



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of May 8, 2013

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Carl Jacobson, Vice Chairman, City of El Segundo
Blake LaMar, City of Palos Verdes Estates
Beverly Ackerson, PANIC
Danna Cope, LAX Area Advisory Committee
Yvonne Bedford, Ladera Heights Civic Association
JoAnn Williams, United Homeowners Association
John Bailey, Southeast Torrance Homeowners' Association
Steve May and Rolan Morel, Federal Aviation Administration
Scott Tatro, LAWA

LAWA, Airline, and Consultant Staff

Bob Holden, LAWA
Kathryn Pantoja, LAWA
David Chan, LAWA
Dan Delane, FedEx
Steve Alverson, Roundtable Facilitator

Guest Speakers

Dennis Roberts, Director, FAA's Air Traffic Organization
Rick Pfahler, Support Manager, So Cal TRACON
Georgianna Streeter, LAWA Sound Insulation Grant Program

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 would be a period for public comments and the Chair may entertain questions from the audience as time permits.

2. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:02 pm PDT in the Samuel Greenberg Boardroom at LAX.

3. Comments from the Public

Chairman Schneider opened the public comment period. As there were no comments, the public comment period was closed.

4. Consideration of Roundtable Letters to Support the Los Angeles Residential Helicopter Noise Relief Act

LAWA staff member David Chan stated that at its March 13, 2013 regular meeting, the Roundtable had asked to consider sending letters to key members of Congress to express support for the Los Angeles Residential Helicopter Noise Relief Act of 2013. Mr. Chan indicated that the Roundtable members had two separate letters in their meeting packet to consider supporting: one to Senator Jay Rockefeller, Chairman of the Senate Committee on Commerce, Science, and Transportation, and the other to Congressman Frank A. LoBiondo, Chairman of the House Subcommittee on Aviation. Mr. Chan gave a brief summary of the letters and then asked the Roundtable for a motion to support this action.

Member Blake LaMar's motion to send the letters in support of the Los Angeles Residential Helicopter Noise Relief Act of 2013 was seconded by member John Bailey and was approved unanimously by the Roundtable.

5. Work Program A1 – Update on FAA Optimization of Airspace and Procedures in the Metroplex (OAPM) process

Dennis Roberts, Director of FAA's Air Traffic Organization in Washington, D.C., told Roundtable members that he was back before them to give an update on the Southern California OAPM process and that the focus of his presentation would be the impact of federal sequestration on the project.

Mr. Roberts reminded the Roundtable that the national OAPM process identified 21 potential areas around the country to optimize the airspace. He explained that based on stakeholder input and funding limits, 13 areas were selected for optimization. He said the optimization process involves a new, collaborative approach by involving input from the air traffic controllers, represented by the National Air Traffic Controllers' Association (NATCA), and airlines, which in the case of the Southern California OAPM process are Jet Blue and United Airlines.

Mr. Roberts said the OAPMs were going well until sequestration, which reduced the federal budget by \$81 billion, with FAA trimming its budget by \$685 million with only seven months left in the federal fiscal year. He explained that FAA's primary expenses are in salaries. So in order to achieve the \$685 million in cuts, 40,000 air traffic controllers were furloughed without pay for up to 11 days. He further explained that the NATCA controllers who were assigned to the OAPM process were pulled off of it to allow them to retrain so that they could work air traffic control positions again. Due to NATCA's collective bargaining agreement and lack of key staff, Mr. Roberts had to shut down all of the OAPM projects including the Southern California OAPM.

He said that the Southern California OAPM was in the Design Phase when it was stopped with about three months of work left to complete the design. Due to the uncertainty of the federal funding situation, he could not say when the Southern California OAPM process would resume. He added that he also does not know what the fiscal year 2014 budget will be for the OAPM projects. He added that as soon as the OAPM procedures are implemented, they will immediately begin delivering reduced noise, air emissions, and fuel burn benefits. He concluded by saying that he is committed to restarting the Southern California OAPM process as soon as funding is restored.

