mission of the LAX/Community Noise Roundtable is clearly articulated in the Roundtable's Bylaws. The mission as stated in Article II of the bylaws is:

"The Los Angeles International Airport/Community Noise Roundtable (herein after referred to as Roundtable) is an association of local communities, Los Angeles World Airports (LAWA), the Federal Aviation Administration (FAA), and airline industry representatives. These parties are interested in participating in an interactive forum to address current aircraft noise issues associated with aircraft operations to, from and at Los Angeles International Airport. **It is the intent of the Roundtable to identify noise impacts in the surrounding communities and to recommend courses of action that could reduce noise over affected communities without shifting noise from one community to another.**" (Emphasis added)

As stated, the Roundtable's primary mission is two fold:

1. To identify noise impacts in the surrounding communities, and
2. To recommend courses of action that could reduce noise over affected communities.

This Work Program presents the agreed upon actions identified by the Roundtable designed to accomplish one, or both of the aforementioned goals. The Work Program identifies the general noise issue to be addressed, specific noise issues which fall under the general category, a description of the impact, the areas affected by the noise issue, and the activities to be conducted by the Roundtable designed to address the targeted noise issue. In addition, the Work Program identifies the agency/organization (if any) with primary responsibility for completion of the activity, and assigns a priority for accomplishment of the work.

Work Program items are reviewed on an on-going basis at Roundtable meetings. Additionally, the entire Work Program is reviewed on an annual basis to evaluate progress of activities, make course corrections, and to add/remove actions as agreed upon by the Roundtable.

The effectiveness of the Roundtable's efforts depends on the interaction among the parties-at-interest represented by the airport owner, the FAA, the airline industry and community representation.

I. GENERAL NOISE ISSUE: NOISE IMPACTS FROM AIRCRAFT APPROACHING LAX

I A. Specific Issue: Extended Downwind Approach

Impact Description:

Aircraft arriving to LAX from the west and the north utilize an extended downwind approach at times. During certain weather conditions causing low visibility at LAX, and during periods of heavy air traffic the downwind portion of this approach extends a substantial distance to the east. Because of changes in topography in some of these communities, aircraft flying this approach create significant noise impacts to these communities.

Areas Primarily Affected:

Eastern Sector (Monterey Park, San Gabriel Valley)

Mitigation Activities:

- In early 1998, LAWA staff developed a radar “gate” system for obtaining over flight information.
- A report was prepared by the Wadell Engineering Corp. for the City of Monterey Park: *Overflights By Aircraft Arriving at Los Angeles International Airport, December 1999*. This report offered six alternatives:
 1. Reduce the number of flights
 2. Redirect flights to other airports
 3. Switch the altitude requirement where aircraft intercept the ILS between the north and south runway complexes so that the altitude over Monterey Park will be higher.
 4. Increase the glide slope angle for the north runways
 5. Formalize a high altitude cross-over procedure to the southern runways
 6. Formalize a flight track from the Santa Monica VOR to narrow the spread
- Report from the Flight Track Data Subcommittee, August 2002, included LAWA staff measurements.
- Letter to the FAA November 2002 asking for five mitigation actions (1, 3-6 from above mentioned report.)
- Response from the FAA on three of the suggested actions included items 2, 3 and 4 noted above.
- Worked with FAA Air Traffic to recommend they develop changes in standard approach procedures.
- LAWA to continue monitoring extended downwind approach operations and provide statistical updates to the Roundtable. Last update was provided in July 2008.
- Request inclusion in FAA’s Southern California Airspace Redesign Project.

Status: Continuing Item. Further FAA action on this item is pending on restoration of funding for the Southern California Airspace Redesign Project.

Assigned Priority: Short Term

LAWA Workload: Low

I B. Specific Issue: Missed Approaches/Go-Arounds

Impact Description:

At times aircraft arriving at LAX are required to abort their landing and execute a missed approach procedure. Historically, aircraft executing a missed approach have impacted the communities to the north and south of the airport depending on the runway complex they were originally assigned.

Areas Primarily Affected:

Northern and Southern Sector

Mitigation Activities:

- Letter sent to FAA in July 2002 requesting revisions to procedures.
- FAA presentation to Roundtable reported that arriving aircraft having to go around will maintain runway heading unless aircraft on adjacent runway starts take-off roll, and only then will be turned over the communities.
- The South Airfield Improvement Program (SAIP), which began in July 2006 and has since been completed, caused an increased in the incidence of overflights of El Segundo. LAWA staff has provided information to the FAA and the Roundtable to establish a record of over flight events before and after the runway project for both the northern and southern sectors.
- LAWA to continue to monitor go-around operations and provide statistical updates to the Roundtable. Last update was on July 2008.

