



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of July 9, 2014

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Carl Jacobson, Vice Chairman, City of El Segundo
Blake LaMar, City of Palos Verdes Estates
So Kim, Staff, City of Rancho Palos Verdes
Jessica Duboff, City of Los Angeles, Council District 11
Danna Cope, LAX Area Advisory Committee
Yvonne Bedford, Ladera Heights Civic Association
JoAnn Williams, United Homeowners Association
Martin Rubin, North Westdale Neighborhood Association
June Lehrman, City of Culver City
Rolan Morel, Federal Aviation Administration
Steve May, Federal Aviation Administration
Scott Tatro, LAWA

LAWA, Airline, and Consultant Staff

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

Guest Speakers

Ron Cagle, Federal Aviation Administration
Pat McKeon, Federal Aviation Administration
Steve Culberson, Ricondo & Associates

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. He indicated that the Roundtable meetings are facilitated in order to stay on topic and on schedule. He noted that on the agenda there is a period for public comment and the Chair, at his discretion, may also entertain public comment during specific topics.

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

Chairman Schneider opened the public comment period. A resident who lives in the eastern portion of Rancho Palos Verdes, Petra Schneider, said that in March 2014 she started a spreadsheet to track the dates and times of aircraft noise events she can hear, which she compares to the flights in WebTrak. She indicated she has noted at least 50 events per month. She said she would be happy to share her data with the Roundtable. Hearing no further comments, Chairman Schneider closed the public comment period.

4. Welcome New Member

LAWA staff member David Chan indicated that the City of Culver City had submitted a letter to the Roundtable appointing June Lehrman and Stephen Murray as the City's official Roundtable representative and alternate, respectively. Mr. Chan noted that according to the Roundtable By-Laws, a city may participate in the Roundtable by submitting a letter of interest; no confirmation by a majority vote of the Roundtable is required. He took this opportunity to welcome June and Stephen to the group and provided them with Roundtable Membership Binders. Mr. Chan also asked June to share her concerns about aircraft noise affecting Culver City.

Ms. Lehrman said she is a 25-year resident of Culver City and began noticing aircraft noise in July 2012. She said that Culver City is under the north downwind leg for aircraft landing on the north runways at LAX. She believes something changed in July of 2012 that increased the aircraft noise exposure in the area. She said that she hopes her participation in the Roundtable will help to reveal what changed the noise exposure.

Chairman Schneider asked if LAWA had received a similar letter from Rancho Palos Verdes appointing Ms. Petra Schneider as the City's official Roundtable representative. Mr. Chan said that LAWA had not received the letter. Mr. Chan indicated that once he receives the letter, he will include a new member welcome for Ms. Schneider on the September 10th meeting agenda. Chairman Schneider then invited Ms. Schneider to join other Roundtable members at the table.

5. Election of Roundtable Officers for Two-Year Terms

Roundtable member Danna Cope presided over the Chairman and Vice Chairman election process. She noted that the Roundtable had solicited nominations for both positions and received two expressions of interest: one from current Chairman Schneider and the other from current Vice Chairman Jacobson. Member Cope opened the nomination process to Roundtable members calling three times for any other nominations for Chairman. Member LaMar's motion to nominate Denny Schneider as Chairman was seconded by member Bedford. Hearing no other nominations for Chairman, member Cope acknowledged that Denny Schneider was elected Chairman by acclamation.

Member Cope then opened the nomination process to Roundtable members calling three times for any other nominations for Vice Chairman. Chairman Schneider's motion to nominate Carl Jacobson as Vice Chairman was seconded by member Rubin. Hearing no

other nominations for Vice Chairman, member Cope acknowledged that Carl Jacobson was elected Vice Chairman by acclamation.

