



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of May 11, 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, Alternate, Ladera Heights Civic Association
Matt Waters, Staff, City of Rancho Palos Verdes
Rolan Morel, FAA LAX Air Traffic Control Tower
Scott Tatro, LAWA

LAWA, Roundtable, and Consultant Staff

Kathryn Pantoja, LAWA
David Chan, LAWA
Steve Alverson, Roundtable Facilitator
Ron Seymour, Roundtable Backup 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. Steve Alverson introduced Ron Seymour from ESA Airports who would serve as the Roundtable Facilitator should Steve be unable to attend a Roundtable meeting. Ron will be presenting the Aviation Noise News tonight.

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. As there were no requests to make public comment, the public comment period was closed.

4. Discussion of Work Program Schedule

Roundtable Facilitator Steve Alverson presented a Work Program Schedule for the Roundtable's consideration. The Schedule provides an orderly approach to covering all of the Work Program items during the course of a calendar year. He recommended that the Roundtable members approve the Work Program Schedule so that it can be used to create future meeting agendas. He also pointed out that two of the items on the Work Program Schedule require further written definition before LAWA can act on them. One is "Monitor CDA Altitudes over La Habra Heights" and the other is "Annual Report on the Sound Insulation Program". While the first item was adopted as a Work Program item at the April 13, 2011 Roundtable meeting, there is no specific written direction for LAWA staff to follow regarding reporting on this item. Although the second item regarding sound insulation is of interest to the Roundtable, it has yet to be adopted as a Work Program item. LAWA and the Roundtable Facilitator will work to develop written definitions for both of these items.

Chairman Denny Schneider asked if additional items could be added at the Roundtable's discretion as needed. Steve Alverson confirmed that additional items can be added to a monthly agenda and that some items may not receive a report if there is no new information to report. Carl Jacobson moved that the Roundtable adopt the Work Program Schedule as presented. Danna Cope seconded the motion, which carried unanimously.

5. Work Program - Statistical Update on LAX Aircraft Operations

LAWA staff member David Chan started off the presentation by giving members an overview of the total operations at LAX. Prior to September 2001, LAX was operating at peak levels with operations reaching close to 785,000 per year. After September 2001, operations decreased significantly and reached a record low of 545,000 in 2009 and in 2010 operations increased slightly to 575,000. He noted that trends in some of the specific aircraft operations monitored by staff and reported here seem to correspond with those changes in the total operations at LAX. He then provided statistical updates on specific LAX operations which covered the following:

- Item A2 – East Departures
- Item A3 – Early Turns
- Item A4 – Go Arounds
- Item A6 – Loop Departures
- Item A7 – Extended Downwind Approach
- Item A8 – Short Turns
- Item A9 – Departures on Runway 25L
- Item A10 – Turboprop Community Overflights

During the discussion of Item A2 – East Departures, Member Yvonne Bedford said that there has been a noticeable increase in aircraft noise in Ladera Heights over the past several months and there appears to be new corridors. Member Blake LaMar indicated that there seems as though there are more flights over Palos Verdes. Member Beverly Ackerson wondered why the routes had been changed and said she was getting many more complaints. LAWA Representative Scott Tatro reminded the Roundtable that the topic was east departures during west flow and that there were only 55 for the entire year in 2010. He added that the flight tracks have basically remained the same year after year.

Member Bedford said she has been hearing more aircraft than ever between 12 midnight and 6 am. Scott Tatro explained that aircraft departing westbound at night may be heard at great distances from LAX due to inversion layers, winds and a lower background ambient noise level.

Chairman Schneider suggested that the members focus on identifying trends. Scott Tatro said that LAWA identifies trends as a part of the reports and for east departures during west flow, wind is the driving factor.

With respect to Item A3 – Early Turns, Chairman Schneider advised Mr. Chan to skip the slide on early turns to the north since operations were minimal. Early turns on the south have been trending down after the completion of the construction project in 2007. Jets continue to be responsible for the majority of the early turns on the south, which was primarily a result of the conversion from turboprops to regional jets. Denny Schneider asked if there was a correlation between early turns and PV overflights. Kathryn Pantoja indicated that LAWA has not looked into that situation.

During the discussion of Item A10 – Turboprop Community Overflights, David Chan indicated that PV overflights by turboprop aircraft continue to trend downward from a high of 44 daily average in 2001 to a low of 13 daily average in 2010. Mr. Chan mentioned that the recent increase in March 2011 was a result of the overall increase in traffic from Skywest Airlines. Vice Chairman Carl Jacobson asked if airlines were switching back from turboprops to regional jets. Mr. Chan responded that he has looked into Skywest's fleet mix and did not see any such changes. Skywest's fleet mix is currently comprised of 60% regional jets and 40% turboprops.

