



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of January 9, 2013

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Carl Jacobson, Vice Chairman, City of El Segundo
Beverly Ackerson, PANIC
Danna Cope, LAX Area Advisory Committee
Blake LaMar, City of Palos Verdes Estates
Matt Waters, Staff, City of Rancho Palos Verdes
Yvonne Bedford, Ladera Heights Civic Association
John Bailey, Southeast Torrance Homeowners' Association
Martin Rubin, North Westdale Neighborhood Association
Steve May and Rolan Morel, Federal Aviation Administration
Michael Feldman, LAWA

LAWA, Airline, and Consultant Staff

Scott Tatro, LAWA
Kathryn Pantoja, LAWA
David Chan, LAWA
John Manley, SkyWest Airlines
Steve Alverson, Roundtable Facilitator

Guest Speaker

Dennis Roberts, Federal Aviation Administration

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 the Roundtable meetings are facilitated in order to stay on topic and on schedule. He added that there was a great deal of important information to cover tonight during the scheduled two-hour time period for the meeting.

2. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:01 pm PDT in the Samuel Greenberg Boardroom at LAX.

3. Comments from the Public

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

4. Appointment/Confirmation of At-Large Members for a Two-Year Term from January 2013 to December 2014

LAWA staff member David Chan stated that every two years the Roundtable holds an election to appoint or re-appoint At-Large membership for a two-year term. He had solicited current At-Large members to submit letters to request continuation of their Roundtable membership. He received letters from all but one member, United Homeowners Association (UHA), prior to tonight's meeting. He said that UHA representative, Joanne Williams, was unable to submit the letter in time for this election as she is currently out of town taking care of her ill mother. She did indicate that her group is still interested in participating at the Roundtable as a member.

Chairman Schneider indicated that UHA's membership would be suspended until a letter was received and approved by the Roundtable. Chairman Schneider requested a motion to approve the re-appointment of those entities that have submitted letters. Member Danna Cope's motion to accept the re-appointment of said entities was seconded by member Blake LaMar and approved unanimously by the Roundtable.

5. Work Program A1 – Update on FAA's Optimization of Airspace and Procedures in the Metroplex process

Mr. Dennis Roberts, Director of the Federal Aviation Administration's (FAA) Air Traffic Organization's (ATO) Airspace Services group, provided the Roundtable with his experience in the aviation industry. He then provided an overview of the FAA's Optimization of Airspace and Procedures in the Metroplex (OAPM) process, which he indicated is intended to take advantage of current technology in aircraft to make aircraft operations more efficient by reducing distances flown and maximize the use of idle thrust on approach. Mr. Roberts suggested that the benefit to the airlines will be reduced fuel cost and reduced flight time. The benefit to the environment, he added, is reduced air pollutant emissions and, in some cases, reduced noise exposure.

Mr. Roberts stated that the OAPM process operates under three guiding principles: 1) use of existing standards; 2) leverage existing equipment, and 3) limit environmental review to an environmental assessment or less. Mr. Roberts said that adhering to these principles would reduce the time required to get the new procedures implemented, which in turn reduces the time required to begin reaping the benefits of these procedures.

Mr. Roberts said that the Southern California OAPM process is in the Design and Implementation phase. Mr. Roberts expects that it will take about three years to complete the design and implement the procedures, which are primarily related to high altitude airspace (i.e., from 5,000 feet above mean seal level and higher).

Mr. Roberts expects that the design of the procedures will be completed by March 2013, and the modification of the airspace to accommodate the new procedures will occur between April and May 2013. He indicated that the opportunity for public input will occur during the environmental analysis phase, which will involve an environmental assessment. Mr. Roberts said that a great deal of effort has gone into eliminating or minimizing the environmental impacts prior to the initiation of the environmental assessment process.

Mr. Roberts indicated that he is in receipt of the Roundtable's letter regarding recommendations for FAA consideration in the OAPM process and has provided it to the Study Team. He said he has asked the Study Team to seriously consider these recommendations. Upon conclusion of his presentation, Mr. Roberts invited questions from the Roundtable members.

