LAX/COMMUNITY NOISE ROUNDTABLE

Recap of the Regular Meeting of September 14, 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
Mayor Brian Bergman, City of La Habra Heights
Sam Andreano, Alternate, City of La Habra Heights
Danna Cope, LAX Area Advisory Committee
Dorothy Harris, Ladera Heights Civic Association
Yvonne Bedford, Alternate, Ladera Heights Civic Association
JoAnn Williams, United Homeowners Association
Steve May and Rolan Morel, Federal Aviation Administration
Michael Feldman, 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 7:00 p.m. in the Samuel Greenberg Boardroom at LAX. The recap of the July 13, 2011 meeting was approved by acclamation.

3. Comments from the Public

Two members from the Second Avenue Block Club in the City of Inglewood expressed concern that some of the homes in their neighborhood are not within the residential sound insulation program boundary even though they are across the street from homes that are within the boundary. They had heard of the "End of the Block" program that might be helpful to them, but needed more information about it. Chairman Schneider said that after the meeting, LAWA staff could direct them to the appropriate City of Inglewood sound insulation program staff member.

4. Welcome New Member – LAWA Staff

LAWA staff member David Chan welcomed the City of La Habra Heights to the LAX Roundtable by presenting representatives Mayor Brian Bergman and Sam Andreano with Roundtable Membership Binders and Roundtable 10th Anniversary Coffee Cups.

Mr. Chan indicated that the Roundtable received a letter from the City of La Habra Heights in July stating its desire to join the Roundtable to work on noise issues currently affecting their community. According to the Roundtable By-Laws, a city jurisdiction does not need to go through an approval or election process to become a member; the city just needs to submit a letter of interest.

5. Work Program Item A11 – Continuing Discussion on CDA at Lower Altitudes

Rob Henry from the Federal Aviation Administration's (FAA) Western Service Center Operations Support Group in Renton, Washington presented the flight track and altitude data that the FAA had collected for periods before and after FAA's implementation of the Continuous Descent Approach (CDA) to LAX Runways 25L/R and 24L/R. While there were some minor differences between FAA and LAWA analyses, the data demonstrated that aircraft are lower over La Habra Heights since the CDA was implemented.

Mr. Henry indicated that the FAA would need to determine if the noise levels associated with LAX arrivals are now lower or higher than before. He requested a copy of the noise study that the City of La Habra Heights conducted in 2001 for review to determine if it is possible to use it as a baseline for noise measurement comparison. He further indicated that a new noise study is needed in order to make a comparison between the aircraft noise levels before and after the CDA.

Member Dorothy Harris inquired if LAWA would pay for such a study. LAWA representative Michael Feldman said that LAWA would not fund a noise study that far away from LAX. She then asked if the FAA will be able to do something about this issue if let's say La Habra Heights is willing conduct the study and that the study shows the noise levels are now higher after the CDA is implemented. Rick Pfahler from Southern California TRACON said that the FAA can look into doing something about the problem if someone is willing to conduct the study.

Steve May asked Roundtable Facilitator Steve Alverson to review the noise levels identified in the National Environmental Policy Act (NEPA) as significant. Steve Alverson indicated that the 65 dB Community Noise Equivalent Level (CNEL) is the level at and above which residential uses are considered incompatible with aircraft operations. When conducting an environmental analysis, changes in noise level of 1.5 dB for noise sensitive areas exposed to 65 dB CNEL or higher are considered "significant" for the purposes of NEPA. Between the 60 and 65 dB CNEL contours, changes of 3 dB should be disclosed, but are not

considered significant. Between the 45 to 60 dB CNEL, a 5-dB change in CNEL is consider perceptible, but is not considered significant.

LAWA staff member Kathryn Pantoja said that La Habra Heights is well outside of LAX's 65 dB CNEL contours.

Chair Denny Schneider said that the FAA and LAWA had conducted noise studies in communities well outside of the 65 CNEL contours such as Palos Verdes Peninsula and Monterey Park.