In terms of Item A6 – Loop Departures, David Chan said that missed loop departures were unusually high for the month of March 2011 and that LAWA has requested the FAA look into this increase. Member Blake LaMar indicated that aircraft are above 10,000 feet when they come back over the shoreline heading eastbound and that he is not too concerned with those operations. Scott Tatro said he was surprised to hear Blake's remark since this was one of the major items that the Roundtable had worked on in the past. LAWA will follow-up with the FAA and report back to the Roundtable on this item.

With respect to Item A9 – Departures on Runway 25L, David Chan said that runway closures play a big part in determining which runway aircraft can use. For instance, if runway 25R is closed, then aircraft would need to take off on 25L. There was a very slight increase in 25L departures from 2009 to 2010 due to the overall increase in traffic, but the 2010 level remains lower than those from 2000 through 2008.

6. Aviation Noise News Update

Ron Seymour provided a rundown of the following aviation noise news updates:

SMO Change in Takeoff Routes

- L.A. City Council seeks change in takeoff routes at Santa Monica Airport
 - LA City Council members voted to support federal legislation that would close six flight schools and alter the current departure route that crosses Penmar Golf Course and directs aircraft out over Venice Beach

- The Council’s 11-0 vote revolved around concerns of public safety and aircraft emissions
- The resolution is not binding on Santa Monica or the FAA, but to what many believe a broader strategy to shut the Airport down by 2015
- FAA officials and Airport supporters responded by saying “...the Airport has a good safety record, and that any effort to oust the flight schools and shut down the Airport in four years could violate various federal agreements”

Source: <http://www.latimes.com/news/local/la-me-airport-20110421,0,6433857.story>

Boeing 787’s Quiet Technology Put to Test

- The 787’s Noise Footprint will be as much as 60% Smaller than Today’s Comparable Airplanes
- A dedicated team sat down years ago to design the aircraft quieter from tip to tail
- The bulk of the noise reduction stems from the new Rolls Royce engines and the composite Airframe and Aerodynamic Wing
 - New generation engines with very high bypass-ratios
 - Advanced acoustic linings
 - New engine inlets and nozzles
 - Lightweight composite materials
 - New aerodynamic wing
 - “We have to publish numbers to the one-tenth of a decibel...where the human ear can’t hear the difference.” says noise engineer Mark Sandstrom

Source: http://www.boeing.com/Features/2011/04/bca_787_volume_04_22_11.html

NASA: Greener Airliner Achievable By 2025

- NASA’s Environmentally Responsible Aviation (ERA) program is exploring a suite of airframe and propulsion technologies that could be ready for full-scale development around 2020
- What sets apart NASA ERA program is that several aspects are expected to be met at the same time that include:
 - Fuel-burn reduction of 50% relative to current state-of-the-art aircraft
 - 75% cut in oxides of nitrogen (NOx) below current standard
 - An aircraft noise level 42 dB below the FAA’s Stage 4 certification level
- The targets are tough because, NASA believes, without major improvements the growth of air transport will be actively impeded by environmental and related cost concerns
- Noise reduction is being accomplished across three fronts including airframe, propulsion, and combined propulsion-airframe aeroacoustics. The main noise reduction will come from more advanced flaps and slats and faired main landing gear

Source: http://www.aviationweek.com/aw/generic/story_generic.jsp?channel=awst&id=news/awst/2011/04/18/AW_04_18_2011_p36-308571.xml

Global Air Traffic Slows

- International airline passenger traffic slowed in March to 3.8 percent as opposed to 5.8 percent in February
- International freight traffic grew in March to 3.7 percent from 1.8 percent in February

- North American carriers experienced a 7.7 percent improvement in March
- International Air Transport Association (IATA) believes the second quarter will likely see continued depressed air travel markets due to the events in Japan, Middle East, and North Africa, but "...strong underlining economic growth trends should support recovery in both passenger and cargo markets in the second half of 2011." IATA said
- Despite the effects of rising fuel prices, airline passenger traffic slightly increased at LAX. More than 4.9 million passengers passed through LAX in March, a 2.9 percent increase from the same period last year

Source: Aviation News Today for Tuesday May 3, 2011

Source: www.dailybreeze.com/news/ci_17954570?source=pkg

FAA Restructures ATC Management

- FAA Administrator Randy Babbitt has appointed three veteran managers to key positions to evaluate system safety
- The review also includes an independent panel to evaluate the agency's ATC training curriculum, qualifications, and placement process
- The restructure "...is an effort to make certain that operational policies and professional standards are being upheld, Babbitt said, "The FAA's focus is safety. These changes ensure that we have the right people in the right places to help us carry out our mission"
- The National Air Traffic Control Association (NATCA) also made 12 recommendations with the primary focus on an awareness program for fatigue and sleep disorders, but also request recuperation periods for controllers while on duty

