LAX/Community Noise Roundtable

Roundtable 101 Educational Briefing

September 11, 2019
Presentation Outline

• What Role Does a Noise Roundtable Play?

• Member Obligations/Responsibilities

• Roundtable Bylaws

• Roundtable Work Program

• Meeting Agenda Development
Presentation Outline

- Meeting Conduct: Robert’s Rules of Order
- Funding and Technical Support
- The Realities of Tackling Aircraft Noise Issues
- Resources
- Questions
Aircraft noise issues are complex with many stakeholders playing separate, but important roles in contributing to the dialogue and recommendations.

- **The Federal Aviation Administration (FAA)** has sole decision making authority regarding use of the National Airspace System (NAS) and air traffic control procedures; safety and efficiency are its priorities. FAA also sets aircraft noise standards, promulgates federal aviation regulations, funds aircraft noise research, and funds approved noise mitigation measures.

- **Airlines/aircraft operators** select the aircraft types, schedule departure/arrival times, and collect the federal fees that are used for noise mitigation.

- **Pilot in command** has the sole responsibility for the safe operation of his/her aircraft in accordance with federal aviation regulations.
What Role Does a Noise Roundtable Play?

- In addition to being the primary recipients of aircraft noise complaints, **Airport Proprietors** operate/maintain the airfield, conduct aircraft noise and land use compatibility studies, apply for and administer federal noise mitigation grants, are subject to the terms of the grant assurances and other federal aviation regulations, and are legally responsible for aircraft noise impacts.

- Some **State Governments** (e.g., California) provide land use planning guidance (e.g., Caltrans Airport Land Use Planning Handbook) and regulate airport noise.

- **Local governments** have sole land use planning and zoning authority.

- **Elected officials** are often a secondary outlet for community noise complaints and seek to provide assistance/resolution in consultation with the **Airport Proprietor**.
What Role Does a Noise Roundtable Play?

- **Residents** should seek to understand the aircraft noise issue and make informed decisions when purchasing their homes as well as identify/report perceived changes in aircraft operations/noise exposure.

- **Community groups** often represent distinct neighborhoods that share a common aircraft noise experience/concern.

*No single stakeholder controls every aspect of aircraft noise. Hence, an Airport/Community Noise Roundtable brings many of these key stakeholders together in an environment that supports a respectful, collaborative dialogue about aircraft noise issues.*
What Role Does a Noise Roundtable Play?

A noise roundtable serves as the *singular sounding board/clearinghouse* on aircraft noise issues that seeks to balance both local and national interests.

- The FAA prefers receiving noise abatement/mitigation recommendations from a roundtable over individual requests from municipalities or residents because the roundtable will have reached a consensus on the recommendations to ensure they benefit **all of the Roundtable communities/participants** *without* shifting noise to non-roundtable communities.
Participation as a member on an airport noise roundtable is a collaborative process that requires:

- Regular, long-term attendance with active participation
- Excellent listening skills
- Respect for others’ viewpoints
- Becoming informed about aircraft noise control including, but not limited to, federal and state regulations, aircraft performance, airport operations, aircraft noise research, LAX’s noise abatement procedures, changes in aircraft fleet mix, compatible land use planning, sound insulation, etc.
Member Obligations/Responsibilities

• Fact-based decision making

• Representation of the concerns of your entity's constituents

• Communication of Roundtable activities back to your constituents

• Familiarity with the Roundtable Work Program

• Ability to compromise

• Willingness to work for the greater good of all Roundtable member communities, not just the entity you represent

Providing advice to LAWA, the FAA, or other relevant agencies on measures to reduce noise from aircraft operations at LAX
LAX/Community Noise Roundtable Bylaws

Bylaws establish the rules under which an organization operates. The following highlights some of the key parameters of the LAX Roundtable Bylaws:

• **No Shift Noise Policy** – The LAX Roundtable adheres to a policy of not shifting noise from one community to another

• **Brown Act** – LAX Roundtable meetings shall comply with the public meeting notice requirements

• **Robert’s Rules of Order** - LAX Roundtable meetings shall be conducted in accordance with Robert’s Rules of Order
LAX/Community Noise Roundtable Bylaws

• **Public Comment** – Specific opportunities for public comment shall be provided at each meeting. The standing time limit is two (2) minutes per commenter, but may be shortened at the discretion of the Roundtable Chairperson to ensure the meeting concludes within the published time period.

• **Roundtable Facilitator** - The Roundtable meetings shall be facilitated by an impartial, non-voting participant who keeps the Roundtable discussions in accord with the published meeting agenda and ensures the meetings remain on schedule.

• **Recent Bylaws Updates** - Included the creation of the Second Vice Chair position, clarification of definitions, strengthening of membership attendance and quorum criteria, and clarification of voting.