Steve May asked if the Integrated Noise Model (INM) could be used for the analysis. Steve Alverson replied that the changes are occurring at an altitude above the INM's normal noise database, so the noise data would need to be extended and tailored to the way aircraft are operating on the CDA.

Sam Andreano referred to the benefits of the CDA at Louisville, which LAX does not appear to be receiving. Rob Henry responded that the LAX CDA appears to have eliminated the "porpoising" that had previously occurred. Rick Pfahler added that an aircraft in level flight burns six times more fuel than an aircraft on the 3-degree glide slope associated with the CDA. Sam Andreano indicated that the lower throttle settings associated with the CDA created more emissions. Rick Pfahler said that he would obtain data from an airline flying the CDA and report back on the actual fuel savings/emissions reductions and the aircraft settings that the airline uses.

David Chan asked if it would be possible for the FAA to raise the aircraft altitudes over La Habra Heights to the levels they were at prior to the CDA. Rick Pfahler said no because the CDA needs to be within the 3-degree glide slope requirements.

Kathryn Pantoja said that as the FAA considers future CDAs throughout the country, they need to think about the effects of the aircraft being lower over residential areas and perform some before and after noise testing to understand the noise effects before implementing CDAs.

6. Work Program Item B5 – Status Report on Soundproofing Program

Kathryn Pantoja provided an overview of the LAX Land Use Mitigation Program (LUMP) which was approved by the BOAC in May 1987. The LUMP provides funding to jurisdictions (City of El Segundo, City of Inglewood, and County of Los Angeles) that are within the 65 CNEL contour to conduct sound insulation and/or property acquisition measures. In addition to the funding that the jurisdictions receive from the LUMP, they can also apply for funding through the FAA. The City of Los Angeles is part of LAWA and conducts its own sound insulation and property acquisition programs. The table below provides status update for each jurisdiction.

Los Angeles International Airport (LAX)				
	Dwellings Mitigated	**Dwellings to be Mitigated**	**LAWA Funding to Date**	**FAA Funding to Date**
City of Los Angeles	**SI** 6,933	430	$148,000,000	
	PA 1,824	749	$380,000,000	
City of Inglewood	**SI** 4,000	4,700	$67,611,851	$100,243,372
	PA 1,600	816	$32,952,184	$73,485,084
County of Los Angeles	**SI** 1,923	4,358	$38,000,000	$42,000,000

City of El Segundo	**SI**	1,030	3,507	$27,418,333	$36,899,225
Grand Total				**$693,982,369**	**$252,627,681**

Chairman Schneider recalled seeing a presentation on the FAA review of aging sound insulation treatments in East Boston near Logan International Airport. He asked Steve May to see if he could find some information on the program.

The Roundtable also discussed the difference between the Part 150 and Master Plan noise contours.

7. Statistical Update on Aircraft Operations

David Chan provided an update for specific aircraft operations that are monitored on a monthly basis by LAWA. The following is a summary of the key points from the presentation on updated statistics for these aircraft operations.

Work Program Item A6 – Loop Departure

The LOOP departure procedure directs aircraft on westerly departures to turn back and re-cross the shoreline at the L.A. VOR to head to eastern destinations. Aircraft that missed the VOR and overflew the beach communities are considered missed LOOP departures. These generally account for about 8 to 10 percent of the total LOOP operations. In March 2011, there was an unusual high number of missed loop departures due to strong northerly wind conditions which made it difficult for aircraft to fly over the VOR. As a result, the FAA directed aircraft to fly to the next waypoint, KEGGS, in the LOOP departure procedure, which caused the increase with missed LOOP operations. Airlines that had the most missed LOOP operations also had the highest total LOOP operations in 2010.

Work Program Item A7 – Extended Downwind Approach

This procedure relates to arriving aircraft on the north downwind leg that extends to the east over the Monterey Park's boundary. Usually, the greater the number of north arrivals, the greater the need for aircraft to travel further east on the downwind leg. Weather conditions that produce low visibility can also cause this operation to increase as the FAA would need to increase the separation distance between aircraft for safety.

