



## **LAX/COMMUNITY NOISE ROUNDTABLE**

Recap of the Regular Meeting of May 14, 2014

### **Roundtable Members Present**

Robert Ackerman, Westchester Neighbors Association (Alternate)  
Carl Jacobson, Vice Chairman, City of El Segundo (Acting as Chair)  
Blake LaMar, City of Palos Verdes Estates  
So Kim, Staff, City of Rancho Palos Verdes  
Danna Cope, LAX Area Advisory Committee  
Yvonne Bedford, Ladera Heights Civic Association  
John Bailey, Southeast Torrance Homeowners' Association  
Martin Rubin, North Westdale Neighborhood Association  
Faviola Garcia, Federal Aviation Administration  
Scott Tatro, LAWA

### **LAWA and Consultant Staff**

Lisa Trifiletti, LAWA  
Kathryn Pantoja, LAWA  
David Chan, LAWA  
Georgianna Streeter, LAWA  
Steve Alverson, Roundtable Facilitator

A quorum of the members was present.

### **1. Welcome/Review of the Meeting Format**

Roundtable Facilitator Steve Alverson welcomed everyone to the meeting. He explained that Chairman Denny Schneider was unable to attend tonight's meeting and that Vice Chairman Carl Jacobson would be serving as Chair. 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**

Acting Chairman Carl Jacobson called the meeting to order at 7:01 pm PST in the Samuel Greenberg Boardroom at LAX. He asked members of the Roundtable and public to introduce themselves.

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

Acting Chairman Jacobson opened the public comment period. A resident of Leimert Park stated he has noticed increased aircraft noise since April 2013. He said he was attending the Roundtable meeting to ask who he should call to find out about LAX aircraft operations. LAWA representative Scott Tatro said that he should talk to Kathryn Pantoja with LAWA Noise Management who was present at the meeting.

Culver City Mayor Meghan Sahli-Wells introduced herself stating that she was attending the meeting due to increased aircraft overflights. She said she believes the aircraft are flying lower and that there is more soot. She added that Culver City residents are complaining. Culver City resident June Lerhman indicated that she has been appointed to the LAX Area Advisory Committee and is seeking to become a member of the Roundtable as well. LAWA staff member David Chan said that Culver City would need to submit a letter designating a representative and an alternate as part of the membership request process. He further explained that the item would need to be placed on the agenda for acknowledgement.

In responding to Culver City's concern, Scott Tatro noted that LAWA had conducted a recent analysis and did not find any change in aircraft flight tracks and altitudes over Culver City. He noted that there are more operations by large aircraft such as the A-380s and 747-800s, and due to their size, these aircraft appear lower, but they are not. Ms. Lerhman expressed concern that the one-day sample that was used for the analysis was too small to draw the conclusion that the flight tracks and altitudes are unchanged. She added that she believes at least a seven-day period would be more appropriate. Ms. Pantoja indicated that in terms of flight tracks and altitudes, one day is very representative of a seven-day period. Ms. Lerhman indicated that when she becomes a Roundtable member, she will request more information.

Member Bedford observed that she has noticed an increase in the frequency of flights for several years. Mr. Tatro confirmed that LAX operations have been increasing, but he said they are not close to the levels reached back in 2000.

Member LaMar asked FAA representative Garcia if the minimum altitudes had changed. Ms. Garcia said she would take that question back to the appropriate staff and provide the Roundtable with an answer.

Hearing no further speaker requests, Acting Chairman Jacobson closed the public comment period.

## **4. Work Program B5 – Update on Soundproofing Programs**

LAWA Sound Insulation Grant Program Manager Georgiana Streeter indicated that LAWA has a sound insulation program because there are noise sensitive land uses such as residential properties, schools, and churches within incompatible noise levels of 65 CNEL and higher. She added that the program is carried out in accordance with Title 21 of the

California State Noise Regulations, Federal Aviation Regulation Part 150, and LAWA Board Resolution 21481. Mr. Streeter explained that the Stipulated Settlement Agreement and the Community Benefits Agreement govern the programs and set the funding amounts. She added that LAWA also has a supplemental funding policy enacted by the Board of Airport Commissioners to supplement FAA-approved sound insulation grants.

She identified the participating cities and school districts that managed their respective sound insulation programs in their jurisdictions. Ms. Streeter reviewed how the residential sound insulation program reduces noise, which is primarily done by replacing windows and doors, providing additional insulation in the attic, and upgrading existing air conditioning and ventilation systems with sound traps and vibration control as necessary. The treatment methods for schools are also very similar. The goal of the program is to bring the interior noise level down to 45 dB CNEL with at least a 5 dB reduction in the interior noise level.

