



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of January 12, 2011

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
Beverly Ackerson, PANIC/City of Rancho Palos Verdes
Matt Waters, Alternate, City of Rancho Palos Verdes
Danna Cope, LAX Area Advisory Committee
Dorothy Harris, Ladera Heights Civic Association
Yvonne Bedford, Alternate, Ladera Heights Civic Association
Joann Williams, United Homeowners Association
Steve May, FAA Western-Pacific Regional Office
Jeff Cunyngnam, FAA LAX Air Traffic Control Tower
Michael Feldman, LAWA
Scott Tatro, LAWA
Kathryn Pantoja, LAWA
David Chan, LAWA
Steve Alverson, Roundtable Facilitator

1. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:03 p.m. in the Samuel Greenberg Boardroom at LAX.

2. Introduction of New Roundtable Facilitator

Ms. Kathryn Pantoja welcomed the new Roundtable Facilitator, Steve Alverson, and reviewed a brief biography covering his 30-year career in aviation noise analysis and control. Other Roundtable members added their welcomes. Mr. Alverson expressed his gratitude for being selected as the LAX Roundtable facilitator and his interest in working with the Roundtable to help move its work program items forward.

3. Appointment/Confirmation of At-Large Members for a Two-Year Term from January 2011 to December 2012

Mr. David Chan reported that LAWA received four letters requesting the re-appointment of at-large members from the following entities:

- Ladera Heights Civic Association
- United Homeowners Association
- Westchester Neighbors Association
- PANIC

Chairman Denny Schneider recommended that the letters be accepted and the appointments be made by acclamation. Dorothy Harris made a motion to accept the Chairman's recommendation, which was seconded by Blake LaMar. The motion carried unanimously.

4. Update on LAX Noise Complaint Line

Ms. Kathryn Pantoja provided an update on the cause of the most recent problems with the Noise Complaint Hotline going unanswered and the voicemail box filling up. She stated that current problems were the result of the relocation and consolidation of Airport Operations staff from the second floor to the fourth floor to form the new Airport Response Coordination Center. The Noise Complaint Line was inadvertently left on the second floor with no one to answer it. The mailbox quickly filled up and callers were unable to leave a complaint. Ms. Pantoja indicated that as of Friday, January 7th, the phone line was moved to the fourth floor and was being answered again. LAWA noise staff is checking the Noise Complaint Line daily to ensure that it is operating properly.

Mr. Michael Feldman indicated that there will be additional changes to the Noise Complaint Hotline including LAWA's conversion of its phone system to Voice Over Internet Protocol, which may require assigning a new area code to the phone line. Several members expressed concerns about long distance charges, but LAWA assured them that the area code is merely an "overlay" code and that long distance charges will not apply.

Mr. Feldman also added that LAWA has made an attempt to better inform the community of activities at LAX that could affect aircraft noise exposure such as runway closures for rubber removal. Chairman Schneider acknowledged and appreciated LAWA's effort.

5. Update on LAX Noise Variance

Mr. Scott Tatro provided a briefing on the LAX Noise Variance. LAWA applied for a variance in May 2008, which was an update of the last variance that was granted in June 2005. Over the past couple of years, LAWA carried out negotiations with the primary interested parties including the County of Los Angeles, the City of Inglewood, the City of El Segundo and the City of Los Angeles.

In December 2010, Caltrans went through an informal one-day hearing. Mr. Mike Stevens was allowed to present testimony and call witnesses in an attempt to support his position, and convince the judge not to issue the variance. He was given ample opportunity to provide conditions that he wanted to be imposed on LAWA in the variance, but ultimately did not provide any actual variance conditions for the judge to consider. The proposed decision by the Administrative Law Judge matched verbatim the stipulated agreement.

Some of the elements of the proposed variance include an analysis of the preferential runway use policy, the continuation of the Noise Complaint Line relying on a live person to answer calls whenever possible, with voice mail as a backup, and the design of two Ground Run-up Enclosures (GREs) as proposed in the LAX Master Plan. LAWA expects Caltrans to issue the variance shortly. *Note: CalTrans issued the decision on the Variance on January 14, 2011. The new 3-year Variance will go into effect on February 13, 2011.*

Member Danna Cope expressed concern about the possible re-evaluation of the preferential runway use policy. Mr. Tatro indicated that the purpose of the analysis is to find ways to improve compliance of the existing policy and does not involve changing the actual policy.

Chairman Schneider pointed out that the GREs must be fully designed within the five-year timeframe of the variance, which could be difficult for LAWA given its other projects. Mr. Michael Feldman agreed that it could be a challenge. Chairman Schneider also said that LAWA would need to find out if the airlines would use the GREs.

