



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of September 12, 2012

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Carl Jacobson, Vice Chairman, City of El Segundo
Blake LaMar, City of Palos Verdes Estates
Matt Waters, Staff, City of Rancho Palos Verdes
Sam Andreano, Alternate, City of La Habra Heights
Yvonne Bedford, Ladera Heights Civic Association
John Bailey, Southeast Torrance Homeowners' Association
JoAnn Williams, United Homeowners Association
Martin Rubin, North Westdale Neighborhood Association
Steve May and Rolan Morel, Federal Aviation Administration
Michael Feldman, LAWA

LAWA, Airlines, and Consultant Staff

Kathryn Pantoja, LAWA
David Chan, LAWA
Diego Alvarez, LAWA
Chris Kelly, United Airlines
Steve Alverson, Roundtable Facilitator
Adrian Jones, ESA Airports

A quorum of the members was present.

1. Welcome/Review of the Meeting Format

Roundtable Facilitator Steve Alverson welcomed everyone to the meeting and reviewed the meeting format. Mr. Alverson indicated that he will not be able to attend the November 14th meeting and introduced Adrian Jones from ESA Airports who will be serving as the Roundtable Facilitator for that meeting.

2. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:03 pm PDT in the Samuel Greenberg Boardroom at LAX.

3. Comments from the Public

There were no people wishing make public comment, so Chairman Schneider closed the public comment period.

4. Consideration of New Membership Request from North Westdale Neighborhood Association

LAWA staff David Chan briefed the group regarding a letter received from the North Westdale Neighborhood Association (NWNNA) requesting to join the Roundtable as an At-Large member. David said that the community of NWNNA is located near SMO and wants to work with the Roundtable on the departure delay issue occurring at both airports (LAX and SMO).

Vice Chair Jacobson expressed his concern about the unlimited number of at-large community groups that can join the Roundtable. David advised that the Roundtable had amended the Roundtable By-laws to remove the membership limitation of 3 community groups. Chair Denny Schneider expressed his support for community groups that are interested in joining the Roundtable.

Mr. Rubin, the Vice President of the NWNNA, described the geographic boundaries of the community represented by the NWNNA and gave a brief history about his past participation in other forums and his interest in joining the Roundtable. David then requested a Roundtable member to make a motion to accept or deny the membership request. Member John Bailey made a motion to accept NWNNA as a member of the LAX Airport/Community Noise Roundtable. The motion was seconded by Member Blake Lamar and carried unanimously.

5. Work Program Item C5 – Update on LAX Specific Plan Amendment Study (SPAS)

LAWA staff member Diego Alvarez presented information regarding the ongoing LAX Specific Plan Amendment Study (SPAS) and associated environmental impact report (EIR). The LAX SPAS identifies potential amendments to the LAX Specific Plan that allow for the modernization and improvement of LAX up to its practical capacity of 78.9 million annual passengers. The LAX SPAS is focused on evaluating alternatives to the “yellow light” projects identified in the LAX Master Plan and solving the same problems that the “yellow light” projects were designed to solve.

Mr. Alvarez presented a general overview regarding the SPAS and noted that LAWLA had recently released the SPAS Report and Draft EIR for public review and comment. LAWLA conducted three public workshops for the Draft EIR on August 25th, August 28th, and August 29th. The 75-day public comment period closes on October 10, 2012. The Draft EIR and the SPAS Report are available on-line at <http://www.laxspas.org>.