Ms. Streeter described the role of LAWA's Sound Insulation Grant Program, which is to monitor the ongoing sound insulation programs, conduct stakeholder outreach, and assist the participating jurisdictions. She noted that in the last 12 months the program has distributed \$25.5 million. She added that the program is also assessing the potential impact of FAA's Program Guidance Letter 12-09 on the sound insulation programs.

Ms. Streeter then reviewed a map that identifies the parcels eligible for sound insulation treatment. She also reviewed a table summarizing the status of the overall program noting that with 30,055 eligible units, it is the largest sound insulation program in the country. She indicated 18,168 units had been treated leaving 11,010 remaining. She reviewed the annual production rates and funding to date for each of the participating jurisdictions and school districts. She noted that overall, the program has been handling about 1,000 units per year and has reached closer to 1,500 units in 2013. She noted that the funding for the school sound insulation program comes from the passenger facility charge or PFC.

Alternate Ackerman asked if LAWA follows up with property owners who did not respond to the invitation to participate in the sound insulation program. Ms. Streeter said that at least three notices are sent via certified mail. Alternate Ackerman asked if the new owner can obtain treatment if the previous owner declined the treatment and then sold the property. Ms. Streeter said that the new owners can apply for treatment if the participating sound insulation programs are still accepting new applications. She noted the program managed by the City of Los Angeles is complete and is not accepting applications for new owners, while programs for the other jurisdictions are still active.

Member Cope said that not all of the houses will be treated by the time the new LAX Noise Exposure Map is released. What will happen to the people not in the program yet? Ms. Streeter responded that there will be new noise contours and new eligibility guidelines based on the FAA's Program Guidance Letter 12-09. She added if people are not in the new 65 CNEL contour, they may not be eligible for sound insulation. She also noted that if people are not in the new noise contour, it means their aircraft noise exposure is less.

Member Cope said a number of the eligible properties are rentals, so the owner may not get the notice about the sound insulation program. Ms. Streeter said she has not heard of it being an issue as the package is mailed to the property owner's address, not the rental property.

Inglewood Aviation Commissioner Jim Withrow said that he had an update on one of the statistics. He said that Inglewood completed 1,064 homes in 2013. Ms. Streeter said that she had a figure of 600, but the difference is due to calendar year versus April to April in the case of Mr. Withrow's figure. Ms. Streeter said both numbers are correct.

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

## **5. Briefing on LAX Part 150 Noise Exposure Maps Update**

Roundtable Facilitator Steve Alverson gave a brief update on the progress of the LAX Noise Exposure Map (NEM) Update process, which began in February 2014. He noted that the NEM update is required to ensure continued sound insulation program funding eligibility. He stated that the goal of the project is to submit the updated NEMs to FAA in 2015. Mr. Alverson also reviewed the project elements emphasizing briefings to the Roundtable and community outreach efforts. He also reviewed the project schedule, noting the major dates in 2014 and 2015. He identified the milestones that had been completed, which included the collection of the data required to begin the noise modeling process. He also noted that two public workshops had been held in Los Angeles and El Segundo on the two nights preceding tonight's Roundtable meeting. He closed his presentation by highlighting the upcoming work efforts, which included finalizing the aviation forecasts and submitting them to the FAA for approval, finalizing the noise model inputs and conducting preliminary noise modeling runs, and initiating the preparation of the NEM documentation.

Mr. Alverson's presentation on the LAX Part 150 NEM Update can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **6. Briefing on the LAX Preferential Runway Use Report**

Mr. Alverson briefed the Roundtable on the LAX Preferential Runway Use Report, which was prepared for and submitted to Caltrans as a part of the Title 21 Noise Variance process. He noted that LAWA must participate in the Noise Variance process because LAX was declared a "noise problem" airport by Los Angeles County due to incompatible land uses within the 65 CNEL contour. He noted that LAWA must also apply for a noise variance every three years until the impact area is eliminated. He indicated that under Title 21 of the State Noise Regulations, LAWA must implement programs to reduce the 65 CNEL noise impact area. He said the Preferential Runway Use Policy (PRUP) is one such longstanding program LAWA has implemented to reduce aircraft noise impacts. He stated that under the most recent Variance, LAWA agreed to evaluate and report on the effectiveness of the PRUP.

Mr. Alverson noted that while LAWA established the PRUP, the FAA in its air traffic control role is responsible for implementing the PRUP as safety and traffic volume permit. He reviewed the PRUP, which is to use the outboard runways for arrivals and the inboard runways for departures during 7 a.m. and 10 p.m., maximize the use of the inboard runways between 10 p.m. and 7 a.m., and conduct over ocean operations between midnight and 6:30 a.m. He stated that LAWA actively monitors adherence to the PRUP with its Airport Noise and Operations Management System (ANOMS) and reports the results in the quarterly reports to the State as well as the Roundtable.

