



LAX/COMMUNITY NOISE ROUNDTABLE

**REGULAR MEETING: WEDNESDAY, MARCH 13, 2002
LAWA ADMINISTRATION BUILDING
LOS ANGELES, CA**

Meeting convened at 7:08 p.m.

Roundtable Members Present:

John McTaggart, Chairman, Mayor, City of Rancho Palos Verdes
Fred Mackenbach, Councilman, City of Palos Verdes Estates
Paul Nowataka, Councilman, City of Torrance
Walt Dougher, Councilman, City of Manhattan Beach
Mike Cassidy City of Hermosa Beach, Alternate
Trevor Daley, Representing Councilwoman Ruth Gallanter
Amy Ho, City of Monterey Park
Roy Hefner, LAX Area Advisory Committee
Denny Schneider, Westchester/Playa Del Rey Neighborhood Council
Richard Cox, Air Transport Association
Mark Tellier, FAA
Roger Johnson, LAWA
Walt Gillfillan, Roundtable Facilitator

GENERAL ANNOUNCEMENTS

The Chairman made announcement that the minutes of the January 9th meeting are not ready, so they won't be considered during the agenda item.

APPROVAL OF NOVEMBER 14, 2001 MEETING MINUTES

One comment from the Roundtable was noted regarding the Public Comment section in that it only reports that there were two comments received from the public, and not the substance of the comment. It was moved and approved by the Roundtable that the substance of the comment be listed in the minutes.

It was moved, seconded and unanimously approved that the November 14, 2001 meeting minutes are approved as written.

PRESENTATION BY MR. CARL BURLESON OF THE FAA

Roger Johnson introduced Mr. Carl Burleson, Director of the FAA's Office of Energy and Environment. Energy and Environment is the FAA office that sets the US standards for aircraft noise and aircraft certifications. Mr. Burleson prepared the response to the Roundtable for FAA Administrator Jane Garvey, regarding the Roundtable's letter concerning the proposed ICAO Stage-4 aircraft standards. In that letter he offered to visit the Roundtable and discuss issues regarding aircraft noise, and the Roundtable extended the invitation. Mr. Burleson represents the US on the UN Committee on Aviation Environmental Protection (CAEP) and serves on several of its working groups.

Mr. Burleson gave a presentation on aircraft noise using PowerPoint graphics. He started by saying that over the last few decades the US has made significant progress on noise reduction of aircraft engines, and exposure to aircraft noise. However, there has been a "flattening of the curve" with respect to the advancement of aircraft engine noise reduction technology. He further stated that, with respect to the 65 dB DNL noise contour, there has been a reduction in the number of persons exposed from 7.5 million in 1975 to about 400,000 now.

Mr. Burleson then discussed the newly adopted Stage-4 aircraft noise standards, which take effect January 1, 2006. The new standard requires a 10 dB cumulative noise reduction from Stage-3 standards, and applies to the design of new aircraft. There will be no phase-out of Stage-3 aircraft required. There will be a re-certification process for Stage-3 aircraft if they can meet the noise reduction standard. The process used by CAEP in evaluating various noise reductions and whether or not to phase out Stage-3 aircraft was an international process, with US and European input, and included an extensive cost-benefit analysis. This analysis showed that the costs would be enormous and would achieve a limited benefit. Mr. Burleson stated that the analysis estimated that a Stage-3 phase-out at an 8 dB noise reduction, not 10 dB, would cost from \$35-\$52 billion and remove only 50,000 people from the 65 dB DNL. This means that it will cost from \$650,000 to \$1 million per person removed from the noise contour. As a comparison, the Stage-2 aircraft phase-out cost about \$11,000 per person removed from the 65 dB DNL contour. The problem is there haven't been any more technology breakthroughs, and the money NASA is spending on noise and emissions control technology research has decreased over time. The final ICAO Stage-4 decision adopted by the international community is called a "balanced approach" to noise reduction. The elements of the balanced approach include land use measures, sound insulation, operational procedures and operational restrictions at an airport specific level; and should include proper consultation with all stakeholders in the process, oversight by a national authority, and a dispute resolution procedure.

Mr. Burleson then discussed the effects of September 11th on aviation environmental issues, and that security has now taken precedence. But recently, there have been some recent discussions on Capitol Hill on making the environmental review process on transportation projects more effective. He stated that the FAA is projecting that the aviation industry is unlikely to recover until after 2003, and that they are forecasting a large increase in the use of business aircraft.

One serious problem noted by Mr. Burleson is that as the noise contours around airports have gotten smaller, there has been an increase in the encroachment of communities surrounding airports building residences right up to the 65 dB DNL.

Another issue noted by Mr. Burluson is that the thinking, both nationally and internationally, is that the aircraft environmental standards of the future will have to make trade-offs between noise and other emissions. As an example, the technology that produced a significant reduction in noise, the high-bypass engine, resulted in the increased production of the air pollutant Oxides of Nitrogen (NOx). In the future we may face some hard choices about what sort of reductions we want to achieve in noise versus the reduction of air pollutants.

There was a general question and answer period that followed the presentation with questions and comments received from the members of the Roundtable and the audience. Questions/comments included:

- Why were turboprops excluded from the Stage-3 regulations? (Answer: Congress exempted aircraft under 75,000 lbs. from the law.)
- How can you say there has been a reduction in noise when we are experiencing more noise than before Sept. 11th? (Answer: The reduction mentioned is an overall reduction in noise nationally due to a lower number of operations nationally and the parking of about 500 older-noisier aircraft by the airlines. There may be various specific airports that have not seen a reduction.)
- The 65 dB standard needs to be lowered to 60 dB. (Answer: That is something that has to be done by legislation and people should contact their elected representatives.)
- People south of the airport are having problems with the east departure of heavily loaded B747 aircraft during early morning hours flying low over residences creating large noise disturbances.
- What will the noise impacts of the new very large aircraft that will be flying in a few years such as the Airbus 380? (Answer: That aircraft hasn't been built yet or been certified, but it will be certified to the new Stage-4 standard, and probably built beyond Stage-4 standards by several dB.)