After providing a general overview of the SPAS, Mr. Alvarez quickly described the “yellow light” projects contemplated in the LAX Master Plan including:

- Development of a Ground Transportation Center (GTC)
- Construction of an Automated People Mover (APM) between the GTC and the Central Terminal Area (CTA)
- Demolition of CTA Terminals 1, 2, and 3
- Reconfiguration of the North Airfield

- Improvements to on-site roadways

Mr. Alvarez then distributed a brochure/booklet to members of the Roundtable before continuing with his presentation regarding the nine alternatives evaluated in the SPAS. Mr. Alvarez focused his presentation on the seven alternatives (Alternatives 1-7) that include modifications to the airfield at LAX since implementation of any of those alternatives will result in changes in aircraft noise levels in the vicinity of LAX. Mr. Alvarez referred the Roundtable members to several oversized presentation boards as he described differences in future noise levels between the “Do-Nothing” alternative (Alternative 4) and the other alternatives including Alternative D from the Master Plan (Alternative 3). Mr. Alvarez presented several charts that depicted the number of people and households exposed to aircraft noise levels of CNEL 65 dB and higher under all seven alternatives. Mr. Alvarez stated that the number of people and households within areas exposed to aircraft noise levels of CNEL 65 dB and higher will be lower under the various “build” alternatives compared to the “Do-Nothing” alternative.

Chairman Schneider asked Mr. Alvarez to explain how there could be a reduction in the number of people and households under Alternative 5 which involves relocating Runway 6L/24R 350 feet to the north. Mr. Alvarez explained that the difference in the number of people and households between Alternative 5 and Alternative 4 (Do-Nothing) is a function of population density – the population density in the northern part of Inglewood is lower than in the central part of Inglewood. Mr. Alvarez stated that the number of people and households within the CNEL 65 dB contour will increase in the future (i.e., will be higher than existing conditions) as the number of aircraft operations increases; however, the magnitude of the change in noise levels in the future is not the same under every alternative.

Chairman Schneider thanked Mr. Alvarez for his presentation and stated that the noise discussion in the Draft EIR is very comprehensive and well thought out. Chairman Schneider added that the discussion regarding nighttime awakenings and sleep disturbance in particular was very informative.

Information on the LAX SPAS project is available at <http://www.laxspas.org>

6. Work Program A2 – Update on LAX FAR Part 161 Study

LAWA staff member Kathryn Pantoja briefed Roundtable members regarding the status of the LAX Part 161 Study. She indicated that submittal of the LAX FAR Part 161 study to the FAA has been delayed until January 2013 because LAWA staff made several modifications to the LAX Part 161 report recently to ensure that it is consistent with information contained in the SPAS Report and Draft EIR including a minor update of the aviation activity forecasts. Ms. Pantoja also stated that LAWA and its consultant conducted additional interviews with the airlines regarding easterly departures at night and have updated the benefit cost analysis for the project. Ms. Pantoja outlined the current schedule for the project as follows:

- October 19th – Finalize Draft LAX Part 161 Study for Public Review
- November 1st – Public Review Period for the LAX Part 161 Study begins
- November 13th – Public Workshop for the LAX Part 161 Study
- November 14th – Briefing to Roundtable members regarding the LAX Part 161 Study
- December 17th – End of the Public Comment period for the LAX Part 161 Study
- December 2012 – Final Draft LAX Part 161 Study Completed

- January 2013 – LAX Part 161 submitted to the FAA

Ms. Pantoja stated that LAWA will be providing Roundtable members with a description of the public outreach process for the LAX Part 161 Study when the draft is finalized for public review. Also, the project website will be updated in the near future to reflect the schedule and process. The LAX Part 161 website is <http://www.laxpart161.org>.

Steve Alverson asked Ms. Pantoja if the LAX Part 161 that will be submitted to the FAA in January 2013 is a draft document or a final document. Ms. Pantoja stated that LAWA will be submitting the Final LAX Part 161 application to the FAA in January 2013.

Member Feldman stated that some of the Roundtable members, particularly the newer members, might not be familiar with the FAA's Federal Aviation Regulation (FAR) Part 161 process and asked Mr. Alverson to describe the process. Mr. Alverson provided a succinct description of the FAR Part 161 study process. Mr. Alverson noted that airport sponsors that wish to impose a mandatory noise or access restriction are required to conduct a FAR Part 161 study. Mr. Alverson briefly described the FAA's position regarding mandatory noise restrictions and the scope of Part 161 evaluations and noted that only one airport sponsor (City of Naples Airport Authority) had successfully navigated the Part 161 process and implemented a mandatory noise restriction since Part 161 requirements went into effect 21 years ago.