Roundtable members are encouraged to review the Roundtable Bylaws on the LAX/Airport Community Noise Roundtable Website at:

The LAX Roundtable’s work is guided by the most recent update of the Work Program. The Work Program, which is updated annually, is centered around the Roundtable’s mission which is:

1. To identify noise impacts in the surrounding communities, and

2. To recommend courses of action that could reduce noise over affected communities.

Roundtable members are encouraged to review the current Roundtable Work Program on the LAX/Airport Community Noise Roundtable Website at:

Meeting Agenda Development

As required by the Brown Act, the Roundtable meeting agenda must be published at least 72 hours prior to the meeting, so the public knows what will be discussed/voted on

- Setting the agenda requires careful planning and coordination with the Roundtable Chair and Vice Chair, LAWA, the Roundtable Facilitator, and guest presenters

- As described previously, the Regular meeting agenda typically contains specific Work Program items that are scheduled for updates that month

- The balance of the agenda is comprised of standing items such as Reports from Ad Hoc Committees, Public Comments, and Roundtable Member Discussion
Meeting Agenda Development

Due to the requirements of the Brown Act and the need to carefully plan the number and timing of the agenda items, at-meeting requests to hear and vote on new items cannot be granted

- The Roundtable member discussion period is an appropriate time to propose possible future agenda items
- Potential future agenda items may also arise during the discussion of a specific agenda item
- Suggested agenda items should be related to an aircraft noise concern and relevant to the Roundtable’s mission
- The Roundtable Chair, Vice Chair, and LAWA consider member requests and set the meeting agendas a few weeks prior to each Regular meeting
- New matters not on the agenda that are brought up during member discussion cannot be voted on, but may be considered as an agenda item for a future meeting as scheduling permits
Meeting Conduct: Robert’s Rules of Order

The Bylaws require that the Roundtable meetings be conducted in accordance with Robert’s Rules of Order as follows:

• One agenda item shall be considered at a time

• After a presentation and Roundtable discussion, the Chair can request a motion on the matter

• After a motion is made and seconded, the motion will be discussed by the Roundtable members

• Upon conclusion of the discussion, the Chair can call for a vote on the motion
Meeting Conduct: Robert’s Rules of Order

- Only the regular representative of each Roundtable member entity shall participate in the Roundtable discussion and voting process
  - Alternate representatives shall not participate in Roundtable discussion and voting when the regular representative is present
- When a regular representative is absent, his or her alternate member shall participate in the Roundtable discussion and voting
- A quorum must be present to vote on an issue, elect a Chair or Vice Chairs, or to take a position on legislation or proposed legislation
  - A quorum of the Roundtable shall consist of at least a majority (greater than 50%) of voting members
  - There are currently 23 members. Therefore, 12 members represents a quorum
LAWA provides the facilities, funding, technical, and staff support for the Roundtable meetings and related activities including, but not limited to:

- LAWA Noise Management Staff time to conduct research pertaining to specific issues, prepare the statistical reports, coordinate the meeting agendas, attend meetings, etc.

- An independent Roundtable Facilitator to help ensure the meetings are effective and on schedule and to provide relevant information or guidance during discussions and potential actions

- Funding for one Roundtable member or LAX Area Advisory Committee member to attend the annual UC Davis Aviation Noise Symposium

- A subscription to Airport Noise Report to allow Roundtable members to be informed on broader aircraft noise issues
The Realities of Tackling Aircraft Noise Issues

Addressing aircraft noise concerns over a heavily populated broad geographic area is a challenging assignment

- The federal standard for aircraft noise impacts is an annual-average Day-Night Average Sound Level (DNL) of 65 dB (CNEL in California)
  - Most of the communities represented on the LAX/Community Noise Roundtable are located well outside the CNEL 65 dB contours for LAX

- The Southern California airspace is highly complex and highly congested
  - A change in aircraft flight tracks, altitudes, and/or flight procedures in one location often has ripple effects in several other locations
The Realities of Tackling Aircraft Noise Issues

- Lengthening departure and arrival tracks for noise abatement purposes increases fuel consumption and air emissions
- Moving flight tracks from one community to another results in a shifting of aircraft noise, which is contrary to the Roundtable’s “No-Shifting of Noise” policy
- Noise abatement changes requiring processing through the National Environmental Policy Act (NEPA) can take several years to complete
- In some cases, there are no viable solutions
LAX/Community Noise Roundtable

The LAX Community Noise Roundtable was created in September 2000 and is intended to reduce and mitigate the adverse noise impacts that the users of Los Angeles International Airport create on the surrounding communities and their Environ. Membership of the Roundtable consists of local elected officials and staff, representatives of congressional offices, members of recognized community groups, the FAA, the airlines and LAWA Management. This forum provides a mechanism that attempts to ensure cooperation between the Airport and local impacted communities in achieving noise impact reduction to those communities, wherever possible, without shifting noise from one community to another. The Roundtable meets on the second Wednesday of every odd numbered month and may schedule additional meetings as needed. Beginning July 2018, meetings will start at 6:30 pm, a half hour earlier, and will be held at varying locations.

Upcoming Meeting Date and Time:
September 12, 2018 at 6:30 PM

September/November Meeting Locations:
Los Angeles International Airport
Clifton A. Moore Administration Building
Samuel Greenberg Board Room
1 World Way
Los Angeles, CA 90045

Directions to the P1 Parking Structure and Meeting Location:
The parking location for the Clifton A. Moore Administration Building is the P1 parking structure. As you approach the airport, follow the directional signs to remain on the Lowest/Valleymain Level, merge into the main roadway and merge immediately into the far left lane. Turn left into the first parking structure (P1) to park in any available stall. Walk to the Administration Building by heading east on Center Way between P1 parking structure and P7 parking structure. Use the main entrance doors to enter the building. Provide your parking stub to the security personnel at the front desk for validation.

Click here for a map showing the LAX parking structures.

Resources – LAX Roundtable Webpage

Resources – Airport Noise Report

• Provides comprehensive, up-to-date information on aircraft noise issues in the United States and around the world

• Allows Roundtable members to remain abreast of current noise-related legislation and research

• Ensures all Roundtable members maintain a similar level of aircraft noise knowledge, which promotes an informed dialogue on LAX-related issues
Roundtable Member Questions?