Chairman Schneider asked if the stakeholders in the OAPM process are the aircraft operators. Mr. Roberts indicated that was correct, because the OAPM process is focused on procedures at higher altitudes.

Chairman Schneider said that a 3.5 degree glide slope could make a big difference in noise and hoped that the OAPM process could look at those types of measures. Captain John Manley said that increasing the glideslope would create difficulty for aircraft to land as the increased angle of descent causes aircraft to travel at a faster speed.

Mr. Chan asked for a clarification on the difference between OAPM and Airspace Redesign. He asked if there is a difference between the two projects. Mr. Roberts said that there is definitely a difference. He elaborated by indicating that OAPM is not airspace redesign, which takes a much longer period of time. OAPM is intended to get the benefits now.

Mr. Chan then asked if the FAA is planning a full-scale airspace redesign in the near future. Mr. Roberts said that a full-scale airspace redesign was not in his five-year program. LAWA Staff member Scott Tatro added that the Roundtable had made several funding requests for the Airspace Redesign project and was wondering if they can now cease that effort since funding is available for OAPM. David said that was part of the reason why he was asking if there is a difference between OAPM and Airspace Redesign. Mr. Roberts said that airspace redesign was not in the works for the foreseeable future.

Member Rubin stated that there is a conflicting issue between SMO and LAX west departures and asked if the FAA was looking at that issue through the OAPM process. Mr. Roberts said that the FAA is looking at decoupling SMO and LAX operations.

Member Feldman asked what the threshold of significance for noise is at the higher altitudes being examined by OAPM. Mr. Roberts said that FAA uses a model designed to look at aircraft noise from aircraft at altitude, and they are looking for a 1.5 or more decibel (dB) increase in noise. Facilitator Alverson added that the 1.5 dB is for noise sensitive area exposed to 65 dB CNEL or higher or for areas that become exposed to 65 dB as a result of the procedure. There are different thresholds of significance below 65 dB including a 3 dB change for levels between 60 and 65 CNEL and 5 dB for levels between 45 and 60 CNEL.

Member Ackerson expressed concern about the effects of the rising terrain in Palos Verdes on aircraft noise levels and asked if terrain is being considered. Chair Schneider said he believes that the FAA is aware of the terrain in PV.

Member Cope said that turboprop aircraft turning to the northeast after departures during east flow creates a noise problem for her area and asked if the landing traffic could be raised up to allow those departing aircraft to fly higher. Mr. Roberts said that OAPM looks at all of the routes and flows. Chairman Schneider indicated that this particular issue was included in the letter to the FAA. Mr. Chan said it was not included because of the potential shifting of noise from one community to another.

Mr. Chan asked if the Roundtable could participate in the design phase. Mr. Roberts said the design is driven by air traffic standards and flight rules, so it doesn't make sense for the Roundtable to be at the table. He added that there will be outreach meetings as a part of the environmental assessment.

Mr. Tatro asked when the actual procedures will be unveiled. Mr. Pfahler from the OAPM team said in the summer of 2013.

Mr. Roberts thanked the Roundtable for inviting him to provide an update on the Southern California OAPM process and said he would provide an electronic copy of the presentation to the Roundtable.

FAA OAPM presentation is available online at the Roundtable webpage:
<http://www.lawa.org/LAXNoiseRoundTable.aspx>.

6. Statistical Update on Aircraft Operations

LAWA staff member David Chan presented updated statistics for Roundtable Work Items A2, A3, and A4. Mr. Chan's presentation is summarized below.

Mr. Chan started off by reviewing the general trend in aircraft operations at LAX over the past 18 years as the increase or decrease in total operations tends to influence the trends that are associated with specific operations. He pointed out that the lowest level of operations occurred in 2009, and operations are trending back up again.