Mr. Feldman stated that LAWA is committed to obtaining FAA approval for the LAX Part 161 study and that is the primary reason the LAX Part 161 study has taken so long to complete.

7. Work Program A1 – Discussion of Roundtable's recommendations for FAA consideration in the *Optimization of Airspace and Procedures in the Metroplex* process for Southern California

LAWA staff member David Chan said that at the request of the Roundtable, he reviewed the Work Program to identify specific noise issues and provide recommendations for those issues for the Roundtable to submit to FAA for consideration in the FAA's Optimization of Airspace and Procedures in the Metroplex (OAPM) project for Southern California. Since the purpose of the OAPM project is to optimize flight procedures and to improve airspace efficiency, the Roundtable believes that may be an opportunity for noise reduction efforts.

For each work item, Mr. Chan described the noise issue, past mitigation activities, and listed recommendations for how the work item could be addressed and evaluated by the FAA in the OAPM study.

The highlights of Mr. Chan's presentation are described below.

- Work Program Item A7: Extend Downwind Approach - to address noise issues associated with the extended downwind approach, Roundtable is recommending that the FAA (1) increase minimum altitudes as much as possible for aircraft on the extended downwind and base legs of the approach and (2) explore options to reduce the requirement of using the extended downwind approach as ways to minimize noise exposure and overflights over Monterey Park and nearby communities.

- Work Program Item A10: Turboprop Community Overflights - to address overflights by turboprop aircraft on the Palos Verdes Peninsula, Roundtable is recommending that the FAA explore options to (1) redesign the JEDDD procedure to allow implementation; (2) reroute turboprop aircraft that currently overfly Palos Verdes to offshore routes; and (3) if option 2 proves infeasible, then increase the minimum altitude of turboprop aircraft that overfly Palos Verdes.
- Work Program Item A6: Improperly Flown LOOP Departures - to address improperly flown LOOP departures, Roundtable is recommending that the FAA reinvestigate the possibility of establishing the LOOP RNAV/RNP procedure and evaluate other measures to increase compliance with the LOOP departure procedure.
- Work Program Item A3: Early Turn of Aircraft Departing to the West - to address early turns by aircraft departing to the west, Roundtable is recommending that the FAA (1) explore options to help pilots and controllers to reduce turns before reaching the shoreline and (2) explore the possibility of adding a waypoint in the RNAV procedures or other emerging technologies to assist pilots in identifying the shoreline during low visibility conditions.
- Work Program Item A11: Continuous Descent Approaches at Lower Altitudes - to address low overflights of the La Habra Heights area associated with continuous descent approaches to LAX, Roundtable is recommending that the FAA explore other possible solutions through the FAA OAPM process to resolve this issue.
- Work Program A5: Easterly Departures from Northern Runways Turning North - Roundtable has no specific recommendation at this time to address northerly turns by turboprops during easterly operations since any change to turboprop departure procedures will likely shift noise from one community to another.

In reference to Work Program Item 11, member Blake LaMar noted that arriving aircraft need to intercept the ILS from below to ensure they get the correct glide slope to the runway. Chris Kelley from United Airlines noted that pilots had historically encountered problems when attempting to intercept the ILS from above prior to the implementation of the lower altitude at FUELR.

Member Andreano stated that he had a study developed by the National Park Service that concerns Chino Hills and La Habra Heights. Member Andreano stated that the area around La Habra Heights may be added to the national park system and the FAA should take this into consideration as they move forward with the OAPM project. Member Andreano made reference to FAA Order JO 7400.2J, "Noise Policy for Management of Airspace Over Federally Managed Lands" and stated that the NPS study and the FAA Order should be attached to the letter that Roundtable submits to the FAA regarding the OAPM. The Roundtable members concurred with Member Andreano's suggestion.

