



## **LAX/COMMUNITY NOISE ROUNDTABLE**

Recap of the Regular Meeting of January 11, 2012

### **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  
Matt Waters, Staff, City of Rancho Palos Verdes  
Blake LaMar, City of Palos Verdes Estates  
Sam Andreano, Alternate, City of La Habra Heights  
Danna Cope, LAX Area Advisory Committee  
Yvonne Bedford, Alternate, Ladera Heights Civic Association  
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  
Bob Holden, LAWA  
Steve Alverson, Roundtable Facilitator

### **Guest Speakers**

Rob Henry, FAA Western Service Center, Team Manager, South Airspace  
Rick Pfahler, FAA Southern California TRACON  
Gene Reindel, HMMH

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 7:02 p.m. in the Samuel Greenberg Boardroom at LAX.

### **3. Comments from the Public**

A resident of Inglewood expressed concern that his home was not qualified for the residential sound insulation program, while nearby neighbors' homes were. Chairman Schneider asked a LAWA staff member to speak with the resident after the meeting about the correct people to contact regarding the Inglewood residential sound insulation program.

### **4. Work Program Item A11 – Continuing Discussion on CDA at Lower Altitudes**

FAA representative Steve May introduced Rob Henry from FAA's Western Service Center who provided the Roundtable with an update on the FAA's investigation into aircraft flying lower over La Habra Heights. Mr. Henry acknowledged that aircraft are flying lower over La Habra Heights now than they were previously. The change in altitude is a result of a change in the minimum descent altitude from 8,000 feet MSL to 7,000 feet MSL for the FUELR fix on the Runway 25L ILS approach and is not because of the CDA implementation. The reduced altitude at FUELR allows aircraft to intercept the glide slope from below to enhance safety. Member LaMar indicated that it is safer for aircraft to intercept the glide slope from below as intercepting it from above may produce false indications in the cockpit.

Mr. Henry noted that the current fleet mix is quieter than the one in 2005 and more aircraft now are equipped to fly the CDA. He showed the result of the FAA's noise analysis that utilized four weeks of flight track data in 2010 consisting of 37,000 tracks. The result indicates that the noise level in La Habra Heights is just below 45 dB CNEL. Member Ackerson asked what the decibel levels were for a B737. FAA explained that the CNEL analysis looks at the cumulative noise exposure over a 24 hour period, taking into account all of the individual aircraft noise levels.

Mr. Henry also indicated that the Categorical Exclusion (CatEx) document that the Roundtable had received was for a modification to the existing RIIVR TWO STAR CDA procedure. This modification did not change the CDA's ground track and did not cause impacts to National Parks or local scenic resources. He said his agency is attempting to locate the CatEx document that was filed for establishing the CDA procedure.

Member Cope wanted to know the elevation of La Habra Heights. Member Andreano indicated that the elevation of La Habra Heights is about 700 to 950 ft. with canyons that reverberate the noise.

Chair Schneider asked how the airspace will be able to handle the FAA's projected one million operations per year. FAA's Rick Pfahler said the airspace can handle one million operations and Rob Henry added that there will be reduced separation between aircraft on approach in the future.

Rick Pfahler indicated that the FAA is looking into establishing a CDA procedure for aircraft arriving from the north over the SMO VOR as part of the Southern California Metroplex project. He said because of funding issues, the project is now delayed until late fall of 2012. LAWA staff David Chan inquired if the funding for the project is tied to the FAA Reauthorization Bill. Mr. Pfahler said he wasn't sure.

Member Andreano wanted to confirm if the Metroplex project had started or is still on hold because of the funding issue. Mr. Pfahler said the FAA had started the preliminary design work for the project but is now waiting for additional funding to continue.

FAA's Steve May indicated that the environmental documentation for the Metroplex study will not be a CatEx. He indicated that an EA or even an EIS is more likely.

#### **5. Work Program Item A2 – Update on LAX Part 161 Study**

HMMH's Gene Reindel provided an update on the progress of the LAX Part 161 Study, which is focused on restricting non-conforming east departures during over ocean or west operations. Most of the study tasks are complete and HMMH will be providing a draft to LAWA in February 2012. After LAWA's review, the study will be released for public comment on March 5, 2012. Following the 45-day public comment period, HMMH will finalize the study. LAWA is planning to submit the study to FAA in June 2012. After its review, FAA may approve or disapprove the proposed restriction.