6. Work Program Item A6 – Briefing on LOOP Departures

Mr. Ron Cagle, Support Manager at the Southern California TRACON, thanked the Roundtable members for the opportunity to update them on the FAA's plans to run a six-month test on LOOP departures during the period from 9 pm to midnight on a nightly basis. Mr. Cagle introduced his colleague, Support Specialist Mr. Pat McKeon, who conducted the Roundtable briefing. Mr. McKeon said the six-month test would expand the use of LOOP departures from 9 pm to midnight. He explained that LOOP departures are currently used from 7 am to 9 pm on a daily basis. The LOOP departures during the current timeframe are directed by air traffic control to cross the LAX VOR at or above 10,000 feet above mean sea level (MSL). For the proposed 9 pm to midnight test, aircraft will be directed to cross the LAX VOR at or above 12,000 feet MSL. In order to ensure that aircraft make the 12,000-foot altitude, FAA will maintain an 8-mile in-trail separation. He said that the FAA estimates that there are about 28 aircraft per night that would be conducting the LOOP departures during the 9 pm to midnight test.

Mr. McKeon stated that an internal FAA environmental analysis using current track data and altitudes indicated no reportable noise increases. He said that the FAA received a Categorical Exclusion for the six-month test, but would need to conduct a separate environmental analysis in order to make the procedure permanent.

Ms. Schneider asked if FAA considered data for situations in which aircraft overflew over populated areas due to evasive actions. Mr. McKeon said that trying to find data for aircraft making evasive actions would be difficult to do. He suggested that the aircraft Ms. Schneider is seeing may be from Long Beach or Torrance Airports. He added that FAA sees this test as a benefit to residents of Palos Verdes Peninsula as there would be 28 fewer aircraft per night to route around the Peninsula.

LAWA Staff member Lisa Trifiletti asked what the test was designed to achieve. Mr. McKeon said that FAA believes that the procedure will allow them to run aircraft more efficiently. He added that LAX is very busy during that time of night with aircraft going around the Palos Verdes Peninsula in trail. The test will take an average of 28 aircraft per night out of that flow. Ms. Trifiletti asked how FAA will measure to determine if the test is a success. Mr. McKeon said that the test is expected to benefit the LA Center, Southern California TRACON, and LAX Air Traffic Control Tower (ATCT) by emptying the traffic at LAX faster and easing the traffic flows in the Center and TRACON airspace.

Member Rubin asked if the test would have any impact on west departures out of Santa Monica Airport (SMO). Mr. McKeon said the test would have no effect on SMO departures as the SMO ATCT is closed during the test hours, so the departures out of SMO would be conducted the same as they are now.

LAWA representative Scott Tatro asked what the required public notification process will be for the test. Mr. Cagle said the FAA is not here to create noise, they are trying to avoid it. He said they will work with Environmental Protection Specialist Ryan Weller to see if any notification is required.

Mr. Tatro inquired about the timeframe of the test. Mr. Cagle said FAA plans on starting the test at the end of this summer.

Chairman Schneider said the Roundtable has been told that raising the north downwind leg by one to two thousand feet would provide a real noise benefit and asked if the LOOP Departure test would impact the north downwind. Mr. McKeon said that the LOOP Departure has nothing to do with the north downwind. He added that raising the north downwind would have a significant impact on air traffic operations.

FedEx representative Delane asked if they would have to regulate their speed at 280 knots. Mr. McKeon said that federal aviation regulations require aircraft to maintain 250 knots below 10,000 feet MSL.

LAWA representative Scott Tatro requested that the FAA report back to the Roundtable on what type of public notice process, if any, will be used to make the public aware of the upcoming FAA's 9 PM to Midnight Loop Departure Test.

The LOOP Departure Test presentation is available online at the Roundtable webpage: <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

7. Work Program Item A2 – Presentation on the Part 161 process

Roundtable Facilitator Steve Alverson gave a presentation on the FAR Part 161 process, highlighting that LAWA's FAR Part 161 application for a nighttime restriction on east departures during westerly or over-ocean operations had been accepted as complete by FAA on June 10, 2014, which began a 150-day review period during which FAA must approve or disapprove the restriction. He then reviewed the history of Part 161, which dates back to the 1990 Airport Noise and Capacity Act (ANCA). He noted that Congress had enacted ANCA to stop the proliferation of aircraft noise restrictions in return for a phase out of Stage 2 aircraft greater than 75,000 pounds. He said FAR Part 161 was the regulation FAA created to assess proposed aircraft noise and access restrictions. He stated that in the 24 years since ANCA, no air carrier airports had successfully enacted a new noise restriction and only one general aviation airport, Naples Municipal, had enacted a restriction on Stage 2 aircraft below 75,000 pounds. He indicated that the Naples restriction has no bearing on new restrictions at air carrier airports on Stage 3 aircraft.

