



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of November 13, 2013

Roundtable Members Present

Denny Schneider, Chairman, Westchester Neighbors Association
Carl Jacobson, Vice Chairman, City of El Segundo
Blake LaMar, City of Palos Verdes Estates
Matt Waters, Staff, City of Rancho Palos Verdes
Jessica Duboff, City of Los Angeles – CD11
Danna Cope, LAX Area Advisory Committee
Yvonne Bedford, Ladera Heights Civic Association
JoAnn Williams, United Homeowners Association
John Bailey, Southeast Torrance Homeowners' Association
Martin Rubin, North Westdale Neighborhood Association
Steve May and Rolan Morel, Federal Aviation Administration
Michael Feldman, LAWA

LAWA, Airlines, and Consultant Staff

Scott Tatro, LAWA
David Chan, LAWA
Steve Alverson, Roundtable Facilitator
Dan Delane, FedEx

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. Mr. Alverson indicated that the Roundtable meetings are facilitated in order to stay on topic and on schedule. He added that there would be a period for public comments and the Chair may entertain questions from the audience as time permits.

2. Call to order

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

3. Comments from the Public

Chairman Schneider opened the public comment period. There were no people wishing make public comment, so Chairman Schneider closed the public comment period.

4. Selection of One Representative/Alternate to Attend UC Davis Aviation Noise Symposium

LAWA staff member David Chan provided details about the UC Davis Aviation Noise Symposium that will be held February 23-26, 2014 in Palm Springs, CA. He noted that the annual Symposium covers a wide range of aviation noise related topics attracting a large gathering of aviation industry professionals. LAWA covers all related expenses for one member to attend the Symposium each year alternating between a representative from the Roundtable and a representative of the LAX Area Advisory Committee (LAX AAC). This time, it is the Roundtable's turn to send a representative. David explained that in return for attending, the Roundtable member shall report the highlights of the Symposium to both the LAX AAC and the Roundtable. Mr. Chan requested that the Roundtable designate a member to attend the Symposium as well as an alternate should the member be unable to attend.

Chairman Schneider asked the Roundtable for volunteers to attend the Symposium. Hearing none, he volunteered to attend and member Dana Cope volunteered to be the alternate. Vice Chairman Jacobson moved and member Bailey seconded the designation of Chairman Schneider and member Cope as the designated attendee and alternate, which was approved unanimously by the Roundtable.

5. Update on Recent Health Studies

Roundtable Facilitator Steve Alverson briefed Roundtable members on two recent research efforts addressing the relationship between aircraft noise and certain health effects including cardiovascular disease. He explained one study was performed in Great Britain examining hospital admission records for 3.6 million people living near London's Heathrow Airport, while the other examined the Medicare records of 6 million people living near 89 unidentified airports in the United States exposed to aircraft noise. Mr. Alverson explained that while both studies concluded that there appears to be a relationship between aircraft noise and cardiovascular disease, the results were impacted by other factors that the researchers could not adequately account for including smoking, genetic predisposition, exercise, and diabetes. He indicated that the researchers concluded that more research is required in order to account for these factors. He said that because of these uncertainties in the results, he believed it would not be possible for FAA to rely on the studies to establish new policies related to aircraft noise. FAA representative Steve May confirmed that while the FAA supports this type of research, additional research is needed to understand the effects of the confounding factors on health before FAA can modify current noise policies.

Mr. Alverson's presentation on the recent health studies is available at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

6. Briefing on Fed Ex's Noise Mitigation Efforts

FedEx MD-11 Captain Dan Delane briefed the Roundtable on FedEx's efforts to reduce the impact of FedEx's operation on aircraft noise in the communities surrounding LAX. Captain

Delane said that as a resident of Palos Verdes, he can relate to complaints about aircraft noise. He added that FedEx has been committed to reducing aircraft noise and described how FedEx does that for LAX operations. He indicated that all of FedEx's flight procedures on the ground and in the air are designed to minimize aircraft noise. He said FedEx's aircraft fleet is comprised exclusively of FAA Stage 3 or Stage 4 aircraft. He added that the MD-10s are being phased out and will be replaced by 767s. He said that FedEx's 767 and 777 fleet is brand new, taking advantage of the latest noise reducing technology.

Captain Delane explained that while parked on the ramp, FedEx aircraft connect to ground power to reduce the use of the aircraft's Auxiliary Power Unit (APU), which is a small jet engine at the back of the aircraft that runs the electrical system and heating/cooling system while the aircraft is on the ground. He added that FedEx has operating procedures that limit the use of APUs until ten minutes prior to aircraft pushback. To further reduce noise while on the ground, Captain Delane explained that aircraft are tugged out from the ramp to the taxiway. He stated that once the aircraft is at the taxiway, FedEx pilots only start the left engine to taxi, which reduces aircraft taxi noise in El Segundo. He added that FedEx pilots only start the remaining engines just prior to takeoff. With respect to minimizing noise from aircraft maintenance activities, FedEx has established a self-imposed curfew for aircraft engine run-ups from 10:30 pm to 6:30 am.

