



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of March 14, 2012

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Beverly Ackerson, PANIC
Matt Waters, Staff, City of Rancho Palos Verdes
Chad Molnar, City of Los Angeles - CD 11
Michael Calzada, City of Inglewood
Danna Cope, LAX Area Advisory Committee
Yvonne Bedford, Ladera Heights Civic Association
Didier Tais, Alternate, Ladera Heights Civic Association
JoAnn Williams, United Homeowners Association
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 Speaker

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 7:05 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. No comments were offered. The public comment period was closed.

4. Welcome New Representatives/Alternates

LAWA staff member David Chan informed the Roundtable that three member jurisdictions had submitted letters notifying the Roundtable of new appointments and changes to their representatives and alternates at the Roundtable. He briefed the Roundtable of these changes as follows.

The City of Rancho Palos Verdes (RPV) appointed Council Member Susan Brooks as the City's official representative while Dennis McLean remains the Alternate. Roundtable Member Beverly Ackerson, who previously served as the representative for both RPV and PANIC, will continue to represent PANIC.

The Ladera Heights Civic Association (LHCA) announced the resignation of Member Dorothy Harris due to other demands on her time as well as the appointment of Yvonne Bedford as LHCA's primary representative. LHCA also indicated that Didier Tais will serve as the Alternate.

The City of El Segundo appointed Dick Croxall as the city's Alternate with Carl Jacobson remaining as the city's official representative.

David Chan recognized that Susan Brooks from RPV and Didier Tais from LHCA are new to the Roundtable and provided them with LAX Roundtable membership binders and 10-year anniversary coffee cups.

Chairman Schneider added his welcome to the new members indicating that he appreciated having RPV Council Member Brooks on the Roundtable and thanked Member Bedford and Alternate Tais for stepping up on behalf of LHCA.

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 focuses on restricting (with certain exemptions) east departures during over ocean or westerly operations during the hours of midnight to 6:30 am. The study is progressing efficiently with four of the six major study tasks completed. The two remaining tasks include the Cost/Benefit Analysis and Public Outreach/Documentation.

The primary objective of the cost/benefit analysis is to prove that the benefits exceed the costs of the proposed restriction. Identified benefits for the proposed restriction include fewer people exposed to aircraft noise and potentially awakened at night, fewer residential units requiring sound insulation, and reduced fuel consumption for aircraft operators as departing to the west demands a shorter route for trans-Pacific flights. The cost associated with the proposed restriction involves air carriers limiting the weight of the aircraft to safely take off to the west with a slight tailwind component. This may involve limiting the amount of

passengers, cargo, and/or baggage on board the aircraft. The benefits are expected to outweigh the costs of the restriction.

The Public Outreach portion of the study provides the public the opportunity to review and provide comments on the proposed restriction. A final public workshop is tentatively scheduled in April at the Flight Path Center. (Note: The public workshop has been postponed to May 2012.) The public will have 45 days to review and provide comments on the draft study after it is released.

Mr. Reindel indicated that it appears as though the analysis will show that the restriction will meet all six of the statutory requirements. HMMH will be back before the Roundtable at its May 9, 2012 meeting to review the draft report and to receive the Roundtable's and public's comments. Following a 45-day public comment period, HMMH will finalize the study. LAWA is planning to submit the finalized study to FAA in June 2012. After its review, FAA may approve or disapprove the proposed restriction.

Member Ackerson asked if the Study considered the fire hazard associated with aircraft crashing in Palos Verdes. Mr. Reindel indicated that it did not. Member Ackerson said that it should be looked at.

Chairman Schneider said that LAWA needs to notify all of the affected jurisdictions about the study. LAWA staff member Bob Holden indicated that LAWA would be sending out a press release to notify the public of when the study is released. Mr. Reindel added that there is an extensive public outreach component of the Part 161 study.

