



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of March 9, 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
Dorothy Harris, Ladera Heights Civic Association
Chad Molnar, Representing Councilman Bill Rosendahl
Joann Williams, United Homeowners Association
Rolan Morel, FAA LAX Air Traffic Control Tower
Matt Waters, Alternate, City of Rancho Palos Verdes
Steve May, FAA Western-Pacific Regional Office
Scott Tatro, LAWA
Kathryn Pantoja, LAWA
David Chan, LAWA
Steve Alverson, Roundtable Facilitator

A quorum of the members was present.

1. Welcome/Review of the Meeting Format – Steve Alverson, Roundtable Facilitator

Roundtable Facilitator Steve Alverson welcomed everyone to the meeting and reviewed the meeting format.

2. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:05 p.m. in the Samuel Greenberg Boardroom at LAX.

3. Comments from the Public

Chairman Denny Schneider opened the public comment portion of the meeting. As there were no requests to make public comment, the public comment period was closed.

4. Review/Approval of the Revisions to the Roundtable's By-Laws

Roundtable Facilitator Steve Alverson reviewed suggested changes to the By-Laws primarily surrounding the Facilitator's role in the Roundtable meetings. Roundtable members discussed each of the suggested changes and either accepted the changes or offered alternative language.

Mr. Alverson also reviewed changes made to the meeting frequency as described in the By-Laws to reflect the current schedule of six meetings per year with the option to add up to three more meetings per year if necessary.

Chairman Schneider indicated that he wanted to schedule the three additional meetings at this time. Mr. Alverson mentioned that there should be a valid reason for scheduling more meetings. He added that funds leftover from not utilizing additional meetings can be used for the facilitator to perform other tasks such as building airline participation, evaluating the Work Program, and looking at new ways to improve the Roundtable.

Member Dorothy Harris indicated she liked the meeting frequency of six per year and the option of adding more if needed. Member Chad Molnar believed that it is premature at this time to schedule more meetings and that it is better to assess the meeting frequency after re-evaluating the work program. The Roundtable agreed to stay at the current schedule of 6 meetings per year and will schedule additional meetings if necessary.

The general consensus among the members about the By-Laws is that it should allow flexibility and not be restricted to certain conditions. Blake LaMar recommended adoption of the By-Laws with the amendments suggested from the floor, which was seconded by Beverly Ackerson. The motion carried unanimously.

5. Discussion of Work Program and Future Agendas

Roundtable Facilitator Steve Alverson gave a presentation on a Potential New Approach to Work Program Scheduling. Mr. Alverson indicated that he believed that there should be a relationship between the Work Program and the Meeting Agendas. He explained that tying the Work Program elements to specific meetings would allow for the Roundtable to receive regular updates on progress of specific Work Program items. Mr. Alverson requested permission from the Roundtable for him to prepare a Work Program Schedule that would more closely tie the Work Program to specific meetings. Dorothy Harris moved that the Roundtable direct Mr. Alverson to proceed as suggested. The motion was seconded by Blake LaMar and carried unanimously.

6. Review/Approval of Roundtable Work Program

LAWA staff member David Chan indicated that he provided the updated Work Program to the Roundtable Members prior to tonight's meeting for their review and to come prepared to discuss at the meeting. Hence, he indicated LAWA will not be going over each item at this meeting but will focus on answering questions from members on the updated information.

Chairman Schneider asked about the possibility of adding the Ground Run-Up Enclosure (GRE) Project to the Work Program. Scott Tatro reminded the members that the GRE project is part of the LAX Master Plan and that the members had agreed since the Roundtable's inception not to include any master plan projects in the work program.

Mr. Schneider asked about the status of the Part 161 Study. Mr. Tatro said that LAWA will provide an update on this study at the next meeting.

At end of the discussion, Mr. Chan requested the Roundtable make a motion to approve the updated Work Program. Beverly Ackerson moved for the approval of the document, which was seconded by another member. The motion carried unanimously.

7. Easterly Operations Analysis

Mr. David Chan indicated that the Roundtable previously requested LAWA to look into the Easterly Operations at LAX to determine if there are any changes with the flight patterns. At this meeting, he reviewed his analysis with the members, which included a comparison of east-flow flight tracks for one day in 2011, 2010 and 2008. Comparison for 2009 was not included since there were hardly any east-flow operations for that year.

Mr. Chan compared arrival and departure tracks near the PV Peninsula as well as departures from the north runways. The comparison indicates that the flight patterns are essentially the same for the time periods examined with some fluctuation occurring from time to time which can be caused by various factors including but not limited to traffic volume, weather and wind conditions.

Mr. Chan also mentioned that during his research, he found that east operations only occur a small percentage of the time. For instance, in 2010, there were only about 20 days of east operations with majority of those days being partial days; meaning that in most cases east operations only last about 4 to 10 hours on a given day.