With respect to runway selection, Captain Delane said FedEx pilots are procedurally required to request the inboard runways at LAX, which are Runways 25R and 24L for westbound operations and Runways 07L and 6R for eastbound operations.

Captain Delane explained that for arrivals, FedEx pilots keep the landing gear retracted and use minimum flaps and thrust as long as possible, which reduces arrival noise. He added that on departure, FedEx pilots use Noise Abatement Departure Procedure One (NADP 1) when departing to the east, which is to climb rapidly to 3,000 feet then retract the flaps and continue the climb out. He said when departing west, FedEx pilots use their standard NADP to climb to 1,000 feet, retract the flaps and continue the climb out. He said FedEx follows all of the Standard Instrument Departure (SID) and Required Area Navigation (RNAV) procedures, which keeps aircraft from flying over the Peninsula until they are up high.

LAWA staff member Scott Tatro asked Captain Delane where on approach do the flaps and gear come down. Captain Delane said that the gear and flaps would be fully deployed by no later than 1,000 feet above ground level. Mr. Tatro asked when the self-imposed run-up curfew went into effect. Captain Delane responded that it went into effect recently.

Member Cope asked how many MD-10s are at LAX. Captain Delane said there are about 12 MD-10 flights per day. Member Bailey asked if FedEx operates any feeder aircraft at LAX. Captain Delane said FedEx does not operate feeder aircraft at LAX. LAWA representative Feldman said that the steps FedEx has taken are admirable and asked if FedEx is realizing fuel savings. Captain Delane said yes, the Continuous Descent Approach procedures help FedEx save fuel and reduce noise. So there is no downside to it.

Mr. Chan thanked Captain Delane for making the presentation and spearheading FedEx's efforts to reduce noise at LAX. The Roundtable members also expressed their appreciation for Captain Delane and FedEx's efforts to minimize aircraft noise impacts for the communities near LAX.

Captain Delane's presentation on the FedEx's noise abatement efforts at LAX is available at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

7. Statistical Update on Aircraft Operations

LAWA staff member David Chan presented a series of slides related to Roundtable Work Items A9 and A10. Mr. Chan's presentation is summarized below.

Work Program Item A9: Departures on Runway 25L

Description: Aircraft departing from Runway 25L create noise disturbances to the communities south of LAX, especially during nighttime hours.

Mr. Chan compared the annual departures on Runway 25L versus 25R noting that there was a spike in Runway 25L departures in 2007 due to the closure of Runway 25R for construction. He also noted that in 2012 with the introduction of 747-800 operations, Runway 25L departures increased as this Group 6 aircraft is not able to depart on Runway 25R. He reviewed the Runway 25R and 25L departures and closures for the past 13-month period, which shows that there is a relationship between runway closures and departures on the opposite runway. That is, when Runway 25R is closed, departures on Runway 25L increase and vice versa.

David also pointed out that it is challenging for the FAA to assign 25R departures for cargo and general aviation (GA) aircraft whose facilities are located south of the outboard runway (25L), especially during the daytime and evening hours when traffic volume is high, since these aircraft would need to cross two active runways. Despite this challenge, the FAA has managed to assign more Cargo and GA aircraft on 25R than on 25L for departures as statistics have shown.

In reviewing the cargo departures on Runway 25L and 25R, he indicated that FedEx has the most operations among the cargo carriers at LAX. He added that Korean Airlines, Cargolux, Cathy Pacific Cargo, and Nippon Air Cargo operate 747-800, which accounts for their greater use of Runway 25L than Runway 25R.

Work Program Item A10: Turboprop Community Overflights

Description: Turboprop aircraft departing to the west/southwest with destinations to the east overfly the Palos Verdes Peninsula and Torrance en route to the Seal Beach VOR.

Mr. Chan compared the southbound turboprop departures to those overflying the Palos Verdes Peninsula. He noted that the annual trend of southbound turboprops is downward. He further point out that the turboprops overflying the Peninsula have decreased from an average of 53 daily in 2000 to an average of 14 per day in 2012. He said these aircraft are typically at 7,000 to 9,000 feet over Palos Verdes.

Mr. Chan then reviewed the jet overflight of the Peninsula, which have remained relatively constant the past couple of years. He indicated that over the past 13 months, the jets that overflew the Peninsula represent about one percent of the southbound jet departures. He

added that those aircraft are at about 13,000 feet. A member of the public asked if the results were an indication of more jet traffic going over Windsor Hills. Mr. Chan said that southbound aircraft do not fly over Windsor Hills. Member Waters said he sees a change with the trend of the total southbound turboprop traffic but the trend for turboprop PV overflights remains relative stable and asked why. Mr. Chan stated that the total southbound turboprop traffic consists of turboprop heading to southern destinations such as San Diego and eastern destinations such as Ontario, Palm Springs, and Arizona. He said that turboprop heading to eastern destinations are those that fly over PV. He said the change in total turboprop trend may be attributable to an increase in southern destinations which doesn't affect PV. Member Waters said that overall the reduction in overflights of the Peninsula is a great trend.

