



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Special Meeting of June 8, 2016

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, City of Rancho Palos Verdes
Dinesh Ghiya, City of La Habra Heights
Anthony Anderson, City of Los Angeles – Council District 8
Omar Pulido, City of Los Angeles – Council District 11
Danna Cope, LAX Area Advisory Committee
JoAnn Williams, United Homeowners Association
Martin Rubin, North Westdale Neighborhood Association
June Lehrman, City of Culver City
Cesar Vega, City of Monterey Park
Jim Withrow, City of Inglewood
Terry Boyle, Federal Aviation Administration
Scott Tatro, LAWA

LAWA, FAA, and Consultant Staff

René Spencer, LAWA
David Chan, LAWA
Dan Yeung, LAWA
Joanne Choi, LAWA
Kathryn Pantoja, LAWA
Barry Davis, FAA Southern California TRACON
Steve Alverson, Roundtable Facilitator

A quorum of the members was present.

1. Welcome/Review of the Meeting Format

Roundtable Facilitator Steve Alverson welcomed everyone and reviewed the special meeting format. He noted that the meeting was being held to discuss one topic; the Results of North Downwind Arrival Study. He explained that the public comment period would be opened after the presentation and Roundtable Member discussion. Due to the amount of material he needed to cover this evening, he asked that questions be held until after the presentation.

2. Call to Order

Roundtable Chairman Schneider called the meeting to order at 7:02 pm PDT in the Samuel Greenberg Boardroom at LAX. Chairman Schneider also acknowledged several elected official representatives who attended tonight's meeting.

3. Work Program A13 - Discuss Results of North Downwind Arrival Study

Mr. Alverson provided a presentation on the North Downwind Arrival Study covering the background, roles, study design and elements, and the findings. The purpose of this study is to determine whether there are any changes in altitudes, fleet mix, published procedures, noise levels in key locations, and other elements that may cause residents to notice an increase in flight activity and noise in areas along the north downwind arrival route, which is in effect during Westerly Operations. The following is a summary of the key findings.

The review of LAX's published arrival procedures indicated that there is only one arrival procedure currently in use for the north downwind route, called the SADDE. The SADDE was in use as early as 2004 and has remained unchanged. In September 2012, two RNAV STAR arrival procedures, SYMON and KEACH, were published but were never put into use by FAA.

The analysis of arrival traffic at LAX showed that north downwind arrivals have increased by 22 percent over the last six-year period, which is consistent with the overall growth in LAX operations during that time.

The findings also identified changes in aircraft fleet mix during the study period with more regional jets operations, a ten-fold increase in New Large Aircraft (A380 and B748), an increasing trend of large two-engine aircraft (B777 and B787) replacing large four-engine aircraft (B747), and fewer non-jet aircraft operating at LAX.

The noise modeling analysis of aircraft categories using Sound Exposure Level (SEL) calculations indicated a slight upward trend in SEL for the Large Narrow-Body and New Large Aircraft while virtually no change in SEL for the Large Wide-Body and Small Narrow-Body. The Non-Jet aircraft group showed a slight decrease in SEL. The changes in SEL were likely due to different aircraft entering or leaving certain aircraft categories as opposed to the SEL of a particular aircraft type becoming louder or quieter.

The analysis of flight track density maps and altitude distribution graphs for 2014 and 2015 indicated that there were notable changes in both data sets beginning in the summer of 2014 and ending in the summer of 2015. East of the SMO VOR, flight tracks became more densely concentrated along the centerline of the arrival course, while to the west of the SMO VOR there was a slight shift of track density to the north.

The analysis of altitudes and slant distances indicated that these two elements remain largely unchanged.

Mr. Alverson concluded the presentation by noting the combination of several changes as described above may have resulted in increased public awareness of the traffic flow and usage of the north downwind arrivals, and resulted in increasing numbers of individuals submitting complaints.

The complete presentation on the North Downwind Arrival Study Results can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

4. Roundtable Member Discussion

Roundtable members thanked LAWA for undertaking the Study and observed that it was apparent from the flight track distribution and altitude data density plots that there had been a noticeable change in the location and density of the North Downwind Arrival flight tracks from the summer of 2014 to the summer of 2015. The members asked Mr. Barry Davis, Manager of the Southern California TRACON, if he could explain the reason for the change. Mr. Davis could not explain why the flight track concentration had occurred. The Roundtable members asked Mr. Davis if the FAA could investigate further the cause of the change and report back to the Roundtable. Mr. Davis asked that the Roundtable would need to submit a formal request in writing.

Roundtable members asked if the data analysis for gates/areas not covered during the presentation would be made available for public review. LAWA indicated that all graphics, analyses, and the technical report pertaining to the North Downwind Arrival Study will be made available.

A representative from Congresswoman Karen Bass' office asked Mr. Davis if the concentration of flight tracks from the summer of 2014 to the summer of 2015 would be what the community should expect when the Southern California Metroplex is implemented. Mr. Davis said he was not authorized [sic] to answer that question as the Record of Decision for the Metroplex Environmental Assessment has not been released yet.

Member Omar Pulido requested that LAWA provide a presentation about the SoCal Metroplex Project to the Roundtable at the July meeting. LAWA agreed to do so.

5. Comments from the Public

Chairman Schneider opened the public comment period.

Several members of the public from Culver City, Pacific Palisades, and East LA commented that they had lived in their homes for many years and had never before experienced the frequency of low/loud aircraft overflights that began a couple of years ago and is ongoing. They encouraged LAWA to continue with the Study and to include the same data analysis and plots for the first five months of 2016. Other comments included concerns about: the A-weighting scale used to calculate the Sound Exposure Levels in the Study, the notation on the timeline regarding the release of the Metroplex EA, and whether the Step-Down approach would be a better procedure from the standpoint of aircraft noise than the Continuous Descent Approach (CDA) for the residents of Culver City.

When there were no additional public comments, Chairman Schneider closed the public comment period.

6. Formal Action Items and Other Requests

Formal Action Items

None.

Other Items

Roundtable members asked the FAA to conduct additional research into the cause of the north arrival flight track concentration between summer 2014 and summer 2015. The FAA representative indicated that the Roundtable would have to follow up with a formal request to FAA.

Members inquired whether the data analysis for gates/areas not covered during the presentation will be made available for public review. LAWA indicated that all graphics, analyses, and the technical report pertaining to the North Downwind Arrival Study will be made available.

Several members of the public encouraged LAWA to continue with the study to include information for 2016.

Member Omar Pulido requested that LAWA provide a presentation about the SoCal Metroplex Project to the Roundtable at the July meeting. LAWA agreed to do so.

7. Adjournment

Chairman Schneider adjourned the meeting at 9:18 pm.