PRESENTATION BY MR. WILLIAM ALBEE OF WYLE LABS

Roger Johnson introduced Mr. William Albee of Wyle Labs, who retired from the FAA in 1999. He was the Division Manager of the FAA's Office of Energy and Environment, and was also the FAA's Aviation Noise Ombudsman. His presentation to the Roundtable was regarding supplemental noise metrics, which are not intended to replace the DNL or the CNEL metrics currently used by the FAA and the State of California, respectively.

Mr. Albee stated that the problem with the DNL and CNEL is that they are confusing because they are cumulative average noise levels, and people hear single events not averages. This has brought about a lack of trust in the DNL and CNEL metrics. Most people better understand the single event metrics such as the Maximum Noise Level (L_{max}).

The DNL (Day/Night Noise Level) was created by the FAA and implemented in its Part 150 Program in response to an act of Congress mandating that it create a single system for measuring aircraft noise. The DNL was selected by the Federal Interagency Committee on Urban Noise (FICUN), a body with membership from USEPA, HUD, DOT, FAA and others. The threshold of 65 dB was also selected by FICUN as a guideline, not as a standard. The 65 dB DNL is deemed the threshold of significant impact at which the

noise impact is high enough so that federal money can be used to either sound insulate or acquire incompatible properties. A community can set a lower standard than 65 dB through the Part 150 process as the City of Cleveland did with Hopkins International Airport.

Mr. Albee then discussed several different single event noise metrics and showed some of the computer-generated graphics for these metrics at SFO and at a GA airport in Florida. This included a "Time Above" metric showing that produces a contour that shows the amount of time in a day, and the number of operations, that a location experiences noise levels above a specified decibel level.

Mr. Albee stated that he believes that every airport should have some mix of DNL/CNEL and supplemental metrics that will come up with the best description of the noise problem around an airport. Another metric discussed was the concept of "Respite Time." This metric was developed by Australia to show the percentage or number of hours in a day (in 1 hour intervals) in which there were no aircraft flying in that particular area.

CONSIDERATION OF DRAFT BY-LAWS

Roy Hefner presented the draft by-laws to the Roundtable for informational purposes. There was a discussion of what should constitute a quorum for voting on positions on legislation. There was also discussion of some proposed corrections and revisions. There was also discussion on the role of subcommittees, and the need to add provisions to amend the by-laws. It was moved and adopted that the Chairman direct the Roundtable members to review the draft by-laws; and that the vote to adopt be scheduled for the next meeting.

REPORT FROM FLIGHT TRACK DATA SUBCOMMITTEE

Mike Cassidy, Chairman gave the report on the February 13, 2002 Flight Track Data Subcommittee (FTDS) meeting. Walter White and Ron Popper of FAA Southern California Tracon were in attendance. He reported that the FAA's representatives stated that the agency is in the process of increasing the altitude of the aircraft using the BASET TWO and the REEDR THREE arrival procedures to 8,000 to 10,000 feet from the current 6,000 feet when they cross the coastline over the beach cities. He further reported that the FAA is meeting very little resistance from the airlines.

He then announced that the FAA is in the process of changing the LOOP TWO departure procedure from a PILOT NAV procedure to a RADAR NAV (RNAV) procedure. After this procedure is changed, a particular aircraft will have to be certified to fly the LOOP in order for that pilot to be assigned the procedure. If an aircraft is not certified, it will not be allowed to fly the LOOP and it will have to fly the LAXX THREE departure. This change to the procedure should ensure that all aircraft assigned the LOOP would be able to fly back and cross the coastline over the LAX VOR, and eliminate the missed loops that overfly the Beach Cities. It is estimated that the changes to this procedure should take about a year to complete.

Mike Cassidy announced that the next meeting of the subcommittee will be held at 6:00 PM on Wednesday, April 10, 2002 in either the LAWA Board Room or the Board Briefing Room.

ROUNDTABLE MEMBER DISCUSSION

Amy Ho of Monterey Park discussed her letter requesting amendment of the workplan to provide a monthly report regarding overflights of that city. This was an informational item and will be acted on at the next Roundtable meeting.

Chairman McTaggart announced that any correspondence to the Roundtable be mailed to LAWA at LAX and address it to the attention of Bob Holden.

Roy Hefner requested that AB 2333 (Nakano) be put on the agenda of the next Roundtable meeting for a position. This bill would deny state transportation project funding for Orange County for its vote to not develop El Toro as a commercial airport.

Roger Johnson announced that LAWA has found the money to pay for the LAX internet flight tracking system. It should be up and running soon.

PUBLIC COMMENT

Mr. Doug Robins of Hermosa Beach commented on the minutes of the November 2001 meeting and requested correction. Mr. Robins stated that with respect to the proposed reverse loop departure for east departures that there were two possible scenarios, one is the planes "drop" to 10,000 ft. and then go west over the coast at 12,000 to 14,000 feet; and the other is they take off to the east and be immediately turned back over the airport.

Beverly Ackerson of Rancho Palos Verdes thanked Mr. Burleson and Mr. Albee for their informative presentations.

The Roundtable meeting was adjourned at 9:31 p.m. The next Roundtable meeting is scheduled for May 8, 2002 at 7:00 p.m. in the Samuel Greenberg Board Room at the LAWA Administration Building.