



LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of July 13, 2011

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
Beverly Ackerson, PANIC/City of Rancho Palos Verdes
Matt Waters, Staff, City of Rancho Palos Verdes
Domingo Orosco, City of Los Angeles – CD 8
Danna Cope, LAX Area Advisory Committee
Dorothy Harris, Ladera Heights Civic Association
JoAnn Williams, United Homeowners Association
Steve May and Rolan Morel, Federal Aviation Administration
Scott Tatro, LAWA

LAWA, Roundtable, and Consultant Staff

Kathryn Pantoja, LAWA
David Chan, LAWA
Steve Alverson, Roundtable Facilitator

A quorum of the members was present.

1. Welcome/Review of the Meeting Format – Steve Alverson, Roundtable Facilitator

Roundtable Facilitator Steve Alverson welcomed everyone to the meeting and reviewed the meeting format.

2. Call to order

Roundtable Chairman Denny Schneider called the meeting to order at 7:01 p.m. in the Samuel Greenberg Boardroom at LAX.

3. Comments from the Public

John Bailey, President of the Southeast Torrance Homeowners' Association, Inc., introduced himself and expressed an interest in joining the Roundtable.

Richard Root, a Torrance resident, introduced himself and expressed an interest in the Roundtable due to concerns about the Class B airspace related to Torrance Airport.

4. Review/Approve New Work Program Items

Item A11. Continuous Decent Approaches at Lower Altitudes

David Chan said that back in April, LAWA confirmed that aircraft are flying at lower altitudes near La Habra Heights after the FAA implemented the CDA procedures at LAX. He said that he would now like to share and discuss a proposal he received from Mr. Sam Andreano, a La Habra Heights resident, to resolve this issue. Sam's proposal involves shifting arrival tracks near La Habra Heights to the north with the intent to have aircraft fly over the City of Industry since the majority of that area is comprised of commercial and industrial. However, Mr. Chan indicated that by shifting arrival tracks to the north, it will also affect other nearby residential areas including Diamond Bar, Walnut, South San Jose Hills, La Puente, as well as many other residential areas along the proposed flight paths between the 110 freeway and the 15 freeway.

Since this proposal shifts noise from one community to another which contradicts the Roundtable's policy against shifting noise, he did not recommend the Roundtable support this proposal. Instead, he recommended that the Roundtable ask the FAA to look into the possibility of restoring aircraft altitudes to their previous (pre-CDA) levels as stated in the Work Program item.

Mr. Andreano indicated that a portion of the shifted flight tracks would overfly the La Puente Land Fill and that the City of Industry and surrounding communities under his proposed flight track shift were lower in elevation than La Habra Heights.

Member Danna Cope said that she preferred to retain the CDA procedure as it does have noise reduction benefits.

Member Carl Jacobson said that perhaps the FAA could look into increasing the altitudes in areas further out as a way of restoring the altitudes while retaining the CDA procedure.

Member Dorothy Harris believes that it is premature to adopt a proposal now since the members don't know if it is feasible to make the recommended changes.

FAA Representative Steve May indicated that the representative from Seattle was not able to attend tonight's meeting to address some of these concerns. He requested the members to provide him with background information on the CDA issue so that he could pass it to the representative that would be attending the September meeting.

The members did not agree on a recommended solution and decided to continue this discussion at the next meeting.

Roundtable Facilitator Steve Alverson reminded the members that they would still need to vote on whether to accept the proposed language of this Work Program item.

Members suggested changes to the language to allow the option to look into different methods to resolve the CDA issue and to achieve an approach that reduces noise over the community. Member Jacobson made a motion to adopt the Work Program item with the suggested changes to be incorporated in the item. Chairman Schneider seconded the motion. The motion was approved unanimously.

The members then discussed an appropriate priority for this item. After discussion, Member Jacobson made a motion to assign a priority 9 based on a scale of 1 to 10, with 1 being the lowest priority and 10 being the highest priority. Member Blake LaMar seconded the motion and it carried unanimously.

