



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of July 12, 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
Helen Chaudhuri, United Neighborhoods Neighborhood Council
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
Jacqueline Hamilton, U.S. House Representative – 37th District
Terry Boyle, Federal Aviation Administration
Kendrick Okuda, LAWA

LAWA, FAA and Consultant Staff

David Chan, LAWA
René Spencer, LAWA
Kathryn Pantoja, LAWA
Catalina Saldivar-Chavez, LAWA
Dennis Roberts, FAA
Thuy Cooper, FAA
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 the members and public and indicated his role was to ensure all participants stay on topic so that the meeting stays 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

Nine residents from West Adams, Rancho Palos Verdes, and Culver City expressed concerns about aircraft noise over their communities, especially during nighttime hours and the related health and environmental impacts.

4. Consideration of Adding Work Program Item and Assigning Priority for Noise Issue affecting Long Beach

LAWA staff member David Chan presented the request for the Roundtable to consider adding Work Program Item A.13 to analyze increased aircraft flight activity from departures over the City of Long Beach. Member Smith requested arrivals be analyzed as well. Member Real Sebastian made a motion to approve the addition of Work Program Item A.13 to analyze increased aircraft flight activity from arrivals and departures over the City of Long Beach with a level 5 priority. Member Rubin seconded the motion. Thirteen members voted in favor and three members (Lehrman, Thompson, and Peters) abstained. No members opposed the motion. The motion carried.

5. Discussion/Approval of Roundtable Sending Letters to Airlines Regarding Aircraft Equipage to fly RNP Procedures

In response to Member Real Sebastian's request from the previous Roundtable meeting regarding encouraging the airlines to fly RNP approaches, Mr. Alverson presented information that shows the rates at which airlines are equipped to fly RNP approaches. The data shows that at a LAX, the airlines are almost 100 percent equipped to fly RNP approaches. However, he indicated that in order for airlines to fly RNP procedures, the FAA needs to implement the Terminal Spacing and Sequencing tool (TSAS), which has not been implemented due to inconsistent funding. Mr. Alverson suggested that the Roundtable focus on writing a letter to FAA Administrator Huerta to request that he expedite the implementation of the TSAS tool and request that the Southern California TRACON receive the tool first. Mr. Alverson noted that use of the RNP approaches will concentrate noise over the communities under the RNP approach flight path, which is inconsistent with the Roundtable's Mission, which is to reduce noise over affected communities without shifting noise from one community to another.

Member Real Sebastian indicated that although the TSAS tool may be necessary to fly the RNP approaches, pilots also need to be made aware of the noise issues that result from not following procedures. She added that the RNP approaches were an action taken by the FAA as a part of the Metroplex, which FAA indicated could bring some noise reduction to Monterey Park. Other members noted that airlines already trained pilots on these procedures, but that the RNP procedures cannot be implemented without the TSAS tool. Other members indicated that while the TSAS tool would help facilitate the use of the RNP approaches, it would concentrate flight patterns which will increase noise levels for communities under the RNP approach flight path.

After discussion, Member Real Sebastian made a motion to: (1) send out letters to the Chief Executive Officers of the airlines operating at LAX requesting that they take the actions

required to be fully capable of flying the Required Navigation Performance (RNP) approaches at LAX and; (2) send a letter to FAA Administrator Huerta requesting that he expedite the integration and use of the Terminal Sequencing and Spacing (TSAS) tool with the Southern California TRACON receiving the highest priority for implementation of the tool. Member Rubin seconded the motion. One member (Jacobson) opposed the motion and three members (Lehrman, Thompson, and Okuda) abstained. The motion carried.

6. Preliminary Analysis of Aircraft Flying over Palos Verdes Peninsula

LAWA staff member David Chan presented preliminary analysis of aircraft flying over the Palos Verdes Peninsula. He indicated that there has been a notable increase in jets flying over the PV Peninsula since March 2017. This increase is likely a result of a change in the published procedure, OSHNN Departure, in which the Seal Beach VOR (SLI VOR) is no longer being referenced in the procedure. Therefore, controllers are vectoring aircraft to a new waypoint located further north than the previous SLI VOR, called CAHIL, which is causing a shift in the vectored route, closer to the PV Peninsula. Mr. Chan also indicated that the increase in lower altitude turboprop operations over the PV Peninsula may be due to Mokulele Airline's aircraft performance and an FAA altitude restriction in place for this aircraft type. He indicated that LAWA is continuing to work with the FAA TRACON to obtain a better understanding of these issues and to explore possible options in addressing them. LAWA plans to report back to the Roundtable at a later date with more information.