He said that LAWA had made a good faith effort to prepare an application for a restriction on east departures that met FAR Part 161 requirements, but FAA is solely responsible for approving or disapproving the restriction and based on history, it will be an uphill battle to receive FAA approval. Mr. Alverson concluded by noting that FAA is accepting public comments on the application through July 26, 2014. Mr. Alverson provided the information for the FAA contact person who is receiving comments on the docket as well as links to FAA's online comment page and LAWA's FAR Part 161 application page, which are included in the full presentation at the link provided below.

LAWA staff member David Chan noted that he had prepared, in advance, two letters on behalf of the Roundtable. One letter is addressed to the FAA to express support for LAWA's FAR Part 161 application and the other letter will go to the surrounding communities to urge them to submit letters in support of the proposed restriction. He also solicited any additional contacts to be included in the distribution list. Roundtable members suggested adding the Cities of Santa Monica and Lawndale, and Congresswoman Janice Hahn. Vice Chairman

Jacobson's motion to approve the submission of the two letters under the Chairman's signature, which was seconded by member Cope, passed unanimously.

The Part 161 presentation is available online at the Roundtable webpage:
<http://www.lawa.org/LAXNoiseRoundTable.aspx>.

8. Work Program C6 – Airport Cooperative Research Program (ACRP) Discussion

Roundtable Facilitator Steve Alverson reviewed the Roundtable's prior practice of reviewing ACRP Problem Statements and offering recommendations to the ACRP on certain problem statements that pertain to aircraft noise research. He noted that recently the ACRP Program Manager indicated that the ACRP would no longer be providing Problem Statements for the Roundtable's review.

Mr. Alverson then reviewed the ACRP structure and process indicating that the ACRP Oversight Committee (AOC) receives input from ACRP staff and TRB (Transportation Research Board) committees with the AOC making the final decision on the Problem Statement selection. He noted the ACRP process does not allow for unsolicited input.

Mr. Alverson indicated that while the Roundtable could, alternatively, consider preparing problem statements, the process is time consuming and best suited for aviation industry professionals involved in research. He suggested that the Roundtable may wish to consider closing Work Program Item C6 since providing input to the ACRP is no longer a viable option. He indicated that the Roundtable would continue to receive updates on ACRP research efforts relevant to the Roundtable as a part the Aviation Noise News updates and during special agenda items, as warranted.

Roundtable members expressed disappointment in not being able to provide direct input to the ACRP Problem Statement review/selection process. LAWA representative Scott Tatro said that to the extent that the Roundtable had a research topic that met the ACRP's submittal requirements, LAWA would consider supporting the Roundtable's efforts. He added that LAWA has been involved in the ACRP for many years and LAWA Executive Director, Gina Marie Lindsay, served on the AOC.

Member LaMar's motion to close Work Program Item C6 was seconded by Member Rubin, and passed unanimously.

The ACRP Discussion presentation is available online at the Roundtable webpage:
<http://www.lawa.org/LAXNoiseRoundTable.aspx>.

9. 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 reviewed the general trend in aircraft operations at LAX for the past two decades noting that increases or decreases in total operations tend to influence the trends that are associated with specific operations. He pointed out that LAX operations had reached the lowest level in 2009 with nearly 545,000 operations and had been gradually increasing since, reaching approximately 615,000 annual operations in 2013. He noted that the graph also included the number of annual passengers, which indicates that airlines at LAX are

carrying more passengers per flight now than they had in the past. Steve Alverson noted that the number of passengers per flight had grown from approximately 74 in 1994 to over 108 in 2013.

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 non-conforming east departure statistics indicating that east departures spiked in 2004 due to a Pacific thunderstorm. He reviewed the monthly variation in east departures covering the recent 13-month period and noted that east departures vary from month to month depending on weather conditions. He stated that the international carriers tend to have high numbers of east departures due to the size of their aircraft and their tendency to operate long haul flights. He added that Qantas had the most non-conforming east departures during the past year as they operate the most 747s at LAX.