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

8. Status Update on Roundtable Facilitator Contract

Mr. Chan provided an update on the Roundtable Facilitator selection process. He said a request for proposals had been released and three proposals were received from C&S, ESA, and HMMH. He said that in October, the evaluation panel reviewed the proposals and interviewed all three firms. The evaluation panel has ranked the firms and LAWA is currently negotiating with the highest ranked firm. He added that because the negotiations are ongoing, he is unable to identify the highest ranked firm at this time. He said should the negotiations with the first ranked firm be unsuccessful, then LAWA has the option to negotiate with the second ranked firm. He said that once negotiations are complete, the contract will be reviewed by the City Attorney and then will go to the Board of Airport Commissioners for approval. He added that LAWA is working hard to have the contract in place so that the Facilitator can be at the January meeting. LAWA representative Feldman said that once the contracting process is complete, LAWA will notify the Roundtable about which firm was selected.

9. Aviation Noise News Update

Steve Alverson reviewed several recent aviation noise news items for the Roundtable including:

- An article on the legal defensibility about the approach to assessing aircraft noise impacts under the CatEx2 provision of the 2012 FAA Reauthorization Act.
- A press release describing a new FAA initiative for research by the University of Pennsylvania focusing on the impacts of aircraft noise on sleep.
- An article on FAA's decision to stick to its plan to ban Stage 2 aircraft under 75,000 pounds on December 31, 2015.
- An update on the Los Angeles Helicopter Noise Initiative including a request by nine congressional representatives for FAA to provide a schedule for completing the next steps identified in their May 2103 report as well as Santa Monica Mayor Pam O'Connor's support of the Los Angeles Helicopter Noise Relief Act.
- An article on Lufthansa installing vortex generators on 157 of its Airbus aircraft to reduce approach noise.
- An article on the German Aerospace Center investigating the source of noise inside engines using contactless laser metrology and microphones.

- An article on FAA Administrator Huerta's speech on how the aviation industry and government must come together to define the type of aviation system that is desired and how it will be financed.
- An article describing the NextGen Advisory Committee's September 19, 2013 titled "NextGen Prioritization, which identified implementation of Performance Based Navigation procedures as its top priority.

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

10. Roundtable Member Discussion

LAWA staff Scott Tatro thanked FedEx on behalf of LAWA for its noise abatement efforts and said there were aspects of FedEx's program that could be shared with the other cargo carriers. He also thanked Steve Alverson for his presentation on the health effects studies. He indicated that he is the Chair of ACI-NA's Noise Working Group and will have an opportunity to ask the researchers on the US Study about their work. He also provided an update on the LAX Part 161 study indicating that LAWA is working with HMMH to submit a revised response to FAA's comments on LAWA's application by December or January.

Chairman Schneider asked if LAWA had received a response on the Roundtable's letter regarding Program Guidance Letter 12-09. Mr. Tatro said that LAWA had not received a response and that the FAA is requiring that by 2015 noise insulation programs comply with the PGL, which requires that homes meet two tests; they must be within the 65 CNEL contour and have an interior noise level greater than 45 CNEL. Mr. Tatro noted that a working group had developed a unified acoustic test plan to address the two-tiered requirement for which ACI-NA have received 19 letters of support.

Jim Withrow, an aviation commissioner from the City of Inglewood, asked Dan Delane if FedEx's noise abatement efforts can be served as a model for other airlines to follow. Dan said that he cannot speak for the other airlines. Jim also asked if there was any difference between the freighter and passenger versions of the aircraft. Dan said there were no differences between the two.

Member Bailey asked if there was any news on the helipad at LAX. Mr. Feldman said there was no news.

Chairman Schneider asked if there was an update on the Southern California OAPM process. Mr. Tatro said that shortly after restarting in late summer, the OAPM process was stopped due to the government shutdown. He added that OAPM had just started back up again.

11. Review of Roundtable Actions and Requests from Members

Steve Alverson reviewed the Roundtable's action and request items during the meeting, which included:

Formal Action Items

The Roundtable selected Roundtable Chair Denny Schneider to attend the annual UC Davis Aviation Noise & Air Quality Symposium that will be held in Palm Springs on February 23rd

to 26th of next year. In the event Mr. Schneider is unable to attend the Symposium, Member Danna Cope was chosen as the alternate to attend in his place. LAWA staff will request approval from the Board of Airport Commissioners for this travel arrangement.

Requests from Members

None.

12. Adjournment

Mr. Chan noted that the next LAX Roundtable meeting is scheduled for Wednesday, January 8, 2014. Chairman Schneider wished the Roundtable members and the public happy holidays and adjourned the meeting at 9:00 pm.