Member Blake LaMar indicated he noticed arrival aircraft coming from the SLI VOR were flying over the Peninsula at low altitude. Mr. Chan responded that he did look at other days beside the ones presented but didn't find a circumstance that matches what Mr. LaMar was describing. He offered to look into the event if Mr. LaMar can provide the specific date and time of the incident.

8. Aviation Noise News Update

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

Senate Passes FAA Reauthorization Bill

- \$35 Billion, Two-Year Bill, Funds AIP at a level of \$4 Billion in 2011, and \$4.1 Billion in 2012
- The Bill that passed will help Environmentally by:
 - Allow Airport Funding of Special Studies or Reviews
 - Grant eligibility for Assessment of Flight Procedures
 - Create an Environmental Mitigation Demonstration Pilot Program
 - Makes ACRP a Permanent Program
 - Establishes a Consortium to Study how to Reduce Noise, Emissions, and Energy Consumption from Civilian Aircraft
 - Establishes an Advisory Committee on Future Aeronautics
 - Phase Out of Stage 1 and Stage 2 Aircraft
 - A Pilot Program for Redevelopment of Airport Properties Airport Noise Symposium Program

House FAA Reauthorization Bill

House Transportation Committee Introduced a Four-Year Bill

- Funding would be reduced to 2008 Levels
- Bill would Cut AIP Funding from \$3.5 Billion to \$3.1 Billion in 2011, and \$3 Billion from 2012 to 2014

Noise Provisions

- Extension of Grant Authority for Compatible Land Use Planning
- Overflights of National Parks
- NextGen Environmental Efficiency Projects Streamlining
- Airport Funding of Special Studies and Reviews
- Noise Compatibility Programs
- Grant Eligibility for Assessment of Flight Procedures
- Determination of Fair Market Value of Residential Properties
- Prohibition of Stage 1 and 2 Aircraft Weighing 75,000 lbs. or Less
- Aviation Noise Complaints
- FAA Review and Reform

New Presidential Budget

The 2012 Federal Budget Request Includes:

- Increased Funding for NextGen = \$1.24 Billion
- Eliminates Guaranteed AIP funding for Large and Medium Hub Airports
- Allows Larger Airports to Increase the Passenger Facility Charge (PFC) cap from \$4.50 to \$7.00

Federal Grants will support Smaller Commercial and General Aviation Airports

RNAV / RNP Procedures- CATEX

- Sen. Maria Cantwell (D-WA) added a floor amendment to the FAA Reauthorization Bill that will Accelerate Approval of Performance Based Navigation (Area Navigation and Req. Navigation Performance)
- Performance Based Navigation Forms the Backbone of the NextGen System
- The Procedures will get a Category Exclusion from Environmental Review If:
 - The Procedure Measurably Reduces Aircraft Emissions
 - Results in Absolute Reduction or No Net Increase in Noise Levels

Aviation Growth and FAA Forecasts

- Air Traffic is Expected to Double over the Next Two Decades
- U.S. Airlines will reach One Billion Passengers a Year by 2021
 - This is two years earlier than expected
- Passenger Miles should more than Double from 787 Billion to 1.7 Trillion in year 2031
- Total Landings and Takeoffs will Fall Slightly in 2011, but Grow at 1.6% a year to 69.4 Million in 2031

https://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=12440

Boeing 747-800 Intercontinental

- Boeing has Successfully Completed a Year of Flight Tests on its 747-800 Freighter Which Should Help Boeing Certify its 747-800 Passenger Jet by Year-End
- The Boeing 747-800 Features:
 - Wingspan of 224 Feet

- Seats 467 Passengers
- Lowers Seat-Mile Costs by 13% over the 747-400
- Boosts Fuel Efficiency by 16% over the 747-400
- The 747-800 Will Be Powered by Four GENx-2B67 Engines:
 - Rated at 66,500 lbs. of Thrust Each
 - 11.6 dB Quieter than Stage 4 ICAO Limit
 - Reduces NOx Emissions 52% below ICAO Limits
 - 16% Lower CO2 Emissions

<http://www.bloomberg.com/news/2011-02-13/boeing-expects-passenger-version-of-747-8-to-fly-in-early-spring-in-u-s-.html>
<http://www.newairplane.com/747/>

Boeing's 737 Replacement

- Boeing has Decided to Replace its Fleet Workhorse 737 with a New Airplane Design Rather than Outfit it With New Engines
 - The New Airplane would enter service around 2020
 - Boeing CEO stated that the Industry will wait for Boeing to create a more efficient airplane even though Airbus decided to re-outfit their A320 series aircraft with new engines and winglets (A320neo)
 - A Schematic of the new design should be out within the next 18 Months
- <http://blog.seattlepi.com/aerospace/2011/02/10/boeing-mcnerney-were-going-to-do-a-new-airplane/>