Mr. Alverson said that the analysis of the past four years of runway use revealed that adherence to the PRUP is very high with over 90 percent of the departures and arrivals

complying with the Policy. He noted that adherence to the PRUP is slightly higher on the north runway complex than the south runway complex due to the location of the general aviation and cargo facilities on the south side as well as the location of the south airfield runway ends. He indicated that the Report also examined the adherence to the PRUP during the nighttime hours and found the use of the inboard runway for departures decreases during the period from midnight to 6:30 am. He also noted that adherence to the PRUP by general aviation aircraft is lower than the commercial aircraft.

He discussed the primary reasons for non-adherence to the PRUP, which include high air traffic volumes, runway closures for maintenance or emergencies, safe and efficient movement from aircraft out of the general aviation and air cargo facilities, and the new, larger aircraft, such as the A-380 and 747-800s, that are not able to depart Runway 25R due to their long wing spans.

He reviewed LAWA's past efforts to improve adherence to the PRUP as well as a set of recommendations in the Report for improving implementation of the PRUP. He closed his presentation by noting that the Report was submitted to Caltrans on April 11, 2014.

Roundtable members inquired if the Report will be available online. LAWA staff indicated that it will be posted on the LAWA Noise Management webpage at [http://www.lawa.org/welcome\\_lax.aspx?id=788](http://www.lawa.org/welcome_lax.aspx?id=788).

LAWA staff member Lisa Trifiletti stated that the Roundtable should be aware that runway use will be affected by upcoming construction projects including the Runway Safety Area (RSA) work, which is mandated by the FAA. She said that LAWA will be proactive about notifying the community prior to runway closures for RSA construction work.

Mr. Alverson's presentation on the LAX Preferential Runway Use Report can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## 7. Statistical Update on Aircraft Operations

LAWA staff member David Chan presented the statistical update for Work Program Items A9 and A10. The following is a summary of Mr. Chan's presentation.

### **Work Program Item A9: Departures on Runway 25L**

<b>Description: Aircraft departing from Runway 25L create noise disturbances to the communities south of LAX, especially during nighttime hours.</b>
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Mr. Chan compared the annual departures on Runways 25L and 25R noting that there was a spike in Runway 25L departures in 2007 due to construction of the center taxiway which required periodic closures of 25R. He also noted that in 2013 there was an uptick in the use of Runway 25L due to the increase in closure activity for Runway 25R for the Runway Status Light Project. He reviewed the trend for the most recent 13-month period demonstrating how closures of the inboard runway increase departures on the outboard runway and vice versa. He also reviewed the night time departure trends for the two south complex runways which also show a spike in Runway 25L departures when Runway 25R is closed.

He noted that the uptick in 25L departures is also related to the increase in Group 6 (i.e., A-380 and B747-800) aircraft operations at LAX, as these aircraft are unable to depart on Runway 25R due to their long wing spans and limited spacing at LAX. He added that the A-380 operations are mostly passenger aircraft, which operate primarily on the North Complex, while the 747-800 operations are mostly air cargo, which primarily operate on the South Complex. He stated that the 747-800s are much quieter than the older 747s.

He stated that it is difficult for general aviation and air cargo aircraft to depart on Runway 25R as they would need to cross two active runways since their facilities are located on the south side. He said despite this challenge, the FAA has managed to assign more general aviation and air cargo departures on Runway 25R than on Runway 25L.

In reviewing the cargo operations, he indicated that FedEx has the most operations among the cargo carriers at LAX. He noted that FedEx had made a commitment to ask its pilots to request Runway 25R for departures. He reviewed FedEx departures for Runways 25R and 25L for a 13-month period and the results showed a trend of increasing Runway 25R departures as well as decreasing Runway 25L departures. Mr. Chan said that LAWA appreciates FedEx's efforts to minimize nighttime noise exposure in the community.

#### **Work Program Item A10: Turboprop Community Overflights**

<p><b>Description: Turboprop aircraft departing to the west/southwest with destinations to the east overfly the Palos Verdes Peninsula and Torrance en route to the Seal Beach VOR.</b></p>
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Mr. Chan compared the annual southbound turboprop departures to those overflying the Palos Verdes Peninsula. He noted that the annual trends for both southbound turboprop traffic and PV overflights are declining from year to year with an average of only 10 turboprops per day flying over the Peninsula in 2013. He noted these aircraft are typically at 7,000 to 9,000 feet over Palos Verdes. He stated that SkyWest had the most turboprop overflights of the Peninsula, but also had the most southbound departures of all the turboprop aircraft operators.

Mr. Chan then reviewed the annual trend for jet overflights of the Peninsula, which dropped to just one percent of southbound departures in 2013. He added that those jet aircraft are at about 13,000 feet. Mr. Chan contacted Southern California TRACON to ask if they have done anything different that may have resulted in the decrease in jet flights over the Peninsula. He said the TRACON responded that they have focused on air traffic controller education on being a good neighbor.

