



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Special Meeting of October 12, 2016

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Blake LaMar, City of Palos Verdes Estates
Anthony Anderson, City of Los Angeles – Council District 8
Omar Pulido, City of Los Angeles – Council District 11
Danna Cope, LAX Area Advisory Committee
Martin Rubin, North Westdale Neighborhood Association
Stephen Murray, City of Culver City
Teresa Real Sebastian, City of Monterey Park
Jim Withrow, City of Inglewood
Terry Boyle, Federal Aviation Administration
Scott Tatro, LAWA

LAWA and Consultant Staff

Kathryn Pantoja, LAWA
René Spencer, LAWA
David Chan, LAWA
Steve Alverson, ESA

Guest Speakers

Glen Martin, FAA
Rob Henry, FAA

A quorum of the members was present.

1. Welcome/Review of the Special 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 noted that the audio for the meeting was being recorded at the request of Roundtable Vice Chairman Carl Jacobson, who is on vacation and unable to attend this special meeting focused on the FAA's briefing on the SoCal Metroplex. Mr. Alverson noted that the FAA is responsible for the safe and efficient use of the National Airspace System. He concluded by announcing a "Roundtable 101" session (described on a

flyer distributed to members) scheduled for 5:45 pm on November 9, 2016, immediately prior to the regular Roundtable meeting and noting that a light dinner would be provided to the Roundtable members.

2. Call to order, Pledge of Allegiance, and Identification of Those Present

Roundtable Chairman Denny Schneider called the meeting to order at 7:00 p.m. PDT in the Samuel Greenberg Boardroom at LAX. Member Cope led the Roundtable members and audience in the pledge of allegiance. Roundtable members and members of the audience introduced themselves and stated their affiliations.

3. Work Program A1 – Briefing on FAA SoCal Metroplex Project

Federal Aviation Administration (FAA) Regional Administrator Glen Martin, and FAA Southern California Metroplex Project Manager Rob Henry, presented an update on Metroplex Project including a review/response to the Roundtable's noise abatement recommendations and comment letters for the Metroplex Project, the procedures being implemented on November 10, 2016, the FAA's community engagement program, and the upcoming schedule of Metroplex events.

Mr. Martin stepped through each of the Roundtable-recommended noise abatement measures describing how they were considered by FAA and whether or not they could be implemented. The following is a summary by Work Program designation:

A3 – Early Turn of Aircraft Departing to the West - The Roundtable recommended placing a fix at the shoreline to help reduce early turns, but the FAA determined that it would be too close to the runway end to be picked up by the aircraft's flight management system. FAA placed departure fixes further out in the ocean, which will accomplish the same goal. FAA confirmed that aircraft flying a straight line to the initial fix will not make an early turn; however, an early turn could occur if aircraft are taken off the procedure by FAA Air Traffic Control for separation and safety requirements.

A6 – Improperly Flown LOOP Departures - FAA explained that the ORCKA RNAV SID that will replace the LOOP Departure was designed to have aircraft remain away from the beach communities and will be more precise than the current method of vectoring aircraft.

A10 – Turboprop Community Overflights - FAA indicated that SkyWest Airlines has retired its turboprop operations in mid-2015, which resulted in a significant decrease in turboprop flights over Palos Verdes. The turboprop JEDDD SID procedure was canceled and aircraft will continue to use the Seal Beach SID.

A11 – Continuous Descent Approaches at Lower Altitudes (La Habra Heights) - FAA indicated that aircraft cannot be on a glideslope greater than 3 degrees as they need to intercept the glideslope from below for safety. FAA considers glideslopes greater than 3 degrees as a safety risk.

FAA then reviewed responses to the Roundtable comments on the Metroplex EA as summarized below.

Exposing new residential areas to aircraft overflights – FAA responded that the purpose of the new Metroplex procedures is to improve safety and efficiency, increase repeatability, and

reduce pilot/controller workload. FAA acknowledged some areas will receive new overflights, but indicated that the change would not result in significant or reportable noise impacts.

LAWA staff member David Chan asked whether the TRITON1 departure procedure would shift the flight tracks from Manhattan Beach to Redondo Beach. Mr. Henry confirmed TRITON1 would result in a shift.

Lowering aircraft altitudes over communities – FAA explained that due to airspace complexity in the Los Angeles Basin, most altitudes cannot be changed; however, based on community input, FAA developed the MDNYT STAR, which allows aircraft to fly up to 2,000 feet higher (8,000 to 10,000 ft. altitude at the CLIFY waypoint) during Over-Ocean Operations from midnight to 6:30 am. During Easterly Operations, FAA confirmed that the minimum crossing altitude of the CLIFY waypoint was lowered to 7,000 feet MSL from 8,000 feet MSL, so that it would tie into the new RNP procedure. FAA also looked into raising the altitude on the LADYJ SID, but could not do so as it would create numerous traffic conflicts.