Member Ackerson commented that she believes that aircraft are not permitted to fly over the Palos Verdes Peninsula because it is considered a "fire hazard area" and that overflights over the Peninsula have been increasing. Mr. Chan said that the reports he has been providing to the Roundtable indicate that the number of overflights over the Peninsula has been staying about the same. Mr. Alverson commented that Mr. Roberts had been made aware of this concern at the last Roundtable meeting. Mr. Tatro said that LAWA is not aware of any regulations preventing the overflights of the Peninsula.

Member Cope commented that she understands the Airport Improvement Program (AIP) funds were used to eliminate the controller furloughs. Mr. Roberts confirmed that Congress approved a \$241 million transfer of funds from AIP into FAA's operating fund to allow furloughed controllers to go back to work. He added that the transferred funds only cover the controllers' salaries through September 30, 2013, so they will be facing the same funding shortage issue again.

Mr. Roberts added that once the Southern California OAPM process restarts, the FAA is committed to preparing an Environmental Assessment, which will be the process through which the Roundtable and LAWA will be able to participate and provide input. Chairman Schneider noted that LAWA has been briefed by FAA. Mr. Tatro said that the Roundtable also submitted a letter to FAA regarding its list of items for consideration in the OAPM process. Both Mr. Roberts and Mr. Rick Pfahler acknowledged receipt of the Roundtable's letter. Mr. Pfahler added that the entire OAPM design team has reviewed the letter.

Chairman Schneider asked if de-conflicting SMO and LAX was a focus of the OAPM design team. Mr. Roberts responded that de-conflicting airports is a primary focus of the OAPM process.

Mr. Roberts thanked the Roundtable for its support. LAWA staff member Scott Tatro thanked Mr. Roberts for presenting to the Roundtable.

6. Work Program A2 – Update on the LAX Part 161 Process

LAWA staff member Scott Tatro said that LAWA had submitted the Part 161 application to FAA on January 29, 2013 for a proposed restriction that limits non-conforming east takeoffs at LAX during midnight and 6:30 a.m. LAWA received a brief response letter from FAA on March 1st finding the Part 161 Study deficient in five areas. FAA provided a detailed letter to LAWA on March 15th, detailing the five areas where the FAA felt the submittal fell short of the Part 161 requirements.

Mr. Tatro reviewed some of LAWA's actions during the past two months including a March 28th letter to FAA indicating that LAWA intended to respond to FAA's comments in detail, and a teleconference with FAA on April 19th to get a better understanding of FAA's

concerns. Mr. Tatro pointed out that LAWA will submit supplemental information to FAA by June 30th addressing FAA's comments.

Mr. Tatro then reviewed the five areas of deficiency associated with the Part 161 application. The following is a brief summary of the discussion:

- Analysis - FAA asked if the 2013 and 2018 Noise Exposure Maps took into consideration the existing and planned development such as the Runway 7L-25R Runway Safety Area Study and the LAX Master Plan Specific Plan Amendment Study (SPAS). FAA requires the maps to include all of the geographic boundaries and names of jurisdictions controlling land use.
- Airport Noise Study Area (ANSA) - Mr. Tatro said the FAA had several questions about the ANSA, which is defined by the location of the 65 CNEL contour. He explained that LAWA had analyzed aircraft noise effects in areas outside of the 65 CNEL because the proposed restriction of non-conforming east departures at night is intended to address sleep disruption. FAA also indicated that the Part 161 submittal did not include a map of the noise complaints on the ANSA.
- Technical Data Support Noise Impact Analysis - FAA requested the technical data supporting the sleep awakenings calculations at each of the grid points as well as the number of awakenings summed by CNEL. Mr. Tatro explained that all of the data FAA requested is available and would be provided to FAA on a CD.
- Cost-Benefit Analysis - FAA stated that the Part 161 Study needed to consider: the ongoing and future sound insulation program; the offsetting cost on operators, airports, passengers, and cargo; including a more rigorous approach to forecasting non-conforming departures; providing the crew costs and rest requirements, costs associated with operational efficiencies; the costs to the passengers related to disruption and rescheduling; as well as the value of passenger time, fuel burn during off loading and on-time guarantees. Mr. Tatro stated that the April 19th conference call with FAA was helpful in clarifying these requirements.
- Statement About Partial Approval - FAA requested if LAWA would like a partial approval if FAA were to reject portions of LAWA's request. Mr. Tatro pointed out that there are no partial aspects to the proposed restriction because the restriction is set up to ensure the aircraft operators follow it completely. Therefore, he concluded, LAWA would not be requesting partial approval.

