



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Special Meeting of April 13, 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
Danna Cope, LAX Area Advisory Committee
Yvonne Bedford, Ladera Heights Civic Association
Matt Waters, Staff, City of Rancho Palos Verdes
Steve May, FAA Western-Pacific Regional Office
Scott Tatro, LAWA

LAWA, FAA, Roundtable, and Consultant Staff

Rolan Morel, FAA LAX Air Traffic Control Tower
Rick Pfahler, FAA So Cal TRACON
Barry Davis, FAA So Cal TRACON
Kathryn Pantoja, LAWA
Bob Holden, LAWA
David Chan, LAWA
Steve Alverson, Roundtable Facilitator
Bob Miller, HMMH
Peter Stumpp, SH&E

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 7:03 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. Chairman Schneider acknowledged that Brian Bergman, the Mayor of the City of La Habra Heights, and La Habra Heights resident Sam Andreano would be providing comments on the next agenda item after a LAWA staff presentation. As there were no other requests to make public comment, the public comment period was closed.

4. Analysis of LAX Arrivals near La Habra Heights

LAWA staff member David Chan presented an analysis of the altitude of the LAX arrivals in the vicinity of the City of La Habra Heights. The analysis compared one week of arrival data in January 2004 to one week of arrival data in January 2011. The analysis shows that aircraft are flying lower in the vicinity of La Habra Heights now than they were in 2004. At a distance of 20 nautical miles from the runway, arrivals on Runways 25L and 24R are an average of 617 feet and 1,101 feet lower, respectively. The change in the altitude of the aircraft appears to have resulted from the Federal Aviation Administration's implementation of the Continuous Descent Approach (CDA) at LAX.

The Mayor of the City of La Habra Heights, Brian Bergman, described the City as relatively quiet due to the lack of commercial uses and the area is away from major freeways. With a quiet ambient background, the noise from aircraft arriving at LAX is noticeable and has been for many years. Mayor Bergman requested that the noise be moved to the north over the City of Industry where there are less than 1,000 residents and fewer noise sensitive land uses.

Steve May from the FAA's Western Regional Office introduced Barry Davis and Rick Pfahler who are from the FAA's Southern California TRACON. Barry Davis explained that CDAs are a part of the Next Generation (NextGen) air traffic system and they are designed to reduce noise and air emissions by providing a stabilized approach at a constant speed with the aircraft in a clean configuration (i.e., no flaps, speed brakes, or landing gear deployed) until approximately 7-10 nautical miles from the runway end.

Rick Pfahler then gave a presentation on the air traffic activity in the vicinity of the City of La Habra Heights. He showed a single day of aircraft flight tracks over the LA Basin, which covers the entire map. He focused in on the area of La Habra Heights and showed that in addition to the LAX arrivals, there are aircraft transiting between John Wayne, Long Beach, and Ontario International Airports. He then presented slides of flight tracks color coded by altitude that confirm a slight reduction in aircraft altitudes has occurred for the LAX arrivals. He explained that all of the flight corridors are dependent on each other. Therefore, one flight corridor cannot be moved without affecting another or the people who live under them.

La Habra Heights resident Sam Andreano described discussions he had with John Paul Clarke regarding CDAs. He explained that Dr. Clarke said that CDAs have worked well in locations with low traffic volumes and similar aircraft approach speeds and that aircraft on CDAs cannot come in on a 3-degree approach slope. Mayor Bergman added that the CDA at LAX has resulted in a considerable increase in aircraft noise in La Habra Heights, which is at an elevation of 800 feet.

Rick Pfahler explained that the speeds of arriving aircraft are set at 280 knots for all aircraft, so the approach speeds into LAX are very consistent. Mr. Pfahler added that aircraft are required to intercept the 3-degree glide slope.

Steve May mentioned that the upcoming Metroplex Study would be the appropriate forum to explore changes in the airspace system and that Roundtable Members and the interested public should participate in the public meetings.