Chairman Schneider asked if LAWA Board of Airport Commissioners would need to take action prior to the release of the study. LAWA staff member Scott Tatro said that the Board would only need to take action to enact an ordinance to codify the restriction if the FAA approves it, but not to release the study.

Chairman Schneider asked how long would it take for the FAA to approve or disapprove the restriction. Gene Reindel indicated that although the FAA has 180 days to review and rule on the restriction from the time that FAA formally accepts LAWA's Part 161 submission, no one knows when the 180-day clock will start.

Member Danna Cope suggested that LAWA document why the carriers are not complying with the voluntary over-ocean noise abatement procedures. Scott Tatro indicated that LAWA sends letters to all airlines that conducted non-conforming east departures to request that they provide explanations as to why they need to depart east. The main reasons for non-compliance typically include unacceptable tailwinds, weight limitations, and safety. Scott added that the letters often go out a couple of days after such operations had occurred.

Chairman Schneider asked how many non-conforming departures there had been since September 2011. Scott Tatro replied just a handful. Bob Holden said that the east departures reports for the past two years are available on the [LAX Noise Management webpage](#).

Chad Molnar asked if LAWA can release the public outreach plan. Scott Tatro said that there is a chapter dedicated to public outreach in the application and that LAWA will provide it to the RT membership when it is ready for public consumption.

Gene Reindel reiterated that LAWA is planning to release the draft study before the May 9th Roundtable meeting and that he would be back to review it with the Roundtable.

6. Briefing on UC Davis Noise Symposium

LAWA staff member Kathryn Pantoja introduced LAWA staff member Christina Tigert who attended the UC Davis Aviation Noise and Air Quality Symposium in Palm Springs to provide the briefing in place of Roundtable member Dick Croxall. Mr. Croxall was unable to attend the conference because of an unavoidable conflict.

Christina Tigert gave a Power Point presentation summarizing the key points of the two-day symposium that focused on NextGEN involving the implementation of Performance Base Navigation procedures (RNAV and RNP) at busy airports across the nation. She reviewed the different viewpoints from airlines, airports, and communities on the benefits and drawbacks of implementing these procedures as they will most likely result in the concentration of flight tracks over much narrower areas as compared to the dispersion of flight tracks from conventional procedures.

Airlines like the procedures as they would allow aircraft to fly on a shorter and more direct route which in turn will provide fuel savings, emissions reductions, and safety/efficiency benefits. They also believe that to the extent that there are compatible land uses over which the tracks can be concentrated, there may also be a noise benefit.

Community members who live directly under the concentrated flight path do not like these procedures since they experienced more aircraft flying over their homes; while those who are on the periphery of the flight path generally like these procedures since they received fewer or no overflights.

Airports are at the center of the debate and gave the procedures mixed reviews. In some cases, the procedures may make conditions worse, while in other situations they may alleviate some of the problems. The situation depends on where residents live relative to the concentrated flight tracks.

Christina also pointed out that NextGEN could possibly reduce the size of noise contours and that may lead to opening up compatible land use to residential development and real estate agents may no longer need to make disclosures. This may cause potential problems as the noise situation is not constant and may change in 5 to 10 years as operations are expected to increase.

Chairman Schneider asked about California's real estate notification requirements. Scott Tatro responded that California requires notification for real estate transactions within two miles of an airport.

Member Ackerson asked if the FAA was going to implement NextGEN on a trial basis. Scott Tatro responded no as the FAA is moving forward with NextGEN nationwide because of the safety, efficiency, and fuel/emissions reduction benefits.

Member Cope asked if Christina's presentation will be available online. David Chan advised that he will post all of tonight's presentations on the [LAX Roundtable webpage](#) as he has been doing in the past.

7. Statistical Update on Aircraft Operations

David Chan started off the presentation by reviewing the overall trend of the total operations at LAX since it tends to correspond to those changes with the specific operations. David explained that overall operations at LAX reached a peak of approximately 780,000 in 2000 prior to the events of 9/11. After 9/11, operations dropped dramatically to about 622,000 in 2003 then briefly leveled off before falling to a record low of about 545,000 in 2009. After 2009, operations have been trending upward slightly and reached a level of about 604,000 in 2011. He then reviewed the statistics for specific LAX operations.