#### **6. Work Program Item C6 – Suggest Focus Area for ACRP FY 2013 Program**

Roundtable Facilitator Steve Alverson provided a briefing on the ACRP process and indicated that the Roundtable has an opportunity to recommend to ACRP a strategic focus area for the Fiscal Year 2013 research program. The Roundtable unanimously approved a motion by Member LaMar and second by Member Jacobson to recommend Airspace Redesign as the strategic focus area for the FY2013 program. LAWA will draft a letter for Chair Schneider's signature and will transmit it electronically to the ACRP before the January 17, 2012 deadline.

#### **7. Review/Approve the 2011- 2012 Roundtable Work Program**

David Chan provided an overview of the updates to the Roundtable Work Program, which primarily involved updating the status of work program items that had activity during the past year. The Roundtable approved the updated Work Program.

#### **8. Statistical Update on Aircraft Operations**

David Chan provided updated statistics on specific aircraft operations that LAWA monitors on a monthly basis. Prior to discussing specific operations, David presented an overview of the total traffic volume at LAX as this trend tends to mirror those of the specific operations. The following is a summary of the key points from the presentation.

##### ***Work Program Item A2 – East Departures***

This operation relates to aircraft departing to the east when westerly departures are preferred; the east departures usually occur because pilots of heavy aircraft determine that a west departure would have a tail wind that was too high for safe operation. Non-conforming east departures reach a peak of 125 in 2004 and have since trended down with 55 in 2010. For the first 11 months of 2011 there were 43 non-conforming east departures with a peak of 19 in November due to several mild easterly wind conditions that existed during that month. Qantas leads all operators with 18 non-conforming east departures during the most recent 12-month period as it also operated the most B747 aircraft among

the carriers at LAX. The B747 is second heaviest aircraft operating at LAX trailing behind the A380.

David explained that tailwinds combined with aircraft weight are the primary reasons why the pilots choose to depart east during west flow or over ocean operations.

### ***Work Program Item A3 – Early Turns***

This operation relates to westerly departures that turn to the north or south prior to reaching the shoreline. Early turns to the north are dominated by propeller driven aircraft and have decreased significantly after 2005 as airlines have switched most of their fleet mix from turboprops to regional jets. Monthly figures showed the usual fluctuation ranging from 4 to 20 per month.

The early turns to the south peaked at 6,849 in 2007 because of the center taxiway project that required closing one runway, and have since experienced a rapid decline to 1516 in 2010, which is the lowest level since 2000. Recent monthly numbers showed an increase in turboprop early turns as there was an overall increase in turboprop traffic at LAX. Skywest has the highest early turn operations among the carriers at LAX as it also has the highest number of departures. Skywest's early turns represent about 2% of its total departures.

Chair Schneider asked what happens to pilots who initiate early turns. David indicated that LAWA notifies the aircraft operators and requests explanations as to why early turns occurred and to discourage them from executing early turns when possible.

Scott Tatro added that it is important to note that on average there is less than one early turn that actually flew over the El Segundo community per day. Chair Schneider said that is really good progress. Vice Chair Jacobson indicated that he wouldn't be happy until there were zero, but the current performance is better.

### ***Work Program Item A4 – Missed Approaches/Go-Arounds***

This procedure relates to pilot aborting the landing operation because of traffic on the runway or that the aircraft was at high altitude. The pilot would then fly the aircraft back around to reattempt the landing. In some instances, these operations do not maintain runway headings which cause overflights over the communities.

Annual statistics showed go-arounds have been declining from year to year and reached the lowest level in 2009 with only a slight increase in 2010. Go-arounds fluctuate from month to month and range from 30 to 71 per month. A review of the data for November 2011 indicated that the most common causes for go-around operations are aircraft coming in too fast or too high, inclement weather, and traffic on the runway.

