



## **LAX/COMMUNITY NOISE ROUNDTABLE**

### Recap of the Noise Monitor Location Workshop January 11, 2006

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#### **BACKGROUND**

The purpose of this workshop was to give the public and members of the Roundtable the opportunity to have input in the decision making process in locating new community based noise monitoring sites in the communities impacted by the noise from LAX. The results of tonight's workshop will be considered by the Roundtable at the February 8 meeting of the Noise Subcommittee for further discussion and possible Roundtable recommendations.

There was a presentation by LAWA staff about the modernization of the new monitoring system and the role that the communities will have in determining the possible location of new monitoring sites beyond monitor locations that must meet certain State and LAWA requirements.

#### **WORKSHOP SESSION**

The Roundtable's Consultant, Walter Gillfillan, facilitated the workshop session with members of the public in attendance and the Roundtable members. Comments from the participants were recorded on large tear-sheets and numbered. Attachment A to this memorandum is a summary of the comments that were received. Attachment B is the map that was on display at the workshop, and that shows the numbers that are keyed to the comments indicating the location of the residence of the person whose comments were recorded.

The information was taken in three specific areas. The first identified the location of the individual's residence. The second area was the specific noise exposure problems that the person was experiencing and the third was the kind of information that the individual would find useful, if a monitor were located at or near their location.

Several individuals indicated willingness to have a monitor located on their property. This is noted on the comment sheet. In addition, a sign-up sheet was circulated by the LAWA staff to obtain detailed location information. The e-mail contact point for input on the installation of new noise monitor sites is [statro@lawa.org](mailto:statro@lawa.org).

#### **SUMMARY OF COMMENTS**

The following is a summary of the prevalent comments made by the participants during the workshop session organized by location, problems experienced and type of information desired:

# ATTACHMENT A

## Comments from Participants

### LAX Noise Monitor Location Workshop

January 11, 2006

RESIDENT LOCATION (keyed to map)	PROBLEMS THAT ARE EXPERIENCED	INFORMATION DESIRED FROM A MONITOR
1.	<ul style="list-style-type: none"> <li>• Aircraft arrivals R/W 24 single event loudness</li> <li>• Low frequency noise from thrust reversal</li> <li>• Low frequency noise from engine run-ups</li> </ul>	<ul style="list-style-type: none"> <li>• SEL noise measurements</li> <li>• Low frequency noise levels</li> </ul>
2.	<ul style="list-style-type: none"> <li>• During in climate weather, there loud overhead departures between the map areas J and D</li> </ul>	<ul style="list-style-type: none"> <li>• Flight track information</li> <li>• Single event noise levels</li> <li>• Accumulative noise exposure</li> </ul>
3.	<ul style="list-style-type: none"> <li>• Noise problem is wide-spread</li> <li>• Overhead departures during east operations</li> <li>• Overhead arrivals during regular operations</li> <li>• Low over flights during night operations</li> <li>• North side during late night operations</li> <li>• Car alarms are set off by loud noise events</li> </ul>	<ul style="list-style-type: none"> <li>• Single event noise levels</li> <li>• Low frequency noise levels</li> </ul>
4.	<ul style="list-style-type: none"> <li>• Over flight by turbo-prop aircraft</li> <li>• All departures are over flights during east operations</li> <li>• High terrain places houses closer to flight paths</li> </ul>	<ul style="list-style-type: none"> <li>• Number of over flights</li> <li>• Single event noise levels</li> <li>• Altitude of the over flights</li> </ul>
5.	<ul style="list-style-type: none"> <li>• Short approaches to Runway 24R cause over flight by jet and turbo-prop aircraft</li> <li>• Cross-over arrivals to Runways 25 cause over flight noise</li> <li>• East departures to the north from Runways 06</li> <li>• Late night noise during Over Ocean operations</li> </ul>	<ul style="list-style-type: none"> <li>• Single event noise levels</li> <li>• Duration of the noise event</li> <li>• Low frequency noise levels</li> <li>• Type of aircraft</li> </ul>
6.	<ul style="list-style-type: none"> <li>• Low frequency noise levels</li> <li>• Causing damage to building</li> <li>• Outside of the 65 CNEL noise contour</li> <li>• Not eligible for sound insulation</li> </ul>	<ul style="list-style-type: none"> <li>• Need the 60 CNEL noise contour</li> </ul>