Member Danna Cope asked if the GREs would be designed to handle the New Large Aircraft (NLA). Mr. Feldman responded that NLA make up a very small percentage of the overall operations and that it is not likely that routine maintenance of NLAs, requiring run-ups, occurs at LAX.

6. Demonstration of New Noise Monitoring System

Mr. David Chan provided a demonstration of some of the capabilities of the LAX Aircraft Noise and Operations Management System (ANOMS). Mr. Chan explained that staff use ANOMS to accomplish their daily tasks such as investigating noise complaints, monitoring noise abatement programs, and reviewing aircraft noise levels. Mr. Chan demonstrated how the system would be used to investigate early turn operations including a replay of the pilot/controller communications, reporting functions, aircraft registry services, and flight track data coverage.

Chairman Schneider asked how long the data was retained on the system. Mr. Tatro said that LAWA keeps all of the flight track data, but the ATC recordings take up a great deal of storage space and are only kept for about six months, which is sufficient to investigate deviations from LAX noise abatement programs.

Mr. Feldman asked if the controllers are aware that they are being recorded. Mr. Jeff Cunnyngham responded that the controllers are aware they are being recorded.

The discussions were interrupted by a member of the audience. As a result, a motion was later made and seconded to move the public comment up to the beginning of the meeting and to limit it to a maximum of three minutes.

David Chan wrapped up his ANOMS demonstration by commenting that the new system is very fast and robust when compared to the old system.

7. Aviation Noise News Update

Mr. Steve Alverson provided a rundown of the following noise news updates:

Noise Grants Awarded in Fiscal 2010

\$206.4 million were awarded to the 39 airports through Airport Improvement Program (AIP) grants to conduct noise compatibility planning studies and to implement noise mitigation projects according to the FAA.

The breakout of the monies awarded during fiscal year 2010 is as follows:

- \$159.4 million awarded for sound insulation
- \$1.3 million to three airports for noise compatibility studies
- \$37.04 million to nine airports for land acquisition/easements
- \$8.5 million to two airports for other noise mitigation projects
- LAX received \$10 million for residential sound insulation sponsored by the City of Inglewood.

Airport Noise Symposium Program

The UC Davis Symposium on Aviation Noise and Air Quality will be held February 27 to March 3 in Tucson, Arizona. Noise sessions will address the following:

- RNAV/RNP and NextGen
- Future Flight Tracking
- Is Part 150 still viable?
- Better Follow Through and Planning (including decaying sound insulation)
- Protecting Land Around Airports and disclosing impacts
- Giving communities an effective voice

<http://www.cevs.ucdavis.edu/confreg/index.cfm?confid=517>

Improve INM Accuracy for GA Aircraft

Airport Cooperative Research Program seeking contractor for this project

- Goals of program include:
 - Assess predictive accuracy of INM for GA aircraft
 - Identify causes of deviations between actual and predicted values
 - Identify solutions to improve model accuracy
- Project expected to begin in early May and take 20 months

<http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=3038>

NASA Awards Contracts for Advanced Aircraft Concepts

- Identify advanced concepts for airliners entering service by 2025
- Concepts should:
 - Lower noise created by the aircraft
 - Cleaner exhaust
 - Lower fuel consumption
- New technology referred to as N+2, which stands for technology that is two generations more advanced than what is available today

http://www.nasa.gov/home/hqnews/2010/dec/HQ_C10-076_Advcd_Aircraft.html

PFCs Used for Noise Mitigation Projects

- Since 1992, four percent of PFCs collected (\$3.17 billion) devoted to airport noise mitigation projects
- \$1.30 billion for soundproofing
- \$492.1 million for purchasing of land

- LAX listed as number one of top 20 airports utilizing \$788.4 million PFC revenue for noise mitigation projects

Oversight of the Implementation of NextGen

- Rep. John L Mica (R-FL) and Rep. Thomas E. Petri (R-WI) leading effort
 - Improve efficiency of National Airspace System
 - Reduce fuel burn and environmental impacts
 - Improve passenger experience
 - Measurable benefits can be realized within a few years
 - Use equipment already in aircraft
 - Development of new procedures
 - Enhance sharing among FAA and airspace users
 - Reduce delays

<http://transportation.house.gov/News/PRArticle.aspx?NewsID=1027>

Southwest Implements RNP Procedures

- Southwest Airlines implements Required Navigation Performance (RNP) procedures at nine airports, including LAX
 - RNP is satellite-based navigation
 - Accuracy of global positioning system
 - Capabilities of advanced avionics
 - New flight procedures
 - RNP reduces environmental impact with a more efficient operation
- RNP part of NextGen implementation

