



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of November 9, 2011

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Carl Jacobson, Vice Chairman, Councilman, City of El Segundo
Beverly Ackerson, PANIC/City of Rancho Palos Verdes
Sam Andreano, Alternate, City of La Habra Heights
Yvonne Bedford, Alternate, Ladera Heights Civic Association
Chad Molnar, City of Los Angeles Council District 11
Matt Waters, Staff, City of Rancho Palos Verdes
JoAnn Williams, United Homeowners Association
Steve May and Rolan Morel, Federal Aviation Administration
Michael Feldman, LAWA

LAWA, Roundtable, and Consultant Staff

David Chan, LAWA
Kathryn Pantoja, LAWA
Scott Tatro, 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 7:01 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. Given that there were no speakers, the public comment period was closed.

4. Selection of One Roundtable Member to Attend UC Davis Aviation Noise and Emissions Symposium

LAWA staff member David Chan explained that LAWA covers the cost for one community member to attend the annual UC Davis Aviation Noise and Emissions Symposium and rotates the attendance opportunity between the LAX Roundtable and the LAX Area Advisory Committee. Since it was the Roundtable's turn, he asked the Roundtable to designate one member to attend the event, which will be held March 4-6, 2012 in Palm Springs. He further explained that the member who will be attending the Symposium will need to provide a brief presentation covering the main topics of the Symposium to both committees. He indicated that LAWA will also need BOAC's approval prior to sending a member to the event.

Chairman Denny Schneider opened the discussion by asking for nominations for one member to attend. Vice Chairman Carl Jacobson nominated Dick Croxall as the Roundtable member to attend the symposium. Carl indicated that in addition to being El Segundo's alternate on the LAX Roundtable, Mr. Croxall also serves on the LAX Area Advisory Committee, so both committees would benefit from his attendance at the Symposium. Member Sam Andreano seconded the motion, which carried unanimously.

Note: Subsequently, David Chan sent an email to Carl Jacobson informing him that documentation indicating Mr. Croxall as an alternate representative for the City of El Segundo on the Roundtable could not be found, and requested that they submit a copy of such documentation or provide a letter to designate Mr. Croxall as such.

5. Work Program Item A11 – Continuing Discussion on CDA at Lower Altitudes

Federal Aviation Administration (FAA) representative Steve May said that he had tried to get Rob Henry from the (FAA) Western Service Center Operations Support Group in Renton, Washington to attend tonight's meeting, but Rob was unable to come. Steve said he will try to have Rob attend the next meeting.

Steve reported that Rob Henry's group reviewed the 2004 City of La Habra Heights Noise Study and deemed that the study cannot be used as a baseline for noise measurement comparison since the study did not segregate aircraft noise from non-aircraft noise data.

He also reported that a couple of weeks ago the FAA received a letter containing accusations about the falsely filed Categorical Exclusion (Cat Ex) for the LAX CDA procedures. He said his agency takes such accusations very seriously and that his office and legal counsel are currently looking into the matter.

Sam Andreano said the filed Cat Ex for the LAX CDA indicated that there were no changes below 3,000 feet, which he believes is not true, since LAWA's analysis showed changes in altitudes below 3,000 feet for 24R arrivals.

Steve May said the FAA is still looking into this matter. He added that the difference in altitude appears to be about 200 feet, which is well within the expected tolerance of the radar data. Roundtable facilitator Steve Alverson said that the accuracy of radar data is plus or minus 300 feet.

Sam Andreano said that environmental studies such as EIS and EA were conducted for air traffic changes in New York and Denver respectively but he did not see such a study for the

LAX CDA procedures. Steve May said that he was not familiar with the changes in procedures proposed for those projects, but he believes they must have been more complex than the LAX CDA or they would have received a Cat Ex.

Chairman Schneider stated that there is a checklist of critical issues that the FAA needs to evaluate under the National Environmental Policy Act (NEPA). Steve May said his agency followed the NEPA requirements and confirmed the appropriateness of a Cat Ex for the LAX CDA. Chairman Schneider requested that Steve provide a copy of the NEPA checklist to the Roundtable members.

Steve May also reported that the FAA was not able to obtain the thrust/flap settings information from the airline as requested from the previous meeting.

Chairman Schneider asked if the FAA had evaluated moving the arrival tracks further to the north in the vicinity of La Habra Heights. Steve May said that FAA would not make such a change as the aircraft are on a stabilized approach at that time. He added that not a great deal could be done to address the problem.