RESIDENT LOCATION (keyed to map)	PROBLEMS THAT ARE EXPERIENCED	INFORMATION DESIRED FROM A MONITOR
7.	<ul style="list-style-type: none"> <li>• Departure/arrival over flight of North Lennox area</li> <li>• Late night operations</li> <li>• Impact Felton School, Lennox Middle School and the St. Margaret Center</li> </ul>	<ul style="list-style-type: none"> <li>• Single event noise levels</li> <li>• Frequency of flights day and night</li> </ul>
8.	<ul style="list-style-type: none"> <li>• Turbo-prop departures are over flights</li> <li>• Late night jet departures to the east are over flights</li> <li>• Occurs during clear nights</li> </ul>	<ul style="list-style-type: none"> <li>• Single event loudness</li> <li>• Frequency of flights</li> </ul>
9.	<ul style="list-style-type: none"> <li>• Continuous over flight from arrivals</li> <li>• Late night east departures by China Air</li> </ul>	<ul style="list-style-type: none"> <li>• Single event loudness</li> <li>• Low frequency noise</li> <li>• Reverse thrust noise levels</li> </ul>
10.	<ul style="list-style-type: none"> <li>• Night time departures</li> <li>• Engine maintenance run-ups</li> <li>• Impact on Paso del Rey School</li> <li>• Noise levels above ambient level</li> <li>• Outside of the sound insulation program area</li> <li>• Window rattling from low frequency noise</li> </ul>	<ul style="list-style-type: none"> <li>• SEL noise levels</li> <li>• Low frequency noise levels</li> </ul>
11.	<ul style="list-style-type: none"> <li>• Arrivals between noon and 3 pm</li> <li>• Midnight arrivals</li> <li>• Sound insulation program is irregular in the neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
12.	<ul style="list-style-type: none"> <li>• Turbo-prop departures are over flights</li> <li>• Late night jet departures to the east are over flights</li> <li>• Occurs during clear nights</li> <li>• Over flight by turbo-prop aircraft</li> <li>• All departures are over flights during east operations</li> <li>• High terrain places houses closer to flight paths</li> </ul>	<ul style="list-style-type: none"> <li>• Comparison of ambient noise levels to aircraft operations</li> </ul>
13.	<ul style="list-style-type: none"> <li>• Midnight to 6 am east departures during Over Ocean Operations</li> </ul>	<ul style="list-style-type: none"> <li>• Single event noise levels</li> <li>• Frequency of occurrence</li> <li>• CNEL levels</li> <li>• Low frequency noise</li> </ul>
14.	<ul style="list-style-type: none"> <li>• (Same as comments 12)</li> </ul>	

RESIDENT LOCATION (keyed to map)	PROBLEMS THAT ARE EXPERIENCED	INFORMATION DESIRED FROM A MONITOR
15.	<ul style="list-style-type: none"> <li>• (Same as comments 12)</li> <li>• Low over flight late at night Single event noise levels above ambient levels</li> <li>• Frequent noise events</li> <li>• Located on higher terrain</li> </ul>	<ul style="list-style-type: none"> <li>• Flight path altitudes</li> <li>• Identify airlines involved</li> <li>• Frequency of occurrence</li> <li>• Low frequency noise events</li> </ul>
16. (Roundtable member comment)		<ul style="list-style-type: none"> <li>• Single noise event information must be integrated with the flight track data</li> </ul>
17.	<ul style="list-style-type: none"> <li>• Low flying aircraft over Monterey Park and the Montebello areas</li> <li>• Past measurements indicate high single noise events</li> </ul>	<ul style="list-style-type: none"> <li>• Single event noise levels</li> <li>• Plot of the CNEL levels</li> </ul>
18.	<ul style="list-style-type: none"> <li>• In East Westchester the proposed WE3 should be moved to the north</li> <li>• WE2 should remain</li> </ul>	<ul style="list-style-type: none"> <li>• Need the 60 CNEL noise contour plotted</li> </ul>
19.	<ul style="list-style-type: none"> <li>• ES4 should be moved to pickup noise events from reverse thrust</li> </ul>	<ul style="list-style-type: none"> <li>• Single event noise</li> <li>• Low frequency noise events</li> </ul>
20, 21, 22, 23.	<ul style="list-style-type: none"> <li>• Over flight from aircraft on Daggett Departures</li> <li>• Turbo-prop aircraft over flight below 5,000 feet</li> <li>• Night jet departures to SAN are over flying the Peninsula</li> <li>• Higher terrain on the Peninsula is a factor</li> <li>• General noise from easterly departures</li> </ul>	<ul style="list-style-type: none"> <li>• Aircraft type</li> <li>• Single event noise levels</li> <li>• Flight track</li> <li>• Time of day/night</li> </ul>
24.	<ul style="list-style-type: none"> <li>• Southwest Los Angeles area; 104<sup>th</sup> Street north to Florence Ave; 78<sup>th</sup> Street/ St. Andrews</li> <li>• High outside noise levels</li> </ul>	<ul style="list-style-type: none"> <li>• Need information qualify for sound insulation work</li> </ul>
25.	<ul style="list-style-type: none"> <li>• General area including: Westchester/Playa del Rey/ Culver City/View Park/Windsor/Baldwin Hills</li> </ul>	<ul style="list-style-type: none"> <li>• Quantification of noise events</li> <li>• Flight track locations</li> <li>• Correlation of noise events with human response</li> </ul>

### Location

- Locations that do not appear to be well represented by either the existing noise monitor sites, or by the new sites being considered by LAWA staff, includes Nos. 2, 3, 5 and 10.
- Locations that are well beyond existing and proposed site locations include No. 17 in Monterey Park; Nos. 4,8,14,15 and 21 in the Central portion of the Palos Verdes Peninsula; and Nos. 12, 20, 22 and 23 in the south eastern portion of the PV Peninsula.