Member Nemeth indicated that he agreed with LAWA's approach in addressing these issues and re-iterated the city's concern about aircraft noise.

Member Real Sebastian indicated that if low altitudes can be caused by aircraft performance, LAX should set specifications on the types of aircraft that are allowed to fly at LAX. FAA representative Dennis Roberts explained that aircraft specifications are determined through federal law and that restricting aircraft operations is subject to the requirements of the Airport Noise and Capacity Act (ANCA). He added ANCA requires a 14 CFR Part 161 Study to be performed. Chairman Schneider noted that LAWA spent over 10 years and several million dollars on a Part 161 Study on restricting east departures at night, only to have the FAA disapprove the request.

7. Work Program B5 – Status Update on Sound Insulation Programs

LAWA staff member Catalina Saldivar-Chavez presented the status of the sound insulation programs at LAX. She indicated that the sound insulation programs involve treating residential homes and schools to reduce the interior noise levels by replacing windows, doors, and other components. Ms. Saldivar-Chavez also described the new FAA rules regarding eligibility for residential sound insulation, the process of acoustical testing for eligibility, the status of the sound insulation programs for each of the participating jurisdictions as well the sound insulation programs for the school districts.

The complete presentation related to "Work Program B5 – Status Update on Sound Insulation Programs" can be found on the Roundtable webpage at <http://www.lawa.org/LAXNoiseRoundTable.aspx>.

8. Roundtable Member Discussion

Member Rubin noted that he had observed that the North Downwind Approach course has moved further north.

Member Real Sebastian asked how the Republican push for the privatization of the FAA's air traffic control services could affect communities. Mr. Alverson explained that although it is uncertain whether this legislation will pass, some community groups are concerned that they will have less influence over aircraft noise issues if a non-profit agency with no ties to Congress is responsible for flight procedures and air traffic control.

Member Lehrman requested that the following four points be considered for a future agenda:

- Request that LAWA investigate why aircraft are below 6,000 feet at DAHJR
- Request that LAWA consider applying for FAA Airport Improvement Program (AIP) funding to study the post-Metroplex aircraft noise exposure
- LAX Roundtable should discuss and consider approving and sending a letter to California's U.S. Senators to support Senate Bill S1405 and propose an amendment to S320 that expands language from the McCain amendment to all significant increases in NextGen-related aircraft noise, not just those approved under categorical exemptions.
- LAX Roundtable should discuss and consider coordinating with San Francisco International Airport Community Roundtable's Legislative Committee

Member Lehrman also offered to draft a letter expressing support for proposed amendments to S1405 (FAA Re-authorization) and/or S320 (NextGen Accountability) and a number of Roundtable members expressed an interest in receiving it. Chairman Schneider suggested sending the letter to Mr. Chan, who would then distribute it as a part of the materials related to a future Roundtable meeting.

Member Smith requested the member contact list and glossary in the Roundtable member binder be updated and distributed to the members.

9. Review of Roundtable Action Items

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

Formal Actions Taken

- The Roundtable approved the addition of Work Program Item A.13 that involves analyzing the increased aircraft flight activity from LAX's arrivals and departures over the City of Long Beach and assigned a level 5 priority to this new work program item.
- The Roundtable approved Member Real Sebastian's request for the Roundtable to: (1) send letters to the airlines operating at LAX requesting that they take the necessary actions to be fully capable of flying RNP approaches at LAX and; (2) send a letter to FAA Administrator Huerta requesting that the FAA expedite the integration and use of the TSAS tool with the Southern California TRACON receiving the highest priority for implementation of the tool.

10. Adjournment

Mr. Chan noted that the next regular Roundtable meeting will be held in the Samuel Greenberg Boardroom at LAX on Wednesday, September 13, 2017 at 7 pm PDT. Chairman Schneider adjourned the meeting at 9:11 pm PDT.