Airbus Offers Noise Reduction Engines

- New engine options for A320 family (A321, A320, A319 models)
- Provide noise benefit with a 50% noise reduction demonstrated in early testing
- Offer 15% fuel savings
- CO2 and NOX double-digit emissions reductions

<http://www.airbus.com/newsevents/news-events-single/detail/airbus-offers-new-fuel-saving-engine-options-for-a320-family/news-browse/2/>

AEDT News

- Target release date for AEDT 2b is 2013
 - FAA's Integrated Noise Model (INM)
 - Emissions Dispersion Modeling System (EDMS)
 - INM and EDMS will sunset with the release of AEDT 2b
- INM 7.0c expected to be released in 2011
 - Updated standard aircraft substitution list
 - Expand aircraft available in INM
 - Boeing 787
 - Boeing 747-800
 - Embraer 170 and 190
 - Bell helicopters

8. Roundtable Member Discussion

Member Harris expressed concern about public comments being offered during the course of the evening, which consumed valuable time for the Roundtable members to have their discussions. Mr. Steve Alverson indicated that the SFO Roundtable provides time for public comments at the beginning of its meeting, requires speaker cards, and limits the comments to three minutes. Member Harris suggested that public comments be moved to the beginning of the meeting and limited to a specific period of time. Roundtable members agreed to Member Harris' proposal. The change will be reflected on the March 9, 2011 meeting agenda.

Member LaMar indicated that he has been receiving a flood of e-mails and phone calls due to the shift in flow at LAX due to the recent rainy weather. He observed that the downwind leg for east arrivals has been over the Palos Verdes Peninsula with aircraft at around 3,000 feet above mean sea level. He asked LAWA staff to analyze the east arrivals during the past couple of weeks to see if anything unusual was occurring. Chairman Schneider suggested that the item be added to the agenda for the next meeting. Mr. Scott Tatro agreed to review the data and report back at the March 9, 2011 Roundtable meeting. Member Harris wondered if there are new weather patterns that are affecting the traffic patterns. Member Cope suggested that aircraft may have been avoiding the weather. Jeff Cunyngnam added that there were several days of easterly operations due to the rainy weather.

Member Cope suggested that LAWA also look at east departures for the same period as east arrivals as aircraft seem to be turning to the north closer in over the communities. Jeff Cunyngnam explained that east departures are flying the published standard Instrument Departure Procedures that have limits on when aircraft can turn due to surrounding airspace constraints. Several Roundtable members reiterated an interest in analyzing airspace in the vicinity of LAX with an eye toward eliminating constraints that impact aircraft noise.

Mr. David Chan suggested that the Roundtable submit a letter to the Oversight Committee of the Airport Cooperative Research Program urging the committee to focus its 2012 research on aircraft noise impacts. Vice Chair Jacobson moved and Member LaMar seconded a motion to proceed with Mr. Chan's suggestion. The motion carried unanimously.

Chairman Schneider then raised the issue on the number of meetings, which is currently set at six per year. Roundtable Facilitator Steve Alverson indicated that his contract allows for up to nine meetings per year. Chairman Schneider suggested that there was a clear need for an additional meeting in the spring and perhaps one in the fall. The Roundtable members agreed that adding two more meetings, one in April and the other in October, would be beneficial. *Note: After the meeting, Kathryn Pantoja clarified LAWA's position on adding meetings and agreed that the April meeting was justified, but suggested the Roundtable may want to hold off on scheduling the October meeting until there are sufficient items for the Roundtable to cover.*

Chairman Schneider suggested that the Roundtable review the Work Program at the March 9, 2011 meeting.

9. Comments from the Public

Grace Huth, a member from the public, inquired about the status of the Noise Complaint Line. Chairman Schneider indicated that an explanation of the circumstances surrounding

the problems with LAX Noise Complaint Line had been provided in detail under Agenda Item 4. He offered to provide a briefing to her after the meeting.

10. Review of Roundtable Action Items

Chairman Schneider reviewed the action items from this evening's meeting, which included:

- Appointment/Confirmation of At-Large Members
- LAWA staff to regularly check the Noise Complaint Line to ensure it's functioning properly
- A letter to ACRP urging a focus on noise impacts research
- A report from LAWA Noise Staff on the recent east operations relative to historic flight tracks
- A review of the Work Program at the March 9, 2011 meeting
- The addition of a meeting on April 13, 2011

11. Adjournment

Chairman Schneider adjourned the meeting at 8:55 pm.

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday, March 9, 2011 in the Samuel Greenberg Boardroom at LAX.