The following is a summary of the key points from the presentation.

Work Program Item A6 – Loop Departure

The LOOP departure procedure directs aircraft on westerly departures to turn back and re-cross the shoreline at the L.A. VOR to head to eastern destinations. Aircraft that missed the VOR and overflowed the beach communities are considered missed LOOP departures. These generally account for about 8 to 10 percent of the total LOOP operations. In March 2011, there was an unusual high number of missed loop departures due to strong northerly wind conditions that made it difficult for aircraft to fly over the VOR. As a result, the FAA directed aircraft to fly to the next waypoint, KEGGS, in the LOOP departure procedure, which caused the increase in missed LOOP operations. Airlines that had the most missed LOOP operations also had the highest total LOOP operations in 2011. However, pilots do not have much control over making the loop or not as the FAA is mostly directing the pilots on this procedure.

Chairman Schneider asked which area aircraft usually fly over when they missed the VOR. David Chan indicated that aircraft on the missed LOOP are consistently between Manhattan and Redondo Beach. Scott Tatro pointed out that current aircraft climb faster than in past years, so they are crossing back over the beach communities at higher altitudes.

Member Ackerson said she has noticed more Loop Departures that are coming over the Palos Verdes Peninsula which causes more noise disturbances for PV residents. David Chan asked her to provide specific dates and times of noise events that she is noticing so that he can look into the matter.

Member Molnar asked if LAWA had any idea of what may have generated the 2005 number of missed loops. David Chan said he didn't know the actual cause for the increase in 2005 and did not want to speculate.

Work Program Item A7 – Extended Downwind Approach

This procedure relates to arriving aircraft on the north downwind leg that extends to the east over the Monterey Park's boundary. Usually, the greater the number of north arrivals, the greater the need for aircraft to travel further east on the downwind leg. Weather conditions that produce low visibility can also cause this operation to increase as the FAA would need to increase the separation distance between aircraft for safety.

The increase in Monterey Park overflights from 2005 to 2007 was due to the shift of arrival traffic from the south to the north complex because of construction activity occurring on the south that required the closure of one runway. Overflights decreased after the construction is completed in mid-2007. Over the past 13 months, the peak occurrences have coincided

with low-visibility weather conditions. For instance, June 2011 was the peak month, which coincides with the typical “June Gloom” conditions.

Skywest and Southwest Airlines have the highest number of extended downwind approaches because they both also have a large number of arrivals coming in from the north.

Work Program Item A8 – Short Turn

This procedure relates to jet arrivals on the north downwind leg that turn to base leg and final prior to reaching the Harbor Freeway. This operation usually increases when a high-visibility condition exists and/or when the north arrival traffic is light. Conversely, short turn operations decrease when there is an increase in traffic and/or when there is a low-visibility condition. Short turn is inversely related to the Extended Downwind Approach.

The noticeable decrease in short turn operations from 2005 to 2007 was due to the increase in north arrival traffic because of the construction project occurring on the south complex, which did not allow much room for aircraft to execute short turns. After 2007, short turn started to increase again as the north arrival traffic returned to a lower level after the construction project is complete. Short Turn was at the lowest level over the past 13 months in June 2011 due to the June Gloom, which limits visibility, thereby limiting the pilots’ ability to execute short turns.

Air carriers that had the highest extended downwind approaches also tends to have the highest number of short turns due to their relatively large numbers of arrivals coming in from the north.

Chairman Schneider asked when the peak arrival periods are. Rolan Morel said between 10:30 am and noon and 9:30 pm and 1 am.

8. Aviation Noise News Update

The following are highlights of some of the notable 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>.