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 reviewed the annual trend in early turns to the north, highlighting the fact that they dropped off dramatically after 2005. He explained that the drop off was due to a switch from turboprops to regional jets. Mr. Chan noted that there had been a decline in turboprop early turns in 2013 due to overall reduction in turboprop traffic at LAX. In reviewing the monthly early turns for the past 13 months, the numbers range from a high of 14 to a low of 4.

Mr. Chan then reviewed the south early turn statistics explaining that the spike in 2007 was due to construction of the new center taxiway and periodic closure of the inboard runway (25R). He noted the early turns to the south were relatively steady from 2011 to 2013, as well as the monthly results more recently. He also indicated that south early turns represent about one percent of the total departures on the south runway complex.

Chairman Schneider asked if Mr. Chan had observed any trends by aircraft type or time of day. Mr. Chan said that because turboprops are slow climbers, Air Traffic Control will turn them early to get them out of the way of faster climbing aircraft behind them.

Mr. Chan noted that the Hyperion gate experiences the most south early turns. He further explained, however, that LAWA investigates only the early turns that pass through the El Segundo and Playa del Rey gates due to workload. He said that LAWA staff listens to the pilot/controller communications, and reviews wind conditions and flight tracks to determine the cause of each early turn. He noted most of the early turns are either pilot or controller initiated. He added that SkyWest has the most early turns because they operate the most flights among the carriers at LAX. He said that over the past year SkyWest had 810 early turns out of approximately 62,000 annual departure operations. He stated that LAWA notifies airlines and GA operators that execute early turns.

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 were on a declining trend from year to year reaching the lowest level in 2009 and have been trending up since that time; corresponding to the overall annual traffic trend. He further explained that go-arounds do fluctuate from month to month as they are unplanned operations. He explained some of the common reasons for go-arounds including aircraft coming in too fast or too high, poor visibility due to inclement weather, and existing traffic on the runway. He then reviewed the statistics for aircraft not maintaining runway heading during go-arounds indicating that these events represent about 10 percent of the total go-arounds. Chairman Schneider asked what the other 90 percent was comprised of. LAWA representative Scott Tatro said the other 90 percent of the go-arounds occur directly over the top of the runway.

FAA LAX Air Traffic Control Tower representative Rolan Morel explained that go-arounds are a complete surprise for air traffic controllers who suddenly have an aircraft where they did not expect one. He added that FAA's approach is to handle go-arounds in a manner that maintains safety, which may require turning an aircraft off of runway heading.

Mr. Chan finished his presentation by indicating SkyWest has the most go-arounds as well as the most operations at LAX. He also pointed out that go-arounds by air carriers tend to occur more frequently on the runway complex nearest to where the air carrier is parked.

Culver City Alternate Stephen Murray asked what the basis for east departures is at night. Mr. Chan said that it is based on pilot judgment. FedEx representative Delane stated that although each aircraft is different, departing with a tailwind takes away a safety margin. He added that it is safer to takeoff into the wind whenever possible. He said that the east tailwinds during over-ocean or westerly operations at LAX is not a problem for FedEx. Member LaMar added that a tailwind has a much greater negative effect than a headwind has a positive effect on takeoff. Mr. Tatro said that LAWA would prefer airlines not conduct east departures during over-ocean or westerly operations. The Part 161 restriction on these east departures could mean that airlines would choose to offload passengers and/or cargo so that they can depart to the west just like all of the other aircraft at that time.

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

10. Aviation Noise News Update

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

- The release of FAA Order 7110.659A which provides guidance on the implementation and use wake turbulence re-categorization procedures and separation minimums
- An article on TRB's Environmental Impacts of Aviation Committee statement regarding the need for more research on annoyance, sleep, and health

- A news report on the House of Representatives narrowly defeating an amendment to insert a mandatory curfew at Bob Hope Airport into the Transportation, Housing, and Urban Development Appropriations Act
- An article on Airbus' "E-Fan" battery-powered electric aircraft that produces zero air emission and zero noise according to Airbus
- A news story on a recent market study that indicates the airlines are phasing out Boeing 747 aircraft from passenger service in favor of twin-engine aircraft
- An article on the upcoming wave of aircraft retirements, which is estimated to reach 1,000 aircraft per year