### Noise Problems Experienced

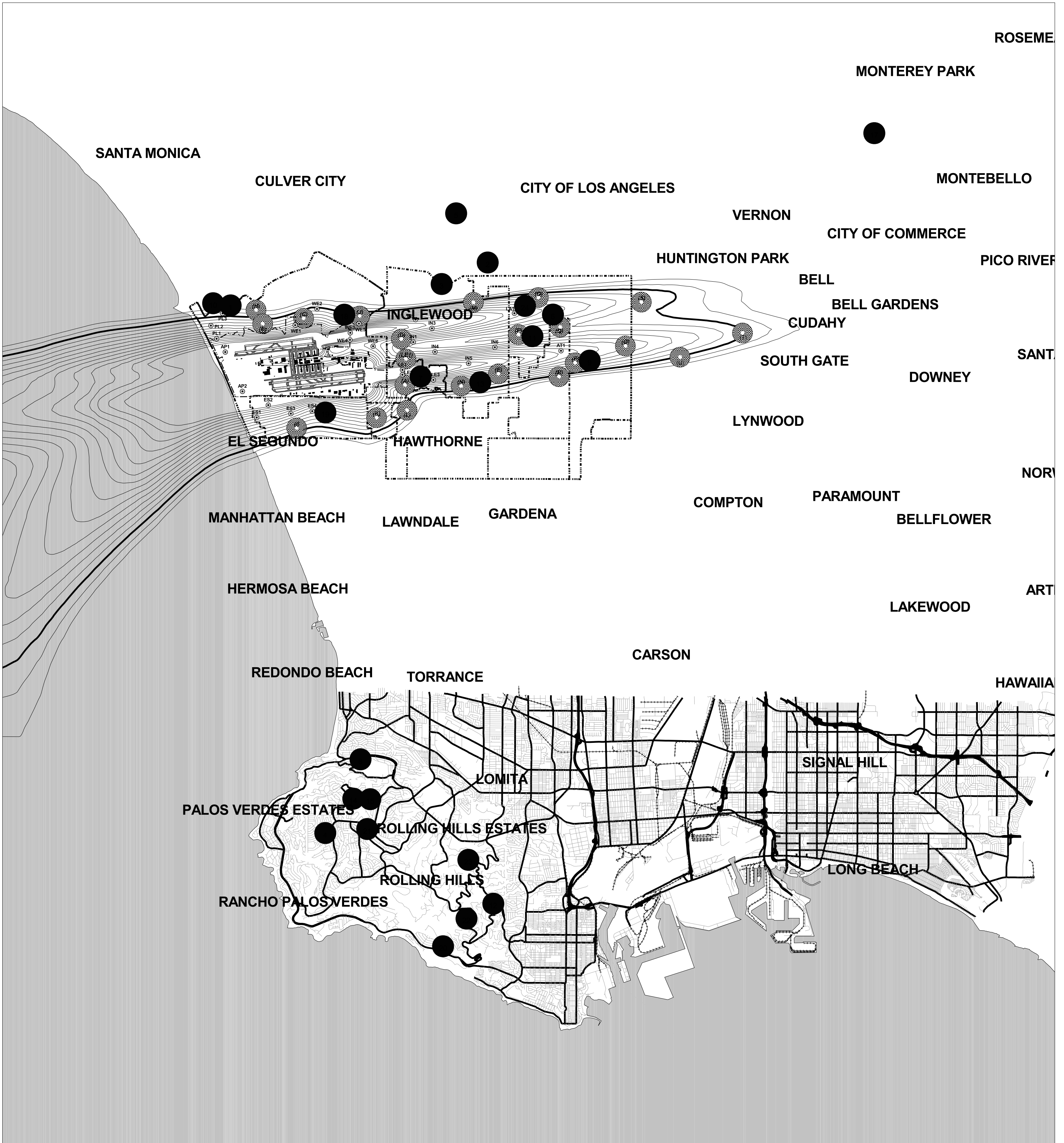
The noise problems described by the workshop participants are listed in Attachment A, and are generally included in the Roundtable's current Work Program.

### Information Desired

In addition to the CNEL noise exposure information required by the California State Noise Standards, additional data including single event noise levels, low frequency noise, flight paths and altitudes, number and time of noise events, types of aircraft and dates and times is also being requested. The new noise monitoring system will be capable of providing this kind of information.

## **RECOMMENDATIONS**

The information received at the January 11<sup>th</sup> workshop should be reviewed by the Noise Subcommittee at its February 8 meeting in order to provide comments and make specific recommendations to the full Roundtable. Based on its review, the Roundtable can then make its recommendations and submit them to LAWA Management.



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