Item B5. Status Report on Soundproofing Program

David Chan then reviewed the proposed Work Program item concerning annual status reports to the Roundtable on the LAX Sound Insulation Program. Member Jacobson's motion to approve the Work Program language as proposed was seconded by Member Cope and carried unanimously. After the Roundtable discussed the appropriate priority for this item, Member Jacobson moved to assign this item a priority 2 based on a scale of 1 to 5, with 1 being the lowest priority and 5 being the highest. Member Cope seconded the motion and it carried unanimously.

5. Review Updated Correspondence Log

David Chan reviewed the updated Roundtable Correspondence Log to determine if the Roundtable needs to take follow-up actions on some of the letters that are still outstanding.

Vice Chair Carl Jacobson requested LAWA resend the letter dated July 20, 2010 regarding the Roundtable's support for the FAA Reauthorization Bill to the recently elected 36th Congressional District Representative, Janice Hahn.

Chair Denny Schneider requested Steve Alverson to keep track and report on news related to the High-Speed Rail Project and the Categorical Exclusion for RNP Procedures.

6. Statistical Update on Aircraft Operations

The following is a summary of the key points from LAWA presentation on updated statistics for aircraft operations.

Item A2 – East Departures between 12 AM and 6:30 AM during Over-Ocean or West Ops

This departure occurs when there is mild easterly wind condition which prompts heavy aircraft to take off to the east, into the wind, for climb performance and safety precaution. The highest number of east departure was in 2004 with 125. In 2010 there were 55 east departures. Statistics also showed that in 2010, Qantas was leading the pack among carriers that departed east during the nighttime hours.

Item A3 – Early Turn of Aircraft Departing to the West

Aircraft turning early on the north complex are mostly consisted of turboprop aircraft with only a few jets. The current number of early turns on the north side ranges from 4 to 19 per month.

On the south complex, there was a noticeable increase in early turns in April 2011. Mr. Chan indicated that he did not find any particular cause for the increase.

Skywest continues to have the highest number of early turns on the south because it operates both turboprops and regional jets and most of its early turns are from turboprop aircraft. Out of 4,000 Skywest departures last year, about 3 percent made early turns.

Member Jacobson asked if FAA is still trying to balance operations between the north and south runway complexes. LAX Air Traffic Control Tower Representative Rolan Morel indicated that airfield construction is limiting the FAA's ability to perform runway balancing. Mr. Mohr indicated that there is a fairly high number of departures at night (during over-ocean operations) on the south complex. Chair Denny Schneider requested LAWA to look into the number of departures between the south and north complexes during nighttime hours to determine if those nighttime departures are the ones that contribute to the greater share of operations on the south complex.

Item A4 – Missed Approaches/Go-Arounds

Missed approaches are on a declining trend from year to year with a slight increase in 2010. These operations remain balanced between the north and south complexes. Southwest Airlines had the most missed approaches/go-arounds among the carriers in 2010 with most of its operations occurring on the north complex since it is stationed on the north side. Rolan Morel said that the FAA will typically initiate a missed approach if there is another aircraft on the runway or there is lack of adequate spacing on approach.

7. Work Program C6 – Review/Suggest ACRP FY2012 Problem Statements for Research Consideration

Roundtable Facilitator Steve Alverson reviewed the aircraft noise-related ACRP FY 2012 problem statements under consideration for research. In addition to the ACRP Review Panel's recommendation regarding whether or not a problem statement should move forward, Steve Alverson also recommended which problem statements should move forward based on the Roundtable's area of interest/concern. The members approved Steve's suggestion to send a letter to the ACRP to express support for the following four problem statements for research:

- 12-02-08: Modeling Tailored Aircraft Arrivals in Standard Environmental Tools
- 12-02-09: Modeling Reduced Thrust Takeoffs in Standard Environmental Tools
- 12-02-24: Develop a Generic Commercial Jet Taxi Noise Directivity Pattern for AEDT
- 12-02-32: Airport and Aircraft Fuel Burn, Emissions and Noise Reductions for Self-Propelled Landing Gear

Note: ACRP did not select these statements or any other proposed noise-related problem statements for research.