Status: Continuing Item.

Assigned Priority: Short Term

LAWA Workload: Medium

I C. Specific Issue: FAA Southern California Airspace Redesign Project

Impact Description:

FAA initiated the So. Calif. Airspace Redesign Project (SCARP) to improve the safety and efficiency of the So. Calif. airspace. The FAA began initial work on the project and then stopped the project due to funding cuts.

Areas Primarily Affected:

Global issue affecting all sectors

Mitigation Activities:

- Roundtable sent two letters in 2006 to FAA Administrator requesting restoration of funding. FAA responded and did not provide a definitive answer as to whether or not funding will be restored.
- Roundtable to continue to request funding to be restored.
- LAWA provided information update on the East Coast Airspace Redesign Project in March 2008.
- Roundtable to participate in the Airspace Redesign Project, if resumed.

Status: SCARP is on hold as of early 2006 pending FAA restoration of funding.

Assigned Priority: Long Term

LAWA Workload: Low

I D. Specific Issue: Aircraft Arrivals Outside Regular Approach Paths

Impact Description:

During visual weather conditions, some aircraft turn on to the runway alignment inside the outer marker for the northern runways. Specific operations include, but are not limited to, short turns, “S” turns, and 360° turns.

Areas Primarily Affected:

Aircraft overfly communities on the north and northeast side of LAX when these operations occur. The impacted communities include Westchester, Ladera Heights, Windsor Hills/View Park and Inglewood.

Mitigation Activities:

- LAWA staff has established radar “gates” in late 1997 to measure arrival over flights and has provided information to the Roundtable.
- LAWA to continue to monitor short turn operations and provide statistical updates to the Roundtable. Last update was on July 2008.

Status: Continuing item

Assigned Priority: Medium Term

LAWA Workload: Medium

II. GENERAL NOISE ISSUE: REDUCE NOISE IMPACTS FROM AIRCRAFT DEPARTING LAX

II A. Specific Issue: East Departures Between Midnight and 6:30 a.m. during Over-Ocean Ops or West Ops

Impact Description:

Aircraft departing to the east between Midnight and 6:30 a.m. when LAX is not in East Ops create a serious noise disturbance to residents of numerous communities that are subjected to these overflights.

Areas Affected:

Eastern, Southern and Northern Sectors

Mitigation Activities:

- LAWA provided data to the Roundtable that these operations occur.
- Chief Pilots of the top 5 airlines committing these departures attended the September 2002 Roundtable meeting.
- Roundtable requested LAWA to initiate Part 161 Study to eliminate these departures.
- LAWA opened Part 161 Study in June 2005 and is underway.

- Study was hold in March 2007 pending preparation of new fleet mix forecasts that are consistent with LAX Specific Plan Amendment Study. Part 161 consultants will do modeling using the new forecasts once released.
- The fleet mix forecast was finalized on October 1, 2008 and the work on the Part 161 Study has recommenced. It is expected that LAWA will submit application to FAA by December 2009.
- LAWA to continue to monitor non-comforting east departures and provide statistical updates to the Roundtable. Last update was on July 2008.
- LAWA to complete study and submit application to FAA.

Status: Continuing item

Assigned Priority: Long Term

LAWA Workload: High

II B. Specific Issue: Early Turn of Aircraft Departing to the West

Impact Description:

Aircraft departing to the west turn before crossing the shoreline overflying communities causing noise disturbances. This item includes early turn issues related to the three LAX RNAV departure procedures HOLTZ, OSHNN, and KARVR off of Runway 25R, aircraft given an offset to avoid wake turbulence or traffic, and due to wind drift.

Areas Primarily Affected:

Southern Sector (El Segundo), Northern Sector (Playa Del Rey)

Mitigation Activities:

- LAWA to continue its Early Turn program and monitor early turns and notify FAA and the airlines when they occur.
- LAWA to monitor above mentioned RNAV departure procedures.
- In early 2007, LAWA worked with FAA to adjust the RNAV procedures to reduce aircraft from flying over the communities. Revised procedures were sent from FAA TRACON to FAA Oklahoma City Division for review and consideration.
- FAA published revised RNAV procedures in December 2007 to help reduce early turns from runway 25R departures.
- LAWA to continue providing statistical updates of early turn operations to the Roundtable. Last update was on July 2008.