The increase in Monterey Park overflights from 2005 to 2007 was due to the shift of arrival traffic from the south to the north complex because of construction activity occurring on the south that required the closure of one runway. Overflights decreased after the construction is completed in mid-2007. Over the past 13 months, the peak occurrences have coincided with low-visibility weather conditions. For instance, June 2011 was the peak month, which coincides with the typical "June Gloom" conditions.

Skywest and Southwest Airlines have the highest number of extended downwind approaches because they both also have a large number of arrivals coming in from the north.

Work Program Item A8 – Short Turn

This procedure relates to jet arrivals on the north downwind leg that turn to base leg and final prior to reaching the Harbor Freeway. This operation usually increases when a high-visibility condition exists and/or when the north arrival traffic is light. Conversely, short turn operations decrease when there is an increase in traffic and/or when there is a low-visibility condition.

The noticeable decrease in short turn operations from 2005 to 2007 was due to the increase in north arrival traffic because of the construction project on the south complex, which did not allow much room for aircraft to execute short turns. After 2007, short turn started to increase again as the north arrival traffic returned to a lower level after the construction project is complete. Short Turn was at the lowest level over the past 13 months in June 2011 due to the June Gloom, which limits visibility, thereby limiting the pilot's ability to execute the short turn.

Southwest, American Eagle, and Skywest have the highest number of short turns due to the large number of arrivals those airlines have coming in from the north.

Departure Imbalance Between the North and South Runway Complexes

At the previous meeting, the Roundtable requested LAWA look into the departure imbalance issue at LAX. David Chan indicated that he did look into this matter and would like to share his findings with the members. He started off by briefly going over some stats on departures for the north and south complexes. Statistics show that from 2008 to 2010, departures were gradually increasing on the south complex and decreasing on the north complex, with 60% of the departures occurred on the south and 40% on the north in 2010. He indicated that the imbalance was not caused by nighttime departures since they remained relatively constant with only a small percentage (8 to 9%) of the departures occurring at night. He explained that the imbalance was mostly caused by the construction activity at LAX.

David explained that as a result of the construction of the Bradley West facility, one of the taxiways (Taxiway S) that allows aircraft to travel between the north and south complexes has been closed which limits the FAA ability to balance operations effectively. Further, to reduce delays, the FAA is allowing aircraft to depart on the closest runway rather than having them taxi to the designated runway based on destination. For instance, if an aircraft that is parked on the south and is heading to a northern destination such as Sacramento, under normal circumstance, that aircraft would need to taxi from the south to the north complex to depart on the north runway, and vice versa. However, because of the construction activity and the limited availability of taxiways, the FAA is allowing aircraft to depart on the closest runway from where they parked regardless of their destination.

David also pointed out that more traffic originates from the south side of the airfield because there are more aircraft stationed on the south than on the north. For example, there are only three terminals on the north side of the airfield, while there are five on the south side as well as the American Eagle commuter terminal, air cargo and general aviation facilities. The new Taxiway S is scheduled to open in October 2011, which will help with the balancing of the operations.

Member Danna Cope asked what the expected south/north percentage ratio would be after the completion of the construction on the Bradley West project. David Chan responded there was never a 50/50 percentage ratio at LAX and that 53/47 should be the norm.

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.

FAA Certified the 747-800 and 787 in August 2011

- Boeing received FAA and European Certification for its new 747-800 and 787 aircraft on August 19 and August 27, 2011, respectively

- United Airlines will be the first domestic carrier to receive the 787 in early 2012
  - United has ordered 50 787s

- The first 747-800 will be delivered to Cargolux on September 19, 2011

- These aircraft are leading the way for quieter, more efficient, and lower emission aircraft
  - The 787's noise footprint will be as much as 60% smaller than today's comparable airplanes

"We can't expect to grow the number of airplanes higher and higher unless their environmental impact is minimized." - Boeing Noise Engineer Mark Sandstrom

