



## **LAX/COMMUNITY NOISE ROUNDTABLE**

### Recap of the Regular Meeting of May 10, 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  
Dinesh Ghiya, City of La Habra Heights  
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  
Martin Rubin, North Westdale Neighborhood Association  
Laurie Smith, Bluff Park Neighborhood Association  
June Lehrman, City of Culver City  
Teresa Real Sebastian, City of Monterey Park  
Jim Withrow, City of Inglewood  
Ana Marie LeNoue, City of Montebello  
Polly Low, City of Rosemead  
Jeff Camp, United Neighborhoods Neighborhood Council  
Terry Boyle, Federal Aviation Administration  
Jacqueline Hamilton, U.S. House Representative – 37<sup>th</sup> District  
Scott Tatro, LAWA

#### **Guest Speaker**

Dennis Roberts, FAA

#### **LAWA and Consultant Staff**

Kendrick Okuda, LAWA  
David Chan, LAWA  
Steve Alverson, ESA  
Karen Calderon, ESA

A quorum of the members was present.

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

Roundtable Facilitator Steve Alverson welcomed members and informed all to stay on topic and on schedule. Alverson noted: Roundtable Chair may permit comments on other agenda items as time permits and 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**

Six residents from the cities of Inglewood, Culver City, Rancho Palos Verdes, and Santa Monica expressed concerns about aircraft noise over their communities, especially during nighttime hours and the related impact on sleep and productivity.

## **4. Consideration of United Neighborhoods Neighborhood Council's Request for Roundtable Membership**

LAWA staff member David Chan presented the membership request of United Neighborhoods Neighborhood Council (UNNC) for Roundtable's consideration. Jeff Camp, president of UNNC, described the organization and its concerns about aircraft noise. Member Rubin's motion to accept the membership of UNNC was seconded by Member Real Sebastian and unanimously approved by the Roundtable.

## **5. Work Program A1 – Update on FAA SoCal Metroplex Project**

FAA Western-Pacific Regional Administrator, Dennis Roberts, expressed the FAA's commitment to continue supporting the Roundtable in its mission to reduce aircraft noise. Mr. Roberts noted that the LAX Roundtable serves as a model for other noise forums across the nation, as it reviews and consolidates the concerns of various communities, which helps the FAA figure out where to focus its attention.

He explained that the FAA is currently facing several limitations including limited staffing availability to manage noise-related issues, financial uncertainty due to short term funding (e.g., the pending FAA Reauthorization Bill), and elevated workload associated with various projects and current issues. In term of noise-related projects, the FAA is currently conducting an annoyance survey at the national level to determine whether the current 65 dB threshold is appropriate and is looking at new platforms such as social media, workshops, and webinars to conduct community outreach.

Mr. Roberts then provided a brief status update on the Metroplex Project indicating that all procedures have a 90-day testing period to ensure that the procedures perform as intended, with slots reserved in October and December 2017 for modifications as needed. He noted that the Required Navigation Performance (RNP) procedures will concentrate aircraft along a narrow flight path, so they have the potential to decrease noise levels for some communities but may increase it for others. He noted that given the large variety of aircraft that fly into LAX, not all planes are equipped to fly the RNP procedures. In addition, the FAA is still developing the Terminal Sequencing and Spacing (TSAS) tool which is needed to maintain proper separation between aircraft on the RNP approach associated with the north downwind arrival.

Roundtable members asked Mr. Roberts for a timeline as to when the RNP will be in use. Other members asked about noise related to the downwind approach and what communities could do to influence the FAA.

Mr. Roberts noted the RNP may not reach their full effect until all aircraft are equipped to fly them and the TSAS tool is deployed. At this point, he does not have an estimated timeframe of when the RNP will be in use.

With regard to noise issues, Mr. Roberts reported that the FAA first needs to gather and analyze the noise data to make methodical decisions that do not compromise safety or affect other parts of the region prior to making adjustments to flight procedures. Mr. Roberts indicated that the best way to influence the FAA is to do it through communication with the Roundtable, as a collective voice carries more weight.