Global Accident Rate is Lowest Ever

- Last Year was the safest in Aviation History for Passengers Flying Western-Built Jets
 - The 2010 Global Accident Rate was 0.61 per million flights according to IATA, just below 0.65 recorded in 2006
 - In 2009, the Accident Rate was 0.71
 - There were a Total of 17 Plane Accidents in 2010 compared to 19 in 2009
 - Runway Incursions Accounted for 21% of the Accidents Worldwide
 - 2.4 Billion people Flew Safely on 36.8 Million Flights
- <http://edition.cnn.com/2011/TRAVEL/02/22/plane.accidents/#>

Airbus and Boeing Set to Make Record Deliveries

- Airbus and Boeing are on course to ship 1,000 Aircraft this year
 - Airbus delivered 510 Aircraft, while Boeing delivered 462 Aircraft in 2010
 - Narrowbodies made up 80% of the shipments in 2010, or 780 Aircraft
 - The Two Manufacturers are reaching a combined output of just under 80 narrowbodies a month
 - Airbus Expects Deliveries in 2011 to be 520-530 Aircraft, while Boeing forecasts 485-500 Aircraft Shipments
- <http://www.flightglobal.com/articles/2011/02/22/353451/industry-heads-for-record-deliveries.html>

9. Roundtable Member Discussion

Members Ackerson and LaMar expressed concern about an increase in noise and traffic over the Peninsula during east flow that was unusual in nature and not a part of the normal procedures.

Chairman Schneider asked about the status of the Noise Hotline. Scott Tatro said that the Hotline was up and operational and is being routinely checked by LAWA staff to ensure that it is functioning properly. He added that the Noise Abatement Office is behind on responding to complaints due to being short staffed.

Member Chad Molnar asked if there is still an FAA regional noise hotline. FAA Representative Steve May responded that the FAA Hotline had been discontinued about a year ago due to the availability of the LAX Noise Hotline.

Chairman Schneider indicated that he recently received a presentation from the FAA on the Noise Inventory and Reuse Plan and requested that LAWA give a status update on its Land Use Mitigation Program at a future meeting.

Chairman Schneider invited a member of the public to offer comments. The commenter indicated that leaving complaints has become more difficult because name, address, and city had to be repeated for every call. Scott Tatro indicated that ANOMS currently does not have the same capability as LAWA's previous complaint system, which was created in house. LAWA has requested the ANOMS vendor provide a similar capability, but it is currently not available.

Chairman Schneider suggested the Roundtable send a letter to Senatorial and Congressional representatives to oppose the Categorical Exemption provision as proposed in the Senate version of the FAA Reauthorization Bill. This provision will allow the FAA to implement RNP procedures without conducting a comprehensive study if it is able show that there is no net increase in noise exposure. Mr. Schneider also suggested sending a letter to the City of Los Angeles to ask for support in opposing this provision. The members agreed with his suggestion.

Chairman Schneider indicated he received a letter from a individual claiming that aircraft are flying at a lower altitude over the La Habra Heights area after the FAA implemented CDA procedures at LAX. Mr. Schneider asked LAWA to look into this issue.

Member Joann Williams asked if anything can be done to reduce noise exposure for her community in the Windsor Hills/View Park area.

Member Beverly Ackerson asked LAWA to look into her complaint about a loud noise that occurred on February 1st at around 5:05 am. Note: She subsequently called to indicate the date was on March 1st.

10. Review of Roundtable Action Items

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

- The Roundtable approved the updated Work Program.
- The Roundtable approved the By-Laws after reaching a consensus on the additional changes to be made on the document.
- The Roundtable agreed with Facilitator's suggestion of evaluating the Work Program and planning agendas several months in advance.

- The Roundtable will send a letter to Senatorial and Congressional representatives to oppose the Categorical Exemption provision as proposed in the Senate version of the FAA Reauthorization Bill.
- Chairman Schneider requested that LAWA look into the letter from the La Habra Heights resident regarding lower aircraft altitudes due to the FAA-implemented CDA.
- Member Beverly Ackerson requested LAWA to look into her complaint on February 1st at around 5:05 am. Note: She subsequently called to indicate the date was on March 1st.
- Member Joann Williams asked if anything can be done to reduce noise exposure for her community in the Windsor Hills/View Park area.
- Chairman Schneider requested LAWA to report on the status of its Land Use Mitigation Program.
- LAWA to provide an attendance checklist for future meetings to assist with determining a quorum.

11. Adjournment

Chairman Schneider adjourned the meeting at 9:07 pm.

The next regular Roundtable meeting will be convened at 7 pm on Wednesday, April 13, 2011 in the Samuel Greenberg Boardroom at LAX.