



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of March 10, 2010

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Carl Jacobson, Vice Chairman, Councilman, City of El Segundo
Blake LaMar, Representing the City of Palos Verdes Estates
Chad Molnar, Representing Councilman Bill Rosendahl
Beverly Ackerson, PANIC/City of Rancho Palos Verdes
Danna Cope, LAX Area Advisory Committee
Yvonne Bedford, Alternate, Ladera Heights Civic Association
Joann Williams, United Homeowners Association
Steve May, FAA Western-Pacific Regional Office
Rolan Morel, FAA LAX Air Traffic Control Tower
Scott Tatro, LAWA
Bob Holden, LAWA
David Chan, LAWA
Gene Reindel, Roundtable Facilitator

1. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:02 p.m. in the Samuel Greenberg Boardroom at LAX.

Chairman Schneider stated that the Roundtable needs to get more participation from its members, and he thanked Mr. David Chan (LAWA) for sending an email message to the Roundtable members to encourage their participation. Chairman Schneider also requested LAWA staff to write letters to the members who were absent from the meeting to continue encouraging their participation.

Member Danna Cope mentioned that there have been political changes and that the newly elected officials have not assigned representatives to the Roundtable. Chairman Schneider stated he would ask elected officials to each assign a person to regularly attend the Roundtable meetings. Member Beverly Ackerson recommended face-to-face meetings in addition to letters. Chairman Schneider also indicated he would have opportunities in the future to have face-to-face meetings.

Mr. Bob Holden announced that he was recently reassigned to the Environmental Protection Section within LAWA and that he will not be attending the Roundtable meetings in the future. He mentioned he is still responsible for managing the Part 161 studies for LAX and VNY airports. Chairman Schneider, on behalf of the Roundtable, thanked Mr. Holden for his many years of service to the Roundtable. Mr. Holden has been with the Roundtable since its inception and has

worked together with the members on many noise issues through the Flight Track Subcommittee and other Ad Hoc meetings. He has contributed many efforts to make the Roundtable a success.

Chairman Schneider requested LAWA staff to distribute the membership contact list to the members. This updated membership list will be used to contact all members to encourage their participation on the Roundtable. Mr. Chan stated he would like to put the list on the website, but he was concerned about disclosing some of the members' personal address and phone number on the Internet. Chairman Schneider asked Mr. Chan to send an email to the members to determine whether or not they want to disclose their address and phone number.

2. Report on UC Davis Aviation Noise & Air Quality Symposium – To be rescheduled

Chairman Schneider advised staff to reschedule this item for the next meeting as John Dragone was not present to provide the report. He also asked staff to inform the Roundtable membership when presentations from the Symposium are available on the UC Davis website.

3. Report on ACRP Compilation of Noise Programs in Areas Outside 65 DNL/CNEL

Mr. Reindel provided a brief presentation on Airport Cooperative Research Program (ACRP)'s Compilation of Noise Programs in Areas Outside DNL 65. The purpose of this ACRP project was to determine what airports are doing to minimize noise in areas outside the 65 CNEL/DNL. The full report is available online at: http://onlinepubs.trb.org/onlinepubs/acrp/acrp_syn_016.pdf

The project consisted of conducting surveys of 35 airports ranging in size from less than 50,000 to more than 250,000 annual operations. The survey included the following questions and answers:

1. *How important are noise concerns outside DNL 65 for your airport?*

83% of the responding airport owners indicated that noise issues outside DNL 65 were important, very important, or critical to their airport.

2. *What methods does your airport use to minimize noise outside DNL 65?*

The most common methods for minimizing noise were:

- Operator education and outreach (74%)
- Noise abatement flight tracks (69%)
- Preferential runway use programs (66%)
- Noise abatement flight procedures (60%)
- Ground noise control (51%)

3. *What is your motivation for addressing noise outside DNL 65?*

80% of responding airports indicated that "community concerns" are the motivation for addressing noise outside DNL 65.