Status: Continuing item

Assigned Priority: Medium Term

LAWA Workload: Medium

II C. Specific Issue: Turboprop Community Overflights

Impact Description:

Turboprop aircraft departing to the south with destinations to the east overfly the PV Peninsula and Torrance heading to the Seal Beach VOR.

Areas Primarily Affected:

Southern Sector (PV Peninsula, Torrance)

Mitigation Activities:

- FAA has routed most turboprops off the PV Peninsula, with only ONT, PSP and SNA operations overflying communities in 2002.
- FAA has established the HOLTZ, KARVR and OSHNN RNAV departure procedures to move jet departures that would be flying the LAXX DP further offshore with the intent of possibly moving more turboprops over the ocean. The procedures were implemented in late 2004.
- FAA developed a new RNAV procedure for turboprop aircraft called JEDDD in April 2008 to reroute turboprops further offshore from the PV Peninsula. Testing is required before the procedure can be utilized. FAA indicated that the testing is expected to be completed by the end of 2008.
- The JEDDD procedure will not reroute turboprops with destinations to ONT, PSP, and SNA. FAA will explore alternative options for these aircraft.
- LAWA to continue monitoring turboprop operations and provide statistical updates to the Roundtable. Last update was on July 2008.

Status: Continuing item

Assigned Priority: Long Term

LAWA Workload: Medium

II D. Specific Issue: Improperly Flown LOOP Departures**Impact Description:**

Aircraft departing on the LOOP departure are turned before overflying the LAX VOR at 10,000 ft. and above overfly the Beach Cities causing noise disturbance to these communities.

Areas Primarily Affected:

Southern Sector (Beach Cities)

Mitigation Activities:

- Roundtable to continue the work of the FAA Task Force. LAWA monitored the procedure and provided data to the Roundtable.
- Roundtable requested FAA create an RNAV procedure to “tighten” the procedure.
- FAA changed protocol for LOOP related to who flies it (excluded slow climbers), and from which runway.
- FAA created KWYET RNAV DP and began implementing the procedure in 2004. This RNAV DP was then suspended due to the nationwide moratorium on RNAV procedures.
- Subsequently, FAA reported that KWYET RNAV cannot be used due to the procedure’s turn being greater than 210°. The KWYET RNAV has been eliminated by the FAA.
- LAWA will continue to monitor the LOOP DP and notify FAA when not properly flown.
- LAWA to continue providing statistical updates of loop departure operations to the Roundtable. Last update was on July 2008.

Status: Continuing item

Assigned Priority: Long Term

LAWA Workload: Medium

II E. Specific Issue: Easterly Departures From Northern Runways Turning North

Impact Description:

Turboprop aircraft departing to the east during East Ops turn north at low altitudes over residential areas. This procedure occurs a small percentage of the time.

Areas Primarily Affected:

Eastern and Northern Sectors

Mitigation Activities:

- LAWA staff has established “gates” to measure departure over flights and has provided information to the Roundtable.
- Flight Track Data Subcommittee considered information at its February 9, 2005 meeting. A later turn or a turboprop RNAV procedure was suggested to the FAA.
- Before the FAA would consider a RNAV procedure they needed a consensus among the communities and stakeholders involved that it would be an acceptable alternative.

Status: Continuing item

Assigned Priority: Medium

LAWA Workload: Low

III. GENERAL NOISE ISSUE: ON-AIRPORT NOISE ISSUES

III A. Specific Issue: Low Frequency Noise

Impact Description:

Low Frequency Noise (LFN) from LAX affects numerous communities, including ones located miles away from LAX. LFN travels far distances and is invisible to structures, so is very difficult to mitigate via sound insulation. LAWA’s current noise monitoring system does not have the ability to monitor LFN.

Areas Primarily Affected:

Global issue affecting all sectors

Mitigation Activities:

- The full Roundtable and the Noise Subcommittee received two technical presentations from Mr. Sanford Fidell of Fidell & Associates on LFN in summer 2004.
- Roundtable recommended that the FAA conduct further research on the topic.
- LAWA will be able to monitor LFN once the new ANOMS system is operable.

Status: Continuing item.

Assigned Priority: Long Term

LAWA Workload: Low

III B. Specific Issue: Ground Run-ups During Restricted Hours (2300 to 0600 hrs.)

