



## **LAX/COMMUNITY NOISE ROUNDTABLE**

Recap of the Regular Meeting of September 13, 2017

### **Roundtable Members Present**

Denny Schneider, Westchester Neighbors Association  
Carl Jacobson, City of El Segundo  
Blake LaMar, City of Palos Verdes Estates  
Robert Nemeth, City of Rancho Palos Verdes  
Margaret Peters, City of Los Angeles – Council District 8  
Geoff Thompson, City of Los Angeles – Council District 11  
Danna Cope, LAX Area Advisory Committee  
JoAnn Williams, United Homeowners Association  
Michael Salman, United Neighborhoods Neighborhood Council  
Martin Rubin, North Westdale Neighborhood Association  
Laurie Smith, Bluff Park Neighborhood Association  
June Lehrman, City of Culver City  
Ray Alfonso, City of Monterey Park  
Jim Withrow, City of Inglewood  
Brian Lewin, City of Rosemead  
Jacqueline Hamilton, U.S. House Representative – 37<sup>th</sup> District  
Terry Boyle, Federal Aviation Administration  
Kendrick Okuda, LAWA

### **Guest Speaker**

James Castañeda, SFO Roundtable Coordinator

### **LAWA, FAA and Consultant Staff**

Kathryn Pantoja, LAWA  
René Spencer, LAWA  
David Chan, LAWA  
Dennis Roberts, FAA  
Steve Alverson, ESA  
Chris Sequeira, ESA  
Karen Calderon, ESA

A quorum of the members was present.

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

Roundtable Facilitator Steve Alverson welcomed the members and public and indicated his role was to ensure all participants stay on topic so that the meeting stays on schedule. Alverson asked speakers to complete comments within three minutes.

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

Chairman Denny Schneider called the meeting to order.

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

FAA representative Dennis Roberts commented that the FAA is committed to collaborating with LAWA, the LAX Roundtable, and listening to community concerns; however, based on advice from FAA's legal counsel related to recent litigation against the FAA, he could not present or answer questions at tonight's meeting.

Eighteen residents from West Adams, Palos Verdes, Malibu, Pacific Palisades, Santa Monica, Mar Vista, and Culver City expressed concerns about aircraft noise over their communities, especially during nighttime hours and the related health and environmental impacts.

## **4. Work Program C1 – Briefing on SFO Roundtable Efforts to Reduce Noise Associated with NorCal Metroplex**

SFO Roundtable Coordinator James Castañeda gave a presentation on how the SFO Roundtable has responded to community concerns regarding the implementation of Metroplex in the San Francisco Bay Area. He gave an overview of the SFO Roundtable background and its current membership, the complexity of the San Francisco airspace, a timeline of the implementation of Metroplex for that region, and the steps the SFO Roundtable has taken to review new flight paths, including challenges and lessons learned.

Several members inquired and received answers regarding how the SFO Roundtable gets their technical information, who is the SFO Roundtable's FAA contact person, how they deal with tracking public comments on an administrative level, the role that elected officials played in their successes, and airline participation in Roundtable meetings.

The complete presentation related to SFO Roundtable Efforts to Reduce Noise Associated with NorCal Metroplex can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **5. Briefing on Court Ruling of Phoenix's Flight Path Changes**

Mr. Alverson gave a brief overview of the Court Ruling on FAA's RNAV flight path changes in Phoenix. He noted that with this case, the FAA implemented changes to the arrival and departure flight paths at Phoenix Sky Harbor International Airport using a Categorical Exemption (CatEx) environmental review, which does not require public notice. When residents began to notice the new flight paths, the City of Phoenix asked the FAA to revert to the old flight paths, but the FAA said it could not. Phoenix sued the FAA and the Court found in the City's favor noting that the FAA should have known that the new flight tracks would cause noise disturbances to the public, including historic districts. The Court directed the FAA

to return the flight tracks back to the pre-RNAV condition. At this time, it is not clear how the FAA will comply with the Court's order. Mr. Alverson noted that the Phoenix case is not comparable to the SoCal Metroplex, because the FAA conducted an Environmental Assessment (EA) for the SoCal Metroplex, which included an extensive public outreach process and public comment period.

