



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of January 19, 2022

In conformity with the Assembly Bill 361 Section 3(e)3 and due to concerns over COVID-19, the Roundtable meeting was conducted via video conference using the Web Ex platform.

Roundtable Members Present

Denny Schneider, Chair, Alliance for a Regional Solution to Airport Congestion
Jeff Moskin, 1st Vice Chair, Raintree Condo & Townhouse Association
Richard Montgomery, 2nd Vice Chair, City of Manhattan Beach
Goran Eriksson, City of Culver City
Carl Jacobson, City of El Segundo
Mayra Guevara, City of Los Angeles – Council District 10
Geoff Thompson, City of Los Angeles – Council District 11
Yvonne Yiu, City of Monterey Park
Blake LaMar, City of Palos Verdes Estates
Robert Nemeth, City of Rancho Palos Verdes
Danna Cope, LAX Area Advisory Committee
Keith Eich, San Gabriel Valley COG
JoAnn Williams, United Homeowners Association
Jeff Camp, United Neighborhoods Neighborhood Council
Jacqueline Hamilton, U.S. House Representative – 37th District
Timi Romolini, Woodland Hills Warner Center Neighborhood Council
Kathryn Pantoja, Los Angeles World Airports

FAA

Tamara Swann, Deputy Regional Administrator
Joseph Bert, Supervisor Aviation Technical Systems Specialist
Regan Rasband, LA District General Manager
Michael Wilson, Community Engagement Officer

Airlines

Alaska Airlines – Lynae Craig
Spirit Airlines – Carl Stallone
United Airlines – Alison Kehrler
Aerologic Airlines – Yannik Claussen

LAWA and Consultant Staff

David Chan, Secretary, LAWA
Esteban Moledo, Virtual Meeting Host, LAWA
René Spencer, LAWA
Gene Reindel, Facilitator, HMMH
Mariano Sarrate, Scribe, HMMH

A quorum of the members was present.

1. Welcome/Review of the Meeting Format

Welcoming of the Roundtable membership and the public occurred at 1:30 pm. The meeting was conducted similar to in-person meetings with the Chair running the meeting with assistance from the Facilitator. The public was provided with a phone number to offer public comment. General public comment was invited as scheduled on agenda item 3.

2. Call to order, Pledge of Allegiance, and Identification of Those Present

The meeting was officially called to order at 1:36 pm with the Pledge of Allegiance. A quorum was announced based on the virtual meeting attendance roster as indicated above.

3. Comments from the Public

A resident from Van Nuys said valley residents feel overlooked. She said the valley residents do not have a representative body which she said they need. She noted an increase in noise and pollution from aircraft activity from Van Nuys and Burbank airports.

A resident from the West Adams area of Los Angeles said he submits noise complaints via the LAX app and says it's much more convenient but finds the FAA noise portal more cumbersome. He said the FAA system takes a few minutes to submit each complaint and asked if there was a way to streamline the FAA complaint submittal process. Gene noted that we cannot respond to public comment but that the FAA portal process is maintained by FAA, not by the Roundtable or LAX.

A resident from the San Fernando Valley (SFV) asked the Roundtable to represent the SFV population and to acknowledge the impacts from LAX, Van Nuys, and Burbank airports in that community.

4. Selection of One Roundtable Member to Attend UC Davis Aviation Noise Symposium

David Chan, Secretary, informed the Roundtable of the upcoming UC Davis Noise Symposium. The Secretary stated there were two Roundtable members suggested to him that are interested in attending this event: Robert Nemeth and Goran Eriksson. The Chair selected Robert Nemeth as the Roundtable member to attend this upcoming event in May 2022.

5. Air Traffic 101

Regan Rasband, FAA LA District General Manager, presented on Air Traffic Control (ATC). Regan served as an ATC operator for 30 years. He stated that the ATC is a safety organization and always errs on the side of safety. Regan described the everyday processes of air traffic, with about one third of FAA controllers working in control towers and the rest in other locations not overlooking airfields. The processes included the submittal of a flight plan to the ATC and once the aircrew is ready, they contact the Tower. More ATC processes included airborne flight coordination. For airborne flights in the local region, pilots communicate with controllers at Southern California Terminal RADAR Approach Control (SCT), which covers multiple airspace sectors and airports including LAX, Van Nuys, Burbank, John Wayne, Palm Springs and down to the Mexican border. SCT traffic counts were presented along with the statistics on historical and current activity. Aircraft traffic flow visualizations showed multiple flight paths

in the SCT area. SCT has 42 ATC towers that communicate with pilots when aircraft are within a few miles of the airport. FAA's Air Route Traffic Control Center (Center) communicates with pilots when aircraft reach cruising altitude.