Work Program Item A2: East Departures between 12 AM and 6:30 AM during Over-Ocean or West Operations

Description: Aircraft departing to the east between Midnight and 6:30 a.m., when LAX is not in Easterly Operations, occurs when there are slight to mild easterly wind conditions that prompt heavy aircraft to take off to the east, into the wind, for climb performance and safety. This operation causes noise disturbances to communities especially during nighttime hours.

Mr. Chan reviewed the annual east departure statistics indicating that east departures spiked in 2004 due to a Pacific thunderstorm. He said the monthly variation in east departures are mainly due to varied instances of mild easterly wind conditions. Mr. Chan stated that Delta Airlines had the most east departures for the current one year period due to its increase of long haul flights to Tokyo at night. He added that international carriers continue to have high numbers of east departures due to the size of their aircraft and their tendency to operate long haul flights.

Work Program Item A3: Early Turn of Aircraft Departing to the West

Description: Aircraft departing to the west that turn before reaching the shoreline fly over communities to the south and north of LAX causing noise disturbances.

Mr. Chan pointed out that turboprops conduct the majority of early turns on the north complex and that the total north early turns represent only a small percentage of the total departures on the north side.

Mr. Chan then covered the south early turns and explained that the spike in 2007 was due to construction activity and the increase in October was due to weekend closure of the inboard runway for maintenance work. He further explained that out of all of the early turns, most aircraft pass through the Hyperion Gate, with very few passing through the El Segundo Gate and the Playa Del Rey Gate. He also noted that LAWA stepped up its notification to pilots in March, which resulted in a reduction of pilot-initiated early turns. He pointed out that while Skywest accounts for most of the early turns, they also have the most flights too.

Work Program Item A4: Missed Approaches/Go-Arounds

Description: At times aircraft arriving at LAX are required to abort their landing and execute a missed approach. Historically, aircraft executing a missed approach have impacted the communities to the north and south of the airport depending on the runway complex they were originally assigned.

Mr. Chan explained that go-arounds have been on a declining trend from year to year reaching the lowest level in 2009 and trending up since that time. He further explained that go-arounds do fluctuate from month to month. In cloudy or foggy conditions, missed approaches and go-arounds tend to increase since these conditions limit the pilots' ability to see the runway and cause them to execute a missed approach. He then reviewed the statistics for aircraft not maintaining runway heading during go-arounds indicating that most of these events occur on the south runway complex as more traffic is on the south side.

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

7. Review/Approve Roundtable Work Program

Mr. Chan indicated that the Work Program is reviewed every year to evaluate work progress and to add or delete work items as necessary. He updated the document to include all work and accomplishments for the past year and provided a draft version to the members. He briefly highlighted some of the updates to the work program including efforts to work with the airlines and/or FAA to explore possibility to reduce early turns, go-arounds, short turns, and 25L departures; identification of the statistical update schedule with the body of the Work Program; inclusion of specific OAPM recommendations pertaining to certain work program items, and updates to some correspondence.

He offered members the opportunity to ask questions. Hearing none, he then asked the Roundtable to approve the updated work program. Member Michael Feldman made a motion to approve the work program. The motion was seconded by Member Blake LaMar and passed unanimously by the Roundtable.

The updated 2012-2013 Roundtable Work Program can be found on the Roundtable webpage at <http://www.lawa.org/uploadedFiles/LAX/pdf/Roundtable%20Work%20Program.pdf>.

