



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of November 10, 2010

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Carl Jacobson, Vice Chairman, Councilman, City of El Segundo
Blake LaMar, Representing the City of Palos Verdes Estates
Chad Molnar, Representing Councilman Bill Rosendahl
Beverly Ackerson, PANIC/City of Rancho Palos Verdes
Dennis McLean, Alternate, City of Rancho Palos Verdes
Danna Cope, LAX Area Advisory Committee
Yvonne Bedford, Alternate, Ladera Heights Civic Association
Joann Williams, United Homeowners Association
Steve May, FAA Western-Pacific Regional Office
Rolan Morel, FAA LAX Air Traffic Control Tower
Kathryn Pantoja, LAWA
David Chan, LAWA
Gene Reindel, Roundtable Facilitator

1. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:04 p.m. in the Samuel Greenberg Boardroom at LAX.

2. Selection of Roundtable Member to Attend UC Davis Noise and Air Quality Symposium

Mr. David Chan stated that LAWA policy regarding UC Davis Symposium attendance is to rotate the opportunity between the LAX Roundtable and the LAX Area Advisory Committee for one member to attend the event each year. For early next year, it is the Roundtable turn to attend the event. Mr. Chan requested the Roundtable decide who will be attending this event so that LAWA can make the preparation to go the BOAC to obtain approval to pay for the expense for this conference. The Roundtable decided to have Chairman Denny Schneider attend this Symposium.

3. Status Update on the Roundtable Facilitator RFP Process

Mr. David Chan reported that the current contract with Harris Miller Miller & Hanson Inc. (HMMH) to provide Roundtable facilitation services expires at the end of November 2010. On October 14, 2010, LAWA interviewed three of the four firms who submitted proposals in response to the RFP. BridgeNet withdrew from the interview process. After completing the evaluation process, LAWA

determined that ESA Airports is the most qualified firm to provide the services needed and will be recommending the BOAC in December to award the contract to this firm.

Mr. Chan added that this is Mr. Reindel's final meeting as ESA Airports will be under contract in time to facilitate the January 2011 Roundtable meeting. Mr. Chan expressed his appreciation for all the work that Mr. Reindel has done during the past two years as the Roundtable Facilitator. He also indicated that he has come to know him well.

Roundtable members voiced their surprise and disappointment given that it takes time for the facilitator to get up to speed with the Roundtable and its Work Program. Members also asked to understand why LAWA chose to select a new facilitator. Member Blake Lamar stated that the contract should be for a multi-year term. Mr. Chan reminded the members that the original contract with HMMH was for a three-year term, but the BOAC changed the term to one year with two one-year renewal options. He also indicated that management directed staff to go out to bid after the end of the second contract year. Ms. Kathryn Pantoja reminded the members that LAWA has regularly provided updates on this RFP process since the beginning. Chairman Denny Schneider suggested a small meeting with a subset of members to see the selection results to determine whether they support LAWA's selection. (Note: LAWA held this separate meeting on December 3, 2010.)

4. Update on LAX Noise Complaint Line

Ms. Kathryn Pantoja stated that the issue with callers not being able to reach a live person when calling the Noise Complaint Hotline was due to the phone system not being properly configured to ring in the office when a caller press a number to talk to a live person. She indicated that this issue was resolved in October 2010 and that airfield operations staff is once again picking up calls and messages, and logging the calls as before. She said she is continuing to work with operations staff to improve the noise hotline process and procedures for handling calls. She indicated that LAWA will provide training to new staff and will convey to staff that it is critical for them to answer calls when possible. The responsibility of managing the noise hotline lies with the Airfield Operations Division as it is staffed 24 hours a day, seven days a week.

Vice Chair Carl Jacobson stated that he made a call to the hotline about three weeks ago to inform Airfield Operations about a late-night engine run-up that should have and could have been stopped had a person answered the call. He called a number of times during the run-up with no success of reaching a person.

Member Cope stated that this phone line issue has resulted in a negative community perception for LAWA.

Member Yvonne Bedford asked if there had been a significant increase in on-line complaints. Ms. Pantoja stated that the only increase recently was around the time of the Santa Monica flight procedure testing.

Member Beverly Ackerson asked if there is a second phone number people could call if a person does not answer the noise hotline. Ms. Pantoja responded that there is no other number.

Chairman Schneider asked if any of the calls are in relation to construction noise and reminded LAWA staff that Mr. Michael Feldman promised to provide a construction noise hotline.

Chairman Schneider recommended that LAWA place this issue on the agenda for the next meeting and give ample time for discussion.

5. Work Program Item III C. – Status Update on Airspace Redesign Project

Mr. Reindel provided a brief presentation on the Airspace Redesign Project to give members an idea of how the FAA determine which area needs airspace redesign and to show the possible effects that the project has on residential communities. The following are the prioritization criteria that the FAA uses to determine which area is at high priority for airspace redesign implementation.