After discussing the issue of aircraft flying at a lower altitude since the FAA implemented the CDA at LAX, Chairman Schneider recommended that the Roundtable add a new item to the Work Program to monitor the CDA arrivals and to work with the FAA to find ways to address this issue. Danna Cope moved and Beverly Ackerson seconded the adoption of the Chairman's recommendation. The motion passed unanimously.

5. Work Program Item A2 – East Departures between 12AM and 6:30 AM during Over-Ocean or West Ops

Update on LAX Part 161 Study

LAWA staff member Scott Tatro provided an overview of the timeline of the Part 161 Study, which began in 2005 and has had starts and stops due to, among other issues, the need for an updated aircraft operations and fleet mix forecast from other related LAWA studies. Scott indicated that the contract for this study was about to expire and has now been extended by the Board for two years. Scott introduced HMMH's Part 161 Project Manager, Bob Miller, who provided a review of the Part 161 work completed to date as well as a description of what will be occurring on the project in the coming months. Scott also introduced Peter Stump from SH&E, who is responsible for the benefit-cost analysis portion of the Study.

Bob Miller explained that the most important next step is to obtain the forecast aircraft operations and aircraft fleet mix so that he can prepare the required future-year noise contour. Preliminary analysis of the earlier noise contours indicates that there are small, but measurable benefits from prohibiting east departures from 12 am to 6:30 am during over-ocean operations. The study will need to show that benefits of the prohibition outweigh the costs. Issues such as sleep disturbance and environmental justice will be examined.

Update on Non-Conforming East Departure Documentation

David Chan gave a report on a related, but separate item. He explained that the Roundtable had sought a written response from aircraft operators who depart to the east during over-ocean operations. Mr. Chan said that LAWA staff had received permission from the City Attorney to send aircraft operators a letter requesting that they fill out a form describing why the deviation had occurred along with other pertinent information (e.g., name of the pilot, aircraft type, winds, etc.) on a voluntary basis. Vice Chair Jacobson asked how frequently will LAWA be sending the letters. Mr. Chan responded that he is thinking about sending the letters every two weeks and that the frequency will vary depending on work load. Chairman Schneider doubted that LAWA will receive many responses from the carriers since this is a voluntary measure. Mr. Chan indicated that the City Attorney advised staff to first pursue this effort on a voluntary basis. If that doesn't work, then the Attorney will look into the possibility of having the airlines fill out the form on a mandatory basis.

Mr. Chan mentioned that this procedure is similar to the Early Turn Notification Program wherein LAWA sends letters to aircraft operators requesting an explanation of why the early turn occurred. Chairman Schenider inquired on the response rate of the early turn program. LAWA staff member Kathryn Pantoja explained that LAWA does receive some responses from Air Carriers as well as GA operators to the early turn letters.

6. Aviation Noise News Update

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

House Passes FAA Reauthorization Bill

- On April 1, 2011 the House passed a Four-Year Reauthorization Bill (HR 658) by a vote of 223-196
 - The Bill includes cutting AIP funding to \$3 Billion per year rolling back funding to 2008 levels
 - Will retain the passenger facility charge (PFC) at \$4.50
 - Streamlines processes and provides funding for priority NextGen ATC modernization projects and sets deadlines for evaluating progress
 - The Senate and House versions of the bills are now in Conference Committee to resolve the differences between the two bills

Source: http://www.aopa.org/advocacy/articles/2011/110401house_passes_four_year_faa_reauthorization_bill.html

Congress to LAWA, Consult with Communities on Development

- HR 658 includes a “Sense of Congress” provision that suggests that LAWA should:
 - consult on a regular basis with representatives of the community surrounding LAX regarding:
 - (A) the ongoing operations of LAX; and
 - (B) plans to expand, modify, or realign LAX facilities
 - include in such consultations any organization, the membership of which includes at least 20 individuals who reside within 10 miles the airport, that notifies Los Angeles World Airports of its desire to be included in such consultations
- Representative Adam Schiff (D-CA) sponsored the amendment, which was supported by Representative Maxine Waters (D-CA)