Chairman Schneider asked Mr. Chan if Work Program Item A7 and Work Program Item A11 could be combined into one discussion in the letter that LAWA sends to the FAA. Mr. Chan stated that Items A7 and A11 address two different issues and two different communities and should not be combined into a single work item in the letter prepared for the FAA. Chairman Schneider also asked why Mr. Chan did not consider asking the FAA to look at increasing the altitude for CDA issue. Mr. Chan indicated that the FAA did previously look at that option and cannot increase the altitudes because aircraft would need to be within the 3-

degree glideslope. Mr. Chan offered to add a recommendation that would ask the FAA to reinvestigate that possibility in the OAPM process.

At the Chair's request, Member Blake LaMar made a motion for the Roundtable Chair to submit a letter to the FAA with recommendations related to the OAPM. The motion was seconded by Vice Chair Jacobson and carried unanimously.

The complete presentation on the Roundtable's recommendations for FAA consideration in the OAPM can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

8. Discussion on the issue of homes with outdated sound insulation materials

Chairman Schneider introduced the topic of the longevity of materials used in residential sound insulation programs and expressed that he was concerned about families living in the vicinity of LAX whose homes were treated many years ago. Chairman Schneider stated that there is an ongoing study regarding the degradation of sound insulation materials and this topic should be revisited by the Roundtable when the study is released later this year.

9. Statistical Update on Aircraft Operations

LAWA staff member David Chan started off the statistical update by reviewing the overall trend of the total aircraft operations at LAX as the trend in total operations tends to correspond to changes in specific operations. David explained that overall operations at LAX reached a peak in 2000 prior to the events of 9/11. After 9/11, operations dropped dramatically and then briefly leveled off before falling to a record low in 2009. After 2009, operations have been trending upward slightly.

Work Program Item A6: Improperly Flown LOOP Departures

<p>Description: The LOOP departure procedure directs aircraft on westerly departures to turn back and re-cross the shoreline at the L.A. VOR at or above 10,000 ft. to head to eastern destinations. Aircraft that missed the VOR and overflowed the beach communities are considered missed LOOP departures.</p>
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David reviewed statistics for the LOOP departures and noted that the number of missed LOOP departures on annual basis accounts for about 8 to 10 percent of the total LOOP operations. He also noted a recurring trend with the missed LOOP operations; a higher number of missed LOOP occurring in the winter months and a lower number occurring in the summer months. He explained that during the winter months, aircraft tend to climb faster and reach the 10,000 ft altitude sooner and when that happens, FAA will direct aircraft to the Daggett VOR or the KEGGS waypoint instead having them re-cross at the LAX VOR.

Chris Kelley from United Airlines asked if David's definition of missed LOOP departures included departures that missed the VOR as a result of FAA vectoring. Mr. Chan replied that aircraft that were vectored by FAA and missed crossing the LAX VOR were considered missed LOOP departures.

Member Blake LaMar noted that most if not all of the Missed LOOP departures appeared to be above 10,000 feet AGL when they reached the shoreline. Member LaMar asked Mr.

Chan if it made sense to focus on those operations that miss the LAX VOR and overfly the Beach Cities below 10,000 feet AGL. Steve Alverson asked Kathryn Pantoja if LAWA received noise complaints related to missed LOOP departures when aircraft overfly the shoreline at or above 10,000 feet. Ms. Pantoja stated that there were two issues at play: (1) departures that do not reach an altitude of 10,000 feet by the time they reach the shoreline and (2) departures that don't overfly the LAX VOR. She noted that the issue with the altitude is mostly resolved with only aircraft not overflying the VOR remains problematic. She added that complaints on LOOP operations have definitely been reduced. David noted that there are hardly any aircraft on the LOOP departures that are below 10,000 ft. at the shoreline.

Chairman Schneider stated that the altitude of the aircraft was more important from a noise standpoint than missing the LAX VOR and suggested that David focus his statistical analysis on LOOP departures that overfly the shoreline at less than 10,000 feet AGL.

Work Program Item A7: Extended Downwind Approach

Description: Aircraft arriving to LAX from the west and the north utilize an extended downwind approach at times causing aircraft to overfly Monterey Park and neighboring communities at low altitudes. 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.