Source: Aviationweek.com

Chamber Wants Congress to Fund Airline Equipment for NextGen

- U.S. Chamber of Commerce (COC) wants the FAA Reauthorization Bill to include Government aid to assist the aviation community with the estimate \$5 Billion cost of equipping aircraft for NextGen
- U.S. COC Pres. and CEO Thomas Donohue said, "We don't think that cargo, business, or passenger aviation should have to bear the full brunt of this cost when there is such a great public benefit from NextGen"
- The COC believes that the Airport Improvement Program needs adequate funding levels to maintain, modernize, and expand our airports which are a crown jewel of our economy

Source: Aviation Noise Report : Volume 23, Number 14

Airport Cooperative Research Program FY 2012 Program

- ACRP is expected to release potential problem statements for research, for its FY 2012 program, in mid-June 2011
- ACRP is an applied, contract research program
- ACRP main objective is to develop near-term solutions for issues facing airport operators
- Program is sponsored by the FAA and managed through the Transportation Research Board

Steve Alverson also indicated that Congress had not yet passed the FAA Airport Improvement Program Reauthorization. The measure was still in the Conference Committee. There was also no additional news on the status of the Cantwell Amendment.

7. Roundtable Member Discussion

Member Danna Cope requested that an item regarding High Speed Rail (HSR) be added to the agenda due to the urgency of the issue and the fact that the Roundtable would not be meeting again until July. Danna Cope moved that the item be added to the evening's agenda. Carl Jacobson seconded the motion. The motion was approved with all of the members in favor with the exception of LAWA, which abstained.

Danna Cope explained that there was "use it or lose it" funding for the HSR in California. There was discussion by the HSR Commission regarding the elimination of the Palmdale Route and moving it to the Grapevine. Member Cope read two recommendations from a prepared statement. The first recommendation stated, "The Roundtable take a position of supporting the high-speed rail route that includes a stop in Palmdale." The second recommendation stated, "The Roundtable take a position in opposition to cutting the 2011-2012 budget for the high-speed rail train from \$185 million to \$7 million."

Member Blake LaMar stated that he supported the first recommendation, but had concerns about the second as it related to funding.

Member Ackerson expressed concern about the weather conditions at the Grapevine versus Palmdale. Member Cope said the weather was about the same in both locations.

Member Jacobson said that HSR at Palmdale seems like the best option.

LAWA representative Scott Tatro said that it seemed like a real stretch of its purview for the LAX Roundtable to be making recommendations on HSR. He further stated that the LAX Roundtable is supposed to be focusing on aircraft noise issues at LAX. Issues related to HSR in Palmdale seem to be beyond the scope of the LAX Roundtable. Member Cope stated that she felt the recommendations could help alleviate noise at LAX by bringing the Palmdale Airport online. Member Jacobson stated that this is a slight deviation from the Roundtable's mission. Scott Tatro reiterated that he felt the group should focus on noise issues at LAX.

Chairman Schneider suggested that the recommendations be separated for the purposes of voting. The first motion was the first recommendation above, but modified as follows: The LAX Roundtable supports a position that the High-Speed Rail includes a stop in Palmdale in coordination with a future commercial service airport. The motion was approved by the Roundtable with LAWA abstaining. A second motion based on the second recommendation above had no support due to a general concern about spending more money when the State of California is facing tough budget issues. The motion that passed will be placed in the form of a letter to go to Curt Pringle, Chairperson of the California High-Speed Rail Authority.

Chairman Schneider reopened the public comment period. Sam Andreano, a resident of La Habra Heights, said he disagrees with Mr. Scott Tatro's comment about aircraft flying over

La Habra Heights are at between 8,000 to 10,000 feet. He indicated that the altitudes are lower ranging from 6,000 to 7,000 ft.

8. Review of Roundtable Action Items

David Chan reviewed the action items and requests from this evening's meeting, which were:

Formal Action Items

- Roundtable to send letter to the California High-Speed Rail Authority to support routes that include a stop at Palmdale.
- Roundtable approved the proposed work program schedule with the understanding that it has the option to add specific items to the agenda as needed.

Requests from Members

- LAWA to follow up with the FAA on the unusually high number of missed LOOP departures for the month of March 2011.
- Chairman Schneider indicated he would like to invite major airlines to Roundtable to discuss ways to improve compliance of east departures during nighttime hours.
- Member Beverly Ackerson will provide documentation to the Roundtable indicating changes in procedures with non-conforming east departures.
- Member Beverly Ackerson to provide LAWA with information pertaining to complaints she received about aircraft flying over PV.
- Chairman Schneider asked LAWA to review and update the correspondence list to determine if the Roundtable needs to take any follow-up action.
- Chairman Schneider requested LAWA to invite FAA So Cal TRACON representatives to the next Roundtable meeting to discuss possible solutions for the issue of lowered altitude at La Habra Heights as a result of the CDA implementation.

9. Adjournment

Chairman Schneider adjourned the meeting at 9:04 pm. The next regular Roundtable meeting will convene at 7 pm on Wednesday, July 13, 2011 in the Samuel Greenberg Boardroom at LAX.