In terms of next steps, Mr. Tatro explained that LAWA believes the application as originally submitted met FAR Part 161 requirements and once the supplemental information FAA has requested has been submitted, LAWA believes the FAA will deem the application complete. Mr. Tatro said that if the FAA determines the application is complete, FAA will have 150 days to approve or disapprove the application. If FAA approves the application, LAWA would need to bring the restriction in the form of an ordinance to the Los Angeles City Council.

Mr. Tatro's presentation on the update of the LAX Part 161 process is on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

7. Work Program B5 – Update on Soundproofing Program

LAWA staff member Georgianna Streeter stated that she would be providing the Roundtable with an annual update on the Sound Insulation Grant Program or SIGP, which was formerly called the Land Use Mitigation Program or LUMP. Ms. Streeter reviewed the genesis of the SIGP and its participants, which include the cities of El Segundo, Inglewood, and Los Angeles, and the County of Los Angeles for residential sound insulation; and the Inglewood Unified and Lennox School Districts for school sound insulation. Ms. Streeter explained that the purpose of the SIGP is to make incompatible land uses compatible with aircraft operations at LAX. Ms. Streeter reviewed the SIGP's governance and funding including the 2005 Community Benefits Agreement and the 2006 Stipulated Settlement Agreement.

Ms. Streeter explained that LAWA is re-visioning the SIGP and will be enhancing the program monitoring, increasing stakeholder outreach, and providing focused assistance to local jurisdictions to improve the sound insulation process. Ms. Streeter said that LAWA is also assessing the impact of the FAA's recent Sound Insulation Program Guidance Letter (12-09) on both the residential and school sound insulation programs. She also said that \$20 million in funding had been distributed in the past 12 months.

Ms. Streeter reviewed noise mitigation techniques including an overview of the residential sound insulation program and residential acquisition program. She then reviewed the status of the sound insulation programs on a city-by-city basis, with the overall program about 54 percent complete. She then reviewed the annual residential sound insulation production rates, noting that 2008 was the peak year with over 2,000 homes completed. As she reviewed maps depicting the status of the programs in each city, she noted that LAWA and the City of Inglewood are working together to improve the productivity of the City of Inglewood's program.

Ms. Streeter also reviewed the status of the school sound insulation programs noting that the Lennox School District has 11 schools in the program with up to \$111,000,000 in funding. Ms. Streeter said FAA recently approved a Passenger Facility Charge (PFC) application for \$35 million in funding. She added that several schools in the Lennox School District are in the process for sound insulation. She pointed out that the City of Inglewood has 10 schools in the program, but no funding has been received to date. A letter has been submitted to FAA regarding the insulation of modular buildings and a PFC application will be submitted as soon as FAA rules on the modular building issue.

Chairman Schneider was wondering if LAWA had received any response from FAA regarding PGL 12-09 knowing that the Roundtable did not receive a response. Mr. Tatro added that FAA has indicated the PGL is "the word" on sound insulation program funding and that it will be incorporated into the FAA Order regarding Airport Improvement Program funding.

Ms. Streeter's presentation on the update of the Sound Insulation Grant Program can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

8. Aviation Noise News Update

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

- A news report regarding State Senator Lieu's introduction of legislation supporting Congress' adoption of the "Los Angeles Residential Helicopter Relief Act of 2013"
- An article on air traffic controller furloughs and the noise implications of Congress' transfer of AIP funds to FAA's operating budget for future planning, environmental, and noise mitigation work
- A press release from ACI-NA describing a "white paper" titled, "Airports' Role in the Development and Implementation of Performance Based Navigation (PBN) Flight Procedures", which emphasizes the importance of an airport's involvement in the development of PBN procedures
- A Government Accounting Office (GAO) report titled, "FAA Has Made Some Progress in Midterm Implementation, but Ongoing Challenges Limit Expected Benefits", detailing FAA's progress on NextGen implementation as well as some areas that FAA could improve on; including collaboratively utilizing airports in the development of NextGen procedures
- An article regarding the costs and benefits of equipping aircraft with "ADS-B Out" so that NextGen can be fully implemented by 2020
- An article regarding FAA's proposed FY2014 budget that increases funding for NextGen while reducing AIP funding, which could impact future noise mitigation project funding
- An article about Delta Airlines adding a new avionics to its MD88 and MD90 fleet, which could prolong the useful life of the MD-88 aircraft
- A report titled, "Aircraft Taxi Noise Database and Development Process" was released by ACRP describing how taxi data may be used in the INM and AEDT noise models