8. Aviation Noise News Update

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

- A news report regarding LAX's passenger traffic, which is up slightly in 2012 over 2011. Mr. Alverson also reported that LAX aircraft operations through November 2012 were up by about a half percent over last year.
- An article about the LAX Board approving approximately \$2.3 million for sound insulation of 112 dwellings in Council Districts 8 and 11. The article further indicated that the 112 dwellings would bring the total dwellings completed to 7,334.
- An article regarding LAWA staff's recommendation to the Airport Board of Commissioners to move Runway 24R 260 feet to the north to allow for a taxiway between the two runways for more efficient handling of large jet aircraft.
- A news story about the Boeing 787's first flights out of LAX in January 2013 by ANA and United Airlines. Mr. Alverson also described the size of the 787, which can accommodate 219 passengers.
- A news story about FAA Regional Administrator William Withycombe retiring after 16 years at that post. Mr. Alverson added that Administrator Withycombe was very supportive of FAA staff participation in noise roundtables and often spoke before them.
- A news story indicating the Congressman Adam Schiff (D-Burbank) will reintroduce helicopter noise legislation after attempts at similar legislation last year failed.
- A news story expressing concern about the potential impacts on federal airport programs of a new federal sequestration deadline. Mr. Alverson added that if agreement is not reached, federal funding for key airport noise mitigation programs could be cut.
- A campaign by Airlines for America (A4A) for a national aviation policy. The goals of the policy are to reduce air travel taxes, reform the regulatory burden on the airline industry, modernize the air traffic control system, ensure U.S. carriers can compete globally, and stabilize energy prices.
- A news article indicating that Boeing and Airbus hit their 2012 aircraft delivery and sales targets with a combined delivery of over 1,165 aircraft and combined orders of 1,771 aircraft.
- An article describing a NASA report indicating that while open rotor aircraft are louder than geared-turbofan aircraft, their noise levels are still below Stage 4 requirements.
- An article announcing the release of a request for proposals by the Airport Cooperative Research Program (ACRP) for improved helicopter noise modeling guidance. Mr. Alverson pointed out that the Roundtable had sent a letter to ACRP supporting this research project.

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

9. Roundtable Member Discussion

Member Bailey stated that he had attended a FAA meeting that discussed helicopter noise issues. He also mentioned that a new organization called the LA Area Helicopter Noise Coalition has been created to address helicopter noise issues. He asked Steve May to brief the Roundtable on the helicopter meeting.

Member Steve May indicated that he heard various concerns from homeowners about the helicopter noise issues at the meeting and said that the next phase is to report back to Congress by May 2013. He added that he volunteered to sit in on the Coalition's meetings. He said progress has already been made in that the media outlets have started pooling helicopters for high profile events such as the Space Shuttle and Carmaggedon II. Member May closed by saying that request to set minimum altitudes for helicopters is impossible due to LA's heavily congested airspace. Member Cope commented that helicopters hover over her house if there is an event at LAX, which just adds to the noise that she is experiencing.

Scott Tatro thanked the Roundtable for its letter of support for the Part 161 recommendations and noted that LAWA had also received some letters opposing them. Scott added that the Part 161 application should be submitted to FAA by February 2013, after which the FAA will have 30 days to determine if the application is complete. Scott said that once the FAA determines the application to be complete, they have 180 days to review and rule on the application. He said he would keep the Roundtable updated on any progress.

Member Steve May said that the Acting Regional Administrator is Mr. David Suomi who is currently the Deputy Regional Administrator for FAA's Northwest Region. He added that he expected a permanent replacement to be named within the next two to six months.

10. Review of Roundtable Actions and Requests from Members

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

Formal Action Items

The Roundtable approved the re-appointment of those current At-Large members who have submitted letters to request continuation of their Roundtable membership for another two-year term. The Roundtable Chair suspended United Homeowners Association's membership as it did not submit the letter for this election. UHA can still request reappointment to the Roundtable by submitting the letter for consideration.

The Roundtable approved the updated Roundtable Work Program.

Requests from Members

Chairman Schneider requested that the Roundtable re-examine why the noise issue associated with Work Program Item A5 – Easterly Departures from Northern Runways Turning North was not included in the letter to FAA for consideration in the OAPM process.

11. Adjournment

Chairman Schneider noted that the next LAX Roundtable meeting is scheduled for 7:00 PM on Wednesday, March 13, 2013 and adjourned the meeting at 8:59 pm.