Regan stated that LAX is primarily in west flow due to offshore winds, which provides for very predictable traffic pattern and wind pattern, with the exception of Santa Ana winds, for during which an east flow traffic pattern may be implemented for aircraft to land and takeoff into the wind. From midnight to 6:30 AM, LAX can operate in an over ocean configuration so that all flights depart and arrive over the ocean to the west of LAX. This kind of configuration can minimize noise exposure for surrounding LAX communities. FAA strives to transition to over ocean configuration on time at midnight and stay in this configuration until 6:30 in an effort to be good neighbors.

Membership discussion ensued. The Chair asked about how ATC plans on handling the projected 2035 LAX operation counts. Regan replied that pre-Covid levels have not yet been reached so the concern has not yet been realized and that the FAA is open to embracing new and advanced technologies that can help with sequencing. Membership discussion then focused on the flight altitude crossing heights on the north downwind for RNP procedures and the use of throttle on descent. Regan said that aircraft with updated navigation technology could meet or exceed the existing crossing heights. New aircraft cannot descend as quickly and ATC does assign altitudes to ensure spacing and sequencing. Goran asked about aircraft scheduling software that was tested in DEN. Regan was not aware of the software, he replied SCT currently uses time-based flow metering systems.

6. Status of LADYJ Modification Proposal

Membership unanimously supported moving up Agenda Item 8. Agenda Item 8 included discussion on the LADYJ proposal, which resulted in Agenda Item 6 being combined with Agenda Item 8 (see summary below).

7. Discussion of member request regarding the suggested formation of a San Fernando Valley Noise Roundtable

The Chair opened this discussion by stating that while the Roundtable would be in support of assisting such an entity, the Roundtable is not in a position to support the formation of a San Fernando Valley roundtable as doing so is not within the purview of the Roundtable. Timi Romolini, Roundtable member, asked the Roundtable to support the formation of a San Fernando Valley noise roundtable in the interest of fair and just treatment to the people living in the San Fernando Valley. Kathryn Pantoja indicated that SFV area are represented and issues related to Van Nuys Airport (VNY) have been addressed for many years by the VNY Citizens Advisory Council. In the end, the membership was asked to support the formation of such a roundtable as individuals rather than as a roundtable body.

8. Update from Chair of LAX Metroplex/Wide Area Ad Hoc Committee

Metroplex Ad Hoc Chair, Geoff Thompson, presented a high-level overview of the north downwind noise issues. The presentation showed a decrease in total flight counts for December 2021 due to surge of the COVID-19 variant Omicron, but the percentages of low altitude crossing remained the same when compared to previous periods. The altitude crossing analysis for the DAHJR and GADDO waypoints covered the last two years and focused on the fourth quarter of 2021 at this meeting.

Geoff reminded the Roundtable of the letters sent to the FAA regarding the JUUSE, North Downwind Option B, and LADYJ proposals. He asked the FAA for the status of these

proposals. Tamara Swann, FAA, responded that with regards to the JUUSE proposal, she indicated that the Roundtable would need to submit it via the IFP gateway.

Joseph Bert, FAA, stated the FAA is 60% complete with reviewing the North Downwind Option B proposal. He further stated that all proposals that require changes to flight procedures require a submittal to the IFP Gateway. The question remained whether LAWA needed to officially endorse a request submitted in the IFP Gateway by or on behalf of the Roundtable in order to FAA to take action on it. Tamara indicated that this question should come as a written request for FAA to confirm.

Language in the FAA response to LADYJ proposal was discussed. The Chair expressed frustration about the process of review and implementing changes with the FAA. The FAA recommended the Roundtable provide their concerns in writing and identify priorities of the proposals submitted. The Ad Hoc Chair responded that the priority is “first come, first serve” with the interest of having the FAA concurrently working on all three proposals.

Membership unanimously approved the Roundtable draft a letter requesting clarification from FAA on the requirements for FAA analysis to occur when a request is submitted in the IFP Gateway, which party bears the onus for outreach and when that outreach should occur. The Chair asked Tamara for an expected response date to the proposed letter. Tamara stated 30 days is the expected turn around per FAA policy. Tamara noted she would be absent for 60 to 90 days on special assignment but would be returning. During her absence, Michael Wilson would be available to the Roundtable.

9. Determination to Continue Holding Virtual Roundtable Meetings under Assembly Bill 361

The Facilitator requested that a quorum be present for the special meeting on February 16, 2022 to vote on the status of the next regular meeting. The Chair asked if there were any objections to the time and date of the special meeting. Membership unanimously approved the date and time of the special meeting to determine the continuation of holding virtual meetings.

10. Roundtable Member Discussion

No Roundtable member discussion ensued due to time constraints.

11. Review of Roundtable Action Items

Roundtable Facilitator reviewed the formal actions and member requests.

12. Adjournment

The meeting was adjourned at 4:05 pm. The special meeting is scheduled at 1:30 pm on Wednesday, February 16, 2022 with the next regular meeting scheduled for Wednesday, March 16, 2022 at 1:30 pm.