FAA Modernization and Reform Act 2012

- President Obama signed the FAA Modernization and Reform Act 2012 on February 14, 2012
- Approved \$63 Billion Bill that funds U.S aviation programs for four years (2015)
- \$13.4 Billion for the four-year Airport Improvement Program
- Will help to modernize the national air traffic control system
- The FAA had operated under 23 straight temporary spending bills since the previous long-term budget expired in 2007
- Compromise struck on labor issues and the Essential Air Service Program

- Continues the streamlining of Environmental Reviews of RNAV/RNP procedures
 - The agreement accelerates deployment of NextGen technologies
 - More efficient flight paths
 - Performance Based Navigation
 - Emissions Reduction
- DOT offering low-interest credit support to help airlines purchase the necessary equipment for NextGen
- Requires FAA to give CATEX from environmental review to RNAV/RNP procedures if measurable reductions in fuel, emissions, and noise, on a per flight basis, can be achieved
- Noise-Related Provisions
 - Authorize FAA to accept funds from airports to conduct special environmental studies for ongoing federally-funded airport projects
 - Allows the Secretary of Transportation to make grants to airports on proposals to implement flight procedures at airports with approved Part 150 programs
 - Revise requirements on acquiring land to permit an airport to keep any funds obtained from the sale of lands acquired for noise compatibility purposes
 - No requirement to return the proportion equal to the government share
 - Specify that leasing, rather than selling, land that airports purchase with AIP grants but no longer need for NCP purposes, is not to be considered as proper disposal of such land
 - Extends a program that allows state and local government to use AIP grants for airport compatible land use planning projects through September 30, 2015
 - Approving a project to acquire residential real property using federal financial assistance, the Secretary of Transportation shall ensure that the appraisal of property to be acquired disregards any decrease or increase in the fair market value of the real property caused by the project other than physical deterioration within reasonable control of the owner
 - Require operators of large hub airports to publish on the internet web site a telephone number to receive aviation noise complaints
 - Requires aircraft weighing less than 75,000 pounds that do not meet Stage 3 noise levels be phased out by December 31, 2015
 - Authorizes \$168 million in research and development
 - NextGen – Environment and Energy – Environmental Management Systems for Advanced Noise and Emissions Reduction program

- Makes the Airport Cooperative Research Program permanent
- Includes a “Sense of Congress” clause that states, “Los Angeles World Airports, the operator of Los Angeles International Airport (LAX)
 - (1) should consult on a regular basis with representatives of the community surrounding the airport regarding, (A) the ongoing operations of LAX; and (B) plans to expand, modify, or realign LAX facilities; and
 - (2) should include in such consultations any organization, the membership of which includes at least 100 individuals who reside within 10 miles of the airport, that notifies Los Angeles World Airports of its desire to be included in such consultations.”

Source: <http://www.reuters.com/article/2012/02/07/usa-congress-faa-idUSL2E8D6ISG20120207>, Aviation Noise Report: Volume 24, Number 3, 4

NJCAAN Asks Obama to Veto Bill Because of CATEX to PBN Routes

- The New Jersey Coalition Against Aircraft Noise (NJCAAN) asked President Obama to veto the FAA reauthorization bill due to CatEx language
- NJCAAN concerns are likely to be echoed throughout the country as Performance Based Navigation (PBN) routes are implemented
- The NJCAAN President said the bill “. . .includes language that would exempt the FAA from providing appropriate review for NextGen flight pattern procedures with a CATEX exclusion provision.”
 - He went on to say, “It effectively would deny the Public its fundamental right to review and comment on NextGen flight patterns.”