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

11. Roundtable Member Discussion

Chairman Schneider asked LAWA for an update on the Runway Safety Area (RSA) project on the north complex at LAX, which he believes needs to be completed by 2015. Mr. Steve Culberson from Ricondo & Associates briefed the Roundtable on the details of the RSA project. Mr. Culberson stated that Runway 6R/24L will be slightly shortened to accommodate the new runway safety area. Construction will begin in 2015 and go through most of 2016. He said that during the 5 to 6 month phase of construction, aircraft would use the outboard runway 6L/24R at night more often and some aircraft may shift to the south complex as necessary. Mr. Culberson added that LAWA will be installing an engineered materials arresting system (EMAS) on the end of Runway 6R, which will shift the Runway 480 feet to the west. Mr. Culberson closed by stating that the RSA process is an FAA requirement for all Part 139 air carrier airports. Ms. Trifiletti said that LAWA will be back before the Roundtable with updated information as the environmental process moves forward. LAWA representative Tatro stated that he does not expect people to notice much change in aircraft operations during the RSA construction.

Mr. Chan reported that in April LAWA staff had visited member Williams' home to measure and observe aircraft operations in an effort to help Ms. Williams better understand the noise situation in Windsor Hills. A portable noise monitor was left on the property for approximately one week. Mr. Chan stated that in June, LAWA staff sat down with member Williams and L.A. County Supervisor representative to review the noise measurement data. Mr. Chan said there are many types of aircraft operations that contribute to the aircraft noise exposure in Windsor Hills. The most common ones include north downwind arrivals and loop departures during the day. At night, over-ocean arrivals and regular westbound departures can be heard at Member Williams' home. He noted that at night the ambient noise level is low and one can clearly hear aircraft operations at LAX. Mr. Chan said that the measured aircraft noise levels at Member Williams' property ranged from 45 to 52 dB CNEL. He noted that 65 CNEL and above is the level required for consideration for sound insulation.

Member Williams expressed appreciation for LAWA's work, but asked if there is any way to know if the noise levels now are louder than what they used to be. Member Lehrman said that unless there were measurements made at an earlier point in time, there is nothing to compare the recent measurements to. LAWA Staff member Kathryn Pantoja explained that LAWA operates an extensive network of permanent aircraft noise monitors that extend well beyond LAX's 65 CNEL contours. She said the measured levels are reported on a quarterly basis and show little change over time. She suggested that aircraft noise exposure over a particular location would have to change a lot in order to increase the CNEL. She said that

there has been no change in the standard arrival procedure over Culver City or Windsor Hills. Member Lehrman said she understands LAWA's position is that the data show no changes in aircraft altitudes, but she believes that if LAWA analyzes additional data, the results will show aircraft flying higher over Culver City two years ago. Member Williams said the aircraft noise levels are more impactful now than they used to be. Chairman Schneider said the Roundtable would continue to follow up on this issue.

Member Cope asked if there was anything new to report in the area of low frequency noise. Mr. Alverson said that there has not been any recent news on low frequency aircraft noise.

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 members elected Denny Schneider and Carl Jacobson to continue serving as Chair and Vice Chair, respectively, for a two-year term.

The Roundtable approved sending a letter to the FAA to express support of LAWA's FAR Part 161 Application for a nighttime restriction on east departures during Westerly or Over-Ocean Operations. It also approved sending a letter to the surrounding cities, jurisdictions, and communities to urge them to submit comment letters as well in support of the proposed restriction.

The Roundtable approved a motion to close Work Program Item C6 - Airport Cooperative Research Program.

Member Requests

LAWA representative Scott Tatro inquired if the FAA plans to provide any type of notification to the public about the upcoming test of the LOOP Departure operating on an extended timeframe from 9 p.m. to midnight. FAA representative Steve May indicated that he will find out and report back to the Roundtable.

12. Adjournment

Mr. Chan noted that the next LAX Roundtable meeting is scheduled for 7:00 pm on Wednesday, September 10, 2014 in the Samuel Greenberg Board Room. Chairman Schneider adjourned the meeting at 9:16 pm.