New RNP concentrate flights over waypoints such as CLIFY and TRNDO – FAA noted that the design team considered routing aircraft over compatible land uses such as highways and commercial where possible and acknowledged that the use of advanced navigation capabilities will result in the concentration of flight tracks.

Will FAA consider making changes after implementation? – FAA will monitor the situation closely and is willing to work with the Roundtable if there are concerns. FAA is willing to make adjustments if necessary. A member asked if the FAA could provide examples where the FAA and community have successfully worked together. FAA cited Charlotte and Washington D.C. as examples.

Concern over the Extended Downwind Approach over Monterey Park – FAA indicated it developed RNP approaches that will help keep aircraft that use the Extended Downwind west of the 710 freeway. When the LAWA representative asked whether the RNP would help Monterey Park, FAA responded that after a procedure is published, aircraft need to be equipped to fly it, pilots need to be trained to fly it, and the airlines need to select it. FAA suggested that the Roundtable may want to encourage the airlines to fly it, but noted that even if every aircraft were equipped to fly it, air traffic volume will still cause vectoring. FAA added that at the present time United, Southwest, and Delta are trained and equipped to fly the RNP approach.

Support of proposed procedures that will de-conflict SMO and LAX departures – FAA said that while the Design Team was unable to fully de-conflict SMO and LAX departures, they did develop a SID that will reduce reportable ground delays from Runway 21 at SMO.

Conduct the noise analysis using CNEL – FAA indicated that the SoCal Metroplex is solely a federal project. Therefore, DNL is the noise metric FAA is required to use.

The Draft EA does not provide sufficient detail and assumptions – FAA explained that the noise modeling and methodology met NEPA requirements and the final EA discussed all of the assumptions in detail.

FAA then provided a list of the SIDs, STARs, and approaches that are scheduled for implementation on November 10, 2016, highlighting the WAYVE ONE STAR for turboprops at

LAX and the RNAV RNP procedures to Runways 06L/R and 07L/R, and invited the Roundtable to participate in the FAA's upcoming community engagement schedule.

When asked whether closure of SMO would affect the altitude of aircraft flying into LAX, FAA indicated the altitude of aircraft flying into LAX would not change.

When asked the number of aircraft operations the FAA is forecasting for LAX in 2016 and 2021, FAA indicated that the information is in the EA.

A member requested that the link to the video on how to use the Google maps in the EA be sent to the Roundtable members.

A member asked why the location of a fix on the IRNMN ONE STAR shifted closer to the shore. FAA representative said he did not know why the fix had moved. A member then asked whether the fix be could be moved back toward the ocean.

The FAA's SoCal Metroplex Project presentation can be found at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

4. Roundtable Member Discussion

LAWA reminded the members that there will be a "Roundtable 101" presentation beginning at 5:45 pm prior to the next regular Roundtable meeting on November 9, 2016 in the room next to the Board Room. He added that a light dinner will be provided. A Roundtable member asked whether the Roundtable 101 presentation could be sent out in advance of the meeting.

5. Comments from the Public

Chairman Schneider opened the public comment period and asked that speakers keep their remarks to three minutes in length.

A Long Beach resident stated that WebTrak has not been working for five days. LAWA representative Scott explained that the FAA radar feed has been down nationwide for several days due to security issues. She noted that she is experiencing aircraft from LAX at 11 pm, 12 am, and 1 am overflying her home. She asked how someone gets on the LAX Roundtable. Chairman Schneider said that a letter appointing her to the Roundtable is required.

A member of the South LA Alliance noted that she thought that the FAA was going to provide a briefing on the Metroplex not a response to the Roundtable's recommendations. She offered to be a liaison to the FAA's public outreach efforts on the 25th and 26th. She added she would like to see the flight tracks concentrated over commercial areas and would like to know the percent deviations from the new procedures.

A 20-year resident of Mar Vista who lives east of SMO noted that every plane goes over his property, especially the A-380s including one at 4:30 am. He added the planes rumble his walls. He thanked the Roundtable for its work.

7. Formal Action Items and Other Requests

Formal Action Taken

None.

Other Requests

Member Real Sebastian requested that the Roundtable 101 presentation be sent out in advance of the November 9th meeting. She also reiterated her request that presentations be sent out in advance of Roundtable meetings.

Chairman Schneider requested that the link to the video on how to use the Google maps in the EA be sent to the Roundtable members.

Member Real Sebastian asked for the names and titles of the FAA staff members who were on the panel that decided on the Metroplex procedures.

Member Pulido requested an update on the letter from the FAA providing a response on the cause of the change in the North Downwind Arrival.

8. Adjournment

Chairman Schneider adjourned the meeting at 9:00 pm PDT.