Source: Airport Noise Report Volume 23, Number 11

Concern over ‘No Net Increase In Noise Levels’

- The Senate’s version of the FAA Reauthorization Bill included an ambiguous phrase proposed by Senator Marie Cantwell to streamline environmental approval of NextGen procedures
- Language would require FAA Administrator to issue a Categorical Exclusion for RNAV and RNP procedures when there is “. . . no net increase in noise levels . . .”
- FAA’s Environmental Order 1050.1E does not address the phrase, nor does NEPA
- Senator Cantwell’s office has not provided a definition of the phrase nor has GE Aviation who provided the language included in the bill

Source: Airport Noise Report Volume 23, Number 10

Whitehouse Boost for Biofuels

- Aviation industry expects to benefit from plans for at least four commercial-scale biofuel refineries announced by the President
 - The Obama Administration announced the goal of breaking ground on the four refineries over the next two years
 - The Administration has set a goal of reducing U.S. oil imports by 33% by 2025
- The mandate will call for the U.S. Navy to work with departments of Energy and Agriculture and the private sector to develop advanced biofuels for the military and commercial aircraft
 - The biofuels will be derived from cellulosic feedstocks such as switchgrass and wood chips as well as other biomass sources that do not compete with food crops for land or water
 - Bio-jet fuel produced from camelina, jatropha, and other seed oils is expected to be approved by August, followed by green algae which is expected to be certified within the next two years

Source: <http://AviationWeek.com>

Electric Engine Under Development

- The first flight of the electric powered aircraft will be conducted at Centennial Airport this Spring
 - The Project has been deemed “The Green Flight Project”
 - “The development of an electric motor for aircraft use is a significant advancement in addressing environmental and economic challenges facing general aviation today. Finding a safe alternative in the face of declining low lead fuel production, as well as addressing air and noise pollution is critical to the future of general aviation.” says Robert Olislagers, Exec. Director of Centennial Airport.
 - The aircraft used will be a Cessna 172 which is one of the most common aircraft types in the country
 - At normal altitudes, it will be a challenge to hear the airplane at all

Source: Airport Noise Report Volume 23, Number 8

Boeing’s 737 vs. Airbus’ 320neo

- The two competitors are scaling up future efforts to reduce operating costs and become more fuel efficient
- Boeings Commercial Airplanes President and Chief Exec. Jim Albaugh says, “Even after Airbus outfits its A320 Family with new, more efficient engines, Boeing’s 737 will still be cheaper to operate.”
 - The Executive goes on to say that “right now the Boeing 737, from an operating cost standpoint, is about 8% better than the Airbus product
 - This is after Boeing has stated that they will look to replace the 737 with a new aircraft design

- Airbus Americas President stated that Boeing will only be able to cut fuel use by 18% with a new aircraft, while the re-engined A320neo will cut fuel use by 15% with less risk and cost
- Airlines are looking for about a 20% Operating Cost Reduction in Future Narrow-Body Aircraft

Source: <http://blog.seattlepi.com/aerospace/2011/03/28/boeings-albaugh-737-will-cost-less-to-operate-than-a320neo/>

High Oil Prices Slow Aviation Growth

- Tensions around the Globe including the Middle East are raising the cost of jet fuel causing air fares to rise, and airline growth to slow
- Jet Fuel prices have hit there highest point since September 2008
- If U.S. Airlines contend with \$3.00 per gallon jet-fuel price for all of 2011, their fuel bill would increase \$15 Billion
- Annually, a 1 cent increase in a gallon costs U.S. airlines \$175 million; \$1 increase in a barrel costs them \$415 million
- As fuel prices increase, flights become less profitable so airlines also reduce capacity, and some carriers have already reported downward growth such as United Airlines