Roundtable members suggested the FAA should focus on reducing noise impacts for communities within the new flight paths and consider factors such as noise, air quality, and long-term health when determining new flight paths.

## **6. Work Program A7 – Initial Comparison of Extended Downwind Approach Before and After Metroplex Implementation**

LAWA representative Scott Tatro presented an initial comparison of the extended downwind approach before and after the implementation of Metroplex. The comparison showed a concentration of flight tracks on the downwind leg of the LAX arrival pattern for aircraft arriving from the north and west, indicating the RNAV STAR procedures (IRNMN, HUULL, and RYDRR) are in use after Metroplex implementation. A dispersion of the flight tracks still exists on the base leg of the pattern, where the turn is designated to occur between the 110 and 710 freeways, suggesting that the RNP Arrival Procedure is not in use yet. As Mr. Roberts indicated, there is no estimated timeline as to when the RNP procedure will be implemented since the RNP is dependent on the TSAS tool and aircraft equipage.

Mr. Tatro noted that the Extended Downwind Approach will most likely continue due to the Runway 25R RSA closure, delayed flight operations for Metroplex Phase 3 implementation, weather conditions and/or traffic volume. He indicated that LAWA will continue to monitor and revisit these and other Metroplex procedures at a later date.

Member Real Sebastian suggested the Roundtable send letters to all airlines and pilot unions educating them about increased noise levels and flight activities, and requesting airlines to equip their aircraft to fly RNP at LAX. She also requested that LAWA put together a list of airlines for the individual Roundtable members to use to send letters as well.

The complete presentation related to “Initial Comparison of Extended Downwind Approach Before and After Metroplex Implementation” can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **7. Briefing on UC Davis Noise Symposium**

Member Cope gave an overview of the 2017 UC Davis Noise Symposium covering a number of key topics discussed at the event including the FAA’s community outreach efforts and their Annoyance Survey. Member Cope’s complete summary can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

## **8. Roundtable Member Discussion**

Member Ghiya inquired about the increase in aircraft noise in La Habra Heights. LAWA representative Scott Tatro responded that the procedures and altitudes for aircraft operating in that area have not changed. The noise may be attributable to the overall increase in LAX operations and changes in the type of large aircraft that have increased their flights into LAX.

Member Peters suggested the Roundtable should focus less on procedures and more on the actual measured noise levels. She requested that LAWA prepare a presentation on the noise monitoring system, system calibration, and usage of noise measurement data.

Member Nemeth expressed concern about the recent increase in jets flying over the Peninsula and that more of these jets are not reaching the 13,000 feet altitude. He also mentioned that more turboprops are flying below 5,000 ft. He indicated that he will reach out to LAWA and FAA to find out more about these issues. Mr. Boyle agreed to reach out to SoCal TRACON on the matter.

Alternate Member Murray requested that the Roundtable write a letter to the FAA requesting a presentation on the TSAS tool that is required to fully implement the RNP procedure on the north downwind arrival.

Member Hamilton indicated that communities under the new flight path of the north downwind arrival have noticed noise increases and have requested noise monitors be installed, particularly in the West Adams area.

Mary Ellen Eagan from HMMH gave a short overview of the FAA's "Annoyance Survey," a study that includes analysis of noise data from 20 airports around the country and the survey results from 500 homes around each airport in the last 12 months. The study results will be released sometime later this year.

Member Smith requested that the Roundtable consider creating a Work Program Item to investigate the increase in flights over Long Beach.

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

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

- Member Rubin's motion to accept the membership of the United Neighborhoods Neighborhood Council was seconded by Member Real Sebastian and unanimously approved by the Roundtable.

## **10. Adjournment**

Mr. Chan noted that the next regular Roundtable meeting will be held in the Samuel Greenberg Boardroom at LAX on Wednesday, July 12, 2017 at 7 pm PDT. Chairman Schneider adjourned the meeting at 9:11 pm PST.