4. *What percent of your noise complaints come from people who live outside DNL 65?*

74% of responding airports indicated that more than three-quarters of their noise complaints come from people who live outside DNL 65.

5. *What kind of outreach tools do you use to communicate with people exposed to noise outside DNL 65?*

The most common tools used were:

- Websites (74%)
- Community meetings/forums/roundtables (74%)

- Newsletters (40%)
- Online flight tracking systems (40%)

The report included some additional questions for consideration as the industry determines the next steps with this research. The questions as posed in the report are:

- How far outside DNL 65 can meaningful improvements be made? What is the cost?
- What are the major barriers to implementing a lower threshold of land use compatibility? If land use decisions are local, what meaningful role will federal policy play?
- Should there be priorities for consideration of measures outside DNL 65 (i.e., operational measures v. mitigations)?

A member asked which areas are outside CNEL 65 at LAX. Mr. Tatro responded that the latest quarterly contour map, which is available on the LAWA website, clearly shows the areas outside the CNEL 65 contour. Mr. Tatro added that only Inglewood, Lennox, El Segundo, Westchester and Athens are inside the CNEL 65 contour while all other areas are outside.

A member asked if the study takes into account complainers who give up and stop complaining. Mr. Reindel responded that the study did not take that into consideration. He added that through his experience, he believes that the core complainers continue to complain and that new complainers tend to stop after they receive educational information from the airport. Vice Chairman Jacobson added that the “silent majority” believe that it does not help to complain, so they don’t.

Mr. Tatro informed the Roundtable that issues such as noise outside DNL 65 and complaints were on the list of major topics for discussion at the FAA 3rd Roadmap Workshop in San Diego.

A member commented that CNEL (DNL) is an average of events over a large period of time. He believes that single event metrics would be better for measuring aircraft noise and for determining sound insulation eligibility. Mr. Tatro stated the FAA acknowledges the limitation of the DNL/CNEL metric, but has not changed its policy to use other metrics beside DNL/CNEL for sound insulation eligibility. Mr. Tatro added that LAWA has reported single-event noise metric (SEL) for comparing aircraft noise levels.

Member Danna Cope inquired what airports are doing now to prepare for increased noise and complaints when aircraft operations return to higher levels. Mr. Tatro responded that fortunately airport operations will not increase over night, so the change will not be as noticeable as an immediate increase. Increased complaints typically come from political action, runway closures, bad weather, etc.

4. Demonstration of new version of WebTrak

Mr. Chan indicated that Lochard is planning to release a new version of Webtrak, which is a web-based tool that allows people to track aircraft movement at home. Mr. Chan demonstrated both the old and new features of Webtrak. Some of the notable new features include:

- Control menu is now on the left side of the screen instead of the right side.
- User can view full screen of the map.
- Live mode is displaying data with a 22-minute delay instead of a 30-minute delay.
- Speed of replay mode is now controlled by using a slider to select the speed.
- A new message window is available for LAWA to use to provide public information such as construction projects that may affect aircraft operations.
- User can view three different types of maps: road, aerial and hybrid.

- User can change the font size of the text displayed in the weather and aircraft information windows.
- The complaint form is reduced from three pages to one page.

The implementation plan for the new WebTrak is to release the ONT version in about two weeks and then release the LAX version shortly after. There are still some software glitches that need to be ironed out. LAWA will notify users through its website when a new version of WebTrak is released.

A member inquired as to the accuracy of the flight tracks displayed in WebTrak. Mr. Tatro indicated that the flight track data is obtained from the FAA radar system and the accuracy is within 300 feet. He added that sometimes there are “reflections” associated with the flight tracks in areas close to the runways that may indicate an aircraft landed somewhere other than on the runway at LAX.