Source: http://www.airlines.org/News/Letters/Pages/Oped_03-09-2011.aspx

ATL Still the World's Busiest Airport

- The Hartsfield-Jackson Atlanta International Airport benefited from having two airlines hubs at its airport, including Delta and AirTran to remain the world's busiest airport in passenger traffic in 2010
- Knocking off London's Heathrow Airport for second and third were Beijing Capital International and Chicago's O'Hare International Airports
- LAX ranked 6th among International Airports just behind Tokyo International Airport with 58,915,100 total passengers as follows:
 - 1. Hartsfield-Jackson Atlanta International Airport
 - 2. Beijing Capital International Airport
 - 3. O'Hare International Airport
 - 4. London Heathrow International Airport
 - 5. Tokyo International Airport
 - 6. Los Angeles International Airport
 - 7. Paris Charles de Gaulle International Airport
 - 8. Dallas/Ft. Worth International Airport
 - 9. Frankfurt International Airport
 - 10. Denver International Airport

Source: <http://travel.usatoday.com/flights/story/2011/03/Atlanta-still-worlds-busiest-airport-Beijing-passes-Heathrow-as-No-2/44906120/1>
http://en.wikipedia.org/wiki/World's_busiest_airports_by_passenger_traffic

Aircraft Contrails Stoke Warming

- Aircraft condensation trails may be warming the planet on a normal day more than the CO2 emitted by all planes since the Wright Flyer in 1903
 - The report (Nature Climate Change) said that the contrails have big knock-on effects by adding to the formation of high altitude, heat-trapping cirrus clouds
 - The net warming effect at any one time is 31 milliwatts per square meter, more than the warming effect of accumulated CO2 from aviation of 28 milliwatts
 - The findings may lead to new ATC procedures directing aircraft away from areas of high moisture, or the development of engines that do not produce the vapor that current engines do

Source: <http://www.reuters.com/article/2011/03/29/us-climate-contrails-idUSTRE72S47O20110329>

Whispertrack Creates Better Distribution of NAPs

- Whispertrack is a new service to airports for better distribution of Noise Abatement Procedures (NAPs)
- The new technology will allow airports to create, centralize, manage, publish, print, and electronically distribute airport NAPs
 - Whispertrack is a year-old firm based in California
 - They are looking to distribute NAPs to pilots through relevant sources in flight planning such as instrument approach charts
- “Currently, airport NAPs are created and published in inconsistent formats and buried on individual airport websites. Imagine if instrument procedures were created and distributed in this fashion... The procedures would be unobtainable at any meaningful operational scale... This is the current state of NAPs and as a result flight crews and aircraft operators remain largely unaware of them.” said Chris Snideman founder of Whispertrack

Source: Airport Noise Report Volume 23, Number 10

7. Roundtable Member Discussion

Member Cope suggested that the language of term limits in the recently approved Bylaws be clarified. After discussion, the item was tabled until a future update of the Bylaws.

Member LaMar requested that LAWA revise the recap for the regular meeting on March 9, 2011 to reflect that the aircraft noise events experienced by him and member Ackerson during east flow were unusual in nature and not a part of the normal procedures.

Chairman Schneider asked LAWA about the status of obtaining a copy of LAWA's Noise Inventory and Reuse Plan for the Roundtable's review. Scott Tatro explained that the document is still in draft form and is not ready for the public to review. LAWA staff member Bob Holden said that LAWA has not sold any land that was acquired with noise funds.

8. Review of Roundtable Action Items

David Chan reviewed the action item from this evening's meeting, which was to add a new item to the Work Program to monitor the CDA arrivals and to work with the FAA to find ways to address the issue of aircraft flying lower than before.

10. Adjournment

Chairman Schneider adjourned the meeting at 8:51 pm.

The next regular Roundtable meeting will convene at 7 pm on Wednesday, May 11, 2011 in the Samuel Greenberg Boardroom at LAX.