Impact Description:

Ground run-ups during the hours of the restriction create noise disturbances during these noise sensitive hours to the surrounding communities. There is currently no way to actively monitor the run-ups, or distinguish between takeoffs and run-ups.

Areas Primarily Affected:

Northern Sector, Southern Sector

Mitigation Activities:

- Ground run-up monitoring system to be built as part of the LAX Noise Monitoring System replacement project. Once operational, LAWA will then be able to monitor ground run-ups at LAX. The system will allow LAWA to evaluate noise impact of ground run-up activity.
- LAWA provided a presentation in May 2008 on the installation of a ground run-up monitoring unit at the Fed Ex maintenance facility. The monitoring unit is expected to be operational by early 2009.

Status: Continuing item.

Assigned Priority: Short Term

LAWA Workload: Medium

III C. Specific Issue: Post-construction Runway Utilization

Impact Description:

Aircraft not complying with the LAX Preferential Runway Use Policy create noise disturbances to the communities surrounding LAX.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- LAWA will monitor post-construction runway usage and report to the Roundtable.
- In June 2007, the Roundtable requested LAWA to work with the FAA to study the feasibility of reopening decommissioned end-around Taxiway CC. This item could require a potentially costly reconfiguration of the FAA's CAT 2/3 ILS lighting systems for Runway 25L.
- LAWA provided a presentation in September 2008 on the south runways utilization covering periods before and after the new center taxiway project was completed on June 21, 2008.

- In October 2008, LAWA provided a detailed explanation of why reopening Taxiway CC is not possible and would not solve the issue of runway 25L departures. Accordingly, LAWA proposed to discontinue the pursuit of reopening Taxiway CC as it is not a practical solution for reducing 25L departures.
- LAWA will continue to work with the FAA to maximize the use of the Preferential Runway Use Procedure.

Status: Continuing item

Assigned Priority: Short Term

LAWA Workload: Medium

IV. GENERAL NOISE ISSUE: OFF-AIRPORT NON-OPERATIONAL NOISE ISSUES

IV A. Specific Issue: Expand the LAX Noise Monitoring System

Impact Description:

Portions of LAWA's current noise monitoring system are now over 20 years old and the system is having reliability problems. The servers are no longer supported by the manufacturer and parts may not be available in the event of failure. The system cannot measure low frequency noise.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- LAWA contracted with Lochard Corp. in April 2005 to design and build LAWA's new noise monitoring system (Airport Noise and Operations Management System – ANOMS). LAWA used the Roundtable's input in preparing the RFP for the project.
- LAWA utilized the Roundtable in January 2006 as a sitting workshop for potential community noise monitors and to determine types of information requested by community.
- There will be a total of 39 noise monitors at LAX with some monitors being placed further out from the airport for measurement of the 60 dB CNEL.
- As of October 2008, the system is 90% complete and LAWA expects the system to be fully operational by early 2009.
- LAWA will begin to use the new ANOMS once it is completed and CalTrans approves the system.

Status: Continuing item

Assigned Priority: Short Term

LAWA Workload: High

IV B. Specific Issue: Evaluate the 60 dB CNEL Noise Contour for Eligibility for Sound Insulation

Impact Description:

Persons living outside LAX's 65 dB CNEL noise eligibility contour (4Q1992), but within the 60 dB CNEL contour are not eligible for noise insulation, but are impacted by the noise from LAX operations. LAWA currently cannot produce an accurate 60 dB CNEL noise contour, but will be able to do so once the new ANOMS noise monitoring system is operable.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- LAWA to produce the 60 dB CNEL noise contour once one year's monitoring is completed using the new ANOMS system after it has been approved by CalTrans.
- Roundtable to evaluate the possibility of using the 60 dB CNEL contour as a soundproofing eligibility contour when the contour is produced, and request LAWA to adopt for soundproofing eligibility.
- LAWA staff started participation in the Airport Cooperative Research Program in 2008 and is continuing in 2009 to conduct study and survey of the various programs offered by airports in the U.S. to address noise issues outside of the 65 DNL/CNEL noise contour.

Status: Pending

Assigned Priority: Medium Term

LAWA Workload: Medium

IV C. Specific Issue: Review Use of Single Event Noise Metrics

Impact Description:

Noise Subcommittee has reported to Roundtable regarding use of single event noise metrics.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- At the March 13, 2002 meeting Mr. Bill Albee of Wyle Labs made a presentation on alternative noise metrics, including single event metrics, to the Roundtable.
- At its meeting of February 8, 2006, the Noise Subcommittee noted the need to acquire single noise event data from the new ANOMS.
- LAWA will provide information to the Roundtable on the capability of the new ANOMS to provide single event metrics.