Operational Need	<ul style="list-style-type: none"> - Average scheduled gate arrival delay - Average scheduled airport departure delay - Average ASPM gate arrival and airport departure delays - Average daily OPSNET operations - OPSNET delays as % of Operations
Site Readiness	<ul style="list-style-type: none"> - % of RNAV equipped aircraft
Environmental Consideration	<ul style="list-style-type: none"> - Highest potential for OPD benefit - Complexity of OPD implementation

He mentioned that NextGen and the airspace redesign projects are interrelated and that the FAA will incorporate new technologies such as Continuous Descent Arrivals (CDA), Required Precision Navigation (RNP), and Area Navigation (RNAV) procedures as part of the redesign projects. With these new technologies, aircraft can fly in narrow flight paths which may offer noise reliefs in some areas while creating more noise in areas that are directly under the flight paths. He showed graphics illustrating the before and after effects of airspace redesign projects at two different airports, which resulted in narrower flight paths. He recommended the Roundtable get involved in the planning process.

Member Chad Molnar asked if LAWA could provide sample flight track swaths for LAX to predict what may happen if the FAA redesigned the airspace in this area. A member stated that it would difficult to predict how the FAA changes the airspace.

Chairman Schneider asked how far a runway has to move in order to affect RNAV procedures. Mr. Reindel responded that changes to runways will be taken into account in the development of the RNAV procedures. He added that RNAV procedures will require modification to account for these types of changes after they are in place.

Chairman Schneider conveyed his concern about communities to the east may be affected if the flight paths become more concentrated. He added that the FAA's position has historically been not to move noise from one location to another but the FAA is shifting noise with this project. Member Molnar restated that the purpose of the project is to make the airspace more efficient. Member Blake LaMar added that if more planes use procedures like the CDA, then fewer emissions and noise will occur.

6. Statistical Update on Aircraft Operations

The following is a summary of the statistical information that Mr. Chan provided at the Roundtable meeting.

East Departures – In 2004, the number of east departures reached its highest level with 125 due to significant Pacific storms. These operations subsequently declined to its lowest level in 2009 with 26. Current monthly figures range from 0 to 11 per month.

Early Turns – Early turns occurring on the north complex consist of mostly turboprops with very few jets. The numbers are declining annually. On the south complex, there was a significant increase in early turns for 2006 and 2007 because the south runways were closed for construction of the Center Taxiway Project; in 2008 the number started to decrease after the project was

finished. Monthly early turn numbers have resumed to a similar level prior to the construction project period.

Go-Arounds – Annually, the number of go-around operations is on a declining trend with a sharp decline after 9-11. The lowest levels of go-arounds occurred in 2009. Go-arounds varied from month to month ranging from 32 to 67 operations.

Short Turns – After 2005, short turn operations started to decrease due to the shift of arrival traffic from the south to the north because of the center taxiway project. The increase traffic on the north complex doesn't allow much room for pilots to maneuver the short turn approach. Short turns started to increase in 2008 after completion of the center taxiway project.

PV Overflights – The number of turboprop aircraft flying over PV is declining on an annual basis with current monthly number remaining at a steady level averaging 400 per month. Jet aircraft are also at a steady level averaging 220 per month which represent about 2% to 3% of the total southbound jet traffic. Jets are flying over the southern edge portion of the Peninsula.

Chairman Schneider asked that LAWA provide time of day analysis and develop an occurrence chart for early turns. Vice Chair Jacobson thought LAWA was doing time of day analyses for Runway 25L departures also and request LAWA to include them in future presentation materials.

Member Ackerson stated that the FAA TRACON does not allow aircraft to fly over the PV peninsula and will dig up the information she has on the subject to discuss at a future meeting.

Alternate Member Dennis McLean asked if the Roundtable is interested in sending a letter to the FAA requesting implementation of the JEDDD procedure. Member LaMar made a motion to send a letter to the FAA as Mr. McLean suggested, and Member Cope seconded the motion. The motion was passed by unanimous votes.

7. Aviation Noise News Update

The following is a summary of the news update that Mr. Reindel provided to the Roundtable.