8. Aviation Noise News Update

The following are highlights of some of the notable noise news items from Steve Alverson's presentation. The rest of the items can be found in the presentation which is posted at the Roundtable's webpage at <http://www.lawa.aero/LAXNoiseRoundTable.aspx>.

Long-Term FAA Bill May Be in Jeopardy

- Passage of a long-term FAA Bill is in jeopardy because of proposals on cutting billions in FAA funding

- The House and Senate have been working together to formulate a single bill

Pilots to Plan Their Own Route, Getting There Key

- With fully developed NextGen system, the proposed system would use onboard equipment to transmit their own positions and maintain safe distances from others. Each plane would have a safety zone surrounding it at all times
- Pilots would rely on cockpit displays to space aircraft closer together during most phases of flight than is currently allowed, regardless of weather
- The FAA would like to phase out the seemingly endless radio exchanges by pilots, who currently must repeat all instructions back to controllers to ensure they understood correctly
- Digital data links will send instructions and flight plans directly to printers in the cockpit
- However, many airlines including Doug Parker from US Airways says that the likely cost of NextGen for the industry is not justified in light of the U.S. airline industry's slow growth for foreseeable future
 - NextGen “makes all the sense in the world” from a technology perspective said Mr. Parker. “So long as we have to pay for” flight deck enhancements, “we prefer not to have it.”

Santa Monica to Allow Large Jets

- The Santa Monica City Council has decided not to challenge a Federal appeals court ruling barring the city from enforcing a 2008 ban on larger Category C and D aircraft from Santa Monica Airport
- The City impose the ban stating that the airport had insufficient buffer zones at the runway ends near residential areas
- The Council's announcement follows a January 21 ruling by the U.S. Court of Appeals for the District of Columbia Circuit upholding a decision by the FAA that the City's attempt to ban the aircraft amounted to “unjust and unreasonable” discrimination and violated the terms of a grant agreement for accepting federal funds for the airport

9. Roundtable Member Discussion

Member Ackerson inquired about the status of the LAX Noise Complaint Line. LAWA staff member Kathryn Pantoja mentioned that IT staff is looking into the issue of callers not receiving a greeting when they call the complaint line. She said that this issue seems to be intermittent and may be difficult to track down.

Ms. Pantoja also said that LAWA is in the process of switching its phone system to Voice Over Internet Protocol, which will require the complaint line's area code to change from 310 to 424 on August 1st. LAWA will be notifying the public of this change by news release and email distribution.

LAWA is also working to provide training and establish standard operating procedures for staff to handle calls from the complaint line since the line will now be answered by a pool of LAWA staff in the Airport Response Coordination Center.

David Chan said that he would like input from the Roundtable members as to what they would like to see in term of topics for discussion on Low Frequency Noise and Single Event Noise Metrics. Chair Schneider suggested that perhaps LAWA could investigate what people are getting upset about? How loud are the events? How many of them? Is there any new research on single event noise modeling?

10. Review of Roundtable Action Items

The Roundtable approved the two new items to be added to the Work Program and assigned a priority for each of them.

The members approved Steve Alverson's suggestion for the Roundtable to send a letter to the ACRP to express support for four problem statements for research.

Vice Chair Carl Jacobson requested LAWA resend the letter dated July 20, 2010 regarding the Roundtable's support for the FAA Reauthorization Bill to the recently elected 36th Congressional District Representative, Janice Hahn.

Chair Denny Schneider requested Steve Alverson to keep track and report on news related to the High-Speed Rail Project and the Categorical Exclusion for RNP Procedures.

FAA Representative Steve May requested that the Roundtable provide him with background information pertaining to the CDA issue so that he can relate the information to the FAA representative from Seattle who will be attending the September 14th meeting.

Chair Denny Schneider requested LAWA to look into the number of departures between the south and north complexes during nighttime hours to determine if those nighttime departures are the ones that contribute to the greater share of operations on the south complex.

11. Adjournment

Chairman Schneider adjourned the meeting at 9:01 pm. The next regular Roundtable meeting will convene at 7 pm on Wednesday, September 14, 2011 in the Samuel Greenberg Boardroom at LAX.