Chairman Schneider requested that the FAA focus on looking for potential solution to address the noise issues related to aircraft on the CDA. He emphasized that the Roundtable is not proposing that FAA do away with the CDA, but just to see what can be done to address La Habra Heights' concerns about increased aircraft noise over its community.

Chairman Schneider added that since a member has raised issues regarding health effects, he requested LAWA provide an update on whether there is new research related to aircraft noise induced health issues.

Roundtable members also discussed the technical aspects of the CDA involving equipment, fleet mix, altitude, and route.

6. Work Program Item C1 – Defining the Purpose of Establishing Working Relationships with Other Roundtables

Steve Alverson gave a presentation on this work program item to seek in defining the purpose of establishing working relationships with other roundtables. Steve reminded the members of their July 2009 interaction with David Carbone who was (at that time) the Program Coordinator for the San Francisco International Airport (SFO) Community Roundtable. David made a presentation to the LAX Roundtable that included the history/background of the SFO Roundtable and explored some possible ways for the two Roundtables to work together.

While Steve pointed out some benefits and drawbacks of working with the SFO Roundtable and provided some recommendations on ways to allow for increased connectivity between the two organizations, he indicated that he would like to obtain input from the members as to defining what they wished to get out of having a relationship with the SFO Roundtable or other noise forums. Noting that the Roundtable members had no immediate ideas, Chairman Schneider suggested that LAWA send an e-mail to ask the members for their suggestions or ideas on what they would like to accomplish by establishing working relationships with other roundtables.

Steve pointed out that although there was a recommendation to do so in 2009, no one on LAWA's staff was receiving the SFO Roundtable packet e-notices. Steve suggested to add David Chan to the SFO Roundtable e-distribution list. Chairman Schneider agreed with his suggestion.

7. Statistical Update on Aircraft Operations

David Chan provided updated statistics on specific aircraft operations that LAWA monitors on a monthly basis. The following is a summary of the key points from the presentation.

Work Program Item A9 – Departures on Runway 25L

In 2007, departures on runway 25L were at the highest level because of the Center Taxiway construction that required closure of 25R on weekend which in turn caused aircraft to depart on the outboard runway (25L). After construction was completed, 25L departures started to decline and reached a stabilized level in 2009 and 2010. In 2010, 6% of the departures occurred on the outboard runway while the majority 96% occurred on the inboard.

Runway closure is a major factor in determining which runway aircraft can use. For instance, if runway 25R is closed, then aircraft would need to take off on 25L thus causing the increase in 25L departures. During the most recent 13-month timeframe, 25L departures remained at a consistent level from month to month as closure activity was at a relatively low level.

Mike Feldman indicated that there will be an increase in runway closures as maintenance that has been deferred due to construction projects must now be performed. Scott Tatro added that every effort will be made to maximize the work that is done on a particular runway when it is closed.

It is challenging for the FAA to assign 25R departures for cargo and general aviation aircraft whose facilities are located south of the outboard runway (25L), especially during the daytime and evening hours when traffic volume is high, since these aircraft would need to cross two active runways. Despite this challenge, the FAA has managed to successfully assign more Cargo and GA aircraft on 25R than on 25L for departures.

Item A10 – Turboprop Community Overflights

Turboprop aircraft departing from LAX are following a standard flight procedure that directs them to the SLI VOR when they're heading to eastern destinations, which in turn causes them to fly over the Peninsula. The annual statistic for turboprop overflights of the Peninsula shows a declining trend for the last 10 years with average daily overflights decreased from 53 in 2000 to 13 in 2010. A review of the past 13 months indicates the number of turboprop overflights of the Peninsula has remained relatively stable. Skywest has the most overflights over the Peninsula as it also has the most turboprop operations among the turboprop carriers at LAX.

Jet overflights of the Peninsula remain very low at about two percent of all southbound jet departures. Most of these jets are at or above 13,000 ft when they fly over the Peninsula.

Windsor Hills Noise Concerns

In responding to Joann Williams' concerns about noise affecting the Windsor Hills community on a 24-hour basis, David Chan mentioned that he examined flight tracks for a

24-hour period to try to identify potential aircraft operations that may cause noise affecting that area, and that he would like to share his findings with the members at this meeting. His findings revealed that during the period from 6:30 am to 12 AM, there are some aircraft on the short turn approach that fly over the area east of Windsor Hills, but they are relatively few. LOOP departures skirt the south side of Windsor Hills, but those aircraft are at an altitude of 12,000 to 15,000 feet. In addition, there are other aircraft activities including GA aircraft and helicopters from other airports that are passing through the area.