## **9. 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>.

### **2011 Safest Year for Air Travel Since 1945**

- The first 11 months of 2011 were the safest period of travel by plane since 1945

- “As of the end of November, global safety performance (for western-built jets) is at the best level recorded, and is 49 percent better than the same time last year,” said Gunther Matschnigg, senior vice president for safety, operations and infrastructure for IATA.
- The accident rate globally was 2.16 per million take-offs
- Accident rates across all regions fell in the first 11 months except for areas such as Russia and the former Soviet Union
- Accident rates fell to 1.18 per million from 1.51 in 2010 in North America
  - Incidents classified as accidents include: runway incursions, gear-up landings or gear collapse, loss of in-flight control, ground damage, and in-flight damage

Source: [www.cnn.go.com/explorations/escape/planes-fly-safer-skies-year-547731](http://www.cnn.go.com/explorations/escape/planes-fly-safer-skies-year-547731)

### **Los Angeles Residential Helicopter Noise Relief Act of 2011**

- Senators Feinstein and Boxer are calling on the FAA to address the growing noise and safety concerns among Los Angeles residents caused by helicopters
- The two Senators created the Los Angeles Residential Helicopter Noise Relief Act of 2011 (HR 2677, S 2019)
  - The Bill directs the FAA Administrator to develop and enforce regulations for helicopter operations in Los Angeles County to reduce helicopter noise, increase safety, and minimize commercial aircraft delays
  - The regulations stems from media, traffic, tour, paparazzi, film, and private commuter helicopters flying above residential areas that violate privacy, create noise issues, and could cause safety hazards for residents on the ground
- "It is critical that the FAA initiate a plan to stop the disruptive level of helicopter noise in Los Angeles neighborhoods," said Senator Boxer
- The Senate version of the bill was referred to the Senate Committee on Commerce, Science, and Transportation
- The House version of the bill was referred to the House Committee on Transportation and Infrastructure

Sources: [www.aviationpros.com/news/10564093/feinstein-boxer-reduce-helicopter-noise-above-los-angeles](http://www.aviationpros.com/news/10564093/feinstein-boxer-reduce-helicopter-noise-above-los-angeles)

<http://westhollywood.patch.com/articles/feinstein-boxer-back-weho-endorsed-resolution-on-residential-helicopter-noise-relief>

### **ACI-NA Seeks Two-Year Extension of FAA’s Operating Authority**

- Since October 2007 there have been 23 short-term extensions of FAA’s operating authority, including six in 2011, which has severely limited airports’ ability to undertake long-term project planning/funding

- Frustrated by Congress' inability to pass a multiyear FAA funding reauthorization bill, the Airports Council International – North America (ACI-NA) is urging Congress to pass a two-year extension of the FAA's operating authority
- ACI-NA states, "Uncertainty in basic airport funding, such as 22 days of Airport Improvement Program (AIP) grants (such as that provided by P.L. 112-21) severely limits the ability to move forward on needed safety and security projects."
- ACI-NA suggests that a two-year extension would provide airports with the financial certainty to commit to long-term projects, which include airport noise projects such as sound insulation programs, aircraft noise monitoring systems, FAR Part 150 Studies

Source: <http://www.aci-na.org/blog/2012/01/06/give-the-faa-2-years-not-2-months/>

## **10. Roundtable Member Discussion**

During Roundtable member discussion, Member Danna Cope made a motion to have the Roundtable send letters to congressional and senatorial representatives to express support for the Los Angeles Residential Helicopter Noise Relief Act of 2011. The motion was seconded and approved. LAWA will prepare the letters for Chair Schneider's signature.

## **11. Review of Roundtable Action Items**

### **Formal Action Items**

The Roundtable approved the updated Work Program.

Chairman Schneider recommended the Roundtable send a letter to ACRP to suggest Airspace Redesign as the focus area for the ACRP FY2013 program. Members agreed with his suggestion.

Member Danna Cope made a motion to have the Roundtable send letters to congressional and senatorial representatives to express support for the Los Angeles Residential Helicopter Noise Relief Act of 2011. The motion was seconded and approved.

### **Requests from Members**

Chairman Schneider indicated he has previously requested that LAWA include an icon on the home page of LAX that will easily direct visitors to the noise complaints webpage. He suggested LAWA staff to follow up on this matter.

## **12. Adjournment**

Chairman Schneider announced that the next LAX Roundtable meeting will be on Wednesday, March 14, 2012 at 7 pm in the Samuel Greenberg Board Room. The meeting was adjourned at 8:52 pm.