



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

What Role Does a Noise Roundtable Play?



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

Member Obligations/Responsibilities



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:

<https://www.lawa.org/en/lawa-environment/noise-management/lawa-noise-management-lax/community-noise-roundtable>

LAX/Community Noise Roundtable Work Program



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:

<https://www.lawa.org/en/lawa-environment/noise-management/lawa-noise-management-lax/community-noise-roundtable>

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

Roundtable Funding and Technical Support



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

Resources – LAX Roundtable Webpage



LAWA Official Site | Community | x | Work Program A13 – North Down | x | +

lawa.org/en/lawa-environment/noise-management/lawa-noise-management-lax/community-noise-roundtable

LOS ANGELES

Los Angeles World Airports

BUSINESSES ENVIRONMENT EMPLOYMENT GOVERNANCE

Noise Management Environmental Compliance Environmental and Land Use Planning Sustainability

LAX Noise Management

Home / Environment / Noise Management / LAX Noise Management / Community Noise Roundtable

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 Environs. 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 11, 2019 at 6:30 PM

September 11th Meeting Location:
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 Lower/Arrivals Level. Merge onto the main roadway and move 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.

<https://www.lawa.org/en/lawa-environment/noise-management/lawa-noise-management-lax/community-noise-roundtable>

Resources – LAX Roundtable Webpage



The screenshot shows the LAX Roundtable webpage with the following content:

- Navigation:** "LOS ANGELES" logo, "Los Angeles World Airports" logo, and a menu with "Noise Management", "Environmental Compliance", "Environmental and Land Use Planning", and "Sustainability".
- Secondary Navigation:** "City Services", "City Directory", and "EMPLOYEE PORTAL".
- Content Sections:**
 - Agendas:** A table listing dates and titles for regular meetings from 05/09/18 to 07/10/19.
 - Recaps:** A table listing dates and titles for regular meeting recaps from 05/09/18 to 07/10/19.
 - Presentations & Other Materials:** A table listing dates and titles for presentations from 07/10/19.
 - Correspondence:** A table listing dates and titles for letters and requests from 03/05/19 to 05/08/19.

Resources – Airport Noise Report



Airport Noise Report

101

A weekly update on litigation, regulations, and technological developments

Volume 31, Number 26

August 30, 2019

SSTs

PUBLIC INTEREST GROUPS URGE FAA TO STOP COMEBACK OF SUPERSONIC AIRCRAFT

Some 28 public-interest groups called on the FAA on Aug. 27 to stop the comeback of what they termed “highly polluting” luxury supersonic planes, which they say are projected to burn five to seven times more fuel per passenger than typical commercial airliners.

“The world is burning, and supersonic planes would pour jet fuel on the fire,” said Clare Lakewood, a senior attorney at the Center for Biological Diversity. “It would be madness to sabotage our shot at preserving a livable climate so the ultrarich can take faster flights.”

In August 2018, some 38 environmental, public-health, and community groups successfully urged the Senate to reject a provision in the FAA reauthorization bill that would have lifted a 45-year ban on overland supersonic flight in the United States.

But the bill passed in October 2018 with a provision requiring the FAA to start setting certification standards that will let civilian supersonic planes fly in U.S. airspace — and to consider repealing the overland supersonic flight ban.

(Continued on p. 102)

SSTs

NASA TESTS 30-MILE-LONG MICROPHONE ARRAY IN PREPARATION FOR QUIET SUPERSONIC X-59

[NASA issued the following news special on the development of its X-59 Quiet SuperSonic Technology X-Plane (QuesST) on Aug. 29. It was written by Matt Kamlet of NASA's Armstrong Flight Research Center.]

NASA has successfully tested a large microphone array in California's Mojave Desert as part of a flight series in preparation for the agency's quiet supersonic X-plane, the X-59.

Flying at speeds faster than Mach 1, the speed of sound, typically produces a loud sonic boom heard on the ground below. NASA's X-59 Quiet SuperSonic Technology X-plane, or X-59 QuesST for short, will fly over select communities around the U.S. to demonstrate the ability to reduce that sonic boom to a quiet thump. The data from these flights will be turned over to the Federal Aviation Administration to possibly establish new sound-based rules for supersonic flight over land. This could open the door to future faster-than-sound commercial cargo and

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Airport Noise Report

In This Issue...

SSTs ... Some 28 public interest groups urge the FAA to stop the reintroduction of what they call “highly polluting luxury” supersonic aircraft. While emissions are their major focus, they are also concerned about noise impact - p. 101

... NASA successfully tests a 30-mile-long microphone array in California's Mojave Desert in preparation for upcoming flights in 2022 to assess community response to its X-59 quiet supersonic demonstrator aircraft - p. 101

Research ... Loud noise from aircraft landings and take-offs causes birds to become more aggressive and potentially impairs their hearing, UK's Manchester Metropolitan University study finds - p. 102

Heathrow ... SAS tops airport's 'Fly Quiet and Green' table in second quarter. Scandinavian carrier improves flight track compliance, uses quieter Continuous Descent Approaches - p. 103

- 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?