## **6. Analysis of LAX North Downwind Arrivals at DAHJR waypoint**

LAWA staff member Kathryn Pantoja presented altitude data for the LAX North Downwind Arrivals at DAHJR waypoint. She indicated that since the implementation of Metroplex there has been a concentration of flights traveling along the north downwind route towards the DAHJR waypoint. Ms. Pantoja indicated that aircraft are flying at similar altitudes before and after Metroplex implementation.

Member Salman noted that although planes may be flying at similar altitude levels, the concentration of planes makes the noise levels higher for the affected residents. Additionally, the number of planes flying below the 6,000 ft. minimum altitude level is completely unacceptable, particularly during quiet hours when the noise sensitivity is at its highest. Member Salman requested that the Chair write a letter to the FAA Administrator with copies to congressional representatives requesting that FAA air traffic controllers require aircraft to adhere to the 6,000-foot minimum altitude at the DAHJR waypoint on the North Downwind Approach, especially during the nighttime and early morning hours when there is less air traffic. The motion was seconded by Member Lehrman and approved by the Roundtable with LAWA abstaining.

The complete presentation related to the LAX North Downwind Arrivals at DAHJR waypoint can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **7. Discussion/Approval of Sending a Roundtable Letter to Congress Suggesting Amendments to FAA's Reauthorization Bill**

Due to time constraints, this agenda item was postponed to a future meeting.

## **8. Consideration of Recording Roundtable Meetings**

LAWA staff member David Chan indicated that there had been a member request to record the audio along with the presentations shown on the screen at the Roundtable meetings with the recordings to be posted online. Member Okuda pointed out the since there is an additional cost associated with making and posting these recordings that come out of the LAWA's operational budget, the recordings can be made on a trial basis so that the cost/benefit can be assessed by LAWA.

Member Rubin made a motion to record the Roundtable meeting audio and presentation slides for posting on the Roundtable website on a trial basis. The motion was seconded by Member Thompson and was unanimously approved by the Roundtable.

## **9. Roundtable Member Discussion**

Members discussed the upcoming UC David Aviation Noise Symposium in Long Beach. Mr. Chan mentioned that LAWA will cover the expenses for one Roundtable member to attend.

He added that the Roundtable will need to select that member at the November 8, 2017 regular meeting.

Chairman Denny Schneider indicated he would coordinate with LAWA to hold a special meeting as a tutorial for Roundtable members on how to find and interpret FAA's Instrument Flight Procedure (IFP) Gateway data on the FAA website. Member Salman added that the FAA is in the process of posting information on LAX flight procedures. He noted that FAA was invited to give the Roundtable briefing on IFP and upcoming procedure changes, but since it cannot do that now due to legal issues, a special meeting should be held within two weeks of the September 13, 2017 meeting to teach members how to access the IFP information, so that the Roundtable can provide the FAA with informed written comments on certain proposed IFP changes during the comment period that closes on September 25, 2017.

City of Monterey Park Representative Alfonso submitted copies of the City's new aircraft noise ordinance as well as a copy of the City's letter to FAA Administrator Michael Huerta.

Member Nemeth requested a statistical update of aircraft flying over the Palos Verdes Peninsula, when possible. He also reaffirmed the City of Rancho Palos Verdes' concern about aircraft noise.

## **10. Review of Roundtable Action Items**

Mr. Alverson reviewed the formal actions taken from tonight's meeting:

### **Formal Actions Taken**

- The Roundtable approved a motion to authorize the Chair to write a letter to the FAA with copies to congressional representatives requesting that FAA air traffic controllers require aircraft to adhere to the 6,000-foot minimum altitude at the DAHJR waypoint on the North Downwind Approach, especially during the nighttime and early morning hours when there is less air traffic.
- The Roundtable approved a motion to record, on a trial basis, the Roundtable meeting audio and presentation slides for posting on the Roundtable website. The trial basis will allow LAWA to evaluate the cost/benefit of such recordings.

## **11. Adjournment**

Chairman Denny Schneider noted that the next regular Roundtable meeting will be held in the Samuel Greenberg Boardroom at LAX on Wednesday, November 8, 2017 at 7 pm PDT. Chairman Schneider adjourned the meeting at 9:37 pm PDT.