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

11. Roundtable Member Discussion

Mr. Chan thanked Dan Delane from FedEx for attending the Roundtable meeting and asked if he had any suggestions for future discussion topics that would entice him to continue participating in the Roundtable. Mr. Delane said that other than issues related to helicopters, all of the topics are of interest to him. Mr. Chan also took this opportunity to explore ways to minimize 25L departures and asked if FedEx can request runway 25R for each departure since controllers may most likely accommodate the pilots' requests. Mr. Delane said that he would look into that possibility. Mr. Delane added that FedEx works hard to be friendly to the community including taxiing with less than all of the engines running to reduce taxiing noise as well as flying Continuous Descent Approaches that minimize flap settings and delay gear extension to help reduce arrival noise. Mr. Tatro asked Mr. Delane if he had suggestion on how to get other airlines interested in attending the Roundtable meetings. Mr. Delane reiterated that he finds the meetings interesting and does not know why other airlines are not attending.

Mr. Chan announced that he and his wife were expecting their first child soon, so he plans to be out of the office for several weeks.

Chairman Schneider said that there had recently been three days of easterly takeoffs. Mr. Chan said the east departures were mainly due to strong winds from the east over 10 knots.

FAA Air Traffic Control representative Rolan Morel confirmed that it was the easterly wind conditions that required the airport to operate in east flow.

Member Bedford said that she has been noticing early morning engine run-ups around 6 am and asked if there has been progress on the Ground Run-up Enclosure (GRE). Mr. Tatro noted that the Airport Master Plan called for two GREs: one on the west and one on the east on the south side of the Airport. He noted that there is a curfew on maintenance run-ups until 6 am. He also said that there is a long way to go before the design and construction of a GRE. Member LaMar noted that there are portable run-up devices that can be attached to a single engine. Facilitator Alverson noted that due to the large variety of engine sizes and types at LAX, it is not practical to purchase a single-engine run-up device. He added that a GRE is the most practical solution to accommodate a wide range of aircraft types and sizes. Chairman Schneider noted that the State noise variance requires LAX to design the GREs. He also asked when the next variance expires. Mr. Tatro said he could not recall when the current variance expires, but LAWA needs to apply for the variance a month before the current one expires.

LAWA staff member Kathryn Pantoja announced that Mr. Chan had recently been promoted to an Environmental Specialist III.

FAA representative Steve May asked Chairman Schneider to confirm if he would like Steve to look into the fire hazard area concern that Beverly Ackerson had raised. Mr. Schneider indicated that he would gather a few people to discuss the issue. Note: After the meeting, Mr. Schneider asked Mr. Chan to look at a couple days of operations that affect the Peninsula.

12. Review of Roundtable Actions and Requests from Members

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

Formal Actions Taken

The Roundtable approved sending letters to key members of Congress to express support for the Senate and House versions of the Los Angeles Helicopter Noise Relief Act of 2013.

Requests from Members

Chairman Schneider requested that the Southern California OAPM Study Team Report be placed on the Roundtable website. Note: Subsequently, the FAA indicated that the report is not intended for public consumption and apologized for the miscommunication about the availability of the report.

13. Adjournment

David Chan noted that the next LAX Roundtable meeting is scheduled for 7:00 PM on Wednesday, July 10, 2013. Mr. Alverson suggested that the meeting be adjourned in the memory of Nancy Schneider, wife of Chairman Denny Schneider, who recently passed away. Mr. Alverson adjourned the meeting at 8:52 pm.