Member Chad Molnar stated that the most common calls he receives are from people equating the noise levels reported by the noise monitors in WebTrak to CNEL. Mr. Molnar inquired if anything can be done to avoid the confusion of metrics as interpreted by the public. Mr. Chan noted that the metric, LAeq, is displayed in Webtrak when a user clicks on a specific noise monitor.

Members indicated that it is difficult to find the link for WebTrak and requested LAWA to provide a direct link for the site. Mr. Tatro responded by saying that most search engines will find the website with the search criteria of “LAX WebTrak”. The direct link for the LAX WebTrak is:

<http://lax.webtrak-lochard.com/template/index.html>

5. Review/Approval of Roundtable Work Program

Mr. Chan indicated that he has updated the Work Program to include accomplishments or progress made from 2009 to present. He also included related correspondence information for each work item as the Roundtable had previously requested. He led the review of each work item with the members. The following is a summary of the discussion.

I A. Low-Frequency Noise

Mr. Chan reported that LAWA initiated LFN data collection on ANOMS as of February 2010. Once sufficient data is collected, LAWA can use the data to conduct certain analyses.

I B. Ground Run-ups During Restricted Hours (2300 to 0600 hrs)

Mr. Chan indicated that the construction of the ground run-up (GRU) monitoring unit at the Fed Ex maintenance facility is complete. The functionality of the GRU requires the integration of a website and ANOMS. The website will be used to monitor and confirm run-up activities, while ANOMS will be used to gather run-up activity records. LAWA does not have an expected completion date for the GRU integration process.

I C. Post-construction Runway Utilization

Mr. Chan indicated that this item is related to the south runways being closed for construction of the new Center Taxiway and is also related to Taxiway CC. He added that LAWA has provided statistics on runway utilization before and after the closure of the south runways and on several other occasions. He noted that Michael DiGirolamo also previously provided a detailed explanation of why Taxiway CC can not be reinstated.

He proposed to close this item and to open a new item focusing on reducing the number of 25L departures. Vice Chair Carl Jacobson noted that the priority is to minimize the departures on 25L during the nighttime hours, but the ideal goal is to minimize 25L departures at all hours.

II A. East Departures Between Midnight and 6:30 a.m. during Over-Ocean Ops or West Ops

Mr. Chan reported that he provided a statistical update on this activity in November 2009.

Chairman Schneider reminded LAWA that he wants operators to file a form each time they depart to the east during over-ocean and westerly operations. Mr. Tatro indicated this request will require approval from the City Attorney. Member Danna Cope inquired as to who will be filling out the form--FAA tower or the airlines. Member Blake LaMar stated that airline staff stationed at LAX will most likely fill out the form.

II B. Early Turn of Aircraft Departing to the West

Mr. Chan reported that he provided statistical updates on this monitoring program in November 2009.

II C. Turboprop Community Overflights

Mr. Chan reported that he contacted FAA So Cal TRACON to obtain an update on the JEDDD departure procedure. He learned that the FAA is shooting for April 2010 for the procedure to go live. Another interesting development is that Skywest has switched about half of its turboprops to jets as of late 2009. Because of Skywest's fleet mix change, there may not be that many turboprops on the JEDDD procedure once it is active.

II D. Improperly Flown LOOP Departures

Mr. Chan reported that he provided statistical updates on this procedure in November 2009.

II E. Easterly Departures From Northern Runways Turning North

Mr. Chan reminded the Roundtable of events that occurred in 2005, specifically that Roundtable sent letters to affected communities requesting their participation to establish RNAV procedures for turboprops and that a meeting was held with affected communities and the FAA to reach consensus on the procedures. Consensus was not obtained and, as a result, RNAV procedures were not developed.

Member Danna Cope wondered if the Roundtable would want to restart the process to establish consensus on the procedure with the affected communities. Mr. Tatro indicated that his recollection of the 2005 meeting was that it was difficult to obtain participation from all the affected communities and was not able to reach a consensus due to the concerns of shifting noise from one community to another. Mr. Chan added that turboprop operations at LAX have reduced because of the recent change of fleet mix with Skywest and that easterly operations only occur a small percentage of the time and vary from year to year.