Committee on Aviation Environmental Protection (CAEP) – Worldwide, the total number of people exposed to aviation noise (55 dB DNL and greater) is expected to increase about 1% per year through 2036; whereas passenger aviation traffic is expected to grow at a rate of about 5% per year during the same period. ICAO report called "**Present and Future Aircraft Noise and Emissions Trends**" can be obtained at:

http://www.icao.int/icao/en/assembly/a37/wp/wp026_en.pdf

GAO Report on Aviation Environmental Impacts - The General Accounting Office (GAO) provided a report to Congress on September 13, 2010 which indicated that systematically addressing environmental impacts and community concerns can help airports reduce project delays. Staff from the GAO visited the Roundtable nearly two years ago to obtain input for the report. For additional information go to the following website: <http://www.gao.gov/products/GAO-10-50>

Report on Technologies for a Quieter America - The National Research Council and National Academy of Engineering released a report that recommends reducing the U.S. federal agency limit on DNL from 65 to 55 dB. For additional information, the report can be obtained at: http://www.nap.edu/catalog.php?record_id=12928

Swiss Study Links Aircraft Noise to Risk of Heart Attacks in Men – See the October 22, 2010 issue of the Airport Noise Report for additional information.

Aviation Noise Research Projects – PARTNER plans to undertake five projects related to aviation noise including the evaluation of residential structures on indoor sound levels from aircraft operations and quantification of fuel savings and economic benefit from Continuous Descent Arrivals (CDA). For additional information: <http://web.mit.edu/aeroastro/partner/index.html>.

NASA is seeking proposals from education institutions, non-profit organizations and industry for research opportunities in the areas of aviation noise and emissions. Proposals are due by November 30, 2010. To track the proposal process: <http://nspires.nasaprs.com>

PBN Summit in Seattle Message to Engage Communities – The Performance Based Navigation (PBN) Summit conveyed a strong message that communities must be engaged in the process of moving to PBN and that aviation officials must be ready for tough questions when they meet with communities.

Aviation Noise Goes Prime Time – General Electric (GE) is currently running a television advertisement showing the benefits of its flight management system (FMS), which uses the Continuous Descent Arrival (CDA) as the example that shows noise and emissions benefits. To view the ad go to <http://www.ge.com/company/advertising/index.html> and click on “Cliff Diver.”

Noise Reduction Act of 2010 Proposed – Representative McCarthy (D-NY) introduced H.R. 6364 to provide a tax credit for individuals and families that insulate their homes from airplane or train horn noise.

Minneapolis Approves 60 dB DNL as Threshold – Minneapolis City Council Transportation and Public Works Subcommittee approved the 60 dB DNL as threshold for noise mitigation efforts.

Member Molnar asked how Minneapolis will fund the noise mitigation. Mr. Reindel stated that he would try to find out and report back to the Roundtable.

8. Roundtable Member Discussion

Member Cope advised Mr. Reindel that she appreciates his guidance and wealth of information. She wished she would have known that this would be his last meeting.

Member Ackerson noted that the medical industry is conducting research on the affects of aircraft noise and that the results should be available in October. Member Cope stated that studies are also being done on asthma along highways and predominant flight tracks. Member Cope added that perhaps this will be a larger issue with the expected concentration of flight tracks through the airspace redesign project. Chairman Schneider requested Member Ackerson obtain the medical references for the membership.

Mr. Steve May briefed the Roundtable members regarding the FAA Future of Aviation Advisory Committee (FAAC) per Chairman Schneider’s request. He also provided a one-page handout which contains information about the establishment of the Committee, its mission statement, the membership, past and future Committee meetings. Mr. May mentioned that the environmental meeting on November 16, 2010 is a teleconference and that all meetings are open to the public. Additional information is available at the FAAC website: <http://www.dot.gov/faac/index.html>.

Ms. Pantoja mentioned that LAWA staff became aware of a recent east departure that turned north after departure from LAX before looping around to head west over the ocean. LAWA staff has contacted the FAA and determined that So Cal TRACON directed the pilot to execute this abnormal east departure. The local tower is also looking into this event. LAWA staff will follow up with the FAA to discourage it from issuing these directions in the future. Member Williams commented that her community is interested in knowing about these events.

Mr. Chan reminded the membership that the Roundtable will be electing community members at the next meeting and will need to collect letters of interest from all potential community members, including those that are currently on the Roundtable.

9. Comments from the Public

Two residents living in the 8800 block of Cimarron in the City of LA (Council District 8) wanted to know why they were not able to obtain sound insulation on their homes when their neighbors across the street were able to. Ms. Pantoja responded to let them know that LAWA uses a noise contour map to determine eligibility for the sound insulation program. The contour map consists of eligibility boundaries based on the 65 Community Noise Equivalent Level (CNEL). If a residential property is located within the 65 CNEL boundaries, then it qualifies for sound insulation. Member Molnar stated that the contour map is created based on federal and state guidelines. He agreed to get their information at the conclusion of the meeting and relay their messages to their representative.

10. Adjournment

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday, January 12, 2011 in the Samuel Greenberg Boardroom at LAX.

Chairman Schneider adjourned the November 2010 meeting of the Roundtable at 9:10 p.m.