Status: Continuing item

Assigned Priority: Medium Term

LAWA Workload: Medium

V. GENERAL NOISE ISSUE: NOISE STRINGENCY STANDARDS

V A. Specific Issue: Briefing on the A380 Noise Impacts

Impact Description:

Noise issues regarding A380 operations at LAX are a concern to the communities that may be impacted by this aircraft.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- Airbus representative provided a presentation on the noise impact of the A380 to the Roundtable in June 2008.
- Roundtable members had the opportunity to experience the noise levels of the A380 while standing on the east end corner of runway 25L when the aircraft arrived at LAX on August 5, 2008.
- LAWA staff provided noise levels comparison of A380, B747, and other aircraft in September 2008.
- LAWA to provide additional noise levels information on the A380 after regular service has commenced at LAX.

Status: Continuing item

Assigned Priority: Medium Term

LAWA Workload: Low

V B. Specific Issue: Aircraft Noise Stringency Standards via the ICAO and CAEP Processes

Impact Description:

Roundtable is interested in increasing the noise stringency standards for aircraft operating at LAX to reduce the noise produced by aircraft arrivals and departures, and reducing the noise impacts to the communities.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- Roundtable sent letter to FAA requesting that turboprop aircraft be included in ICAO Stage 4 aircraft standards. This request was not honored.
- In November 2007, LAWA staff participated in the CAEP meetings as an observer for ACI-NA.
- LAWA staff continues to work closely with ACI-NA through its Environmental Affairs Committee and the Noise Working Group, as well as directly with the ACI's ICAO Liaison to influence the CAEP process and attempt to get additional noise stringency standards added to the CAEP Work Program.

- Roundtable to continue monitoring future noise stringency actions proposed by ICAO and CAEP and will comment accordingly.

Status: Continuing item

Assigned Priority: Long Term

LAWA Workload: Low

VI. GENERAL NOISE ISSUE: MISCELLANEOUS NOISE ISSUES

VI A. Specific Issue: Establish Working Relationships with Other Roundtables

Impact Description:

Roundtable membership desires to establish formal ongoing working relationships with other airport noise Roundtables or other community forums.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- Roundtable sends copies of letters to SFO and ORD (O'Hare) noise commissions/roundtable.
- Roundtable Facilitator will arrange for guest speakers from other airport noise forums.

Status: Pending.

Assigned Priority: Long Term

LAWA Workload: Low

VI B. Specific Issue: LAX Specific Plan Amendment Study (SPAS)

Impact Description:

Roundtable to review/comment on noise elements of proposed projects related to the LAX SPAS. (Note: LAWA Staff and the Roundtable Facilitator will not participate in this Work Plan item).

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- None taken to date.

Status: Pending

Assigned Priority: Long Term

LAWA Workload: Low

VI C. Specific Issue: Briefings on Technical Advances Within the Industry

Impact Description:

The Roundtable needs to be informed of the evolving technology in aircraft engine and airframe, airspace utilization, and airline marketing as it relates to noise impacts in surrounding communities.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- Presentation by the Roundtable consultant of the Wyle Labs “before-and-after study” of single event noise impacts at Egan, MN as a result of a new runway at MSP – February 8, 2006.
- Boeing conducted a presentation on aircraft quiet engine technology on September 13, 2006.
- Roundtable Facilitator provided information on retirement of B727 aircraft from UPS and Fed Ex in January 2008.
- LAWA staff provided information on replacement of B747-200 with quieter A330 aircraft from Northwest Airlines in March 2008.

Status: Continuing item

Assigned Priority: Long Term

LAWA Workload: Low

VI D. Specific Issue: Briefings on Relevant Legislative and Regulatory Actions by International, Federal and State Agencies

Impact Description:

The Roundtable needs to be informed of actions by agencies that relate to noise impacts in surrounding communities.

Areas Primarily Affected:

Global Issue affecting all sectors

Mitigation Activities:

- Comments to the FAA on proposed actions involving “levels of significance” criteria for NEPA compliance
- Comments on the ICAO Committee on Aviation Environmental Protection actions involving aircraft certification criteria

Status: Pending

Assigned Priority: Long Term

LAWA Workload: Low