Source: Aviation Noise Report: Volume 24, Number 5

Atlanta (ATL) and Charlotte (CLT) Metroplex Studies Underway

- FAA and Aviation Partners kicked off a collaborative effort in the Atlanta and Charlotte Metroplexes
- The effort is intended to:
 - Make ATC more efficient
 - Help airlines improve on-time performance
 - Reduce emissions
- The collaborative effort includes the FAA, NATCA, Delta Airlines, US Airways, and Atlanta and Charlotte-area airports
- The strategies for examination include:
 - Departure and arrival procedures that will allow aircraft to fly without leveling off
 - Expanding Optimized Profile Descent (OPD) procedures into ATL and CLT
 - Shortening flight tracks to make them more direct

- Designing satellite-based navigation procedures for reliever airports
 - Developing routes that will allow GA aircraft to fly through the metroplexes without entering controlled airspace
 - Raising the ceiling of airspace handled by the CLT TRACON from 14,000 ft. to 16,000 ft.
- These services are expected to be implemented at all large metroplexes in the future
- Source: Aviation News Today: February 29, 2012

Northern and Southern California Metroplex Studies Scheduled

- The Northern California Metroplex Study Design and Implementation kickoff meeting is scheduled for Monday, March 19, 2012
- The Southern California Metroplex Study Design and Implementation kickoff meeting is tentatively scheduled for October 2012

Source: March 3, 2012 E-mail from Steve May (FAA) to Denny Schneider (LAX Roundtable):

9. Roundtable Member Discussion

David Chan reported that LAWA has added an Aircraft Noise Icon on the homepage of the LAX website that will easily direct visitors to the LAX Noise Management webpage for information about various noise management programs. Prior to the addition of this icon, he mentioned that people find it very difficult to navigate to the noise management page. The icon made it more visible and easier for people to find information about aircraft noise. David also demonstrated how the icon works and reviewed some of the webpages including the Roundtable and Noise Complaints webpages. He mentioned that there is also a noise icon on the ONT and VNY websites.

Kathryn Pantoja credited Chairman Schneider for following up and contacting LAWA management to ensure that a homepage icon was established for aircraft noise. She also recognized Barbara Yamamoto, Bob Holden, and IT staff for putting forth the efforts to make this happen.

Chad Molnar indicated that LAWA should take credit for this effort before someone else does.

Member Danna Cope acknowledged that April 11, 2012 is Chairman Schneider's birthday.

Yvonne Bedford asked LHCA Alternate Didier Tais to talk about his background. Mr. Tais indicated that he was happy to be a part of the Roundtable and that he works for the firm ARINC but does not work in the group that handles flight planning logistics. This firm was mentioned in the aviation noise news update provided by Steve Alverson.

Member Joanne Williams said that she had with her this evening the dates and times of some particularly noisy events to provide to LAWA.

10. Review of Roundtable Action Items

Steve Alverson reviewed the evening's action items as follows:

Formal Action Items

None.

Requests from Members

Member Chad Molnar requested that LAWA provide Council District (CD) 11 with a brief summary of the specific actions that LAWA plans to conduct during the Part 161 public outreach process. Mr. Molnar indicated that he can probably assist LAWA with the outreach efforts by distributing the Part 161 information to CD11 constituents. LAWA staff Scott Tatro indicated that there is a specific section of the Part 161 Study that describes LAWA's outreach efforts and that he can provide this section of the report to CD11 when it's ready for public consumption.

David Chan indicated that he received a letter from John Bailey of Southeast Torrance Homeowners' Association (SETHA) requesting to join the Roundtable as an at-large representative. Mr. Chan said he will include SETHA's membership request on the agenda for the May 9, 2012 Roundtable meeting. A majority vote is required to appoint SETHA as an official LAX Roundtable member.

Gene Reindel indicated that he will provide another update on the Part 161 Study at the May 9, 2012 Roundtable meeting.

Member Joanne Williams provided LAWA with a list of dates and times of noise disturbances that she experienced during the past several months. She said that LAWA had previously requested this information to investigate noise disturbances that affect Windsor Hills' residents. Scott Tatro accepted Member Williams' report and advised her that LAWA will look into these reported noise events.

11. Adjournment

Chairman Schneider announced that the next LAX/Community Noise Roundtable meeting will be held on Wednesday, May 9, 2012 at 7 pm in the Samuel Greenberg Board Room.

The meeting was adjourned at 8:42 pm.