- Technological Advances Include:
  - New Generation Engines with very high bypass-ratios
  - Advanced Acoustic linings
  - New Engine Inlets and Nozzles
  - Lightweight Composite Materials
  - New, More Aerodynamic Wing
  - Able to climb higher on the same amount of energy

Source: www.txchnologist.com/2011/jumbo-jet-green-engine-the-genx-2b-cuts-emissions-fuel-use
Source: www.boeing.com/Features/2011/04/bca_787_volume_04_22_11.html

Obama Presses Congress To Pass FAA Bill

- President Obama urged Congress to avoid another partial FAA shutdown by passing a long-term funding authorization bill

- He is also saying the new re-authorization should provide back pay for the 4,000 federal employees who were furloughed from July 23 to August 4 after Congress allowed funding to lapse

- The current reauthorization expires September 16, 2011
  - (House passed a four-month extension on September 14, 2011)

- The FAA has relied on 21 short-term authorizations since 2007
  - The latest bill was held up over how to count "no" votes in union elections and funding for rural airports

- Obama is asking Congress to pass a clean legislation that will leave out those two issues

Source: www.federaltimes.com

ATA asks FAA to Accelerate New ATC Procedures

- On August 29th the Air Transportation Association of America (ATA) called on the FAA to accelerate its timetable for implementing new and more efficient air traffic procedures that it calls a key pillar of needed National Airline Policy
  - The ATA President and CEO Nicholas E. Calio stated that, "Near-term FAA action will help government focus on priorities that can provide immediate economic – and importantly – customer-service benefits."
- As a first step, the ATA called on the Obama Administration and the FAA to focus its resources on expediting the most cost-beneficial elements of NextGen, including performance-based procedures

- Other priorities include:
  - An accelerated one-year implementation schedule for the FAA Navigation Procedures Project (NAV Lean)
  - Development of metrics to gauge the outcome and performance of the government's implementation of NextGen capabilities and procedures
  - Streamlining the NEPA review processes to expedite the development and implementation of Performance-Based Navigation and other environmentally beneficial and fuel-saving NextGen procedures

Source: ANR Volume 23, Number 28

9. Roundtable Member Discussion

During Roundtable member discussion, Michael Feldman said that there is a new FAA policy on using noise contours for land use mitigation programs. However, LAX received special dispensation to continue with its current program. There will be new noise contours in the new NEPA study reflective of the new aircraft operations forecast. Chairman Schneider asked that the Roundtable be provided with the new noise contours when they are available for public release.

Member JoAnn Williams said that the United Homeowners Association members are concerned about aircraft noise over View Park-Windsor Hills that goes on 24 hours a day. They are particularly concerned about noise between midnight and six in the morning. LAWA staff explained that some of the nighttime noise being heard is likely due to the start-of-takeoff roll for aircraft departing to the west during over-ocean operations.

10. Review of Roundtable Action Items

Although there were no formal action items, the Roundtable members requested or offered the following:

FAA Representative Robert Henry requested the City of La Habra Heights provide the referenced 2001 noise study to the FAA through the Roundtable for review to determine if it is possible to use it as a baseline for noise measurement comparison. He indicated that the goal is to determine if the noise levels associated with LAX arrivals are now lower or higher than before.

FAA So Cal TRACON Representative Rick Pfahler indicated that he will get information from one of the airlines to determine what aircraft power/flap settings the airline is using for the CDA procedure.

Chairman Denny Schneider requested FAA Representative Steve May provide information regarding the Boston Soundproofing Program which apparently allows the airport to revisit sound insulation projects that were done a long time ago to determine if maintenance or replacement work is needed.

Chair Denny Schneider requested that LAWA investigate the aircraft noise that is affecting the View Park-Windsor Hills community.

11. Adjournment

Chairman Schneider adjourned the meeting at 9:08 p.m. The next regular Roundtable meeting will convene at 7 p.m. on Wednesday, November 9, 2011 in the Samuel Greenberg Board Room at LAX.