Mr. Chan's presentation on the Statistical Update on Aircraft Operations 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:

- An article reporting on increased FAA funding for NextGen to more than \$1 billion in Fiscal Year 2015.

- Several articles on planned or potential airline growth at LAX including four new routes for Delta Airlines.
- An article on entrepreneur Erick Lindbergh's quest to have a commercial flight by a quiet electric aircraft in ten years.
- A couple of articles detailing a helicopter pilot's appeal of an alleged violation of the Torrance aircraft noise ordinance.
- An update on two Airport Cooperative Research Program research projects on helicopter noise: Project 02-44 - Helicopter Noise Modeling Guidance, which just completed a literature review, and Project 02-48 - Assessing Community Annoyance of Helicopter Noise, which is in the contracting process.

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

## 9. Roundtable Member Discussion

LAWA representative Scott Tatro updated the Roundtable on the status of the FAR Part 161 application for a proposed restriction on east departures at night during over-ocean operations. Scott reviewed the Part 161 process for those attendees who are not familiar with it. He then explained that LAWA had submitted an initial Part 161 application in January 2012, which the FAA deemed incomplete and requested additional information. LAWA then submitted a supplemental application to FAA in June of 2013 and the FAA also deemed it incomplete.

Scott said that FAA provided a detailed letter indicating the deficiencies that needed to be corrected. He stated that LAWA and its consultant team went through the letter step-by-step to make sure that the latest application would be accepted by FAA. He said FAA's four points covered: (1) the noise study area, which is defined as the area within the 65 CNEL contour; (2) the CNEL values for each data point used in the sleep disruption analysis; (3) depictions of the flight tracks for the non-conforming operations; and (4) additional information in the cost-benefit analysis including, but not limited to, a forecast of future weather conditions. Mr. Tatro noted that the revised application was submitted to FAA on May 9, 2014. He said the FAA has 30 days to determine if the application is complete. He stated that once the FAA accepts the application, it has 150 days to either approve or reject the restriction.

Joe Cech from Wyle Labs asked if the FAA had the same concerns in their earlier rejection letters. Mr. Tatro said that they did, but they weren't as clear as the later letters. Mr. Tatro added that east departures during over-ocean operations are very disruptive as the aircraft are turning tightly and flying over thousands of homes at low altitudes. He added that if the proposed restriction is approved, it would benefit tens of thousands of people.

Member Cope asked if there are fuel savings for airlines not departing to the east. Mr. Tatro said that there would be fuel savings due to the reduced flight distance for aircraft with westbound destinations. Member Cope added that the aircraft requesting an east departure during over-ocean operations would have to wait longer to be cleared for takeoff. Mr. Tatro affirmed that eastbound aircraft do have to wait longer for air traffic control clearance. FAA representative Garcia asked who LAWA has been coordinating with at FAA for the Part 161 process. Mr. Tatro indicated that LAWA has been working with FAA staff in the Airports District Office, Western Region, and Washington Headquarters.

Member Rubin asked if there was information available on the potential impacts of closing Santa Monica Airport (SMO) on air traffic at LAX. Mr. Tatro said that he is not aware of any information of that nature and that it would be premature to attempt to develop it. He added that the only constraint SMO places on LAX's operation is on Runway 24L and 24R departures to the west. He said if SMO were to close, it would likely benefit the west departures on the two north runways. Ms. Lerhman asked if SMO impacts the northern approach to LAX. Mr. Tatro said that aircraft on the north downwind leg are at 8,000 feet, so it is not likely to affect LAX's arrivals from the north.

Member Bailey asked if LAWA had an update on the LAX helipad. Mr. Tatro said he had no update on the LAX helipad.

Mr. Chan stated that at the March 12, 2014 Roundtable meeting, Member Baily had asked if LAWA had received a response from Polar Air Cargo to LAWA's notification letter regarding an east departure during over-ocean operations. Mr. Chan said that Polar Air Cargo had provided a response indicating that an east tailwind prevented a west departure for its heavy, 747 aircraft.

Mr. Chan notified the Roundtable that the election of the Roundtable Chair and Vice Chair will be held at the July Roundtable meeting. He asked Member Cope to serve as the Chair during the nomination and election process. Member Cope agreed to oversee the process.

## **10. Review of Roundtable Actions**

Mr. Alverson indicated that there were no action items or member requests during the meeting.

## **11. Adjournment**

David Chan noted that the next LAX Roundtable meeting is scheduled for 7:00 PM on Wednesday, July 9, 2014 in the Samuel Greenberg Boardroom at LAX. Acting Chairman Jacobson adjourned the meeting at 9:00 pm.