III A. Extended Downwind Approach

Mr. Chan reported that he provided a statistical update on this procedure in November 2009.

III B. Missed Approaches/Go-Arounds

Mr. Chan reported that he provided a statistical update on this activity in November 2009.

III C. FAA Southern California Airspace Redesign Project

No update on this item.

III D. Aircraft Arrivals Outside Regular Approach Paths

Mr. Chan reported that he provided a statistical update on this activity in November 2009. Member Yvonne Bedford indicated that she will have some questions on this item at the next meeting.

IV A. Expand the LAX Noise Monitoring System

Mr. Chan indicated that LAWA received approval from Caltrans on the new system, ANOMS, as of February 4, 2010. He added that the new system is currently in use and that most of the noise monitoring sites at LAX are operational. LAWA acknowledged that there are still some minor issues to be worked out with the manufacturer, but believed it has reached a milestone with the new system and proposed to close this work item. Chairman Schneider congratulated LAWA on this accomplishment.

IV B. Evaluate the 60 dB CNEL Noise Contour for Eligibility for Sound Insulation

Mr. Chan noted that Mr. Reindel provided a briefing earlier tonight on the ACRP project of conducting study and survey in determining noise programs that are available to address noise issues outside DNL 65.

IV C. Review of Single-Event Noise Metrics

No update on this item.

V A. Briefing on the A380 Noise Impacts

Mr. Chan reminded the Roundtable membership that a lot of work has been done on this item. For instance, LAWA provided a noise analysis of the A380 in February 2009, which concluded the noise levels of the A380 were no greater than those from the B747. He proposed to close this item. Chairman Schneider wanted this item to remain open for further discussion.

V B. Aircraft Noise Stringency Standards via the ICAO and CAEP Processes

Roundtable membership requested an update on ICAO and CAEP at a future meeting of the Roundtable.

VI A. Establish Working Relationships with Other Roundtables

Mr. Chan noted that Mr. David Carbone of the SFO Roundtable attended the LAX Roundtable meeting in July 2009 to provide a presentation about SFO Roundtable and to establish a working relationship with the LAX Roundtable. Mr. Chan asked the membership to determine if it wants to continue establishing working relationships with other roundtables beside San Francisco. Chairman Schneider stated that he would want to continue this work item.

VI B. LAX Specific Plan Amendment Study (SPAS)

No discussion on this item.

VI C. Briefings on Technical Advances Within the Industry

It was reported that regular presentations from the Roundtable Facilitator, LAWA staff, airlines and other industry entities ensure the Roundtable is informed with the technical advances in the industry.

VI D. Briefings on Relevant Legislative and Regulatory Actions by International, Federal and State Agencies

Roundtable requested Mr. Reindel to provide regular updates to the Roundtable on relevant legislative and regulatory actions.

6. Roundtable Member Discussion

Chairman Schneider requested statistical information for Runway 25L departures and PV Peninsula overflights for the meeting in May. Member Beverly Ackerson requested jets to be included as part of the statistical update for PV Peninsula overflights.

Chairman Schneider also mentioned he wants a letter be sent to BOAC on preferential runway use, but he deferred this request for further discussion at the May meeting.

Member Joann Williams is interested in getting a representative to speak at her homeowner association on issues affecting her community.

Mr. Steve May from the FAA commented that he likes the “refocus” of the Work Plan as discussed in the meeting.

Chairman Schneider requested that all statistical presentations be delivered to the membership at least one week prior to the meeting.

Chairman Schneider also requested that time be added to the meeting agenda.

7. Comments from the Public

No comments were made from the public.

8. Adjournment

The next meeting of the Roundtable will be convened at 7:00 p.m. on Wednesday, May 12, 2010 in the Samuel Greenberg Boardroom at LAX.

The meeting was adjourned at 9:10 p.m.