From midnight to 6:30 AM, LAX over-ocean operations aircraft arriving from east to west do overfly Windsor Hills at about 8,000 to 10,000 feet. These operations, however, have been occurring since 1973. Also during the night when ambient noise level is low, residents in Windsor Hills may notice ground noise from LAX such as noise coming from aircraft moving on the taxiways, queuing for departure, and other aircraft activities on the ground at the airport. In closing, David Chan indicated that the noise that Windsor Hills residents are hearing on a 24-hour basis is a combination of all aircraft activity in the area and that he cannot point to one specific operation that is causing noise on a 24-hour basis.

8. Aviation Noise News Update

The following are highlights of some of the notable noise news items from Steve Alverson's presentation. The rest of the items can be found in the presentation which is posted at the Roundtable's webpage at <http://www.lawa.aero/LAXNoiseRoundTable.aspx>.

LAX Noise Has Declined Since 1992

- Aircraft are creating less noise at Los Angeles International Airport primarily due to efficiencies in the airline industry over the past two decades
 - “Noise levels declined up to 6 decibels in communities surrounding LAX due to fewer flights and quieter engines installed on passenger planes since 1992,” says Scott Tatro, LAX Environmental Affairs Officer
 - “Federal laws enacted over the past 20 years have required air carriers to significantly reduce noise generated by plane engines,” Tatro said
- The Federal Laws have resulted in larger aircraft operating at full capacity leading to an 18 percent decline in departures and landings at LAX
- Even though operations have dropped, passenger traffic at LAX increased from 45.7 million travelers in 1992 to over 59 million travelers in 2010
- “Noise was further alleviated in 17,310 residences over the past 20 years through airport-funded soundproofing improvements or LAX's Residential Acquisition and Relocation Program.”

Source: http://www.dailybreeze.com/news/ci_19032774

New Long Beach Airspace Proposal Relieve South Bay Pilots

- A second proposal for the Long Beach Airport has been developed for approval by the FAA

- The tentative plan aims at reducing risk of midair collisions between small aircraft and jetliners over densely populated areas
- The latest plan for the Airport is much scaled back from last year's, in large part due to outcry from South Bay pilots and local municipalities worried about safety and increased air traffic over residential neighborhoods
- The plan would include transforming the airspace from a currently designated Class "D" airspace to a Class "C" airspace, which gives controllers more radar control
- Many concerns have risen as a result of transforming the congested Southern California Airspace from General Aviation (GA) Pilots, the FAA, and Local Municipalities
 - GA operators, including flight schools, do not want to have their operations affected by the more restrictive airspace and the delays associated with getting clearances
 - GA pilots are worried because the new plan does not follow visual landmarks that would make it easier for pilots to navigate
 - With the introduction of a Class C airspace operated remotely by controllers in San Diego, GA pilots will have to establish two-way radio communication with controllers in order to enter and exit the airspace
 - GA pilots are worried since they are not on instrument flight plans that they will get brushed off by the controllers
- The FAA
 - The FAA's Ian Gregor says that Long Beach Airport is the "...only airport of 89 in the Continental U.S. that serves more than a million passengers without surrounding Class C or B airspace."
 - Ian Gregor went on to say, "I think it is pretty obvious that it's much better to have controlled airspace around a commercial airport than have a situation where commercial aircraft have to fly through essentially uncontrolled airspace for a while."
- Local Municipalities
 - Rancho Palos Verdes officials have taken a particular interest in the plan because of concerns about aircraft (flight training) noise and the safety of new pilots who might need to make emergency landings along the coast
 - "We believe that the new proposal is safer for aircraft flight and should mitigate our concerns about increased aircraft noise in and around the South Bay area, especially the Palos Verdes Peninsula," said Dennis McLean, the city's finance director and a former airline official.