David noted 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 Monterey Park was at the lowest level in January 2012. This low level also coincides with the low level occurring on the same month for the last three years. Mr. Chan also noted that most aircraft that fly over Monterey Park are at altitudes between 2400 to 3000 ft. with some at higher altitudes.

Work Program Item A8: Aircraft Arrivals Outside Regular Approach Paths

Description: The short turn 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 also inversely related to the Extended Downwind Approach.

David mentioned that 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. Month to month figures showed that short turns are at a stable level with a slight increase in December 2011.

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 advised that he does not want LAWA to just provide statistical update but to also try to work on reducing these operations. David said that part of the reasons that he invites airline representatives to the Roundtable is try to work with them to explore possibilities in reducing these operations.

David mentioned that he did look into the short turn operations. He found that when So Cal Approach controllers provide clearance for pilots to conduct a visual approach to 24R, some pilots make the turn prior to reaching the Harbor Freeway while other wait until they reached the freeway before making the turn to base. He believes that pilots do have some discretion regarding this turn. He asked if United can delay the turn after receiving the FAA clearance for a visual approach. Chris Kelley from United indicated that this may not be possible.

The complete presentation on the statistical update on aircraft operations can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

10. Aviation Noise News Update

Steve Alverson reviewed several recent aviation noise news items for the Roundtable including:

- a report issued by the Los Angeles County Economic Development Corporation which describes the positive impact of Los Angeles International Airport to the local economy;
- FAA Program Guidance Letter (PGL) 12-09 which was issued on August 17, 2012 and concerns airport noise insulation programs;
- an August 6, 2012 hearing regarding the negative impacts of helicopter noise in the Los Angeles region hosted by Representative Howard Berman and conducted by the FAA;
- a flight operations reduction rule (FORR) being considered by the Santa Monica Airport Commission and the City Council that would limit the number of flights at SMO;
- a news release regarding initiation of non-stop Boeing 787 Dreamliner service between Narita, Japan and LAX;
- a news story regarding the increased use of turboprop aircraft including the ATR72 and the Q400 on routes with stage lengths less than 650 nautical miles and reduced use of regional jets based on fuel costs;
- a study being conducted by the Partnership for Air Transportation and Noise Emission Reduction (PARTNER) regarding the use of “ventilated windows” in airport sound insulation programs;
- a report to Congress on August 1st by the FAA’s Inspector General which notes that the FAA is not adhering to its schedule to deploy NextGen. The report includes several recommendations specific to the Metroplex initiative including establishing a formal process for reporting roadblocks identified by Metroplex teams.

The complete aviation noise news update can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

11. Roundtable Member Discussion

After a brief discussion regarding PGL 12-09 and the merits of sending a letter to the FAA outlining the Roundtable’s position with respect to the PGL. At the Chair’s request, Member

Carl Jacobson made a motion to submit a letter to the FAA regarding the Roundtable's position with respect to PGL 12-09. The motion was seconded by member John Bailey and carried unanimously.

David Chan thanked Chris Kelley from United Airlines for participating in this tonight's Roundtable meeting.

12. Review of Roundtable Actions and Requests from Members

Steve Alverson reviewed the Roundtable's action and request items during the meeting, which included:

Formal Action Items

The Roundtable approved the membership request from North Westdale Neighborhood Association.

The Roundtable approved sending a letter to the FAA with the Roundtable's recommendations for noise abatement efforts for FAA consideration in the *Optimization of Airspace and Procedures in the Metroplex* process. The Roundtable also agreed to include the attachments provided by Member Sam Andreano.

The Roundtable approved sending a letter to the FAA with copies to key elected representatives expressing concern about the negative impact that Program Guidance Letter 12-09 will have on sound insulation programs.

Requests from Members

Roundtable members requested LAWA to look at LOOP Departure trends only for aircraft below 10,000 MSL at the shoreline.

13. Adjournment

Chairman Schneider noted that the next LAX Roundtable meeting is scheduled for Wednesday, November 14, 2012 and adjourned the meeting at 9:03 pm.