- The FAA will host two public meetings in Long Beach on its new proposal at which public comments will be accepted
- If the proposal moves forward, it will begin with a “notice of proposed rulemaking,” beginning an 18 month process

Source: <http://www.presstelegram.com>

Aircraft Noise Stringency Standards: ICAO/CAEP Process Update

- ICAO’s Committee on Aviation Environmental Protection (CAEP)
- Sets International Aircraft Noise Certification Standards known as Chapters 2, 3, and 4
- Working Toward Agreement on a New (Chapter 5) Noise Standard at CAEP/9 1n 2013
 - Current proposals range from the Chapter 4 Standard -3, -5, -7, -9 -11 dB cumulatively over the three certification measurement locations
 - Applicable to new aircraft types certified after January 1, 2020 (2017 was dropped)
 - Increase in noise stringency for aircraft less than 10 metric tons (~22,000 lbs)
- The Cost/Environmental Benefits are Being Studied
- The Airports Council International – North America (ACI-NA) represents US airports at the CAEP meetings
- LAWA is a member of ACI-NA and LAWA staff actively participate in ACI-NA committees that provide guidance on a range of environmental issues including aircraft noise
 - ACI-NA with Member Airport Support Pushes for New Noise Standards that Reflect Continual Improvements in Aircraft/Engine Technology
- ACI-NA is Concerned that:
 - The original 2017 implementation date has been eliminated; the current Chapter 4 noise standard became effective January 1, 2006
 - Agreement on a new noise standard may not be reached at CAEP/9, which would mean at least a three-year delay
 - Other environmental issues such as air quality standards may trump noise
- ACI-NA Will Continue to Press for a New Noise Standard as CAEP/9

Sources: <http://www.aci-na.org/sites/default/files/oh.x-icao-saturday.pdf>
<http://legacy.icao.int/env/caep.htm>

9. Roundtable Member Discussion

Member Beverly Ackerson expressed her concerns about helicopters operating near LAX. LAWA's Mike Feldman said that there are very few helicopters based at LAX with the Coast Guard representing the largest operator. The Coast Guard conducts search and rescue operations and has been a very good neighbor. LAWA is going to decommission the helipad on the parking structure as it presents airspace and safety concerns. LAWA staff Scott Tatro indicated that helicopters are more of a concern for the communities near Van Nuys, Santa Monica, and Torrance airports.

Scott Tatro mentioned that the FAA kicked off in August 2011 its Optimization of Airspace and Procedures in the Metroplex (OAPM) study, which is designed to optimize the efficiency of the Southern California airspace. For the purposes of this study, the Metroplex airspace extends from Santa Barbara south to San Diego. Scott invited the FAA to make a presentation to the Roundtable, which the FAA agreed to do at a later point in the Metroplex process. Scott indicated that there will be an environmental process and public input will be sought.

Chairman Denny Schneider indicated that it would better to have the FAA present this information sooner rather than later.

Member JoAnn Williams asked what is the purpose of the Metroplex study? Scott said that the purpose of the study is to remove airspace inefficiencies to allow for optimum departure and arrival profiles. Steve May said that any proposed changes requiring an Environmental Impact Statement will be removed from the Metroplex process. The goal is to get as much accomplished as quickly as possible.

JoAnn Williams thanked LAWA staff for looking into the potential operations that may affect Windsor Hills. She suggested that LAWA staff may want to come to the area to survey the noise she is experiencing. Scott Tatro recommended providing specific dates and times of events JoAnn or her neighbors find bothersome. Given LAWA's aircraft noise and operations management system, Scott believes that LAWA can identify what is causing the problem.

10. Review of Roundtable Action Items

Formal Action Item

The Roundtable selected Dick Croxall to attend the 2012 UC Davis Aviation Noise and Emissions Symposium.

Requests from Members

Chairman Schneider stated that there is a checklist of critical issues that the FAA needs to evaluate for proposed actions or projects under the National Environmental Policy Act (NEPA). He requested that the FAA provide a copy of the NEPA Checklist to the Roundtable members.

Chairman Schneider requested that the FAA focus on looking for potential solution to address the noise issues related to aircraft on the CDA. He emphasized that the Roundtable is not proposing that FAA do away with the CDA, but just to see what can be done to address La Habra Heights' concerns about increased aircraft noise over its community.

Chairman Schneider requested LAWA send out an email to ask the members for their suggestions or ideas on what they would like to accomplish by establishing working relationships with other roundtables.

Chairman Schneider requested LAWA provide an update on whether there is new research related to aircraft noise induced health issues.

Scott Tatro indicated that he had invited the FAA to present at a future meeting on the FAA Optimization of Airspace and Procedures in the Metroplex (OAPM) study. The FAA agreed to present when they are further along in the study.

11. Adjournment

Chairman Schneider adjourned the meeting at 8:45 p.m. The next regular LAX Roundtable meeting will be on Wednesday, January 11, 2012 at 7 p.m. in the Samuel Greenberg Board Room.